ASOS, Barnsley

Transport Statement

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ASOS, Barnsley
Transport Statement

31st August 2012
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Prepared for:

Teal Houghton Main Sarl

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1.0 INTRODUCTION

1.1 David Tucker Associates (DTA) have been commissioned by Teal Houghton Main Sarl to prepare a Transport Statement (TS) for the proposed extension to an existing warehouse building on Park Spring Road, Houghton Main, Barnsley. The site location is shown on **Figure 1** and the proposed site layout plan is included in **Appendix A**.

1.2 The methodology used for this TS takes account of 'Guidance on Transport Assessment' (GTA) issued by the Department for Transport (DfT) and Department for Communities and Local Government (DCLG) in March 2007. The Guidance considers the following:

- **Reducing the need to travel, especially by car** – ensure, at the outset, that thought is given to reducing the need to travel; consider the types of uses (or mix of uses) and the scale of development in order to promote multipurpose or linked trips.

- **Sustainable accessibility** – promote accessibility by all modes of travel, in particular public transport, cycling and walking; assess the likely travel behaviour or travel pattern to and from the proposed site; and develop appropriate measures to influence travel behaviour.

- **Dealing with residual trips** – provide accurate quantitative and qualitative analyses of the predicted impacts of residual trips from the proposed development and ensure that suitable measures are proposed to manage these impacts.

- **Mitigation measures** – ensure as much as possible that the proposed mitigation measures avoid unnecessary physical improvements to highways and promote innovative and sustainable transport solutions.

1.3 The Government's sustainability objectives were embodied in updated Planning Policy Guidance. The National Planning Policy Framework (March 2012) confirms that:

"developments should be located and designed where practical to;

- *accommodate the efficient delivery of goods and supplies;*
- *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- *consider the needs of people with disabilities by all modes of transport.*

1.4 It goes onto say;

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 limit 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.*

1.5 The existing building occupies a Gross Internal Area (GIA) of 49,025 sqm with 392 parking spaces. The building is operated by ASOS.Com and is used as a distribution warehouse for the online clothing retailer.

1.6 The proposed development will involve two extensions, a southern extension of 8,103 sq m and a western extension of 7,272 sq m. This is a total extension of 15,375 sq m and will bring the total GIA of the building to 64,400 sq m with an additional 74 car parking spaces.

1.7 The additional floor area is proposed to be used for storage purposes only by the current occupier and will therefore not generate an increase in traffic. The TRICS database together with available site data has been used to determine the potential increases for the proposed extension, however this is not significant.

1.8 The site is accessible by non car modes with a bus service operating on Park Spring Road adjacent to the site. A site specific Travel Plan has also been prepared and includes a number of measures to encourage employees to travel by sustainable modes.

1.9 In conclusion, the proposals will not have an adverse impact on the safety and operation of the local highway network. Therefore, there are no transport grounds for refusal.

2.0 EXISTING CONDITIONS

2.1 The Site

2.1.1 The site covers over 15 hectares and is located to the east of the A6195 Park Spring Road. The site lies approximately 11km east of Barnsley and around 3.5km south of the village of Grimethorpe. The existing building covers 49,025 sq m, with staff parking to the north of the building and a service area with HGV parking on the eastern side of the building.

2.1.2 Access to the site is via the eastern arm of the Houghton Main Colliery roundabout and is used by both HGVs and employees. The car park operates a one-way system within the site with a separate entrance and exit.

2.1.3 At present there are a total of 392 car parking spaces and 66 HGV spaces on site. Car share spaces and 20 undercover cycle parking spaces are also provided on site.

2.2 Staff Operations

2.2.1 There are currently around 30 shift patterns across the seven days for warehouse employees with Saturday night being the only time the building is unoccupied. Office staff work shifts on weekdays only from 08:30 to 17:30.

2.2.2 Information on current staff figures and shift patterns has been provided by ASOS. This has been used to provide an indication of the maximum number of staff on site at any one time and is summarised in **Table 1**.

Table 1 – Staff Numbers and Accumulation

Hour Starting	In	Out	Accumulation
00:00	0	0	112
01:00	0	0	112
02:03	0	0	112
03:00	0	0	112
04:00	0	0	112
05:00	173	0	285
06:00	179	64	400
07:00	0	45	355
08:00	91	0	446
09:00	0	0	446
10:00	0	0	446
11:00	0	0	446
12:00	63	0	509
13:00	173	0	**682**
14:00	125	173	634
15:00	0	179	455
16:00	0	0	455
17:00	0	91	364
18:00	3	0	367
19:00	0	4	363
20:00	0	0	363
21:00	64	0	427
22:00	45	173	299
23:00	0	187	112

2.2.3 The breakdown of staff for an average weekday indicates that the maximum accumulation of staff is between 13:45 and 14:15 when a total of 682 staff are on site.

2.2.4 The occupier has also provided data relating to the employees current mode of travel to work on a typical weekday at the site. A survey of over 600 employees was undertaken for both early and late shifts. The results are summarised in **Table 2**.

Table 2 – Mode Share of Travel to Work by Employees

Mode	Percentage
Car Driver	51%
Car Passenger	17.6%
Dropped Off	11.2%
Bus	13.3%
Cycle	1.5%
Motorcycle	2.5%
Walk	0.7%
Not Known	2.2%
Total	100%

2.2.5 The survey results indicate that 51% of staff drive with 17.6% travelling as car passengers and around 11% get dropped off/picked up. A relatively high proportion of staff also use the bus which passes directly outside the site. These figures demonstrate that the site has established sustainable travel through car sharing and bus usage.

2.3 Goods Operations

2.3.1 ASOS have provided details of the existing lorry movements associated with the site operations for an average day. A summary of the deliveries and collections is set out in **Table 3**. The site currently generates 65 daily average collections and deliveries (equating to 130 two-way movements – i.e. in and out).

Table 3 – Existing Deliveries/Collections at the site

Daily Average	HGV	Other	Total
Deliveries	21	13	34
Collections	20	11	31
Total	41	24	65

2.4 Adjacent Highway Network

2.4.1 Access to the site is from Houghton Main Colliery roundabout, a four arm roundabout on the A6195 Park Spring Road. This is single carriageway and benefits from street lighting on both sides of the road. The entrance to the site has a footpath on either side which link to the north and south bound bus stops which are located either side of the roundabout junction.

2.4.2 Dropped kerb crossings are provided on all arms of the roundabout with a central refuge and tactile paving providing safe pedestrian access to the bus stops.

2.4.3 Access to the site is via the eastern arm of the roundabout, the northern and southern arms link the A6195 and the western arm currently serves a small building via a track. The site access is subject to a 30mph speed limit, whilst the A6195 is national speed limit.

2.4.4 To the north, the A6195 provides access to Grimethorpe approximately 3.5km from the site. The A6195 continues south for access to the settlements of West Melton and Hoyland and links with the M1 at Junction 36 around 13km from the site.

2.5 Existing Traffic Flows

2.5.1 An Automatic Traffic Count (ATC) was obtained from Barnsley Council on the A6195 Park Spring Road. The count covered the period Monday 16th March 2009 until Sunday 21st March 2009 and provides 2-way volumetric data in 1 hour periods.

2.5.2 The traffic flow recorded on the A6195 adjacent to the site is summarised in **Table 4** and the full data is included in **Appendix A**.

Table 4 – Existing Traffic Flows (vehs) – A6195

	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)	5 day average	7 day average
Total Flow (both directions)	653	481	5,944	5,315

2.6 Highway Safety

2.6.1 Personal Injury Accident (PIA) data has been obtained from Barnsley Council for a 5 year period from 1st January 2007 to 31st December 2011. The study area comprises the stretch of Park Spring Road from Ferry Moor Roundabout to Broomhill Roundabout. A plan showing the location of the accidents and the full data is provided at **Appendix B**.

2.6.2 The data provided shows there have been 48 accidents over the past five years on the stretches of road in the study area. 40 of these were classified as "slight" and generally clustered on the roundabouts or approaches to roundabouts. The reasons for these accidents have tended to be attributable to driver error failing to judge speed as vehicles in front slowed for the roundabout. There were 6 "serious" accidents recorded and 2 "fatal" accidents.

2.6.3 Houghton Main Colliery roundabout which serves the site has only seen two recorded accidents within the last five years, both of which were attributable to driver error and excess speed. One was classed as "serious" and the other as "slight".

2.6.4 There has been one fatal accident on Park Spring Road approximately 500 metres north of the site. This involved a motorcyclist overtaking several vehicles at high speed on approach to a bend, causing the rider to lose control, leave the road and hit a concrete fence. This was an isolated accident caused by error of the motorcyclist rider.

2.6.5 The other "fatal" accident occurred to the south of the site by approximately 4km. This accident occurred on the A6195 and involved a car colliding with a pedestrian in the carriageway during the early hours of the morning.

2.6.6 The majority of the accidents have occurred at the roundabouts or approaches to roundabouts and have been minor, caused by driver error. There have been few accidents on the stretch of Park Spring Road in the immediate vicinity to the site.

2.6.7 None of the accidents have occurred due to issues with highway layout or visibility. It is concluded that there are no existing highway safety issues which need to be addressed as part of the current application.

3.0 PROPOSED DEVELOPMENT

3.1 Scale and Access

3.1.1 The GIA of the two extensions is 15,375 sq m of B8 land use. Both extension areas currently comprise hardstanding and are on the south and western sides of the existing building. With the proposed extension, the total GIA of the building would be 64,400 sq m. The site masterplan is included in **Appendix C**.

3.1.2 An additional 74 car parking spaces are proposed to the north of the current staff parking. This would bring the total car parking provision on the site to 466 spaces.

3.1.3 The access arrangements will remain as per the existing situation.

3.2 Operations

3.2.1 ASOS anticipate the extra space created by the proposed extensions will be used to hold stock and will therefore not directly lead to an increase in employee numbers or traffic flows to the site. It is assumed that the current employee levels and shift patterns will remain the same for the foreseeable future.

3.2.2 There is however an expectation that through natural business growth, the site will be handling 30% more volume in 12 months time. Improvements in productivity will however mean that this increase will be able to be absorbed without the need for additional staff.

3.3 Parking Provision

3.3.1 Maximum parking standards are set out in the Barnsley Local Development Framework Supplementary Planning Document (adopted March 2012). The standards state that for B8 land use there should be 1 space per 3 staff or 1 space per 60 sq m gross floor area up to 300 sq m then 1 space per 100 sq m up to 1000sq m and 1 space per 150 sq m thereafter.

3.3.2 Based on a floor area of 15,375sq m, the proposed extension would therefore allow for an additional 103 spaces. The proposed addition of 74 spaces for the extension is therefore below the maximum standard and is policy compliant.

3.3.3 Based on the mode share figures provided by ASOS, **Table 4** indicates the accumulation of cars over a typical Thursday from shift pattern data provided by ASOS.

Table 4 – Existing Parking Accumulation

Hour Starting	In	Out	Accumulation (Employees)	Accumulation (Cars)
00:00	0	0	112	57
01:00	0	0	112	57
02:03	0	0	112	57
03:00	0	0	112	57
04:00	0	0	112	57
05:00	173	0	285	145
06:00	179	64	400	204
07:00	0	45	355	181
08:00	91	0	446	227
09:00	0	0	446	227
10:00	0	0	446	227
11:00	0	0	446	227
12:00	63	0	509	260
13:00	173	0	**682**	**348**
14:00	125	173	634	323
15:00	0	179	455	232
16:00	0	0	455	232
17:00	0	91	364	186
18:00	3	0	367	187
19:00	0	4	363	185
20:00	0	0	363	185
21:00	64	0	427	218
22:00	45	173	299	152
23:00	0	187	112	57

3.3.4 The figures used are based on shift pattern data for an average Thursday, these however are liable to change slightly across the year to meet business demand. The figures used to estimate the cars on site are from observations of employee's mode of travel on a typical Thursday which suggested 51% of the employees drive a car and therefore require a parking space.

3.3.5 Whilst it is recognised that the existing parking provision is adequate for the current use of the site, the additional car parking provision will provide the occupier with greater flexibility to accommodate staff at peak shift change periods when there may be an overlap between staff finishing a shift and new staff starting a shift. This will also allow for potential increases in staff, if necessary, in the near future.

3.4 Travel Plan

3.4.1 A Travel Plan was created on behalf of Pro Logis, the original developers of the scheme, before tenants were found for the building. This however needs to be adapted in the light of ASOS moving into the building and the proposed extensions.

3.4.2 The building benefits from a number of measures to encourage travel by sustainable modes, including bike sheds, showers, up to 1000 lockers, car share spaces and a car share notice board for booking. In addition, the facility will shortly have an area to hang wet clothes for cyclists and walkers.

3.4.3 A revised Travel Plan has therefore been prepared which is tailored towards the existing users of the site. The Travel Plan is included in **Appendix D**.

4.0 ACCESSIBILITY OF DEVELOPMENT SITE

4.1 Introduction

4.1.1 National Policy in the NPPF highlights the need to locate development so as to promote sustainable travel opportunities and to reduce the need to travel, especially by car. This section considers the location of the site, in terms of accessibility for the facility's staff and visitors to the site.

4.1.2 The site does not currently operate a Travel Plan, however as part of the extension proposals, the operator will implement a number of initiatives with an aim of reducing the number of employees travelling to and from the site by private car, as part of a new Travel Plan for the site.

4.2 Pedestrian / Cycle Facilities

4.2.1 Whilst footpaths are provided at the roundabout they only go as far as the bus stops, meaning no footway is provided along the A6195. These footpaths feature dropped crossing points, with tactile paving at all junctions within the vicinity of the facility. The roads are also lit.

4.2.2 The potential cycling catchment of 5km encompasses the residential areas of Grimethorpe, Great Houghton and Darfield. Cycling may therefore be a viable option for any staff living in these areas. The site already provides undercover bike parking, shower and changing facilities for cyclists.

4.3 Public Transport Facilities

Bus

4.3.1 The nearest bus stops to the site are located on the A6195, Park Spring Road. These stops serve two services as set out in **Table 5**, number 27 and 28 which run past the site. These services provide early morning and late evening buses to coincide with shift change over times during the early/late hours. Service 28 has recently been

upgraded to serve the ASOS site. Bus 28 operates a reduced service on Saturday and Sunday, but buses still run during the early/late hours of the day. The bus route and location of the bus stops in relation to the site are shown in **Figure 2**.

Table 5 - Summary of existing bus services to site

No.	Route	Mon - Sun		Frequency
		First	Last	
27	Barnsley - Grimethorpe - Wombwell	06:15 (SB) 05.45 (NB)	23:10 (SB) 22:38 (NB)	1 per hour (Morning) 2 per hour (Daytime) 1 per hour (Evening)
28 (previously 35/36)	Barnsley - Pontefract	Mon - Fri		Frequency
		First	Last	
		05:35 (NB) 05:45 (SB)	23:21 (NB) 23:18 (SB)	1 per hour

4.3.2 The number and frequency of this service available within the vicinity of the site facilitate the usage of buses as a means of sustainable transportation. They serve the majority of the surrounding residential areas, therefore providing the opportunity for the use of the public bus services to the employees of the development.

Car Sharing

4.3.3 ASOS have already allocated 10 car sharing spaces within their car park and an information board to enable employees to look for suitable car shares. This demonstrates that car sharing is encouraged and employees and represents a viable method of transport.

4.4 Conclusions

4.4.1 The site provides opportunities for employees to travel by bus and the addition of bus stops specifically for the facility has meant that bus travel is now a viable option for some members of staff. Car sharing and bus use are frequently used and cycling may also be viable for those living with 5km of the site. The mode share statistics shows 45% of staff currently use the bus, cycle or car share.

4.4.2 Efforts have already been made by ASOS to encourage sustainable travel by their employees through the provision of facilities for cyclists, motorcyclists and the promotion of car sharing. This will further be promoted through the Travel Plan which will be tailored towards the operations of the site.

5.0 APPRAISAL AND MITIGATION OF TRANSPORT IMPACT

5.1 Trip Generation

TRICS

5.1.1 The proposals are to utilise the building extension areas for storage and therefore there will be no additional staff or HGV movements. However, for completeness the potential traffic generation for the proposed site area has been quantified.

5.1.2 The TRICS database has been interrogated to determine the likely traffic generation for the land use, which includes trip rates for similar warehousing sites. The site selection is included in **Appendix E.** The trip rates and traffic generation are included in **Tables 6 and 7.**

Table 6 – Trip Rates (per 100 sq m)

	Lights			OGVs		
	In	Out	Total	In	Out	Total
AM Peak (08:00 – 09:00)	0.062	0.033	0.095	0.013	0.014	0.027
PM Peak (17:00 – 18:00)	0.022	0.071	0.093	0.008	0.007	0.015
12 Hour (07:00-19:00)	0.603	0.684	1.287	0.164	0.149	0.313

Table 7 – Trip Generation (per 15,375 sq m)

	Lights			OGVs		
	In	Out	Total	In	Out	Total
AM Peak (08:00 – 09:00)	10	5	15	2	2	4
PM Peak (17:00 – 18:00)	3	11	14	1	1	2
12 Hour (07:00-19:00)	93	105	198	25	23	48

5.1.3 The projected increase in traffic for a warehouse of 15,375 sqm during peak periods would equate to 19 movements in the morning peak and 16 movements in the afternoon peak.

Site Specific Data

5.1.4 In addition, data for operations on site has been used to determine the additional traffic generation based on a pro-rata increase in floor area. Trip rates have been derived using data provided on 31st May 2012 and have been adjusted to reflect the proportion of car drivers. The trip rates are summarised is **Table 8** and, based on this, the resulting traffic generation for the total proposed development is summarised in **Table 9**. The proposed increase is shown in **Table 10**.

Table 8 – Trip Rates (per 100 sq m)

	Lights			OGVs		
	In	Out	Total	In	Out	Total
AM Peak (08:00 – 09:00)	0.095	0.000	0.095	0.008	0.008	0.016
PM Peak (17:00 – 18:00)	0.000	0.095	0.095	0.000	0.000	0.000
12 Hour (07:00-19:00)	0.953	0.953	1.906	0.133	0.133	0.265

Table 9 – Trip Generation Total Proposed (per 64,400 sq m)

	Lights			OGVs		
	In	Out	Total	In	Out	Total
AM Peak (08:00 – 09:00)	61	0	61	5	5	11
PM Peak (17:00 – 18:00)	0	61	61	0	0	0
12 Hour (07:00-19:00)	614	614	1227	85	85	171

Table 10 – Proposed Trip Increase

	Lights			OGVs		
	In	Out	Total	In	Out	Total
AM Peak (08:00 – 09:00)	15	0	15	1	1	2
PM Peak (17:00 – 18:00)	0	15	15	0	0	0
12 Hour (07:00-19:00)	147	147	293	20	20	40

5.1.5 This increase is similar to the TRICS estimate and the peak period traffic generation is minimal and will not have a significant impact on the local road network.

5.2 Impact on the Local Network

5.2.1 The Local Highway Authority have highlighted two junctions within the vicinity of the site which currently experience peak period congestion; namely the Broomhill and Cathill Roundabout junctions situated to the south of the site on the A6195.

5.2.2 The trip generation figures reflect a minimal increase in peak period traffic generation at the proposed site and would not have a material impact on the operation of these two junctions. Therefore, the proposals do not warrant analysis of junction capacity on the local road network.

5.2.3 In addition, in line with current policy set out in NPPF, development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

6.0 SUMMARY AND CONCLUSIONS

6.1 This TS has been prepared on behalf of Teal Houghton Main Sarl and addresses the transport issues relating to the expansion of the existing employment building on an established industrial site situated to the west of Great Houghton.

6.2 The report has reviewed the development proposals in line with current Government and local policy guidance. The TS has reviewed the existing accessibility of the development in particular with regards to accessibility by modes other than the private car. A site specific Travel Plan has been prepared for the site.

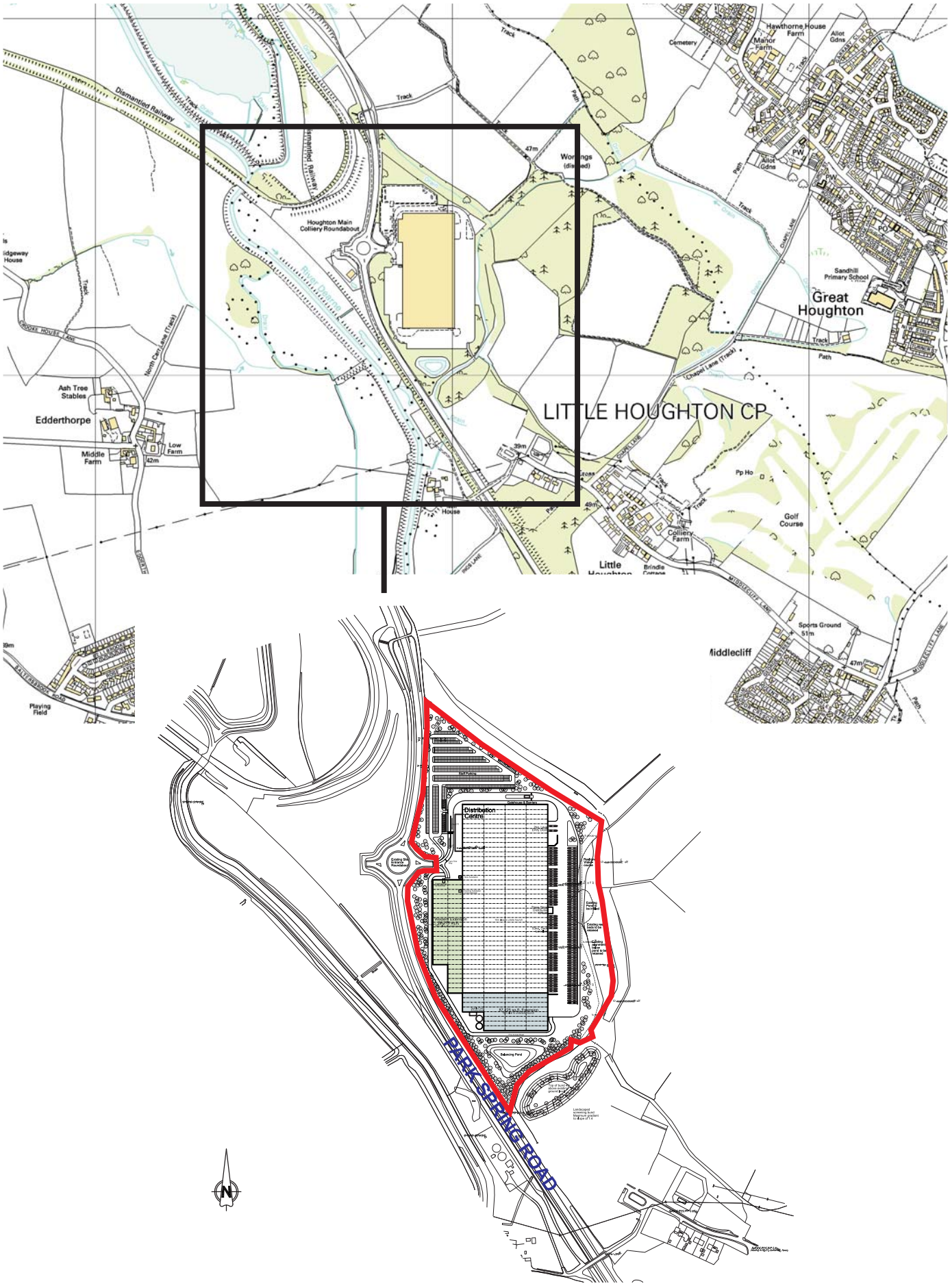
6.3 The proposals include two extension areas to the south and west of the existing building resulting in a total floor area of 64,400 sqm. Additional parking provision will be provided on site, but any potential increases in traffic generation will be minimal.

6.4 A review of personal injury accident data has demonstrated that there are no current road safety issues and there is no evidence to suggest that the development proposals will be detrimental to highway safety.

6.5 Overall, the TS concludes that the proposed development will have no material adverse impact on the safety or operation of the adjacent highway network.

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Figures



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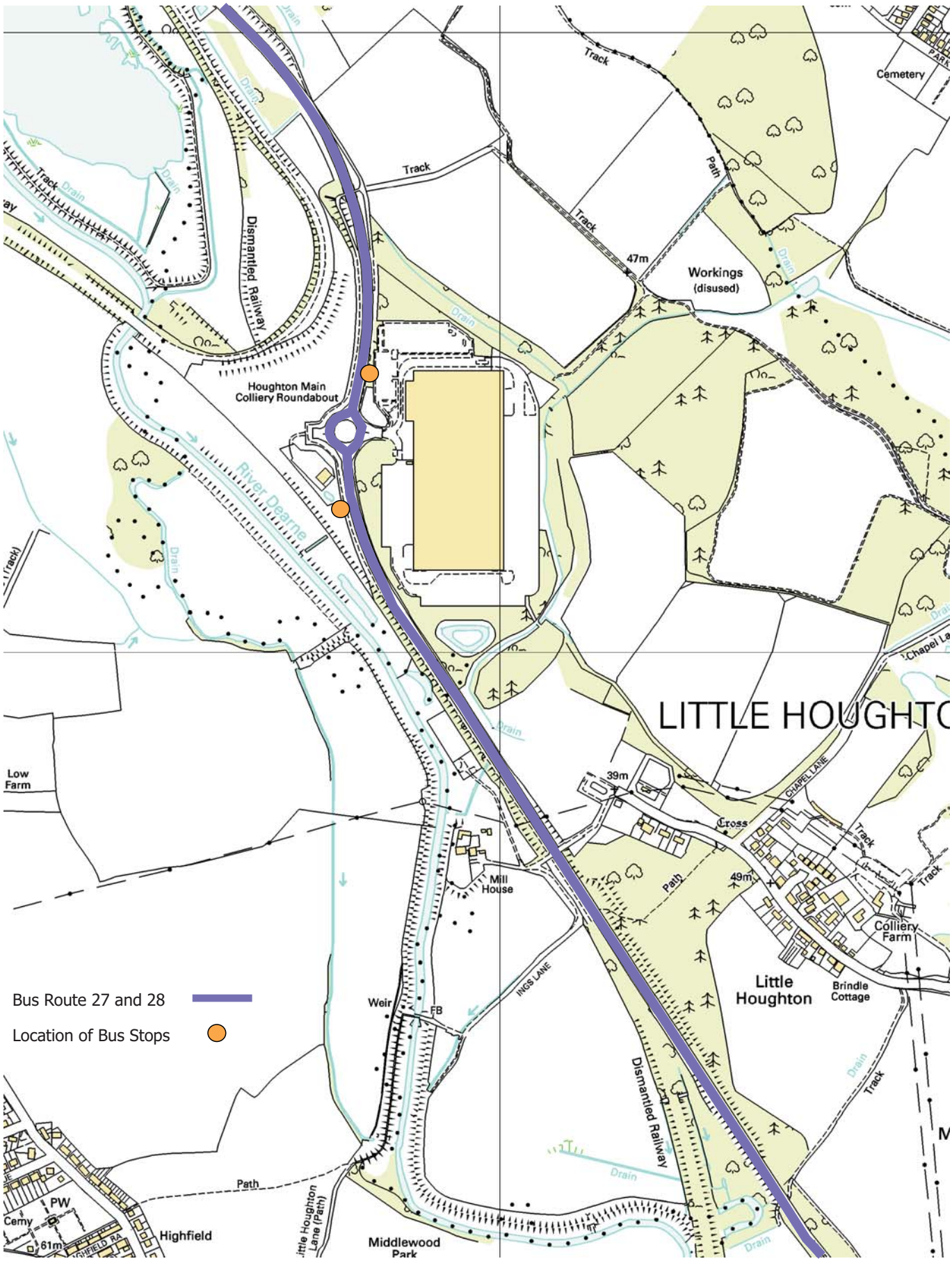
Figure 1
Drawing Title Site Location Plan
Job Title ASOS
Client Park Spring Road, Barnsley

Drawing No : 14160-01

Scale : NTS

NORTH

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Figure 2
Drawing Title Bus Access Plan
Job Title ASOS
Client Park Spring Road, Barnsley

Drawing No : 14160-02

Scale : NTS

NORTH

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Appendix A

Weekly Volume Report BARN_PERM 000000001062: 2009-03-16 to 2009-03-22

Site Name 000000001062
Site ID 000000001062
Grid 440729408536
Description A6195 Park Spring Road, Grimethorpe

Setup 1062 Vol
Channel All directions
Bins Volume data
Time Period 1 hour
Exclude data: None

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Average		Total
	16 Mar	17 Mar	18 Mar	19 Mar	20 Mar	21 Mar	22 Mar	Workday	7 Day	Count
00:00	24	15	27	17	26	38		22	26	147
01:00	7	8	14	10	10	42		10	19	91
02:00	12	16	10	11	9	21		12	14	79
03:00	13	8	11	17	13	17		12	14	79
04:00	36	28	32	31	26	18		31	27	171
05:00	130	119	110	118	115	61		118	102	653
06:00	275	279	276	293	273	97		279	227	1493
07:00	652	636	650	643	619	164		640	504	3364
08:00	659	671	649	659	626	244		653	536	3508
09:00	275	468	467	386	454	298		410	378	2348
10:00	207	355	296	237	283	219		276	259	1597
11:00	201	399	222	233	239	234		259	252	1528
12:00	192	338	202	379	258	225		274	260	1594
13:00	228	241	223	470	238	240		280	269	1640
14:00	204	229	211	472	241	212		271	254	1569
15:00	251	261	274	534	342	184		332	290	1846
16:00	305	314	327	765	345	186		411	347	2242
17:00	343	681	314	749	319	382		481	453	2788
18:00	422	463	323	478	482	293		434	393	2461
19:00	219	242	266	270	285	214		256	244	1496
20:00	173	178	188	208	212	134		192	175	1093
21:00	115	132	152	157	128	97		137	125	781
22:00	90	107	91	104	97	71		98	90	560
23:00	41	58	58	53	70	59		56	57	339
07-19	3939	5056	4158	6005	4446	2881		4721	4195	26485
06-22	4721	5887	5040	6933	5344	3423		5585	4966	31348
06-24	4852	6052	5189	7090	5511	3553		5739	5113	32247
00-24	5074	6246	5393	7294	5710	3750		5944	5315	33467
am Peak	08:00	08:00	07:00	08:00	08:00	09:00		08:00	08:00	
Peak Volume	659	671	650	659	626	298		653	536	
pm Peak	18:00	17:00	16:00	16:00	18:00	17:00		17:00	17:00	
Peak Volume	422	681	327	765	482	382		481	453	

Event key: Accident Road Works Special Road Closed Holiday
Weekends and defined holidays

Notes on data:

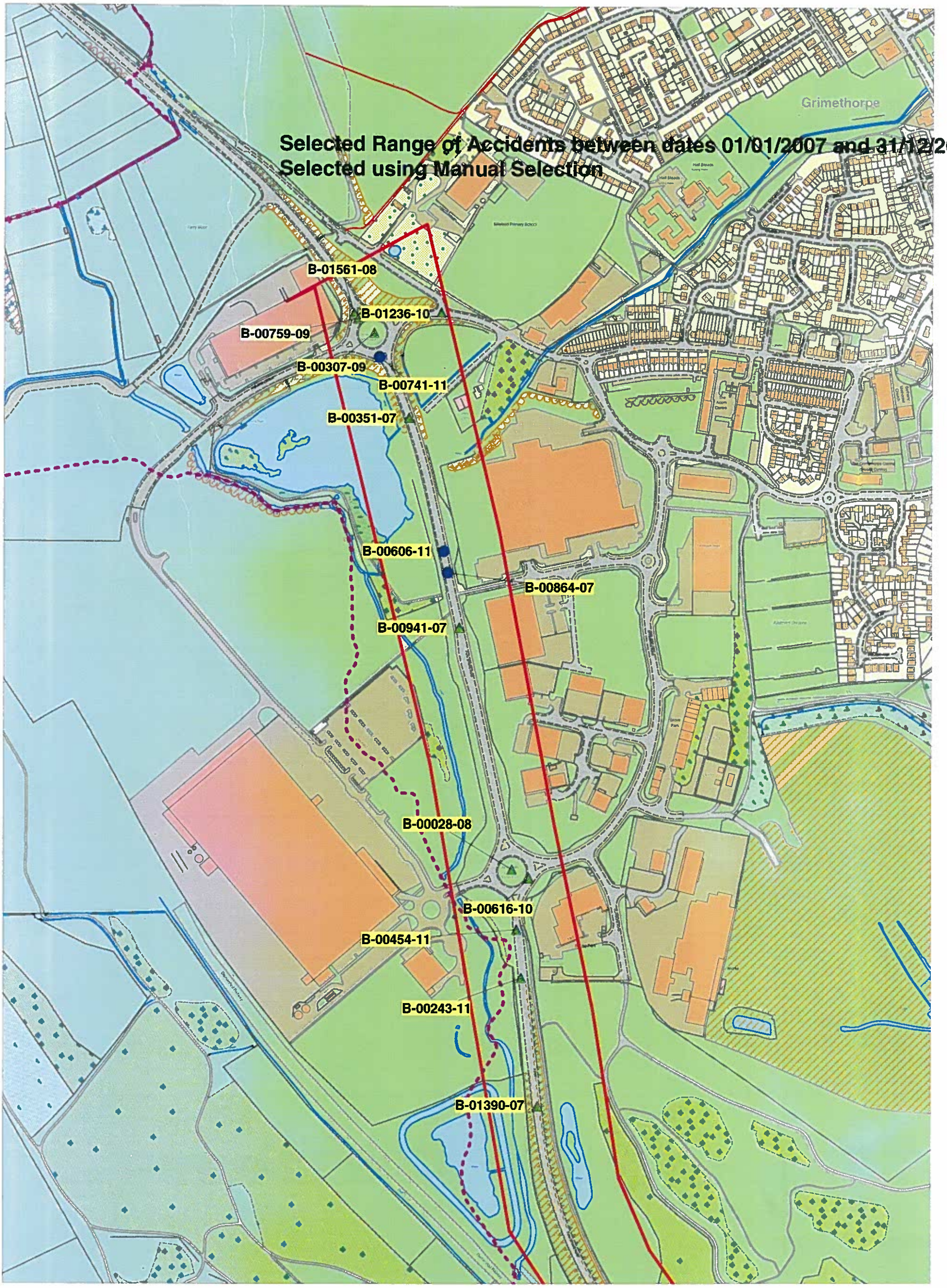
None

Data prepared by Drakewell Hosting (Powered by C2-WEB) August 1, 2012 11:48:15 AM.

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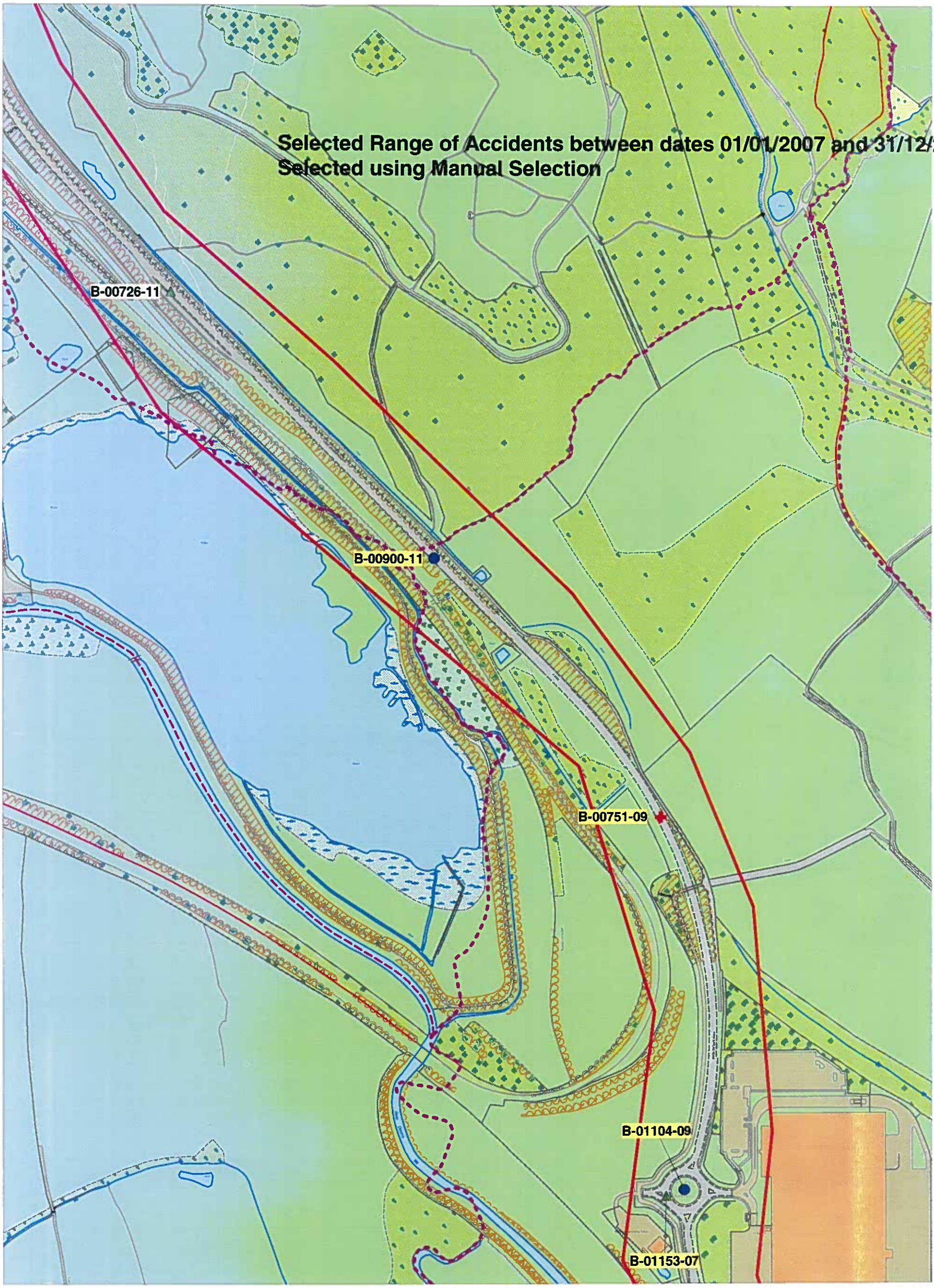
Appendix B

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		DATE	04/07/2012
		DRWG No.	
		DRN BY	

*



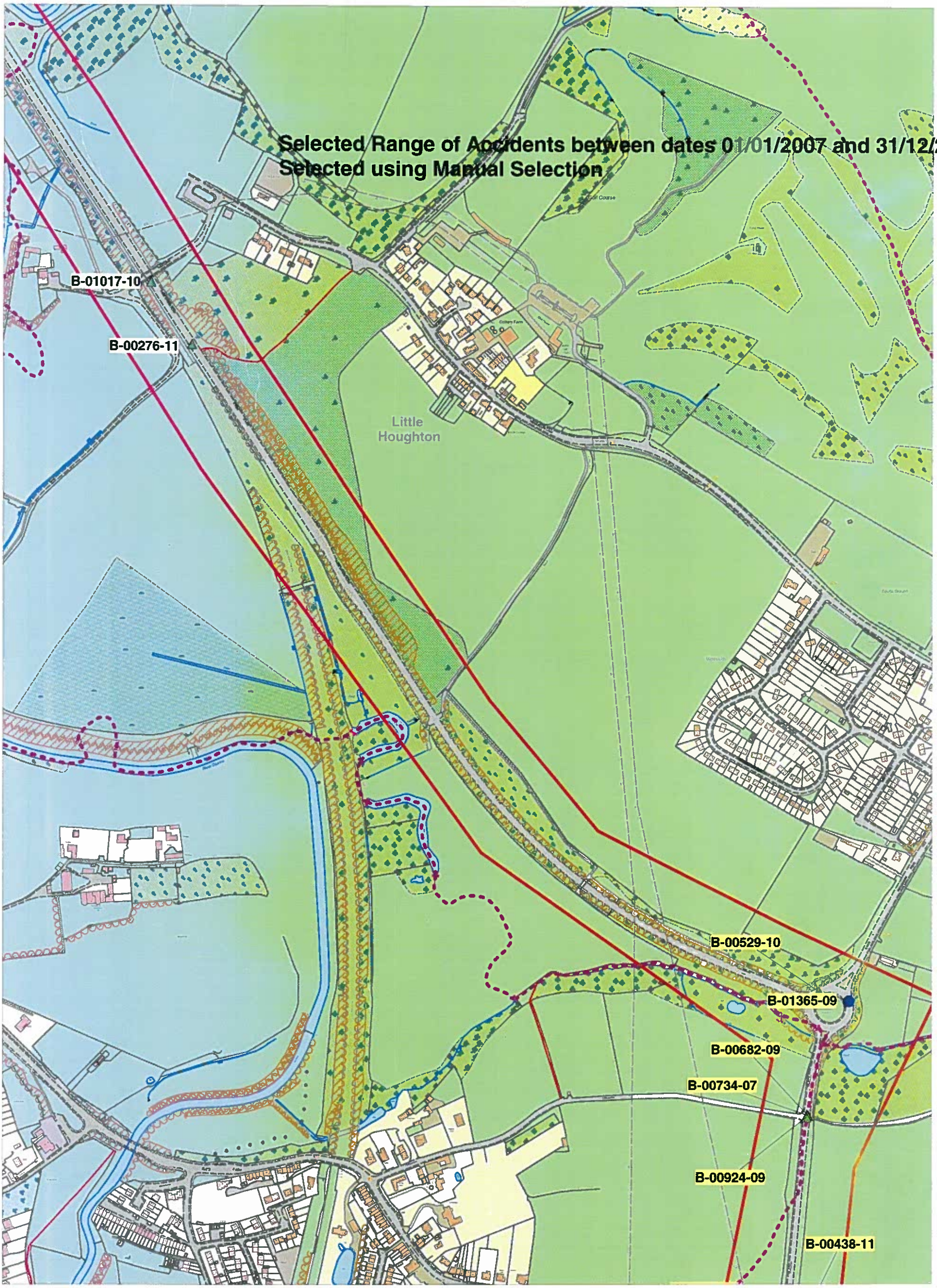
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Selected map area

SCALE	1 : 4750
DATE	04/07/2012
DRWG No.	
DRN BY	

*



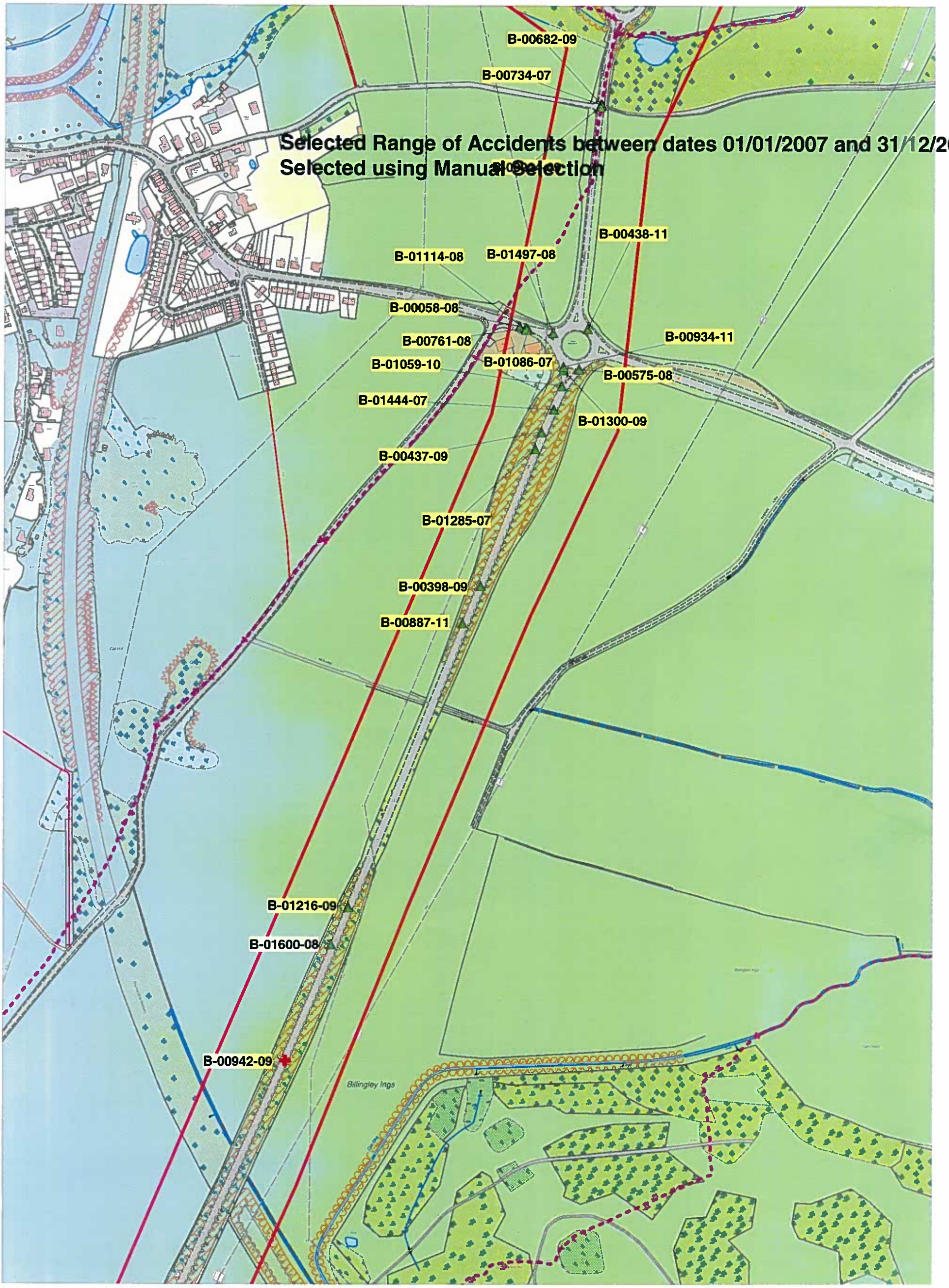
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Selected map area

SCALE	1 : 4750
DATE	04/07/2012
DRWG No.	
DRN BY	

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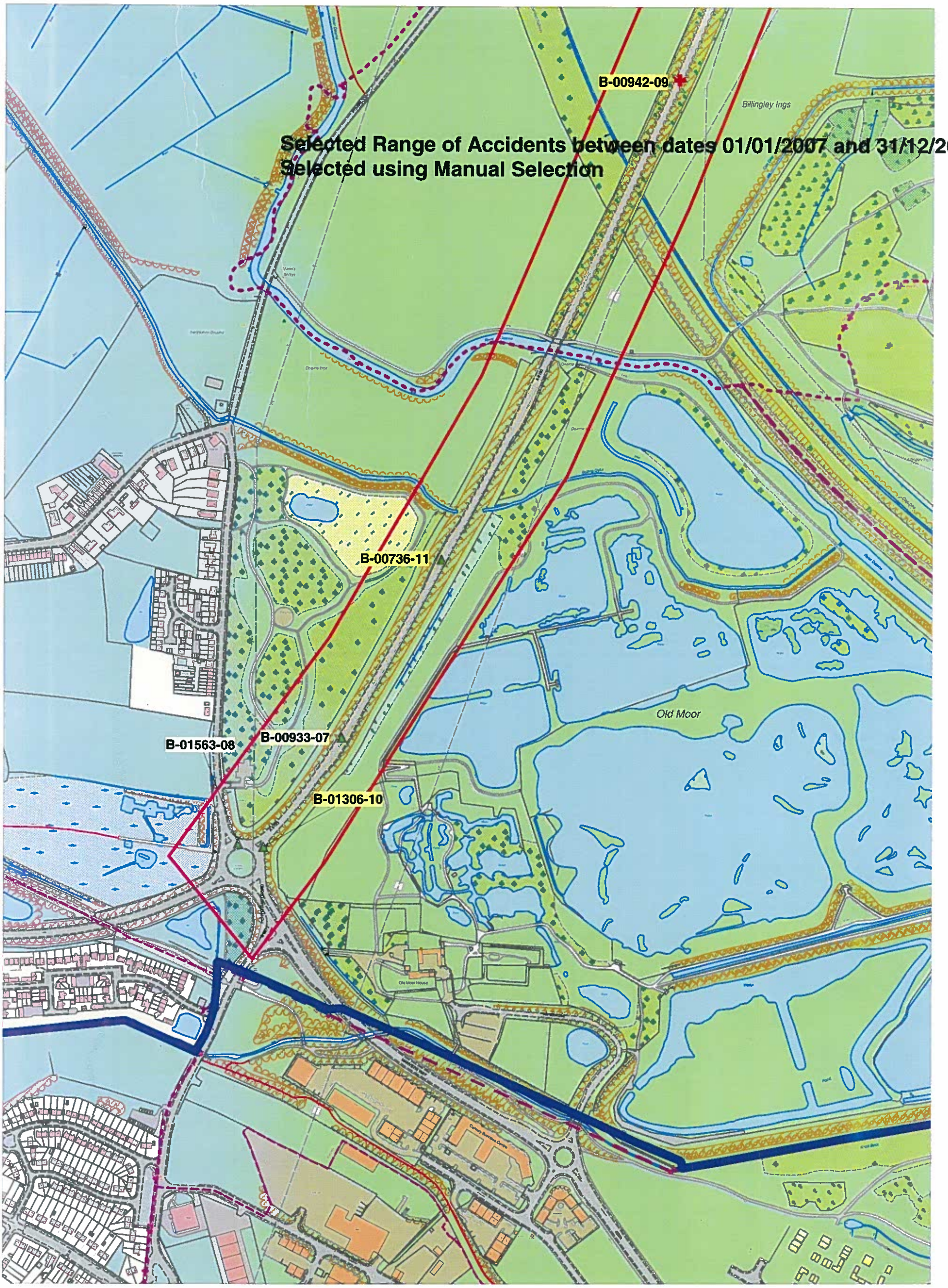
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Selected map area

SCALE	1 : 4750
DATE	04/07/2012
DRWG No.	
DRN BY	

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Selected map area

SCALE	1 : 4750
DATE	04/07/2012
DRWG No.	
DRN BY	

Accidents between dates **01/01/2007 and** **31/12/2011** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-00351-07 13/03/2007 Tuesday Time:1847 Vehicles 1 Casualties 1 Slight
Easting: 440,645 Northing: 408,851
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: ENGINE LANE GRIMETHORPE
Description:MALE DRIVING SCOOTER CLIPS KERB CAUSING HIM TO BE THROWN FROM BIKE INTO DITCH, LEAVING V IN RD.

Vehicle Reference:1 Motorcycle 50cc and under Going ahead
First point of impact:Did not impact
Vehicle direction: Parked to Parked Journey: Other/Not known
Age of Driver : 33 Breath test:Not applicable

Contributory Factors : 502

Casualty Reference 1 Age:33 Male Driver/rider Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2007 and** **31/12/2011** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-00734-07 31/05/2007 Thursday Time:1740 Vehicles 2 Casualties 1 Slight
Easting: 442,933 Northing: 404,607
Fine without high winds Road Surface:Dry Daylight: street lighting unknown
Road Type: Single carriageway Speed Limit: 60

Location: A6195 DARFIELD J/W FITZWILLIAM RD
Description:V1 TV A6195 FROM MIDDLECLIFFE TW CATHILL. V2 TV BEHIND V1. V1 SLOWED & CAME TO A STOP INTENDING TO TURN R ONTO FITZWILLIAM RD. V2 FAILED TO SEE V1 SLOW & STOP & COLL WITH REAR OF V1.

Vehicle Reference1 Car Waiting to turn right
First point of impact:Back
Vehicle direction: N to S Journey: Other/Not known
Age of Driver : 51 Breath test:Not applicable

Contributory Factors : 509

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

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference2 Car Going ahead
First point of impact:Front
Vehicle direction: N to S Journey: Commuting to/from work
Age of Driver : 57 Breath test:Not applicable

Contributory Factors : 509

Accidents between dates **01/01/2007 and** **31/12/2011** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-00864-07 27/06/2007 Wednesday Time:1235 Vehicles 4 Casualties 1 Serious
Easting: 440,695 Northing: 408,654
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 60

Location: PARK SPRING ROAD GRIMETHORPE 300M EAST HIGH STREET
Description: VEH 1 & 2 TRAVEL TOWARDS GOLDTHORPE. HAVING EXITED THE ROUNDABOUT JUNCTION WITH HIGH STREET/ENGINE LANE BOTH VEH ATTEMPT OVERTAKE VEH 3 AHEAD OF THEM VEH 1 COMPLETES OVERTAKE BUT VEH 2 ALONGSIDE VEH 3 WHEN SEES HGV PANIC BREAKS & SKIDS HITTING O/SIDE

Vehicle Reference1 Car Going ahead
First point of impact:Did not impact
Vehicle direction: N to S Journey: Other/Not known
Age of Driver : 23 Breath test:Not applicable

Contributory Factors : 403 410 406

Vehicle Reference2 Car Overtaking moving vehicle on its offside
First point of impact:Back
Vehicle direction: N to S Journey: Other/Not known
Age of Driver : 21 Breath test:Not applicable

Contributory Factors : 403 410 406

Casualty Reference 1 Age:21 Male Driver/rider Severity:Serious
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference3 Car Going ahead
First point of impact:Did not impact
Vehicle direction: N to S Journey: Other/Not known
Age of Driver : 53 Breath test:Not applicable

Contributory Factors : 403 410 406

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

Vehicle Reference4 Goods >= 7.5 tonnes mgw Going ahead
First point of impact:Front
Vehicle direction: S to N Journey: Journey as part of work
Age of Driver : 30 Breath test:Not applicable

Contributory Factors : 403 410 406

B-00933-07 07/07/2007 Saturday Time:1540 Vehicles 2 Casualties 1 Slight
Easting: 442,102 Northing: 402,549
Other Road Surface:Dry Daylight: no street lighting
Road Type: Single carriageway Speed Limit: 60

Location: DEARNE VALLEY PARKWAY MIDDLECLIFFE
Description:V2 PULLS INTO LAYBY & ATTEMPTS TO MAKE A U TURN. FAILS TO SEE V1, PULLS INTO PATH OF V1 & COLL OCCURS.

Vehicle Reference1 Car Going ahead
First point of impact:Nearside
Vehicle direction: SW to NE Journey: Other/Not known
Age of Driver : 64 Breath test:Not applicable

Contributory Factors : 403 405 710

Casualty Reference 1 Age:64 Male Driver/rider Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference2 Car U turn
First point of impact:Front
Vehicle direction: SW to NE Journey: Other/Not known
Age of Driver : 45 Breath test:Not applicable

Contributory Factors : 403 405 710

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-00941-07 10/07/2007 Tuesday Time:2315 Vehicles 2 Casualties 1 Slight
Easting: 440,710 Northing: 408,584
Fine without high winds Road Surface:Dry Darkness: street lights present and lit
Road Type: Dual carriageway Speed Limit: 60

Location: PARK SPRING RD GRIMETHORPE
Description:BOTH VEH'S TR IN SAME DIRECTION, V2 BRAKED TO AVOID ANIMAL AND V1 COLL WITH REAR OF V2.

Vehicle Reference1 Car Going ahead
First point of impact:Front
Vehicle direction: Parked to Parked Journey: Other/Not known
Age of Driver : 20 Breath test:Not applicable

Contributory Factors : 308

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

Vehicle Reference2 Car Going ahead
First point of impact:Did not impact
Vehicle direction: Parked to Parked Journey: Other/Not known
Age of Driver : Breath test:Not applicable

Contributory Factors : 308

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-01086-07 03/08/2007 Friday Time:1515 Vehicles 2 Casualties 1 Slight
Easting: 442,840 Northing: 404,321
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER RD DARFIELD 10 MTS FROM DEARNE VALLEY PARKWAY
Description:V1 EMERGING FROM PETROL STATION SAW V2 AND STOPPED, RIDER OF V2 ON CARR PANICKED AND BRAKED HARD CAUSING HIM TO BE CATAPULTED OVER HANDLEBARS.

Vehicle Reference1 Motorcycle over 500cc Moving off
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 : 408

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

Vehicle Reference2 Car Going ahead
First point of impact:Did not impact
Vehicle direction: S to E Journey: Journey as part of work
Age of Driver : 27 Breath test:Not applicable

Contributory Factors : 408

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-01153-07 17/08/2007 Friday Time:0715 Vehicles 1 Casualties 1 Slight
Easting: 441,727 Northing: 406,349
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Roundabout Speed Limit: 60

Location: PARK SPRING ROAD GREAT HOUGHTON AT JCT HOUGHTON MAIN COLLIER
Description:V1 TV FROM DERBY TW BARNSLEY ON PARK SPRING RD NEG RNDBT LC & TOPPLES OVER

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 : 44 Breath test:Not applicable

Contributory Factors : 206 307

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

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-01285-07 25/09/2007 Tuesday Time:0527 Vehicles 1 Casualties 1 Slight
Easting: 442,849 Northing: 404,169
Fine without high winds Road Surface:Wet/Damp Darkness: no street lighting
Road Type: Single carriageway Speed Limit: 60

Location: A6195 THURNSCOE
Description:V1 TV A6195 FROM HICKLETON HEADING TW GOLDTHORPE. DRIVER LOST CONTROL & VEH SPUN TO N/S & ONTO FOOF.

Vehicle Reference1 Car Going ahead right hand bend
First point of impact:Back
Vehicle direction: NE to W Journey: Journey as part of work
Age of Driver : 27 Breath test:Not applicable

Contributory Factors : 306 307 409 410 103

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

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-01390-07 16/10/2007 Tuesday Time:0720 Vehicles 2 Casualties 1 Slight
Easting: 440,811 Northing: 407,973
Unknown Road Surface:Dry Darkness: street lighting unknown
Road Type: Single carriageway Speed Limit: 60

Location: PARK SPRING RD GRIMETHORPE 300M SOUTH SPRINGVALE ROAD
Description:

Vehicle Reference1 Car Going ahead
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 :

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

Vehicle Reference2 Car Overtaking moving vehicle on its offside
First point of impact:Did not impact
Vehicle direction: Parked to Parked Journey: Other/Not known
Age of Driver : Breath test:Not applicable

Contributory Factors :

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-01444-07 27/10/2007 Saturday Time:0110 Vehicles 2 Casualties 2 Slight
Easting: 442,873 Northing: 404,220
Fine without high winds Road Surface:Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 60

Location: DEARNE VALLEY PARKWAY BARNSLEY 200M CATHILL RDBT
Description:V1 TRV UP A6195 V2 HITS VI FROM BEHIND AND CAREERS INTO DITCH.

Vehicle Reference1 Goods <= 3.5 tonnes mgw Going ahead
First point of impact:Back
Vehicle direction: SW to NE Journey: Commuting to/from work
Age of Driver : 37 Breath test:Not applicable

Contributory Factors : 501 605 406 408

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

Vehicle Reference2 Car Going ahead
First point of impact:Front
Vehicle direction: SW to NE Journey: Other/Not known
Age of Driver : 23 Breath test:Not applicable

Contributory Factors : 501 605 406 408

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

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-00058-08 05/01/2008 Saturday Time:2028 Vehicles 2 Casualties 1 Slight
Easting: 442,829 Northing: 404,325
Other Road Surface:Wet/Damp Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER RD DARFIELD
Description:V1 PULLED OUT OF PETROL STATION FORECOURT INTO PATH OF ONCOMING V2.

Vehicle Reference1 Goods <= 3.5 tonnes mgw Turning right
First point of impact:Offside
Vehicle direction: Parked to Parked Journey: Commuting to/from work
Age of Driver : 20 Breath test:Not applicable

Contributory Factors : 405 605

Vehicle Reference2 Motorcycle 50cc and under Going ahead
First point of impact:Front
Vehicle direction: Parked to Parked Journey: Other/Not known
Age of Driver : 16 Breath test:Not applicable

Contributory Factors : 405 605

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

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-00028-08 09/01/2008 Wednesday Time:1717 Vehicles 2 Casualties 1 Slight
Easting: 440,778 Northing: 408,275
Fine without high winds Road Surface:Wet/Damp Daylight: street lighting unknown
Road Type: Roundabout Speed Limit: 70

Location: PARK SPRINGS RD BARNSLEY AT J/W ROUNDABOUT
Description:V1 APPEARS TO HAVE LOST CONTROL EXITING RDBT AND COLL WITH V2 BEFORE LEAVING CARR AND ENTERING FIELD.

Vehicle Reference:1 Car Going ahead
First point of impact:Nearside
Vehicle direction: NW to SE Journey: Other/Not known
Age of Driver : 18 Breath test:Not applicable

Contributory Factors : 410 409 602

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

Vehicle Reference:2 Goods between 3.5 and 7.5 to Going ahead
First point of impact:Offside
Vehicle direction: SE to NW Journey: Journey as part of work
Age of Driver : 23 Breath test:Not applicable

Contributory Factors : 410 409 602

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-00575-08 10/05/2008 Saturday Time:1440 Vehicles 2 Casualties 2 Slight
Easting: 442,905 Northing: 404,271
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 60

Location: DEARNE VALLEY PARKWAY GOLDTHORPE J/W DONCASTER RD
Description:V1 TV ON A6195 TW BSLY, V2 TURNING L FROM A635 ONTO A6195. LINE OF TF PRESENT, V2 PULLED INTO GAP & COLL WITH V1.

Vehicle Reference:1 Car Going ahead
First point of impact:Nearside
Vehicle direction: N to S Journey: Other/Not known
Age of Driver : 25 Breath test:Not applicable

Contributory Factors : 402 406 602

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

Vehicle Reference2 Car Turning left
First point of impact:Offside
Vehicle direction: E to S Journey: Other/Not known
Age of Driver : 62 Breath test:Not applicable

Contributory Factors : 402 406 602

Casualty Reference 2 Age:62 Male Driver/rider Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-00761-08 28/06/2008 Saturday Time:1850 Vehicles 2 Casualties 1 Slight
Easting: 442,837 Northing: 404,323
Fine without high winds Road Surface:Dry Daylight: street lighting unknown
Road Type: Single carriageway Speed Limit: 40

Location: DONCASTER RD BROOMHILL
Description:V1 HAD JUST PULLED OUT OF TOTAL GARAGE IN ORDER TO TURN R & V2 COLL WITH V1.

Vehicle Reference1 Car Turning right
First point of impact:Offside
Vehicle direction: Parked to Parked Journey: Other/Not known
Age of Driver : 18 Breath test:Not applicable

Contributory Factors : 602

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

Vehicle Reference2 Car Going ahead
First point of impact:Front
Vehicle direction: Parked to Parked Journey: Other/Not known
Age of Driver : Breath test:Not applicable

Contributory Factors : 602

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-01114-08 13/09/2008 Saturday Time:0940 Vehicles 2 Casualties 1 Slight
Easting: 442,837 Northing: 404,321
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 60

Location: DONCASTER RD DARFIELD AT J/W GARAGE FORECOURT
Description:V1 EMERGED FROM GARAGE FORECOURT INTO PATH OF V2 AND COLL OCC.

Vehicle Reference:1 Car Turning right
First point of impact:Offside
Vehicle direction: Parked to Parked Journey: Other/Not known
Age of Driver : 19 Breath test:Not applicable

Contributory Factors : 405

Vehicle Reference:2 Motorcycle over 125cc and up Going ahead
First point of impact:Front
Vehicle direction: Parked to Parked Journey: Other/Not known
Age of Driver : 37 Breath test:Not applicable

Contributory Factors : 405

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

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-01497-08 02/12/2008 Tuesday Time:1700 Vehicles 2 Casualties 3 Slight
Easting: 442,900 Northing: 404,300
Fine without high winds Road Surface:Wet/Damp Darkness: street lights present and lit
Road Type: Roundabout Speed Limit: 60

Location: DEARNE VALLEY PARKWAY CAT HILL J/W DONCASTER ROAD
Description:

Vehicle Reference1 Car 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 : 43 Breath test:Not applicable

Contributory Factors :

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

Casualty Reference 2 Age:48 Male Passenger Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference 3 Age:34 Female Passenger Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference2 Car Going ahead
First point of impact:Front
Vehicle direction: Parked to Parked Journey: Commuting to/from work
Age of Driver : 42 Breath test:Not applicable

Contributory Factors :

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-01561-08 11/12/2008 Thursday Time:1415 Vehicles 2 Casualties 1 Slight
Easting: 440,574 Northing: 408,985
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Roundabout Speed Limit: 60

Location: FERRY MOOR ROUNDABOUT GRIMETHORPE J/W ENGINE LN
Description:V1 CAUGHT REAR WHEEL OF V2(PED CYC) CAUSING RIDER TO FALL FROM BIKE.

Vehicle Reference1 Car Slowing or Stopping
First point of impact:Front
Vehicle direction: S to NW Journey: Other/Not known
Age of Driver : 86 Breath test:Not applicable

Contributory Factors :

Vehicle Reference2 Pedal cycle Slowing or Stopping
First point of impact:Back
Vehicle direction: S to NW Journey: Other/Not known
Age of Driver : 43 Breath test:Not applicable

Contributory Factors :

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

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-01563-08 13/12/2008 Saturday Time:1145 Vehicles 2 Casualties 2 Slight
Easting: 441,970 Northing: 402,414
Raining without high winds Road Surface:Wet/Damp Daylight:street lights present
Road Type: Roundabout Speed Limit: 40

Location: DEARNE VALLEY PARKWAY WOMBWELL JW HIGHGATE
Description:V1 TV BEHIND V2. V2 BEGAN TO PULL OUT ONTO R/ABOUT BUT STOPPED AS RD WAS NOT CLEAR. V1 BELIEVED V2 WAS PULLING OUT & MOVED FORWARD, COLL WITH REAR OF V2.

Vehicle Reference1 Car Moving off
First point of impact:Front
Vehicle direction: SE to SW Journey: Other/Not known
Age of Driver : 21 Breath test:Not applicable

Contributory Factors : 103 510

Vehicle Reference2 Car Moving off
First point of impact:Back
Vehicle direction: SE to SW Journey: Other/Not known
Age of Driver : 58 Breath test:Not applicable

Contributory Factors : 103 510

Casualty Reference 1 Age:58 Male Driver/rider Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference 2 Age:59 Female Passenger Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-01600-08 19/12/2008 Friday Time:1510 Vehicles 2 Casualties 1 Slight
Easting: 442,590 Northing: 403,538
Fine without high winds Road Surface:Wet/Damp Daylight: no street lighting
Road Type: Single carriageway Speed Limit: 30

Location: DEARNE VALLEY PARKWAY WOMBWELL 800M SOUTH CATHILL ROUNDABOUT
Description:V2 BRAKED FOR SLOW TRAFFIC BUT V1 FOLLOWING FAILED TO REACT IN TIME AND COLL WITH REAR OF V2.

Vehicle Reference1 Car Slowing or Stopping
First point of impact:Front
Vehicle direction: S to N Journey: Other/Not known
Age of Driver : 18 Breath test:Not applicable

Contributory Factors : 406 408 405

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

Vehicle Reference2 Car Slowing or Stopping
First point of impact:Back
Vehicle direction: S to N Journey: Other/Not known
Age of Driver : 37 Breath test:Not applicable

Contributory Factors : 406 408 405

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-00307-09 16/03/2009 Monday Time:1710 Vehicles 2 Casualties 1 Slight
Easting: 440,600 Northing: 408,960
Fine without high winds Road Surface:Dry Daylight: no street lighting
Road Type: Single carriageway Speed Limit: 60

Location: PARK SPRING RD GRIMETHORPE
Description: V1 OVERTAKING LINE OF TF WHEN V2 PULLED OUT IN TO THE SIDE OF V1. RIDER AND PASSENGER MANAGED TO STAY ON BIKE BUT PASS RECEIVED BRUISING.

Vehicle Reference1 Motorcycle over 500cc Overtaking moving vehicle on its offside
First point of impact:Did not impact
Vehicle direction: Parked to Parked Journey: Other/Not known
Age of Driver : 48 Breath test:Not applicable

Contributory Factors : 403

Casualty Reference 1 Age:49 Female Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference2 Car Going ahead
First point of impact:Did not impact
Vehicle direction: Parked to Parked Journey: Other/Not known
Age of Driver : 18 Breath test:Not applicable

Contributory Factors : 403

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-00398-09 12/04/2009 Sunday Time:0940 Vehicles 2 Casualties 1 Slight
Easting: 442,780 Northing: 403,995
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 60

Location: DEARNE VALLEY PARKWAY BARNSLEY 300 MTS FROM DONCASTER RD
Description:V2 OVERTAKING V1 AND WHILST DOING SO COLL WITH THE SIDE OF V1 TWICE THEN LEFT THE SCENE.

Vehicle Reference1 Car Going ahead
First point of impact:Offside
Vehicle direction: S to N Journey: Journey as part of work
Age of Driver : 24 Breath test:Not applicable

Contributory Factors : 601

Casualty Reference 1 Age:24 Male 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: S to N Journey: Other/Not known
Age of Driver : Breath test:Not applicable

Contributory Factors : 601

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-00437-09 22/04/2009 Wednesday Time:1430 Vehicles 2 Casualties 1 Slight
Easting: 442,857 Northing: 404,191
Fine without high winds Road Surface:Dry Daylight: street lighting unknown
Road Type: Single carriageway Speed Limit: 60

Location: DEARNE VALLEY PARKWAY DARFIELD 100 MTS FROM J/W DONCASTER RD
Description:V1 & V2 TV ALONG DEARNE VALLEY PARKWAY TW CAT HILL R/ABOUT. V1 BRAKED DUE TO STATIONARY/QUEUING TF AT R/ABOUT. V2 BRAKED BUT FAILED TO STOP IN TIME & COLL WITH REAR OF V1.

Vehicle Reference1 Other motor vehicle Slowing or Stopping
First point of impact:Back
Vehicle direction: Parked to Parked Journey: Journey as part of work
Age of Driver : 30 Breath test:Not applicable

Contributory Factors : 408

Casualty Reference 1 Age:30 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference2 Car Going ahead
First point of impact:Front
Vehicle direction: Parked to Parked Journey: Other/Not known
Age of Driver : 23 Breath test:Not applicable

Contributory Factors : 408

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-00682-09 21/06/2009 Sunday Time:1714 Vehicles 2 Casualties 2 Slight
Easting: 442,932 Northing: 404,608
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 60

Location: ROTHERHAM RD MIDDLECLIFFE AT J/W FITZWILLIAM RD
Description:V2 WAITING TO TURN RGT WHEN V1 COLL WITH REAR OF V2.

Vehicle Reference1 Car Going ahead
First point of impact:Front
Vehicle direction: S to N Journey: Commuting to/from work
Age of Driver : 43 Breath test:Not applicable

Contributory Factors : 307 405

Vehicle Reference2 Car Waiting to turn right
First point of impact:Back
Vehicle direction: S to N Journey: Journey as part of work
Age of Driver : 19 Breath test:Not applicable

Contributory Factors : 307 405

Casualty Reference 1 Age:19 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

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

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-00751-09 10/07/2009 Friday Time:0645 Vehicles 1 Casualties 1 Fatal
Easting: 441,721 Northing: 406,832
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 60

Location: PARKSPRING RD GRIMETHORPE 1.52 MILES FROM J/W ENGINE LN
Description:MC TV A6195 FROM GRIMTHORPE TW DEARNE VALLEY PARKWAY O/T SEVERAL VEHS ON APP TO SWEEPING R/H BEND LEAVES C/WAY TO N/S, COLL WITH CONCRETE FENCE.

Vehicle Reference:1 Motorcycle over 500cc Going ahead right hand bend
First point of impact:Front
Vehicle direction: NE to SW Journey: Other/Not known
Age of Driver : 42 Breath test:Not applicable

Contributory Factors : 306

Casualty Reference 1 Age:42 Male Driver/rider Severity:Fatal
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-00759-09 13/07/2009 Monday Time:2010 Vehicles 1 Casualties 1 Slight
Easting: 440,579 Northing: 408,978
Fine without high winds Road Surface:Wet/Damp Daylight:street lights present
Road Type: Roundabout Speed Limit: 60

Location: PARK SPRING RD GRIMETHORPE
Description:V1 TV ALONG A6195, AS V1 EXITED R/ABOUT BACK END OF VEH LOST TRACTION & SPUN VEH ACROSS RD. V1 THEN COLL WITH BUS STOP POST ON OPP SIDE OF RD.

Vehicle Reference:1 Car Going ahead left hand bend
First point of impact:Back
Vehicle direction: N to S Journey: Other/Not known
Age of Driver : 23 Breath test:Not applicable

Contributory Factors : 103 410 307

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

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-00924-09 01/09/2009 Tuesday Time:0915 Vehicles 2 Casualties 1 Slight
Easting: 442,931 Northing: 404,605
Fine without high winds Road Surface:Dry Daylight: street lighting unknown
Road Type: Single carriageway Speed Limit: 60

Location: DEARNE VALLEY PARKWAY BARNSLEY AT J/W FITZWILLIAM RD
Description:V2 STOPPED AND INDICATED TO TURN RGT WHEN V1 FOLLOWING FAILED TO REACT IN TIME AND COLL WITH REAR OF V2.

Vehicle Reference1 Car 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 : 706

Vehicle Reference2 Car Waiting to turn right
First point of impact:Back
Vehicle direction: Parked to Parked Journey: Other/Not known
Age of Driver : 29 Breath test:Not applicable

Contributory Factors : 706

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

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-00942-09 06/09/2009 Sunday Time:0226 Vehicles 1 Casualties 1 Fatal
Easting: 442,532 Northing: 403,389
Fine without high winds Road Surface:Dry Darkness: no street lighting
Road Type: Single carriageway Speed Limit: 60

Location: DEARNE VALLEY PARKWAY BARNSLEY 1/2 MILE CATHILL ROUNDABOUT
Description:VEH TRAVELLING BETWEEN CATHILL AND BROOMHILL COLLIDES WITH PEDESTRIAN IN CARRIAGEWAY

Vehicle Reference1 Car Going ahead
First point of impact:Front
Vehicle direction: N to S Journey: Journey as part of work
Age of Driver : 48 Breath test:Not applicable

Contributory Factors : 809 805

Casualty Reference 1 Age:40 Male Pedestrian Severity:Fatal
Ped Dir:Pedestrian Di Ped Movement : Movement U/K
Ped Location:In carr not crossing

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-01104-09 15/10/2009 Thursday Time:1525 Vehicles 1 Casualties 4 Serious
Easting: 441,750 Northing: 406,357
Fine without high winds Road Surface:Wet/Damp Daylight:street lights present
Road Type: Roundabout Speed Limit: 60

Location: PARK SPRING RD GRIMETHORPE 900 MTS SPRINGVALE RD
Description:V1 TV A6195 TW GRIMETHORPE/SHAFTON. V1 ENTERS FIRST R/ABOUT AT EXCESSIVE SPEED. V1 FAILS TO NEGOTIATE R/ABOUT, EXITS C/WAY TO N/S. V1 HITS BANKING CAUSING IT TO GO AIR BORNE BEFORE ROLLING IN FIELD.

Vehicle Reference1 Car Going ahead
First point of impact:Front
Vehicle direction: E to W Journey: Other/Not known
Age of Driver : 36 Breath test:Not applicable

Contributory Factors : 505 410

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

Casualty Reference 2 Age:35 Female Passenger Severity:Serious
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Casualty Reference 3 Age:5 Female Passenger Severity:Serious
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Casualty Reference 4 Age:11 Male Passenger Severity:Serious
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-01216-09 11/11/2009 Wednesday Time:1651 Vehicles 4 Casualties 1 Slight
Easting: 442,637 Northing: 403,579
Fine without high winds Road Surface:Dry Darkness: no street lighting
Road Type: Single carriageway Speed Limit: 60

Location: DEARNE VALLEY PARKWAY BROOMHILL
Description:V2 BRAKED BUT V1 FOLLOWING FAILED TO REACT IN TIME AND COLL WITH REAR OF V2 PUSHING IT INTO V4 PUSHING IT INTO V3.

Vehicle Reference1 Car Going ahead
First point of impact:Front
Vehicle direction: SW to NE Journey: Other/Not known
Age of Driver : 27 Breath test:Not applicable

Contributory Factors : 406 308 408 410

Vehicle Reference2 Car Going ahead
First point of impact:Back
Vehicle direction: SW to NE Journey: Other/Not known
Age of Driver : 24 Breath test:Not applicable

Contributory Factors : 406 308 408 410

Casualty Reference 1 Age:24 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference3 Car Going ahead
First point of impact:Back
Vehicle direction: SW to NE Journey: Other/Not known
Age of Driver : 30 Breath test:Not applicable

Contributory Factors : 406 308 408 410

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

Vehicle Reference4 Car Going ahead
First point of impact:Back
Vehicle direction: SW to NE Journey: Other/Not known
Age of Driver : 52 Breath test:Not applicable

Contributory Factors : 406 308 408 410

B-01300-09 24/11/2009 Tuesday Time:1630 Vehicles 2 Casualties 1 Slight
Easting: 442,885 Northing: 404,270
Fine without high winds Road Surface:Wet/Damp Darkness: street lights present and lit
Road Type: Roundabout Speed Limit: 60

Location: A 6195 CATHILL WOMBWELL AT J/W A 6135
Description:V1 SLOWING AT RDBT WHEN V2 FOLLOWING FAILED TO REACT IN TIME AND COLL WITH REAR OF V1.

Vehicle Reference1 Car Waiting to go ahead but held up
First point of impact:Back
Vehicle direction: S to N Journey: Other/Not known
Age of Driver : 62 Breath test:Not applicable

Contributory Factors : 406 405

Casualty Reference 1 Age:62 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference2 Car Going ahead
First point of impact:Front
Vehicle direction: S to N Journey: Journey as part of work
Age of Driver : 34 Breath test:Not applicable

Contributory Factors : 406 405

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-01365-09 06/12/2009 Sunday Time:1442 Vehicles 2 Casualties 1 Serious
Easting: 442,985 Northing: 404,753
Fine without high winds Road Surface:Wet/Damp Daylight:street lights present
Road Type: Roundabout Speed Limit: 60

Location: ROTHERHAM RD MIDDLECLIFFE AT J/W ROTHERHAM RD
Description:CYCLIST ON RDBT AS V1 ENTERED RDBT AND COLLIDED WITH CYCLIST.

Vehicle Reference1 Car Going ahead
First point of impact:Offside
Vehicle direction: N to S Journey: Journey as part of work
Age of Driver : 25 Breath test:Not applicable

Contributory Factors : 405 706

Vehicle Reference2 Pedal cycle Going ahead
First point of impact:Nearside
Vehicle direction: W to E Journey: Other/Not known
Age of Driver : 41 Breath test:Not applicable

Contributory Factors : 405 706

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

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-00529-10 17/05/2010 Monday Time:0634 Vehicles 2 Casualties 1 Slight
Easting: 442,947 Northing: 404,765
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Roundabout Speed Limit: 30

Location: PARK SPRINGS RD MIDDLECLIFFE AT J/W ROTHERHAM RD RDBT
Description:V1 ENTERED RDBT AND CLIPPED REAR WHEEL OF CYCLIST ALREADY ON RDBT.

Vehicle Reference1 Car Going ahead right hand bend
First point of impact:Front
Vehicle direction: N to W Journey: Journey as part of work
Age of Driver : 41 Breath test:Not applicable

Contributory Factors : 405 407 706 802

Vehicle Reference2 Pedal cycle Going ahead
First point of impact:Back
Vehicle direction: W to E Journey: Journey as part of work
Age of Driver : 35 Breath test:Not applicable

Contributory Factors : 405 407 706 802

Casualty Reference 1 Age:35 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-00616-10 09/06/2010 Wednesday Time:0640 Vehicles 2 Casualties 1 Slight
Easting: 440,800 Northing: 408,264
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Roundabout Speed Limit: 60

Location: PARKSPRINGS RD GRIMETHORPE J/W SPRINGVALE RD
Description:V1 LOST CONTROL ON R/ABOUT CAUSING IT TO TIP ONTO OPP C/WAY. V1 THEN COLL WITH FRONT OF V2 TV IN OPP DIRC.

Vehicle Reference1 Agricultural vehicle Going ahead
First point of impact:Front
Vehicle direction: N to S Journey: Journey as part of work
Age of Driver : 67 Breath test:Not applicable

Contributory Factors : 403

Casualty Reference 1 Age:67 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference2 Car Going ahead
First point of impact:Front
Vehicle direction: S to N Journey: Commuting to/from work
Age of Driver : 46 Breath test:Not applicable

Contributory Factors : 403

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-01017-10 29/09/2010 Wednesday Time:0900 Vehicles 2 Casualties 3 Slight
Easting: 442,094 Northing: 405,669
Raining without high winds Road Surface:Wet/Damp Daylight: no street lighting
Road Type: Single carriageway Speed Limit: 60

Location: PARK SPRING RD BARNSLEY
Description:V1 SLOWING FOR TF IN FRONT, V2 FAILED TO REACT IN TIME AND COLL WITH REAR OF V1.

Vehicle Reference1 Car Slowing or Stopping
First point of impact:Back
Vehicle direction: SW to NE Journey: Taking pupil to/from school
Age of Driver : 40 Breath test:Not applicable

Contributory Factors : 408

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

Casualty Reference 3 Age:10 Male 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: SW to NE Journey: Journey as part of work
Age of Driver : 25 Breath test:Not applicable

Contributory Factors : 408

Casualty Reference 2 Age:25 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-01059-10 06/10/2010 Wednesday Time:0802 Vehicles 2 Casualties 1 Slight
Easting: 442,883 Northing: 404,250
Raining without high winds Road Surface:Wet/Damp Daylight: no street lighting
Road Type: Single carriageway Speed Limit: 60

Location: DEARNE VALLEY PARKWAY DARFIELD 30 MTS FROM CATHILL R/ABOUT
Description:V1 TV ALONG A6195 FROM W/WELL TW CATHILL.V2 TV SAME DIRC. V1 CAME TO HALT IN QUEUING TF.V2 BRAKED BUT WAS UNABLE TO STOP IN TIME & COLL WITH REAR OF V1.

Vehicle Reference1 Car Going ahead
First point of impact:Back
Vehicle direction: S to N Journey: Journey as part of work
Age of Driver : 45 Breath test:Not applicable

Contributory Factors : 405 406 103 307

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

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

Vehicle Reference2 Car Going ahead
First point of impact:Front
Vehicle direction: S to N Journey: Journey as part of work
Age of Driver : 21 Breath test:Not applicable

Contributory Factors : 405 406 103 307

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-01236-10 22/11/2010 Monday Time:1230 Vehicles 2 Casualties 1 Slight
Easting: 440,686 Northing: 408,986
Other Road Surface:Wet/Damp Daylight: no street lighting
Road Type: Single carriageway Speed Limit: 30

Location: HIGH ST GRIMETHORPE J/W MILEFIELD LN
Description:V1 TURNING R FROM HIGH ST ONTO MILEFIELD LN WHEN V2 CAME UP ON THE N/S & CLIPPED REAR L BUMPER.

Vehicle Reference1 Car Turning right
First point of impact:Did not impact
Vehicle direction: E to NW Journey: Other/Not known
Age of Driver : 31 Breath test:Not applicable

Contributory Factors : 406

Casualty Reference 1 Age:31 Female Driver/rider 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: Other/Not known
Age of Driver : 17 Breath test:Not applicable

Contributory Factors : 406

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-01306-10 06/12/2010 Monday Time:1415 Vehicles 2 Casualties 2 Slight
Easting: 442,002 Northing: 402,410
Other Road Surface:Snow Daylight:street lights present
Road Type: Roundabout Speed Limit: 60

Location: BROOMHILL RDBT BRAMPTON AT J/W DEARNE VALLEY PARKWAY
Description:V1 STOPPED AT RDBT BUT V2 FAILED TO REACT IN TIME AND COLL WITH REAR OF V1.

Vehicle Reference1 Car Waiting to go ahead but held up
First point of impact:Back
Vehicle direction: N to S Journey: Other/Not known
Age of Driver : 18 Breath test:Not applicable

Contributory Factors : 405 406

Casualty Reference 1 Age:18 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Casualty Reference 2 Age:16 Male Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference2 Goods <= 3.5 tonnes mgw Going ahead
First point of impact:Front
Vehicle direction: N to S Journey: Other/Not known
Age of Driver : 52 Breath test:Not applicable

Contributory Factors : 405 406

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-00243-11 15/03/2011 Tuesday Time:0426 Vehicles 1 Casualties 1 Slight
Easting: 440,790 Northing: 408,137
Fog or mist Road Surface:Wet/Damp Darkness: no street lighting
Road Type: Single carriageway Speed Limit: 60

Location: PARK SPRING RD GRIMETHORPE
Description:V1 TV ALONG PARK SPRING RD SUDDENLY CONFRONTED BY HORSES ROAMING FREE ON C/WAY IN PATH OF HIS VEH.V1 SWERVED TO AVOID HORSES & LOST CONTROL, VEH ROLLED ONTO ITS O/S & HIT KERB, CAUSING IT TO LAND ON IT'S WHEELS ON OPP SIDE OF RD.

Vehicle Reference1 Car Going ahead
First point of impact:Offside
Vehicle direction: S to N Journey: Commuting to/from work
Age of Driver : 31 Breath test:Negative

Contributory Factors : 109

Casualty Reference 1 Age:31 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-00276-11 20/03/2011 Sunday Time:1230 Vehicles 2 Casualties 1 Slight
Easting: 442,146 Northing: 405,590
Fine without high winds Road Surface:Dry Daylight: street lighting unknown
Road Type: Single carriageway Speed Limit: 60

Location: PARK SPRING RD LITTLE HOUGHTON
Description:DRIVER OF V2 STOPPED DUE TO CRAMP, V1 COLL WITH REAR OF V2 THROWING CYCLIST ONTO ROOF.

Vehicle Reference1 Pedal cycle Going ahead
First point of impact:Front
Vehicle direction: N to S Journey: Other/Not known
Age of Driver : 34 Breath test:Driver not contacted

Contributory Factors : 602 405

Casualty Reference 1 Age:34 Male 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: Other/Not known
Age of Driver : 46 Breath test:Not requested

Contributory Factors : 602 405

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-00438-11 24/04/2011 Sunday Time:2200 Vehicles 1 Casualties 1 Slight
Easting: 442,916 Northing: 404,322
Fine without high winds Road Surface:Dry Darkness: street lights present and lit
Road Type: Roundabout Speed Limit: 60

Location: DONCASTER RD DARFIELD J/W CATHILL R/ABOUT
Description:V1 TV ALONG A6195 TW CATHILL R/ABOUT. V1 APP R/ABOUT AT SPEED LOST CONTROL & LEFT C/WAY COLL WITH FENCE

Vehicle Reference:1 Car Going ahead
First point of impact:Front
Vehicle direction: N to W Journey: Other/Not known
Age of Driver : 28 Breath test:Negative

Contributory Factors : 403 410 601

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

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-00454-11 11/05/2011 Wednesday Time:2320 Vehicles 2 Casualties 1 Slight
Easting: 440,784 Northing: 408,199
Fine without high winds Road Surface:Dry Darkness: no street lighting
Road Type: Single carriageway Speed Limit: 60

Location: PARK SPRING RD GRIMETHORPE
Description:V2 (M/CYCLE) TV ALONG A6195 TW GRIMETHORPE. V1 TV SAME DIRC. AS V1 APP V2 DRIVER OF V1 LOST CONTROL DUE TO TYRE BLOW OUT. V1 SWERVED INTO ONCOMING LN & ATTEMPTED TO CORRECT SKID BY STEERING TO N/S. AS A RESULT V1 COLL WITH V2.

Vehicle Reference1 Car Going ahead
First point of impact:Offside
Vehicle direction: SE to NW Journey: Commuting to/from work
Age of Driver : 26 Breath test:Not requested

Contributory Factors : 410

Vehicle Reference2 Motorcycle 50cc and under Going ahead
First point of impact:Back
Vehicle direction: SE to NW Journey: Other/Not known
Age of Driver : 16 Breath test:Not requested

Contributory Factors : 410

Casualty Reference 1 Age:16 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-00606-11 30/06/2011 Thursday Time:1930 Vehicles 2 Casualties 1 Serious
Easting: 440,690 Northing: 408,681
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 60

Location: PARK SPRINGS RD GRIMETHORPE
Description:PED CYCLIST (V2) TV ALONG PARK SPRINGS RD AS PART OF CYCLE RACE. V1 PARKED. PED CYCLIST FAILED TO SEE PARKED CAR & COLL WITH REAR.

Vehicle Reference1 Car Parked
First point of impact:Back
Vehicle direction: Parked to Parked Journey: Other/Not known
Age of Driver : 51 Breath test:Not requested

Contributory Factors : 405

Vehicle Reference2 Pedal cycle Going ahead
First point of impact:Front
Vehicle direction: N to S Journey: Other/Not known
Age of Driver : 53 Breath test:Negative

Contributory Factors : 405

Casualty Reference 1 Age:53 Male Driver/rider Severity:Serious
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-00726-11 31/07/2011 Sunday Time:1025 Vehicles 2 Casualties 1 Slight
Easting: 441,095 Northing: 407,501
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 60

Location: PARK SPRING RD GRIMETHORPE
Description:3 VEH'S IN SLOW MOVING TF, V2 PULLED OUT TO OVERTAKE AND AS IT GOT ALONG SIDE V3 PULLED OUT CAUSING V2 TO TAKE EVASIVE ACTION LOSING CONTROL AND COLL WITH V1 THAT WAS STATIONARY.

Vehicle Reference1 Car Parked
First point of impact:Back
Vehicle direction: Parked to Parked Journey: Other/Not known
Age of Driver : 66 Breath test:Not requested

Contributory Factors : 410

Vehicle Reference2 Car Going ahead
First point of impact:Offside
Vehicle direction: SE to NW Journey: Other/Not known
Age of Driver : 38 Breath test:Not requested

Contributory Factors : 410

Casualty Reference 1 Age:38 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-00741-11 03/08/2011 Wednesday Time:0030 Vehicles 1 Casualties 1 Serious
Easting: 440,607 Northing: 408,929
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 60

Location: PARK SPRING RD GRIMETHORPE
Description:V1 TV ALONG PARK SPRING RD BEHIND A VAN. V1 PULLED INTO MIDDLE OF RD TO O/T BUT COLL WITH CENTRAL RES & RIDER CAME OFF BIKE.

Vehicle Reference:1 Motorcycle over 50cc and up to Overtaking moving vehicle on its offside
First point of impact:Front
Vehicle direction: S to N Journey: Journey as part of work
Age of Driver : 21 Breath test:Not requested

Contributory Factors : 308 403

Casualty Reference 1 Age:21 Male Driver/rider Severity:Serious
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-00736-11 04/08/2011 Thursday Time:1109 Vehicles 2 Casualties 5 Slight
Easting: 442,229 Northing: 402,776
Fine without high winds Road Surface:Wet/Damp Daylight: no street lighting
Road Type: Dual carriageway Speed Limit: 60

Location: DEARNE VALLEY PARKWAY BROOMHILL 500 MTS FROM MANVERS WAY
Description:V1 ATTEMPTS A U TURN IN CARR AND COLL WITH V2.

Vehicle Reference:1 Car Moving off
First point of impact:Front
Vehicle direction: NE to NE Journey: Journey as part of work
Age of Driver : 51 Breath test:Negative

Contributory Factors : 405

Casualty Reference 1 Age:51 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

Vehicle Reference2 Goods <= 3.5 tonnes mgw Going ahead
First point of impact:Front
Vehicle direction: SW to NE Journey: Journey as part of work
Age of Driver : 55 Breath test:Negative

Contributory Factors : 405

Casualty Reference 2 Age:54 Male Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Casualty Reference 3 Age:27 Male Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Casualty Reference 4 Age:55 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Casualty Reference 5 Age:47 Male Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-00887-11 17/09/2011 Saturday Time:1330 Vehicles 2 Casualties 1 Slight
Easting: 442,757 Northing: 403,947
Fine without high winds Road Surface:Dry Daylight: no street lighting
Road Type: Single carriageway Speed Limit: 60

Location: DEARNE VALLEY PARKWAY DARFIELD 300 MTS FROM DONCASTER RD
Description:V2 QUEUEING IN STATIONARY TF, V1 FAILED TO REACT IN TIME AND COLL WITH REAR OF V2.

Vehicle Reference1 Car Slowing or Stopping
First point of impact:Front
Vehicle direction: S to N Journey: Other/Not known
Age of Driver : 42 Breath test:Negative

Contributory Factors : 307 405

Casualty Reference 1 Age:30 Female Passenger Severity:Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference2 Car Waiting to go ahead but held up
First point of impact:Back
Vehicle direction: S to N Journey: Other/Not known
Age of Driver : 58 Breath test:Negative

Contributory Factors : 307 405

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-00900-11 23/09/2011 Friday Time:0700 Vehicles 2 Casualties 1 Serious
Easting: 441,431 Northing: 407,162
Fine without high winds Road Surface:Dry Daylight: no street lighting
Road Type: Single carriageway Speed Limit: 60

Location: PARK SPRING ROAD GRIMETHORPE BARNSLEY 750M N HOUGHTON MAIN R
Description:VEH 1 TRAVEL TOWARDS SHAFTON. VEH 2 TRAV OPPOSITE DIRECTION COLLIDES OFFSIDE TO OFFSIDE WITH VEH 1 FOR REASONS UNKNOWN AT THIS TIME.

Vehicle Reference1 Goods >= 7.5 tonnes mgw Going ahead
First point of impact:Front
Vehicle direction: SE to NW Journey: Journey as part of work
Age of Driver : 47 Breath test:Negative

Contributory Factors : 409 410

Vehicle Reference2 Car Going ahead
First point of impact:Front
Vehicle direction: SE to NW Journey: Commuting to/from work
Age of Driver : 17 Breath test:Not provided (medical)

Contributory Factors : 409 410

Casualty Reference 1 Age:17 Male Driver/rider Severity:Serious
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

B-00934-11 28/09/2011 Wednesday Time:1425 Vehicles 3 Casualties 5 Slight
Easting: 442,885 Northing: 404,274
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Roundabout Speed Limit: 40

Location: DEARNE VALLEY PARKWAY DARFIELD
Description:ALL VEHS SLOWING IN LINE OF TF AS THEY APP R/ABOUT. V1 FAILED TO STOP IN TIME & COLL WITH REAR OF V2. V2 SHUNTED INTO REAR OF V3.

Vehicle Reference1 Car Slowing or Stopping
First point of impact:Front
Vehicle direction: S to N Journey: Other/Not known
Age of Driver : 18 Breath test:Negative

Contributory Factors : 406

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

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

Vehicle Reference2 Car Slowing or Stopping
First point of impact:Back
Vehicle direction: S to N Journey: Other/Not known
Age of Driver : 18 Breath test:Negative

Contributory Factors : 406

Casualty Reference 2 Age:18 Female Driver/rider Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

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

Casualty Reference 4 Age:18 Female Passenger Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference 5 Age: Female Passenger Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference3 Car Slowing or Stopping
First point of impact:Back
Vehicle direction: S to N Journey: Other/Not known
Age of Driver : 40 Breath test:Negative

Contributory Factors : 406

Accidents between dates **01/01/2007 and 31/12/2011 (60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth=210 **Data for Amanda Hollands**

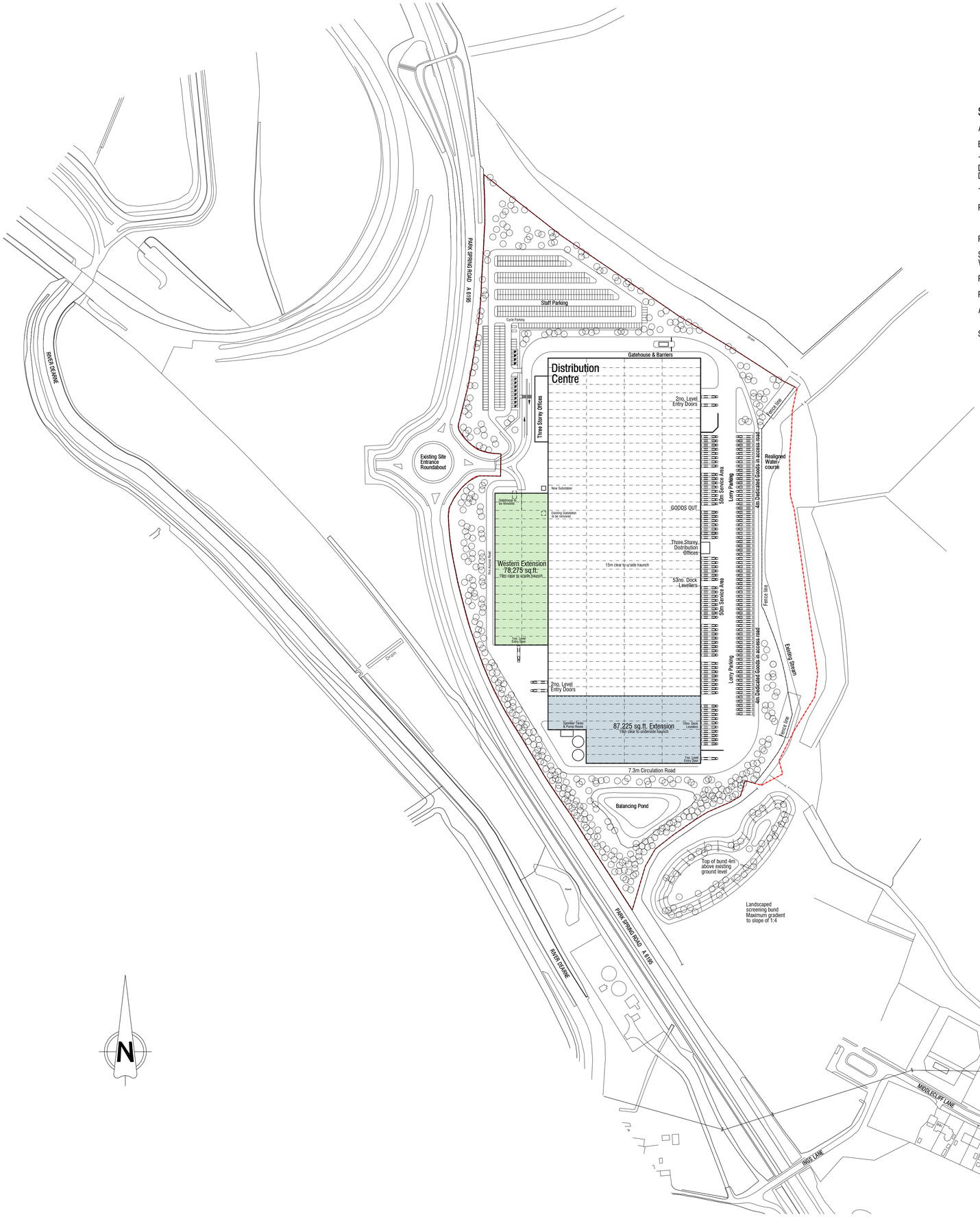
Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only excluding 2-wheels	1	3	31	35
2-wheeled motor vehicles	1	1	6	8
Pedal cycles	0	2	3	5
Horses & other	0	0	0	0
Total	2	6	40	48

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	2	35	37
Passenger	0	3	15	18
Motorcycle ride	1	1	5	7
Cyclist	0	2	3	5
Pedestrian	1	0	0	1
Other	0	0	0	0
Total	2	8	58	68

Appendix C



Schedule of Accomodation

All areas are gross internal.

Existing

Three Storey Offices	25,000 sq.ft	2,323 sq.m
Distribution Centre	500,000 sq.ft	46,451 sq.m
Distribution Offices	2,700 sq.ft	2,51 sq.m
Total	527,700 sq.ft	49,025 sq.m
Parking		392no. Car Parking Spaces 66no. Lorry Parking Spaces 20no. Cycle Parking Spaces

Proposed Extension

Southern Extension to DC	87,225 sq.ft	8,103 sq.m
Western Extension to DC	78,275 sq.ft	7,272 sq.m
Proposed Total Extension to DC	165,500 sq.ft	15,375 sq.m
Proposed Total Distribution Centre	693,200 sq.ft	64,400 sq.m
Additional Parking		74no. Car Parking Spaces
Site Area	37.90 acres	15.34 Hectares

notes

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no.	date	revision	by

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client

Teal Houghton Main Sarl

project

Proposed Extension
for ASOS.COM
Houghton Main
South Yorkshire

drawing

Proposed Site Layout Plan

scale	1:1000 @ a1	drawn	spp
checked		date	07/09/12

no

5252 - 035

PLANNING

Appendix D

ASOS Warehouse, Barnsley

Travel Plan

david tucker associates
transport planning consultants

ASOS Warehouse, Barnsley

Travel Plan

30th August 2012
SJT/JLS/14160-02_TP

Prepared by:

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Prepared For:

Teal Houghton Main Sarl

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1.0 INTRODUCTION

1.1 This Travel Plan has been prepared by David Tucker Associates on behalf of Teal Houghton Main Sarl in respect of a proposed extension to an existing warehouse building adjacent to Park Spring Road, south of Grimethorpe. This Plan replaces a previous Travel Plan prepared in 2006 by Burks Green for the site.

1.2 A Travel Plan is a term used for a package of measures aimed at promoting sustainable transport within an organisation, with the main aim of reducing travel by single occupancy vehicles. Travel plans are site specific and are dependent upon not only the location of the site but the size and type of organisations located there. They also require continuous monitoring and refinement in order to be successful.

1.3 The existing warehouse facility occupies an area of 49,025sq m and the proposed extension would take the building area to a total of 64,400sq m.

1.4 This Travel Plan has been prepared in accordance with 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' published by the Department for Transport in April 2009 and Guidance on Transport Assessment published in March 2007.

1.5 The Travel Plan includes:

- A strategy for setting target modal share for access to the site;
- A strategy for achieving the target;
- A process for monitoring progress towards achieving the target.

The strategy includes:

- Public transport initiatives;
- Cycling incentives and facilities;
- Walking incentives;
- Car parking management;
- More efficient ways of using the car, including car sharing and parking restraints.

1.6 The main benefits of the Travel Plan include:

- Less congestion on local roads;
- Reduced car parking demand;
- Improved travel choices;
- Opportunities for active, healthy travel;
- Fuel savings;
- Local environmental improvements.

2.0 NATIONAL POLICY

2.1 The DETR (1998) White Paper 'A New Deal for Transport: Better for Everyone' outlined the Government's transport policies for the future, with an emphasis on the need for a sustainable and integrated transport system; travel by foot, bicycle and public transport all being encouraged. The paper states:

> **"We look to business to ensure that it makes the most effective use of transport in a way that supports sustainable development. This means reducing the impact on the environment and reducing congestion."**

2.2 Key initiatives documented within the White Paper include quality partnerships –

> **"we want to create partnerships at all levels, to help business, local authorities and local communities to come together and respond to the challenge."**

2.3 In April 2009 the Department for Transport published 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process'. The Guidelines aim to bring together some of the best practice from around the country, drawing upon recent research.

2.4 Travel Plans have become an integral element of the planning process:

> **"They are critical to ensure that the use of sustainable modes is maximised, the finite capacity of the transport network is used effectively and the need for some costly highway infrastructure is avoided as far as is practical."**
>
> Paragraph 1.7. Good Practice Guidelines: Delivering Travel Plans through the Planning Process. April 2009

2.5 The Guidance defines a travel plan as:

> **"a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed"**
>
> Paragraph 2.1. Good Practice Guidelines: Delivering Travel Plans through the Planning Process. April 2009

2.6 The Guidance sets out that a travel plan involves:

> **"the development of agreed explicit outcomes limited to the appropriate package of measures aimed at encouraging more sustainable travel, with an emphasis on reducing single occupancy car use. Each travel plan should be unique to a site"**
>
> Paragraph 2.1. Good Practice Guidelines: Delivering Travel Plans through the Planning Process. April 2009

2.7 The Guidance sets out the ultimate objective of the travel planning process whilst identifying the additional aims and benefits:

> **"travel plans focus on achieving the lowest practical level of single occupancy vehicle trips to or from a site and widening the use of other modes. They assist in the wider aims of encouraging sustainable travel, improving health and reducing congestion, energy consumption and pollution. Travel plans need to address all journeys that may be made to and from a site, by anyone who may have a need to visit or stay there."**
>
> Paragraph 2.4. Good Practice Guidelines: Delivering Travel Plans through the Planning Process. April 2009

2.8 The Guidance focuses on an 'outcomes' approach to travel plans, requiring that specific outcomes or targets are established by agreement on what should be achieved through the travel plan over time.

3.0 SITE ASSESSMENT

3.1 The Site

3.1.1 The building proposed for extension is an ASOS clothing distribution warehouse. The site is located approximately 11km to the east of Barnsley and around 3.5km south of the village of Grimethorpe.

3.1.2 Vehicular access to the site is via the A6195 Park Spring Road, a single carriageway road with footways and street lighting within the vicinity of the site.

3.1.3 Access to the site is via the eastern arm of the Houghton Main Colliery roundabout and is used by both HGVs and employees. The car park operates a one-way system within the site with a separate entrance and exit.

3.2 Local Highway Network

3.2.1 Access to the site is via the eastern arm of the roundabout, the northern and southern arms link the A6195 and the western arm is currently unused awaiting further development. The site access is subject to a 30mph speed limit, whilst the A6195 is national speed limit.

3.2.2 Dropped kerb crossings are provided on all arms of the roundabout with a central refuge and tactile paving providing safe pedestrian access to the bus stops.

3.2.3 To the north, the A6195 provides access to Grimethorpe approximately 3.5km from the site. The A6195 continues south for access to the settlements of West Melton and Hoyland and links with the M1 at Junction 36 c. 13km from the site.

3.3 Existing Travel Patterns

3.3.1 The facility has provided mode share data for the method of travel by existing employees on site.

3.3.2 The occupier has also provided data relating to the employees current mode of travel to work on a typical weekday at the site. A survey of over 600 employees was undertaken for both early and late shifts. The results are summarised in **Table 1**.

Table 1 – Mode Share of Travel to Work by Employees

Mode	Percentage
Car Driver	51%
Car Passengers	17.6%
Dropped Off	11.2%
Bus	13.3%
Cycle	1.5%
Motorcycle	2.5%
Walk	0.7%
Not Known	2.2%
Total	100%

3.3.3 The site already has a reduced single vehicle occupancy proportion, with a high percentage car sharing and using the bus. These figures will be used as a basis for defining Travel Plan targets discussed further in Section 4.

3.4 Bus Services

3.4.1 The nearest bus stops to the site are located on the A6195, Park Spring Road. These stops serve two services, numbers 27 and 28, as set out in **Table 2**. These services provide an early morning and late evening bus for shift change over times during the early/late hours. Bus 28 operates a reduced service on Saturday and Sunday, but buses still run during the early/late hours of the day.

Table 2 - Summary of existing bus services to site

No.	Route	Mon - Sun		Frequency
		First	Last	
27	Barnsley - Grimethorpe - Wombwell	06:15 (SB) 05.45 (NB)	23:10 (SB) 22:38 (NB)	1 per hour (Morning) 2 per hour (Daytime) 1 per hour (Evening)
28 (previously 35/36)	Barnsley - Pontefract	Mon - Fri		Frequency
		First	Last	
		05:35 (NB) 05:45 (SB)	23:21 (NB) 23:18 (SB)	1 per hour

3.5 Rail Services

3.5.1 The nearest railway station is Goldthorpe, which is located approximately 6km from the site. Rail travel will therefore not be feasible for employees at this site given the distance to the nearest station.

3.6 Walking and Cycling

3.6.1 Whilst footpaths are provided at the roundabout they only go as far as the bus stops, meaning no footway is provided along the A6195. These footpaths feature dropped crossing points, with tactile paving at all junctions within the vicinity of the facility. The roads are also lit.

3.6.2 The potential cycling catchment of 5km encompasses the residential areas of Grimethorpe, Great Houghton and Darfield. Cycling may therefore be a viable option for any staff living in these areas. The site already provides undercover bike parking, shower and changing facilities for cyclists.

4.0 TRAVEL PLAN OBJECTIVES AND TARGETS

4.1 Introduction

4.1.1 A Travel Plan is a living document that provides a strategy for managing travel demand involving a continuing process of monitoring and review. The underlying aim of any Travel Plan is to minimise the number of single occupancy vehicle trips generated by a development, business or organisation. This is achieved by encouraging a shift to more sustainable modes of transport and by reducing the need to travel.

4.1.2 The DfT guidance outlines that all Travel Plans must establish targets with clear commitments to increase the propensity of the use of non car modes to the site. In addition to this all targets must be SMART (specific, measureable, achievable, realistic and time-bound).

4.1.3 The proposed development is an extension rather than a new development, however the occupier has already implemented a number of measures to encourage employees to travel by sustainable modes. These are discussed further in Section 5.

4.2 Objectives

4.2.1 The Travel Plan will seek to:

- Reduce the need to travel to and from site.
- Promote the health, wealth and environmental benefits of cycling, walking and using public transport.
- Provide clear information to all employees and visitors on the alternative modes of travel to and from site.
- Enhance the safety and security of people travelling to and from site.
- Effectively manage the demand for car parking.
- Alter working practices to ensure that those wishing to travel by alternate modes can do so freely and easily.

- Reduce the need to travel during peak hours.
- Reduce negative environmental impact of fleet vehicles; business travel; and deliveries.

4.3 Targets

4.3.1 Initial targets have been set using the mode share data provided by ASOS for August 2012. A target to reduce the proportion of employees travelling by private car has been set over an initial 3 year period, with a realistic reduction of 2% per year, resulting in a 6% reduction over 3 years. The targets are summarised in **Table 3**.

Table 3 – Target Mode Share for Car Drivers

	Existing Mode Share (August 2012)	Year 1	Year 2	Year 3
Journeys to work by car driver	51%	49%	47%	45%

4.3.2 Separate targets have not been set for cycling, bus use and car sharing. The potential reduction in the proportion of private car use will ultimately result in an increase in the proportion of employees travelling by sustainable modes or car sharing. This will however be reviewed following the first annual staff survey.

5.0 IMPLEMENTATION AND MANAGEMENT OF THE PLAN

5.1 Introduction

5.1.1 Whilst decision-making will emanate from the board of management operating the site, the day to day implementation, monitoring and review of the Plan's initiatives however will be the responsibility of the Travel Plan Co-ordinator. The TPC will be the designated liaison between senior management, employees and third parties on all matters of sustainable travel, including funding, publicity, implementation of measures and monitoring.

5.1.2 The name and contact details of the TPC will be provided to the local authority following completion of the proposed extensions. There will be a limited budget for the TPC role and this is likely to be undertaken as part of another job role.

5.2 Travel Plan Co-ordinator

5.2.1 In order to implement the Plan, a Travel Plan Co-ordinator will be appointed. The Co-ordinator will be responsible for:

- Liaison with the Strategic Travel Plan working group and organisation of affiliation with the site wide travel planning initiatives including car share web-site.
- Ensure all measures within the Travel Plan are promoted and that all employees are aware of the Travel Plan, including new recruits.
- Ensure the health, wealth and environmental benefits of sustainable travel are publicised.
- Explaining and marketing the Travel Plan to the board of management and to the County Council. Ensure an appropriate and up-to-date store of public transport information is kept on site and is freely available to all staff and visitors.
- Negotiate discounts where applicable.
- Publicise any successes of the Travel Plan.
- Provide possible solutions to individual employees travel needs.

- Addressing any comments/suggestions from the staff and visitors of the site.
- Monitoring the performance of the Plan, including getting the annual survey analysed and presenting the results externally.
- Implementing promotional days.

5.2.2 The Co-ordinator will most probably be an employee of the company and will be appointed by the board of management. Ideally, this person will occupy this post for a number of years to ensure continuity of the Plan. In the first year, it is expected that his/her role will primarily be to set up the Plan. Advice and support from the Council's Travel Plan representative will be sought during that time.

5.3 General Promotion

5.3.1 Below is a list of initiatives specific to each travel mode. The initiatives already implemented on site are as follows:

- The provision of 10 car share spaces within the car park and car share notice board to look for potential car sharers;
- Motorcycle spaces located within the car park;
- Secure cycle parking spaces;
- Shower facilities for cyclists/walkers;
- Up to 1,000 lockers for use by employees to store kit.

5.3.2 In addition, the occupier has confirmed that the site will shortly be installed with facilities for cyclists/walkers to hang wet clothing.

5.3.3 As well as these, the Travel Plan should raise awareness of the environmental and health problems connected with transport. To promote "greener" travel choices for all journeys, not just work related travel. **Table 4** summarises a tool kit of additional measures which could be adopted by the Travel Plan Co-ordinator.

Table 4 - Travel Plan Tool Kit

Potential Travel Plan Initiatives	Responsibility
Walking (best suited to journeys under 2 miles)	
Produce a map illustrating safe walking routes to common destinations. Include reference to crossing points and public transport facilities.	Occupier to provide through TPC
Keep a store of pool umbrellas on site for use by staff who walk to/from walk or for walking journeys during the day.	
Provide staff with personal attack alarms.	
Raise awareness of health benefits of walking. Through posters, leaflets and/or events.	
Offer a guaranteed ride home to alleviate staff concerns of being stranded at work in the event of unforeseen circumstances.	
Arrange events to promote walking, such as a walk to work day with incentives, prizes, give-aways etc.	

Cycling (best suited to journeys under 5 miles)	
Raise awareness of health benefits of cycling through continual publicity.	Occupier to provide through TPC
Provide cycle route maps.	
Offer financial incentives such as interest free loans or seek discounted purchase prices for bicycles & equipment from local retailers.	
Consider the provision of pool bikes and offer cycle mileage allowance for those using bicycles for work related trips.	
Keep a supply of basic cycle maintenance equipment on site e.g. pump, puncture repair kit, tools etc.	
Offer a guaranteed ride home to alleviate staff concerns of being stranded at work in the event of unforeseen circumstances.	
Establish a bicycle user group (BUG) & bike buddy scheme.	
Arrange events to promote cycling to work such as “bikers breakfasts”. Possibly correspond with national events such as “bike week” & “bike2work” in June.	
Arrange adult cycle training sessions.	

Public Transport (provides a sustainable alternative for many commuter & business trips)	
Disseminate up-to-date public transport information on site. Including routes, timetables and fares for local services.	Occupier to provide through TPC
Promote benefits of public transport. Savings etc	
Arrange with local transport operators to buy tickets in bulk at a discount and sell on to staff on site.	

Car Sharing (provides a sustainable alternative when the car is the only option)	
Provide a guaranteed ride home scheme for car sharers in the event of unforeseen circumstances.	Occupier to provide through TPC
Devise a protocol/guidelines for car sharers to follow.	
Arrange coffee mornings or other events to allow potential car sharers to meet before committing to sharing with someone they previously did not know.	
Run prize draws open to those registered on the car share scheme.	

Reducing the need to travel & working practices	
Provision of on site facilities – canteen or food order & delivery system. Delivery of daily newspapers.	Occupier to assume responsibility for these measures
Arrange shifts by postcode areas where possible to ensure the highest proportion of potential car sharers are working at any one time.	
Encourage use of public transport, cycling and walking for business travel.	
Recruitment policies – make clear commitment to green travel in advertisements and aim to recruit local people.	
Include travel information in induction packs.	
Provide travel information for visitors & new recruits.	

6.0 MONITORING AND AUDIT

6.1 Staff and Visitor Surveys

6.1.1 In terms of the monitoring and auditing of the Travel Plan the occupier will work within the Strategic Travel Plan requirements, which place the emphasis of the monitoring on the Travel Plan Co-ordinator. Further to the initial baseline figures, surveys will be undertaken on an annual basis to determine the suitability of the targets set and effectiveness of the Plan measures.

6.1.2 The results of the surveys will be analysed and reported within two months of the survey being undertaken. The performance of the plan in meeting individual targets will be assessed as indicated in **Table 5.** The survey results will be compared against the baseline and previous years' survey results and used to assess whether targets have been met.

Table 5 - Targets and Their Performance Indicators

Target	Performance Indicator
Public transport modal share.	Annual survey modal share. Feedback from operators/users.
Cycle / motorcycle modal share.	Annual survey modal share. Usage of cycle stands.
Car-Sharing modal share and solo occupancy cars	Annual survey modal share. Car-share database matching. Survey of car parking occupancy.

6.2 Plan Performance Audits

6.2.1 The results will be reported to the Council. The recommendations of the review shall be implemented as soon as possible (as appropriate dependant on type of measures). Should any meetings between the parties be necessary to discuss the contents of the submissions then these shall be raised in accordance with the above highlighted timescales.

6.2.2 Discussions will be held as to how any failed targets might be better achieved. Through consultation with the Council, the Plan and its targets will be readdressed annually. It may be, for example, that the targets are made less ambitious on one mode, while tightened up on another to compensate. Through agreement with the Council, the Site Co-ordinator will join and attend local community forums if required.

SJT/JLS/14160-02_TP
30th August 2012

Appendix E

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
	HF	HERTFORDSHIRE	1 days
	SC	SURREY	1 days
03	SOUTH WEST		
	CW	CORNWALL	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
08	NORTH WEST		
	LC	LANCASHIRE	1 days
09	NORTH		
	TV	TEES VALLEY	2 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Actual Range: 387 to 80066 (units: sqm)
Range Selected by User: 387 to 80066 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/04 to 05/07/11

Selected survey days:

Monday	1 days
Tuesday	4 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	6

Selected Location Sub Categories:

Industrial Zone	3
Commercial Zone	1
Residential Zone	1
No Sub Category	3

Filtering Stage 3 selection:

Use Class:

B8	8 days

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	3 days
10,001 to 15,000	5 days

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	5 days

Travel Plan:

Yes	1 days
No	7 days

LIST OF SITES relevant to selection parameters

1 CW-02-F-01 WAREHOUSING, TRURO CORNWALL
A390
THREEMILESTONE
NEAR TRURO
Edge of Town
No Sub Category
Total Gross floor area: 5150 sqm
Survey date: TUESDAY 18/09/07 Survey Type: MANUAL

2 HC-02-F-01 WAREHOUSING, SOUTHAMPTON HAMPSHIRE
MAURETANIA ROAD
NURSLING INDUSTRIAL ESTATE
SOUTHAMPTON
Edge of Town
Industrial Zone
Total Gross floor area: 4000 sqm
Survey date: WEDNESDAY 21/11/07 Survey Type: MANUAL

3 HF-02-F-03 DISTRIBUTION CEN., HATFIELD HERTFORDSHIRE

HATFIELD BUSINESS CEN.
HATFIELD
Edge of Town
Commercial Zone
Total Gross floor area: 80000 sqm
Survey date: THURSDAY 10/07/08 Survey Type: MANUAL

4 LC-02-F-02 WAREHOUSING, PRESTON LANCASHIRE
CHORLEY ROAD
WALTON-LE-DALE
PRESTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1200 sqm
Survey date: FRIDAY 22/06/07 Survey Type: MANUAL

5 LN-02-F-01 BOOK SERVICE, GRANTHAM LINCOLNSHIRE
TRENT ROAD

GRANTHAM
Edge of Town
No Sub Category
Total Gross floor area: 32300 sqm
Survey date: MONDAY 29/11/10 Survey Type: MANUAL

6 SC-02-F-04 WAREHOUSING, CHERTSEY SURREY
PRETORIA ROAD

CHERTSEY
Edge of Town
No Sub Category
Total Gross floor area: 4460 sqm
Survey date: TUESDAY 27/11/07 Survey Type: MANUAL

7 TV-02-F-02 ARGOS WAREHOUSE, DARL'TON TEES VALLEY
ROUNDHOUSE ROAD
FAVERDALE
DARLINGTON
Edge of Town
Industrial Zone
Total Gross floor area: 80066 sqm
Survey date: TUESDAY 07/10/08 Survey Type: MANUAL

8 TV-02-F-03 ELEC. COMPONENTS, STOCKTON TEES VALLEY
UNIT 8,NAVIGATOR COURT

STOCKTON-ON-TEES
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 387 sqm
Survey date: TUESDAY 28/06/11 Survey Type: MANUAL

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
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	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	8	25945	0.085	8	25945	0.055	8	25945	0.140
08:00 - 09:00	8	25945	0.075	8	25945	0.047	8	25945	0.122
09:00 - 10:00	8	25945	0.070	8	25945	0.053	8	25945	0.123
10:00 - 11:00	8	25945	0.051	8	25945	0.051	8	25945	0.102
11:00 - 12:00	8	25945	0.051	8	25945	0.052	8	25945	0.103
12:00 - 13:00	8	25945	0.057	8	25945	0.061	8	25945	0.118
13:00 - 14:00	8	25945	0.107	8	25945	0.083	8	25945	0.190
14:00 - 15:00	8	25945	0.083	8	25945	0.103	8	25945	0.186
15:00 - 16:00	8	25945	0.080	8	25945	0.103	8	25945	0.183
16:00 - 17:00	8	25945	0.065	8	25945	0.098	8	25945	0.163
17:00 - 18:00	8	25945	0.030	8	25945	0.078	8	25945	0.108
18:00 - 19:00	8	25945	0.013	8	25945	0.049	8	25945	0.062
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.767			0.833			1.600

Parameter summary

Trip rate parameter range selected:	387 - 80066 (units: sqm)
Survey date date range:	01/01/04 - 05/07/11
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
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	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	8	25945	0.011	8	25945	0.011	8	25945	0.022
08:00 - 09:00	8	25945	0.013	8	25945	0.014	8	25945	0.027
09:00 - 10:00	8	25945	0.014	8	25945	0.018	8	25945	0.032
10:00 - 11:00	8	25945	0.016	8	25945	0.014	8	25945	0.030
11:00 - 12:00	8	25945	0.014	8	25945	0.019	8	25945	0.033
12:00 - 13:00	8	25945	0.012	8	25945	0.014	8	25945	0.026
13:00 - 14:00	8	25945	0.015	8	25945	0.009	8	25945	0.024
14:00 - 15:00	8	25945	0.022	8	25945	0.012	8	25945	0.034
15:00 - 16:00	8	25945	0.019	8	25945	0.013	8	25945	0.032
16:00 - 17:00	8	25945	0.018	8	25945	0.008	8	25945	0.026
17:00 - 18:00	8	25945	0.008	8	25945	0.007	8	25945	0.015
18:00 - 19:00	8	25945	0.002	8	25945	0.010	8	25945	0.012
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.164			0.149			0.313

Parameter summary

Trip rate parameter range selected:	387 - 80066 (units: sqm)
Survey date date range:	01/01/04 - 05/07/11
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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