Sainsbury's Supermarkets Limited

PROPOSED FOODSTORE, BARNSLEY

Transport Assessment

VN30177

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1 INTRODUCTION

1.1 Introduction

1.1.1 Vectos has been commissioned by Sainsbury's Supermarkets Limited (SSL) to provide traffic and transportation advice in relation to proposals to convert an existing DIY warehouse, located off Stairfoot Way in Barnsley, to a Sainsbury's foodstore.

1.1.2 This report provides a Transport Assessment for the proposed development and is produced as supporting information for a planning application for the proposals submitted to Barnsley Metropolitan Borough Council (BMBC).

1.1.3 **Plan 1** shows the strategic location of the proposed application site in relation to Barnsley and the surrounding settlements, with **Plan 2** demonstrating the location of the site in a more local context.

1.2 Existing Development

1.2.1 The application site is located in the Stairfoot Ward, approximately 3 kilometres to the southeast of Barnsley town centre.

1.2.2 The site is currently occupied by a B&Q store, which is accessed from a priority controlled junction on Stairfoot Way, and is situated within Stairfoot Business Park. The business park is accessed from Bleachcroft Way, which forms part of the signalised Stairfoot Roundabout gyratory system.

1.2.3 The existing B&Q unit has an A1 land use classification, but has a condition attached to the planning consent which prohibits its use for food retail purposes.

1.2.4 Once B&Q vacate the existing building at Stairfoot it could be reoccupied for A1 non-food retail use with no new planning consent required.

1.2.5 The existing site layout is shown in **Plan 3**.

1.3 Proposed Development

1.3.1 This Transport Assessment supports a detailed planning application for a Sainsbury's foodstore which will make use of the existing B&Q store building. The proposed site layout is shown in **Plan 4**.

1.3.2 The proposed foodstore will have a gross internal area of 9,789 sqm (105,369 sqft), including a Competition Commission (CC) net sales area of 6,836 sqm (73,583 sqft).

1.3.3 The foodstore will be served by 620 customer car parking spaces of which 38 will be designated for mobility impaired users.

1.3.4 Vehicle access to the foodstore will be provided from a priority controlled junction on Stairfoot Way, which is the same arrangement currently in operation at the B&Q store.

1.3.5 The Sainsbury's service area will be located to the rear of the store, with vehicle access achieved from a separate service access on Stairfoot Way. Again, this is the same arrangement as the existing B&Q store.

1.4 Scope of Report

1.4.1 This Transport Assessment has been prepared in accordance with the 'Guidance on Transport Assessment' document, which was produced by the Department for Transport (DfT) and the Department of Communities and Local Government (DCLG).

1.4.2 The scope and content of this report has also been discussed during a series of pre-application meetings with highways development control officers from BMBC. At the request of the Council, the modelling assessment of the Stairfoot Roundabout has been completed by AECOM, who have previously developed a model as part of a Council-funded study.

1.4.3 Following this introductory section, local and national transport policy is set out in **Section 2**, with the baseline situation, including an analysis of the site's accessibility by non-car modes of travel, provided in **Section 3**.

1.4.4 **Section 4** provides a detailed description of the development proposals, with **Section 5** setting out the principle heads of terms for a Travel Plan. **Section 6** provides an assessment of the traffic impact associated with the proposed development, while **Section 7** analyses the proposed car parking provision and servicing arrangements. Finally, a summary of the report and conclusions are provided in **Section 8**.

2 TRANSPORT PLANNING POLICY

2.1 Introduction

2.1.1 This section considers current national and local transport policies on the integration of land-use planning and transport relevant to the proposed development.

2.2 National Planning Policy

National Planning Policy Framework

2.2.1 The National Planning Policy Framework (NPPF) was published by the Department for Communities and Local Government (DCLG) in March 2012 and provides guidance for English Council's in producing local plans and making decisions on planning applications.

2.2.2 The key message of the NPPF is that sustainable development should go ahead without delay and the planning system should facilitate such development.

2.2.3 The NPPF revokes and replaces numerous Planning Policy Guidance (PPG) and statements, including those that would be related to this development such as Planning Policy Guidance 4: 'Planning for Sustainable Growth' and Planning Policy Guidance 13: 'Transport'.

2.2.4 Paragraph 7 of the NPPF sets out three dimensions to achieving sustainable development:

- **An economic role** – ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and co-ordinating development requirements, including infrastructure.
- **A social role** – provision of accessible local services that reflect the community's needs and support its health, social and cultural well-being.
- **An environmental role** – using natural reserves prudently, minimising waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

2.2.5 The NPPF advocates that to achieve sustainable development, economic, social and environmental gains should be sought in a co-ordinated manner and the planning system should play an active role in

guiding development to sustainable locations, with plans and decisions taking local circumstances into account.

2.2.6 Paragraph 14 of the NPPF outlines that at the heart of the document is a presumption in favour of sustainable development, which is to be seen as a golden thread for plan making and decision taking.

2.2.7 This presumption requires planning authorities to positively seek opportunities to meet the development needs of their area and that Local Plans should meet objectively assessed needs unless the adverse impacts of doing so would 'significantly and demonstrably' outweigh the benefits when assessed against the policies of the NPPF, or where the Framework indicates development should be restricted.

2.2.8 Paragraph 17 of the NPPF outlines that within the overarching roles that the planning system ought to play, a set of 12 core land-use planning principles should underpin both plan-making and decision-taking. In transport terms the most directly relevant core principle is that planning should:

- "Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable".

2.2.9 Other transport-related principles include:

- Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local plans that the country needs;
- Support the transition to a low carbon future;
- Contribute to conserving and enhancing the natural environment and reducing pollution;
- Promote mixed-use developments; and
- Deliver sufficient community and cultural facilities and services to meet local needs.

2.2.10 Annex 2 of the NPPF defines sustainable transport modes as "any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport".

2.2.11 To promote these forms of transport paragraph 4.30 of the document stresses that the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. The policy document continues to advise, "in preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport".

2.2.12 Paragraph 4.32 of the Framework indicates that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- Safe and suitable access to the site can be achieved for all people; and
- Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. **Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe**.

2.2.13 The NPPF goes on to state in paragraph 4.34 that: "plans and decisions should ensure developments that generate significant movement are located where the need for travel will be minimised and the use of sustainable transport modes can be maximised".

Guidance on Transport Assessment

2.2.14 The Department for Transport (DfT) and Department for Communities and Local Government (DCLG) document 'Guidance on Transport Assessment' was published in March 2007 and provides guidance on the content and preparation on Transport Assessments and Transport Statements.

2.2.15 Paragraph 1.19 of the document states that in preparing a transport assessment the following considerations will be relevant:

Encouraging environmental sustainability

- Reducing the need to travel, especially by car – reducing the need for travel, reducing the length of trips, and promoting multi-purpose or linked trips by promoting more sustainable patterns of

development and more sustainable communities that reduce the physical separation of key land-uses.

- Tackling the environmental impact of travel – by improving sustainable transport choices and by making it safer and easier for people to access jobs, shopping, leisure facilities and services by public transport, walking, and cycling.
- The accessibility of the location – the extent to which a site is, or is capable of becoming, accessible by non-car modes, particularly for large developments that involve major generators of travel demand.
- Other measures which may assist in influencing travel behaviour – achieving reductions in car usage (particularly single occupancy vehicles), by measures such as car sharing/pooling, High Occupancy Vehicle (HOV) lanes and parking control.

Managing the existing network

- Making best possible use of existing transport infrastructure – for instance by low-cost improvements to the local public transport network and using advanced signal control systems, public transport priority measures (bus lanes), or other forms of Intelligent Transport Systems (ITS) to improve operations on the highway network.
- Managing access to the highway network – taking steps to maximise the extent to which the development can be made to 'fit' within the available capacity by managing access from developments onto the highway network.

Mitigating residual impacts

- Through demand management – using traffic control measures across a wide network to regulate flows.
- Through improvements to the local public transport network, and walking and cycling facilities – for example, by extending bus routes and increasing bus frequencies, and designing sites to facilitate walking and cycling.
- Through minor physical improvements to existing roads – it may be possible in some circumstances to improve the capacity of existing roads by relatively minor physical adjustments such as improving the geometry of junctions etc. within the existing highway boundary.

- Through provision of new or expanded roads – it is considered good transport planning practice to demonstrate that the other opportunities above have been fully explored before considering the provision of additional road space such as new roads or major junction upgrades.

2.2.16 With regards to identifying the need to undertake an assessment in conjunction with a new development, the DfT document stresses the importance of holding pre-application discussions with the Local Planning Authority and Local Highways Authority regarding the local transport network, and with the Highways Agency where a development may have an impact upon the strategic road network. This has duly been undertaken in the preparation of this document.

2.3 Local Planning Policy

2.3.1 Pertinent local planning policy in relation to the development site is contained in the South Yorkshire Local Transport Plan and the Barnsley Council Core Strategy Development Plan Document.

South Yorkshire Local Transport Plan

2.3.2 The South Yorkshire Local Transport Plan (LTP) covers the period between 2011 and 2026 and sets out how transport will support the advancement of the Sheffield City Region (SCR). The City Region encompasses the four South Yorkshire Local Authorities (Barnsley, Doncaster, Rotherham and Sheffield) as well as parts of the neighbouring areas of Derbyshire and Nottinghamshire.

2.3.3 The LTP is the responsibility of the South Yorkshire Integrated Transport Authority (SYITA) and consists of an overarching Transport Strategy document and an Implementation Plan which will explain in more detail how the strategy will be delivered. Annual Delivery Programme's will also be produced to monitor progress and set delivery strategies on an on-going basis.

2.3.4 The Vision of the LTP is for SCR "to offer people a great place in which to live, work, invest and visit."

2.3.5 The LTP Transport Strategy has four main goals, which are for the region's transport systems to:

- **Support the economic growth of SCR** – by improving connectivity, reducing congestion, unreliability and overcrowding.
- **Enhance social inclusion and health** – by ensuring all people, including those who cannot easily afford to travel or do not have access to a car, have access to a variety of activities and services.

- **Reduce the emissions from vehicles** – by creating a culture where people are happy to make sustainable travel choices and establishing an integrated approach to transport and land-use planning.
- **Make transport increasingly safe and secure** – by ensuring people are confident that their safety does not depend on which form of transport they use.

2.3.6 In producing Policies and Actions to deliver these Goals the LTP follows four 'cross-cutting topics':

- **"Squeezing more from our existing assets"** – ensuring the existing transport network is more efficiently used.
- **"Ensuring growth is sustainable"** – combining the two goals of economic growth and reducing vehicle emissions that may otherwise be in conflict.
- **"Giving people choice"** – providing people and businesses in SCR with a range of transport links and services to match their chosen lifestyle.
- **"Encouraging a change in travel culture"** – improved infrastructure will not be sufficient to achieve the LTP goals on its own and must be supported by a cultural change and shift from traditional travel habits.

2.3.7 The LTP seeks to minimise the negative impacts of new development by seeking to influence land-use planning processes so that the location of new development reduces the need to travel long distances. The LTP specifically refers to the Barnsley Accessibility Improvement Zone (AIZ), within which the development site is located, and identifies that it is convenient for the users of all transport modes.

2.3.8 This report will demonstrate that the proposed development is fully compliant with the ethos of the LTP.

Barnsley Core Strategy Development Plan Document

2.3.9 Barnsley MBC is in the process of producing their Local Development Framework (LDF), which will consist of a portfolio of documents that, taken together, will form the local authority's statutory development plan.

2.3.10 The Core Strategy document, which was adopted in September 2011, outlines the Council's approach for managing development, both strategically and spatially, up to 2026.

2.3.11 The Core Strategy sets out the ambitions for the borough, which is that by 2026 Barnsley will:

- Offer prosperity and a high quality of life for all;
- Boast communities which are attractive, clean and sustainable places to live;
- Be one of the safest towns in Yorkshire;
- Offer a wide range of exciting cultural activities;
- Be nationally recognised for its community spirit and diversity;
- Have healthier people who live longer;
- Offer healthy fulfilling lives for its adults;
- Be home to children and young people who aim high, enjoy life and seize opportunities;
- Provide a 21st century environment for 21st century learning, enterprise skills and services;
- Be based on a prosperous and sustainable local economy within a digital region;
- Benefit from a high performing integrated transport system;
- Be acknowledged at home and abroad as a great place to live, work and visit.

2.3.12 Section 8 of the Core Strategy identifies 8 Strategic Objectives. The key transport related objectives are to:

- "Improve access, movement and connectivity with sustainable travel" emphasises the importance of reducing the need to travel and the reliance on the private car by encouraging walking, cycling and public transport use.
- "Make efficient use of land and infrastructure". It states that previously developed land and existing buildings should be re-used where possible and that the best use should be made of existing and proposed infrastructure.

2.3.13 Section 9 presents the Core Policies of the document, including the 'Transport Strategy' policies set out in Section 9.6.

2.3.14 **Policy CSP 25** sets out how sustainable and inclusive travel will be a key consideration in new development proposals. In this regard the policy states that new developments should be located and designed to reduce the need to travel and be accessible by sustainable travel modes. New

developments should also be supported by a travel plan in order to deliver sustainable transport objectives and which will be secured through a planning obligation or condition.

2.3.15 **Policy CSP 26** states that new development will be expected to be designed and built to provide safe, secure and convenient access for all road users. If a development will create or add to highway safety or efficiency problems for all road users, developers should take mitigating actions or make a financial contribution to make sure necessary improvements go ahead.

2.3.16 **Policy CSP 27** states that BMBC will develop a parking strategy, which will include the setting of parking standards that new developments will be required to adhere to.

2.3.17 This report will demonstrate that the proposed development is fully compliant with the pertinent Core Strategy Policies.

2.4 Planning Policy Summary Appraisal

2.4.1 It can be concluded that the proposed development is in accordance with relevant national and local planning and transport planning policies as:

- It has a sizeable pedestrian and cycle catchment area (as demonstrated in Section 3 of this report), which will help to reduce the need to travel by car;
- A Travel Plan Framework has been produced to accompany this Transport Assessment. This provides a structure for encouraging the use of more sustainable travel modes;
- The proposed site will have good accessibility to public transport services, with high frequency bus services running within a short distance to the site (discussed in more detail in Section 3); and
- The site's location adjacent to several transport corridors into Barnsley provides a good opportunity for linked, pass-by and diverted trips, thus reducing travel by car.

2.4.2 The remainder of this report goes on to demonstrate that the proposed development will not have a material detrimental transport impact and, therefore, there are no transport planning reasons for the application to be refused.

3 BASELINE CONDITIONS

3.1 Introduction

3.1.1 This Section details the baseline conditions in the vicinity of the site, including the existing development on the site, the local highway infrastructure and the site's accessibility for pedestrians, cyclists and public transport users. In addition, a review of personal injury accident data for the local highway network is provided.

3.2 Site Location and Existing Development

3.2.1 The application site consists of an existing B&Q store, which is located within Stairfoot Business Park, approximately 3 kilometres to the southeast of Barnsley town centre.

3.2.2 The site is bound to the north by the Stairfoot Roundabout and the B6100 Hunningley Lane, while Bleachcroft Way runs along the site's eastern boundary. The site's southern boundary is formed by Stairfoot Way, from which the existing B&Q customer car park takes its access, while to the west the site is bound by residential properties on Kay's Terrace and industrial units on Hunningley Lane.

3.2.3 The site is currently occupied by a B&Q store which includes a garden centre. The B&Q store has a gross floor area of 10,199 sqm (107,782 sqft), including a CC net sales area of 8,879 sqm (95,574 sqft). It provides a total of 591 car parking spaces, of which 13 are designated for mobility impaired users.

3.2.4 As stated above, customer access to the B&Q is achieved from a simple priority T-junction on Stairfoot Way. The B&Q service yard is located to the rear (west) of the store, with service vehicle access also achieved from a separate access onto Stairfoot Way.

3.2.5 It is understood that the existing B&Q store is trading poorly and, as a result of this, B&Q intend to cease trading from this location. B&Q have no plans to relocate within Barnsley with the closest alternative B&Q store located at Cortonwood Business Park, approximately 6km to the south of Stairfoot.

3.2.6 Once B&Q vacate the existing building at Stairfoot it could be reoccupied for A1 non-food retail use with no new planning consent required.

3.3 Summary of Existing Highway Network

3.3.1 As mentioned above customer access to the existing B&Q store is achieved directly from Stairfoot Way. Stairfoot Way is a minor road that only provides access to the B&Q store and adjacent light industrial units.

3.3.2 At its eastern end, approximately 50 metres to the east of the B&Q customer access junction, Stairfoot Way forms a simple give-way T-junction with Bleachcroft Way.

3.3.3 Bleachcroft Way provides access to a carpet retailer and a wholesale cash and carry store and is only accessed at its northern end via Stairfoot Roundabout.

3.3.4 Stairfoot Roundabout is a complex signalised gyratory system that incorporates the following roads:

- A633 Grange Lane;
- A635 Doncaster Road (east);
- A633 Wombwell Lane;
- B6100 Hunningley Lane;
- A635 Doncaster Road (west); and
- Bleachcroft Way (Stairfoot Business Park access).

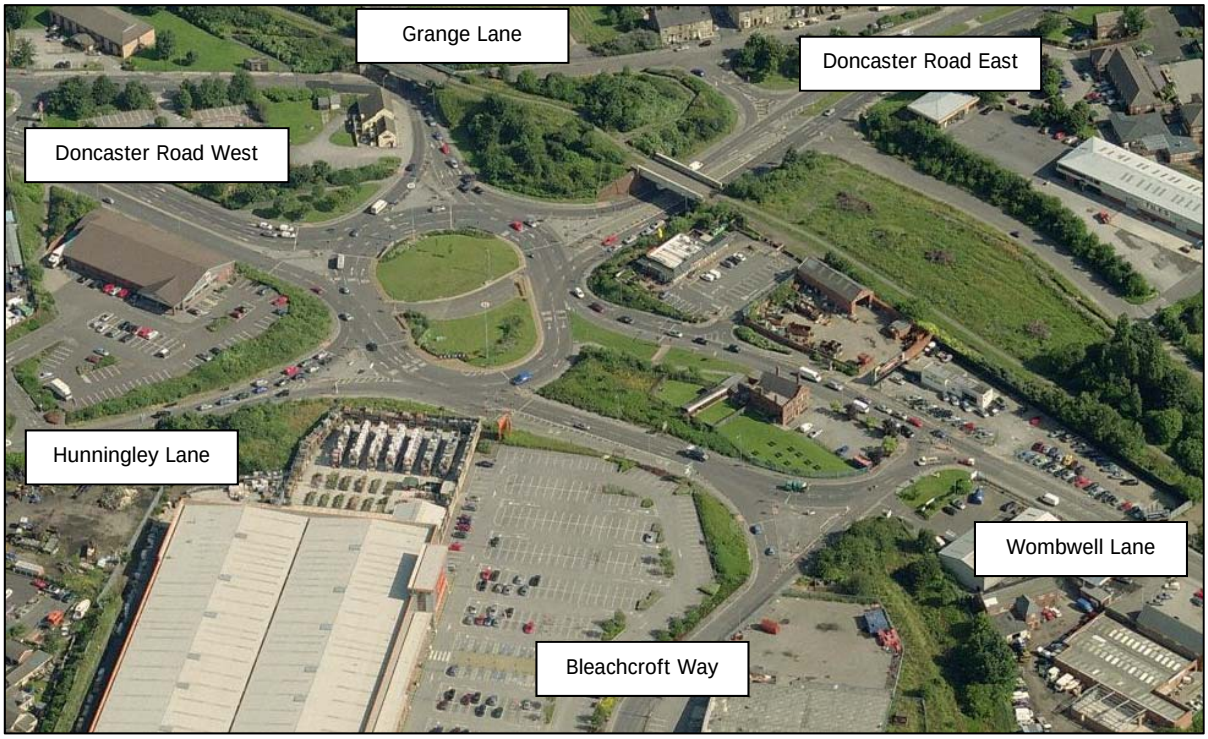
3.3.5 All of these entries into the gyratory are controlled by traffic signals with signal controlled pedestrian crossing facilities provided across the entries and exits of these approaches.

3.3.6 Minor separate accesses to a McDonald's restaurant and a public house are also taken from the gyratory system. These are standard priority-controlled give-way accesses.

3.3.7 The Stairfoot Roundabout junction was formerly a standard five-arm signalised roundabout and was expanded into its existing form when the B&Q store was developed around 10 years ago. This entailed reshaping the northern part of the junction and incorporating Wombwell Lane and Bleachcroft Way into the larger coordinated gyratory system.

3.3.8 The works also involved adding bus priority measures with a bus lane added on the Doncaster Road approach from the east and on Bleachcroft Way within the junction itself. There is also a westbound

(inbound) bus lane on Doncaster Road that runs through the middle of the northern part of the gyratory. The layout of the Stairfoot Roundabout is presented in the image below.



3.3.9 The gyratory operates under a 'SCOOT' signal control system. This means that the junction is linked to a coordinated traffic control system that enables signal timings (including cycle times, green times and offsets) to vary at short notice depending on the traffic conditions.

3.3.10 Stairfoot Roundabout experiences material levels of congestion in the peak periods with queues and delays experienced on most approaches in at least one of the peak periods. As a result of this congestion the existing, base and future traffic scenarios outlined in this report have been objectively assessed by AECOM at the request of the Council using a VISSIM model. This approach has been agreed by all parties and is discussed in more detail in **Section 6**.

3.3.11 The A635 Doncaster Road runs on an east-west alignment and connects Stairfoot to Barnsley town centre, approximately 3km to the west. The A635 provides the main route between Barnsley and Doncaster and also serves several outlying Barnsley settlements, including Darfield and Goldthorpe.

3.3.12 To the east of the gyratory the A635 is a dual-carriageway standard road with street lighting and is subject to a 40mph speed limit.

3.3.13 From Barnsley town centre the A635 is a single carriageway road with street lighting and is subject to a 30mph speed limit. Approximately 200 metres from Stairfoot Roundabout it becomes a dual-carriageway and the speed limit increases to 40mph. It widens further around 75m from Stairfoot Roundabout to provide three entry lanes into the gyratory.

3.3.14 The A633 Wombwell Lane departs Stairfoot Roundabout in a southeast direction and enters the town of Wombwell some 3.5km from the site. It is a single carriageway road with street lighting and has a 40mph speed limit. Approximately 400m to the south of the Stairfoot Roundabout Wombwell Lane provides access to Barnsley Retail Park, including a Tesco foodstore, via a signal controlled junction.

3.3.15 As stated above, Bleachcroft Way is a 'no through route' that provides access to Stairfoot Business Park and the existing B&Q store via Stairfoot Way. Bleachcroft Way and Stairfoot Way are both single carriageway roads with street lighting and footways along both sides. On its entry to the gyratory, Bleachcroft Way widens to form two entry lanes of around 20m in length.

3.3.16 The B6100 leaves the gyratory in a southwest direction and connects Stairfoot with Worsbrough and the A61 in the south of Barnsley. The B6100 route from the A61 to Stairfoot effectively forms an outer ring road in the southeast of Barnsley.

3.3.17 The B6100 Hunningley Lane is also a street lit single carriageway road and its speed limit drops from 40mph in the immediate vicinity of Stairfoot Roundabout to 30mph approximately 120m from the gyratory. It widens to provide two entry lanes around 50m before the gyratory. Approximately 100m to the west of the Stairfoot Roundabout, Hunningley Lane forms a priority controlled junction with Stanley Road, which provides access to an Aldi store.

3.3.18 Running in a northerly direction from Stairfoot, the A633 Grange Lane effectively continues as the outer ring road in the east and north of the town. It is a single carriageway road although it widens after it passes beneath a disused railway bridge (around 50m to the north of Stairfoot Roundabout) to provide three entry lanes into the gyratory. It also has street lighting and is subject to a 40mph speed limit.

3.3.19 This approach was improved in 2011 with a new one-way road link formed between Grange Lane and Doncaster Road (east). This benefitted Stairfoot Roundabout by allowing vehicles travelling toward Doncaster from Grange Lane to bypass the gyratory system.

3.3.20 Grange Lane continues in a northerly direction for 1.1km before it forms a roundabout junction with the A628 Pontefract Road and the A633 Rotherham Road. The speed limit on Grange Lane reduces to 30mph around 240m to the south of the Pontefract Road roundabout.

3.3.21 Pontefract Road connects Barnsley town centre with the northeast of the town and outlying settlements such as Cudworth and Shafton. Rotherham Road runs in a northwest direction from the roundabout, serves the northern areas of Barnsley and forms the outer ring road that also consists of Hunningley Lane and Grange Lane.

3.3.22 The Grange Lane / Pontefract Road / Rotherham Road roundabout has a diameter of around 30 metres and all four approaches widen to two lanes at the entry to the junction.

3.4 Accessibility by Sustainable Modes of Travel

3.4.1 Local and national planning policy advocates enabling people to make sustainable travel choices by focusing development in locations that are well served, or have the potential to be well served, by a range of travel modes.

3.4.2 In this regard, the accessibility of the proposed development by the following modes of transport has been considered:

- Accessibility on foot;
- Accessibility by cycle;
- Accessibility by public transport.

Accessibility by Foot

3.4.3 Pedestrian access to the redeveloped store will continue to be provided via steps from the footway on Bleachcroft Way from the north of the site. Step-free access will continue to be provided directly from Bleachcroft Way within Stairfoot Business Park to the east of the site.

3.4.4 The existing car park will be improved to accord with Sainsbury's current design standards, which includes the provision of additional pedestrian walkways. These will help to provide safe routes through the car park into the store for people travelling on foot.

3.4.5 The Institution of Highways and Transportation document entitled 'Providing for Journeys on Foot' provides guidance on what are considered to be acceptable walking distances. The document states that the acceptable maximum walking distance for commuting trips is 2 kilometres, while an 800 metre walking distance is stated as being the preferred maximum distance for town centre trips and an acceptable maximum distance elsewhere.

3.4.6 In this regard an analysis of the pedestrian catchment of the site has been completed to illustrate the site's 800 metre and 2 kilometre walking catchments.

3.4.7 These catchments are illustrated in **Plan 5** from which it can be seen that the 800 metre catchment extends into Kendray and Ardsley. Approximately 12 local bus stops fall within the 800 metre catchment and the 2 kilometre catchment encompasses the majority of Kendray, Measborough Dike, Cundy Cross and Ardsley.

3.4.8 **Plan 5** therefore demonstrates that the development site is well situated to encourage linked pedestrian trips with the retail and other amenity areas surrounding the site, while the residential catchment area suggests that walking will be a feasible form of travel for those employed by the foodstore.

3.4.9 To complement the walking catchment area, signal controlled pedestrian crossing facilities are provided on all of the main approaches (and exits) to Stairfoot Roundabout. All roads in the vicinity of the site are provided with street lighting and footways along both sides of the carriageway.

3.4.10 It is therefore considered that the catchment within walking distance of the site is provided with suitable pedestrian facilities to encourage local staff and customers to undertake their journeys on foot.

Accessibility by Cycle

3.4.11 The proposed development will include cycle parking in accordance with Barnsley Metropolitan Borough Council guidelines. These spaces will be located in a secure and safe location close to the store entrance point.

3.4.12 As discussed in **Section 2** of this document the National Planning Policy Framework (NPPF) replaces all existing planning policy statements. However, notwithstanding this the former PPG13 guidance that cycling has the "*potential to replace short car journeys, particularly those under 5km"* still provides useful guidance when considering the accessibility of the site by this mode of travel. This distance would equate to a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour.

3.4.13 **Plan 6** presents the 5 kilometre travel catchment from the site and demonstrates that Barnsley town centre and the residential areas of Worsbrough, Monk Bretton, Ardsley and parts of Wombwell, Darfield and Cudworth are within a reasonable cycle distance from the site.

3.4.14 The site is also located in close proximity to National Cycle Network Route 67, which runs along disused railway lines in the area. Cyclists (and pedestrians) are able to join the route either from Wombwell Lane (approximately 160 to the south of the site) or directly to the north of Stairfoot Roundabout (250m to the north of the site).

3.4.15 Route 67 is part of the Trans Pennine Trail (central section), which runs from Leicestershire to Northallerton in North Yorkshire. As well as being a long-distance recreational route, it also provides local traffic-free routes for cyclists and pedestrians from the site towards Barnsley town centre, and to Wombwell and the Dearne Valley to the south and Cudworth and Royston to the north.

3.4.16 The proposed development is therefore considered to be accessible by bicycle.

Accessibility by Bus

3.4.17 The Institution of Highways and Transportation publication 'Planning for Public Transport in Development' states that "*the maximum walking distance to a bus stop should not exceed 400m and*

preferably be no more than 300m. These distances are quoted for guidance, and should not be followed slavishly if that would lead to complex or indirect bus routes."

3.4.18 A northwest bound bus stop, including shelters and timetable information, is located on Bleachcroft Way along the northern boundary of the site. In addition, southeast bound bus stops (one sheltered and one signed) including timetable information are provided along Wombwell Lane. Two of these bus stops are within a 300m walking distance from the store entrance and the third bus stop is within a 400m walking distance and therefore considered accessible based upon the above guidance.

3.4.19 Bus service numbers, destinations and the frequency of service that is provided from these stops is summarised in **Table 3.1**.

Service No	Route	Mon – Fri Frequency per hour				Sat	Sun
		AM Peak	Midday	PM Peak	Evening		
22	Barnsley – Stairfoot – Wombwell – Wath Upon Dearne – Manvers – Rawmarsh – Rotherham	5	6	5	2	5	1
22x	Barnsley – Stairfoot – Wombwell – Wath Upon Dearne – Manvers – Rawmarsh – Rotherham	4	4	4	1	4	1
203	Doncaster – Scawthorpe – Clayton – Thurnscoe – Goldthorpe – Brampton – Wombwell – Barnsley	1	1	1	0	1	0
222	Barnsley – Wombwell – West Melton – Wath upon Dearne – Swinton – Mexborough – Conisbrough – Doncaster	2	2	1	1	2	1

226	Barnsley – Stairfoot – Wombwell – Wath upon Dearne – Bolton upon Dearne – Godthorpe - Thurnscoe	2	2	2	1	2	1

Table 3.1: Bus Services operating on the Bleachcroft Way and Wombwell Lane

3.4.20 As illustrated in **Table 3.1**, there are a number of services that operate from stops located in the vicinity of the site along Bleachcroft Way and Wombwell Lane. A total of 14 services per hour are operated during the weekday AM peak hour, with 13 services per hour operating during the PM peak hour. At least 14 services per hour are operated on a Saturday, while at least 4 services per hour are operated on a Sunday.

3.4.21 It was intended that the existing bus infrastructure along Bleachcroft Way and Doncaster Road (E) would enable buses to move to the front of the queue on approach to the Stairfoot Roundabout. However, due to existing queue lengths, buses remain in queues and don't fully benefit from the infrastructure.

3.4.22 It is therefore concluded that the site is very well located with respect to accessibility by bus, with the high frequency of service providing an ideal opportunity for both customers and staff to travel to the site by this model of travel.

Accessibility by Sustainable Modes of Travel Summary

3.4.23 The application site has been demonstrated to be accessible by walking, cycling and bus. It can therefore be concluded that the proposed development will help to support a healthy, inclusive and sustainable community in accordance with Core Strategy Policy CSP25 and is accessible to people without access to a car.

3.5 Accident Data Analysis

3.5.1 Accident data for the five year period between 1st January 2008 and 31st December 2012 has been supplied by Barnsley Metropolitan Borough Council for the local highway network in the vicinity of the site. A copy of the accident data is provided in **Appendix A**.

3.5.2 **Table 3.2** below provides a summary of the incidents by year which occurred within the within the study area and resulted in personal injury. The location of these incidents is also illustrated in **Plan 8**.

Year	Severity			Total Number of Accidents
	Light	Serious	Fatal	
2008	27	5	0	32
2009	14	1	0	15
2010	17	3	0	20
2011	11	3	0	14
2012	18	1	0	19
Total	87	13	0	100

Table 3.2: Personal Injury Accidents within the Study Area

3.5.3 As presented in **Table 3.2**, the accident data reveals that there have been a total of 100 personal injury accidents within the study area during the period considered, of which 87 resulted in slight injury and 13 in a serious injury. There have been no fatal collisions recorded in the study area during the 5 year period for which information has been provided, although it is understood that a fatal accident has since occurred in close proximity to the Stairfoot Roundabout.

3.5.4 In addition, of the 100 accidents recorded, approximately 27 accidents involved vulnerable users (pedestrian, cyclist, motorcyclist); 12 pedestrians, 4 cyclists and 11 motorcyclists.

3.5.5 It is evident that there is no predominant cause of incidents in the study area which should require mitigation, as the main causation of accidents appears to be as a result of human error and lack of judgment, rather than through deficiencies in the design of the highway layout. Type and frequency of accidents recorded are reflective of a busy junction of this scale. Therefore it can be concluded that there is no overriding accident problem in the area surrounding the application site.

3.5.6 Furthermore, the data illustrates that within the last five years, only 1 accident (severe) occurred on the section of Bleachcroft Way that leads to the site. This accident occurred late at night and the probable cause was due to the driver “exceeding the speed limit” and or “travelling too fast for conditions”.

3.5.7 Having discussed the existing situation, the following section of this report outlines the development proposals in more detail.

4 DEVELOPMENT PROPOSALS

4.1 Introduction

4.1.1 This section outlines the development proposals for which planning consent is being sought.

4.2 Development Proposals

4.2.1 The planning application is seeking permission for the existing restrictions on the sale of food at the site to be lifted so that Sainsbury's could occupy the site as a foodstore.

4.2.2 The existing building and site would also be modified to make it suitable for a foodstore. The proposed foodstore would have a gross internal area of 9,789 m² (105,369 ft²), including a Competition Commission (CC) net sales area of 6,836 m² (73,583 ft²). This represents a reduction in both gross and sales areas when compared to the existing B&Q store.

4.2.3 The proposed development layout, including proposed car parking and access arrangements, are shown in **Plan 4**.

4.2.4 The foodstore will be served by 620 dedicated car parking spaces, including 38 mobility impaired spaces and 25 parent/child spaces.

4.2.5 In addition the foodstore development will provide an area dedicated for motorcycle parking and a total of 24 cycle parking spaces will be provided at the site.

4.3 Access Proposals

Vehicular Access

4.3.1 Vehicular access to the foodstore is proposed to remain via Stairfoot Way, as is the case at the existing B&Q store. The access into the site would remain as a simple priority-controlled T-junction.

Service Vehicle Access

4.3.2 The existing B&Q service access would also be retained at its location on Stairfoot Way, immediately to the west of the main vehicular access.

4.3.3 Servicing will take place in the southwest corner of the site, in the same location as the existing B&Q service yard. **Plan 4** shows the proposed site layout and identifies the location of the service yard. The operation of the service yard is discussed in more detail in Section 7.

Pedestrian Access

4.3.4 Pedestrian access to the redeveloped store will continue to be provided via steps from the footway on Bleachcroft Way from the north of the site. Step-free access will continue to be provided directly from Bleachcroft Way within Stairfoot Business Park to the east of the site.

4.3.5 The existing car park will be improved to accord with Sainsbury's current design standards, which includes the provision of additional pedestrian walkways. These will help to provide safe routes through the car park into the store for people travelling on foot.

Access for Cyclists

4.3.6 As part of the proposed development it is intended to provide 12 Sheffield cycle stands which will provide capacity for 24 bicycles. This provision would be located in a safe and sheltered location beneath the store canopy and close to the main store entrance.

4.3.7 Having described the development proposals, the following sections of this report outlines the Travel Plan and details the Transport Impact Assessment in more detail.

5 TRAVEL PLAN

5.1 Introduction

5.1.1 In order to encourage Sainsbury's colleague and visitor travel to the site by non-car modes the applicant proposes a Travel Plan.

5.1.2 The Department for Transport issued a guide on the preparation of Travel Plans in April 2009 in a document entitled "Good Practice Guidelines – Delivering Travel Plans through the Planning Process". This provides comprehensive guidance on Travel Plans and is used to inform the Framework Travel Plan submitted with this application.

5.1.3 The Barnsley Core Strategy also identifies that Travel Plans are required for new developments in order to deliver sustainable transport objectives. The document states that Travel Plans should be delivered through a planning condition or obligation.

5.2 Travel Plan

5.2.1 In accordance with currently guidance and policy, a Framework Travel Plan is enclosed within **Appendix B** of this report. The objective of the Travel Plan is the delivery of elements of national and local planning policy, i.e. to encourage staff to travel to work by non-car modes of travel. The Travel Plan outlines initial physical and management measures that are designed to achieve this objective.

5.2.2 The effectiveness of Travel Plans in assisting the use of non-car modes of travel is intrinsically linked to the accessibility of a given site by means other than the private car.

5.2.3 The proposed site has been demonstrated to benefit from good accessibility by non-car mode of travel and it should, therefore, be expected that the adoption of a Travel Plan would be effective.

5.2.4 It should be recognised that this is the first stage in the travel planning process. The Framework Travel Plan proposes that a colleague questionnaire survey be completed within 6 months of store opening and that the results be used to develop a Full Travel Plan document.

6 TRANSPORT IMPACT ASSESSMENT

6.1 Introduction

6.1.1 Having established that the proposed development site would be accessible by modes of transport other than the private car and would be in general accordance with land use and transport policies, the following section of the report considers the traffic and transport impact of the development proposals.

6.1.2 The scope and methodology of the assessment has been agreed with the local highways authority in advance.

6.1.3 Given the complexity of the Stairfoot Roundabout and the sensitivity of the junction to minor changes in signal timings, it was agreed that the most appropriate tool for assessing the local highway network was an existing VISSIM micro-simulation model. This VISSIM model was originally developed by AECOM on behalf of BMBC to assess options for improving bus journey time reliability for a Park & Ride service along Wombwell Lane. Following a request from BMBC, AECOM have been commissioned to update the VISSIM model and to objectively assess the impact of the development proposals.

6.1.4 Further information on the VISSIM model and the assessments are provided within this Section.

6.2 Baseline Traffic Surveys

6.2.1 In order to identify existing traffic flows in the local area, traffic count surveys were undertaken by Signal Surveys in March 2013. Weekday surveys were undertaken on Friday 8th March between 0700 and 1000 and between 1530 and 1900. A Saturday survey was undertaken on 9th March between 1100 and 1500.

6.2.2 The extent of the highway network considered in this traffic impact assessment has been agreed with BMBC's highways department and the following junctions have been surveyed:

- Existing B&Q access on Stairfoot Way;
- Stairfoot Roundabout;
- Wombwell Lane / Tesco signalised junction;
- Pontefract Road / Rotherham Road roundabout (Cundy Cross Roundabout); and

- Doncaster Road / Neville Avenue / Ashleigh Vale signalised junction.

Network Peak Hours

6.2.3 Analysis of the baseline traffic survey data has identified the following peak hours:

- Weekday AM peak hour (0745 – 0845);
- Weekday PM peak hour (1645 – 1745); and
- Saturday peak hour (1130 – 1230).

6.2.4 Baseline traffic flows converted to PCUs, the standard unit for analysis, are shown in **Figure 1, Figure 2** and **Figure 3** for the weekday morning peak, weekday evening peak and Saturday peak hours respectively. The raw survey data is provided in **Appendix C**.

6.3 Committed Developments

6.3.1 Following discussions with BMBC it was agreed that there were no committed developments that could have a material impact on the Sainsbury's study area network. Therefore, no committed developments have been taken into account in this Transport Assessment.

6.4 Future Year Assessments

6.4.1 Ordinarily the traffic impact of a development would be undertaken for an appropriate 'horizon' year, typically five years after the date of registration of the planning application as stated in the document 'Guidance on Transport Assessments' (DfT, 2007).

6.4.2 In this regard the TEMPRO program has been used to obtain National Transport Model (NTM) local traffic growth rates for the Barnsley TEMPRO zone. The derived growth rates to a future year of 2018 are set out in **Table 6.1**.

Zone	AM Peak Period (0700 to 0959)	PM Peak Period (1600 to 1859)	Saturday (whole day)
Barnsley (00CC1)	1.050437	1.052355	1.053870

Table 6.1: 2013 to 2018 NTM Traffic Growth Factors for Barnsley

6.4.3 The NTM forecasts an increase in traffic flows in Barnsley in the order of 5% between 2013 and 2018. However, it should be borne in mind that the NTM traffic growth factors relate to growth throughout the whole of the Barnsley TEMPRO zone and that they also cover a longer period rather than the busiest single hour.

6.4.4 Given the congested nature of the highway network at this specific location, it is unlikely that growth in the order of 5% will occur in the next 5 years.

6.4.5 Weekday turning count data has been obtained from a previous 2006 study into the operation of Stairfoot and compared to the new 2013 counts. The data shows that there has been a slight reduction in total traffic flows at Stairfoot Roundabout in the morning peak hour (2%) and a substantial reduction of 7% in the evening peak hour.

6.4.6 Furthermore, a review of historic data from each of the arms of the junction has demonstrated that traffic in the local area has not grown over the past seven years and it was agreed with BMBC that no growth should be assumed.

6.4.7 Therefore, the traffic impact of the development has been assessed using a 2013 year of assessment with no 'horizon' assessments undertaken.

6.5 Baseline 'Without Development' Traffic Flows

6.5.1 In order to understand the traffic impact of the development proposals it has been necessary to identify an appropriate Baseline 'Without development' position against which the 'with development' position has been compared using the VISSIM model.

6.5.2 In this regard, the existing B&Q store is to cease trading at which point the site could be re-occupied by another non-food retailer without a new consent being required. As such, the appropriate Baseline 'Without development' scenario assumes that B&Q ceases trading and is replaced by other non-food retail, which has the potential to generate more traffic than B&Q, which is not trading to its full potential.

6.5.3 The following paragraphs describe the process of creating the Baseline 'Without development' traffic flows.

Existing B&Q Traffic Flows

6.5.4 B&Q is to cease trading from the site at which point existing B&Q traffic flows will cease. Existing traffic flows associated with the B&Q store were recorded in the traffic surveys and are summarised in **Table 6.2**.

	Existing B&Q Vehicle Trips		
	Arrivals	**Departures**	**Two-way**
Weekday AM Peak Hour (0800-0900)	35	32	67
Weekday PM Peak Hour (1700-1800)	49	49	98
Saturday Peak Hour (1100-1200)	143	159	302

Table 6.2: Existing B&Q Traffic Generation

6.5.5 These existing B&Q trips have been distributed across the highway network based on observed traffic counts. The resulting flows are presented in **Figures 4 to 6** for the AM, PM and Saturday peak hours.

Existing Consented Development Traffic Flows

6.5.6 The existing B&Q trips (**Figures 4 to 6)** will be removed from the highway network once the store ceases trading. However, as explained above, once B&Q ceases trading the site could then be re-occupied by another non-food retail operator(s) without a requirement for a new planning consent. The reoccupied store could generate more traffic than the existing B&Q store, which is not trading to its full potential.

6.5.7 Trips associated with the reoccupied site would replace those generated by the existing B&Q store and the following paragraphs summarise how this has been accounted for in the assessment.

6.5.8 Reference has been made to TRICS database version 2013 (a) v6.11.2 in order to obtain vehicle trip rates for a DIY superstore with a garden centre. The following selection criteria were used in order to identify suitable sites from TRICS:

- The **multi-modal database** was used;
- The **'DIY superstore – with garden centre'** land-use category was used;
- Sites located in **England, Scotland and Wales** were used (excluding Greater London);

- Town centre sites were excluded;
- **Weekday** and **Saturday** survey enquiries were carried out separately; and
- Sites based on **Gross Floor Area (GFA)** and with a GFA of **at least 10,000m²**.

6.5.9 **Table 6.3** presents the derived vehicle trip rates and also the forecast level of traffic generation for the consented development at the site. The TRICS outputs are provided at **Appendix D**

	Average Trip Rate (trips/100m²)			Vehicle Trips (14,640m²)		
	Arr	**Dep**	**Two-way**	**Arr**	**Dep**	**Two-way**
Weekday AM Peak	0.992	0.592	1.584	145	87	232
Weekday PM Peak	1.367	1.525	2.892	200	223	423
Saturday Peak	3.137	3.193	6.330	459	467	927

Table 6.3: Existing Consented Development Forecast Traffic Generation

6.5.10 These trips have also been distributed based on existing traffic movements with the resulting traffic flows presented in **Figures 7 to 9** for the AM, PM and Saturday peak hours.

Baseline 'Without Development' Traffic Flows

6.5.11 In order to create the Baseline 'Without Development' traffic flows, the existing B&Q trips (**Figures 4 to 6**) were removed from the observed traffic counts and the existing consented development flows (**Figures 7 to 9)** added in their place.

6.5.12 The resulting Baseline 'Without Development' traffic flows are presented in **Figures 10 to 12**.

6.6 Proposed Foodstore Multi-Modal Trip Generation

6.6.1 To establish suitable person trip rates for the proposed foodstore development reference has been made to TRICS database version 2013 (a) v6.11.2.

6.6.2 The 01 – Retail, A – Food Superstore database was used to ascertain multi-modal trip rates for the proposed foodstore development. Initial parameters were established, as set out below:

- The **multi-modal database** was used;
- Sites located in **England, Scotland and Wales** were used (excluding Greater London);

- **Weekday** and **Saturday** survey enquiries were carried out separately;
- Sites based on **Gross Floor Area (GFA).**

6.6.3 In accordance with the Transport Assessment guidance, the aim of trip rate assessments should be to identify from the TRICS database suitable comparative sites to the proposed development in terms of size, location and accessibility.

6.6.4 Therefore, in addition to the initial parameters identified above, the following additional selection criterion were used:

- Sites with a Gross Floor Area (GFA) between **6000 - 12642** sqm (Friday) and **5000 – 12642** sqm (Saturday);
- Surveys carried out between **01/01/2000 - 24/11/2012**;
- Sites in **edge of town centre** or **suburban** areas selected; and
- Sites with **petrol filling stations** were excluded.

6.6.5 The resulting multi-modal TRICS data is provided in full at **Appendix E**.

6.6.6 The foodstore trip generation exercise has been based upon the proposed store's gross internal floor area of 9,789 sqm.

Foodstore Pedestrian Trip Generation

6.6.7 The peak hours of pedestrian demand for the proposed foodstore have been calculated as 1300 to 1400 on a weekday and 1200 to 1300 on a Saturday. The trip rates and trips are presented in **Table 6.4.**

	Average Trip Rate (trips/100m^2)			Trips (9,789m^2)		
	Arr	**Dep**	**Two-way**	**Arr**	**Dep**	**Two-way**
Weekday Peak Hour (1200-1300)	1.017	1.029	2.046	100	101	201
Saturday Peak Hour (1300-1400)	2.705	2.405	5.110	265	235	500

Table 6.4: Proposed Development Average Pedestrian Trip Rates and Trips

6.6.8 As indicated above it is predicted that the proposed development will experience a pedestrian generation of 201 two-way trips during the weekday peak hour and 500 two-way trips during the Saturday peak hour.

6.6.9 As described previously, the site is located within a well-established pedestrian network which allows safe and accessible links to the surrounding residential areas of Measborough, Kendray and Ardsley, as well as towards Barnsley town centre.

6.6.10 It is, therefore, concluded that there is adequate existing pedestrian infrastructure in the vicinity of the site to cater for the predicted increase in footfall which will arise as a result of the development proposals.

Foodstore Cyclist Trip Generation

6.6.11 The peak hours of cycle demand for the proposed foodstore on a weekday and Saturday have been calculated as 1800 to 1900 and 1200 to 1300 respectively. The trip rates and trips are presented in **Table 6.5**.

	Average Trip Rate (trips/100m^2)			Trips (9,789m^2)		
	Arr	Dep	Two-way	Arr	Dep	Two-way
Weekday Peak Hour (1800-1900)	0.122	0.130	0.252	12	13	25
Saturday Peak Hour (1200-1300)	0.142	0.138	0.280	14	14	28

Table 6.5: Proposed Development Average Cyclist Trip Rates and Trips

6.6.12 As indicated above, it is predicted that the proposed development will experience a cycle trip generation of 25 two-way trips during the weekday peak hour and 28 two-way trips during the Saturday peak hour.

6.6.13 To encourage customer and employee travel by bicycle, the development will provide cycle parking facilities located in a secure and safe location. These are of a quantum sufficient to cater for this maximum predicted demand.

Foodstore Public Transport Trip Generation

6.6.14 The peak hours of public transport demand for the proposed foodstore on a weekday and Saturday have been calculated as 1200 to 1300 for both days. The trip rates and trips are presented in **Table 6.6**.

	Average Trip Rate (trips/100m^2)			Trips (9,789m^2)		
	Arr	**Dep**	**Two-way**	**Arr**	**Dep**	**Two-way**
Weekday Peak Hour (2000-2100)	0.162	0.000	0.162	16	0	16
Saturday Peak Hour (1600-1700)	0.668	0.672	1.340	65	66	131

Table 6.6: Proposed Development Average Public Transport Trip Rates and Trips

6.6.15 As illustrated above it is predicted that the proposed development will generate a maximum peak hour generation of 16 two-way public transport trips during the week and 131 two-way trips on a Saturday.

6.6.16 As detailed in Section 3 the site is located within an area well served by public transport, with a north bus stop on Bleachcroft Way and southbound stops on Wombwell Lane located in walking distance of the site.

6.6.17 It is, therefore, concluded that forecast public transport trips can be accommodated on existing public transport services.

6.7 Foodstore Vehicular Trip Generation

6.7.1 The proposed foodstore development vehicle trip rates, and corresponding vehicle trip generations are presented in **Table 6.7**.

	Average Trip Rate (trips/100m^2)			Trips (9,789m^2)		
	Arr	**Dep**	**Two-way**	**Arr**	**Dep**	**Two-way**
Weekday AM Peak	2.439	1.636	4.075	239	160	399
Weekday PM Peak	4.517	5.071	9.588	442	496	939
Saturday Peak	5.252	4.896	10.148	514	479	993

Table 6.7: Proposed Foodstore Average Vehicle Trip Rates and Trips

6.7.2 As can be seen from **Table 6.7**, the proposed foodstore is predicted to generate 399 two-way vehicle trips during the weekday AM peak hour, 939 two-way vehicle trips during the PM peak hour and 993 two-way vehicle trips during the weekday PM peak hour.

6.7.3 The trip attractions presented in **Table 6.7** would not be entirely new trips on the highway network, rather a high proportion of the trips would already be present on the local highway network and their trip to the proposed Sainsbury's store would simply represent a deviation of an existing trip. This is particularly the case with trips generated by foodstores during network peak hours.

6.7.4 The different trip types that shopping trips fall into are identified below:

Primary Trips

6.7.5 The primary shopping trip is one which is distributed to the road network as having the same origin prior to visiting the site as destination on leaving the site. These trips are predominantly home-based trips but may also be made from work or other locations. Primary trips are further broken down into:

i) Newly generated trips – in terms of foodstores these types of trips are virtually zero as people must already buy their food from somewhere.

ii) Transfer trips – this refers to customers who transfer to the new store from alternative stores in both the direct vicinity and surrounding areas. In the case of foodstores all primary trips are redistributed primary shopping trips.

Linked Trips

6.7.6 For these trips the origin and destination zones are not the same and the retail use is an intermediate stop on a route between two trip ends. Linked trips can be further broken down into:

i) Pass-by trips / un-diverted linked trips – these are linked trips already present on the road network directly adjacent to the site, where the retail use is an intermediate stop on the normal route taken.

ii) Diverted linked trips – these are similar to pass-by trips in that the retail use is an intermediate stop, although in this instance the trip is already present on the local road network and not the road(s) from which the site access is taken.

iii) Cross-visitation linked trips – these are trips that have multiple destinations, either within the proposed development site or with adjacent uses. In such instances, it is customary to only 'count' those trips once for the development as a whole.

6.7.7 It can reasonably be anticipated that the proposed store will experience a high proportion of diverted and pass-by trips, particularly in the weekday peak hours.

6.7.8 The congested nature of the highway network in the immediate vicinity of the site will discourage potential customers from making a specific food shopping trip to the new store in the busiest periods. It is unlikely that local residents, who will be aware of congestion at Stairfoot, will decide to do their food shopping at the new store in the peak hours unless they are already travelling past or near to the site.

6.7.9 Moreover, the location of the site in close proximity to several strategic highway routes will increase the propensity of pass-by and diverted trips. Around 4000 vehicles travel through the Stairfoot Roundabout in each of the assessment peak hours and such volumes of traffic will lead to a high proportion of pass-by and diverted trips.

6.7.10 In consideration of the above factors, it was agreed with BMBC to assume that 10% of trips to the foodstore in the weekday peak hours will be primary trips with 50% being diverted and 40% pass-by trips.

6.7.11 Despite also experiencing congestion in the Saturday peak hour, it can be expected that there will be a higher proportion of primary trips in the Saturday peak hour. As such, we will assume that 50% of trips in the Saturday peak will be primary trips, 30% diverted and 20% pass-by trips.

6.7.12 Based upon the above the initial trip type proportions are presented in **Table 6.8**.

	Weekday AM Peak	Weekday PM Peak	Saturday Peak
Primary Transfer Trips	10%	10%	50%
Pass-By Trips	40%	40%	20%
Diverted Trips	50%	50%	30%

Table 6.8: Trip Type Proportions – Proposed Foodstore

6.7.13 Based upon these proportions the proposed development vehicle trips, as presented in **Table 6.8**, have then been identified by trip type. This information is presented in **Table 6.9** below.

	Weekday AM Peak		Weekday PM Peak		Saturday Peak	
	Arr	Dep	Arr	Dep	Arr	Dep
Primary Transfer Trips	24	16	44	50	257	240
Pass-By Trips	96	64	177	199	103	96
Diverted Trips	119	80	221	248	154	144
Total	**239**	**160**	**442**	**496**	**514**	**479**

Table 6.9: Proposed Foodstore Trips by Type

6.7.14 The following sub-sections summarise how these different trip types have been distributed onto the highway network.

Foodstore Primary Transfer Trips

6.7.15 When considering trip types it is important to remember that in the case of foodstores all primary trips will be redistributed primary shopping trips.

6.7.16 As such, this transport impact assessment has approached the primary transfer trips in a twofold manner, firstly by identifying and removing the existing trips on the local highway network that would

transfer to the proposed Sainsbury's store, and then by assigning the primary transfer trips to the proposed store.

6.7.17 The Planning and Retail Statement produced by Turley Associates includes an assessment of the anticipated trade draw of the proposed Sainsbury's store from competitor stores in the surrounding area. The Retail Statement identified the convenience goods trade drawn from eight zones in and surrounding Barnsley. This is presented in **Table 6.10** below. A plan of the zones is provided in **Appendix F**.

Zone	Trade Drawn from Zones
1 – Barnsley South (Worsbrough/Kendray)	18.0%
2 – Barnsley Central	26.0%
3 – Cudworth/Ardsley	15.0%
4 – Wombwell/Hoyland/Brampton	19.0%
5 – Darfield/Thurnscoe/Bolton-u-Dearne	12.0%
6 – Grimethorpe/Shafton	3.0%
7 – Barnsley North (Royston/Ryhill/Darton)	5.0%
8 – Barnsley West (Dodworth/Penistone)	2.0%
Total	**100%**

Table 6.10: Trade Draw Proportion from Zones within the Catchment Area

6.7.18 As previously established the primary transfer trips the proposed foodstore, rather than representing entirely new trips on the local highway network, will be drawn from competitor foodstores. As such, the primary transfer trips identified in **Table 6.9** have been assigned to the five zones based upon the above proportions. This is presented in **Table 6.11** below.

Zone	Turnover Proportion	AM Peak		PM Peak		Saturday Peak	
		Arr	Dep	Arr	Dep	Arr	Dep
1	18.0%	4	3	8	9	46	43
2	26.0%	6	4	12	13	67	62
3	15.0%	4	2	7	7	39	36
4	19.0%	5	3	8	9	49	46
5	12.0%	3	2	5	6	31	29
6	3.0%	1	0	1	1	8	7
7	5.0%	1	1	2	2	13	12
8	2.0%	0	0	1	1	5	5
Total	**100%**	**24**	**16**	**44**	**50**	**257**	**240**

Table 6.11: Primary Transfer Trips by Zone

6.7.19 For each zone, the retail assessment identified the main competitor destinations from which it is predicted trade will be drawn to the proposed Sainsbury's store. This includes numerous other convenience retail destinations with the four most significant being Tesco Extra on Wombwell Lane, Morrisons and Asda in Barnsley town centre and Morrisons at Cortonwood Retail Park.

6.7.20 Having identified the primary transfer trips by each catchment zone, consideration was then given to those existing trips that are likely to currently pass through the highway network under. A simple example of this is those people living to the north of Stairfoot Roundabout who currently shop at Tesco on Wombwell Lane. An example of existing trips that do not currently pass through the study area are those originating in the north of Barnsley that currently shop at Asda or Morrisons in the town centre.

6.7.21 Based on the retail assessment, **Table 6.12** summarises the number of trips that will be drawn from existing convenience retail destinations. The table only presents origin/destination pairs that the proposed store is forecast to draw at least 2% of its trade from. A full version of the table, showing all of the trade draw information, is provided at **Appendix G.**

6.7.22 Only trips that '*might*' pass through the highway network study area are presented in the table, with detail of how these trips are assigned onto the network explained beneath the table. All trips not shown in the table are not expected to impact upon the study area.

Destination	Trade Draw	Primary Transfer Trips – Trade Draw					
		AM Peak		PM Peak		Sat Peak	
		Arr	Dep	Arr	Dep	Arr	Dep
Trips originating in Zone 1							
Morrisons, Town Centre	5.3%	1	1	2	3	14	13
Tesco, Wombwell Lane	5.2%	1	1	2	3	13	13
Asda, Town Centre	2.8%	1	0	1	1	7	7
Others	2.8%	1	0	1	1	7	7
Trips originating in Zone 2							
Others	3.8%	1	1	2	2	10	9
Trips originating in Zone 3							
Tesco, Wombwell Lane	5.4%	1	1	2	3	14	13
Asda, Town Centre	4.0%	1	1	2	2	10	10
Others	3.9%	1	1	2	2	10	9
Trips originating in Zone 4							
Others	2.2%	1	0	1	1	6	5
Trips originating in Zone 5							
Tesco, Wombwell Lane	2.2%	1	0	1	1	6	5
Others	1.3%	0	0	1	1	3	3
Trips originating in Zone 6							
Others	1.0%	0	0	0	1	3	2
Trips originating in Zone 7							
Tesco, Wombwell Lane[1]	1.1%	0	0	1	1	3	3
Trips originating in Zone 8							
Tesco, Wombwell Lane	0.04%	0	0	0	0	0	0
Total	**41.3%**	**10**	**7**	**18**	**20**	**106**	**99**

Table 6.12: Predicted Trade Draw and Existing Retail Trips

6.7.23 No allowance has been made for existing trips to destinations defined as being 'other within study area' or 'other outside of the study area' due to the imprecise nature of these locations. By making no allowance for these trips further robustness is provided in the assessments as it excludes allowance for up to 9% (the total draw from these destinations) of trips to the new store.

[1] For Zones 7 & 8 Tesco, Wombwell Lane is the only store where trade is forecast to be drawn to Sainsbury's that existing traffic might route through the study area.

6.7.24 To assign the existing retail trips presented in **Table 6.12** to the local highway network, population over distance gravity models were produced between each origin retail zone and the existing retail destinations. In basic terms, the gravity model results in more trips being assigned to/from areas with higher populations that are closer to the proposed store. Conversely, less populated areas located a greater distance from the store will generate fewer trips.

6.7.25 As the retail catchment zones are relatively large areas and journeys to the existing and proposed stores will vary depending on the precise origin within each zone, it was necessary to disaggregate the zones into smaller areas (Census Lower Super Output Areas (LSOAs[1])). This allows for a more refined assignment of trips onto the network.

6.7.26 GIS software (MapInfo) was used to identify which of the existing trips in **Table 6.12** would currently pass through the network study area, as well as which routes they would take. MapInfo identified the most appropriate routes from each LSOA (from the population weighted centre of each area) to the various existing retail destinations.

6.7.27 MapInfo also identified the distance (in kilometres) from each origin to the proposed Sainsbury's store, which was also inputted into the population over distance gravity model. From the gravity models an O/D matrix was produced for each time period which identified where the existing retail trips travelled through the study area.

6.7.28 **Table 6.13** summarises the volume of primary trips that currently route through the study area highway network.

	AM Peak		PM Peak		Saturday Peak	
	Arr	**Dep**	**Arr**	**Dep**	**Arr**	**Dep**
Total Existing Primary Trips	24	16	44	50	257	240
Existing Primary Trips in Study Area Network	7	5	14	15	79	74

Table 6.13: Primary Transfer Trips Entering Study Area Network

[1] LSOAs have an average population of 1600 people.

6.7.29 It can be seen that 31% of all primary trips currently route through the highway network study area. When the proposed store opens these trips will remain on the local road network but will route to the new Sainsbury's instead of continuing on their existing journey to a competitor destination.

6.7.30 The gravity models and full O/D matrices are presented in **Appendix H**.

6.8 Foodstore Trip Distribution

6.8.1 The distribution of the different foodstore trip types are identified below:

Primary Trips

6.8.2 Having identified and removed the existing retail trips on the local highway network, which would transfer to the new Sainsbury's store, an exercise was then undertaken to determine the distribution of the primary transfer trips to the store.

6.8.3 To derive a distribution of primary transfer trips from each retail zone (Zones 1 to 8, as shown in **Table 6.14**) to the proposed Sainsbury's store, population over distance gravity models were again utilised, with the assignment of trips again identified using the MapInfo GIS programme.

6.8.4 Based upon this analysis, the proposed trip distribution by zone as summarised in **Table 6.14** has been derived.

Route	Primary Transfer Trip Distribution (by Zone)								
	1	2	3	4	5	6	7	8	Total
Rotherham Rd		25%	6%				84%		**12%**
Pontefract Rd E		10%	58%			100%	7%		**15%**
Doncaster Rd E			35%	13%	77%				**17%**
Wombwell Ln				83%	23%				**19%**
Hunningley Ln	50%			5%				12%	**10%**
Neville Ave	13%								**2%**
Doncaster Rd W	37%	44%					8%	84%	**20%**
Pontefract Rd W		22%						4%	**6%**
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**

Table 6.14: Primary Transfer Trip Distribution by Zone

6.8.5 The primary transfer foodstore trips apportioned to each zone, as identified in **Table 6.14,** have been assigned to the local highway network based upon the respective distributions.

6.8.6 The AM, PM and Saturday peak hour primary transfer trips are presented in **Figures 13** to **15**.

Foodstore Pass-By Trips

6.8.7 For the purpose of this assessment pass-by trips, as presented in **Table 6.9**, have been assigned to the Bleachcroft Way approach of the Stairfoot Roundabout.

6.8.8 The resultant AM, PM and Saturday peak hour pass-by trips are presented in **Figures 16**, **17** and **18** respectively.

Foodstore Diverted Trips

6.8.9 Diverted trips, as presented in **Table 6.9**, have been assigned to the other (i.e. non-Wombwell Lane approaches) of Stairfoot Roundabout based upon surveyed turning proportions.

6.8.10 The resultant AM, PM and Saturday peak hour diverted trips are presented in **Figures 19**, **20** and **21** respectively.

Total Foodstore Development Trips

6.8.11 The primary transfer, pass-by and diverted foodstore trips have then been added together to derive the total foodstore traffic flows. These are presented in **Figures 22 to 24** for the AM, PM and Saturday peak hours.

6.9 Baseline 'With Development' Traffic Flows

6.9.1 The total foodstore development traffic flows have been added to the Baseline 'Without Development' traffic flows, to create 'With Development' flows.

6.9.2 The resultant traffic flows are presented in **Figure 25** for the AM peak hour, **Figure 26** for PM peak hour and **Figure 27** for the Saturday peak hour.

6.10 Traffic Impact Assessment

6.10.1 When considering the traffic impact of the development proposals it is important to consider how the increases in traffic would occur across the study area. In this regard **Table 6.15** illustrates the actual increase in traffic numbers predicted to occur on each movement of the junctions within the study area as a result of the development proposals, with this information also presented in terms of the increase in vehicles per minute.

	AM Peak Hour				PM Peak Hour				Saturday Peak Hour			
	Baseline Without Dev	**Baseline With Dev**	**Increase in Veh**	**Increase in Veh/ min**	**Baseline Without Dev**	**Baseline With Dev**	**Increase in Veh**	**Increase in Veh/ min**	**Baseline Without Dev**	**Baseline With Dev**	**Increase in Veh**	**Increase in Veh/ min**
Site Access / Stairfoot Way	**257**	**424**	**+167**	**+2.8**	**452**	**967**	**+515**	**+8.6**	**963**	**1030**	**67**	**1.1**
Site Access	87	160	+73	+1.2	223	496	+273	+4.6	467	479	12	0.2
Stairfoot Way (W)	15	15	0	0	17	17	0	0	19	19	0	0.0
Stairfoot Way (W)	155	249	+94	+1.6	212	454	+242	+4.0	477	532	55	0.9
Stairfoot Roundabout	**4358**	**4297**	**-61**	**-1**	**4553**	**4648**	**+95**	**+1.6**	**4761**	**4456**	**-305**	**-5.1**
Doncaster Road (W)	758	734	-24	-0.4	1135	1102	-33	-0.6	910	855	-55	-0.9
Hunningley Lane	679	653	-26	-0.4	695	685	-10	-0.2	667	635	-32	-0.5
Bleachcroft Way	113	186	+73	+1.2	248	521	+273	+4.6	503	515	12	+0.2
Wombwell Lane	963	928	-35	-0.6	966	903	-63	-1.1	1002	917	-85	-1.4
McDonalds	34	34	0	0	81	81	0	0	80	80	0	0
Doncaster Road (E)	1049	1039	-10	-0.2	715	688	-27	-0.5	844	823	-21	-0.4
Grange Lane	762	723	-39	-0.7	713	668	-45	-0.8	755	631	-124	-2.1
A628 / A633 Roundabout	**2953**	**2868**	**-85**	**-1.4**	**2978**	**2899**	**-79**	**-1.3**	**3009**	**2826**	**-183**	**-3.1**
A628 Pontefract Road (SW)	290	289	-1	0	545	539	-6	-0.1	527	513	-14	-0.2
A633 Rotherham Road	708	686	-22	-0.4	459	442	-17	-0.3	614	555	-59	-1.0
A628 Pontefract Road (NE)	951	934	-17	-0.3	809	783	-26	-0.4	998	928	-70	-1.2

A633 Grange Lane	1004	959	-45	-0.8	1165	1135	-30	-0.5	870	830	-40	-0.7
Tesco Access / A633 Wombwell Lane	**1931**	**1886**	**-45**	**-0.8**	**2343**	**2225**	**-118**	**-2.0**	**2517**	**2359**	**-158**	**-2.6**
Tesco Access	215	213	-2	0	538	530	-8	-0.1	724	686	-38	-0.6
A633 Wombwell Lane (NW)	848	839	-9	-0.2	1062	1009	-53	-0.9	1179	1117	-62	-1.0
A633 Wombwell Lane (SE)	868	834	-34	-0.6	743	686	-57	-1.0	614	556	-58	-1.0
A635 Doncaster Rd / Ashleigh Vale / Neville Ave	**1717**	**1654**	**-63**	**-1.1**	**1854**	**1785**	**-69**	**-1.2**	**1882**	**1716**	**-166**	**-2.8**
A635 Doncaster Road (W)	707	685	-22	-0.4	924	895	-29	-0.5	844	788	-56	-0.9
Ashleigh Vale	30	30	0	0	16	16	0	0	18	17	-1	0
A635 Doncaster Road (E)	871	831	-40	-0.7	712	678	-34	-0.6	890	786	-104	-1.7
Neville Avenue	109	108	-1	0	202	196	-6	-0.1	130	125	-5	-0.1

Table 6.15: Proposed Development Traffic Increase

6.10.2 **Table 6.15** demonstrates that the proposed development proposals will only have an increase in vehicle movements through the site access and the Stairfoot Roundabout during the PM peak period. During the Weekday AM and Saturday peak periods there are slight increases in vehicle movement on the site access arm, although overall there is a reduction of traffic movements, queuing and journey times, as detailed within the AECOM VISSIM model results contained within **Appendix I.**

6.10.3 This conclusion results from a difference in traffic generation characteristics when you compare a DIY store and a foodstore. For example, supermarkets and DIY stores both generate relatively low volumes of traffic in the weekday morning peak hour. In the evening, despite supermarkets generating a significant proportion of passby and diverted trips, they still alter flows more significantly

than a DIY store, which generate fewer trips at this time. On a Saturday, whilst a supermarket generates high volumes of traffic, so do DIY stores. However, when you take into account pass by and diverted trips to the supermarket, their impact is less.

6.10.4 The results in **Table 6.15** highlight that the proposed development would not have an impact on the wider highway network during any peak period. Therefore, no other junctions outside of the VISSM study area have been assessed.

6.10.5 As such, the Traffic Impact Assessment of this report will focus on the operational capacities of the site access and Stairfoot Roundabout during the most onerous assessment / peak period, which is the Weekday PM peak Period.

6.10.6 However, in order to ensure that the development will operate satisfactorily (whether an impact is predicted or not) each of the peak periods has been assessed and modelled by AECOM. The results of these assessments can be found in the Appendices as outlined below.

6.11 Junction Capacity Assessments

6.11.1 The preceding paragraphs have demonstrated that the proposed development is predicted to result in an increase in traffic flow at the site access and Stairfoot Roundabout during the PM Peak period only.

6.11.2 Capacity assessments for the Weekday PM peak period have therefore been undertaken using surveyed traffic flows, Baseline 'Without Development' flows and Baseline 'With Development' flows.

6.11.3 The network has been assessed using the VISSIM model created by AECOM. VISSIM is an industry standard micro simulation software tool for more accurately modelling complex and congested junctions / networks.

6.11.4 A series of AECOM's Technical Notes which outline the methodology and provide the modelling results for each assessment can be found in **Appendix I**. Indicative Drawing TEMP1 has been included as **Plan 7** to indicate the current layout at the Stairfoot Roundabout.

VISSIM Model Calibration and Validation Methodology

6.11.5 The existing VISSIM model of Stairfoot Roundabout was developed for Wombwell Lane Bus Priority study for Barnsley MBC in 2010 and was updated using the 2013 traffic count and queue data collected by Signal Surveys.

6.11.6 To reasonably update the VISSIM model, various calibration and validation techniques were undertaken to insure that the model accurately reflected certain features of existing network performance, these are:

i) Calibration

(i) Turning Counts – modelled and observed vehicle counts were compared using the GEH Statistic[1]. AECOM's technical note concludes that the model demonstrates very good calibration between the observed and modelled turning movements throughout the three peak periods.

(ii) Stage Green Times – Model includes both fixed and VAP operation to ensure the greatest accuracy of modelled signal timings. Existing network uses SCOOT which varies stage green time cycle upon cycle depending on vehicle demand and therefore, model reflects an average of these varying green splits; although accurate, cannot always replicate exact on site conditions. Overall, it is considered that all three peak periods calibrated well, with only a few approaches within each peak period displaying a difference greater than 10%.

(iii) Saturation Flows – Modelled saturation flows were compared against on-site observed saturation flows. The PM peak model calibrated well, although the Doncaster Road approaches displayed differences of just over 10%.

ii) Validation

(i) Queue Lengths – queue length data was obtained for the same survey dates as the traffic count surveys. The model was validated against these queue lengths to ensure accurate

[1] Explanation of GEH Statistic provided within AECOM Technical note presented in **Appendix I**

portrayal of observed queue lengths within the model. Queue lengths were validated against the average observed queue over the whole hour period, for the lane with the largest queue on respective approaches where applicable. Overall, it is considered that the model validates well within all peak periods.

(ii) Degree of Saturation – comparisons of the observed and modelled degree of saturation were carried out. PM peak validated well with the exception of Hunningley Lane.

6.11.7 **Table 6.16** compares the queue lengths between the observed and modelled queue lengths for the various peak periods.

Scenario	Queue counter location	Observed average queue (m)	Modelled average queue (m)	Observed / modelled difference
Weekday PM	Doncaster Rd (E)	108	86	21
	Wombwell Ln NB LT to Bleachcroft Way	37	12	25
	Bleachcroft Way LT	6	2	4
	Bleachcroft Way Approach	46	33	12
	Hunningley Ln Approach	289	295	7
	Doncaster Rd (W) Approach	92	83	9
	Grange Lane Approach	130	214	84

Table 6.16: Average Hourly Queue Length Comparisons

6.11.8 **Table 6.16** highlights that queuing occurs on all approaches during the Weekday PM peak period, with significant queues along Grange Lane and Hunningley Lane, modelled within the VISSIM model as 214m and 295m respectively. Doncaster Road (E) and Doncaster Road (W) also show queues of over 80m during the Weekday PM peak period. Furthermore, the VISSIM model indicates that the Stairfoot Roundabout and gyratory are operating at capacity in the existing situation.

6.11.9 Having reviewed these results, the Council and the applicant have accepted that AECOM's survey flow models are validated correctly and are representative of the existing situation.

Baseline 'Without Development' Scenario

6.11.10 **Table 6.17** summarises the queue length results for the various approach arms of the Stairfoot Roundabout (plus gyratory) for the weekday PM peak period. The AECOM VISSIM model results for the Baseline 'Without Development' scenario is included in **Appendix I**.

Approach	Existing queue (m)	Baseline 'Without Development' queue (m)	Existing / Baseline 'Without Development' Difference (m)
Grange Lane	86	104	17
Doncaster Rd (E)	12	144	132
McDonalds	2	9	7
Wombwell Ln	33	120	86
Bleachcroft Way	295	334	39
Hunningley Ln	83	92	9
Doncaster Rd (W)	214	406	192

Table 6.17: Weekday PM Peak Period – Baseline 'Without Development' Average Hourly Queue Lengths

6.11.11 **Table 6.17** highlights that in a Baseline 'Without Development' scenario where the B&Q site is operating to its full potential, this would result in queue lengths increasing along all approach arms during the weekday PM peak period. Results show significant increases along Doncaster Road (E), Wombwell Lane and Doncaster Road (W), with average hourly queues increasing by approximately 132m, 86m and 192m respectively.

6.11.12 These results have been presented to the highway authority, who have accepted the results of this assessment.

Baseline 'With Development' Scenario

6.11.13 **Table 6.18** summarises the queue length results for the various approach arms of the Stairfoot Roundabout (plus gyratory), allowing for the proposed development of the site. The AECOM VISSIM model results for the Baseline 'With Development' scenario are included in **Appendix I**.

Approach	Baseline 'Without Development' queue (m)	Baseline 'With Development' queue (m)	Baseline 'Without Development' / Baseline 'With Development' Difference (m)
Grange Lane	104	61	-43
Doncaster Rd (E)	144	157	13
McDonalds	9	67	59
Wombwell Ln	120	202	83
Bleachcroft Way	334	369	35
Hunningley Ln	92	63	-29
Doncaster Rd (W)	406	271	-135

Table 6.18: Weekday PM Peak Period – Baseline 'With Development' Average Hourly Queue Lengths

6.11.14 **Table 6.18** indicates that the Baseline 'With Development' scenario will cause a decrease in queue lengths along Hunningley Lane, Doncaster Road (W) and Grange Lane. However, queue lengths on all other approaches would increase, with the most significant increase being recorded along Wombwell Lane, an approximate increase of 83m in the average hourly queue length.

6.11.15 To further understand the impacts of the development proposals ('With Development' scenario) it is important to consider the impact on journey times through the network during peak periods, in comparison with the 'Without Development' scenario. A full set of journey time results are provided in **Appendix I** as part of AECOM's VISSIM Technical Notes.

6.11.16 **Table 6.19** presents a comparison in journey times through the network in the Baseline 'Without' and Baseline 'With' development scenarios during the weekday PM peak period.

From	To	Baseline 'Without Development' (Journey in Minutes)	Baseline 'With Development' (Journey in Minutes)	Baseline 'Without Development' / Baseline 'With Development' Difference (Secs)
Grange Lane	Doncaster Rd (E)	04:57	03:42	-75
	McDonalds	04:52	03:38	-75
	Wombwell Ln	05:04	03:46	-78
	Bleachcroft Way	06:06	25:24	-43
	Hunningley Ln	05:19	03:59	-80
	Doncaster Rd (W)	05:37	04:10	-87
Doncaster	McDonalds	02:14	02:18	3

Rd (E)	Wombwell Ln	02:27	02:22	-6
	Bleachcroft Way	03:18	03:30	12
	Hunningley Ln	02:40	02:34	-6
	Doncaster Rd (W)	03:21	02:44	-38
	Grange Lane	04:14	03:11	-63
McDonalds	Wombwell Ln	00:19	00:29	11
	Bleachcroft Way	01:06	02:42	96
	Hunningley Ln	02:01	02:51	50
	Doncaster Rd (W)	02:12	03:21	69
	Grange Lane	02:35	03:32	57
	Doncaster Rd (E)	03:07	03:56	49
Wombwell Ln	Bleachcroft Way	01:25	01:32	7
	Hunningley Ln	02:03	02:16	13
	Doncaster Rd (W)	02:26	02:38	12
	Grange Lane	02:55	03:04	9
	Doncaster Rd (E)	03:11	03:23	12
	McDonalds	03:37	04:10	33
Bleachcroft Way	Hunningley Ln	01:24	02:17	53
	Doncaster Rd (W)	01:33	02:27	54
	Grange Lane	02:02	02:55	53
	Doncaster Rd (E)	02:15	03:11	56
	McDonalds	00:00	03:38	218
	Wombwell Ln	02:58	03:59	61
Hunningley Ln	Doncaster Rd (W)	04:25	04:47	22
	Grange Lane	04:33	05:01	27
	Doncaster Rd (E)	04:40	05:11	32
	McDonalds	04:58	05:53	56
	Wombwell Ln	05:25	06:02	36
	Bleachcroft Way	06:09	07:15	66
Doncaster Rd (W)	Grange Lane	01:17	01:11	-7
	Doncaster Rd (E)	01:23	01:16	-7
	McDonalds	02:00	01:46	-13
	Wombwell Ln	02:25	02:04	-20
	Bleachcroft Way	02:48	03:18	31
	Hunningley Ln	02:22	02:03	-19

Table 6.19: Journey Time Comparisons – Baseline 'Without Development' vs Baseline 'With Development' – Weekday PM Peak Period

6.11.17 **Table 6.19** indicates that the Baseline 'With Development' scenario will increase journey times on the approach arms of McDonalds, Wombwell Lane, Bleachcroft Way and Hunningley Lane, in comparison to a fully operational B&Q store on the site. Vehicles approaching Stairfoot Roundabout along Bleachcroft Way will experience an average increase in journey time to the various destinations (excluding McDonalds) of approximately 55 seconds. Moreover, vehicles that approach along Hunningley Lane will experience an average increase in journey times of approximately 40 seconds.

6.11.18 It is considered that the increases in journey times arise from additional congestion on the circulatory lanes on the Stairfoot Roundabout, as well as Bleachcroft Way which effects flow through the gyratory.

6.11.19 These results have been presented by AECOM to the applicant and Council and the results have been accepted by all parties. The Council have confirmed that mitigation to the Stairfoot Roundabout will be required in order to make the development proposals acceptable.

6.11.20 This conclusion is confirmed in **Table 6.19**, which suggests that mitigation works will be required to improve traffic flow through certain areas of the highway network. In particular, the following are being considered;

i) Improvements to Bleachcroft Way approach;

ii) Review of current Bus Infrastructure;

iii) Interaction between westbound Wombwell Lane and right turning traffic of gyratory; and

iv) Improvements to circulatory carriageway including white lining and signage.

6.11.21 Whilst it is recognised that mitigation works are required to offset the impact of the proposed development during the weekday PM peak period, a mitigation scheme is still being developed and discussions are currently on-going with Barnsley MBC. To date, these discussions have concluded that there do not appear to be any issues, such as land ownership, which will prevent a suitable package of works from being agreed prior to the application being determined.

6.11.22 It is therefore assumed that an agreed package of suitable mitigation works will form part of a planning condition which will require implementation prior to a foodstore opening.

6.12 Traffic Impact on Personal Injury Accidents

6.12.1 The traffic impact analysis has demonstrated that the increases in traffic which are predicted to occur during the weekday PM peak period are not considered to be at a level that would result in a material or detrimental impact upon existing personal injury accident levels.

6.13 Transport Impact Assessment Conclusions

6.13.1 A traffic impact assessment has indicated that the proposed development will only result in an increase in traffic flows through the study area during the PM peak period. Therefore, the assessment in this report focuses on the weekday PM peak period only. However, AECOM's VISSIM model has assessed the weekday AM, PM and Saturday peak periods, with the model results for all periods being found in **Appendix I.**

6.13.2 This report concludes that the proposed development, will impact upon the operation of the Stairfoot Roundabout and gyratory during the weekday PM peak period. These impacts include increased journey times along Bleachcroft Way, Wombwell Lane and Hunningley Lane due to increased congestion on the circulatory lane of Stairfoot Roundabout and Bleachcroft Way. As such, mitigation works are required to improve the capacity of the Stairfoot Roundabout and gyratory in order to mitigate the impact of the development proposals during this peak period. This conclusion has been reached by BMBC as a result of the assessments that have been completed by AECOM.

6.13.3 Whilst it is recognised that mitigation works are required to offset the impact of the proposed development during the weekday PM peak period, a mitigation scheme is still being developed and discussions are currently on-going with Barnsley MBC. To date, these discussions have concluded that there do not appear to be any issues, such as land ownership, which will prevent a suitable package of works from being agreed prior to the application being determined.

6.13.4 It is therefore assumed that an agreed package of suitable mitigation works will form part of a planning condition which will require implementation prior to a foodstore opening.

7 CAR PARKING AND SERVICING

7.1 Introduction

7.1.1 Section 7 provides a review of the proposed car parking provision in accordance with standards and the anticipated demand, together with a review of the proposed servicing arrangements.

7.2 Car Parking Standards

7.2.1 Car parking standards have been obtained from Barnsley MBC's "Supplementary Planning Guidance - Parking" document.

7.2.2 This document states that the maximum standards for A1 supermarkets over 1,000 sqm are 1 space per 14-25 sqm of floor area for urban areas. Based upon this standard and the proposed foodstore's GIA of 9,789 sqm, the development would be permitted a maximum of 699 car parking spaces.

7.2.3 The SPG 'Parking' document also provides guidance on minimum parking allowances for disabled motorists; this should be in addition to the maximum parking provisions at a scale of 4% of the total number of spaces. Based upon a car parking provision of 582 (standard plus parent / child spaces), this would equate to a minimum of 24 mobility impaired spaces.

7.3 Proposed Car Parking Provision

7.3.1 The foodstore will be served by 620 customer car parking spaces of which 38 will be designated for mobility impaired users and 25 as parent / child spaces.

7.3.2 The internal layout of the car park has been reconfigured to accord with Sainsbury's design requirements, with the area previously occupied by the B&Q garden centre also converted to provide additional parking area.

7.3.3 Based upon the above standards the proposed car parking provision, including mobility impaired users, is clearly in accordance with BMBC adopted standards.

7.4 Car Parking Accumulation

7.4.1 In order to determine the appropriateness of the proposed foodstore car parking provision in relation to the anticipated customer demand, a car parking accumulation exercise has been undertaken.

7.4.2 To undertake this analysis the TRICS assessment undertaken to determine the foodstore trip rates has been revisited, from which a parking demand profile has been established. In addition, for robustness it has been assumed that a number of car parking spaces (approximately 30) will be already occupied by Sainsbury staff priory to the daily arrivals / departures to the site. This is presented in Table 7.1 below for the weekday and Saturday.

Time Period	Weekday				Saturday			
	Arr	Dep	Acc	Capacity	Arr	Dep	Acc	Capacity
06:00-07:00	0	0	30	5%	74	10	95	15%
07:00-08:00	100	31	100	11%	97	51	141	23%
08:00-09:00	153	95	153	21%	243	150	234	38%
09:00-10:00	239	160	239	33%	346	251	328	53%
10:00-11:00	410	260	410	58%	413	368	374	60%
11:00-12:00	404	361	404	64%	514	479	409	66%
12:00-13:00	429	424	429	65%	497	508	398	64%
13:00-14:00	448	448	448	65%	499	516	381	61%
14:00-15:00	450	453	450	64%	474	467	387	62%
15:00-16:00	429	476	429	57%	534	514	406	66%
16:00-17:00	414	410	414	57%	500	563	343	55%
17:00-18:00	416	408	416	59%	439	499	284	46%
18:00-19:00	442	496	442	50%	323	416	192	31%
19:00-20:00	461	489	461	46%	163	210	144	23%
20:00-21:00	332	394	332	35%	95	127	112	18%
21:00-22:00	207	285	207	23%	50	79	82	13%
22:00-23:00	151	207	151	14%	0	10	72	12%
23:00-24:00	21	60	21	8%	0	0	72	12%

Table 7.1: Proposed Car Park Accumulation

7.4.3 As the results presented in **Table 7.1** demonstrate, during both the week and at weekend the proposed Sainsbury's car park will have sufficient capacity to accommodate the predicted demand for the foodstore.

7.5 Servicing

7.5.1 The Sainsbury's service area will be located to the rear of the store, with vehicle access achieved from Stairfoot Way. This again is the same arrangement as the existing B&Q store.

7.5.2 A service yard management plan, which takes into account Sainsbury's best practice for servicing, has been submitted as part of the planning application. It estimates that approximately 9 Sainsburys HGV'S per day will be generated by the proposed foodstore, with an additional 3 smaller vehicles making deliveries for third parties.

7.5.3 The service yard, can accommodate the full range of delivery vehicles, including a Sainsbury's 16.5 metre articulated vehicle which is the largest vehicle which will require access.

8 REPORT SUMMARY AND CONCLUSIONS

8.1 Transport Assessment Summary

8.1.1 Vectos has been commissioned by Sainsbury's Supermarkets Limited (SSL) to provide traffic and transportation advice in relation to proposals to develop a site located off Stairfoot Way in Barnsley for a new Sainsbury's foodstore. This report provides a Transport Assessment for the proposed development and is produced as supporting information for a planning application for the proposals submitted to Barnsley Metropolitan Borough Council.

8.1.2 This Transport Assessment supports a detailed planning application to convert an existing B&Q store into a Sainsburys Foodstore. The proposed foodstore will have a gross internal area of 9,789 sqm 105,369 sqft), including a Competition Commission (CC) net sales area of 6,836 sqm (73,583 sqft).

8.1.3 The foodstore will be served by 620 dedicated car parking spaces, including 38 mobility impaired spaces and 25 parent/child spaces. In addition the foodstore development will provide an area dedicated for motorcycle parking and a total of 24 cycle parking spaces will be provided at the site.

8.1.4 Vehicular access to the foodstore is proposed to remain via Stairfoot Way, as is the case at the existing B&Q store. The access into the site would remain as a simple priority-controlled T-junction. The existing B&Q service access would also be retained at its location on Stairfoot Way, immediately to the west of the main vehicular access. Servicing will take place in the southwest corner of the site, using the existing B&Q service yard.

8.1.5 The following conclusions can be drawn from this report:

- The proposed Sainsbury's site conforms with both national and local transport policy, being located on a site which is accessible by a range of sustainable modes including walking, cycling and public transport. Furthermore, the proposed development will also aid in the retention of retail trips that currently travel past the existing site to other retail area.
- The application site has been demonstrated to be accessible by walking, cycling and bus. It can therefore be concluded that the proposed development will help to support a healthy, inclusive and sustainable community in accordance with Core Strategy Policy CSP25 and is accessible to people without access to a car.

- The development site also has an extensive cycle catchment, including Barnsley town centre and the residential areas of Worsbrough, Monk Bretton, Ardsley and parts of Wombwell, Darfield and Cudworth which are within a 5km cycle distance from the site.
- The site is also located in close proximity to National Cycle Network Route 67, which runs along disused railway lines in the area. Cyclists (and pedestrians) are able to join the route either from Wombwell Lane (approximately 160 to the south of the site) or directly to the north of Stairfoot Roundabout (250m to the north of the site).
- Route 67 is part of the Trans Pennine Trail (central section), which runs from Leicestershire to Northallerton in North Yorkshire. As well as being a long-distance recreational route, it also provides local traffic-free routes for cyclists and pedestrians from the site toward Barnsley town centre, and to Wombwell and the Dearne Valley to the south and Cudworth and Royston to the north.
- A northwest bound bus, including shelters and timetable information, is located on the Bleachcroft Way along the northern boundary of the site. Southeast bound bus stops (one sheltered and one signed) including timetable information are provided along Wombwell Lane. All three bus stops are within a 400m walking distance from the store entrance.
- These three bus stops provide access to five bus routes, offering regular bus services throughout the week.
- The site is considered to be very well located with respect to accessibility by bus, with the high frequency of service providing an ideal opportunity for both customers and staff to travel to the site by this model of travel.
- The development will further encourage travel by sustainable modes of travel through the introduction of a Travel Plan, a framework of which is included as part of this report.
- From an analysis of personal injury accident data it has been demonstrated that the main causation of accidents appears to be as a result of human error and lack of judgment, rather than through deficiencies in the design of the highway layout. Therefore, it is concluded that there is no overriding accident problem in the area surrounding the application site.
- The scope and methodology of the Traffic Impact Assessment has been agreed with the local highways authority in advance.

- It is accepted by all parties that there is currently congestion on the local highway network at peak times.
- Given the complexity of the Stairfoot Roundabout and the sensitivity of the junction to minor changes in signal timings, it was agreed that the most appropriate tool for assessing the local highway network was an existing VISSIM micro-simulation model. The VISSIM model was originally developed by AECOM on behalf of Barnsley Metropolitan Borough Council to assess options for improving bus journey time reliability. AECOM have been commissioned to update the VISSIM model and to objectively assess the impact of the development proposals.
- Following a comparison of the traffic flows between DIY retail and a foodstore, it has been concluded that the development proposals will only lead to an increase in vehicle movements through the Stairfoot Roundabout during the PM peak period, when compared to the Baseline 'Without Development Scenario. During the Weekday AM and Saturday peak periods there are slight increases in vehicle movement predicted on the site access arm, and overall there would be a reduction of traffic movements.
- It is concluded by AECOM and BMBC that the proposed development, during the weekday PM peak period, will impact upon the operation of the Stairfoot Roundabout and gyratory. As such, mitigation works are required to improve the capacity of the Stairfoot Roundabout and gyratory.
- Whilst it is recognised that mitigation works are required to offset the impact of the proposed development during the weekday PM peak period, a mitigation scheme is still being developed and discussions are currently on-going with Barnsley MBC. To date, these discussions have concluded that there do not appear to be any issues, such as land ownership, which will prevent a suitable package of works from being agreed prior to the application being determined.
- A review of the proposed car parking provision demonstrated that the proposed provision is in line with Barnsley Metropolitan Borough Council maximum car parking standards and sufficient to cater for the predicted demand which the foodstore would generate.
- An AutoTRACK analysis of the proposed service yard has demonstrated that all required vehicle movements can be accommodated.

8.2 Transport Assessment Conclusions

8.2.1 The key message of the National Planning Policy Framework is that sustainable developments should go ahead without delay and the planning system should facilitate such development.

8.2.2 The NPPF sets out three dimensions to sustainable development: economic, social and environmental. This Transport Assessment has demonstrated that the development proposals are in accordance with these key roles as:

- Economic role – the existing B&Q site is currently trading poorly and the proposed development will help maximise the potential of the existing site as well as offer much need improvements to the Stairfoot Roundabout and gyratory which will have residual economic benefits to the surrounding and wider area.
- Social travel – the site is located in an area that is easily accessible by sustainable travel modes such as walking, cycling and bus travel. In addition, the site is accessible to disabled users and on-site parking will be provided for disabled motorists.
- Environmental – less congestion of the Stairfoot Roundabout during peak periods could result in reduced travel time which could lead to less pollution.

8.2.3 Therefore, it can be concluded that there are no transportation reasons why planning consent should be refused in relation to this application.

PLANS

PLAN 1



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CLIENT:

Sainsbury's Supermarkets Ltd

DRAWING TITLE:

Site Location

PROJECT TITLE:

Proposed Sainsbury's Store, Stairfoot, Barnsley

vectos
transport planning specialists

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 22801008 e:manchester@vectos.co.uk

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Proposed Sainsbury's Store, Stairfoot, Barnsley

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1:500 0 10 20 30 40 50 m

This drawing is based on the following information, subject to topo survey:-
Ordnance Survey Data
B&Q Store Design drawings

Drawing to be read in conjunction with Drawing A-PL-003

EXISTING AREAS

Gross External Areas (GEA)

Store	*109,782 sq ft (10,199 sq m)*
Builder's Yard	*20,000 sq ft (1,858 sq m)*
Garden Centre	*30,000 sq ft (2,787 sq m)*
TOTAL GROSS EXTERNAL	*159,782 sq ft (14,844 sq m)*

Net Sales Areas

Net Sales	*95,574 sq ft (8,879 sq m)*
Builders Yard	*20,000 sq ft (1,858 sq m)*
Garden Centre & Greenhouse	*30,000 sq ft (2,787 sq m)*
TOTAL	*145,574 sq ft(13,524 sq m)*

EXISTING CAR PARKING

STANDARD SPACES plus PARENT & CHILD	*572 + 6*
DISABLED SPACES	*13*
TOTAL PARKING	*591*

CYCLE PARKING

6No Sheffield cycle hoops for customers (2 no. cycles per hoop)	*12*

PLAN 3

ALLOTMENTS
ZION TERRACE
KAYS TERRACE
HUNNINGLEY LANE
WHEATLEY ROAD
STANLEY ROAD
CAR PARK
ALDI
DONCASTER ROAD
FRANKIE & BENNY'S
Unloading Bay
Sprinkler Tank and pumphouse
BFS
Service Yard
Service Road
Colleague facilities
Existing plant
BUILDERS YARD
B&Q STORE
Service Yard
Sub station
Mezzanine colleague facilities
Gates to car park entrance
VACANT SITE
STAIRFOOT WAY
CHECKOUTS
GARDEN CENTRE
GREEN HOUSE
Landscape embankment
Trade Counter canopy over
Customer W.C's
Cafe
Cycle parking
Exit Lobby
Mezzanine colleague facilities
Entrance Lobby
Pedestrian walkway
Bus Lane
STAIRFOOT ROUNDABOUT
Pedestrian walkway
BLEACHCROFT WAY
Steps up to car park
Bus Stop
STAIRFOOT BUSINESS PARK
WAREHOUSES
McDONALDS
CAR PARK
THE KEEL (PH)
WOMBWELL LANE
Bus Stop
SANDYGATE LANE
A635

REVISION * BY: RHM CHECKED: DATE: 16/12/2013
INITIAL ISSUE

PLANNING

PLOT DATE:

Sainsbury's

CLIENT:

STORE ACQUISITION
STAIRFOOT BUSINESS PARK
BARNSLEY

PROJECT:

EXISTING SITE PLAN

DRAWN BY: PC | SCALE: 1:500 @ A0 | DATE: AUG 2013

Hadfield Cawkwell Davidson
17 Broomgrove Rd, Sheffield, S10 2LZ. T 0114 266 0181 F 0114 266 6146 www.hcdco.uk
Architecture | Engineering | Interior Design | Masterplanning | Urban Design

JOB NO: 2011-350 | DRAWING NO: A-PL-002 | REV: *

S:\Architecture\2011-350\Drawings\Plan Sheets\Planning\A-PL-002 Existing Site Plan.dwg

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N

1:500 0 10 20 30 40 50 m

This drawing is based on the following information, subject to topo survey:-
Ordnance Survey Data
B&Q Store Design drawings

Drawing to be read in conjunction with Drawing A-PL-002

PROPOSED AREAS

Gross External Areas (GEA)

Ground Floor	107,096 sq ft	(9,950 sq m)
Mezzanine Floor	11,453 sq ft	(1,064 sq m)
TOTAL GROSS EXTERNAL	118,549 sq ft	(11,014 sq m)

Net Sales Areas

Net Sales	73,790 sq ft	(6,855 sq m)
Concession 1	766 sq ft	(71 sq m)
Concession 2	630 sq ft	(59 sq m)
Concession 3	564 sq ft	(52 sq m)
TOTAL	75,750 sq ft	(7,037 sq m)
Customer Cafe (incl Kitchen)	4,176 sq ft	(388 sq m)

PROPOSED CAR PARKING

STANDARD + PARENT & CHILD SPACES	557 + 25
DISABLED SPACES	38
TOTAL PARKING	620

CYCLE PARKING

12No Sheffield cycle hoops for customers (2 no. cycles per hoop)	24

KEY

Denotes existing elements to be demolished

Existing trees to be removed

PLAN 4

MEZZANINE PLAN

Colleague stair and lift core
Colleague area
Customer toilets
New enclosed fire escape stair from mezzanine
Customer cafe
Customer stair/lift core

ALLOTMENTS
ZION TERRACE
KAY'S TERRACE
HUNWINGLEY LANE
WHEATLEY ROAD
STANLEY ROAD
DONCASTER ROAD
CAR PARK
ALDI
FRANKIE & BENNY'S
BFS
SERVICE YARD
PROPOSED SAINSBURY'S STORE
CHECKOUT LINE
VACANT SITE
STAIRFOOT WAY
BLEACHCROFT WAY
STAIRFOOT BUSINESS PARK
WAREHOUSES
STAIRFOOT ROUNDABOUT
McDONALDS
CAR PARK
THE KEEL (PH)
WOMBWELL LANE
SANDYGATE LANE
PSC

Existing sprinkler tank and pumphouse to be retained
Potential Ground Source Heat Pump location subject to specialist design input
Existing 4m high screen fence retained
New plant subject to specialist input
New plant subject to specialist input
Outline of existing office/storage areas to be removed
Existing landscaped embankment retained
Outline of existing office areas (ground and mezzanine level) to be removed
New colleague stair and lift to mezzanine above
New screen fence to service yard
New plant subject to specialist input
Line of new mezzanine above
Outline of existing builder's yard fence and canopy to be removed
Existing gates to site access to be retained
Traffic directed towards perimeter of car park
New enclosed fire escape stair from mezzanine
New rainwater harvesting tank
Line of existing garden centre fence removed
Cycle parking
Concession 1
Concession 2
Shop front switch room
New ATM's
Trolley storage
Outline of existing lobby to be demolished
Existing car park layout reconfigured
Concession 3
New customer toilets
New stair and lift up to mezzanine customer cafe
Trolley storage
Outline of existing office areas (ground & mezzanine level) to be demolished
New store entrance lobby below existing canopy
Line of existing Garden Centre fence to be demolished
Existing steps and pedestrian link up to car park retained
Bus Stop
Bus Stop
Existing perimeter landscaping to be retained
Existing pedestrian link modified

REVISION: X BY: XXX CHECKED: DATE: XX/XX/XXXX
INITIAL ISSUE

DRAFT

PLOT DATE:

Sainsbury's

CLIENT:

STORE ACQUISITION
STAIRFOOT BUSINESS PARK
BARNSLEY

PROJECT:

PROPOSED SITE PLAN

DRAWING:

DRAWN BY:	SCALE:	DATE:
PC	1:500 @ A0	AUG 2013

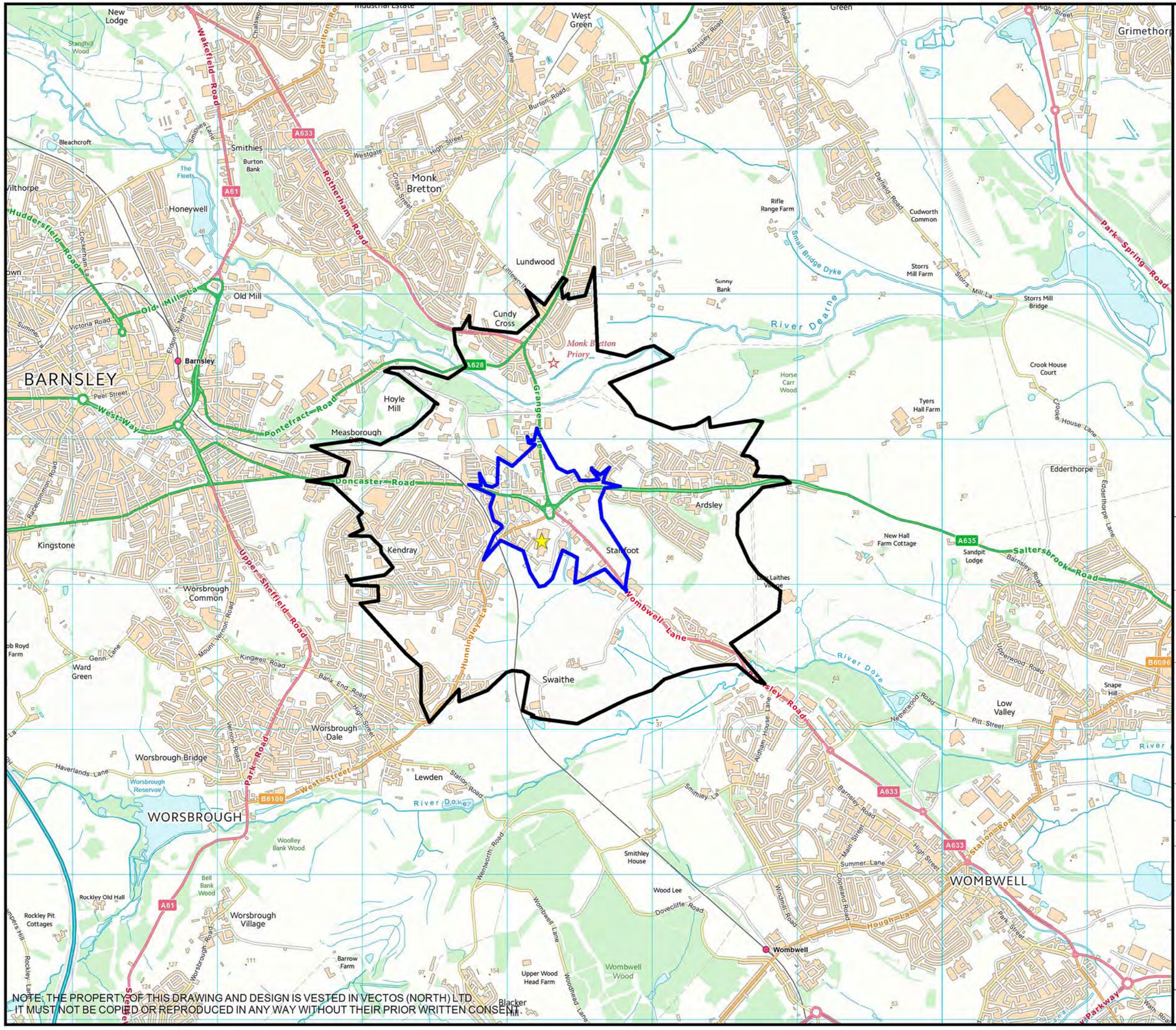
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Architecture | Engineering | Interior Design | Masterplanning | Urban Design

JOB NO: 2011-350 | DRAWING NO: A-PL-003 | REV: *

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CLIENT:

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PROJECT TITLE:

Proposed Sainsbury's Store
Stairfoot, Barnsley

DRAWING TITLE:

2km Pedestrian Catchment

SCALE:

1:25000 at A3

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HS	AS	Oct 13

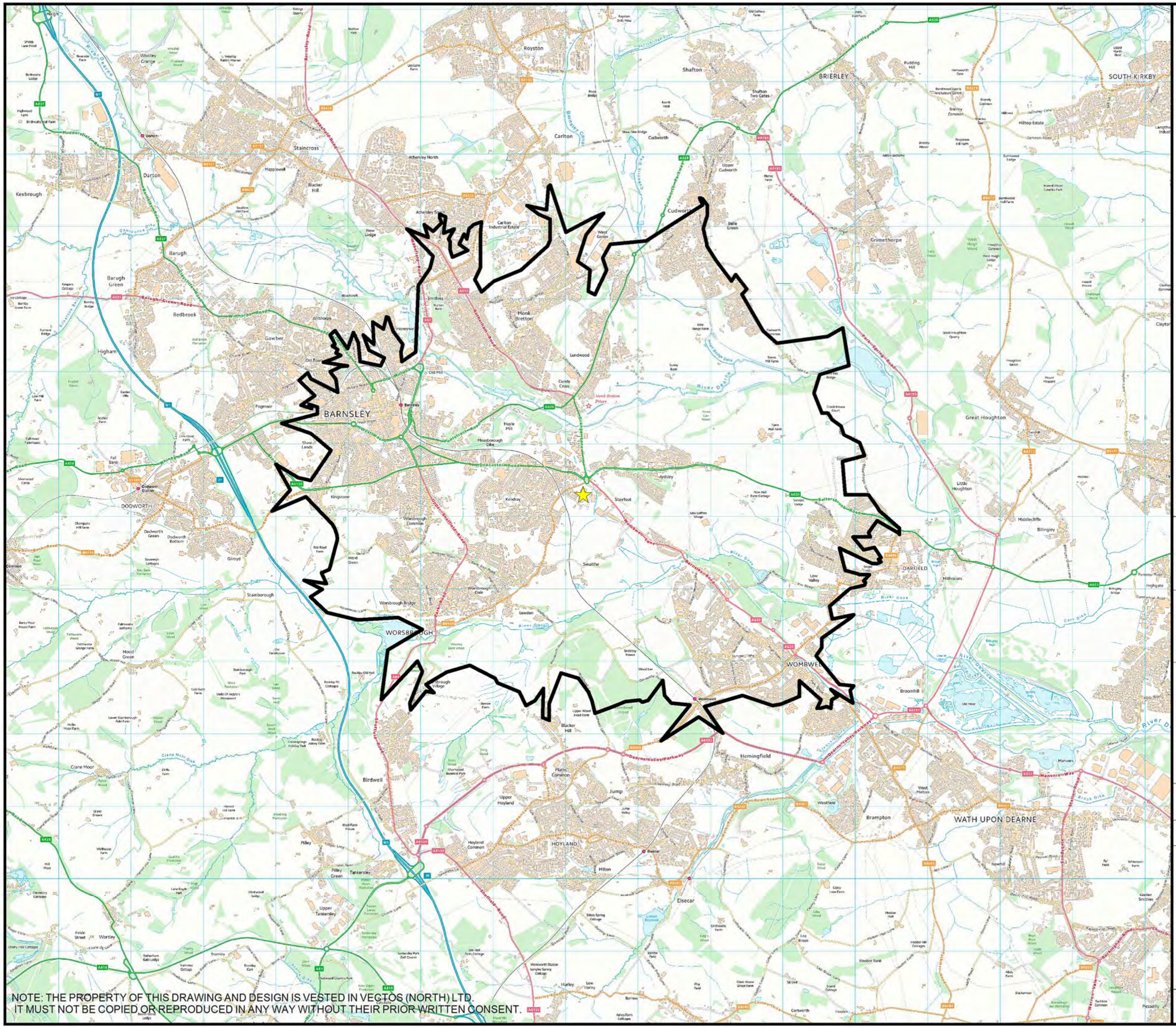
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Legend

☆ Site Location

▭ 5km Catchment

PLAN 6

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PROJECT TITLE:

Proposed Sainsbury's Store
Stairfoot, Barnsley

DRAWING TITLE:

5km Cycle Catchment

SCALE:

1:50000 at A3

DRAWN: HS	CHECKED: AS	DATE: Oct 13

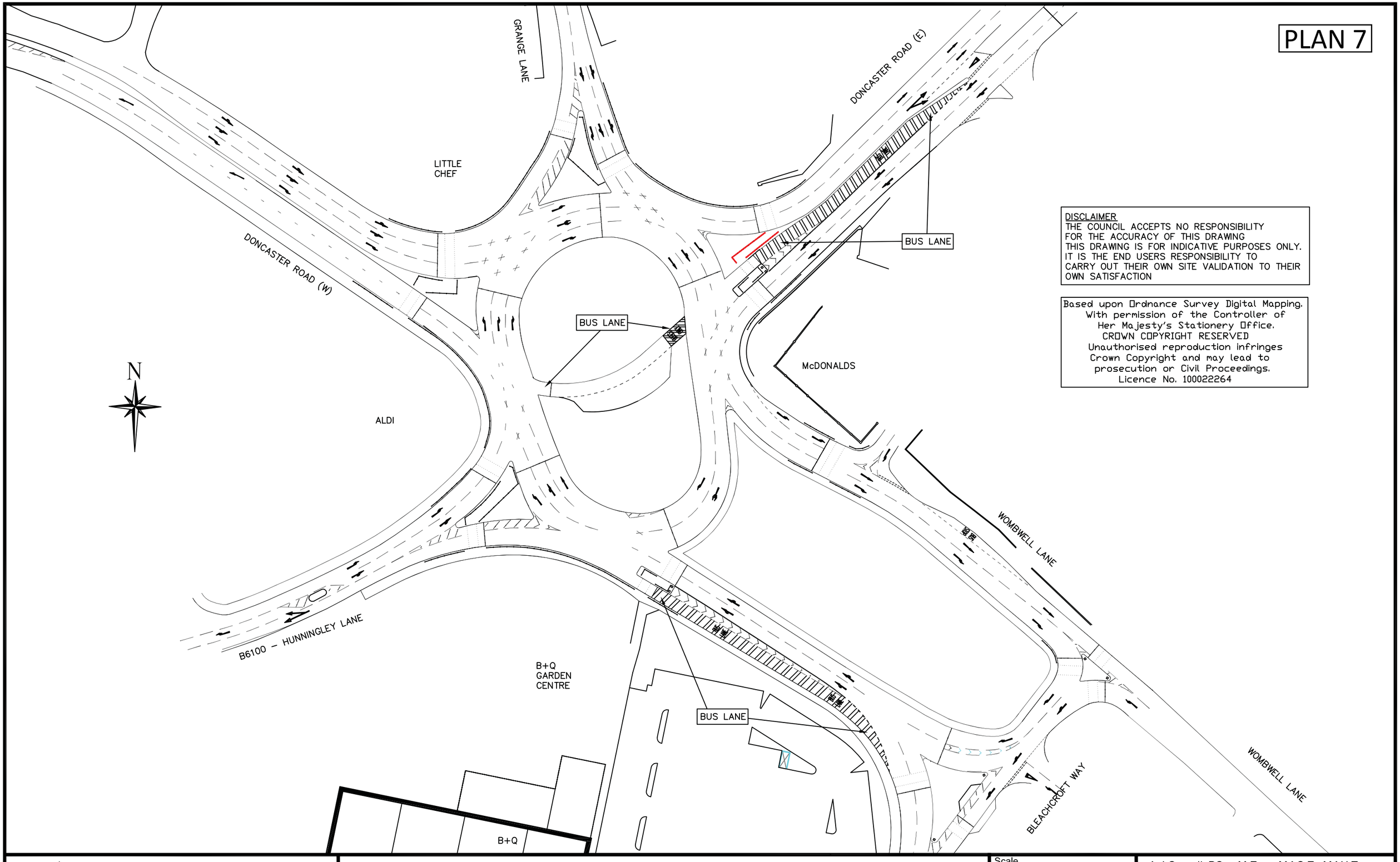
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PLAN 7



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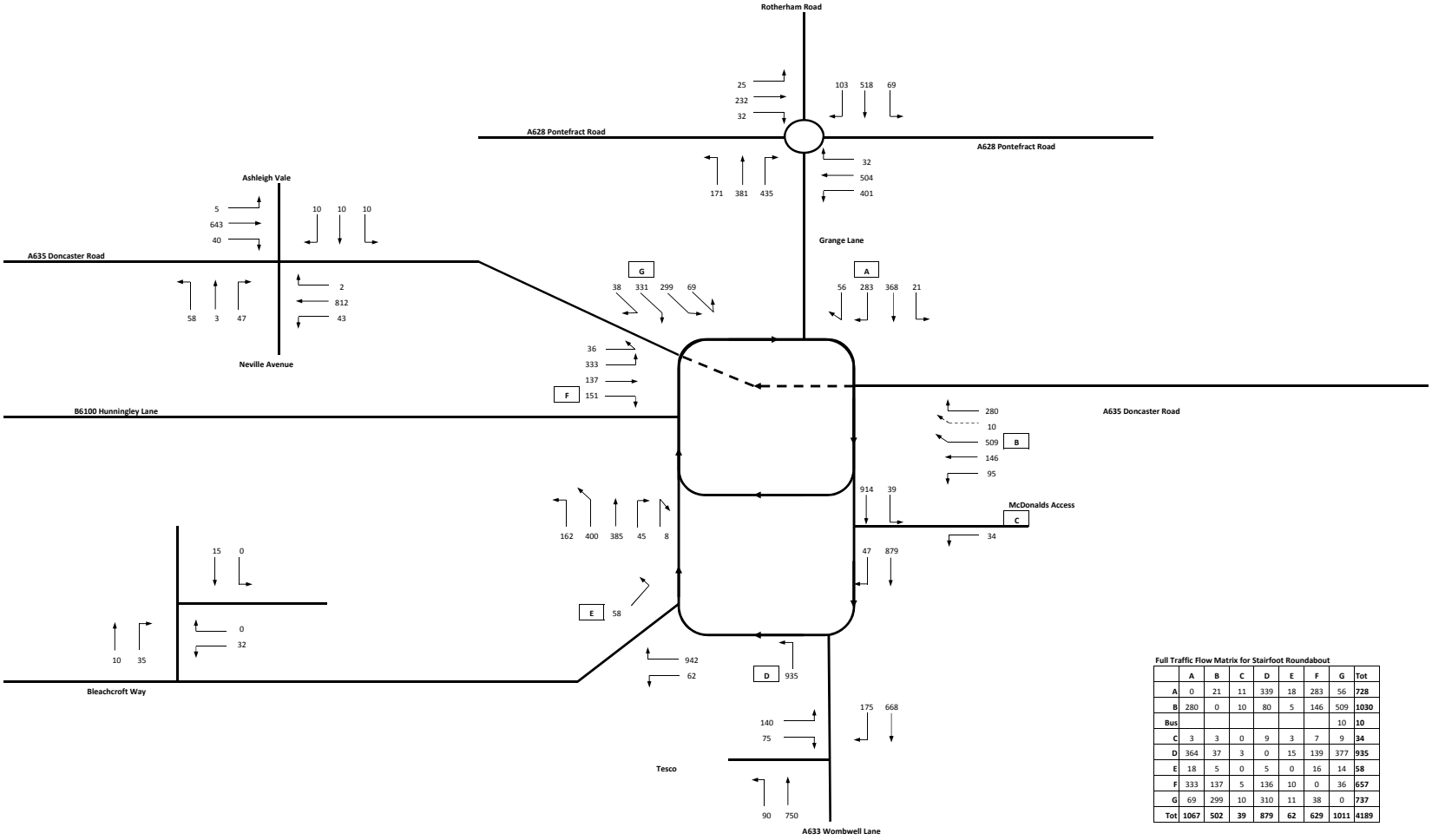
STAIRFOOT ROUNDABOUT
INDICATIVE ROAD LAYOUT

Scale	N.T.S.
Drawn	LJA
Date	MAY08
Checked	
File	

A.J.Carnall BSc., M.Eng., M.I.C.E., M.I.H.T.,
Assistant Director, Highways & Engineering,
PO Box 601, Barnsley,
S70 9FA.
Tel. (01226) 773555 Fax. (01226) 772110

Drawing No. TEMP1

FIGURES



Full Traffic Flow Matrix for Stairfoot Roundabout

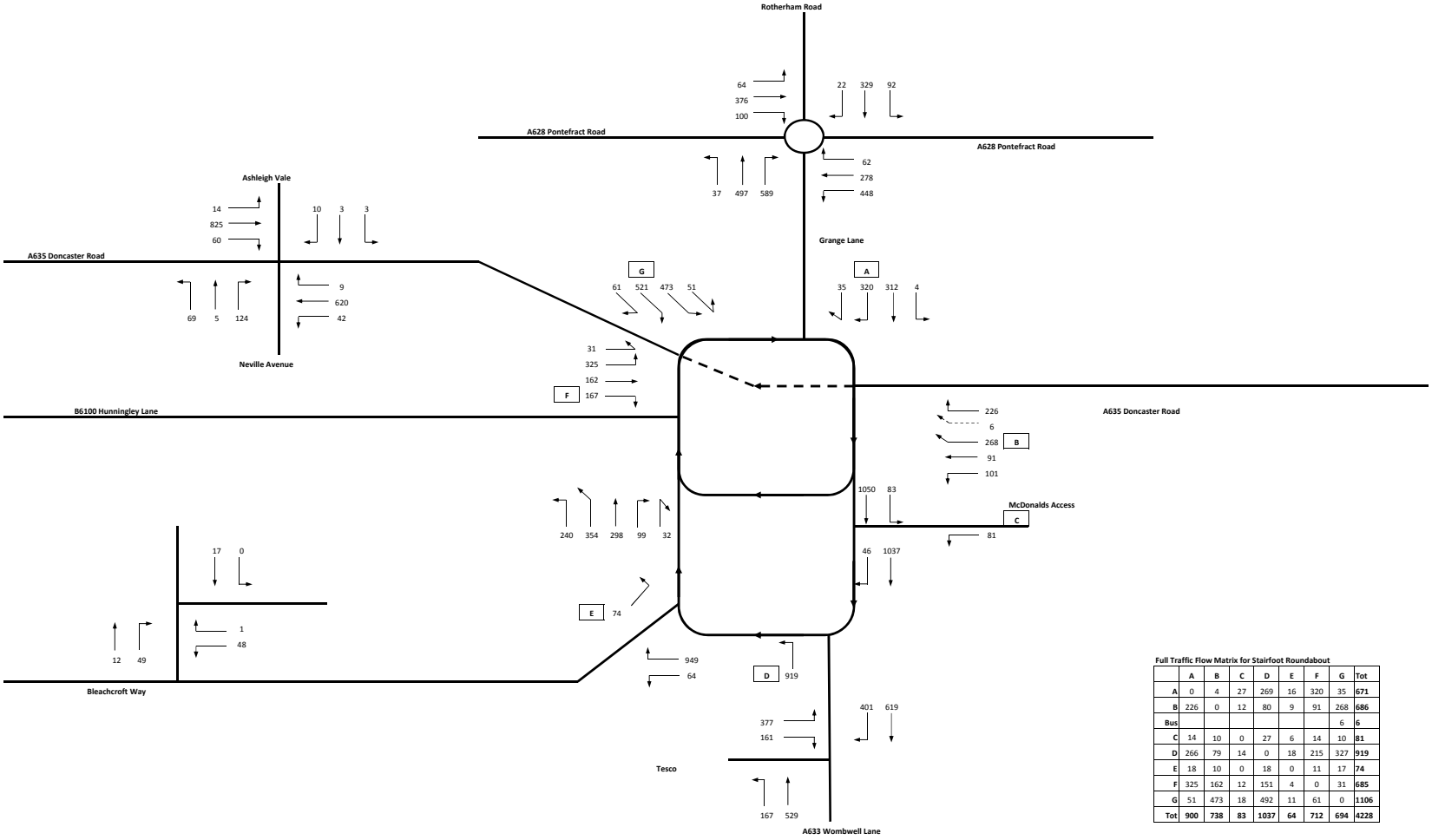
	A	B	C	D	E	F	G	Tot
A	0	21	11	339	18	283	56	**728**
B	280	0	10	80	5	146	509	**1030**
Bus							10	**10**
C	3	3	0	9	3	7	9	**34**
D	364	37	3	0	15	139	377	**935**
E	18	5	0	5	0	16	14	**58**
F	333	137	5	136	10	0	36	**657**
G	69	299	10	310	11	38	0	**737**
Tot	**1067**	**502**	**39**	**879**	**62**	**629**	**1011**	**4189**

Figure 1

2013 Surveyed Traffic Flows
Weekday AM Peak Hour (0745 to 0845)

Figures in pcus

3rd Floor Oxford Place, 61 Oxford Street, Manchester M1 6EQ Tel: 0161 228 1008
www.vectos.co.uk



Full Traffic Flow Matrix for Stairfoot Roundabout

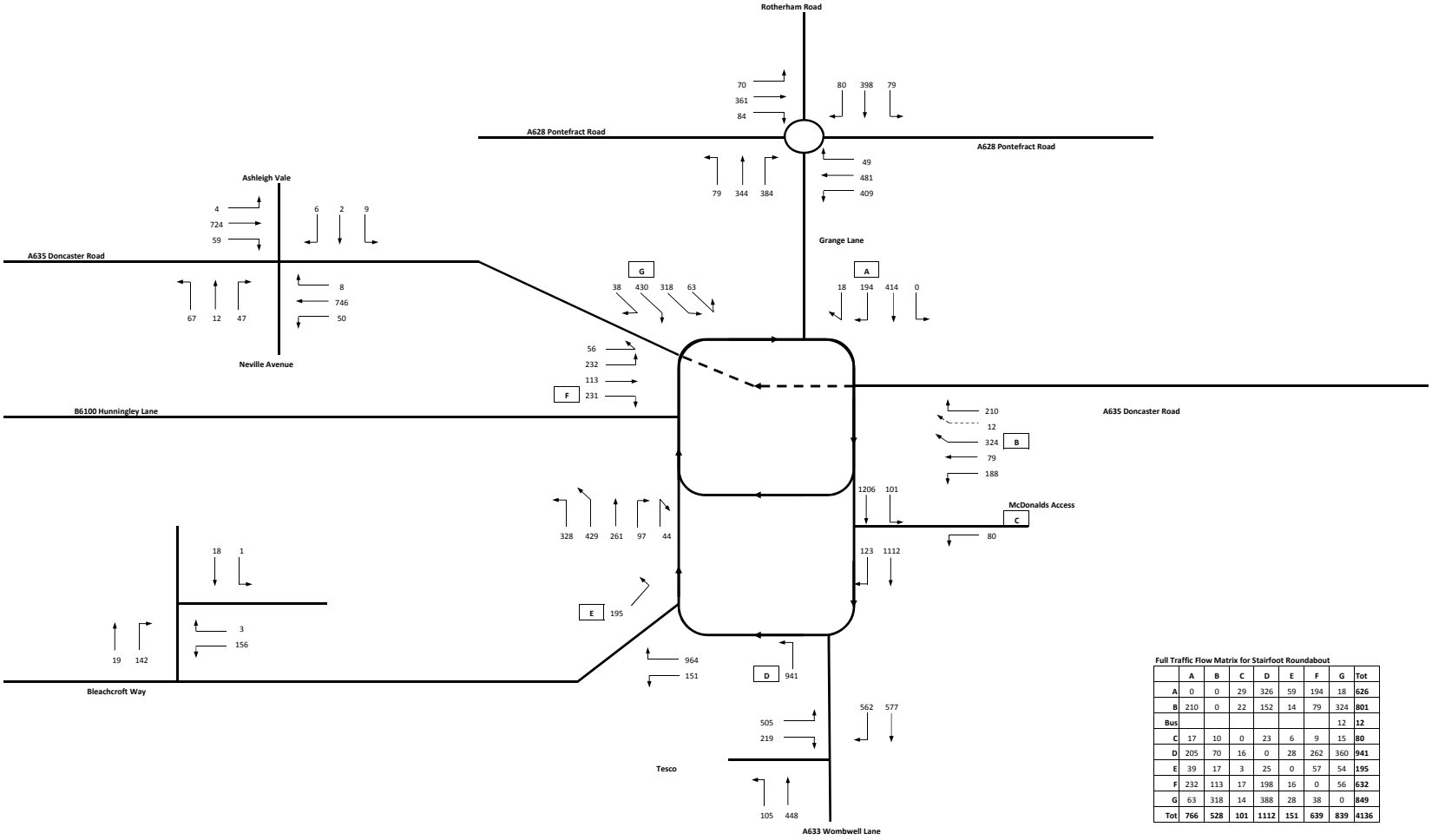
	A	B	C	D	E	F	G	Tot
A	0	4	27	269	16	320	35	**671**
B	226	0	12	80	9	91	268	**686**
Bus							6	**6**
C	14	10	0	27	6	14	10	**81**
D	266	79	14	0	18	215	327	**919**
E	18	10	0	18	0	11	17	**74**
F	325	162	12	151	4	0	31	**685**
G	51	473	18	492	11	61	0	**1106**
Tot	**900**	**738**	**83**	**1037**	**64**	**712**	**694**	**4228**

Figure 2

2013 Surveyed Traffic Flows
Weekday PM Peak Hour (1645 to 1745)

Figures in pcus

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Full Traffic Flow Matrix for Stairfoot Roundabout

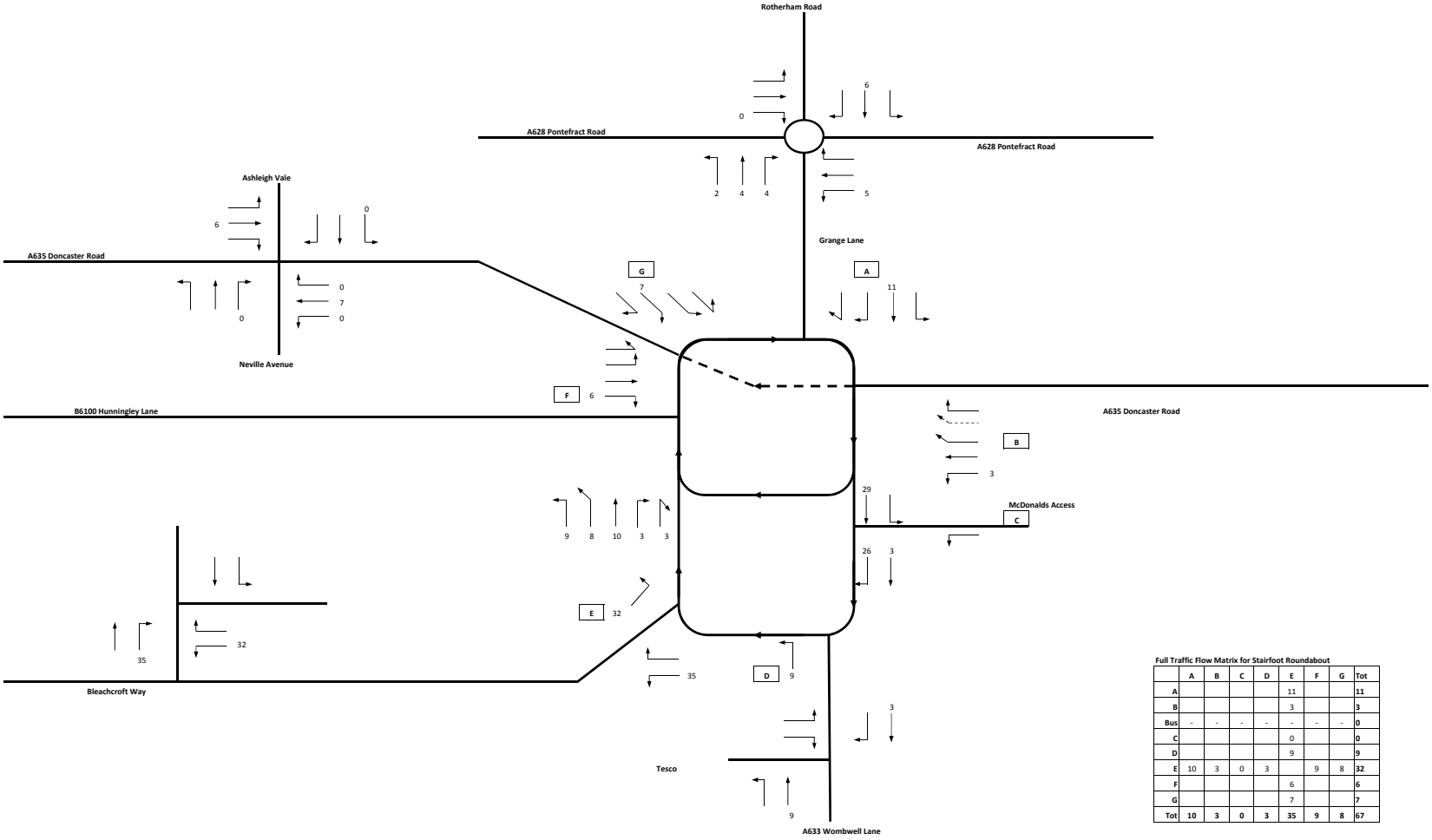
	A	B	C	D	E	F	G	Tot
A	0	0	29	326	59	194	18	**626**
B	210	0	22	152	14	79	324	**801**
Bus							12	**12**
C	17	10	0	23	6	9	15	**80**
D	205	70	16	0	28	262	360	**941**
E	39	17	3	25	0	57	54	**195**
F	232	113	17	198	16	0	56	**632**
G	63	318	14	388	28	38	0	**849**
Tot	**766**	**528**	**101**	**1112**	**151**	**639**	**839**	**4136**

Figure 3

2013 Surveyed Traffic Flows
Saturday Peak Hour (1130 to 1230)

Figures in pcus

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www.vectos.co.uk



Full Traffic Flow Matrix for Stairfoot Roundabout

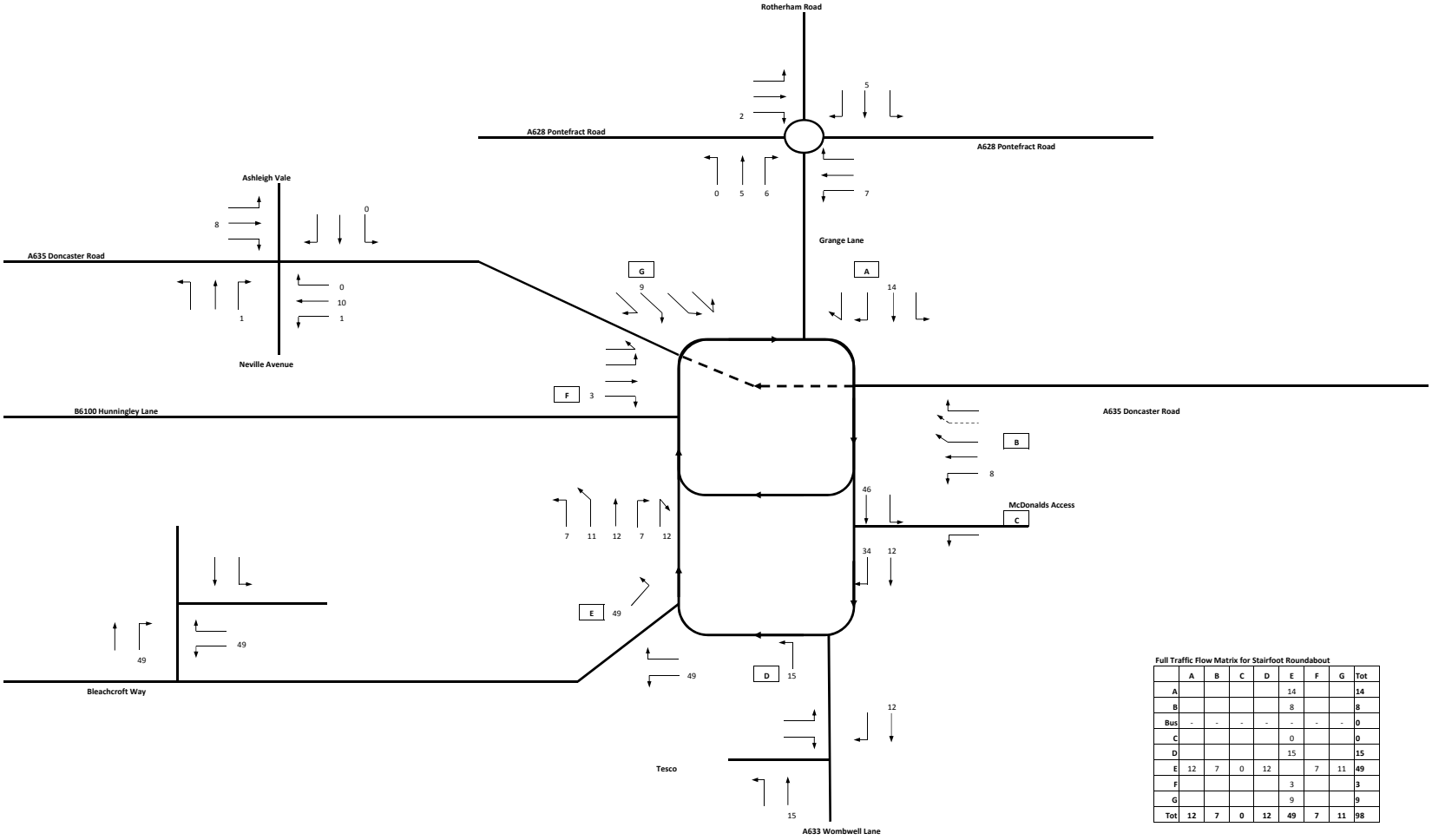
	A	B	C	D	E	F	G	Tot
A					11			11
B					3			3
Bus	-	-	-	-	-	-	-	0
C					0			0
D					9			9
E	10	3	0	3		9	8	32
F					6			6
G					7			7
Tot	10	3	0	3	35	9	8	67

Figure 4

Existing B&Q Traffic Distribution
Weekday AM Peak Hour (0745 to 0845)

Figures in pcus

3rd Floor Oxford Place, 61 Oxford Street, Manchester M1 6EQ Tel: 0161 228 1008
www.vectos.co.uk



Full Traffic Flow Matrix for Stairfoot Roundabout

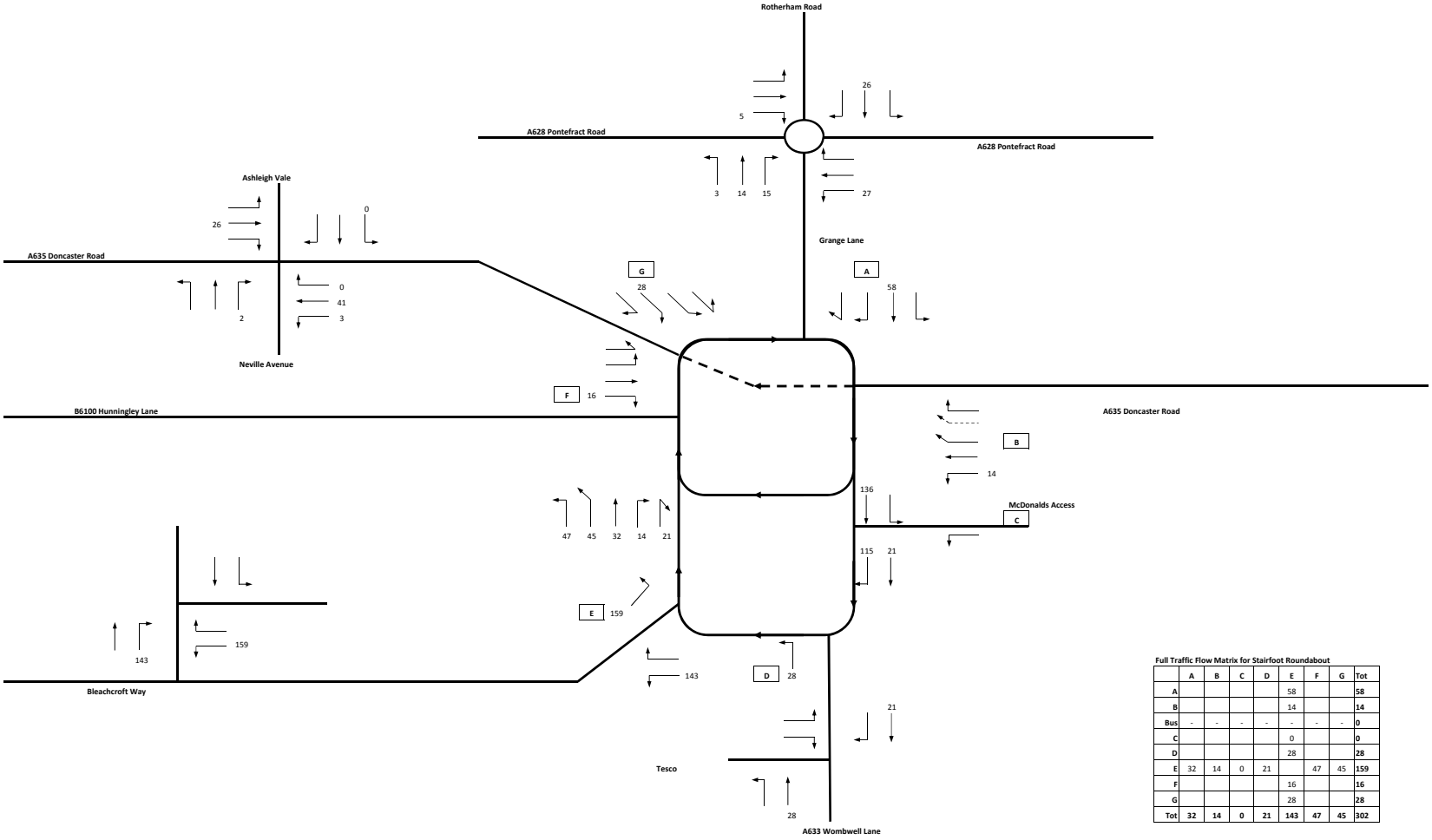
	A	B	C	D	E	F	G	Tot
A					14			14
B					8			8
Bus	-	-	-	-	-	-	-	0
C					0			0
D					15			15
E	12	7	0	12		7	11	49
F					3			3
G					9			9
Tot	12	7	0	12	49	7	11	98

Figure 5

Existing B&Q Traffic Distribution
Weekday PM Peak Hour (1645 to 1745)

Figures in pcus

3rd Floor Oxford Place, 61 Oxford Street, Manchester M1 6EQ Tel: 0161 228 1008
www.vectos.co.uk



Full Traffic Flow Matrix for Stairfoot Roundabout

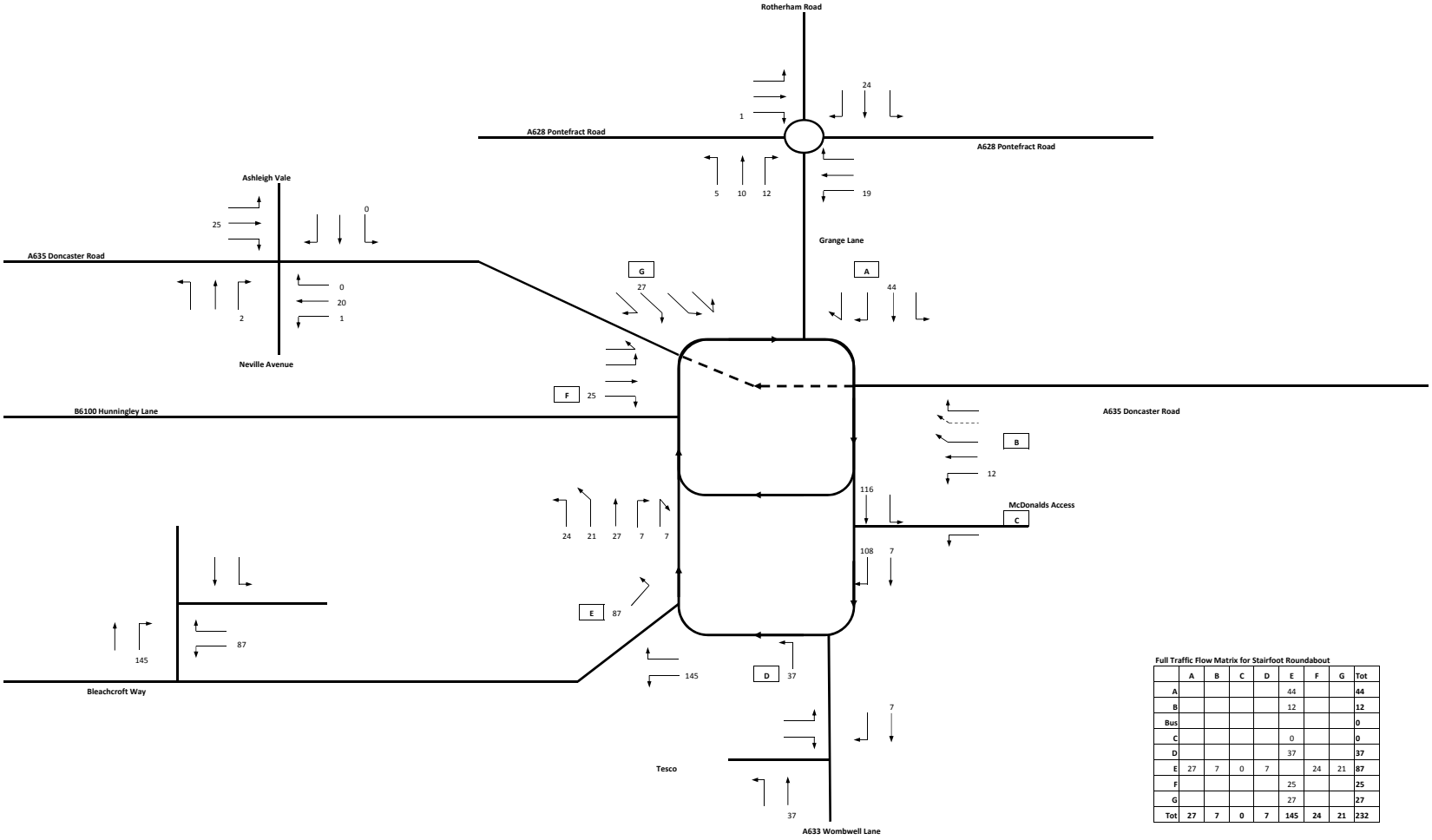
	A	B	C	D	E	F	G	Tot
A					58			58
B					14			14
Bus	-	-	-	-	-	-	-	0
C					0			0
D					28			28
E	32	14	0	21		47	45	159
F					16			16
G					28			28
Tot	32	14	0	21	143	47	45	302

Figure 6

Existing B&Q Traffic Distribution
Saturday Peak Hour (1130 to 1230)

Figures in pcus

3rd Floor Oxford Place, 61 Oxford Street, Manchester M1 6EQ Tel: 0161 228 1008
www.vectos.co.uk



Full Traffic Flow Matrix for Stairfoot Roundabout

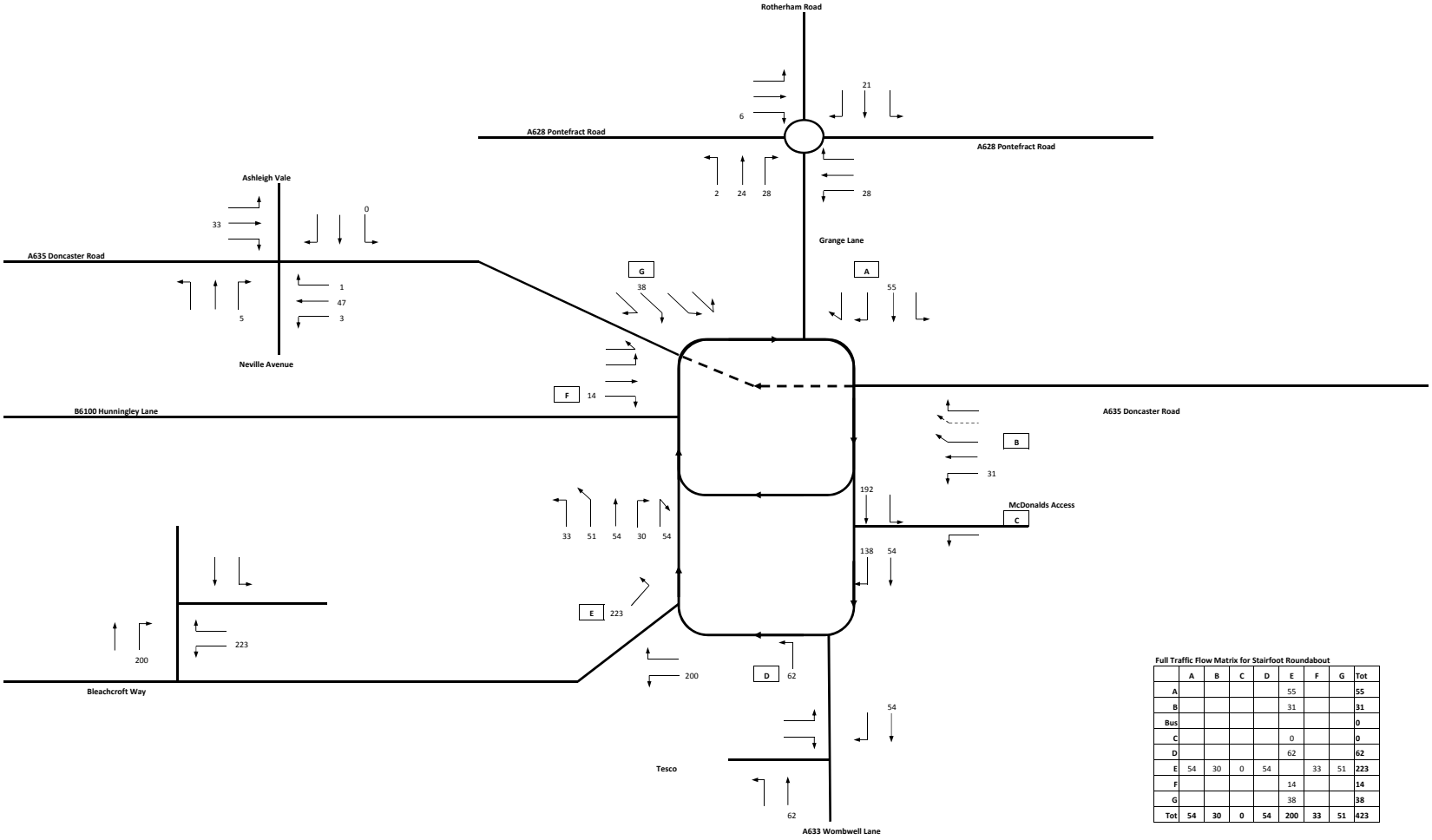
	A	B	C	D	E	F	G	Tot
A					44			44
B					12			12
Bus								0
C					0			0
D					37			37
E	27	7	0	7		24	21	87
F					25			25
G					27			27
Tot	27	7	0	7	145	24	21	232

Figure 7

Existing Potential Site Traffic Distribution (Primary Trips)
Weekday AM Peak Hour (0745 to 0845)

Figures in pcus

3rd Floor Oxford Place, 61 Oxford Street, Manchester M1 6EQ Tel: 0161 228 1008
www.vectos.co.uk



Full Traffic Flow Matrix for Stairfoot Roundabout

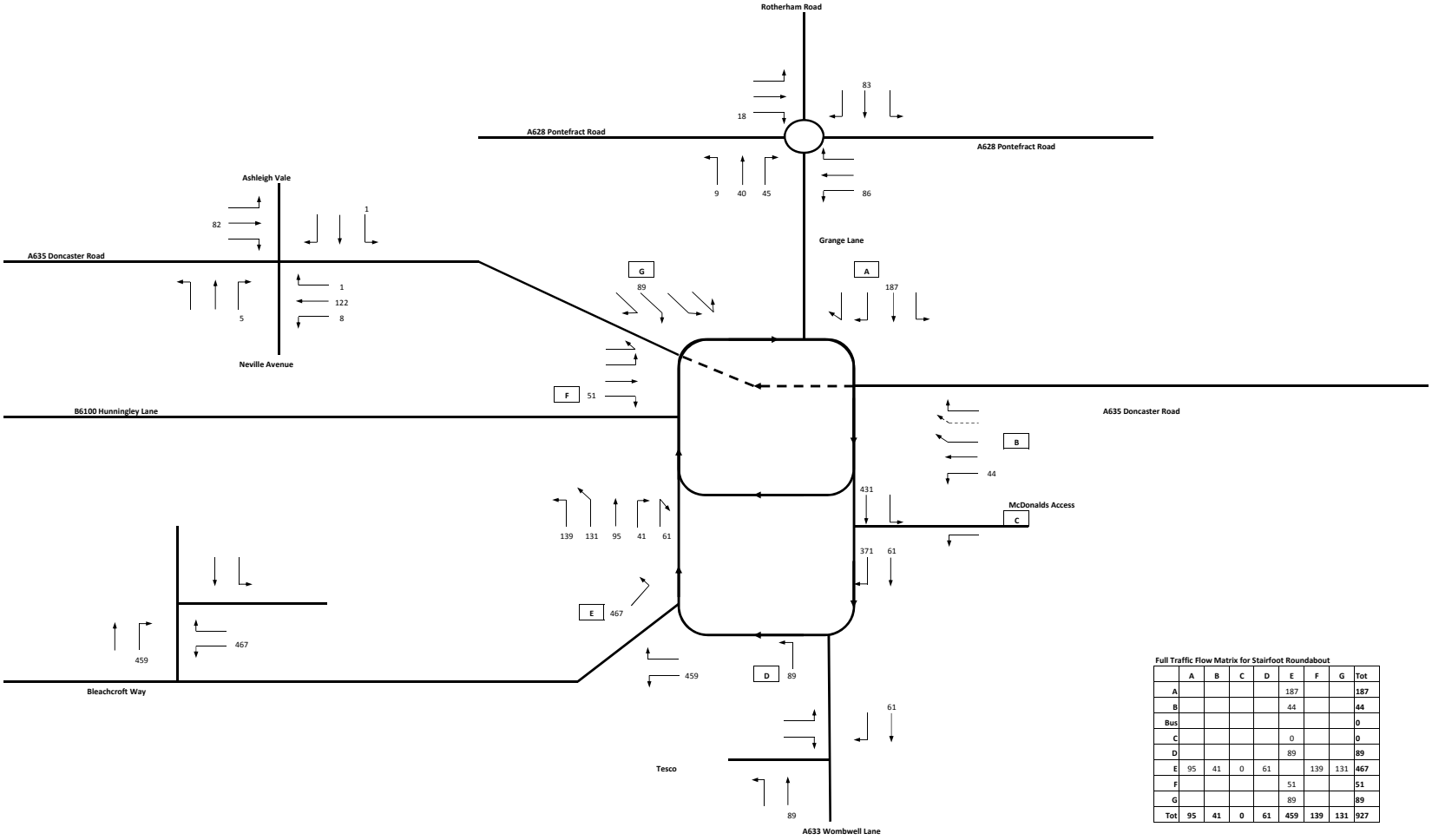
	A	B	C	D	E	F	G	Tot
A					55			55
B					31			31
Bus								0
C					0			0
D					62			62
E	54	30	0	54		33	51	223
F					14			14
G					38			38
Tot	54	30	0	54	200	33	51	423

Figure 8

Existing Potential Site Traffic Distribution (Primary Trips)
Weekday PM Peak Hour (1645 to 1745)

Figures in pcus

3rd Floor Oxford Place, 61 Oxford Street, Manchester M1 6EQ Tel: 0161 228 1008
www.vectos.co.uk



Full Traffic Flow Matrix for Stairfoot Roundabout

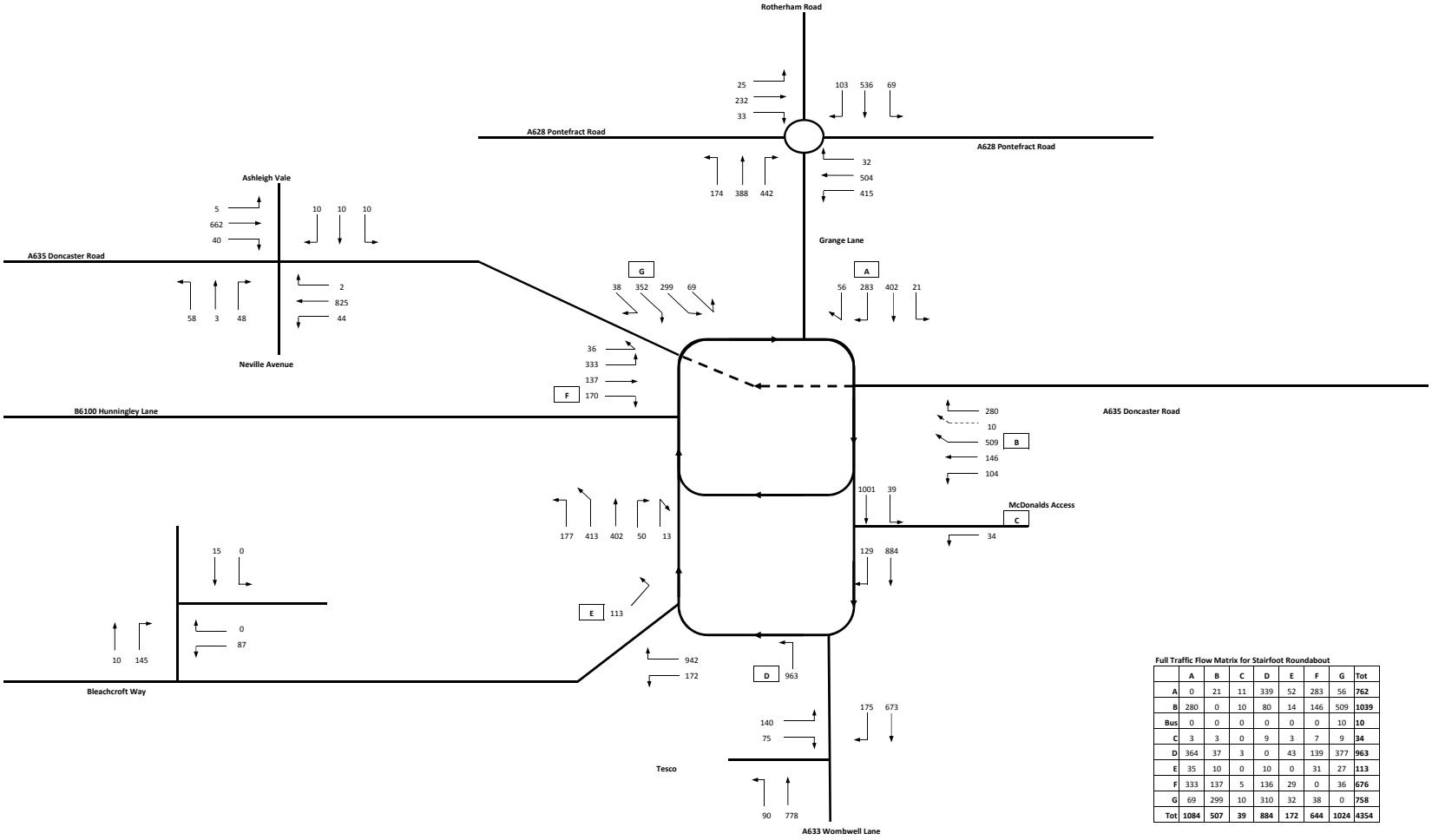
	A	B	C	D	E	F	G	Tot
A					187			**187**
B					44			**44**
Bus								**0**
C					0			**0**
D					89			**89**
E	95	41	0	61		139	131	**467**
F					51			**51**
G					89			**89**
Tot	**95**	**41**	**0**	**61**	**459**	**139**	**131**	**927**

Figure 9

Existing Potential Site Traffic Distribution (Primary Trips)
Saturday Peak Hour (1130 to 1230)

Figures in pcus

3rd Floor Oxford Place, 61 Oxford Street, Manchester M1 6EQ Tel: 0161 228 1008
www.vectos.co.uk



Full Traffic Flow Matrix for Stairfoot Roundabout

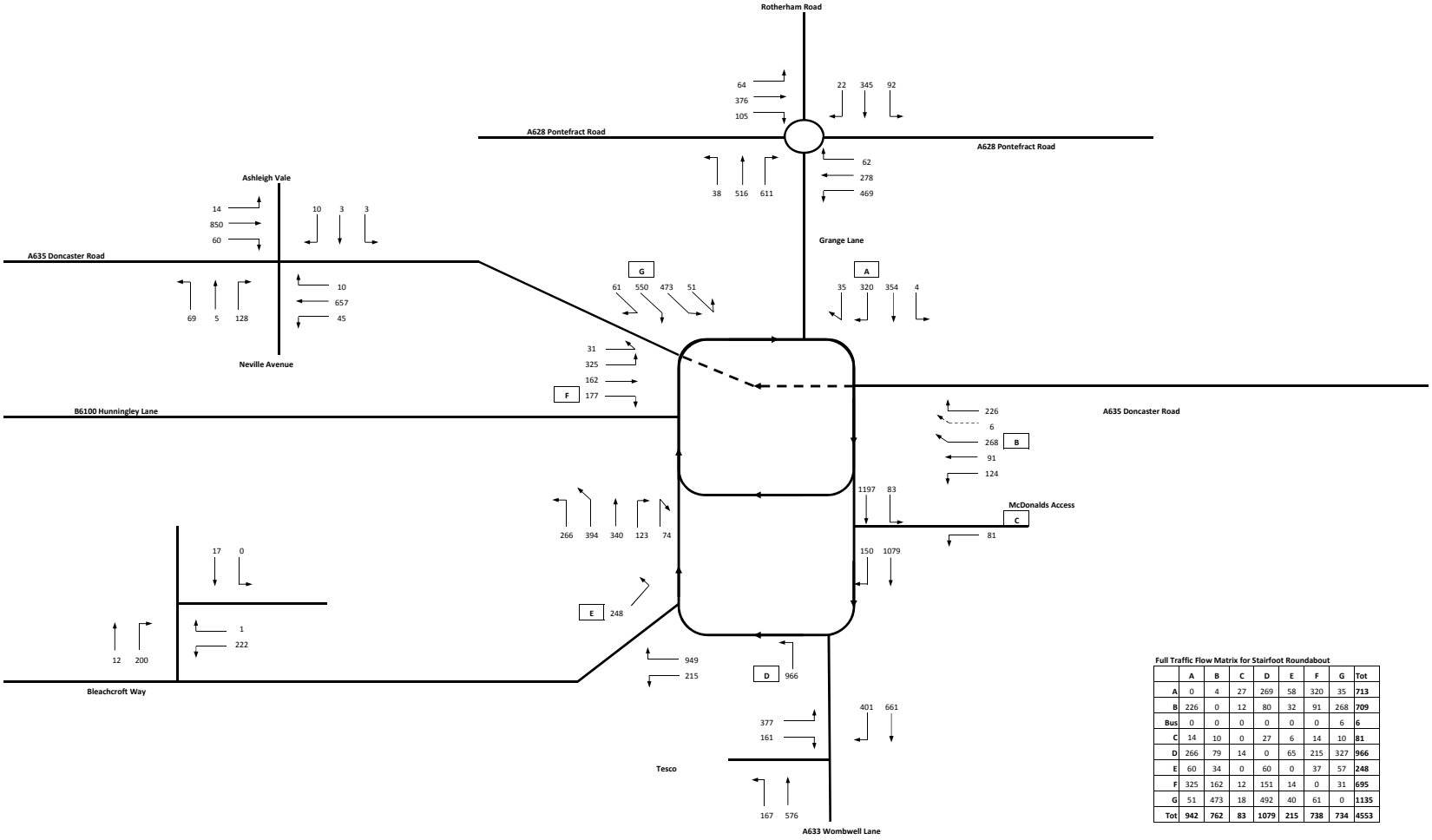
	A	B	C	D	E	F	G	Tot
A	0	21	11	339	52	283	56	**762**
B	280	0	10	80	14	146	509	**1039**
Bus	0	0	0	0	0	0	10	**10**
C	3	3	0	9	3	7	9	**34**
D	364	37	3	0	43	139	377	**963**
E	35	10	0	10	0	31	27	**113**
F	333	137	5	136	29	0	36	**676**
G	69	299	10	310	32	38	0	**758**
Tot	**1084**	**507**	**39**	**884**	**172**	**644**	**1024**	**4354**

Figure 10

Baseline 'Without Development'
Weekday AM Peak Hour (0745 to 0845)

Figures in pcus

3rd Floor Oxford Place, 61 Oxford Street, Manchester M1 6EQ Tel: 0161 228 1008
www.vectos.co.uk



Full Traffic Flow Matrix for Stairfoot Roundabout

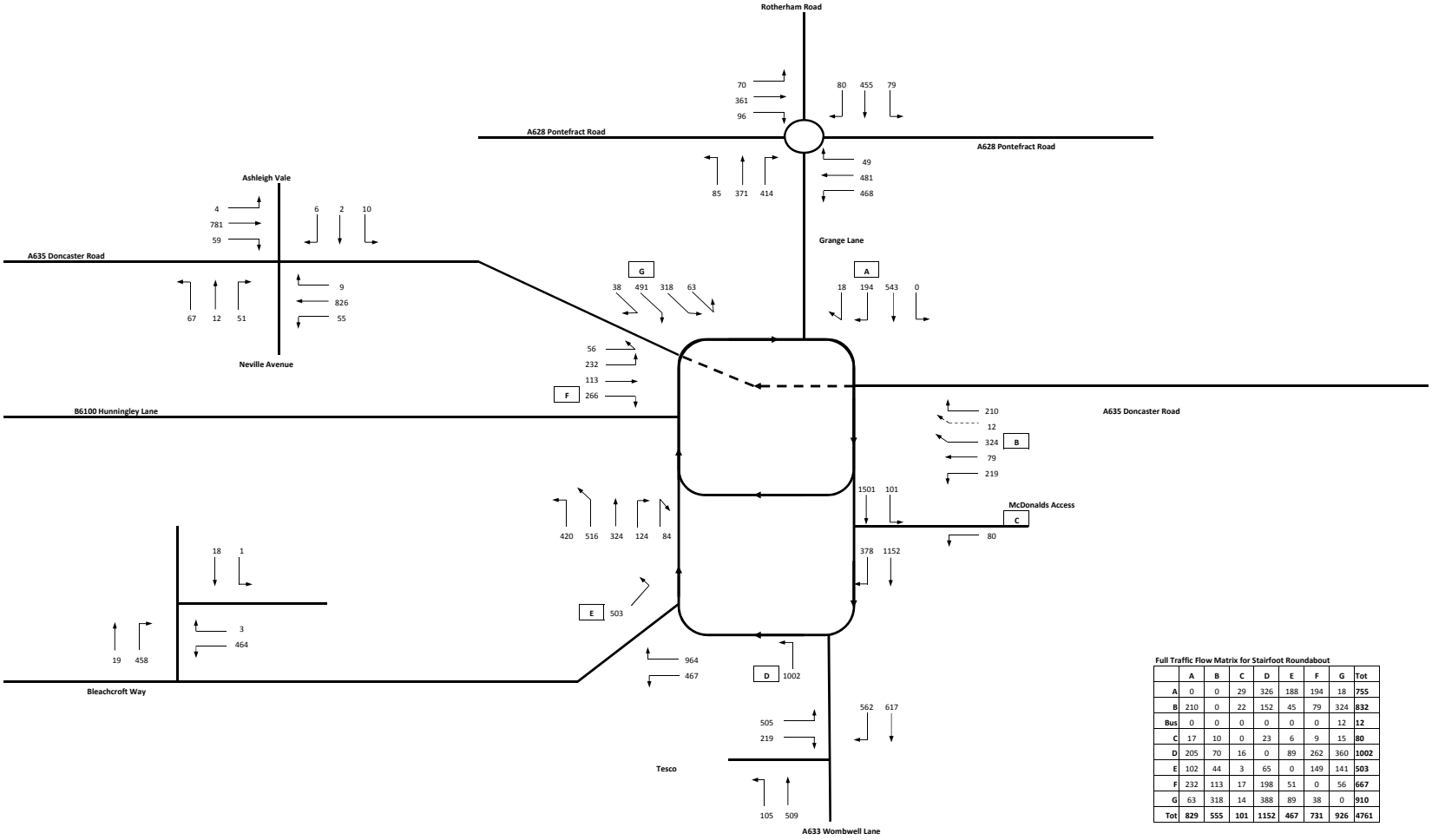
	A	B	C	D	E	F	G	Tot
A	0	4	27	269	58	320	35	**713**
B	226	0	12	80	32	91	268	**709**
Bus	0	0	0	0	0	0	6	**6**
C	14	10	0	27	6	14	10	**81**
D	266	79	14	0	65	215	327	**966**
E	60	34	0	60	0	37	57	**248**
F	325	162	12	151	14	0	31	**695**
G	51	473	18	492	40	61	0	**1135**
Tot	**942**	**762**	**83**	**1079**	**215**	**738**	**734**	**4553**

Figure 11

Baseline 'Without Development'
Weekday PM Peak Hour (1645 to 1745)

Figures in pcus

3rd Floor Oxford Place, 61 Oxford Street, Manchester M1 6EQ Tel: 0161 228 1008
www.vectos.co.uk



Full Traffic Flow Matrix for Stairfoot Roundabout

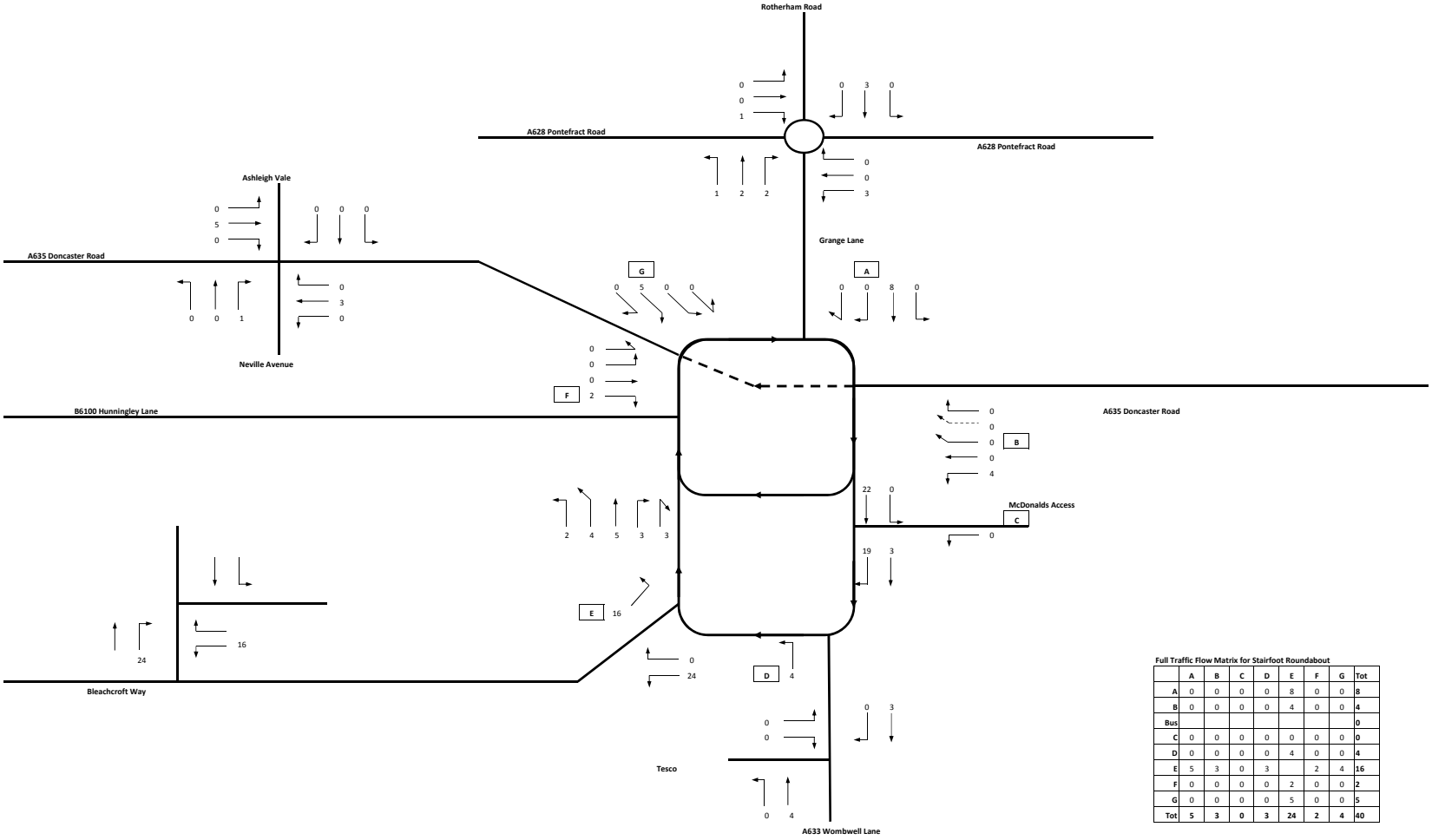
	A	B	C	D	E	F	G	Tot
A	0	0	29	326	188	194	18	**755**
B	210	0	22	152	45	79	324	**832**
Bus	0	0	0	0	0	0	12	**12**
C	17	10	0	23	6	9	15	**80**
D	205	70	16	0	89	262	360	**1002**
E	102	44	3	65	0	149	141	**503**
F	232	113	17	198	51	0	56	**667**
G	63	318	14	388	89	38	0	**910**
Tot	**829**	**555**	**101**	**1152**	**467**	**731**	**926**	**4761**

Figure 12

Baseline 'Without Development'
Saturday Peak Hour (1130 to 1230)

Figures in pcus

3rd Floor Oxford Place, 61 Oxford Street, Manchester M1 6EQ Tel: 0161 228 1008
www.vectos.co.uk



Full Traffic Flow Matrix for Stairfoot Roundabout

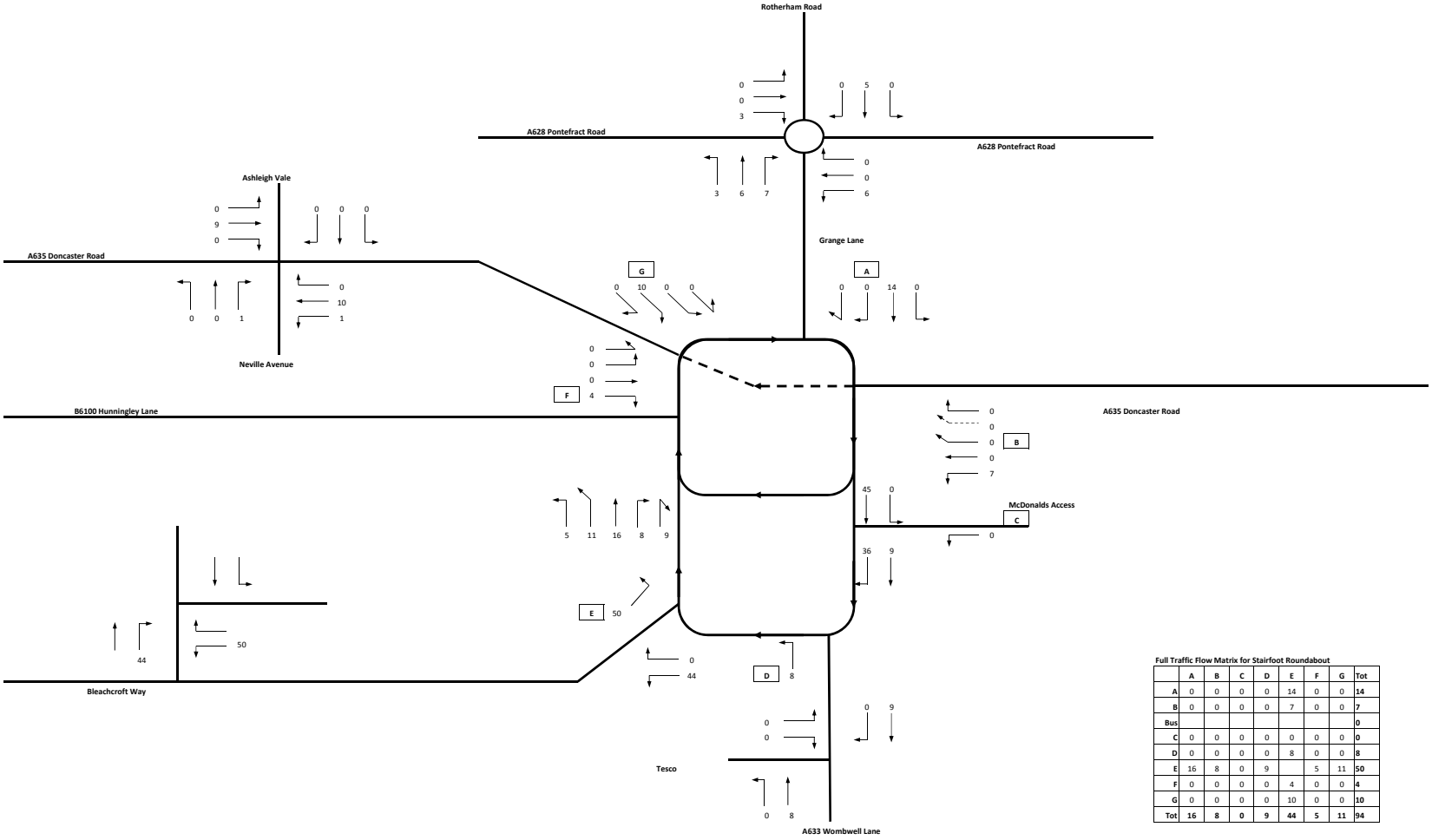
	A	B	C	D	E	F	G	Tot
A	0	0	0	0	8	0	0	8
B	0	0	0	0	4	0	0	4
Bus								0
C	0	0	0	0	0	0	0	0
D	0	0	0	0	4	0	0	4
E	5	3	0	3		2	4	16
F	0	0	0	0	2	0	0	2
G	0	0	0	0	5	0	0	5
Tot	5	3	0	3	24	2	4	40

Figure 13

Proposed Development Primary Trips Distribution
Weekday AM Peak Hour (0745 to 0845)

Figures in pcus

3rd Floor Oxford Place, 61 Oxford Street, Manchester M1 6EQ Tel: 0161 228 1008
www.vectos.co.uk



Full Traffic Flow Matrix for Stairfoot Roundabout

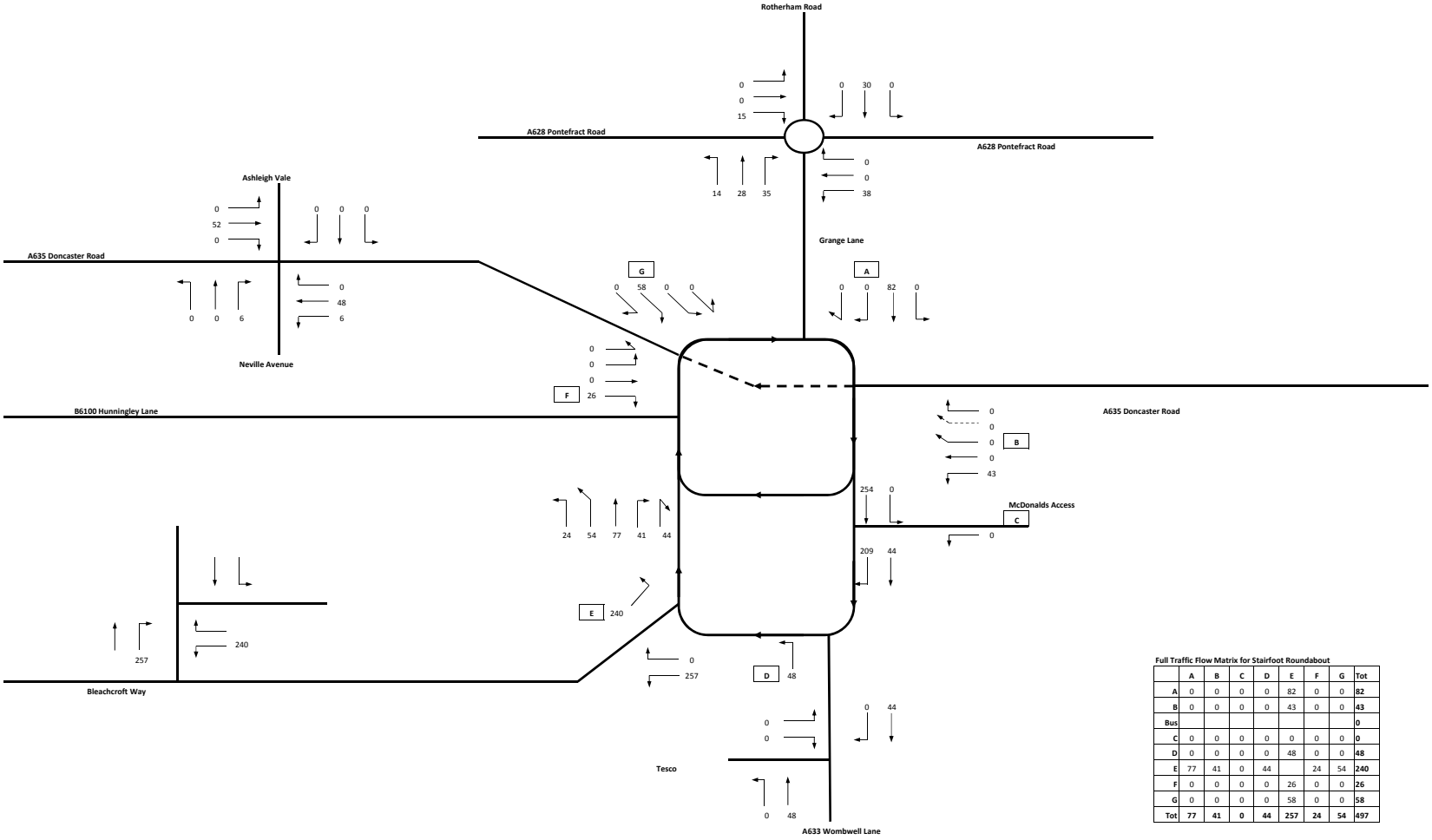
	A	B	C	D	E	F	G	Tot
A	0	0	0	0	14	0	0	14
B	0	0	0	0	7	0	0	7
Bus								0
C	0	0	0	0	0	0	0	0
D	0	0	0	0	8	0	0	8
E	16	8	0	9		5	11	50
F	0	0	0	0	4	0	0	4
G	0	0	0	0	10	0	0	10
Tot	16	8	0	9	44	5	11	94

Figure 14

Proposed Development Primary Trips Distribution
Weekday PM Peak Hour (1645 to 1745)

Figures in pcus

3rd Floor Oxford Place, 61 Oxford Street, Manchester M1 6EQ Tel: 0161 228 1008
www.vectos.co.uk



Full Traffic Flow Matrix for Stairfoot Roundabout

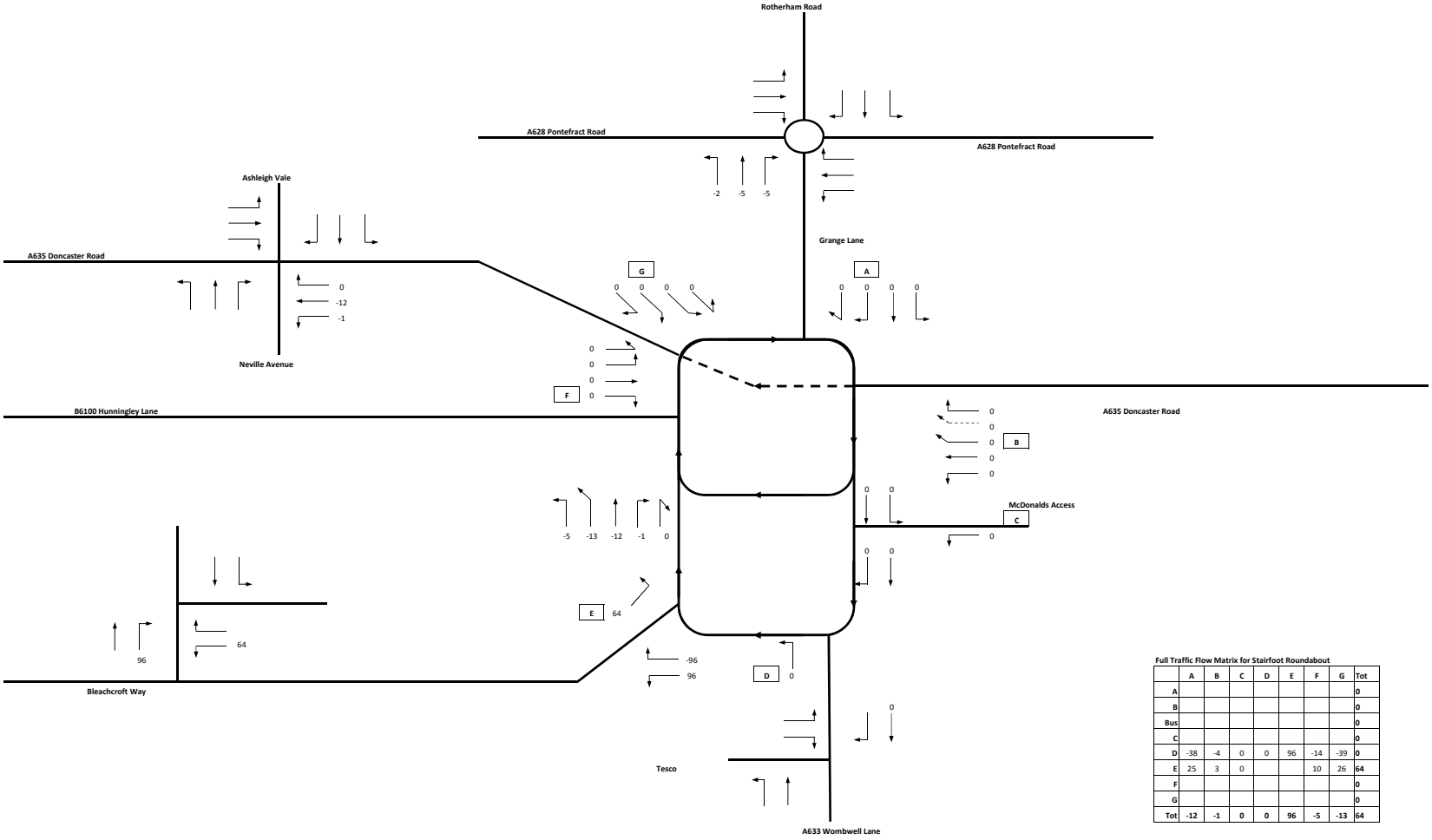
	A	B	C	D	E	F	G	Tot
A	0	0	0	0	82	0	0	**82**
B	0	0	0	0	43	0	0	**43**
Bus								**0**
C	0	0	0	0	0	0	0	**0**
D	0	0	0	0	48	0	0	**48**
E	77	41	0	44		24	54	**240**
F	0	0	0	0	26	0	0	**26**
G	0	0	0	0	58	0	0	**58**
Tot	**77**	**41**	**0**	**44**	**257**	**24**	**54**	**497**

Figure 15

Proposed Development Primary Trips Distribution
Saturday Peak Hour (1130 to 1230)

Figures in pcus

3rd Floor Oxford Place, 61 Oxford Street, Manchester M1 6EQ Tel: 0161 228 1008
www.vectos.co.uk



Full Traffic Flow Matrix for Stairfoot Roundabout

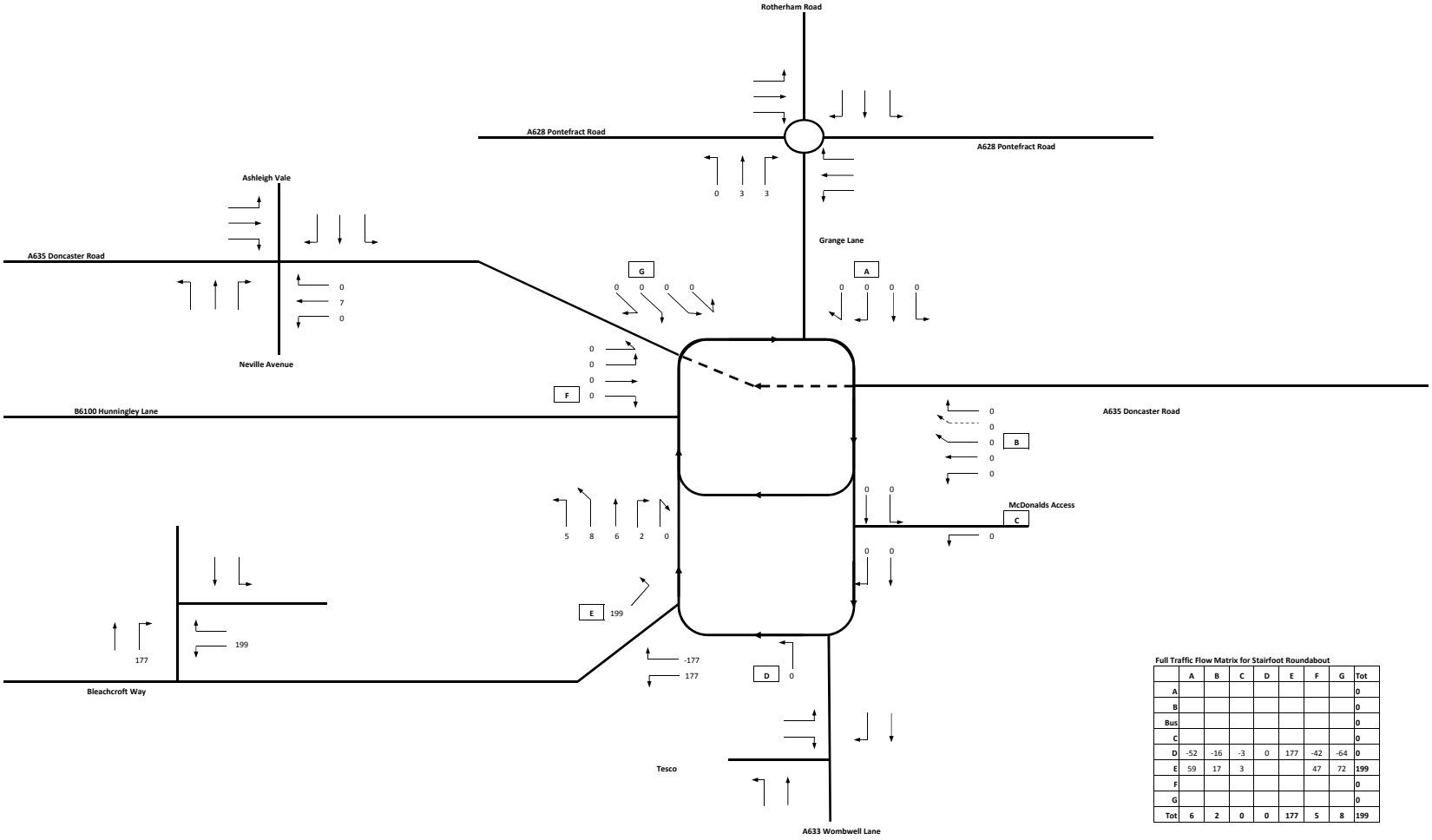
	A	B	C	D	E	F	G	Tot
A								0
B								0
Bus								0
C								0
D	-38	-4	0	0	96	-14	-39	0
E	25	3	0			10	26	64
F								0
G								0
Tot	-12	-1	0	0	96	-5	-13	64

Figure 16

Proposed Development - Pass-by Trips
Weekday AM Peak Hour (0745 to 0845)

Figures in pcus

3rd Floor Oxford Place, 61 Oxford Street, Manchester M1 6EQ Tel: 0161 228 1008
www.vectos.co.uk



Full Traffic Flow Matrix for Stairfoot Roundabout

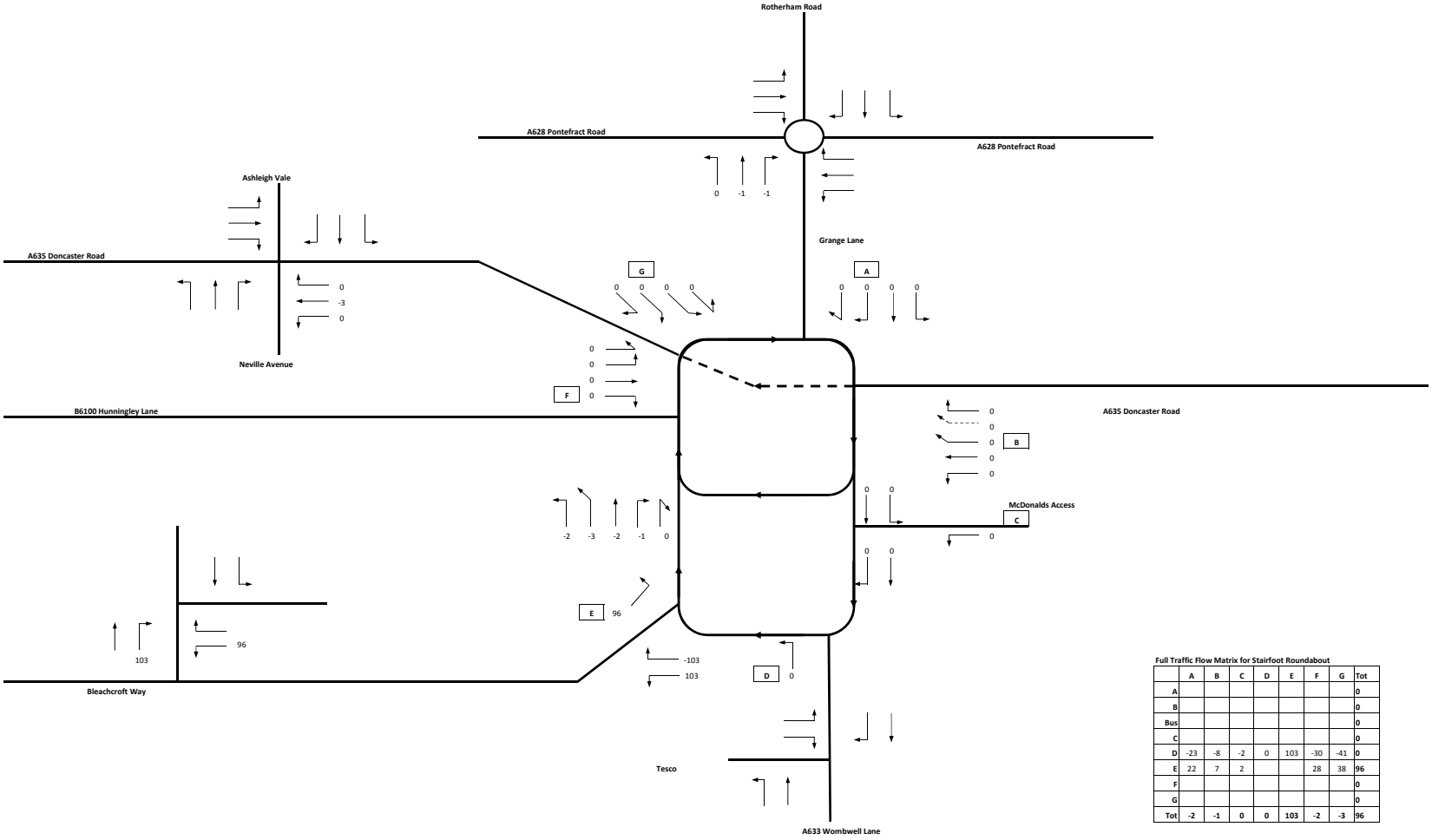
	A	B	C	D	E	F	G	Tot
A								0
B								0
Bus								0
C								0
D	-52	-16	-3	0	177	-42	-64	0
E	59	17	3			47	72	199
F								0
G								0
Tot	6	2	0	0	177	5	8	199

Figure 17

Proposed Development - Pass-by Trips
Weekday PM Peak Hour (1645 to 1745)

Figures in pcus

3rd Floor Oxford Place, 61 Oxford Street, Manchester M1 6EQ Tel: 0161 228 1008
www.vectos.co.uk



Full Traffic Flow Matrix for Stairfoot Roundabout

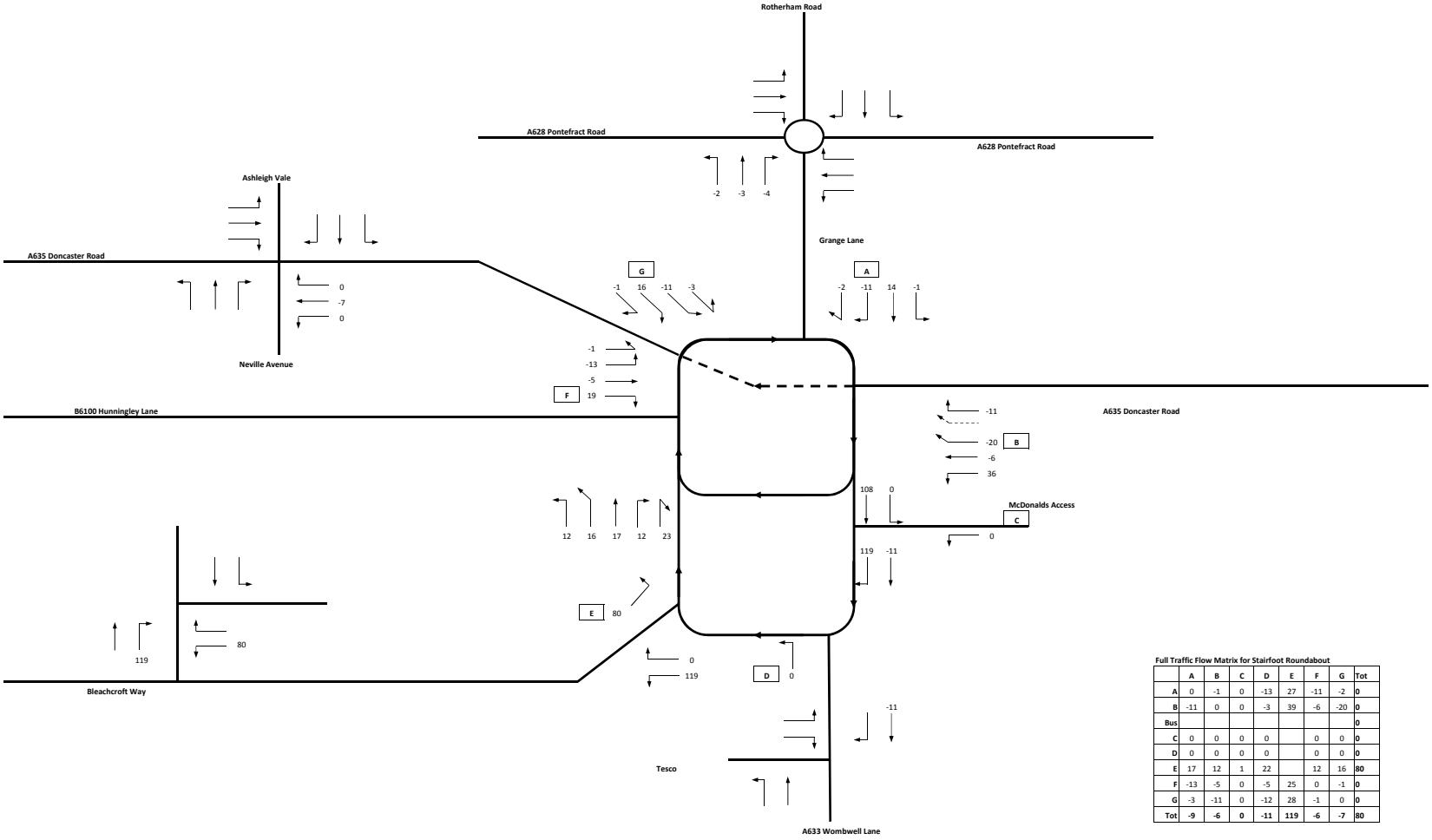
	A	B	C	D	E	F	G	Tot
A								0
B								0
Bus								0
C								0
D	-23	-8	-2	0	103	-30	-41	0
E	22	7	2			28	38	96
F								0
G								0
Tot	-2	-1	0	0	103	-2	-3	96

Figure 18

Proposed Development - Pass-by Trips
Saturday Peak Hour (1130 to 1230)

Figures in pcus

3rd Floor Oxford Place, 61 Oxford Street, Manchester M1 6EQ Tel: 0161 228 1008
www.vectos.co.uk



Full Traffic Flow Matrix for Stairfoot Roundabout

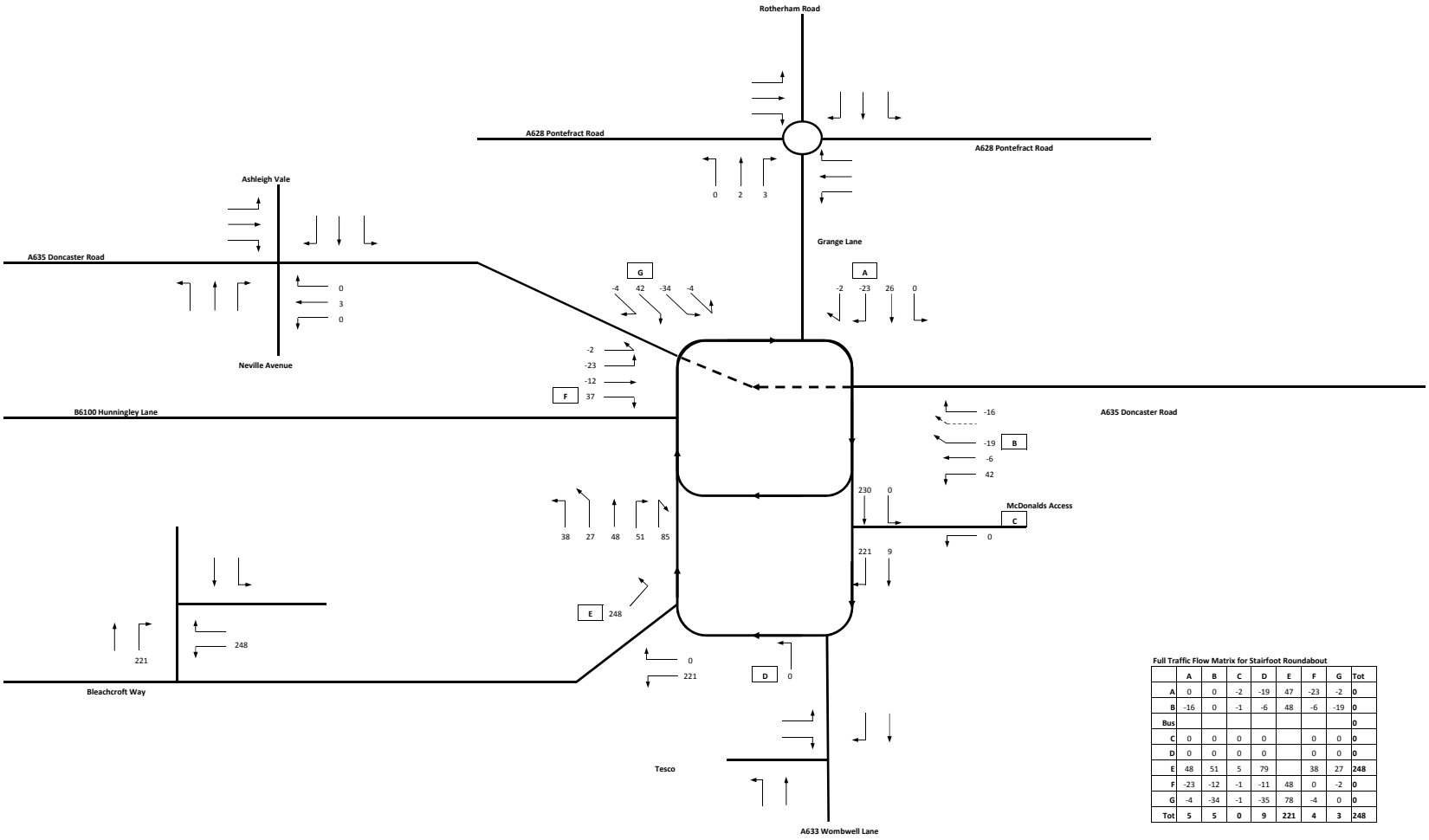
	A	B	C	D	E	F	G	Tot
A	0	-1	0	-13	27	-11	-2	**0**
B	-11	0	0	-3	39	-6	-20	**0**
Bus								**0**
C	0	0	0	0		0	0	**0**
D	0	0	0	0		0	0	**0**
E	17	12	1	22		12	16	**80**
F	-13	-5	0	-5	25	0	-1	**0**
G	-3	-11	0	-12	28	-1	0	**0**
Tot	**-9**	**-6**	**0**	**-11**	**119**	**-6**	**-7**	**80**

Figure 19

Proposed Development - Diverted Trips
Weekday AM Peak Hour (0745 to 0845)

Figures in pcus

3rd Floor Oxford Place, 61 Oxford Street, Manchester M1 6EQ Tel: 0161 228 1008
www.vectos.co.uk



Full Traffic Flow Matrix for Stairfoot Roundabout

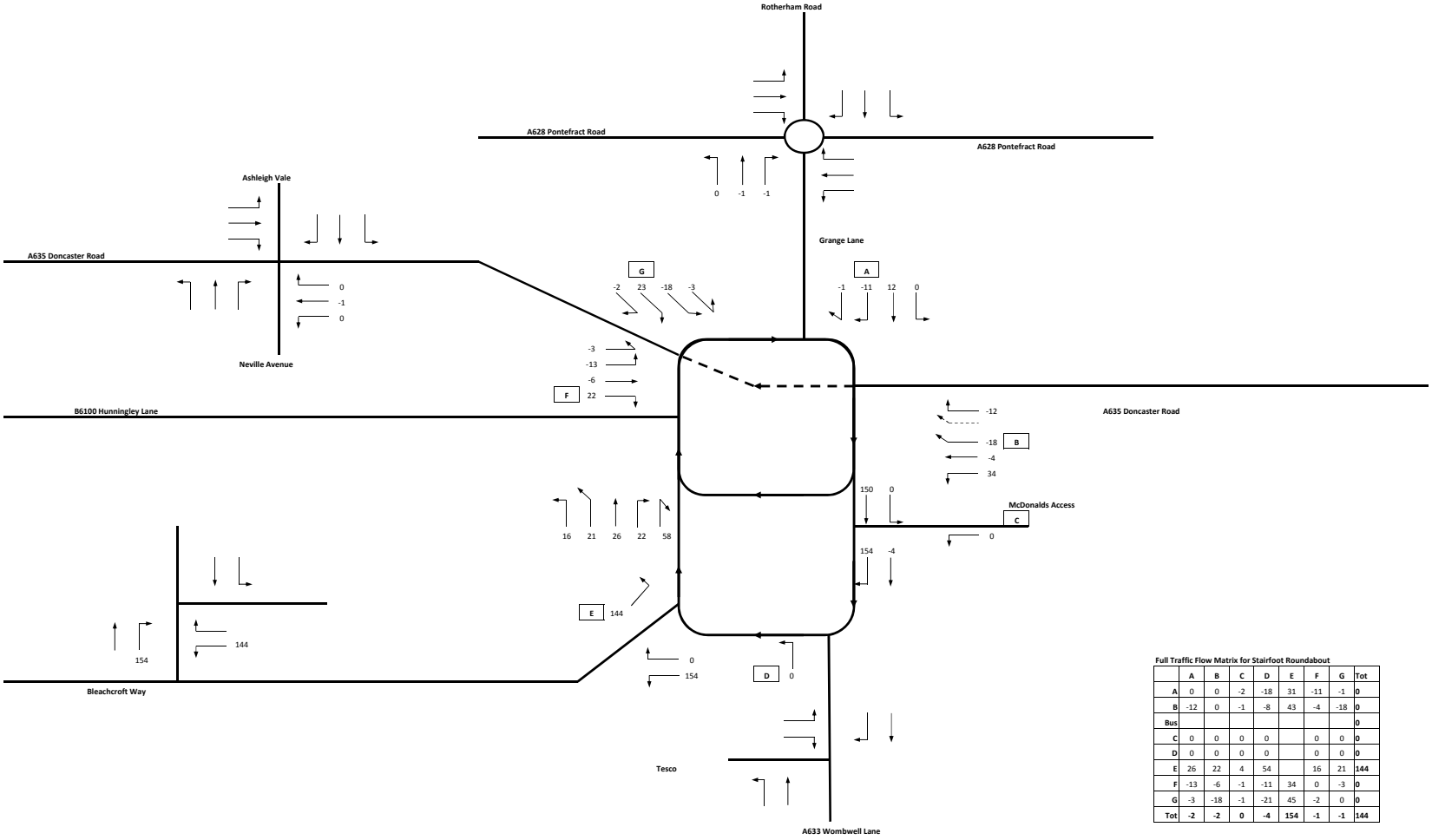
	A	B	C	D	E	F	G	Tot
A	0	0	-2	-19	47	-23	-2	**0**
B	-16	0	-1	-6	48	-6	-19	**0**
Bus								**0**
C	0	0	0	0		0	0	**0**
D	0	0	0	0		0	0	**0**
E	48	51	5	79		38	27	**248**
F	-23	-12	-1	-11	48	0	-2	**0**
G	-4	-34	-1	-35	78	-4	0	**0**
Tot	**5**	**5**	**0**	**9**	**221**	**4**	**3**	**248**

Figure 20

Proposed Development - Diverted Trips
Weekday PM Peak Hour (1645 to 1745)

Figures in pcus

3rd Floor Oxford Place, 61 Oxford Street, Manchester M1 6EQ Tel: 0161 228 1008
www.vectos.co.uk



Full Traffic Flow Matrix for Stairfoot Roundabout

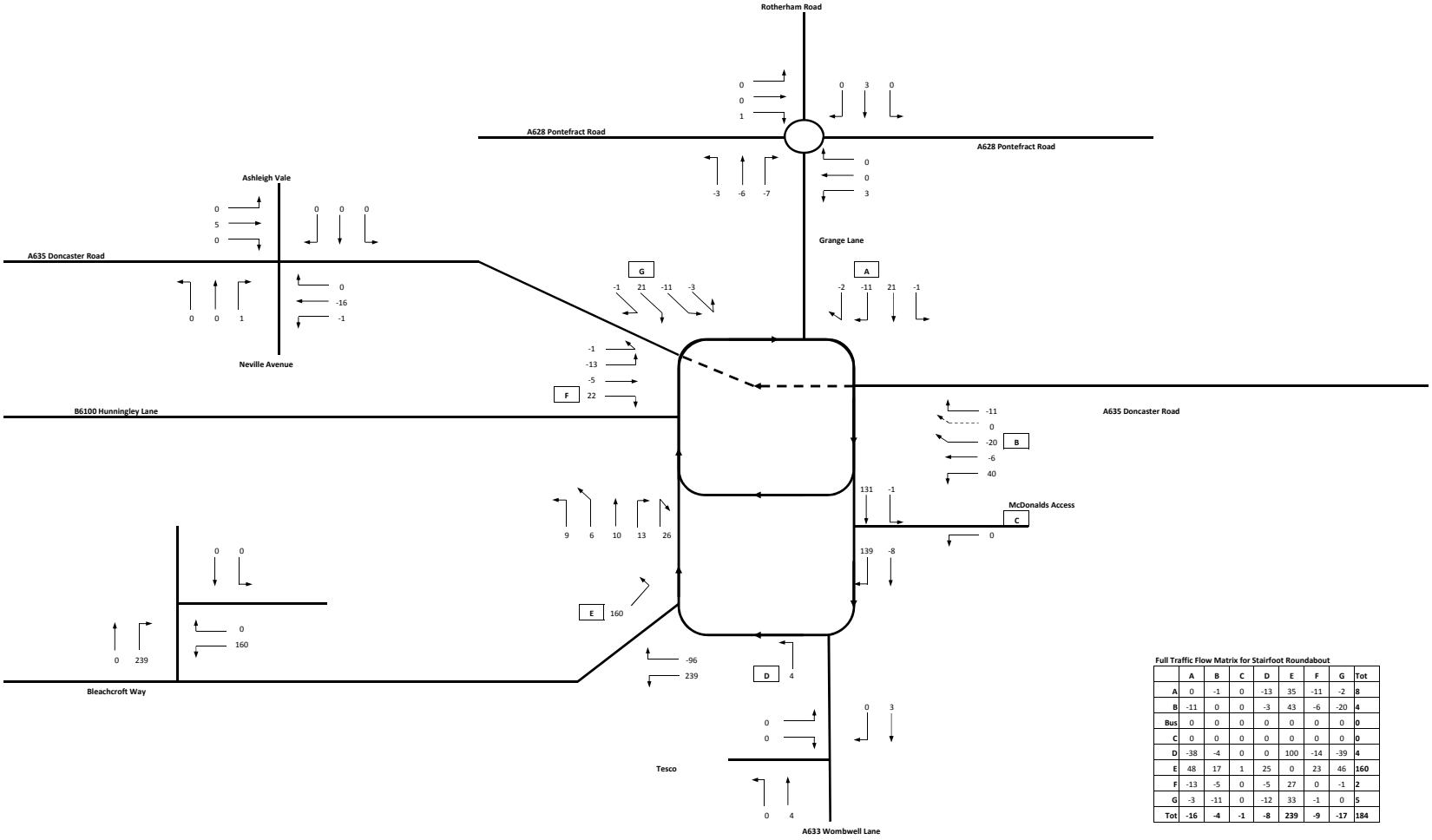
	A	B	C	D	E	F	G	Tot
A	0	0	-2	-18	31	-11	-1	**0**
B	-12	0	-1	-8	43	-4	-18	**0**
Bus								**0**
C	0	0	0	0		0	0	**0**
D	0	0	0	0		0	0	**0**
E	26	22	4	54		16	21	**144**
F	-13	-6	-1	-11	34	0	-3	**0**
G	-3	-18	-1	-21	45	-2	0	**0**
Tot	**-2**	**-2**	**0**	**-4**	**154**	**-1**	**-1**	**144**

Figure 21

Proposed Development - Diverted Trips
Saturday Peak Hour (1130 to 1230)

Figures in pcus

3rd Floor Oxford Place, 61 Oxford Street, Manchester M1 6EQ Tel: 0161 228 1008
www.vectos.co.uk



Full Traffic Flow Matrix for Stairfoot Roundabout

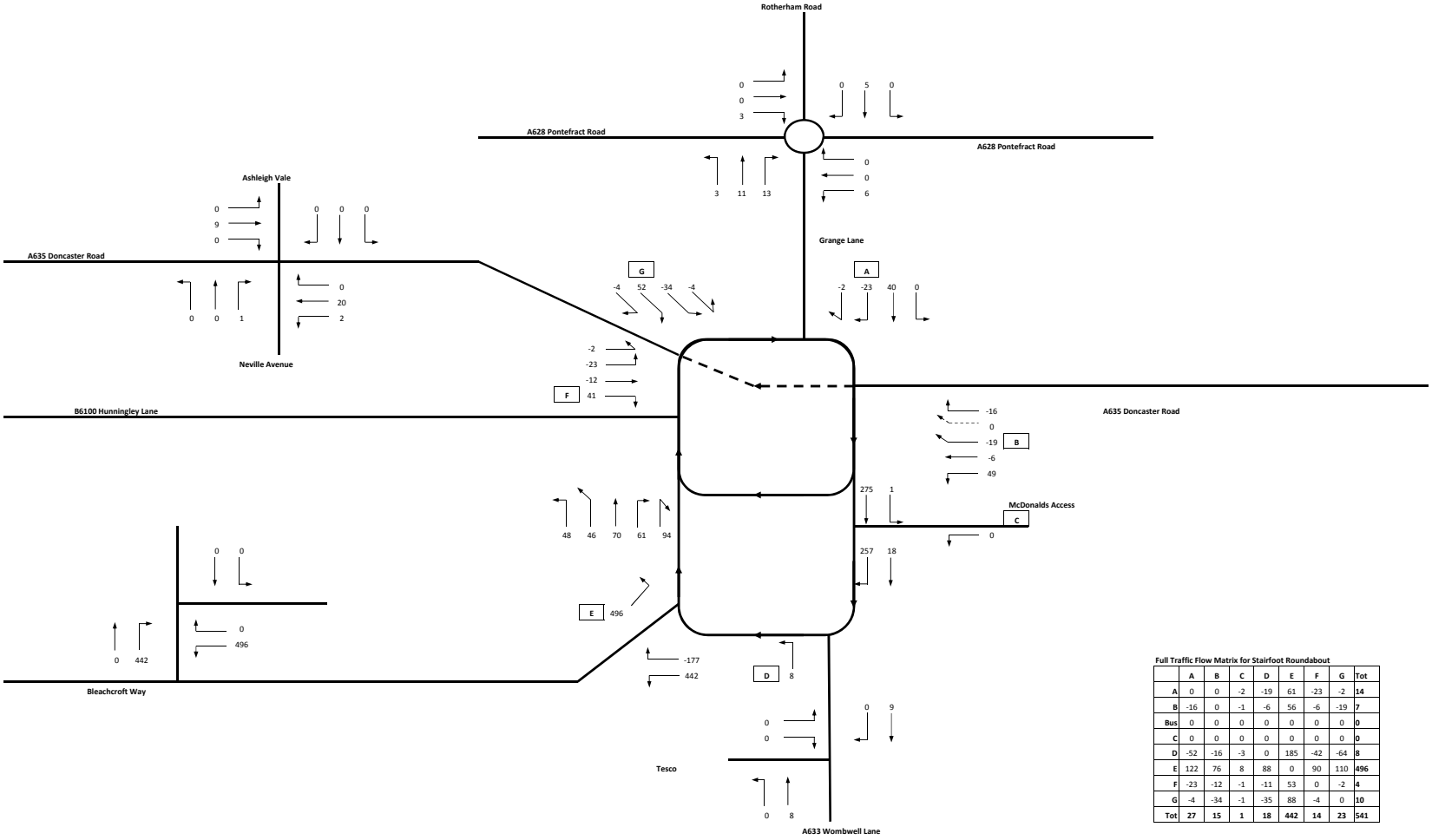
	A	B	C	D	E	F	G	Tot
A	0	-1	0	-13	35	-11	-2	8
B	-11	0	0	-3	43	-6	-20	4
Bus	0	0	0	0	0	0	0	0
C	0	0	0	0	0	0	0	0
D	-38	-4	0	0	100	-14	-39	4
E	48	17	1	25	0	23	46	160
F	-13	-5	0	-5	27	0	-1	2
G	-3	-11	0	-12	33	-1	0	5
Tot	-16	-4	-1	-8	239	-9	-17	184

Figure 22

Existing Potential Site Traffic Distribution (All Trip Types)
Weekday AM Peak Hour (0745 to 0845)

Figures in pcus

3rd Floor Oxford Place, 61 Oxford Street, Manchester M1 6EQ Tel: 0161 228 1008
www.vectos.co.uk



Full Traffic Flow Matrix for Stairfoot Roundabout

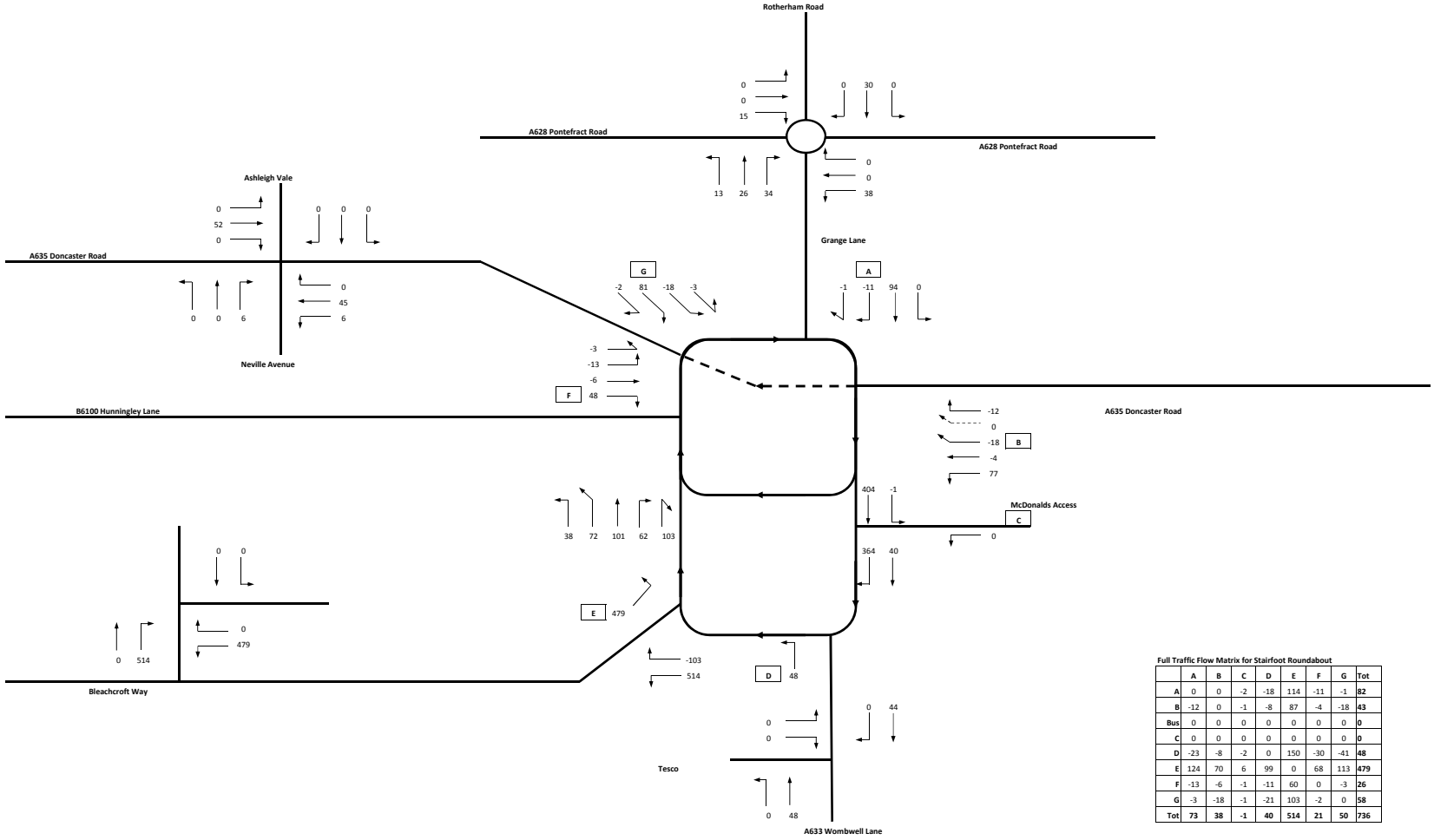
	A	B	C	D	E	F	G	Tot
A	0	0	-2	-19	61	-23	-2	**14**
B	-16	0	-1	-6	56	-6	-19	**7**
Bus	0	0	0	0	0	0	0	**0**
C	0	0	0	0	0	0	0	**0**
D	-52	-16	-3	0	185	-42	-64	**8**
E	122	76	8	88	0	90	110	**496**
F	-23	-12	-1	-11	53	0	-2	**4**
G	-4	-34	-1	-35	88	-4	0	**10**
Tot	**27**	**15**	**1**	**18**	**442**	**14**	**23**	**541**

Figure 23

Existing Potential Site Traffic Distribution (All Trip Types)
Weekday PM Peak Hour (1645 to 1745)

Figures in pcus

3rd Floor Oxford Place, 61 Oxford Street, Manchester M1 6EQ Tel: 0161 228 1008
www.vectos.co.uk



Full Traffic Flow Matrix for Stairfoot Roundabout

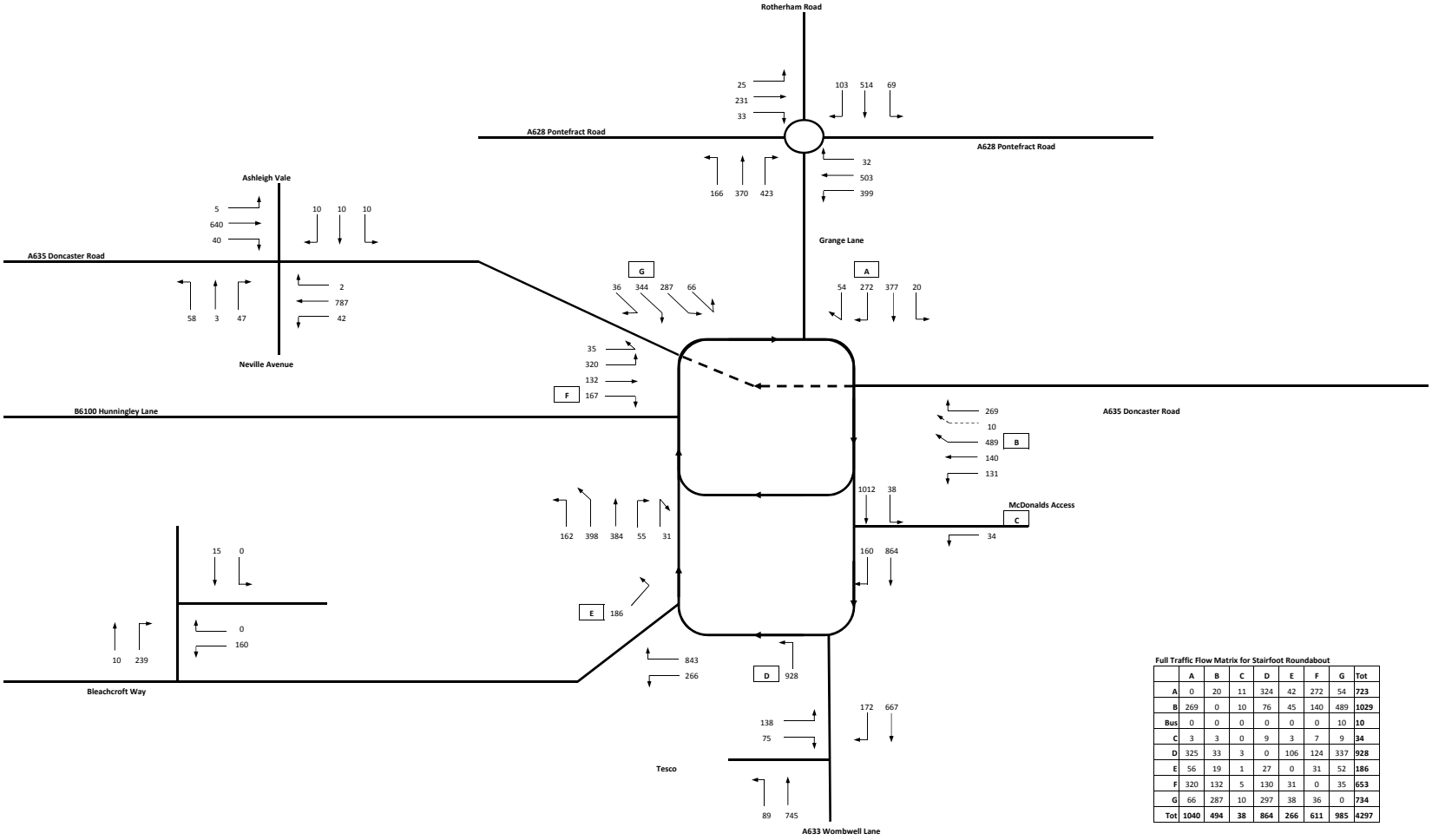
	A	B	C	D	E	F	G	Tot
A	0	0	-2	-18	114	-11	-1	**82**
B	-12	0	-1	-8	87	-4	-18	**43**
Bus	0	0	0	0	0	0	0	**0**
C	0	0	0	0	0	0	0	**0**
D	-23	-8	-2	0	150	-30	-41	**48**
E	124	70	6	99	0	68	113	**479**
F	-13	-6	-1	-11	60	0	-3	**26**
G	-3	-18	-1	-21	103	-2	0	**58**
Tot	**73**	**38**	**-1**	**40**	**514**	**21**	**50**	**736**

Figure 24

Existing Potential Site Traffic Distribution (All Trip Types)
Saturday Peak Hour (1130 to 1230)

Figures in pcus

3rd Floor Oxford Place, 61 Oxford Street, Manchester M1 6EQ Tel: 0161 228 1008
www.vectos.co.uk



Full Traffic Flow Matrix for Stairfoot Roundabout

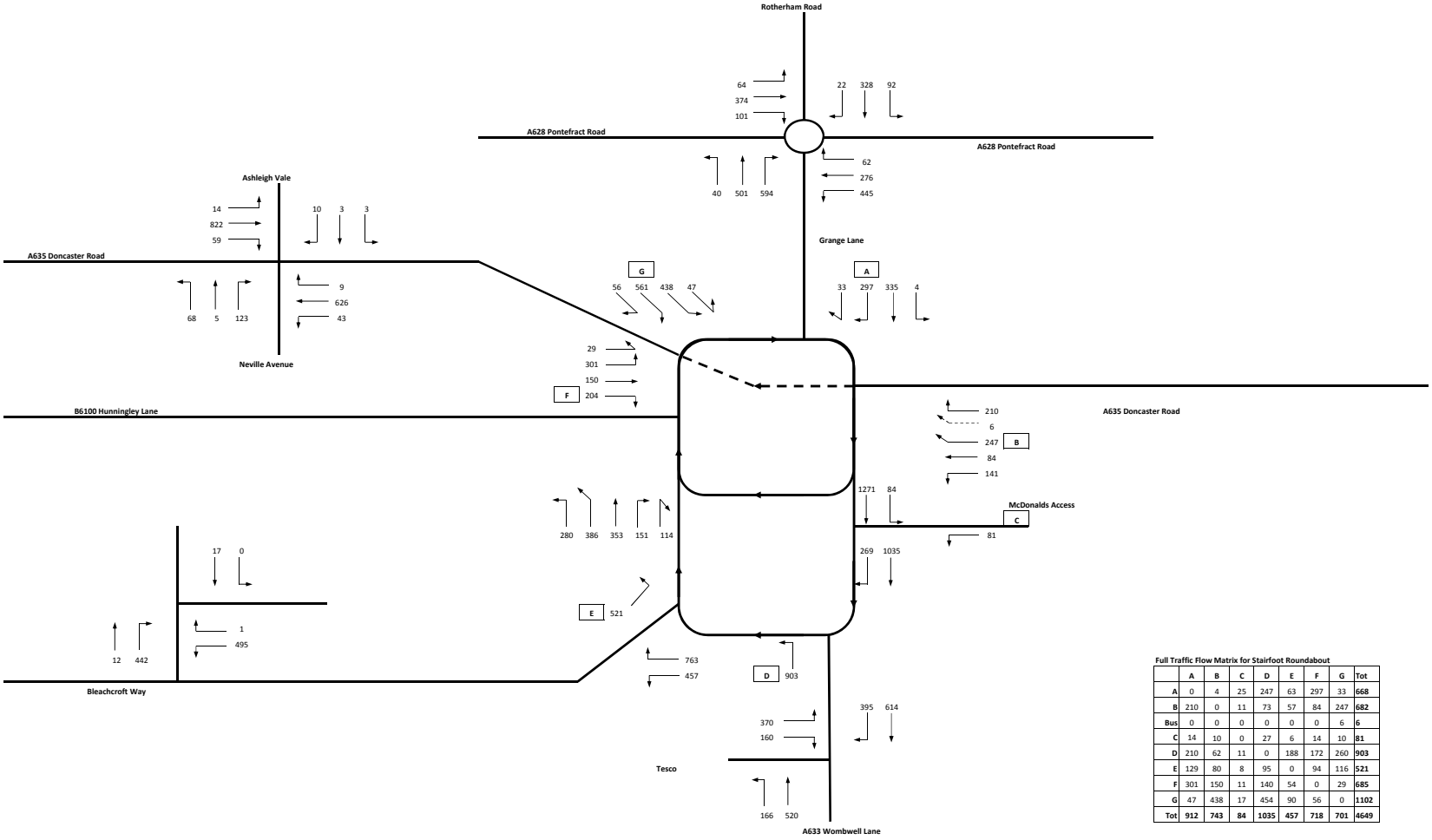
	A	B	C	D	E	F	G	Tot
A	0	20	11	324	42	272	54	**723**
B	269	0	10	76	45	140	489	**1029**
Bus	0	0	0	0	0	0	10	**10**
C	3	3	0	9	3	7	9	**34**
D	325	33	3	0	106	124	337	**928**
E	56	19	1	27	0	31	52	**186**
F	320	132	5	130	31	0	35	**653**
G	66	287	10	297	38	36	0	**734**
Tot	**1040**	**494**	**38**	**864**	**266**	**611**	**985**	**4297**

Figure 25

Baseline 'With Development'
Weekday AM Peak Hour (0745 to 0845)

Figures in pcus

3rd Floor Oxford Place, 61 Oxford Street, Manchester M1 6EQ Tel: 0161 228 1008
www.vectos.co.uk



Full Traffic Flow Matrix for Stairfoot Roundabout

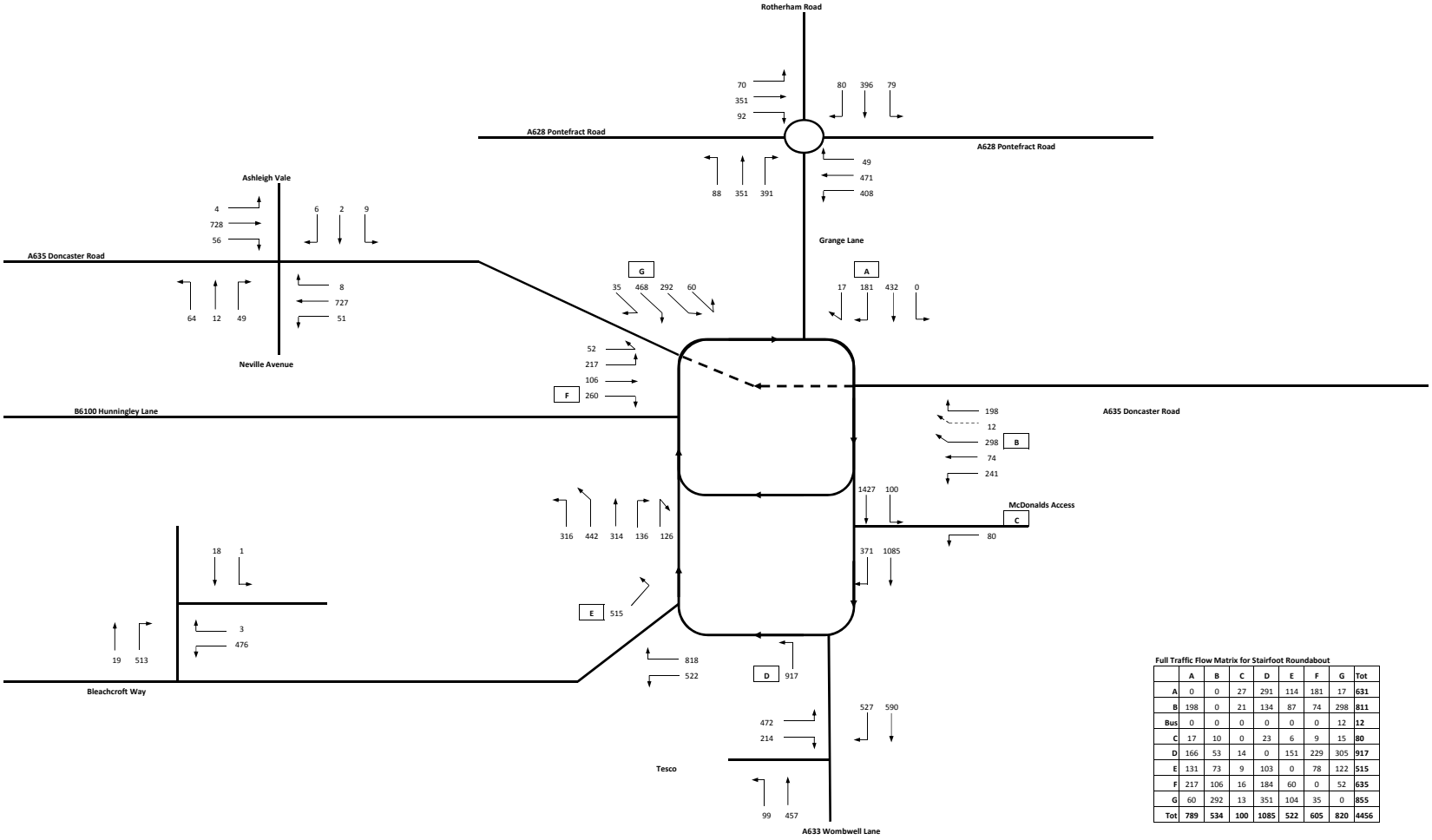
	A	B	C	D	E	F	G	Tot
A	0	4	25	247	63	297	33	**668**
B	210	0	11	73	57	84	247	**682**
Bus	0	0	0	0	0	0	6	**6**
C	14	10	0	27	6	14	10	**81**
D	210	62	11	0	188	172	260	**903**
E	129	80	8	95	0	94	116	**521**
F	301	150	11	140	54	0	29	**685**
G	47	438	17	454	90	56	0	**1102**
Tot	**912**	**743**	**84**	**1035**	**457**	**718**	**701**	**4649**

Figure 26

Baseline 'With Development'
Weekday PM Peak Hour (1645 to 1745)

Figures in pcus

vectos transport planning specialists
3rd Floor Oxford Place, 61 Oxford Street, Manchester M1 6EQ Tel: 0161 228 1008
www.vectos.co.uk



Full Traffic Flow Matrix for Stairfoot Roundabout

	A	B	C	D	E	F	G	Tot
A	0	0	27	291	114	181	17	**631**
B	198	0	21	134	87	74	298	**811**
Bus	0	0	0	0	0	0	12	**12**
C	17	10	0	23	6	9	15	**80**
D	166	53	14	0	151	229	305	**917**
E	131	73	9	103	0	78	122	**515**
F	217	106	16	184	60	0	52	**635**
G	60	292	13	351	104	35	0	**855**
Tot	**789**	**534**	**100**	**1085**	**522**	**605**	**820**	**4456**

Figure 27

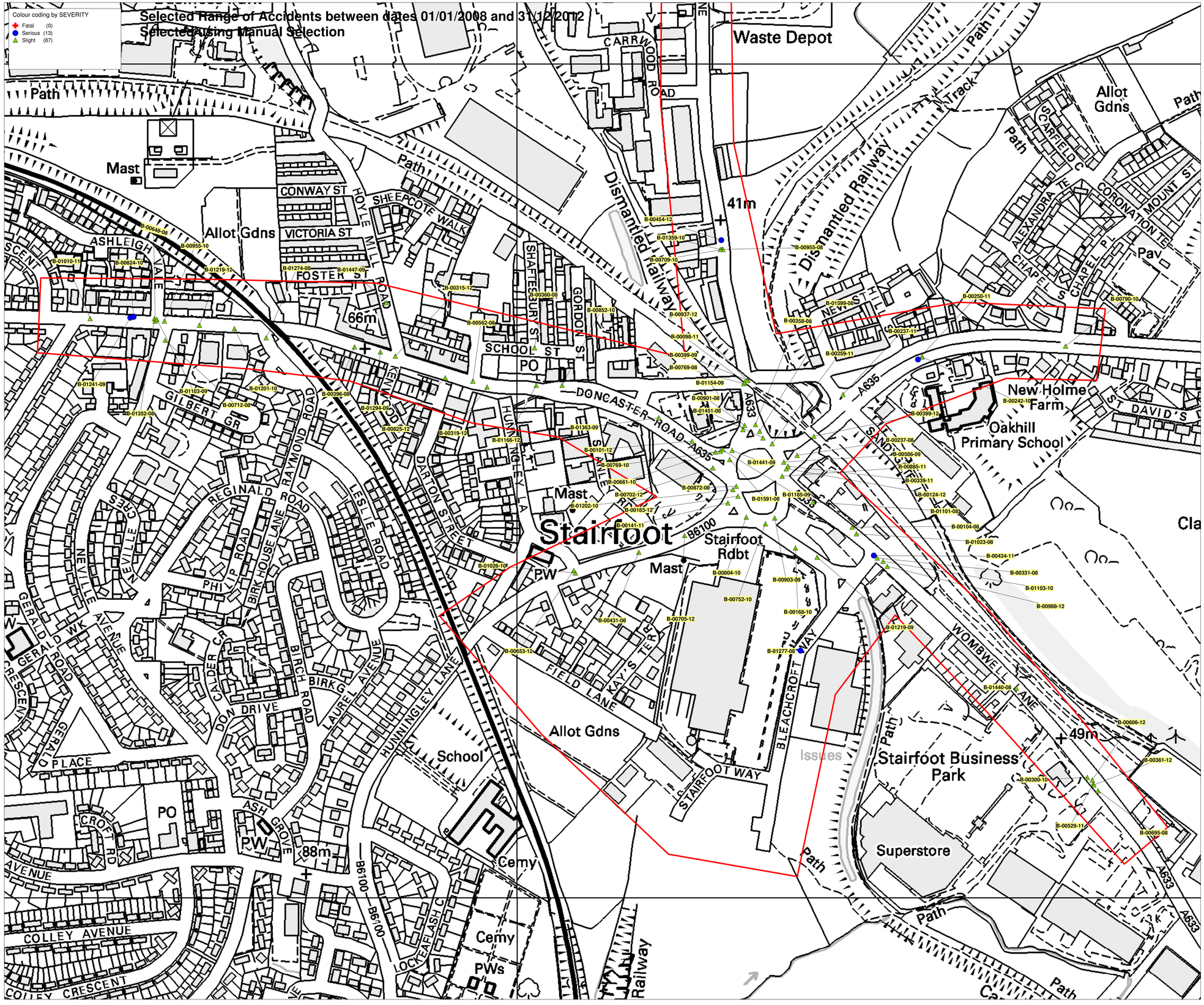
Baseline 'With Development'
Saturday Peak Hour (1130 to 1230)

Figures in pcus

3rd Floor Oxford Place, 61 Oxford Street, Manchester M1 6EQ Tel: 0161 228 1008
www.vectos.co.uk

APPENDIX A

Accident Data



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MAKING SOUTH YORKSHIRE ROADS SAFER

Selected map area

DRAWING TITLE

SCALE	1 : 2250
DATE	26/11/2013
D/ING No.	
DRAWN BY	

Colour coding by SEVERITY
Fatal (0)
Serious (13)
Slight (87)

Selected Range of Accidents between the 01/01/2008 and 31/12/2012
Selected using Manual Selection

Grange Gate Junior School
Priory Campus
(Secondary School)
Cundy Cross Roundabout
Cundy Cross
Priory (remains of) (Benedictine Founded 1153)
Burton Grange
Grange Bridge
Sewage Bridge
Dearne Bridge
Scorah Wood
Barnsley Main Colliery (disused)
Oaks Business Park
Works
Waste Depot
Spreads
Allot Gdns
Shaft (dis)
Mast
Issues
Track
Path
Drain
River Dearne
A633
A628
B-00042-12
B-01247-10
B-00216-08
B-01037-10
B-01370-10
B-01284-08
B-00976-08
B-00178-11
B-01579-08
B-00048-11
B-00063-11
B-00047-08
B-01388-09
B-00827-08
B-00273-12
B-00153-08
B-00707-09
B-00562-09
B-00672-09
B-00660-11
39m
66m
37m
PW
Spr
TK
ROBERT AVENUE
BYLAND WAY
MELROSE WAY
JACQUES P
TUXFORD CRESCENT
CHERRYS ROAD
GRANGE CRES
ARMINE GR
ABBEY LA
ABBEY LANE
WIKE ROAD
MICHAEL ROAD
LANG AVENUE
ROGER TRUEMAN ROAD
HARWOOD CRESCENT
LANG CRESCENT
OAKS LANE
TANK ROW
GRANGE LANE
CARRWOOD ROAD
CONWAY ST
CARFIELD C

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Her Majesty's Office (c) Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

MAKING SOUTH YORKSHIRE ROADS SAFER

Selected map area

DRAWING TITLE

SCALE	1 : 2250
DATE	26/11/2013
D/ING No.	
DRAWN BY	

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

Selection:
Selected using Manual Selection

Notes:
Vectos - 5 Years Search

Police Ref.	Date	Cas.	Sev.	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
B-00047-08	12/01/2008	1	Slight	0	0	0	0	Light	Right	Dry	1449	GRANGE LN CUNDY CROSS
B-00104-08	20/01/2008	1	Slight	0	1	0	0	Light	No turn	Dry	1622	WOMBWELL LN STAIRFOOT AT J/W BLEACHCROFT WAY
B-00153-08	02/02/2008	2	Slight	0	0	0	0	Dark	No turn	Snow	0304	ROTHERHAM RD CUNDY CROSS
B-00216-08	13/02/2008	2	Slight	0	0	0	0	Dark	No turn	Wet/Damp	1830	PONTEFRACT RD LUNDWOOD
B-00237-08	18/02/2008	1	Slight	0	0	0	0	Light	No turn	Frost/Ice	0730	WOMBWELL LN STAIRFOOT
B-00358-08	11/03/2008	1	Slight	0	0	0	0	Dark	No turn	Wet/Damp	1746	GRANGE LN STAIRFOOT
B-00331-08	12/03/2008	1	Slight	0	0	0	0	Dark	No turn	Wet/Damp	0255	WOMBWELL LN BARNSLEY
B-00360-08	14/03/2008	1	Slight	0	0	0	1	Light	No turn	Dry	1535	SCHOOL ST BARNSLEY J/W SHAFTSBURY DV
B-00396-08	18/03/2008	1	Slight	0	1	1	0	Light	No turn	Dry	0750	DONCASTER RD STAIRFOOT
B-00431-08	06/04/2008	1	Slight	0	0	0	0	Light	Right	Dry	1440	HUNNINGLEY LN STAIRFOOT 25M SW STANLEY ROAD
B-00562-08	06/05/2008	1	Slight	0	0	0	0	Light	Right	Dry	1436	DONCASTER RD KENDRAY J/W SCHOOL ST
B-00672-08	18/05/2008	1	Serious	0	0	0	0	Light	No turn	Dry	1830	TUXFORD CRES LUNDWOOD J/W PONTEFRACT RD
B-00648-08	31/05/2008	1	Slight	0	0	0	0	Light	No turn	Dry	0738	DONCASTER RD STAIRFOOT 15 MTS FROM J/W NEVILLE AVE
B-00695-08	10/06/2008	1	Slight	0	0	0	0	Light	No turn	Dry	1245	WOMBWELL LN BARNSLEY
B-00712-08	15/06/2008	1	Slight	0	0	0	1	Light	No turn	Dry	1430	NEVILLE AVE KENDRAY 10 MTS FROM J/W DONCASTER RD
B-00769-08	25/06/2008	1	Slight	0	0	0	0	Dark	Left	Dry	2245	GRANGE LN STAIRFOOT
B-00827-08	08/07/2008	1	Serious	1	0	1	0	Light	No turn	Dry	1428	Grange Lane BURTON GRANGE 20 METRESJUNCTION ABBEY LANE
B-00976-08	09/07/2008	1	Slight	0	0	0	0	Light	No turn	Dry	0540	GRANGE LN BARNSLEY AT J/W PONTEFRACT RD RDBT
B-00872-08	17/07/2008	1	Slight	0	0	0	0	Light	No turn	Wet/Damp	1415	STAIRFOOT ROUNDABOUT STAIRFOOT
B-00901-08	25/07/2008	1	Slight	0	0	0	0	Light	No turn	Dry	1250	DONCASTER ROAD STAIRFOOT AT J/W GRANGE LANE
B-00955-08	31/07/2008	1	Slight	0	0	0	0	Dark	No turn	Wet/Damp	2125	GRANGE LANE STAIRFOOT AT J/W BANK STREET
B-01023-08	22/08/2008	1	Slight	0	0	0	0	Light	No turn	Dry	1530	WOMBWELL LN BARNSLEY 100 MTS FROM STAIRFOOT RDBT
B-01101-08	04/09/2008	3	Slight	0	0	0	1	Light	No turn	Dry	1835	WOMBWELL LN STAIRFOOT AT J/W STAIRFOOT RDBT
B-01284-08	15/10/2008	1	Serious	0	0	0	0	Light	No turn	Dry	1355	GRANGE LN BARNSLEY J/W PONTEFRACT RD
B-01274-08	15/10/2008	1	Slight	0	1	1	0	Dark	No turn	Dry	2042	RAYMOND RD KENDRAY AT J/W DONCASTER RD
B-01277-08	16/10/2008	1	Serious	0	0	0	0	Dark	No turn	Dry	2300	BLEACHCROFT WAY STAIRFOOT
B-01352-08	03/11/2008	1	Slight	0	0	0	1	Light	No turn	Dry	0845	DONCASTER RD BARNSLEY AT J/W NEVILLE AVE
B-01440-08	20/11/2008	1	Slight	0	1	1	0	Dark	No turn	Dry	1830	WOMBWELL LN WOMBWELL
B-01451-08	22/11/2008	1	Slight	0	0	0	0	Dark	No turn	Dry	1745	DONCASTER ROAD STAIRFOOT J/W GRANGE LANE
B-01591-08	05/12/2008	2	Slight	0	0	0	0	Dark	No turn	Wet/Damp	1805	STAIRFOOT RDBT BARNSLEY AT J/W DONCASTER RD
B-01579-08	18/12/2008	1	Serious	0	1	0	0	Dark	No turn	Wet/Damp	1846	GRANGE LN CUNDY CROSS
B-01599-08	23/12/2008	1	Slight	0	0	0	0	Dark	No turn	Dry	1910	GRANGE LN BARNSLEY
B-00399-09	11/04/2009	2	Slight	0	0	0	0	Dark	Right	Dry	2030	GRANGE LN BARNSLEY AT J/W DONCASTER RD

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

Selection:
Selected using Manual Selection

Notes:
Vectos - 5 Years Search

Police Ref.	Date	Cas.	Sev.	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
B-00586-09	30/05/2009	2	Slight	0	0	1	0	Light	No turn	Dry	1325	STAIRFOOT R/ABOUT STAIRFOOT J/W DONCASTER RD
B-00662-09	19/06/2009	1	Slight	0	0	0	0	Light	No turn	Dry	1430	PONTEFRACT RD CUNDY CROSS
B-00707-09	30/06/2009	1	Slight	0	0	0	0	Light	No turn	Dry	1745	ROTHERHAM RD CUNDY CROSS 100 MTS FROM PONTEFRACT RD
B-00903-09	26/08/2009	2	Slight	0	0	0	2	Light	No turn	Wet/Damp	1445	STAIRFOOT RDBT BARNSLEY AT J/W WOMBWELL LN
B-01103-09	14/10/2009	1	Slight	0	0	0	0	Light	Right	Dry	0905	DONCASTER RD KENDRAY J/W ASHLEIGH VALE
B-01185-09	19/10/2009	1	Slight	0	0	0	1	Light	No turn	Dry	1010	DONCASTER RD BARNSLEY AT J/W GRANGE LN
B-01154-09	29/10/2009	1	Slight	0	0	0	0	Light	No turn	Dry	1420	GRANGE LN STAIRFOOT 3 MTS FROM J/W DONCASTER RD
B-01219-09	10/11/2009	2	Slight	0	0	0	0	Light	No turn	Dry	1120	WOMBWELL LN BARNSLEY 30 MTS FROM BLEACHCROFT WAY
B-01241-09	13/11/2009	1	Serious	0	1	1	0	Dark	No turn	Wet/Damp	1837	DONCASTER RD STAIRFOOT
B-01294-09	25/11/2009	1	Slight	0	1	1	0	Light	No turn	Wet/Damp	0730	DONCASTER RD STAIRFOOT 10 MTS FROM HOYLE MILL RD
B-01363-09	03/12/2009	2	Slight	0	0	0	0	Light	No turn	Frost/Ice	1530	DONCASTER RD STAIRFOOT 100 FT FROM STAIRFOOT RDBT
B-01388-09	10/12/2009	1	Slight	1	0	1	0	Dark	No turn	Dry	1700	GRANGE LN CUNDY CROSS 20 MTS FROM J/W GRANGE CRES
B-01441-09	17/12/2009	2	Slight	0	0	0	0	Dark	No turn	Wet/Damp	0745	STAIRFOOT RDBT BARNSLEY AT J/W DONCASTER RD
B-01447-09	22/12/2009	1	Slight	0	0	0	0	Light	No turn	Snow	1530	HOYLE MILL RD BARNSLEY 60 MTS FROM PONTEFRACT RD
B-00168-10	05/02/2010	4	Slight	0	0	0	0	Dark	No turn	Wet/Damp	1900	WOMBWELL LN STAiRFOOT
B-00242-10	21/02/2010	1	Slight	0	0	0	0	Dark	No turn	Snow	0810	DONCASTER RD ARDSLEY 200 MTS FROM STAIRFOOT RDBT
B-00300-10	09/03/2010	2	Slight	0	0	0	0	Light	Right	Dry	1636	WOMBWELL LN BARNSLEY
B-00661-10	21/06/2010	2	Slight	0	0	1	0	Light	No turn	Dry	1900	DONCASTER RD BARNSLEY
B-00709-10	04/07/2010	2	Slight	0	0	0	0	Light	Left	Dry	2200	GRANGE LN STAIRFOOT J/W BANK ST
B-00752-10	15/07/2010	3	Slight	0	0	0	0	Dark	No turn	Wet/Damp	2215	STAIRFOOT ROUNDABOUT STAIRFOOT
B-00790-10	16/07/2010	2	Slight	0	0	0	0	Light	No turn	Wet/Damp	1540	DONCASTER RD BARNSLEY AT J/W CHAPEL PL
B-00769-10	21/07/2010	1	Slight	0	0	0	0	Light	No turn	Dry	1725	DONCASTER RD STAIRFOOT AT J/W STAIRFOOT RDBT
B-00804-10	29/07/2010	1	Slight	0	0	0	0	Light	No turn	Dry	1600	DONCASTER RD STAIRFOOT J/W HUNNINGLEY LN
B-00824-10	07/08/2010	1	Serious	0	1	1	0	Light	No turn	Dry	1033	DONCASTER RD BARNSLEY 30 MTS FROM ASHLEIGH VALE
B-00852-10	17/08/2010	2	Slight	0	0	0	1	Light	No turn	Dry	1300	DONCASTER RD STAIRFOOT
B-00955-10	10/09/2010	1	Slight	0	1	0	1	Light	No turn	Dry	1130	DONCASTER RD KENDRAY 10 MTS FROM J/W NEVILLE AVE
B-01026-10	29/09/2010	3	Slight	0	0	0	0	Light	No turn	Wet/Damp	1527	HUNNINGLEY LN STAIRFOOT J/W HUNNINGLEY CL
B-01037-10	01/10/2010	2	Slight	0	0	0	1	Light	No turn	Wet/Damp	1645	PONTEFRACT RD LUNDWOOD 10 MTS FROM J/W LANG AVE
B-01103-10	18/10/2010	2	Slight	0	0	0	0	Dark	No turn	Dry	1905	WOMBWELL LN WOMBWELL
B-01201-10	12/11/2010	1	Slight	0	0	0	0	Dark	No turn	Wet/Damp	2000	DONCASTER RD BARNSLEY
B-01202-10	12/11/2010	1	Slight	0	0	0	0	Light	No turn	Dry	1545	STAIRFOOT R/ABOUT BARNSLEY
B-01247-10	28/11/2010	3	Serious	0	0	0	0	Dark	No turn	Frost/Ice	0229	ROTHERHAM RD CUNDY CROSS
B-01359-10	17/12/2010	2	Slight	0	0	0	1	Light	Right	Dry	1540	GRANGE LN STAIRFOOT J/W BANK ST

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

Selection:
Selected using Manual Selection

Notes:
Vectos - 5 Years Search

Police Ref.	Date	Cas.	Sev.	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
B-01370-10	22/12/2010	1	Serious	0	0	0	0	Light	No turn	Wet/Damp	1230	PONTEFRACT RD CUNDY CROSS AT J/W RDBT
B-00048-11	13/01/2011	1	Serious	0	0	0	1	Light	No turn	Wet/Damp	0945	D MARSDEN GARAGE GRANGE LN BARNSLEY
B-00063-11	17/01/2011	2	Slight	0	0	0	0	Light	No turn	Dry	1237	GRANGE LN STAIRFOOT J/W R/ABOUT
B-00098-11	25/01/2011	1	Slight	1	0	0	0	Dark	Right	Dry	1805	GRANGE LN BARNSLEY AT J/W OLD DONCASTER RD
B-00141-11	12/02/2011	2	Slight	0	0	0	0	Light	No turn	Dry	1620	HUNNINGLEY LN STAIRFOOT J/W STAIRFOOT R/ABOUT
B-00178-11	17/02/2011	1	Slight	0	0	0	0	Dark	No turn	Dry	1810	CUNDY CROSS ROUNDABOUT LUNDWOOD AT J/W PONTEFRACT RD
B-00237-11	11/03/2011	3	Slight	0	0	0	0	Light	No turn	Dry	1205	SLIP RD OFF GRANGE LN ARDSLEY J/W DONCASTER RD
B-00250-11	14/03/2011	1	Serious	0	1	1	0	Light	No turn	Dry	1535	DONCASTER RD BARNSLEY
B-00259-11	16/03/2011	1	Slight	0	0	0	0	Light	Left	Wet/Damp	1750	STAIRFOOT R/ABOUT STAIRFOOT J/W DONCASTER RD
B-00339-11	09/04/2011	1	Slight	0	0	0	0	Light	No turn	Dry	1440	DONCASTER RD STAIRFOOT J/W STAIRFOOT R/ABOUT
B-00434-11	07/05/2011	1	Serious	0	0	0	1	Light	No turn	Wet/Damp	0459	WOMBWELL LN BARNSLEY AT J/W BLEACHCROFT WAY
B-00529-11	13/06/2011	1	Slight	0	0	0	0	Light	No turn	Dry	0845	WOMBWELL LN STAIRFOOT AT J/W TESCO ENTRANCE
B-00660-11	15/07/2011	1	Slight	1	0	0	0	Light	No turn	Dry	1720	GRANGE LN CUNDY CROSS
B-00885-11	17/09/2011	1	Slight	0	0	0	1	Light	No turn	Wet/Damp	1130	DONCASTER RD BARNSLEY
B-01010-11	24/10/2011	1	Slight	0	0	0	0	Light	No turn	Dry	1316	DONCASTER RD BARNSLEY
B-00042-12	16/01/2012	1	Slight	0	1	1	0	Dark	No turn	Wet/Damp	0805	ROTHERHAM RD BARNSLEY
B-00101-12	27/01/2012	1	Slight	0	0	0	0	Dark	No turn	Wet/Damp	2215	DONCASTER RD STAIRFOOT AT J/W STAIRFOOT RDBT
B-00124-12	05/02/2012	3	Slight	0	0	1	0	Light	No turn	Wet/Damp	1330	STAIRFOOT RDBT BARNSLEY AT J/W DONCASTER RD
B-00183-12	29/02/2012	1	Slight	0	0	0	0	Light	No turn	Dry	1330	STAIRFOOT RDBT BARNSLEY
B-00273-12	27/03/2012	2	Slight	0	0	0	0	Light	No turn	Dry	1205	GRANGE LN BARNSLEY
B-00315-12	10/04/2012	1	Slight	0	0	0	0	Light	Right	Dry	1445	DONCASTER RD STAIRFOOT AT J/W HOYLE MILL RD
B-00319-12	14/04/2012	1	Slight	0	0	0	0	Dark	Right	Dry	2205	DONCASTER RD BARNSLEY
B-00361-12	16/04/2012	1	Slight	0	0	0	0	Light	Right	Dry	1545	WOMBWELL LN STAIRFOOT J/W TESCOS
B-00399-12	29/04/2012	1	Slight	0	0	0	0	Light	No turn	Flood	1245	DONCASTER RD ARDSLEY 20 MTS FROM STAIRFOOT RDBT
B-00454-12	22/05/2012	1	Serious	0	1	1	0	Light	No turn	Dry	1919	GRANGE LN BARNSLEY 10 MTS FROM BANK ST
B-00606-12	07/07/2012	1	Slight	0	0	0	0	Light	Left	Wet/Damp	1637	WOMBWELL LN STAIRFOOT
B-00653-12	20/07/2012	1	Slight	0	0	0	1	Light	No turn	Wet/Damp	1445	HUNNINGLEY LN BARNSLEY J/W BIRK AVE
B-00705-12	03/08/2012	1	Slight	0	0	0	0	Light	No turn	Dry	1700	HUNNINGLEY LN STAIRFOOT
B-00702-12	04/08/2012	4	Slight	0	0	0	0	Light	No turn	Dry	1301	DONCASTER RD STAIRFOOT AT J/W STAIRFOOT RDBT
B-00825-12	13/09/2012	1	Slight	0	0	0	0	Light	No turn	Dry	1431	DONCASTER RD BARNSLEY J/W DARTON ST
B-00937-12	18/10/2012	1	Slight	0	0	0	0	Light	Right	Dry	0810	GRANGE LN BARNSLEY J/W DONCASTER RD
B-00988-12	31/10/2012	3	Slight	0	0	0	0	Dark	No turn	Wet/Damp	1810	WOMBWELL LN BARNSLEY 20 MTS FROM BLEACHCROFT WAY
B-01166-12	16/12/2012	2	Slight	0	0	0	0	Dark	Right	Wet/Damp	1835	DONCASTER ROAD BARNSLEY 100 M EAST SCHOOL STREET

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

Selection:
Selected using Manual Selection

Notes:
Vectos - 5 Years Search

Police Ref.	Date	Cas.	Sev.	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
B-01219-12	24/12/2012	2	Slight	0	0	1	0	Light	No turn	Dry	1130	DONCASTER ROAD BARNSLEY 30M NEVILLE AVENUE
Column Totals		142		4	12	15	15					
No. of Accidents				4	12	15	14					

Total number of accidents listed: 100

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

Selection:
Selected using Manual Selection

Notes:
Vectos - 5 Years Search

Police Ref.	Acc Class	Date	Time	Grid References	Casualties Ftl	Ser	Slt	Causation Factors/ Prob	Ped L M D	Light	Weather	Road Surface	Vehicle Types
B-00047-08	Slight	12/01/2008	1449	437127 406558	0	0	1	403V1A 607V2A	0 0 0	Light	Fine without high winds	Dry	9 2
B-00104-08	Slight	20/01/2008	1622	437402 405444	0	0	1	806C1A	10 9 0	Light	Fine without high winds	Dry	11
B-00153-08	Slight	02/02/2008	0304	437003 406703	0	0	2	103V1A 410V1B	0 0 0	Dark	Snowing without high winds	Snow	9 8
B-00216-08	Slight	13/02/2008	1830	437198 406748	0	0	2	201V1B 603V2B	0 0 0	Dark	Fog or mist	Wet/Damp	9 9 9
B-00237-08	Slight	18/02/2008	0730	437336 405530	0	0	1	308V1B	0 0 0	Light	Fine without high winds	Frost/Ice	9 9
B-00358-08	Slight	11/03/2008	1746	437286 405567	0	0	1	405V1A	0 0 0	Dark	Raining with high winds	Wet/Damp	9 5
B-00331-08	Slight	12/03/2008	0255	437432 405407	0	0	1	501V1A 301V1B 502V1B	0 0 0	Dark	Fine with high winds	Wet/Damp	9
B-00360-08	Slight	14/03/2008	1535	437021 405659	0	0	1	405V1A 405V2A	0 0 0	Light	Fine without high winds	Dry	9 21
B-00396-08	Slight	18/03/2008	0750	436805 405660	0	0	1	802C1A 808C1A	10 1 3	Light	Fine without high winds	Dry	9
B-00431-08	Slight	06/04/2008	1440	437146 405414	0	0	1	803V2B 602V2B 403V2A 405V2A	0 0 0	Light	Fine without high winds	Dry	9 9
B-00562-08	Slight	06/05/2008	1436	436947 405619	0	0	1	405V2A	0 0 0	Light	Fine without high winds	Dry	9 9
B-00672-08	Serious	18/05/2008	1830	437041 406603	0	1	0	410V1B 410V2B	0 0 0	Light	Fine without high winds	Dry	9 3
B-00648-08	Slight	31/05/2008	0738	436566 405691	0	0	1	706V2A 406V2B 408V1B	0 0 0	Light	Fine without high winds	Dry	19 9
B-00695-08	Slight	10/06/2008	1245	437697 405128	0	0	1	405V2A 509V2B	0 0 0	Light	Fine without high winds	Dry	9 9
B-00712-08	Slight	15/06/2008	1430	436578 405668	0	0	1	405V1A 602V1B	0 0 0	Light	Fine without high winds	Dry	8
B-00769-08	Slight	25/06/2008	2245	437272 405616	0	0	1	501V2A	0 0 0	Dark	Fine without high winds	Dry	9 21
B-00827-08	Serious	08/07/2008	1428	437180 406446	0	1	0	309V2A	0 0 0	Light	Fine without high winds	Dry	1 9
B-00976-08	Slight	09/07/2008	0540	437108 406644	0	0	1	302V2A 405V2A 406V2A 602V2A	0 0 0	Light	Fine without high winds	Dry	9 9
B-00872-08	Slight	17/07/2008	1415	437263 405493	0	0	1	301V2B	0 0 0	Light	Fine without high winds	Wet/Damp	9 9
B-00901-08	Slight	25/07/2008	1250	437273 405566	0	0	1		0 0 0	Light	Fine with high winds	Dry	21
B-00955-08	Slight	31/07/2008	2125	437246 405777	0	0	1	405V1B 509V1A 701V1B	0 0 0	Dark	Other	Wet/Damp	9 9
B-01023-08	Slight	22/08/2008	1530	437407 405436	0	0	1	308V1B 510V1B 999V1A	0 0 0	Light	Fine without high winds	Dry	9 11 9 9 9
B-01101-08	Slight	04/09/2008	1835	437355 405474	0	0	3	406V3A 403V3A	0 0 0	Light	Fine without high winds	Dry	9 9 14
B-01284-08	Serious	15/10/2008	1355	437100 406648	0	1	0	403V2B 405V1B 307V2B	0 0 0	Light	Fine without high winds	Dry	3 14
B-01274-08	Slight	15/10/2008	2042	436699 405671	0	0	1	802C1A	5 3 4	Dark	Fine without high winds	Dry	9

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

Selection:
Selected using Manual Selection

Notes:
Vectos - 5 Years Search

Police Ref.	Acc Class	Date	Time	Grid References	Casualties Ftl	Ser	Slt	Causation Factors/ Prob	Ped L M D	Light	Weather	Road Surface	Vehicle Types
B-01277-08	Serious	16/10/2008	2300	437340 405296	0	1	0	306V2B 307V2B	0 0 0	Dark	Fine without high winds	Dry	9 9
B-01352-08	Slight	03/11/2008	0845	436565 405694	0	0	1	402V2B 405V2B 602V2B	0 0 0	Light	Fine without high winds	Dry	9 9
B-01440-08	Slight	20/11/2008	1830	437599 405251	0	0	1	802C1A	5 1 9	Dark	Fine without high winds	Dry	9
B-01451-08	Slight	22/11/2008	1745	437295 405551	0	0	1	408V1A 510V2B 903V2A 903V1A	0 0 0	Dark	Fine without high winds	Dry	9 9
B-01591-08	Slight	05/12/2008	1805	437255 405525	0	0	2	406V3A	0 0 0	Dark	Raining without high winds	Wet/Damp	9 9 19
B-01579-08	Serious	18/12/2008	1846	437123 406579	0	1	0	405V1A	1 1 3	Dark	Raining without high winds	Wet/Damp	9
B-01599-08	Slight	23/12/2008	1910	437291 405559	0	0	1	601V1A 901V1A 902V1A	0 0 0	Dark	Fine without high winds	Dry	20 9
B-00399-09	Slight	11/04/2009	2030	437277 405620	0	0	2	405V1A 305V1A 602V1B	0 0 0	Dark	Fine without high winds	Dry	9 9
B-00586-09	Slight	30/05/2009	1325	437320 405522	0	0	2	301V1B	0 0 0	Light	Fine without high winds	Dry	9 9
B-00662-09	Slight	19/06/2009	1430	437073 406616	0	0	1	308V1B 408V1A	0 0 0	Light	Fine without high winds	Dry	11
B-00707-09	Slight	30/06/2009	1745	437014 406698	0	0	1		0 0 0	Light	Fine without high winds	Dry	9 9 9
B-00903-09	Slight	26/08/2009	1445	437309 405455	0	0	2	405V1A 602V1A	0 0 0	Light	Fine without high winds	Wet/Damp	9 19
B-01103-09	Slight	14/10/2009	0905	436568 405693	0	0	1	301V2B	0 0 0	Light	Fine without high winds	Dry	19 9
B-01185-09	Slight	19/10/2009	1010	437238 405534	0	0	1	405V1A 510V1A	0 0 0	Light	Fine without high winds	Dry	11
B-01154-09	Slight	29/10/2009	1420	437271 405561	0	0	1	406V2B	0 0 0	Light	Fine without high winds	Dry	9 9
B-01219-09	Slight	10/11/2009	1120	437360 405408	0	0	2	408V2A	0 0 0	Light	Fine without high winds	Dry	9 9
B-01241-09	Serious	13/11/2009	1837	436536 405695	0	1	0	802C1A 808C1A 809C1A	5 1 1	Dark	Raining without high winds	Wet/Damp	9
B-01294-09	Slight	25/11/2009	0730	436836 405654	0	0	1	801C1A 802C1B	5 2 7	Light	Fine without high winds	Wet/Damp	9
B-01363-09	Slight	03/12/2009	1530	437170 405575	0	0	2	103V2A 203V2B 408V2B 605V2B	0 0 0	Light	Fine without high winds	Frost/Ice	9 9
B-01388-09	Slight	10/12/2009	1700	437145 406519	0	0	1	304C1A 310C1A	0 0 0	Dark	Fine without high winds	Dry	1 9
B-01441-09	Slight	17/12/2009	0745	437258 405536	0	0	2	405V2B	0 0 0	Dark	Raining without high winds	Wet/Damp	9 9
B-01447-09	Slight	22/12/2009	1530	436843 405713	0	0	1	103V1A 307V1B	0 0 0	Light	Snowing without high winds	Snow	9 9 9
B-00168-10	Slight	05/02/2010	1900	437334 405419	0	0	4		0 0 0	Dark	Fine without high winds	Wet/Damp	9 9
B-00242-10	Slight	21/02/2010	0810	437486 405648	0	0	1	103V1A 103V2A	0 0 0	Dark	Snowing without high winds	Snow	8 9
B-00300-10	Slight	09/03/2010	1636	437684 405144	0	0	2	406V1A 605V1B	0 0 0	Light	Fine without high winds	Dry	11 9
B-00661-10	Slight	21/06/2010	1900	437247 405537	0	0	2	508V2B	0 0 0	Light	Fine without high winds	Dry	9 9

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

Selection:
Selected using Manual Selection

Notes:
Vectos - 5 Years Search

Police Ref.	Acc Class	Date	Time	Grid References	Casualties Ftl	Ser	Slt	Causation Factors/ Prob	Ped L M D	Light	Weather	Road Surface	Vehicle Types
B-00709-10	Slight	04/07/2010	2200	437247 405777	0	0	2	307V1B	0 0 0	Light	Fine without high winds	Dry	9 9 9
B-00752-10	Slight	15/07/2010	2215	437298 405448	0	0	3	405V2A 601V2B	0 0 0	Dark	Fine without high winds	Wet/Damp	9 9
B-00790-10	Slight	16/07/2010	1540	437658 405661	0	0	2	605V1B 408V2B	0 0 0	Light	Raining without high winds	Wet/Damp	9 9
B-00769-10	Slight	21/07/2010	1725	437244 405535	0	0	1	405V2A	0 0 0	Light	Fine without high winds	Dry	9 9
B-00804-10	Slight	29/07/2010	1600	437275 405456	0	0	1	403V1A 403V2A 406V1B 406V2B	0 0 0	Light	Fine without high winds	Dry	4 9
B-00824-10	Serious	07/08/2010	1033	436540 405696	0	1	0	801C1B 701V1B	9 6 9	Light	Fine without high winds	Dry	9
B-00852-10	Slight	17/08/2010	1300	437054 405614	0	0	2	406V1B 406V2B	0 0 0	Light	Fine without high winds	Dry	9 9
B-00955-10	Slight	10/09/2010	1130	436577 405691	0	0	1	804C1A	1 1 5	Light	Fine without high winds	Dry	9
B-01026-10	Slight	29/09/2010	1527	437070 405389	0	0	3	405V1A	0 0 0	Light	Raining without high winds	Wet/Damp	9 9 9
B-01037-10	Slight	01/10/2010	1645	437134 406673	0	0	2	103V1A 307V1B 410V1A 605V1B	0 0 0	Light	Raining without high winds	Wet/Damp	11 9
B-01103-10	Slight	18/10/2010	1905	437439 405403	0	0	2	405V3A	0 0 0	Dark	Fine without high winds	Dry	9 9 9
B-01201-10	Slight	12/11/2010	2000	436661 405682	0	0	1		0 0 0	Dark	Fine with high winds	Wet/Damp	9 9
B-01202-10	Slight	12/11/2010	1545	437259 405489	0	0	1		0 0 0	Light	Fine with high winds	Dry	3 9 9
B-01247-10	Serious	28/11/2010	0229	437014 406696	0	1	2	501V2A 410V2A 306V2B 999V2A	0 0 0	Dark	Other	Frost/Ice	9 9
B-01359-10	Slight	17/12/2010	1540	437244 405777	0	0	2	406V1B	0 0 0	Light	Fine without high winds	Dry	9 9 9
B-01370-10	Serious	22/12/2010	1230	437104 406656	0	1	0	405V1A	0 0 0	Light	Fine without high winds	Wet/Damp	3 9
B-00048-11	Serious	13/01/2011	0945	437127 406562	0	1	0	405V1A	0 0 0	Light	Fine without high winds	Wet/Damp	9 9
B-00063-11	Slight	17/01/2011	1237	437128 406561	0	0	2		0 0 0	Light	Fine without high winds	Dry	9 9
B-00098-11	Slight	25/01/2011	1805	437273 405618	0	0	1	403V3A 405V3A 802C1A	0 0 0	Dark	Fine without high winds	Dry	9 1 9
B-00141-11	Slight	12/02/2011	1620	437253 405473	0	0	2	406V2B	0 0 0	Light	Fine without high winds	Dry	9 9
B-00178-11	Slight	17/02/2011	1810	437101 406647	0	0	1	307V2B 308V2B	0 0 0	Dark	Fine without high winds	Dry	9 9
B-00237-11	Slight	11/03/2011	1205	437391 405603	0	0	3	405V2A 308V2B	0 0 0	Light	Fine without high winds	Dry	9 9
B-00250-11	Serious	14/03/2011	1535	437481 405645	0	1	0	802C1A 804C1A 808C1A	5 1 9	Light	Fine without high winds	Dry	9
B-00259-11	Slight	16/03/2011	1750	437306 405544	0	0	1	403V2A 406V2B 509V2B 602V2B	0 0 0	Light	Fog or mist	Wet/Damp	9 9
B-00339-11	Slight	09/04/2011	1440	437325 405517	0	0	1	405V2A 408V1A	0 0 0	Light	Fine without high winds	Dry	9 9

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

Selection:
Selected using Manual Selection

Notes:
Vectos - 5 Years Search

Police Ref.	Acc Class	Date	Time	Grid References	Casualties Ftl	Ser	Slt	Causation Factors/ Prob	Ped L M D	Light	Weather	Road Surface	Vehicle Types
B-00434-11	Serious	07/05/2011	0459	437428 405410	0	1	0	509V1A 405V1A 403V1B	0 0 0	Light	Fine without high winds	Wet/Damp	9
B-00529-11	Slight	13/06/2011	0845	437691 405136	0	0	1	405V1A 406V1B	0 0 0	Light	Fine without high winds	Dry	4 9
B-00660-11	Slight	15/07/2011	1720	437219 406271	0	0	1	405V1A	0 0 0	Light	Fine without high winds	Dry	9 1
B-00885-11	Slight	17/09/2011	1130	437318 405505	0	0	1	406V1A 408V1A	0 0 0	Light	Fine without high winds	Wet/Damp	11
B-01010-11	Slight	24/10/2011	1316	436488 405694	0	0	1	408V1A	0 0 0	Light	Fine without high winds	Dry	11 9
B-00042-12	Slight	16/01/2012	0805	436981 406708	0	0	1	801C1A 802C1A	5 1 9	Dark	Other	Wet/Damp	9
B-00101-12	Slight	27/01/2012	2215	437210 405547	0	0	1	405V1B	0 0 0	Dark	Raining without high winds	Wet/Damp	9 9
B-00124-12	Slight	05/02/2012	1330	437323 405514	0	0	3	406V2A 405V3A	0 0 0	Light	Fine without high winds	Wet/Damp	9 9 9
B-00183-12	Slight	29/02/2012	1330	437265 405481	0	0	1	406V2B	0 0 0	Light	Fine without high winds	Dry	9 9
B-00273-12	Slight	27/03/2012	1205	437176 406442	0	0	2	405V1A	0 0 0	Light	Fine without high winds	Dry	9
B-00315-12	Slight	10/04/2012	1445	436854 405649	0	0	1	402V1A 403V1A 404V2B 405V1B	0 0 0	Light	Fine without high winds	Dry	4 9
B-00319-12	Slight	14/04/2012	2205	436964 405612	0	0	1	405V2A 404V2A 602V2A 306V2A	0 0 0	Dark	Fine without high winds	Dry	9 9
B-00361-12	Slight	16/04/2012	1545	437692 405135	0	0	1	405V2B	0 0 0	Light	Fine without high winds	Dry	9 9
B-00399-12	Slight	29/04/2012	1245	437356 405553	0	0	1	103V1A 703V1B 307V1B	0 0 0	Light	Raining without high winds	Flood	9
B-00454-12	Serious	22/05/2012	1919	437245 405788	0	1	0	803C1B	5 1 3	Light	Fine without high winds	Dry	9
B-00606-12	Slight	07/07/2012	1637	437690 405141	0	0	1	305V2A	0 0 0	Light	Fine without high winds	Wet/Damp	9 9
B-00653-12	Slight	20/07/2012	1445	437068 405392	0	0	1	405V2A	0 0 0	Light	Other	Wet/Damp	9 9
B-00705-12	Slight	03/08/2012	1700	437201 405434	0	0	1	408V1A	0 0 0	Light	Fine without high winds	Dry	9 9
B-00702-12	Slight	04/08/2012	1301	437235 405515	0	0	4	405V2B	0 0 0	Light	Fine without high winds	Dry	9 9
B-00825-12	Slight	13/09/2012	1431	436914 405623	0	0	1	405V2A	0 0 0	Light	Fine without high winds	Dry	9 3
B-00937-12	Slight	18/10/2012	0810	437276 405620	0	0	1		0 0 0	Light	Fine without high winds	Dry	9 5 9
B-00988-12	Slight	31/10/2012	1810	437444 405397	0	0	3	408V3B	0 0 0	Dark	Raining without high winds	Wet/Damp	9 9 9
B-01166-12	Slight	16/12/2012	1835	437023 405614	0	0	2	403V1A	0 0 0	Dark	Fine without high winds	Wet/Damp	9 9
B-01219-12	Slight	24/12/2012	1130	436619 405686	0	0	2	408V1A	0 0 0	Light	Fine without high winds	Dry	11
Column Totals					0	13	1						

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

Selection:
Selected using Manual Selection

Notes:
Vectos - 5 Years Search

Police Ref.	Acc Class	Date	Time	Grid References	Casualties Ftl	Ser	Slt	Causation Factors/ Prob	Ped L M D	Light	Weather	Road Surface	Vehicle Types

Total number of accidents listed: 100

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00047-08 12/01/2008 Saturday Time:1449 Vehicles 2 Casualties 1 Slight
Easting: 437,127 Northing: 406,558
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: GRANGE LN CUNDY CROSS
Description:V1 PULLING OUT OF 'CUNDY CARS' AFTER BEING LET OUT BY ANOTHER VEHICLE. V2 DID NOT SEE V1 & COLL OCCURRED.

Vehicle Reference:1 Car Turning right
First point of impact:Front
Vehicle direction: S to E Journey: Not known
Age of Driver : 48 Breath test:Not applicable

Contributory Factors : 403 607

Vehicle Reference:2 Motorcycle 50cc and under Overtaking moving vehicle on its offside
First point of impact:Nearside
Vehicle direction: N to S Journey: Not known
Age of Driver : 16 Breath test:Not applicable

Contributory Factors : 403 607

Casualty Reference 1 Age:16 Male Driver/rider Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00104-08 20/01/2008 Sunday Time:1622 Vehicles 1 Casualties 1 Slight
Easting: 437,402 Northing: 405,444
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: One way street Speed Limit: 30

Location: WOMBWELL LN STAIRFOOT AT J/W BLEACHCROFT WAY
Description:INEBRIATED MAN WENT TO BOARD BUS BUT FELL AGAINST SIDE OF BUS AND HIT HIS HEAD ON ROAD.

Vehicle Reference:1 Bus or coach Moving off
First point of impact:Nearside
Vehicle direction: SE to NW Journey: Journey as part of work
Age of Driver : 53 Breath test:Not applicable

Contributory Factors : 806

Casualty Reference 1 Age:48 Male Pedestrian Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Movement U/K
Ped Location:Location U/K

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00153-08 02/02/2008 Saturday Time:0304 Vehicles 2 Casualties 2 Slight
Easting: 437,003 Northing: 406,703
Snowing without high winds Road Surface:Snow Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: ROTHERHAM RD CUNDY CROSS
Description:V1 TV ON ROTHERHAM RD TW CUNDY CROSS R/ABOUT.RD CONDITIONS VERY POOR DUE TO SNOW. V1 BRAKED, VEH LOST CONTROL & COLL WITH PARKED V2

Vehicle Reference:1 Taxi Going ahead
First point of impact:Front
Vehicle direction: NW to SE Journey: Journey as part of work
Age of Driver : 36 Breath test:Not applicable

Contributory Factors : 103 410

Casualty Reference 1 Age:21 Male Passenger Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference 2 Age:19 Male Passenger Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference:2 Car Parked
First point of impact:Offside
Vehicle direction: N to S Journey: Not known
Age of Driver : 33 Breath test:Not applicable

Contributory Factors : 103 410

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00216-08 13/02/2008 Wednesday Time:1830 Vehicles 3 Casualties 2 Slight
Easting: 437,198 Northing: 406,748
Fog or mist Road Surface:Wet/Damp Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: PONTEFRACT RD LUNDWOOD
Description:V1 LOST CONTROL, CROSSED C/WAY & COLL WITH V2. V2 THEN COLL WITH PARKED V3.

Vehicle Reference1 Car Going ahead
First point of impact:Front
Vehicle direction: W to E Journey: Not known
Age of Driver : 24 Breath test:Not applicable

Contributory Factors : 201 603

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

Vehicle Reference2 Car Going ahead
First point of impact:Front
Vehicle direction: E to W Journey: Not known
Age of Driver : 46 Breath test:Not applicable

Contributory Factors : 201 603

Casualty Reference 2 Age:46 Male Driver/rider Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference3 Car Parked
First point of impact:Did not impact
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : 49 Breath test:Not applicable

Contributory Factors : 201 603

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00237-08 18/02/2008 Monday Time:0730 Vehicles 2 Casualties 1 Slight
Easting: 437,336 Northing: 405,530
Fine without high winds Road Surface:Frost/Ice Daylight:street lights present
Road Type: Dual carriageway Speed Limit: 30

Location: WOMBWELL LN STAIRFOOT
Description:V2 STATIONARY AT RED ATS WHEN V1 COLL WITH REAR OF V2

Vehicle Reference:1 Car Going ahead
First point of impact:Front
Vehicle direction: NE to SW Journey: Journey as part of work
Age of Driver : 49 Breath test:Not applicable

Contributory Factors : 308

Vehicle Reference:2 Car Waiting to go ahead but held up
First point of impact:Back
Vehicle direction: NE to SW Journey: Commuting to/from work
Age of Driver : 35 Breath test:Not applicable

Contributory Factors : 308

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

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00358-08 11/03/2008 Tuesday Time:1746 Vehicles 2 Casualties 1 Slight
Easting: 437,286 Northing: 405,567
Raining with high winds Road Surface:Wet/Damp Darkness: street lights present and lit
Road Type: Roundabout Speed Limit: 30

Location: GRANGE LN STAIRFOOT
Description:V1 TV ALONG A633 TW STAIRFOOT IN QUEUEING TF. V1 MANOEUVRES INTO O/S LN IN AN ATTEMPT TO MAKE PROGRESS & SEE FURTHER AHEAD. IN DOING SO V1 PULLS OUT & COLL WITH V2 AS IT PASSES.

Vehicle Reference1 Car Changing lane to right
First point of impact:Offside
Vehicle direction: N to S Journey: Not known
Age of Driver : 38 Breath test:Not applicable

Contributory Factors : 405

Vehicle Reference2 Motorcycle over 500cc Overtaking moving vehicle on its offside
First point of impact:Nearside
Vehicle direction: N to S Journey: Journey as part of work
Age of Driver : 41 Breath test:Not applicable

Contributory Factors : 405

Casualty Reference 1 Age:41 Male Driver/rider Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00331-08 12/03/2008 Wednesday Time: 0255 Vehicles 1 Casualties 1 Slight
Easting: 437,432 Northing: 405,407
Fine with high winds Road Surface: Wet/Damp Darkness: street lights present and lit
Road Type: Roundabout Speed Limit: 30

Location: WOMBWELL LN BARNSLEY
Description: VEH LOST CONTROL COLL WITH TF LGT

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

Contributory Factors : 501 301 502

Casualty Reference 1 Age: 29 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00360-08 14/03/2008 Friday Time:1535 Vehicles 2 Casualties 1 Slight
Easting: 437,021 Northing: 405,659
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: SCHOOL ST BARNSLEY J/W SHAFTSBURY DV
Description:V2 TV UP SCHOOL ST, V1 TV ALONG SHAFTSBURY DV. BOTH VEHS COLL AT UNCONTROLLED JCT

Vehicle Reference:1 Goods >= 7.5 tonnes mgw Going ahead
First point of impact:Did not impact
Vehicle direction: Parked to Parked Journey: Journey as part of work
Age of Driver : 54 Breath test:Not applicable

Contributory Factors : 405 405

Vehicle Reference:2 Car Going ahead left hand bend
First point of impact:Offside
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : 73 Breath test:Not applicable

Contributory Factors : 405 405

Casualty Reference 1 Age:73 Male Driver/rider Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00396-08 18/03/2008 Tuesday Time:0750 Vehicles 1 Casualties 1 Slight
Easting: 436,805 Northing: 405,660
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER RD STAIRFOOT
Description:V1 TV UP A635 TW BARNSLEY TOWN CENTRE WHEN A YOUNG FEMALE STEPPED OUT INTO RD STRAIGHT INTO PATH OF V1.

Vehicle Reference:1 Car Going ahead
First point of impact:Front
Vehicle direction: S to N Journey: Commuting to/from work
Age of Driver : 22 Breath test:Not applicable

Contributory Factors : 802 808

Casualty Reference 1 Age:11 Female Pedestrian Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Driver's nearside
Ped Location:Location U/K

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00431-08 06/04/2008 Sunday Time:1440 Vehicles 2 Casualties 1 Slight
Easting: 437,146 Northing: 405,414
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: HUNNINGLEY LN STAIRFOOT 25M SW STANLEY ROAD
Description:BOTH VEH'S TR IN OPP DIRECTIONS, V2 TURNED RGT ACC PATH OF V1 AND COLL OCC. V2 FAILED TO STOP.

Vehicle Reference:1 Car Going ahead
First point of impact:Front
Vehicle direction: W to E Journey: Not known
Age of Driver : 30 Breath test:Not applicable

Contributory Factors : 803 602 403 405

Casualty Reference 1 Age:30 Female Driver/rider Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference:2 Car U turn
First point of impact:Front
Vehicle direction: W to E Journey: Not known
Age of Driver : 39 Breath test:Not applicable

Contributory Factors : 803 602 403 405

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00562-08 06/05/2008 Tuesday Time:1436 Vehicles 2 Casualties 1 Slight
Easting: 436,947 Northing: 405,619
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER RD KENDRAY J/W SCHOOL ST
Description:V1 TV A635 TW BARNSLEY FOLLOWED BY V2 . V1 STOPPED & INDICATED TO TURN RIGHT, V2 DID NOT SEE INDICATION & BEGAN TO O/T AS V1 BEGAN TO TURN & COLL OCCURRED.

Vehicle Reference:1 Car Turning right
First point of impact:Offside
Vehicle direction: E to W Journey: Not known
Age of Driver : 23 Breath test:Not applicable

Contributory Factors : 405

Casualty Reference 1 Age:23 Female Driver/rider Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference:2 Car Overtaking moving vehicle on its offside
First point of impact:Nearside
Vehicle direction: E to W Journey: Not known
Age of Driver : 63 Breath test:Not applicable

Contributory Factors : 405

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00672-08 18/05/2008 Sunday Time:1830 Vehicles 2 Casualties 1 Serious
Easting: 437,041 Northing: 406,603
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: TUXFORD CRES LUNDWOOD J/W PONTEFRACT RD
Description:RIDER OF V1 STATES SHE TV ONTO TUXFORD CRES & PULLED UP BEHIND V2 WHICH WAS STATIONARY TO ALLOW A VEH TO PASS, WHEN V2 SUDDENLY REVERSED & COLL WITH V1. HOWEVER DRIVER OF V2 STATES HE WAS STATIONARY WHEN V1 RODE INTO THE BACK OF HIS VEH.

Vehicle Reference:1 Motorcycle over 50cc and up to W Waiting to go ahead but held up
First point of impact:Front
Vehicle direction: S to N Journey: Not known
Age of Driver : 38 Breath test:Not applicable

Contributory Factors : 410 410

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

Vehicle Reference:2 Car Waiting to go ahead but held up
First point of impact:Did not impact
Vehicle direction: S to N Journey: Journey as part of work
Age of Driver : 51 Breath test:Not applicable

Contributory Factors : 410 410

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00648-08 31/05/2008 Saturday Time:0738 Vehicles 2 Casualties 1 Slight
Easting: 436,566 Northing: 405,691
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER RD STAIRFOOT 15 MTS FROM J/W NEVILLE AVE
Description:V1 SLOWED DUE TO VEH IN FRONT TURNING R. V2 WAS FOLLOWING V1, DRIVER OF V2 WAS STARTLED & DAZZLED BY SUN & DROVE INTO BACK OF V1 AT LOW SPEED.

Vehicle Reference:1 Van or Goods <= 3.5 tonnes m Slowing or Stopping
First point of impact:Back
Vehicle direction: Parked to Parked Journey: Journey as part of work
Age of Driver : 35 Breath test:Not applicable

Contributory Factors : 706 406 408

Vehicle Reference:2 Car Slowing or Stopping
First point of impact:Front
Vehicle direction: Parked to Parked Journey: Commuting to/from work
Age of Driver : 20 Breath test:Not applicable

Contributory Factors : 706 406 408

Casualty Reference 1 Age:20 Female Driver/rider Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00695-08 10/06/2008 Tuesday Time:1245 Vehicles 2 Casualties 1 Slight
Easting: 437,697 Northing: 405,128
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: WOMBWELL LN BARNSLEY
Description:V1 STATIONARY AT TF LGTS WHEN V2 COLL WITH REAR.

Vehicle Reference:1 Car Waiting to go ahead but held up
First point of impact:Back
Vehicle direction: SE to NW Journey: Not known
Age of Driver : 28 Breath test:Not applicable

Contributory Factors : 405 509

Casualty Reference 1 Age:28 Male Driver/rider Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference:2 Car Slowing or Stopping
First point of impact:Front
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : Breath test:Not applicable

Contributory Factors : 405 509

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00712-08 15/06/2008 Sunday Time:1430 Vehicles 1 Casualties 1 Slight
Easting: 436,578 Northing: 405,668
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: NEVILLE AVE KENDRAY 10 MTS FROM J/W DONCASTER RD
Description:V1 (TAXI) STOPPED N/S TO KERB TO ALLOW PASSENGERS TO ALIGHT. AS CAS WAS ALIGHTING V1 SET OFF & THIS CAUSED HER TO FALL INTO GUTTER. V1 THEN DRIVE AWAY.

Vehicle Reference:1 Taxi Moving off
First point of impact:Nearside
Vehicle direction: Parked to Parked Journey: Journey as part of work
Age of Driver : Breath test:Not applicable

Contributory Factors : 405 602

Casualty Reference 1 Age:71 Female Passenger Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00769-08 25/06/2008 Wednesday Time: 2245 Vehicles 2 Casualties 1 Slight
Easting: 437,272 Northing: 405,616
Fine without high winds Road Surface: Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 40

Location: GRANGE LN STAIRFOOT
Description: V1 TV ALONG GRANGE LN TW CUNDY CROSS. V2 PULLS OUT OF SIDE RD WITHOUT STOPPING & COLL WITH N/S OF V1.

Vehicle Reference: 1 Goods >= 7.5 tonnes mgw Going ahead
First point of impact: Nearside
Vehicle direction: S to N Journey: Journey as part of work
Age of Driver : 51 Breath test: Not applicable

Contributory Factors : 501

Vehicle Reference: 2 Car Turning left
First point of impact: Front
Vehicle direction: W to N Journey: Not known
Age of Driver : 44 Breath test: Not applicable

Contributory Factors : 501

Casualty Reference: 1 Age: 44 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00827-08 08/07/2008 Tuesday Time:1428 Vehicles 2 Casualties 1 Serious
Easting: 437,180 Northing: 406,446
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: Grange Lane BURTON GRANGE 20 METRESJUNCTION ABBEY LANE
Description:V1 EXITING PRIVATE DRIVEWAY ON MINOR SIDE ROAD , PEDAL CYCLIST RIDING ON FOOTPATH COLLIDES WITH FRONT OFFSIDE OF V1.

Vehicle Reference:1 Car Going ahead
First point of impact:Offside
Vehicle direction: E to W Journey: Not known
Age of Driver : 45 Breath test:Not applicable

Contributory Factors : 309

Vehicle Reference:2 Pedal cycle Going ahead
First point of impact:Front
Vehicle direction: N to S Journey: Pupil riding to/from school
Age of Driver : 12 Breath test:Not applicable

Contributory Factors : 309

Casualty Reference 1 Age:12 Male Driver/rider Severity:Serious
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00976-08 09/07/2008 Wednesday Time:0540 Vehicles 2 Casualties 1 Slight
Easting: 437,108 Northing: 406,644
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Roundabout Speed Limit: 30

Location: GRANGE LN BARNSLEY AT J/W PONTEFRACT RD RDBT
Description:V1 ON RDBT WHEN V2 ENTERED RDBT AND COLL WITH N/S OF V1.

Vehicle Reference:1 Car Going ahead
First point of impact:Nearside
Vehicle direction: NE to SW Journey: Commuting to/from work
Age of Driver : 22 Breath test:Not applicable

Contributory Factors : 302 405 406 602

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

Vehicle Reference:2 Car Going ahead
First point of impact:Front
Vehicle direction: S to NW Journey: Commuting to/from work
Age of Driver : 20 Breath test:Not applicable

Contributory Factors : 302 405 406 602

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00872-08 17/07/2008 Thursday Time:1415 Vehicles 2 Casualties 1 Slight
Easting: 437,263 Northing: 405,493
Fine without high winds Road Surface:Wet/Damp Daylight: no street lighting
Road Type: Roundabout Speed Limit: 30

Location: STAIRFOOT ROUNDABOUT STAIRFOOT
Description:V1 STATIONARY AT APP TO R/ABOUT AS ATS WAS RED. WHEN LIGHTS TURNED TO GREEN V1 MOVED FORWARD ONTO R/ABOUT. DRIVER THEN SAW V2 APP FROM R, V1 TRIED TO TAKE EVASIVE ACTION BUT COLL OCCURRED. DRIVER OF V1 STATES V2 TV THROUGH RED LIGHT.

Vehicle Reference1 Car Going ahead
First point of impact:Back
Vehicle direction: S to N Journey: Commuting to/from work
Age of Driver : 37 Breath test:Not applicable

Contributory Factors : 301

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

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference2 Car Going ahead
First point of impact:Front
Vehicle direction: E to W Journey: Journey as part of work
Age of Driver : 63 Breath test:Not applicable

Contributory Factors : 301

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00901-08 25/07/2008 Friday Time:1250 Vehicles 1 Casualties 1 Slight
Easting: 437,273 Northing: 405,566
Fine with high winds Road Surface:Dry Daylight:street lights present
Road Type: Roundabout Speed Limit: 30

Location: DONCASTER ROAD STAIRFOOT AT J/W GRANGE LANE
Description:V1 OVERTURNED WHILST NEGOTIATING STAIRFOOT R/ABOUT.

Vehicle Reference:1 Goods >= 7.5 tonnes mgw Going ahead
First point of impact:Nearside
Vehicle direction: S to N Journey: Journey as part of work
Age of Driver : 44 Breath test:Not applicable

Contributory Factors :

Casualty Reference 1 Age:44 Male Driver/rider Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00955-08 31/07/2008 Thursday Time:2125 Vehicles 2 Casualties 1 Slight
Easting: 437,246 Northing: 405,777
Other Road Surface:Wet/Damp Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 40

Location: GRANGE LANE STAIRFOOT AT J/W BANK STREET
Description:V1 TRAVELLING ON GRANGE LANE FROM STAIRFOOT GLANCES DOWN AT SAT NAV AND HITS PARKED CAR V 2.

Vehicle Reference:1 Car Overtaking on nearside
First point of impact:Nearside
Vehicle direction: E to W Journey: Not known
Age of Driver : 21 Breath test:Not applicable

Contributory Factors : 405 509 701

Casualty Reference 1 Age:21 Female Driver/rider Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference:2 Car Parked
First point of impact:Offside
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : 46 Breath test:Not applicable

Contributory Factors : 405 509 701

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-01023-08 22/08/2008 Friday Time:1530 Vehicles 5 Casualties 1 Slight
Easting: 437,407 Northing: 405,436
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 40

Location: WOMBWELL LN BARNSLEY 100 MTS FROM STAIRFOOT RDBT
Description:V1 FOOT SLIPPED OFF BRAKE PEDAL WHILST MOVING IN SLOW TF CAUSING VEH TO LURCH FORWARD COLL WITH V2 PUSHING IT INTO V3 PUSHING IT INTO V4 PUSHING IT INTO V5.

Vehicle Reference:1 Bus or coach Slowing or Stopping
First point of impact:Front
Vehicle direction: Parked to Parked Journey: Journey as part of work
Age of Driver : 54 Breath test:Not applicable

Contributory Factors : 308 510 999

Vehicle Reference:2 Car Waiting to go ahead but held up
First point of impact:Back
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : 44 Breath test:Not applicable

Contributory Factors : 308 510 999

Casualty Reference 1 Age:44 Female Driver/rider Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference:3 Car Going ahead
First point of impact:Did not impact
Vehicle direction: to Journey: Not known
Age of Driver : Breath test:Not applicable

Contributory Factors : 308 510 999

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

Vehicle Reference4 Car Going ahead
First point of impact:Did not impact
Vehicle direction: to Journey: Not known
Age of Driver : Breath test:Not applicable

Contributory Factors : 308 510 999

Vehicle Reference5 Car Going ahead
First point of impact:Did not impact
Vehicle direction: to Journey: Not known
Age of Driver : Breath test:Not applicable

Contributory Factors : 308 510 999

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-01101-08 04/09/2008 Thursday Time:1835 Vehicles 3 Casualties 3 Slight
Easting: 437,355 Northing: 405,474
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Roundabout Speed Limit: 30

Location: WOMBWELL LN STAIRFOOT AT J/W STAIRFOOT RDBT
Description:V1 & V2 STATIONARY AT TF LGTS, V3 FOLLOWING FAILED TO REACT IN TIME AND COLL WITH REAR OF V2 PUSHING IT INTO V1.

Vehicle Reference:1 Car Waiting to go ahead but held up
First point of impact:Back
Vehicle direction: NW to SE Journey: Not known
Age of Driver : 69 Breath test:Not applicable

Contributory Factors : 406 403

Casualty Reference 3 Age:69 Female Passenger Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference:2 Car Waiting to go ahead but held up
First point of impact:Back
Vehicle direction: NW to SE Journey: Not known
Age of Driver : 36 Breath test:Not applicable

Contributory Factors : 406 403

Casualty Reference 1 Age:36 Female Driver/rider 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 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

Vehicle Reference 3 Other motor vehicle Slowing or Stopping
First point of impact: Front
Vehicle direction: NW to SE Journey: Journey as part of work
Age of Driver : 33 Breath test: Not applicable

Contributory Factors : 406 403

B-01284-08 15/10/2008 Wednesday Time: 1355 Vehicles 2 Casualties 1 Serious
Easting: 437,100 Northing: 406,648
Fine without high winds Road Surface: Dry Daylight: street lights present
Road Type: Roundabout Speed Limit: 30

Location: GRANGE LN BARNSLEY J/W PONTEFRACT RD
Description: V1 PULLING OUT OF YARD ONTO GRANGE LN. U/K HGV SIGNALLED TO V1 ALLOWING HIM TO PULL OUT. AT THE SAME TIME V2 HAS DRIVEN ALONG N/S OF THE HGV, SWERVED TO AVOID V1 & FELL OFF HIS BIKE.

Vehicle Reference 1 Other motor vehicle Moving off
First point of impact: Did not impact
Vehicle direction: W to E Journey: Journey as part of work
Age of Driver : 48 Breath test: Not applicable

Contributory Factors : 403 405 307

Vehicle Reference 2 Motorcycle over 50cc and up to Going ahead
First point of impact: Did not impact
Vehicle direction: SW to NE Journey: Not known
Age of Driver : 19 Breath test: Not applicable

Contributory Factors : 403 405 307

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

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-01274-08 15/10/2008 Wednesday Time: 2042 Vehicles 1 Casualties 1 Slight
Easting: 436,699 Northing: 405,671
Fine without high winds Road Surface: Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: RAYMOND RD KENDRAY AT J/W DONCASTER RD
Description: AS V1 TURNED INTO RAYMOND RD PED RAN INTO PATH OF VEH.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: NW to SE Journey: Not known
Age of Driver : 40 Breath test: Not applicable

Contributory Factors : 802

Casualty Reference: 1 Age: 14 Female Pedestrian Severity: Slight
Ped Dir: Pedestrian Di Ped Movement : Driver's offside
Ped Location: In carr elsewhere

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-01277-08 16/10/2008 Thursday Time:2300 Vehicles 2 Casualties 1 Serious
Easting: 437,340 Northing: 405,296
Fine without high winds Road Surface:Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: BLEACHCROFT WAY STAIRFOOT
Description:V1 TV ALONG W/WELL LN, TURNS L AT ATS IN L/H LN TO GOTO B & Q, V2 TV ROUND CORNER AT SPEED & COLL WITH V1

Vehicle Reference:1 Car Going ahead
First point of impact:Offside
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : 18 Breath test:Not applicable

Contributory Factors : 306 307

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

Vehicle Reference:2 Car Going ahead
First point of impact:Front
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : 19 Breath test:Not applicable

Contributory Factors : 306 307

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-01352-08 03/11/2008 Monday Time:0845 Vehicles 2 Casualties 1 Slight
Easting: 436,565 Northing: 405,694
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER RD BARNSLEY AT J/W NEVILLE AVE
Description:BOTH VEH'S AT TF LGTS AND AS LIGHTS CHANGED V2 COLL WITH REAR OF V1.

Vehicle Reference:1 Car Waiting to go ahead but held up
First point of impact:Back
Vehicle direction: S to N Journey: Not known
Age of Driver : 60 Breath test:Not applicable

Contributory Factors : 402 405 602

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

Vehicle Reference:2 Car Waiting to go ahead but held up
First point of impact:Front
Vehicle direction: S to N Journey: Not known
Age of Driver : 29 Breath test:Not applicable

Contributory Factors : 402 405 602

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-01440-08 20/11/2008 Thursday Time:1830 Vehicles 1 Casualties 1 Slight
Easting: 437,599 Northing: 405,251
Fine without high winds Road Surface:Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 40

Location: WOMBWELL LN WOMBWELL
Description:V1 TV TW STAIRFOOT WHEN YOUNG CHILD RAN INTO RD WITHOUT LOOKING (CHASING AFTER A BALL), DRIVER OF V1 TRIED TO AVOID THE CHILD BUT THE CHILD COLL WITH THE FRONT N/S WING CAUSING MINOR INJURY.

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

Contributory Factors : 802

Casualty Reference 1 Age:8 Male Pedestrian Severity:Slight
Ped Dir:9 Ped Movement : Driver's nearside
Ped Location:In carr elsewhere

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-01451-08 22/11/2008 Saturday Time:1745 Vehicles 2 Casualties 1 Slight
Easting: 437,295 Northing: 405,551
Fine without high winds Road Surface:Dry Darkness: street lights present and lit
Road Type: Roundabout Speed Limit: 40

Location: DONCASTER ROAD STAIRFOOT J/W GRANGE LANE
Description:V1 APP STAIRFOOT R/ABOUT FOLLOWED BY V2. DRIVER OF V1 HEARD AMBULANCE APP & STOPPED TO GIVE WAY. V2 FAILED TO STOP IN TIME & COLL WITH REAR OF V1.

Vehicle Reference:1 Car Slowing or Stopping
First point of impact:Back
Vehicle direction: N to S Journey: Not known
Age of Driver : 62 Breath test:Not applicable

Contributory Factors : 408 510 903 903

Casualty Reference 1 Age:41 Female Passenger 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 : 20 Breath test:Not applicable

Contributory Factors : 408 510 903 903

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-01591-08 05/12/2008 Friday Time:1805 Vehicles 3 Casualties 2 Slight
Easting: 437,255 Northing: 405,525
Raining without high winds Road Surface:Wet/Damp Darkness: street lights present and lit
Road Type: Roundabout Speed Limit: 30

Location: STAIRFOOT RDBT BARNSLEY AT J/W DONCASTER RD
Description:V1 & V2 STATIONARY AT TF LGTS, V3 FAILED TO REACT IN TIME AND COLL WITH V2 PUSHING IT INTO V1.

Vehicle Reference:1 Van or Goods <= 3.5 tonnes mW Waiting to go ahead but held up
First point of impact:Back
Vehicle direction: Parked to Parked Journey: Journey as part of work
Age of Driver : 47 Breath test:Not applicable

Contributory Factors : 406

Casualty Reference 1 Age:47 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:Back
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : 46 Breath test:Not applicable

Contributory Factors : 406

Casualty Reference 2 Age:46 Male Driver/rider Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference:3 Car Going ahead
First point of impact:Front
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : 26 Breath test:Not applicable

Contributory Factors : 406

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-01579-08 18/12/2008 Thursday Time:1846 Vehicles 1 Casualties 1 Serious
Easting: 437,123 Northing: 406,579
Raining without high winds Road Surface:Wet/Damp Darkness: street lights present and lit
Road Type: Roundabout Speed Limit: 30

Location: GRANGE LN CUNDY CROSS
Description:V1 TV ON GRANGE LN TV TW CUNDY CROSS R/ABOUT WHEN V1 COLL WITH PED ON PED XING

Vehicle Reference:1 Car Going ahead
First point of impact:Front
Vehicle direction: S to N Journey: Not known
Age of Driver : 71 Breath test:Not applicable

Contributory Factors : 405

Casualty Reference 1 Age:58 Male Pedestrian Severity:Serious
Ped Dir:Pedestrian Di Ped Movement : Driver's nearside
Ped Location:On Ped Crossing

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-01599-08 23/12/2008 Tuesday Time:1910 Vehicles 2 Casualties 1 Slight
Easting: 437,291 Northing: 405,559
Fine without high winds Road Surface:Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: GRANGE LN BARNSLEY
Description:V1 STOLEN REVERSED INTO V2 THE LEFT THE SCENE.

Vehicle Reference:1 Goods between 3.5 and 7.5 to Reversing
First point of impact:Back
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : 22 Breath test:Not applicable

Contributory Factors : 601 901 902

Vehicle Reference:2 Car Parked
First point of impact:Front
Vehicle direction: Parked to Parked Journey: Journey as part of work
Age of Driver : Breath test:Not applicable

Contributory Factors : 601 901 902

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

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00399-09 11/04/2009 Saturday Time:2030 Vehicles 2 Casualties 2 Slight
Easting: 437,277 Northing: 405,620
Fine without high winds Road Surface:Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: GRANGE LN BARNSLEY AT J/W DONCASTER RD
Description:V1 CONTRAVENED ONE WAY SYSTEM ON DONCASTER RD RIDING ONTO GRANGE LN AND COLL WITH V2 CAUSING IT TO COLL WITH STREET LIGHT.

Vehicle Reference:1 Car Turning right
First point of impact:Front
Vehicle direction: W to S Journey: Commuting to/from work
Age of Driver : 37 Breath test:Not applicable

Contributory Factors : 405 305 602

Casualty Reference 1 Age:37 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference:2 Car Going ahead
First point of impact:Nearside
Vehicle direction: S to N Journey: Commuting to/from work
Age of Driver : 19 Breath test:Not applicable

Contributory Factors : 405 305 602

Casualty Reference 2 Age:19 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00586-09 30/05/2009 Saturday Time:1325 Vehicles 2 Casualties 2 Slight
Easting: 437,320 Northing: 405,522
Fine without high winds Road Surface:Dry Daylight: no street lighting
Road Type: Roundabout Speed Limit: 30

Location: STAIRFOOT R/ABOUT STAIRFOOT J/W DONCASTER RD
Description:V1 ENTERS R/ABOUT FROM GRANGE LN. AS V1 PASSES J/W A635 V2 ENTERS R/ABOUT & V1 COLL WITH F/O OF V2.

Vehicle Reference:1 Car Going ahead
First point of impact:Did not impact
Vehicle direction: N to S Journey: Not known
Age of Driver : 36 Breath test:Not applicable

Contributory Factors : 301

Vehicle Reference:2 Car Going ahead
First point of impact:Front
Vehicle direction: E to S Journey: Not known
Age of Driver : 40 Breath test:Not applicable

Contributory Factors : 301

Casualty Reference 1 Age:40 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Casualty Reference 2 Age:10 Female Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00662-09 19/06/2009 Friday Time:1430 Vehicles 1 Casualties 1 Slight
Easting: 437,073 Northing: 406,616
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: PONTEFRACT RD CUNDY CROSS
Description:V1 TV ALONG A628 TW CUDWORTH WHEN DRIVER HAD TO BRAKE SHARPLY DUE TO ACTIONS OF VEH IN FRONT. AS A RESULT PASS ON V1 SUSTAINED SL INJS.

Vehicle Reference:1 Bus or coach Going ahead
First point of impact:Did not impact
Vehicle direction: S to N Journey: Journey as part of work
Age of Driver : 43 Breath test:Not applicable

Contributory Factors : 308 408

Casualty Reference 1 Age: Female Passenger Severity:Slight

Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00707-09 30/06/2009 Tuesday Time:1745 Vehicles 3 Casualties 1 Slight
Easting: 437,014 Northing: 406,698
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: ROTHERHAM RD CUNDY CROSS 100 MTS FROM PONTEFRACT RD
Description:V1 STATIONARY DUE TO TRAFFIC, V2 FOLLOWING FAILED TO REACT IN TIME AND COLL WITH REAR OF V1.

Vehicle Reference:1 Car Waiting to go ahead but held up
First point of impact:Back
Vehicle direction: W to E Journey: Not known
Age of Driver : 44 Breath test:Not applicable

Contributory Factors :

Casualty Reference 1 Age:44 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

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

Contributory Factors :

Vehicle Reference:3 Car Going ahead
First point of impact:Offside
Vehicle direction: W to E Journey: Not known
Age of Driver : 0 Breath test:Not applicable

Contributory Factors :

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00903-09 26/08/2009 Wednesday Time:1445 Vehicles 2 Casualties 2 Slight
Easting: 437,309 Northing: 405,455
Fine without high winds Road Surface:Wet/Damp Daylight:street lights present
Road Type: Roundabout Speed Limit: 40

Location: STAIRFOOT RDBT BARNSLEY AT J/W WOMBWELL LN
Description:V1 STOPPING FOR TF LGHTS BUT V2 FOLLOWING FAILED TO REACT IN TIME AND COLL WITH REAR OF V1.

Vehicle Reference:1 Van or Goods <= 3.5 tonnes m 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 applicable

Contributory Factors : 405 602

Vehicle Reference:2 Car Waiting to go ahead but held up
First point of impact:Back
Vehicle direction: E to W Journey: Not known
Age of Driver : 61 Breath test:Not applicable

Contributory Factors : 405 602

Casualty Reference 1 Age:61 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Casualty Reference 2 Age:60 Female Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-01103-09 14/10/2009 Wednesday Time:0905 Vehicles 2 Casualties 1 Slight
Easting: 436,568 Northing: 405,693
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 40

Location: DONCASTER RD KENDRAY J/W ASHLEIGH VALE
Description:V1 TV UP DONCASTER RD FROM STAIRFOOT R/ABOUT, V2 TV DOWN DONCASTER RD TW R/ABOUT. V1 TURNED R TO ENTER ASHLEIGH VALE & COLL OCCURRED.

Vehicle Reference:1 Car Turning right
First point of impact:Nearside
Vehicle direction: S to E Journey: Commuting to/from work
Age of Driver : 37 Breath test:Not applicable

Contributory Factors : 301

Casualty Reference:1 Age:37 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference:2 Van or Goods <= 3.5 tonnes m Going ahead
First point of impact:Front
Vehicle direction: N to S Journey: Journey as part of work
Age of Driver : Breath test:Not applicable

Contributory Factors : 301

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-01185-09 19/10/2009 Monday Time:1010 Vehicles 1 Casualties 1 Slight
Easting: 437,238 Northing: 405,534
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Roundabout Speed Limit: 30

Location: DONCASTER RD BARNSLEY AT J/W GRANGE LN
Description:BUS BRAKED HEAVILY TO AVOID ANOTHER VEH CAUSING PASSENGER TO FALL.

Vehicle Reference:1 Bus or coach Going ahead
First point of impact:Did not impact
Vehicle direction: S to N Journey: Not known
Age of Driver : Breath test:Not applicable

Contributory Factors : 405 510

Casualty Reference 1 Age:65 Male Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-01154-09 29/10/2009 Thursday Time:1420 Vehicles 2 Casualties 1 Slight
Easting: 437,271 Northing: 405,561
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Roundabout Speed Limit: 30

Location: GRANGE LN STAIRFOOT 3 MTS FROM J/W DONCASTER RD
Description:V1 HAD JUST LEFT R/ABOUT & ENTERED GRANGE LN TV TW CUNDY CROSS & WAS STATIONARY IN QUEUEING TF WHEN V2 COLL WITH REAR OF V1.

Vehicle Reference:1 Car Waiting to go ahead but held up
First point of impact:Back
Vehicle direction: S to N Journey: Not known
Age of Driver : 23 Breath test:Not applicable

Contributory Factors : 406

Casualty Reference 1 Age:23 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

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

Contributory Factors : 406

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-01219-09 10/11/2009 Tuesday Time:1120 Vehicles 2 Casualties 2 Slight
Easting: 437,360 Northing: 405,408
Fine without high winds Road Surface:Dry Daylight: no street lighting
Road Type: Single carriageway Speed Limit: 30

Location: WOMBWELL LN BARNSLEY 30 MTS FROM BLEACHCROFT WAY
Description:V2 STOPPED AT TF LGTS BUT V1 FOLLOWING FAILED TO REACT IN TIME AND COLL WITH REAR OF V2.

Vehicle Reference:1 Car Waiting to go ahead but held up
First point of impact:Front
Vehicle direction: SE to NW Journey: Journey as part of work
Age of Driver : 41 Breath test:Not applicable

Contributory Factors : 408

Casualty Reference 1 Age:41 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference:2 Car Waiting to go ahead but held up
First point of impact:Front
Vehicle direction: SE to NW Journey: Journey as part of work
Age of Driver : 29 Breath test:Not applicable

Contributory Factors : 408

Casualty Reference 2 Age:29 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-01241-09 13/11/2009 Friday Time:1837 Vehicles 1 Casualties 1 Serious
Easting: 436,536 Northing: 405,695
Raining without high winds Road Surface:Wet/Damp Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER RD STAIRFOOT
Description:V1 TV ALONG A635 TW BARNSLEY WHEN PED RAN INTO RD W/O LOOKING INTO PATH OF V1 & COLL OCCURRED.

Vehicle Reference:1 Car Going ahead
First point of impact:Nearside
Vehicle direction: E to W Journey: Not known
Age of Driver : 70 Breath test:Not applicable

Contributory Factors : 802 808 809

Casualty Reference 1 Age:11 Male Pedestrian Severity:Serious
Ped Dir:Pedestrian Di Ped Movement : Driver's nearside
Ped Location:In carr elsewhere

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-01294-09 25/11/2009 Wednesday Time:0730 Vehicles 1 Casualties 1 Slight
Easting: 436,836 Northing: 405,654
Fine without high winds Road Surface:Wet/Damp Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER RD STAIRFOOT 10 MTS FROM HOYLE MILL RD
Description:PED STEPPED OUT BETWEEN PARKED VEH'S AND COLL WITH V1.

Vehicle Reference:1 Car Going ahead
First point of impact:Front
Vehicle direction: S to N Journey: Pupil riding to/from school
Age of Driver : 45 Breath test:Not applicable

Contributory Factors : 801 802

Casualty Reference 1 Age:11 Male Pedestrian Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Driver's nearside masked
Ped Location:In carr elsewhere

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-01363-09 03/12/2009 Thursday Time:1530 Vehicles 2 Casualties 2 Slight
Easting: 437,170 Northing: 405,575
Fine without high winds Road Surface:Frost/Ice Daylight:street lights present
Road Type: Dual carriageway Speed Limit: 30

Location: DONCASTER RD STAIRFOOT 100 FT FROM STAIRFOOT RDBT
Description:BOTH VEH'S MOVING OFF IN HEAVEY TRAFFIC, V1 BRAKED BUT V2 FAILED TO REACT IN TIME AND COLL WITH REAR OF V1.

Vehicle Reference:1 Car Waiting to go ahead but held up
First point of impact:Back
Vehicle direction: W to E Journey: Commuting to/from work
Age of Driver : 22 Breath test:Not applicable

Contributory Factors : 103 203 408 605

Casualty Reference 1 Age:17 Female Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Casualty Reference 2 Age:18 Male Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference:2 Car Waiting to go ahead but held up
First point of impact:Front
Vehicle direction: W to E Journey: Commuting to/from work
Age of Driver : 19 Breath test:Not applicable

Contributory Factors : 103 203 408 605

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-01388-09 10/12/2009 Thursday Time:1700 Vehicles 2 Casualties 1 Slight
Easting: 437,145 Northing: 406,519
Fine without high winds Road Surface:Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: GRANGE LN CUNDY CROSS 20 MTS FROM J/W GRANGE CRES
Description:V1 TV ALONG GRANGE LN IN DIRC OF STAIRFOOT R/ABOUT.
PED CYC STATIONARY NEAR TO PELICAN CROSSING WAITING TO CROSS FROM GRANGE CRES SIDE TO LUNDWOOD SIDE. AS V1 TV ACROSS CROSSING IT CAME INTO CONTACT WITH PED CYC WHO HAD STARTED TO CROSS.

Vehicle Reference:1 Car Going ahead
First point of impact:Front
Vehicle direction: N to S Journey: Not known
Age of Driver : 73 Breath test:Not applicable

Contributory Factors : 304 310

Vehicle Reference:2 Pedal cycle Moving off
First point of impact:Nearside
Vehicle direction: W to E Journey: Not known
Age of Driver : 15 Breath test:Not applicable

Contributory Factors : 304 310

Casualty Reference 1 Age:15 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-01441-09 17/12/2009 Thursday Time:0745 Vehicles 2 Casualties 2 Slight
Easting: 437,258 Northing: 405,536
Raining without high winds Road Surface:Wet/Damp Darkness: street lights present and lit
Road Type: Roundabout Speed Limit: 30

Location: STAIRFOOT RDBT BARNSLEY AT J/W DONCASTER RD
Description:V1 ENTERS RDBT AS V2 COLL WITH O/S BUT FAILED TO STOP, V1 CAUGHT UP WITH DRIVER AND EXCHANGED.

Vehicle Reference1 Car Moving off
First point of impact:Offside
Vehicle direction: N to S Journey: Journey as part of work
Age of Driver : 17 Breath test:Not applicable

Contributory Factors : 405

Casualty Reference 1 Age:41 Male Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Casualty Reference 2 Age:17 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference2 Car Going ahead
First point of impact:Nearside
Vehicle direction: N to S Journey: Journey as part of work
Age of Driver : Breath test:Not applicable

Contributory Factors : 405

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-01447-09 22/12/2009 Tuesday Time:1530 Vehicles 3 Casualties 1 Slight
Easting: 436,843 Northing: 405,713
Snowing without high winds Road Surface:Snow Daylight: no street lighting
Road Type: Single carriageway Speed Limit: 30

Location: HOYLE MILL RD BARNSLEY 60 MTS FROM PONTEFRACT RD
Description:V1 BRAKED BUT SLID ON ICE COLL WITH STATIONARY V2 AND V3 TR IN OPP DIRECTION.

Vehicle Reference1 Car Going ahead left hand bend
First point of impact:Front
Vehicle direction: W to E Journey: Not known
Age of Driver : 30 Breath test:Not applicable

Contributory Factors : 103 307

Vehicle Reference2 Car Parked
First point of impact:Back
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : 36 Breath test:Not applicable

Contributory Factors : 103 307

Casualty Reference 1 Age:36 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference3 Car Going ahead right hand bend
First point of impact:Offside
Vehicle direction: E to W Journey: Not known
Age of Driver : 69 Breath test:Not applicable

Contributory Factors : 103 307

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00168-10 05/02/2010 Friday Time:1900 Vehicles 2 Casualties 4 Slight
Easting: 437,334 Northing: 405,419
Fine without high winds Road Surface:Wet/Damp Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: WOMBWELL LN STAiRFOOT
Description:V2 TV ALONG WOMBWELL LN TW BARNSLEY WHEN V1 PULLED OUT OF LAYBY INTO SIDE OF V2.

Vehicle Reference:1 Car Going ahead
First point of impact:Front
Vehicle direction: SE to NW Journey: Not known
Age of Driver : 35 Breath test:Not applicable

Contributory Factors :

Casualty Reference 1 Age:29 Female Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Casualty Reference 2 Age:59 Female Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

Vehicle Reference2 Car Going ahead
First point of impact:Nearside
Vehicle direction: SE to NW Journey: Not known
Age of Driver : 24 Breath test:Not applicable

Contributory Factors :

Casualty Reference 3 Age:45 Female Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Casualty Reference 4 Age:42 Female Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00242-10 21/02/2010 Sunday Time:0810 Vehicles 2 Casualties 1 Slight
Easting: 437,486 Northing: 405,648
Snowing without high winds Road Surface:Snow Darkness: street lights present but unlit
Road Type: Dual carriageway Speed Limit: 40

Location: DONCASTER RD ARDSLEY 200 MTS FROM STAIRFOOT RDBT
Description:V1 SKIDDED IN SNOW AND HIT KERB, V2 TRIED TO AVOID V1 AND LOST CONTROL COLL WITH STREET FURNITURE (POST).

Vehicle Reference1 Car Going ahead
First point of impact:Did not impact
Vehicle direction: E to W Journey: Journey as part of work
Age of Driver : 23 Breath test:Not applicable

Contributory Factors : 103 103

Vehicle Reference2 Taxi Going ahead
First point of impact:Front
Vehicle direction: E to W Journey: Journey as part of work
Age of Driver : 45 Breath test:Not applicable

Contributory Factors : 103 103

Casualty Reference 1 Age:45 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00300-10 09/03/2010 Tuesday Time:1636 Vehicles 2 Casualties 2 Slight
Easting: 437,684 Northing: 405,144
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 40

Location: WOMBWELL LN BARNSLEY
Description:V2(PCV) TV ALONG WOMBWELL LN TW STAIRFOOT R/ABOUT
WHEN V1 TURNED R ACROSS PATH OF ONCOMING V2 & COLL OCCURRED.

Vehicle Reference:1 Car Turning right
First point of impact:Nearside
Vehicle direction: N to W Journey: Not known
Age of Driver : 32 Breath test:Not applicable

Contributory Factors : 406 605

Casualty Reference 1 Age:32 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference:2 Bus or coach Going ahead
First point of impact:Front
Vehicle direction: S to N Journey: Journey as part of work
Age of Driver : 42 Breath test:Not applicable

Contributory Factors : 406 605

Casualty Reference 2 Age:32 Female Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00661-10 21/06/2010 Monday Time:1900 Vehicles 2 Casualties 2 Slight
Easting: 437,247 Northing: 405,537
Fine without high winds Road Surface:Dry Daylight: no street lighting
Road Type: Roundabout Speed Limit: 30

Location: DONCASTER RD BARNSLEY
Description:V1 MOVING OFF FROM RDBT WHEN V2 COLL WITH REAR.

Vehicle Reference:1 Car Moving off
First point of impact:Back
Vehicle direction: W to E Journey: Not known
Age of Driver : 24 Breath test:Not applicable

Contributory Factors : 508

Casualty Reference 1 Age:21 Female Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Casualty Reference 2 Age:2 Male Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference:2 Car Going ahead
First point of impact:Front
Vehicle direction: W to E Journey: Not known
Age of Driver : 29 Breath test:Not applicable

Contributory Factors : 508

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00709-10 04/07/2010 Sunday Time:2200 Vehicles 3 Casualties 2 Slight
Easting: 437,247 Northing: 405,777
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 40

Location: GRANGE LN STAIRFOOT J/W BANK ST
Description:V1 TV ALONG GRANGE LN WHEN IT COLL WITH REAR OF V2 WHICH WAS WAITING TO TURN L INTO BANK ST.AS A RESULT V2 COLL WITH PARKED V3.

Vehicle Reference:1 Car Going ahead
First point of impact:Front
Vehicle direction: N to S Journey: Journey as part of work
Age of Driver : 34 Breath test:Not applicable

Contributory Factors : 307

Casualty Reference 1 Age:34 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference:2 Car Waiting to turn left
First point of impact:Back
Vehicle direction: E to S Journey: Not known
Age of Driver : 17 Breath test:Not applicable

Contributory Factors : 307

Casualty Reference 2 Age:17 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference:3 Car Parked
First point of impact:Did not impact
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : 50 Breath test:Not applicable

Contributory Factors : 307

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00752-10 15/07/2010 Thursday Time: 2215 Vehicles 2 Casualties 3 Slight
Easting: 437,298 Northing: 405,448
Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
Road Type: Roundabout Speed Limit: 30

Location: STAIRFOOT ROUNDABOUT STAIRFOOT
Description: V1 HEADING TW MCDONALDS FROM B & Q. V1 ENTERED R/ABOUT IN ROTHERHAM/DONCASTER LN (LN NEAREST R/ABOUT) WHEN V2, WHICH WAS TV IN MIDDLE LN, COLL WITH SIDE OF V1.

Vehicle Reference: 1 Car Going ahead
First point of impact: Nearside
Vehicle direction: S to NW Journey: Not known
Age of Driver : 20 Breath test: Not applicable

Contributory Factors : 405 601

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

Casualty Reference 2 Age: 16 Female Passenger Severity: Slight
Ped Dir: Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Casualty Reference 3 Age: 16 Female Passenger Severity: Slight
Ped Dir: Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

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

Contributory Factors : 405 601

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00790-10 16/07/2010 Friday Time:1540 Vehicles 2 Casualties 2 Slight
Easting: 437,658 Northing: 405,661
Raining without high winds Road Surface:Wet/Damp Daylight:street lights present
Road Type: Dual carriageway Speed Limit: 40

Location: DONCASTER RD BARNSLEY AT J/W CHAPEL PL
Description:V2 BRAKED BUT V1 FOLLOWING FAILED TO REACT IN TIME AND COLL WITH REAR OF V2.

Vehicle Reference:1 Car Waiting to go ahead but held up
First point of impact:Front
Vehicle direction: E to W Journey: Commuting to/from work
Age of Driver : 20 Breath test:Not applicable

Contributory Factors : 605 408

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

Vehicle Reference:2 Car Waiting to go ahead but held up
First point of impact:Back
Vehicle direction: E to W Journey: Not known
Age of Driver : 56 Breath test:Not applicable

Contributory Factors : 605 408

Casualty Reference 2 Age:56 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00769-10 21/07/2010 Wednesday Time:1725 Vehicles 2 Casualties 1 Slight
Easting: 437,244 Northing: 405,535
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Roundabout Speed Limit: 30

Location: DONCASTER RD STAIRFOOT AT J/W STAIRFOOT RDBT
Description:V1 SET OFF FROM BEING STATIONARY AT TF LGTS WHEN V2 (FOLLOWING) COLL WITH REAR OF V1.

Vehicle Reference:1 Car Waiting to go ahead but held up
First point of impact:Back
Vehicle direction: NW to SE Journey: Not known
Age of Driver : 34 Breath test:Not applicable

Contributory Factors : 405

Casualty Reference 1 Age:34 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference:2 Car Waiting to go ahead but held up
First point of impact:Front
Vehicle direction: NW to SE Journey: Not known
Age of Driver : Breath test:Not applicable

Contributory Factors : 405

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00804-10 29/07/2010 Thursday Time:1600 Vehicles 2 Casualties 1 Slight
Easting: 437,275 Northing: 405,456
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Roundabout Speed Limit: 30

Location: DONCASTER RD STAIRFOOT J/W HUNNINGLEY LN
Description:BOTH VEHS TV ON STAIRFOOT R/ABOUT, V1 INTENDING TO TO EXIT ONTO HUNNINGLEY LN, V2 INTENDING TO EXIT ONTO DONCASTER RD. RIDER OF V2 STATES HE WAS HIT FROM BEHIND WHISLT DRIVER OF V1 STATES THE RIDER CUT ACROSS IN FRONT OF HIM.

Vehicle Reference:1 Car Moving off
First point of impact:Front
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : 41 Breath test:Not applicable

Contributory Factors : 403 403 406 406

Vehicle Reference:2 Motorcycle over 125cc and up M Moving off
First point of impact:Nearside
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : 28 Breath test:Not applicable

Contributory Factors : 403 403 406 406

Casualty Reference 1 Age:28 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00824-10 07/08/2010 Saturday Time:1033 Vehicles 1 Casualties 1 Serious
Easting: 436,540 Northing: 405,696
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER RD BARNSLEY 30 MTS FROM ASHLEIGH VALE
Description:CASUALTY RAN OUT INTO PATH OF VEH AND COLL OCC.

Vehicle Reference:1 Car Going ahead
First point of impact:Front
Vehicle direction: W to E Journey: Not known
Age of Driver : 26 Breath test:Not applicable

Contributory Factors : 801 701

Casualty Reference 1 Age:11 Male Pedestrian Severity:Serious
Ped Dir:9 Ped Movement : In carr not crossing masked
Ped Location:In carr not crossing

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00852-10 17/08/2010 Tuesday Time:1300 Vehicles 2 Casualties 2 Slight
Easting: 437,054 Northing: 405,614
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER RD STAIRFOOT
Description:VEH'S PULLED OVER FOR PASSING POLICE VEH, BOTH VEH'S SET OFF AT SAME TIME HEADING FOR SAME LANE AND COLL OCC.

Vehicle Reference:1 Car Going ahead
First point of impact:Offside
Vehicle direction: NW to SE Journey: Not known
Age of Driver : 27 Breath test:Not applicable

Contributory Factors : 406 406

Vehicle Reference:2 Car Going ahead
First point of impact:Nearside
Vehicle direction: NW to SE Journey: Not known
Age of Driver : 24 Breath test:Not applicable

Contributory Factors : 406 406

Casualty Reference 1 Age:75 Female Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Casualty Reference 2 Age:24 Male Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00955-10 10/09/2010 Friday Time:1130 Vehicles 1 Casualties 1 Slight
Easting: 436,577 Northing: 405,691
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER RD KENDRAY 10 MTS FROM J/W NEVILLE AVE
Description:ELDERLY PED USING MOBILITY SCOOTER ATTEMPTS TO CROSS DONCASTER RD USING PED XING BUT FAILS TO WAIT FOR GREEN SIGNAL & ENTERS RD INTO PATH OF V1. V1 BRAKED & SWERVED MANAGING TO MISS PED. PED ALSO SWERVED & IN DOING SO TIPPED SCOOTER OVER & BANGED HEAD ON

Vehicle Reference:1 Car Going ahead
First point of impact:Did not impact
Vehicle direction: W to E Journey: Not known
Age of Driver : 77 Breath test:Not applicable

Contributory Factors : 804

Casualty Reference 1 Age:71 Female Pedestrian Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Driver's nearside
Ped Location:On Ped Crossing

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-01026-10 29/09/2010 Wednesday Time:1527 Vehicles 3 Casualties 3 Slight
Easting: 437,070 Northing: 405,389
Raining without high winds Road Surface:Wet/Damp Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: HUNNINGLEY LN STAIRFOOT J/W HUNNINGLEY CL
Description:V2 STATIONARY DEALING WITH A MOTORIST (DRIVER OF V3) WHO WAS SAT IN REAR OF V2. V1 THEN COLL WITH REAR OF V2 CAUSING IT TO SHUNT INTO PARKED V3.

Vehicle Reference1 Car Moving off
First point of impact:Front
Vehicle direction: NE to SW Journey: Not known
Age of Driver : 58 Breath test:Not applicable

Contributory Factors : 405

Casualty Reference 3 Age:58 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference2 Car Parked
First point of impact:Back
Vehicle direction: Parked to Parked Journey: Journey as part of work
Age of Driver : 48 Breath test:Not applicable

Contributory Factors : 405

Casualty Reference 1 Age:48 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Casualty Reference 2 Age:54 Male Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

Vehicle Reference3 Car Parked
First point of impact:Back
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : 54 Breath test:Not applicable

Contributory Factors : 405

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-01037-10 01/10/2010 Friday Time:1645 Vehicles 2 Casualties 2 Slight
Easting: 437,134 Northing: 406,673
Raining without high winds Road Surface:Wet/Damp Daylight: no street lighting
Road Type: Roundabout Speed Limit: 30

Location: PONTEFRACT RD LUNDWOOD 10 MTS FROM J/W LANG AVE
Description:V1 TV FROM GRANGE LN ONTO CUNDY CROSS R/ABOUT & ONTO PONTEFARCT RD. DRIVER LOST CONTRAOL & SLID INTO V2. V2 WAS TV ON PONTEFRACT RD TW THE R/ABOUT.

Vehicle Reference:1 Car Moving off
First point of impact:Front
Vehicle direction: SW to NE Journey: Not known
Age of Driver : 18 Breath test:Not applicable

Contributory Factors : 103 307 410 605

Casualty Reference:1 Age:18 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference:2 Bus or coach Going ahead
First point of impact:Front
Vehicle direction: NE to SW Journey: Journey as part of work
Age of Driver : 53 Breath test:Not applicable

Contributory Factors : 103 307 410 605

Casualty Reference:2 Age:64 Female Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-01103-10 18/10/2010 Monday Time:1905 Vehicles 3 Casualties 2 Slight
Easting: 437,439 Northing: 405,403
Fine without high winds Road Surface:Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: WOMBWELL LN WOMBWELL
Description:V1 & V2 STOPPED AT TF LGTS, V3 FOLLOWING FAILED TO REACT IN TIME AND COLL WITH REAR OF V2 PUSHING IT INTO V1.

Vehicle Reference:1 Car Waiting to go ahead but held up
First point of impact:Back
Vehicle direction: SE to NW Journey: Not known
Age of Driver : 30 Breath test:Not applicable

Contributory Factors : 405

Casualty Reference:2 Age:36 Female Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference:2 Car Waiting to go ahead but held up
First point of impact:Back
Vehicle direction: NW to SE Journey: Not known
Age of Driver : 33 Breath test:Not applicable

Contributory Factors : 405

Casualty Reference:1 Age:33 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference:3 Car Going ahead
First point of impact:Front
Vehicle direction: NW to SE Journey: Not known
Age of Driver : 21 Breath test:Not applicable

Contributory Factors : 405

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-01201-10 12/11/2010 Friday Time:2000 Vehicles 2 Casualties 1 Slight
Easting: 436,661 Northing: 405,682
Fine with high winds Road Surface:Wet/Damp Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER RD BARNSLEY
Description:DRIVER OF V1 STATES HE WAS TV ALONG A635 TW TOWN CENTRE WHEN HE SLOWED AS THE VEH IN FRONT WAS TURNING LEFT. V2 TV SAME DIRC COLL WITH REAR OF V1.

Vehicle Reference1 Car Going ahead
First point of impact:Back
Vehicle direction: E to W Journey: Not known
Age of Driver : 27 Breath test:Not applicable

Contributory Factors :

Casualty Reference 1 Age:18 Male Passenger Severity:Slight

Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference2 Car Going ahead
First point of impact:Front
Vehicle direction: E to W Journey: Not known
Age of Driver : 18 Breath test:Not applicable

Contributory Factors :

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-01202-10 12/11/2010 Friday Time:1545 Vehicles 3 Casualties 1 Slight
Easting: 437,259 Northing: 405,489
Fine with high winds Road Surface:Dry Daylight: no street lighting
Road Type: Roundabout Speed Limit: 30

Location: STAIRFOOT R/ABOUT BARNSLEY
Description:V1 & V2 ON R/ABOUT, V2 IN R/H LN HAD TO SWERVE WHEN ANOTHER VEH STARTED TO PULL ACROSS INTO HIS LN. AS A RESULT V2 COLL WITH V1.

Vehicle Reference:1 Car Going ahead
First point of impact:Offside
Vehicle direction: S to N Journey: Not known
Age of Driver : 26 Breath test:Not applicable

Contributory Factors :

Vehicle Reference:2 Motorcycle over 50cc and up to Going ahead
First point of impact:Front
Vehicle direction: S to N Journey: Not known
Age of Driver : 19 Breath test:Not applicable

Contributory Factors :

Casualty Reference 1 Age:19 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference:3 Car Going ahead
First point of impact:Did not impact
Vehicle direction: S to N Journey: Not known
Age of Driver : Breath test:Not applicable

Contributory Factors :

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-01247-10 28/11/2010 Sunday Time:0229 Vehicles 2 Casualties 3 Serious
Easting: 437,014 Northing: 406,696
Other Road Surface:Frost/Ice Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: ROTHERHAM RD CUNDY CROSS
Description:V2 TV DOWN ROTHERHAM RD IN DIRC OF R/ABOUT. V2 RV AROUND BEND, HIT ICE IN RD & LOST CONTROL. AS A RESULT V2 SPUN ROUND & THEN COLL WITH PARKED V1.

Vehicle Reference1 Car Parked
First point of impact:Front
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : Breath test:Not applicable

Contributory Factors : 501 410 306 999

Vehicle Reference2 Car Going ahead right hand bend
First point of impact:Front
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : Breath test:Not applicable

Contributory Factors : 501 410 306 999

Casualty Reference 1 Age:19 Female Passenger Severity:Serious
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Casualty Reference 2 Age:20 Male Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Casualty Reference 3 Age:21 Male Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-01359-10 17/12/2010 Friday Time:1540 Vehicles 3 Casualties 2 Slight
Easting: 437,244 Northing: 405,777
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: GRANGE LN STAIRFOOT J/W BANK ST
Description:V1 TV ALONG GRANGE LN IN DIRC OF STAIRFOOT WAITING TO TURN R ONTO BANK ST. 1V1 THEN TURNED R ACROSS PATH OF V2 TV IN OPP DIRC. AS A RESULT V1 COLL WITH PARKED V3.

Vehicle Reference:1 Car Turning right
First point of impact:Nearside
Vehicle direction: N to W Journey: Not known
Age of Driver : 42 Breath test:Not applicable

Contributory Factors : 406

Casualty Reference:1 Age:42 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference:2 Car Going ahead
First point of impact:Front
Vehicle direction: S to N Journey: Not known
Age of Driver : 77 Breath test:Not applicable

Contributory Factors : 406

Casualty Reference:2 Age:77 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference:3 Car Parked
First point of impact:Front
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : Breath test:Not applicable

Contributory Factors : 406

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-01370-10 22/12/2010 Wednesday Time:1230 Vehicles 2 Casualties 1 Serious
Easting: 437,104 Northing: 406,656
Fine without high winds Road Surface:Wet/Damp Daylight:street lights present
Road Type: Roundabout Speed Limit: 30

Location: PONTEFRACT RD CUNDY CROSS AT J/W RDBT
Description:V1 ENTERED RDBT AND COLL WITH V2 ALREADY ON RDBT.

Vehicle Reference1 Car Going ahead
First point of impact:Offside
Vehicle direction: S to N Journey: Not known
Age of Driver : 60 Breath test:Not applicable

Contributory Factors : 405

Vehicle Reference2 Motorcycle over 50cc and up to Going ahead
First point of impact:Nearside
Vehicle direction: E to W Journey: Not known
Age of Driver : 31 Breath test:Not applicable

Contributory Factors : 405

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

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00048-11 13/01/2011 Thursday Time:0945 Vehicles 2 Casualties 1 Serious
Easting: 437,127 Northing: 406,562
Fine without high winds Road Surface:Wet/Damp Daylight: no street lighting
Road Type: Unknown Speed Limit: 20

Location: D MARSDEN GARAGE GRANGE LN BARNSLEY
Description:V1 REVERSED OUT OF GARAGE AND COLL WITH V2 CAUSING PED TO JUMP OUT OF WAY, FALL AND BREAK WRIST.

Vehicle Reference1 Car Reversing
First point of impact:Front
Vehicle direction: E to W Journey: Not known
Age of Driver : 64 Breath test:Not requested

Contributory Factors : 405

Vehicle Reference2 Car Parked
First point of impact:Front
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : 63 Breath test:Driver not contacted

Contributory Factors : 405

Casualty Reference 1 Age:62 Female Passenger Severity:Serious
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00063-11 17/01/2011 Monday Time:1237 Vehicles 2 Casualties 2 Slight
Easting: 437,128 Northing: 406,561
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Roundabout Speed Limit: 40

Location: GRANGE LN STAIRFOOT J/W R/ABOUT
Description:BOTH VEHS TV IN SAME DIRC. V2 STATIONARY AT ATS WITH V1 BEHIND WAITING FOR TRAFFIC LIGHTS TO CHANGE. V2 SET OFF & V1 RAN INTO BACK OF V2.

Vehicle Reference:1 Car Waiting to go ahead but held up
First point of impact:Back
Vehicle direction: N to S Journey: Not known
Age of Driver : 24 Breath test:Not requested

Contributory Factors :

Casualty Reference:2 Age:24 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Dir Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference:2 Car Moving off
First point of impact:Front
Vehicle direction: N to S Journey: Not known
Age of Driver : 26 Breath test:Not provided (medical)

Contributory Factors :

Casualty Reference:1 Age: Female Passenger Severity:Slight
Ped Dir:Pedestrian Dir Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00098-11 25/01/2011 Tuesday Time:1805 Vehicles 3 Casualties 1 Slight
Easting: 437,273 Northing: 405,618
Fine without high winds Road Surface:Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: GRANGE LN BARNSLEY AT J/W OLD DONCASTER RD
Description:V1 AND V2 EXITED RDBT PASSING OLD DONCASTER RD WHEN PED CYC (V3) EMERGED FROM OLD DONCASTER RD COLL WITH REAR OF V1 AND BONNET OF V2.

Vehicle Reference:1 Car Going ahead
First point of impact:Back
Vehicle direction: Parked to Parked Journey: Journey as part of work
Age of Driver : 27 Breath test:Negative

Contributory Factors : 403 405 802

Vehicle Reference:2 Car Going ahead
First point of impact:Front
Vehicle direction: Parked to Parked Journey: Journey as part of work
Age of Driver : 38 Breath test:Negative

Contributory Factors : 403 405 802

Vehicle Reference:3 Pedal cycle Turning right
First point of impact:Front
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : 38 Breath test:Not requested

Contributory Factors : 403 405 802

Casualty Reference 1 Age:38 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00141-11 12/02/2011 Saturday Time:1620 Vehicles 2 Casualties 2 Slight
Easting: 437,253 Northing: 405,473
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Roundabout Speed Limit: 30

Location: HUNNINGLEY LN STAIRFOOT J/W STAIRFOOT R/ABOUT
Description:V1 STATIONARY AT R/ABOUT WAITING FOR LIGHTS TO CHANGE WHEN V2 COLL WITH REAR OF V1.

Vehicle Reference:1 Car Waiting to go ahead but held up
First point of impact:Back
Vehicle direction: SW to NE Journey: Not known
Age of Driver : 19 Breath test:Driver not contacted

Contributory Factors : 406

Casualty Reference 1 Age:19 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Casualty Reference 2 Age:20 Male Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference:2 Car Going ahead
First point of impact:Front
Vehicle direction: SW to NE Journey: Not known
Age of Driver : 37 Breath test:Driver not contacted

Contributory Factors : 406

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00178-11 17/02/2011 Thursday Time:1810 Vehicles 2 Casualties 1 Slight
Easting: 437,101 Northing: 406,647
Fine without high winds Road Surface:Dry Darkness: street lights present and lit
Road Type: Roundabout Speed Limit: 30

Location: CUNDY CROSS ROUNDABOUT LUNDWOOD AT J/W PONTEFRACT RD
Description:V1 EXITING RDBT WHEN HE WAS HIT FROM BEHIND BY V2 WHO THEN LEFT SCENE.

Vehicle Reference:1 Car Going ahead
First point of impact:Did not impact
Vehicle direction: SW to NE Journey: Journey as part of work
Age of Driver : 18 Breath test:Driver not contacted

Contributory Factors : 307 308

Casualty Reference 1 Age:16 Male Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference:2 Car Going ahead
First point of impact:Front
Vehicle direction: SW to NE Journey: Not known
Age of Driver : 46 Breath test:Driver not contacted

Contributory Factors : 307 308

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00237-11 11/03/2011 Friday Time:1205 Vehicles 2 Casualties 3 Slight
Easting: 437,391 Northing: 405,603
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: SLIP RD OFF GRANGE LN ARDSLEY J/W DONCASTER RD
Description:V1 STATIONARY ON SLIP RD WAITING FOR GAP IN TF TO ENTER DONCASTER RD WHEN V2 COLL WITH REAR OF V2.

Vehicle Reference:1 Car Waiting to go ahead but held up
First point of impact:Did not impact
Vehicle direction: S to N Journey: Not known
Age of Driver : 39 Breath test:Not requested

Contributory Factors : 405 308

Casualty Reference 1 Age:39 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Casualty Reference 2 Age:42 Female Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Casualty Reference 3 Age:20 Female Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference:2 Car Going ahead
First point of impact:Front
Vehicle direction: S to N Journey: Not known
Age of Driver : 77 Breath test:Driver not contacted

Contributory Factors : 405 308

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00250-11 14/03/2011 Monday Time:1535 Vehicles 1 Casualties 1 Serious
Easting: 437,481 Northing: 405,645
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Dual carriageway Speed Limit: 40

Location: DONCASTER RD BARNSLEY
Description:VEH TR DOWN HILL WHEN CHILD RAN INTO RD AND INTO VEH.

Vehicle Reference:1 Car Moving off
First point of impact:Front
Vehicle direction: S to N Journey: Not known
Age of Driver : 20 Breath test:Negative

Contributory Factors : 802 804 808

Casualty Reference 1 Age:6 Female Pedestrian Severity:Serious
Ped Dir:9 Ped Movement : Driver's nearside
Ped Location:In carr elsewhere

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00259-11 16/03/2011 Wednesday Time:1750 Vehicles 2 Casualties 1 Slight
Easting: 437,306 Northing: 405,544
Fog or mist Road Surface:Wet/Damp Daylight:street lights present
Road Type: Roundabout Speed Limit: 30

Location: STAIRFOOT R/ABOUT STAIRFOOT J/W DONCASTER RD
Description:V1 & V2 BOTH TV ROUND R/ABOUT FROM DONCASTER RD (KENDRAY SIDE). V1 IN MIDDLE LN INTEDNING TO TAKE 2ND EXIT TW ARDSLEY. V2 IN O/S LN INYENDING TO TAKE 3RD EXIT TW WOMBWELL. COLL OCCURRED AT MOUTH OF 2ND JCT.

Vehicle Reference1 Car Turning left
First point of impact:Offside
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : 38 Breath test:Negative

Contributory Factors : 403 406 509 602

Vehicle Reference2 Car Going ahead
First point of impact:Nearside
Vehicle direction: Parked to Parked Journey: Commuting to/from work
Age of Driver : 49 Breath test:Negative

Contributory Factors : 403 406 509 602

Casualty Reference 1 Age:49 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00339-11 09/04/2011 Saturday Time:1440 Vehicles 2 Casualties 1 Slight
Easting: 437,325 Northing: 405,517
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Roundabout Speed Limit: 30

Location: DONCASTER RD STAIRFOOT J/W STAIRFOOT R/ABOUT
Description:V1 SLOWS TO A STOP AT RED ATS. V2 TV SAME DIRC COLL WITH REAR OF V1.

Vehicle Reference:1 Car Going ahead
First point of impact:Back
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : 49 Breath test:Negative

Contributory Factors : 405 408

Casualty Reference 1 Age:49 Female Driver/rider Severity:Slight

Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference:2 Car Going ahead
First point of impact:Front
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : 85 Breath test:Not requested

Contributory Factors : 405 408

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00434-11 07/05/2011 Saturday Time:0459 Vehicles 1 Casualties 1 Serious
Easting: 437,428 Northing: 405,410
Fine without high winds Road Surface:Wet/Damp Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: WOMBWELL LN BARNSLEY AT J/W BLEACHCROFT WAY
Description:DRIVER LOST CONTROL COLL WITH TRAFFIC SIGNAL.

Vehicle Reference:1 Car Going ahead left hand bend
First point of impact:Front
Vehicle direction: E to SW Journey: Not known
Age of Driver : 74 Breath test:Not requested

Contributory Factors : 509 405 403

Casualty Reference 1 Age:74 Male Driver/rider Severity:Serious
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00529-11 13/06/2011 Monday Time:0845 Vehicles 2 Casualties 1 Slight
Easting: 437,691 Northing: 405,136
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 40

Location: WOMBWELL LN STAIRFOOT AT J/W TESCO ENTRANCE
Description:V1 WAITING TO TN RGT ACC SLOW MOVING TF, AS HE BEGAN TO TURN HE COLL WITH MOT CYC (V2) TR IN OPP DIRECTION.

Vehicle Reference:1 Car Moving off
First point of impact:Front
Vehicle direction: W to S Journey: Not known
Age of Driver : 53 Breath test:Negative

Contributory Factors : 405 406

Vehicle Reference:2 Motorcycle over 125cc and up to Going ahead
First point of impact:Offside
Vehicle direction: E to W Journey: Journey as part of work
Age of Driver : 19 Breath test:Negative

Contributory Factors : 405 406

Casualty Reference 1 Age:19 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00660-11 15/07/2011 Friday Time:1720 Vehicles 2 Casualties 1 Slight
Easting: 437,219 Northing: 406,271
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 40

Location: GRANGE LN CUNDY CROSS
Description:V1 TV ALONG GRANGE LN TV IN DIRC OF NEW LODGE.V2 (PED CYC) RIDING ON FOOTPATH WHICH RUNS PARALLEL WITH THE RIVER DEARNE & CROSSES GRANGE LN. PED CYC RODE OUT OF FOOTPATH ENTRANCE ONTO GRANGE LN & COLL WITH V1.

Vehicle Reference:1 Car Going ahead
First point of impact:Nearside
Vehicle direction: S to N Journey: Commuting to/from work
Age of Driver : 40 Breath test:Negative

Contributory Factors : 405

Vehicle Reference:2 Pedal cycle Going ahead
First point of impact:Front
Vehicle direction: W to E Journey: Not known
Age of Driver : 19 Breath test:Not requested

Contributory Factors : 405

Casualty Reference 1 Age:19 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00885-11 17/09/2011 Saturday Time:1130 Vehicles 1 Casualties 1 Slight
Easting: 437,318 Northing: 405,505
Fine without high winds Road Surface:Wet/Damp Daylight:street lights present
Road Type: Roundabout Speed Limit: 30

Location: DONCASTER RD BARNSLEY
Description:V1 (PCV) ENTERED STAIRFOOT R/ABOUT. VEH IN FRONT BRAKED SHARPLY. V1 DID LIKEWISE TO AVOID COLL WITH THE VEH. AS A RESULT PCV PASS THROWN FROM SEAT.

Vehicle Reference:1 Bus or coach Going ahead
First point of impact:Did not impact
Vehicle direction: S to NW Journey: Not known
Age of Driver : 35 Breath test:Negative

Contributory Factors : 406 408

Casualty Reference 1 Age:81 Male Passenger Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-01010-11 24/10/2011 Monday Time:1316 Vehicles 2 Casualties 1 Slight
Easting: 436,488 Northing: 405,694
Fine without high winds Road Surface:Dry Daylight: no street lighting
Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER RD BARNSLEY
Description:V1 (PCV) STARTS TO PULL AWAY FROM BUS STOP WHEN V2 O/T & PULLED IN FRONT OF V1. V2 THEN BRAKED SHARPLY CAUSING V1 TO BRAKE. AS A RESULT PCV PASS SUSTAINED S INJURY.

Vehicle Reference:1 Bus or coach Moving off
First point of impact:Did not impact
Vehicle direction: Parked to Parked Journey: Journey as part of work
Age of Driver : 43 Breath test:Driver not contacted

Contributory Factors : 408

Casualty Reference 1 Age:43 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference:2 Car Going ahead
First point of impact:Did not impact
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : Breath test:Not requested

Contributory Factors : 408

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00042-12 16/01/2012 Monday Time:0805 Vehicles 1 Casualties 1 Slight
Easting: 436,981 Northing: 406,708
Other Road Surface:Wet/Damp Darkness: street lights present but unlit
Road Type: Single carriageway Speed Limit: 30

Location: ROTHERHAM RD BARNSLEY
Description:V1 TV ALONG A633 TW WAKEFIELD WHEN PED WALKED INTO RD INTO PATH OF V1.

Vehicle Reference:1 Car Going ahead
First point of impact:Front
Vehicle direction: SE to NW Journey: Journey as part of work
Age of Driver : 30 Breath test:Not requested

Contributory Factors : 801 802

Casualty Reference 1 Age:12 Female Pedestrian Severity:Slight
Ped Dir:9 Ped Movement : Driver's nearside
Ped Location:In carr elsewhere

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00101-12 27/01/2012 Friday Time:2215 Vehicles 2 Casualties 1 Slight
Easting: 437,210 Northing: 405,547
Raining without high winds Road Surface:Wet/Damp Darkness: street lights present and lit
Road Type: Roundabout Speed Limit: 40

Location: DONCASTER RD STAIRFOOT AT J/W STAIRFOOT RDBT
Description:V2 SLOWED DOWN FOR POLICE VEH PASSING TO IMMEDIATE, V1 FAILED TO REACT IN TIME AND COLL WITH REAR OF V2

Vehicle Reference:1 Car Waiting to go ahead but held up
First point of impact:Front
Vehicle direction: W to E Journey: Not known
Age of Driver : 36 Breath test:Not requested

Contributory Factors : 405

Vehicle Reference:2 Car Waiting to go ahead but held up
First point of impact:Back
Vehicle direction: W to E Journey: Not known
Age of Driver : 44 Breath test:Not requested

Contributory Factors : 405

Casualty Reference 1 Age:48 Female Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00124-12 05/02/2012 Sunday Time:1330 Vehicles 3 Casualties 3 Slight
Easting: 437,323 Northing: 405,514
Fine without high winds Road Surface:Wet/Damp Daylight:street lights present
Road Type: Roundabout Speed Limit: 30

Location: STAIRFOOT RDBT BARNSLEY AT J/W DONCASTER RD
Description:V1 & V2 STATIONARY TO ALLOW EMERGENCT VEH TO PASS, V3 FAILED TO REACT IN TIME AND COLL WITH REAR OF V2 PUSHING IT INTO V1.

Vehicle Reference:1 Car Going ahead
First point of impact:Back
Vehicle direction: NE to SW Journey: Not known
Age of Driver : 37 Breath test:Negative

Contributory Factors : 406 405

Casualty Reference 1 Age:9 Female Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Casualty Reference 2 Age:32 Female Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference:2 Car Going ahead
First point of impact:Front
Vehicle direction: NE to SW Journey: Not known
Age of Driver : 41 Breath test:Negative

Contributory Factors : 406 405

Casualty Reference 3 Age:29 Female Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

Vehicle Reference3 Car Going ahead
First point of impact:Front
Vehicle direction: NE to SW Journey: Not known
Age of Driver : 17 Breath test:Negative

Contributory Factors : 406 405

B-00183-12 29/02/2012 Wednesday Time:1330 Vehicles 2 Casualties 1 Slight
Easting: 437,265 Northing: 405,481
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Roundabout Speed Limit: 30

Location: STAIRFOOT RDBT BARNSLEY
Description:V1 STATIONARY AT TF LGTS WHEN V2 COLL WITH REAR.

Vehicle Reference1 Car Waiting to go ahead but held up
First point of impact:Back
Vehicle direction: S to W Journey: Not known
Age of Driver : 60 Breath test:Not requested

Contributory Factors : 406

Casualty Reference 1 Age:26 Female Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference2 Car Slowing or Stopping
First point of impact:Front
Vehicle direction: S to W Journey: Not known
Age of Driver : 57 Breath test:Not requested

Contributory Factors : 406

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00273-12 27/03/2012 Tuesday Time:1205 Vehicles 1 Casualties 2 Slight
Easting: 437,176 Northing: 406,442
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: GRANGE LN BARNSLEY
Description:VEH COLL WITH CENTRAL RES KERB.

Vehicle Reference:1 Car Going ahead
First point of impact:Offside
Vehicle direction: S to N Journey: Not known
Age of Driver : 35 Breath test:Not requested

Contributory Factors : 405

Casualty Reference 1 Age:35 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Casualty Reference 2 Age:29 Female Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00315-12 10/04/2012 Tuesday Time:1445 Vehicles 2 Casualties 1 Slight
Easting: 436,854 Northing: 405,649
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER RD STAIRFOOT AT J/W HOYLE MILL RD
Description:V1 EMERGED FROM JCT INTO PATH OF V2 AND COLL OCC.

Vehicle Reference:1 Car Waiting to turn right
First point of impact:Front
Vehicle direction: N to S Journey: Not known
Age of Driver : 66 Breath test:Not requested

Contributory Factors : 402 403 404 405

Vehicle Reference:2 Motorcycle over 125cc and up to Going ahead
First point of impact:Nearside
Vehicle direction: W to E Journey: Not known
Age of Driver : 50 Breath test:Not requested

Contributory Factors : 402 403 404 405

Casualty Reference 1 Age:50 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00319-12 14/04/2012 Saturday Time:2205 Vehicles 2 Casualties 1 Slight
Easting: 436,964 Northing: 405,612
Fine without high winds Road Surface:Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER RD BARNSLEY
Description:VEH1 TV DONCASTER RD FROM STAIRFOOT. VEH2 TV FROM STAIRFOOT RNDBT MAKES A U TURN AND A COLL OCCURS WITH VEH1.

Vehicle Reference:1 Car Going ahead
First point of impact:Nearside
Vehicle direction: SE to W Journey: Not known
Age of Driver : 31 Breath test:Negative

Contributory Factors : 405 404 602 306

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

Vehicle Reference:2 Car U turn
First point of impact:Offside
Vehicle direction: S to N Journey: Not known
Age of Driver : 28 Breath test:Negative

Contributory Factors : 405 404 602 306

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00361-12 16/04/2012 Monday Time:1545 Vehicles 2 Casualties 1 Slight
Easting: 437,692 Northing: 405,135
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 40

Location: WOMBWELL LN STAIRFOOT J/W TESCOS
Description:T1 TV ALONG WOMBWELL LN FOM WOMBWELL TW BARNSLEY. V2 TV OPP DITC. V1 TV THROUGH ATS ON GREEN WHEN V2 TURNED R INTO TESCOS ACROSS PATH OF V1 & COLL OCCURRED.

Vehicle Reference:1 Car Moving off
First point of impact:Front
Vehicle direction: SE to NW Journey: Journey as part of work
Age of Driver : 42 Breath test:Not requested

Contributory Factors : 405

Vehicle Reference:2 Car Turning right
First point of impact:Front
Vehicle direction: NW to SW Journey: Commuting to/from work
Age of Driver : 24 Breath test:Not requested

Contributory Factors : 405

Casualty Reference 1 Age:24 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00399-12 29/04/2012 Sunday Time:1245 Vehicles 1 Casualties 1 Slight
Easting: 437,356 Northing: 405,553
Raining without high winds Road Surface:Flood Daylight:street lights present
Road Type: Roundabout Speed Limit: 30

Location: DONCASTER RD ARDSLEY 20 MTS FROM STAIRFOOT RDBT
Description:DRIVER LOST CONTROL SPINNING IN CARR AND COLL WITH LAMP POST.

Vehicle Reference:1 Car Going ahead left hand bend
First point of impact:Offside
Vehicle direction: W to E Journey: Not known
Age of Driver : 48 Breath test:Negative

Contributory Factors : 103 703 307

Casualty Reference 1 Age:48 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

B-00454-12 22/05/2012 Tuesday Time:1919 Vehicles 1 Casualties 1 Serious
Easting: 437,245 Northing: 405,788
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 40

Location: GRANGE LN BARNSLEY 10 MTS FROM BANK ST
Description:AS V1 WAS PASSING CAS STEPPED OFF PAVEMENT AND COLL WITH VEH.

Vehicle Reference:1 Car Slowing or Stopping
First point of impact:Nearside
Vehicle direction: S to N Journey: Not known
Age of Driver : 23 Breath test:Negative

Contributory Factors : 803

Casualty Reference 1 Age:11 Male Pedestrian Severity:Serious
Ped Dir:Pedestrian Di Ped Movement : Driver's nearside
Ped Location:In carr elsewhere

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00606-12 07/07/2012 Saturday Time:1637 Vehicles 2 Casualties 1 Slight
Easting: 437,690 Northing: 405,141
Fine without high winds Road Surface:Wet/Damp Daylight:street lights present
Road Type: Single carriageway Speed Limit: 40

Location: WOMBWELL LN STAIRFOOT
Description:V1 TV ALONG A633 FROM STAIRFOOT R/ABOUT TW WOMBWELL. AS V1 TV THROUGH ATS JCT V2 TV FROM DIRC OF TESCO CAR PARK, TURNS L(IN DIRC OF B&Q) CROSSES ONTO WRONG SIDE OF RD & COLL WITH REAR O/S OF V1.

Vehicle Reference1 Car Going ahead
First point of impact:Offside
Vehicle direction: NW to SE Journey: Not known
Age of Driver : 37 Breath test:Driver not contacted

Contributory Factors : 305

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

Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference2 Car Turning left
First point of impact:Offside
Vehicle direction: SW to NW Journey: Not known
Age of Driver : Breath test:Driver not contacted

Contributory Factors : 305

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00653-12 20/07/2012 Friday Time:1445 Vehicles 2 Casualties 1 Slight
Easting: 437,068 Northing: 405,392
Other Road Surface:Wet/Damp Daylight: no street lighting
Road Type: Single carriageway Speed Limit: 30

Location: HUNNINGLEY LN BARNSLEY J/W BIRK AVE
Description:V1 TV ALONG HUNNINGLEY LN FOLLOWED BY V2. V1 INDICATED & SLOWED TO A STOP TO TURN R. V2 COLL WITH REAR O0F V1.

Vehicle Reference1 Car Slowing or Stopping
First point of impact:Back
Vehicle direction: E to W Journey: Journey as part of work
Age of Driver : 63 Breath test:Negative

Contributory Factors : 405

Casualty Reference 1 Age:63 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference2 Car Slowing or Stopping
First point of impact:Front
Vehicle direction: E to W Journey: Not known
Age of Driver : 21 Breath test:Negative

Contributory Factors : 405

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00705-12 03/08/2012 Friday Time:1700 Vehicles 2 Casualties 1 Slight
Easting: 437,201 Northing: 405,434
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: HUNNINGLEY LN STAIRFOOT
Description:V2 BRAKED TO ALLOW EMERGENCY VEH TO PASS BUT V1 FOLLOWING FAILED TO REACT IN TIME AND COLL WITH REAR OF V2.

Vehicle Reference:1 Car Going ahead
First point of impact:Back
Vehicle direction: W to E Journey: Commuting to/from work
Age of Driver : 28 Breath test:Negative

Contributory Factors : 408

Vehicle Reference:2 Car Waiting to go ahead but held up
First point of impact:Front
Vehicle direction: W to E Journey: Commuting to/from work
Age of Driver : 33 Breath test:Negative

Contributory Factors : 408

Casualty Reference 1 Age:33 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00702-12 04/08/2012 Saturday Time:1301 Vehicles 2 Casualties 4 Slight
Easting: 437,235 Northing: 405,515
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Roundabout Speed Limit: 40

Location: DONCASTER RD STAIRFOOT AT J/W STAIRFOOT RDBT
Description:V1 STOPPED FOR TF LGTS, V2 FOLLOWING FAILED TO REACT IN TIME AND COLL WITH REAR OF V1.

Vehicle Reference:1 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 : 405

Casualty Reference 1 Age:56 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Casualty Reference 4 Age:49 Female Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

Vehicle Reference2 Car Going ahead left hand bend
First point of impact:Front
Vehicle direction: SE to NW Journey: Not known
Age of Driver : 58 Breath test:Negative

Contributory Factors : 405

Casualty Reference 2 Age:58 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Casualty Reference 3 Age:48 Male Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00825-12 13/09/2012 Thursday Time:1431 Vehicles 2 Casualties 1 Slight
Easting: 436,914 Northing: 405,623
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER RD BARNSLEY J/W DARTON ST
Description:VEH1 MCYCLE TV ALG A635 T/W BARNSLEY. VEH2 MCAR STAT ON DARTON ST EDGES OUT, FAILS TO SEE VEH1 & MOVES OFF COLL VEH1

Vehicle Reference:1 Motorcycle over 50cc and up to Going ahead
First point of impact:Front
Vehicle direction: E to W Journey: Not known
Age of Driver : 26 Breath test:Negative

Contributory Factors : 405

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

Vehicle Reference:2 Car Moving off
First point of impact:Nearside
Vehicle direction: S to E Journey: Not known
Age of Driver : 32 Breath test:Negative

Contributory Factors : 405

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00937-12 18/10/2012 Thursday Time:0810 Vehicles 3 Casualties 1 Slight
Easting: 437,276 Northing: 405,620
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: One way street Speed Limit: 40

Location: GRANGE LN BARNSLEY J/W DONCASTER RD
Description:VEH1 MCAR TURNING R OUT OF DONCASTER RD (AT A TURN L SIGN) & COLL
VEH2 MCYCLE CAUSING RIDER TO FALL FROM BIKE ONTO VEH3 MCAR

Vehicle Reference:1 Car Turning right
First point of impact:Offside
Vehicle direction: E to N Journey: Not known
Age of Driver : 33 Breath test:Negative

Contributory Factors :

Vehicle Reference:2 Motorcycle over 500cc Going ahead
First point of impact:Front
Vehicle direction: N to S Journey: Journey as part of work
Age of Driver : 24 Breath test:Negative

Contributory Factors :

Casualty Reference 1 Age:24 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference:3 Car Going ahead
First point of impact:Did not impact
Vehicle direction: N to S Journey: Journey as part of work
Age of Driver : 24 Breath test:Not requested

Contributory Factors :

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-00988-12 31/10/2012 Wednesday Time:1810 Vehicles 3 Casualties 3 Slight
Easting: 437,444 Northing: 405,397
Raining without high winds Road Surface:Wet/Damp Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 40

Location: WOMBWELL LN BARNSLEY 20 MTS FROM BLEACHCROFT WAY
Description:VEH'S AT TR LGTS, V3 FAILED TO REACT IN TIME AND COLL WITH REAR OF V2 PUSHING IT INTO V1.

Vehicle Reference1 Car Slowing or Stopping
First point of impact:Back
Vehicle direction: SE to NW Journey: Not known
Age of Driver : 52 Breath test:Negative

Contributory Factors : 408

Casualty Reference 1 Age:52 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference2 Car Slowing or Stopping
First point of impact:Back
Vehicle direction: SE to NW Journey: Not known
Age of Driver : 26 Breath test:Negative

Contributory Factors : 408

Casualty Reference 2 Age:26 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Casualty Reference 3 Age:22 Female Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

Vehicle Reference3 Car — Waiting to go ahead but held up
First point of impact:Front
Vehicle direction: SE to NW — Journey: Not known
Age of Driver : 17 — Breath test:Negative

Contributory Factors : 408

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-01166-12 16/12/2012 Sunday Time:1835 Vehicles 2 Casualties 2 Slight
Easting: 437,023 Northing: 405,614
Fine without high winds Road Surface:Wet/Damp Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER ROAD BARNSLEY 100 M EAST SCHOOL STREET
Description:VEH 1 MCAR TV ON DONCASTER ROAD 100 M EAST SCHOOL STREET. VEH 2 MCAR TV BEHIND VEH 1. VEH 1 PULLED INTO BUS LAYBY AND PERFORMED A U TURN TV INTO THE PATH OF VEH 2. VEH 1 COLL VEH 2.

Vehicle Reference1 Car U turn
First point of impact:Front
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : 39 Breath test:Negative

Contributory Factors : 403

Vehicle Reference2 Car Going ahead
First point of impact:Nearside
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : 19 Breath test:Negative

Contributory Factors : 403

Casualty Reference 1 Age:19 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Casualty Reference 2 Age:23 Male Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Manual Selection **Vectos - 5 Years Search**

B-01219-12 24/12/2012 Monday Time:1130 Vehicles 1 Casualties 2 Slight
Easting: 436,619 Northing: 405,686
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 40

Location: DONCASTER ROAD BARNSLEY 30M NEVILLE AVENUE
Description:V1 TV DOWN DONCASTER RD BRAKED CAUSING PASS1 AND PASS2 TO FALL.

Vehicle Reference:1 Bus or coach Slowing or Stopping
First point of impact:Did not impact
Vehicle direction: W to E Journey: Journey as part of work
Age of Driver : 51 Breath test:Driver not contacted

Contributory Factors : 408

Casualty Reference 1 Age:50 Female Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Casualty Reference 2 Age:13 Female Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection:
Selected using Manual Selection

Notes:
Vectos - 5 Years Search

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only excluding 2-wheels	0	9	76	85
2-wheeled motor vehicles	0	3	8	11
Pedal cycles	0	1	3	4
Horses & other	0	0	0	0
Total	0	13	87	100

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	2	63	65
Passenger	0	2	48	50
Motorcycle ride	0	3	8	11
Cyclist	0	1	3	4
Pedestrian	0	5	7	12
Other	0	0	0	0
Total	0	13	129	142

APPENDIX B

Framework Travel Plan

Sainsbury's Supermarkets Limited

PROPOSED FOODSTORE, BARNSLEY

Travel Plan

VN30177

December 2013

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Appendix A - Example Staff Travel Survey

1 INTRODUCTION

1.1 Introduction

1.1.1 This document sets out a framework for a workplace Travel Plan to be submitted to supplement the forthcoming application for a Sainsbury's Supermarket off Stairfoot Way in Barnsley.

1.1.2 The application site is located in the Stairfoot Ward, approximately 3 kilometres to the southeast of Barnsley town centre. A site location plan can be seen at **Plan TP1** and the site in a more local context can be seen at **Plan TP2**.

1.1.3 The site is currently occupied by a B&Q store, which is accessed from a priority controlled junction on Stairfoot Way, and is situated within Stairfoot Business Park. The business park is accessed from Bleachcroft Way, which forms part of the signalised Stairfoot Roundabout gyratory system.

1.1.4 The proposed foodstore would have a gross internal area of 9,789 m² (105,369 ft²), including a Competition Commission (CC) net sales area of 6,836 m² (73,583 ft²). The foodstore will be served by 620 dedicated car parking spaces, including 38 mobility impaired spaces and 25 parent/child spaces.

1.1.5 The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments. The Department for Transport issued a guide on the preparation of such Travel Plans in April 2009 in a document entitled "Good Practice Guidelines – Delivering Travel Plans through the Planning Process".

1.1.6 It should be noted that this is a working document and is recognised as being the first stage in the Travel Plan process. This is primarily because, as the site is yet to be constructed and the foodstore occupied, it is not desirable to simply list a series of policies to be implemented once the site is operational. Instead, it is preferable to provide a more detailed Travel Plan that takes into account the residential locations of colleagues and their current modes of travel to work.

1.1.7 This document will set out the principle strategies of the Travel Plan which will evolve into a formally agreed document once the development is open and the foodstore is occupied. The formal Travel Plan document will be submitted to and agreed with the local planning authority within 6 months of the occupation of the foodstore.

1.1.8 Whilst consideration will be given to promoting sustainable modes to customers, this Travel Plan essentially sets out a framework for the colleagues who will be employed at the foodstore.

1.2 Development Proposals

1.2.1 The proposed development layout, including proposed car parking and access arrangements, are shown in **Plan 4**. The proposed foodstore would have a gross internal area of 9,789 m² (105,369 ft²), including a Competition Commission (CC) net sales area of 6,836 m² (73,583 ft²).

1.2.2 The foodstore will be served by 620 dedicated car parking spaces, including 38 mobility impaired spaces and 25 parent/child spaces.

1.2.3 The existing B&Q service access would also be retained at its location on Stairfoot Way, immediately to the west of the main vehicular access.

1.2.4 Servicing will take place in the southwest corner of the site, using the same location as the existing B&Q service yard.

1.2.5 Pedestrian access to the redeveloped store will continue to be provided via steps from the footway on Bleachcroft Way from the north of the site. Step-free access will continue to be provided directly from Bleachcroft Way within Stairfoot Business Park to the east of the site.

1.2.6 The existing car park will be improved to accord with Sainsbury's current design standards, which includes the provision of additional pedestrian walkways. These will help to provide safe routes through the car park into the store for people travelling on foot.

1.2.7 As part of the proposed development it is intended to provide 12 Sheffield cycle stands which will provide capacity for 24 bicycles. This provision would be located in a safe and sheltered location beneath the store canopy and close to the main store entrance.

1.2.8 Vehicular access to the foodstore is proposed to remain via Stairfoot Way, as is the case at the existing B&Q store. The access into the site would remain as a simple priority-controlled T-junction.

1.3 The Travel Plan

1.3.1 The foodstore Travel Plan is a long-term strategy for reducing the dependence of colleagues and customers on travel by private car.

1.3.2 The aims of the strategy are:

- To encourage colleagues and customers to use alternatives to the private car;
- To increase the awareness of the advantages and potential for travel by more environmentally friendly modes, and
- To introduce a package of management measures that will facilitate travel by modes of transport other than the private car;

1.3.3 The principle strands of the plan are set out as follows;

i) Appointment of a Travel Plan Co-ordinator and creation of travel plan action group.

ii) Ensuring travel awareness.

iii) Creation of a travel database.

iv) Ensuring the availability of travel information.

v) The establishment of a car sharing scheme.

vi) The creation of a Cycle User Group.

1.3.4 The Travel Plan will form part of the terms of the lease of the development and as such any future occupier will be aware in advance that they are required to adopt a Travel Plan in accordance with this framework.

1.3.5 In addition the management of colleague travel represents an important element in pursuing the overall aims of the latest national guidance included within the DfT's Best Practice Guide.

1.3.6 This document provides a framework for the preparation of a Travel Plan. The final Travel Plan will be submitted by the occupier of the development within 6 months of occupation and will demonstrate the strategy that the occupier is taking to assist the wider aims of sustainable transport.

1.4 Plan Administration

1.4.1 Sainsbury's Supermarkets Ltd. will be required to designate a Travel Plan Co-ordinator for the development. Essentially this person will provide a liaison in implementing the plan with the local authority.

1.4.2 Details of the nominated Travel Plan Co-ordinator will be submitted to the Planning and Highway Authority. Similarly, the Travel Plan Co-ordinator will be advised of appropriate contact personnel at the development.

1.4.3 The Travel Plan Co-ordinator will be the first point of contact for colleagues and other outside organisations in all matters regarding travel. He/she will maintain an up-to-date file containing all correspondence to and from colleagues relating to the Travel Plan.

2 NON CAR ACCESSIBILITY OF THE SITE

2.1 Introduction

2.1.1 The South Yorkshire LTP seeks to minimise the negative impacts of transport on the natural and built environment. It seeks to avoid many of these impacts by greater use of public transport, walking and cycling and reducing the need to travel.

2.1.2 In this regard, the accessibility of the proposed development by the following modes of transport has been considered:

- Accessibility on foot;
- Accessibility by cycle;
- Accessibility by bus; and
- Accessibility by rail.

Accessibility by Foot

2.1.3 Local and national planning policy advocates enabling people to make sustainable travel choices by focusing development in locations that are well served, or have the potential to be well served, by a range of travel modes.

2.1.4 In this regard, the accessibility of the proposed development by the following modes of transport has been considered:

- Accessibility on foot;
- Accessibility by cycle;
- Accessibility by public transport.

Accessibility by Foot

2.1.5 Pedestrian access to the redeveloped store will continue to be provided via steps from the footway on Bleachcroft Way from the north of the site. Step-free access will continue to be provided directly from Bleachcroft Way within Stairfoot Business Park to the east of the site.

2.1.6 The existing car park will be improved to accord with Sainsbury's current design standards, which includes the provision of additional pedestrian walkways. These will help to provide safe routes through the car park into the store for people travelling on foot.

2.1.7 The Institution of Highways and Transportation document entitled 'Providing for Journeys on Foot' provides guidance on what are considered to be acceptable walking distances. The document states that the acceptable maximum walking distance for commuting trips is 2 kilometres, while an 800 metre walking distance is stated as being the preferred maximum distance for town centre trips and an acceptable maximum distance elsewhere.

2.1.8 In this regard an analysis of the pedestrian catchment of the site has been completed to illustrate the site's 800 metre and 2 kilometre walking catchments.

2.1.9 These catchments are illustrated in **Plan TP4** from which it can be seen that the 800 metre catchment extends into parts of Kendrary, Stairfoot and Ardsley. In addition, approximately 12 local bus stops fall within the 800 metre catchment and the 2 kilometre catchment encompasses the majority of Kendray, Measborough Dike, Cundy Cross and Ardsley.

2.1.10 **Plan TP4** therefore demonstrates that the development site is well situated to encourage linked pedestrian trips with the retail and other amenity areas surrounding the site, while the residential catchment area suggests that walking will be a feasible form of travel for those employed by the foodstore.

2.1.11 To complement the walking catchment area, signal controlled pedestrian crossing facilities are provided on all of the main approaches (and exits) to Stairfoot Roundabout. All roads in the vicinity of the site are provided with street lighting and footways along both sides of the carriageway.

2.1.12 It is therefore considered that the catchment within walking distance of the site is provided with suitable pedestrian facilities to encourage local staff and customers to undertake their journeys on foot.

Accessibility by Cycle

2.1.13 The proposed development will include cycle parking in accordance with Barnsley Metropolitan Borough Council guidelines. These spaces will be located in a secure and safe location close to the store entrance point.

2.1.14 Former PPG13 guidance that cycling has the "*potential to replace short car journeys, particularly those under 5km"* still provides useful guidance when considering the accessibility of the site by this mode of travel. This distance would equate to a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour.

2.1.15 **Plan TP5** presents the 5 kilometre travel catchment from the site and demonstrates that Barnsley town centre and the residential areas of Worsbrough, Monk Bretton, Ardsley and parts of Wombwell, Darfield and Cudworth are within a reasonable cycle distance from the site.

2.1.16 The site is also located in close proximity to National Cycle Network Route 67, which runs along disused railway lines in the area. Cyclists (and pedestrians) are able to join the route either from Wombwell Lane (approximately 160 to the south of the site) or directly to the north of Stairfoot Roundabout (250m to the north of the site).

2.1.17 Route 67 is part of the Trans Pennine Trail (central section), which runs from Leicestershire to Northallerton in North Yorkshire. As well as being a long-distance recreational route, it also provides local traffic-free routes for cyclists and pedestrians from the site towards Barnsley town centre, and to Wombwell and the Dearne Valley to the south and Cudworth and Royston to the north.

2.1.18 The proposed development is therefore considered to be accessible by bicycle.

Accessibility by Bus

2.1.19 The Institution of Highways and Transportation publication 'Planning for Public Transport in Development' states that "*the maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m. These distances are quoted for guidance, and should not be followed slavishly if that would lead to complex or indirect bus routes*."

2.1.20 A northwest bound bus stop, including shelters and timetable information, is located on Bleachcroft Way along the northern boundary of the site. In addition, southeast bound bus stops (one sheltered and one signed) including timetable information are provided along Wombwell Lane. Two of these bus stops are within a 300m walking distance from the store entrance and the third bus stop is within a 400m walking distance and therefore considered accessible based upon the above guidance.

2.1.21 Bus service numbers, destinations and the frequency of service that is provided from these stops is summarised in **Table 2.1**.

Service No	Route	Mon – Fri Frequency per hour				Sat	Sun
		AM Peak	Midday	PM Peak	Evening		
22	Barnsley – Stairfoot – Wombwell – Wath Upon Dearne – Manvers – Rawmarsh – Rotherham	5	6	5	2	5	1
22x	Barnsley – Stairfoot – Wombwell – Wath Upon Dearne – Manvers – Rawmarsh – Rotherham	4	4	4	1	4	1
203	Doncaster – Scawthorpe – Clayton – Thurnscoe – Goldthorpe – Brampton – Wombwell – Barnsley	1	1	1	0	1	0
222	Barnsley – Wombwell – West Melton – Wath upon Dearne – Swinton – Mexborough – Conisbrough – Doncaster	2	2	1	1	2	1
226	Barnsley – Stairfoot – Wombwell – Wath upon Dearne – Bolton upon Dearne – Godthorpe - Thurnscoe	2	2	2	1	2	1

Table 2.1: Bus Services operating on the Bleachcroft Way and Wombwell Lane

2.1.22 As illustrated in **Table 2.1**, there are a number of services that operate from stops located in the vicinity of the site along Bleachcroft Way and Wombwell Lane. A total of 14 services per hour are operated during the weekday AM peak hour, with 13 services per hour operating during the PM peak hour. At least 14 services per hour are operated on a Saturday, while at least 4 services per hour are operated on a Sunday.

2.1.23 It was intended that the existing bus infrastructure along Bleachcroft Way and Doncaster Road (E) would enable buses to move to the front of the queue on approach to the Stairfoot Roundabout. However, due to existing queue lengths, buses remain in queues and don't fully benefit from the infrastructure.

2.1.24 It is therefore concluded that the site is very well located with respect to accessibility by bus, with the high frequency of service providing an ideal opportunity for both customers and staff to travel to the site by this model of travel.

Accessibility by Sustainable Modes of Travel Summary

2.1.25 The application site has been demonstrated to be accessible by walking, cycling and bus. It can therefore be concluded that the proposed development will help to support a healthy, inclusive and sustainable community in accordance with Core Strategy Policy CSP25 and is accessible to people without access to a car.

3 MANAGEMENT MEASURES

3.1 Introduction

3.1.1 The following measures will be delivered through the plan by the Travel Plan Co-ordinator:

i) Appointment of a Travel Plan Co-ordinator and creation of Travel Plan action group.

ii) Travel awareness.

iii) Creation of a travel database.

iv) Travel information.

v) Car sharing scheme.

vi) Cycle User Group.

vii) New Colleague "Welcome Pack".

Travel Plan Co-ordinator and Travel Plan Action Group

3.1.2 A Travel Plan Co-ordinator will be appointed prior to the superstore commencing operation.

3.1.3 Once the site is fully operational a Travel Plan Action Group will be created which involves the Travel Plan Co-ordinator for the foodstore, other colleagues as appropriate, relevant authorities and special interest groups.

Travel Awareness

3.1.4 Sainsbury's colleagues will be made aware of the existence of the Travel Plan and a copy of the plan will be made available to the Council.

3.1.5 Welcome Packs/Starter Packs will be given to new colleagues when they start work at the development.

3.1.6 Targets for achieving a lower mode share by car and reducing the level of car usage by a given extent over a certain period will be established. These targets will be set upon occupation of the store following results of the colleague travel survey.

3.1.7 Customers and visitors will be informed of alternative modes of travel to the site by the displaying of notice boards within the superstore and the provision of promotional and public transport information leaflets will be made available to customers and visitors for future visits. While on a first visit this may not help to promote non-car use, but will be a useful mechanism to encourage habitual visitors to use an alternative mode of travel.

Travel Database

3.1.8 In order to establish the existing travel patterns of colleagues, a travel survey will be carried out and will form the basis of the Final Travel Plan which will be submitted within 6 months of the foodstore becoming fully operational.

3.1.9 The availability of this data will assist in more accurately defining travel requirements and the specific measures to be implemented to maximise the success of the Plan.

Travel Information

3.1.10 Travel Information for colleagues and customers could be provided for in numerous ways, such as websites, newsletters and cycle and walking maps for the surrounding areas, colleagues could also be provided with personalised journey planners.

3.1.11 In addition, colleagues will be advised of information available on Barnsley Metropolitan Borough Council's website.

Car Sharing Scheme

3.1.12 The Travel Co-ordinator will promote the use of a car sharing scheme for colleagues. The Travel Plan Co-ordinator will investigate the potential for the applicant to enter into a car share scheme such as the South Yorkshire car share scheme promoted through the www.**southyorkshire**.lift**share**.com website.

3.1.13 This allows users to register their details, where they are travelling to in the South Yorkshire area and if they are offering a lift or need a lift to their destination.

3.1.14 Regular leaflets will be distributed to colleagues to allow potential car sharers to register an interest. The Travel Co-ordinator will be required to maintain a database of colleagues who register an interest in car sharing and will be required to facilitate the success of the scheme.

Cycle User Group

3.1.15 The colleague travel survey will identify the potential for cycling amongst the workforce. The Travel Plan Co-ordinator could produce information relating to cycling routes in the area which could be included within a 'Welcome Pack'.

3.1.16 The Travel Plan Co-ordinator will establish contact with the cycling officers of Barnsley Metropolitan Borough Council in view of forming a relationship remaining in contact about future improvements to the cycling network and cycling maps. Colleagues that are interested in cycling will be directed to the Barnsley Metropolitan Borough Council website to gain further information on cycling in the local area.

3.1.17 Sainsbury's colleagues interested in cycling to the store will be provided with information on the BikeBUDI scheme through information contained within the 'Welcome Packs' and on notice boards. Information on the scheme is available on the website www.bikebudi.com.

3.1.18 The BikeBUDi scheme is part of the National Lift Share Group and in in much the same way as the WalkBUDi scheme aims to match individuals with others cycling the same journey so they can ride together. The matches are displayed in both table and map format, allowing the user to easily find the most suitable people.

3.1.19 The idea is not just to help current cyclists to find a 'Bike Buddy' but also to encourage individuals who may be concerned about cycling to take up cycling, by putting experienced cyclists in touch with those willing to give it a try.

3.1.20 The 'Bike Buddy' scheme also assists cyclists find the safest, most direct route and will even ride it with you. The rides may simply be recreation routes, home to work, work to home or a combination of each; Lunchtime rides can also be arranged.

3.1.21 It will be the responsibility of the Travel Co-ordinator to ensure the BikeBUDi scheme is adequately publicised to all Sainsbury's colleagues, and information will also be included in the Travel Plan.

New Colleague 'Welcome Pack'

3.1.22 As the superstore is occupied, a 'Welcome Pack' will be provided to colleagues starting work at the site. The pack will include information contained within the Accessibility section of this Travel Plan.

3.1.23 The 'Welcome Pack' will include details on the intentions of the Travel Plan and why the Travel Plan has been produced, as well as contacts for the Travel Plan Co-ordinator. The packs will include current information on walking and cycling routes in the area and information on current bus/rail services i.e. timetables.

3.1.24 In addition, colleagues will be offered personalised journey planners, as an on-going part of the monitoring process the 'Welcome Pack' will be reviewed and updated annually. Information regarding any changes to the bus services in the area will be passed to colleagues via leaflets or a company website.

WalkBUDi

3.1.25 Sainsbury's colleagues will be provided with information on WalkBUDi scheme through information contained within the 'Welcome Packs'. Information on the scheme is available on the website www.walkbudi.com.

3.1.26 The WalkBUDi scheme is part of the National Lift Share Network and is simple and free to use. It simply matches individuals with others walking the same way so they can walk together. The matches are displayed in both table and map format, allowing the user to easily find the most suitable people.

3.1.27 The WalkBUDi scheme aims to help individuals to meet others wanting to travel the same way. It can be used for regular trips such as walking to the office or going to the station as well as making a journey safer.

3.1.28 The health benefits of walking will be particularly promoted to Sainsbury's colleagues and consideration will be given to the provision of personal attack alarms if this is deemed appropriate to reduce personal safety issues especially in the dark winter months.

3.1.29 It will be the responsibility of the Travel Plan Co-ordinator to ensure the WalkBUDI scheme is adequately publicised

Summary

3.1.30 It is envisaged that the Final Travel Plan will include the measures outlined above, depending upon the outcome of the Staff Travel Survey.

4 TARGET SETTING

4.1.1 This section of the Travel Plan will provide details of the targets against which the success of the Plan in achieving its objectives will be measured.

4.1.2 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include time scale.

4.1.3 In order to set the targets further information may have to be obtained in order to establish against which to set the targets. This information will be related to existing patterns of movement (i.e. the proportion of colleagues who travel to their workplace by non-car mode) and may be obtained from sources such as the National Travel Survey and the National Census.

4.1.4 The main source of baseline information would however come from the colleague travel survey, which will be completed 6 months post full occupation of the store and will be completed every two years thereafter.

4.1.5 Suitable targets for reducing the need to travel by private car will be set and agreed with Barnsley Metropolitan Borough Council's Travel Plan Co-ordinators at a more advanced stage in the planning process.

4.2 Potential Targets

4.2.1 Targets which may potentially be included in the Travel Plan include the following:

- Certain %age of colleagues to travel to work by non-car mode. This is to be achieved within a 5 year timeframe of the development commencing operation and continue at the same level thereafter.
- Certain %age model shift of Sainsbury's colleagues away from the public car to non-car modes. To be achieved within the 5 year timeframe discussed below.
- Certain %age decrease in the number of single occupancy journeys to and from the site by colleagues.
- Certain %age increase in the number of colleagues joining and participating in the car share schemes. This would be reviewed and re-evaluated annually to promote the objectives of the Travel Plan.

4.2.2 Whilst it is considered that the Travel Plan targets are challenging, it is essential that they are also Realistic and Achievable.

4.2.3 Experience suggests that a Travel Plan containing only marketing and promotional initiatives is unlikely to achieve a shift in the mode of travel used, whereas one also incorporating car sharing and cycle measures may achieve a 3% - 5% reduction in single occupancy car-based commuting. Further shifts to public transport, walking and cycling away from private car use may be achieved through the above measure being supplemented by other initiatives. It is clear, therefore, that in making a meaningful contribution to the achievement of the above targets the Travel Plan must incorporate a range of initiatives that go beyond marketing and promotion.

4.2.4 Broader targets and visions across the company help to further confirm Sainsbury's commitment to a sustainable future. Sainsbury's have produced a '20 by 20 Sustainability Plan' that sets out its commitment to a sustainable future.

4.3 Customer/Visitor targets

4.3.1 As mentioned previously, customers and visitors of the food store will be informed of sustainable options of travel to the site. Public transport information and leaflets will be provided within the superstore to promote sustainable transport to the proposed development.

4.3.2 At present specific targets for visitors and customers of the superstore development cannot be identified due to the proposed development being speculative and no-end users being known. These targets will be agreed at the more detailed stage of the planning process in accordance with the guidance provided by Barnsley Metropolitan Borough Council.

4.4 Travel Plan Framework

4.4.1 **Table 4.1** below provides a framework and guidance as to timescales for the Travel Plan.

Before occupation	Appoint Travel Plan Co-ordinator. Organise a Working Group.
0-6 Months	Complete colleague travel surveys. Establish modal user groups (such as car share clubs, bike user clubs, taxi share clubs) Submission of Full Travel Plan and Modal Split Targets to Barnsley Metropolitan Borough Council
6-12 Months	Continuous updating of Travel Plan database Continuous updating of all public transport information.
12+ Months	Update and monitor travel questionnaire annually. The Travel Plan will be in place for the life of the development.

Table 4.1 – Travel Plan Framework Timescales

4.5 Plan Monitoring and Assessment

4.5.1 To enable the success of the Travel Plan to be established, the Travel Plan Co-ordinator will be responsible for on-going monitoring and regular travel surveys to an agreed timetable.

4.5.2 In order to assess the travel habits, all colleagues will be asked to complete an annual survey. Principally these surveys will aim to establish the location of colleagues, how they currently travel to the foodstore and what other modes of transport they would consider using to travel to the site. An example questionnaire has been included in **Appendix A** to demonstrate questions that could be asked.

4.5.3 Each survey will result in an annual monitoring report which will present results and progress. Any problems will be identified and specific actions noted and carried forward to the next annual report.

4.5.4 In addition to snap shot surveys, full colleague surveys will be completed between every 2 to 3 years. These surveys will provide a more in-depth understanding of colleague travel habit, shift patterns and options that would encourage colleagues to travel by sustainable modes.

4.5.5 The timescale for Travel Plan reviews and repeat travel surveys will be included within the Final Travel Plan. However, it is anticipated that these reviews should occur annually to provide on-going information on the impact of the Plan. Monitoring should take place over a wide range of time periods to reflect the different pattern of journeys that can be generated by the development.

4.5.6 The monitoring will include items such as:

- Full colleague surveys to be completed between every 2 to 3 years, in addition to snap shot surveys which will be completed every 12 months.
- Feedback from bus operators to establish demand for local bus services.
- Monitoring of the usage of colleague cycle parking facilities.
- Car park and traffic count surveys.
- Information gathered as part of the continuous monitoring process will be made available to the local authority to assist the assessment of ongoing modal split.

4.5.7 Future strategies for further delivering plan objectives can be considered in partnership between the store and the local planning and highway authority.

4.5.8 The monitoring and assessment of the plan will include the submission of annual progress reports detailing the results of the travel surveys with regards to targets, budgets, general effectiveness and current initiatives. An annual report is to be submitted to the local authority no later than one month following the anniversary of the approval of the Travel Plan.

4.5.9 This will allow effective measures to be promoted and increased while ineffective measures can be revised and rectified. New initiatives for the coming year will also be contained within the report and submitted to officers at Barnsley Metropolitan Borough Council.

PLANS

PLAN TP1



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CLIENT:

Sainsbury's Supermarkets Ltd

DRAWING TITLE:

Site Location

PROJECT TITLE:

Proposed Sainsbury's Store, Stairfoot, Barnsley

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transport planning specialists

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 22801008 e:manchester@vectos.co.uk

DRAWN:	CHECKED:	DATE	SCALE:	DRAWING NO:	REVISION:
HS	AS	Oct 13	1:50000 at A4	VN30177-G100	.



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CLIENT:
Sainsbury's Supermarkets Ltd

DRAWING TITLE:
Site Location

PROJECT TITLE:
Proposed Sainsbury's Store, Stairfoot, Barnsley

vectos
transport planning specialists

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 22801008 e:manchester@vectos.co.uk

DRAWN:	CHECKED:	DATE	SCALE:	DRAWING NO:	REVISION:
HS	AS	Oct 13	N.T.S	VN30177-G101	.

NOTES

DO NOT SCALE FROM THIS DRAWING.
VERIFY ALL DIMENSIONS AND SETTING OUT ON SITE.
NOTIFY ANY DISCREPANCIES TO THE ARCHITECT.

N

1:500 0 10 20 30 40 50 m

This drawing is based on the following information, subject to topo survey:-
Ordnance Survey Data
B&Q Store Design drawings

Drawing to be read in conjunction with Drawing A-PL-002

PROPOSED AREAS

Gross External Areas (GEA)

Ground Floor	107,096 sq ft	(9,950 sq m)
Mezzanine Floor	11,453 sq ft	(1,064 sq m)
TOTAL GROSS EXTERNAL	118,549 sq ft	(11,014 sq m)

Net Sales Areas

Net Sales	73,790 sq ft	(6,855 sq m)
Concession 1	766 sq ft	(71 sq m)
Concession 2	630 sq ft	(59 sq m)
Concession 3	564 sq ft	(52 sq m)
TOTAL	75,750 sq ft	(7,037 sq m)
Customer Cafe (incl Kitchen)	4,176 sq ft	(388 sq m)

PROPOSED CAR PARKING

STANDARD + PARENT & CHILD SPACES	557 + 25
DISABLED SPACES	38
TOTAL PARKING	620

CYCLE PARKING

12No Sheffield cycle hoops for customers (2 no. cycles per hoop)	24

KEY

Denotes existing elements to be demolished

Existing trees to be removed

PLAN TP3

REVISION: X BY: XXX CHECKED: DATE: XX/XX/XXXX
INITIAL ISSUE

DRAFT

PLOT DATE:

Sainsbury's

CLIENT:

STORE ACQUISITION
STAIRFOOT BUSINESS PARK
BARNSLEY

PROJECT:

PROPOSED SITE PLAN

DRAWING:

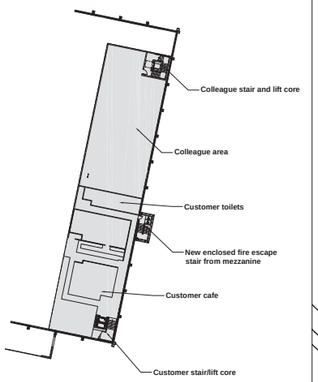
DRAWN BY:	SCALE:	DATE:
PC	1:500 @ A0	AUG 2013

Hadfield Cawkwell Davidson
17 Broomgrove Rd, Sheffield, S10 2LZ. T 0114 266 0333 F 0114 266 6146 www.hcd.co.uk
Architecture | Engineering | Interior Design | Masterplanning | Urban Design

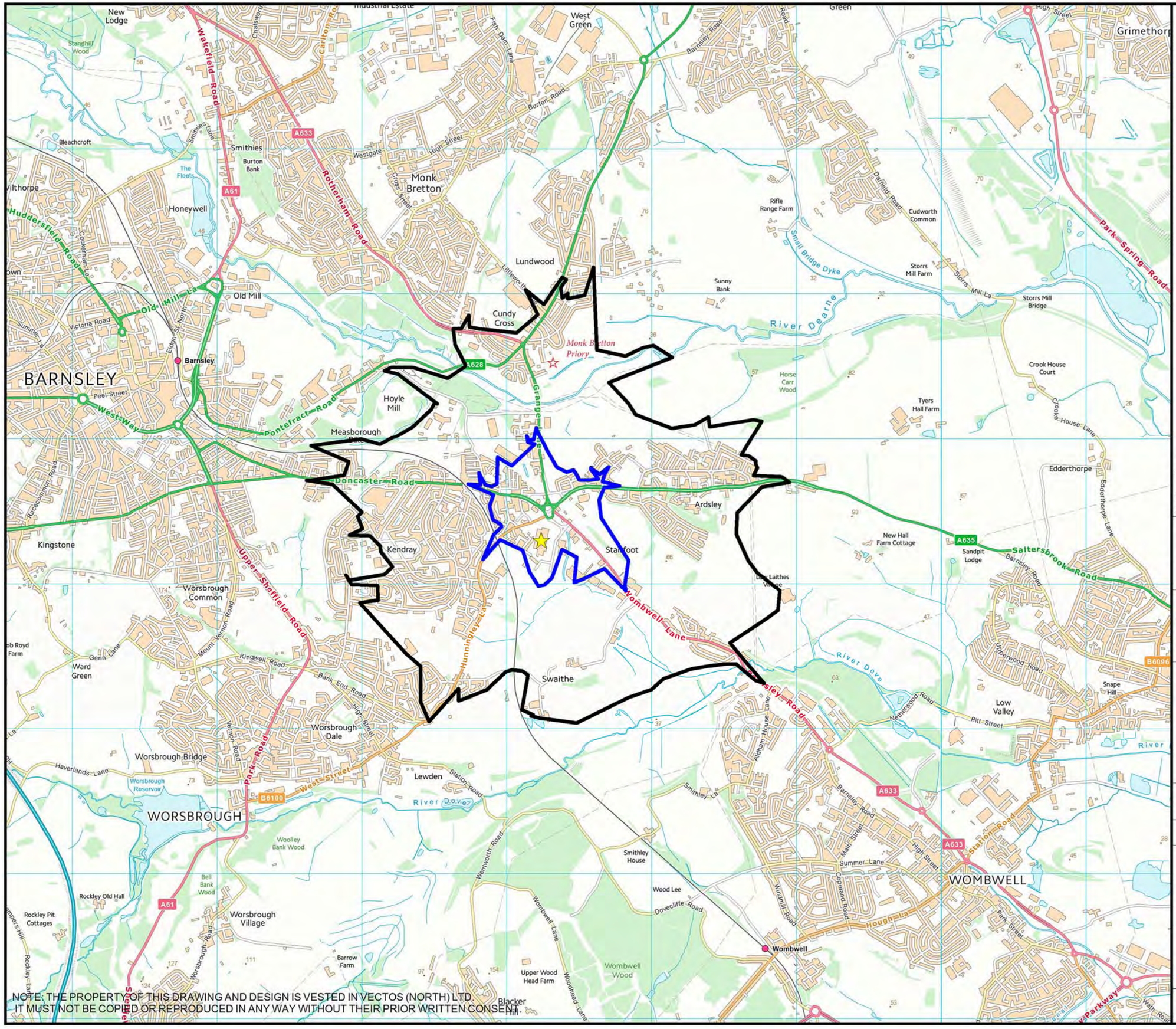
JOB NO: 2011-350 | DRAWING NO: A-PL-003 | REV: *

S:\Architecture\Live\2011-350\Drawings\Pre-Sheets\Planning\A-PL-003 Proposed Site Plan.dwg

MEZZANINE PLAN



ALLOTMENTS
ZION TERRACE
KAY'S TERRACE
HUNWINGLEY LANE
WHEATLEY ROAD
STANLEY ROAD
DONCASTER ROAD
CAR PARK
ALDI
FRANKIE & BENNY'S
BFS
SERVICE YARD
PROPOSED SAINSBURY'S STORE
CHECKOUT LINE
PSC
VACANT SITE
STAIRFOOT WAY
BLEACHCROFT WAY
STAIRFOOT BUSINESS PARK
WAREHOUSES
STAIRFOOT ROUNDABOUT
McDONALDS
CAR PARK
THE KEEL (PH)
WOMBWELL LANE
SANDYGATE LANE
Existing sprinkler tank and pumphouse to be retained
Potential Ground Source Heat Pump location subject to specialist design input
Existing 4m high screen fence retained
New plant subject to specialist input
New plant subject to specialist input
Outline of existing office/storage areas to be removed
Existing landscaped embankment retained
Outline of existing office areas (ground and mezzanine level) to be removed
New colleague stair and lift to mezzanine above
New screen fence to service yard
New plant subject to specialist input
Line of new mezzanine above
Outline of existing builder's yard fence and canopy to be removed
Existing gates to site access to be retained
Traffic directed towards perimeter of car park
New enclosed fire escape stair from mezzanine
New rainwater harvesting tank
Line of existing garden centre fence removed
Cycle parking
Concession 1
Concession 2
Shop front switch room
New ATM's
Trolley storage
Outline of existing lobby to be demolished
Existing car park layout reconfigured
Concession 3
New customer toilets
New stair and lift up to mezzanine customer cafe
Trolley storage
Outline of existing office areas (ground & mezzanine level) to be demolished
New store entrance lobby below existing canopy
Line of existing Garden Centre fence to be demolished
Existing steps and pedestrian link up to car park retained
Bus Stop
Existing perimeter landscaping to be retained
Existing pedestrian link modified
Bus Stop



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PLAN TP4

CLIENT:
Sainsbury's Supermarkets Ltd

PROJECT TITLE:
Proposed Sainsbury's Store
Stairfoot, Barnsley

DRAWING TITLE:
2km Pedestrian Catchment

SCALE:
1:25000 at A3

DRAWN:	CHECKED:	DATE:
HS	AS	Oct 13

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transport planning specialists
Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 22801008 e:manchester@vectos.co.uk

DRAWING NO: VN30177-G102

REVISION:

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Legend

Site Location

5km Catchment

PLAN TP5

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CLIENT:

Sainsbury's Supermarkets Ltd

PROJECT TITLE:

Proposed Sainsbury's Store
Stairfoot, Barnsley

DRAWING TITLE:

5km Cycle Catchment

SCALE:

1:50000 at A3

DRAWN:	CHECKED:	DATE:
HS	AS	Oct 13

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transport planning specialists

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 22801008 e:manchester@vectos.co.uk

DRAWING NO: VN30177-G103

REVISION:

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APPENDICES

APPENDIX A: EMPLOYEE SURVEY

Employment Travel Plan Questionnaire
Date _____

1 **Postcode**_____

2 **Gender**
1 [ ] Male
2 [ ] Female

3 **Age**
1 [ ] Under 25
2 [ ] 25-34
3 [ ] 35-44
4 [ ] 45-54
5 [ ] 55 or Over

4 **Is your work?**
1 [ ] Full Time
2 [ ] Part Time

5 **What are your normal start and finish times?**
Start Time _____
Finish Time _____

6 **Do you have a disability that may affect your travel arrangements?**
1 [ ] Yes
2 [ ] No

7 **How far do you travel to work?**
1 [ ] Less than 1 mile
2 [ ] Between 1 and 2 miles
3 [ ] Between 2 and 5 miles
4 [ ] Between 5 and 10 miles
5 [ ] Between 10 and 20 miles
6 [ ] Over 20 miles

8 **On your normal trip to work, which form of transport did you use? (tick all that apply)**
1 [ ] Car (as driver on my own)
2 [ ] Car (as passenger with other people as driver or passenger)
3 [ ] Bus
4 [ ] Train
5 [ ] Motorbike
6 [ ] Bicycle
7 [ ] Walk
8 [ ] Other (specify) _____

9 **How long did it take you to travel to work?**
1 [ ] 0 to 15 minutes
2 [ ] 16 to 30 minutes
3 [ ] 31 to 60 minutes
4 [ ] 61 to 90 minutes
5 [ ] More than 90 minutes

10 **If you have indicated 'Car driver' in Q8, what are the main reasons for doing so?**
1 [ ] Car essential to job
2 [ ] Dropping/collecting others offsite
3 [ ] Give a lift to others in the area
4 [ ] Health reasons
5 [ ] More convenient than alternative
6 [ ] Other (please specify)_____

11 **If you indicated car driver in Q8, would you consider car sharing?**
1 [ ] Yes regularly
2 [ ] Yes occasionally
3 [ ] No

12 **If you answered 'No' to Q11, can you explain the reasons for not car sharing?**
_____
_____
_____
_____

13 **Which of the following changes would most encourage you to use public transport for your Journey to work? If you already travel to work by public transport, which would you most like to see? Please tick the 3 most applicable.**
[ ] Interest free loans for travel tickets/passes sold at work
[ ] Flexible working patterns
[ ] More convenient bus drop off points
[ ] Pubic transport information at work site
[ ] More direct bus routes
[ ] Personalised journey plan
[ ] None
[ ] Other (specify) _____

14 **If you indicated 'Car Driver' in Q8, what other mode of transport would you consider if you could not bring your car to work? (tick all that apply)**
1 [ ] Bus
2 [ ] Train
3 [ ] Bicycle
4 [ ] Car passenger
5 [ ] Walk
6 [ ] Motorbike
7 [ ] Other (specify) _____

15 **Your views and ideas are important, so please add any other comments about your journey to work**
_____
_____
_____
_____

Thank you for your co-operation

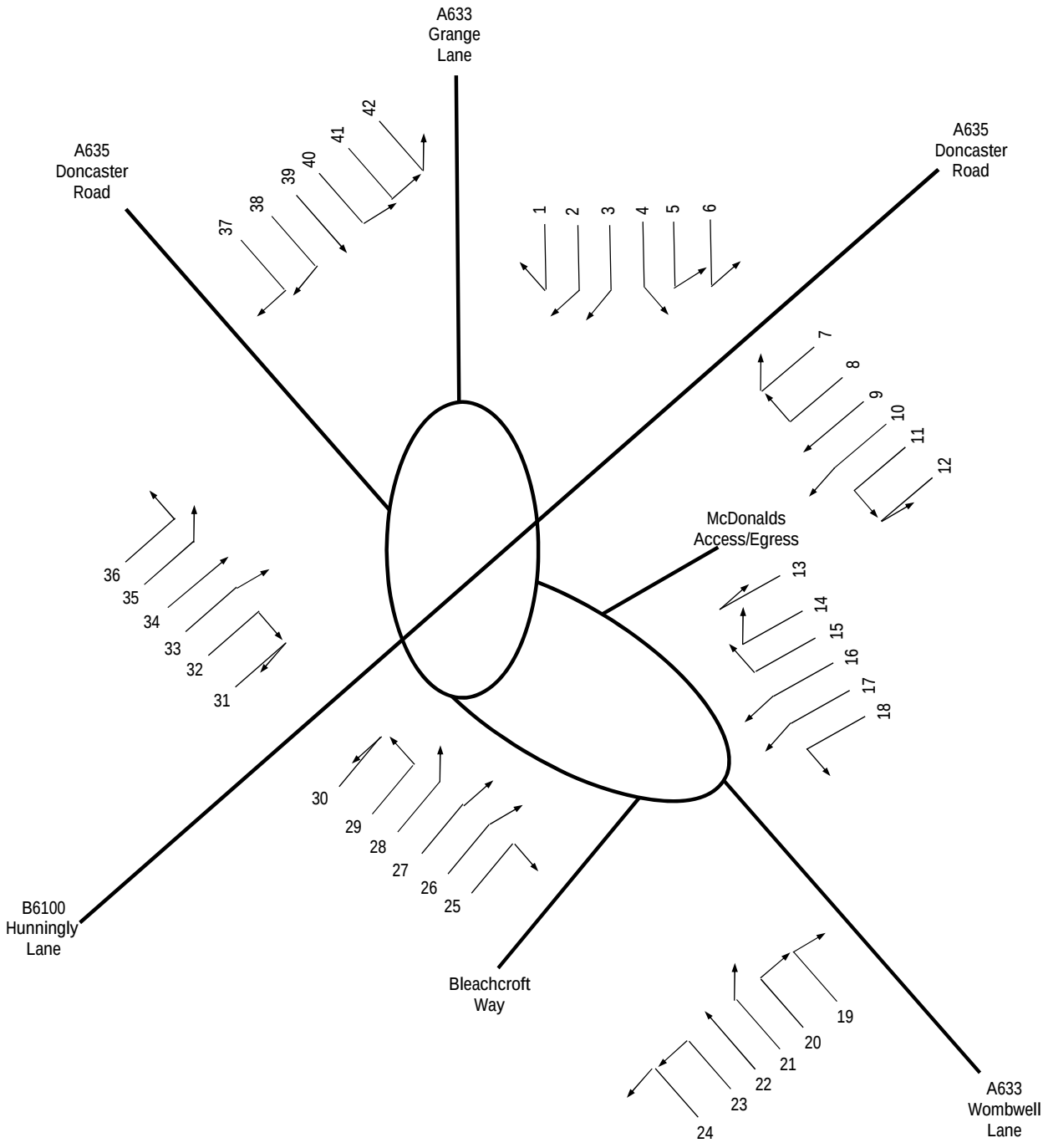
APPENDIX C

Survey Data

SURVEY CONTROL

Client:	Vectos
Client Contact:	Adam Smith
Survey Location:	Barnsley
Date(s) of Survey:	Friday 8 March 2013 Saturday 9 March 2013
Notes:	
On Site Supervisor:	David Cheng/Gary Dixon
Data Checking:	Richard Adams
Survey Reference:	2013.039 Barnsley
Status:	Final
Date of Issue:	28 May 2013

JUNCTION 1



DRAWING TITLE

TRAFFIC MOVEMENT REFERENCE

JOB TITLE

2013.039 BARNSLEY SAINSBURY

DRAWN BY	DATE	SCALE	REF
DC	MAR 2013	NTS	FIGURE 1

signal surveys

Traffic Counts and Car Park Surveys

Parkway House, Palatine Road, Northenden, Manchester, M22 4DB

Tel 0161 998 4226 Fax 0161 998 1189

Time Beginning	A635 Doncaster Road/McDonalds Access-Egress/A633 Wombwell Lane/Bleachcroft Way/B6100 Hunnin																					
	1		2		3		4		5		6		7		8		9		10		11		12	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
0745	12	3	72	5	5	0	72	7	3	1	0	3	67	1	86	8	38	0	1	0	26	0	1	0
0800	7	3	73	2	6	0	65	5	1	0	1	1	64	0	123	8	46	1	0	0	17	0	6	0
0815	6	1	49	4	6	0	56	14	3	0	0	4	82	2	125	7	32	1	1	1	18	1	2	0
0830	15	1	49	9	1	0	82	6	2	0	4	0	59	1	131	4	26	0	1	0	17	0	1	0

Time Beginning	A635 Doncaster Road/McDonalds Access-Egress/A633 Wombwell Lane/Bleachcroft Way/B6100 Hunnin																					
	1		2		3		4		5		6		7		8		9		10		11		12	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
1645	7	0	64	1	4	0	51	2	6	0	0	1	57	1	71	3	21	0	2	1	21	1	2	0
1700	10	1	84	1	2	0	78	1	6	0	0	0	59	2	53	1	22	0	3	0	18	1	5	0
1715	9	0	102	2	4	0	71	2	7	0	1	0	53	0	57	2	19	0	1	0	11	0	2	0
1730	7	0	60	1	6	0	59	0	8	0	1	0	49	1	75	3	29	0	1	0	26	0	3	0

Time Beginning	A635 Doncaster Road/McDonalds Access-Egress/A633 Wombwell Lane/Bleachcroft Way/B6100 Hunning																					
	1		2		3		4		5		6		7		8		9		10		11		12	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
1130	3	0	60	0	11	1	75	3	7	0	0	0	40	1	75	5	16	1	4	0	37	0	1	0
1145	5	0	43	1	12	0	84	0	6	0	0	0	53	1	82	7	18	0	4	0	42	0	5	0
1200	3	0	49	2	19	0	70	0	6	1	0	0	55	0	49	9	25	1	5	0	34	0	8	0
1215	5	1	36	0	15	0	81	5	8	0	0	0	56	1	74	7	16	0	1	0	39	0	8	0

Approach:	Grange Lane							Donc Rd E							McDonalds						
	1	2	3	4	5	6		7	8	9	10	11	12		13	14	15	16	17	18	
	pcu	pcu	pcu	pcu	pcu	pcu		pcu	pcu	pcu	pcu	pcu	pcu		pcu	pcu	pcu	pcu	pcu	pcu	
0745	18	82	5	86	5	6		69	102	38	1	26	1		2	0	2	1	1	1	
0800	13	77	6	75	1	3		64	139	48	0	17	6		0	1	1	1	1	4	
0815	8	57	6	84	3	8		86	139	34	3	20	2		0	1	5	3	0	2	
0830	17	67	1	94	2	4		61	139	26	1	17	1		1	1	1	2	1	2	
	56	283	18	339	11	21	728	280	519	146	5	80	10	1040	3	3	9	7	3	9	34
	1	2	3	4	5	6		7	8	9	10	11	12		13	14	15	16	17	18	
1645	7	66	4	55	6	2		59	77	21	4	23	2		2	3	1	1	4	7	
1700	12	86	2	80	6	0		63	55	22	3	20	5		4	6	2	1	1	7	
1715	9	106	4	75	7	1		53	61	19	1	11	2		3	3	4	5	0	6	
1730	7	62	6	59	8	1		51	81	29	1	26	3		1	2	3	7	1	7	
	35	320	16	269	27	4	671	226	274	91	9	80	12	692	10	14	10	14	6	27	81
	1	2	3	4	5	6		7	8	9	10	11	12		13	14	15	16	17	18	
1130	3	60	13	81	7	0		42	85	18	4	37	1		0	1	0	0	1	4	
1145	5	45	12	84	6	0		55	96	18	4	42	5		3	3	4	0	1	4	
1200	3	53	19	70	8	0		55	67	27	5	34	8		4	7	6	6	1	9	
1215	7	36	15	91	8	0		58	88	16	1	39	8		3	6	5	3	3	6	
	18	194	59	326	29	0	626	210	336	79	14	152	22	813	10	17	15	9	6	23	80

Includes buses routing through roundabout
These are removed using data from the bus count
in a separate sheet

gly Lane/A635 Doncaster Road/A633 Grange Lane - Friday 8 March 201 | A635 Doncaster Road/McD

13		14		15		16		17		18		19		20		21		22		23		24		25		26		27		28	
LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
0	1	0	0	2	0	1	0	1	0	1	0	1	0	13	0	68	12	63	7	25	0	2	1	2	0	0	0	0	0	3	0
0	0	1	0	1	0	1	0	1	0	4	0	1	0	10	0	68	11	91	6	39	1	1	1	1	0	0	0	0	1	2	1
0	0	1	0	5	0	3	0	0	0	2	0	1	0	6	0	62	11	91	7	31	3	5	0	0	0	0	0	1	0	6	0
1	0	1	0	1	0	2	0	1	0	2	0	0	0	8	0	78	10	80	6	32	2	3	0	2	0	0	0	2	0	5	0

gly Lane/A635 Doncaster Road/A633 Grange Lane - Friday 8 March 201 | A635 Doncaster Road/McD

13		14		15		16		17		18		19		20		21		22		23		24		25		26		27		28	
LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
2	0	3	0	1	0	1	0	4	0	7	0	3	0	11	0	69	4	89	3	63	0	4	0	8	0	0	0	2	0	6	0
4	0	6	0	2	0	1	0	1	0	7	0	4	0	29	0	61	5	81	1	57	1	8	0	6	0	0	0	5	0	4	0
3	0	3	0	4	0	5	0	0	0	6	0	4	0	24	0	40	0	87	4	41	0	1	0	4	0	0	0	1	0	6	0
1	0	2	0	3	0	7	0	1	0	7	0	3	0	15	0	74	2	52	1	52	0	5	0	0	0	0	0	2	0	2	0

ly Lane/A635 Doncaster Road/A633 Grange Lane - Saturday 9 March 201 | A635 Doncaster Road/McDo

13		14		15		16		17		18		19		20		21		22		23		24		25		26		27		28	
LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
0	0	1	0	0	0	0	0	1	0	4	0	3	0	17	0	50	0	88	3	69	1	7	1	2	0	1	0	5	0	11	0
3	0	3	0	4	0	0	0	1	0	4	0	3	0	14	0	63	2	86	2	60	0	7	0	7	0	1	0	4	1	7	0
4	0	7	0	4	1	6	0	1	0	9	0	5	0	21	1	32	2	83	3	59	0	8	0	6	0	1	0	3	0	10	0
3	0	4	1	5	0	3	0	3	0	6	0	5	0	16	0	46	3	83	2	70	1	4	0	10	0	0	0	3	0	11	0

Wombwell Lane							Bleachcroft Way							Hunningley Ln							Donc Rd W						
19	20	21	22	23	24		25	26	27	28	29	30		31	32	33	34	35	36		37	38	39	40	41	42	
pcu	pcu	pcu	pcu	pcu	pcu		pcu	pcu	pcu	pcu	pcu	pcu		pcu	pcu	pcu	pcu	pcu	pcu		pcu	pcu	pcu	pcu	pcu	pcu	
1	13	92	77	25	4		2	0	0	3	2	4		5	37	2	21	81	4		9	1	84	1	72	20	
1	10	90	103	41	3		1	0	2	4	5	3		0	32	0	30	93	12		5	3	72	2	77	15	
1	6	84	105	37	5		0	0	1	6	3	2		0	38	3	37	83	8		12	5	88	4	75	18	
0	8	98	92	36	3		2	0	2	5	4	7		5	29	0	49	76	12		12	2	66	3	75	16	
3	37	364	377	139	15	935	5	0	5	18	14	16	58	10	136	5	137	333	36	657	38	11	310	10	299	69	737
19	20	21	22	23	24		25	26	27	28	29	30		31	32	33	34	35	36		37	38	39	40	41	42	
3	11	77	95	63	4		8	0	2	6	2	4		1	29	2	35	64	3		17	3	94	4	97	12	
4	29	71	83	59	8		6	0	5	4	11	4		0	31	3	34	73	8		25	3	124	4	117	8	
4	24	40	95	41	1		4	0	1	6	4	2		1	30	3	50	93	9		15	2	139	4	123	16	
3	15	78	54	52	5		0	0	2	2	0	1		2	61	4	43	95	11		4	3	135	6	136	15	
14	79	266	327	215	18	919	18	0	10	18	17	11	74	4	151	12	162	325	31	685	61	11	492	18	473	51	1106
19	20	21	22	23	24		25	26	27	28	29	30		31	32	33	34	35	36		37	38	39	40	41	42	
3	17	50	94	71	9		2	1	5	11	16	12		3	40	3	29	66	19		7	10	115	2	82	11	
3	14	67	90	60	7		7	1	6	7	11	19		4	57	5	25	51	17		16	8	98	1	82	16	
5	23	36	89	59	8		6	1	3	10	15	14		5	44	5	22	53	8		6	2	97	3	83	16	
5	16	52	87	72	4		10	0	3	11	12	12		4	57	4	37	62	12		9	8	78	8	71	20	
16	70	205	360	262	28	941	25	3	17	39	54	57	195	16	198	17	113	232	56	632	38	28	388	14	318	63	849

Includes buses using bus lane / bus priority
These are removed using data from the bus count
in a separate sheet

Donalds Access-Egress/A633 Wombwell Lane/Bleachcroft Way/B6100 Hunningly Lane/A635 Doncaster Road/A633 Grange Lane - Friday 8 March 201

29		30		31		32		33		34		35		36		37		38		39		40		41		42	
LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
2	0	4	0	3	1	33	2	2	0	19	1	79	1	4	0	9	0	1	0	76	4	1	0	60	6	16	2
3	1	3	0	0	0	30	1	0	0	30	0	83	5	10	1	5	0	3	0	60	6	2	0	61	8	13	1
3	0	2	0	0	0	36	1	3	0	33	2	73	5	8	0	8	2	5	0	80	4	4	0	63	6	12	3
2	1	7	0	5	0	27	1	0	0	41	4	66	5	12	0	12	0	2	0	56	5	3	0	61	7	12	2

Donalds Access-Egress/A633 Wombwell Lane/Bleachcroft Way/B6100 Hunningly Lane/A635 Doncaster Road/A633 Grange Lane - Friday 8 March 201

29		30		31		32		33		34		35		36		37		38		39		40		41		42	
LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
2	0	4	0	1	0	29	0	2	0	33	1	52	6	3	0	13	2	3	0	84	5	4	0	89	4	10	1
11	0	4	0	0	0	31	0	3	0	34	0	65	4	8	0	23	1	3	0	108	8	4	0	111	3	8	0
4	0	2	0	1	0	28	1	3	0	48	1	83	5	9	0	15	0	2	0	129	5	4	0	121	1	16	0
0	0	1	0	2	0	59	1	4	0	41	1	89	3	11	0	4	0	3	0	133	1	6	0	128	4	15	0

Donalds Access-Egress/A633 Wombwell Lane/Bleachcroft Way/B6100 Hunningly Lane/A635 Doncaster Road/A633 Grange Lane - Saturday 9 March 201

29		30		31		32		33		34		35		36		37		38		39		40		41		42	
LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
14	1	12	0	3	0	40	0	3	0	29	0	64	1	17	1	7	0	10	0	103	6	2	0	78	2	11	0
11	0	19	0	4	0	57	0	5	0	25	0	45	3	13	2	12	2	8	0	88	5	1	0	80	1	16	0
15	0	14	0	5	0	40	2	5	0	22	0	51	1	6	1	6	0	2	0	89	4	3	0	79	2	16	0
12	0	12	0	4	0	57	0	4	0	37	0	62	0	12	0	9	0	8	0	72	3	6	1	65	3	20	0

Time Beginning	A635 Doncaster Road/McDonalds Access-Egress/A633 Wombwell Lane/Bleachcroft Way/B6100 Hunnin																					
	1		2		3		4		5		6		7		8		9		10		11		12	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
0745	12	3	72	5	5	0	72	7	3	1	0	3	67	1	86	8	38	0	1	0	26	0	1	0
0800	7	3	73	2	6	0	65	5	1	0	1	1	64	0	123	8	46	1	0	0	17	0	6	0
0815	6	1	49	4	6	0	56	14	3	0	0	4	82	2	125	7	32	1	1	1	18	1	2	0
0830	15	1	49	9	1	0	82	6	2	0	4	0	59	1	131	4	26	0	1	0	17	0	1	0

Time Beginning	A635 Doncaster Road/McDonalds Access-Egress/A633 Wombwell Lane/Bleachcroft Way/B6100 Hunnin																					
	1		2		3		4		5		6		7		8		9		10		11		12	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
1645	7	0	64	1	4	0	51	2	6	0	0	1	57	1	71	3	21	0	2	1	21	1	2	0
1700	10	1	84	1	2	0	78	1	6	0	0	0	59	2	53	1	22	0	3	0	18	1	5	0
1715	9	0	102	2	4	0	71	2	7	0	1	0	53	0	57	2	19	0	1	0	11	0	2	0
1730	7	0	60	1	6	0	59	0	8	0	1	0	49	1	75	3	29	0	1	0	26	0	3	0

Time Beginning	A635 Doncaster Road/McDonalds Access-Egress/A633 Wombwell Lane/Bleachcroft Way/B6100 Hunningl																					
	1		2		3		4		5		6		7		8		9		10		11		12	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
1130	3	0	60	0	11	1	75	3	7	0	0	0	40	1	75	5	16	1	4	0	37	0	1	0
1145	5	0	43	1	12	0	84	0	6	0	0	0	53	1	82	7	18	0	4	0	42	0	5	0
1200	3	0	49	2	19	0	70	0	6	1	0	0	55	0	49	9	25	1	5	0	34	0	8	0
1215	5	1	36	0	15	0	81	5	8	0	0	0	56	1	74	7	16	0	1	0	39	0	8	0

Approach:	Grange Lane							Donc Rd E							McDonalds						
	1	2	3	4	5	6		7	8	9	10	11	12		13	14	15	16	17	18	
	pcu	pcu	pcu	pcu	pcu	pcu		pcu	pcu	pcu	pcu	pcu	pcu		pcu	pcu	pcu	pcu	pcu	pcu	
0745	15	77	5	79	4	3		68	94	38	1	26	1		1	0	2	1	1	1	
0800	10	75	6	70	1	2		64	131	47	0	17	6		0	1	1	1	1	4	
0815	7	53	6	70	3	4		84	132	33	2	19	2		0	1	5	3	0	2	
0830	16	58	1	88	2	4		60	135	26	1	17	1		1	1	1	2	1	2	
	48	263	18	307	10	13	659	276	492	144	4	79	10	1005	2	3	9	7	3	9	33

	1	2	3	4	5	6		7	8	9	10	11	12		13	14	15	16	17	18	
1645	7	65	4	53	6	1		58	74	21	3	22	2		2	3	1	1	4	7	
1700	11	85	2	79	6	0		61	54	22	3	19	5		4	6	2	1	1	7	
1715	9	104	4	73	7	1		53	59	19	1	11	2		3	3	4	5	0	6	
1730	7	61	6	59	8	1		50	78	29	1	26	3		1	2	3	7	1	7	
	34	315	16	264	27	3	659	222	265	91	8	78	12	676	10	14	10	14	6	27	81

	1	2	3	4	5	6		7	8	9	10	11	12		13	14	15	16	17	18	
1130	3	60	12	78	7	0		41	80	17	4	37	1		0	1	0	0	1	4	
1145	5	44	12	84	6	0		54	89	18	4	42	5		3	3	4	0	1	4	
1200	3	51	19	70	7	0		55	58	26	5	34	8		4	7	5	6	1	9	
1215	6	36	15	86	8	0		57	81	16	1	39	8		3	5	5	3	3	6	
	17	191	58	318	28	0	612	207	308	77	14	152	22	780	10	16	14	9	6	23	78

Includes buses routing through roundabout
These are removed using data from the bus count
in a separate sheet

gly Lane/A635 Doncaster Road/A633 Grange Lane - Friday 8 March 201

A635 Doncaster Road/McD

13		14		15		16		17		18		19		20		21		22		23		24		25		26		27		28	
LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
0	1	0	0	2	0	1	0	1	0	1	0	1	0	13	0	68	12	63	7	25	0	2	1	2	0	0	0	0	0	3	0
0	0	1	0	1	0	1	0	1	0	4	0	1	0	10	0	68	11	91	6	39	1	1	1	1	0	0	0	0	1	2	1
0	0	1	0	5	0	3	0	0	0	2	0	1	0	6	0	62	11	91	7	31	3	5	0	0	0	0	0	1	0	6	0
1	0	1	0	1	0	2	0	1	0	2	0	0	0	8	0	78	10	80	6	32	2	3	0	2	0	0	0	2	0	5	0

gly Lane/A635 Doncaster Road/A633 Grange Lane - Friday 8 March 201

A635 Doncaster Road/McD

13		14		15		16		17		18		19		20		21		22		23		24		25		26		27		28	
LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
2	0	3	0	1	0	1	0	4	0	7	0	3	0	11	0	69	4	89	3	63	0	4	0	8	0	0	0	2	0	6	0
4	0	6	0	2	0	1	0	1	0	7	0	4	0	29	0	61	5	81	1	57	1	8	0	6	0	0	0	5	0	4	0
3	0	3	0	4	0	5	0	0	0	6	0	4	0	24	0	40	0	87	4	41	0	1	0	4	0	0	0	1	0	6	0
1	0	2	0	3	0	7	0	1	0	7	0	3	0	15	0	74	2	52	1	52	0	5	0	0	0	0	0	2	0	2	0

ly Lane/A635 Doncaster Road/A633 Grange Lane - Saturday 9 March 201

A635 Doncaster Road/McDo

13		14		15		16		17		18		19		20		21		22		23		24		25		26		27		28	
LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
0	0	1	0	0	0	0	0	1	0	4	0	3	0	17	0	50	0	88	3	69	1	7	1	2	0	1	0	5	0	11	0
3	0	3	0	4	0	0	0	1	0	4	0	3	0	14	0	63	2	86	2	60	0	7	0	7	0	1	0	4	1	7	0
4	0	7	0	4	1	6	0	1	0	9	0	5	0	21	1	32	2	83	3	59	0	8	0	6	0	1	0	3	0	10	0
3	0	4	1	5	0	3	0	3	0	6	0	5	0	16	0	46	3	83	2	70	1	4	0	10	0	0	0	3	0	11	0

Wombwell Lane							Bleachcroft Way							Hunningley Ln							Donc Rd W						
19	20	21	22	23	24		25	26	27	28	29	30		31	32	33	34	35	36		37	38	39	40	41	42	
pcu	pcu	pcu	pcu	pcu	pcu		pcu	pcu	pcu	pcu	pcu	pcu		pcu	pcu	pcu	pcu	pcu	pcu		pcu	pcu	pcu	pcu	pcu	pcu	
1	13	80	70	25	3		2	0	0	3	2	4		4	35	2	20	80	4		9	1	80	1	66	18	
1	10	79	97	40	2		1	0	1	3	4	3		0	31	0	30	88	11		5	3	66	2	69	14	
1	6	73	98	34	5		0	0	1	6	3	2		0	37	3	35	78	8		10	5	84	4	69	15	
0	8	88	86	34	3		2	0	2	5	3	7		5	28	0	45	71	12		12	2	61	3	68	14	
3	37	320	351	133	13	857	5	0	4	17	12	16	54	9	131	5	130	317	35	627	36	11	291	10	272	61	681
19	20	21	22	23	24		25	26	27	28	29	30		31	32	33	34	35	36		37	38	39	40	41	42	
3	11	73	92	63	4		8	0	2	6	2	4		1	29	2	34	58	3		15	3	89	4	93	11	
4	29	66	82	58	8		6	0	5	4	11	4		0	31	3	34	69	8		24	3	116	4	114	8	
4	24	40	91	41	1		4	0	1	6	4	2		1	29	3	49	88	9		15	2	134	4	122	16	
3	15	76	53	52	5		0	0	2	2	0	1		2	60	4	42	92	11		4	3	134	6	132	15	
14	79	255	318	214	18	898	18	0	10	18	17	11	74	4	149	12	159	307	31	662	58	11	473	18	461	50	1071
19	20	21	22	23	24		25	26	27	28	29	30		31	32	33	34	35	36		37	38	39	40	41	42	
3	17	50	91	70	8		2	1	5	11	15	12		3	40	3	29	65	18		7	10	109	2	80	11	
3	14	65	88	60	7		7	1	5	7	11	19		4	57	5	25	48	15		14	8	93	1	81	16	
5	22	34	86	59	8		6	1	3	10	15	14		5	42	5	22	52	7		6	2	93	3	81	16	
5	16	49	85	71	4		10	0	3	11	12	12		4	57	4	37	62	12		9	8	75	7	68	20	
16	69	198	350	260	27	920	25	3	16	39	53	57	193	16	196	17	113	227	52	621	36	28	370	13	310	63	820

Includes buses using bus lane / bus priority
These are removed using data from the bus count
in a separate sheet

Donalds Access-Egress/A633 Wombwell Lane/Bleachcroft Way/B6100 Hunningly Lane/A635 Doncaster Road/A633 Grange Lane - Friday 8 March 201

29		30		31		32		33		34		35		36		37		38		39		40		41		42	
LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
2	0	4	0	3	1	33	2	2	0	19	1	79	1	4	0	9	0	1	0	76	4	1	0	60	6	16	2
3	1	3	0	0	0	30	1	0	0	30	0	83	5	10	1	5	0	3	0	60	6	2	0	61	8	13	1
3	0	2	0	0	0	36	1	3	0	33	2	73	5	8	0	8	2	5	0	80	4	4	0	63	6	12	3
2	1	7	0	5	0	27	1	0	0	41	4	66	5	12	0	12	0	2	0	56	5	3	0	61	7	12	2

Donalds Access-Egress/A633 Wombwell Lane/Bleachcroft Way/B6100 Hunningly Lane/A635 Doncaster Road/A633 Grange Lane - Friday 8 March 201

29		30		31		32		33		34		35		36		37		38		39		40		41		42	
LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
2	0	4	0	1	0	29	0	2	0	33	1	52	6	3	0	13	2	3	0	84	5	4	0	89	4	10	1
11	0	4	0	0	0	31	0	3	0	34	0	65	4	8	0	23	1	3	0	108	8	4	0	111	3	8	0
4	0	2	0	1	0	28	1	3	0	48	1	83	5	9	0	15	0	2	0	129	5	4	0	121	1	16	0
0	0	1	0	2	0	59	1	4	0	41	1	89	3	11	0	4	0	3	0	133	1	6	0	128	4	15	0

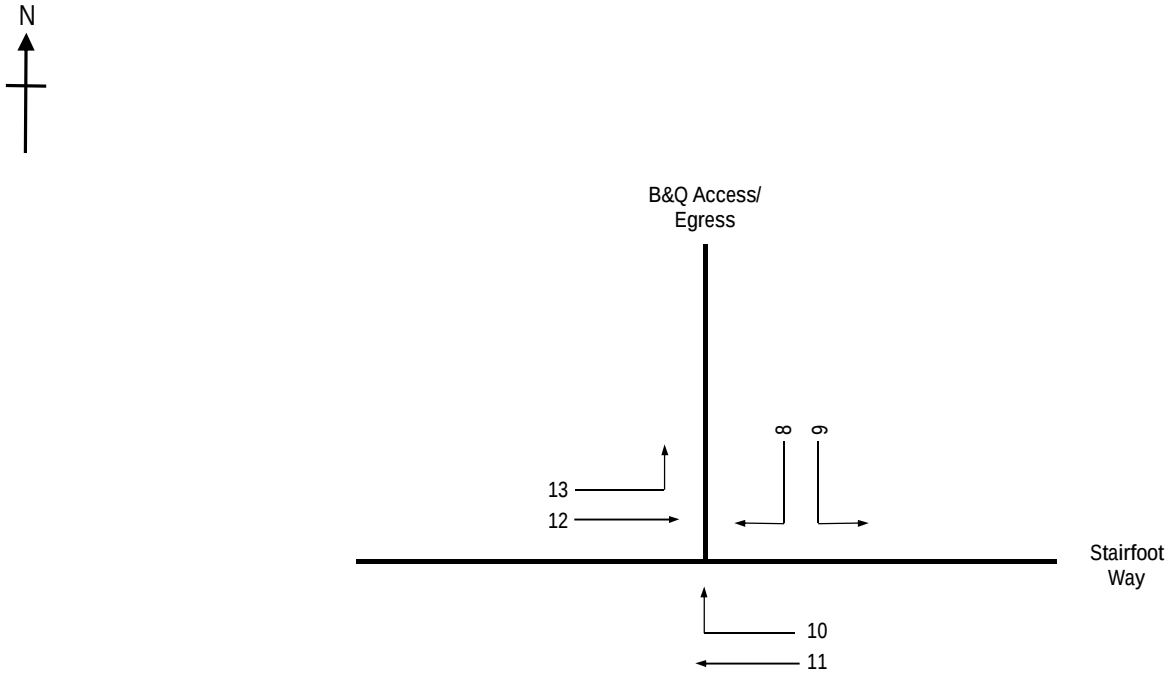
onalds Access-Egress/A633 Wombwell Lane/Bleachcroft Way/B6100 Hunningly Lane/A635 Doncaster Road/A633 Grange Lane - Saturday 9 March 201

29		30		31		32		33		34		35		36		37		38		39		40		41		42	
LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
14	1	12	0	3	0	40	0	3	0	29	0	64	1	17	1	7	0	10	0	103	6	2	0	78	2	11	0
11	0	19	0	4	0	57	0	5	0	25	0	45	3	13	2	12	2	8	0	88	5	1	0	80	1	16	0
15	0	14	0	5	0	40	2	5	0	22	0	51	1	6	1	6	0	2	0	89	4	3	0	79	2	16	0
12	0	12	0	4	0	57	0	4	0	37	0	62	0	12	0	9	0	8	0	72	3	6	1	65	3	20	0

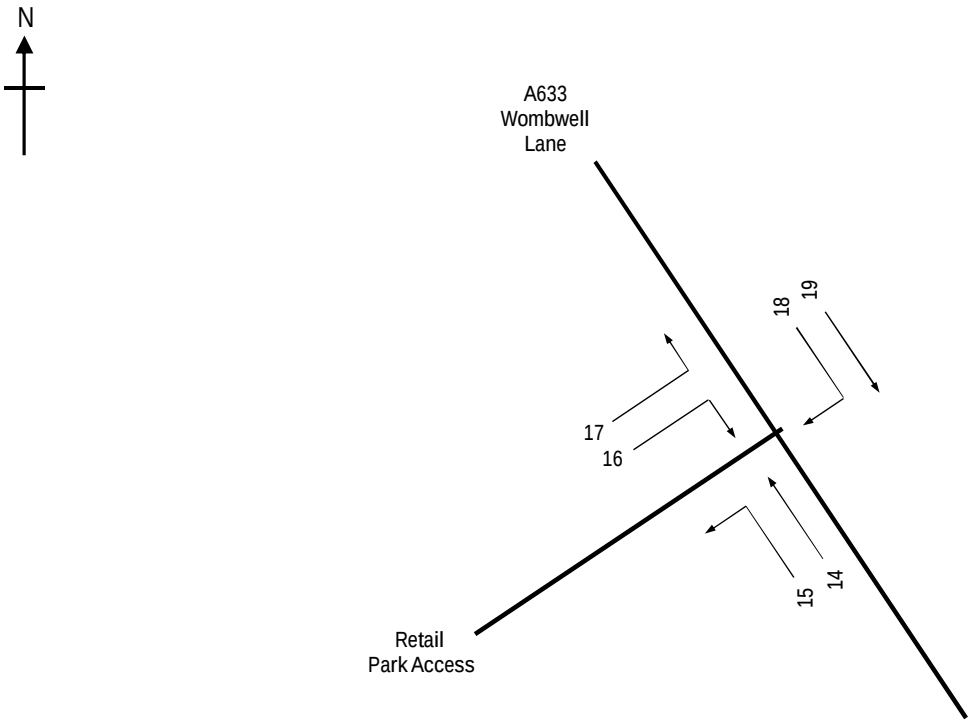
SURVEY CONTROL

Client:	Vectos
Client Contact:	Adam Smith
Survey Location:	Barnsley
Date(s) of Survey:	Friday 8 March 2013 Saturday 9 March 2013
Notes:	
On Site Supervisor:	David Cheng/Gary Dixon
Data Checking:	David Cheng
Survey Reference:	2013.039 Barnsley Sainsbury ONS 2
Status:	Final
Date of Issue:	4 April 2013

JUNCTION 2



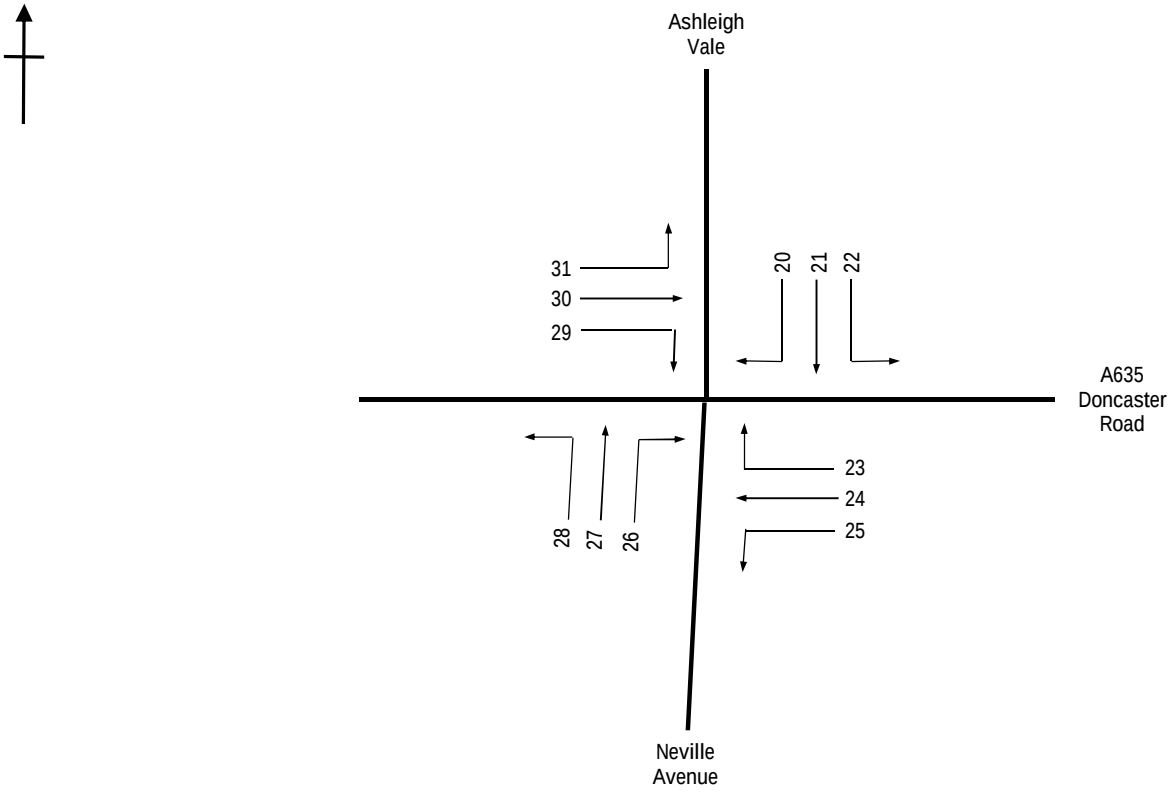
JUNCTION 3



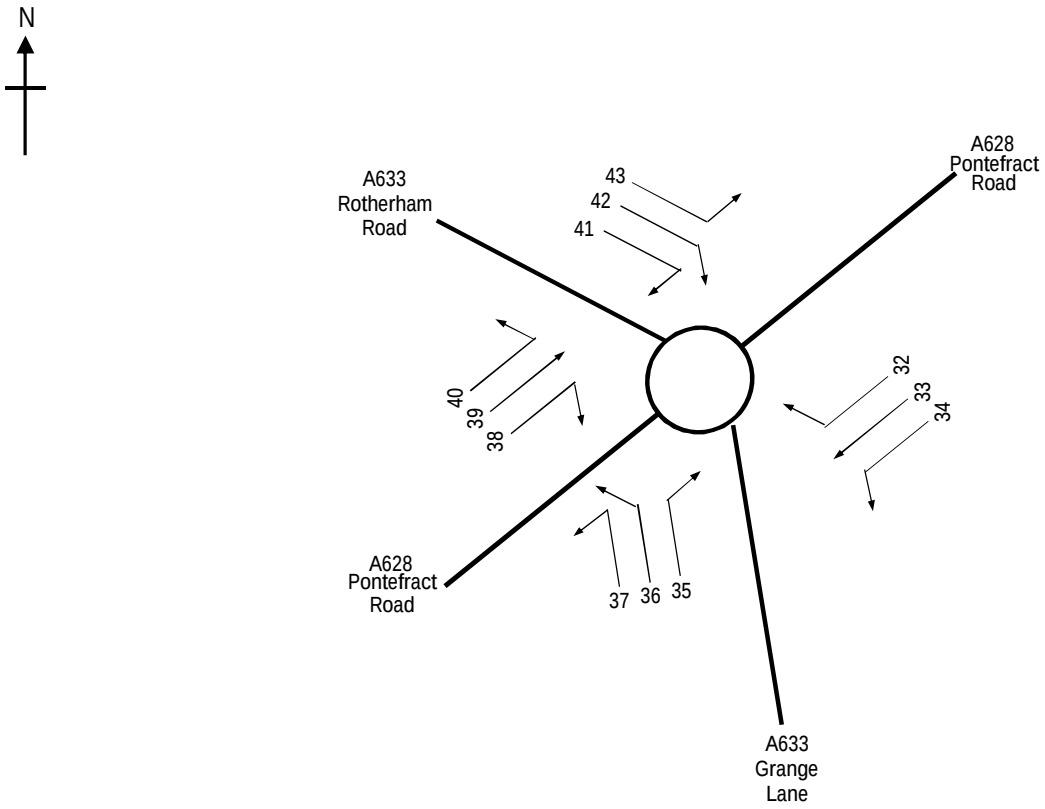
DRAWING TITLE: TRAFFIC MOVEMENT REFERENCE			
JOB TITLE: 2013.039 BARNSLEY SAINSBURY			
DRAWN BY: DC	DATE: MAR 2013	SCALE: NTS	REF: FIGURE 2

signal surveys
Traffic Counts and Car Park Surveys
Parkway House, Palatine Road, Northenden, Manchester, M22 4DB
Tel 0161 998 4226 Fax 0161 998 1189

JUNCTION 4



JUNCTION 5



DRAWING TITLE: TRAFFIC MOVEMENT REFERENCE			
JOB TITLE: 2013.039 BARNSLEY SAINSBURY			
DRAWN BY: DC	DATE: MAR 2013	SCALE: NTS	REF: FIGURE 3

signal surveys
Traffic Counts and Car Park Surveys
Parkway House, Palatine Road, Northenden, Manchester, M22 4DB
Tel 0161 998 4226 Fax 0161 998 1189

Time Beginning	Stairfoot Way/B&Q Access-Egress - Friday 8 March 2013											
	8		9		10		11		12		13	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
0700	0	0	5	0	4	0	1	1	1	1	0	0
0715	0	0	2	0	6	0	3	0	2	1	0	0
0730	0	0	6	0	7	0	2	1	0	1	0	0
0745	0	0	7	0	7	0	2	0	2	1	0	0
0800	0	0	4	0	7	0	4	0	6	1	0	0
0815	0	0	10	0	13	0	2	0	0	0	0	0
0830	0	0	11	0	8	0	2	0	3	0	0	0
0845	1	0	7	0	6	1	1	0	1	0	1	0
0900	0	0	4	0	12	0	3	1	4	0	0	0
0915	0	0	11	1	13	1	2	0	1	2	0	0
0930	1	0	13	0	16	0	3	0	1	0	0	0
0945	0	0	19	2	16	1	3	1	5	0	1	0

Time Beginning	Stairfoot Way/B&Q Access-Egress - Friday 8 March 2013											
	8		9		10		11		12		13	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
1530	0	0	21	1	17	1	6	0	5	0	0	0
1545	0	0	13	1	11	0	2	1	2	0	0	0
1600	1	0	17	0	21	0	1	0	3	1	0	0
1615	0	0	17	0	20	0	2	0	0	1	0	0
1630	0	0	25	0	18	0	4	0	2	0	0	0
1645	1	0	14	0	9	0	4	1	4	0	0	0
1700	0	0	17	0	17	0	0	0	7	0	0	0
1715	0	0	14	0	7	0	2	0	4	0	0	0
1730	0	0	3	0	16	0	4	0	2	0	0	0
1745	0	0	14	0	14	0	2	0	4	0	0	0
1800	0	0	21	0	14	0	0	0	3	0	0	0
1815	0	0	9	0	10	0	0	0	0	0	0	0
1830	0	0	9	0	14	0	0	0	0	0	0	0
1845	0	0	15	0	11	0	0	0	0	0	0	0

Time Beginning	Stairfoot Way/B&Q Access-Egress - Saturday 9 March 2013											
	8		9		10		11		12		13	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
1100	1	0	29	0	23	0	4	0	0	0	1	0
1115	0	0	20	0	42	0	3	0	2	0	0	0
1130	3	0	42	0	40	1	3	2	6	1	1	0
1145	0	0	38	1	30	0	5	0	2	0	0	0
1200	0	0	39	0	38	0	5	0	7	0	0	0
1215	0	0	35	0	32	0	2	0	1	0	0	0
1230	0	0	19	0	30	0	3	0	4	0	0	0
1245	0	0	39	0	33	0	6	0	7	0	1	0
1300	1	0	34	0	25	0	0	0	1	0	1	0
1315	0	0	30	0	32	0	1	0	1	0	0	0
1330	0	0	31	0	25	0	2	0	1	0	0	0
1345	0	0	32	0	30	0	1	0	1	0	1	0
1400	0	0	27	0	33	1	2	0	1	0	0	0
1415	1	0	27	1	32	1	2	0	3	0	1	0
1430	0	0	37	0	28	0	2	0	2	0	0	0
1445	0	0	29	0	45	0	2	0	1	0	0	0

Time Beginning	A633 Wombwell Lane/Retail Park Access - Friday 8 March 2013											
	14		15		16		17		18		19	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
0700	80	10	20	1	26	0	38	0	36	0	84	7
0715	110	7	16	0	14	2	29	0	23	1	126	12
0730	137	10	17	1	12	0	32	2	49	1	140	9
0745	146	13	16	1	14	0	39	1	49	0	163	11
0800	173	15	18	0	18	1	29	0	37	0	140	11
0815	190	7	20	1	18	1	29	0	49	0	143	15
0830	147	12	30	1	19	1	41	0	40	0	116	16
0845	133	12	42	1	28	0	39	0	64	0	105	7
0900	109	10	33	0	25	0	54	1	88	0	116	10
0915	109	11	37	0	25	0	70	0	89	1	97	7
0930	93	18	28	1	22	1	78	0	107	0	124	15
0945	106	10	35	2	42	0	63	0	85	0	106	17

Time Beginning	A633 Wombwell Lane/Retail Park Access - Friday 8 March 2013											
	14		15		16		17		18		19	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
1530	119	9	23	0	39	0	90	0	71	1	107	4
1545	129	10	21	0	48	0	110	1	106	0	133	5
1600	144	6	33	0	44	0	83	0	93	1	116	7
1615	125	5	21	0	42	0	102	0	78	0	124	12
1630	142	8	23	0	35	0	91	2	83	0	132	6
1645	123	6	40	1	36	0	100	1	90	0	114	8
1700	140	4	45	0	38	0	95	0	83	0	156	8
1715	112	5	46	0	41	0	84	0	110	0	159	5
1730	118	3	34	0	46	0	96	0	118	0	142	3
1745	108	3	42	0	49	0	120	0	104	0	113	6
1800	142	6	30	0	49	0	100	0	101	0	119	3
1815	112	4	35	1	49	0	129	1	93	0	112	4
1830	116	5	40	0	27	0	94	0	77	0	113	3
1845	104	4	22	0	49	0	109	0	77	3	85	2

Time Beginning	A633 Wombwell Lane/Retail Park Access - Saturday 9 March 2013											
	14		15		16		17		18		19	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
1100	111	3	52	0	61	0	128	0	155	0	134	0
1115	120	7	45	1	53	0	126	0	151	0	148	4
1130	103	4	43	0	60	0	135	1	145	1	128	7
1145	103	4	19	0	57	0	145	0	147	0	158	6
1200	108	2	20	0	50	0	106	1	134	1	131	4
1215	102	6	23	0	52	0	115	0	132	0	112	7
1230	121	4	33	0	39	0	106	0	132	1	137	0
1245	116	2	37	0	57	0	119	0	127	0	135	4
1300	103	3	16	1	53	0	112	0	140	0	119	5
1315	117	5	34	0	48	0	90	0	102	0	126	4
1330	112	7	29	0	46	0	88	0	122	1	121	1
1345	103	1	11	0	53	0	119	0	136	1	114	4
1400	113	5	28	0	70	0	107	0	124	0	139	1
1415	109	3	37	0	61	0	129	0	127	0	114	7
1430	110	6	23	0	57	1	139	0	131	2	132	5
1445	93	4	30	0	55	0	143	0	144	0	133	5

Time Beginning	A635 Doncaster Road/Ashleigh Vale/Neville Avenue - Friday 8 March 2013																							
	20		21		22		23		24		25		26		27		28		29		30		31	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
0700	1	2	1	0	1	0	2	0	110	8	3	0	8	0	0	0	10	1	7	1	93	12	1	0
0715	2	0	2	0	2	0	0	0	131	6	6	0	15	0	0	0	6	2	1	2	129	10	0	0
0730	2	0	1	0	2	0	0	0	162	7	13	0	9	1	0	0	9	2	5	1	150	10	0	0
0745	2	0	2	0	2	0	0	0	149	10	13	0	10	0	1	0	5	1	5	2	144	17	1	0
0800	3	0	3	0	2	0	0	0	179	12	6	2	8	0	1	0	10	1	6	3	145	12	0	0
0815	0	0	2	0	4	0	1	0	191	10	5	1	13	1	1	0	16	2	3	2	129	12	1	0
0830	5	0	3	0	2	0	1	0	215	7	13	0	14	0	0	0	15	2	10	1	121	11	3	0
0845	2	0	1	0	2	0	1	0	188	9	8	0	15	0	0	0	16	1	8	1	132	12	0	0
0900	5	0	0	0	1	0	3	0	171	14	3	1	10	0	0	0	9	1	13	3	116	15	0	0
0915	2	0	1	0	1	0	1	0	140	12	11	0	10	1	1	0	8	3	9	2	139	16	0	0
0930	1	0	1	0	1	0	1	0	158	9	3	1	7	0	0	0	10	2	14	3	139	16	1	0
0945	1	0	3	0	0	0	0	0	152	12	8	0	5	0	2	0	12	3	12	1	127	13	2	0

Time Beginning	A635 Doncaster Road/Ashleigh Vale/Neville Avenue - Friday 8 March 2013																							
	20		21		22		23		24		25		26		27		28		29		30		31	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
1530	1	0	3	0	0	0	3	0	159	9	26	1	21	2	3	0	17	2	15	2	181	10	1	0
1545	0	0	1	0	0	0	8	0	130	11	11	0	29	0	2	0	14	1	15	1	182	17	0	0
1600	2	0	1	0	3	0	1	0	161	7	12	0	40	0	0	0	11	3	15	1	190	10	1	0
1615	0	0	0	0	3	0	2	0	143	6	13	0	26	1	1	0	14	2	15	1	130	10	2	0
1630	1	0	2	0	2	0	3	0	142	10	13	0	37	1	0	0	14	0	12	2	187	9	1	0
1645	2	0	0	0	3	0	2	0	146	6	10	0	31	1	0	0	13	3	9	3	161	8	6	0
1700	4	0	0	0	0	0	1	0	153	3	9	0	29	0	1	0	13	2	14	2	175	8	3	0
1715	2	0	1	0	0	0	1	0	161	9	11	1	39	2	2	0	16	1	7	3	225	6	1	0
1730	2	0	2	0	0	0	5	0	120	2	10	0	19	0	2	0	11	2	10	2	208	6	4	0
1745	2	0	1	0	2	0	3	0	135	12	13	0	11	0	1	0	15	2	17	1	170	3	1	0
1800	2	0	1	0	0	0	1	0	133	7	9	0	5	0	1	0	10	1	19	1	155	5	3	0
1815	0	0	0	0	4	0	0	0	157	7	13	0	5	0	1	0	10	1	12	0	143	3	2	0
1830	4	0	2	0	3	0	3	0	150	6	12	0	11	0	1	0	17	1	12	2	120	3	4	0
1845	1	0	0	0	0	0	4	0	172	5	12	0	20	0	0	0	19	2	7	1	111	6	1	0

Time Beginning	A635 Doncaster Road/Ashleigh Vale/Neville Avenue - Saturday 9 March 2013																							
	20		21		22		23		24		25		26		27		28		29		30		31	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
1100	2	0	1	0	2	0	0	0	141	4	12	0	15	0	0	0	18	1	10	3	141	6	5	0
1115	1	0	1	0	0	0	0	0	177	9	12	0	7	0	1	0	15	2	11	2	176	5	0	0
1130	2	0	0	0	2	0	3	0	173	7	15	0	11	0	2	0	16	2	11	1	180	6	0	0
1145	4	0	0	0	0	0	0	0	169	3	9	0	15	0	2	0	10	1	14	1	165	6	1	0
1200	0	0	0	0	2	0	1	0	179	6	16	0	11	0	7	0	15	2	16	2	165	6	1	0
1215	0	0	2	0	5	0	4	0	183	5	10	0	10	0	1	0	12	2	8	1	168	5	2	0
1230	1	0	1	0	0	0	4	0	162	6	13	2	8	0	1	0	20	0	17	2	162	6	0	0
1245	1	0	3	0	1	0	1	0	143	5	15	0	16	0	3	0	17	4	12	1	150	10	4	0
1300	4	0	1	0	1	0	1	0	160	4	16	0	12	0	0	0	13	0	19	1	196	7	2	0
1315	1	0	0	0	0	0	1	0	176	6	10	0	15	0	1	0	21	1	9	3	186	1	2	0
1330	1	0	1	0	0	0	1	0	169	7	15	0	19	0	4	0	13	1	11	2	141	6	0	0
1345	1	0	1	0	2	0	1	0	162	4	16	0	10	0	1	0	19	2	13	1	123	2	0	0
1400	2	0	0	0	4	0	1	0	176	8	20	0	7	0	1	0	18	2	6	1	160	11	2	0
1415	0	0	1	0	1	0	0	0	139	7	16	0	10	0	0	0	7	1	9	2	138	5	1	0
1430	2	0	0	0	2	0	2	0	170	6	7	0	9	0	1	0	17	2	6	2	135	7	2	0
1445	0	0	1	0	0	0	2	0	139	7	20	0	9	0	2	0	16	1	21	1	198	5	0	0

Time Beginning	A628 Pontefract Road/A633 Grange Lane/A633 Rotherham Road - Friday 8 March 2013																							
	32		33		34		35		36		37		38		39		40		41		42		43	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
0700	6	1	41	4	61	5	47	5	79	4	9	0	9	0	22	4	0	0	2	0	83	3	4	0
0715	9	0	49	3	80	9	59	6	73	4	6	2	12	0	36	2	5	0	5	0	119	8	6	2
0730	10	0	75	2	98	8	89	4	71	5	13	2	4	5	53	4	3	0	6	0	133	5	4	0
0745	10	1	108	5	98	11	128	6	108	4	26	3	3	1	38	3	4	1	6	0	131	3	10	3
0800	4	0	92	5	92	9	86	5	78	3	41	1	7	0	55	6	4	0	24	0	116	14	13	2
0815	10	0	132	5	81	4	89	2	74	6	39	1	10	1	60	5	5	0	35	1	101	11	16	0
0830	2	2	134	4	76	3	98	4	87	4	55	0	8	0	39	6	6	2	36	0	104	5	14	3
0845	14	1	116	4	71	6	103	5	58	0	34	3	10	4	46	3	9	1	43	0	96	6	31	0
0900	5	1	107	8	83	9	85	6	65	2	34	2	6	0	47	4	10	1	40	0	119	5	27	0
0915	11	2	112	7	89	3	94	8	65	5	18	1	14	2	47	6	7	0	25	1	82	7	18	1
0930	12	0	91	6	70	8	70	11	67	2	14	0	11	5	31	6	10	0	33	1	115	5	15	1
0945	13	1	67	4	48	3	77	7	58	6	21	4	17	2	62	4	6	1	13	0	79	11	16	0

Time Beginning	A628 Pontefract Road/A633 Grange Lane/A633 Rotherham Road - Friday 8 March 2013																							
	32		33		34		35		36		37		38		39		40		41		42		43	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
1530	5	0	62	8	107	6	97	6	99	5	8	0	21	1	84	5	15	0	12	0	77	1	19	0
1545	13	0	95	0	94	3	91	5	108	0	18	1	18	0	74	10	22	0	17	0	79	3	16	0
1600	14	0	93	9	128	3	134	6	114	4	16	1	18	1	89	4	13	0	7	0	82	3	17	2
1615	8	2	75	7	90	1	113	6	125	4	16	0	21	0	98	0	19	1	7	1	69	1	13	0
1630	15	0	88	2	139	3	93	3	110	2	16	0	28	1	112	5	16	0	6	0	72	6	17	0
1645	15	0	62	2	105	1	124	3	109	7	9	0	34	0	101	4	9	0	7	0	75	2	16	0
1700	18	1	65	2	118	0	140	7	124	2	10	2	16	0	76	1	20	0	4	0	84	0	26	0
1715	16	1	73	4	111	3	143	8	113	1	6	1	27	0	89	3	19	0	7	0	75	0	19	2
1730	9	0	56	3	106	0	136	5	131	0	6	0	23	0	82	6	16	0	4	0	87	2	27	0
1745	16	0	59	3	100	2	101	2	119	0	8	0	18	0	108	4	12	0	8	0	82	2	21	0
1800	21	1	57	3	99	0	129	1	118	2	8	0	17	0	68	3	13	0	2	0	92	2	24	0
1815	15	0	57	3	83	2	110	1	97	1	8	1	9	0	61	3	11	0	10	0	103	0	29	0
1830	21	0	53	2	79	1	102	2	95	0	10	0	11	0	51	3	15	0	8	0	98	0	21	0
1845	10	0	56	0	97	0	63	2	72	1	3	0	12	0	36	1	3	0	3	0	83	0	18	0

Time Beginning	A628 Pontefract Road/A633 Grange Lane/A633 Rotherham Road - Saturday 9 March 2013																							
	32		33		34		35		36		37		38		39		40		41		42		43	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
1100	9	0	109	6	85	3	76	2	87	1	17	0	17	0	66	2	19	0	24	0	127	0	17	2
1115	15	0	106	2	97	1	96	2	101	3	16	0	26	0	82	6	14	0	22	0	95	1	23	1
1130	15	0	101	2	106	1	96	2	83	0	18	1	20	0	83	2	14	0	25	0	102	3	19	0
1145	15	0	105	5	88	3	92	5	89	1	18	0	25	0	74	3	22	0	17	0	84	0	17	0
1200	8	2	125	5	96	3	80	2	87	3	20	0	18	0	90	1	15	0	17	0	110	0	28	1
1215	7	0	120	3	99	3	98	0	73	2	19	1	21	0	94	4	19	0	21	0	88	4	13	0
1230	12	0	89	4	85	4	83	2	110	4	17	0	26	0	88	4	15	0	18	0	96	1	18	0
1245	13	0	96	3	74	2	101	1	96	4	13	1	24	0	90	3	18	0	18	0	99	1	14	0
1300	11	1	80	3	86	2	88	0	99	0	19	0	23	0	80	4	22	0	23	0	95	2	23	1
1315	14	0	105	4	107	3	86	6	92	2	21	0	24	0	93	5	12	0	20	0	99	1	17	0
1330	14	1	104	3	84	2	85	3	92	3	26	0	25	0	86	2	19	0	23	0	77	1	17	0
1345	14	0	111	2	76	1	101	0	100	1	22	0	33	0	82	4	11	0	14	0	88	1	20	0
1400	11	1	95	5	96	1	90	1	91	0	24	0	33	1	110	2	17	0	21	0	77	1	14	1
1415	7	0	82	4	81	3	112	2	86	3	21	0	27	0	91	5	12	0	14	0	89	2	18	0
1430	8	0	76	3	78	0	106	2	97	1	14	1	23	0	88	2	19	0	15	0	72	1	25	0
1445	7	0	72	3	75	1	104	1	80	1	15	0	23	0	90	3	12	0	14	0	73	1	19	0

APPENDIX D

DIY Superstore TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : D - DIY SUPERSTORE - WITH GARDEN CENTRE
VEHICLES

Selected regions and areas:
06 WEST MIDLANDS
WM WEST MIDLANDS 1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 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: 12000 to 12000 (units: sqm)
Range Selected by User: 4000 to 15000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 18/09/10

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:
Friday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual count 1 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 undertaking using machines.

Selected Locations:
Suburban Area (PPS6 Out of Centre) 1

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:
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.

Filtering Stage 3 selection:

Use Class:
A1 1 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®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	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	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	1 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	1 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Not Known	1 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.

LIST OF SITES relevant to selection parameters

1 WM-01-D-02 B&Q WAREHOUSE WEST MIDLANDS
HEARTLANDS SPINE RD
BROMFORD
BIRMINGHAM
Suburban Area (PPS6 Out of Centre)
Commercial Zone
Total Gross floor area: 12000 sqm
Survey date: FRIDAY 25/01/02 Survey Type: MANUAL

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
CA-01-D-01	Too many buses
KC-01-D-01	Too many buses
KC-01-D-02	Site too small
NT-01-D-01	Too many buses
WM-01-D-01	Too many buses

TRIP RATE for Land Use 01 - RETAIL/D - DIY SUPERSTORE - WITH GARDEN CENTRE
VEHICLES
Calculation factor: 100 sqm
Estimated TRIP rate value per 9936 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	12000	0.100	9.936	1	12000	0.025	2.484	1	12000	0.125	12.420
07:00 - 08:00	1	12000	0.575	57.132	1	12000	0.275	27.324	1	12000	0.850	84.456
08:00 - 09:00	1	12000	0.992	98.532	1	12000	0.592	58.788	1	12000	1.584	157.320
09:00 - 10:00	1	12000	1.408	139.932	1	12000	1.125	111.780	1	12000	2.533	251.712
10:00 - 11:00	1	12000	1.767	175.536	1	12000	1.683	167.256	1	12000	3.450	342.792
11:00 - 12:00	1	12000	1.733	172.224	1	12000	1.667	165.600	1	12000	3.400	337.824
12:00 - 13:00	1	12000	1.800	178.848	1	12000	1.742	173.052	1	12000	3.542	351.900
13:00 - 14:00	1	12000	1.717	170.568	1	12000	1.733	172.224	1	12000	3.450	342.792
14:00 - 15:00	1	12000	1.533	152.352	1	12000	1.550	154.008	1	12000	3.083	306.360
15:00 - 16:00	1	12000	1.633	162.288	1	12000	1.708	169.740	1	12000	3.341	332.028
16:00 - 17:00	1	12000	1.483	147.384	1	12000	1.508	149.868	1	12000	2.991	297.252
17:00 - 18:00	1	12000	1.367	135.792	1	12000	1.525	151.524	1	12000	2.892	287.316
18:00 - 19:00	1	12000	1.500	149.040	1	12000	1.575	156.492	1	12000	3.075	305.532
19:00 - 20:00	1	12000	1.208	120.060	1	12000	1.633	162.288	1	12000	2.841	282.348
20:00 - 21:00	1	12000	0.483	48.024	1	12000	0.958	95.220	1	12000	1.441	143.244
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			19.299	1917.648			19.299	1917.648			38.598	3835.296

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.

Parameter summary

Trip rate parameter range selected:	12000 - 12000 (units: sqm)
Survey date date range:	01/01/00 - 18/09/10
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	5

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 CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : D - DIY SUPERSTORE - WITH GARDEN CENTRE
VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	NF	NORFOLK	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 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: 12000 to 15000 (units: sqm)
Range Selected by User: 4000 to 15000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 18/09/10

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:

Saturday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	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:

Commercial Zone	1
Residential Zone	1
No Sub Category	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.

Filtering Stage 3 selection:

Use Class:

A1	3 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®.

Population within 1 mile:

1,001 to 5,000	1 days
15,001 to 20,000	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	2 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	1 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	3 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Not Known	1 days
No	2 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.

LIST OF SITES relevant to selection parameters

1 GM-01-D-03 B&Q GREATER MANCHESTER
GEORGES ROAD
HEATON ROAD
STOCKPORT
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 15000 sqm
Survey date: SATURDAY 21/11/09 Survey Type: MANUAL

2 NF-01-D-02 B&Q WAREHOUSE NORFOLK
BOUNDARY ROAD
HELLESDON
NORWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 13775 sqm
Survey date: SATURDAY 17/09/05 Survey Type: MANUAL

3 WM-01-D-02 B&Q WAREHOUSE WEST MIDLANDS
HEARTLANDS SPINE RD
BROMFORD
BIRMINGHAM
Suburban Area (PPS6 Out of Centre)
Commercial Zone
Total Gross floor area: 12000 sqm
Survey date: SATURDAY 26/01/02 Survey Type: MANUAL

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
BR-01-D-01	too small
GA-01-D-01	too small
GC-01-D-03	too small
HF-01-D-01	too small
KC-01-D-01	too small
KC-01-D-02	too small
NT-01-D-01	too small
WA-01-D-01	too small
WM-01-D-01	too small

TRIP RATE for Land Use 01 - RETAIL/D - DIY SUPERSTORE - WITH GARDEN CENTRE
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	12000	0.092	1	12000	0.025	1	12000	0.117
07:00 - 08:00	3	13592	0.368	3	13592	0.221	3	13592	0.589
08:00 - 09:00	3	13592	0.942	3	13592	0.613	3	13592	1.555
09:00 - 10:00	3	13592	1.763	3	13592	1.285	3	13592	3.048
10:00 - 11:00	3	13592	2.720	3	13592	2.121	3	13592	4.841
11:00 - 12:00	3	13592	3.122	3	13592	2.838	3	13592	5.960
12:00 - 13:00	3	13592	3.137	3	13592	3.193	3	13592	6.330
13:00 - 14:00	3	13592	3.321	3	13592	3.250	3	13592	6.571
14:00 - 15:00	3	13592	3.483	3	13592	3.149	3	13592	6.632
15:00 - 16:00	3	13592	3.105	3	13592	3.377	3	13592	6.482
16:00 - 17:00	3	13592	2.502	3	13592	3.115	3	13592	5.617
17:00 - 18:00	3	13592	1.727	3	13592	2.269	3	13592	3.996
18:00 - 19:00	3	13592	1.162	3	13592	1.452	3	13592	2.614
19:00 - 20:00	3	13592	0.495	3	13592	0.888	3	13592	1.383
20:00 - 21:00	2	12888	0.078	2	12888	0.310	2	12888	0.388
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			28.017			28.106			56.123

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.

Parameter summary

Trip rate parameter range selected:	12000 - 15000 (units: sqm)
Survey date date range:	01/01/00 - 18/09/10
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	0
Surveys manually removed from selection:	9

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 01 - RETAIL/D - DIY SUPERSTORE - WITH GARDEN CENTRE
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	12000	0.000	1	12000	0.000	1	12000	0.000
07:00 - 08:00	3	13592	0.000	3	13592	0.000	3	13592	0.000
08:00 - 09:00	3	13592	0.002	3	13592	0.002	3	13592	0.004
09:00 - 10:00	3	13592	0.017	3	13592	0.010	3	13592	0.027
10:00 - 11:00	3	13592	0.007	3	13592	0.007	3	13592	0.014
11:00 - 12:00	3	13592	0.020	3	13592	0.010	3	13592	0.030
12:00 - 13:00	3	13592	0.012	3	13592	0.010	3	13592	0.022
13:00 - 14:00	3	13592	0.010	3	13592	0.017	3	13592	0.027
14:00 - 15:00	3	13592	0.007	3	13592	0.012	3	13592	0.019
15:00 - 16:00	3	13592	0.015	3	13592	0.015	3	13592	0.030
16:00 - 17:00	3	13592	0.010	3	13592	0.015	3	13592	0.025
17:00 - 18:00	3	13592	0.007	3	13592	0.005	3	13592	0.012
18:00 - 19:00	3	13592	0.007	3	13592	0.010	3	13592	0.017
19:00 - 20:00	3	13592	0.000	3	13592	0.002	3	13592	0.002
20:00 - 21:00	2	12888	0.000	2	12888	0.000	2	12888	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.114			0.115			0.229

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.

Parameter summary

Trip rate parameter range selected:	12000 - 15000 (units: sqm)
Survey date date range:	01/01/00 - 18/09/10
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	0
Surveys manually removed from selection:	9

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 01 - RETAIL/D - DIY SUPERSTORE - WITH GARDEN CENTRE
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	12000	0.000	1	12000	0.000	1	12000	0.000
07:00 - 08:00	3	13592	0.000	3	13592	0.000	3	13592	0.000
08:00 - 09:00	3	13592	0.000	3	13592	0.000	3	13592	0.000
09:00 - 10:00	3	13592	0.000	3	13592	0.000	3	13592	0.000
10:00 - 11:00	3	13592	0.000	3	13592	0.000	3	13592	0.000
11:00 - 12:00	3	13592	0.000	3	13592	0.000	3	13592	0.000
12:00 - 13:00	3	13592	0.000	3	13592	0.000	3	13592	0.000
13:00 - 14:00	3	13592	0.000	3	13592	0.000	3	13592	0.000
14:00 - 15:00	3	13592	0.000	3	13592	0.000	3	13592	0.000
15:00 - 16:00	3	13592	0.000	3	13592	0.000	3	13592	0.000
16:00 - 17:00	3	13592	0.000	3	13592	0.000	3	13592	0.000
17:00 - 18:00	3	13592	0.000	3	13592	0.000	3	13592	0.000
18:00 - 19:00	3	13592	0.000	3	13592	0.000	3	13592	0.000
19:00 - 20:00	3	13592	0.000	3	13592	0.000	3	13592	0.000
20:00 - 21:00	2	12888	0.000	2	12888	0.000	2	12888	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

Parameter summary

Trip rate parameter range selected:	12000 - 15000 (units: sqm)
Survey date date range:	01/01/00 - 18/09/10
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	0
Surveys manually removed from selection:	9

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 01 - RETAIL/D - DIY SUPERSTORE - WITH GARDEN CENTRE
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	12000	0.000	1	12000	0.000	1	12000	0.000
07:00 - 08:00	3	13592	0.000	3	13592	0.000	3	13592	0.000
08:00 - 09:00	3	13592	0.005	3	13592	0.000	3	13592	0.005
09:00 - 10:00	3	13592	0.005	3	13592	0.000	3	13592	0.005
10:00 - 11:00	3	13592	0.002	3	13592	0.005	3	13592	0.007
11:00 - 12:00	3	13592	0.017	3	13592	0.010	3	13592	0.027
12:00 - 13:00	3	13592	0.005	3	13592	0.007	3	13592	0.012
13:00 - 14:00	3	13592	0.002	3	13592	0.005	3	13592	0.007
14:00 - 15:00	3	13592	0.002	3	13592	0.000	3	13592	0.002
15:00 - 16:00	3	13592	0.010	3	13592	0.005	3	13592	0.015
16:00 - 17:00	3	13592	0.007	3	13592	0.010	3	13592	0.017
17:00 - 18:00	3	13592	0.000	3	13592	0.000	3	13592	0.000
18:00 - 19:00	3	13592	0.000	3	13592	0.007	3	13592	0.007
19:00 - 20:00	3	13592	0.000	3	13592	0.002	3	13592	0.002
20:00 - 21:00	2	12888	0.000	2	12888	0.008	2	12888	0.008
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.055			0.059			0.114

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.

Parameter summary

Trip rate parameter range selected:	12000 - 15000 (units: sqm)
Survey date date range:	01/01/00 - 18/09/10
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	0
Surveys manually removed from selection:	9

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.

APPENDIX E

Foodstore TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : A - FOOD SUPERSTORE
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	WN	WINDSOR & MAIDENHEAD	1 days
03	SOUTH WEST		
	SM	SOMERSET	1 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 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: 6065 to 10725 (units: sqm)
Range Selected by User: 6000 to 12642 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 24/11/12

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:

Friday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1

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:

Residential Zone	2
Built-Up 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.

Filtering Stage 3 selection:

Use Class:

A1	3 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®.

Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000	2 days
100,001 to 125,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	1 days
1.6 to 2.0	1 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.

Petrol filling station:

PFS is present at the site and is included in the count	0 days
PFS is present at the site but is excluded from the count	0 days
There is no PFS at the site	3 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Not Known	1 days
No	2 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.

LIST OF SITES relevant to selection parameters

1 SM-01-A-01 ASDA SOMERSET
CREECHBARRROW ROAD

TAUNTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 10725 sqm
Survey date: FRIDAY 13/07/12 Survey Type: MANUAL

2 ST-01-A-01 ASDA STAFFORDSHIRE
QUEENSWAY

STAFFORD
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Gross floor area: 7897 sqm
Survey date: FRIDAY 14/07/00 Survey Type: MANUAL

3 WN-01-A-01 SAINSBURYS WINDSOR & MAIDENHEAD
LAKE END ROAD
LENT RISE
SLOUGH
Edge of Town
Residential Zone
Total Gross floor area: 6065 sqm
Survey date: FRIDAY 07/10/11 Survey Type: MANUAL

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 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	6065	1.022	1	6065	0.313	1	6065	1.335
07:00 - 08:00	3	8229	1.568	3	8229	0.968	3	8229	2.536
08:00 - 09:00	3	8229	2.439	3	8229	1.636	3	8229	4.075
09:00 - 10:00	3	8229	4.184	3	8229	2.653	3	8229	6.837
10:00 - 11:00	3	8229	4.124	3	8229	3.690	3	8229	7.814
11:00 - 12:00	3	8229	4.379	3	8229	4.334	3	8229	8.713
12:00 - 13:00	3	8229	4.573	3	8229	4.581	3	8229	9.154
13:00 - 14:00	3	8229	4.594	3	8229	4.626	3	8229	9.220
14:00 - 15:00	3	8229	4.379	3	8229	4.861	3	8229	9.240
15:00 - 16:00	3	8229	4.229	3	8229	4.192	3	8229	8.421
16:00 - 17:00	3	8229	4.253	3	8229	4.164	3	8229	8.417
17:00 - 18:00	3	8229	4.517	3	8229	5.071	3	8229	9.588
18:00 - 19:00	3	8229	4.711	3	8229	4.999	3	8229	9.710
19:00 - 20:00	3	8229	3.390	3	8229	4.026	3	8229	7.416
20:00 - 21:00	3	8229	2.114	3	8229	2.912	3	8229	5.026
21:00 - 22:00	3	8229	1.547	3	8229	2.119	3	8229	3.666
22:00 - 23:00	2	6981	0.215	2	6981	0.616	2	6981	0.831
23:00 - 24:00									
Total Rates:			56.238			55.761			111.999

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.

Parameter summary

Trip rate parameter range selected:	6065 - 10725 (units: sqm)
Survey date date range:	01/01/00 - 24/11/12
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	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 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	6065	0.033	1	6065	0.000	1	6065	0.033
07:00 - 08:00	3	8229	0.028	3	8229	0.028	3	8229	0.056
08:00 - 09:00	3	8229	0.016	3	8229	0.016	3	8229	0.032
09:00 - 10:00	3	8229	0.008	3	8229	0.012	3	8229	0.020
10:00 - 11:00	3	8229	0.020	3	8229	0.012	3	8229	0.032
11:00 - 12:00	3	8229	0.004	3	8229	0.016	3	8229	0.020
12:00 - 13:00	3	8229	0.024	3	8229	0.016	3	8229	0.040
13:00 - 14:00	3	8229	0.012	3	8229	0.016	3	8229	0.028
14:00 - 15:00	3	8229	0.016	3	8229	0.016	3	8229	0.032
15:00 - 16:00	3	8229	0.004	3	8229	0.004	3	8229	0.008
16:00 - 17:00	3	8229	0.020	3	8229	0.012	3	8229	0.032
17:00 - 18:00	3	8229	0.000	3	8229	0.012	3	8229	0.012
18:00 - 19:00	3	8229	0.004	3	8229	0.004	3	8229	0.008
19:00 - 20:00	3	8229	0.004	3	8229	0.000	3	8229	0.004
20:00 - 21:00	3	8229	0.004	3	8229	0.004	3	8229	0.008
21:00 - 22:00	3	8229	0.004	3	8229	0.000	3	8229	0.004
22:00 - 23:00	2	6981	0.000	2	6981	0.007	2	6981	0.007
23:00 - 24:00									
Total Rates:			0.201			0.175			0.376

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.

Parameter summary

Trip rate parameter range selected:	6065 - 10725 (units: sqm)
Survey date date range:	01/01/00 - 24/11/12
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	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 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	6065	0.000	1	6065	0.000	1	6065	0.000
07:00 - 08:00	3	8229	0.000	3	8229	0.000	3	8229	0.000
08:00 - 09:00	3	8229	0.004	3	8229	0.004	3	8229	0.008
09:00 - 10:00	3	8229	0.004	3	8229	0.004	3	8229	0.008
10:00 - 11:00	3	8229	0.004	3	8229	0.000	3	8229	0.004
11:00 - 12:00	3	8229	0.000	3	8229	0.004	3	8229	0.004
12:00 - 13:00	3	8229	0.016	3	8229	0.004	3	8229	0.020
13:00 - 14:00	3	8229	0.024	3	8229	0.012	3	8229	0.036
14:00 - 15:00	3	8229	0.004	3	8229	0.024	3	8229	0.028
15:00 - 16:00	3	8229	0.004	3	8229	0.000	3	8229	0.004
16:00 - 17:00	3	8229	0.004	3	8229	0.008	3	8229	0.012
17:00 - 18:00	3	8229	0.000	3	8229	0.004	3	8229	0.004
18:00 - 19:00	3	8229	0.000	3	8229	0.000	3	8229	0.000
19:00 - 20:00	3	8229	0.004	3	8229	0.004	3	8229	0.008
20:00 - 21:00	3	8229	0.008	3	8229	0.000	3	8229	0.008
21:00 - 22:00	3	8229	0.000	3	8229	0.008	3	8229	0.008
22:00 - 23:00	2	6981	0.000	2	6981	0.000	2	6981	0.000
23:00 - 24:00									
Total Rates:			0.076			0.076			0.152

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.

Parameter summary

Trip rate parameter range selected:	6065 - 10725 (units: sqm)
Survey date date range:	01/01/00 - 24/11/12
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	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 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL 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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	6065	0.000	1	6065	0.000	1	6065	0.000
07:00 - 08:00	3	8229	0.049	3	8229	0.049	3	8229	0.098
08:00 - 09:00	3	8229	0.077	3	8229	0.069	3	8229	0.146
09:00 - 10:00	3	8229	0.061	3	8229	0.057	3	8229	0.118
10:00 - 11:00	3	8229	0.041	3	8229	0.041	3	8229	0.082
11:00 - 12:00	3	8229	0.041	3	8229	0.028	3	8229	0.069
12:00 - 13:00	3	8229	0.041	3	8229	0.049	3	8229	0.090
13:00 - 14:00	3	8229	0.045	3	8229	0.053	3	8229	0.098
14:00 - 15:00	3	8229	0.065	3	8229	0.053	3	8229	0.118
15:00 - 16:00	3	8229	0.073	3	8229	0.097	3	8229	0.170
16:00 - 17:00	3	8229	0.089	3	8229	0.101	3	8229	0.190
17:00 - 18:00	3	8229	0.057	3	8229	0.049	3	8229	0.106
18:00 - 19:00	3	8229	0.122	3	8229	0.130	3	8229	0.252
19:00 - 20:00	3	8229	0.081	3	8229	0.085	3	8229	0.166
20:00 - 21:00	3	8229	0.053	3	8229	0.045	3	8229	0.098
21:00 - 22:00	3	8229	0.045	3	8229	0.061	3	8229	0.106
22:00 - 23:00	2	6981	0.007	2	6981	0.014	2	6981	0.021
23:00 - 24:00									
Total Rates:			0.947			0.981			1.928

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.

Parameter summary

Trip rate parameter range selected:	6065 - 10725 (units: sqm)
Survey date date range:	01/01/00 - 24/11/12
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	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 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	6065	1.121	1	6065	0.346	1	6065	1.467
07:00 - 08:00	3	8229	1.884	3	8229	1.086	3	8229	2.970
08:00 - 09:00	3	8229	3.038	3	8229	1.900	3	8229	4.938
09:00 - 10:00	3	8229	5.420	3	8229	3.451	3	8229	8.871
10:00 - 11:00	3	8229	6.153	3	8229	5.076	3	8229	11.229
11:00 - 12:00	3	8229	6.586	3	8229	6.497	3	8229	13.083
12:00 - 13:00	3	8229	6.607	3	8229	6.643	3	8229	13.250
13:00 - 14:00	3	8229	6.894	3	8229	6.906	3	8229	13.800
14:00 - 15:00	3	8229	6.469	3	8229	7.125	3	8229	13.594
15:00 - 16:00	3	8229	6.501	3	8229	6.335	3	8229	12.836
16:00 - 17:00	3	8229	6.732	3	8229	6.437	3	8229	13.169
17:00 - 18:00	3	8229	7.141	3	8229	7.842	3	8229	14.983
18:00 - 19:00	3	8229	7.299	3	8229	7.741	3	8229	15.040
19:00 - 20:00	3	8229	5.639	3	8229	6.655	3	8229	12.294
20:00 - 21:00	3	8229	3.508	3	8229	4.909	3	8229	8.417
21:00 - 22:00	3	8229	2.232	3	8229	3.467	3	8229	5.699
22:00 - 23:00	2	6981	0.294	2	6981	0.852	2	6981	1.146
23:00 - 24:00									
Total Rates:			83.518			83.268			166.786

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.

Parameter summary

Trip rate parameter range selected:	6065 - 10725 (units: sqm)
Survey date date range:	01/01/00 - 24/11/12
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	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 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	6065	0.033	1	6065	0.033	1	6065	0.066
07:00 - 08:00	3	8229	0.146	3	8229	0.093	3	8229	0.239
08:00 - 09:00	3	8229	0.433	3	8229	0.352	3	8229	0.785
09:00 - 10:00	3	8229	0.628	3	8229	0.620	3	8229	1.248
10:00 - 11:00	3	8229	0.879	3	8229	0.636	3	8229	1.515
11:00 - 12:00	3	8229	0.915	3	8229	0.757	3	8229	1.672
12:00 - 13:00	3	8229	0.915	3	8229	0.814	3	8229	1.729
13:00 - 14:00	3	8229	1.017	3	8229	1.029	3	8229	2.046
14:00 - 15:00	3	8229	0.814	3	8229	0.802	3	8229	1.616
15:00 - 16:00	3	8229	0.757	3	8229	0.709	3	8229	1.466
16:00 - 17:00	3	8229	1.057	3	8229	0.814	3	8229	1.871
17:00 - 18:00	3	8229	0.782	3	8229	0.648	3	8229	1.430
18:00 - 19:00	3	8229	0.656	3	8229	0.729	3	8229	1.385
19:00 - 20:00	3	8229	0.442	3	8229	0.543	3	8229	0.985
20:00 - 21:00	3	8229	0.300	3	8229	0.296	3	8229	0.596
21:00 - 22:00	3	8229	0.219	3	8229	0.251	3	8229	0.470
22:00 - 23:00	2	6981	0.036	2	6981	0.143	2	6981	0.179
23:00 - 24:00									
Total Rates:			10.029			9.269			19.298

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.

Parameter summary

Trip rate parameter range selected:	6065 - 10725 (units: sqm)
Survey date date range:	01/01/00 - 24/11/12
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	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 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	6065	0.033	1	6065	0.000	1	6065	0.033
07:00 - 08:00	3	8229	0.024	3	8229	0.032	3	8229	0.056
08:00 - 09:00	3	8229	0.004	3	8229	0.004	3	8229	0.008
09:00 - 10:00	3	8229	0.012	3	8229	0.008	3	8229	0.020
10:00 - 11:00	3	8229	0.012	3	8229	0.016	3	8229	0.028
11:00 - 12:00	3	8229	0.012	3	8229	0.012	3	8229	0.024
12:00 - 13:00	3	8229	0.012	3	8229	0.008	3	8229	0.020
13:00 - 14:00	3	8229	0.008	3	8229	0.016	3	8229	0.024
14:00 - 15:00	3	8229	0.012	3	8229	0.000	3	8229	0.012
15:00 - 16:00	3	8229	0.000	3	8229	0.000	3	8229	0.000
16:00 - 17:00	3	8229	0.004	3	8229	0.008	3	8229	0.012
17:00 - 18:00	3	8229	0.000	3	8229	0.000	3	8229	0.000
18:00 - 19:00	3	8229	0.008	3	8229	0.012	3	8229	0.020
19:00 - 20:00	3	8229	0.000	3	8229	0.000	3	8229	0.000
20:00 - 21:00	3	8229	0.000	3	8229	0.000	3	8229	0.000
21:00 - 22:00	3	8229	0.000	3	8229	0.000	3	8229	0.000
22:00 - 23:00	2	6981	0.000	2	6981	0.000	2	6981	0.000
23:00 - 24:00									
Total Rates:			0.141			0.116			0.257

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.

Parameter summary

Trip rate parameter range selected:	6065 - 10725 (units: sqm)
Survey date date range:	01/01/00 - 24/11/12
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	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 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL TRAIN PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	6065	0.000	1	6065	0.000	1	6065	0.000
07:00 - 08:00	3	8229	0.000	3	8229	0.000	3	8229	0.000
08:00 - 09:00	3	8229	0.000	3	8229	0.000	3	8229	0.000
09:00 - 10:00	3	8229	0.000	3	8229	0.000	3	8229	0.000
10:00 - 11:00	3	8229	0.000	3	8229	0.000	3	8229	0.000
11:00 - 12:00	3	8229	0.000	3	8229	0.000	3	8229	0.000
12:00 - 13:00	3	8229	0.000	3	8229	0.000	3	8229	0.000
13:00 - 14:00	3	8229	0.000	3	8229	0.000	3	8229	0.000
14:00 - 15:00	3	8229	0.000	3	8229	0.000	3	8229	0.000
15:00 - 16:00	3	8229	0.000	3	8229	0.000	3	8229	0.000
16:00 - 17:00	3	8229	0.000	3	8229	0.000	3	8229	0.000
17:00 - 18:00	3	8229	0.000	3	8229	0.000	3	8229	0.000
18:00 - 19:00	3	8229	0.000	3	8229	0.000	3	8229	0.000
19:00 - 20:00	3	8229	0.000	3	8229	0.000	3	8229	0.000
20:00 - 21:00	3	8229	0.000	3	8229	0.000	3	8229	0.000
21:00 - 22:00	3	8229	0.000	3	8229	0.000	3	8229	0.000
22:00 - 23:00	2	6981	0.000	2	6981	0.000	2	6981	0.000
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

Parameter summary

Trip rate parameter range selected:	6065 - 10725 (units: sqm)
Survey date date range:	01/01/00 - 24/11/12
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	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 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL COACH PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	6065	0.000	1	6065	0.000	1	6065	0.000
07:00 - 08:00	3	8229	0.000	3	8229	0.000	3	8229	0.000
08:00 - 09:00	3	8229	0.004	3	8229	0.012	3	8229	0.016
09:00 - 10:00	3	8229	0.008	3	8229	0.004	3	8229	0.012
10:00 - 11:00	3	8229	0.004	3	8229	0.000	3	8229	0.004
11:00 - 12:00	3	8229	0.000	3	8229	0.012	3	8229	0.012
12:00 - 13:00	3	8229	0.032	3	8229	0.020	3	8229	0.052
13:00 - 14:00	3	8229	0.073	3	8229	0.016	3	8229	0.089
14:00 - 15:00	3	8229	0.024	3	8229	0.081	3	8229	0.105
15:00 - 16:00	3	8229	0.041	3	8229	0.000	3	8229	0.041
16:00 - 17:00	3	8229	0.041	3	8229	0.049	3	8229	0.090
17:00 - 18:00	3	8229	0.000	3	8229	0.032	3	8229	0.032
18:00 - 19:00	3	8229	0.000	3	8229	0.000	3	8229	0.000
19:00 - 20:00	3	8229	0.016	3	8229	0.016	3	8229	0.032
20:00 - 21:00	3	8229	0.162	3	8229	0.000	3	8229	0.162
21:00 - 22:00	3	8229	0.000	3	8229	0.162	3	8229	0.162
22:00 - 23:00	2	6981	0.000	2	6981	0.000	2	6981	0.000
23:00 - 24:00									
Total Rates:			0.405			0.404			0.809

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.

Parameter summary

Trip rate parameter range selected:	6065 - 10725 (units: sqm)
Survey date date range:	01/01/00 - 24/11/12
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	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 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	6065	0.033	1	6065	0.000	1	6065	0.033
07:00 - 08:00	3	8229	0.024	3	8229	0.032	3	8229	0.056
08:00 - 09:00	3	8229	0.008	3	8229	0.016	3	8229	0.024
09:00 - 10:00	3	8229	0.020	3	8229	0.012	3	8229	0.032
10:00 - 11:00	3	8229	0.016	3	8229	0.016	3	8229	0.032
11:00 - 12:00	3	8229	0.012	3	8229	0.024	3	8229	0.036
12:00 - 13:00	3	8229	0.045	3	8229	0.028	3	8229	0.073
13:00 - 14:00	3	8229	0.081	3	8229	0.032	3	8229	0.113
14:00 - 15:00	3	8229	0.036	3	8229	0.081	3	8229	0.117
15:00 - 16:00	3	8229	0.041	3	8229	0.000	3	8229	0.041
16:00 - 17:00	3	8229	0.045	3	8229	0.057	3	8229	0.102
17:00 - 18:00	3	8229	0.000	3	8229	0.032	3	8229	0.032
18:00 - 19:00	3	8229	0.008	3	8229	0.012	3	8229	0.020
19:00 - 20:00	3	8229	0.016	3	8229	0.016	3	8229	0.032
20:00 - 21:00	3	8229	0.162	3	8229	0.000	3	8229	0.162
21:00 - 22:00	3	8229	0.000	3	8229	0.162	3	8229	0.162
22:00 - 23:00	2	6981	0.000	2	6981	0.000	2	6981	0.000
23:00 - 24:00									
Total Rates:			0.547			0.520			1.067

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.

Parameter summary

Trip rate parameter range selected:	6065 - 10725 (units: sqm)
Survey date date range:	01/01/00 - 24/11/12
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	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 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	6065	1.187	1	6065	0.379	1	6065	1.566
07:00 - 08:00	3	8229	2.102	3	8229	1.260	3	8229	3.362
08:00 - 09:00	3	8229	3.557	3	8229	2.337	3	8229	5.894
09:00 - 10:00	3	8229	6.129	3	8229	4.140	3	8229	10.269
10:00 - 11:00	3	8229	7.089	3	8229	5.768	3	8229	12.857
11:00 - 12:00	3	8229	7.555	3	8229	7.307	3	8229	14.862
12:00 - 13:00	3	8229	7.607	3	8229	7.534	3	8229	15.141
13:00 - 14:00	3	8229	8.037	3	8229	8.020	3	8229	16.057
14:00 - 15:00	3	8229	7.384	3	8229	8.061	3	8229	15.445
15:00 - 16:00	3	8229	7.372	3	8229	7.141	3	8229	14.513
16:00 - 17:00	3	8229	7.923	3	8229	7.409	3	8229	15.332
17:00 - 18:00	3	8229	7.980	3	8229	8.571	3	8229	16.551
18:00 - 19:00	3	8229	8.085	3	8229	8.612	3	8229	16.697
19:00 - 20:00	3	8229	6.177	3	8229	7.299	3	8229	13.476
20:00 - 21:00	3	8229	4.022	3	8229	5.250	3	8229	9.272
21:00 - 22:00	3	8229	2.495	3	8229	3.941	3	8229	6.436
22:00 - 23:00	2	6981	0.337	2	6981	1.010	2	6981	1.347
23:00 - 24:00									
Total Rates:			95.038			94.039			189.077

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.

Parameter summary

Trip rate parameter range selected:	6065 - 10725 (units: sqm)
Survey date date range:	01/01/00 - 24/11/12
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	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 CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : A - FOOD SUPERSTORE
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	WN	WINDSOR & MAIDENHEAD	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 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:	5810 to 6920 (units: sqm)
Range Selected by User:	5000 to 12642 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 24/11/12

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:

Saturday	4 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	1

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:

Residential Zone	1
Retail Zone	1
Built-Up Zone	1
No Sub Category	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.

Filtering Stage 3 selection:

Use Class:

A1	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®.

Population within 1 mile:

5,001 to 10,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

100,001 to 125,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	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	1 days
1.6 to 2.0	1 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.

Petrol filling station:

PFS is present at the site and is included in the count	0 days
PFS is present at the site but is excluded from the count	0 days
There is no PFS at the site	4 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Yes	1 days
No	3 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.

LIST OF SITES relevant to selection parameters

1 ES-01-A-15 SAINSBURYS EAST SUSSEX
LEWES ROAD

BRIGHTON
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 5900 sqm
Survey date: SATURDAY 24/11/07 Survey Type: MANUAL

2 ES-01-A-16 ASDA EAST SUSSEX
BATTLE ROAD
ST LEONARDS ON SEA
HASTINGS
Suburban Area (PPS6 Out of Centre)
Retail Zone
Total Gross floor area: 6920 sqm
Survey date: SATURDAY 05/11/11 Survey Type: MANUAL

3 NF-01-A-04 SAINSBURYS NORFOLK
QUEENS ROAD

NORWICH
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Gross floor area: 5810 sqm
Survey date: SATURDAY 19/05/07 Survey Type: MANUAL

4 WN-01-A-01 SAINSBURYS WINDSOR & MAIDENHEAD
LAKE END ROAD
LENT RISE
SLOUGH
Edge of Town
Residential Zone
Total Gross floor area: 6065 sqm
Survey date: SATURDAY 08/10/11 Survey Type: MANUAL

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 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	6065	0.758	1	6065	0.099	1	6065	0.857
07:00 - 08:00	4	6174	0.992	4	6174	0.522	4	6174	1.514
08:00 - 09:00	4	6174	2.486	4	6174	1.535	4	6174	4.021
09:00 - 10:00	4	6174	3.535	4	6174	2.567	4	6174	6.102
10:00 - 11:00	4	6174	4.224	4	6174	3.758	4	6174	7.982
11:00 - 12:00	4	6174	5.252	4	6174	4.896	4	6174	10.148
12:00 - 13:00	4	6174	5.078	4	6174	5.191	4	6174	10.269
13:00 - 14:00	4	6174	5.094	4	6174	5.268	4	6174	10.362
14:00 - 15:00	4	6174	4.839	4	6174	4.774	4	6174	9.613
15:00 - 16:00	4	6174	5.450	4	6174	5.252	4	6174	10.702
16:00 - 17:00	4	6174	5.106	4	6174	5.750	4	6174	10.856
17:00 - 18:00	4	6174	4.487	4	6174	5.094	4	6174	9.581
18:00 - 19:00	4	6174	3.304	4	6174	4.248	4	6174	7.552
19:00 - 20:00	4	6174	1.664	4	6174	2.150	4	6174	3.814
20:00 - 21:00	4	6174	0.968	4	6174	1.300	4	6174	2.268
21:00 - 22:00	4	6174	0.506	4	6174	0.810	4	6174	1.316
22:00 - 23:00	1	6065	0.000	1	6065	0.099	1	6065	0.099
23:00 - 24:00									
Total Rates:			53.743			53.313			107.056

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.

Parameter summary

Trip rate parameter range selected:	5810 - 6920 (units: sqm)
Survey date date range:	01/01/00 - 24/11/12
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	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 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	6065	0.000	1	6065	0.000	1	6065	0.000
07:00 - 08:00	4	6174	0.036	4	6174	0.020	4	6174	0.056
08:00 - 09:00	4	6174	0.069	4	6174	0.049	4	6174	0.118
09:00 - 10:00	4	6174	0.073	4	6174	0.065	4	6174	0.138
10:00 - 11:00	4	6174	0.073	4	6174	0.093	4	6174	0.166
11:00 - 12:00	4	6174	0.085	4	6174	0.089	4	6174	0.174
12:00 - 13:00	4	6174	0.126	4	6174	0.130	4	6174	0.256
13:00 - 14:00	4	6174	0.178	4	6174	0.154	4	6174	0.332
14:00 - 15:00	4	6174	0.101	4	6174	0.117	4	6174	0.218
15:00 - 16:00	4	6174	0.093	4	6174	0.097	4	6174	0.190
16:00 - 17:00	4	6174	0.113	4	6174	0.105	4	6174	0.218
17:00 - 18:00	4	6174	0.045	4	6174	0.065	4	6174	0.110
18:00 - 19:00	4	6174	0.081	4	6174	0.077	4	6174	0.158
19:00 - 20:00	4	6174	0.024	4	6174	0.024	4	6174	0.048
20:00 - 21:00	4	6174	0.045	4	6174	0.049	4	6174	0.094
21:00 - 22:00	4	6174	0.016	4	6174	0.024	4	6174	0.040
22:00 - 23:00	1	6065	0.000	1	6065	0.000	1	6065	0.000
23:00 - 24:00									
Total Rates:			1.158			1.158			2.316

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.

Parameter summary

Trip rate parameter range selected:	5810 - 6920 (units: sqm)
Survey date date range:	01/01/00 - 24/11/12
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	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 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	6065	0.000	1	6065	0.000	1	6065	0.000
07:00 - 08:00	4	6174	0.016	4	6174	0.012	4	6174	0.028
08:00 - 09:00	4	6174	0.016	4	6174	0.032	4	6174	0.048
09:00 - 10:00	4	6174	0.028	4	6174	0.012	4	6174	0.040
10:00 - 11:00	4	6174	0.012	4	6174	0.024	4	6174	0.036
11:00 - 12:00	4	6174	0.004	4	6174	0.004	4	6174	0.008
12:00 - 13:00	4	6174	0.004	4	6174	0.008	4	6174	0.012
13:00 - 14:00	4	6174	0.004	4	6174	0.008	4	6174	0.012
14:00 - 15:00	4	6174	0.008	4	6174	0.004	4	6174	0.012
15:00 - 16:00	4	6174	0.012	4	6174	0.004	4	6174	0.016
16:00 - 17:00	4	6174	0.004	4	6174	0.012	4	6174	0.016
17:00 - 18:00	4	6174	0.012	4	6174	0.012	4	6174	0.024
18:00 - 19:00	4	6174	0.000	4	6174	0.004	4	6174	0.004
19:00 - 20:00	4	6174	0.008	4	6174	0.004	4	6174	0.012
20:00 - 21:00	4	6174	0.000	4	6174	0.004	4	6174	0.004
21:00 - 22:00	4	6174	0.008	4	6174	0.004	4	6174	0.012
22:00 - 23:00	1	6065	0.000	1	6065	0.000	1	6065	0.000
23:00 - 24:00									
Total Rates:			0.136			0.148			0.284

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.

Parameter summary

Trip rate parameter range selected:	5810 - 6920 (units: sqm)
Survey date date range:	01/01/00 - 24/11/12
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	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 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	6065	0.000	1	6065	0.000	1	6065	0.000
07:00 - 08:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
08:00 - 09:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
09:00 - 10:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
10:00 - 11:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
11:00 - 12:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
12:00 - 13:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
13:00 - 14:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
14:00 - 15:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
15:00 - 16:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
16:00 - 17:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
17:00 - 18:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
18:00 - 19:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
19:00 - 20:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
20:00 - 21:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
21:00 - 22:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
22:00 - 23:00	1	6065	0.000	1	6065	0.000	1	6065	0.000
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

Parameter summary

Trip rate parameter range selected:	5810 - 6920 (units: sqm)
Survey date date range:	01/01/00 - 24/11/12
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	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 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	6065	0.049	1	6065	0.000	1	6065	0.049
07:00 - 08:00	4	6174	0.053	4	6174	0.028	4	6174	0.081
08:00 - 09:00	4	6174	0.057	4	6174	0.049	4	6174	0.106
09:00 - 10:00	4	6174	0.069	4	6174	0.065	4	6174	0.134
10:00 - 11:00	4	6174	0.081	4	6174	0.081	4	6174	0.162
11:00 - 12:00	4	6174	0.101	4	6174	0.093	4	6174	0.194
12:00 - 13:00	4	6174	0.142	4	6174	0.138	4	6174	0.280
13:00 - 14:00	4	6174	0.093	4	6174	0.093	4	6174	0.186
14:00 - 15:00	4	6174	0.113	4	6174	0.089	4	6174	0.202
15:00 - 16:00	4	6174	0.085	4	6174	0.130	4	6174	0.215
16:00 - 17:00	4	6174	0.134	4	6174	0.142	4	6174	0.276
17:00 - 18:00	4	6174	0.101	4	6174	0.097	4	6174	0.198
18:00 - 19:00	4	6174	0.073	4	6174	0.105	4	6174	0.178
19:00 - 20:00	4	6174	0.065	4	6174	0.065	4	6174	0.130
20:00 - 21:00	4	6174	0.032	4	6174	0.040	4	6174	0.072
21:00 - 22:00	4	6174	0.024	4	6174	0.040	4	6174	0.064
22:00 - 23:00	1	6065	0.000	1	6065	0.000	1	6065	0.000
23:00 - 24:00									
Total Rates:			1.272			1.255			2.527

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.

Parameter summary

Trip rate parameter range selected:	5810 - 6920 (units: sqm)
Survey date date range:	01/01/00 - 24/11/12
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	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 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	6065	0.758	1	6065	0.099	1	6065	0.857
07:00 - 08:00	4	6174	1.142	4	6174	0.616	4	6174	1.758
08:00 - 09:00	4	6174	3.138	4	6174	1.855	4	6174	4.993
09:00 - 10:00	4	6174	4.709	4	6174	3.434	4	6174	8.143
10:00 - 11:00	4	6174	5.985	4	6174	5.410	4	6174	11.395
11:00 - 12:00	4	6174	8.224	4	6174	7.159	4	6174	15.383
12:00 - 13:00	4	6174	7.722	4	6174	7.848	4	6174	15.570
13:00 - 14:00	4	6174	7.973	4	6174	8.143	4	6174	16.116
14:00 - 15:00	4	6174	7.868	4	6174	7.629	4	6174	15.497
15:00 - 16:00	4	6174	8.573	4	6174	8.164	4	6174	16.737
16:00 - 17:00	4	6174	7.593	4	6174	9.249	4	6174	16.842
17:00 - 18:00	4	6174	7.119	4	6174	7.945	4	6174	15.064
18:00 - 19:00	4	6174	4.956	4	6174	6.378	4	6174	11.334
19:00 - 20:00	4	6174	2.503	4	6174	3.406	4	6174	5.909
20:00 - 21:00	4	6174	1.486	4	6174	1.996	4	6174	3.482
21:00 - 22:00	4	6174	0.737	4	6174	1.154	4	6174	1.891
22:00 - 23:00	1	6065	0.000	1	6065	0.115	1	6065	0.115
23:00 - 24:00									
Total Rates:			80.486			80.600			161.086

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.

Parameter summary

Trip rate parameter range selected:	5810 - 6920 (units: sqm)
Survey date date range:	01/01/00 - 24/11/12
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	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 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	6065	0.049	1	6065	0.033	1	6065	0.082
07:00 - 08:00	4	6174	0.526	4	6174	0.227	4	6174	0.753
08:00 - 09:00	4	6174	1.284	4	6174	1.199	4	6174	2.483
09:00 - 10:00	4	6174	1.369	4	6174	1.267	4	6174	2.636
10:00 - 11:00	4	6174	1.745	4	6174	1.652	4	6174	3.397
11:00 - 12:00	4	6174	2.272	4	6174	2.029	4	6174	4.301
12:00 - 13:00	4	6174	2.705	4	6174	2.405	4	6174	5.110
13:00 - 14:00	4	6174	2.373	4	6174	2.486	4	6174	4.859
14:00 - 15:00	4	6174	2.405	4	6174	2.017	4	6174	4.422
15:00 - 16:00	4	6174	2.377	4	6174	2.296	4	6174	4.673
16:00 - 17:00	4	6174	2.211	4	6174	2.041	4	6174	4.252
17:00 - 18:00	4	6174	2.041	4	6174	2.300	4	6174	4.341
18:00 - 19:00	4	6174	1.725	4	6174	1.952	4	6174	3.677
19:00 - 20:00	4	6174	1.020	4	6174	1.243	4	6174	2.263
20:00 - 21:00	4	6174	0.838	4	6174	0.879	4	6174	1.717
21:00 - 22:00	4	6174	0.454	4	6174	0.636	4	6174	1.090
22:00 - 23:00	1	6065	0.000	1	6065	0.016	1	6065	0.016
23:00 - 24:00									
Total Rates:			25.394			24.678			50.072

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.

Parameter summary

Trip rate parameter range selected:	5810 - 6920 (units: sqm)
Survey date date range:	01/01/00 - 24/11/12
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	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 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	6065	0.000	1	6065	0.000	1	6065	0.000
07:00 - 08:00	4	6174	0.101	4	6174	0.024	4	6174	0.125
08:00 - 09:00	4	6174	0.300	4	6174	0.101	4	6174	0.401
09:00 - 10:00	4	6174	0.445	4	6174	0.255	4	6174	0.700
10:00 - 11:00	4	6174	0.579	4	6174	0.397	4	6174	0.976
11:00 - 12:00	4	6174	0.518	4	6174	0.458	4	6174	0.976
12:00 - 13:00	4	6174	0.624	4	6174	0.575	4	6174	1.199
13:00 - 14:00	4	6174	0.607	4	6174	0.628	4	6174	1.235
14:00 - 15:00	4	6174	0.474	4	6174	0.616	4	6174	1.090
15:00 - 16:00	4	6174	0.543	4	6174	0.753	4	6174	1.296
16:00 - 17:00	4	6174	0.668	4	6174	0.664	4	6174	1.332
17:00 - 18:00	4	6174	0.543	4	6174	0.510	4	6174	1.053
18:00 - 19:00	4	6174	0.332	4	6174	0.466	4	6174	0.798
19:00 - 20:00	4	6174	0.288	4	6174	0.344	4	6174	0.632
20:00 - 21:00	4	6174	0.121	4	6174	0.186	4	6174	0.307
21:00 - 22:00	4	6174	0.012	4	6174	0.081	4	6174	0.093
22:00 - 23:00	1	6065	0.000	1	6065	0.000	1	6065	0.000
23:00 - 24:00									
Total Rates:			6.155			6.058			12.213

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.

Parameter summary

Trip rate parameter range selected:	5810 - 6920 (units: sqm)
Survey date date range:	01/01/00 - 24/11/12
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	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 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL TRAIN PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	6065	0.000	1	6065	0.000	1	6065	0.000
07:00 - 08:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
08:00 - 09:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
09:00 - 10:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
10:00 - 11:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
11:00 - 12:00	4	6174	0.004	4	6174	0.000	4	6174	0.004
12:00 - 13:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
13:00 - 14:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
14:00 - 15:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
15:00 - 16:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
16:00 - 17:00	4	6174	0.000	4	6174	0.008	4	6174	0.008
17:00 - 18:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
18:00 - 19:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
19:00 - 20:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
20:00 - 21:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
21:00 - 22:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
22:00 - 23:00	1	6065	0.000	1	6065	0.000	1	6065	0.000
23:00 - 24:00									
Total Rates:			0.004			0.008			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.

Parameter summary

Trip rate parameter range selected:	5810 - 6920 (units: sqm)
Survey date date range:	01/01/00 - 24/11/12
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	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 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL COACH PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	6065	0.000	1	6065	0.000	1	6065	0.000
07:00 - 08:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
08:00 - 09:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
09:00 - 10:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
10:00 - 11:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
11:00 - 12:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
12:00 - 13:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
13:00 - 14:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
14:00 - 15:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
15:00 - 16:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
16:00 - 17:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
17:00 - 18:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
18:00 - 19:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
19:00 - 20:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
20:00 - 21:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
21:00 - 22:00	4	6174	0.000	4	6174	0.000	4	6174	0.000
22:00 - 23:00	1	6065	0.000	1	6065	0.000	1	6065	0.000
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

Parameter summary

Trip rate parameter range selected:	5810 - 6920 (units: sqm)
Survey date date range:	01/01/00 - 24/11/12
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	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 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	6065	0.000	1	6065	0.000	1	6065	0.000
07:00 - 08:00	4	6174	0.101	4	6174	0.024	4	6174	0.125
08:00 - 09:00	4	6174	0.300	4	6174	0.101	4	6174	0.401
09:00 - 10:00	4	6174	0.445	4	6174	0.255	4	6174	0.700
10:00 - 11:00	4	6174	0.579	4	6174	0.397	4	6174	0.976
11:00 - 12:00	4	6174	0.522	4	6174	0.458	4	6174	0.980
12:00 - 13:00	4	6174	0.624	4	6174	0.575	4	6174	1.199
13:00 - 14:00	4	6174	0.607	4	6174	0.628	4	6174	1.235
14:00 - 15:00	4	6174	0.474	4	6174	0.616	4	6174	1.090
15:00 - 16:00	4	6174	0.543	4	6174	0.753	4	6174	1.296
16:00 - 17:00	4	6174	0.668	4	6174	0.672	4	6174	1.340
17:00 - 18:00	4	6174	0.543	4	6174	0.510	4	6174	1.053
18:00 - 19:00	4	6174	0.332	4	6174	0.466	4	6174	0.798
19:00 - 20:00	4	6174	0.288	4	6174	0.344	4	6174	0.632
20:00 - 21:00	4	6174	0.121	4	6174	0.186	4	6174	0.307
21:00 - 22:00	4	6174	0.012	4	6174	0.081	4	6174	0.093
22:00 - 23:00	1	6065	0.000	1	6065	0.000	1	6065	0.000
23:00 - 24:00									
Total Rates:			6.159			6.066			12.225

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.

Parameter summary

Trip rate parameter range selected:	5810 - 6920 (units: sqm)
Survey date date range:	01/01/00 - 24/11/12
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	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 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	6065	0.857	1	6065	0.132	1	6065	0.989
07:00 - 08:00	4	6174	1.822	4	6174	0.895	4	6174	2.717
08:00 - 09:00	4	6174	4.778	4	6174	3.203	4	6174	7.981
09:00 - 10:00	4	6174	6.592	4	6174	5.021	4	6174	11.613
10:00 - 11:00	4	6174	8.390	4	6174	7.540	4	6174	15.930
11:00 - 12:00	4	6174	11.120	4	6174	9.739	4	6174	20.859
12:00 - 13:00	4	6174	11.193	4	6174	10.966	4	6174	22.159
13:00 - 14:00	4	6174	11.047	4	6174	11.350	4	6174	22.397
14:00 - 15:00	4	6174	10.860	4	6174	10.350	4	6174	21.210
15:00 - 16:00	4	6174	11.577	4	6174	11.342	4	6174	22.919
16:00 - 17:00	4	6174	10.605	4	6174	12.104	4	6174	22.709
17:00 - 18:00	4	6174	9.804	4	6174	10.852	4	6174	20.656
18:00 - 19:00	4	6174	7.086	4	6174	8.901	4	6174	15.987
19:00 - 20:00	4	6174	3.875	4	6174	5.058	4	6174	8.933
20:00 - 21:00	4	6174	2.478	4	6174	3.102	4	6174	5.580
21:00 - 22:00	4	6174	1.227	4	6174	1.911	4	6174	3.138
22:00 - 23:00	1	6065	0.000	1	6065	0.132	1	6065	0.132
23:00 - 24:00									
Total Rates:			113.311			112.598			225.909

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.

Parameter summary

Trip rate parameter range selected:	5810 - 6920 (units: sqm)
Survey date date range:	01/01/00 - 24/11/12
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys manually removed from selection:	0

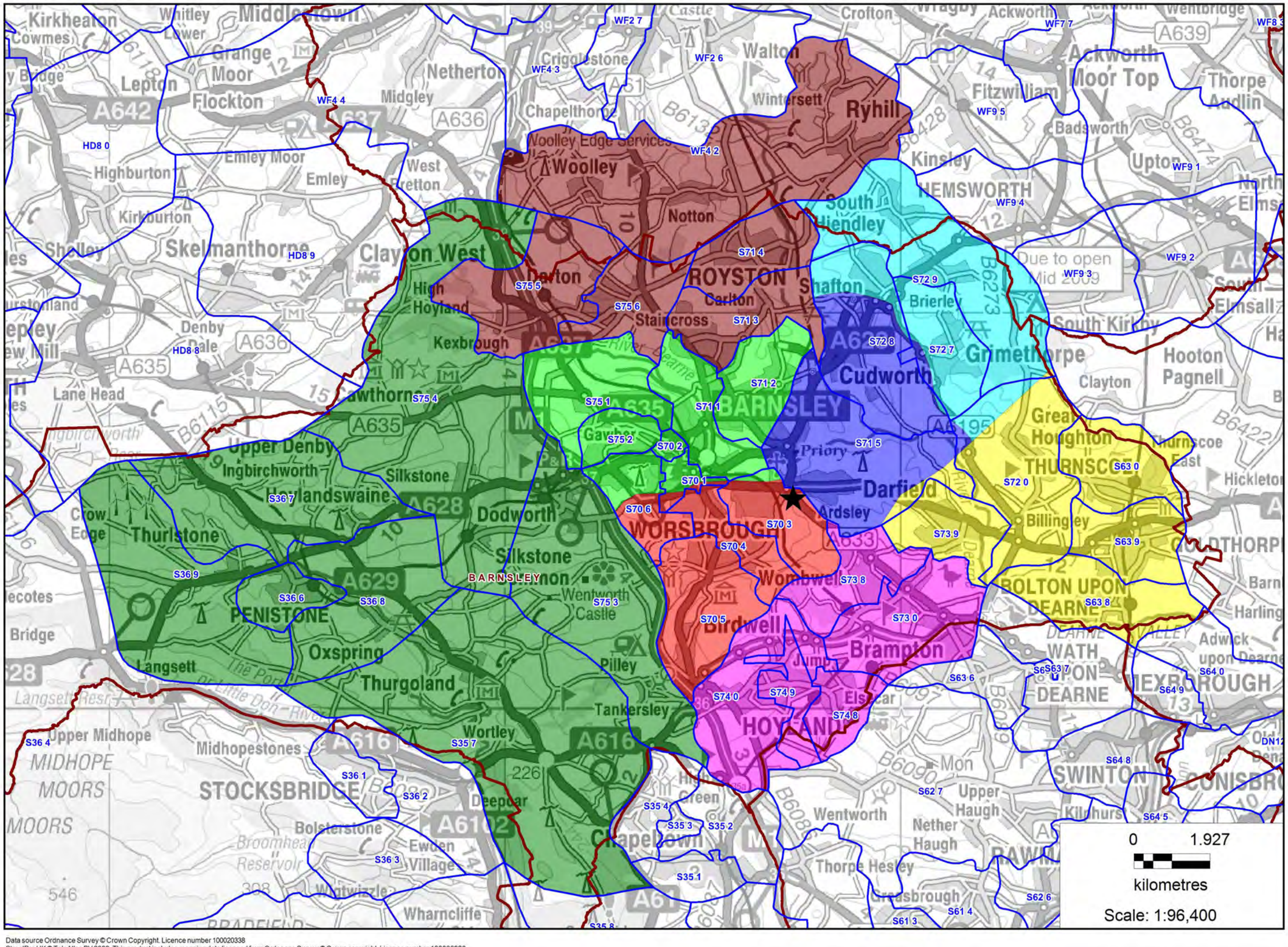
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.

APPENDIX F

Retail Impact Zones

BARNSLEY

THE STUDY AREA ZONES WITH POSTCODE SECTORS



LEGEND

Postocde Sectors

Local authority boundary

Household Survey Zones

- Zone 1
- Zone 2
- Zone 3
- Zone 4
- Zone 5
- Zone 6
- Zone 7
- Zone 8

★ Site

Data source Ordnance Survey © Crown Copyright. Licence number 100020338
StreetPro UK © TeleAtlas BV 2009. This product includes mapping data licensed from Ordnance Survey © Crown copyright. Licence number 100026920
Grocery Stores © 2010 IGD Stores Database. Note - where store sales area data is not available then that store has been identified as "Under 1,500 sq m".
Listed building data downloaded from English Heritage website on 17 September 2009, English Heritage © 2009.
Print Date: 14 August 2013
Paper Size: A3

TURLEY ASSOCIATES

APPENDIX G

Trade Draw

Destination	Trade Draw by Zone	Will / May Enter Network? And worth including?	AM			PM			SAT		
			Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Zone 1			24	16	40	44	50	94	257	240	497
Barnsley Town Centre	1.2%	Y	0	0	0	1	1	1	3	3	6
Cudworth District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Wombwell District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Goldthorpe District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Hoyland District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Royston District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Penistone District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Stairfoot Local Centre (Aldi)	0.4%	Y	0	0	0	0	0	0	1	1	2
Tesco Extra, Wombwell Lane	5.2%	Y	1	1	2	2	3	5	13	13	26
Asda (formely Netto), Thomas Street, Worsbrough	1.1%	N	0	0	0	0	1	1	3	3	6
Morrisons, Lower Thomas Street	5.3%	Y	1	1	2	2	3	5	14	13	26
Asda, Old Mill Lane, Barnsley	2.8%	Y	1	0	1	1	1	3	7	7	14
Aldi, Claycliffe Road, Barugh Green, Barnsley	0.0%	N	0	0	0	0	0	0	0	0	0
Morrisons, Cortonwood, Brampton	1.2%	Y	0	0	0	1	1	1	3	3	6
Other Within Study Area	0.2%	N	0	0	0	0	0	0	1	1	1
Wath-upon-Dearne (Tesco)	0.0%	N	0	0	0	0	0	0	0	0	0
Pontefract (Tesco)	0.0%	N	0	0	0	0	0	0	0	0	0
Wakefield	0.0%	N	0	0	0	0	0	0	0	0	0
Other outside Study Area	0.3%	N	0	0	0	0	0	0	1	1	2
Sub-total	***18.0%***		**4**	**3**	**7**	**8**	**9**	**17**	**46**	**43**	**89**
Zone 2											
Barnsley Town Centre	1.3%	N	0	0	1	1	1	1	3	3	7
Cudworth District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Wombwell District Centre	0.1%	N	0	0	0	0	0	0	0	0	0
Goldthorpe District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Hoyland District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Royston District Centre	0.1%	N	0	0	0	0	0	0	0	0	1
Penistone District Centre	0.1%	N	0	0	0	0	0	0	0	0	1
Stairfoot Local Centre (Aldi)	0.6%	Y	0	0	0	0	0	1	2	1	3
Tesco Extra, Wombwell Lane	1.7%	Y	0	0	1	1	1	2	4	4	8
Asda (formely Netto), Thomas Street, Worsbrough	0.2%	N	0	0	0	0	0	0	0	0	1
Morrisons, Lower Thomas Street	9.5%	N	2	2	4	4	5	9	25	23	47
Asda, Old Mill Lane, Barnsley	9.0%	N	2	1	4	4	4	8	23	21	44
Aldi, Claycliffe Road, Barugh Green, Barnsley	1.0%	N	0	0	0	0	0	1	3	2	5
Morrisons, Cortonwood, Brampton	1.6%	Y	0	0	1	1	1	1	4	4	8
Other Within Study Area	0.5%	N	0	0	0	0	0	0	1	1	3
Wath-upon-Dearne (Tesco)	0.0%	N	0	0	0	0	0	0	0	0	0
Pontefract (Tesco)	0.0%	N	0	0	0	0	0	0	0	0	0
Wakefield	0.2%	N	0	0	0	0	0	0	1	1	1
Other outside Study Area	0.1%	N	0	0	0	0	0	0	0	0	1
Sub-total	***26.0%***		**6**	**4**	**10**	**11**	**13**	**24**	**67**	**62**	**129**

Zone 3

Barnsley Town Centre	0.7%	Y	0	0	0	0	0	1	2	2	3
Cudworth District Centre	0.2%	N	0	0	0	0	0	0	1	1	1
Wombwell District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Goldthorpe District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Hoyland District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Royston District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Penistone District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Stairfoot Local Centre (Aldi)	0.6%	Y	0	0	0	0	0	1	1	1	3
Tesco Extra, Wombwell Lane	5.4%	Y	1	1	2	2	3	5	14	13	27
Asda (formely Netto), Thomas Street, Worsbrough	0.0%	N	0	0	0	0	0	0	0	0	0
Morrisons, Lower Thomas Street	1.7%	Y	0	0	1	1	1	2	4	4	8
Asda, Old Mill Lane, Barnsley	4.0%	Y	1	1	2	2	2	4	10	10	20
Aldi, Claycliffe Road, Barugh Green, Barnsley	0.1%	N	0	0	0	0	0	0	0	0	0
Morrisons, Cortonwood, Brampton	1.0%	Y	0	0	0	0	0	1	3	2	5
Other Within Study Area	0.4%	N	0	0	0	0	0	0	1	1	2
Wath-upon-Dearne (Tesco)	0.0%	N	0	0	0	0	0	0	0	0	0
Pontefract (Tesco)	0.3%	N	0	0	0	0	0	0	1	1	2
Wakefield	0.1%	N	0	0	0	0	0	0	0	0	1
Other outside Study Area	0.4%	N	0	0	0	0	0	0	1	1	2
Sub-total	***15.0%***		**4**	**2**	**6**	**7**	**7**	**14**	**39**	**36**	**74**

Zone 4

Barnsley Town Centre	0.5%	Y	0	0	0	0	0	1	1	1	3
Cudworth District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Wombwell District Centre	0.2%	N	0	0	0	0	0	0	0	0	1
Goldthorpe District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Hoyland District Centre	0.1%	N	0	0	0	0	0	0	0	0	1
Royston District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Penistone District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Stairfoot Local Centre (Aldi)	0.3%	Y	0	0	0	0	0	0	1	1	2
Tesco Extra, Wombwell Lane	2.3%	N	1	0	1	1	1	2	6	5	11
Asda (formely Netto), Thomas Street, Worsbrough	0.1%	N	0	0	0	0	0	0	0	0	0
Morrisons, Lower Thomas Street	0.3%	Y	0	0	0	0	0	0	1	1	2
Asda, Old Mill Lane, Barnsley	1.0%	Y	0	0	0	0	0	1	3	2	5
Aldi, Claycliffe Road, Barugh Green, Barnsley	0.0%	N	0	0	0	0	0	0	0	0	0
Morrisons, Cortonwood, Brampton	9.6%	N	2	2	4	4	5	9	25	23	48
Other Within Study Area	0.3%	N	0	0	0	0	0	0	1	1	2
Wath-upon-Dearne (Tesco)	2.0%	N	0	0	1	1	1	2	5	5	10
Pontefract (Tesco)	0.0%	N	0	0	0	0	0	0	0	0	0
Wakefield	0.0%	N	0	0	0	0	0	0	0	0	0
Other outside Study Area	2.2%	N	1	0	1	1	1	2	6	5	11
Sub-total	***19.0%***		**5**	**3**	**8**	**8**	**9**	**18**	**49**	**46**	**94**

Zone 5

Barnsley Town Centre	0.2%	Y	0	0	0	0	0	0	1	1	1
Cudworth District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Wombwell District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Goldthorpe District Centre	0.3%	N	0	0	0	0	0	0	1	1	1
Hoyland District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Royston District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Penistone District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Stairfoot Local Centre (Aldi)	0.2%	Y	0	0	0	0	0	0	1	1	1
Tesco Extra, Wombwell Lane	2.2%	Y	1	0	1	1	1	2	6	5	11
Asda (formely Netto), Thomas Street, Worsbrough	0.0%	N	0	0	0	0	0	0	0	0	0
Morrisons, Lower Thomas Street	0.5%	Y	0	0	0	0	0	0	1	1	2
Asda, Old Mill Lane, Barnsley	0.3%	Y	0	0	0	0	0	0	1	1	2
Aldi, Claycliffe Road, Barugh Green, Barnsley	0.0%	N	0	0	0	0	0	0	0	0	0
Morrisons, Cortonwood, Brampton	3.3%	N	1	1	1	1	2	3	8	8	16
Other Within Study Area	1.5%	N	0	0	1	1	1	1	4	4	7
Wath-upon-Dearne (Tesco)	2.3%	N	1	0	1	1	1	2	6	6	11
Pontefract (Tesco)	0.0%	N	0	0	0	0	0	0	0	0	0
Wakefield	0.0%	N	0	0	0	0	0	0	0	0	0
Other outside Study Area	1.1%	N	0	0	0	0	1	1	3	3	5
Sub-total	***12.0%***		**3**	**2**	**5**	**5**	**6**	**11**	**31**	**29**	**60**

Zone 6

Barnsley Town Centre	0.1%	N	0	0	0	0	0	0	0	0	1
Cudworth District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Wombwell District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Goldthorpe District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Hoyland District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Royston District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Penistone District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Stairfoot Local Centre (Aldi)	0.1%	Y	0	0	0	0	0	0	0	0	0
Tesco Extra, Wombwell Lane	0.3%	Y	0	0	0	0	0	0	1	1	2
Asda (formely Netto), Thomas Street, Worsbrough	0.0%	N	0	0	0	0	0	0	0	0	0
Morrisons, Lower Thomas Street	0.3%	Y	0	0	0	0	0	0	1	1	2
Asda, Old Mill Lane, Barnsley	0.9%	N	0	0	0	0	0	1	2	2	4
Aldi, Claycliffe Road, Barugh Green, Barnsley	0.0%	N	0	0	0	0	0	0	0	0	0
Morrisons, Cortonwood, Brampton	0.3%	Y	0	0	0	0	0	0	1	1	1
Other Within Study Area	0.3%	N	0	0	0	0	0	0	1	1	1
Wath-upon-Dearne (Tesco)	0.0%	N	0	0	0	0	0	0	0	0	0
Pontefract (Tesco)	0.3%	N	0	0	0	0	0	0	1	1	1
Wakefield	0.1%	N	0	0	0	0	0	0	0	0	1
Other outside Study Area	0.3%	N	0	0	0	0	0	0	1	1	1
Sub-total	***3.0%***		**1**	**0**	**1**	**1**	**1**	**3**	**8**	**7**	**15**

Zone 7

Barnsley Town Centre	0.3%	N	0	0	0	0	0	0	1	1	1
Cudworth District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Wombwell District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Goldthorpe District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Hoyland District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Royston District Centre	0.1%	N	0	0	0	0	0	0	0	0	0
Penistone District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Stairfoot Local Centre (Aldi)	0.0%	N	0	0	0	0	0	0	0	0	0
Tesco Extra, Wombwell Lane	1.1%	Y	0	0	0	1	1	1	3	3	6
Asda (formely Netto), Thomas Street, Worsbrough	0.0%	N	0	0	0	0	0	0	0	0	0
Morrisons, Lower Thomas Street	0.6%	N	0	0	0	0	0	1	1	1	3
Asda, Old Mill Lane, Barnsley	1.7%	N	0	0	1	1	1	2	4	4	8
Aldi, Claycliffe Road, Barugh Green, Barnsley	0.2%	N	0	0	0	0	0	0	1	1	1
Morrisons, Cortonwood, Brampton	0.0%	N	0	0	0	0	0	0	0	0	0
Other Within Study Area	0.2%	N	0	0	0	0	0	0	1	1	1
Wath-upon-Dearne (Tesco)	0.0%	N	0	0	0	0	0	0	0	0	0
Pontefract (Tesco)	0.1%	N	0	0	0	0	0	0	0	0	0
Wakefield	0.5%	N	0	0	0	0	0	0	1	1	2
Other outside Study Area	0.2%	N	0	0	0	0	0	0	0	0	1
Sub-total	***5.0%***		**1**	**1**	**2**	**2**	**2**	**5**	**13**	**12**	**25**

Zone 8

Barnsley Town Centre	0.1%	N	0	0	0	0	0	0	0	0	0
Cudworth District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Wombwell District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Goldthorpe District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Hoyland District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Royston District Centre	0.0%	N	0	0	0	0	0	0	0	0	0
Penistone District Centre	0.2%	N	0	0	0	0	0	0	0	0	1
Stairfoot Local Centre (Aldi)	0.0%	N	0	0	0	0	0	0	0	0	0
Tesco Extra, Wombwell Lane	0.0%	Y	0	0	0	0	0	0	0	0	0
Asda (formely Netto), Thomas Street, Worsbrough	0.0%	N	0	0	0	0	0	0	0	0	0
Morrisons, Lower Thomas Street	0.5%	N	0	0	0	0	0	0	1	1	2
Asda, Old Mill Lane, Barnsley	0.2%	N	0	0	0	0	0	0	1	1	1
Aldi, Claycliffe Road, Barugh Green, Barnsley	0.0%	N	0	0	0	0	0	0	0	0	0
Morrisons, Cortonwood, Brampton	0.0%	N	0	0	0	0	0	0	0	0	0
Other Within Study Area	0.1%	N	0	0	0	0	0	0	0	0	1
Wath-upon-Dearne (Tesco)	0.0%	N	0	0	0	0	0	0	0	0	0
Pontefract (Tesco)	0.0%	N	0	0	0	0	0	0	0	0	0
Wakefield	0.0%	N	0	0	0	0	0	0	0	0	0
Other outside Study Area	0.8%	N	0	0	0	0	0	1	2	2	4
Sub-total	***2.0%***		**0**	**0**	**1**	**1**	**1**	**2**	**5**	**5**	**10**

Total

Barnsley Town Centre	4.4%	1	1	2	2	2	4	11	11	22
Cudworth District Centre	0.2%	0	0	0	0	0	0	1	1	1
Wombwell District Centre	0.3%	0	0	0	0	0	0	1	1	1
Goldthorpe District Centre	0.3%	0	0	0	0	0	0	1	1	2
Hoyland District Centre	0.2%	0	0	0	0	0	0	0	0	1
Royston District Centre	0.2%	0	0	0	0	0	0	1	1	1
Penistone District Centre	0.4%	0	0	0	0	0	0	1	1	2
Stairfoot Local Centre (Aldi)	2.3%	1	0	1	1	1	2	6	6	12
Tesco Extra, Wombwell Lane	18.4%	4	3	7	8	9	17	47	44	91
Asda (formely Netto), Thomas Street, Worsbrough	1.4%	0	0	1	1	1	1	4	3	7
Morrisons, Lower Thomas Street	18.7%	4	3	7	8	9	18	48	45	93
Asda, Old Mill Lane, Barnsley	19.9%	5	3	8	9	10	19	51	48	99
Aldi, Claycliffe Road, Barugh Green, Barnsley	1.3%	0	0	1	1	1	1	3	3	7
Morrisons, Cortonwood, Brampton	16.9%	4	3	7	7	8	16	44	41	84
Other Within Study Area	3.7%	1	1	1	2	2	3	9	9	18
Wath-upon-Dearne (Tesco)	4.3%	1	1	2	2	2	4	11	10	22
Pontefract (Tesco)	0.7%	0	0	0	0	0	1	2	2	4
Wakefield	0.9%	0	0	0	0	0	1	2	2	5
Other outside Study Area	5.4%	1	1	2	2	3	5	14	13	27
Sub-total	***100.0%***	**24**	**16**	**40**	**44**	**50**	**94**	**257**	**240**	**497**

Trips that MIGHT pass through study area

41.3%	10	7	16	18	20	39	106	99	205

APPENDIX H

Gravity Model Data

Pop/Dist	Arr ID	Dep ID	% of zone	% of all
563.9534884	Hunningley Ln to Proposed store	Proposed store to Hunningley Ln	5%	1%
371.6748768	Hunningley Ln to Proposed store	Proposed store to Hunningley Ln	4%	1%
160.1880878	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	2%	0%
295.6349206	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	3%	1%
983.4394904	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	10%	2%
322.9199372	Hunningley Ln to Proposed store	Proposed store to Hunningley Ln	3%	1%
301.663586	Hunningley Ln to Proposed store	Proposed store to Hunningley Ln	3%	1%
631.7460317	Hunningley Ln to Proposed store	Proposed store to Hunningley Ln	6%	1%
533.5504886	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	5%	1%
196.7105263	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	2%	0%
396.7647059	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	4%	1%
687.5536481	Hunningley Ln to Proposed store	Proposed store to Hunningley Ln	7%	1%
511.884058	Hunningley Ln to Proposed store	Proposed store to Hunningley Ln	5%	1%
350.4878049	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	3%	1%
575.8741259	Hunningley Ln to Proposed store	Proposed store to Hunningley Ln	6%	1%
860.3305785	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	8%	1%
1375.862069	Neville Ave to Proposed store	Proposed store to Neville Ave	13%	2%
1213.821138	Hunningley Ln to Proposed store	Proposed store to Hunningley Ln	12%	2%
10334.05956			**100%**	**18%**

Pop/Dist	Arr ID	Dep ID	% of zone	% of all
441.025641	Pontefract Rd E to Proposed store	Proposed store to Pontefract Rd E	4%	1%
480.2238806	Pontefract Rd E to Proposed store	Proposed store to Pontefract Rd E	4%	1%
359.8984772	Rotherham Rd to Proposed store	Proposed store to Rotherham Rd	3%	1%
561.8384401	Rotherham Rd to Proposed store	Proposed store to Rotherham Rd	5%	1%
251.4096186	Pontefract Rd W to Proposed store	Proposed store to Pontefract Rd W	2%	1%
270	Pontefract Rd W to Proposed store	Proposed store to Pontefract Rd W	2%	1%
191.456077	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	2%	0%
325.0521921	Pontefract Rd W to Proposed store	Proposed store to Pontefract Rd W	3%	1%
479.7297297	Pontefract Rd W to Proposed store	Proposed store to Pontefract Rd W	4%	1%
398.8235294	Rotherham Rd to Proposed store	Proposed store to Rotherham Rd	4%	1%
505.3691275	Rotherham Rd to Proposed store	Proposed store to Rotherham Rd	5%	1%
160.1880878	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	1%	0%
295.6349206	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	3%	1%
676.4285714	Rotherham Rd to Proposed store	Proposed store to Rotherham Rd	6%	2%
421.5106732	Pontefract Rd W to Proposed store	Proposed store to Pontefract Rd W	4%	1%
384.2995169	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	3%	1%
196.7105263	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	2%	0%
290.2135231	Pontefract Rd W to Proposed store	Proposed store to Pontefract Rd W	3%	1%
210.0529101	Rotherham Rd to Proposed store	Proposed store to Rotherham Rd	2%	0%
159.3283582	Pontefract Rd E to Proposed store	Proposed store to Pontefract Rd E	1%	0%
467.4285714	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	4%	1%
254.2857143	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	2%	1%
288.6405959	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	3%	1%
337.4418605	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	3%	1%
237.4137931	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	2%	1%
487.804878	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	4%	1%
345.3932584	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	3%	1%
860.3305785	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	8%	2%
158.8621444	Pontefract Rd W to Proposed store	Proposed store to Pontefract Rd W	1%	0%
43.35581788	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	0%	0%
223.2323232	Pontefract Rd W to Proposed store	Proposed store to Pontefract Rd W	2%	1%
300.1658375	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	3%	1%
11063.54917			**100%**	**26%**

Pop/Dist	Arr ID	Dep ID	% of zone	% of all
359.8984772	Rotherham Rd to Proposed store	Proposed store to Rotherham Rd	6%	1%
636.0153257	Pontefract Rd E to Proposed store	Proposed store to Pontefract Rd E	11%	2%
791.7525773	Pontefract Rd E to Proposed store	Proposed store to Pontefract Rd E	14%	2%
991.3533835	Doncaster Rd E to Proposed store	Proposed store to Doncaster Rd E	17%	3%
375.8700696	Pontefract Rd E to Proposed store	Proposed store to Pontefract Rd E	7%	1%
301.3232514	Pontefract Rd E to Proposed store	Proposed store to Pontefract Rd E	5%	1%
159.3283582	Pontefract Rd E to Proposed store	Proposed store to Pontefract Rd E	3%	0%
324.6492986	Pontefract Rd E to Proposed store	Proposed store to Pontefract Rd E	6%	1%
246.9964664	Pontefract Rd E to Proposed store	Proposed store to Pontefract Rd E	4%	1%
259.344894	Pontefract Rd E to Proposed store	Proposed store to Pontefract Rd E	5%	1%
219.4444444	Pontefract Rd E to Proposed store	Proposed store to Pontefract Rd E	4%	1%
1016.312057	Doncaster Rd E to Proposed store	Proposed store to Doncaster Rd E	18%	3%
5682.288603			**100%**	**15%**

Pop/Dist	Arr ID	Dep ID	% of zone	% of all
312.2557726	Wombwell Ln to Proposed store	Proposed store to Wombwell Ln	4%	1%
306.4572426	Wombwell Ln to Proposed store	Proposed store to Wombwell Ln	4%	1%
261.5873016	Wombwell Ln to Proposed store	Proposed store to Wombwell Ln	3%	1%
263.1782946	Wombwell Ln to Proposed store	Proposed store to Wombwell Ln	3%	1%
383.9506173	Wombwell Ln to Proposed store	Proposed store to Wombwell Ln	5%	1%
402.5839793	Wombwell Ln to Proposed store	Proposed store to Wombwell Ln	5%	1%
603.9840637	Wombwell Ln to Proposed store	Proposed store to Wombwell Ln	8%	1%
380.4444444	Wombwell Ln to Proposed store	Proposed store to Wombwell Ln	5%	1%
191.0519952	Hunningley Ln to Proposed store	Proposed store to Hunningley Ln	2%	0%
283.943662	Wombwell Ln to Proposed store	Proposed store to Wombwell Ln	4%	1%
191.9556172	Wombwell Ln to Proposed store	Proposed store to Wombwell Ln	2%	0%
249.9319728	Wombwell Ln to Proposed store	Proposed store to Wombwell Ln	3%	1%
229.2101341	Wombwell Ln to Proposed store	Proposed store to Wombwell Ln	3%	1%
187.4840358	Wombwell Ln to Proposed store	Proposed store to Wombwell Ln	2%	0%
183.9759036	Wombwell Ln to Proposed store	Proposed store to Wombwell Ln	2%	0%
991.3533835	Doncaster Rd E to Proposed store	Proposed store to Doncaster Rd E	13%	2%
472.1712538	Wombwell Ln to Proposed store	Proposed store to Wombwell Ln	6%	1%
491.9753086	Wombwell Ln to Proposed store	Proposed store to Wombwell Ln	6%	1%
213.7681159	Wombwell Ln to Proposed store	Proposed store to Wombwell Ln	3%	1%
165.0118203	Wombwell Ln to Proposed store	Proposed store to Wombwell Ln	2%	0%
308.086785	Wombwell Ln to Proposed store	Proposed store to Wombwell Ln	4%	1%
305.4945055	Wombwell Ln to Proposed store	Proposed store to Wombwell Ln	4%	1%
169.1056911	Hunningley Ln to Proposed store	Proposed store to Hunningley Ln	2%	0%
211.1111111	Wombwell Ln to Proposed store	Proposed store to Wombwell Ln	3%	1%
7760.073012			**100%**	**19%**

Pop/Dist	Arr ID	Dep ID	% of zone	% of all
186.1572536	Doncaster Rd E to Proposed store	Proposed store to Doncaster Rd E	4%	1%
302.3554604	Doncaster Rd E to Proposed store	Proposed store to Doncaster Rd E	7%	1%
320.3592814	Wombwell Ln to Proposed store	Proposed store to Wombwell Ln	7%	1%
273.6720554	Doncaster Rd E to Proposed store	Proposed store to Doncaster Rd E	6%	1%
262.1323529	Doncaster Rd E to Proposed store	Proposed store to Doncaster Rd E	6%	1%
144.9021627	Doncaster Rd E to Proposed store	Proposed store to Doncaster Rd E	3%	0%
99.28122192	Doncaster Rd E to Proposed store	Proposed store to Doncaster Rd E	2%	0%
153.7656904	Doncaster Rd E to Proposed store	Proposed store to Doncaster Rd E	4%	0%
163.4482759	Doncaster Rd E to Proposed store	Proposed store to Doncaster Rd E	4%	0%
127.6785714	Doncaster Rd E to Proposed store	Proposed store to Doncaster Rd E	3%	0%
145.5707763	Doncaster Rd E to Proposed store	Proposed store to Doncaster Rd E	3%	0%
139.4578313	Doncaster Rd E to Proposed store	Proposed store to Doncaster Rd E	3%	0%
213.785558	Doncaster Rd E to Proposed store	Proposed store to Doncaster Rd E	5%	1%
160.0814664	Doncaster Rd E to Proposed store	Proposed store to Doncaster Rd E	4%	0%
188.0863039	Wombwell Ln to Proposed store	Proposed store to Wombwell Ln	4%	1%
115.4901961	Wombwell Ln to Proposed store	Proposed store to Wombwell Ln	3%	0%
133.0143541	Doncaster Rd E to Proposed store	Proposed store to Doncaster Rd E	3%	0%
119.2913386	Doncaster Rd E to Proposed store	Proposed store to Doncaster Rd E	3%	0%
167.5	Wombwell Ln to Proposed store	Proposed store to Wombwell Ln	4%	0%
147.6709613	Doncaster Rd E to Proposed store	Proposed store to Doncaster Rd E	3%	0%
320.8888889	Doncaster Rd E to Proposed store	Proposed store to Doncaster Rd E	7%	1%
190.6716418	Doncaster Rd E to Proposed store	Proposed store to Doncaster Rd E	4%	1%
213.7681159	Wombwell Ln to Proposed store	Proposed store to Wombwell Ln	5%	1%
4289.029759			**100%**	**12%**

Pop/Dist	Arr ID	Dep ID	% of zone	% of all
265.9746251	Pontefract Rd E to Proposed store	Proposed store to Pontefract Rd E	18%	1%
142.2008547	Pontefract Rd E to Proposed store	Proposed store to Pontefract Rd E	9%	0%
209.5705521	Pontefract Rd E to Proposed store	Proposed store to Pontefract Rd E	14%	0%
283.3333333	Pontefract Rd E to Proposed store	Proposed store to Pontefract Rd E	19%	1%
185.0305499	Pontefract Rd E to Proposed store	Proposed store to Pontefract Rd E	12%	0%
197.5334018	Pontefract Rd E to Proposed store	Proposed store to Pontefract Rd E	13%	0%
224.8236953	Pontefract Rd E to Proposed store	Proposed store to Pontefract Rd E	15%	0%
1508.467012			**100%**	**3%**

Pop/Dist	Arr ID	Dep ID	% of zone	% of all
186.1185984	Rotherham Rd to Proposed store	Proposed store to Rotherham Rd	4%	0%
182.3759791	Rotherham Rd to Proposed store	Proposed store to Rotherham Rd	3%	0%
180.6110458	Rotherham Rd to Proposed store	Proposed store to Rotherham Rd	3%	0%
127.4042553	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	2%	0%
130.5363322	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	2%	0%
115.1456932	Rotherham Rd to Proposed store	Proposed store to Rotherham Rd	2%	0%
180.4843305	Rotherham Rd to Proposed store	Proposed store to Rotherham Rd	3%	0%
236.5384615	Rotherham Rd to Proposed store	Proposed store to Rotherham Rd	4%	0%
238.9369592	Rotherham Rd to Proposed store	Proposed store to Rotherham Rd	5%	0%
186.2028302	Rotherham Rd to Proposed store	Proposed store to Rotherham Rd	4%	0%
198.8916256	Rotherham Rd to Proposed store	Proposed store to Rotherham Rd	4%	0%
185.136742	Rotherham Rd to Proposed store	Proposed store to Rotherham Rd	4%	0%
131.0942579	Rotherham Rd to Proposed store	Proposed store to Rotherham Rd	2%	0%
251.6178737	Rotherham Rd to Proposed store	Proposed store to Rotherham Rd	5%	0%
188.8489209	Rotherham Rd to Proposed store	Proposed store to Rotherham Rd	4%	0%
132.1367521	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	3%	0%
217.0380079	Rotherham Rd to Proposed store	Proposed store to Rotherham Rd	4%	0%
142.1006178	Pontefract Rd E to Proposed store	Proposed store to Pontefract Rd E	3%	0%
120.2702703	Rotherham Rd to Proposed store	Proposed store to Rotherham Rd	2%	0%
176.3341067	Rotherham Rd to Proposed store	Proposed store to Rotherham Rd	3%	0%
312.704918	Rotherham Rd to Proposed store	Proposed store to Rotherham Rd	6%	0%
328.627451	Rotherham Rd to Proposed store	Proposed store to Rotherham Rd	6%	0%
295.0442478	Rotherham Rd to Proposed store	Proposed store to Rotherham Rd	6%	0%
299.6503497	Rotherham Rd to Proposed store	Proposed store to Rotherham Rd	6%	0%
231.3572543	Rotherham Rd to Proposed store	Proposed store to Rotherham Rd	4%	0%
138.5217391	Pontefract Rd E to Proposed store	Proposed store to Pontefract Rd E	3%	0%
113.6244541	Pontefract Rd E to Proposed store	Proposed store to Pontefract Rd E	2%	0%
43.35581788	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	1%	0%
5270.709892			**100%**	**5.0%**

Pop/Dist	Arr ID	Dep ID	% of zone	% of all
89.27011853	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	3%	0%
145.124283	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	5%	0%
85.40100251	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	3%	0%
109.4097519	Pontefract Rd W to Proposed store	Proposed store to Pontefract Rd W	4%	0%
179.4577685	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	7%	0%
80.35069624	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	3%	0%
94.58307973	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	3%	0%
196.819788	Hunningley Ln to Proposed store	Proposed store to Hunningley Ln	7%	0%
115.4752553	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	4%	0%
119.0151515	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	4%	0%
145.814978	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	5%	0%
151.2143611	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	6%	0%
126.0663507	Hunningley Ln to Proposed store	Proposed store to Hunningley Ln	5%	0%
97.11021505	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	4%	0%
93.73764008	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	3%	0%
239.2320534	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	9%	0%
234.5930233	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	9%	0%
220.6119163	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	8%	0%
225.7229833	Doncaster Rd W to Proposed store	Proposed store to Doncaster Rd W	8%	0%
2749.010416			**100%**	**2%**

STEP 2 - TOTAL DISTRIBUTION MATRICES FOR EACH ZONE

ZONE 1

ARRIVALS

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Pontefract Rd E	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Doncaster Rd E	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Wombwell Ln	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Tesco	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Proposed Store	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Hunningley Ln	0%	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	**50%**
Neville Ave	0%	0%	0%	0%	0%	13%	0%	0%	0%	0%	0%	0%	**13%**
Doncaster Rd W	0%	0%	0%	0%	0%	37%	0%	0%	0%	0%	0%	0%	**37%**
Ashleigh Vale	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Pontefract Rd W	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
n/a	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
TOTAL	**0%**	**0%**	**0%**	**0%**	**0%**	**100%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**100%**

DEPARTURES

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Pontefract Rd E	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Doncaster Rd E	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Wombwell Ln	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Tesco	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Proposed Store	0%	0%	0%	0%	0%	0%	50%	13%	37%	0%	0%	0%	**100%**
Hunningley Ln	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Neville Ave	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Doncaster Rd W	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Ashleigh Vale	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Pontefract Rd W	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
n/a	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
TOTAL	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**50%**	**13%**	**37%**	**0%**	**0%**	**0%**	**100%**

ZONE 2

ARRIVALS

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0%	0%	0%	0%	0%	25%	0%	0%	0%	0%	0%	0%	**25%**
Pontefract Rd E	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	**10%**
Doncaster Rd E	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Wombwell Ln	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Tesco	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Proposed Store	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Hunningley Ln	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Neville Ave	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Doncaster Rd W	0%	0%	0%	0%	0%	44%	0%	0%	0%	0%	0%	0%	**44%**
Ashleigh Vale	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Pontefract Rd W	0%	0%	0%	0%	0%	22%	0%	0%	0%	0%	0%	0%	**22%**
n/a	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
TOTAL	**0%**	**0%**	**0%**	**0%**	**0%**	**100%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**100%**

DEPARTURES

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Pontefract Rd E	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Doncaster Rd E	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Wombwell Ln	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Tesco	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Proposed Store	25%	10%	0%	0%	0%	0%	0%	0%	44%	0%	22%	0%	**100%**
Hunningley Ln	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Neville Ave	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Doncaster Rd W	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Ashleigh Vale	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Pontefract Rd W	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
n/a	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
TOTAL	**25%**	**10%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**44%**	**0%**	**22%**	**0%**	**100%**

ZONE 3

ARRIVALS

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0%	0%	0%	0%	0%	6%	0%	0%	0%	0%	0%	0%	**6%**
Pontefract Rd E	0%	0%	0%	0%	0%	58%	0%	0%	0%	0%	0%	0%	**58%**
Doncaster Rd E	0%	0%	0%	0%	0%	35%	0%	0%	0%	0%	0%	0%	**35%**
Wombwell Ln	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Tesco	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Proposed Store	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Hunningley Ln	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Neville Ave	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Doncaster Rd W	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Ashleigh Vale	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Pontefract Rd W	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
n/a	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
TOTAL	**0%**	**0%**	**0%**	**0%**	**0%**	**100%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**100%**

DEPARTURES

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Pontefract Rd E	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Doncaster Rd E	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Wombwell Ln	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Tesco	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Proposed Store	6%	58%	35%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**100%**
Hunningley Ln	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Neville Ave	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Doncaster Rd W	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Ashleigh Vale	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Pontefract Rd W	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
n/a	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
TOTAL	**6%**	**58%**	**35%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**100%**

ZONE 4

ARRIVALS

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Pontefract Rd E	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Doncaster Rd E	0%	0%	0%	0%	0%	13%	0%	0%	0%	0%	0%	0%	**13%**
Wombwell Ln	0%	0%	0%	0%	0%	83%	0%	0%	0%	0%	0%	0%	**83%**
Tesco	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Proposed Store	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Hunningley Ln	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	**5%**
Neville Ave	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Doncaster Rd W	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Ashleigh Vale	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Pontefract Rd W	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
n/a	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
TOTAL	**0%**	**0%**	**0%**	**0%**	**0%**	**100%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**100%**

DEPARTURES

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Pontefract Rd E	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Doncaster Rd E	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Wombwell Ln	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Tesco	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Proposed Store	0%	0%	13%	83%	0%	0%	5%	0%	0%	0%	0%	0%	**100%**
Hunningley Ln	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Neville Ave	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Doncaster Rd W	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Ashleigh Vale	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Pontefract Rd W	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
n/a	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
TOTAL	**0%**	**0%**	**13%**	**83%**	**0%**	**0%**	**5%**	**0%**	**0%**	**0%**	**0%**	**0%**	**100%**

ZONE 5

ARRIVALS

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Pontefract Rd E	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Doncaster Rd E	0%	0%	0%	0%	0%	77%	0%	0%	0%	0%	0%	0%	**77%**
Wombwell Ln	0%	0%	0%	0%	0%	23%	0%	0%	0%	0%	0%	0%	**23%**
Tesco	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Proposed Store	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Hunningley Ln	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Neville Ave	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Doncaster Rd W	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Ashleigh Vale	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Pontefract Rd W	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
n/a	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
TOTAL	**0%**	**0%**	**0%**	**0%**	**0%**	**100%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**100%**

DEPARTURES

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Pontefract Rd E	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Doncaster Rd E	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Wombwell Ln	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Tesco	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Proposed Store	0%	0%	77%	23%	0%	0%	0%	0%	0%	0%	0%	0%	**100%**
Hunningley Ln	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Neville Ave	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Doncaster Rd W	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Ashleigh Vale	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Pontefract Rd W	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
n/a	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
TOTAL	**0%**	**0%**	**77%**	**23%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**100%**

ZONE 6

ARRIVALS

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Pontefract Rd E	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	**100%**
Doncaster Rd E	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Wombwell Ln	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Tesco	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Proposed Store	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Hunningley Ln	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Neville Ave	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Doncaster Rd W	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Ashleigh Vale	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Pontefract Rd W	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
n/a	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
TOTAL	**0%**	**0%**	**0%**	**0%**	**0%**	**100%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**100%**

DEPARTURES

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Pontefract Rd E	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Doncaster Rd E	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Wombwell Ln	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Tesco	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Proposed Store	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**100%**
Hunningley Ln	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Neville Ave	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Doncaster Rd W	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Ashleigh Vale	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Pontefract Rd W	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
n/a	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
TOTAL	**0%**	**100%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**100%**

ZONE 7

ARRIVALS

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0%	0%	0%	0%	0%	84%	0%	0%	0%	0%	0%	0%	**84%**
Pontefract Rd E	0%	0%	0%	0%	0%	7%	0%	0%	0%	0%	0%	0%	**7%**
Doncaster Rd E	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Wombwell Ln	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Tesco	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Proposed Store	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Hunningley Ln	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Neville Ave	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Doncaster Rd W	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	**8%**
Ashleigh Vale	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Pontefract Rd W	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
n/a	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
TOTAL	**0%**	**0%**	**0%**	**0%**	**0%**	**100%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**100%**

DEPARTURES

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Pontefract Rd E	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Doncaster Rd E	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Wombwell Ln	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Tesco	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Proposed Store	84%	7%	0%	0%	0%	0%	0%	0%	8%	0%	0%	0%	**100%**
Hunningley Ln	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Neville Ave	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Doncaster Rd W	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Ashleigh Vale	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Pontefract Rd W	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
n/a	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
TOTAL	**84%**	**7%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**8%**	**0%**	**0%**	**0%**	**100%**

ZONE 8

ARRIVALS

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Pontefract Rd E	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Doncaster Rd E	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Wombwell Ln	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Tesco	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Proposed Store	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Hunningley Ln	0%	0%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	**12%**
Neville Ave	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Doncaster Rd W	0%	0%	0%	0%	0%	84%	0%	0%	0%	0%	0%	0%	**84%**
Ashleigh Vale	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Pontefract Rd W	0%	0%	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%	**4%**
n/a	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
TOTAL	**0%**	**0%**	**0%**	**0%**	**0%**	**100%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**100%**

DEPARTURES

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Pontefract Rd E	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Doncaster Rd E	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Wombwell Ln	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Tesco	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Proposed Store	0%	0%	0%	0%	0%	0%	12%	0%	84%	0%	4%	0%	**100%**
Hunningley Ln	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Neville Ave	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Doncaster Rd W	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Ashleigh Vale	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Pontefract Rd W	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
n/a	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
TOTAL	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**12%**	**0%**	**84%**	**0%**	**4%**	**0%**	**100%**

STEP 3 - DISTRIBUTION MATRIX

ALL ZONES COMBINED

ARRIVALS

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0%	0%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	**12%**
Pontefract Rd E	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	**15%**
Doncaster Rd E	0%	0%	0%	0%	0%	17%	0%	0%	0%	0%	0%	0%	**17%**
Wombwell Ln	0%	0%	0%	0%	0%	19%	0%	0%	0%	0%	0%	0%	**19%**
Tesco	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Proposed Store	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Hunningley Ln	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	**10%**
Neville Ave	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	**2%**
Doncaster Rd W	0%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	**20%**
Ashleigh Vale	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Pontefract Rd W	0%	0%	0%	0%	0%	6%	0%	0%	0%	0%	0%	0%	**6%**
n/a	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
TOTAL	**0%**	**0%**	**0%**	**0%**	**0%**	**100%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**100%**

DEPARTURES

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Pontefract Rd E	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Doncaster Rd E	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Wombwell Ln	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Tesco	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Proposed Store	12%	15%	17%	19%	0%	0%	10%	2%	20%	0%	6%	0%	**100%**
Hunningley Ln	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Neville Ave	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Doncaster Rd W	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Ashleigh Vale	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
Pontefract Rd W	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
n/a	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**0%**
TOTAL	**12%**	**15%**	**17%**	**19%**	**0%**	**0%**	**10%**	**2%**	**20%**	**0%**	**6%**	**0%**	**100%**

BARNSLEY, PROPOSED SAINSBURY'S FOODSTORE
TRADE DRAW GRAVITY MODEL

	AM			PM			Sat		
Check 1	**Arr**	**Dep**	**Tot**	**Arr**	**Dep**	**Tot**	**Arr**	**Dep**	**Tot**
Total trips that **may** enter our network	**10**	**7**	**16**	**18**	**20**	**39**	**106**	**99**	**205**
	ok	ok	ok	ok	ok	ok	ok	ok	ok
Check 2	7	5	12	14	15	29	79	74	153
Total trips that **do** enter our network based on Routing			12			29			153
TOTAL PRIMARY TRIPS TO NEW STORE	24	16	40	44	50	94	257	240	497
	31%	31%	31%	31%	31%	31%	31%	31%	31%

ZONE 1

To: **Barnsley Town Centre** (using Morrisons as a proxy for town centre)

		Journey to Proposed Store			Journey to Existing Store							AM			PM			Sat		
SiteFrom	**SiteTo**	**Time_min**	**Distance_km**	**TimeHMS**	**From**	**To**	**Arr ID**	**Dep ID**	**Pop**	**PopDist**	**%**	**Arr**	**Dep**	**Tot**	**Arr**	**Dep**	**Tot**	**Arr**	**Dep**	**Tot**
E01007458	Site 1	4.91	2.58	00:04:54	n/a	n/a	n/a to n/a	n/a to n/a	1455	563.9534884	0%	0	0	0	0	0	0	0	0	0
E01007459	Site 1	8.41	4.06	00:08:25	n/a	n/a	n/a to n/a	n/a to n/a	1509	371.6748768	0%	0	0	0	0	0	0	0	0	0
E01007338	Site 1	5.69	3.19	00:05:42	n/a	n/a	n/a to n/a	n/a to n/a	511	160.1880878	0%	0	0	0	0	0	0	0	0	0
E01007339	Site 1	4.45	2.52	00:04:27	n/a	n/a	n/a to n/a	n/a to n/a	745	295.6349206	0%	0	0	0	0	0	0	0	0	0
E01007318	Site 1	3.07	1.57	00:03:04	n/a	n/a	n/a to n/a	n/a to n/a	1544	983.4394904	0%	0	0	0	0	0	0	0	0	0
E01007399	Site 1	9.66	6.37	00:09:40	n/a	n/a	n/a to n/a	n/a to n/a	2057	322.9199372	0%	0	0	0	0	0	0	0	0	0
E01007398	Site 1	9.65	5.41	00:09:39	n/a	n/a	n/a to n/a	n/a to n/a	1632	301.663586	0%	0	0	0	0	0	0	0	0	0
E01007416	Site 1	4.13	1.89	00:04:08	n/a	n/a	n/a to n/a	n/a to n/a	1194	631.7460317	0%	0	0	0	0	0	0	0	0	0
E01007414	Site 1	5.45	3.07	00:05:27	n/a	n/a	n/a to n/a	n/a to n/a	1638	533.5504886	0%	0	0	0	0	0	0	0	0	0
E01007415	Site 1	6.65	3.8	00:06:39	n/a	n/a	n/a to n/a	n/a to n/a	747.5	196.7105263	0%	0	0	0	0	0	0	0	0	0
E01007413	Site 1	6.21	3.4	00:06:12	n/a	n/a	n/a to n/a	n/a to n/a	1349	396.7647059	0%	0	0	0	0	0	0	0	0	0
E01007462	Site 1	4.47	2.33	00:04:28	n/a	n/a	n/a to n/a	n/a to n/a	1602	687.5536481	0%	0	0	0	0	0	0	0	0	0
E01007463	Site 1	6.98	3.45	00:06:59	n/a	n/a	n/a to n/a	n/a to n/a	1766	511.884058	0%	0	0	0	0	0	0	0	0	0
E01007460	Site 1	7.88	4.1	00:07:53	n/a	n/a	n/a to n/a	n/a to n/a	1437	350.4878049	0%	0	0	0	0	0	0	0	0	0
E01007461	Site 1	5.74	2.86	00:05:44	n/a	n/a	n/a to n/a	n/a to n/a	1647	575.8741259	0%	0	0	0	0	0	0	0	0	0
E01007322	Site 1	2.12	1.21	00:02:07	n/a	n/a	n/a to n/a	n/a to n/a	1041	860.3305785	0%	0	0	0	0	0	0	0	0	0
E01007320	Site 1	2.25	1.16	00:02:15	Neville Ave	Doncaster	Neville Ave t	Doncaster Rd	1596	1375.862069	13%	0	0	0	0	0	0	0	0	1
E01007317	Site 1	2.54	1.23	00:02:32	n/a	n/a	n/a to n/a	n/a to n/a	1493	1213.821138	0%	0	0	0	0	0	0	0	0	0
										10334.05956	**13%**	**0**	**0**	**0**	**1**	**1**	**1**	**3**	**3**	**6**
												0.04	0.03	0.06	0.07	0.08	0.15	0.40	0.38	0.78

To: **Aldi, Doncaster Road, Stairfoot Local Centre**

		Journey to Proposed Store			Journey to Existing Store							AM			PM			Sat		
SiteFrom	**SiteTo**	**Time_min**	**Distance_km**	**TimeHMS**	**From**	**To**	**Arr ID**	**Dep ID**	**Pop**	**PopDist**	**%**	**Arr**	**Dep**	**Tot**	**Arr**	**Dep**	**Tot**	**Arr**	**Dep**	**Tot**
E01007458	Site 1	4.91	2.58	00:04:54	n/a	n/a	n/a to n/a	n/a to n/a	1455	563.9534884	0%	0	0	0	0	0	0	0	0	0
E01007459	Site 1	8.41	4.06	00:08:25	n/a	n/a	n/a to n/a	n/a to n/a	1509	371.6748768	0%	0	0	0	0	0	0	0	0	0
E01007338	Site 1	5.69	3.19	00:05:42	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	511	160.1880878	2%	0	0	0	0	0	0	0	0	0
E01007339	Site 1	4.45	2.52	00:04:27	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	745	295.6349206	3%	0	0	0	0	0	0	0	0	0
E01007318	Site 1	3.07	1.57	00:03:04	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	1544	983.4394904	10%	0	0	0	0	0	0	0	0	0
E01007399	Site 1	9.66	6.37	00:09:40	n/a	n/a	n/a to n/a	n/a to n/a	2057	322.9199372	0%	0	0	0	0	0	0	0	0	0
E01007398	Site 1	9.65	5.41	00:09:39	n/a	n/a	n/a to n/a	n/a to n/a	1632	301.663586	0%	0	0	0	0	0	0	0	0	0
E01007416	Site 1	4.13	1.89	00:04:08	n/a	n/a	n/a to n/a	n/a to n/a	1194	631.7460317	0%	0	0	0	0	0	0	0	0	0
E01007414	Site 1	5.45	3.07	00:05:27	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	1638	533.5504886	5%	0	0	0	0	0	0	0	0	0
E01007415	Site 1	6.65	3.8	00:06:39	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	747.5	196.7105263	2%	0	0	0	0	0	0	0	0	0
E01007413	Site 1	6.21	3.4	00:06:12	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	1349	396.7647059	4%	0	0	0	0	0	0	0	0	0
E01007462	Site 1	4.47	2.33	00:04:28	n/a	n/a	n/a to n/a	n/a to n/a	1602	687.5536481	0%	0	0	0	0	0	0	0	0	0
E01007463	Site 1	6.98	3.45	00:06:59	n/a	n/a	n/a to n/a	n/a to n/a	1766	511.884058	0%	0	0	0	0	0	0	0	0	0
E01007460	Site 1	7.88	4.1	00:07:53	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	1437	350.4878049	3%	0	0	0	0	0	0	0	0	0
E01007461	Site 1	5.74	2.86	00:05:44	n/a	n/a	n/a to n/a	n/a to n/a	1647	575.8741259	0%	0	0	0	0	0	0	0	0	0
E01007322	Site 1	2.12	1.21	00:02:07	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	1041	860.3305785	8%	0	0	0	0	0	0	0	0	0
E01007320	Site 1	2.25	1.16	00:02:15	Neville Ave	Hunningley	Neville Ave t	Hunningley Ln	1596	1375.862069	13%	0	0	0	0	0	0	0	0	0
E01007317	Site 1	2.54	1.23	00:02:32	n/a	n/a	n/a to n/a	n/a to n/a	1493	1213.821138	0%	0	0	0	0	0	0	0	0	0
										10334.05956	**50%**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**
												0.05	0.04	0.09	0.10	0.11	0.21	0.57	0.53	1.10

To: **Tesco Extra, Wombwell Lane**

		Journey to Proposed Store			Journey to Existing Store						
SiteFrom	SiteTo	Time_min	Distance_km	TimeHMS	From	To	Arr ID	Dep ID	Pop	PopDist	%
E01007458	Site 1	4.91	2.58	00:04:54	Wombwell	Tesco	Wombwell La	Tesco to Worr	1455	563.9534884	5%
E01007459	Site 1	8.41	4.06	00:08:25	Wombwell	Tesco	Wombwell La	Tesco to Worr	1509	371.6748768	4%
E01007338	Site 1	5.69	3.19	00:05:42	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	511	160.1880878	2%
E01007339	Site 1	4.45	2.52	00:04:27	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	745	295.6349206	3%
E01007318	Site 1	3.07	1.57	00:03:04	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1544	983.4394904	10%
E01007399	Site 1	9.66	6.37	00:09:40	Wombwell	Tesco	Wombwell La	Tesco to Worr	2057	322.9199372	3%
E01007398	Site 1	9.65	5.41	00:09:39	Wombwell	Tesco	Wombwell La	Tesco to Worr	1632	301.663586	3%
E01007416	Site 1	4.13	1.89	00:04:08	Hunningley	Tesco	Hunningley L	Tesco to Hunr	1194	631.7460317	6%
E01007414	Site 1	5.45	3.07	00:05:27	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1638	533.5504886	5%
E01007415	Site 1	6.65	3.8	00:06:39	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	747.5	196.7105263	2%
E01007413	Site 1	6.21	3.4	00:06:12	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1349	396.7647059	4%
E01007462	Site 1	4.47	2.33	00:04:28	Wombwell	Tesco	Wombwell La	Tesco to Worr	1602	687.5536481	7%
E01007463	Site 1	6.98	3.45	00:06:59	Wombwell	Tesco	Wombwell La	Tesco to Worr	1766	511.884058	5%
E01007460	Site 1	7.88	4.1	00:07:53	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1437	350.4878049	3%
E01007461	Site 1	5.74	2.86	00:05:44	Wombwell	Tesco	Wombwell La	Tesco to Worr	1647	575.8741259	6%
E01007322	Site 1	2.12	1.21	00:02:07	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1041	860.3305785	8%
E01007320	Site 1	2.25	1.16	00:02:15	Neville Ave	Tesco	Neville Ave t	Tesco to Nevil	1596	1375.862069	13%
E01007317	Site 1	2.54	1.23	00:02:32	Hunningley	Tesco	Hunningley L	Tesco to Hunr	1493	1213.821138	12%
										10334.05956	**100%**

AM			PM			Sat		
Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
0	0	0	0	0	0	1	1	1
0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	1	1	2
0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	1	1	2
0	0	0	0	0	0	1	1	1
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	1	0	1
0	0	0	0	0	0	1	1	2
0	0	0	0	0	0	1	1	1
0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	1	1	1
0	0	0	0	0	0	1	1	2
0	0	0	0	0	1	2	2	3
0	0	0	0	0	1	2	1	3
1	**1**	**2**	**2**	**3**	**5**	**13**	**13**	**26**
1.25	0.84	2.09	2.32	2.60	4.91	13.46	12.55	26.01

To: **Morrisons, Lower Thomas Street**

		Journey to Proposed Store			Journey to Existing Store						
SiteFrom	SiteTo	Time_min	Distance_km	TimeHMS	From	To	Arr ID	Dep ID	Pop	PopDist	%
E01007458	Site 1	4.91	2.58	00:04:54	n/a	n/a	n/a to n/a	n/a to n/a	1455	563.9534884	0%
E01007459	Site 1	8.41	4.06	00:08:25	n/a	n/a	n/a to n/a	n/a to n/a	1509	371.6748768	0%
E01007338	Site 1	5.69	3.19	00:05:42	n/a	n/a	n/a to n/a	n/a to n/a	511	160.1880878	0%
E01007339	Site 1	4.45	2.52	00:04:27	n/a	n/a	n/a to n/a	n/a to n/a	745	295.6349206	0%
E01007318	Site 1	3.07	1.57	00:03:04	n/a	n/a	n/a to n/a	n/a to n/a	1544	983.4394904	0%
E01007399	Site 1	9.66	6.37	00:09:40	n/a	n/a	n/a to n/a	n/a to n/a	2057	322.9199372	0%
E01007398	Site 1	9.65	5.41	00:09:39	n/a	n/a	n/a to n/a	n/a to n/a	1632	301.663586	0%
E01007416	Site 1	4.13	1.89	00:04:08	n/a	n/a	n/a to n/a	n/a to n/a	1194	631.7460317	0%
E01007414	Site 1	5.45	3.07	00:05:27	n/a	n/a	n/a to n/a	n/a to n/a	1638	533.5504886	0%
E01007415	Site 1	6.65	3.8	00:06:39	n/a	n/a	n/a to n/a	n/a to n/a	747.5	196.7105263	0%
E01007413	Site 1	6.21	3.4	00:06:12	n/a	n/a	n/a to n/a	n/a to n/a	1349	396.7647059	0%
E01007462	Site 1	4.47	2.33	00:04:28	n/a	n/a	n/a to n/a	n/a to n/a	1602	687.5536481	0%
E01007463	Site 1	6.98	3.45	00:06:59	n/a	n/a	n/a to n/a	n/a to n/a	1766	511.884058	0%
E01007460	Site 1	7.88	4.1	00:07:53	n/a	n/a	n/a to n/a	n/a to n/a	1437	350.4878049	0%
E01007461	Site 1	5.74	2.86	00:05:44	n/a	n/a	n/a to n/a	n/a to n/a	1647	575.8741259	0%
E01007322	Site 1	2.12	1.21	00:02:07	n/a	n/a	n/a to n/a	n/a to n/a	1041	860.3305785	0%
E01007320	Site 1	2.25	1.16	00:02:15	Neville Ave	Doncaster	Neville Ave t	Doncaster Rd	1596	1375.862069	13%
E01007317	Site 1	2.54	1.23	00:02:32	n/a	n/a	n/a to n/a	n/a to n/a	1493	1213.821138	0%
										10334.05956	**13%**

AM			PM			Sat		
Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	2	2	4
0	0	0	0	0	0	0	0	0
1	**1**	**2**	**2**	**3**	**5**	**14**	**13**	**26**
0.17	0.11	0.28	0.31	0.35	0.66	1.82	1.69	3.51

To: **Asda, Old Mill Lane, Barnsley**

		Journey to Proposed Store			Journey to Existing Store						
SiteFrom	SiteTo	Time_min	Distance_km	TimeHMS	From	To	Arr ID	Dep ID	Pop	PopDist	%
E01007458	Site 1	4.91	2.58	00:04:54	n/a	n/a	n/a to n/a	n/a to n/a	1455	563.9534884	0%
E01007459	Site 1	8.41	4.06	00:08:25	n/a	n/a	n/a to n/a	n/a to n/a	1509	371.6748768	0%
E01007338	Site 1	5.69	3.19	00:05:42	n/a	n/a	n/a to n/a	n/a to n/a	511	160.1880878	0%
E01007339	Site 1	4.45	2.52	00:04:27	n/a	n/a	n/a to n/a	n/a to n/a	745	295.6349206	0%
E01007318	Site 1	3.07	1.57	00:03:04	n/a	n/a	n/a to n/a	n/a to n/a	1544	983.4394904	0%
E01007399	Site 1	9.66	6.37	00:09:40	n/a	n/a	n/a to n/a	n/a to n/a	2057	322.9199372	0%
E01007398	Site 1	9.65	5.41	00:09:39	n/a	n/a	n/a to n/a	n/a to n/a	1632	301.663586	0%
E01007416	Site 1	4.13	1.89	00:04:08	n/a	n/a	n/a to n/a	n/a to n/a	1194	631.7460317	0%
E01007414	Site 1	5.45	3.07	00:05:27	n/a	n/a	n/a to n/a	n/a to n/a	1638	533.5504886	0%
E01007415	Site 1	6.65	3.8	00:06:39	n/a	n/a	n/a to n/a	n/a to n/a	747.5	196.7105263	0%
E01007413	Site 1	6.21	3.4	00:06:12	n/a	n/a	n/a to n/a	n/a to n/a	1349	396.7647059	0%
E01007462	Site 1	4.47	2.33	00:04:28	n/a	n/a	n/a to n/a	n/a to n/a	1602	687.5536481	0%
E01007463	Site 1	6.98	3.45	00:06:59	n/a	n/a	n/a to n/a	n/a to n/a	1766	511.884058	0%
E01007460	Site 1	7.88	4.1	00:07:53	n/a	n/a	n/a to n/a	n/a to n/a	1437	350.4878049	0%
E01007461	Site 1	5.74	2.86	00:05:44	n/a	n/a	n/a to n/a	n/a to n/a	1647	575.8741259	0%
E01007322	Site 1	2.12	1.21	00:02:07	n/a	n/a	n/a to n/a	n/a to n/a	1041	860.3305785	0%
E01007320	Site 1	2.25	1.16	00:02:15	Neville Ave	Doncaster	Neville Ave t	Doncaster Rd	1596	1375.862069	13%
E01007317	Site 1	2.54	1.23	00:02:32	n/a	n/a	n/a to n/a	n/a to n/a	1493	1213.821138	0%
										10334.05956	**13%**

AM			PM			Sat		
Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	1	1	2
0	0	0	0	0	0	0	0	0
1	**0**	**1**	**1**	**1**	**3**	**7**	**7**	**14**
0.09	0.06	0.15	0.17	0.19	0.35	0.97	0.90	1.87

To: **Morrisons, Cortonwood, Brampton**

		Journey to Proposed Store			Journey to Existing Store						
SiteFrom	SiteTo	Time_min	Distance_km	TimeHMS	From	To	Arr ID	Dep ID	Pop	PopDist	%
E01007458	Site 1	4.91	2.58	00:04:54	n/a	n/a	n/a to n/a	n/a to n/a	1455	563.9534884	0%
E01007459	Site 1	8.41	4.06	00:08:25	n/a	n/a	n/a to n/a	n/a to n/a	1509	371.6748768	0%
E01007338	Site 1	5.69	3.19	00:05:42	Doncaster	Wombwell	Doncaster Rc	Wombwell Ln	511	160.1880878	2%
E01007339	Site 1	4.45	2.52	00:04:27	Doncaster	Wombwell	Doncaster Rc	Wombwell Ln	745	295.6349206	3%
E01007318	Site 1	3.07	1.57	00:03:04	Doncaster	Wombwell	Doncaster Rc	Wombwell Ln	1544	983.4394904	10%
E01007399	Site 1	9.66	6.37	00:09:40	n/a	n/a	n/a to n/a	n/a to n/a	2057	322.9199372	0%
E01007398	Site 1	9.65	5.41	00:09:39	n/a	n/a	n/a to n/a	n/a to n/a	1632	301.663586	0%
E01007416	Site 1	4.13	1.89	00:04:08	Hunningley	Wombwell	Hunningley L	Wombwell Ln	1194	631.7460317	6%
E01007414	Site 1	5.45	3.07	00:05:27	Doncaster	Wombwell	Doncaster Rc	Wombwell Ln	1638	533.5504886	5%
E01007415	Site 1	6.65	3.8	00:06:39	Doncaster	Wombwell	Doncaster Rc	Wombwell Ln	747.5	196.7105263	2%
E01007413	Site 1	6.21	3.4	00:06:12	Doncaster	Wombwell	Doncaster Rc	Wombwell Ln	1349	396.7647059	4%
E01007462	Site 1	4.47	2.33	00:04:28	n/a	n/a	n/a to n/a	n/a to n/a	1602	687.5536481	0%
E01007463	Site 1	6.98	3.45	00:06:59	n/a	n/a	n/a to n/a	n/a to n/a	1766	511.884058	0%
E01007460	Site 1	7.88	4.1	00:07:53	Doncaster	Wombwell	Doncaster Rc	Wombwell Ln	1437	350.4878049	3%
E01007461	Site 1	5.74	2.86	00:05:44	n/a	n/a	n/a to n/a	n/a to n/a	1647	575.8741259	0%
E01007322	Site 1	2.12	1.21	00:02:07	Doncaster	Wombwell	Doncaster Rc	Wombwell Ln	1041	860.3305785	8%
E01007320	Site 1	2.25	1.16	00:02:15	Neville Ave	Wombwell	Neville Ave t	Wombwell Ln	1596	1375.862069	13%
E01007317	Site 1	2.54	1.23	00:02:32	Hunningley	Wombwell	Hunningley L	Wombwell Ln	1493	1213.821138	12%
										10334.05956	**68%**

AM			PM			Sat		
Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	1
0	**0**	**0**	**1**	**1**	**1**	**3**	**3**	**6**
0.20	0.13	0.33	0.37	0.41	0.78	2.13	1.99	4.12

ZONE 2

To: **Aldi, Doncaster Road, Stairfoot Local Centre**

		Journey to Proposed Store			Journey to Existing Store						
SiteFrom	SiteTo	Time_min	Distance_km	TimeHMS	From	To	Arr ID	Dep ID	Pop	PopDist	%
E01007406	Site 1	7.71	3.9	00:07:42	Pontefract	Hunningley	Pontefract Rc	Hunningley Ln	1720	441.025641	4%
E01007404	Site 1	4.78	2.68	00:04:47	Pontefract	Hunningley	Pontefract Rc	Hunningley Ln	1287	480.2238806	4%
E01007405	Site 1	2.98	1.97	00:02:59	Rotherham	Hunningley	Rotherham R	Hunningley Ln	709	359.8984772	3%
E01007400	Site 1	5.75	3.59	00:05:45	Rotherham	Hunningley	Rotherham R	Hunningley Ln	2017	561.8384401	5%
E01007408	Site 1	9.73	6.03	00:09:44	Pontefract	Hunningley	Pontefract Rc	Hunningley Ln	1516	251.4096186	2%
E01007409	Site 1	8.37	5.4	00:08:22	Pontefract	Hunningley	Pontefract Rc	Hunningley Ln	1458	270	2%
E01007379	Site 1	14.01	8.31	00:14:01	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	1591	191.456077	2%
E01007336	Site 1	7.24	4.79	00:07:14	Pontefract	Hunningley	Pontefract Rc	Hunningley Ln	1557	325.0521921	3%
E01007337	Site 1	5.01	3.7	00:05:00	Pontefract	Hunningley	Pontefract Rc	Hunningley Ln	1775	479.7297297	4%
E01007334	Site 1	5.77	3.4	00:05:46	Rotherham	Hunningley	Rotherham R	Hunningley Ln	1356	398.8235294	4%
E01007335	Site 1	4.76	2.98	00:04:45	Rotherham	Hunningley	Rotherham R	Hunningley Ln	1506	505.3691275	5%
E01007338	Site 1	5.69	3.19	00:05:42	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	511	160.1880878	1%
E01007339	Site 1	4.45	2.52	00:04:27	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	745	295.6349206	3%
E01032550	Site 1	6.76	4.2	00:06:46	Rotherham	Hunningley	Rotherham R	Hunningley Ln	2841	676.4285714	6%
E01032551	Site 1	9.63	6.09	00:09:38	Pontefract	Hunningley	Pontefract Rc	Hunningley Ln	2567	421.5106732	4%
E01007417	Site 1	7.72	4.14	00:07:43	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	1591	384.2995169	3%
E01007415	Site 1	6.65	3.8	00:06:39	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	747.5	196.7105263	2%
E01007410	Site 1	8.56	5.62	00:08:34	Pontefract	Hunningley	Pontefract Rc	Hunningley Ln	1631	290.2135231	3%
E01007411	Site 1	9.6	5.67	00:09:36	Rotherham	Hunningley	Rotherham R	Hunningley Ln	1191	210.0529101	2%
E01007344	Site 1	4.9	3.35	00:04:54	Pontefract	Hunningley	Pontefract Rc	Hunningley Ln	533.75	159.3283582	1%
E01007340	Site 1	6.21	3.5	00:06:13	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	1636	467.4285714	4%
E01007446	Site 1	10.09	5.25	00:10:05	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	1335	254.2857143	2%
E01007444	Site 1	9.39	5.37	00:09:24	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	1550	288.6405959	3%
E01007445	Site 1	7.89	4.3	00:07:54	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	1451	337.4418605	3%
E01007442	Site 1	10.42	5.8	00:10:25	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	1377	237.4137931	2%
E01007443	Site 1	7.34	4.1	00:07:20	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	2000	487.804878	4%
E01007441	Site 1	8.18	4.45	00:08:11	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	1537	345.3932584	3%
E01007322	Site 1	2.12	1.21	00:02:07	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	1041	860.3305785	8%
E01007387	Site 1	14.52	9.14	00:14:31	Pontefract	Hunningley	Pontefract Rc	Hunningley Ln	1452	158.8621444	1%
E01007386	Site 1	14.7	11.86	00:14:42	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	514.2	43.35581788	0%
E01007381	Site 1	11.21	6.93	00:11:12	Pontefract	Hunningley	Pontefract Rc	Hunningley Ln	1547	223.2323232	2%
E01007380	Site 1	11.96	6.03	00:11:57	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	1810	300.1658375	3%
										11063.54917	**100%**

AM			PM			Sat		
Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	**0**	**0**	**0**	**0**	**1**	**2**	**1**	**3**
0.14	0.10	0.24	0.27	0.30	0.56	1.55	1.44	2.99

To: **Tesco Extra, Wombwell Lane**

		Journey to Proposed Store			Journey to Existing Store						
SiteFrom	SiteTo	Time_min	Distance_km	TimeHMS	From	To	Arr ID	Dep ID	Pop	PopDist	%
E01007406	Site 1	7.71	3.9	00:07:42	Pontefract	Tesco	Pontefract R	Tesco to Pont	1720	441.025641	4%
E01007404	Site 1	4.78	2.68	00:04:47	Pontefract	Tesco	Pontefract R	Tesco to Pont	1287	480.2238806	4%
E01007405	Site 1	2.98	1.97	00:02:59	Rotherham	Tesco	Rotherham R	Tesco to Roth	709	359.8984772	3%
E01007400	Site 1	5.75	3.59	00:05:45	Rotherham	Tesco	Rotherham R	Tesco to Roth	2017	561.8384401	5%
E01007408	Site 1	9.73	6.03	00:09:44	Pontefract	Tesco	Pontefract R	Tesco to Pont	1516	251.4096186	2%
E01007409	Site 1	8.37	5.4	00:08:22	Pontefract	Tesco	Pontefract R	Tesco to Pont	1458	270	2%
E01007379	Site 1	14.01	8.31	00:14:01	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1591	191.456077	2%
E01007336	Site 1	7.24	4.79	00:07:14	Pontefract	Tesco	Pontefract R	Tesco to Pont	1557	325.0521921	3%
E01007337	Site 1	5.01	3.7	00:05:00	Pontefract	Tesco	Pontefract R	Tesco to Pont	1775	479.7297297	4%
E01007334	Site 1	5.77	3.4	00:05:46	Rotherham	Tesco	Rotherham R	Tesco to Roth	1356	398.8235294	4%
E01007335	Site 1	4.76	2.98	00:04:45	Rotherham	Tesco	Rotherham R	Tesco to Roth	1506	505.3691275	5%
E01007338	Site 1	5.69	3.19	00:05:42	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	511	160.1880878	1%
E01007339	Site 1	4.45	2.52	00:04:27	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	745	295.6349206	3%
E01032550	Site 1	6.76	4.2	00:06:46	Rotherham	Tesco	Rotherham R	Tesco to Roth	2841	676.4285714	6%
E01032551	Site 1	9.63	6.09	00:09:38	Pontefract	Tesco	Pontefract R	Tesco to Pont	2567	421.5106732	4%
E01007417	Site 1	7.72	4.14	00:07:43	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1591	384.2995169	3%
E01007415	Site 1	6.65	3.8	00:06:39	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	747.5	196.7105263	2%
E01007410	Site 1	8.56	5.62	00:08:34	Pontefract	Tesco	Pontefract R	Tesco to Pont	1631	290.2135231	3%
E01007411	Site 1	9.6	5.67	00:09:36	Rotherham	Tesco	Rotherham R	Tesco to Roth	1191	210.0529101	2%
E01007344	Site 1	4.9	3.35	00:04:54	Pontefract	Tesco	Pontefract R	Tesco to Pont	533.75	159.3283582	1%
E01007340	Site 1	6.21	3.5	00:06:13	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1636	467.4285714	4%
E01007446	Site 1	10.09	5.25	00:10:05	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1335	254.2857143	2%
E01007444	Site 1	9.39	5.37	00:09:24	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1550	288.6405959	3%
E01007445	Site 1	7.89	4.3	00:07:54	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1451	337.4418605	3%
E01007442	Site 1	10.42	5.8	00:10:25	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1377	237.4137931	2%
E01007443	Site 1	7.34	4.1	00:07:20	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	2000	487.804878	4%
E01007441	Site 1	8.18	4.45	00:08:11	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1537	345.3932584	3%
E01007322	Site 1	2.12	1.21	00:02:07	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1041	860.3305785	8%
E01007387	Site 1	14.52	9.14	00:14:31	Pontefract	Tesco	Pontefract R	Tesco to Pont	1452	158.8621444	1%
E01007386	Site 1	14.7	11.86	00:14:42	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	514.2	43.35581788	0%
E01007381	Site 1	11.21	6.93	00:11:12	Pontefract	Tesco	Pontefract R	Tesco to Pont	1547	223.2323232	2%
E01007380	Site 1	11.96	6.03	00:11:57	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1810	300.1658375	3%
										11063.54917	**100%**

AM			PM			Sat		
Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	**0**	**1**	**1**	**1**	**2**	**4**	**4**	**8**
0.40	0.27	0.66	0.74	0.83	1.56	4.28	3.99	8.27

To: **Morrisons, Cortonwood, Brampton**

		Journey to Proposed Store			Journey to Existing Store						
SiteFrom	SiteTo	Time_min	Distance_km	TimeHMS	From	To	Arr ID	Dep ID	Pop	PopDist	%
E01007406	Site 1	7.71	3.9	00:07:42	Pontefract	Wombwell	Pontefract R	Wombwell Ln	1720	441.025641	4%
E01007404	Site 1	4.78	2.68	00:04:47	Pontefract	Wombwell	Pontefract R	Wombwell Ln	1287	480.2238806	4%
E01007405	Site 1	2.98	1.97	00:02:59	Rotherham	Wombwell	Rotherham R	Wombwell Ln	709	359.8984772	3%
E01007400	Site 1	5.75	3.59	00:05:45	Rotherham	Wombwell	Rotherham R	Wombwell Ln	2017	561.8384401	5%
E01007408	Site 1	9.73	6.03	00:09:44	Doncaster	Wombwell	Doncaster Rc	Wombwell Ln	1516	251.4096186	2%
E01007409	Site 1	8.37	5.4	00:08:22	Doncaster	Wombwell	Doncaster Rc	Wombwell Ln	1458	270	2%
E01007379	Site 1	14.01	8.31	00:14:01	n/a	n/a	n/a to n/a	n/a to n/a	1591	191.456077	0%
E01007336	Site 1	7.24	4.79	00:07:14	Doncaster	Wombwell	Doncaster Rc	Wombwell Ln	1557	325.0521921	3%
E01007337	Site 1	5.01	3.7	00:05:00	Doncaster	Wombwell	Doncaster Rc	Wombwell Ln	1775	479.7297297	4%
E01007334	Site 1	5.77	3.4	00:05:46	Rotherham	Wombwell	Rotherham R	Wombwell Ln	1356	398.8235294	4%
E01007335	Site 1	4.76	2.98	00:04:45	Rotherham	Wombwell	Rotherham R	Wombwell Ln	1506	505.3691275	5%
E01007338	Site 1	5.69	3.19	00:05:42	Doncaster	Wombwell	Doncaster Rc	Wombwell Ln	511	160.1880878	1%
E01007339	Site 1	4.45	2.52	00:04:27	Doncaster	Wombwell	Doncaster Rc	Wombwell Ln	745	295.6349206	3%
E01032550	Site 1	6.76	4.2	00:06:46	Rotherham	Wombwell	Rotherham R	Wombwell Ln	2841	676.4285714	6%
E01032551	Site 1	9.63	6.09	00:09:38	Doncaster	Wombwell	Doncaster Rc	Wombwell Ln	2567	421.5106732	4%
E01007417	Site 1	7.72	4.14	00:07:43	Doncaster	Wombwell	Doncaster Rc	Wombwell Ln	1591	384.2995169	3%
E01007415	Site 1	6.65	3.8	00:06:39	Doncaster	Wombwell	Doncaster Rc	Wombwell Ln	747.5	196.7105263	2%
E01007410	Site 1	8.56	5.62	00:08:34	Doncaster	Wombwell	Doncaster Rc	Wombwell Ln	1631	290.2135231	3%
E01007411	Site 1	9.6	5.67	00:09:36	Rotherham	Wombwell	Rotherham R	Wombwell Ln	1191	210.0529101	2%
E01007344	Site 1	4.9	3.35	00:04:54	Pontefract	Wombwell	Pontefract R	Wombwell Ln	533.75	159.3283582	1%
E01007340	Site 1	6.21	3.5	00:06:13	Doncaster	Wombwell	Doncaster Rc	Wombwell Ln	1636	467.4285714	4%
E01007446	Site 1	10.09	5.25	00:10:05	n/a	n/a	n/a to n/a	n/a to n/a	1335	254.2857143	0%
E01007444	Site 1	9.39	5.37	00:09:24	n/a	n/a	n/a to n/a	n/a to n/a	1550	288.6405959	0%
E01007445	Site 1	7.89	4.3	00:07:54	Doncaster	Wombwell	Doncaster Rc	Wombwell Ln	1451	337.4418605	3%
E01007442	Site 1	10.42	5.8	00:10:25	n/a	n/a	n/a to n/a	n/a to n/a	1377	237.4137931	0%
E01007443	Site 1	7.34	4.1	00:07:20	Doncaster	Wombwell	Doncaster Rc	Wombwell Ln	2000	487.804878	4%
E01007441	Site 1	8.18	4.45	00:08:11	Doncaster	Wombwell	Doncaster Rc	Wombwell Ln	1537	345.3932584	3%
E01007322	Site 1	2.12	1.21	00:02:07	Doncaster	Wombwell	Doncaster Rc	Wombwell Ln	1041	860.3305785	8%
E01007387	Site 1	14.52	9.14	00:14:31	n/a	n/a	n/a to n/a	n/a to n/a	1452	158.8621444	0%
E01007386	Site 1	14.7	11.86	00:14:42	n/a	n/a	n/a to n/a	n/a to n/a	514.2	43.35581788	0%
E01007381	Site 1	11.21	6.93	00:11:12	Doncaster	Wombwell	Doncaster Rc	Wombwell Ln	1547	223.2323232	2%
E01007380	Site 1	11.96	6.03	00:11:57	n/a	n/a	n/a to n/a	n/a to n/a	1810	300.1658375	0%
										11063.54917	**87%**

AM			PM			Sat		
Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	**0**	**1**	**1**	**1**	**1**	**4**	**4**	**8**
0.32	0.22	0.54	0.60	0.67	1.27	3.48	3.24	6.72

ZONE 3

To: **Barnsley Town Centre**

		Journey to Proposed Store			Journey to Existing Store						
SiteFrom	SiteTo	Time_min	Distance_km	TimeHMS	From	To	Arr ID	Dep ID	Pop	PopDist	%
E01007405	Site 1	2.98	1.97	00:02:59	Rotherham	Pontefract	Rotherham R	Pontefract Rd	709	359.8984772	6%
E01007402	Site 1	4.1	2.61	00:04:06	Pontefract	Pontefract	Pontefract R	Pontefract Rd	1660	636.0153257	11%
E01007403	Site 1	3.14	1.94	00:03:08	Pontefract	Pontefract	Pontefract R	Pontefract Rd	1536	791.7525773	14%
E01007319	Site 1	2.65	1.33	00:02:39	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1318.5	991.3533835	17%
E01007346	Site 1	6.4	4.31	00:06:24	Pontefract	Pontefract	Pontefract R	Pontefract Rd	1620	375.8700696	7%
E01007347	Site 1	8.37	5.29	00:08:22	Pontefract	Pontefract	Pontefract R	Pontefract Rd	1594	301.3232514	5%
E01007344	Site 1	4.9	3.35	00:04:54	Pontefract	Pontefract	Pontefract R	Pontefract Rd	533.75	159.3283582	3%
E01007345	Site 1	7.21	4.99	00:07:12	Pontefract	Pontefract	Pontefract R	Pontefract Rd	1620	324.6492986	6%
E01007342	Site 1	8.01	5.66	00:08:01	Pontefract	Pontefract	Pontefract R	Pontefract Rd	1398	246.9964664	4%
E01007343	Site 1	7.46	5.19	00:07:28	Pontefract	Pontefract	Pontefract R	Pontefract Rd	1346	259.344894	5%
E01007341	Site 1	9.32	5.76	00:09:19	Pontefract	Pontefract	Pontefract R	Pontefract Rd	1264	219.4444444	4%
E01007321	Site 1	2.81	1.41	00:02:48	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1433	1016.312057	18%
										5682.288603	**100%**

AM			PM			Sat		
Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1
0	**0**	**0**	**0**	**0**	**1**	**2**	**2**	**3**
0.16	0.10	0.26	0.29	0.32	0.61	1.68	1.56	3.24

To: **Aldi, Doncaster Road, Stairfoot Local Centre**

		Journey to Proposed Store			Journey to Existing Store						
SiteFrom	SiteTo	Time_min	Distance_km	TimeHMS	From	To	Arr ID	Dep ID	Pop	PopDist	%
E01007405	Site 1	2.98	1.97	00:02:59	Rotherham	Hunningley	Rotherham R	Hunningley Ln	709	359.8984772	6%
E01007402	Site 1	4.1	2.61	00:04:06	Pontefract	Hunningley	Pontefract R	Hunningley Ln	1660	636.0153257	11%
E01007403	Site 1	3.14	1.94	00:03:08	Pontefract	Hunningley	Pontefract R	Hunningley Ln	1536	791.7525773	14%
E01007319	Site 1	2.65	1.33	00:02:39	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	1318.5	991.3533835	17%
E01007346	Site 1	6.4	4.31	00:06:24	Pontefract	Hunningley	Pontefract R	Hunningley Ln	1620	375.8700696	7%
E01007347	Site 1	8.37	5.29	00:08:22	Pontefract	Hunningley	Pontefract R	Hunningley Ln	1594	301.3232514	5%
E01007344	Site 1	4.9	3.35	00:04:54	Pontefract	Hunningley	Pontefract R	Hunningley Ln	533.75	159.3283582	3%
E01007345	Site 1	7.21	4.99	00:07:12	Pontefract	Hunningley	Pontefract R	Hunningley Ln	1620	324.6492986	6%
E01007342	Site 1	8.01	5.66	00:08:01	Pontefract	Hunningley	Pontefract R	Hunningley Ln	1398	246.9964664	4%
E01007343	Site 1	7.46	5.19	00:07:28	Pontefract	Hunningley	Pontefract R	Hunningley Ln	1346	259.344894	5%
E01007341	Site 1	9.32	5.76	00:09:19	Pontefract	Hunningley	Pontefract R	Hunningley Ln	1264	219.4444444	4%
E01007321	Site 1	2.81	1.41	00:02:48	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	1433	1016.312057	18%
										5682.288603	**100%**

AM			PM			Sat		
Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**3**
0.13	0.09	0.22	0.25	0.28	0.52	1.43	1.33	2.77

To: **Tesco Extra, Wombwell Lane**

		Journey to Proposed Store			Journey to Existing Store						
SiteFrom	SiteTo	Time_min	Distance_km	TimeHMS	From	To	Arr ID	Dep ID	Pop	PopDist	%
E01007405	Site 1	2.98	1.97	00:02:59	Rotherham	Tesco	Rotherham R	Tesco to Roth	709	359.8984772	6%
E01007402	Site 1	4.1	2.61	00:04:06	Pontefract	Tesco	Pontefract R	Tesco to Pont	1660	636.0153257	11%
E01007403	Site 1	3.14	1.94	00:03:08	Pontefract	Tesco	Pontefract R	Tesco to Pont	1536	791.7525773	14%
E01007319	Site 1	2.65	1.33	00:02:39	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1318.5	991.3533835	17%
E01007346	Site 1	6.4	4.31	00:06:24	Pontefract	Tesco	Pontefract R	Tesco to Pont	1620	375.8700696	7%
E01007347	Site 1	8.37	5.29	00:08:22	Pontefract	Tesco	Pontefract R	Tesco to Pont	1594	301.3232514	5%
E01007344	Site 1	4.9	3.35	00:04:54	Pontefract	Tesco	Pontefract R	Tesco to Pont	533.75	159.3283582	3%
E01007345	Site 1	7.21	4.99	00:07:12	Pontefract	Tesco	Pontefract R	Tesco to Pont	1620	324.6492986	6%
E01007342	Site 1	8.01	5.66	00:08:01	Pontefract	Tesco	Pontefract R	Tesco to Pont	1398	246.9964664	4%
E01007343	Site 1	7.46	5.19	00:07:28	Pontefract	Tesco	Pontefract R	Tesco to Pont	1346	259.344894	5%
E01007341	Site 1	9.32	5.76	00:09:19	Pontefract	Tesco	Pontefract R	Tesco to Pont	1264	219.4444444	4%
E01007321	Site 1	2.81	1.41	00:02:48	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1433	1016.312057	18%
										5682.288603	**100%**

AM			PM			Sat		
Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
0	0	0	0	0	0	1	1	2
0	0	0	0	0	1	2	1	3
0	0	0	0	0	1	2	2	4
0	0	0	0	0	1	2	2	5
0	0	0	0	0	0	1	1	2
0	0	0	0	0	0	1	1	1
0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	1	1	2
0	0	0	0	0	0	1	1	1
0	0	0	0	0	0	1	1	1
0	0	0	0	0	0	1	1	1
0	0	0	0	0	1	2	2	5
1	**1**	**2**	**2**	**3**	**5**	**14**	**13**	**27**
1.30	0.87	2.17	2.40	2.70	5.10	13.98	13.03	27.01

To: **Morrisons, Lower Thomas Street**

		Journey to Proposed Store			Journey to Existing Store						
SiteFrom	SiteTo	Time_min	Distance_km	TimeHMS	From	To	Arr ID	Dep ID	Pop	PopDist	%
E01007405	Site 1	2.98	1.97	00:02:59	Rotherham	Pontefract	Rotherham R	Pontefract Rd	709	359.8984772	6%
E01007402	Site 1	4.1	2.61	00:04:06	Pontefract	Pontefract	Pontefract R	Pontefract Rd	1660	636.0153257	11%
E01007403	Site 1	3.14	1.94	00:03:08	Pontefract	Pontefract	Pontefract R	Pontefract Rd	1536	791.7525773	14%
E01007319	Site 1	2.65	1.33	00:02:39	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1318.5	991.3533835	17%
E01007346	Site 1	6.4	4.31	00:06:24	Pontefract	Pontefract	Pontefract R	Pontefract Rd	1620	375.8700696	7%
E01007347	Site 1	8.37	5.29	00:08:22	Pontefract	Pontefract	Pontefract R	Pontefract Rd	1594	301.3232514	5%
E01007344	Site 1	4.9	3.35	00:04:54	Pontefract	Pontefract	Pontefract R	Pontefract Rd	533.75	159.3283582	3%
E01007345	Site 1	7.21	4.99	00:07:12	Pontefract	Pontefract	Pontefract R	Pontefract Rd	1620	324.6492986	6%
E01007342	Site 1	8.01	5.66	00:08:01	Pontefract	Pontefract	Pontefract R	Pontefract Rd	1398	246.9964664	4%
E01007343	Site 1	7.46	5.19	00:07:28	Pontefract	Pontefract	Pontefract R	Pontefract Rd	1346	259.344894	5%
E01007341	Site 1	9.32	5.76	00:09:19	Pontefract	Pontefract	Pontefract R	Pontefract Rd	1264	219.4444444	4%
E01007321	Site 1	2.81	1.41	00:02:48	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1433	1016.312057	18%
										5682.288603	**100%**

AM			PM			Sat		
Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	1	1	1
0	0	0	0	0	0	1	1	1
0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	1	1	1
0	**0**	**1**	**1**	**1**	**2**	**4**	**4**	**8**
0.40	0.27	0.67	0.74	0.83	1.57	4.30	4.00	8.30

To: **Asda, Old Mill Lane, Barnsley**

		Journey to Proposed Store			Journey to Existing Store						
SiteFrom	SiteTo	Time_min	Distance_km	TimeHMS	From	To	Arr ID	Dep ID	Pop	PopDist	%
E01007405	Site 1	2.98	1.97	00:02:59	n/a	n/a	n/a to n/a	n/a to n/a	709	359.8984772	0%
E01007402	Site 1	4.1	2.61	00:04:06	Pontefract	Pontefract	Pontefract R	Pontefract Rd	1660	636.0153257	11%
E01007403	Site 1	3.14	1.94	00:03:08	Pontefract	Pontefract	Pontefract R	Pontefract Rd	1536	791.7525773	14%
E01007319	Site 1	2.65	1.33	00:02:39	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1318.5	991.3533835	17%
E01007346	Site 1	6.4	4.31	00:06:24	Pontefract	Pontefract	Pontefract R	Pontefract Rd	1620	375.8700696	7%
E01007347	Site 1	8.37	5.29	00:08:22	Pontefract	Pontefract	Pontefract R	Pontefract Rd	1594	301.3232514	5%
E01007344	Site 1	4.9	3.35	00:04:54	Pontefract	Pontefract	Pontefract R	Pontefract Rd	533.75	159.3283582	3%
E01007345	Site 1	7.21	4.99	00:07:12	Pontefract	Pontefract	Pontefract R	Pontefract Rd	1620	324.6492986	6%
E01007342	Site 1	8.01	5.66	00:08:01	Pontefract	Pontefract	Pontefract R	Pontefract Rd	1398	246.9964664	4%
E01007343	Site 1	7.46	5.19	00:07:28	Pontefract	Pontefract	Pontefract R	Pontefract Rd	1346	259.344894	5%
E01007341	Site 1	9.32	5.76	00:09:19	Pontefract	Pontefract	Pontefract R	Pontefract Rd	1264	219.4444444	4%
E01007321	Site 1	2.81	1.41	00:02:48	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1433	1016.312057	18%
										5682.288603	**94%**

AM			PM			Sat		
Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	1	1	2
0	0	0	0	0	1	1	1	3
0	0	0	0	0	1	2	2	3
0	0	0	0	0	0	1	1	1
0	0	0	0	0	0	1	1	1
0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	1	1	1
0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	1
0	0	0	0	0	1	2	2	4
1	**1**	**2**	**2**	**2**	**4**	**10**	**10**	**20**
0.89	0.60	1.49	1.65	1.85	3.50	9.59	8.94	18.53

To: **Morrisons, Cortonwood, Brampton**

		Journey to Proposed Store			Journey to Existing Store						
SiteFrom	SiteTo	Time_min	Distance_km	TimeHMS	From	To	Arr ID	Dep ID	Pop	PopDist	%
E01007405	Site 1	2.98	1.97	00:02:59	Rotherham	Wombwell	Rotherham R	Wombwell Ln	709	359.8984772	6%
E01007402	Site 1	4.1	2.61	00:04:06	Pontefract	Wombwell	Pontefract R	Wombwell Ln	1660	636.0153257	11%
E01007403	Site 1	3.14	1.94	00:03:08	Pontefract	Wombwell	Pontefract R	Wombwell Ln	1536	791.7525773	14%
E01007319	Site 1	2.65	1.33	00:02:39	Doncaster	Wombwell	Doncaster Rc	Wombwell Ln	1318.5	991.3533835	17%
E01007346	Site 1	6.4	4.31	00:06:24	Pontefract	Wombwell	Pontefract R	Wombwell Ln	1620	375.8700696	7%
E01007347	Site 1	8.37	5.29	00:08:22	n/a	n/a	n/a to n/a	n/a to n/a	1594	301.3232514	0%
E01007344	Site 1	4.9	3.35	00:04:54	Pontefract	Wombwell	Pontefract R	Wombwell Ln	533.75	159.3283582	3%
E01007345	Site 1	7.21	4.99	00:07:12	n/a	n/a	n/a to n/a	n/a to n/a	1620	324.6492986	0%
E01007342	Site 1	8.01	5.66	00:08:01	n/a	n/a	n/a to n/a	n/a to n/a	1398	246.9964664	0%
E01007343	Site 1	7.46	5.19	00:07:28	n/a	n/a	n/a to n/a	n/a to n/a	1346	259.344894	0%
E01007341	Site 1	9.32	5.76	00:09:19	n/a	n/a	n/a to n/a	n/a to n/a	1264	219.4444444	0%
E01007321	Site 1	2.81	1.41	00:02:48	Doncaster	Wombwell	Doncaster Rc	Wombwell Ln	1433	1016.312057	18%
										5682.288603	**76%**

AM			PM			Sat		
Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1
0	**0**	**0**	**0**	**0**	**1**	**3**	**2**	**5**
0.18	0.12	0.30	0.34	0.38	0.72	1.96	1.83	3.80

ZONE 4

To: **Barnsley Town Centre**

		Journey to Proposed Store			Journey to Existing Store							AM			PM			Sat		
SiteFrom	**SiteTo**	**Time_min**	**Distance_km**	**TimeHMS**	**From**	**To**	**Arr ID**	**Dep ID**	**Pop**	**PopDist**	**%**	**Arr**	**Dep**	**Tot**	**Arr**	**Dep**	**Tot**	**Arr**	**Dep**	**Tot**
E01007694	Site 1	7.98	5.63	00:07:59	Wombwell	Doncaster	Wombwell Lı	Doncaster Rd	1758	312.2557726	4%	0	0	0	0	0	0	0	0	0
E01007456	Site 1	10	5.73	00:10:00	n/a	n/a	n/a to n/a	n/a to n/a	1756	306.4572426	0%	0	0	0	0	0	0	0	0	0
E01007457	Site 1	9.94	6.3	00:09:57	n/a	n/a	n/a to n/a	n/a to n/a	1648	261.5873016	0%	0	0	0	0	0	0	0	0	0
E01007455	Site 1	7.85	5.16	00:07:51	Wombwell	Doncaster	Wombwell Lı	Doncaster Rd	1358	263.1782946	3%	0	0	0	0	0	0	0	0	0
E01007452	Site 1	7.16	4.05	00:07:10	n/a	n/a	n/a to n/a	n/a to n/a	1555	383.9506173	0%	0	0	0	0	0	0	0	0	0
E01007453	Site 1	6.35	3.87	00:06:21	Wombwell	Doncaster	Wombwell Lı	Doncaster Rd	1558	402.5839793	5%	0	0	0	0	0	0	0	0	0
E01007450	Site 1	3.47	2.51	00:03:28	Wombwell	Doncaster	Wombwell Lı	Doncaster Rd	1516	603.9840637	8%	0	0	0	0	0	0	0	0	0
E01007451	Site 1	6.05	4.5	00:06:03	Wombwell	Doncaster	Wombwell Lı	Doncaster Rd	1712	380.4444444	5%	0	0	0	0	0	0	0	0	0
E01007396	Site 1	11.92	8.27	00:11:55	n/a	n/a	n/a to n/a	n/a to n/a	1580	191.0519952	0%	0	0	0	0	0	0	0	0	0
E01007395	Site 1	10.98	7.1	00:10:59	n/a	n/a	n/a to n/a	n/a to n/a	2016	283.943662	0%	0	0	0	0	0	0	0	0	0
E01007394	Site 1	11.77	7.21	00:11:46	n/a	n/a	n/a to n/a	n/a to n/a	1384	191.9556172	0%	0	0	0	0	0	0	0	0	0
E01007393	Site 1	12.05	7.35	00:12:03	n/a	n/a	n/a to n/a	n/a to n/a	1837	249.9319728	0%	0	0	0	0	0	0	0	0	0
E01007392	Site 1	10.38	6.71	00:10:23	n/a	n/a	n/a to n/a	n/a to n/a	1538	229.2101341	0%	0	0	0	0	0	0	0	0	0
E01007391	Site 1	12.45	7.83	00:12:27	n/a	n/a	n/a to n/a	n/a to n/a	1468	187.4840358	0%	0	0	0	0	0	0	0	0	0
E01007390	Site 1	13.24	8.3	00:13:14	n/a	n/a	n/a to n/a	n/a to n/a	1527	183.9759036	0%	0	0	0	0	0	0	0	0	0
E01007319	Site 1	2.65	1.33	00:02:39	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1318.5	991.3533835	13%	0	0	0	0	0	0	0	0	0
E01007447	Site 1	4.9	3.27	00:04:54	Wombwell	Doncaster	Wombwell Lı	Doncaster Rd	1544	472.1712538	6%	0	0	0	0	0	0	0	0	0
E01007448	Site 1	4.83	3.24	00:04:50	Wombwell	Doncaster	Wombwell Lı	Doncaster Rd	1594	491.9753086	6%	0	0	0	0	0	0	0	0	0
E01007449	Site 1	5.62	4.14	00:05:37	Wombwell	Doncaster	Wombwell Lı	Doncaster Rd	885	213.7681159	3%	0	0	0	0	0	0	0	0	0
E01007389	Site 1	13.73	8.46	00:13:44	n/a	n/a	n/a to n/a	n/a to n/a	1396	165.0118203	0%	0	0	0	0	0	0	0	0	0
E01032924	Site 1	6.71	5.07	00:06:42	Wombwell	Doncaster	Wombwell Lı	Doncaster Rd	1562	308.086785	4%	0	0	0	0	0	0	0	0	0
E01032925	Site 1	6.38	4.55	00:06:23	Wombwell	Doncaster	Wombwell Lı	Doncaster Rd	1390	305.4945055	4%	0	0	0	0	0	0	0	0	0
E01007397	Site 1	12.62	8.61	00:12:37	n/a	n/a	n/a to n/a	n/a to n/a	1456	169.1056911	0%	0	0	0	0	0	0	0	0	0
E01007388	Site 1	12.65	7.65	00:12:39	n/a	n/a	n/a to n/a	n/a to n/a	1615	211.1111111	0%	0	0	0	0	0	0	0	0	0
										7760.073012	**61%**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**3**
												0.08	0.05	0.13	0.15	0.16	0.31	0.85	0.79	1.64

To: **Aldi, Doncaster Road, Stairfoot Local Centre**

		Journey to Proposed Store			Journey to Existing Store							AM			PM			Sat		
SiteFrom	**SiteTo**	**Time_min**	**Distance_km**	**TimeHMS**	**From**	**To**	**Arr ID**	**Dep ID**	**Pop**	**PopDist**	**%**	**Arr**	**Dep**	**Tot**	**Arr**	**Dep**	**Tot**	**Arr**	**Dep**	**Tot**
E01007694	Site 1	7.98	5.63	00:07:59	Wombwell	Hunningley	Wombwell Lı	Hunningley Lr	1758	312.2557726	4%	0	0	0	0	0	0	0	0	0
E01007456	Site 1	10	5.73	00:10:00	Wombwell	Hunningley	Wombwell Lı	Hunningley Lr	1756	306.4572426	4%	0	0	0	0	0	0	0	0	0
E01007457	Site 1	9.94	6.3	00:09:57	n/a	n/a	n/a to n/a	n/a to n/a	1648	261.5873016	0%	0	0	0	0	0	0	0	0	0
E01007455	Site 1	7.85	5.16	00:07:51	Wombwell	Hunningley	Wombwell Lı	Hunningley Lr	1358	263.1782946	3%	0	0	0	0	0	0	0	0	0
E01007452	Site 1	7.16	4.05	00:07:10	Wombwell	Hunningley	Wombwell Lı	Hunningley Lr	1555	383.9506173	5%	0	0	0	0	0	0	0	0	0
E01007453	Site 1	6.35	3.87	00:06:21	Wombwell	Hunningley	Wombwell Lı	Hunningley Lr	1558	402.5839793	5%	0	0	0	0	0	0	0	0	0
E01007450	Site 1	3.47	2.51	00:03:28	Wombwell	Hunningley	Wombwell Lı	Hunningley Lr	1516	603.9840637	8%	0	0	0	0	0	0	0	0	0
E01007451	Site 1	6.05	4.5	00:06:03	Wombwell	Hunningley	Wombwell Lı	Hunningley Lr	1712	380.4444444	5%	0	0	0	0	0	0	0	0	0
E01007396	Site 1	11.92	8.27	00:11:55	n/a	n/a	n/a to n/a	n/a to n/a	1580	191.0519952	0%	0	0	0	0	0	0	0	0	0
E01007395	Site 1	10.98	7.1	00:10:59	n/a	n/a	n/a to n/a	n/a to n/a	2016	283.943662	0%	0	0	0	0	0	0	0	0	0
E01007394	Site 1	11.77	7.21	00:11:46	n/a	n/a	n/a to n/a	n/a to n/a	1384	191.9556172	0%	0	0	0	0	0	0	0	0	0
E01007393	Site 1	12.05	7.35	00:12:03	n/a	n/a	n/a to n/a	n/a to n/a	1837	249.9319728	0%	0	0	0	0	0	0	0	0	0
E01007392	Site 1	10.38	6.71	00:10:23	n/a	n/a	n/a to n/a	n/a to n/a	1538	229.2101341	0%	0	0	0	0	0	0	0	0	0
E01007391	Site 1	12.45	7.83	00:12:27	n/a	n/a	n/a to n/a	n/a to n/a	1468	187.4840358	0%	0	0	0	0	0	0	0	0	0
E01007390	Site 1	13.24	8.3	00:13:14	n/a	n/a	n/a to n/a	n/a to n/a	1527	183.9759036	0%	0	0	0	0	0	0	0	0	0
E01007319	Site 1	2.65	1.33	00:02:39	Doncaster	Hunningley	Doncaster Rc	Hunningley Lr	1318.5	991.3533835	13%	0	0	0	0	0	0	0	0	0
E01007447	Site 1	4.9	3.27	00:04:54	Wombwell	Hunningley	Wombwell Lı	Hunningley Lr	1544	472.1712538	6%	0	0	0	0	0	0	0	0	0
E01007448	Site 1	4.83	3.24	00:04:50	Wombwell	Hunningley	Wombwell Lı	Hunningley Lr	1594	491.9753086	6%	0	0	0	0	0	0	0	0	0
E01007449	Site 1	5.62	4.14	00:05:37	Wombwell	Hunningley	Wombwell Lı	Hunningley Lr	885	213.7681159	3%	0	0	0	0	0	0	0	0	0
E01007389	Site 1	13.73	8.46	00:13:44	n/a	n/a	n/a to n/a	n/a to n/a	1396	165.0118203	0%	0	0	0	0	0	0	0	0	0
E01032924	Site 1	6.71	5.07	00:06:42	Wombwell	Hunningley	Wombwell Lı	Hunningley Lr	1562	308.086785	4%	0	0	0	0	0	0	0	0	0
E01032925	Site 1	6.38	4.55	00:06:23	Wombwell	Hunningley	Wombwell Lı	Hunningley Lr	1390	305.4945055	4%	0	0	0	0	0	0	0	0	0
E01007397	Site 1	12.62	8.61	00:12:37	n/a	n/a	n/a to n/a	n/a to n/a	1456	169.1056911	0%	0	0	0	0	0	0	0	0	0
E01007388	Site 1	12.65	7.65	00:12:39	n/a	n/a	n/a to n/a	n/a to n/a	1615	211.1111111	0%	0	0	0	0	0	0	0	0	0
										7760.073012	**70%**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**
												0.06	0.04	0.09	0.10	0.12	0.22	0.60	0.56	1.16

To: **Morrisons, Lower Thomas Street**

		Journey to Proposed Store			Journey to Existing Store							AM			PM			Sat		
SiteFrom	**SiteTo**	**Time_min**	**Distance_km**	**TimeHMS**	**From**	**To**	**Arr ID**	**Dep ID**	**Pop**	**PopDist**	**%**	**Arr**	**Dep**	**Tot**	**Arr**	**Dep**	**Tot**	**Arr**	**Dep**	**Tot**
E01007694	Site 1	7.98	5.63	00:07:59	Wombwell	Doncaster	Wombwell L	Doncaster Rd	1758	312.2557726	4%	0	0	0	0	0	0	0	0	0
E01007456	Site 1	10	5.73	00:10:00	n/a	n/a	n/a to n/a	n/a to n/a	1756	306.4572426	0%	0	0	0	0	0	0	0	0	0
E01007457	Site 1	9.94	6.3	00:09:57	n/a	n/a	n/a to n/a	n/a to n/a	1648	261.5873016	0%	0	0	0	0	0	0	0	0	0
E01007455	Site 1	7.85	5.16	00:07:51	Wombwell	Doncaster	Wombwell L	Doncaster Rd	1358	263.1782946	3%	0	0	0	0	0	0	0	0	0
E01007452	Site 1	7.16	4.05	00:07:10	n/a	n/a	n/a to n/a	n/a to n/a	1555	383.9506173	0%	0	0	0	0	0	0	0	0	0
E01007453	Site 1	6.35	3.87	00:06:21	Wombwell	Doncaster	Wombwell L	Doncaster Rd	1558	402.5839793	5%	0	0	0	0	0	0	0	0	0
E01007450	Site 1	3.47	2.51	00:03:28	Wombwell	Doncaster	Wombwell L	Doncaster Rd	1516	603.9840637	8%	0	0	0	0	0	0	0	0	0
E01007451	Site 1	6.05	4.5	00:06:03	Wombwell	Doncaster	Wombwell L	Doncaster Rd	1712	380.4444444	5%	0	0	0	0	0	0	0	0	0
E01007396	Site 1	11.92	8.27	00:11:55	n/a	n/a	n/a to n/a	n/a to n/a	1580	191.0519952	0%	0	0	0	0	0	0	0	0	0
E01007395	Site 1	10.98	7.1	00:10:59	n/a	n/a	n/a to n/a	n/a to n/a	2016	283.943662	0%	0	0	0	0	0	0	0	0	0
E01007394	Site 1	11.77	7.21	00:11:46	n/a	n/a	n/a to n/a	n/a to n/a	1384	191.9556172	0%	0	0	0	0	0	0	0	0	0
E01007393	Site 1	12.05	7.35	00:12:03	n/a	n/a	n/a to n/a	n/a to n/a	1837	249.9319728	0%	0	0	0	0	0	0	0	0	0
E01007392	Site 1	10.38	6.71	00:10:23	n/a	n/a	n/a to n/a	n/a to n/a	1538	229.2101341	0%	0	0	0	0	0	0	0	0	0
E01007391	Site 1	12.45	7.83	00:12:27	n/a	n/a	n/a to n/a	n/a to n/a	1468	187.4840358	0%	0	0	0	0	0	0	0	0	0
E01007390	Site 1	13.24	8.3	00:13:14	n/a	n/a	n/a to n/a	n/a to n/a	1527	183.9759036	0%	0	0	0	0	0	0	0	0	0
E01007319	Site 1	2.65	1.33	00:02:39	Doncaster	Doncaster	Doncaster R	Doncaster Rd	1318.5	991.3533835	13%	0	0	0	0	0	0	0	0	0
E01007447	Site 1	4.9	3.27	00:04:54	Wombwell	Doncaster	Wombwell L	Doncaster Rd	1544	472.1712538	6%	0	0	0	0	0	0	0	0	0
E01007448	Site 1	4.83	3.24	00:04:50	Wombwell	Doncaster	Wombwell L	Doncaster Rd	1594	491.9753086	6%	0	0	0	0	0	0	0	0	0
E01007449	Site 1	5.62	4.14	00:05:37	Wombwell	Doncaster	Wombwell L	Doncaster Rd	885	213.7681159	3%	0	0	0	0	0	0	0	0	0
E01007389	Site 1	13.73	8.46	00:13:44	n/a	n/a	n/a to n/a	n/a to n/a	1396	165.0118203	0%	0	0	0	0	0	0	0	0	0
E01032924	Site 1	6.71	5.07	00:06:42	Wombwell	Doncaster	Wombwell L	Doncaster Rd	1562	308.086785	4%	0	0	0	0	0	0	0	0	0
E01032925	Site 1	6.38	4.55	00:06:23	Wombwell	Doncaster	Wombwell L	Doncaster Rd	1390	305.4945055	4%	0	0	0	0	0	0	0	0	0
E01007397	Site 1	12.62	8.61	00:12:37	n/a	n/a	n/a to n/a	n/a to n/a	1456	169.1056911	0%	0	0	0	0	0	0	0	0	0
E01007388	Site 1	12.65	7.65	00:12:39	n/a	n/a	n/a to n/a	n/a to n/a	1615	211.1111111	0%	0	0	0	0	0	0	0	0	0
										7760.073012	**61%**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**
												0.05	0.03	0.08	0.08	0.09	0.18	0.49	0.46	0.95

To: **Asda, Old Mill Lane, Barnsley**

		Journey to Proposed Store			Journey to Existing Store							AM			PM			Sat		
SiteFrom	**SiteTo**	**Time_min**	**Distance_km**	**TimeHMS**	**From**	**To**	**Arr ID**	**Dep ID**	**Pop**	**PopDist**	**%**	**Arr**	**Dep**	**Tot**	**Arr**	**Dep**	**Tot**	**Arr**	**Dep**	**Tot**
E01007694	Site 1	7.98	5.63	00:07:59	Wombwell	Doncaster	Wombwell L	Doncaster Rd	1758	312.2557726	4%	0	0	0	0	0	0	0	0	0
E01007456	Site 1	10	5.73	00:10:00	n/a	n/a	n/a to n/a	n/a to n/a	1756	306.4572426	0%	0	0	0	0	0	0	0	0	0
E01007457	Site 1	9.94	6.3	00:09:57	n/a	n/a	n/a to n/a	n/a to n/a	1648	261.5873016	0%	0	0	0	0	0	0	0	0	0
E01007455	Site 1	7.85	5.16	00:07:51	Wombwell	Doncaster	Wombwell L	Doncaster Rd	1358	263.1782946	3%	0	0	0	0	0	0	0	0	0
E01007452	Site 1	7.16	4.05	00:07:10	n/a	n/a	n/a to n/a	n/a to n/a	1555	383.9506173	0%	0	0	0	0	0	0	0	0	0
E01007453	Site 1	6.35	3.87	00:06:21	Wombwell	Doncaster	Wombwell L	Doncaster Rd	1558	402.5839793	5%	0	0	0	0	0	0	0	0	0
E01007450	Site 1	3.47	2.51	00:03:28	Wombwell	Doncaster	Wombwell L	Doncaster Rd	1516	603.9840637	8%	0	0	0	0	0	0	0	0	0
E01007451	Site 1	6.05	4.5	00:06:03	Wombwell	Doncaster	Wombwell L	Doncaster Rd	1712	380.4444444	5%	0	0	0	0	0	0	0	0	0
E01007396	Site 1	11.92	8.27	00:11:55	n/a	n/a	n/a to n/a	n/a to n/a	1580	191.0519952	0%	0	0	0	0	0	0	0	0	0
E01007395	Site 1	10.98	7.1	00:10:59	n/a	n/a	n/a to n/a	n/a to n/a	2016	283.943662	0%	0	0	0	0	0	0	0	0	0
E01007394	Site 1	11.77	7.21	00:11:46	n/a	n/a	n/a to n/a	n/a to n/a	1384	191.9556172	0%	0	0	0	0	0	0	0	0	0
E01007393	Site 1	12.05	7.35	00:12:03	n/a	n/a	n/a to n/a	n/a to n/a	1837	249.9319728	0%	0	0	0	0	0	0	0	0	0
E01007392	Site 1	10.38	6.71	00:10:23	n/a	n/a	n/a to n/a	n/a to n/a	1538	229.2101341	0%	0	0	0	0	0	0	0	0	0
E01007391	Site 1	12.45	7.83	00:12:27	n/a	n/a	n/a to n/a	n/a to n/a	1468	187.4840358	0%	0	0	0	0	0	0	0	0	0
E01007390	Site 1	13.24	8.3	00:13:14	n/a	n/a	n/a to n/a	n/a to n/a	1527	183.9759036	0%	0	0	0	0	0	0	0	0	0
E01007319	Site 1	2.65	1.33	00:02:39	Doncaster	Doncaster	Doncaster R	Doncaster Rd	1318.5	991.3533835	13%	0	0	0	0	0	0	0	0	1
E01007447	Site 1	4.9	3.27	00:04:54	Wombwell	Doncaster	Wombwell L	Doncaster Rd	1544	472.1712538	6%	0	0	0	0	0	0	0	0	0
E01007448	Site 1	4.83	3.24	00:04:50	Wombwell	Doncaster	Wombwell L	Doncaster Rd	1594	491.9753086	6%	0	0	0	0	0	0	0	0	0
E01007449	Site 1	5.62	4.14	00:05:37	Wombwell	Doncaster	Wombwell L	Doncaster Rd	885	213.7681159	3%	0	0	0	0	0	0	0	0	0
E01007389	Site 1	13.73	8.46	00:13:44	n/a	n/a	n/a to n/a	n/a to n/a	1396	165.0118203	0%	0	0	0	0	0	0	0	0	0
E01032924	Site 1	6.71	5.07	00:06:42	Wombwell	Doncaster	Wombwell L	Doncaster Rd	1562	308.086785	4%	0	0	0	0	0	0	0	0	0
E01032925	Site 1	6.38	4.55	00:06:23	Wombwell	Doncaster	Wombwell L	Doncaster Rd	1390	305.4945055	4%	0	0	0	0	0	0	0	0	0
E01007397	Site 1	12.62	8.61	00:12:37	n/a	n/a	n/a to n/a	n/a to n/a	1456	169.1056911	0%	0	0	0	0	0	0	0	0	0
E01007388	Site 1	12.65	7.65	00:12:39	n/a	n/a	n/a to n/a	n/a to n/a	1615	211.1111111	0%	0	0	0	0	0	0	0	0	0
										7760.073012	**61%**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**2**	**5**
												0.15	0.10	0.24	0.27	0.30	0.58	1.58	1.47	3.05

ZONE 5

To: **Barnsley Town Centre**

		Journey to Proposed Store			Journey to Existing Store							AM			PM			Sat		
SiteFrom	SiteTo	Time_min	Distance_km	TimeHMS	From	To	Arr ID	Dep ID	Pop	PopDist	%	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
E01007354	Site 1	11.57	9.03	00:11:34	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1681	186.1572536	4%	0	0	0	0	0	0	0	0	0
E01007352	Site 1	6.9	4.67	00:06:54	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1412	302.3554604	7%	0	0	0	0	0	0	0	0	0
E01007353	Site 1	7.23	5.01	00:07:14	Wombwell	Doncaster	Wombwell Lı	Doncaster Rd	1605	320.3592814	7%	0	0	0	0	0	0	0	0	0
E01007350	Site 1	6.22	4.33	00:06:13	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1185	273.6720554	6%	0	0	0	0	0	0	0	0	0
E01007351	Site 1	7.25	5.44	00:07:15	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1426	262.1323529	6%	0	0	0	0	0	0	0	0	0
E01007376	Site 1	13.1	9.71	00:13:06	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1407	144.9021627	3%	0	0	0	0	0	0	0	0	0
E01007377	Site 1	15.86	11.13	00:15:52	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1105	99.28122192	2%	0	0	0	0	0	0	0	0	0
E01007374	Site 1	12.62	9.56	00:12:37	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1470	153.7656904	4%	0	0	0	0	0	0	0	0	0
E01007375	Site 1	14.02	10.15	00:14:01	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1659	163.4482759	4%	0	0	0	0	0	0	0	0	0
E01007372	Site 1	13.6	10.08	00:13:36	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1287	127.6785714	3%	0	0	0	0	0	0	0	0	0
E01007373	Site 1	15.39	10.95	00:15:23	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1594	145.5707763	3%	0	0	0	0	0	0	0	0	0
E01007370	Site 1	13.68	9.96	00:13:41	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1389	139.4578313	3%	0	0	0	0	0	0	0	0	0
E01007371	Site 1	11.79	9.14	00:11:48	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1954	213.785558	5%	0	0	0	0	0	0	0	0	0
E01007378	Site 1	13.1	9.82	00:13:06	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1572	160.0814664	4%	0	0	0	0	0	0	0	0	0
E01007366	Site 1	14.8	10.66	00:14:48	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	2005	188.0863039	4%	0	0	0	0	0	0	0	0	0
E01007367	Site 1	13.7	10.2	00:13:42	Wombwell	Doncaster	Wombwell Lı	Doncaster Rd	1178	115.4901961	3%	0	0	0	0	0	0	0	0	0
E01007364	Site 1	14.63	10.45	00:14:38	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1390	133.0143541	3%	0	0	0	0	0	0	0	0	0
E01007365	Site 1	13.94	10.16	00:13:56	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1212	119.2913386	3%	0	0	0	0	0	0	0	0	0
E01007368	Site 1	13.21	10	00:13:13	Wombwell	Doncaster	Wombwell Lı	Doncaster Rd	1675	167.5	4%	0	0	0	0	0	0	0	0	0
E01007369	Site 1	13.96	10.09	00:13:58	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1490	147.6709613	3%	0	0	0	0	0	0	0	0	0
E01007348	Site 1	6	4.5	00:06:00	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1444	320.8888889	7%	0	0	0	0	0	0	0	0	0
E01007349	Site 1	9.9	8.04	00:09:54	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1533	190.6716418	4%	0	0	0	0	0	0	0	0	0
E01007449	Site 1	5.62	4.14	00:05:37	Wombwell	Doncaster	Wombwell Lı	Doncaster Rd	885	213.7681159	5%	0	0	0	0	0	0	0	0	0
										4289.029759	**100%**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**1**
												0.05	0.04	0.09	0.10	0.11	0.21	0.58	0.54	1.11

To: **Aldi, Doncaster Road, Stairfoot Local Centre**

		Journey to Proposed Store			Journey to Existing Store							AM			PM			Sat		
SiteFrom	SiteTo	Time_min	Distance_km	TimeHMS	From	To	Arr ID	Dep ID	Pop	PopDist	%	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
E01007354	Site 1	11.57	9.03	00:11:34	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	1681	186.1572536	4%	0	0	0	0	0	0	0	0	0
E01007352	Site 1	6.9	4.67	00:06:54	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	1412	302.3554604	7%	0	0	0	0	0	0	0	0	0
E01007353	Site 1	7.23	5.01	00:07:14	Wombwell	Hunningley	Wombwell Lı	Hunningley Ln	1605	320.3592814	7%	0	0	0	0	0	0	0	0	0
E01007350	Site 1	6.22	4.33	00:06:13	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	1185	273.6720554	6%	0	0	0	0	0	0	0	0	0
E01007351	Site 1	7.25	5.44	00:07:15	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	1426	262.1323529	6%	0	0	0	0	0	0	0	0	0
E01007376	Site 1	13.1	9.71	00:13:06	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	1407	144.9021627	3%	0	0	0	0	0	0	0	0	0
E01007377	Site 1	15.86	11.13	00:15:52	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	1105	99.28122192	2%	0	0	0	0	0	0	0	0	0
E01007374	Site 1	12.62	9.56	00:12:37	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	1470	153.7656904	4%	0	0	0	0	0	0	0	0	0
E01007375	Site 1	14.02	10.15	00:14:01	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	1659	163.4482759	4%	0	0	0	0	0	0	0	0	0
E01007372	Site 1	13.6	10.08	00:13:36	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	1287	127.6785714	3%	0	0	0	0	0	0	0	0	0
E01007373	Site 1	15.39	10.95	00:15:23	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	1594	145.5707763	3%	0	0	0	0	0	0	0	0	0
E01007370	Site 1	13.68	9.96	00:13:41	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	1389	139.4578313	3%	0	0	0	0	0	0	0	0	0
E01007371	Site 1	11.79	9.14	00:11:48	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	1954	213.785558	5%	0	0	0	0	0	0	0	0	0
E01007378	Site 1	13.1	9.82	00:13:06	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	1572	160.0814664	4%	0	0	0	0	0	0	0	0	0
E01007366	Site 1	14.8	10.66	00:14:48	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	2005	188.0863039	4%	0	0	0	0	0	0	0	0	0
E01007367	Site 1	13.7	10.2	00:13:42	Wombwell	Hunningley	Wombwell Lı	Hunningley Ln	1178	115.4901961	3%	0	0	0	0	0	0	0	0	0
E01007364	Site 1	14.63	10.45	00:14:38	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	1390	133.0143541	3%	0	0	0	0	0	0	0	0	0
E01007365	Site 1	13.94	10.16	00:13:56	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	1212	119.2913386	3%	0	0	0	0	0	0	0	0	0
E01007368	Site 1	13.21	10	00:13:13	Wombwell	Hunningley	Wombwell Lı	Hunningley Ln	1675	167.5	4%	0	0	0	0	0	0	0	0	0
E01007369	Site 1	13.96	10.09	00:13:58	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	1490	147.6709613	3%	0	0	0	0	0	0	0	0	0
E01007348	Site 1	6	4.5	00:06:00	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	1444	320.8888889	7%	0	0	0	0	0	0	0	0	0
E01007349	Site 1	9.9	8.04	00:09:54	Doncaster	Hunningley	Doncaster Rc	Hunningley Ln	1533	190.6716418	4%	0	0	0	0	0	0	0	0	0
E01007449	Site 1	5.62	4.14	00:05:37	Wombwell	Hunningley	Wombwell Lı	Hunningley Ln	885	213.7681159	5%	0	0	0	0	0	0	0	0	0
										4289.029759	**100%**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**1**
												0.05	0.04	0.09	0.10	0.11	0.21	0.57	0.53	1.11

To: **Tesco Extra, Wombwell Lane**

		Journey to Proposed Store			Journey to Existing Store						
SiteFrom	SiteTo	Time_min	Distance_km	TimeHMS	From	To	Arr ID	Dep ID	Pop	PopDist	%
E01007354	Site 1	11.57	9.03	00:11:34	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1681	186.1572536	4%
E01007352	Site 1	6.9	4.67	00:06:54	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1412	302.3554604	7%
E01007353	Site 1	7.23	5.01	00:07:14	Wombwell	Tesco	Wombwell Li	Tesco to Worr	1605	320.3592814	7%
E01007350	Site 1	6.22	4.33	00:06:13	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1185	273.6720554	6%
E01007351	Site 1	7.25	5.44	00:07:15	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1426	262.1323529	6%
E01007376	Site 1	13.1	9.71	00:13:06	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1407	144.9021627	3%
E01007377	Site 1	15.86	11.13	00:15:52	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1105	99.28122192	2%
E01007374	Site 1	12.62	9.56	00:12:37	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1470	153.7656904	4%
E01007375	Site 1	14.02	10.15	00:14:01	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1659	163.4482759	4%
E01007372	Site 1	13.6	10.08	00:13:36	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1287	127.6785714	3%
E01007373	Site 1	15.39	10.95	00:15:23	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1594	145.5707763	3%
E01007370	Site 1	13.68	9.96	00:13:41	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1389	139.4578313	3%
E01007371	Site 1	11.79	9.14	00:11:48	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1954	213.785558	5%
E01007378	Site 1	13.1	9.82	00:13:06	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1572	160.0814664	4%
E01007366	Site 1	14.8	10.66	00:14:48	Wombwell	Tesco	Wombwell Li	Tesco to Worr	2005	188.0863039	4%
E01007367	Site 1	13.7	10.2	00:13:42	Wombwell	Tesco	Wombwell Li	Tesco to Worr	1178	115.4901961	3%
E01007364	Site 1	14.63	10.45	00:14:38	Wombwell	Tesco	Wombwell Li	Tesco to Worr	1390	133.0143541	3%
E01007365	Site 1	13.94	10.16	00:13:56	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1212	119.2913386	3%
E01007368	Site 1	13.21	10	00:13:13	Wombwell	Tesco	Wombwell Li	Tesco to Worr	1675	167.5	4%
E01007369	Site 1	13.96	10.09	00:13:58	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1490	147.6709613	3%
E01007348	Site 1	6	4.5	00:06:00	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1444	320.8888889	7%
E01007349	Site 1	9.9	8.04	00:09:54	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1533	190.6716418	4%
E01007449	Site 1	5.62	4.14	00:05:37	Wombwell	Tesco	Wombwell Li	Tesco to Worr	885	213.7681159	5%
										4289.029759	**100%**

AM			PM			Sat		
Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1
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0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	1
1	**0**	**1**	**1**	**1**	**2**	**6**	**5**	**11**
0.53	0.36	0.89	0.99	1.11	2.09	5.73	5.34	11.07

To: **Morrisons, Lower Thomas Street**

		Journey to Proposed Store			Journey to Existing Store						
SiteFrom	SiteTo	Time_min	Distance_km	TimeHMS	From	To	Arr ID	Dep ID	Pop	PopDist	%
E01007354	Site 1	11.57	9.03	00:11:34	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1681	186.1572536	4%
E01007352	Site 1	6.9	4.67	00:06:54	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1412	302.3554604	7%
E01007353	Site 1	7.23	5.01	00:07:14	Wombwell	Doncaster	Wombwell Li	Doncaster Rd	1605	320.3592814	7%
E01007350	Site 1	6.22	4.33	00:06:13	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1185	273.6720554	6%
E01007351	Site 1	7.25	5.44	00:07:15	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1426	262.1323529	6%
E01007376	Site 1	13.1	9.71	00:13:06	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1407	144.9021627	3%
E01007377	Site 1	15.86	11.13	00:15:52	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1105	99.28122192	2%
E01007374	Site 1	12.62	9.56	00:12:37	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1470	153.7656904	4%
E01007375	Site 1	14.02	10.15	00:14:01	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1659	163.4482759	4%
E01007372	Site 1	13.6	10.08	00:13:36	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1287	127.6785714	3%
E01007373	Site 1	15.39	10.95	00:15:23	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1594	145.5707763	3%
E01007370	Site 1	13.68	9.96	00:13:41	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1389	139.4578313	3%
E01007371	Site 1	11.79	9.14	00:11:48	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1954	213.785558	5%
E01007378	Site 1	13.1	9.82	00:13:06	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1572	160.0814664	4%
E01007366	Site 1	14.8	10.66	00:14:48	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	2005	188.0863039	4%
E01007367	Site 1	13.7	10.2	00:13:42	Wombwell	Doncaster	Wombwell Li	Doncaster Rd	1178	115.4901961	3%
E01007364	Site 1	14.63	10.45	00:14:38	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1390	133.0143541	3%
E01007365	Site 1	13.94	10.16	00:13:56	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1212	119.2913386	3%
E01007368	Site 1	13.21	10	00:13:13	Wombwell	Doncaster	Wombwell Li	Doncaster Rd	1675	167.5	4%
E01007369	Site 1	13.96	10.09	00:13:58	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1490	147.6709613	3%
E01007348	Site 1	6	4.5	00:06:00	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1444	320.8888889	7%
E01007349	Site 1	9.9	8.04	00:09:54	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1533	190.6716418	4%
E01007449	Site 1	5.62	4.14	00:05:37	Wombwell	Doncaster	Wombwell Li	Doncaster Rd	885	213.7681159	5%
										4289.029759	**100%**

AM			PM			Sat		
Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**
0.12	0.08	0.20	0.22	0.24	0.46	1.26	1.17	2.43

To: **Asda, Old Mill Lane, Barnsley**

		Journey to Proposed Store			Journey to Existing Store							AM			PM			Sat		
SiteFrom	SiteTo	Time_min	Distance_km	TimeHMS	From	To	Arr ID	Dep ID	Pop	PopDist	%	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
E01007354	Site 1	11.57	9.03	00:11:34	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1681	186.1572536	4%	0	0	0	0	0	0	0	0	0
E01007352	Site 1	6.9	4.67	00:06:54	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1412	302.3554604	7%	0	0	0	0	0	0	0	0	0
E01007353	Site 1	7.23	5.01	00:07:14	Wombwell	Doncaster	Wombwell Lı	Doncaster Rd	1605	320.3592814	7%	0	0	0	0	0	0	0	0	0
E01007350	Site 1	6.22	4.33	00:06:13	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1185	273.6720554	6%	0	0	0	0	0	0	0	0	0
E01007351	Site 1	7.25	5.44	00:07:15	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1426	262.1323529	6%	0	0	0	0	0	0	0	0	0
E01007376	Site 1	13.1	9.71	00:13:06	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1407	144.9021627	3%	0	0	0	0	0	0	0	0	0
E01007377	Site 1	15.86	11.13	00:15:52	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1105	99.28122192	2%	0	0	0	0	0	0	0	0	0
E01007374	Site 1	12.62	9.56	00:12:37	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1470	153.7656904	4%	0	0	0	0	0	0	0	0	0
E01007375	Site 1	14.02	10.15	00:14:01	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1659	163.4482759	4%	0	0	0	0	0	0	0	0	0
E01007372	Site 1	13.6	10.08	00:13:36	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1287	127.6785714	3%	0	0	0	0	0	0	0	0	0
E01007373	Site 1	15.39	10.95	00:15:23	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1594	145.5707763	3%	0	0	0	0	0	0	0	0	0
E01007370	Site 1	13.68	9.96	00:13:41	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1389	139.4578313	3%	0	0	0	0	0	0	0	0	0
E01007371	Site 1	11.79	9.14	00:11:48	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1954	213.785558	5%	0	0	0	0	0	0	0	0	0
E01007378	Site 1	13.1	9.82	00:13:06	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1572	160.0814664	4%	0	0	0	0	0	0	0	0	0
E01007366	Site 1	14.8	10.66	00:14:48	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	2005	188.0863039	4%	0	0	0	0	0	0	0	0	0
E01007367	Site 1	13.7	10.2	00:13:42	Wombwell	Doncaster	Wombwell Lı	Doncaster Rd	1178	115.4901961	3%	0	0	0	0	0	0	0	0	0
E01007364	Site 1	14.63	10.45	00:14:38	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1390	133.0143541	3%	0	0	0	0	0	0	0	0	0
E01007365	Site 1	13.94	10.16	00:13:56	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1212	119.2913386	3%	0	0	0	0	0	0	0	0	0
E01007368	Site 1	13.21	10	00:13:13	Wombwell	Doncaster	Wombwell Lı	Doncaster Rd	1675	167.5	4%	0	0	0	0	0	0	0	0	0
E01007369	Site 1	13.96	10.09	00:13:58	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1490	147.6709613	3%	0	0	0	0	0	0	0	0	0
E01007348	Site 1	6	4.5	00:06:00	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1444	320.8888889	7%	0	0	0	0	0	0	0	0	0
E01007349	Site 1	9.9	8.04	00:09:54	Doncaster	Doncaster	Doncaster Rc	Doncaster Rd	1533	190.6716418	4%	0	0	0	0	0	0	0	0	0
E01007449	Site 1	5.62	4.14	00:05:37	Wombwell	Doncaster	Wombwell Lı	Doncaster Rd	885	213.7681159	5%	0	0	0	0	0	0	0	0	0
										4289.029759	**100%**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**
												0.08	0.05	0.13	0.15	0.17	0.31	0.86	0.80	1.66

ZONE 6

To: **Aldi, Doncaster Road, Stairfoot Local Centre**

		Journey to Proposed Store			Journey to Existing Store							AM			PM			Sat		
SiteFrom	SiteTo	Time_min	Distance_km	TimeHMS	From	To	Arr ID	Dep ID	Pop	PopDist	%	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
E01007332	Site 1	11.61	8.67	00:11:37	Pontefract	Hunningley	Pontefract Rc	Hunningley Lr	2306	265.9746251	18%	0	0	0	0	0	0	0	0	0
E01007333	Site 1	12.99	9.36	00:13:00	Pontefract	Hunningley	Pontefract Rc	Hunningley Lr	1331	142.2008547	9%	0	0	0	0	0	0	0	0	0
E01007330	Site 1	10.96	8.15	00:10:58	Pontefract	Hunningley	Pontefract Rc	Hunningley Lr	1708	209.5705521	14%	0	0	0	0	0	0	0	0	0
E01007331	Site 1	9.5	6.54	00:09:30	Pontefract	Hunningley	Pontefract Rc	Hunningley Lr	1853	283.3333333	19%	0	0	0	0	0	0	0	0	0
E01011784	Site 1	13.71	9.82	00:13:43	Pontefract	Hunningley	Pontefract Rc	Hunningley Lr	1817	185.0305499	12%	0	0	0	0	0	0	0	0	0
E01007328	Site 1	13.73	9.73	00:13:44	Pontefract	Hunningley	Pontefract Rc	Hunningley Lr	1922	197.5334018	13%	0	0	0	0	0	0	0	0	0
E01007329	Site 1	10.6	7.09	00:10:36	Pontefract	Hunningley	Pontefract Rc	Hunningley Lr	1594	224.8236953	15%	0	0	0	0	0	0	0	0	0
										1508.467012	**100%**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
												0.02	0.01	0.04	0.04	0.04	0.08	0.23	0.22	0.45

To: **Tesco Extra, Wombwell Lane**

		Journey to Proposed Store			Journey to Existing Store							AM			PM			Sat		
SiteFrom	SiteTo	Time_min	Distance_km	TimeHMS	From	To	Arr ID	Dep ID	Pop	PopDist	%	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
E01007332	Site 1	11.61	8.67	00:11:37	Pontefract	Tesco	Pontefract Rc	Tesco to Pont	2306	265.9746251	18%	0	0	0	0	0	0	0	0	0
E01007333	Site 1	12.99	9.36	00:13:00	Pontefract	Tesco	Pontefract Rc	Tesco to Pont	1331	142.2008547	9%	0	0	0	0	0	0	0	0	0
E01007330	Site 1	10.96	8.15	00:10:58	Pontefract	Tesco	Pontefract Rc	Tesco to Pont	1708	209.5705521	14%	0	0	0	0	0	0	0	0	0
E01007331	Site 1	9.5	6.54	00:09:30	Pontefract	Tesco	Pontefract Rc	Tesco to Pont	1853	283.3333333	19%	0	0	0	0	0	0	0	0	0
E01011784	Site 1	13.71	9.82	00:13:43	Pontefract	Tesco	Pontefract Rc	Tesco to Pont	1817	185.0305499	12%	0	0	0	0	0	0	0	0	0
E01007328	Site 1	13.73	9.73	00:13:44	Pontefract	Tesco	Pontefract Rc	Tesco to Pont	1922	197.5334018	13%	0	0	0	0	0	0	0	0	0
E01007329	Site 1	10.6	7.09	00:10:36	Pontefract	Tesco	Pontefract Rc	Tesco to Pont	1594	224.8236953	15%	0	0	0	0	0	0	0	0	0
										1508.467012	**100%**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**
												0.08	0.05	0.13	0.15	0.17	0.31	0.86	0.80	1.66

To: **Morrisons, Lower Thomas Street**

		Journey to Proposed Store			Journey to Existing Store						
SiteFrom	SiteTo	Time_min	Distance_km	TimeHMS	From	To	Arr ID	Dep ID	Pop	PopDist	%
E01007332	Site 1	11.61	8.67	00:11:37	Pontefract	Pontefract	Pontefract Rd	Pontefract Rd	2306	265.9746251	18%
E01007333	Site 1	12.99	9.36	00:13:00	Pontefract	Pontefract	Pontefract Rd	Pontefract Rd	1331	142.2008547	9%
E01007330	Site 1	10.96	8.15	00:10:58	Pontefract	Pontefract	Pontefract Rd	Pontefract Rd	1708	209.5705521	14%
E01007331	Site 1	9.5	6.54	00:09:30	Pontefract	Pontefract	Pontefract Rd	Pontefract Rd	1853	283.3333333	19%
E01011784	Site 1	13.71	9.82	00:13:43	Pontefract	Pontefract	Pontefract Rd	Pontefract Rd	1817	185.0305499	12%
E01007328	Site 1	13.73	9.73	00:13:44	Pontefract	Pontefract	Pontefract Rd	Pontefract Rd	1922	197.5334018	13%
E01007329	Site 1	10.6	7.09	00:10:36	Pontefract	Pontefract	Pontefract Rd	Pontefract Rd	1594	224.8236953	15%
										1508.467012	**100%**

AM			PM			Sat		
Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**
0.08	0.05	0.13	0.15	0.17	0.31	0.86	0.80	1.66

To: **Morrisons, Cortonwood, Brampton**

		Journey to Proposed Store			Journey to Existing Store						
SiteFrom	SiteTo	Time_min	Distance_km	TimeHMS	From	To	Arr ID	Dep ID	Pop	PopDist	%
E01007332	Site 1	11.61	8.67	00:11:37	n/a	n/a	n/a to n/a	n/a to n/a	2306	265.9746251	0%
E01007333	Site 1	12.99	9.36	00:13:00	n/a	n/a	n/a to n/a	n/a to n/a	1331	142.2008547	0%
E01007330	Site 1	10.96	8.15	00:10:58	n/a	n/a	n/a to n/a	n/a to n/a	1708	209.5705521	0%
E01007331	Site 1	9.5	6.54	00:09:30	n/a	n/a	n/a to n/a	n/a to n/a	1853	283.3333333	0%
E01011784	Site 1	13.71	9.82	00:13:43	n/a	n/a	n/a to n/a	n/a to n/a	1817	185.0305499	0%
E01007328	Site 1	13.73	9.73	00:13:44	n/a	n/a	n/a to n/a	n/a to n/a	1922	197.5334018	0%
E01007329	Site 1	10.6	7.09	00:10:36	n/a	n/a	n/a to n/a	n/a to n/a	1594	224.8236953	0%
										1508.467012	**0%**

AM			PM			Sat		
Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**1**
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

ZONE 7

To: **Tesco Extra, Wombwell Lane**

Journey to Proposed Store					Journey to Existing Store							AM			PM			Sat		
SiteFrom	SiteTo	Time_min	Distance_km	TimeHMS	From	To	Arr ID	Dep ID	Pop	PopDist	%	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
E01007356	Site 1	12.43	7.42	00:12:26	Rotherham	Tesco	Rotherham R	Tesco to Roth	1381	186.1185984	4%	0	0	0	0	0	0	0	0	0
E01007357	Site 1	13.27	7.66	00:13:16	Rotherham	Tesco	Rotherham R	Tesco to Roth	1397	182.3759791	3%	0	0	0	0	0	0	0	0	0
E01007355	Site 1	15.11	8.51	00:15:07	Rotherham	Tesco	Rotherham R	Tesco to Roth	1537	180.6110458	3%	0	0	0	0	0	0	0	0	0
E01007358	Site 1	14.73	11.75	00:14:44	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1497	127.4042553	2%	0	0	0	0	0	0	0	0	0
E01007359	Site 1	14.58	11.56	00:14:35	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1509	130.5363322	2%	0	0	0	0	0	0	0	0	0
E01011935	Site 1	18.05	10.41	00:18:03	Rotherham	Tesco	Rotherham R	Tesco to Roth	1199	115.1456932	2%	0	0	0	0	0	0	0	0	0
E01007436	Site 1	11.8	7.02	00:11:48	Rotherham	Tesco	Rotherham R	Tesco to Roth	1267	180.4843305	3%	0	0	0	0	0	0	0	0	0
E01007437	Site 1	10.55	6.24	00:10:33	Rotherham	Tesco	Rotherham R	Tesco to Roth	1476	236.5384615	4%	0	0	0	0	0	0	0	0	0
E01007434	Site 1	13.62	8.09	00:13:37	Rotherham	Tesco	Rotherham R	Tesco to Roth	1933	238.9369592	5%	0	0	0	0	0	0	0	0	0
E01007435	Site 1	14.64	8.48	00:14:38	Rotherham	Tesco	Rotherham R	Tesco to Roth	1579	186.2028302	4%	0	0	0	0	0	0	0	0	0
E01007433	Site 1	13.86	8.12	00:13:51	Rotherham	Tesco	Rotherham R	Tesco to Roth	1615	198.8916256	4%	0	0	0	0	0	0	0	0	0
E01007438	Site 1	14.17	8.41	00:14:10	Rotherham	Tesco	Rotherham R	Tesco to Roth	1557	185.136742	4%	0	0	0	0	0	0	0	0	0
E01007439	Site 1	14.3	9.23	00:14:18	Rotherham	Tesco	Rotherham R	Tesco to Roth	1210	131.0942579	2%	0	0	0	0	0	0	0	0	0
E01007362	Site 1	10.81	6.49	00:10:49	Rotherham	Tesco	Rotherham R	Tesco to Roth	1633	251.6178737	5%	0	0	0	0	0	0	0	0	0
E01007363	Site 1	14.89	8.34	00:14:54	Rotherham	Tesco	Rotherham R	Tesco to Roth	1575	188.8489209	4%	0	0	0	0	0	0	0	0	0
E01007360	Site 1	14.88	11.7	00:14:53	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1546	132.1367521	3%	0	0	0	0	0	0	0	0	0
E01007361	Site 1	13.14	7.63	00:13:08	Rotherham	Tesco	Rotherham R	Tesco to Roth	1656	217.0380079	4%	0	0	0	0	0	0	0	0	0
E01011786	Site 1	16.98	11.33	00:16:59	Pontefract	Tesco	Pontefract Rc	Tesco to Pont	1610	142.1006178	3%	0	0	0	0	0	0	0	0	0
E01011942	Site 1	17.21	10.36	00:17:12	Rotherham	Tesco	Rotherham R	Tesco to Roth	1246	120.2702703	2%	0	0	0	0	0	0	0	0	0
E01007440	Site 1	14.52	8.62	00:14:31	Rotherham	Tesco	Rotherham R	Tesco to Roth	1520	176.3341067	3%	0	0	0	0	0	0	0	0	0
E01007326	Site 1	8.19	4.88	00:08:12	Rotherham	Tesco	Rotherham R	Tesco to Roth	1526	312.704918	6%	0	0	0	0	0	0	0	0	0
E01007327	Site 1	8.78	5.1	00:08:47	Rotherham	Tesco	Rotherham R	Tesco to Roth	1676	328.627451	6%	0	0	0	0	0	0	0	0	0
E01007324	Site 1	9.34	5.65	00:09:20	Rotherham	Tesco	Rotherham R	Tesco to Roth	1667	295.0442478	6%	0	0	0	0	0	0	0	0	0
E01007325	Site 1	10.18	5.72	00:10:11	Rotherham	Tesco	Rotherham R	Tesco to Roth	1714	299.6503497	6%	0	0	0	0	0	0	0	0	0
E01007323	Site 1	11.05	6.41	00:11:03	Rotherham	Tesco	Rotherham R	Tesco to Roth	1483	231.3572543	4%	0	0	0	0	0	0	0	0	0
E01011772	Site 1	17.46	11.5	00:17:27	Pontefract	Tesco	Pontefract Rc	Tesco to Pont	1593	138.5217391	3%	0	0	0	0	0	0	0	0	0
E01011771	Site 1	17.2	11.45	00:17:12	Pontefract	Tesco	Pontefract Rc	Tesco to Pont	1301	113.6244541	2%	0	0	0	0	0	0	0	0	0
E01007386	Site 1	14.7	11.86	00:14:42	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	514.2	43.35581788	1%	0	0	0	0	0	0	0	0	0
										5270.709892	**100%**	**0**	**0**	**0**	**1**	**1**	**1**	**3**	**3**	**6**
												0.27	0.18	0.46	0.50	0.57	1.07	2.94	2.74	5.67

ZONE 8

To: **Tesco Extra, Wombwell Lane**

Journey to Proposed Store					Journey to Existing Store							AM			PM			Sat		
SiteFrom	SiteTo	Time_min	Distance_km	TimeHMS	From	To	Arr ID	Dep ID	Pop	PopDist	%	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
E01007432	Site 1	22.98	16.03	00:22:59	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1431	89.27011853	3%	0	0	0	0	0	0	0	0	0
E01007430	Site 1	22.06	15.69	00:22:04	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	2277	145.124283	5%	0	0	0	0	0	0	0	0	0
E01007431	Site 1	22.84	15.96	00:22:50	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1363	85.40100251	3%	0	0	0	0	0	0	0	0	0
E01007418	Site 1	17.13	11.69	00:17:08	Pontefract	Tesco	Pontefract Rc	Tesco to Pont	1279	109.4097519	4%	0	0	0	0	0	0	0	0	0
E01007419	Site 1	15.59	9.59	00:15:36	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1721	179.4577685	7%	0	0	0	0	0	0	0	0	0
E01007426	Site 1	25.63	19.39	00:25:38	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1558	80.35069624	3%	0	0	0	0	0	0	0	0	0
E01007427	Site 1	22.07	16.43	00:22:04	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1554	94.58307973	3%	0	0	0	0	0	0	0	0	0
E01007424	Site 1	12.38	8.49	00:12:23	Wombwell	Tesco	Wombwell La	Tesco to Worr	1671	196.819788	7%	0	0	0	0	0	0	0	0	0
E01007425	Site 1	18.66	12.73	00:18:40	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1470	115.4752553	4%	0	0	0	0	0	0	0	0	0
E01007422	Site 1	20.58	13.2	00:20:35	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1571	119.0151515	4%	0	0	0	0	0	0	0	0	0
E01007423	Site 1	18.09	11.35	00:18:06	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1655	145.814978	5%	0	0	0	0	0	0	0	0	0
E01007420	Site 1	15.33	9.47	00:15:20	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1432	151.2143611	6%	0	0	0	0	0	0	0	0	0
E01007421	Site 1	16.38	10.55	00:16:23	Wombwell	Tesco	Wombwell La	Tesco to Worr	1330	126.0663507	5%	0	0	0	0	0	0	0	0	0
E01007428	Site 1	20.32	14.88	00:20:19	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1445	97.11021505	4%	0	0	0	0	0	0	0	0	0
E01007429	Site 1	21.25	15.17	00:21:15	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1422	93.73764008	3%	0	0	0	0	0	0	0	0	0
E01007385	Site 1	9.98	5.99	00:09:59	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1433	239.2320534	9%	0	0	0	0	0	0	0	0	0
E01007384	Site 1	11.72	6.88	00:11:43	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1614	234.5930233	9%	0	0	0	0	0	0	0	0	0
E01007383	Site 1	10.6	6.21	00:10:36	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1370	220.6119163	8%	0	0	0	0	0	0	0	0	0
E01007382	Site 1	11.49	6.57	00:11:30	Doncaster	Tesco	Doncaster Rc	Tesco to Donc	1483	225.7229833	8%	0	0	0	0	0	0	0	0	0
										2749.010416	**100%**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
												0.01	0.01	0.02	0.02	0.02	0.04	0.11	0.11	0.22

AM PEAK

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	1
Pontefract Rd E	0	0	0	0	1	0	0	0	0	0	1	0	2
Doncaster Rd E	0	0	0	0	1	0	0	0	1	0	0	0	2
Wombwell Ln	0	0	0	0	1	0	0	0	0	0	0	0	1
Tesco	0	1	1	0	0	0	0	0	0	0	0	0	3
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	1
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	1
Doncaster Rd W	0	0	1	0	1	0	0	0	0	0	0	0	2
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	1	0	0	0	0	0	0	0	0	0	0	1
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	1	1	1	4	0	1	0	2	0	1	0	12

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.063

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.089

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	1
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	1	0	0	0	0	0	0	0	2.089

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.282

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.150

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.331

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.240

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.664

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.539

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.260

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.222

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	1	0	0	0	0	0	0	0	1
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	1	0	0	0	0	0	0	0	0	0	0	1
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	1	0	0	1	0	0	0	0	0	0	0	2.169

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.667

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	1	0	1
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	1	0	1.488

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.305

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.132

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.093

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.076

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.245

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.089

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.089

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	1	0	0	0	0	0	0	0	0.889

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.196

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.133

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.036

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.133

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.133

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.000

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.456

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.018

PM PEAK

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	1	0	0	0	0	0	0	0	1
Pontefract Rd E	0	0	0	0	2	0	0	0	0	0	2	0	4
Doncaster Rd E	0	0	0	0	2	0	0	0	1	0	0	0	3
Wombwell Ln	0	0	0	0	1	0	0	0	1	0	0	0	3
Tesco	1	2	2	1	0	0	0	0	1	0	0	0	8
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	1
Neville Ave	0	0	0	0	0	0	0	0	1	0	0	0	1
Doncaster Rd W	0	0	2	1	1	0	0	1	0	0	0	0	5
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	2	0	0	0	0	0	0	0	0	0	0	2
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1	4	4	3	7	0	1	1	5	0	2	0	29

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.147

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.209

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	1	0	0	0	0	0	0	0	1
Tesco	0	0	0	1	0	0	0	0	1	0	0	0	3
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	1	0	0	0	0	0	0	0	1
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	1	2	0	0	0	1	0	0	0	4.915

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.663

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.353

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.779

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.565

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	1
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	1	0	0	0	0	0	0	0	1.563

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	1
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	1	0	0	0	0	0	0	0	0	1.269

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.612

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.523

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	1	0	0	0	0	0	0	0	1
Doncaster Rd E	0	0	0	0	1	0	0	0	0	0	0	0	1
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	2	1	0	0	0	0	0	0	0	0	0	3
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	2	1	0	2	0	0	0	0	0	0	0	5.103

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	1
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	1.569

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	1	0	1
Doncaster Rd E	0	0	0	0	0	0	0	0	1	0	0	0	1
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	1	0	0	0	0	0	0	0	0	0	1
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	1	0	0	0	0	0	0	0	0	0	0	1
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	1	1	0	0	0	0	0	1	0	1	0	3.502

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.717

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.311

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.220

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.179

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.576

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.210

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.209

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	1	0	0	0	0	0	0	0	1
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	1	0	0	0	0	0	0	0	0	0	1
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	1	0	1	0	0	0	0	0	0	0	2.091

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.460

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.314

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.085

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.314

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.314

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.000

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	1
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	1	0	0	0	0	0	0	0	1.072

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.042

SAT PEAK

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	1	4	0	0	0	0	0	0	0	6
Pontefract Rd E	0	0	0	1	10	0	1	0	0	0	10	0	22
Doncaster Rd E	0	0	0	1	9	0	1	0	9	0	0	0	20
Wombwell Ln	1	1	1	0	6	0	1	0	6	0	0	0	16
Tesco	4	9	9	5	0	0	2	2	7	0	1	0	39
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	1	1	1	2	0	0	0	1	0	0	0	8
Neville Ave	0	0	0	0	2	0	0	0	3	0	0	0	6
Doncaster Rd W	0	0	8	6	7	0	1	3	0	0	0	0	25
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	10	0	0	1	0	0	0	0	0	0	0	11
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	6	21	18	16	41	0	8	5	25	0	12	0	153

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.779

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	1
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	1	0	0	0	0	0	1.104

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	4	0	0	0	0	0	0	0	4
Tesco	0	0	0	4	0	0	2	2	5	0	0	0	13
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	2	0	0	0	0	0	0	0	2
Neville Ave	0	0	0	0	2	0	0	0	0	0	0	0	2
Doncaster Rd W	0	0	0	0	5	0	0	0	0	0	0	0	5
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	4	13	0	2	2	5	0	0	0	26.009

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	2	0	0	0	2
Doncaster Rd W	0	0	0	0	0	0	0	2	0	0	0	0	2
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	2	2	0	0	0	3.510

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	1	0	0	0	1
Doncaster Rd W	0	0	0	0	0	0	0	1	0	0	0	0	1
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	1	1	0	0	0	1.870

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	1	0	1	0	0	0	2
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	1	0	0	0	0	0	0	0	0	1
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	1	0	0	0	0	0	0	0	0	1
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	2	0	0	1	0	1	0	0	0	4.123

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	1	0	0	0	1
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	1	0	0	0	0	0	1
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	2	0	1	0	0	0	2.988

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	1	0	0	0	0	0	0	0	1
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	1	0	0	0	0	0	0	0	2	0	1	0	4
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	2	0	0	0	0	0	0	0	2
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	1	0	0	0	0	0	0	0	1
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1	0	0	0	4	0	0	0	2	0	1	0	8.274

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	1	0	0	0	0	0	0	0	0	1
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	1	0	0	0	0	0	0	0	2	0	0	0	3
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	2	0	0	0	0	0	0	0	0	2
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1	0	0	3	0	0	0	0	2	0	0	0	6.715

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	1	0	1
Doncaster Rd E	0	0	0	0	0	0	0	0	1	0	0	0	1
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	1	0	0	0	0	0	0	0	0	0	1
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	1	0	0	0	0	0	0	0	0	0	0	1
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	1	1	0	0	0	0	0	1	0	1	0	3.238

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	1	0	0	0	0	0	1
Doncaster Rd E	0	0	0	0	0	0	1	0	0	0	0	0	1
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	1	0	0	0	0	0	0	0	0	0	0	1
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	1	0	0	0	0	1	0	0	0	0	0	2.767

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	1	0	0	0	0	0	0	0	1
Pontefract Rd E	0	0	0	0	8	0	0	0	0	0	0	0	8
Doncaster Rd E	0	0	0	0	5	0	0	0	0	0	0	0	5
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	1	8	5	0	0	0	0	0	0	0	0	0	13
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1	8	5	0	14	0	0	0	0	0	0	0	27.006

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	3	0	3
Doncaster Rd E	0	0	0	0	0	0	0	0	2	0	0	0	2
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	1	0	0	0	0	0	0	0	0	0	1
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	2	0	0	0	0	0	0	0	0	0	0	3
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	2	1	0	0	0	0	0	2	0	3	0	8.301

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	6	0	6
Doncaster Rd E	0	0	0	0	0	0	0	0	4	0	0	0	4
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	3	0	0	0	0	0	0	0	0	0	3
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	6	0	0	0	0	0	0	0	0	0	0	6
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	6	3	0	0	0	0	0	4	0	6	0	18.532

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	1	0	0	0	0	0	0	0	0	1
Doncaster Rd E	0	0	0	1	0	0	0	0	0	0	0	0	1
Wombwell Ln	0	1	1	0	0	0	0	0	0	0	0	0	2
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	1	1	2	0	0	0	0	0	0	0	0	3.796

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	1	0	0	0	1
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	1	0	0	0	0	0	0	0	0	1
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	1	0	0	0	0	1	0	0	0	1.645

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	1
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	1	0	0	0	0	0	1.163

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.948

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	1	0	0	0	1
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	1	0	0	0	0	0	0	0	0	1
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	1	0	0	0	0	2	0	0	0	3.046

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	1
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	1	0	0	0	1.112

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	1
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	1	0	0	0	0	0	1.107

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	4	0	0	0	0	0	0	0	4
Wombwell Ln	0	0	0	0	2	0	0	0	0	0	0	0	2
Tesco	0	0	4	1	0	0	0	0	0	0	0	0	5
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	4	1	6	0	0	0	0	0	0	0	11.068

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	1	0	0	0	1
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	1	0	0	0	0	0	0	0	0	0	1
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	1	0	0	0	0	0	1	0	0	0	2.435

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	1	0	0	0	1
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	1	0	0	0	0	0	0	0	0	0	1
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	1	0	0	0	0	0	1	0	0	0	1.660

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.448

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	1	0	0	0	0	0	0	0	1
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	1	0	0	0	0	0	0	0	0	0	0	1
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	1	0	0	1	0	0	0	0	0	0	0	1.660

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	1	0	1
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	1	0	0	0	0	0	0	0	0	0	0	1
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	1	0	0	0	0	0	0	0	0	1	0	1.660

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.000

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	2	0	0	0	0	0	0	0	2
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	2	0	0	0	0	0	0	0	0	0	0	0	3
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	2	0	0	0	3	0	0	0	0	0	0	0	5.672

	Rotherham Rd	Pontefract Rd E	Doncaster Rd E	Wombwell Ln	Tesco	Proposed Store	Hunningley Ln	Neville Ave	Doncaster Rd W	Ashleigh Vale	Pontefract Rd W	n/a	TOTAL
Rotherham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Wombwell Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Tesco	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Store	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunningley Ln	0	0	0	0	0	0	0	0	0	0	0	0	0
Neville Ave	0	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Ashleigh Vale	0	0	0	0	0	0	0	0	0	0	0	0	0
Pontefract Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0.221

APPENDIX I

AECOM VISSSIM MODEL Results

Technical Note

Project:	**Stairfoot roundabout VISSIM assessment**	Job No:	**60309648**
Subject:	**Existing Case VISSIM modelling methodology**		
Prepared by:	**Ben Midgley**	Date:	**21st November 2013**
Approved by:	**Michael Banham**	Date:	**11th December 2013**

1 Introduction

AECOM Ltd have been commissioned by Vectos on behalf of Sainsbury's to undertake a VISSIM microsimulation modelling assessment of a proposed redevelopment of the existing B&Q site located adjacent to Stairfoot roundabout in Barnsley, into a Sainsbury's store.

The assessment utilises an existing VISSIM model of Stairfoot roundabout developed for the Wombwell Lane Bus Priority study for Barnsley MBC in 2010. However, given the age of this previous study and the potential impacts of the proposed Sainsbury's development, the "Existing arrangement" model is to be updated using March 2013 traffic count and queue data, collected and provided by Vectos. **Table 1** details the VISSIM models to be coded as part of the Sainsbury's development.

Table 1: Sainsbury's development VISSIM model scenarios

	VISSIM Model Scenarios (S)		
	AM Peak	**PM Peak**	**Saturday Peak**
2013 Base Model (Existing)	S1	S2	S3
2014 Base Case (for comparative testing)	S4	S5	S6
2014 With Sainsbury's Store	S7	S8	S9
2014 With Sainsbury's Store + Mitigation	S10	S11	S12

This technical note specifically details the methodology adopted for Base Modelling (existing) for the AM, PM and Saturday peak periods (S1, S2 and S3).

The study area encompasses Stairfoot roundabout, the signal controlled junction of Wombwell Lane / Bleachcroft Way to the south and the Tesco retail park access / egress further south. As there are no other access points on Bleachcroft Way, this link is not required to extend further to Stairfoot Way to the B&Q access / egress; hence no further extensions to the modelled network are required.

Figure 1 below illustrates the extents of the VISSIM model for this commission. Whilst model extents vary slightly between the three Existing Case models (due to differing required carriageway lengths for varying queues within each peak), the salient features of each model remain constant.

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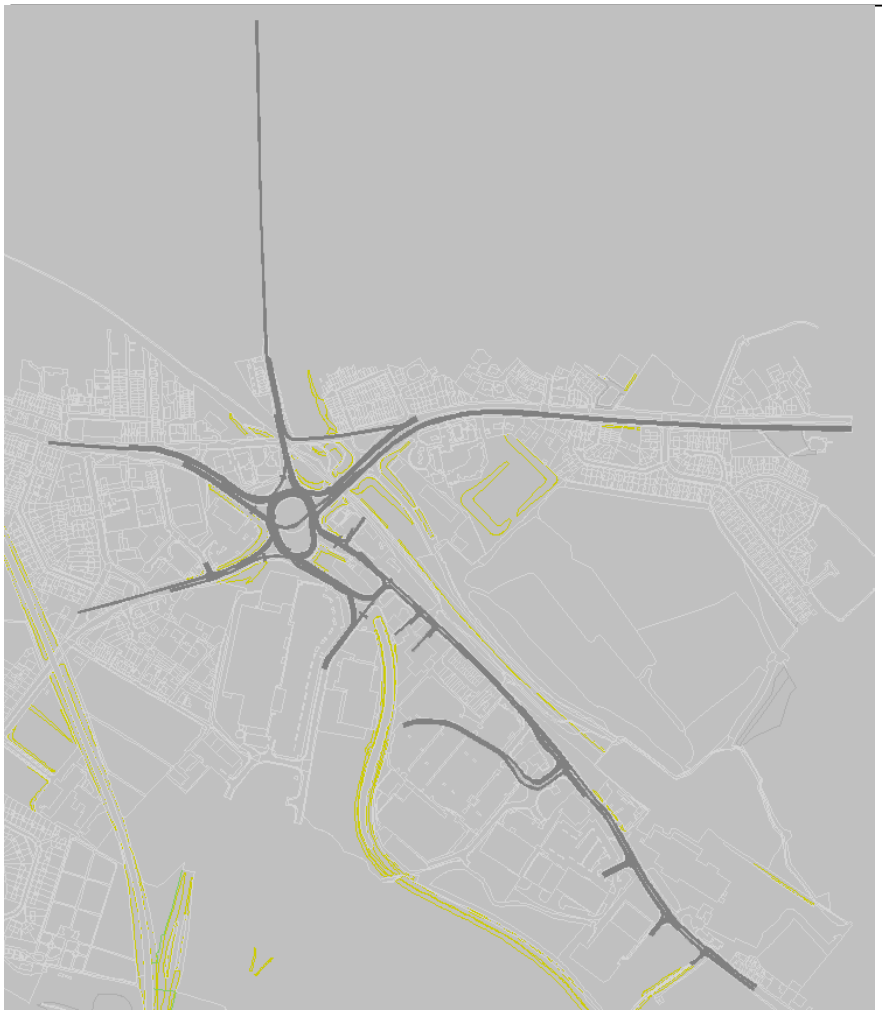


Figure 1: VISSIM model network extents

2 Traffic Count Dataset Comparisons

AECOM received OD datasets from Vectos that represent survey days of Friday 8th and Saturday 9th March 2013. These datasets cover five junctions in the vicinity of the study area, namely:

1. Stairfoot roundabout;
2. Tesco retail park site access (Wombwell Lane);
3. B&Q site access (Stairfoot Way);
4. Neville Avenue / Doncaster Road junction; and
5. Grange Lane / Pontefract Road roundabout.

The locations of these junctions are illustrated in **Figure 2**.



Figure 2: Received OD data locations

To allow for March 2013 data to be incorporated into the VISSIM model, the data provided at locations 2 – 5 was compared with that at location 1 to assess comparability. **Figure 3** - **Figure 6** below demonstrate correspondence between datasets.

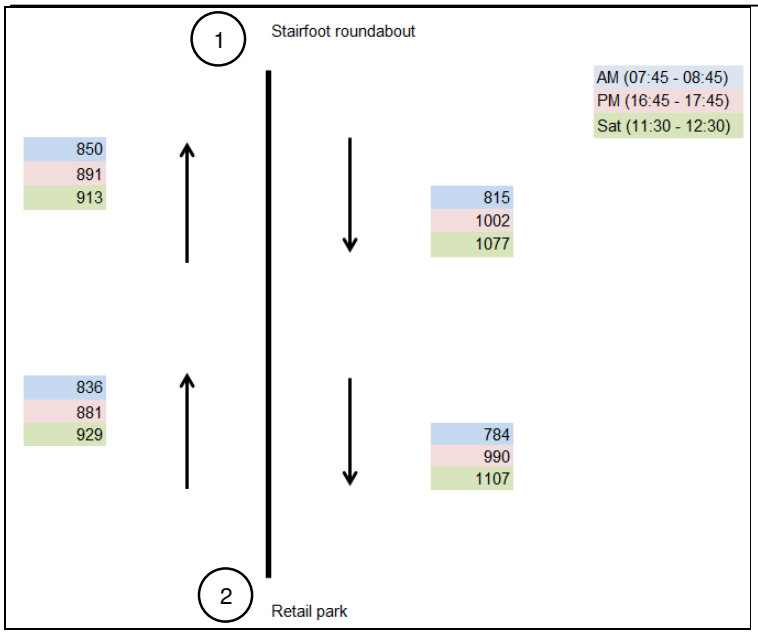


Figure 3: Correspondence between datasets at location 1 (Stairfoot roundabout) and location 2 (retail park access)

Figure 3 demonstrates good correspondence between the two datasets with movements during each peak period differing by < 5%. Any discrepancy is thought to be due to the minor sinks between the two junctions on Wombwell Lane. As such, OD data recorded at location 2 was used for the signal controlled Retail Park access / egress, with OD data taken at location 1 used to inform routing decisions from the Wombwell Lane approach to the signal controlled junction with Bleachcroft Way and Stairfoot roundabout. .

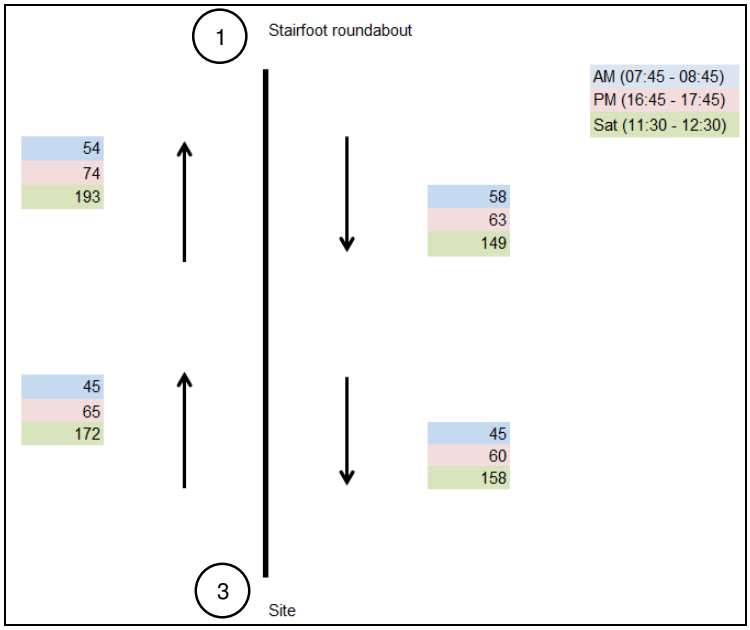


Figure 4: Correspondence between datasets at location 1 (Stairfoot roundabout) and location 3 (B&Q site access)

Figure 4 again illustrates good correspondence between datasets, with a largest difference of 21 vehicles between the two datasets across each of the six movements identified. This is thought to be attributable to other places of business between the B&Q site access and Stairfoot roundabout, but is of sufficiently small magnitude in the scale of total flows at the roundabout so as not to impact on network performance, hence OD data recorded at location 1 was used to code the B&Q access to the junction.

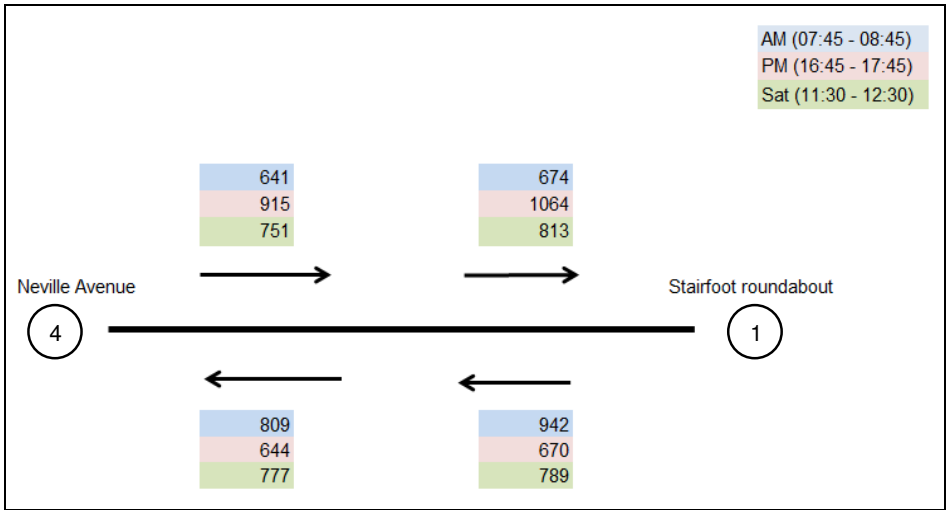


Figure 5: Correspondence between datasets at location 1 (Stairfoot roundabout) and location 4 (Doncaster Road / Neville Avenue junction)

Figure 5 identifies a number of discrepancies between the two data sets, with values at the Stairfoot roundabout consistently larger than those recorded at the Doncaster Road / Neville Avenue junction. This is attributable to a number of both residential and business areas along Doncaster Road between the two survey locations. OD data recorded at location 1 was coded into the model as the larger values provided a more robust assessment of impacts at this junction.

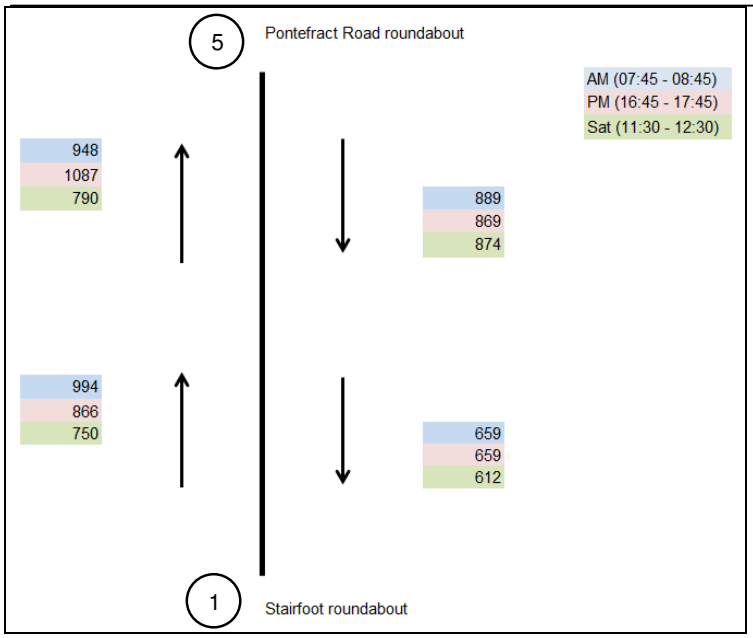


Figure 6: Correspondence between datasets at location 1 (Stairfoot roundabout) and location 5 (Pontefract Road roundabout)

Figure 6 demonstrates large discrepancies between the two datasets for the southbound movement. The reason was identified as the omittance of Grange Lane left turn to Doncaster Road (E) flow via the direct link to the north east of Stairfoot roundabout in OD data for location 1. Movement 6 in *2013.039 Barnsley Sainsbury OTHER JCTS.xls* does not include this flow, as this is solely those making the movement at the roundabout.

Assessment of previous modelling identified flow making this left turn movement (via the direct link) of approximately 200 veh/hr. As this value is similar to the discrepancies outlined in **Figure 6**, it is these discrepancies that have been assumed as making the left turn movement via the direct link, i.e. 230 in AM, 210 in PM and 262 in Sat peak. This process was agreed with Vectos (18th Oct) prior to construction of the model.

3 Site visit observations

Two site visits were performed as part of the study on Saturday 19th and Friday 25th October 2013. These days were chosen so as to correspond with received flow, queue and signals data (provided for a Friday and Saturday during school term time). The primary purpose of the site visits was to obtain lane saturation flows and associated degree of saturation on the approaches to Stairfoot roundabout, which would be used to calibrate and validate the VISSIM models. As well as saturation flows, vehicle cruise times were recorded on a number of links to aid modelling. Driver behaviour and other trends impacting on network operation were identified and are discussed below.

3.1 Saturation flows

Saturation flows were recorded on 11 lanes across six approaches to the Stairfoot roundabout, listed below:

- Grange Lane (lane 1);
- Doncaster Road (E) (lane 1 & 2);
- Wombwell Lane (lane 1);
- Bleachcroft Way B&Q exit (lane 1);
- Bleachcroft Way roundabout approach (lane 1 & 2);

- Hunningley Lane (lane 1 & 2);
- Doncaster Road (W) (lane 1 & 2).

The method for recording saturation flows was to ensure vehicles were travelling at free flow speed (usually by allowing the first two vehicles to pass the stop line before beginning recording) and counting the number of vehicles to pass whilst in a state of saturation flow. The majority of the time, vehicles received a red aspect and had to stop before saturation flow ceased. All approach links were observed with the exception of McDonalds and only lanes which were deemed as necessary were included in the survey (i.e. short flares and underutilized lanes were excluded).

Site observations were assessed to remove any outliers caused by factors such as unexpected lane changes, slow moving vehicles, blocking back or a vehicles failure to depart on a green aspect. Observed saturation flows are provided in **Appendix A**, with consequent averages provided in **Table 2**.

Table 2: Average saturation flows

	Grange Lane	Doncaster Road (E)		Wombwell Lane	Bleachcroft Way		Hunningley Lane		Doncaster Road (W)	
	1	1	2	1	1	2	1	2	1	2
AM	1750	1867	1895	1510	1747	1883	1870	1997	1965	1697
PM	1928	1761	1795	1497	1875	1873	1920	1945	2002	2116
Sat	1964	1694	1660	1430	1833	1736	1735	1937	1775	1767

During the site visits, any element of network operation that would impact on modelling was recorded so as to ensure an accurate representation of actual network performance. Site notes can be found in **Appendix B**.

3.2 Degree of saturation

Degree of saturation values were calculated using the green time per cycle, stop line flow per cycle and average saturation flows for each recording measured on each approach. Recordings for respective approaches were averaged to give observed degree of saturations as in **Table 3**.

Table 3: Observed degrees of saturation

Approach lane	Observed Degree of Saturation		
	AM	PM	Saturday
Doncaster Road (W) N/S	88.10%	89.64%	93.01%
Doncaster Road (W) O/S	91.02%	94.02%	88.26%
Hunningley Lane N/S	91.74%	85.00%	95.41%
Hunningley Lane O/S	88.48%	83.74%	89.94%
Bleachcroft Way N/S	91.72%	84.77%	93.07%
Bleachcroft Way O/S	67.51%	67.31%	78.85%
Doncaster Road (E) O/S	93.49%	90.25%	97.01%
Doncaster Road (E) N/S	84.95%	95.26%	84.19%
B&Q egress	-	-	-
Wombwell Lane	79.67%	84.90%	86.61%

4 Model network

This section details the assumptions and methodology adopted for the development of *Existing Case* models of the Stairfoot roundabout.

4.1 Vehicle compositions

OD flow data for each of the five sites (**Figure 2**) is provided for two vehicle types, namely "heavy" and "light" vehicles. For this reason, only these two vehicle compositions are coded into the modelling. The following assumptions were made:

1. Pedal and motor cycles were not recorded within the "light" vehicles category;
2. Buses were included in the "heavy" vehicles category. As no bus timetable data was provided for this study, PT lines coded into previous modelling were quantified and removed from 2013 OD flow data.
3. All "light" vehicles were coded into the models as cars.
4. All "heavy" vehicles were coded into the models as HGVs.

Volumes of "heavy" and "light" vehicles in OD data were used to obtain relative weightings of each vehicle type on each specific input. These were found to be the following:

AM: 93% Light, 7% Heavy;
PM: 97% Light, 3% Heavy;
Saturday: 97% Light, 3% Heavy.

4.2 Vehicle inputs

4.2.1 Peak hour period

Data provided for Stairfoot roundabout (location 1, **Figure 2**) covers the time periods 07:45 – 08:45 (AM peak), 16:45 – 17:45 (PM peak) and 11:30 – 12:30 (Saturday peak); as such, it is these hourly periods that are assumed as peak periods to be modelled.

4.2.2 Warm up flows

Each VISSIM model was coded with a 30 minute warm up period to populate the network prior to the peak hour commencing; however due to the aforementioned data constraints at Stairfoot roundabout, determination of flows to be used during this 30 minute period at the roundabout was performed using data from each of the four other sites, for which full 3 – 4 hour peak period OD data was provided.

The methodology adopted was to identify flow for the 30 minute period prior to the peak hour, as a percentage of the peak hour, for each movement at the four sites for which full peak period OD data was provided. The averages of these percentages were taken so as to have warm up period flows as a percentage of peak hour flows for the three hourly peaks (AM, PM and Saturday) which were used to scale Stairfoot roundabout average hourly flows to generate 'warm-up' flows at this junction. Scale factors used can be found in **Table 4**.

Table 4: Factors used to scale peak hour flows down to 30 minute 'warm-up' period flows

AM		
07:15	991	
07:30	1180	**2171**
07:45	1304	
08:00	1237	
08:15	1240	
08:30	1216	**4997**
		86.89%
PM		
16:15	1258	
16:30	1382	**2640**
16:45	1307	
17:00	1400	
17:15	1441	
17:30	1363	**5511**
		95.81%
Saturday		
11:00	1321	
11:15	1439	**2760**
11:30	1444	
11:45	1403	
12:00	1377	
12:15	1334	**5558**
		99.32%

Warm-up flows were found to be within 5% during both the PM and Saturday peaks and so it was deemed unnecessary to scale warm-up flows during these peaks; hence they were input as the average of the peak hour flows (100%). The AM peak warm up flows were scaled to 87%, based upon results in **Table 4**. There is one exception to this general rule where warm up flows were increased so assist in building a suitable queue length for model calibration. This is discussed later in this report (Section 6.1).

Vehicle input flows are entered for 15 minute periods throughout the modelled period so as to reflect the fluctuation in flow patterns throughout the respective peak hour.

4.3 Routing decisions

All routing decisions were removed from previous modelling and re-entered based upon available OD flow data. Stairfoot roundabout was assumed as having seven approaches; namely Grange Lane, Doncaster Road (W), McDonalds, Wombwell Lane, Bleachcroft Way, Hunningley Lane and Doncaster Road (E). Routing decisions begin at each of these links and allow traffic movements to exits of the other six. Movements at the Tesco retail park access were re-entered to allow access from Wombwell Lane north and south and allow egress both north and south. No other minor links within the study are coded as having routing decisions as flow volumes are negligible.

Flow proportions making each available movement were coded directly from received OD data and entered for 15 minute periods. Warm up flow turning proportions were taken as averages of the peak hour period values, scaled where necessary following the methodology outlined in Section 4.2. As no data for U-turning traffic was provided, these routes have not been coded into modelling.

Certain OD pairs within the model contained a number of routes using different link and connector combinations. Analysis of potential routes between OD pairs was performed to ensure that appropriate routes were used as road markings dictate. In events where there was more than one permitted route between an OD pair, flow was assigned using knowledge of network operation from site visits and likely route choice as a result of driver perceptions.

4.4 Public Transport lines

No public transport data was provided for this assessment. As such, bus timetables taken from Travel South Yorkshire were used to inform modelling of the three peaks. Timetabled information identified two bi-directional bus routes through the network between Doncaster Road (W) and Doncaster Road (E) (services X19, 218 and 219) and between Doncaster Road (W) and Wombwell Lane (services 22, 22X, 222, 226 and 203). The frequency of each of these routes during each of the three peak hours was recorded as in **Table 5**.

Table 5: Bus frequencies per route

Number of buses within each peak hour			
Doncaster Road (W) to Doncaster Road (E)			
Bus number	**AM**	**PM**	**Saturday**
X19	1	2	2
218	3	2	2
219	2	2	2
Total	**6**	**6**	**6**
Doncaster Road (E) to Doncaster Road (W)			
Bus number	**AM**	**PM**	**Saturday**
X19	2	2	2
218	3	2	2
219	3	2	2
Total	**8**	**6**	**6**
Doncaster Road (W) to Wombwell Lane			
Bus number	**AM**	**PM**	**Saturday**
22	6	5	5
22X	4	4	4
222	2	2	2
226	2	2	2
203	1	1	1
Total	**15**	**14**	**14**
Doncaster Road (W) to Wombwell Lane			
Bus number	**AM**	**PM**	**Saturday**
22	6	5	5
22X	4	4	4
222	2	2	2
226	2	2	2
203	1	1	1
Total	**15**	**14**	**14**

Bus numbers were not individually coded into the model as separate PT Lines. Instead, one PT line was coded for each of the four routes with total frequencies along each route coded so as to represent buses within the network throughout each peak hour.

In instances where the above timetabled frequencies did not correspond well with observed data, modelled frequencies were altered to more accurately reflect those observed.

4.5 Traffic signals

Signal data was provided by Siemens on behalf of Barnsley MBC on 4th November 2013 for three multi-nodes encompassing seven signal controlled junctions and one additional signal controlled junction within the study area, detailed in **Table 6**:

Table 6: Junctions for which signal data was provided

Multi-node	Junction	Description
N11111	J11111	Doncaster Road (W)
	J11112	Grange Lane
	J11113	Doncaster Road (E)
N11114	J11114	Bleachcroft Way
	J11115	Hunningley Lane
N11131	J11131	B&Q site access / egress
	J11132	Wombwell Lane
N/A	J11141	Tesco retail park access / egress

Two datasets were received; the first provided stage green times, intergreens and cycle times for each individual junction listed in **Table 6** throughout Friday and Saturday peaks. An example screenshot is provided in **Appendix C**. This data was used in conjunction with controller specifications to obtain average green times for each stage within the study area. These are provided in **Table 7, Table 8** and **Table 9.**

Table 7: AM average stage green times & cycle times

	Intergreen				Stage green time				Cycle time
	-A	-B	-C	-D	A	B	C	D	
J11111	5	7			13	47			72
J11112	5	5			16	47			72
J11113	5	7			19	42			72
J11114	N/A	5	5		N/A	21	39		72
J11115	5	5	N/A		12	51	N/A		72
J11131	6	6			13	73			98
J11132	5	7			107	8			127
J11141	8	9	7	-	38	7	9	-	77

Table 8: PM average stage green times & cycle times

	Intergreen				Stage green time				Cycle time
	-A	-B	-C	-D	A	B	C	D	
J11111	5	7			19	41			72
J11112	5	5			15	48			72
J11113	5	7			14	46			72
J11114	N/A	5	5		N/A	28	34		72
J11115	5	5	N/A		13	49	N/A		72
J11131	6	6			12	58			82
J11132	5	7			65	7			84
J11141	8	9	7	8	54	17	8	8	104

Table 9: Sat average stage green times & cycle times

	Intergreen				Stage green time				Cycle time
	-A	-B	-C	-D	A	B	C	D	
J11111	5	7			14	47			73
J11112	5	5			16	46			73
J11113	5	7			18	43			73
J11114	N/A	5	5		N/A	25	34		69
J11115	5	5	N/A		14	47	N/A		70
J11131	6	6			12	49			73
J11132	5	7			53	7			72
J11141	8	9	7	8	50	14	8	8	97

The above tables demonstrate that the average observed cycle time at multi-nodes N11111 and N11114 is 72 seconds throughout each peak period. As multi-node N11131 is in close proximity to these nodes, it too is modelled with a 72 second cycle time within each of the three models. J11141 is an isolated junction and so is not required to maintain the same cycle time as the rest of the network, hence cycle time at this junction varies throughout the three models. As pedestrian crossings were not coded into the model at this junction due to infrequent use (informed by pedestrian actuation data provided by Vectos), slight adjustment in stage green splits were made to account for times when the demand dependent pedestrian movement across Wombwell Lane southbound was called. This amendment was performed in all three models and involved reducing both Wombwell Lane southbound and Tesco egress movements green times by 2 seconds and increasing the Wombwell Lane northbound movement by 2 seconds.

Signal timings at junctions within N11111 were coded as fixed time operation using the averages in the above tables. Two bus priority junctions, J11114 and J11115, were coded using VAP in order to reflect the irregular nature of bus stage appearances and arrival patterns. Upon no bus stage being called, junction operation at these locations is as of timings provided in the above tables. With bus calls, timings must differ to allow for the bus stage within the same 72 second cycle time. These adjusted timings are provided in **Table 10**.

Table 10: Average stage green times & cycle times with bus stage called

	Stage green time				Cycle time
	A	B	C	D	
AM					
J11114	6	20	39	-	80
J11115	11	36	5	-	72
PM					
J11114	7	16	33	-	71
J11115	12	36	6	-	74
Saturday					
J11114	7	21	33	-	79
J11115	9	26	10	-	64

Despite cycle times being more variable during stages with bus calls, a cycle time of 72 seconds is maintained within modelling. Stage green times are scaled accordingly.

Junctions within N11114 were coded as demand dependant due to the infrequent nature of particular stages within each of the stage sequences. The infrequently demanded stage in each case has a chance to be called each 72 second cycle, resulting in the dominant stage retaining green until a demand is placed.

Following the coding of green splits into the model, the second dataset provided by Siemens was used to code the offsets, both between junctions within multi-nodes (internal offsets) and between each multi-node themselves. **Appendix C** contains an example screenshot of these raw outputs.

Table 11 contains averages of the external offsets between each of the three multi-nodes; **Figure 7** illustrates the connection between multi-nodes.

Table 11: Average offsets between multi-nodes

	Average offsets (s)		
	N11111F (N11114/1 to N11111/2)	**N11114E** (N11131/1 to N11114/1)	**N11114H** (N11111/3 to N11114/2)
AM	13	31	40
PM	16	29	60
Sat	24	29	55

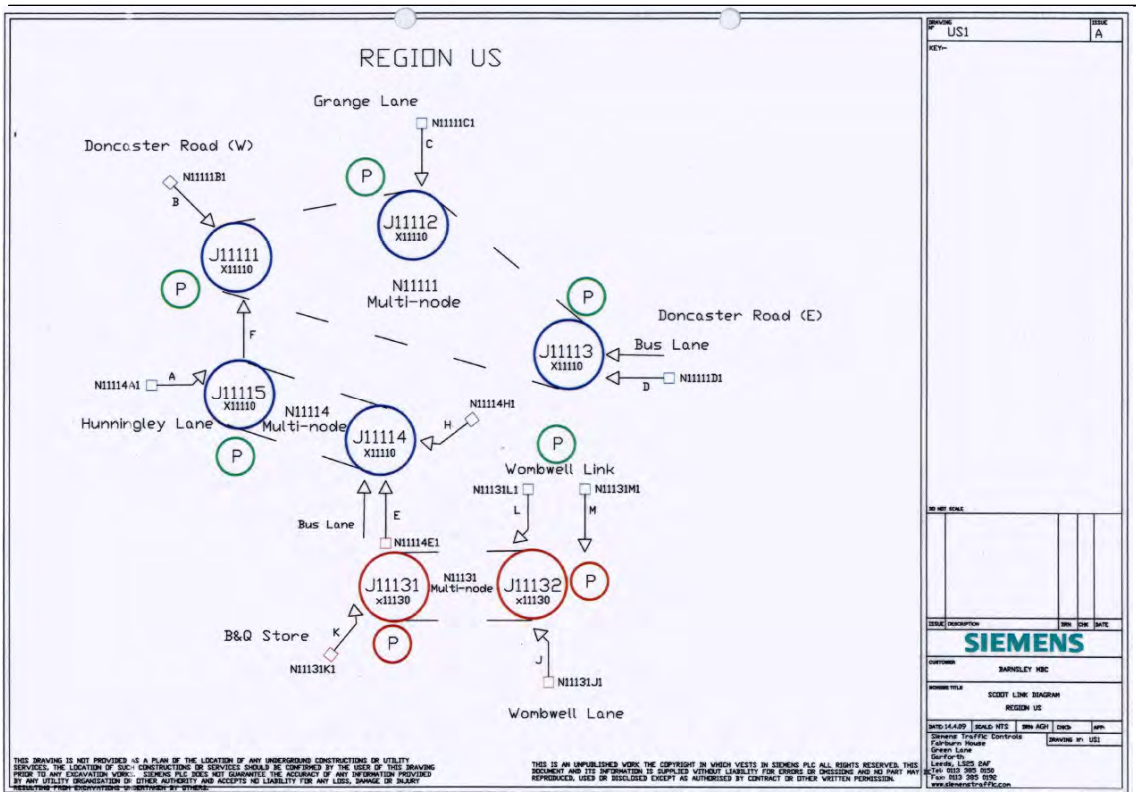


Figure 7: SCOOT node diagram for study area excluding retail park access / egress

5 Model Calibration

Each of the three Existing Case models were calibrated against vehicle turning counts, stage green times per cycle and saturation flows. Each of these is discussed in turn below.

5.1.1 Turning counts

As previously mentioned, received OD data for Stairfoot roundabout informs vehicle movements around the network. Calibration ensures that these recorded turning counts were reflected in each of the three Existing Case models. The method of comparing observed and modelled turning counts is to use the GEH statistic, discussed below:

$$GEH = \sqrt{\frac{(M-C)^2}{(M+C)/2}}$$, where M = modelled flows C = observed flows

The reason for using the GEH statistic is the inability of either the absolute difference or relative difference to cope over a wide range of flows. For example, an absolute difference of 100 vehicles per hour (vph) may be considered a big difference if the flows are of the order of 200vph, but would be less significant for flows of the order of several thousand vph. Equally, a 10% error in 100vph might not be important, whereas a 10% error in 3,000vph might mean the difference between constructing an extra lane or not. A GEH value compares the two data sets' numbers of vehicles such that a greater variation of total vehicles is permitted at points with lower overall counts, and less variation permitted where there are larger traffic flows. The criteria used to assess as to whether the correspondence is satisfactory are those described in TD Modelling Guidelines which states all GEH values should be less than 5 with critical links under 3.

Distribution of GEH values throughout each of the three models can be found in **Table 12**.

Table 12: GEH distributions for three Existing Case models

Number of movements within each GEH category					
AM					
Total	GEH<1	GEH<2	GEH<3	GEH<4	GEH<5
48	43	3	2	0	0
	90%	6%	4%	0%	0%
PM					
Total	GEH<1	GEH<2	GEH<3	GEH<4	GEH<5
48	46	2	0	0	0
	96%	4%	0%	0%	0%
Saturday					
Total	GEH<1	GEH<2	GEH<3	GEH<4	GEH<5
48	44	2	1	1	0
	92%	4%	2%	2%	0%

Table 12 demonstrates very good calibration between observed and modelled turning movements throughout each of the three models, with 97.3% of all movements returning a GEH value lower than 2. Full comparisons of observed and modelled turning counts can be found in **Appendix D**.

5.1.2 Stage green times

As discussed in Section 4.5, models incorporate both fixed time and VAP operation to ensure the greatest accuracy of modelled signal timings. As alluded to, slight discrepancies are found as a result of the network's existing operation under SCOOT which varies stage green time cycle upon cycle depending on vehicular demand for each approach link. Models reflect an average of these varying green splits which although accurate, cannot always replicate exact on site conditions.

Table 13, **Table 14** and **Table 15** below present any discrepancies between average observed and modelled green times per cycle within the three modelled scenarios.

Table 13: AM comparison of average green time per cycle

Average green time per cycle	AM		
	Observed	Modelled	Difference
Doncaster Road (W)	00:00:13	00:00:13	00:00:00
Circulatory @ DR (W)	00:00:47	00:00:49	00:00:02
Doncaster Road bus	00:00:05	00:00:05	00:00:00
Hunningley Lane	00:00:12	00:00:11	00:00:01
Circulatory @ HL	00:00:48	00:00:46	00:00:02
Bleachcroft Way bus	00:00:06	00:00:06	00:00:00
Bleachcroft Way @ gyratory	00:00:21	00:00:19	00:00:02
Circulatory @ BW	00:00:39	00:00:36	00:00:03
Doncaster Road (E)	00:00:19	00:00:19	00:00:00
Circulatory @ DR (E)	00:00:42	00:00:43	00:00:01
Grange Lane	00:00:16	00:00:16	00:00:00
Circulatory @ GL	00:00:47	00:00:46	00:00:01
Bleachcroft Way (RT)	00:01:13	00:00:50	00:00:23

Bleachcroft Way B&Q (LT)	00:00:13	00:00:12	00:00:01
Wombwell Lane LT	00:01:47	00:01:26	00:00:21
Circulatory at WL	00:00:08	00:00:08	00:00:00
Wombwell Lane (N) @ Tesco	00:00:52	00:00:49	00:00:03
Wombwell Lane (S) @ Tesco	00:00:38	00:00:40	00:00:02
Tesco RT	00:00:09	00:00:09	00:00:00
Tesco LT	00:00:21	00:00:19	00:00:02

Table 13 demonstrates that almost all modelled green splits per cycle within the AM model are within 10% of those observed. The two exceptions are the two dominant movements at the VAP coded junctions J11114 & J11115 within N11114. In both cases, modelled green splits are less than those observed; implying that demand for demand dependent stages at each of these junctions is modelled as larger than observed. As turning counts have been proven to calibrate well against observed, this is put down to the method in which VISSIM distributes vehicular inputs throughout the modelled period, which results in a more evenly distributed spread of arrivals at demand dependent stage signalled approaches that is observed on site.

Table 14: PM comparison of average green time per cycle

Average green time per cycle	PM		
	Observed	Modelled	Difference
Doncaster Road (W)	00:00:19	00:00:19	00:00:00
Circulatory @ DR (W)	00:00:41	00:00:43	00:00:02
Doncaster Road bus	00:00:06	00:00:06	00:00:00
Hunningley Lane	00:00:13	00:00:11	00:00:02
Circulatory @ HL	00:00:47	00:00:46	00:00:01
Bleachcroft Way bus	00:00:07	00:00:06	00:00:01
Bleachcroft Way @ gyratory	00:00:27	00:00:24	00:00:03
Circulatory @ BW	00:00:34	00:00:32	00:00:02
Doncaster Road (E)	00:00:14	00:00:14	00:00:00
Circulatory @ DR (E)	00:00:46	00:00:48	00:00:02
Grange Lane	00:00:15	00:00:16	00:00:01
Circulatory @ GL	00:00:48	00:00:46	00:00:02
Bleachcroft Way (RT)	00:00:58	00:00:50	00:00:08
Bleachcroft Way B&Q (LT)	00:00:12	00:00:12	00:00:00
Wombwell Lane LT	00:01:05	00:01:18	00:00:13
Circulatory at WL	00:00:07	00:00:09	00:00:02
Wombwell Lane (N) @ Tesco	00:01:18	00:01:18	00:00:00
Wombwell Lane (S) @ Tesco	00:00:54	00:00:55	00:00:01
Tesco RT	00:00:08	00:00:08	00:00:00
Tesco LT	00:00:30	00:00:30	00:00:00

Table 14 again demonstrates good calibration between observed and modelled green splits on signalled approaches within the network. As with AM, the two differences larger than 20% are the dominant movements at demand dependent junctions in N11114. The reason for these discrepancies has been discussed above.

Table 15: Saturday comparison of average green time per cycle

Average green time per cycle	Saturday		
	Observed	Modelled	Difference
Doncaster Road (W)	00:00:14	00:00:14	00:00:00
Circulatory @ DR (W)	00:00:47	00:00:48	00:00:01
Doncaster Road bus	00:00:10	00:00:10	00:00:00
Hunningley Lane	00:00:13	00:00:12	00:00:01
Circulatory @ HL	00:00:44	00:00:44	00:00:00
Bleachcroft Way bus	00:00:07	00:00:08	00:00:01
Bleachcroft Way @ gyratory	00:00:24	00:00:22	00:00:02
Circulatory @ BW	00:00:33	00:00:32	00:00:01
Doncaster Road (E)	00:00:18	00:00:18	00:00:00
Circulatory @ DR (E)	00:00:43	00:00:43	00:00:00
Grange Lane	00:00:16	00:00:16	00:00:00
Circulatory @ GL	00:00:46	00:00:46	00:00:00
Bleachcroft Way (RT)	00:00:49	00:00:51	00:00:02
Bleachcroft Way B&Q (LT)	00:00:12	00:00:12	00:00:00
Wombwell Lane LT	00:00:53	00:00:54	00:00:01
Circulatory at WL	00:00:07	00:00:07	00:00:00
Wombwell Lane (N) @ Tesco	00:01:11	00:01:09	00:00:02
Wombwell Lane (S) @ Tesco	00:00:50	00:00:53	00:00:03
Tesco RT	00:00:08	00:00:08	00:00:00
Tesco LT	00:00:27	00:00:24	00:00:03

Table 15 demonstrates excellent calibration between observed and modelled green times per cycle, with the only difference over 10% being that of the left turn filter out of the Tesco retail park.

5.1.3 Saturation flows

Modelled saturation flows were obtained for approach lanes discussed in Section 3.1 and compared with the observed values noted in **Table 2**. Reduced speed areas on approaches and circulatories were adjusted to ensure calibration between the two values, these comparisons can be found in **Table 16**, **Table 17** and **Table 18**.

Table 16: AM comparison of modelled and observed saturation flows

Approach lane	VISSIM Sat Flow Average	Observed	Mod / Obs diff	
			No.	%
Doncaster Road (W) N/S	1768	1965	-197	-10.02%
Doncaster Road (W) O/S	1788	1694	94	5.56%
Hunningley Lane N/S	2021	1870	151	8.06%
Hunningley Lane O/S	1996	1997	-1	-0.05%
Bleachcroft Way N/S	1912	1747	165	9.45%

Bleachcroft Way O/S	1761	1883	-122	-6.48%
Doncaster Road (E) O/S	1874	1895	-21	-1.10%
Doncaster Road (E) N/S	1951	1867	84	4.49%
Grange Lane	1575	1750	-175	-10.02%
Wombwell Lane	1540	1510	30	1.97%

Table 16 demonstrates good calibration between observed and modelled saturation flows during the AM peak, with all but two approach arms validating to within the desired 10%. One exception to this rule is Grange Lane on which modelled saturation flow was deliberately reduced in order to generate appropriate queue levels as of received queue data (Section 6) and site observations.

Table 17: PM comparison of modelled and observed saturation flows

Approach lane	VISSIM Sat Flow Average	Observed	Mod / Obs diff	
			No.	%
Doncaster Road (W) N/S	1878	2002	-124	-6.20%
Doncaster Road (W) O/S	1851	2116	-265	-12.51%
Hunningley Lane N/S	1780	1920	-140	-7.28%
Hunningley Lane O/S	1777	1945	-168	-8.66%
Bleachcroft Way N/S	1946	1875	71	3.80%
Bleachcroft Way O/S	1796	1873	-77	-4.13%
Doncaster Road (E) O/S	1573	1761	-188	-10.66%
Doncaster Road (E) N/S	1589	1866	-277	-14.86%
Grange Lane	1843	1928	-85	-4.40%
Wombwell Lane	1556	1497	59	3.96%

Table 17 identifies that the two Doncaster Road approaches to the junction have a modelled / observed saturation flow difference of just over 10%, with all other approaches calibrating well within this desired limit. It was recorded on site that red running vehicles were a cause of the abnormally high observed saturation flow on Doncaster Road (W) which is a behaviour the model does not reflect. Modelled saturation flow on Doncaster Road (E) was again deliberately reduced to generate queues in line with those observed, as discussed in Section 6.

Table 18: Saturday comparison of modelled and observed saturation flows

Approach lane	VISSIM Sat Flow Average	Observed	Mod / Obs diff	
			No.	%
Doncaster Road (W) N/S	1814	1775	39	2.18%
Doncaster Road (W) O/S	1826	1767	59	3.34%
Hunningley Lane N/S	1791	1735	56	3.23%
Hunningley Lane O/S	1976	1937	39	2.01%
Bleachcroft Way N/S	2011	1833	178	9.71%
Bleachcroft Way O/S	1905	1736	169	9.71%
Doncaster Road (E) O/S	1686	1660	26	1.57%
Doncaster Road (E) N/S	1695	1694	1	0.07%

Grange Lane	1852	1964	-112	-5.71%
Wombwell Lane	1548	1430	118	8.27%

Table 18 again demonstrates excellent calibration between observed and modelled saturation flows, with only the Bleachcroft Way O/S approach nearing 10% threshold difference.

6 Model validation

Model validation was performed to ensure than the model was behaving in a manner so as to accurately reflect certain features of existing network performance, namely queue length on approaches to Stairfoot roundabout and degree of saturation values, also on approaches to Stairfoot roundabout. These two features are discussed below.

6.1 Queue lengths

Queue length data was provided for the same survey dates as OD data, 8th and 9th March 2013. The model was validated against these queue lengths to ensure accurate portrayal of observed queue lengths within the model. The key method for altering queue lengths was adjustment of the saturation flow on approaches; hence a compromise was made on approaches between ensuring accuracy of both saturation flows and queue lengths wherever possible.

Queue lengths were validated against the average observed queue over the whole hour period, for the lane with the largest queue on respective approaches where applicable.

Screenshots depicting average modelled and observed queue lengths on approaches to Stairfoot roundabout for each of the three peaks are provided in **Figure 8**, **Figure 9** and **Figure 10** below. Numerical outputs are provided in **Appendix E**.

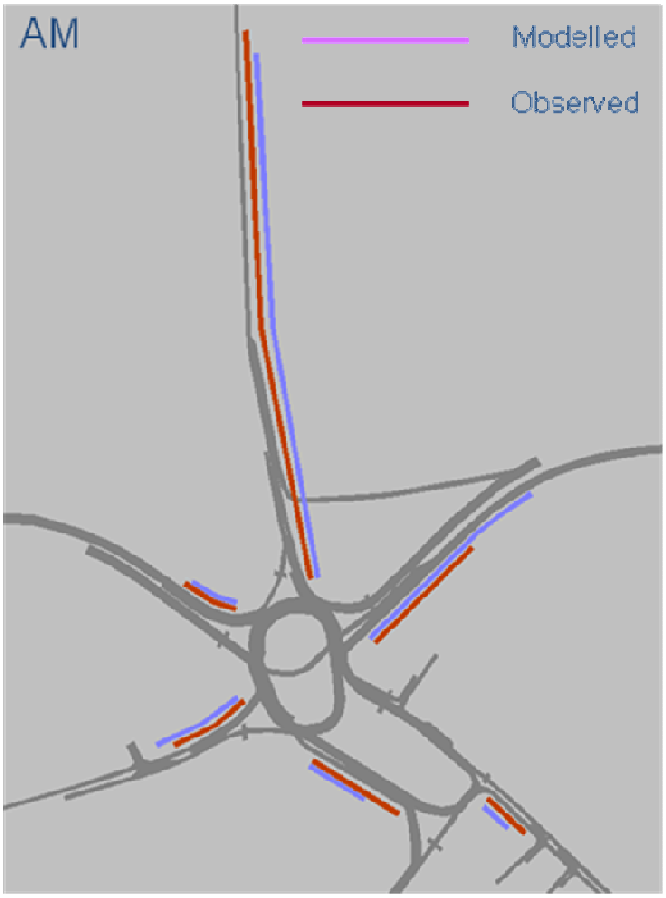


Figure 8: AM observed and modelled queue length comparison

Figure 8 illustrates that queue lengths on the majority of approaches validate well with observed recordings, with the only slight discrepancy noticed on the Doncaster Road (E) approach. This is thought to be as a result of the imperfect nature of averaging multi-node offsets across the peak hour causing slightly larger queues to build on this approach.

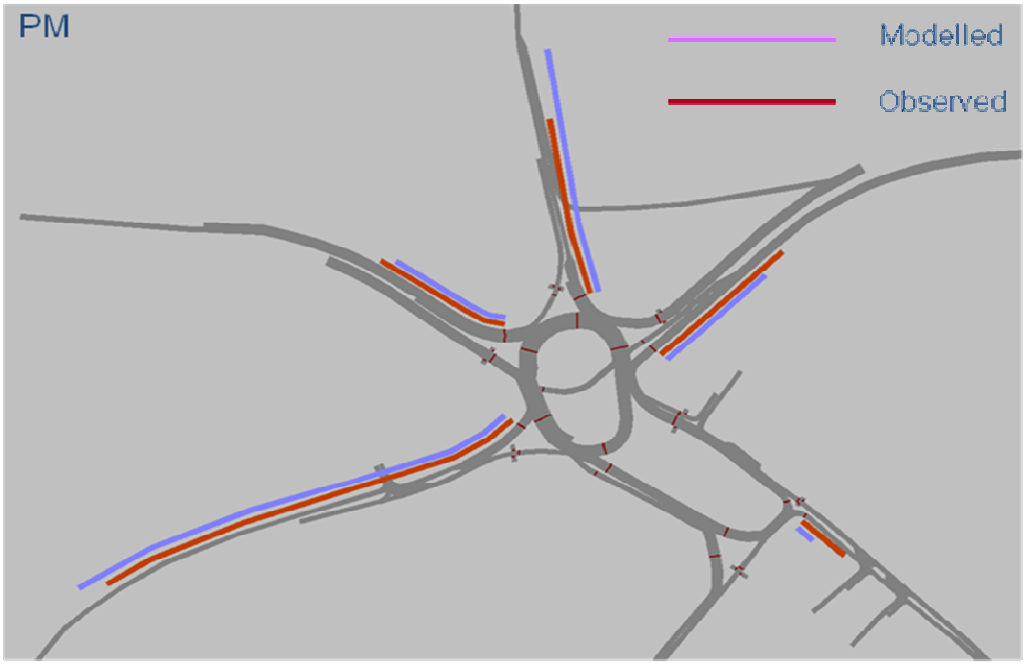


Figure 9: PM observed and modelled queue length comparison

Figure 9 illustrates good validation between queue lengths on all approaches within the PM model. The largest queues are noticed on Hunningley Lane which corresponds with on site observations. In order to attain this large queue, warm up flows were increased by 40 vehicles across the 30 minute period. This generated a suitable queue at the very start of the hour period, as seen in observed data.

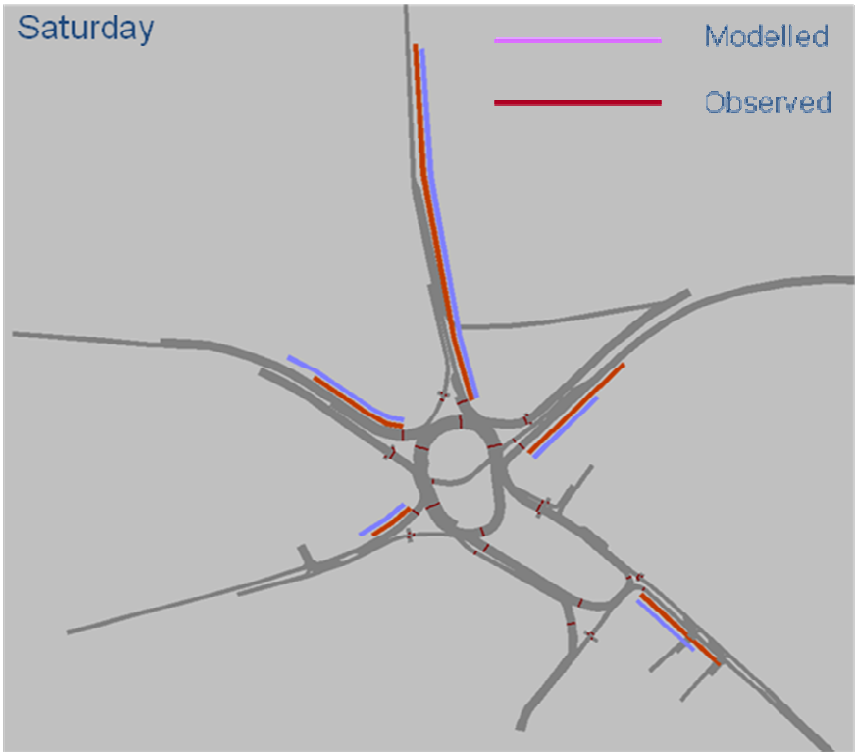


Figure 10: Saturday observed and modelled queue length comparison

Figure 10 demonstrates that large observed queues on Grange Lane are replicated within the model, with the majority of approaches validating well against observed queue lengths. Variability is in the range of 20m on the majority of approaches which is deemed insufficiently large to have a significant impact on the model.

During meetings with Barnsley MBC and Vectos on 21st November 2013, it was agreed that modelled queues on Wombwell Lane (north and southbound) were not a true representation of current levels, especially during the Saturday peak, despite them calibrating well with received queue length data. For this reason, model coding was altered within each of the three models to ensure a build up of southbound right turners into the retail park, which in the Saturday peak blocks back the main line causing southbound congestion. Further refinement at the junction also ensured that northbound queues occasionally blocked back through the retail park access to replicate worst case operation.

6.2 Degree of saturation

As discussed in Section 3, observed degrees of saturation were calculated from cycle green time splits and number of vehicles crossing the stop line each cycle. A number of recordings were taken for each approach to Stairfoot roundabout and averaged to give values provided in **Table 3**. Modelled degrees of saturation were calculated in much the same way, using green time per cycle of each approach, the modelled saturation flow and total flow crossing the stop line to give modelled degrees of saturation for each approach across the three peak hour periods.

Observed and modelled saturation flows are provided in **Table 19**, **Table 20** and **Table 21** below.

Table 19: AM comparison of degree of saturation values

Approach lane	Modelled DoS	Observed DoS	Diff
Doncaster Road (W) N/S	100.00%	88.10%	11.90%
Doncaster Road (W) O/S	97.41%	91.02%	6.39%
Hunningley Lane N/S	100.00%	91.74%	8.26%
Hunningley Lane O/S	87.36%	88.48%	-1.12%
Bleachcroft Way N/S	90.15%	91.72%	-1.57%
Bleachcroft Way O/S	93.58%	67.51%	26.07%
Doncaster Road (E) O/S	96.74%	93.49%	3.25%
Doncaster Road (E) N/S	93.03%	84.95%	8.08%
Wombwell Lane	69.58%	79.67%	-10.09%

Degree of saturation calibrates well in the AM peak with the exception of Bleachcroft Way. The discrepancy noticed on the Bleachcroft Way approach identifies that the model overestimates vehicles using the outside lane.

Table 20: PM comparison of degree of saturation values

Approach lane	Modelled DoS	Observed DoS	Diff
Doncaster Road (W) N/S	98.78%	89.64%	9.14%
Doncaster Road (W) O/S	98.19%	94.02%	4.17%
Hunningley Lane N/S	100.00%	85.00%	15.00%
Hunningley Lane O/S	100.00%	83.74%	16.26%
Bleachcroft Way N/S	82.36%	84.77%	-2.41%
Bleachcroft Way O/S	76.85%	67.31%	9.54%
Doncaster Road (E) O/S	100.00%	90.25%	9.75%
Doncaster Road (E) N/S	100.00%	95.26%	4.74%
Wombwell Lane	65.91%	84.90%	-18.99%

The PM model validates well against observed degree of saturation values, with only the Hunningley Lane approach showing a slight discrepancy. This approach shows excessive queues in the PM peak and so it is known that the approach is operating at capacity during this peak, hence modelled degree of saturation values of 100% are accepted as appropriate. The Wombwell lane approach also shows a discrepancy between modelled and observed, but as this approach operates under capacity this is not deemed critical.

Table 21: Saturday comparison of degree of saturation values

Approach lane	Modelled DoS	Observed DoS	Diff
Doncaster Road (W) N/S	100.00%	93.01%	6.99%
Doncaster Road (W) O/S	100.00%	88.26%	11.74%
Hunningley Lane N/S	93.33%	95.41%	-2.08%
Hunningley Lane O/S	100.00%	89.94%	10.06%
Bleachcroft Way N/S	100.00%	93.07%	6.93%
Bleachcroft Way O/S	73.44%	78.85%	-5.41%
Doncaster Road (E) O/S	86.60%	97.01%	-10.41%
Doncaster Road (E) N/S	98.67%	84.19%	14.48%
Wombwell Lane	76.68%	86.61%	-9.93%

Within the Saturday model, Doncaster Road (E) exhibits relatively large discrepancies between modelled and observed degrees of saturation, however this is put down to routing decisions and lane choice coded into the model. The averaged degree of saturation across both lanes of the approach validates very well (0.78% difference). Whilst inconsistencies are noticed on both Hunningley Lane and Doncaster Road (W), both of these lanes are observed as operating close to or at capacity during the Saturday peak hour which is a trait reflected within the model.

7 Conclusions

Existing Case models have been developed for three critical operational peaks of Stairfoot roundabout and surrounding local network in Barnsley, namely AM, PM and Saturday. Each of these peaks have been constructed using OD data taken in March 2013, signal timings data taken in October 2013 and saturation flows recorded on site in October 2013. Models were validating using queue lengths taken in March 2013 and degree of saturation values taken on site in October 2013.

The AM model proves to calibrate well against the aforementioned criteria, with all turning counts returning GEH values below 2 and all but two average green times per cycle outputs differing by less 10%. Saturation flows also validate well with the exception of Grange Lane which was deliberately reduced to ensure better calibration against queue length data. Queue lengths were seen to validate well with the minor exception of Doncaster Road (E) and the majority of degree of saturation values validated well, with the exceptions of Grange Lane and Bleachcroft Way outside lane.

The PM model also poses a valid representation of onsite network characteristics, again demonstrating that all turning counts calibrate to GEH < 2 and signal timings within 10% bar the same two as exceptions as in the AM model. Saturation flows calibrate to within 10% apart from on Doncaster Road approaches, but as discussed the model is still deemed to accurately portray onsite conditions. Queue lengths are all validated well along with degree of saturation values that are modelled appropriately based on onsite observations and received data as discussed.

Finally the Saturday model is again proven to represent Existing Case conditions to a high level of accuracy, with 94% of GEH values less than 1 and all green splits per cycle within 3s of those observed. Saturation flows all calibrate to a difference of less than 10% apart from one lane which is 0.75% over this threshold. Queue lengths validate well with variances in the range of 20m noticed on a few arms but this is deemed insufficiently large to impact significantly on network performance. All degree of saturation values validate to within 15%.

AECOM appreciate that whilst there are minor discrepancies in observed and modelled values for the above parameters, each of the three models accurately reflect characteristics of driver behaviour and network operation throughout the study area and replicate issues key areas under consideration for the proposed Sainsbury's development.

Appendix A: Saturation flow recordings

Table 22: AM saturation flow observations

AM

	Grange Lane		Doncaster Road (E)			Wombwell Lane		Bleachcroft Way			Hunningley Lane		Doncaster Road (W)		
	#	Lane 1	#	Lane 1	Lane 2	#	Lane 1	#	Lane 1	Lane 2	#	Lane 1	Lane 2	#	Lane 1	Lane 2
	1	1200	1	2400	1800	1	1520	1	1662	1800	1	2400	1964	1	1500	1800
	2	1200	2	1938	2215	2	1400	2	1800	1920	2	2160	1964	2	2057	982
	3	1800	3	1662	1636	3	1685	3	1694	2100	3	2160	1800	3	1800	1440
	4	1800	4	1600	1636	4	1350	4	1440	2160	4	1800	1800	4	1800	2160
			5	2400	2160	5	1800	5	1800	1800	5	1636	2057	5	1800	2000
			6	1200	1920	6	1371	6	2100	1680	6	1800	2400	6	1964	1800
						7	1440	7	1733	2160	7	1800		7	2400	
								8		1440	8	1200		8	2400	
Ave.		**1500**		**1867**	**1895**		**1510**		**1747**	**1883**		**1870**	**1997**		**1965**	**1697**

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Table 23: PM saturation flow observations

PM

Grange Lane		Doncaster Road (E)			Wombwell Lane		Bleachcroft Way			Hunningley Lane			Doncaster Road (W)		
#	*Lane 1*	#	*Lane 1*	*Lane 2*	#	*Lane 1*	#	*Lane 1*	*Lane 2*	#	*Lane 1*	*Lane 2*	#	*Lane 1*	*Lane 2*
1	1938	1	1309	1938	1	1423	1	2025	2000	1	1800	2057	1	1482	2400
2	2291	2	2160	2160	2	1532	2	2057	2329	2	2400	1800	2	2291	2200
3	1938	3	2057	1634	3	1473	3	1650	1694	3	1800	2160	3	2100	1920
4	2057	4	1800	1800	4	1662	4	1516	1516	4	1800	1636	4	1964	2000
5	1543	5	1200	1800	5	1366	5	1920	2057	5	1800	2000	5	2057	2000
6	1800	6	2000		6	1530	6	2160	1800	6		2160	6	2118	2250
		7	1800				7	1800	1714	7		1800	7		2160
													8		2000
Ave.	**1928**		**1761**	**1866**		**1497**		**1875**	**1873**		**1920**	**1945**		**2002**	**2116**

Table 24: Saturday saturation flow observations

Saturday

Grange Lane		Doncaster Road (E)			Wombwell Lane		Bleachcroft Way			Hunningley Lane			Doncaster Road (W)		
#	*Lane 1*	#	*Lane 1*	*Lane 2*	#	*Lane 1*	#	*Lane 1*	*Lane 2*	#	*Lane 1*	*Lane 2*	#	*Lane 1*	*Lane 2*
1	1400	1	1662	1800	1	1354	1	1543	1964	1	1636	1440	1	1800	1800
2	1800	2	1694	1800	2	1385	2	2025	2400	2	1800	2160	2	1636	1309
3	2880	3	1200	1440	3	1292	3	2160	1516	3	1800	2400	3	1500	1800
4	1800	4	1440	720	4	1493	4	2025	1440	4	2160	1964	4	1600	1636
5	1938	5	2250	1800	5	1317	5	1858	1728	5	1350	1636	5	1964	2160
		6	1920	2400	6	1974	6	1680	1473	6	1800	1800	6	1800	1800
					7	1473	7	1543	1500	7	1600	2160	7	2400	1543
					8	1152	8		1800				8	1500	1800
							9		1543				9		2057
							10		2000						
Ave.	**1964**		**1694**	**1660**		**1430**		**1833**	**1736**		**1735**	**1937**		**1775**	**1767**

Appendix B: Site visit observations

Saturday 19th October 2013

Grange Lane

- Observations noted that whilst lane 2 was well used, lane 3 was often unoccupied with one or no vehicle use per cycle.
- The approach has good coordination with the circulatory stop line at Doncaster Road (E), with vehicles able to continue without deceleration at the start of the stage and only one to three vehicles getting held at this internal stop line at the end of the stage.
- On one occasion, the circulatory stop line had not cleared prior to Grange Lane receiving a green aspect. The result was blocking back such that very few vehicles were able to advance during the cycle. By the next time Grange Lane received green, the internal congestion had cleared and network operation resumed efficiently.

Doncaster Road (E)

- On more than one occasion, the approach was not able to advance immediately upon receiving a green aspect as a result of internal blocking back from the circulatory stop line at Bleachcroft Way. This internal stop line often held vehicles back at the end of the stage, the impact this has on Doncaster Road (E) depends upon the number of vehicles held.
- Of all approach arms observed, this suffered the most detrimental impacts as a result of blocking back caused by internal congestion.
- Lane usage is even with both approach lanes (discounting the Bus Only lane) discharging and using circulatory lanes appropriately.
- An apparent issue with the bus priority is that upon a bus receiving priority, the general traffic approach seems offset from the internal circulatory stop line at Bleachcroft Way such that blocking back occurs which in turn impacts upon the circulatory movement downstream at the stop line at Doncaster Road (E).

Bleachcroft Way (roundabout approach)

- Approach demonstrates good coordination with the internal stop line at Hunningley Lane, with only one or two vehicles getting held at this internal stop line at the end of the stage.
- Blocking back caused by internal congestion was rare but was noticed on one occasion; the cause was unidentified but internal congestion extended to at least and beyond the internal stop line at Doncaster Road (W).
- The queue on this approach fully clears the majority of the time, demonstrating good coordination with upstream signals.
- Similar to observations at Doncaster Road (E), upon a bus receiving priority on this approach the general traffic approach received a shorter green period and ran into a red aspect at the internal stop line, causing blocking back.

Doncaster Road (W)

- One major issue noticed during observations was the apparent lack of clarity of available movements on approach to the roundabout. On every cycle observed (four or five cycles) at least one vehicle would switch from lane 1 to lane 2 on the circulatory, often causing other vehicles to brake to accommodate the lane change. It is apparent these vehicles are attempting to use the Wombwell Lane exit, but without a potentially dangerous lane change, would be forced to exit at Doncaster Road (E).
- Right turn lane 3 is rarely used on approach.
- Coordination through the first internal stop line is good, with only one or two vehicles ever getting held up internally.
- Instances were noticed where blocking back from the internal stop line at Doncaster Road (E) impacted upon the upstream circulatory stop line and thus on the Doncaster Road (W) approach. This was caused by drivers' tendency to use lane 1 on the circulatory at Doncaster

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Road (E) for the Wombwell Lane exit, despite lane 2 also serving this exit. The reason for this is that downstream of the Wombwell Lane exit, only the near side lane serves an ahead movement with the offside lane routing vehicles onto Bleachcroft Way.

Friday 25th October 2013

Grange Lane

- Blocking back often occurs as a result of uneven flare usage. Throughout AM and PM peaks the use of either lane 1 or 2 prohibited vehicles from using the other and lane 3, through blocking back beyond the start of the flares.
- During the AM lane 2 was predominantly observed to block back and prevent vehicles from using lane 1. During the PM peak, both lanes 1 and 2 were observed to block back at different times.

Doncaster Road (E)

- Lane usage was seen as relatively even throughout the peak periods with no underutilised green time through lack of use of either lane.
- Vehicles were observed to run red aspects during both AM and PM peaks.

Doncaster Road (W)

- Similar to Doncaster Road (E), vehicles were observed to run red aspects during both AM and PM peaks.

Wombwell Lane

- Blocking back was observed during both AM and PM peak periods. This blocking back occurs as a result of the Bleachcroft Way B&Q egress gaining right of way.

Bleachcroft Way

- The Bus Only lane was twice observed to receive a green aspect despite no bus calling a demand.
- Blocking back at the end of the stage was often observed (three out of seven observed stages) caused by circulatory congestion at the internal stop line at Hunningley Lane.
- Blocking back often occurs at the B&Q junction egress caused by congestion on the Bleachcroft Way approach to the roundabout.

Appendix C: Signals data output

J11111 ssgm Fri25oct13.txt - Notepad

File Edit Format View Help

```
08:00:27     5     12 S     7     44 S    068
08:01:41     5     18 S     7     47 S    077
08:02:52     5     12 S     7     44 S    068
08:04:00     5     12 S     7     48 S    072
08:05:12     5     12 S     7     48 S    072
08:06:24     5     12 S     7     48 S    072
08:07:36     5     12 S     7     52 S    076
08:08:52     5     12 S     7     48 S    072
08:10:04     5     12 S     7     48 S    072
08:11:16     5     12 S     7     48 S    072
08:12:28     5     12 S     7     50 S    074
08:13:42     5     12 S     7     49 S    073
08:14:55     5     12 S     7     48 S    072
08:16:07     5     12 S     7     48 S    072
08:17:19     5     12 S     7     50 S    074
08:18:33     5     12 S     7     44 S    068
08:19:41     5     12 S     7     48 S    072
08:20:53     5     12 S     7     44 S    068
08:22:08     5     19 S     7     46 S    077
08:23:18     5     12 S     7     43 S    067
08:24:34     5     21 S     7     45 S    078
08:25:43     5     12 S     7     48 S    072
08:26:59     5     16 S     7     45 S    073
08:28:08     5     12 S     7     44 S    068
08:29:16     5     12 S     7     48 S    072
08:30:28     5     12 S     7     48 S    072
08:31:40     5     12 S     7     47 S    071
08:32:51     5     12 S     7     44 S    068
08:34:07     5     20 S     7     47 S    079
08:35:18     5     12 S     7     48 S    072
08:36:30     5     12 S     7     48 S    072
08:37:42     5     12 S     7     48 S    072
08:38:54     5     12 S     7     50 S    074
08:40:08     5     12 S     7     49 S    073
08:41:21     5     12 S     7     49 S    073
08:42:34     5     12 S     7     49 S    073
08:43:47     5     12 S     7     48 S    072
08:44:59     5     12 S     7     50 S    074
08:46:13     5     12 S     7     44 S    068
08:47:25     5     16 S     7     40 S    068
08:48:29     5     12 S     7     44 S    068
08:49:40     5     15 S     7     51 S    078
08:50:55     5     12 S     7     46 S    070
08:52:11     5     18 S     7     45 S    075
08:53:20     5     12 S     7     48 S    072
08:54:32     5     12 S     7     44 S    068
08:55:40     5     12 S     7     48 S    072
08:56:52     5     12 S     7     52 S    076
08:58:08     5     12 S     7     48 S    072
08:59:20     5     12 S     7     48 S    072
```

Ln 25, Col 41

Figure 11: Example stage green time output

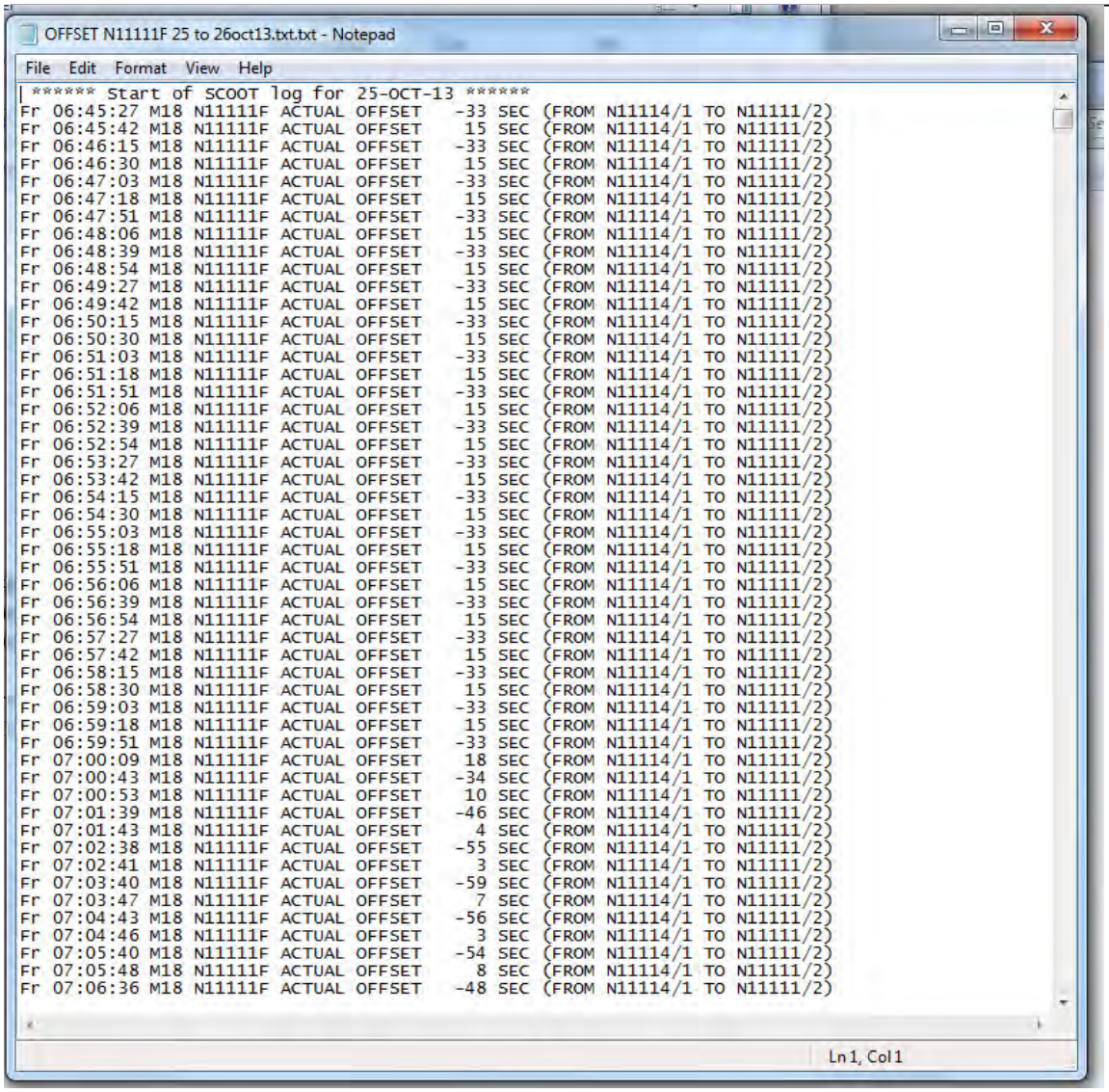


Figure 12: Example multi-node external offset output

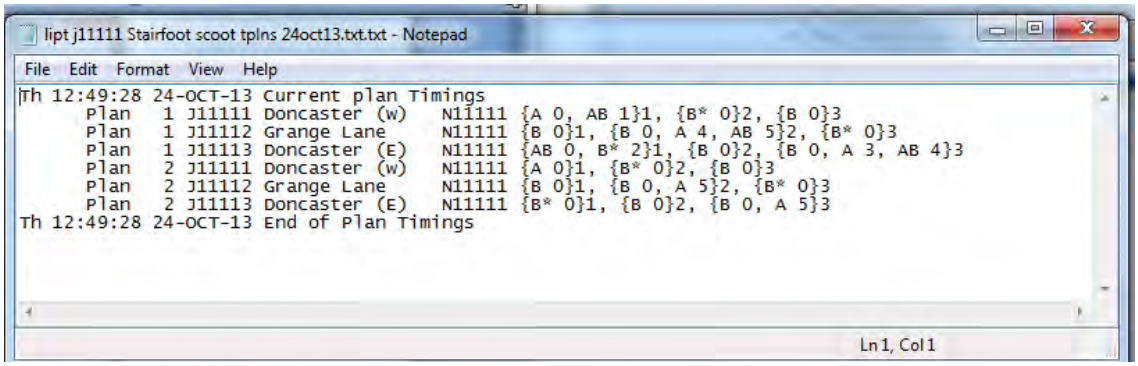


Figure 13: Example internal multi-node offset output

Appendix D: Modelled and observed turning count comparison

Table 25: AM turning count comparison

Stairfoot roundabout (all vehicles)					
From	**To**	**Observed**	**Modelled**	**Observed / modelled difference**	**GEH**
Grange Ln	Doncaster Rd (E)	13	10.6	2.4	0.7
	McDonalds	10	8.9	1.1	0.4
	Wombwell Ln	307	259.8	47.2	2.8
	Bleachcroft Way	18	18.5	0.5	0.1
	Hunningley Ln	263	226.8	36.2	2.3
	Doncaster Rd (W)	48	38.3	9.7	1.5
Doncaster Rd (E)	McDonalds	10	10.9	0.9	0.3
	Wombwell Ln	79	72.6	6.4	0.7
	Bleachcroft Way	4	2.7	1.3	0.7
	Hunningley Ln	144	138.6	5.4	0.5
	Doncaster Rd (W)	492	469.3	22.7	1.0
	Grange Ln	276	262	14	0.9
McDonalds	Wombwell Ln	9	8.4	0.6	0.2
	Bleachcroft Way	3	3	0	0.0
	Hunningley Ln	7	7.7	0.7	0.3
	Doncaster Rd (W)	9	8.9	0.1	0.0
	Grange Ln	3	3.9	0.9	0.5
	Doncaster Rd (E)	2	1.6	0.4	0.3
Wombwell Ln	Bleachcroft Way	13	13.4	0.4	0.1
	Hunningley Ln	133	123.6	9.4	0.8
	Doncaster Rd (W)	351	366.2	15.2	0.8
	Grange Ln	320	302.3	17.7	1.0
	Doncaster Rd (E)	37	34.4	2.6	0.4
	McDonalds	3	2.5	0.5	0.3
Bleachcroft Way	Hunningley Ln	16	16.5	0.5	0.1
	Doncaster Rd (W)	12	12.6	0.6	0.2
	Grange Ln	17	14.8	2.2	0.6
	Doncaster Rd (E)	4	3.8	0.2	0.1
	McDonalds	0	0	0	0.0
	Wombwell Ln	5	4.6	0.4	0.2
Hunningley Ln	Doncaster Rd (W)	35	33.6	1.4	0.2
	Grange Ln	317	321.2	4.2	0.2
	Doncaster Rd (E)	130	127.1	2.9	0.3
	McDonalds	5	5.5	0.5	0.2

	Wombwell Ln	131	126.4	4.6	0.4
	Bleachcroft Way	9	7	2	0.7
Doncaster Rd (W)	Grange Ln	61	62.1	1.1	0.1
	Doncaster Rd (E)	272	275.2	3.2	0.2
	McDonalds	10	11.6	1.6	0.5
	Wombwell Ln	291	304.7	13.7	0.8
	Bleachcroft Way	11	12	1	0.3
	Hunningley Ln	36	32.3	3.7	0.6
Retail park junction (all vehicles)					
From	**To**	**Observed**	**Modelled**	**Observed / modelled difference**	**GEH**
Wombwell Lane (N)	Wombwell Lane (S)	606.7	8.3	0.3	606.7
	Retail park	170.8	4.2	0.3	170.8
Wombwell Lane (S)	Wombwell Ln (N)	717.6	14.6	0.5	717.6
	Retail park	88.4	1.4	0.1	88.4
Retail park egress	Wombwell Lane (N)	133.3	5.7	0.5	133.3
	Wombwell Lane (S)	74	2	0.2	74

Table 26: PM turning count comparison

Stairfoot roundabout (all vehicles)					
From	**To**	**Observed**	**Modelled**	**Observed / modelled difference**	**GEH**
Grange Ln	Doncaster Rd (E)	3	3.3	0.3	0.2
	McDonalds	27	25.9	1.1	0.2
	Wombwell Ln	264	263.3	0.7	0.0
	Bleachcroft Way	16	17.5	1.5	0.4
	Hunningley Ln	315	315.8	0.8	0.0
	Doncaster Rd (W)	34	37.2	3.2	0.5
Doncaster Rd (E)	McDonalds	12	11.8	0.2	0.1
	Wombwell Ln	78	77.4	0.6	0.1
	Bleachcroft Way	8	6.1	1.9	0.7
	Hunningley Ln	91	91.8	0.8	0.1
	Doncaster Rd (W)	265	269.2	4.2	0.3
	Grange Ln	222	215.4	6.6	0.4
McDonalds	Wombwell Ln	27	24.3	2.7	0.5
	Bleachcroft Way	6	7.1	1.1	0.4
	Hunningley Ln	14	13.6	0.4	0.1
	Doncaster Rd (W)	10	12	2	0.6
	Grange Ln	14	14.5	0.5	0.1
	Doncaster Rd (E)	10	9.8	0.2	0.1

Wombwell Ln	Bleachcroft Way	18	16.4	1.6	0.4
	Hunningley Ln	214	209.8	4.2	0.3
	Doncaster Rd (W)	318	326	8	0.4
	Grange Ln	255	246.9	8.1	0.5
	Doncaster Rd (E)	79	79.2	0.2	0.0
	McDonalds	14	14.4	0.4	0.1
Bleachcroft Way	Hunningley Ln	11	11.6	0.6	0.2
	Doncaster Rd (W)	17	20.2	3.2	0.7
	Grange Ln	18	18.8	0.8	0.2
	Doncaster Rd (E)	10	10.4	0.4	0.1
	McDonalds	0	0	0	0.0
	Wombwell Ln	18	14	4	1.0
Hunningley Ln	Doncaster Rd (W)	31	28.6	2.4	0.4
	Grange Ln	307	289.8	17.2	1.0
	Doncaster Rd (E)	159	147	12	1.0
	McDonalds	12	9.3	2.7	0.8
	Wombwell Ln	149	131.7	17.3	1.5
	Bleachcroft Way	4	3.3	0.7	0.4
Doncaster Rd (W)	Grange Ln	50	47.1	2.9	0.4
	Doncaster Rd (E)	461	442.7	18.3	0.9
	McDonalds	18	16.8	1.2	0.3
	Wombwell Ln	473	467	6	0.3
	Bleachcroft Way	11	10.8	0.2	0.1
	Hunningley Ln	58	58.3	0.3	0.0
Retail park junction (all vehicles)					
From	**To**	**Observed**	**Modelled**	**Observed / modelled difference**	**GEH**
Wombwell Lane (N)	Wombwell Lane (S)	595	583.8	11.2	0.5
	Retail park	401	393.8	7.2	0.4
Wombwell Lane (S)	Wombwell Ln (N)	511	518.5	7.5	0.3
	Retail park	166	166.5	0.5	0.0
Retail park egress	Wombwell Lane (N)	376	364.2	11.8	0.6
	Wombwell Lane (S)	161	158.8	2.2	0.2

Table 27: Saturday turning count comparison

Stairfoot roundabout (all vehicles)					
From	**To**	**Observed**	**Modelled**	**Observed / modelled difference**	**GEH**
Grange Ln	Doncaster Rd (E)	0	0	0	0.0
	McDonalds	28	26	2	0.4

	Wombwell Ln	318	312.6	5.4	0.3
	Bleachcroft Way	58	60	2	0.3
	Hunningley Ln	191	179.1	11.9	0.9
	Doncaster Rd (W)	17	14.5	2.5	0.6
Doncaster Rd (E)	McDonalds	22	21.7	0.3	0.1
	Wombwell Ln	152	155.1	3.1	0.3
	Bleachcroft Way	14	16.6	2.6	0.7
	Hunningley Ln	77	82.7	5.7	0.6
	Doncaster Rd (W)	308	308.6	0.6	0.0
	Grange Ln	207	205	2	0.1
McDonalds	Wombwell Ln	23	21.2	1.8	0.4
	Bleachcroft Way	6	5.5	0.5	0.2
	Hunningley Ln	9	8.9	0.1	0.0
	Doncaster Rd (W)	14	14	0	0.0
	Grange Ln	16	14.7	1.3	0.3
	Doncaster Rd (E)	10	9.4	0.6	0.2
Wombwell Ln	Bleachcroft Way	27	25.3	1.7	0.3
	Hunningley Ln	260	240.5	19.5	1.2
	Doncaster Rd (W)	350	351.8	1.8	0.1
	Grange Ln	198	183.1	14.9	1.1
	Doncaster Rd (E)	69	64.2	4.8	0.6
	McDonalds	16	14.7	1.3	0.3
Bleachcroft Way	Hunningley Ln	57	56.5	0.5	0.1
	Doncaster Rd (W)	53	54.6	1.6	0.2
	Grange Ln	39	37.6	1.4	0.2
	Doncaster Rd (E)	16	16.2	0.2	0.0
	McDonalds	3	3.3	0.3	0.2
	Wombwell Ln	25	24	1	0.2
Hunningley Ln	Doncaster Rd (W)	52	53.1	1.1	0.2
	Grange Ln	227	225	2	0.1
	Doncaster Rd (E)	113	115.5	2.5	0.2
	McDonalds	17	16.8	0.2	0.0
	Wombwell Ln	196	189.4	6.6	0.5
	Bleachcroft Way	16	14.4	1.6	0.4
Doncaster Rd (W)	Grange Ln	63	62.7	0.3	0.0
	Doncaster Rd (E)	310	312.3	2.3	0.1
	McDonalds	13	13.6	0.6	0.2
	Wombwell Ln	370	388	18	0.9
	Bleachcroft Way	28	24.5	3.5	0.7
	Hunningley Ln	36	38.7	2.7	0.4
Retail park junction (all vehicles)					

From	To	Observed	Modelled	Observed / modelled difference	GEH
Wombwell Lane (N)	Wombwell Lane (S)	553	545.7	7.3	0.3
	Retail park	560	551.6	8.4	0.4
Wombwell Lane (S)	Wombwell Ln (N)	432	444.6	12.6	0.6
	Retail park	105	109	4	0.4
Retail park egress	Wombwell Lane (N)	503	428.7	74.3	3.4
	Wombwell Lane (S)	219	187.9	31.1	2.2

Appendix E: Average hourly queue length comparisons

Table 28: AM queue length comparison on approaches to Stairfoot roundabout

Stairfoot roundabout Queue counter location	Observed avg. queue (m)	Modelled avg. queue (m)	Observed / modelled difference
Doncaster Road (E) approach	102	175	74
Wombwell Lane NB LT to Bleachcroft Way	37	18	19
Bleachcroft Way LT	3	1	1
Bleachcroft Way approach	78	47	30
Hunningley Lane approach	61	72	11
Doncaster Road (W) approach	44	38	6
Grange Lane approach	418	402	16

Table 29: PM queue length comparison on approaches to Stairfoot roundabout

Stairfoot roundabout Queue counter location	Observed avg. queue (m)	Modelled avg. queue (m)	Observed / modelled difference
Doncaster Road (E) approach	108	86	21
Wombwell Lane NB LT to Bleachcroft Way	37	12	25
Bleachcroft Way LT	6	2	4
Bleachcroft Way approach	46	33	12
Hunningley Lane approach	289	295	7
Doncaster Road (W) approach	92	83	9
Grange Lane approach	130	214	84

Table 30: Saturday queue length comparison on approaches to Stairfoot roundabout

Stairfoot roundabout Queue counter location	Observed avg. queue (m)	Modelled avg. queue (m)	Observed / modelled difference
Doncaster Road (E) approach	106	81	25
Wombwell Lane NB LT to Bleachcroft Way	86	68	18
Bleachcroft Way LT	14	5	8
Bleachcroft Way approach	53	134	81
Hunningley Lane approach	32	44	13
Doncaster Road (W) approach	83	121	38
Grange Lane approach	303	298	4

Project:	**Stairfoot roundabout VISSIM assessment**	Job No:	**60309648**
Subject:	**Base Case and Base Case + Development VISSIM modelling methodology**		
Prepared by:	**Ben Midgley**	Date:	**10th December 2013**
Approved by:	**Michael Banham**	Date:	**16th December 2013**

1 Introduction

This note forms a continuation of the *Existing Case VISSIM modelling methodology* report and details the methodology adopted for the construction of Base Case and Base Case + Development model scenarios. Flow assumptions to be made within Base Case modelling were informed by documentation supplied by Vectos (*VN30177 Barnsley Figures v3 (final).xls*) allowing for AM, PM and Saturday models to be generated for each of the two Base Case scenarios.

2 Base Case

2.1 Changes from Existing Case

Traffic flows were amended from Existing Case to Base Case models to reflect the potential B&Q site vehicular traffic, which is additional to existing site traffic, should the site be operating at full capacity. This potential B&Q traffic was identified using TRICS, a database system which allows users to establish potential levels of trip generation for a wide range of development scenarios. This database provided potential flow levels given the assumption that B&Q was operating at full capacity. Existing B&Q flows were subtracted from this potential B&Q flow to give the difference between Base and Existing Case traffic flows, used to inform Base Case modelling.

These alterations were made to both vehicle inputs and routing decisions for each of the three peaks being modelled. In order to maintain comparability, very few additional changes were made to Base Case models; minor amendments were necessary however to ensure appropriate vehicle behaviour was upheld given the revised flow conditions. These were:

Amendments to priority markers at Wombwell Lane LT

The junction of Bleachcroft Way and Wombwell Lane was found to exhibit capacity constraints and caused by blocking back from the downstream junction under the Base flow patterns. Revised priority markers were introduced to ensure behavioural characteristics were appropriate and vehicles were not running over each other.

Improved priority at McDonald's site egress

As discussed above, capacity issues arose at the Bleachcroft Way junction with Wombwell Lane as a result of the increased right turn flow towards the site. This impacted on the McDonald's site egress, especially on vehicles intending to navigate towards Stairfoot roundabout via the aforementioned right turn movement. Improved priority was henceforth required at the site egress to guarantee that vehicles joining Wombwell Lane did so in a suitable manner.

OD pair routing redistribution

Revised vehicle inputs and traffic movements entailed redistribution of flow between OD pairs for which more than one routing decision was possible. This was done to ensure proportional splits on approaches and movements around the gyratory were apposite given the updated flow profiles.

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Signal timing amendments
Due to the heavily increased Wombwell Lane SB right turn flow towards the site, this movement required an increase in green time to prevent blocking back to the gyratory. This alteration was made with the conflicting Wombwell Lane NB left turn movement in mind, to ensure a solution was found to the least detriment of the two movements.

2.2 Model outputs
Outputs were obtained for each of the three peak hours to ensure calibration to turning counts, signal timings and saturation flows was maintained where possible, and to assess the impact of Base Case amendments on queue lengths and journey times around the network.

2.2.1 Turning counts
Table 1 below provides the number of movements around the network that fall within each GEH category, when comparing model input to model output. Full turning movement details are provided in **Appendix A**.

Table 1: GEH distributions for three Base Case models

Number of movements within each GEH category						
AM						
Total	GEH<1	GEH<2	GEH<3	GEH<4	GEH<5	GEH>5
48	43	3	0	2	0	0
	90%	6%	0%	4%	0%	0%
PM						
Total	GEH<1	GEH<2	GEH<3	GEH<4	GEH<5	GEH>5
48	41	7	0	0	0	0
	85%	15%	0%	0%	0%	0%
Saturday						
Total	GEH<1	GEH<2	GEH<3	GEH<4	GEH<5	GEH>5
48	33	7	3	2	1	2
	69%	15%	6%	4%	2%	4%

It can be seen that during both the AM and PM peaks, modelled output corresponds well with modelled input suggesting that the majority of flow is able to make its way through the network within the peak hour period. The Saturday peak contains two movements that return GEH values over 5; both of which are the Tesco retail park egress from which not all vehicles are able to access the network.

2.2.2 Signal timings
As with turning movements, signal timing model inputs were compared with outputs to ensure models were performing as desired. Outputs are provided in **Table 2**, **Table 3** and **Table 4** below.

Table 2: AM comparison of average green time per cycle

Average green time per cycle	AM		
	Input	Output	Difference
Doncaster Road (W)	00:00:13	00:00:13	00:00:00
Circulatory @ DR (W)	00:00:49	00:00:49	00:00:00
Doncaster Road bus	00:00:05	00:00:05	00:00:00
Hunningley Lane	00:00:13*	00:00:11	00:00:02
Circulatory @ HL	00:00:49*	00:00:46	00:00:03

Bleachcroft Way bus	00:00:06	00:00:06	00:00:00
Bleachcroft Way @ gyratory	00:00:21*	00:00:19	00:00:02
Circulatory @ BW	00:00:41*	00:00:36	00:00:05
Doncaster Road (E)	00:00:19	00:00:19	00:00:00
Circulatory @ DR (E)	00:00:43	00:00:43	00:00:00
Grange Lane	00:00:16	00:00:16	00:00:00
Circulatory @ GL	00:00:46	00:00:46	00:00:00
Bleachcroft Way (RT)	00:00:50	00:00:50	00:00:00
Bleachcroft Way B&Q (LT)	00:00:12	00:00:12	00:00:00
Wombwell Lane LT	00:00:54**	00:00:59	00:00:05
Circulatory at WL	00:00:08	00:00:08	00:00:00
Wombwell Lane (N) @ Tesco	00:00:50	00:00:49	00:00:01
Wombwell Lane (S) @ Tesco	00:00:40	00:00:40	00:00:00
Tesco RT	00:00:09	00:00:09	00:00:00
Tesco LT	00:00:19	00:00:19	00:00:00

** Modelled signal timings assuming no bus stage call*

*** Modelled signal timing assuming demand dependent stage is called every cycle*

Table 3: PM comparison of average green time per cycle

Average green time per cycle	PM		
	Input	Output	Difference
Doncaster Road (W)	00:00:19	00:00:19	00:00:00
Circulatory @ DR (W)	00:00:43	00:00:43	00:00:00
Doncaster Road bus	00:00:06	00:00:06	00:00:00
Hunningley Lane	00:00:13*	00:00:11	00:00:02
Circulatory @ HL	00:00:49*	00:00:46	00:00:03
Bleachcroft Way bus	00:00:08	00:00:07	00:00:01
Bleachcroft Way @ gyratory	00:00:28*	00:00:24	00:00:04
Circulatory @ BW	00:00:34*	00:00:32	00:00:02
Doncaster Road (E)	00:00:14	00:00:14	00:00:00
Circulatory @ DR (E)	00:00:48	00:00:48	00:00:00
Grange Lane	00:00:16	00:00:16	00:00:00
Circulatory @ GL	00:00:46	00:00:46	00:00:00
Bleachcroft Way (RT)	00:00:50	00:00:50	00:00:00
Bleachcroft Way B&Q (LT)	00:00:12	00:00:12	00:00:00
Wombwell Lane LT	00:00:54**	00:00:57	00:00:03
Circulatory at WL	00:00:08	00:00:08	00:00:00
Wombwell Lane (N) @ Tesco	00:01:18	00:01:18	00:00:00
Wombwell Lane (S) @ Tesco	00:00:54	00:00:55	00:00:01
Tesco RT	00:00:08	00:00:08	00:00:00
Tesco LT	00:00:30	00:00:30	00:00:00

** Modelled signal timings assuming no bus stage call*

*** Modelled signal timing assuming demand dependent stage is called every cycle*

Table 4: Saturday comparison of average green time per cycle

Average green time per cycle	Saturday		
	Input	Output	Difference
Doncaster Road (W)	00:00:14	00:00:14	00:00:00
Circulatory @ DR (W)	00:00:48	00:00:48	00:00:00
Doncaster Road bus	00:00:10	00:00:10	00:00:00
Hunningley Lane	00:00:14*	00:00:12	00:00:02
Circulatory @ HL	00:00:48*	00:00:45	00:00:03
Bleachcroft Way bus	00:00:08	00:00:08	00:00:00
Bleachcroft Way @ gyratory	00:00:25*	00:00:22	00:00:03
Circulatory @ BW	00:00:37*	00:00:32	00:00:05
Doncaster Road (E)	00:00:18	00:00:18	00:00:00
Circulatory @ DR (E)	00:00:43	00:00:43	00:00:00
Grange Lane	00:00:16	00:00:16	00:00:00
Circulatory @ GL	00:00:46	00:00:46	00:00:00
Bleachcroft Way (RT)	00:00:50	00:00:51	00:00:01
Bleachcroft Way B&Q (LT)	00:00:12	00:00:12	00:00:00
Wombwell Lane LT	00:00:45**	00:00:46	00:00:01
Circulatory at WL	00:00:15	00:00:15	00:00:00
Wombwell Lane (N) @ Tesco	00:01:09	00:01:09	00:00:00
Wombwell Lane (S) @ Tesco	00:00:52	00:00:53	00:00:01
Tesco RT	00:00:08	00:00:08	00:00:00
Tesco LT	00:00:24	00:00:24	00:00:00

** Modelled signal timings assuming no bus stage call*

*** Modelled signal timing assuming demand dependent stage is called every cycle*

The above tables demonstrate that the only significant signal timing discrepancies are on the two bus priority approaches; these are as a result of bus stage calls disrupting average green times. Other issues within the tables are caused by two stage junctions with a demand dependent stage, with green split values distorted by the demand dependent stage occasionally not being called during a cycle.

Modelled bus stage frequencies are unchanged from Existing Case models.

2.2.3 Saturation flows

Base Case saturation flows were compared with Observed recordings to ensure the models calibrate to Existing conditions. Differences between Existing Case models and Observed recordings are included in the tables below to allow consistency checks between Existing and Base Case saturation flows.

Table 5: AM comparison of modelled and observed saturation flows

Approach lane	VISSIM Sat Flow Average	Observed	Base Case / Observed diff		Existing / Observed diff	
			No.	%	No.	%
Doncaster Road (W) N/S	1791	1965	-174	-8.87%	-197	-10.02%
Doncaster Road (W) O/S	1785	1694	91	5.35%	94	5.56%
Hunningley Lane N/S	2017	1870	147	7.87%	151	8.06%
Hunningley Lane O/S	1986	1997	-11	-0.54%	-1	-0.05%
Bleachcroft Way N/S	1915	1747	168	9.61%	165	9.45%
Bleachcroft Way O/S	1760	1883	-123	-6.53%	-122	-6.48%
Doncaster Road (E) O/S	1865	1895	-30	-1.57%	-21	-1.10%
Doncaster Road (E) N/S	1955	1867	88	4.71%	84	4.49%
Grange Lane	1549	1750	-201	-11.49%	-175	-10.02%
Wombwell Lane	1520	1510	10	0.63%	30	1.97%

Table 6: PM comparison of modelled and observed saturation flows

Approach lane	VISSIM Sat Flow Average	Observed	Base Case / Observed diff		Existing / Observed diff	
			No.	%	No.	%
Doncaster Road (W) N/S	1852	2002	-150	-7.50%	-124	-6.20%
Doncaster Road (W) O/S	1855	2116	-261	-12.34%	-265	-12.51%
Hunningley Lane N/S	1779	1920	-141	-7.36%	-140	-7.28%
Hunningley Lane O/S	1762	1945	-183	-9.40%	-168	-8.66%
Bleachcroft Way N/S	1974	1875	99	5.27%	71	3.80%
Bleachcroft Way O/S	1765	1873	-108	-5.78%	-77	-4.13%
Doncaster Road (E) O/S	1584	1761	-177	-10.03%	-188	-10.66%
Doncaster Road (E) N/S	1590	1866	-276	-14.79%	-277	-14.86%
Grange Lane	1842	1928	-86	-4.45%	-85	-4.40%
Wombwell Lane	1511	1497	14	0.91%	59	3.96%

Table 7: Saturday comparison of modelled and observed saturation flows

Approach lane	VISSIM Sat Flow Average	Observed	Base Case / Observed diff		Existing / Observed diff	
			No.	%	No.	%
Doncaster Road (W) N/S	1806	1775	31	1.75%	39	2.18%
Doncaster Road (W) O/S	1820	1767	53	2.98%	59	3.34%
Hunningley Lane N/S	1783	1735	48	2.76%	56	3.23%
Hunningley Lane O/S	1975	1937	38	1.99%	39	2.01%
Bleachcroft Way N/S	2009	1833	176	9.61%	178	9.71%

Bleachcroft Way O/S	1954	1736	218	12.56%	169	9.71%
Doncaster Road (E) O/S	1675	1660	15	0.90%	26	1.57%
Doncaster Road (E) N/S	1724	1694	30	1.75%	1	0.07%
Grange Lane	1830	1964	-134	-6.84%	-112	-5.71%
Wombwell Lane	1517	1430	87	6.07%	118	8.27%

Table 5, **Table 6** & **Table 7** above demonstrate consistency between the Existing Case and Base Case modelled saturation flows, of which the vast majority calibrate well against Observed recordings.

2.2.4 Queue lengths

Base Case queue lengths were compared with Existing Case queue lengths for each of the three peak hours, allowing assessment of the impact of Base Case model amendments on the network. The figures below demonstrate these comparisons, with numerical values provided in **Appendix C**.

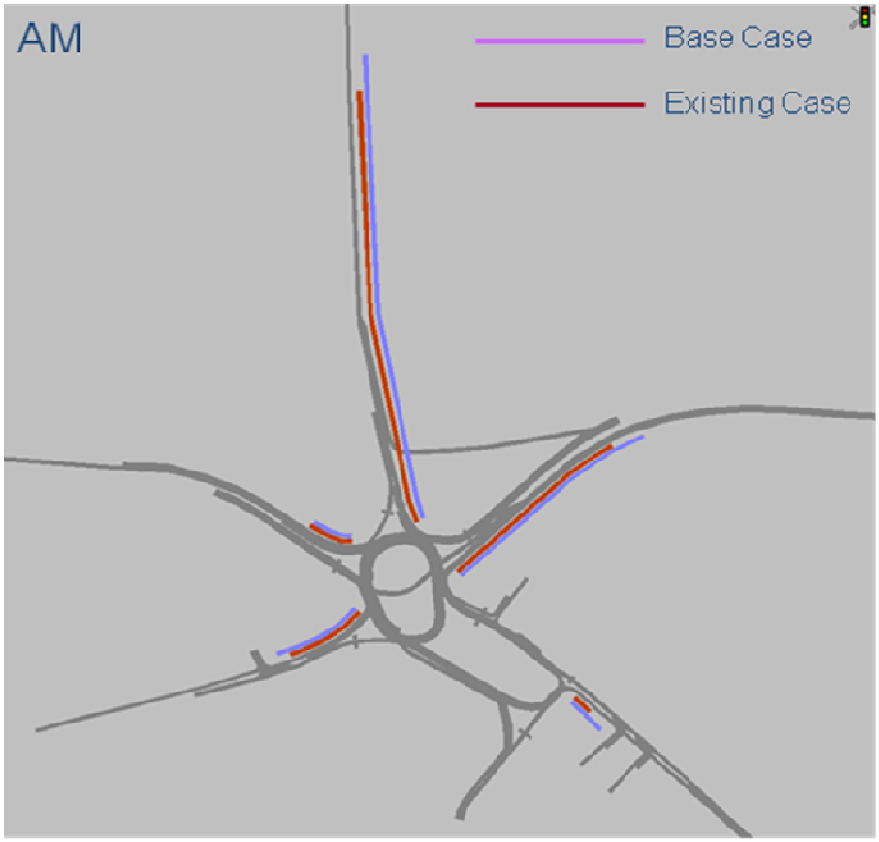


Figure 1: AM Existing Case and Base Case queue length comparison

Figure 1 illustrates the fact that queue lengths are only marginally affected by Base Case model amendments, with the slightly larger queues on a number of approaches not exceeding 30m. This is thought to be due to the fact that the increase in flow from Existing to Base Case is small during the AM peak as it does not fall within peak retail custom hours.

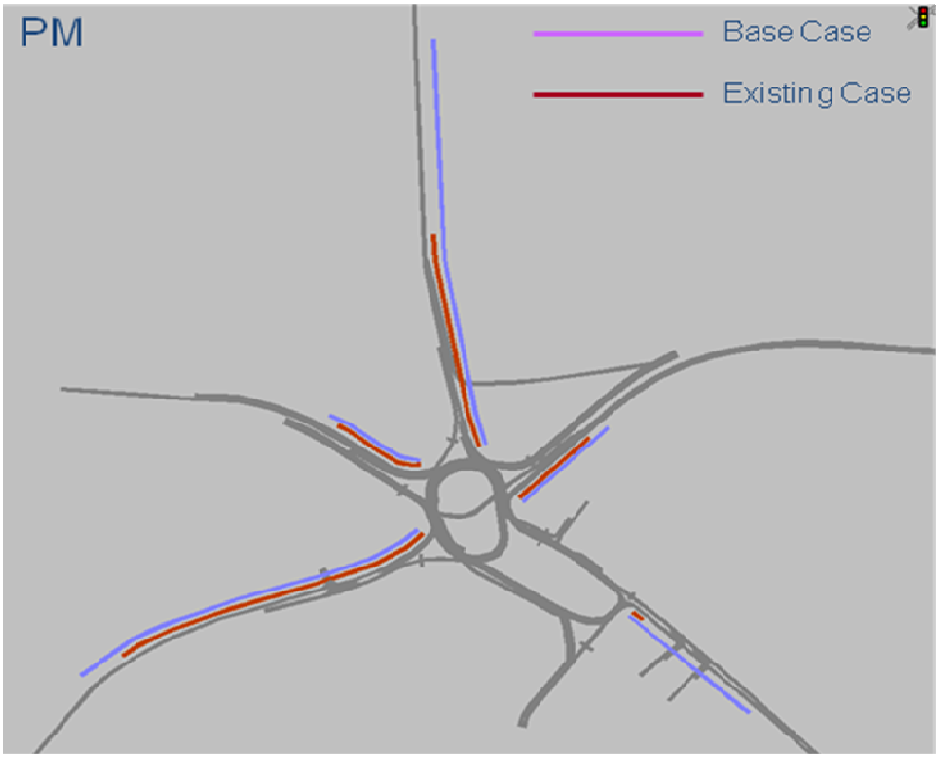


Figure 2: PM Existing Case and Base Case queue length comparison

In contrast to the AM peak, **Figure 2** shows considerable queue length increases during the PM peak, most notably on Grange Lane and Wombwell Lane on which the queue lengths increase by 192 and 132m respectively from Existing to Base Case. Issues are considered to arise at the Bleachcroft Way approach to the gyratory that have subsequent knock on effects on the Wombwell Lane, Doncaster Road (E) and Grange Lane approaches as seen in the above figure.

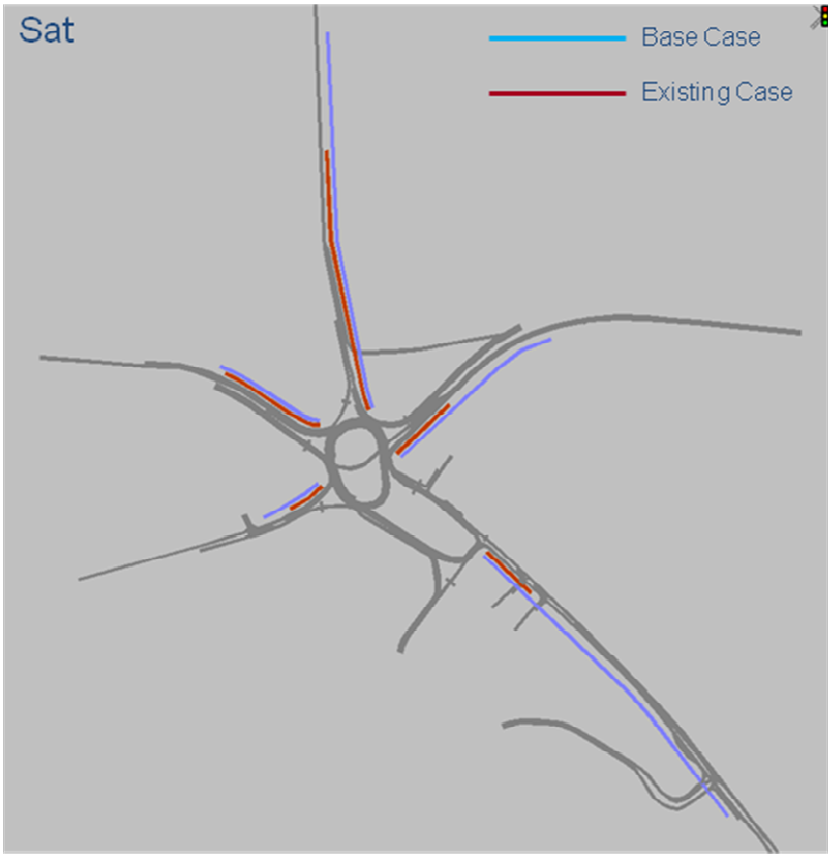


Figure 3: Saturday Existing Case and Base Case queue length comparison

Figure 3 confirms that the Saturday peak is that most impacted upon by Base Case amendments, with queue lengths on almost all approaches far exceeding those of Existing Case models. Those worst affected are, as in the PM, Doncaster Road (E), Wombwell Lane and Grange Lane which experience significant queue length increases. The causation for these increased queues is the friction at the Bleachcroft Way approach to the gyratory as a result of changing flow patterns.

2.2.5 Journey times

Whilst journey times were not validated against during Existing Case modelling, they have been output to allow comparison between Existing and Base Case models. Whilst these journey times do not validate against any observed recorded data, the differences between models is useful to determine increased delay as a result of model amendments. Journey time comparisons can be found in **Table 8**, **Table 9** & **Table 10** below.

Table 8: AM journey time comparison

From	To	Existing Case	Base Case	Existing / Base Case difference
Grange Ln	Doncaster Rd (E)	05:21	05:49	**28**
	McDonalds	05:07	05:38	**31**
	Wombwell Ln	05:32	05:54	**22**
	Bleachcroft Way	06:12	06:40	**28**
	Hunningley Ln	05:45	06:05	**20**
	Doncaster Rd (W)	05:52	06:18	**26**
Doncaster Rd (E)	McDonalds	02:38	02:47	**9**
	Wombwell Ln	02:52	03:05	**13**
	Bleachcroft Way	03:54	04:08	**14**
	Hunningley Ln	03:04	03:19	**15**
	Doncaster Rd (W)	03:24	03:45	**21**
	Grange Ln	03:26	03:51	**25**
McDonalds	Wombwell Ln	00:17	00:17	**1**
	Bleachcroft Way	00:49	00:49	**-1**
	Hunningley Ln	01:48	01:46	**-2**
	Doncaster Rd (W)	02:02	02:00	**-2**
	Grange Ln	02:15	02:13	**-2**
	Doncaster Rd (E)	02:14	02:06	**-9**
Wombwell Ln	Bleachcroft Way	00:48	00:55	**7**
	Hunningley Ln	01:27	01:39	**12**
	Doncaster Rd (W)	01:49	01:59	**10**
	Grange Ln	02:09	02:20	**11**
	Doncaster Rd (E)	02:20	02:22	**1**
	McDonalds	02:28	02:22	**-6**
Bleachcroft Way	Hunningley Ln	01:23	01:26	**2**
	Doncaster Rd (W)	01:32	01:31	**0**
	Grange Ln	01:51	01:55	**4**
	Doncaster Rd (E)	02:01	02:04	**3**
	McDonalds	00:00	00:00	**0**
	Wombwell Ln	02:45	02:54	**9**
Hunningley Ln	Doncaster Rd (W)	01:33	01:39	**6**
	Grange Ln	01:38	01:43	**4**

	Doncaster Rd (E)	01:43	01:47	**4**
	McDonalds	02:13	02:17	**4**
	Wombwell Ln	02:24	02:28	**4**
	Bleachcroft Way	02:45	02:55	**9**
Doncaster Rd (W)	Grange Ln	01:13	01:12	**-1**
	Doncaster Rd (E)	01:20	01:19	**-2**
	McDonalds	01:42	01:45	**3**
	Wombwell Ln	01:58	01:58	**1**
	Bleachcroft Way	01:51	02:02	**11**
	Hunningley Ln	01:56	02:00	**4**

The above table demonstrates minor changes in journey time for movements around the network, with no increases over 15%. Approach arms most negatively affected are Grange Lane and Doncaster Road (E), with increases of up to 30 seconds.

Table 9: PM journey time comparison

From	To	Existing Case	Base Case	Existing / Base Case difference
Grange Ln	Doncaster Rd (E)	03:09	04:57	**108**
	McDonalds	03:03	04:52	**110**
	Wombwell Ln	03:12	05:04	**112**
	Bleachcroft Way	04:15	06:06	**112**
	Hunningley Ln	03:28	05:19	**111**
	Doncaster Rd (W)	03:42	05:37	**114**
Doncaster Rd (E)	McDonalds	02:01	02:14	**13**
	Wombwell Ln	02:05	02:27	**23**
	Bleachcroft Way	02:43	03:18	**35**
	Hunningley Ln	02:12	02:40	**28**
	Doncaster Rd (W)	02:57	03:21	**25**
	Grange Ln	03:53	04:14	**21**
McDonalds	Wombwell Ln	00:19	00:19	**-1**
	Bleachcroft Way	00:50	01:06	**16**
	Hunningley Ln	01:41	02:01	**20**
	Doncaster Rd (W)	01:53	02:12	**18**
	Grange Ln	02:10	02:35	**25**
	Doncaster Rd (E)	02:33	03:07	**34**
Wombwell Ln	Bleachcroft Way	00:45	01:25	**40**
	Hunningley Ln	01:16	02:03	**47**
	Doncaster Rd (W)	01:32	02:26	**54**
	Grange Ln	01:52	02:55	**64**
	Doncaster Rd (E)	02:04	03:11	**67**
	McDonalds	02:34	03:37	**63**

Bleachcroft Way	Hunningley Ln	01:21	01:24	**3**
	Doncaster Rd (W)	01:27	01:33	**5**
	Grange Ln	01:43	02:02	**19**
	Doncaster Rd (E)	02:05	02:15	**10**
	McDonalds	00:00	00:00	**0**
	Wombwell Ln	02:42	02:58	**16**
Hunningley Ln	Doncaster Rd (W)	04:02	04:25	**22**
	Grange Ln	04:10	04:33	**23**
	Doncaster Rd (E)	04:15	04:40	**25**
	McDonalds	04:33	04:58	**25**
	Wombwell Ln	05:01	05:25	**24**
	Bleachcroft Way	05:50	06:09	**20**
Doncaster Rd (W)	Grange Ln	01:19	01:17	**-2**
	Doncaster Rd (E)	01:23	01:23	**1**
	McDonalds	01:51	02:00	**9**
	Wombwell Ln	02:14	02:25	**11**
	Bleachcroft Way	02:15	02:48	**32**
	Hunningley Ln	02:10	02:22	**12**

The PM scenario shows a far more significant increase in journey times than AM between the Existing and Base Case models, with increases of over 50% noticed on the Wombwell Lane and Grange Lane approaches. Doncaster Road (W) and Bleachcroft Way are the exceptions to the fact that the majority of movements around the network increase by anywhere between 20 – 70 seconds.

Table 10: Saturday journey time comparison

From	To	Existing Case	Base Case	Existing / Base Case difference
Grange Ln	Doncaster Rd (E)	00:00	00:00	**0**
	McDonalds	04:03	04:55	**52**
	Wombwell Ln	04:16	05:08	**53**
	Bleachcroft Way	05:46	06:23	**37**
	Hunningley Ln	04:26	05:16	**50**
	Doncaster Rd (W)	04:33	06:01	**88**
Doncaster Rd (E)	McDonalds	01:42	02:13	**31**
	Wombwell Ln	02:13	02:17	**4**
	Bleachcroft Way	03:20	03:16	**-4**
	Hunningley Ln	02:37	02:43	**6**
	Doncaster Rd (W)	03:00	04:40	**99**
	Grange Ln	03:15	05:55	**160**
McDonalds	Wombwell Ln	00:43	00:39	**-4**
	Bleachcroft Way	01:48	01:45	**-3**
	Hunningley Ln	03:38	03:21	**-17**

	Doncaster Rd (W)	03:30	03:08	**-22**
	Grange Ln	03:38	03:40	**2**
	Doncaster Rd (E)	03:40	03:47	**7**
Wombwell Ln	Bleachcroft Way	01:06	02:28	**82**
	Hunningley Ln	01:51	03:21	**90**
	Doncaster Rd (W)	02:09	03:43	**94**
	Grange Ln	02:12	03:53	**101**
	Doncaster Rd (E)	02:31	04:06	**95**
	McDonalds	03:08	04:46	**99**
Bleachcroft Way	Hunningley Ln	01:27	01:59	**32**
	Doncaster Rd (W)	01:36	02:11	**35**
	Grange Ln	01:47	02:28	**41**
	Doncaster Rd (E)	02:07	02:44	**37**
	McDonalds	02:44	02:56	**13**
	Wombwell Ln	03:00	03:38	**38**
Hunningley Ln	Doncaster Rd (W)	01:17	01:35	**19**
	Grange Ln	01:20	01:39	**18**
	Doncaster Rd (E)	01:29	01:48	**20**
	McDonalds	02:07	02:15	**8**
	Wombwell Ln	02:26	02:42	**16**
	Bleachcroft Way	03:51	03:41	**-10**
Doncaster Rd (W)	Grange Ln	01:29	01:35	**6**
	Doncaster Rd (E)	01:35	01:41	**6**
	McDonalds	02:27	02:26	**-1**
	Wombwell Ln	03:14	03:07	**-7**
	Bleachcroft Way	04:04	04:01	**-3**
	Hunningley Ln	03:01	03:02	**1**

Comparison of Saturday Existing and Base Case journey times again highlights significant increases, with Wombwell Lane journey times close to doubling for the majority of movements. Increases of this order are not prevalent, with journey times elsewhere ranging from beneficial for some movements and detrimental for the majority.

2.3 Base Model Summary

The Base VISSIM models show an increase in congestion and delay throughout the Stairfoot network when compared to the Existing VISSIM models. The increased traffic flows used show what a fully functional B&Q development would mean in terms of traffic attraction to the area. These models have been discussed with BMBC officers and accepted as a likely Base scenario. The following main points are raised:

- There are only relatively small increases to journey time and queuing comparing Base to Existing AM peak models. This is due to the fact that the increase in flow from Existing to Base Case is small during the AM peak as it does not fall within peak retail custom hours.
- PM Peak and Saturday models show a significant decrease in performance with significant increase to journey time and queuing on Wombell Lane and Grange Lane and Doncaster Road

(E) especially. The increase in retail trips puts pressure onto the southern part of the Stairfoot Roudabout which leads to blocking back onto approach arms from the internals of the roundabout and an increase in congestion. The PM and Saturday periods are seen as the critical retail custom hours.

- The Base models in the PM and Saturday predict a junction which will operate over capacity and which incurs significant delay to users. This is prior to any development traffic from the proposed Sainsburys store being assessed.

3 Base Case + Development VISSIM Modelling

3.1 Changes from Base Case

Traffic flows were amended from Base Case to Base Case + Development models to reflect the revised flow profiles expected as a result of a Sainsbury's store replacing the existing B&Q store. This potential Sainsbury's store traffic was again identified using TRICS, with existing B&Q flows and any potential trade draw subtracted from this Sainsbury's flow to give the difference between Base Case + Development and Base Case traffic flows, used to inform Base Case + Development scenario modelling.

As with Base Case, alterations were made to both vehicle inputs and routing decisions for each of the three daily peaks being modelled. In order to maintain comparability, very few additional changes were made to Base Case + Sainsbury's models; minor amendments were again necessary however to ensure appropriate vehicle behaviour was upheld given the revised flow conditions. These were:

Improved priority at Hunningley Lane

Due to increased circulatory flow, Hunningley Lane approach flow was unable to progress freely and blocked back over the approach stop line. The consequence was that circulatory flow conflicting with Hunningley Lane was unable to progress upon receiving a green aspect as stationary vehicles were blocking their route. The corrective action taken ensured vehicles approaching on Hunningley Lane did not enter the gyratory unless certain they would not block circulatory vehicles to the south.

OD pair routing redistribution

As in Base Case modelling, revised vehicle inputs and traffic movements entailed redistribution of flow between OD pairs for which more than one routing decision was possible. This was done to ensure proportional splits on approaches and movements around the gyratory were apposite given the updated flow profiles.

Signal timing amendments

Due to the heavily increased Wombwell Lane SB right turn flow towards the site; this movement required an increase in green time, on top of that already made for Base Case modelling, to prevent blocking back to the gyratory. This alteration was made with the conflicting Wombwell Lane NB left turn movement in mind, to ensure a solution was found to the least detriment of the two movements.

3.2 Model outputs

Outputs were obtained for each of the three peak hours to ensure calibration to turning counts, signal timings and saturation flows was maintained where possible, and to assess the impact of Base Case + Development amendments on queue lengths and journey times around the network.

3.2.1 Turning counts

Table 11 below provides the number of movements around the network that fall within each GEH category, when comparing model input to model output. Full turning movement details are provided in **Appendix B**.

Table 11: GEH distributions for three Base Case + Development models

Number of movements within each GEH category						
AM						
Total	**GEH<1**	**GEH<2**	**GEH<3**	**GEH<4**	**GEH<5**	**GEH>5**
48	31	8	6	2	1	0
	65%	17%	13%	4%	2%	0%
PM						
Total	**GEH<1**	**GEH<2**	**GEH<3**	**GEH<4**	**GEH<5**	**GEH>5**
48	43	4	1	0	0	0
	90%	8%	2%	0%	0%	0%
Saturday						
Total	**GEH<1**	**GEH<2**	**GEH<3**	**GEH<4**	**GEH<5**	**GEH>5**
48	39	4	3	1	0	1
	81%	8%	6%	2%	0%	2%

Table 11 shows Base Case + Development models to calibrate seemingly worse during the AM peak, very similarly during the PM peak and better during the Saturday peak when compared with Base Case scenarios.

Larger GEH values are noticed during the Base Case + Development AM peak model despite overall flow inputs reducing from Base Case modelling. These increases are only minor, with 82% of movements calibrating to GEH < 2, compared with 96% during Base Case and are a result of flow redistribution around the network which has a particularly detrimental impact on all movements to and from Bleachcroft Way which account for ten of the 17 movements with GEH value greater than 1.

PM and Saturday peak GEH comparisons are as would be expected, with PM calibrating very closely as a result of the minor increase of vehicular input to the model (98% GEH<2 compared with 100% in Base Case) and Saturday improving somewhat from Base Case (89% GEH<2 compared with 84%) as a product of the vastly reduced total vehicle input to the model in the Base Case + Development scenario (305 fewer vehicles than in Base Case).

3.2.2 Signal timings

As with turning movements, signal timing model inputs were compared with outputs to ensure models were performing as desired. Outputs are provided in **Table 12, Table 13** & **Table 14** below.

Table 12: AM comparison of average green time per cycle

Average green time per cycle	AM		
	Input	Output	Difference
Doncaster Road (W)	00:00:13	00:00:13	00:00:00
Circulatory @ DR (W)	00:00:49	00:00:49	00:00:00
Doncaster Road bus	00:00:05	00:00:05	00:00:00
Hunningley Lane	00:00:13*	00:00:11	00:00:02
Circulatory @ HL	00:00:49*	00:00:46	00:00:03
Bleachcroft Way bus	00:00:06	00:00:06	00:00:00
Bleachcroft Way @ gyratory	00:00:21*	00:00:19	00:00:02
Circulatory @ BW	00:00:41*	00:00:36	00:00:05

Doncaster Road (E)	00:00:19	00:00:19	00:00:00
Circulatory @ DR (E)	00:00:43	00:00:43	00:00:00
Grange Lane	00:00:16	00:00:16	00:00:00
Circulatory @ GL	00:00:46	00:00:46	00:00:00
Bleachcroft Way (RT)	00:00:50	00:00:50	00:00:00
Bleachcroft Way B&Q (LT)	00:00:12	00:00:12	00:00:00
Wombwell Lane LT	00:00:54**	00:00:58	00:00:04
Circulatory at WL	00:00:08	00:00:08	00:00:00
Wombwell Lane (N) @ Tesco	00:00:50	00:00:49	00:00:01
Wombwell Lane (S) @ Tesco	00:00:40	00:00:40	00:00:00
Tesco RT	00:00:09	00:00:09	00:00:00
Tesco LT	00:00:19	00:00:19	00:00:00

** Modelled signal timings assuming no bus stage call*

*** Modelled signal timing assuming demand dependent stage is called every cycle*

Table 13: PM comparison of average green time per cycle

Average green time per cycle	PM		
	Input	Output	Difference
Doncaster Road (W)	00:00:19	00:00:19	00:00:00
Circulatory @ DR (W)	00:00:43	00:00:43	00:00:00
Doncaster Road bus	00:00:06	00:00:06	00:00:00
Hunningley Lane	00:00:13*	00:00:11	00:00:02
Circulatory @ HL	00:00:49*	00:00:46	00:00:03
Bleachcroft Way bus	00:00:06	00:00:07	00:00:00
Bleachcroft Way @ gyratory	00:00:28*	00:00:24	00:00:04
Circulatory @ BW	00:00:34*	00:00:32	00:00:02
Doncaster Road (E)	00:00:14	00:00:14	00:00:00
Circulatory @ DR (E)	00:00:48	00:00:48	00:00:00
Grange Lane	00:00:16	00:00:16	00:00:00
Circulatory @ GL	00:00:46	00:00:46	00:00:00
Bleachcroft Way (RT)	00:00:50	00:00:50	00:00:00
Bleachcroft Way B&Q (LT)	00:00:12	00:00:12	00:00:00
Wombwell Lane LT	00:00:52	00:00:52	00:00:00
Circulatory at WL	00:00:10	00:00:10	00:00:00
Wombwell Lane (N) @ Tesco	00:01:18	00:01:18	00:00:00
Wombwell Lane (S) @ Tesco	00:00:54	00:00:55	00:00:01
Tesco RT	00:00:08	00:00:08	00:00:00
Tesco LT	00:00:30	00:00:30	00:00:00

** Modelled signal timings assuming no bus stage call*

Table 14: Saturday comparison of average green time per cycle

Average green time per cycle	Saturday		
	Input	Output	Difference
Doncaster Road (W)	00:00:14	00:00:14	00:00:00
Circulatory @ DR (W)	00:00:48	00:00:48	00:00:00
Doncaster Road bus	00:00:10	00:00:10	00:00:00
Hunningley Lane	00:00:14*	00:00:12	00:00:02
Circulatory @ HL	00:00:48*	00:00:44	00:00:04
Bleachcroft Way bus	00:00:08	00:00:08	00:00:00
Bleachcroft Way @ gyratory	00:00:25*	00:00:22	00:00:03
Circulatory @ BW	00:00:37*	00:00:32	00:00:05
Doncaster Road (E)	00:00:18	00:00:18	00:00:00
Circulatory @ DR (E)	00:00:43	00:00:43	00:00:00
Grange Lane	00:00:16	00:00:16	00:00:00
Circulatory @ GL	00:00:46	00:00:46	00:00:00
Bleachcroft Way (RT)	00:00:50	00:00:51	00:00:01
Bleachcroft Way B&Q (LT)	00:00:12	00:00:12	00:00:00
Wombwell Lane LT	00:00:45	00:00:46	00:00:01
Circulatory at WL	00:00:15	00:00:15	00:00:00
Wombwell Lane (N) @ Tesco	00:01:09	00:01:09	00:00:00
Wombwell Lane (S) @ Tesco	00:00:52	00:00:53	00:00:01
Tesco RT	00:00:08	00:00:08	00:00:00
Tesco LT	00:00:24	00:00:24	00:00:00

** Modelled signal timings assuming no bus stage call*

The above tables demonstrate that, as with Base Case models, the only significant signal timing discrepancies are on the two bus priority approaches; these are as a result of bus stage calls disrupting average green times.

Modelled bus stage frequencies are unchanged from Existing and Base Case models.

3.2.3 Queue lengths

Base Case + Development queue lengths were compared with Base Case queue lengths for each of the three peak hours, allowing assessment of the impact of Base Case + Development model amendments on the network. The figures below demonstrate these comparisons, with numerical values provided in **Appendix D**.

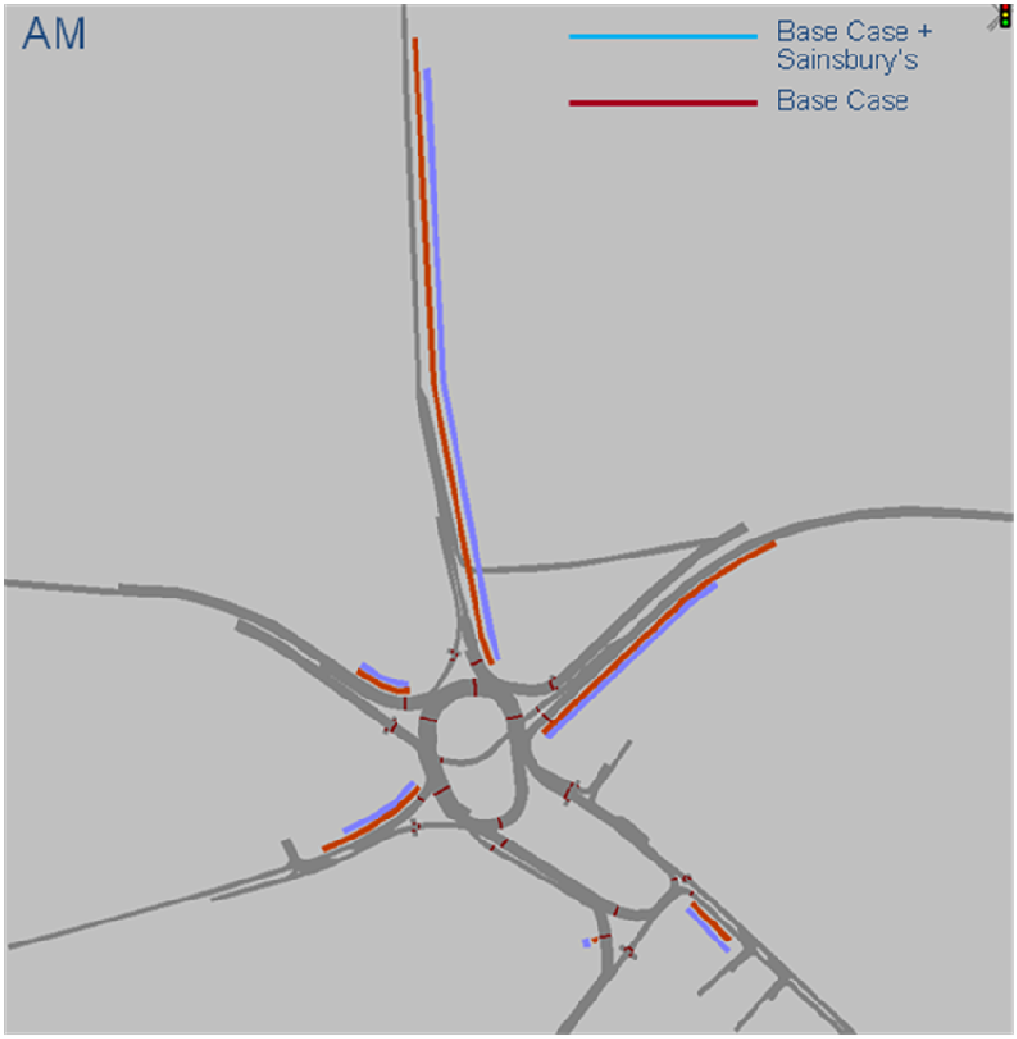


Figure 4: AM Base Case and Base Case + Development queue length comparison

Figure 4 illustrates the fact that queue lengths are only marginally affected by Base Case + Development model amendments,with all approaches but Wombwell Lane experiencing reduced queue lengths.

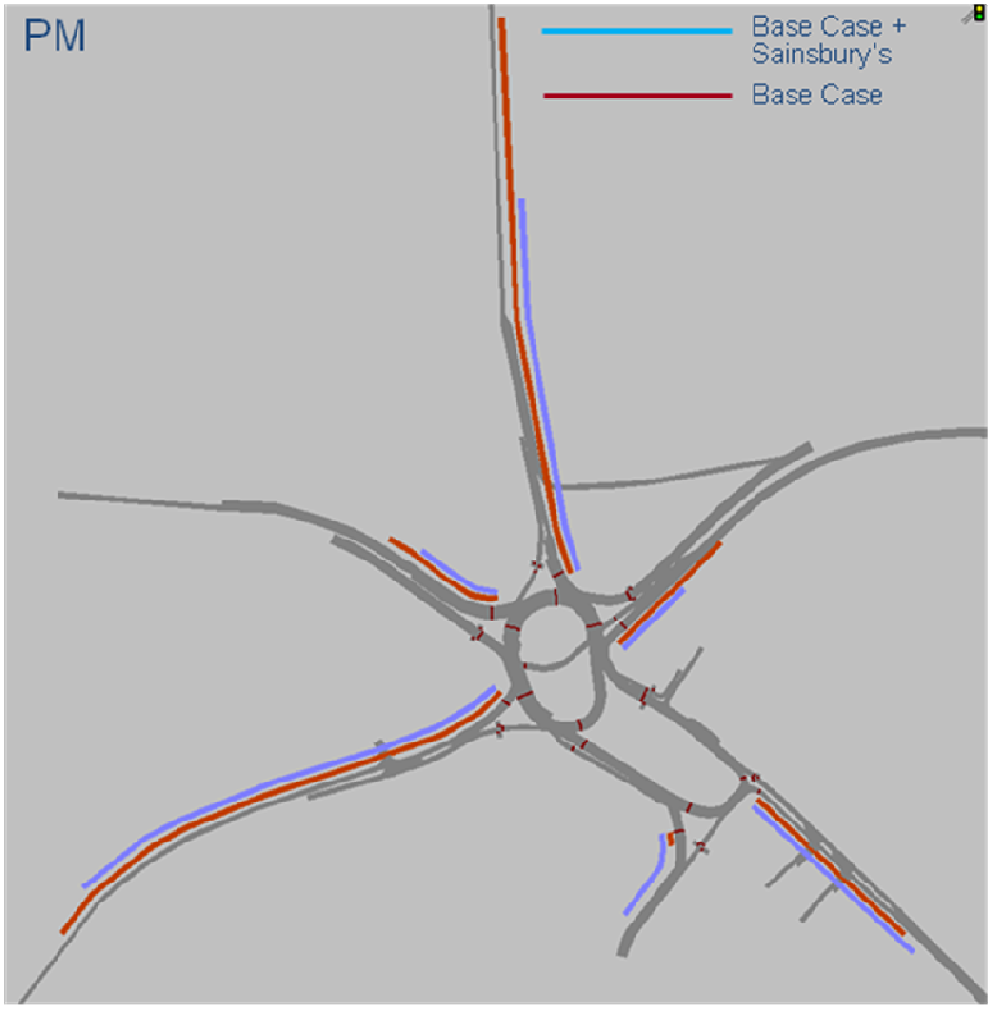


Figure 5: PM Base Case and Base Case + Development queue length comparison

The PM peak Base Case + Development scenario shows some reduced queue lengths when compared with Base Case as is shown in **Figure 5**, however increases on Wombwell Lane and Bleachcroft Road are seen.

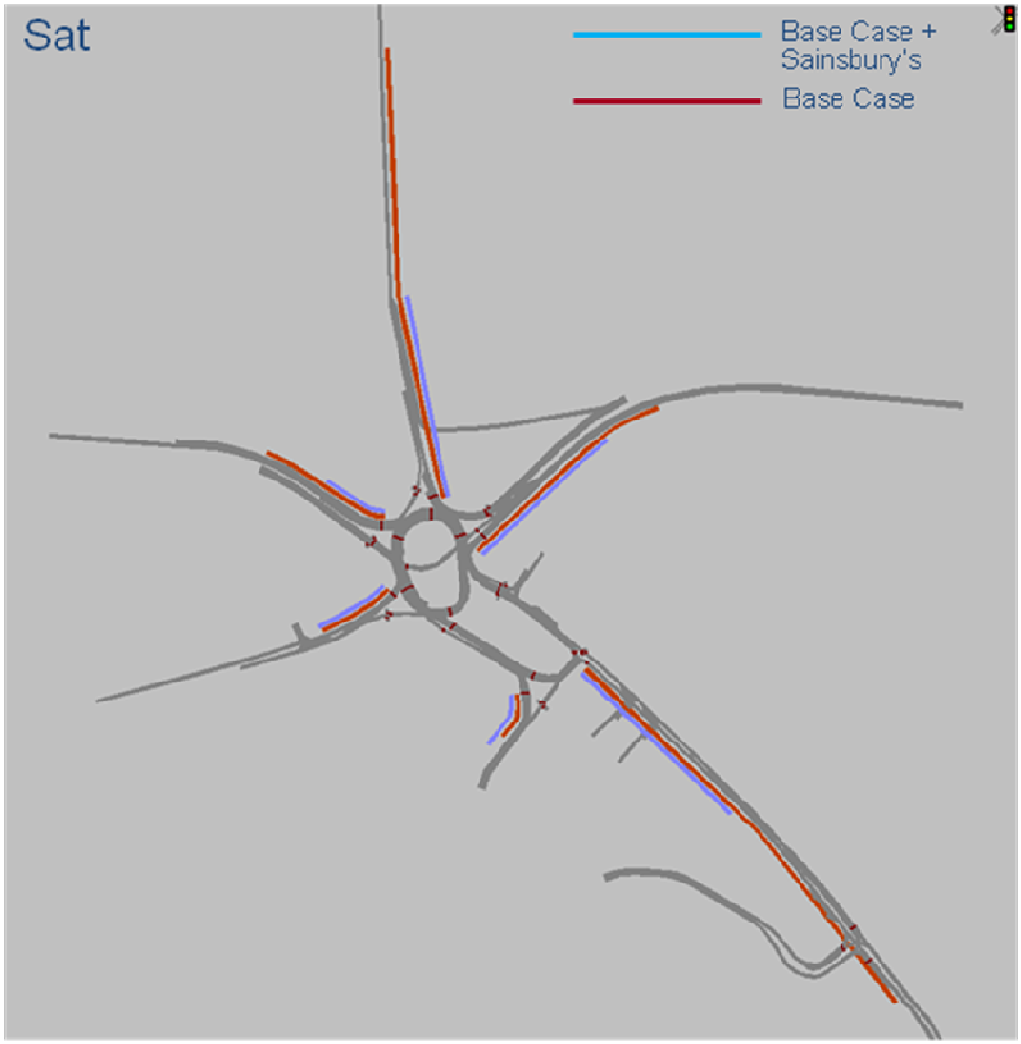


Figure 6: Saturday Base Case and Base Case + Development queue length comparison

Figure 6 demonstrates significant reductions in queue length on the majority of approaches when comparing the Base Case + Development with the Base Case scenario, with most noticeable reductions on Grange Lane and Wombwell Lane.

3.2.4 Journey times

The impact on Base Case models by amending to include the Sainsbury's development flow can be found in **Table 15**, **Table 16** & **Table 17** below.

Table 15: AM journey time comparison

From	To	Base Case	Base Case + Sainsbury's	Base Case / Base Case + Sainsbury's difference
Grange Ln	Doncaster Rd (E)	05:49	05:23	**-26**
	McDonalds	05:38	05:19	**-19**
	Wombwell Ln	05:54	05:29	**-25**
	Bleachcroft Way	06:40	06:16	**-24**
	Hunningley Ln	06:05	05:41	**-24**
	Doncaster Rd (W)	06:18	05:50	**-27**
Doncaster Rd (E)	McDonalds	02:47	02:37	**-11**
	Wombwell Ln	03:05	02:40	**-25**
	Bleachcroft Way	04:08	03:34	**-33**
	Hunningley Ln	03:19	02:52	**-27**
	Doncaster Rd (W)	03:45	03:08	**-37**
	Grange Ln	03:51	03:01	**-50**
McDonalds	Wombwell Ln	00:17	00:16	**-1**
	Bleachcroft Way	00:49	01:00	**11**
	Hunningley Ln	01:46	01:56	**9**
	Doncaster Rd (W)	02:00	02:13	**13**
	Grange Ln	02:13	02:25	**11**
	Doncaster Rd (E)	02:06	02:29	**24**
Wombwell Ln	Bleachcroft Way	00:55	00:54	**-1**
	Hunningley Ln	01:39	01:37	**-1**
	Doncaster Rd (W)	01:59	02:01	**3**
	Grange Ln	02:20	02:26	**5**
	Doncaster Rd (E)	02:22	02:34	**12**
	McDonalds	02:22	02:35	**13**
Bleachcroft Way	Hunningley Ln	01:26	01:26	**1**
	Doncaster Rd (W)	01:31	01:33	**2**
	Grange Ln	01:55	01:58	**3**
	Doncaster Rd (E)	02:04	02:06	**2**
	McDonalds	00:00	00:00	**0**
	Wombwell Ln	02:54	02:47	**-7**
Hunningley Ln	Doncaster Rd (W)	01:39	01:23	**-16**

	Grange Ln	01:43	01:28	**-15**
	Doncaster Rd (E)	01:47	01:32	**-15**
	McDonalds	02:17	02:06	**-11**
	Wombwell Ln	02:28	02:15	**-13**
	Bleachcroft Way	02:55	02:46	**-9**
Doncaster Rd (W)	Grange Ln	01:12	01:11	**-1**
	Doncaster Rd (E)	01:19	01:16	**-2**
	McDonalds	01:45	01:36	**-10**
	Wombwell Ln	01:58	01:54	**-4**
	Bleachcroft Way	02:02	02:05	**3**
	Hunningley Ln	02:00	01:55	**-5**

AM journey time comparison demonstrates that Grange Lane, Doncaster Road (E) and Hunningley Lane experience journey time savings when compared with the Base Case scenario, in line with queue length findings in **Figure 4**. Journey times are relatively consistent on Wombwell Lane, Bleachcroft Way and Doncaster Road (W) approaches.

Table 16: PM journey time comparison

From	To	Base Case	Base Case + Sainsbury's	Base Case / Base Case + Sainsbury's difference
Grange Ln	Doncaster Rd (E)	04:57	03:42	**-75**
	McDonalds	04:52	03:38	**-75**
	Wombwell Ln	05:04	03:46	**-78**
	Bleachcroft Way	06:06	05:24	**-43**
	Hunningley Ln	05:19	03:59	**-80**
	Doncaster Rd (W)	05:37	04:10	**-87**
Doncaster Rd (E)	McDonalds	02:14	02:18	**3**
	Wombwell Ln	02:27	02:22	**-6**
	Bleachcroft Way	03:18	03:30	**12**
	Hunningley Ln	02:40	02:34	**-6**
	Doncaster Rd (W)	03:21	02:44	**-38**
	Grange Ln	04:14	03:11	**-63**
McDonalds	Wombwell Ln	00:19	00:29	**11**
	Bleachcroft Way	01:06	02:42	**96**
	Hunningley Ln	02:01	02:51	**50**
	Doncaster Rd (W)	02:12	03:21	**69**
	Grange Ln	02:35	03:32	**57**
	Doncaster Rd (E)	03:07	03:56	**49**
Wombwell Ln	Bleachcroft Way	01:25	01:32	**7**
	Hunningley Ln	02:03	02:16	**13**
	Doncaster Rd (W)	02:26	02:38	**12**

	Grange Ln	02:55	03:04	**9**
	Doncaster Rd (E)	03:11	03:23	**12**
	McDonalds	03:37	04:10	**33**
Bleachcroft Way	Hunningley Ln	01:24	02:17	**53**
	Doncaster Rd (W)	01:33	02:27	**54**
	Grange Ln	02:02	02:55	**53**
	Doncaster Rd (E)	02:15	03:11	**56**
	McDonalds	00:00	03:38	**218**
	Wombwell Ln	02:58	03:59	**61**
Hunningley Ln	Doncaster Rd (W)	04:25	04:47	**22**
	Grange Ln	04:33	05:01	**27**
	Doncaster Rd (E)	04:40	05:11	**32**
	McDonalds	04:58	05:53	**56**
	Wombwell Ln	05:25	06:02	**36**
	Bleachcroft Way	06:09	07:15	**66**
Doncaster Rd (W)	Grange Ln	01:17	01:11	**-7**
	Doncaster Rd (E)	01:23	01:16	**-7**
	McDonalds	02:00	01:46	**-13**
	Wombwell Ln	02:25	02:04	**-20**
	Bleachcroft Way	02:48	03:18	**31**
	Hunningley Ln	02:22	02:03	**-19**

Grange Lane and, to an extent, Doncaster Road approaches experience journey time savings in the Base Case + Development scenario when compared with Base Case. Bleachcroft Way experiences large journey time increases as a result of the increased site departure flow and the majority of movements to Bleachcroft Way also experience increased journey times.

Table 17: Saturday journey time comparison

From	To	Base Case	Base Case + Sainsbury's	Base Case / Base Case + Sainsbury's difference
Grange Ln	Doncaster Rd (E)	00:00	00:00	**0**
	McDonalds	04:55	02:53	**-121**
	Wombwell Ln	05:08	03:09	**-119**
	Bleachcroft Way	06:23	04:13	**-130**
	Hunningley Ln	05:16	03:05	**-131**
	Doncaster Rd (W)	06:01	04:08	**-113**
Doncaster Rd (E)	McDonalds	02:13	01:33	**-40**
	Wombwell Ln	02:17	01:44	**-33**
	Bleachcroft Way	03:16	02:37	**-38**
	Hunningley Ln	02:43	02:08	**-34**
	Doncaster Rd (W)	04:40	04:08	**-32**

	Grange Ln	05:55	05:00	**-54**
McDonalds	Wombwell Ln	00:39	00:32	**-7**
	Bleachcroft Way	01:45	01:29	**-17**
	Hunningley Ln	03:21	03:07	**-14**
	Doncaster Rd (W)	03:08	03:16	**8**
	Grange Ln	03:40	03:29	**-11**
	Doncaster Rd (E)	03:47	03:42	**-5**
Wombwell Ln	Bleachcroft Way	02:28	02:29	**0**
	Hunningley Ln	03:21	03:06	**-15**
	Doncaster Rd (W)	03:43	03:49	**6**
	Grange Ln	03:53	04:12	**19**
	Doncaster Rd (E)	04:06	04:21	**15**
	McDonalds	04:46	04:56	**10**
Bleachcroft Way	Hunningley Ln	01:59	02:01	**2**
	Doncaster Rd (W)	02:11	02:12	**1**
	Grange Ln	02:28	02:36	**8**
	Doncaster Rd (E)	02:44	02:50	**6**
	McDonalds	02:56	03:26	**30**
	Wombwell Ln	03:38	03:43	**6**
Hunningley Ln	Doncaster Rd (W)	01:35	01:36	**1**
	Grange Ln	01:39	01:39	**0**
	Doncaster Rd (E)	01:48	01:51	**3**
	McDonalds	02:15	02:21	**6**
	Wombwell Ln	02:42	02:42	**0**
	Bleachcroft Way	03:41	03:34	**-7**
Doncaster Rd (W)	Grange Ln	01:35	01:13	**-23**
	Doncaster Rd (E)	01:41	01:19	**-22**
	McDonalds	02:26	01:49	**-38**
	Wombwell Ln	03:07	02:22	**-45**
	Bleachcroft Way	04:01	02:56	**-65**
	Hunningley Ln	03:02	02:11	**-52**

As in the PM, Grange Lane and both Doncaster Road approaches undergo reductions in journey time when compared with Base Case models, with all other approaches demonstrating journey times consistent with those output from Base Case modelling.

3.3 Base + Development Model Summary

The Base + Development VISSIM models have been created and show that over all the development has a negative impact on the operation of the Stairfoot Roundabout. The increased overall traffic flows predicted in the PM peak period lead to an increase in journey times on a number of approaches to the roundabout. Within the other two peak periods assessed the revised flows used show that overall journey times would decrease through the network when compared against the Base case. As such, the AM and Saturday peak periods show no requirement for mitigation.

4 Conclusions

This note summarises the methodologies adopted and outputs generated from Base Case and Base Case + Development model scenarios. Whilst in theory the only amendments from Existing Case to Base Case models should be in flow volumes and distribution, the note details other model coding amendments made to ensure appropriate vehicle behaviour throughout the scenarios. Base Case outputs are then compared with Existing Case outputs, before moving on to Base Case + Development scenarios, the outputs of which are compared with those of Base Case.

Base Case models are demonstrated to calibrate well, with only 7/144 GEH values exceeding 3 across the three modelled hourly peaks. Signal timings correspond with those input and saturation flows differ only very slightly to respective Existing Case models.

The AM model is shown to have a relatively small impact as a result of the fact that the road network AM peak does not correspond with retail activity peak times. Queue lengths are shown to increase by no more than 30m on any approach, with journey time differences between Existing and Base Case scenarios not increasing by any more than 15%. PM and Saturday models do however show signs of congestion worsening under revised flow profiles, with queues on Grange Lane and Wombwell Lane substantially impacted during each peak. Journey times are also negatively impacted during both PM and Saturday peaks, some movements by over 50% in the PM peak and 100% in the Saturday peak.

Like Base Case, the '+ Development' models show evidence of good flow calibration throughout the network. Signal timings calibrate well with those input and saturation flows again correspond well with both Observed and Base Case values.

The AM '+ Development' model demonstrates very little difference in queue length when compared with Base Case modelling. Journey times are variable but generally decreases, however these are not significant; differences are in the range of 0 – 30 seconds for the majority of movements. The PM model shows queue length reductions on a number of arms, most notably on Grange Lane. Journey times are more variable than those of AM with movements to and from the site demonstrating largest increases, and reductions noted on Grange Lane and both Doncaster Road approaches. The Saturday peak sees queue lengths reduce on the majority of approaches with journey times illustrating similar findings, Hunningley Lane and Bleachcroft Way are the exceptions with journey times remaining akin to those output from Base Case modelling.

The Development only has material impact to the performance of the network in the PM peak period. During other peak periods the overall performance is improved marginally by the predicted slight reduction in traffic passing through the Starifoot junction. The junction in the PM and Saturday Base + Development modelling is however over capacity and significantly congested, as is the case in the Base scenarios discussed earlier in this technical note.

Appendix A: Base Case modelled input and output turning count comparison

Table 18: AM turning count comparison

Stairfoot roundabout (all vehicles)					
From	**To**	**Model input**	**Model output**	**Input / Output difference**	**GEH**
Grange Ln	Doncaster Rd (E)	13	10	3	0.9
	McDonalds	10	9	1	0.5
	Wombwell Ln	307	248	59	3.6
	Bleachcroft Way	50	46	5	0.7
	Hunningley Ln	264	216	48	3.1
	Doncaster Rd (W)	48	36	12	1.9
Doncaster Rd (E)	McDonalds	10	10	0	0.0
	Wombwell Ln	79	72	7	0.8
	Bleachcroft Way	12	11	1	0.2
	Hunningley Ln	144	137	7	0.6
	Doncaster Rd (W)	492	460	33	1.5
	Grange Ln	276	261	15	0.9
McDonalds	Wombwell Ln	9	8	1	0.2
	Bleachcroft Way	3	3	0	0.0
	Hunningley Ln	7	8	-1	0.3
	Doncaster Rd (W)	9	9	0	0.0
	Grange Ln	3	4	-1	0.5
	Doncaster Rd (E)	2	2	0	0.3
Wombwell Ln	Bleachcroft Way	41	42	-1	0.1
	Hunningley Ln	133	123	10	0.9
	Doncaster Rd (W)	361	363	-2	0.1
	Grange Ln	320	299	21	1.2
	Doncaster Rd (E)	37	34	3	0.5
	McDonalds	3	2	1	0.4
Bleachcroft Way	Hunningley Ln	32	35	-3	0.5
	Doncaster Rd (W)	24	23	1	0.2
	Grange Ln	33	33	0	0.0
	Doncaster Rd (E)	8	8	0	0.0
	McDonalds	0	0	0	0.0
	Wombwell Ln	11	9	2	0.7
Hunningley Ln	Doncaster Rd (W)	32	33	-1	0.2
	Grange Ln	317	320	-3	0.2
	Doncaster Rd (E)	130	127	3	0.3

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	McDonalds	5	5	0	0.0
	Wombwell Ln	131	126	6	0.5
	Bleachcroft Way	29	26	4	0.7
Doncaster Rd (W)	Grange Ln	61	62	-1	0.1
	Doncaster Rd (E)	272	276	-4	0.2
	McDonalds	10	13	-3	0.7
	Wombwell Ln	291	306	-15	0.8
	Bleachcroft Way	31	31	0	0.0
	Hunningley Ln	36	32	4	0.7
Retail park junction (all vehicles)					
From	**To**	**Model input**	**Model output**	**Input / Output difference**	**GEH**
Wombwell Lane (N)	Wombwell Lane (S)	599	599	20	0.8
	Retail park	171	171	4	0.3
Wombwell Lane (S)	Wombwell Ln (N)	743	743	-12	0.5
	Retail park	89	89	-2	0.2
Retail park egress	Wombwell Lane (N)	133	133	6	0.5
	Wombwell Lane (S)	74	74	-2	0.2

Table 19: PM turning count comparison

Stairfoot roundabout (all vehicles)					
From	**To**	**Model input**	**Model output**	**Input / Output difference**	**GEH**
Grange Ln	Doncaster Rd (E)	3	3	0	0.2
	McDonalds	27	23	4	0.9
	Wombwell Ln	264	243	22	1.4
	Bleachcroft Way	56	57	-1	0.1
	Hunningley Ln	315	290	25	1.4
	Doncaster Rd (W)	34	34	1	0.1
Doncaster Rd (E)	McDonalds	12	12	0	0.1
	Wombwell Ln	78	76	2	0.2
	Bleachcroft Way	32	30	2	0.4
	Hunningley Ln	91	91	0	0.0
	Doncaster Rd (W)	265	267	-2	0.1
	Grange Ln	222	214	8	0.6
McDonalds	Wombwell Ln	27	24	3	0.5
	Bleachcroft Way	6	7	-1	0.4
	Hunningley Ln	14	14	1	0.1
	Doncaster Rd (W)	10	12	-2	0.6
	Grange Ln	14	15	-1	0.1
	Doncaster Rd (E)	10	10	0	0.0
Wombwell Ln	Bleachcroft Way	66	65	1	0.1
	Hunningley Ln	214	211	3	0.2
	Doncaster Rd (W)	318	330	-12	0.6
	Grange Ln	255	246	9	0.6
	Doncaster Rd (E)	79	77	2	0.2
	McDonalds	14	15	-1	0.2
Bleachcroft Way	Hunningley Ln	35	34	1	0.2
	Doncaster Rd (W)	57	58	-1	0.1
	Grange Ln	62	61	1	0.1
	Doncaster Rd (E)	34	34	0	0.0
	McDonalds	0	0	0	0.0
	Wombwell Ln	62	63	-1	0.1
Hunningley Ln	Doncaster Rd (W)	31	28	3	0.6
	Grange Ln	307	287	20	1.2
	Doncaster Rd (E)	159	145	14	1.1
	McDonalds	12	11	1	0.4
	Wombwell Ln	149	128	21	1.8

	Bleachcroft Way	16	13	3	0.8
Doncaster Rd (W)	Grange Ln	50	47	3	0.4
	Doncaster Rd (E)	461	436	25	1.2
	McDonalds	18	17	1	0.2
	Wombwell Ln	473	461	12	0.6
	Bleachcroft Way	39	37	2	0.3
	Hunningley Ln	58	58	0	0.0
Retail park junction (all vehicles)					
From	**To**	**Model input**	**Model output**	**Input / Output difference**	**GEH**
Wombwell Lane (N)	Wombwell Lane (S)	639	610	29	1.2
	Retail park	401	384	17	0.9
Wombwell Lane (S)	Wombwell Ln (N)	559	571	-12	0.5
	Retail park	166	163	3	0.2
Retail park egress	Wombwell Lane (N)	376	365	11	0.6
	Wombwell Lane (S)	161	159	2	0.2

Table 20: Saturday turning count comparison

Stairfoot roundabout (all vehicles)					
From	**To**	**Model input**	**Model output**	**Input / Output difference**	**GEH**
Grange Ln	Doncaster Rd (E)	0	0	0	0.0
	McDonalds	28	21	7	1.4
	Wombwell Ln	318	246	72	4.3
	Bleachcroft Way	186	152	34	2.6
	Hunningley Ln	191	153	38	2.9
	Doncaster Rd (W)	17	14	3	0.7
Doncaster Rd (E)	McDonalds	22	21	1	0.2
	Wombwell Ln	152	154	-2	0.1
	Bleachcroft Way	46	47	-1	0.1
	Hunningley Ln	77	83	-6	0.7
	Doncaster Rd (W)	298	292	6	0.3
	Grange Ln	207	195	12	0.8
McDonalds	Wombwell Ln	23	21	3	0.5
	Bleachcroft Way	6	6	1	0.2
	Hunningley Ln	9	9	0	0.1
	Doncaster Rd (W)	14	14	0	0.1
	Grange Ln	16	15	1	0.2
	Doncaster Rd (E)	10	9	1	0.2
Wombwell Ln	Bleachcroft Way	87	74	13	1.4
	Hunningley Ln	260	209	51	3.3
	Doncaster Rd (W)	350	291	59	3.3
	Grange Ln	198	159	39	2.9
	Doncaster Rd (E)	69	59	10	1.2
	McDonalds	16	13	3	0.8
Bleachcroft Way	Hunningley Ln	149	142	7	0.6
	Doncaster Rd (W)	141	134	8	0.6
	Grange Ln	113	107	6	0.5
	Doncaster Rd (E)	44	43	1	0.1
	McDonalds	3	3	0	0.1
	Wombwell Ln	65	59	6	0.8
Hunningley Ln	Doncaster Rd (W)	52	51	1	0.2
	Grange Ln	227	221	6	0.4
	Doncaster Rd (E)	113	119	-6	0.5
	McDonalds	17	15	2	0.6
	Wombwell Ln	186	184	2	0.2
	Bleachcroft Way	52	48	4	0.5

Doncaster Rd (W)	Grange Ln	63	63	0	0.0
	Doncaster Rd (E)	310	307	3	0.2
	McDonalds	13	13	0	0.1
	Wombwell Ln	370	383	-13	0.7
	Bleachcroft Way	88	84	4	0.4
	Hunningley Ln	36	38	-2	0.3
Retail park junction (all vehicles)					
From	**To**	**Model input**	**Model output**	**Input / Output difference**	**GEH**
Wombwell Lane (N)	Wombwell Lane (S)	553	525	28	1.2
	Retail park	560	531	29	1.2
Wombwell Lane (S)	Wombwell Ln (N)	432	465	-33	1.6
	Retail park	105	116	-11	1.0
Retail park egress	Wombwell Lane (N)	503	342	161	7.8
	Wombwell Lane (S)	219	150	70	5.1

Appendix B: Base Case + Development modelled input and output turning count comparison

Table 21: AM turning count comparison

Stairfoot roundabout (all vehicles)					
From	**To**	**Model input**	**Model output**	**Input / Output difference**	**GEH**
Grange Ln	Doncaster Rd (E)	13	10	3	0.8
	McDonalds	10	9	1	0.3
	Wombwell Ln	291	245	47	2.8
	Bleachcroft Way	74	40	34	4.5
	Hunningley Ln	252	218	34	2.2
	Doncaster Rd (W)	44	35	9	1.5
Doncaster Rd (E)	McDonalds	10	10	0	0.0
	Wombwell Ln	75	67	8	0.9
	Bleachcroft Way	52	41	11	1.6
	Hunningley Ln	140	131	9	0.8
	Doncaster Rd (W)	472	444	28	1.3
	Grange Ln	264	251	13	0.8
McDonalds	Wombwell Ln	9	8	1	0.2
	Bleachcroft Way	3	3	0	0.0
	Hunningley Ln	7	8	-1	0.2
	Doncaster Rd (W)	9	9	0	0.1
	Grange Ln	3	4	-1	0.5
	Doncaster Rd (E)	2	1	1	0.5
Wombwell Ln	Bleachcroft Way	133	102	31	2.9
	Hunningley Ln	117	104	13	1.3
	Doncaster Rd (W)	321	318	3	0.1
	Grange Ln	280	256	24	1.4
	Doncaster Rd (E)	33	29	4	0.7
	McDonalds	3	3	0	0.2
Bleachcroft Way	Hunningley Ln	48	31	17	2.7
	Doncaster Rd (W)	60	51	9	1.2
	Grange Ln	69	52	17	2.1
	Doncaster Rd (E)	24	14	10	2.2
	McDonalds	0	0	0	0.0
	Wombwell Ln	35	26	9	1.6
Hunningley Ln	Doncaster Rd (W)	32	32	0	0.0
	Grange Ln	305	303	2	0.1
	Doncaster Rd (E)	126	119	7	0.6

	McDonalds	5	5	0	0.1
	Wombwell Ln	127	118	9	0.8
	Bleachcroft Way	49	28	21	3.3
Doncaster Rd (W)	Grange Ln	57	57	0	0.1
	Doncaster Rd (E)	260	258	2	0.1
	McDonalds	10	11	-1	0.3
	Wombwell Ln	279	285	-6	0.4
	Bleachcroft Way	59	38	22	3.1
	Hunningley Ln	36	31	5	0.8

Retail park junction (all vehicles)

From	To	Model input	Model output	Input / Output difference	GEH
Wombwell Lane (N)	Wombwell Lane (S)	619	587	32	1.3
	Retail park	171	164	7	0.5
Wombwell Lane (S)	Wombwell Ln (N)	727	704	23	0.9
	Retail park	87	86	1	0.1
Retail park egress	Wombwell Lane (N)	135	128	7	0.6

Table 22: PM turning count comparison

Stairfoot roundabout (all vehicles)					
From	**To**	**Model input**	**Model output**	**Input / Output difference**	**GEH**
Grange Ln	Doncaster Rd (E)	3	3	0	0.2
	McDonalds	27	25	2	0.4
	Wombwell Ln	240	235	5	0.3
	Bleachcroft Way	60	62	-2	0.3
	Hunningley Ln	291	287	4	0.2
	Doncaster Rd (W)	30	31	-1	0.1
Doncaster Rd (E)	McDonalds	12	12	0	0.0
	Wombwell Ln	70	70	1	0.1
	Bleachcroft Way	56	55	1	0.2
	Hunningley Ln	83	81	2	0.2
	Doncaster Rd (W)	246	243	3	0.2
	Grange Ln	206	201	6	0.4
McDonalds	Wombwell Ln	27	24	3	0.7
	Bleachcroft Way	6	6	0	0.0
	Hunningley Ln	14	12	2	0.5
	Doncaster Rd (W)	10	11	-1	0.4
	Grange Ln	14	14	0	0.0
	Doncaster Rd (E)	10	10	0	0.1
Wombwell Ln	Bleachcroft Way	190	183	7	0.5
	Hunningley Ln	170	161	9	0.7
	Doncaster Rd (W)	250	256	-6	0.4
	Grange Ln	209	196	13	0.9
	Doncaster Rd (E)	63	62	1	0.1
	McDonalds	14	14	0	0.0
Bleachcroft Way	Hunningley Ln	91	83	8	0.8
	Doncaster Rd (W)	117	103	14	1.3
	Grange Ln	130	118	12	1.1
	Doncaster Rd (E)	82	75	8	0.8
	McDonalds	8	7	1	0.5
	Wombwell Ln	98	90	8	0.8
Hunningley Ln	Doncaster Rd (W)	27	24	3	0.6
	Grange Ln	283	259	24	1.5
	Doncaster Rd (E)	147	134	13	1.1
	McDonalds	12	11	1	0.2
	Wombwell Ln	137	113	24	2.2

	Bleachcroft Way	56	50	6	0.8
Doncaster Rd (W)	Grange Ln	46	44	2	0.3
	Doncaster Rd (E)	425	415	10	0.5
	McDonalds	18	17	1	0.2
	Wombwell Ln	437	445	-8	0.4
	Bleachcroft Way	87	82	5	0.6
	Hunningley Ln	54	56	-2	0.2
Retail park junction (all vehicles)					
From	**To**	**Model input**	**Model output**	**Input / Output difference**	**GEH**
Wombwell Lane (N)	Wombwell Lane (S)	591	584	7	0.3
	Retail park	393	389	4	0.2
Wombwell Lane (S)	Wombwell Ln (N)	503	516	-13	0.6
	Retail park	166	165	1	0.1
Retail park egress	Wombwell Lane (N)	368	356	13	0.7
	Wombwell Lane (S)	161	159	2	0.2

Table 23: Saturday turning count comparison

Stairfoot roundabout (all vehicles)					
From	**To**	**Model input**	**Model output**	**Input / Output difference**	**GEH**
Grange Ln	Doncaster Rd (E)	0	0	0	0.0
	McDonalds	28	26	2	0.4
	Wombwell Ln	282	277	5	0.3
	Bleachcroft Way	114	115	-1	0.1
	Hunningley Ln	179	174	5	0.4
	Doncaster Rd (W)	17	13	4	1.0
Doncaster Rd (E)	McDonalds	22	22	0	0.1
	Wombwell Ln	132	136	-4	0.3
	Bleachcroft Way	90	92	-2	0.2
	Hunningley Ln	73	78	-5	0.6
	Doncaster Rd (W)	270	269	1	0.1
	Grange Ln	185	176	9	0.7
McDonalds	Wombwell Ln	23	21	2	0.4
	Bleachcroft Way	6	6	0	0.1
	Hunningley Ln	9	9	0	0.1
	Doncaster Rd (W)	14	15	-1	0.3
	Grange Ln	16	15	1	0.2
	Doncaster Rd (E)	10	9	1	0.2
Wombwell Ln	Bleachcroft Way	147	129	18	1.5
	Hunningley Ln	228	194	35	2.4
	Doncaster Rd (W)	294	267	27	1.6
	Grange Ln	158	133	25	2.1
	Doncaster Rd (E)	53	48	5	0.7
	McDonalds	16	14	2	0.6
Bleachcroft Way	Hunningley Ln	77	76	1	0.1
	Doncaster Rd (W)	121	114	7	0.6
	Grange Ln	140	135	5	0.4
	Doncaster Rd (E)	72	71	2	0.2
	McDonalds	7	6	1	0.3
	Wombwell Ln	101	97	4	0.4
Hunningley Ln	Doncaster Rd (W)	48	50	-2	0.3
	Grange Ln	211	211	0	0.0
	Doncaster Rd (E)	105	110	-5	0.5
	McDonalds	17	17	1	0.1
	Wombwell Ln	164	159	5	0.4
	Bleachcroft Way	60	60	0	0.1

Doncaster Rd (W)	Grange Ln	59	58	1	0.1
	Doncaster Rd (E)	286	292	-6	0.3
	McDonalds	12	13	-1	0.3
	Wombwell Ln	334	353	-19	1.0
	Bleachcroft Way	104	98	6	0.6
	Hunningley Ln	32	34	-2	0.3

Retail park junction (all vehicles)

From	To	Model input	Model output	Input / Output difference	GEH
Wombwell Lane (N)	Wombwell Lane (S)	525	526	-1	0.0
	Retail park	524	522	2	0.1
Wombwell Lane (S)	Wombwell Ln (N)	380	434	-54	2.7
	Retail park	101	116	-15	1.4
Retail park egress	Wombwell Lane (N)	471	351	120	5.9
	Wombwell Lane (S)	215	162	53	3.9

Appendix C: Base Case average hourly queue length comparisons

Table 24: AM queue length comparison on approaches to Stairfoot roundabout

Stairfoot roundabout Queue counter location	Existing Case queue (m)	Base Case queue (m)	Existing Case / Base Case difference
Doncaster Road (E) approach	175	203	28
Wombwell Lane NB LT to Bleachcroft Way	18	36	19
Bleachcroft Way LT	1	3	2
Bleachcroft Way approach	47	68	21
Hunningley Lane approach	72	78	7
Doncaster Road (W) approach	38	38	0
Grange Lane approach	402	431	28

Table 25: PM queue length comparison on approaches to Stairfoot roundabout

Stairfoot roundabout Queue counter location	Existing Case queue (m)	Base Case queue (m)	Existing Case / Base Case difference
Doncaster Road (E) approach	86	104	17
Wombwell Lane NB LT to Bleachcroft Way	12	144	132
Bleachcroft Way LT	2	9	7
Bleachcroft Way approach	33	120	86
Hunningley Lane approach	295	334	39
Doncaster Road (W) approach	83	92	9
Grange Lane approach	214	406	192

Table 26: Saturday queue length comparison on approaches to Stairfoot roundabout

Stairfoot roundabout Queue counter location	Existing Case queue (m)	Base Case queue (m)	Existing Case / Base Case difference
Doncaster Road (E) approach	81	218	136
Wombwell Lane NB LT to Bleachcroft Way	68	405	336
Bleachcroft Way LT	5	44	38
Bleachcroft Way approach	134	207	72
Hunningley Lane approach	44	75	31
Doncaster Road (W) approach	121	128	8
Grange Lane approach	298	430	132

Appendix D: Base Case + Development average hourly queue length comparisons

Table 27: AM queue length comparison on approaches to Stairfoot roundabout

Stairfoot roundabout Queue counter location	Base Case queue (m)	Base Case + Sainsbury's queue (m)	Base Case / Base Case + Sainsbury's difference
Doncaster Road (E) approach	203	155	-48
Wombwell Lane NB LT to Bleachcroft Way	36	40	3
Bleachcroft Way LT	3	6	4
Bleachcroft Way approach	68	88	20
Hunningley Lane approach	78	59	-19
Doncaster Road (W) approach	38	38	0
Grange Lane approach	431	407	-23

Table 28: PM queue length comparison on approaches to Stairfoot roundabout

Stairfoot roundabout Queue counter location	Base Case queue (m)	Base Case + Sainsbury's queue (m)	Base Case / Base Case + Sainsbury's difference
Doncaster Road (E) approach	104	61	-43
Wombwell Lane NB LT to Bleachcroft Way	144	157	13
Bleachcroft Way LT	9	67	59
Bleachcroft Way approach	120	202	83
Hunningley Lane approach	334	369	35
Doncaster Road (W) approach	92	63	-29
Grange Lane approach	406	271	-135

Table 29: Saturday queue length comparison on approaches to Stairfoot roundabout

Stairfoot roundabout Queue counter location	Base Case queue (m)	Base Case + Sainsbury's queue (m)	Base Case / Base Case + Sainsbury's difference
Doncaster Road (E) approach	218	159	-58
Wombwell Lane NB LT to Bleachcroft Way	405	378	-27
Bleachcroft Way LT	44	53	9
Bleachcroft Way approach	207	210	3
Hunningley Lane approach	75	73	-2
Doncaster Road (W) approach	128	62	-66
Grange Lane approach	430	193	-237