

Cumberworth Lodge, Main Street,
Haxey, Doncaster DN9 2NB

Save Haven Support Care and
Education Group

Transport Statement

MA12622-MIL-XX-XX-RP-C-P01

February 2026



REVISION

Reference	Revision	Author	Approved	Date
MA12622-MIL-XX-XX-RP-C-0001	Initial Issue for Planning	JMcK	JMcK	Feb 2026

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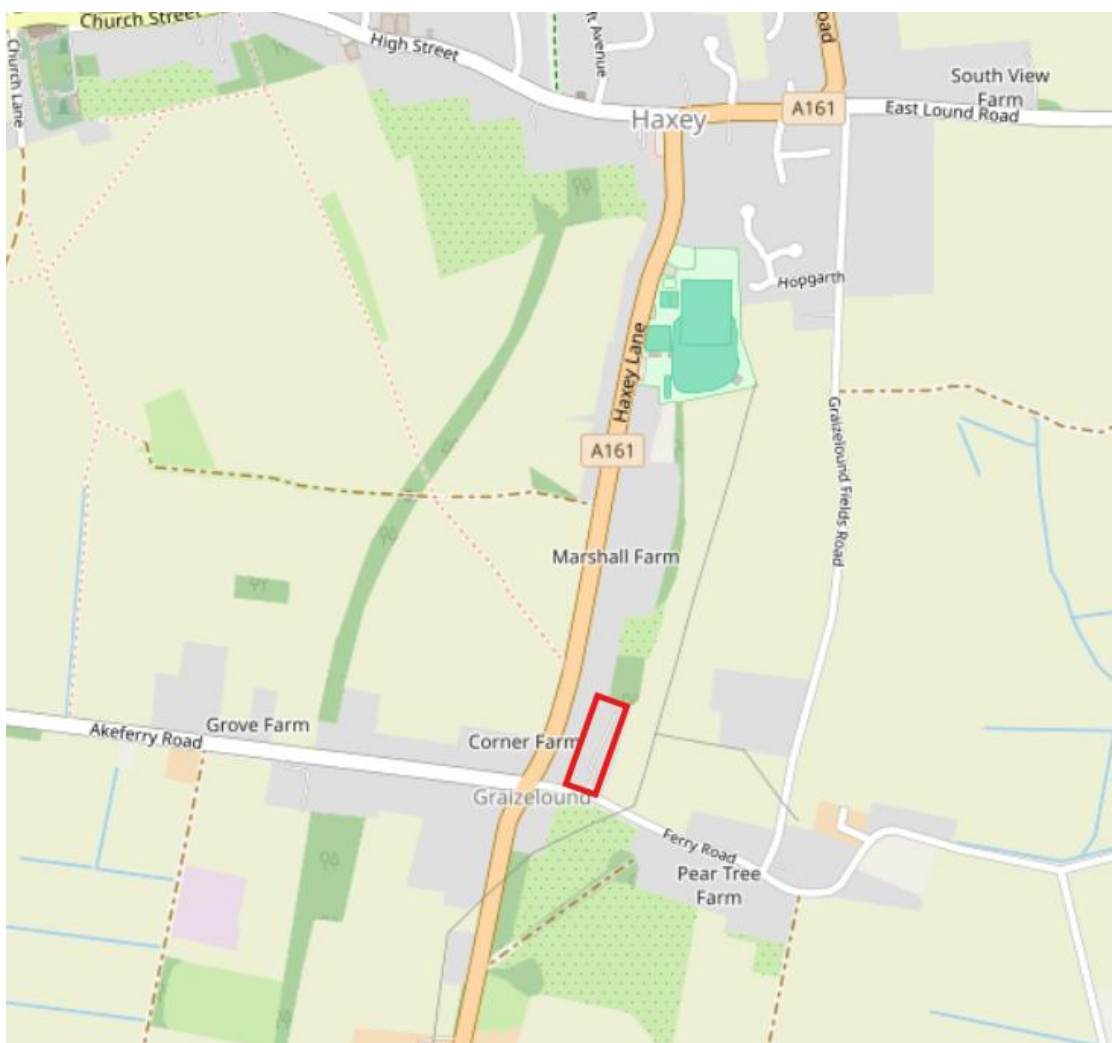
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1. INTRODUCTION

1.1 Site Location and Scope

- 1.1.1 Millward have been appointed by Safe Haven Support Care and Education Group to undertake a Transport Statement (TS) for a change of use planning application or the change of use of a former residential care home, associated six-bedroom dwellinghouse, annexe and office / residential building, to create a school / educational facility and children's care home.



Mapping source OpenStreetMap.org

- 1.1.2 The site is a brownfield site with a previous use as a residential care home facility for up to 26 residents. It is bounded by Main Road to the south, residential properties to the west and north with open fields to the east.

- 1.1.3 The proposal is for a change of use for the change of use of a former residential care home, associated six-bedroom dwellinghouse, annexe and office / residential building, to create a school / educational facility and children's care home

1.2 Planning History

1.2.1 There is previous planning history for the site which is covered in the design and access statement submitted as part of the planning application.

1.2.2 There are a substantial number of historic planning applications relating to Cumberworth Lodge, which generally relate to the development of the Site as a Care Home.

1.2.3 From the Planning History of this Site, as set out in the design and access statement, it appears that the lawful uses of the land and buildings include:

- Use Class C2 – Residential Institutions (with supporting office space)
- Use Class C3 – Dwellinghouses

1.3 Purpose of Report

1.3.1 The purpose of this Transport Statement is to consider matters such as the access, sustainability, parking and servicing and impact on the highway network. It presents the proposals in relation to current guidance and data.

1.3.2 The TS demonstrates that the development will not have a transport impact deemed as 'severe' on the local highway network.

1.4 Report Structure

1.4.1 The report structure is as follows:

- Introduction – a brief synopsis of the proposed development, its location and the site history;
- Policy context – a review of the relevant national, regional and local planning and transport policy guidance;
- Existing Situation – a review of the existing conditions of the site, its surrounding transport infrastructure, relevant planning history and accident data in the vicinity of the site;

- Proposed Development - this section presents the development proposals, including access arrangements, parking provision and servicing;
- Trip Generation – a review of the expected traffic generation associated with the proposed development brought from client data and TRICS database where applicable.
- Impact on Transport Infrastructure – a review of the impact of the development trip generation on the local transport infrastructure;
- Conclusion – summarises the TS and its findings.

2 POLICY CONTEXT

2.1 Introduction

2.1.1 This chapter lists and provides a brief summary of the national, regional and local policy documents that have relevance to the development. Policies that have been considered are:

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)
- North Lincolnshire Local Transport Plan (LTP3 2011-2026)
- North Lincolnshire Core Strategy (adopted June 2011) and the Housing and Employment Land Allocations Development Plan

2.2 National Planning Policy Framework

2.2.1 The revised NPPF was published in December 2024 by the Ministry of Housing, Communities and Local Government, and replaces the version issued in July 2021. It sets out the overriding planning policies for England and how these should be applied. Chapter 9: Promoting Sustainable Transport includes the following approaches to decision making and development planning.

2.2.2 Para 113 Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.:

2.2.3 Para 115: In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be or have been taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;

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

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

2.2.4 Para 116: Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

2.2.5 Para 117: Within this context of development, applications for development should:

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

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

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

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

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

2.2.6 Para 118: All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

2.3 Planning Practice Guidance (PPG): Travel Plans, Transport Assessments and Statements in Decision Making

2.3.1 Guidance on Transport Assessments (GTA) was published in March 2007 but as of October 2014, has been archived and replaced with Planning Practice Guidance (PPG).

2.3.2 The PPG sets out when Travel Plans, Transport Assessments and Statements for developments are required and was published in March 2014. PPG was produced to assist stakeholders in determining whether an assessment may be required and, if so, what the level and scope of that assessment should be. It provides guidance on the content and preparation of Transport Assessments and Transport Statements and the promotion of smarter choices via Travel Plans.

2.3.3 Planning Practice Guidance (PPG) suggests that the Transport Statement should be:

- Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;
- Established at the earliest practicable possible stage of a development proposal;
- Tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally).

2.4 Regional and Local Policy

2.5 North Lincolnshire Local Transport Plan (LTP3)

2.5.1 A number of the goals of the LTP3 aim to be achieved by encouraging active and sustainable travel, and outlines initiatives towards encouraging active and sustainable travel and pursuing sustainable travel planning.

2.5.2 The LTP3 themes and goals are;

- Facilitate economic growth by targeting transport improvements in key development areas and along key strategic network corridors.
- Reduce transport related carbon dioxide emissions and protect and enhance the natural and built environment through sustainable transport solutions.
- Improve transport safety and security relating to death or injury from transport, in order to contribute towards safer and stronger communities.
- Provide equal opportunities through improvements in accessibility to key local hubs and services by sustainable modes of transport
- Enhance people's health and wellbeing through the promotion of healthy modes of travel and provision of a high quality integrated transport system that contributes towards long term sustainable regeneration

2.5.3 North Lincolnshire Core Strategy (adopted June 2011) and the Housing and Employment Land Allocations Development Plan Document (adopted March 2016), along with the Saved Policies of the 2003 Local Plan

2.5.4 The relevant joint core strategy policies for transport are:

Policy T1

Location of Development – states that development proposals, which generate a significant volume of traffic movement, will be permitted provided that they are located:

- i) in the urban area of Scunthorpe and Bottesford, Barton upon Humber, Brigg, and the areas identified for development at the South Humber Bank and Humberside International Airport; and*
- ii) where there is good access to rail, water and air transport, or to the North Lincolnshire Strategic Road Network; and*
- iii) where there is good foot, cycle and public transport provision or where there are opportunities for foot, cycle and public transport to be provided.*

2.5.5 Policy T2

Access to Development – states that all development must be provided with a satisfactory access.

Policy T19

Car Parking Provision and Standards Provision will be made for car parking where it would:

- i) meet the operational needs of businesses; or*
- ii) essential to the viability of a new development; or*
- iii) improve the environment or safety of streets; or*
- iv) meet the needs of people with disabilities; or*
- v) be needed by visitors to the countryside;*

and comply with Appendix 2 - Parking Provision Guidelines.

3 EXISTING CONDITIONS

3.1 Introduction

3.1.1 This section describes the existing conditions of the site including the surrounding transport infrastructure.

3.2 Site Location

3.2.1 The site is located approximately 1km to the south of the town of Haxey, to the east of the crossroads junction of Haxey Lane and Akeferry Road.

3.2.2 The site is a brownfield site with a previous use of a 26 bed care home facility, which provided primary care services for the elderly / dementia with permanent care, respite care and palliative / end of life care.

3.2.3 Vehicle access is proposed from Main Road to the south of the site with pedestrian access via a footway of 1.8m width to the west of the site entrance.

3.3 Access

3.3.1 A single point of vehicular access to the site is proposed and is considered acceptable with regards to the location and previous uses on the site.

3.3.2 The existing site access has been in use, serving the previous use for a substantial amount of time.

3.3.3 This point of access is proposed to be maintained which is currently a 5.46m wide entrance onto Main Street. This width is the minimum width of the entrance which allows two way traffic for access and egress. Immediately beyond the minimum width of the access the site opens out to a wider area with a central island which allows for one route for incoming traffic and a separate route for outgoing traffic. Existing visibility splays of 2.4m x 70m are achievable with the maintenance of the existing hedge line to the east of the site access looking east along Main Street cutting back to facilitate the splay as shown on drawing MA12622-MIL-XX-XX-DR-C-0670-P01 contained within Appendix A.

3.3.4 There are no formal footways within the site currently it is essentially a shared surface.

3.4 Pedestrians

3.4.1 The document “The guidelines for providing Journeys on Foot”, May 2000 by the Institution of Highways & Transportation provides a summary of preferred maximum walking distances to local services, as summarised below.

Preferred Maximum Walking Distances (IHT, 2000)

	<i>Town Centre</i>	<i>Commuting/ School/ Sightseeing</i>	<i>Elsewhere</i>
<i>Desirable</i>	200m	500m	400m
<i>Acceptable</i>	400m	1,000m	800m
<i>Preferred Maximum</i>	800m	2,000m	1,200m

3.4.2 The closest bus stops to the site are located on the A161 Haxey Lane. Access to these bus stops are via the existing footway to the west of the existing site entrance. The bus stops are within 150 metres from the proposed site frontage and 250m from the building on the site which is within desirable limits.

3.4.3 Given the above, it is considered the site has adequate pedestrian connectivity to the bus stops on Haxey Lane to local bus services (Service 398).

3.5 Cyclists

- 3.5.1 There are no specific cycle facilities in the vicinity of the site or in the locality but the local roads are available for cyclists.
- 3.5.2 From the site location, a 15 minute bike ride catchment encompasses Haxey and Low Burnham to the north, Owston Ferry to the east, Misterton to the south and Upperthorpe to the west.



15 Minute Cycle Catchment

- 3.5.3 A 30 minute bike ride allows access to Epworth and Belton to the north, East ferry and Gunthorpe to the east, Walkeringham to the south and Wroot to the west.



30 Minute Cycle Catchment

- 3.5.4 Given the above, it is considered the site has sufficient cycle connectivity, with access to towns and villages for any potential employees for instance. This is considered sufficient based upon the nature and scale of the development.

3.6 Public Transport

- 3.6.1 The two bus stops located on the A161 Haxey Lane, are designated as stops for the bus service 398 which is operated by Stagecoach which is a service between Belton and Gainsborough.

Bus stop	Service	Route	Frequency
A161	398 (Stagecoach)	Gainsborough – Belton	Tuesdays and Fridays @ 1000hrs and @1345hrs
Akeferry Road	398 (Stagecoach)	Gainsborough – Belton	Tuesdays and Fridays @ 1000hrs and @1345hrs

3.6.2 This is an intermittent service running two days per week.

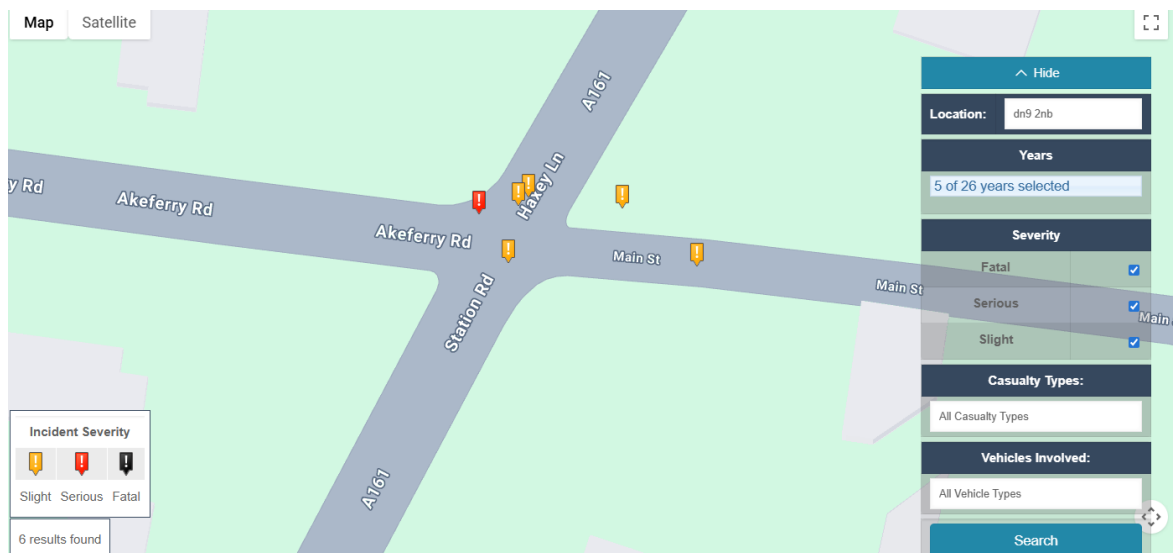
3.6.3 The nearest rail stations are located in Scunthorpe, Althorpe and Crowle to the north and Gainsborough to the south. These are approximately 10-15km away from the site.

3.6.4 Given the above the site is generally remote from railway stations and only has an intermittent bus service at this location.

3.7 Road Traffic Accident Data

3.7.1 In order to review the safety record on the highway network in the vicinity of the site, personal injury collision statistics from Crashmap for the preceding 5-year period are assessed.

3.7.2 Over the search area and time period there were six recorded accidents in the search area as can be seen from the extract map below;



Extract from Crashmap

3.7.3 The six recorded accidents are summarised in the table below;

Reference	Year	Severity	Casualty	Factor
2021161111690	11/2021	Serious	(1) Passenger	Vehicle moving off from junction and collides with nearside of other vehicle at junction. Driver Error, failed to anticipate. Weather Dry Daylight
2022161245967	11/2022	Slight	(1) Driver	Vehicle moving off from junction and collides with offside of other vehicle (van) at junction. Driver Error. failed to anticipate Weather Wet Daylight
2022161264173	12/2022	Slight	(2) Driver & Passenger	Vehicle moving off from junction and collides with nearside of other vehicle at junction. Driver Error failed to anticipate. Weather Dry Daylight
2023161268055	01/2023	Slight	(2) Driver & Passenger	Car and Goods van collided in vicinity of the junction. Cause unknown. Weather Wet Daylight.
2023161278987	02/2023	Slight	(3)	Car and Goods van collided in vicinity of the junction.. Driver Error failed to anticipate Weather Dry Daylight.
2023161363083	10/2023	Slight		Cars collided in vicinity of the junction. Driver Error both fit fence / wall. Weather Dry Daylight.

3.7.4 Upon review of the statistics and factors of the six recorded accidents all where in the vicinity of the existing crossroads junction.

3.7.5 The patterns of factors seem to be drivers failure to anticipate oncoming vehicles at the junction. Whilst this is a pattern of accidents just six accidents in the last five years at this crossroads location doe not in my view constitute a severe highway safety issue at this location.

3.7.6 Whilst all accidents are regrettable, for the location of the accidents on a rural crossroads junction, six recorded accidents over the five year period with a maximum of 3 in 2023 is not considered to trigger a highway safety concern.

4 PROPOSED DEVELOPMENT

4.1 Development Proposals

4.1.1 The development proposal is for a change of use planning application for the change of use of a former residential care home, associated six-bedroom dwellinghouse, annexe and office / residential building, to create a school / educational facility and children's care home.

4.1.2 The proposed development will cater for 3no children 7-16 years (Therapeutic care Home) and a school use for 50 pupils and associated staff.

4.1.3 The car park provision is for 15 Visitor spaces and 12 staff spaces totalling 27 spaces including;

2No Disabled Spaces

25No Standard Car Parking Spaces

Space will be provided space for up to 10 cycles in a shelter with secure cycle stands.

4.1.4 The standards state minimum parking requirements are (Appendix 2 of the adopted local plan:

C2 Use Care Home

1 space per full time member of staff plus 1 space per 3 part time members of staff and 1 space per 4 residents.

Spaces requirements for the development (4No Total)

- *1 space for full time member of staff*
- *2 spaces for part time staff*
- *1 Space for 3 residents.*

Class D1 non residential institutions Schools (Closest match in the standards)

1 space per 2 members of staff plus 1 space per 30 pupils for visitors. Special occasion bulk parking provision to be provided in the curtilage.

Spaces requirements for the development (12No Total)

10 spaces for 20 staff

2 spaces for visitors for pupils

2 Spaces for disabled.

9 spaces for special occasion bulk parking.

4.1.5 The proposed parking facilities at the site are above the minimum requirements set by the LPA and therefor deemed acceptable.

4.2 Vehicle Access

4.2.1 A single point of vehicular access to the site is proposed and is considered acceptable with regards to the location and previous uses on the site.

4.3 Swept Path Assessments

4.3.1 Swept path assessments have been undertaken of the internal roads and main access junction and these are shown in on drawing MA12622-MIL-XX-XX-DR-S-0670 contained within Appendix A.

4.3.2 The swept path assessments show that the proposed access will allow two way access and also enough room for a refuse / delivery vehicle to access the site

4.4 Servicing Arrangements

- 4.4.1 Access to the development for service, emergency and delivery vehicles will take place from the main access.
- 4.4.2 The site layout allows for easy access for all vehicles with plenty of room for vehicles to turn around within the site meaning access / egress is easily achievable in a forward gear.

5 TRAFFIC IMPACT

5.1 Overview and methodology

5.2 The proposed trip generation for the development has been calculated using the land uses within the TRICS 8 database and then assessed against the previous use of the site to quantify the impact using the site specific information and the TRICS 8 database.

5.3 Existing / Previous Development

5.3.1 The previous use of the site was a care home with provision of 26 rooms.

5.3.2 In assessing the previous traffic generation from the development site, the TRICS 8 database has been used using 05 HEALTH – F – CARE HOME (ELDERLY RESIDENTIAL) as this is the closest applicable land use category for the previous use on the site.

5.3.3 For the purpose of analysis, we have discounted the dwelling from the calculation to be robust.

Trip rate per RESIDENT (26) of development Existing / Previous Use	Total Arrivals (Vehs)	Vehicle Rate	Total Departures (Vehs)	Vehicle Rate	Total (Vehs)	Rate
AM Peak Trip Rate 0800-0900hrs	0.075(2)		0.068 (2)		0.143(4)	
PM Peak Trip Rate 1600 - 1700 hrs	0.055 (2)		0.121 (3)		0.176(5)	

5.3.4 In summary, the previous use on the site generated 4 two way vehicle movements in the AM Peak and 5 two way vehicle movements in the PM Peak.

5.4 Proposed Development

5.4.1 In assessing the proposed traffic generation from the development site, the TRICS 8 database has been used using 04 EDUCATION – F – COMMUNITY EDUCATION as this is the closest applicable land use category for the proposed use.

Trip rate per 100m2 (1280m2 MAX) of development Existing / Previous Use	Total Arrivals (Vehs)	Vehicle Rate	Total Departures (Vehs)	Vehicle Rate	Total (Vehs)	Rate
AM Peak Trip Rate 0800-0900hrs	1.087(14)		0.204 (3)		1.291(17)	
PM Peak Trip Rate 1600 - 1700 hrs	0.466 (6)		0.686 (9)		1.152(15)	

5.5 Based upon the site specific data provided by the client for the proposed facility and to TRICS data used to calculate the net change in traffic generation due to the development is as shown in the table below;

Net (Proposed existing) Change minus	Arrivals	Departures	Total
AM Peak 0800-0900hrs	(14-2) +12	(3-2) +1	(17-4) +13
PM Peak 1700 - 1800 hrs	(6-2) +4	(9-3) +6	(15-5) +10

5.6 In terms of traffic impact, the development is well below the threshold of creating a severe impact on the highway network (30 two way trips in any peak hour on the highway network).

- 5.7 The maximum trips in peak hours would be 17 and 15 two way trips in the AM and PM Peak hours respectively which is not considered to have a severe impact on the existing highway network.
- 5.8 The proposed access junction will have ample capacity to cope with the development traffic.

6 CONCLUSIONS

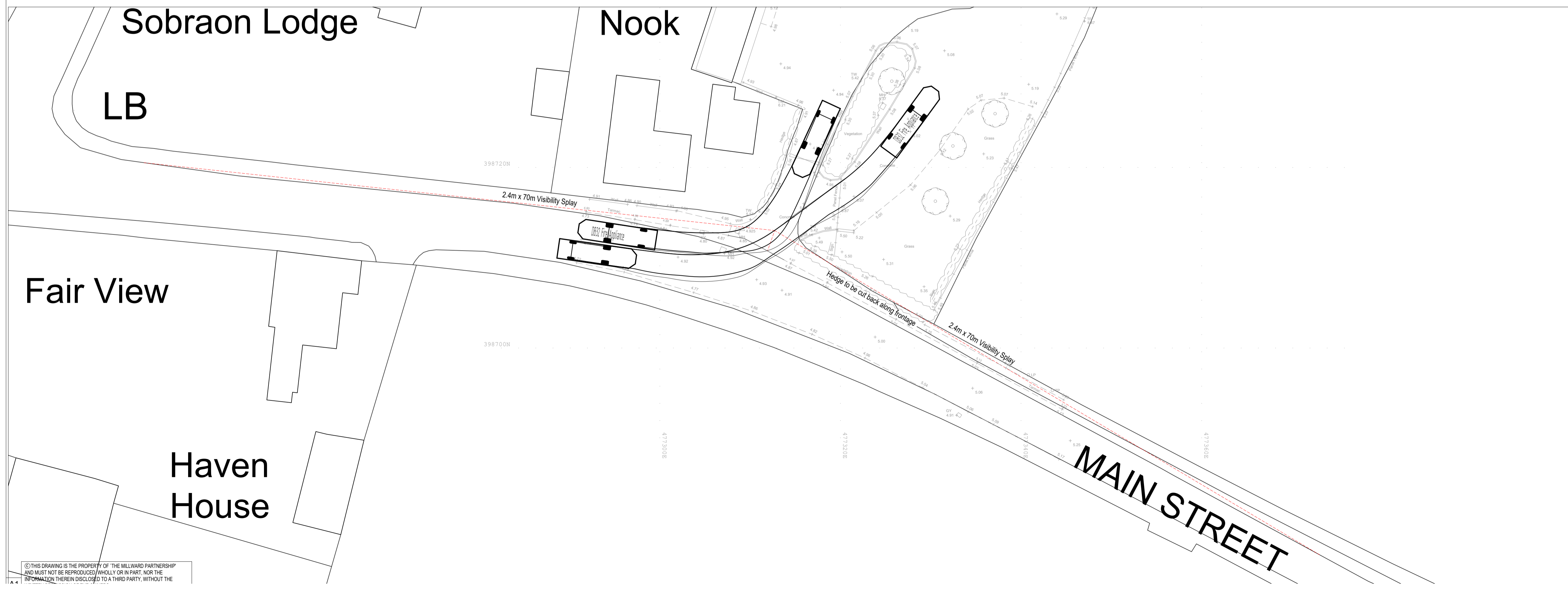
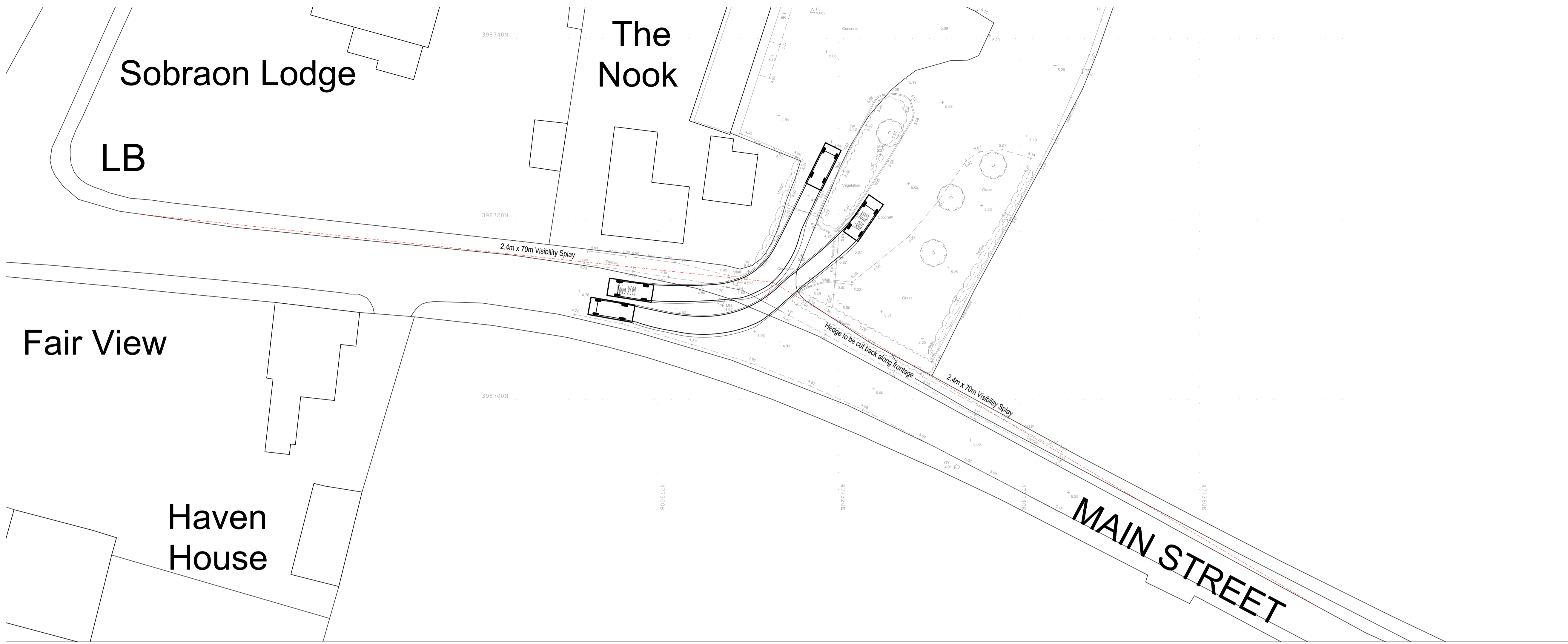
- 6.1 The assessment concludes that there would not be any severe impact on traffic.
- 6.2 The recent personal injury collisions records have been reviewed and do not show any recorded accidents in the vicinity of the site but six recorded accidents at the crossroads to the west. With only six accidents in the past 5 years and the conclusions of the review in this assessment, the development is not deemed to contribute to any existing highway safety issues.
- 6.3 Based on the findings of this report, it is considered that the proposed development can be safely integrated into the local highway network without any detrimental impact.

Appendix A – Drawings

***MA12622-MIL-XX-XX-DR-C-0670– Highway Access & Vehicle Swept Path
analysis***

2006.303.007 Rev C Proposed Floor Plans Main Building

2006.303.002 Rev – Existing Site Plan



1. Do not scale this drawing. If in any doubt ask.
2. This drawing is to be read in conjunction with all relevant engineers and specialists drawings and specifications.
3. All setting out is to be checked on site prior to any works commencing. Any discrepancies are to be reported to millward immediately.
4. All dimensions are shown in millimetres unless otherwise noted.
5. All levels are shown in metres unless otherwise noted.

P01	29.02.29	JMcK	Initial Issue	JMcK
REV	DATE	BY	DETAILS	CHKD

AMENDMENTS

Client	Save Haven Support Care and Education Group
Project	Cumberworth Lodge Main Street Haxey
Title	Access Visibility and Swept Path Analysis
Project - Originator - System - Location - Type - Discipline - Drg No.	12622-MIL-XX-XX-DR-C-0670
Revision	P01

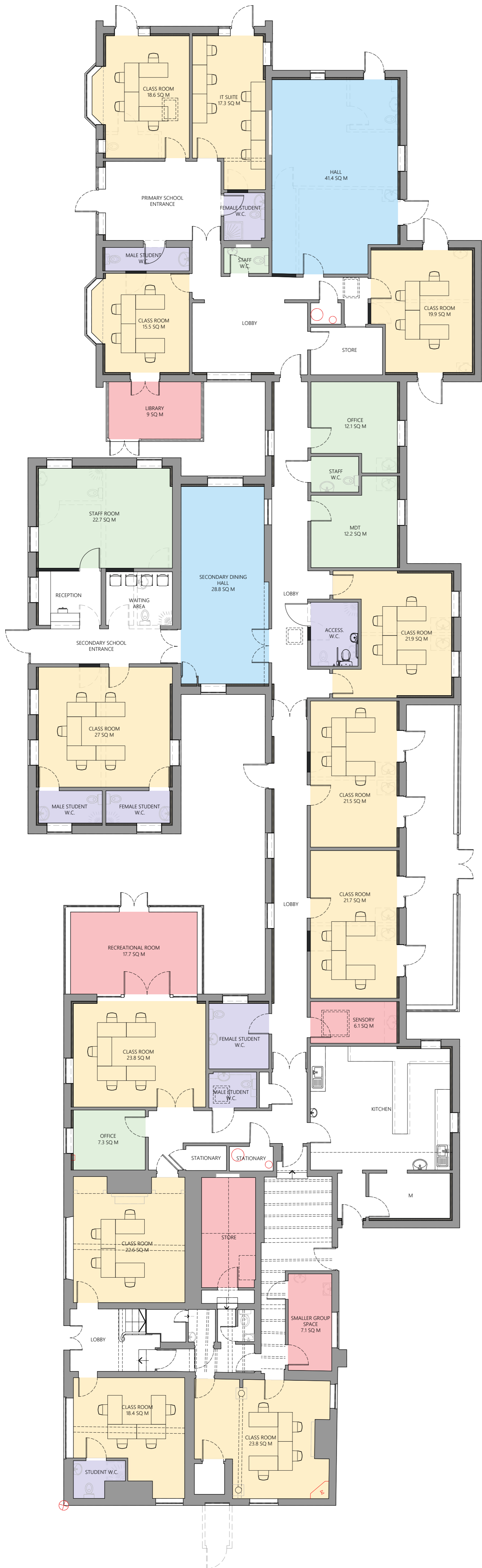
Drawn	Engineer	Date	Millward Project Code
TS	JMcK	29.02.26	MA12622
Checked	Approved	Scale @ A1	Status
JMcK	JMcK	1:250	PLANNING



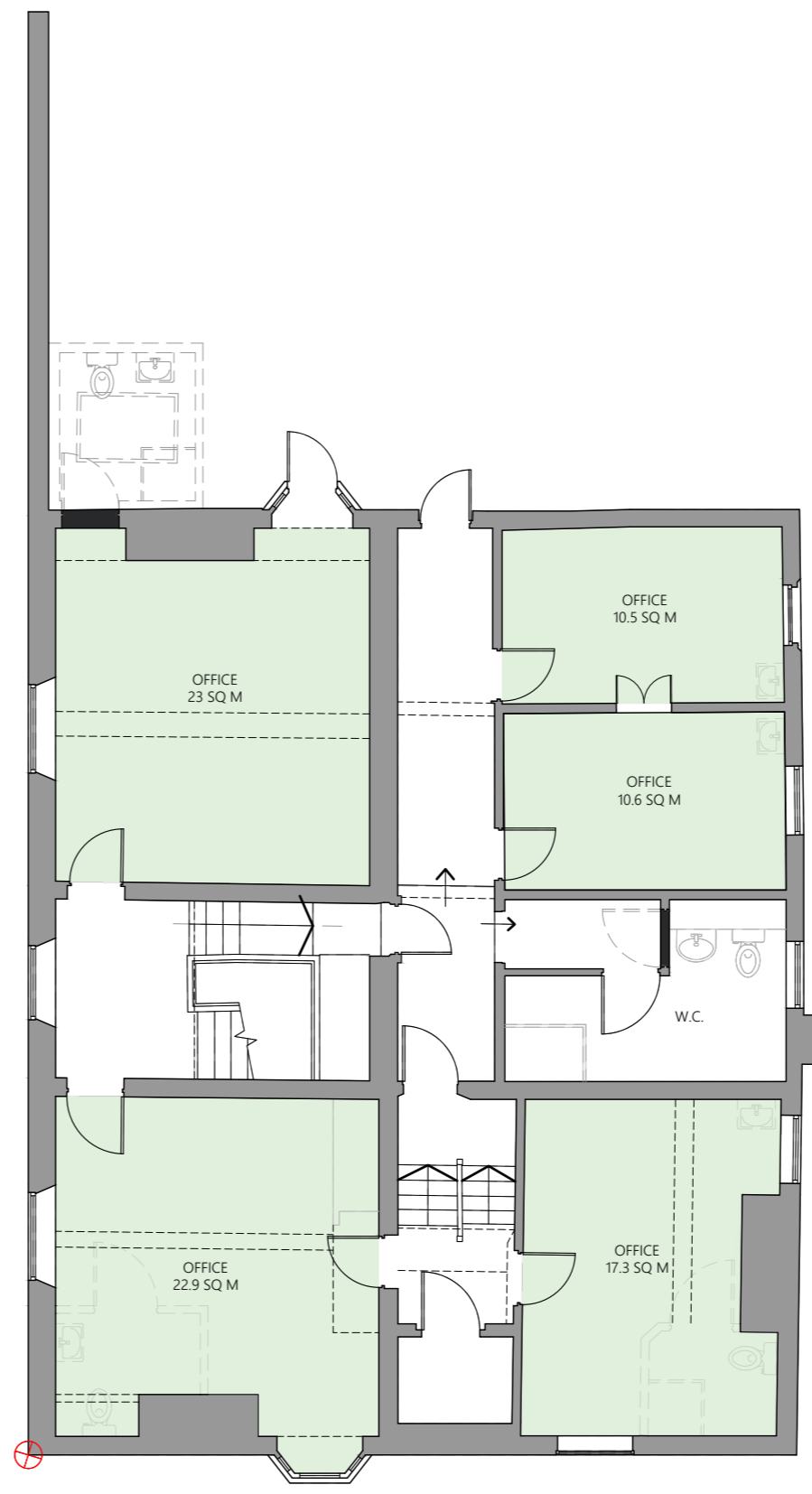
11 & 12 Edison Village,
Nottingham Science Park,
Nottingham, NG7 2RF
t: 0115 941 4560
w: www.millward.co.uk
e: info@millward.co.uk

Millward
consulting engineers

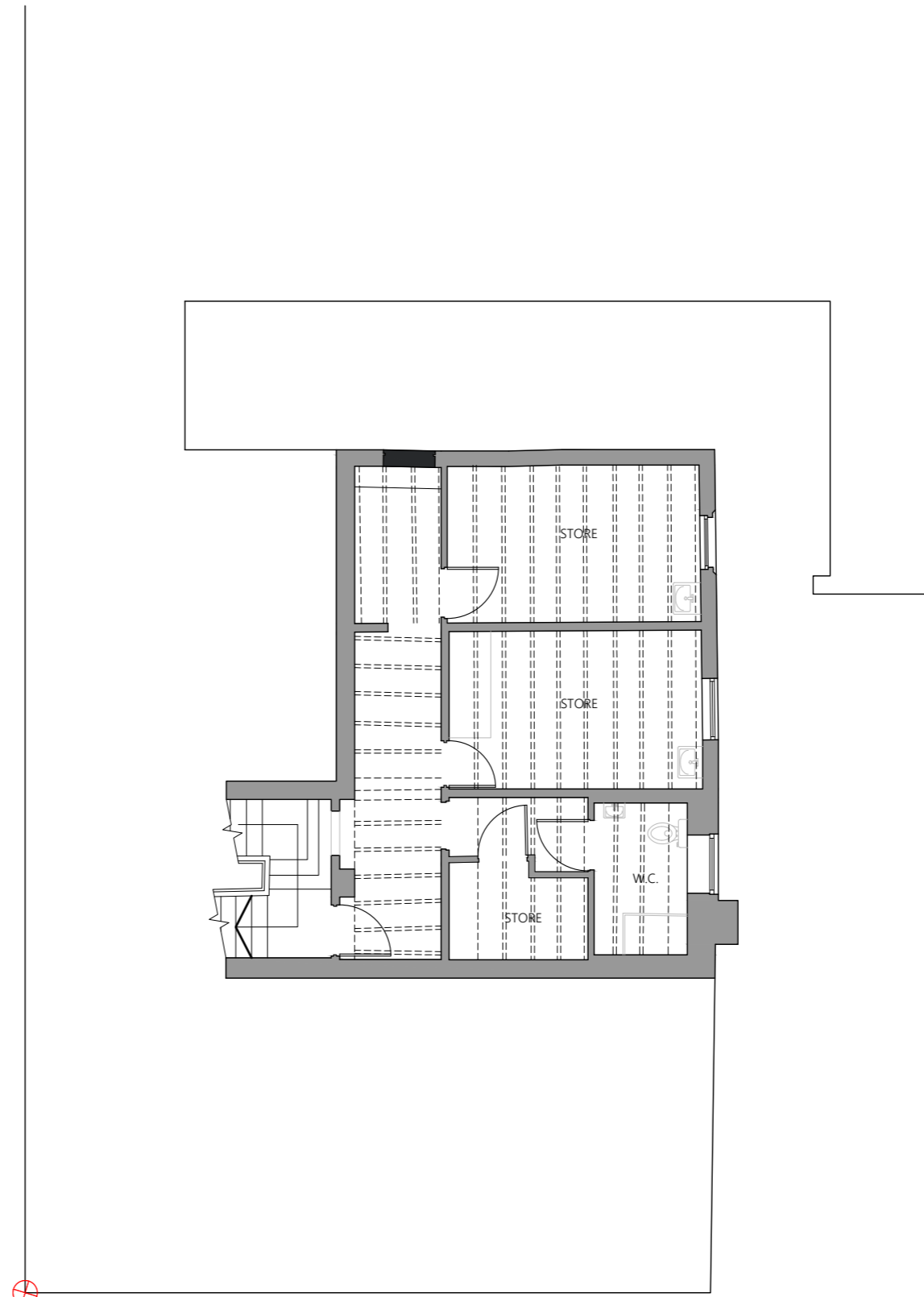
Different through Design



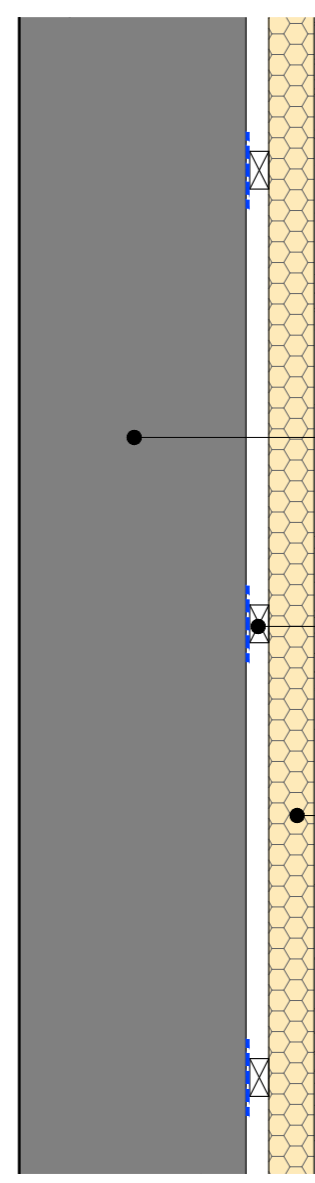
PROPOSED GROUND FLOOR PLAN



PROPOSED SECOND FLOOR PLAN



PROPOSED FIRST FLOOR PLAN



INSULATION TO EXTERNAL WALLS - SECTION 1:10

Existing External Wall

25 x 50mm Treat Timber Battens @600mm centres on strips of DPC

60 + 12.5mm Celotex PL3000 insulated plasterboard

Notes:
Contractor to satisfy themselves that all dimensions, drainage and services positions and materials are determined and correct prior to construction. Existing sub structure to be checked and verified as suitable prior to any works being undertaken.

Project	
PROPOSED CHANGE OF USE	
Address	
CUMBERWORTH LODGE, MAIN STREET, HAXEY, DONCASTER, DN9 2NB	
Title	
PROPOSED FLOOR PLANS OF MAIN BUILDING	
Drawing Type	
PLANNING	
Drawing No.	Date
2006.303.007	JANUARY 2026
Scale	1:100 @ A1
REV	C





EXISTING 1:200

Notes:

Contractor to satisfy themselves that all dimensions, drainage and services positions and materials are determined and correct prior to construction. Existing sub structure to be checked and verified as suitable prior to any works being undertaken.

Project	
PROPOSED CHANGE OF USE	
Address	
CUMBERWORTH LODGE, MAIN STREET, HAXEY, DONCASTER, DN9 2NB	
Title	
PROPOSED SITE PLAN	
Drawing Type	
PLANNING	
Drawing No.	Date
2006.303.014	JANUARY 2026
Scale	REV
1:200 @ A1	A



Appendix B – TRICS Data

Audit Code: dd5d3c25-2d2e-4632-b8bf-bad3d7432308

Filtering Summary:

Land Use: 05/F HEALTH/CARE HOME (ELDERLY RESIDENTIAL)

Selected Trip Rate Calculation Parameter Range: 16 - 180 RESIDE

Actual Trip Rate Calculation Parameter Range: 16 - 180 RESIDE

Date Range: Minimum: 30/07/1996 Maximum: 22/04/2025

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 48 7000

Days of the week selected:

Friday	5
Monday	3
Thursday	6
Tuesday	4
Wednesday	3

Main Location Types selected:

Edge of Town	13
Free Standing	1
Neighbourhood Centre	7

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	16
Servicing Vehicles Included	5

Population <1 Mile ranges selected:

1,000 or Less	3
1,001 to 5,000	6
10,001 to 15,000	1
15,001 to 20,000	2
20,001 to 25,000	1
25,001 to 50,000	2
5,001 to 10,000	5
50,001 to 100,000	1



Audit Code: dd5d3c25-2d2e-4632-b8bf-bad3d7432308

Population <5 Mile ranges selected:

100,001 to 125,000	3
125,001 to 250,000	5
25,001 to 50,000	1
250,001 to 500,000	3
5,001 to 25,000	1
50,001 to 75,000	2
500,001 or More	1
75,001 to 100,000	5

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	8
1.1 to 1.5	12
Unknown	1

PTAL Rating:

2 - Poor	1
No PTAL Present	20



Audit Code: dd5d3c25-2d2e-4632-b8bf-bad3d7432308

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 05 - HEALTH

Category: F - CARE HOME (ELDERLY RESIDENTIAL)

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON		
	BN	BARNET	1 day
02	SOUTH EAST		
	SP	SOUTHAMPTON	1 day
	WS	WEST SUSSEX	1 day
03	SOUTH WEST		
	DC	DORSET	1 day
04	EAST ANGLIA		
	SF	SUFFOLK	1 day
05	EAST MIDLANDS		
	NN	NORTH NORTHAMPTONSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day
08	NORTH WEST		
	BP	BLACKPOOL	1 day
	EC	CHESHIRE EAST	1 day
	GM	GREATER MANCHESTER	1 day
	LC	LANCASHIRE	1 day
	MS	MERSEYSIDE	1 day
09	NORTH		
	TW	TYNE & WEAR	1 day
10	WALES		
	BG	BRIDGEND	3 days
	CP	CAERPHILLY	1 day
11	SCOTLAND		
	NA	NORTH AYRSHIRE	1 day
12	CONNAUGHT		
	CS	SLIGO	1 day
13	MUNSTER		
	CR	CORK	1 day
17	ULSTER (NORTHERN IRELAND)		
	AR	ARMAGH	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: dd5d3c25-2d2e-4632-b8bf-bad3d7432308

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	RESIDE
Actual Range:	16 to 180 (units:RESIDE)
Range Selected by User:	16 to 180 (units:RESIDE)
Parking Spaces Range:	3 - 110

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	30/07/96 to 22/04/25

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Friday	5 days
Monday	3 days
Thursday	6 days
Tuesday	4 days
Wednesday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	20
Direction ATC Count	1

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Edge of Town	13 days
Free Standing	1 days
Neighbourhood Centre	7 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

No Sub Category	7 days
Out of Town	1 days
Residential Zone	8 days
Village	5 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	5 days
Servicing vehicles Unknown	16 days



Audit Code: dd5d3c25-2d2e-4632-b8bf-bad3d7432308

Secondary Filtering Selection:

Use Class:

C2 21 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

48 - 7000

Population within 1 mile:

1,000 or Less	3 surveys
1,001 to 5,000	6 surveys
10,001 to 15,000	1 surveys
15,001 to 20,000	2 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	2 surveys
5,001 to 10,000	5 surveys
50,001 to 100,000	1 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

100,001 to 125,000	3 surveys
125,001 to 250,000	5 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	3 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	2 surveys
500,001 or More	1 surveys
75,001 to 100,000	5 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	8 surveys
1.1 to 1.5	12 surveys
Unknown	1 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.



Audit Code: dd5d3c25-2d2e-4632-b8bf-bad3d7432308

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	20 surveys
Yes	1 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

3 - Moderate	1 surveys
No PTAL Present	20 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: dd5d3c25-2d2e-4632-b8bf-bad3d7432308

1	AR-05-F-01	CARE HOME	ARMAGH
MOY ROAD PORTADOWN Edge of Town Residential Zone Number of residents: 38 RESIDE Survey date: Thursday 19/10/2023			
			Survey Type: Manual
2	BG-05-F-01	NURSING HOME	BRIDGEND
BLACKMILL ROAD BLACKMILL PANT-YR-AWEL Neighbourhood Centre Village Number of residents: 60 RESIDE Survey date: Thursday 08/08/1996			
			Survey Type: Manual
3	BG-05-F-02	NURSING HOME	BRIDGEND
PORTHCAWL ROAD BRIDGEND SOUTH CORNELLY Edge of Town No Sub Category Number of residents: 46 RESIDE Survey date: Thursday 01/08/1996			
			Survey Type: Manual
4	BG-05-F-03	NURSING HOME	BRIDGEND
COYCHURCH ROAD BRIDGEND PENCOED Edge of Town No Sub Category Number of residents: 45 RESIDE Survey date: Tuesday 06/08/1996			
			Survey Type: Manual
5	BN-05-F-01	NURSING HOME	BARNET
ETCHINGHAM PARK ROAD FINCHLEY Neighbourhood Centre Residential Zone Number of residents: 40 RESIDE Survey date: Tuesday 09/11/2021			
			Survey Type: Manual
6	BP-05-F-01	NURSING HOME	BLACKPOOL
LYTHAM ROAD BLACKPOOL SQUIRES GATE Edge of Town Residential Zone Number of residents: 31 RESIDE Survey date: Tuesday 27/09/2016			
			Survey Type: Manual
7	CP-05-F-01	NURS./RES. HOMES	CAERPHILLY
OLD NANTGARW ROAD NEAR CARDIFF NANTGARW Neighbourhood Centre Village Number of residents: 93 RESIDE Survey date: Friday 19/09/2008			
			Survey Type: Manual
8	CR-05-F-01	NURSING HOME	CORK
R614			



Audit Code: dd5d3c25-2d2e-4632-b8bf-bad3d7432308

NEAR CORK WHITE CROSS Free Standing Out of Town Number of residents: 45 RESIDE Survey date: Thursday 13/12/2012				Survey Type: Manual
9 CHURCH HILL SLIGO Edge of Town Residential Zone Number of residents: 99 RESIDE Survey date:	CS-05-F-01	NURSING HOME	SLIGO	Survey Type: Manual
10 WIMBORNE ROAD WEST WIMBORNE Edge of Town No Sub Category Number of residents: 27 RESIDE Survey date: Wednesday 29/04/1998	DC-05-F-01	NURSING HOME	DORSET	Survey Type: Manual
11 CREWE ROAD NEAR CREWE HASLINGTON Neighbourhood Centre Village Number of residents: 88 RESIDE Survey date: Friday 17/10/2008	EC-05-F-01	NURSING HOME	CHESHIRE EAST	Survey Type: Manual
12 HALIFAX ROAD ROCHDALE Edge of Town Residential Zone Number of residents: 30 RESIDE Survey date: Wednesday 29/05/2013	GM-05-F-03	NURSING HOME	GREATER MANCHESTER	Survey Type: Manual
13 WHITTINGHAM LANE PRESTON GRIMSARGH Neighbourhood Centre Village Number of residents: 26 RESIDE Survey date: Friday 23/10/1998	LC-05-F-01	NURSING HOME	LANCASHIRE	Survey Type: Manual
14 VICTORIA STREET NEAR SAINT HELENS RAINFORD Neighbourhood Centre Village Number of residents: 50 RESIDE Survey date: Friday 15/09/2023	MS-05-F-01	NURSING HOME	MERSEYSIDE	Survey Type: Manual
15 BURNS AVENUE SALTCOATS DYKESMAINS Edge of Town	NA-05-F-01	NURSING HOME	NORTH AYRSHIRE	

Audit Code: dd5d3c25-2d2e-4632-b8bf-bad3d7432308

Residential Zone

Number of residents: 150 RESIDE
 Survey date: Thursday 04/09/1997

Survey Type: Manual

16 NN-05-F-01 NURSING HOME NORTH NORTHAMPTONSHIRE
 MALHAM DRIVE
 KETTERING
 Edge of Town
 No Sub Category
 Number of residents: 60 RESIDE
 Survey date: Survey Type: Manual

17 NY-05-F-05 NURSING HOME NORTH YORKSHIRE
 SEAGRIM CRESCENT
 RICHMOND
 Edge of Town
 Residential Zone
 Number of residents: 37 RESIDE
 Survey date: Survey Type: Manual

18 SF-05-F-01 CARE HOME SUFFOLK
 COLCHESTER ROAD
 IPSWICH
 Edge of Town
 Residential Zone
 Number of residents: 17 RESIDE
 Survey date: Friday 18/09/2015 Survey Type: Manual

19 SP-05-F-01 CARE HOME SOUTHAMPTON
 BOTLEY ROAD
 SOUTHAMPTON
 Edge of Town
 No Sub Category
 Number of residents: 42 RESIDE
 Survey date: Tuesday 24/11/2015 Survey Type: Manual

20 TW-05-F-01 NURSING HOME TYNE & WEAR
 CROWHALL LANE
 FELLING
 Neighbourhood Centre
 No Sub Category
 Number of residents: 68 RESIDE
 Survey date: Wednesday 04/05/2005 Survey Type: Manual

21 WS-05-F-01 NURSING HOME WEST SUSSEX
 WHYKE ROAD
 CHICHESTER
 WHYKE
 Edge of Town
 No Sub Category
 Number of residents: 19 RESIDE
 Survey date: Friday 07/12/2001 Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
DG-05-F-01 09-06-1998	09-06-1998	Not England
EN-05-F-02 17-11-2016	17-11-2016	LONDON
FA-05-F-01 20-04-2022	20-04-2022	Not England
HI-05-F-01 09-05-2006	09-05-2006	Not England
SL-05-F-01 15-08-1997	15-08-1997	NOT ENGLAND

Audit Code: dd5d3c25-2d2e-4632-b8bf-bad3d7432308

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Total Vehicles

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
00:00-01:00	4	42	0.000	0.000	0.000
01:00-02:00	4	42	0.000	0.000	0.000
02:00-03:00	4	42	0.000	0.000	0.000
03:00-04:00	4	42	0.000	0.000	0.000
04:00-05:00	4	42	0.000	0.000	0.000
05:00-06:00	4	42	0.000	0.000	0.000
06:00-07:00	5	39	0.143	0.036	0.179
07:00-08:00	21	53	0.149	0.054	0.203
08:00-09:00	21	53	0.075	0.068	0.143
09:00-10:00	21	53	0.085	0.050	0.135
10:00-11:00	21	53	0.080	0.051	0.131
11:00-12:00	21	53	0.095	0.099	0.194
12:00-13:00	21	53	0.062	0.090	0.152
13:00-14:00	21	53	0.129	0.094	0.223
14:00-15:00	21	53	0.152	0.187	0.339
15:00-16:00	21	53	0.106	0.144	0.250
16:00-17:00	21	53	0.055	0.121	0.176
17:00-18:00	21	53	0.048	0.062	0.110
18:00-19:00	21	53	0.062	0.068	0.130
19:00-20:00	15	39	0.056	0.075	0.131
20:00-21:00	15	39	0.034	0.048	0.082
21:00-22:00	5	39	0.005	0.005	0.010
22:00-23:00	4	42	0.000	0.000	0.000
23:00-00:00	4	42	0.000	0.000	0.000
Total Rates:			1.336	1.252	2.588

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: dd5d3c25-2d2e-4632-b8bf-bad3d7432308

Parameter Summary:

Trip rate parameter range selected:	16 - 180 (units: RESIDE)
Survey date date range:	01/08/1996 - 19/10/2023
Number of weekdays (Monday-Friday):	21
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



Audit Code: bae6e158-d7c0-4282-9345-6e463598ffb2

Filtering Summary:

Land Use: 04/F EDUCATION/COMMUNITY EDUCATION

Selected Trip Rate Calculation Parameter Range: 228 - 6000 sqm GFA

Actual Trip Rate Calculation Parameter Range: 228 - 6000 sqm GFA

Date Range: Minimum: 04/10/2000 Maximum: 15/11/2023

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 265 2848

Days of the week selected:

Friday	1
Monday	2
Tuesday	3
Wednesday	1

Main Location Types selected:

Edge of Town	6
Neighbourhood Centre	1

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	5
Servicing Vehicles Included	2

Population <1 Mile ranges selected:

1,001 to 5,000	1
10,001 to 15,000	1
15,001 to 20,000	1
20,001 to 25,000	1
25,001 to 50,000	1
5,001 to 10,000	2



Audit Code: bae6e158-d7c0-4282-9345-6e463598ffb2

Population <5 Mile ranges selected:

125,001 to 250,000	2
250,001 to 500,000	1
50,001 to 75,000	2
500,001 or More	2

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	7
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PTAL Rating:

No PTAL Present	7
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Audit Code: bae6e158-d7c0-4282-9345-6e463598ffb2

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 04 - EDUCATION

Category: F - COMMUNITY EDUCATION

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 day
05	EAST MIDLANDS		
	LR	LEICESTER	1 day
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	2 days
09	NORTH		
	CU	CUMBERLAND	1 day
	DH	DURHAM	1 day
10	WALES		
	NW	NEWPORT	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: bae6e158-d7c0-4282-9345-6e463598ffb2

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	GFA
Actual Range:	228 to 6000 (units:sqm)
Range Selected by User:	228 to 6000 (units:sqm)
Parking Spaces Range:	0 - 262

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	04/10/00 to 15/11/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Friday	1 days
Monday	2 days
Tuesday	3 days
Wednesday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	7
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Edge of Town	6 days
Neighbourhood Centre	1 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

High Street	1 days
Industrial Zone	1 days
Residential Zone	3 days
Retail Zone	2 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	2 days
Servicing vehicles Unknown	5 days

Audit Code: bae6e158-d7c0-4282-9345-6e463598ffb2

Secondary Filtering Selection:

Use Class:

F1(a) 7 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

265 - 2848

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	2 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	2 surveys
250,001 to 500,000	1 surveys
50,001 to 75,000	2 surveys
500,001 or More	2 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 7 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.



Audit Code: bae6e158-d7c0-4282-9345-6e463598ffb2

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 7 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 7 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No



Audit Code: bae6e158-d7c0-4282-9345-6e463598ffb2

LIST OF SITES relevant to selection parameters:

Site 1:	CU-04-F-01	Site area:	0.10000000149011612 hect
Development Name:	COMMUNITY CENTRE	Gross floor area:	560 sqm
Location:	CARLISLE	Number Of Employees:	
Postcode:	CA1 2UE	Survey Date:	04/11/2003
Main Location Type:	Edge of Town	Survey Day:	Tuesday
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 2:	DH-04-F-01	Site area:	0.30000001192092896 hect
Development Name:	TRAINING CENTRE	Gross floor area:	700 sqm
Location:	SPENNYMOOR	Number Of Employees:	17.00
Postcode:	DL16 7RW	Survey Date:	10/06/2003
Main Location Type:	Edge of Town	Survey Day:	Tuesday
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 3:	HF-04-F-01	Site area:	0.029999999329447746 hect
Development Name:	COMMUNITY ARTS CENTRE	Gross floor area:	310 sqm
Location:	STEVENAGE	Number Of Employees:	1.00
Postcode:	SG1 1XN	Survey Date:	15/11/2023
Main Location Type:	Edge of Town	Survey Day:	Wednesday
Sub Location Type:	Retail Zone		
PTAL:	n/a		
Site 4:	LR-04-F-01	Site area:	0.07000000029802322 hect
Development Name:	COM. EDUCATION CEN.	Gross floor area:	700 sqm
Location:	LEICESTER	Number Of Employees:	13.00
Postcode:	LE19 1WT	Survey Date:	03/10/2023
Main Location Type:	Edge of Town	Survey Day:	Tuesday
Sub Location Type:	Retail Zone		
PTAL:	n/a		
Site 5:	NW-04-F-01	Site area:	0.1899999976158142 hect
Development Name:	COMM. ED. CENTRE	Gross floor area:	853 sqm
Location:	NEWPORT	Number Of Employees:	35.00
Postcode:	NP11 6GN	Survey Date:	22/10/2010
Main Location Type:	Edge of Town	Survey Day:	Friday
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 6:	WM-04-F-01	Site area:	0.07999999821186066 hect
Development Name:	COM. LEARNING CENTRE	Gross floor area:	294 sqm
Location:	BIRMINGHAM	Number Of Employees:	5.00
Postcode:	B14 5RY	Survey Date:	
Main Location Type:	Edge of Town	Survey Day:	
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 7:	WM-04-F-02	Site area:	0.05999999865889549 hect
Development Name:	ADULT EDUCATION CEN.	Gross floor area:	228 sqm
Location:	BIRMINGHAM	Number Of Employees:	7.00
Postcode:	B29 6BJ	Survey Date:	
Main Location Type:	Neighbourhood Centre	Survey Day:	
Sub Location Type:	High Street		
PTAL:	n/a		

Audit Code: bae6e158-d7c0-4282-9345-6e463598ffb2

TRIP RATE for Land Use 04 - EDUCATION/F - COMMUNITY EDUCATION

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	1	228	0.000	0.000	0.000
07:00-08:00	4	488	0.103	0.051	0.154
08:00-09:00	6	491	1.087	0.204	1.291
09:00-10:00	6	491	1.121	0.441	1.562
10:00-11:00	6	491	0.475	0.374	0.849
11:00-12:00	6	491	0.340	0.781	1.121
12:00-13:00	6	491	0.781	0.781	1.562
13:00-14:00	6	491	0.917	0.441	1.358
14:00-15:00	7	521	0.549	0.494	1.043
15:00-16:00	7	521	0.686	0.713	1.399
16:00-17:00	7	521	0.658	0.850	1.508
17:00-18:00	7	521	0.466	0.686	1.152
18:00-19:00	6	558	0.209	0.597	0.806
19:00-20:00	5	608	0.296	0.559	0.855
20:00-21:00	5	608	0.000	0.263	0.263
21:00-22:00	2	394	0.000	0.888	0.888
22:00-23:00	1	228	0.000	0.000	0.000
23:00-00:00					
Total Rates:			7.688	8.123	15.811

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Audit Code: bae6e158-d7c0-4282-9345-6e463598ffb2

Parameter Summary:

Trip rate parameter range selected:	228 - 6000 (units: sqm)
Survey date date range:	10/06/2003 - 15/11/2023
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: bae6e158-d7c0-4282-9345-6e463598ffb2

TRIP RATE for Land Use 04 - EDUCATION/F - COMMUNITY EDUCATION

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	1	228	0.000	0.000	0.000
07:00-08:00	4	488	0.051	0.000	0.051
08:00-09:00	6	491	0.000	0.000	0.000
09:00-10:00	6	491	0.034	0.000	0.034
10:00-11:00	6	491	0.000	0.034	0.034
11:00-12:00	6	491	0.000	0.000	0.000
12:00-13:00	6	491	0.000	0.000	0.000
13:00-14:00	6	491	0.034	0.000	0.034
14:00-15:00	7	521	0.000	0.000	0.000
15:00-16:00	7	521	0.000	0.027	0.027
16:00-17:00	7	521	0.000	0.000	0.000
17:00-18:00	7	521	0.055	0.000	0.055
18:00-19:00	6	558	0.000	0.000	0.000
19:00-20:00	5	608	0.000	0.000	0.000
20:00-21:00	5	608	0.000	0.066	0.066
21:00-22:00	2	394	0.000	0.127	0.127
22:00-23:00	1	228	0.000	0.000	0.000
23:00-00:00					
Total Rates:			0.174	0.254	0.428

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Audit Code: bae6e158-d7c0-4282-9345-6e463598ffb2

Parameter Summary:

Trip rate parameter range selected:	228 - 6000 (units: sqm)
Survey date date range:	17/10/2011 - 17/10/2011
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: bae6e158-d7c0-4282-9345-6e463598ffb2

TRIP RATE for Land Use 04 - EDUCATION/F - COMMUNITY EDUCATION

PSVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	1	228	0.000	0.000	0.000
07:00-08:00	4	488	0.000	0.000	0.000
08:00-09:00	6	491	0.034	0.034	0.068
09:00-10:00	6	491	0.102	0.102	0.204
10:00-11:00	6	491	0.000	0.000	0.000
11:00-12:00	6	491	0.000	0.000	0.000
12:00-13:00	6	491	0.000	0.000	0.000
13:00-14:00	6	491	0.000	0.000	0.000
14:00-15:00	7	521	0.000	0.000	0.000
15:00-16:00	7	521	0.082	0.082	0.164
16:00-17:00	7	521	0.027	0.027	0.054
17:00-18:00	7	521	0.000	0.000	0.000
18:00-19:00	6	558	0.000	0.000	0.000
19:00-20:00	5	608	0.000	0.000	0.000
20:00-21:00	5	608	0.000	0.000	0.000
21:00-22:00	2	394	0.000	0.000	0.000
22:00-23:00	1	228	0.000	0.000	0.000
23:00-00:00					
Total Rates:			0.245	0.245	0.490

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Audit Code: bae6e158-d7c0-4282-9345-6e463598ffb2

Parameter Summary:

Trip rate parameter range selected:	228 - 6000 (units: sqm)
Survey date date range:	10/06/2003 - 10/06/2003
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: bae6e158-d7c0-4282-9345-6e463598ffb2

TRIP RATE for Land Use 04 - EDUCATION/F - COMMUNITY EDUCATION

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	1	228	0.000	0.000	0.000
07:00-08:00	4	488	0.000	0.000	0.000
08:00-09:00	6	491	0.000	0.000	0.000
09:00-10:00	6	491	0.000	0.000	0.000
10:00-11:00	6	491	0.000	0.000	0.000
11:00-12:00	6	491	0.000	0.000	0.000
12:00-13:00	6	491	0.000	0.000	0.000
13:00-14:00	6	491	0.000	0.000	0.000
14:00-15:00	7	521	0.000	0.000	0.000
15:00-16:00	7	521	0.000	0.000	0.000
16:00-17:00	7	521	0.000	0.000	0.000
17:00-18:00	7	521	0.000	0.000	0.000
18:00-19:00	6	558	0.000	0.000	0.000
19:00-20:00	5	608	0.000	0.000	0.000
20:00-21:00	5	608	0.000	0.000	0.000
21:00-22:00	2	394	0.000	0.000	0.000
22:00-23:00	1	228	0.000	0.000	0.000
23:00-00:00					
Total Rates:			0.000	0.000	0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Audit Code: bae6e158-d7c0-4282-9345-6e463598ffb2

Parameter Summary:

Trip rate parameter range selected:	228 - 6000 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

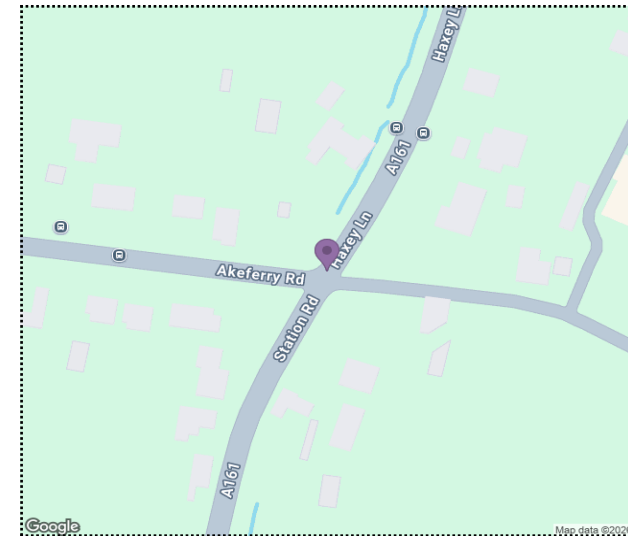
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix C – Accident Records



Validated Data

Crash Date:	Tuesday, January 24, 2023	Time of Crash:	12:22:00	Crash Reference:	2023161268055
Highest Injury Severity:	Slight	Road Number:	A161	Casualties:	2
Highway Authority:	North Lincolnshire			Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	477221 398724
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				
Vehicles Involved					



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

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Crash Date:

Tuesday, January 24, 2023

Time of Crash: 12:22:00

Crash Reference: 2023161268055

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	10	Female	26 - 35	Unknown	Nearside	Unknown	None	None
2	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	6	Male	46 - 55	Unknown	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

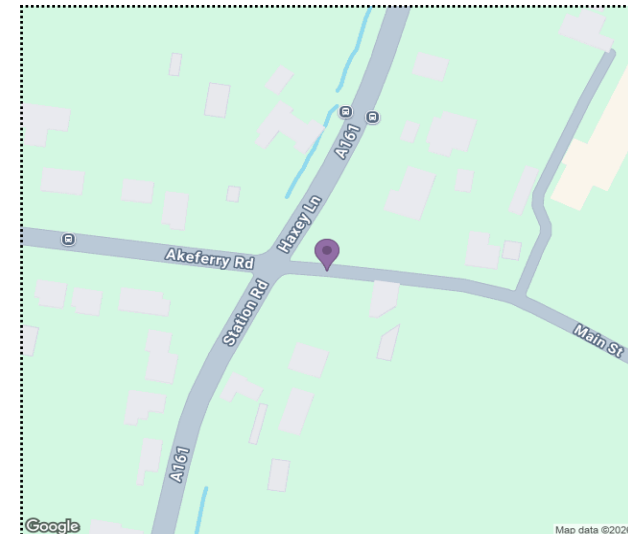
 For more information about the data please visit: www.crashmap.co.uk/home/faq

 To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Friday, December 9, 2022	Time of Crash:	15:38:00	Crash Reference:	2022161264173
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	2
Highway Authority:	North Lincolnshire			Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	477240 398718
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Stop sign				
Vehicles Involved					



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

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Crash Date:

Friday, December 9, 2022

Time of Crash: 15:38:00

Crash Reference: 2022161264173

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	17	Male	21 - 25	Unknown	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	9	Male	56 - 65	Unknown	Offside	Unknown	None	None

Casualties

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

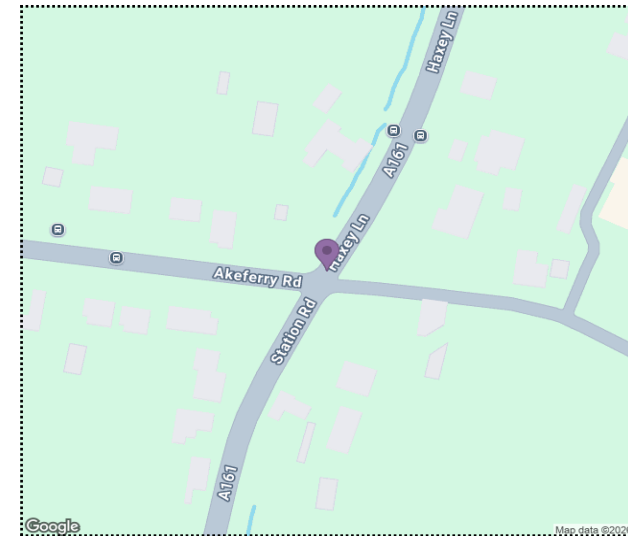
 For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:	Wednesday, November 23, 2022	Time of Crash:	10:18:00	Crash Reference:	2022161245967
Highest Injury Severity:	Slight	Road Number:	A161	Casualties:	1
Highway Authority:	North Lincolnshire			Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	477222 398725
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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

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Crash Date:

Wednesday, November 23, 2022

Time of Crash: 10:18:00

Crash Reference: 2022161245967

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	2	Female	66 - 75	Unknown	Front	Unknown	None	None
2	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	0	Male	36 - 45	Unknown	Offside	Journey as part of work	None	None

Casualties

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

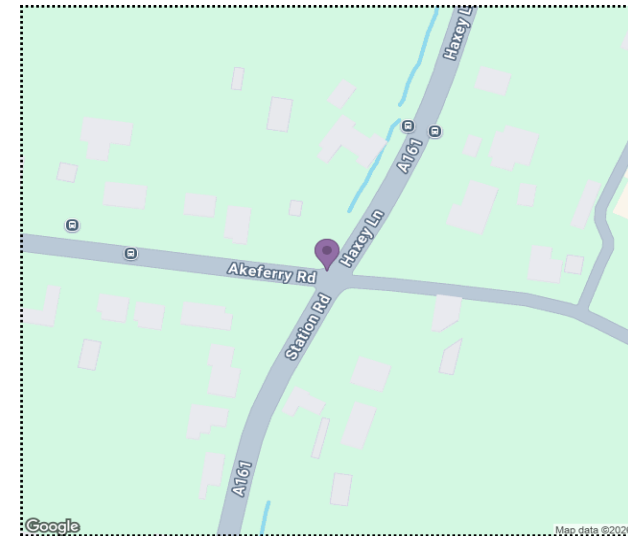
 For more information about the data please visit: www.crashmap.co.uk/home/faq

 To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Thursday, November 18, 2021	Time of Crash:	11:14:00	Crash Reference:	2021161111690
Highest Injury Severity:	Serious	Road Number:	A161	Casualties:	1
Highway Authority:	North Lincolnshire	Vehicles:	2	OS Grid Reference:	477217 398721
Local Authority:	North Lincolnshire				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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

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Crash Date:

Thursday, November 18, 2021

Time of Crash: 11:14:00

Crash Reference: 2021161111690

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	7	Male	Over 75	Vehicle is moving off	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	3	Female	56 - 65	Unknown	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Vehicle or pillion passenger	Female	Over 75	Unknown or other	Unknown or other

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

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Validated Data

Crash Date: Sunday, October 15, 2023

Time of Crash: 12:15:00

Crash Reference: 2023161363083

Highest Injury Severity: Slight

Road Number: A161

Casualties: 2

Highway Authority: North Lincolnshire

Vehicles: 2

Local Authority: North Lincolnshire

OS Grid Reference: 477232 398724

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

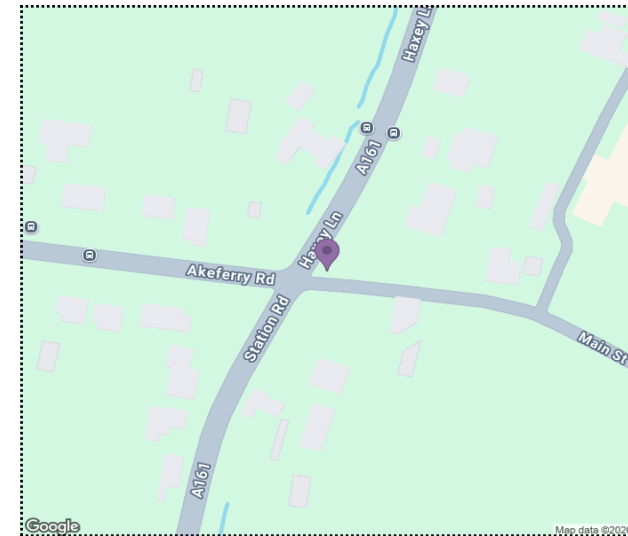
Carriageway Hazards: None

Junction Detail: Unknown

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



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

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Crash Date:

Sunday, October 15, 2023

Time of Crash: 12:15:00

Crash Reference: 2023161363083

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	20	Female	36 - 45	Unknown	Front	Unknown	None	Wall or fence
2	Car (excluding private hire cars 2005 onwards)	23	Male	26 - 35	Unknown	Front	Unknown	None	Wall or fence

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

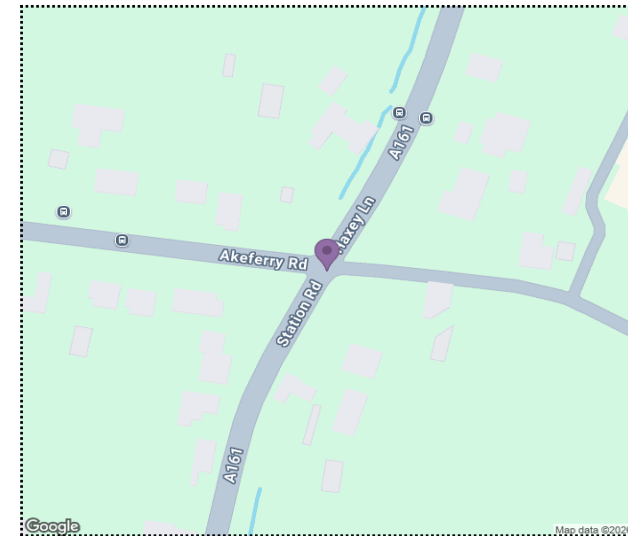
 For more information about the data please visit: www.crashmap.co.uk/home/faq

 To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Sunday, February 19, 2023	Time of Crash:	14:30:00	Crash Reference:	2023161278987
Highest Injury Severity:	Slight	Road Number:	A161	Casualties:	3
Highway Authority:	North Lincolnshire			Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	477220 398718
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Stop sign				
Vehicles Involved					



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Crash Date:

Sunday, February 19, 2023

Time of Crash: 14:30:00

Crash Reference: 2023161278987

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	16	Male	36 - 45	Unknown	Offside	Unknown	None	Telegraph pole/Electricity pole
1	Car (excluding private hire cars 2005 onwards)	1	Male	66 - 75	Unknown	Front	Unknown	None	None

Casualties

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Validated Data

Crash Date:

Sunday, February 19, 2023

Time of Crash: 14:30:00

Crash Reference: 2023161278987

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Male	36 - 45	Unknown or other	Unknown or other

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Appendix D – Bus Timetable Information

TUESDAYS AND FRIDAYS

398

Belton Ash Tree Close	0940
Epworth Market Place	0946
Haxey Vinehall Road	0955
Commonside	1000
Westwoodside The Meadows	1003
Graizelound Akeferry Road	1008
Haxey Memorial	1011
East Lound Brackenhill Road	1014
Owston Ferry Isle Bus Depot	1019
Gunthorpe South Street	1025
West Stockwith Main Street	1028
Walkeringham Station Road	1031
Beckingham Station Road	1037
Gainsborough Bus Station	1045

TUESDAYS AND FRIDAYS

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Gainsborough Bus Station	1310
Beckingham Station Road	1317
Walkeringham Station Road	1321
West Stockwith Main Street	1325
Gunthorpe South Street	1329
Owston Ferry Market Place	1334
East Lound Brackenhill Road	1339
Haxey Memorial	1341
Graizelound Akeferry Road	1343
Westwoodside The Meadows	1345
Commonside	1352
Haxey Vinehall Road	1356
Epworth Market Place	1404
Belton Ash Tree Close	1415