



HELIOS RENEWABLE
ENERGY
PROJECT

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Pursuant to:
APFP Regulation 5(2)(q)

Transport Assessment

June 2024

A Planning Application by
ENSO GREEN HOLDINGS D LIMITED

In respect of
**Helios Renewable Energy Project,
NORTH YORKSHIRE**

Transport Assessment

June 2024



Document Management

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1 Introduction

- 1.1 This Transport Assessment ('TA') has been prepared by Transport Planning Associates ('TPA') on behalf of Enso Green Holdings D Limited (the 'Applicant') in relation to an application for a Development Consent Order ('DCO') for the Helios Renewable Energy Project (hereafter referred to as the 'Proposed Development').
- 1.2 The Proposed Development is situated within the jurisdiction of North Yorkshire Council (NYC) who act as the local planning authority and local highway authority.

The Proposed Development

- 1.3 The Proposed Development will comprise the construction, operation, maintenance, and decommissioning of a solar photovoltaic (PV) array electricity generating station and Battery Energy Storage System (BESS) with a total capacity exceeding 50 megawatts (MW), and export connection to the National Grid.
- 1.4 The Site consists of agricultural land covering an area of approximately 475ha. The Site is located to the west of the A1041 near to the villages of Camblesforth and Carlton.
- 1.5 A grid connection cable will connect the Site to the National Grid via the substation at Drax Power Station.
- 1.6 The Order Limits are shown in the **Location Plan** contained in **Appendix A**.

This Document

- 1.7 This TA provides an overview of the potential effects of the Proposed Development in transport terms. The TA has been prepared in accordance with the National Planning Practice Guidance (NPPG). It should be read in conjunction with **Chapter 10 Transport and Access of the Environmental Statement (ES) [EN010140/APP/6.1.10]**
- 1.8 Once Solar Farms are operational, they generate very few traffic movements on a day-to-day basis. The transport effects of the proposals are greater during the temporary construction phase and decommissioning phase. Therefore, the TA is supported by an **outline Construction Traffic Management Plan (oCTMP) [EN010140/APP/6.3.5.2]**. An **outline Decommissioning Environmental Plan [EN010140/APP/6.3.5.3]** is submitted with the ES. The decommissioning phase

is not expected to have a greater effect on the local highway network compared to the construction phase.

Consultation

- 1.9 An EIA Scoping Report was submitted to the Planning Inspectorate ('PINS') on 7th June 2022 [EN010140/APP/6.3.2.1]. PINS adopted its EIA Scoping Opinion [EN010140/APP/6.3.2.2] on 14th July 2022. Separately, a virtual meeting was held with a Transport and Development Engineer at NYC on 18th August 2022.
- 1.10 A Preliminary Environmental Impact Report (PEIR) was issued on 26th October 2023 for Statutory Consultation. Responses from statutory consultees, including NYC and National Highways were received in December 2023. Following this, a meeting was held with National Highways on 6th February 2024, and with transport officers at NYC on 12th February 2024.
- 1.11 Key themes that have been raised through the consultation process in relation to Transport and Access are as follows:
- The location and form of the construction vehicle access points to the Site;
 - The suitability of the construction vehicle route to the Site;
 - The use and management of Public Rights of Way that operate through the Site; and
 - The cumulative effects of the Proposed Development on the local highway network.
- 1.12 Where appropriate, discussions with statutory consultees have informed the content of this TA and the oCTMP [EN010140/APP/6.3.5.2]. All responses to statutory consultees are included within Table 10.4 the ES.

Report Structure

- 1.13 The remainder of this report is set out as follows:
- **Section 2** – Describes the existing context of the Site;
 - **Section 3** – Sets out the relevant national and local policies;
 - **Section 4** – Sets out the Proposed Development proposals;
 - **Section 5** – Sets out the vehicle trip generation of the Proposed Development during the construction, operational and decommissioning phases;
 - **Section 6** – Distributes the vehicle trips on the local highway network;
 - **Section 7** – Sets out the process for Abnormal Load movements;
 - **Section 8** – Describes how the construction of the Proposed Development will be managed;
 - **Section 9** – Sets out the effects of the Proposed Development on the local highway network;

- **Section 10** – Assesses the cumulative effects of the Proposed Development on the local highway network; and
- **Section 11** – Provides a Summary and Conclusion.

2 Existing Context of the Site

- 2.1 This section summarises the existing context of the Site and its surrounding area with regard to transport and access.

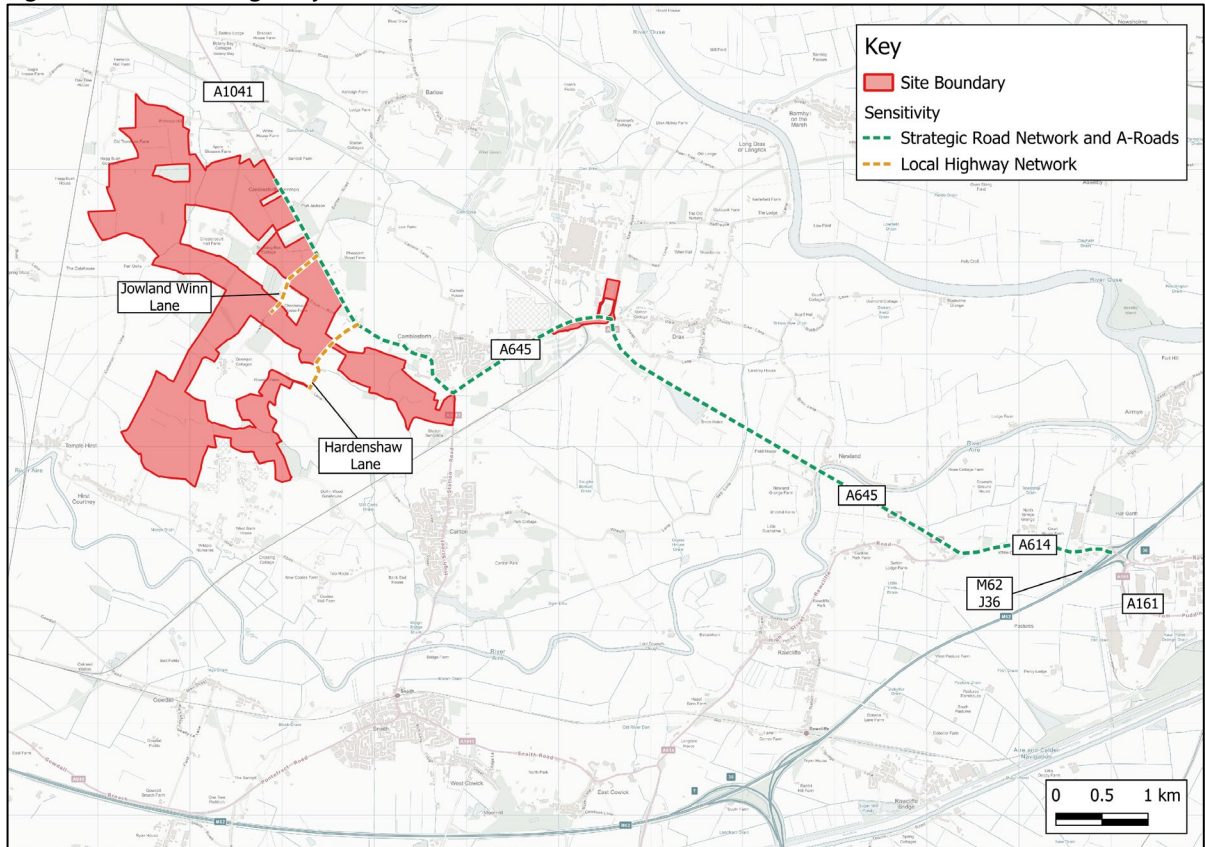
Site Location

- 2.2 The Order Limits are shown in the **Location Plan** contained in **Appendix A**. The Site consists of agricultural land covering an area of approximately 475ha. A grid connection cable will route from the Site to the connection point at Drax Power Station.
- 2.3 The Site is located to the west of Camblesforth village. It is broadly bound by the A1041 to the north-east, Station Road at the south-east, Hirst Road to the south and the Trans Pennine Railway line to the west.

Highway Network

- 2.4 The strategic and local highway network surrounding the Order Limits is shown in **Figure 2.1** below and at the end of this report.

Figure 2.1 Local Highway Network



2.5 A description of the strategic and local highway network is set out below.

Strategic Road Network and A-Roads

- **M62** – The M62 is part of the Strategic Road Network managed by National Highways. It connects Liverpool and Hull via Manchester, Bradford, Leeds and Wakefield. Junction 36 of the M62 (Goole Interchange) connects to the A614 and forms a dumbbell roundabout.
- **A614** – The A614 is a two-way single carriageway road subject to a 60 miles per hour (mph) speed limit. The road extends from Junction 36 of the M62 motorway (Goole Interchange) and routes east where it joins the A645 via a three-arm roundabout;
- **A645** – The A645 is a two-way single carriageway road subject to a 60-mph speed limit. The road routes between the A614 and Drax before continuing to the south of Camblesforth to connect to the A1041;
- **A1041** – The A1041 is a two-way single carriageway road subject to a 60-mph speed limit. The road connects the village of Snaithe, to the south of the Site, to Selby, to the north of the Site. The A1041 forms ‘Station Road’ and ‘High Street’ within the village of Carlton, to the south of the Site. On these parts of the A1041, the speed limit reduces to 30mph. There are several side junctions into local residential streets, and footways on both sides of the road.

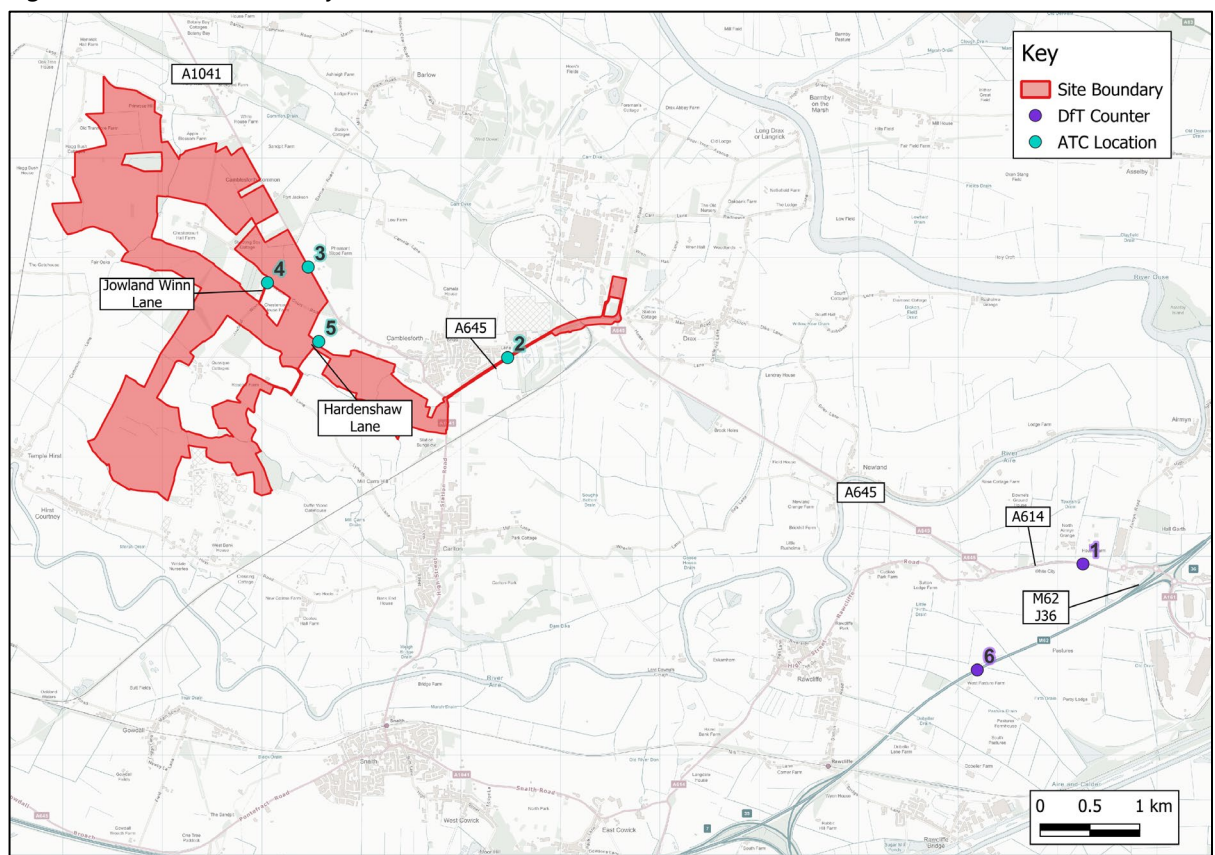
Local Highway Network

- **Jowland Winn Lane** – Jowland Winn Lane is rural in nature, connecting a private agricultural track to Chestercourt Lane. The lane allows for two-way traffic and is subject to the national speed limit, however, does not bear any road markings.
- **Hardenshaw Lane** – Hardenshaw Lane connects south from the A1041 onto Sandwith Lane, which runs in an east to west alignment. The road is subject to a 40mph speed limit within the vicinity of the residential dwellings, increasing to the national speed limit thereafter.

Traffic Flows

2.6 Automatic Traffic Count (ATC) Surveys were undertaken on local roads surrounding the Site between 4th March 2022 and 10th March 2022. Traffic data for the A614 and M62, is taken from the Department for Transport (DfT) Road Traffic Statistics database. The location points of the surveys are shown in **Figure 2.2**.

Figure 2.2 Traffic Survey Locations



2.7 The raw data is shown in **Appendix B**. The average weekday two-way traffic counts for the main roads within the vicinity of the Site is set out in **Table 2.1**.

Table 2.1 Baseline Traffic Flows – Average Day (24hr), Two-Way

Ref	Link	Total Vehicles	HGV %*
1	A614	12,171	8%
2	A645	7,382	8%
3	A1041 (Bawtry Road)	12,207	6%
4	Jowland Winn Lane	50	6%
5	Hardenshaw Lane	104	2%
6	M62 near Junction 36	52,000	24%

**a vehicle is recorded as an HGV if it has a weight of more than 3.5 tonnes*

2.8 Table 2.1 indicates that the ‘A’-Roads in the area carry the most traffic, in particular the A614 and A1041. The local roads, namely Jowland Winn Lane and Hardenshaw Lane accommodate low levels of traffic over a daily period. HGV movement was recorded on all roads.

Personal Injury Collisions

2.9 Statistics showing Personal Injury Collisions (PIC) on the local road network within the Study Area have been obtained from North Yorkshire Council (‘NYC’) for the most recent five-year period up to and including May 2023. At the request of National Highways (NH), the M62 Junction 36 has been included. PICs records for this junction have been taken from the CrashMap database. The raw data is shown in **Appendix C**.

2.10 A breakdown of the accidents is shown in **Table 2.2**.

Table 2.2 Personal Injury Accident Data

Ref	Link	Slight ¹	Serious ²	Fatal ³	Total
1	A614	3	4	0	7
2	A645	10	1	0	11
3	A1041 (Bawtry Road)	6	0	0	6
4	Jowland Winn Lane	0	0	0	0
5	Hardenshaw Lane	0	0	0	0
6	M62 Junction 36	3	1	0	4

2.11 Table 2.2 indicates a total of 28 accidents within the Study Area. Of these, 22 resulted in slight injuries and 6 in serious injuries. No fatal injuries have occurred within the Study Area in the most recent five-year period.

2.12 Generally, collisions appear to be distributed throughout the Study Area and no specific highway safety issue is identified as a result.

Non-Motorised Users

2.13 The non-motorised features within the Study Area are summarised below:

- **Goole Interchange/A614** – The Goole Interchange features a shared footway/cycleway alongside the westbound carriageway, which develops into a footway on the A614. This continues onto the A614 until the Glew services roundabout, where the footway/cycleway crosses onto the opposite side of the carriageway. After a short section, the path becomes a footway only, which continues along the whole of the A614 until the A645 roundabout;
- **A614 Rawcliffe Road** – the eastbound footway continues until the A614/A645 roundabout. The footways do not continue along the A645 until reaching the A645/Main Road/New Road roundabout;
- **A645 (W)** – After the A645/ Main Road/ New Road roundabout, footways are present along both sides of the carriageway for 500m until the westbound footway ends. The eastbound footway continues and links onto the A1041 at the roundabout. There are no cycling facilities on this section of the network; and
- **A1041** – On the A1041, the footway continues to route along the south-eastbound side of the A1041’s carriageway. However, from the ‘Council Houses’ bus stop, the footway ends on the

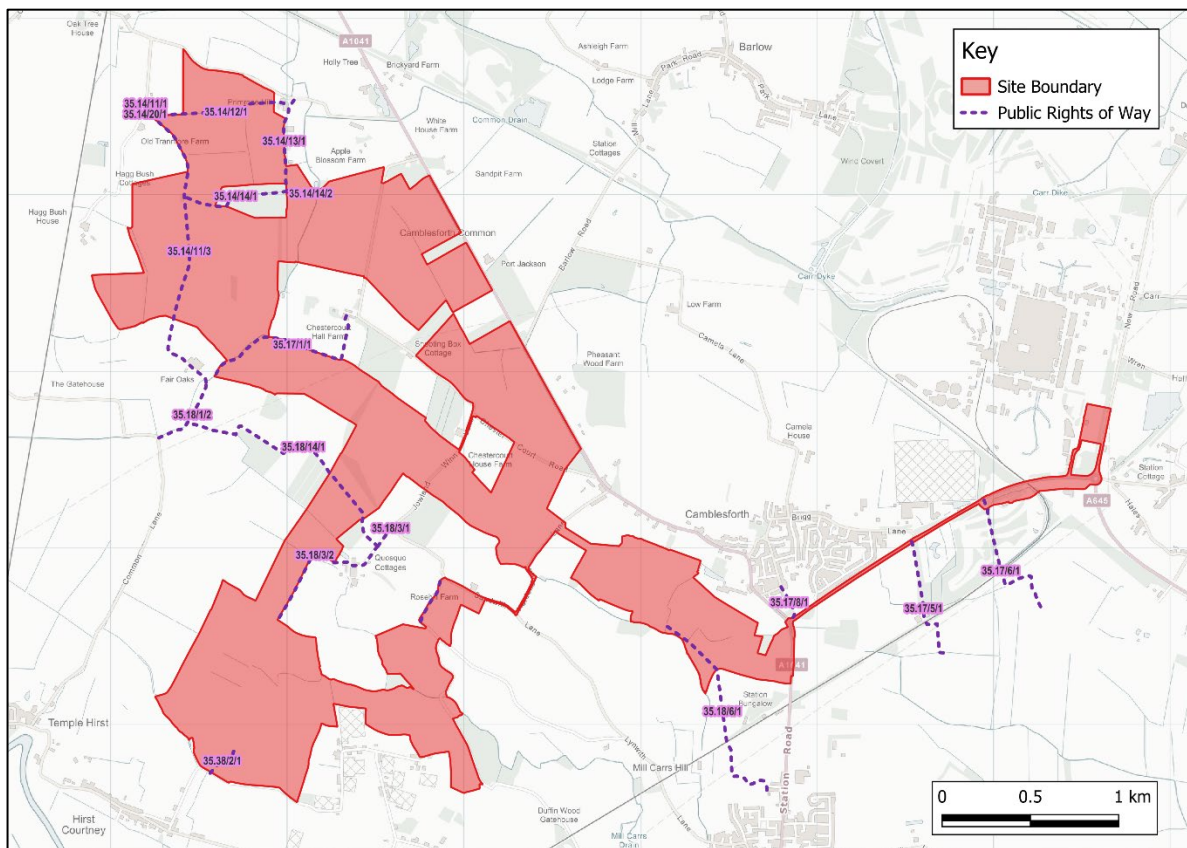
¹ An injury of minor character such as a sprain
² An injury in which a person is detained in hospital
³ An accident where at least one person is killed

eastbound side and resumes on the westbound side. The westbound footway continues to route along the A1041 until ending west of the Black Dog Inn. The footways do not resume along the A1041 within the vicinity of the Site past this point.

Public Rights of Way

2.14 There are several Public Rights of Way (PRoWs) that run through or near to the Site or within the vicinity of the "Underground Cable Corridor". These are shown in **Figure 2.3** below and at the end of this report.

Figure 2.3 Public Rights of Way



2.15 The PRoWs that are within or near to the Order Limits are described in **Table 2.3**.

Table 2.3 Public Rights of Way

PROW	PROW Type	Route Description
35.14/8/3	Footpath	Routes from Hagg Bush House in a south-easterly direction to connect onto 35.14/9/3 to the west of Fair Oaks
35.14/9/3	Footpath	Routes east-west from 35.14/9/3 to 35.14/11/3
35.14/11/3	Footpath	Routes from the track by Fair Oaks up to where the track joins onto Hagg Bush Lane in the north
35.14/12/1	Footpath	Connects from 35.14/11/3 near Hagg Bush Lane and routes east and up through Primrose Hill to end on Common Lane
35.14/13/1	Footpath	Extends from Common Lane, approximately 50m east of 35.14/12/1, and routes south to the grove of woods to the south of Apple Blossom Farm
35.14/14/1	Footpath	Routes through the aforementioned grove of wood, connecting between 35.14/13/1 and 35.14/11/3
35.14/14/2	Footpath	Connects from 35.14/13/1, routes east and exits by the lake 200m east of the grove of woods
35.17/1/1	Footpath	Routes from the brook by Fair Oaks for approx. 400m before heading east and then north to connect onto Chestercourt Lane from Chestercourt Hall Farm
35.17/5/1	Footpath	Accessed from Drax Golf Club delivery access and continues south over the railway line
35.17/6/1	Footpath	Routes south from the A645 through fields and over the railway line to the west of 35.17/5/1
35.17/8/1	Footpath	Cuts through between Mill Lane of Camblesforth and onto the A645
35.18/1/2	Footpath	Connects from Common Lane and connects onto 35.14/11/3 by Fair Oaks
35.18/3/2	Footpath	Begins on Brick Lands Lane, approximately 1km north of Old Lane and routes northeast through Quosquo Cottages and onto Jowland Winn Lane
35.18/6/1	Footpath	Routes from Camilla Close to Claypit Lane (track) in a north-westerly direction
35.18/13/1	Bridleway	Bridleway that follows the track from Race Lane to Sandwith Lane in a north-south alignment
35.18/14/1	Footpath	Extends between Jowland Winn Lane, where 35.18/3/2 originates and extends northwest to connect onto 35.18/1/2
35.38/2/1	Footpath	Connects between Old Lane and Brick Lands Lane cutting through the field

Cycling

2.16 There is limited dedicated cycle infrastructure surrounding the Site within the Study Area; however, the National Cycle Network Route 62 does operate alongside Hirst Road, to the south of the Site, and along Common Lane to the east of the Site. National Cycle Network Route 62 connects Fleetwood in Lancashire with Selby in North Yorkshire. It forms the west and central sections of the Trans Pennine Trail, which is a long-distance path running from coast to coast across northern England.

Public Transport

Bus

2.17 The nearest bus stops with waiting facilities are located on the A1041. The east bound bus stop is situated 900m to the east of Hardenshaw Lane, and is referred to as ‘Council Houses’. It features a dedicated bus layby and bus flag. The westbound stop is situated 850m east of the Hardenshaw Lane access and is referred to as ‘Poplar Tree Farm’. It features a sheltered seating area with bus flag and timetable information. The stops are served by three services, these are summarised in **Table 2.4**.

Table 2.4 Summary of Existing Bus Services

Service	Approximate Frequency	Route Summary
2	One service per day	Newport – Howden – Camblesforth – Selby
8	Every 120 minutes	Drax – Camblesforth – Brayton – Selby
401	Every 60-90 minutes	Goole – Howden – Camblesforth – Selby

Rail

2.18 Snaith Railway Station is located approximately 4.8km south of Camblesforth. The railway station operates on the Pontefract Line, which runs between Leeds Railway Station to the west and Goole Railway Station to the east. There are only two services per day in each direction from Snaith Railway Station.

2.19 Selby Railway Station is located approximately 8km north of Camblesforth. Train destinations include York, Hull, London Kings Cross, and Liverpool Lime Street with services operating from the station at an approximate frequency of between 20 and 60 minutes.

Summary

- 2.20 The Site is in a suitable location for the Proposed Development in terms of transport. Whilst there is not a significant level of walking, cycling or public transport accessibility in the area, the operation of the Site generates very few trips. Through the CTMP, a Travel Plan will be prepared, including measures such as minibus provision and car sharing, to ensure construction worker can travel to the Site sustainably. This is discussed further in Section 8.
- 2.21 The Site is located near to the Strategic Road Network, and is connected by a number of A-class and local roads. This will help facilitate the movement of construction and decommissioning vehicles to and from the Site.

3 Transport Policy and Guidance

3.1 The proposals have been considered in the context of the following documents:

- National Policy Statement EN-1 (NPS EN-1) (designated January 2024);
- National Policy Statement EN-3 (NPS EN-3) (designated January 2024);
- National Policy Statement EN-5 (NPS EN-5) (designated January 2024);
- National Planning Policy Framework (December 2023);
- Selby District Council Core Strategy Local Plan (2013); and
- Selby District Local Plan Publication Version (2022).

3.2 Key text and policies for the documents are set out within this chapter of the TA.

National Policy Statement EN-1

3.3 Section 5.14 of the NPS EN-1 relates to the traffic and transport effects of electricity network infrastructure. It states that:

'the transport of materials, goods and personnel to and from a development during all project phases can have a variety of impacts on the surrounding transport infrastructure and potentially on connecting transport networks, for example through increased congestion. Impacts may include economic, social and environmental effects.

Environmental impacts may result particularly from trips generated on roads which may increase noise and air pollution as well as greenhouse gas emissions.

Disturbance caused by traffic and abnormal loads generated during the construction phase will depend on the scale and type of the proposal'.

3.4 For assessment purposes, paragraph 5.14.5 of the NPS EN-1 states that:

'if a project is likely to have significant transport implications, the applicant's ES (see Section 4.3) should include a transport appraisal. The DfT's Transport Analysis Guidance (TAG) and Welsh Governments WelTAG provides guidance on modelling and assessing the impacts of transport schemes'.

3.5 With regards to decision-making, paragraph 5.14.21 of the NPS EN-1 states that:

'The Secretary of State should only consider refusing development on highways grounds if there would be an unacceptable impact on highway safety, residual cumulative impacts on the road network would be severe, or it does not show how consideration has been given to the provision of adequate active public or shared transport access and provision'.

National Policy Statement EN-3

- 3.6 Section 2.10.120 of the NPS EN-3 relates to construction traffic impacts from solar PV developments. It states that:

'Modern solar farms are large sites that are mainly comprised of small structures that can be transported separately and constructed on-site, with developers designating a compound on-site for the delivery and assemblage of the necessary components.'

- 3.7 Paragraph 2.10.121 states:

'Many solar farms will be sited in areas served by a minor road network. Public perception of the construction phase of solar farm will derive mainly from the effects of traffic movements, which is likely to involve smaller vehicles than typical onshore energy infrastructure but may be more voluminous'

- 3.8 For assessment purposes, the NPS EN-3 states that:

'Applicants should assess the various potential routes to the site for delivery of materials and components where the source of the materials is known at the time of the application and select the route that is the most appropriate. (paragraph 2.10.123)

...

Applicants should ensure all sections of roads and bridges on the proposed delivery route can accommodate the weight and volume of the loads and width of vehicles. Although unlikely, where modifications to roads and/or bridges are required, these should be identified, and potential effects addressed in the ES. (paragraph 2.10.125)

Where a cumulative impact is likely because multiple energy infrastructure developments are proposing to use a common port and/or access route and pass through the same towns and villages, applicants should include a cumulative transport assessment as part of the ES. This should consider the impacts of abnormal traffic movements relating to the project in question in combination with those from any other relevant development. Consultation with the relevant local highways authorities is likely to be necessary'. (paragraph 2.10.126)

- 3.9 In terms of mitigation, the NPS EN-3 sets out the following:

'In some cases, the local highway authority may request that the Secretary of State impose controls on the number of vehicle movements to and from the solar farm site in a specified period during its construction and, possibly, on the routing of such movements particularly by heavy vehicles'; (paragraph 2.10.139)

'Where the Secretary of State agrees that this is necessary, requirements could be imposed on development consent'; (paragraph 2.10.140)

'Where cumulative effects on the local road network or residential amenity are predicted from multiple solar farm developments, it may be appropriate for applicants for various projects to work together to ensure that the number of abnormal loads and deliveries are minimised, and the timings of deliveries are managed and coordinated to ensure that disruption to residents and other highway users is reasonably minimised'; (paragraph 2.10.141)

'It may also be appropriate for the highway authority to set limits for and coordinate these deliveries through active management of the delivery schedules through the abnormal load approval process'; (paragraph 2.10.142)

'Once consent for a scheme has been granted, applicants should liaise with the relevant local highway authority (or other coordinating body) regarding the start of construction and the broad timing of deliveries. Applicants may need to agree a planning obligation to secure appropriate measures, including restoration of roads and verges' (paragraph 2.10.143); and

'Further it may be appropriate for any non-permanent highway improvements carried out for the development (such as temporary road widening) to be made available for use by other subsequent solar farm developments'. (paragraph 2.10.144)

3.10 With regards to operational impacts from solar PV developments, the NPS EN-3 states that:

'Once solar farms are in operation, traffic movements to and from the site are generally very light, in some instances as little as a few visits each month by a light commercial vehicle or car. Should there be a need to replace machine components, this may generate heavier commercial vehicle movements, but these are likely to be infrequent'; (paragraph 2.10.161)

'The Secretary of State is unlikely to give any more than limited weight to traffic and transport noise and vibration impacts from the operational phase of a project'. (paragraph 2.10.162)

3.11 In line with NPS-EN-3, this Transport Assessment sets out the routes for construction vehicles, and how they will be managed through the oCTMP. A cumulative assessment has been provided.

National Planning Policy Framework (December 2023)

3.12 Paragraph 115 of the National Planning Policy Framework (NPPF) states that, *'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'*.

- 3.13 Paragraph 117 of the NPPF states, *'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'*.
- 3.14 This Transport Assessment demonstrates that the residual cumulative impacts on the road network are not severe, in line with Paragraph 115 of the NPPF. In line with Paragraph 117, a Transport Assessment and Travel Plan has been prepared.

Selby District Council Core Strategy (2013)

- 3.15 In April 2023, NYC became the administrative authority in which the Site is located, following its creation as a unitary authority by combining several district councils, including Selby District Council ('SDC'), the administrative area within which the Site had previously been located. However, the planning policy of SDC is still relevant to the Proposed Development.
- 3.16 One of the core objectives of the Selby District Council Core Strategy (2013) is to focus new development in the *'most sustainable locations, where reasonable public transport exists, and taking full account of local needs and environmental, social and economic constraints'* (Objective 3 of paragraph 3.5).
- 3.17 Policy SP17 directly relates to low-carbon and renewable energy developments stating that the council will *'consider identifying 'suitable areas' for renewable and low carbon energy sources and supporting infrastructure'*. Development proposals seeking to implement a new source of renewable energy are required to meet several criteria, including:
- i. *Are designed and located to protect the environment and local amenity or*
 - ii. *Can demonstrate that the wider environmental, economic and social benefits outweigh any harm caused to the environment or local amenity, and*
 - iii. *Impact on local communities are minimised.*

Draft Selby District Council Local Plan (Consultation Version 2024)

- 3.18 Policy SG10 of the draft consultation version of the Selby Local Plan (2022) states, where certain criteria is met, proposals for low carbon and renewable energy storage and generation will be supported. The criteria are as follows:

- “Planning impacts of the development and associated infrastructure, both individually and cumulatively, are, or can be made, acceptable;
- Appropriate weight, consideration and mitigation has been given to the following where applicable:
 - Landscape character and sensitivity;
 - Designated nature conservation sites, features, functionally linked land, protected habitats and species;
 - Designated and non-designated heritage assets and their settings;
 - Hydrology and water quality;
 - Impact on Infrastructure and Transport Networks including highways, rail, aviation, operations, navigational systems, PROW, television, radio, telecommunications systems;
 - Living conditions and amenity including due to noise, odour, dust, vibration, visual intrusion, shadowing or flicker.
- Community engagement has been undertaken which demonstrates the delivery of environmental, social and economic benefits and how concerns will be addressed/mitigated for;
- The site will be recovered to a safe condition, with a suitable use, to minimum of its original value and condition, within a defined and agreed period should the infrastructure cease to be operational”.

3.19 Policy IC6 of the Draft Local Plan relates to sustainable transport, highway safety and parking. The core of this policy centres around delivering a suitable transport network and associated infrastructure that supports sustainable travel and helps to deliver net-zero carbon emissions across the Plan Area. Achieving this will be done by:

- Safeguarding the long-term opportunities for waterborne and rail-freight transshipment.
- Supporting development which is located in areas:
 - Well-served by existing walking, cycling and public transport infrastructure;
 - Accessible to all sections of the community; and
 - Provides linkages to and between developments in order to promote active travel.
- Supporting development which incorporates into its design and layout:
 - Safe pedestrian, cycling, vehicular, emergency and refuse vehicle access;
 - Appropriate measures to avoid, mitigate and manage any significant impacts on highway capacity, congestion or safety, including any contribution to cumulative impacts, measures for network and traffic management, suitable crossing points, footways and dedicated provision for cyclist, equestrian and disabled users where necessary;
 - High-quality walking and cycling networks and connections to support the objectives of the LCWIPs;
 - Improvements to the capacity and accessibility of public transport between settlements in the Plan Area and to the cities of York, Leeds and Hull;
 - A reduction in transport carbon emissions such as through the use or support of low and ultra-low emission vehicles, car clubs and rail or waterborne freight;
 - New and improved transport facilities associated with the Local and Strategic Road Networks and improvements to the accessibility of rural areas in line with identified and evidenced needs.
- Supporting development which incorporates adequate provision for parking, including:
 - Car, cycle, disabled and operational parking, in line with the requirements of the Highways Authority Interim Guidance on Transport Issues (2015) and any subsequent updates;

- Parking with infrastructure provision for low-emission vehicles;
- Where development is in close proximity to existing town centres or transport hubs, lower parking requirements may be considered where:
 - It can be demonstrated that other active or sustainable travel uptake can be delivered; or
 - Enhancements to existing public car parking can be delivered to improve the vitality of local centres, public transport hubs or public use low carbon vehicle infrastructure.
- Supporting development which would not result in the loss of off-street or on-street car parking spaces unless:
 - Alternative provision, for at least the same number of spaces, can be made at an appropriate location; or
 - It can be demonstrated that there is no longer a requirement for the existing level of car parking.

3.20 Contributions may be sought from all development to on-site and off-site mitigation and where necessary Transport Statements, Assessments, Travel Plans and post development monitoring may be required.

3.21 Policy IC7, relates to development that impact upon the Public Right of Way network, and development will only be supported where it can be demonstrated that:

- Satisfactory and alternative routes are provided, with adequate signage and the new access is of the same or better standard; and
- Where appropriate and viable, all reasonable opportunities for enhancement have been taken up. Enhancements can include:
 - New or improved links to the existing Public Rights of Way or sustainable travel network, including public transport, especially where routes can minimise conflict.
 - The provision of improved facilities to make routes more accessible or attractive to users.

Summary

3.22 This Transport Assessment demonstrates that the Site is situated in a suitable location for the Proposed Development. Through the documents submitted as part of the DCO application, in particular the **oCTMP [EN010140/APP/6.3.5.2]** and its proposed measures, the effects of the Proposed Development on the Local Transport Network and Strategic Road Network will be minimised during the construction phase. As set out in NPS EN-3 once solar farms are operational, they have very little effect on the local transport network. An outline Decommissioning Environmental Plan sets out how the decommissioning phase will be managed.

4 The Proposed Development

4.1 This Section summarises details of the Proposed Development including the Development proposals, Site access proposals, construction programme and construction compound facilities.

Overview of the Proposed Development

4.2 The Proposed Development will comprise the construction, operation, maintenance, and decommissioning of a solar photovoltaic (PV) array electricity generating station and Energy Storage System with a total capacity exceeding 50 megawatts (MW), and export connection to the National Grid.

4.3 The Order Limits and Parameter Plan is shown in **Appendix A**. The key elements are summarised below.

Solar Farm Zone

4.4 The main element of the Proposed Development, referred to as the 'Solar Farm Zone' on the Parameter Plans, will accommodate the solar arrays. The key equipment within the Solar Farm Zone are:

- **Solar PV Panels** – to convert sunlight into electrical current;
- **Mounting Structures** – Solar PV Panels will be mounted on a metal assembly of PV Mounting Structures. This includes metal rails to directly support the PV Panels, which themselves are supported by larger metal frames which are fixed on top of metal piles;
- **Inverter Stations** – The Inverter Stations incorporate inverters, transformers and switchgear and are required to manage the electricity generated by the PV Panels;
- **Electric Cabling** – Electrical cabling will be required as part of the Generating Stations to connect PV Panels to the Conversion Units.

BESS Compound

4.5 A BESS will be located within the Proposed Development. The BESS is designed to provide peak generation and grid balancing services to the electricity grid. This is achieved by allowing excess electricity generated either from the solar PV panels, or imported from the electricity grid, to be stored in batteries and dispatched when required.

- 4.6 A substation will be required and is included as part of the BESS compound. The substation will consist of electrical infrastructure such as the transformers, switchgear and metering equipment required to facilitate the export of electricity from the Site.

Grid Connection

- 4.7 The electricity generated by the Proposed Development will be exported to the National Grid substation at Drax Power Station via electrical cables. This connection will also facilitate the import of electricity to be stored within the BESS.

- 4.8 The cable/grid connection route will be approximately 2.1km in length. The final cable/grid connection route will be subject to an iterative design process and detailed design. However, it will include the following elements:

- Construction of temporary haul road, and Laydown Areas;
- Open Cut Excavation or trenchless methods;
- Construction of Joint Bays; and
- Cabling/Joining.

Other Works

- 4.9 Other works include the following:
- Erection of security fencing and lighting;
 - Installation of landscaping and habitat management;
 - Installation of site access points and internal access tracks;
 - Installation of surface water drainage features; and
 - Construction of construction/ decommissioning compounds.

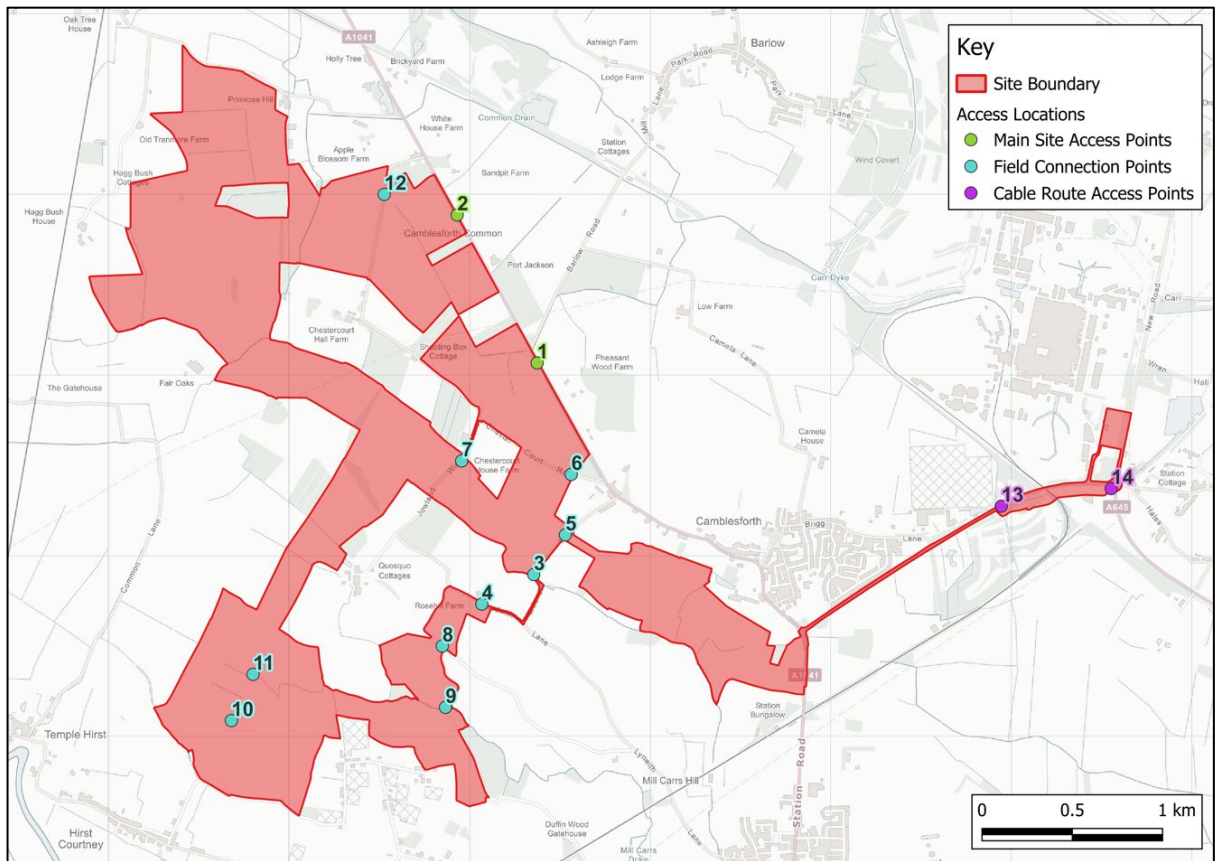
Construction Programme

- 4.10 The construction programme is anticipated to last approximately 12 months.

Accesses

- 4.11 The access locations are shown in **Figure 4.1**.

Figure 4.1 Access and Field Connection Locations



4.12 The accesses will be retained for the operational phase. During the Proposed Development’s operational phase there are anticipated to be around five visits to the Site per month for maintenance purposes (less than one trip per day on average). These would typically be made by light van or 4x4 type vehicles.

Main Site Accesses

4.13 There will be main two access points for the solar farm, as follows:

- Access 1: A1041 Bawtry Road (onto Jowland Winn Lane) shown in **Drawing SK01**; and
- Access 2: A1041 Bawtry Road shown in **Drawing SK02**.

4.14 Both drawings are shown in **Appendix D**

4.15 Drawings SK01 and SK02 show the achievable visibility splays, and the swept path analysis of a 16.5m articulated vehicle, which will be the maximum sized vehicle that will be used to delivery equipment to the Site on a day-to-day basis. There will be a small number of abnormal load movements for the transportation of transformers to the Site, via Access 1. An over-runnable area will be provided to the

south of the junction to ensure this vehicle can access the Site. A specialist haulage company will be appointed to coordinate the movement of these loads in conjunction with the highway authority and police.

Field Connections

- 4.16 There will be a number of locations where the internal access track will cross over the public highway. Field connection drawings are shown in **Appendix E**.
- 4.17 Hardenshaw Lane will be used to connect the northern parcels of land to the southern parcels of land (Access 3 and Access 4 on Figure 3.1.). This is shown in **Drawing SK03**, which includes swept path analysis of a 16.5m articulated vehicle. Drawing SK03 also shows areas where widening of the public highway will be required.
- 4.18 In addition, **Drawings SK05 – SK12** show the remaining field connections (Accesses 5-12 in Figure 3.1). These are all crossings of the public highway/unclassified roads that run through the Site. The locations shown for the field connections (access 5-12) are indicative at this stage, with the exact location to be fixed during the detailed design phase.
- 4.19 Banksmen will be deployed at field connections/crossings whenever they are being used by construction vehicles, to ensure the safety of all road users.

Grid Connection/Cable Route Accesses

- 4.20 Where the cable installation goes across the Drax Power Station railway line, works will be undertaken to the south of the A645. Therefore, there will be two cable route accesses (Access 13 and 14 in Figure 3.1).
- 4.21 Access 13 is shown in **Drawing SK13**, contained in **Appendix F**. This will utilise an existing access to the Drax Sports and Social Club from the A645.
- 4.22 Access 14 is shown in **Drawing SK14**, contained in **Appendix F**. This will utilise an existing access to the Drax Sports and Social Club from the A645/New Road Roundabout.

Road Safety Audit

- 4.23 A Stage 1 Road Safety Audit has been carried out for the main Site access point. The Road Safety Audit is shown in **Appendix G**. All recommendations can be implemented at the detailed design phase.

Construction Compound

- 4.24 A single primary compound will be located within the Site, adjacent to the Site access/egress points on the north eastern boundary.
- 4.25 Construction compounds will be set up throughout the Site and will include the following facilities:
- Approximately 80 car parking spaces;
 - Welfare facilities, including toilets, a canteen, changing rooms and offices. These will be in the form of temporary mobile units;
 - A storage area for equipment, including storage crates;
 - A refuse and recycle store;
 - A turning area to ensure vehicles arrive and depart in a forward gear.
- 4.26 Up to five secondary compounds will be provided, each up to 1ha in area. These will provide up to 10 parking spaces and a full HGV turning circle. They will also include welfare facilities, including changing rooms and toilets, and a small storage area.

Internal Access Tracks

- 4.27 The Proposed Development will include internal access tracks throughout the Site allowing for the movement of construction and maintenance vehicles.

Public Rights of Way

- 4.28 PRoWs that cross the Site will generally remain open during the construction phase of the Proposed Development. There may be the requirement for some very temporary diversions of PRoWs where they cross the cable corridor. This will only be required when the cable is being installed and will not last more than a day. If temporary diversions of a PRoW are required for this short period, they will be appropriately managed in consultation with the local highway authority. Management measures for PRoWs are set out in the oCTMP and summarised in Section 8 of this TA.
- 4.29 All PRoWs will remain open throughout the Operational Phase of the Proposed Development.

Decommissioning

- 4.30 The Proposed Development will have a lifespan of 40 years, at which point it will be decommissioned. An **outline Decommissioning Environmental Plan (oDEMP) [EN010140/APP/5.3]** is submitted with the ES.

5 Trip Generation

5.1 The section sets out the trip generation associated with the construction, operational and decommissioning phase of the Proposed Development.

Construction Phase: HGVs

Non-Grid Connection Elements

5.2 The construction phase will include the use of HGVs to bring the equipment onto the Site and this will be strictly managed to ensure that vehicle movement is controlled and kept to a minimum. On a day-to-day basis, the largest vehicle that will be used to deliver equipment to the Site will be a 16.5m articulated vehicle, although a significant proportion of movements will be by smaller vehicles. A summary of the construction activity that requires HGV movements is as follows:

- Delivery of solar modules and mounting structures;
- Delivery of Inverters and Transformers;
- Delivery of Substation equipment;
- Delivery of material for the access track construction; and
- Other deliveries for items such as waste, fencing, sand and gravel, and for non-grid connection elements such as landscaping.

Grid Connection / Cable Route Corridor

5.3 The grid connection route of the Proposed Development will be approximately 2.1km in length. The construction of the grid connection route includes the following elements:

- Construction of temporary haul road, and laydown areas;
- Excavation or trenchless methods;
- Construction of joint bas; and
- Cabling/jointing.

Total HGV Trips

- 5.4 **Table 5.1** sets out a summary of the HGV movements that will be associated with the construction phase of the Proposed Development. The vast majority of deliveries by HGV will be by 16.5m articulated vehicles or 8-10m rigid vehicles. However, there will be a small number of abnormal load deliveries associated with the Power Stations. Abnormal load movements are discussed separately in **Section 7**.
- 5.5 It is expected that there will be a relatively flat profile of deliveries throughout the construction period. Therefore, an average number of deliveries per day has been calculated based on the length of the construction period. Notwithstanding this, it is acknowledged that there will be small peaks throughout the construction period, especially during Site set up. To account for this, a 50% uplift has been applied for the purposes of assessment.
- 5.6 Construction vehicles will avoid travel during the network peak hours where possible; therefore, deliveries will be scheduled for between 09:30 and 16:30, where possible.

Table 5.1 Anticipated Construction Deliveries (HGV)

Construction Activity	Vehicle Size (Max)	Solar Farm	Grid Connection	Total
Construction Period (Working Days)		260	260	260
Modules and Mounting Structures	16.5m Articulated	1,350		1,350
Power Stations	16.5m Articulated	25		25
Access Track	10m Tipper	450		450
General (Fencing, Landscaping, etc.)	10m Rigid	1,100		1,100
Energy Storage System	16.5m Articulated	450		450
Substation	27.5m AIL Vehicle	3		3
Grid Connection	10m Tipper		1,200	1,200
Total		3,378	1,200	4,578
Average per Day		13	5	18
Total Movements (Arrivals + Departures)		6,756	2,400	9,156
Average Movements per Day		26	10	36
Average Arrivals per Day (Peak Period – Plus 50%)		19	7	26
Average Movements per Day (Peak Period – Plus 50%)		38	14	52

5.7 Table 5.1 shows that there could be the following HGV movements:

- Average Day: 18 HGV arrivals (36 total movements) including:
 - 13 HGVs for the solar array and BESS element (26 total movements)
 - 5 HGVs for the grid connection element (10 total movements)
- Peak Day: 26 HGV arrivals (52 total movements) including:
 - 19 HGVs for the solar array and BESS element (38 total movements)
 - 7 HGVs for the grid connection element (14 total movements)

Construction Phase: Cars/LGVs Movements

- 5.8 Estimates of construction worker flows are informed by **Chapter 13: Socio-Economics [EN010140/APP/6.1.13]** of the **Environmental Statement**. This calculates that up to 200 direct full time equivalent ('FTE') jobs could be supported by the Proposed Development during the construction phase. For this assessment, construction workers have been spread across the Site on a proportional basis.
- 5.9 For the grid connection/cable element of the Proposed Development, there will be around 10 construction workers on that part of the Site on a typical day.
- 5.10 Construction worker shifts will be scheduled so that workers are not traveling during the network peak hours of 08:00-09:00 and 17:00-18:00.
- 5.11 As part of the **oCTMP [EN010140/APP/6.3.5.2]** an Outline Construction Worker Travel Plan has been prepared. This includes a measure for the provision of shuttle buses to transport construction workers to and from the Site. This is particularly important for non-local workers, who will stay in local accommodation and be transported to the Site. It can also be utilised by other workers as appropriate. It is expected that a mixture of coaches and minibuses will be used. On average, it is expected that a shuttle bus will be able to accommodate 20 workers. In addition, workers who drive will be encouraged to car share where possible.
- 5.12 With this in mind, it is assumed that 50% of workers will arrive by shuttle bus. This is a similar proportion to other DCO applications. For example, Longfield Solar Farm (PINS reference EN010118) assumed that 55% of the workforce would arrive by shuttle bus based on the proportion of the workforce that would be non-local to the Site and would stay in local accommodation.

- 5.13 The remainder will arrive by car with an assumed 1.5 construction workers per car based on the national car occupancy average.
- 5.14 Based on 210 construction workers (including 10 for the Grid Connection, who are all assumed to arrive by car), the forecast number of cars/LGVs are set out in **Table 5.2**.

Table 5.2 Construction Worker Movements: Peak Day

Construction Activity	Non-Grid Connection Elements	Grid Connection Element	Total
Construction Workers (Busy Day)	200	10	210
Shuttle Bus	5	-	5
Car	67	7	74
Total (Arrivals)	72	7	79
Total Movements (Arrivals + Departures)	144	14	158

- 5.15 Table 5.2 shows that there could be up to 79 cars/LGVs/shuttle buses associated with construction worker arrivals on a busy day. These are likely to arrive in the morning, with the same amount of the departures in the afternoon/evening. As mentioned, shift patterns will be coordinated to avoid construction work travel during the traditional network peak hours of 08:00-09:00 and 17:00-18:00.

Construction Phase: Typical Trip Profile

- 5.16 Based on the trips set out within this chapter, a typical trip profile is set out in **Table 5.3**.

Table 5.3 Typical Construction Vehicle Trip Profile: Peak Day

	Cars		Shuttle Bus		HGV (Solar)		HGV (Cable)		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
06:00-07:00	37	0	3	0	0	0	0	0	40	0
07:00-08:00	37	0	2	0	0	0	0	0	39	0
08:00-09:00	0	0	0	0	0	0	0	0	0	0
09:00-10:00	0	0	0	0	2	2	1	1	5	5
10:00-11:00	0	0	0	0	2	2	1	1	5	5
11:00-12:00	0	0	0	0	3	3	1	1	5	5
12:00-13:00	0	0	0	0	3	3	1	1	6	6
13:00-14:00	0	0	0	0	3	3	1	1	5	5
14:00-15:00	0	0	0	0	2	2	1	1	5	5
15:00-16:00	0	0	0	0	2	2	1	1	5	5
16:00-17:00	0	37	0	3	2	2	0	0	0	40
17:00-18:00	0	0	0	0	0	0	0	0	0	0
18:00-19:00	0	37	0	2	0	0	0	0	0	39
Total	74	74	5	5	19	19	7	7	105	105

Operational Phase

5.17 During the Proposed Development’s operational phase, there is anticipated to be less than five visits per month to the Site for maintenance purposes. These would typically be made by light van or 4x4 type vehicles. This will not generate any material effect on the local highway network.

Decommissioning Phase

5.18 The Proposed Development has a modelled operational lifetime of approximately 40 years, after which it will be decommissioned. The number of vehicles associated with the decommissioning phase are not anticipated to exceed the number set out for the construction phase, as set out in Table 5.1. An **outline Decommissioning Environmental Plan (oDEMP) [EN010140/APP/6.3.5.3]** is submitted with the ES.

5.19 This will be secured by a requirement of the DCO.

Summary

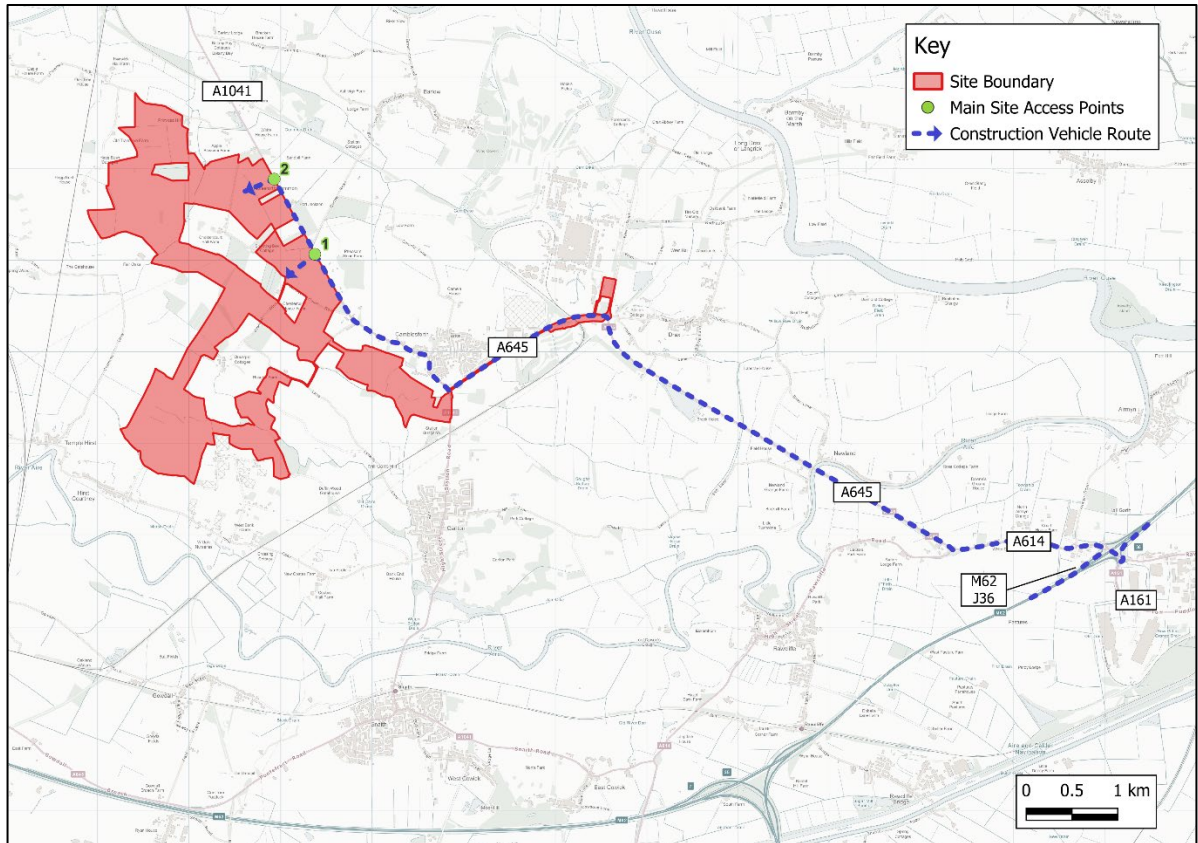
- 5.20 This section has summarised the likely trip generation of the Proposed Development during the construction, operational and decommissioning phases.
- 5.21 On a peak day during the construction phase, the following movements could be generated:
- HGV – 26 (52 total movements);
 - Car/Shuttle associated with construction workers – 79 (158 total movements)
- 5.22 The trips will be spread around the Site and will access the Proposed Development via the two identified access points from the local highway network. The distribution of construction trips is discussed further in **Section 6**.
- 5.23 Construction deliveries by HGV will arrive between 09:30-16:30. They will be coordinated to avoid construction vehicle movements during the traditional AM peak hour (08:00-09:00) and PM peak hour (17:00-18:00). In addition, construction worker shift patterns will be coordinated to avoid travel during the network peak hours of 08:00-09:00 and 17:00-18:00.
- 5.24 During the Proposed Development's operational phase, there is anticipated to be less than five visits per month to the Site for maintenance purposes.
- 5.25 The number of vehicles associated with the decommissioning phase are not anticipated to exceed the number set out for the construction phase.

6 Construction Vehicle Trip Distribution

6.1 This section sets out the trip distribution associated with construction vehicles.

6.2 The proposed construction vehicle route to the Site is shown in **Figure 6.1**.

Figure 6.1 Solar Farm Construction Vehicle Route



6.3 The route will be as follows:

- Access 1: M62 Junction 36 → A614 → A645 → A1041 Bawtry Road → Access 1 and 2

6.4 The route provides the most direct route to the Site from the Strategic Road Network (M62). The route to the Site access points follows A-Roads with well-established HGV use. There are no weight, height, or width restrictions on the route. Alternative routes were reviewed, but these were less direct and travelled through a number of settlements, therefore were not chosen.

6.5 The following assumptions are made for the distribution of construction vehicles along the route.

- All vehicles will route to the Site from the M62 Junction 36 via the A614 and A645 (26 HGVs and 79 Cars/LGV/Shuttle during a peak day);
- Vehicles associated with the grid connection/cable route element will not continue onto the A1041 (seven HGVs and seven Cars/LGV/Shuttle);
- The remaining vehicles, all associated with the Solar Array and BESS elements of the Proposed Development will continue to the Site access points on the A1041 (19 HGVs and 72 Cars/LGV/Shuttle);
- 50% of these vehicles will access the Site via Access 1 and 50% will access the Site via Access 2; and
- 25% of these vehicles will use Hardenshaw Lane to connect to the southern area of the Site.

6.6 Based on the peak vehicle movements set out in Section 5, and the assumptions set out above, the number of vehicles using the local highway network surrounding the Site, on a peak day, is summarised in **Table 6.1**.

Table 6.1 Proposed Development Trip Distribution – Daily Trips (Peak Construction)

Link	Direction	HGV	Car/LGV/Shuttle	Total
A614	EB	26	79	105
	WB	26	79	105
A645	EB	26	79	105
	WB	26	79	105
A1041	EB	19	72	91
	WB	19	72	91
Jowland Winn Lane	NB	10	36	45
	SB	10	36	45
Hardenshaw Lane	NB	5	18	23
	SB	5	18	23
M62	NB	26	79	105
	SB	26	79	105

6.7 HGV movements will be managed via a booking system, with the aim of managing arrivals and departures to ensure that they do not arrive and depart at the same time. This is set out in more detail in the oCTMP, which will be secured through a DCO requirement.

7 Abnormal Load Movements

- 7.1 There will be a number of abnormal load movements associated with the construction of the Proposed Development.
- 7.2 The Department for Transport (DfT) define a movement to be abnormal if the load and vehicle meets any of the following criteria:
- a weight of more than 44,000kg;
 - an axle load of more than 10,000kg for a single non-driving axle and 11,500kg for a single driving axle;
 - a width of more than 2.9 metres; and/ or
 - a rigid length of more than 18.65 metres.
- 7.3 Abnormal Loads will be required for the delivery of transformers. They will all access the Site via Access 1. An over-runnable area will be provided to the south of the junction to ensure this vehicle can access the Site, as shown in **Drawing SK01**, in **Appendix D**.
- 7.4 It is anticipated there will be approximately three abnormal load trips associated with the Proposed Development. Equipment will be most likely delivered on a 5-axle bed with a 5-axle draw bar trailer (approximately 36m in length). However, a 16-axle girder frame (approximately 70m in length) may be required if the transformer height is greater than 4.86m.
- 7.5 The abnormal loads will follow the same routes to the Site as other HGVs and as described in Section 6. The M62 and A645 are identified as 'heavy loads routes' by National Highways.

Management Measures

- 7.6 Traffic management will be in place for all abnormal load movements destined for the Site. The exact nature of traffic management will be agreed with NYC and North Yorkshire Police prior to the movement taking place. Traffic management measures may include rolling road closures and vehicle escorts.

Summary

- 7.7 There will be three abnormal loads movements across the construction period, associated with the delivery of transformers and the cable route drum.

- 7.8 The abnormal load route will follow the route specified for construction vehicles.

- 7.9 Traffic management will be agreed with the local highway authority and police prior to the abnormal load movements taking place.

8 Construction Period Management and Mitigation

- 8.1 The section sets out the management and mitigation measures that will be put in place during the construction phase to reduce the effect of the Proposed Development on the local highway network. The mitigation measures are set out in the outline Construction Traffic Management Plan (oCTMP). A Final CTMP will be secured through a DCO requirement.

Specific Highway Measures

- 8.2 The following highway measures will be implemented for the duration of the construction period:

Banksmen

- 8.3 Throughout the construction period, banksmen will be positioned at the two construction access points and the access road along Hardenshaw Lane, to assist vehicle movement in and out of the Site. Banksmen will also ensure the safe movement of all other users of the local highway network within the vicinity of the access, including any non-motorised users.

Pass-by Bays

- 8.4 On narrower sections on the highway, such as Hardenshaw Lane, temporary pass-by bays will be created. As HGV arrivals and departures will be managed through a booking system, it is unlikely that they will cross each other on this section of the local highway network. In addition, baseline traffic flows are very low here; therefore, this is a precautionary measure to assist in the movement of construction vehicles.

Traffic Management

- 8.5 As set out in Section 8, traffic management will be a requirement for Abnormal Load movements. Traffic management will be agreed with the local highway authority and police prior to the abnormal load movements taking place.

Construction Traffic Management Plan

- 8.6 A detailed CTMP will be implemented during the construction phase of the Proposed Development, secured through DCO requirement; the oCTMP [EN010140/APP/6.3.5.2] will inform the detailed CTMP.

- 8.7 The detailed CTMP will provide a framework for the management of construction vehicle movements to and from the Site, to ensure that the effect of the construction phase on the local highway network is minimised. It is an evolving document that will be updated prior to construction to reflect any considerations made during the DCO process, and to add detail that arises from the procurement of the Engineering Principal Contractor (EPC). The detailed CTMP will be agreed with NYC prior to construction commencing.
- 8.8 The **oCTMP [EN010140/APP/6.3.5.2]** contains further information on construction vehicle access, routing, and trip generation. Most importantly, it sets out a package of mitigation measures aimed at minimising the effect of construction traffic on the surrounding transport network.
- 8.9 The measures set out in the **oCTMP [EN010140/APP/6.3.5.2]** are summarised below:
- Signage installed along the construction vehicle route to direct traffic to the Site;
 - The avoidance of travel during the network peak hours;
 - The provision of a booking system with the aim of managing arrivals and departure times;
 - The provision of parking on-site, to ensure that vehicles are not parked on the local highway network;
 - The provision of a wheel wash facility and access points, to ensure that vehicles do not distribute mud and debris on the local highway network;
 - Noise reduction and air quality measures;
 - A commitment to engage with the local community and set up a Community Liaison Group; and
 - A commitment to undertake a pre and post construction road condition survey. This will identify defects that can reasonably be attributable to construction activities at the Site. Any identified highways defects resulting from construction activities associated with the Site will be corrected to the satisfaction of the local highway authority.
- 8.10 Through the detailed CTMP, a construction worker travel plan will also be implemented. This will include the following measures aimed at reducing private vehicle use:
- **Shuttle Bus** - The location where staff will travel from is unknown at this stage as it will depend on the appointed contractor. However, it is envisaged that the workforce will be non-local and stay at local accommodation and be transported to the Site by shuttle bus to minimise the impact on the strategic and local highway network;
 - **Car sharing** – A car sharing Proposed Development will be set up. This will match construction workers who live in a similar area, or who follow a similar route to the Site and encourage them to car share to save costs and reduce their impact on the environment.

Public Rights of Way

- 8.11 PRowS that cross the Site will generally remain open during the construction phase of the Proposed Development. There may be the requirement for some very temporary diversions of PRowS where the cable is laid. This will only be required when the cable is being installed, will not likely last more than a day and alternate routes will be provided. If a temporary diversion of a PRow is required for this short period, it will be appropriately managed in consultation with the local highway authority.
- 8.12 During the construction phase, there could be instances whereby a small number of construction vehicles have to cross the PRowS on-site. Where this occurs, the **oCTMP [EN010140/APP/6.3.5.2]** includes measures that will be enforced to ensure the safety of all PRow users. This will include the following measures:
- Speeds will be limited to 10mph;
 - Drivers will stop and give-way to any pedestrian that they encounter;
 - Appropriate signage will be installed along the footpath to make users aware of the construction activity. This will include information on construction times;
 - Banksmen will be present to ensure the safe movement of all users;
 - The PRowS will be kept clear outside of construction hours; and
 - Any damage to the surface of the footpath will be repaired immediately. The surface will be returned to its original condition following construction.

Summary

- 8.13 A number of management and mitigation measures will be implemented throughout the construction period through the implementation of a detailed CTMP, to be secured through DCO requirement.

9 Effect of the Development on the Local Highway Network

9.1 This section summarises the effect of the development on the local highway network.

Construction Phase

9.2 The construction phase is expected to last approximately 12 months. The assessment of the effects of the construction phase is based on peak construction vehicle movements and distribution, as set out in Section 5 and Section 6 respectively.

9.3 Baseline traffic flows for the local highway network are shown in Table 2.1.

9.4 At this stage, construction is anticipated to start in 2027. TEMPro growth factors, which have been adjusted in line with the National Traffic Model (NTM), have been applied to the observed traffic flows to generate baseline traffic flows for 2026. The TEMPro growth factor for the Selby District is shown in **Table 9.1**.

Table 9.1 TEMPro Growth Factors (2022-2027)

Year	Growth Factor
2022-2027	1.0351

9.5 The 2022 observed and 2027 future baseline traffic flows are shown in **Table 9.2**.

Table 9.2 Baseline 2022 and 2027 Traffic Flows – Average Day (24 hr), Two-Way

Link	2022		2027	
	Total Vehicles	HGV	Total Vehicles	HGV
A614	12,171	8%	12,598	8%
A645	7,382	8%	7,641	8%
A1041 (Bawtry Road)	12,207	6%	12,635	6%
Jowland Winn Lane	50	6%	51	6%
Hardenshaw Lane	104	2%	108	2%
M62 near Junction 36	52,000	24%	53,825	24%

*HGV is classified as a vehicle over 3.5 tonnes

9.6 Daily construction traffic flows have been added onto 2027 base to show the change in vehicles. This is summarised in **Table 9.3**.

Table 9.3 Baseline 2027 Traffic Flows plus Construction Traffic – Average Day (24 hr), Two-Way

Link	Development		2027 plus Development		Percentage Change	
	Total Vehicles	HGV	Total Vehicles	HGV	Total Vehicles	HGV
A614	210	52	12,808	1,106	2%	5%
A645	210	52	7,851	659	3%	9%
A1041 (Bawtry Road)	182	40	12,817	735	1%	6%
Jowland Winn Lane	90	20	141	23	175%	644%
Hardenshaw Lane	46	10	154	12	43%	576%
M62 near Junction 36	210	52	54,035	12,810	0.4%	0.4%

9.7 Table 9.3 indicates that there will not be a significant percentage change in the number of daily vehicle trips on A-roads within the local highway network, namely the A614, A645 and A1041 (less than 3% change in total vehicles) and the M62 near Junction 36 (less than 1% change in total vehicles) as a result of construction traffic.

9.8 However, the smaller, more rural roads of Jowland Winn Lane and Hardenshaw Lane, will see a higher percentage increase in daily traffic flows because these roads typically have low baseline traffic flows. Jowland Winn Lane has just 51 daily vehicle movements in the 2027 base. The Proposed Development will only add an additional 90 movements over the daily period.

9.9 The effect of these changes in traffic flows, which are spread out across local highway network surrounding the Proposed Development, is not forecast to have any significant effect over the course of the working day. As discussed, the construction period is 12 months so effects will be temporary in nature.

Peak Hour Traffic Flows

9.10 Construction vehicles will avoid travel during the network peak hours where possible. Deliveries will be scheduled for between 09:30 and 16:30. Construction worker shifts will be scheduled so that workers are not traveling during the network peak hours of 08:00-09:00 and 17:00-18:00.

- 9.11 As a result, there are unlikely to be any significant peak hour movements associated with the construction phase of the Proposed Development. Therefore, the construction phase of the Proposed Development will not result in any highway network capacity constraints during the network peak hours.

Operational Phase

- 9.12 During the Proposed Development's operational phase, there is anticipated to be less than five visit per month to the Site for maintenance purposes. These would typically be made by light van or 4x4 type vehicles. This will not result any material effect on the local highway network.

Decommissioning Phase

- 9.13 It is assumed there will not be more vehicular movements associated with the decommissioning phase than there are with the construction phase. Therefore, the same assumptions can be made for both the construction and decommissioning phases. There are unlikely to be any significant peak hour movements associated with the decommissioning phase of the Proposed Development.
- 9.14 Therefore, the decommissioning phase of the Proposed Development will not result in any highway network capacity constraints during the network peak hours.

Summary

- 9.15 The effect of the temporary changes in traffic flows on the local highway network associated with the construction phase of the Proposed Development are not anticipated to be significant in nature. Trips are well spread out around the network, and will be spread across the working day, avoiding the network peak hours.

10 Cumulative Effects of the Proposed Development

10.1 A number of cumulative Proposed Developments are proposed in the local area. The following developments are considered to potentially have a transport and access effect on the local area and have been reviewed as part of this cumulative assessment.

Construction Phase

10.2 Having reviewed information within the public domain in relation to these Proposed Developments, it is considered that the following Proposed Developments will have an effect on the local highway network surrounding the Proposed Development:

- **Drax Power Station Bioenergy with Carbon Capture and Storage Project NSIP** (PINS Ref: EN010120): A carbon capture infrastructure installation at Drax Power Station for the compression and treatment of carbon dioxide to allow connection to a National Grid carbon dioxide transport system;
- **Land off New Road, Drax** (Ref: 2020/1357/FULM): An energy storage facility with associated infrastructure, access and grid connection;
- **Land off Hales Road, Drax** (Ref: 2021/1089/FULM): An energy storage facility with associated infrastructure, access and grid connection;
- **Land North and South of Camela Lane, Camblesforth** (Ref 2021/0788/EIA): Development of a ground mounted solar farm including associated infrastructure;
- **Drax Power Station, Drax** (Ref: 2022/0107/NYSCO): The additional recovery of ash resource on land at Barlow Ash Mound;
- **Rusholme Grange, Rusholme Lane, Newland, Selby** (Ref: 2021/0601/FUL): Construction of a battery energy storage system to provide energy balancing services to the National Grid; and
- **Land south of the A645, Drax** (Ref: 2023/0128/EIA): Development of a ground-mounted solar farm including associated infrastructure.
- **East Yorkshire Solar Farm NSIP** (PINS Ref: EN010143): The installation of solar photovoltaic generating panels, associated electrical equipment, cabling and on-site energy storage facilities together with grid connection infrastructure. The point of connection will be at Drax Substation, situated approximately 6.2km to the south-west of the PV site. The generating capacity of the Proposed Development will exceed 50MW and its maximum capacity is anticipated to be 400MW.

10.3 These Proposed Developments have been selected for cumulative assessment due to their proximity to the Proposed Development or the routes used by construction or operational traffic share part of, or all, of the assigned construction vehicle route.

10.4 **Table 10.1** sets out the additional traffic flows associated with these Proposed Developments, based on information within the public domain.

Table 10.1 Daily Traffic Flows Associated with Cumulative Schemes

Link	Drax Power Station Bioenergy	Land off New Road	Land off Hales Lane	Land North and South of Camela Lane	Drax Power Station	Rusholme Grange	Land south of A645	East Yorkshire Solar Farm	Total
A614	1,042	24	24	6	2	4	10	68	1,180
A645	1,042	32	24	6	2	4	10	68	1,188
A1041	398	8	0	6	0	0	0	0	412
Jowland Winn Lane	0	0	0	0	0	0	0	0	0
Hardenshaw Lane	0	0	0	0	0	0	0	0	0
M62	1,042	24	24	6	2	4	10	68	1,180

10.5 **Table 10.2** sets out the development flows within the study including the cumulative Proposed Developments.

Table 10.2 Daily Traffic Flows: Cumulative Assessment

	Base 2027	Base plus Helios	Base plus Helios plus Cumulative Schemes	%Change*
A614	12,598	12,808	13,988	9%
A645	7,641	7,851	9,039	15%
A1041	12,635	12,817	13,229	3%
Jowland Winn Lane	51	141	141	0%
Hardenshaw Lane	108	154	154	0%
M62	53,825	54,035	55,215	2%

*Compared to Base plus Development

- 10.6 Table 10.1 and Table 10.2 indicates that the cumulative Proposed Developments will have the largest effect on the A614 and A645. This is due to the majority of the Proposed Developments located near to these A-roads. As these are major A-roads, with traffic spread throughout the day, it is not expected to result in a significant effect on highway network capacity. Traffic movement associated with the Proposed Development will be secured through the detailed CTMP.
- 10.7 Table 10.2 shows that the A645 may experience a 15% change in traffic as a result of the cumulative schemes. As this is a worst-case scenario and all developments are assumed to build-out at the same time, the effect on the A645 is considered worse than in reality when it is unlikely all sites will build-out simultaneously.
- 10.8 However, the oCTMP includes a management measure that the Applicant will work with other developers in order to mitigate the effect of the cumulative schemes on the A645 in particular.

Operational Period

- 10.9 As stated, during the Proposed Development’s operational phase, there is anticipated to be less than one visit per day to the Site for maintenance purposes. These would typically be made by light van or 4x4 type vehicles. This will not result any material effect on the local highway network. Therefore, there will be no material cumulative effect once the Proposed Development is operational.

Decommissioning Phase

- 10.10 As set out in Section 5, the number of vehicles associated with the decommissioning phase are not anticipated to exceed the number set out for the construction phase. A Decommissioning Statement will be prepared for the Environmental Statement and a final Decommissioning Plan will be submitted

to the local planning authority for approval prior to decommissioning. This will be secured by a requirement of the DCO. Therefore, the cumulative effects of the Decommissioning Phase will be similar to those set out for the construction phase.

11 Summary and Conclusions

- 11.1 This TA has provided an overview of the potential effects of the Proposed Development in transport terms. It should be read in conjunction with **Chapter 10: Transport and Access [EN010140/APP/6.1.10]** of the **ES**.
- 11.2 The Proposed Development will comprise the construction, operation, maintenance, and decommissioning of a solar photovoltaic (PV) array electricity generating station and Energy Storage System with a total capacity exceeding 50 megawatts (MW), and export connection to the National Grid.
- 11.3 The Site is in a suitable location for the Proposed Development in terms of transport. Whilst there is not a significant level of walking, cycling or public transport accessibility in the area, the operation of the Site generates very few trips. The Site is located near to the Strategic Road Network, connected by a number of local roads. This will help facilitate the movement of construction vehicles to and from the Site.
- 11.4 There will be two main access points for the solar farm from the A1041. In addition, Hardenshaw Lane will be used to connect the northern parcels of land to the southern parcels of land. All accesses have been assessed and designed for their appropriateness for the relevant vehicles that will use them. During the construction phase, banksmen will be provided at the accesses to ensure the safe movement of construction vehicles when accessing and exiting the Site.
- 11.5 Once operational, very few vehicle trips will be associated with the development (less than one per day for general maintenance).
- 11.6 On a peak day during the construction phase, the following movements could be generated:
- HGV – 26 (52 total movements)
 - Car/Shuttle associated with construction workers – 79 (158 total movements)
- 11.7 Chapter 6 of this Transport Assessment sets out how these trips will change traffic volumes on the local highway network. The effect of the temporary changes in traffic flows on the local highway network associated with the construction phase of the Proposed Development are not anticipated to be significant in nature. Trips are spread around the network, and will be spread across the working day, avoiding the network peak hours.
- 11.8 A number of management and mitigation measures will be implemented throughout the construction period. This includes:

- The use of banksmen and localised traffic management to ensure highway safety;
- The implementation of a Construction Traffic Management Plan (CTMP) with the aim of minimising the effect of construction vehicles on the local highway network; and
- The implementation of a Public Right of Way Management Plan.

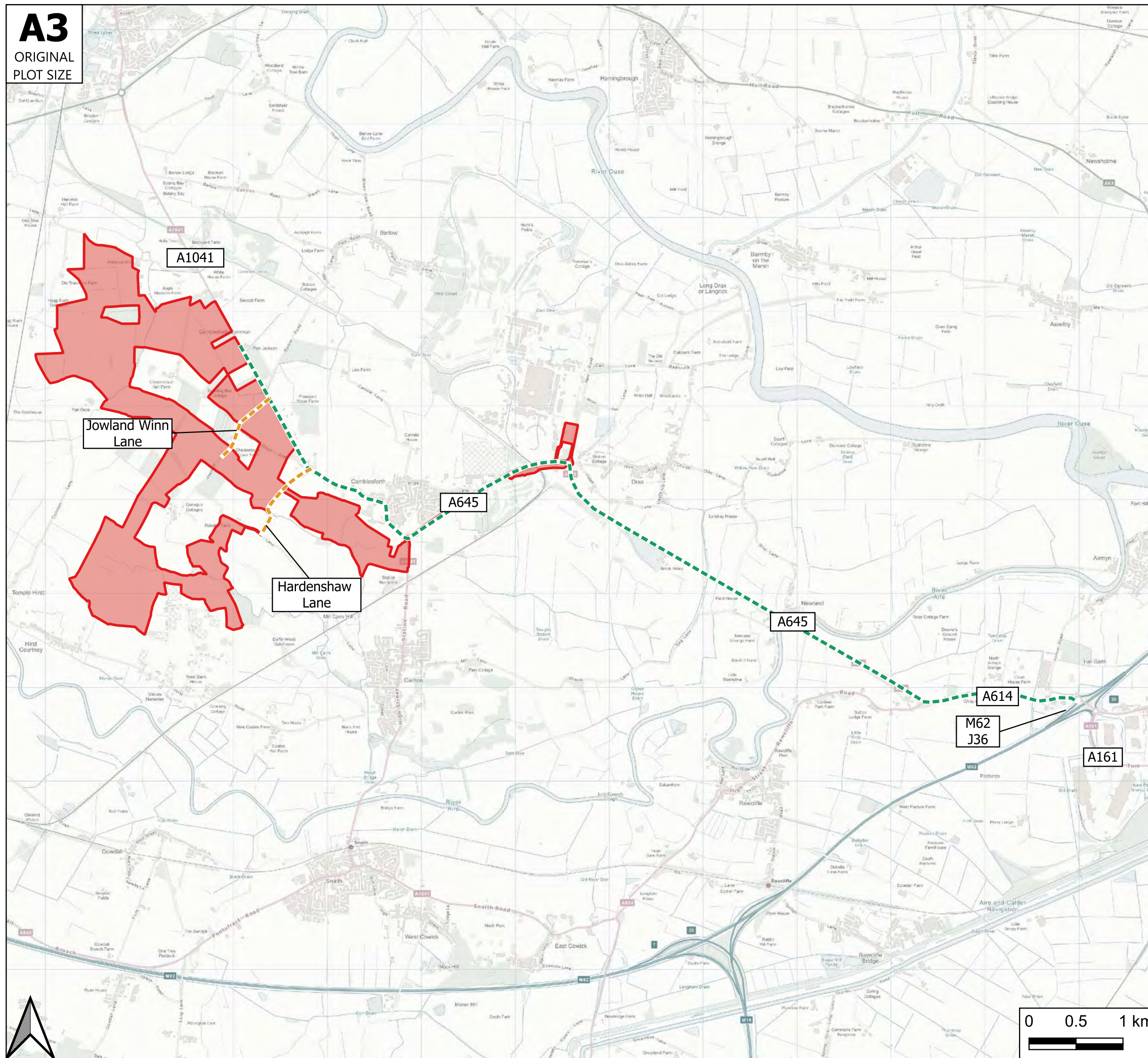
11.9 A Decommissioning Statement will be submitted to the local planning authority for approval prior to decommissioning. This will be secured by a requirement of the DCO.

11.10 In light of the information contained within this report, it is concluded that the Proposed Development is acceptable from a transport perspective and in line with policies set out in the National Policy Statements and NPPF

FIGURES

A3

ORIGINAL
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Key

Site Boundary

Sensitivity

Strategic Road Network and A-Roads

Local Highway Network

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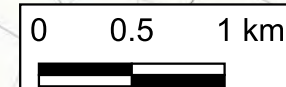
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Enso Green Holdings D Limited

PROJECT:
Helios Renewable Energy Project

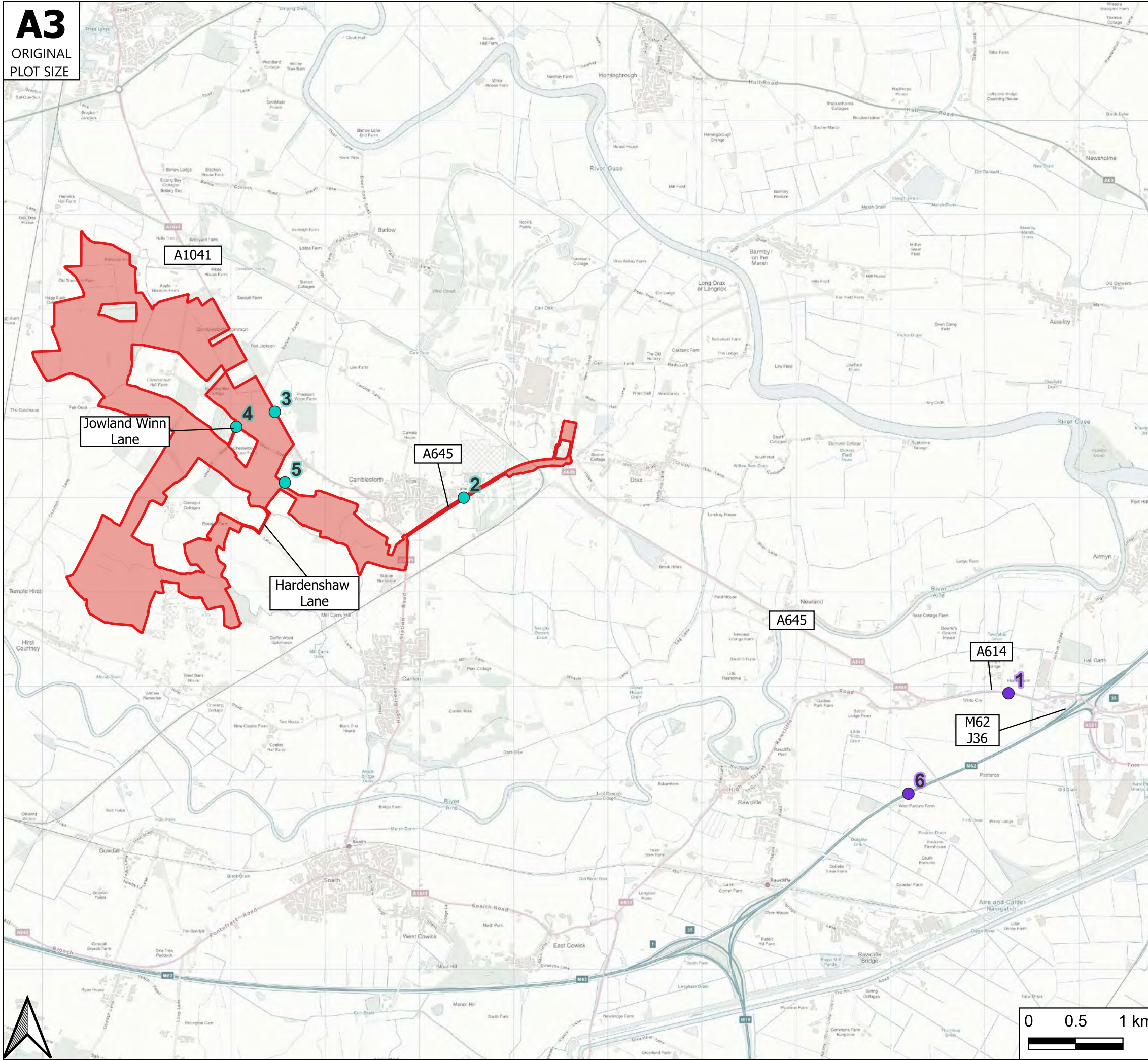
TITLE:
Sensitivity

STATUS:
FOR INFORMATION

SCALE: NTS	DATE: 19/02/24	DRAWN: AC	CHECKED: RR	APPROVED: JD
JOB NO: 2104-025		DRAWING NO: Figure 2.1		REVISION: -



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- █ Site Boundary
- DFT Counter
- ATC Location

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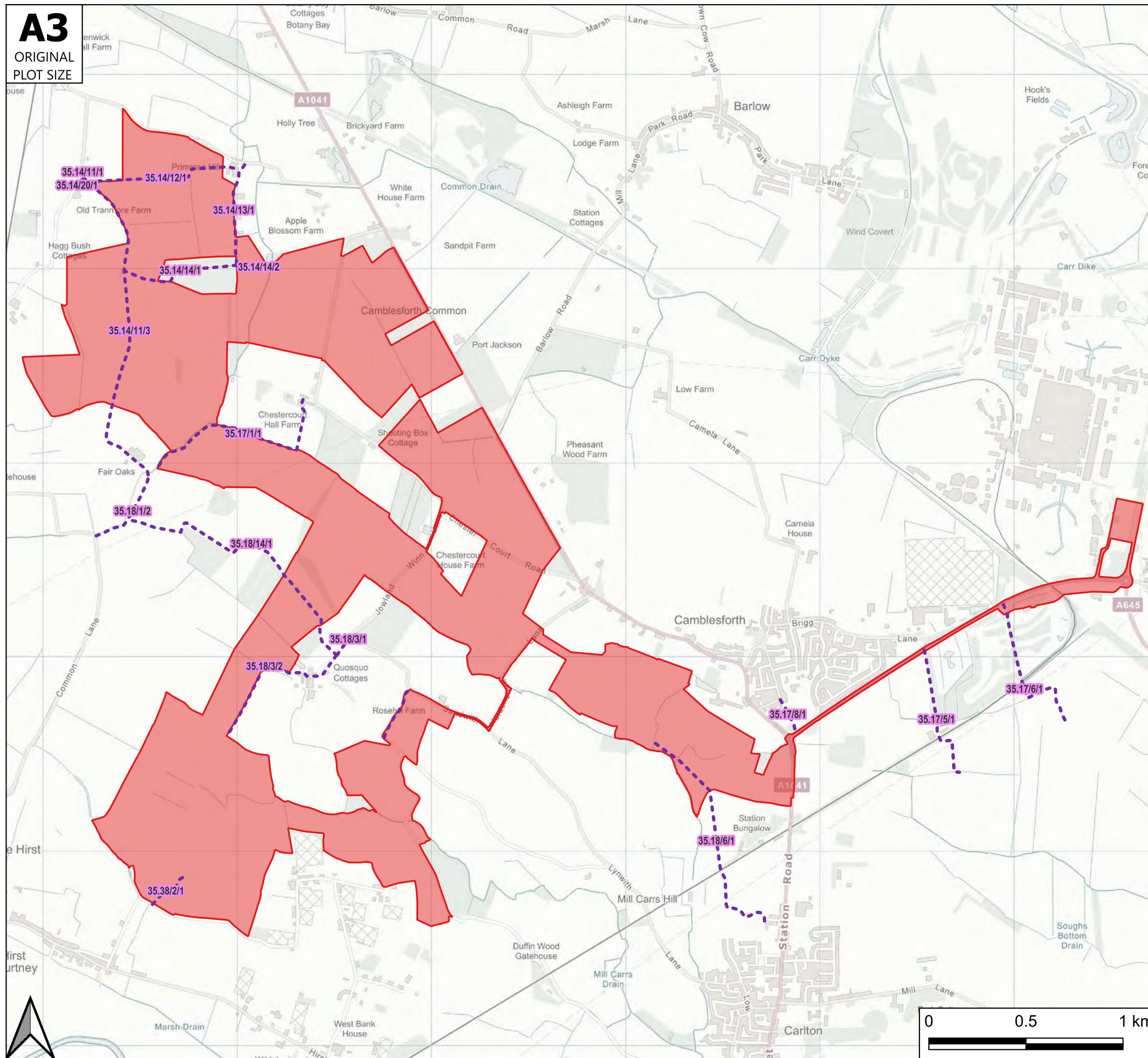
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ATC Locations

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- Site Boundary
- Public Rights of Way

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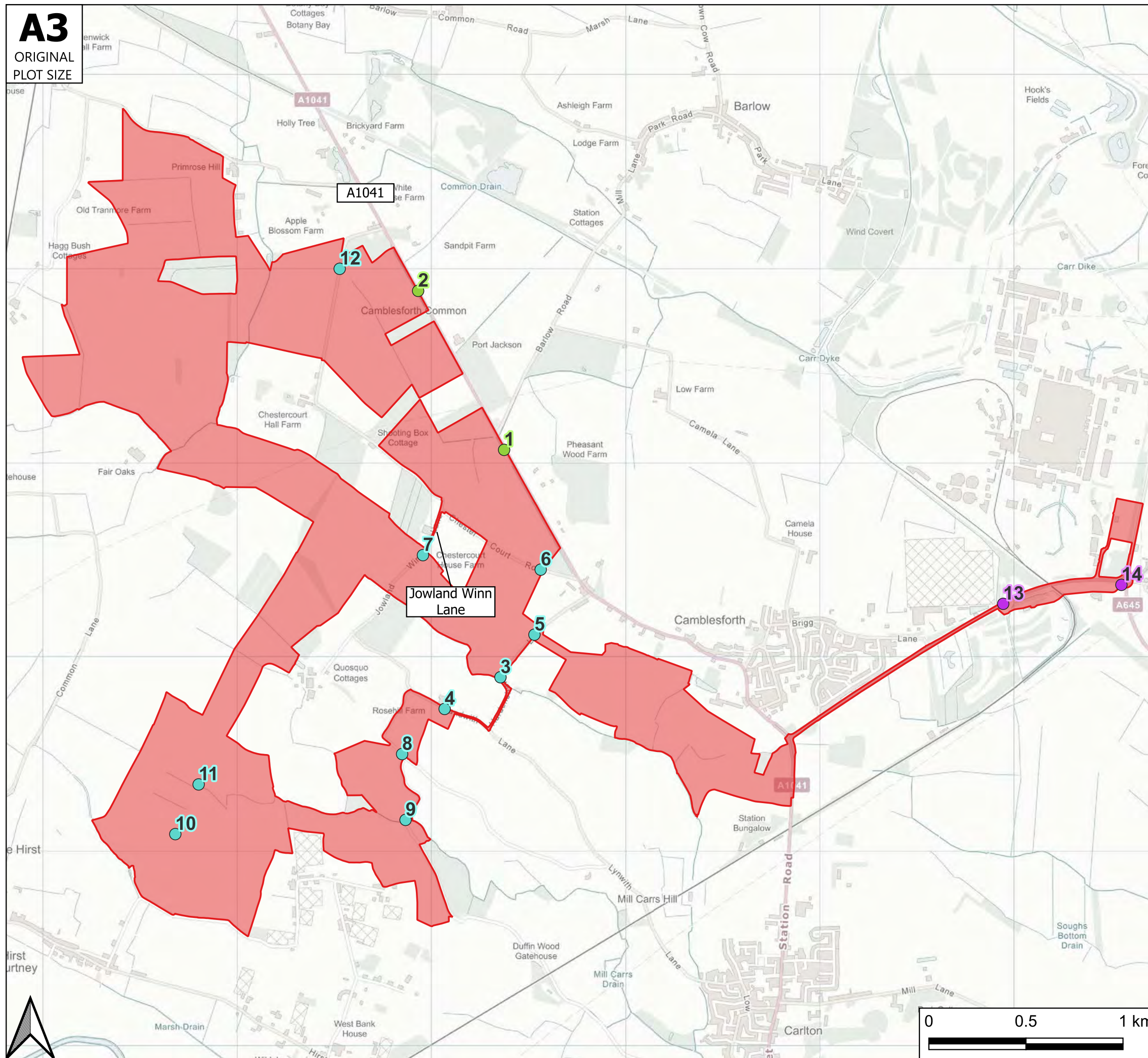
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Public Rights of Way

STATUS:
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SCALE: NTS	DATE: 15/03/24	DRAWN: AC	CHECKED: RR	APPROVED: JD
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Site Boundary

Access Locations

- Cable Route Access Points
- Field Connection Points
- Main Site Access Points

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PROJECT:

Helios Renewable Energy
Project

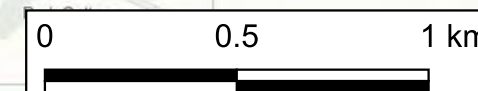
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Access Locations

STATUS:

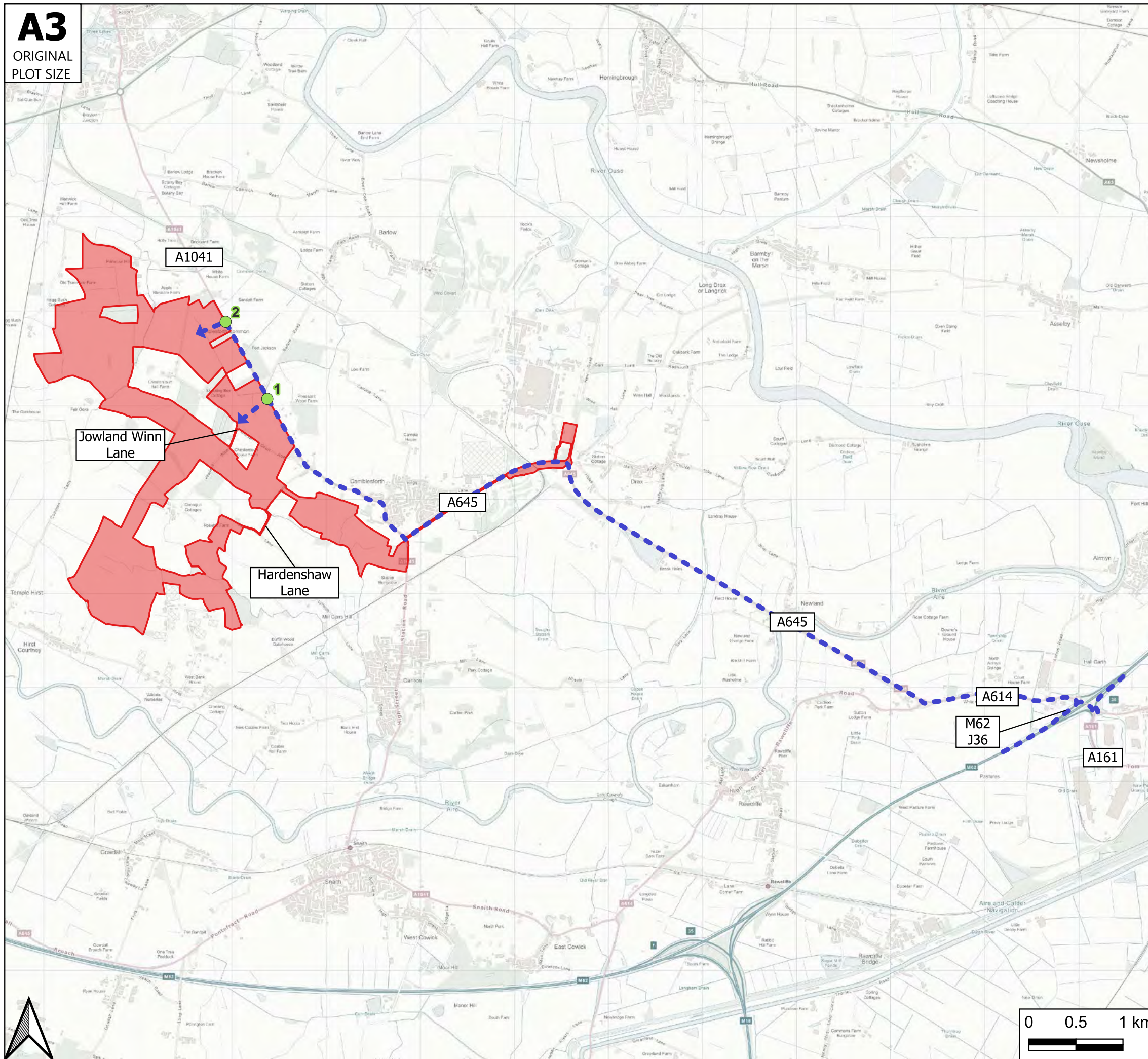
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SCALE: NTS	DATE: 15/03/24	DRAWN: AC	CHECKED: RR	APPROVED: JD
JOB NO: 2104-025		DRAWING NO: Figure 4.1		REVISION: -



A3

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- Site Boundary
- Study Area
- Main Site Access Points

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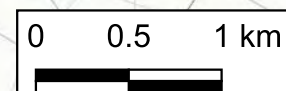
CLIENT:
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PROJECT:
Helios Renewable Energy Project

TITLE:
Construction Vehicle Route

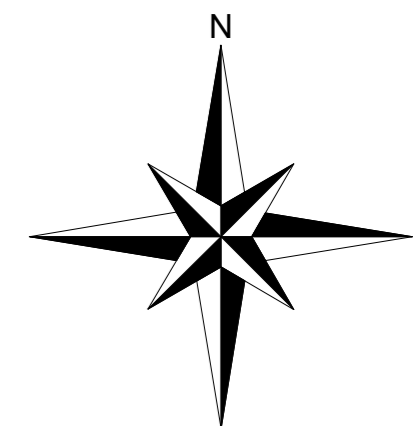
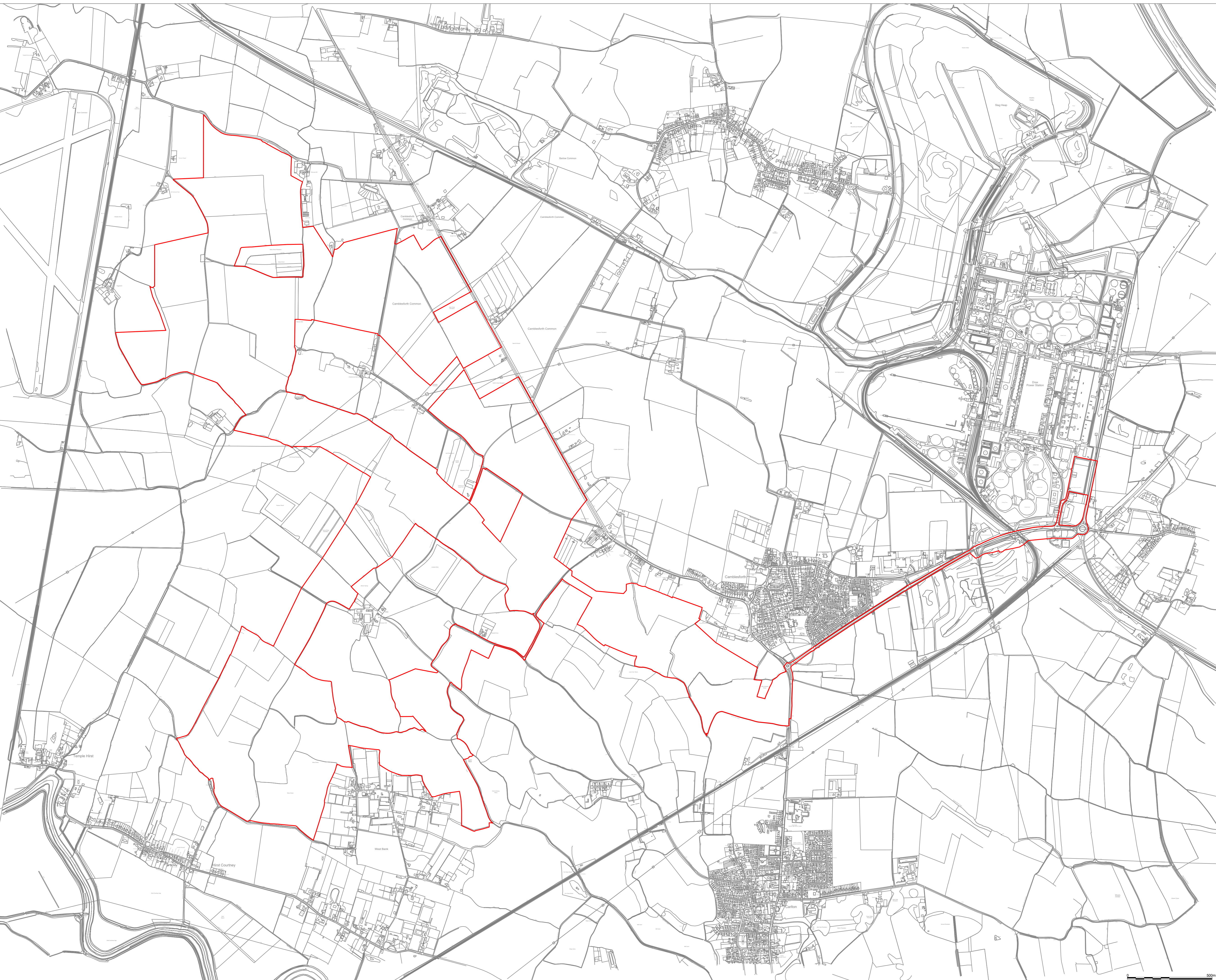
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SCALE: NTS	DATE: 15/03/24	DRAWN: AC	CHECKED: RR	APPROVED: JD
JOB NO: 2104-025	DRAWING NO: Figure 6.1		REVISION: -	



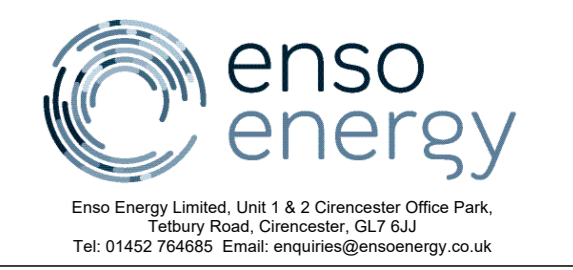
APPENDIX A

KEY
Site Boundary



- Revisions:
First Issue- 03/05/2022 JS
01 - (12/07/2022 JS) Revised boundary
02 - (21/02/2023 JS) Revised boundary
03 - (20/04/2023 JS) Revised boundary
04 - (28/04/2023 JS) Revised boundary
05 - (12/06/2023 JS) Revised boundary
06 - (20/07/2023 JS) Revised boundary
07 - (03/08/2023 AD) removal of sheets 2 & 3
08 - (11/10/2023 JS) Revised boundary
09 - (30/01/2024 JS) Revised boundary
10 - (07/02/2024 JS) Revised boundary
11 - (15/02/2024 AH) Revised boundary

ALL DIMENSIONS TO BE CHECKED ON SITE WORK
TO FIGURED DIMENSIONS ONLY REPORT
DISCREPANCIES TO THE GFP AT ONCE BEFORE
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Project Title:
Helios Renewable Energy Project

Drawing Title:
**Figure 1.1
Order Limits Location Plan**

DRWG No: DX-01-P01	Rev: 11	Sht no: 1/1
Drawn by : AH	Checked by: NK	
Scale: 1:10,000 @ A1	Date: 15/02/2024	

APPENDIX B



ATC SUMMARY REPORT

PROJECT	30462 Camblesforth, Selby
LOCATION	30462-008 - A645 Main Road
LOC. DESC.	A645 Main Road
START DATE	Wed 09 Mar, 2022
END DATE	Tue 15 Mar, 2022
SPEED LIMIT	60mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on A645 Main Road, commencing Wed 09 Mar 2022, recorded a total of 51,671 vehicles. The posted speed limit of 60mph was exceeded by 8.7% of vehicles, and the seasonally adjusted, combined AADT value is 8,425 (see Equipment & Methodology below).

COMBINED

Total recorded volume	51,671
Avg daily volume (based on 7 days)	7,381.6
Average daily speed (7 days)	50.6mph
Average daily 85%ile (7 days)	57.3mph
AADT (annual average daily traffic)	8,425

Avg weekday volume (Mon-Fri, 24hrs)	8,199.2
Avg weekday speed (Mon-Fri, 24hrs)	50.0mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	6,843.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	49.4mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

EASTBOUND →

Total recorded volume	25,531
Avg daily volume (based on 7 days)	3,647.3
Average daily speed (7 days)	48.9mph
Average daily 85%ile (7 days)	55.3mph
% of vehicles exceeding 60mph	4.9%

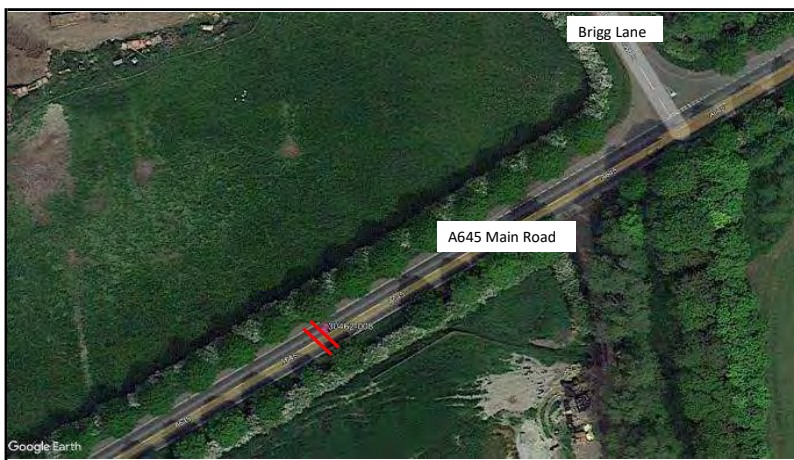
Avg weekday volume (Mon-Fri, 24hrs)	4,050.2
Avg weekday speed (Mon-Fri, 24hrs)	48.3mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	3,345.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	47.8mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	54.2mph

WESTBOUND ←

Total recorded volume	26,140
Avg daily volume (based on 7 days)	3,734.3
Average daily speed (7 days)	52.3mph
Average daily 85%ile (7 days)	59.3mph
% of vehicles exceeding 60mph	12.5%

Avg weekday volume (Mon-Fri, 24hrs)	4,149.0
Avg weekday speed (Mon-Fri, 24hrs)	51.6mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	3,497.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	51.0mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	57.8mph

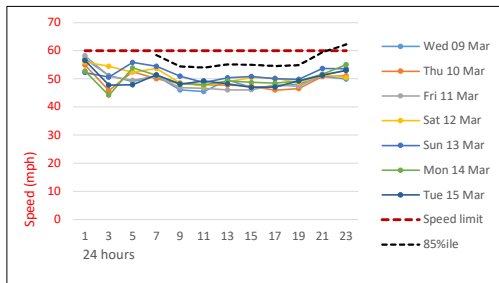
SITE LOCATION



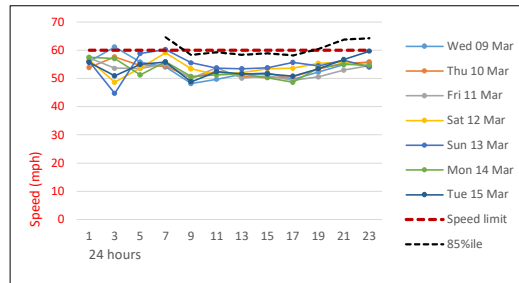
Location	A645 Main Road
Lat, lng.	53°43'34.81"N, 1° 0'32.70"W
Project & site	30462-008
PSL	60mph
Bus route	No
Direction 1	Eastbound→
Direction 2	Westbound←

DAILY SPEEDS

EASTBOUND →



WESTBOUND ←

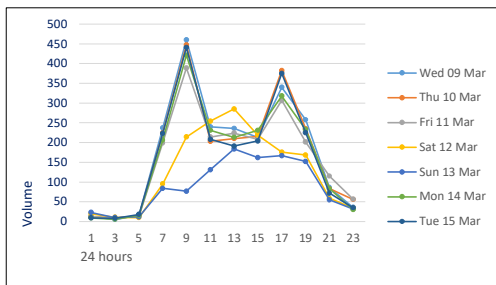


Average daily speeds (solid thin colours) and 85th percentile (dashed black) compared against 60mph posted speed limit (dashed red). The 85th percentile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85th percentile values may be zero.

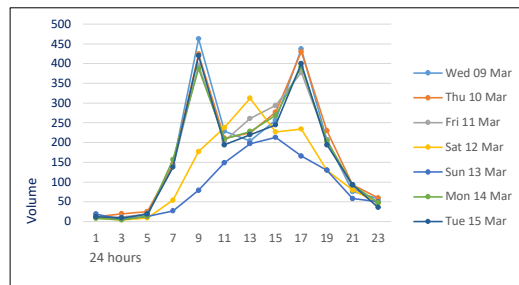
The peak average eastbound daytime speed was 54.4mph at 07:15 on Sat 12 Mar, whilst the peak average westbound speed was 61.3mph at 07:30 on Sun 13 Mar (based on 15min averages between 0700 & 1900).

HOURLY VOLUMES

EASTBOUND →



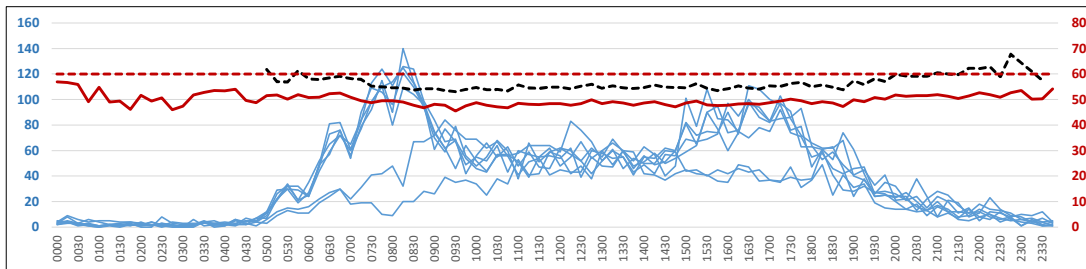
WESTBOUND ←



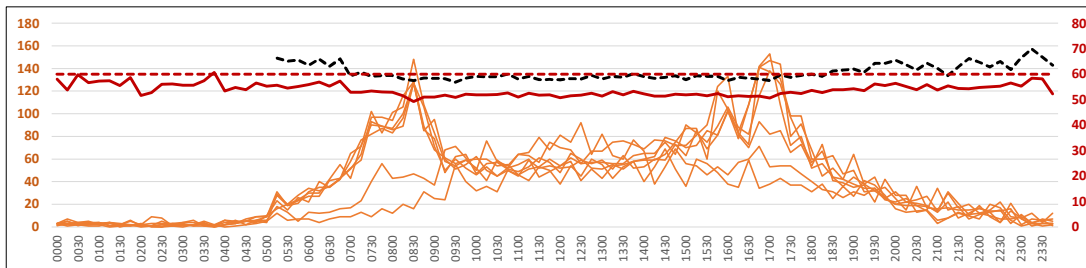
→ Hourly eastbound traffic volumes over each 24hr period for 7 days from all available data.

← Hourly westbound traffic volumes over each 24hr period for 7 days from all available data.


15min VOL & SPEED



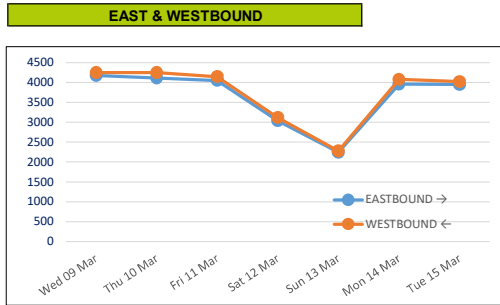
→ 15min daily eastbound flows (blue), against the average speed (red) and 85th percentile (dotted black) for each 15min period over the 7-day period.



← 15min daily westbound flows (orange), against the average speed (red) and 85th percentile (dotted black) for each 15min period over the 7-day period.

15min daily westbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. 

DAILY VOLUMES



Total 24hr eastbound (blue) and westbound (orange) traffic volumes over 7 consecutive days from all available data.

As can be expected, the lowest volumes were recorded on the Sunday, whilst the highest was on the Wednesday.

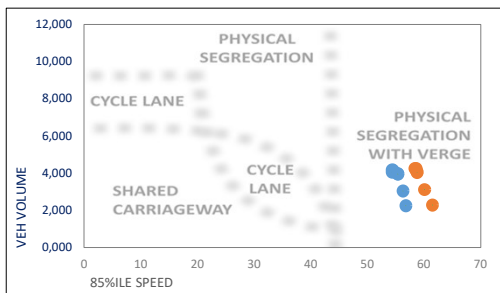
7-DAY AVERAGE CLASSES

EASTBOUND 7-DAY AVG →						
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	12.9	0.1	1.0	0.1	14.1
0100	0.1	7.1	0.1	1.0	0.0	8.4
0200	0.1	6.0	0.7	1.4	0.0	8.3
0300	0.0	6.6	0.0	2.3	0.1	9.0
0400	0.1	9.7	0.4	4.0	0.0	14.3
0500	0.3	62.7	1.0	11.9	0.6	76.4
0600	1.1	164.4	3.0	12.1	0.4	181.1
0700	1.1	262.6	6.6	12.1	1.4	283.9
0800	2.4	325.3	8.4	12.3	1.4	349.9
0900	1.3	221.9	8.4	12.7	1.9	246.1
1000	0.7	185.6	9.1	14.9	1.3	211.6
1100	1.7	187.0	8.0	14.0	0.9	211.6
1200	3.0	194.7	6.6	15.6	0.6	220.4
1300	2.9	198.3	5.9	11.1	0.3	218.4
1400	3.0	187.7	6.7	9.6	0.6	207.6
1500	2.0	253.4	6.9	10.1	0.9	273.3
1600	1.9	279.3	4.0	9.3	0.6	295.0
1700	1.3	272.6	2.9	6.3	0.6	283.6
1800	1.4	200.1	3.4	4.0	1.3	210.3
1900	0.7	127.0	0.9	2.4	0.6	131.6
2000	0.6	74.4	1.3	2.7	0.0	79.0
2100	0.0	54.1	0.3	1.1	0.0	55.6
2200	0.3	38.1	0.7	0.9	0.0	40.0
2300	0.3	16.9	0.0	0.7	0.0	17.9
12hr TTL	22.7	2768.4	76.9	132.0	11.6	3011.6
24hr TTL	26.4	3348.4	85.4	173.6	13.4	3647.3
	1%	92%	2%	5%	0%	

WESTBOUND 7-DAY AVG ←						
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	9.7	0.3	1.4	0.1	11.6
0100	0.0	7.6	0.1	1.9	0.0	9.6
0200	0.0	4.3	0.4	3.4	0.4	8.6
0300	0.0	7.1	0.4	0.7	0.1	8.4
0400	0.1	12.0	0.9	3.4	0.7	17.1
0500	0.4	55.0	0.4	8.7	0.6	65.1
0600	1.7	101.7	4.1	6.1	1.0	114.7
0700	0.6	221.6	10.1	9.7	1.4	243.4
0800	1.1	308.9	9.0	13.6	2.6	335.1
0900	1.3	204.6	10.9	13.7	1.7	232.1
1000	1.4	178.4	10.3	13.4	1.3	204.9
1100	2.3	193.4	12.6	14.9	1.7	224.9
1200	1.7	205.9	10.9	16.1	0.7	235.3
1300	2.4	211.1	7.7	14.7	1.7	237.7
1400	2.6	231.4	8.7	11.0	0.9	254.6
1500	1.1	270.6	10.7	12.1	1.6	296.1
1600	3.9	324.1	7.4	12.0	0.6	348.0
1700	2.1	334.4	6.7	5.9	0.1	349.3
1800	0.7	178.0	3.7	2.9	0.7	186.0
1900	0.4	135.6	1.3	2.0	0.1	139.4
2000	0.4	77.4	1.3	3.3	0.0	82.4
2100	0.6	57.6	1.0	0.9	0.0	60.0
2200	0.0	47.3	0.6	1.7	0.0	49.6
2300	0.0	17.9	0.3	2.1	0.0	20.3
12hr TTL	21.3	2862.4	108.7	140.0	15.0	3147.4
24hr TTL	25.0	3395.6	119.9	175.7	18.1	3734.3
	1%	91%	3%	5%	0%	

Average daily eastbound and westbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment will reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4.

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, A-T-R cannot be held responsible for the forecast accuracy.

CLASS	ABBREV.	DESCRIPTION	LENGTH	COBA
1	MC	Motorcycle	SHORT Up to 5.5m	N/A
2	SV	Cars, taxis, 4WD, vans	MEDIUM 5.5m to 14.5m	CAR & LGV
3	SVT	Class 2 plus trailer		OGV1 & PSV
4	TB2	2 axle truck / bus		OGV1
5	TB3	3 axle truck / bus		OGV2
6	T4	4 axle truck		
7	ART3	3 axle articulated		
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated	LONG 11.5m to 19.0m	

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30462-008 Camblesforth, Selby. A645 Main Road. Summary.xls

Equipment damage & failure

Although checked intermittently the equipment remains unmanned for much of the duration of the survey, and can potentially be interfered with, vandalised, damaged or stolen and A-T-R cannot be held responsible for any periods where data has not been captured.

The equipment is located in accordance with the details provided by the client and A-T-R cannot be held responsible for the accuracy of the data or loss of equipment due to theft and vandalism.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, A-T-R may not be held liable for errors of fact or interpretation.



ATC SUMMARY REPORT

PROJECT	30462 Camblesforth, Selby
LOCATION	30462-004 - A1041 Bawtry Road
LOC. DESC.	A1041 Bawtry Road
START DATE	Fri 04 Mar, 2022
END DATE	Thu 10 Mar, 2022
SPEED LIMIT	60mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on A1041 Bawtry Road, commencing Fri 04 Mar 2022, recorded a total of 85,447 vehicles. The posted speed limit of 60mph was exceeded by 9.2% of vehicles, and the seasonally adjusted, combined AADT value is 13,978 (see Equipment & Methodology below).

COMBINED

Total recorded volume	85,447
Avg daily volume (based on 7 days)	12,206.7
Average daily speed (7 days)	51.8mph
Average daily 85%ile (7 days)	57.9mph
AADT (annual average daily traffic)	13,978

Avg weekday volume (Mon-Fri, 24hrs)	13,168.2
Avg weekday speed (Mon-Fri, 24hrs)	51.0mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	11,075.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	50.2mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

NORTHBOUND ↑

Total recorded volume	43,206
Avg daily volume (based on 7 days)	6,172.3
Average daily speed (7 days)	51.3mph
Average daily 85%ile (7 days)	57.2mph
% of vehicles exceeding 60mph	7.8%

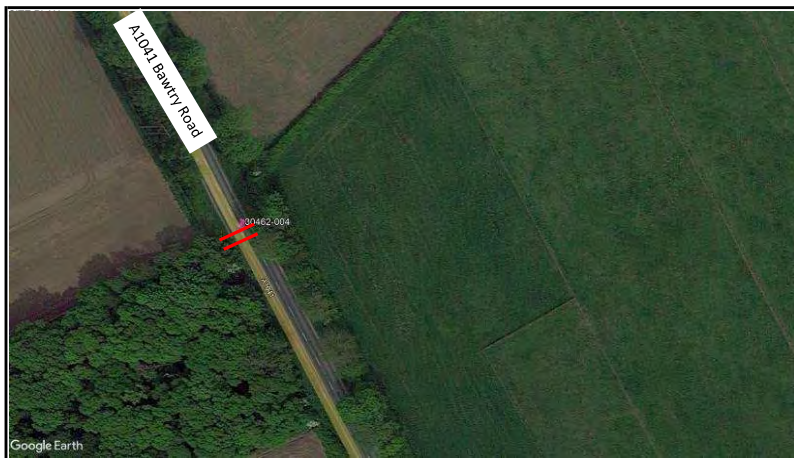
Avg weekday volume (Mon-Fri, 24hrs)	6,659.0
Avg weekday speed (Mon-Fri, 24hrs)	50.5mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	5,635.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	49.8mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	55.6mph

SOUTHBOUND ↓

Total recorded volume	42,241
Avg daily volume (based on 7 days)	6,034.4
Average daily speed (7 days)	52.3mph
Average daily 85%ile (7 days)	58.6mph
% of vehicles exceeding 60mph	10.6%

Avg weekday volume (Mon-Fri, 24hrs)	6,509.2
Avg weekday speed (Mon-Fri, 24hrs)	51.4mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	5,440.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	50.6mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	57.0mph

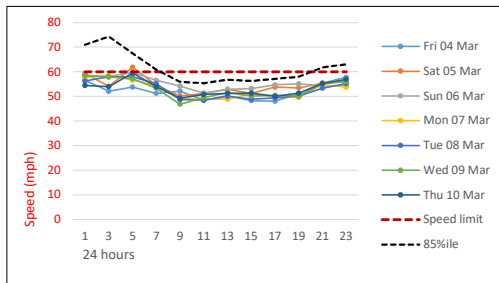
SITE LOCATION



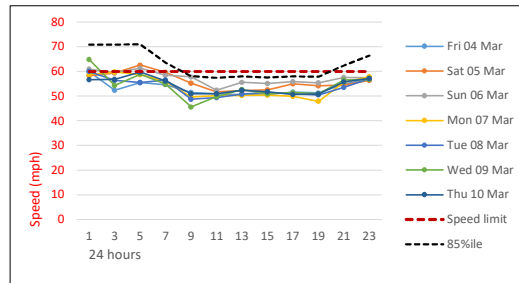
Location	A1041 Bawtry Road
Lat, lng.	53°44'33.54"N, 1°2'47.37"W
Project & site	30462-004
PSL	60mph
Bus route	No
Direction 1	Northbound↑
Direction 2	Southbound↓

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

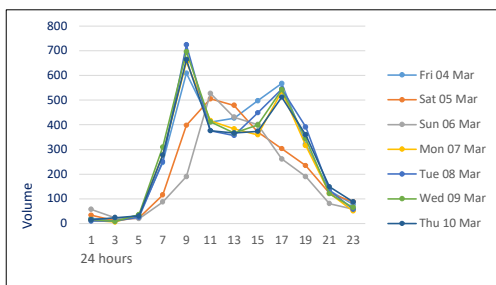


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

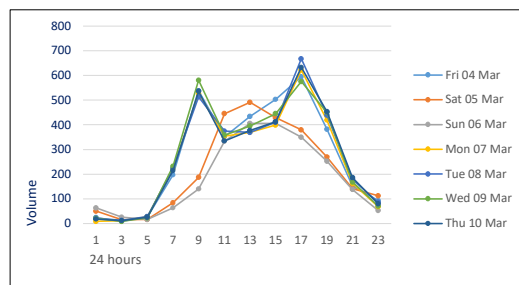
The peak average northbound daytime speed was 59mph at 18:15 on Sun 06 Mar, whilst the peak average southbound speed was 61.1mph at 08:30 on Sun 06 Mar (based on 15min averages between 0700 & 1900).

HOURLY VOLUMES

NORTHBOUND ↑



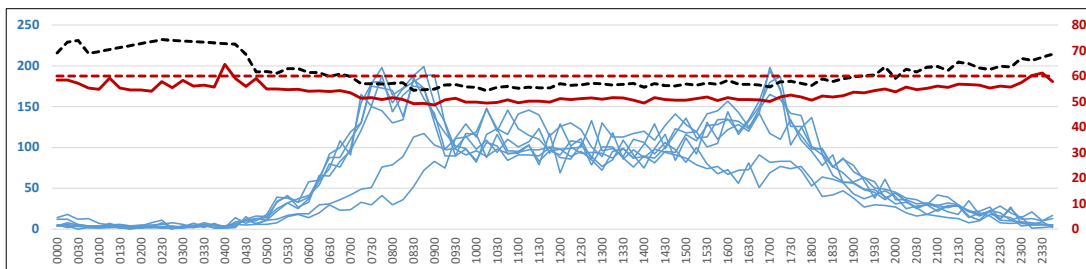
SOUTHBOUND ↓



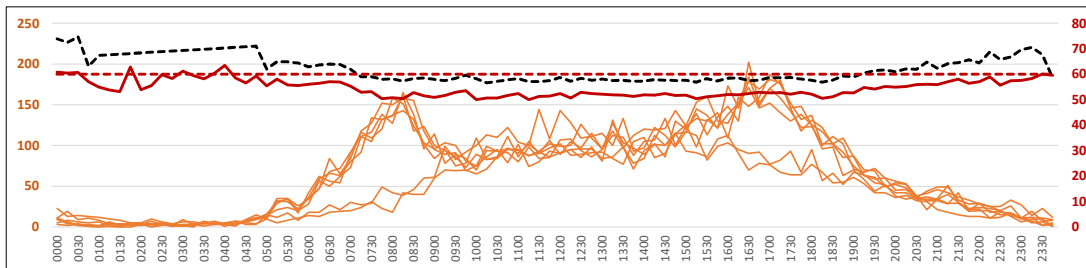
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

Hourly southbound traffic volumes over each 24hr period for 7 days from all available data. ↓

15min VOL & SPEED



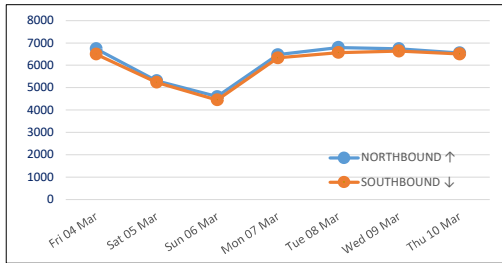
↑ 15min daily northbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



15min daily southbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ↓

DAILY VOLUMES

NORTH & SOUTHBOUND



Total 24hr northbound (blue) and southbound (orange) traffic volumes over 7 consecutive days from all available data.

As can be expected, the lowest volumes were recorded on the Sunday, whilst the highest was on the Wednesday.

7-DAY AVERAGE CLASSES

NORTHBOUND 7-DAY AVG ↑

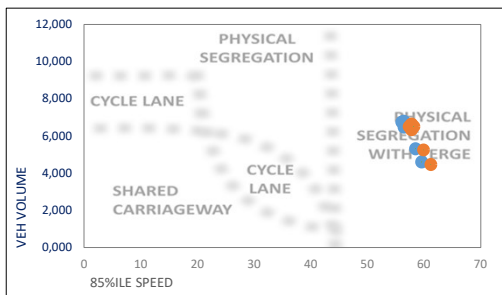
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	21.3	0.4	2.0	0.1	23.9
0100	0.0	10.3	0.3	2.6	0.1	13.3
0200	0.1	9.4	0.4	3.9	0.3	14.1
0300	0.3	13.0	0.9	1.7	0.3	16.1
0400	0.1	24.1	1.0	3.1	0.6	29.0
0500	0.0	84.7	2.1	8.0	0.3	95.1
0600	1.6	208.0	4.9	8.7	0.7	223.9
0700	1.4	443.0	11.7	11.0	1.6	468.7
0800	1.0	534.6	10.4	15.3	1.1	562.4
0900	1.4	420.3	10.3	15.0	1.4	448.4
1000	3.0	398.1	13.0	17.1	0.7	432.0
1100	4.0	383.1	13.3	18.0	1.3	419.7
1200	4.3	371.6	11.7	13.0	1.1	401.7
1300	2.0	360.1	7.9	15.3	0.9	386.1
1400	3.0	382.0	7.4	14.3	0.6	407.3
1500	3.1	407.7	11.3	12.0	0.4	434.6
1600	2.6	446.9	7.6	9.3	0.3	466.6
1700	0.9	489.4	5.6	6.7	0.1	502.7
1800	0.4	298.0	5.0	4.0	0.7	308.1
1900	0.3	189.6	2.0	1.9	0.1	193.9
2000	0.3	118.0	1.0	4.3	0.1	123.7
2100	1.0	95.9	0.7	1.3	0.3	99.1
2200	0.0	67.6	0.1	1.4	0.1	69.3
2300	0.0	30.1	0.6	1.7	0.0	32.4
12hr TTL	27.1	4934.9	115.1	151.0	10.3	5238.4
24hr TTL	30.9	5806.9	129.6	191.6	13.4	6172.3
	0%	94%	2%	3%	0%	

SOUTHBOUND 7-DAY AVG ↓

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	27.7	0.4	1.3	0.0	29.4
0100	0.0	12.7	0.4	1.0	0.0	14.1
0200	0.1	11.3	0.9	1.3	0.0	13.6
0300	0.0	12.0	0.6	2.3	0.7	15.6
0400	0.1	17.1	1.3	4.7	0.1	23.4
0500	0.0	66.9	2.6	10.1	0.7	80.3
0600	1.7	156.9	5.0	12.4	0.6	176.6
0700	1.0	325.1	10.7	13.6	1.7	352.1
0800	1.0	404.6	11.0	14.0	1.0	431.6
0900	1.1	306.1	13.4	18.0	1.0	339.7
1000	1.3	332.7	10.6	19.0	0.7	364.3
1100	1.9	348.1	10.0	18.0	1.0	379.0
1200	2.9	377.9	7.3	16.7	1.3	406.0
1300	2.6	369.1	9.1	15.1	0.7	396.7
1400	3.4	402.7	9.6	12.9	0.4	429.0
1500	3.4	456.9	8.7	13.3	1.1	483.4
1600	3.7	527.0	6.9	8.0	0.3	545.9
1700	3.1	506.1	4.3	7.3	1.1	522.0
1800	1.7	369.0	4.3	4.7	1.1	380.9
1900	0.7	240.4	1.3	3.0	0.3	245.7
2000	0.6	155.7	2.0	2.7	0.0	161.0
2100	0.0	123.9	0.3	1.6	0.1	125.9
2200	0.4	78.3	0.6	1.0	0.1	80.4
2300	0.4	36.1	0.6	0.7	0.0	37.9
12hr TTL	27.1	4725.4	105.9	160.6	11.6	5030.6
24hr TTL	31.3	5664.4	121.7	202.7	14.3	6034.4
	1%	94%	2%	3%	0%	

Average daily northbound and southbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85th percentile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85th percentiles are required to plot the graph.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment will reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4.

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, A-T-R cannot be held responsible for the forecast accuracy.

CLASS	ABBREV.	DESCRIPTION	LENGTH	COBA
1	MC	Motorcycle	SHORT Up to 5.5m	N/A
2	SV	Cars, taxis, 4WD, vans	MEDIUM 5.5m to 14.5m	CAR & LGV
3	SVT	Class 2 plus trailer		OGV1 & PSV
4	TB2	2 axle truck / bus		OGV1
5	TB3	3 axle truck / bus		OGV2
6	T4	4 axle truck		
7	ART3	3 axle articulated		
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated	LONG 11.5m to 19.0m	

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30462-004 Camblesforth, Selby. A1041 Bawtry Road. Summary.

Equipment damage & failure

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Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

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ATC SUMMARY REPORT

PROJECT	30462 Camblesforth, Selby
LOCATION	30462-005 - Chestercourt Lane
LOC. DESC.	Chestercourt Lane
START DATE	Fri 04 Mar, 2022
END DATE	Thu 10 Mar, 2022
SPEED LIMIT	60mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on Chestercourt Lane, commencing Fri 04 Mar 2022, recorded a total of 347 vehicles. The posted speed limit of 60mph was exceeded by 0.0% of vehicles, and the seasonally adjusted, combined AADT value is 58 (see Equipment & Methodology below).

COMBINED

Total recorded volume	347
Avg daily volume (based on 7 days)	49.6
Average daily speed (7 days)	30.3mph
Average daily 85%ile (7 days)	39.9mph
AADT (annual average daily traffic)	58

Avg weekday volume (Mon-Fri, 24hrs)	51.4
Avg weekday speed (Mon-Fri, 24hrs)	30.6mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	46.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	30.1mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

NORTHBOUND ↑

Total recorded volume	182
Avg daily volume (based on 7 days)	26.0
Average daily speed (7 days)	31.9mph
Average daily 85%ile (7 days)	40.9mph
% of vehicles exceeding 60mph	0.0%

Avg weekday volume (Mon-Fri, 24hrs)	27.2
Avg weekday speed (Mon-Fri, 24hrs)	32.5mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	23.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	31.6mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	41.7mph

SOUTHBOUND ↓

Total recorded volume	165
Avg daily volume (based on 7 days)	23.6
Average daily speed (7 days)	28.8mph
Average daily 85%ile (7 days)	39.0mph
% of vehicles exceeding 60mph	0.0%

Avg weekday volume (Mon-Fri, 24hrs)	24.2
Avg weekday speed (Mon-Fri, 24hrs)	28.8mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	23.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	28.5mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	39.6mph

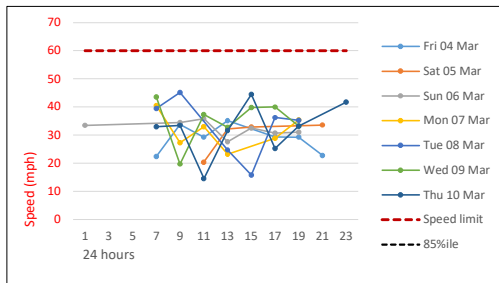
SITE LOCATION



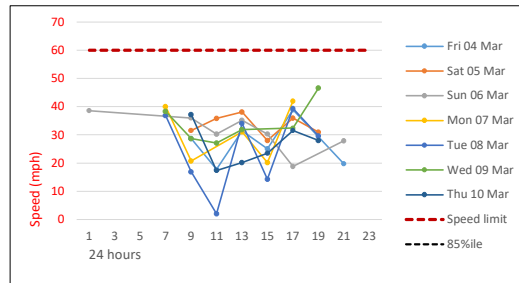
Location	Chestercourt Lane
Lat, lng.	53°43'56.51"N, 1°2'35.50"W
Project & site	30462-005
PSL	60mph
Bus route	No
Direction 1	Northbound↑
Direction 2	Southbound↓

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

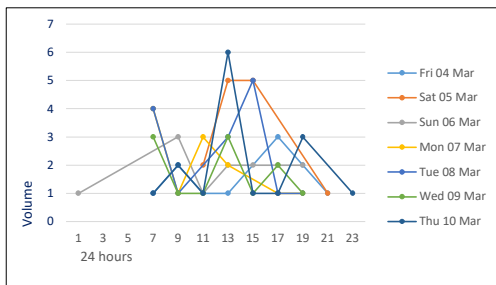


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

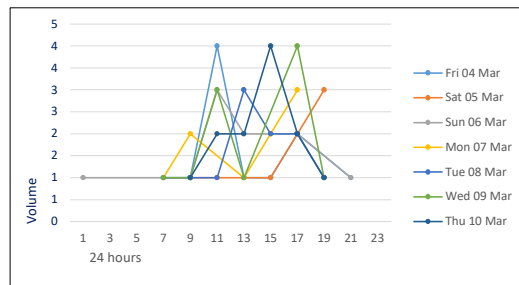
The peak average northbound daytime speed was 57.8mph at 15:45 on Thu 10 Mar, whilst the peak average southbound speed was 47.3mph at 16:15 on Thu 10 Mar (based on 15min averages between 0700 & 1900).

HOURLY VOLUMES

NORTHBOUND ↑



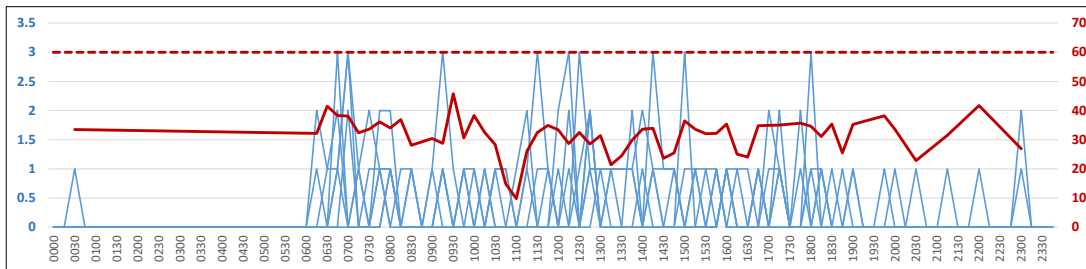
SOUTHBOUND ↓



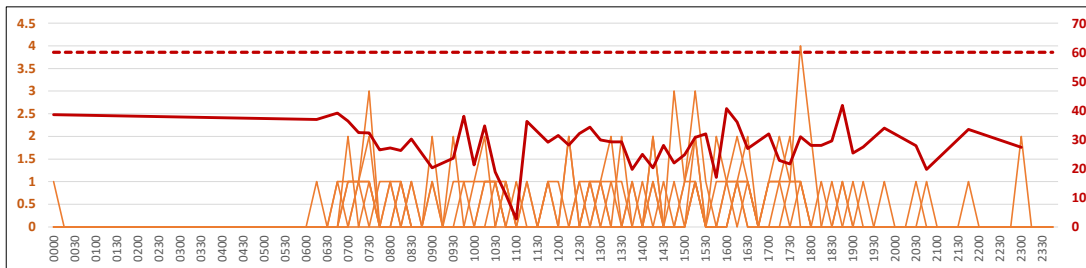
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

Hourly southbound traffic volumes over each 24hr period for 7 days from all available data. ↓

15min VOL & SPEED



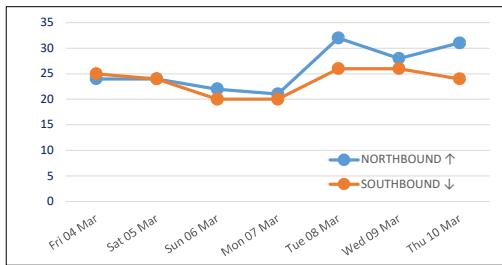
↑ 15min daily northbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



15min daily southbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ↓

DAILY VOLUMES

NORTH & SOUTHBOUND



Total 24hr northbound (blue) and southbound (orange) traffic volumes over 7 consecutive days from all available data.

Unusually, the lowest volumes were NOT recorded on a Sunday but on the Monday, whilst the highest was on the Tuesday.

7-DAY AVERAGE CLASSES

NORTHBOUND 7-DAY AVG ↑

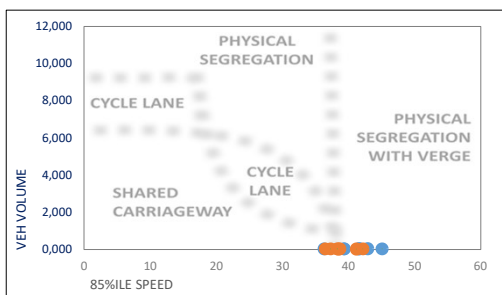
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	0.1	0.0	0.0	0.0	0.1
0100	0.0	0.0	0.0	0.0	0.0	0.0
0200	0.0	0.0	0.0	0.0	0.0	0.0
0300	0.0	0.0	0.0	0.0	0.0	0.0
0400	0.0	0.0	0.0	0.0	0.0	0.0
0500	0.0	0.0	0.0	0.0	0.0	0.0
0600	0.0	1.9	0.0	0.0	0.0	1.9
0700	0.1	2.7	0.0	0.0	0.0	2.9
0800	0.0	1.3	0.1	0.0	0.0	1.4
0900	0.0	1.6	0.1	0.0	0.0	1.7
1000	0.3	0.9	0.1	0.0	0.0	1.3
1100	0.3	1.3	0.0	0.1	0.0	1.7
1200	0.3	2.3	0.3	0.3	0.0	3.1
1300	0.4	1.4	0.0	0.3	0.0	2.1
1400	0.3	1.4	0.0	0.0	0.3	2.0
1500	0.0	1.7	0.0	0.0	0.0	1.7
1600	0.0	1.3	0.1	0.0	0.0	1.4
1700	0.0	1.7	0.0	0.0	0.0	1.7
1800	0.0	1.4	0.0	0.0	0.0	1.4
1900	0.0	0.4	0.0	0.0	0.0	0.4
2000	0.0	0.3	0.0	0.0	0.0	0.3
2100	0.0	0.1	0.0	0.0	0.0	0.1
2200	0.0	0.1	0.0	0.0	0.0	0.1
2300	0.0	0.4	0.0	0.0	0.0	0.4
12hr TTL	1.7	19.0	0.9	0.7	0.3	22.6
24hr TTL	1.7	22.4	0.9	0.7	0.3	26.0
	7%	86%	3%	3%	1%	

SOUTHBOUND 7-DAY AVG ↓

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	0.1	0.0	0.0	0.0	0.1
0100	0.0	0.0	0.0	0.0	0.0	0.0
0200	0.0	0.0	0.0	0.0	0.0	0.0
0300	0.0	0.0	0.0	0.0	0.0	0.0
0400	0.0	0.0	0.0	0.0	0.0	0.0
0500	0.0	0.0	0.0	0.0	0.0	0.0
0600	0.0	0.4	0.0	0.0	0.0	0.4
0700	0.0	2.6	0.0	0.1	0.0	2.7
0800	0.0	1.1	0.0	0.0	0.0	1.1
0900	0.0	1.0	0.1	0.1	0.0	1.3
1000	0.6	1.4	0.0	0.0	0.0	2.0
1100	0.1	0.6	0.0	0.1	0.0	0.9
1200	0.1	1.4	0.0	0.0	0.0	1.6
1300	0.1	1.6	0.0	0.1	0.0	1.9
1400	0.0	1.4	0.0	0.3	0.0	1.7
1500	0.3	2.3	0.0	0.0	0.0	2.6
1600	0.1	2.1	0.1	0.0	0.0	2.4
1700	0.4	2.4	0.0	0.0	0.0	2.9
1800	0.0	0.9	0.0	0.0	0.0	0.9
1900	0.0	0.4	0.0	0.0	0.0	0.4
2000	0.0	0.3	0.0	0.0	0.0	0.3
2100	0.0	0.1	0.0	0.0	0.0	0.1
2200	0.0	0.0	0.0	0.0	0.0	0.0
2300	0.0	0.3	0.0	0.0	0.0	0.3
12hr TTL	1.9	18.9	0.3	0.9	0.0	21.9
24hr TTL	1.9	20.6	0.3	0.9	0.0	23.6
	8%	87%	1%	4%	0%	

Average daily northbound and southbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85th percentile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85th percentiles are required to plot the graph.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment will reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4.

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, A-T-R cannot be held responsible for the forecast accuracy.

CLASS	ABBREV.	DESCRIPTION	LENGTH	COBA
1	MC	Motorcycle	SHORT Up to 5.5m	N/A
2	SV	Cars, taxis, 4WD, vans	MEDIUM 5.5m to 14.5m	CAR & LGV
3	SVT	Class 2 plus trailer		OGV1 & PSV
4	TB2	2 axle truck / bus		OGV1
5	TB3	3 axle truck / bus		OGV2
6	T4	4 axle truck		
7	ART3	3 axle articulated		
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated	LONG 11.5m to 19.0m	

Equipment damage & failure

Although checked intermittently the equipment remains unmanned for much of the duration of the survey, and can potentially be interfered with, vandalised, damaged or stolen and A-T-R cannot be held responsible for any periods where data has not been captured.

The equipment is located in accordance with the details provided by the client and A-T-R cannot be held responsible for the accuracy of the data or loss of equipment due to theft and vandalism.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, A-T-R may not be held liable for errors of fact or interpretation.

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30462-005 Camblesforth, Selby. Chestercourt Lane. Summary.xl



ATC SUMMARY REPORT

PROJECT	30462 Camblesforth, Selby
LOCATION	30462-007 - Hardenshaw Lane
LOC. DESC.	Hardenshaw Lane
START DATE	Fri 04 Mar, 2022
END DATE	Thu 10 Mar, 2022
SPEED LIMIT	60mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on Hardenshaw Lane, commencing Fri 04 Mar 2022, recorded a total of 728 vehicles. The posted speed limit of 60mph was exceeded by 0.0% of vehicles, and the seasonally adjusted, combined AADT value is 120 (see Equipment & Methodology below).

COMBINED

Total recorded volume	728
Avg daily volume (based on 7 days)	104.0
Average daily speed (7 days)	30.1mph
Average daily 85%ile (7 days)	38.3mph
AADT (annual average daily traffic)	120

Avg weekday volume (Mon-Fri, 24hrs)	91.8
Avg weekday speed (Mon-Fri, 24hrs)	29.8mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	76.4
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	29.1mph

NORTHBOUND ↑

Total recorded volume	373
Avg daily volume (based on 7 days)	53.3
Average daily speed (7 days)	29.5mph
Average daily 85%ile (7 days)	37.5mph
% of vehicles exceeding 60mph	0.0%

Avg weekday volume (Mon-Fri, 24hrs)	47.8
Avg weekday speed (Mon-Fri, 24hrs)	29.2mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	40.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	28.5mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	37.3mph

SOUTHBOUND ↓

Total recorded volume	355
Avg daily volume (based on 7 days)	50.7
Average daily speed (7 days)	30.6mph
Average daily 85%ile (7 days)	39.0mph
% of vehicles exceeding 60mph	0.0%

Avg weekday volume (Mon-Fri, 24hrs)	44.0
Avg weekday speed (Mon-Fri, 24hrs)	30.3mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	35.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	29.6mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	38.1mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

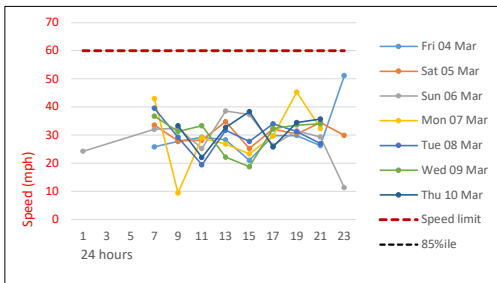
SITE LOCATION



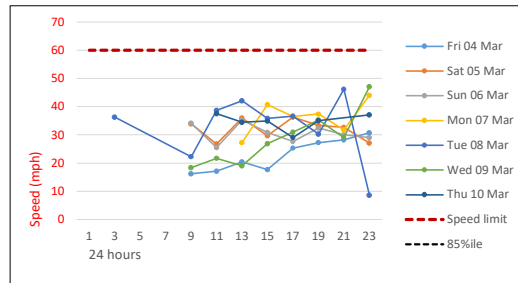
Location	Hardenshaw Lane
Lat, lng.	53°43'40.44"N, 1°2'17.43"W
Project & site	30462-007
PSL	60mph
Bus route	No
Direction 1	Northbound↑
Direction 2	Southbound↓

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

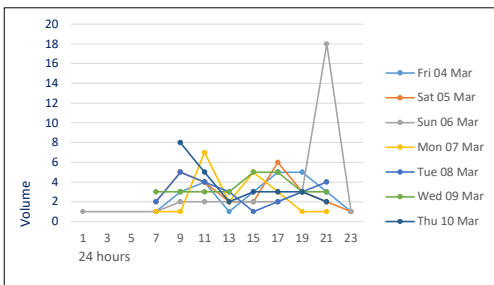


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

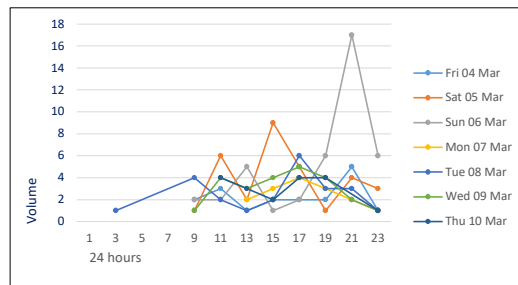
The peak average northbound daytime speed was 45.3mph at 18:00 on Mon 07 Mar, whilst the peak average southbound speed was 45.6mph at 17:45 on Wed 09 Mar (based on 15min averages between 0700 & 1900).

HOURLY VOLUMES

NORTHBOUND ↑



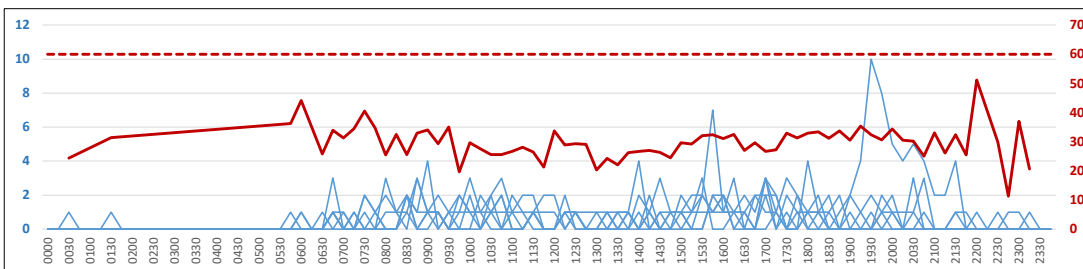
SOUTHBOUND ↓



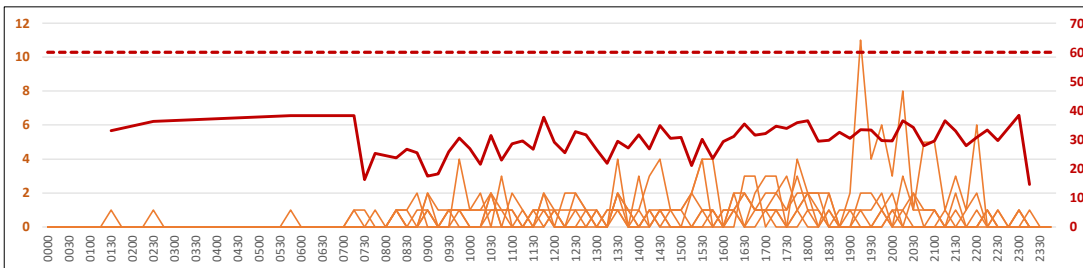
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

Hourly southbound traffic volumes over each 24hr period for 7 days from all available data. ↓

15min VOL & SPEED



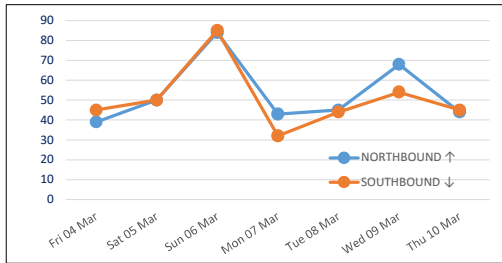
↑ 15min daily northbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



15min daily southbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ↓

DAILY VOLUMES

NORTH & SOUTHBOUND



Total 24hr northbound (blue) and southbound (orange) traffic volumes over 7 consecutive days from all available data.

Unusually, the lowest volumes were NOT recorded on a Sunday but on the Monday, whilst the highest was on the Sunday.

7-DAY AVERAGE CLASSES

NORTHBOUND 7-DAY AVG ↑

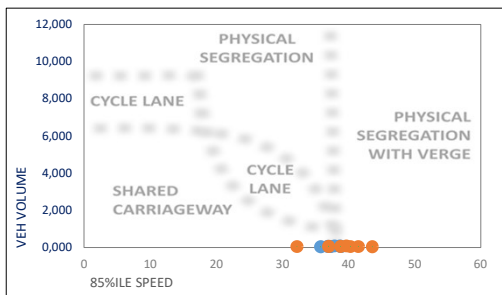
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	0.1	0.0	0.0	0.0	0.1
0100	0.0	0.1	0.0	0.0	0.0	0.1
0200	0.0	0.0	0.0	0.0	0.0	0.0
0300	0.0	0.0	0.0	0.0	0.0	0.0
0400	0.0	0.0	0.0	0.0	0.0	0.0
0500	0.0	0.1	0.0	0.0	0.0	0.1
0600	0.0	1.4	0.0	0.0	0.0	1.4
0700	0.0	1.7	0.0	0.0	0.0	1.7
0800	0.6	3.3	0.0	0.0	0.0	3.9
0900	0.3	3.1	0.0	0.0	0.0	3.4
1000	0.3	3.6	0.1	0.1	0.0	4.1
1100	0.4	2.1	0.0	0.1	0.0	2.7
1200	0.0	2.0	0.0	0.1	0.0	2.1
1300	0.6	1.1	0.0	0.0	0.0	1.7
1400	0.3	2.7	0.0	0.0	0.0	3.0
1500	0.1	4.7	0.0	0.1	0.0	5.0
1600	0.0	3.7	0.0	0.0	0.0	3.7
1700	0.3	4.4	0.0	0.0	0.0	4.7
1800	0.0	3.0	0.0	0.0	0.0	3.0
1900	0.0	5.1	0.1	0.0	0.0	5.3
2000	0.0	4.7	0.0	0.0	0.0	4.7
2100	0.0	1.6	0.0	0.0	0.0	1.6
2200	0.0	0.4	0.0	0.0	0.0	0.4
2300	0.0	0.3	0.0	0.0	0.0	0.3
12hr TTL	2.9	35.6	0.1	0.6	0.0	39.1
24hr TTL	2.9	49.6	0.3	0.6	0.0	53.3
	5%	93%	1%	1%	0%	

SOUTHBOUND 7-DAY AVG ↓

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	0.0	0.0	0.0	0.0	0.0
0100	0.0	0.1	0.0	0.0	0.0	0.1
0200	0.0	0.1	0.0	0.0	0.0	0.1
0300	0.0	0.0	0.0	0.0	0.0	0.0
0400	0.0	0.0	0.0	0.0	0.0	0.0
0500	0.0	0.1	0.0	0.0	0.0	0.1
0600	0.0	0.0	0.0	0.0	0.0	0.0
0700	0.0	0.6	0.0	0.0	0.0	0.6
0800	0.0	1.4	0.0	0.0	0.0	1.4
0900	0.6	2.3	0.0	0.0	0.0	2.9
1000	0.3	2.3	0.1	0.3	0.0	3.0
1100	0.0	2.3	0.0	0.0	0.0	2.3
1200	0.1	2.3	0.0	0.0	0.0	2.4
1300	0.0	3.0	0.0	0.0	0.0	3.0
1400	0.0	3.1	0.0	0.1	0.0	3.3
1500	0.0	3.7	0.0	0.1	0.0	3.9
1600	0.0	4.0	0.0	0.0	0.0	4.0
1700	0.0	5.1	0.0	0.0	0.0	5.1
1800	0.0	3.3	0.0	0.0	0.0	3.3
1900	0.1	5.0	0.1	0.0	0.0	5.3
2000	0.0	4.7	0.0	0.0	0.0	4.7
2100	0.0	2.6	0.0	0.0	0.0	2.6
2200	0.0	2.0	0.0	0.0	0.0	2.0
2300	0.0	0.6	0.0	0.0	0.0	0.6
12hr TTL	1.0	33.4	0.1	0.6	0.0	35.1
24hr TTL	1.1	48.7	0.3	0.6	0.0	50.7
	2%	96%	1%	1%	0%	

Average daily northbound and southbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85th percentile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

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3	SVT	Class 2 plus trailer		OGV1 & PSV
4	TB2	2 axle truck / bus		OGV1
5	TB3	3 axle truck / bus		OGV2
6	T4	4 axle truck		
7	ART3	3 axle articulated		
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated	LONG 11.5m to 19.0m	

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Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

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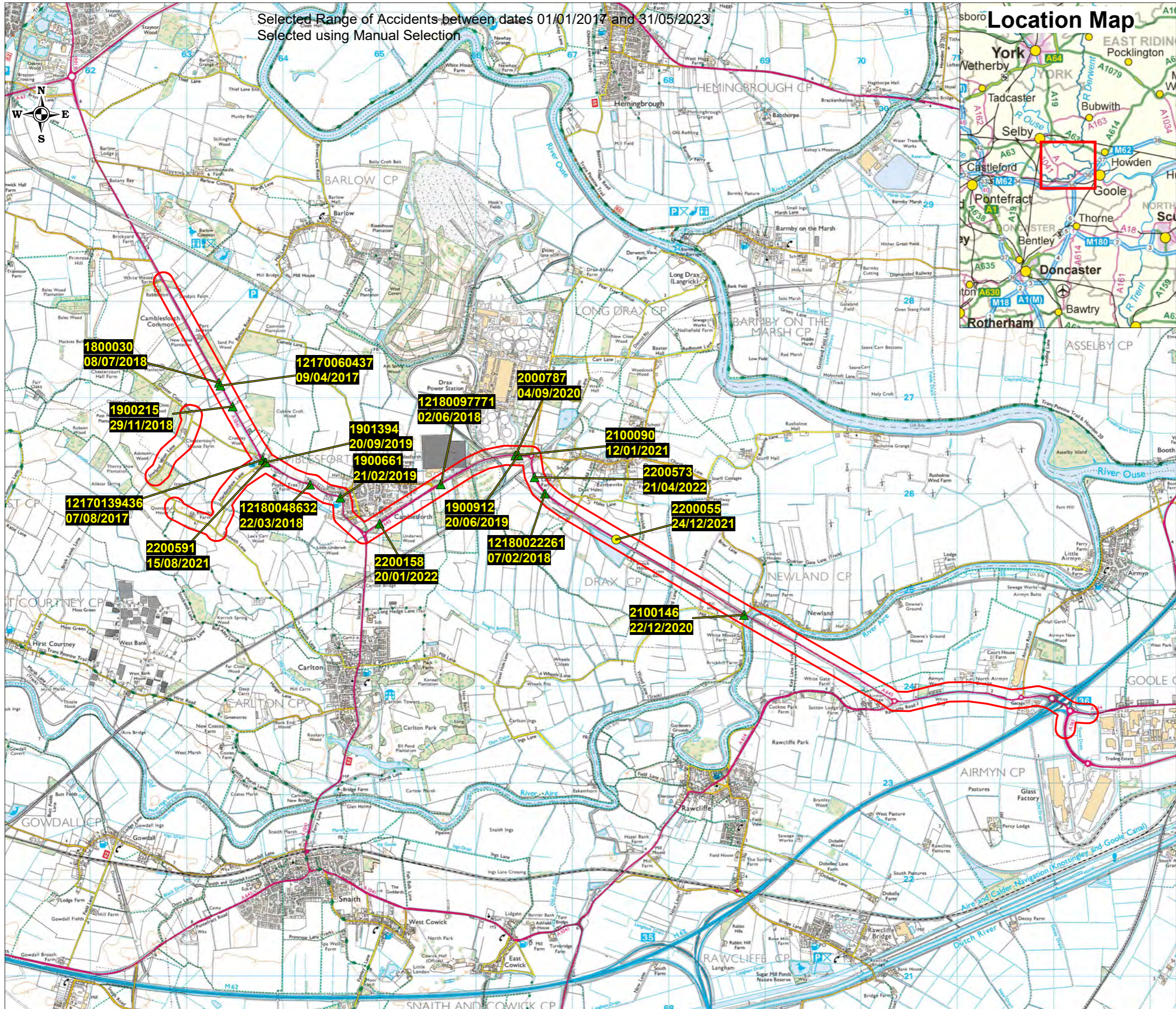
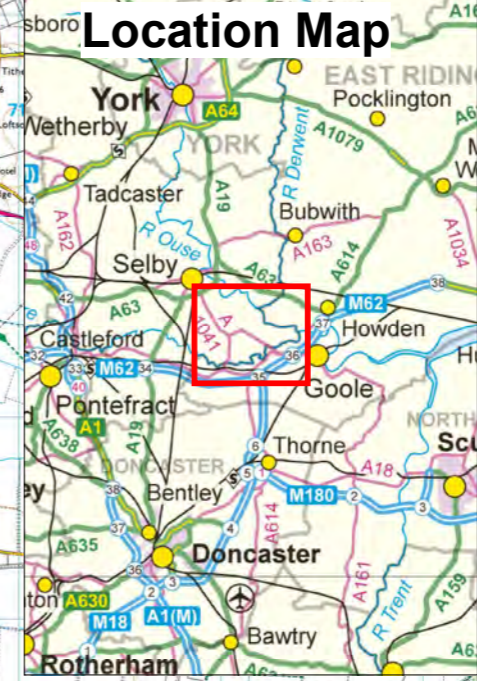
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30462-007 Camblesforth, Selby. Hardenshaw Lane. Summary.xl

APPENDIX C

Selected Range of Accidents between dates 01/01/2017 and 31/05/2023
 Selected using Manual Selection

Location Map



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 Ordnance Survey
 Licence No: 100017946 2023

DRAWING TITLE	
Drax/Cablesforth Collision Data Plan	
SCALE	1 : 37510
DATE	23/05/2023
DRAWING No.	
DRAWN BY	

Accidents between dates 01/01/2017 and 31/07/2023 (79) months

Selection:

Notes:

Selected using Manual Selection

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
12170060437	09/04/2017	2	Slight	4	0	0	0	2	Light	Right	Dry	1135	A1041 CAMBLESFORTH ROAD 20M SOUTH OF C328 BARLOW ROAD C
12170139436	07/08/2017	1	Slight	0	0	0	0	0	Light	No turn	Dry	1301	A1041 OUTSIDE THE BLACK DOG PUBLIC HOUSE CAMBLESFORTH S
12180022261	07/02/2018	1	Slight	0	0	0	0	0	Dark	No turn	Dry	1833	A645 BRICKHILL LANE 253 M SOUTH OF MAIN ROAD DRAX SELBY
12180048632	22/03/2018	2	Slight	0	0	0	0	0	Light	Right	Dry	0915	4 COUNCIL HOUSES SELBY ROAD CAMBLESFORTH SELBY
12180097771	02/06/2018	1	Slight	0	0	0	0	0	Light	No turn	Dry	2334	A645 CAMBLESFORTH
1800030	08/07/2018	1	Slight	0	1	0	1	0	Light	Right	Dry	1710	JUNCTION OF A1041 AND BARLOW ROAD CAMBLESFORTH
1900215	29/11/2018	1	Slight	0	0	0	0	0	Dark	Right	Wet/Damp	2121	A1041 SELBY
1900661	21/02/2019	1	Slight	1	0	0	0	0	Light	Right	Dry	1730	A1041 NEAR JUNCTION OF BRIGG LANE
1900912	20/06/2019	1	Slight	0	1	0	0	0	Light	Left	Dry	1545	THE SOUTH GATE DRAX POWER STATION JUNCTION WITH A645
1901394	20/09/2019	2	Slight	0	0	0	0	0	Light	Right	Dry	1030	SELBY ROAD AT JUNCTION WITH HARDENSHAW LANE CAMBLEFOR
2000787	04/09/2020	1	Slight	0	0	0	0	0	Dark	No turn	Dry	2010	A645 ROUNDABOUT AT JUNCTION WITH MAIN ROAD DRAX
2100146	22/12/2020	1	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	1600	A645 DRAX NORTH YORKSHIRE
2100090	12/01/2021	1	Slight	0	1	0	0	1	Light	Left	Dry	1400	A645 DRAX SOUTHGATE DRAX SOUTH ENTRANCE DRAX SELBY NOI
2200591	15/08/2021	1	Slight	0	0	0	0	0	Light	No turn	Dry	1246	A1041 CAMBLESFORTH SELBY
2200055	24/12/2021	1	Serious	0	0	0	0	0	Dark	No turn	Wet/Damp	2333	NW A645 DRAX LINK ROAD SELBY NORTH YORKSHIRE
2200158	20/01/2022	2	Slight	0	0	0	0	0	Dark	Right	Wet/Damp	0719	AT THE JUNCTION BETWEEN A645 AND CROFT ROAD
2200573	21/04/2022	1	Slight	0	0	0	0	0	Dark	No turn	Dry	2300	ALONG THE A645 BETWEEN GODE AND DRAX IN THE DIRECTION O
Column Totals		21		5	3	0	1	3					
No. of Accidents				2	3	0	1	2					

Total number of accidents listed: 17

Accidents between dates **01/01/2017** and **31/07/2023** (79) months

Selection: Notes:

Selected using Manual Selection

12170060437 09/04/2017 Time 1135 Vehicles 7 Casualties 2 Slight
 E: 463351 N: 427124 First Road: A 1041 Road Type: Single carriageway Speed limit: 60
 Junction Detail: T & Stag Jct Give way or controlled C 328
 Crossing Control Facilities None within 50m Daylight Road surface Dry
 Fine without high winds Special Conditions at Site: None
 Carriageway Hazards: None Place accident reported: At scene

	Causation Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 6	Very Likely
2nd:	Following too close	Vehicle 6	Possible
3rd:	Sudden braking	Vehicle 1	Possible
4th:	Following too close	Vehicle 7	Possible
5th:			
6th:			

V1 WAITING TO TURN RIGHT. V2,3,4,5 STOP BEHIND. V6 M/CYCLE COLLIDES WITH V4 AND V5. V7 DRIVES OVER V6 PILLION PASSENGER CAUSING INJURY. V1 AND V2 FAIL TO STOP. NO COLLISION WITH V1 V2 V3.

Occurred on A1041 CAMBLESFORTH ROAD 20M SOUTH OF C328 BARLOW ROAD CAMBLESFORTH SELBY

Vehicle Reference 1	Car	Waiting to turn right
Vehicle movement from SE to NE	No tow / articulation	
On main carriageway	No skidding, jack-knifing or overturning	First impact Did not impact
Hit vehicle:	Location at impact Jct Approach	
Hit object in road None	Hit off road: None	
Off road: Did not leave carr	Age of Driver	Unknown
Non-stop, not hit	Breath test Driver not contacted	Left hand drive No

Vehicle Reference 2	Car	Going ahead but held up
Vehicle movement from SE to NW	No tow / articulation	
On main carriageway	No skidding, jack-knifing or overturning	First impact Did not impact
Hit vehicle:	Location at impact Jct Approach	
Hit object in road None	Hit off road: None	
Off road: Did not leave carr	Age of Driver	Unknown
Non-stop, not hit	Breath test Driver not contacted	Left hand drive No

Vehicle Reference 3	Car	Going ahead but held up
Vehicle movement from SE to NW	No tow / articulation	
On main carriageway	No skidding, jack-knifing or overturning	First impact Did not impact
Hit vehicle:	Location at impact Jct Approach	
Hit object in road None	Hit off road: None	
Off road: Did not leave carr	Age of Driver 50	Male
Not hit and run	Breath test Negative	Left hand drive No

Accidents between dates **01/01/2017** and **31/07/2023** (79) months

Selection: Notes:

Selected using Manual Selection

Vehicle Reference	4	Motorcycle over 500cc	Going ahead but held up
Vehicle movement from	SE to NW	No tow / articulation	
On main carriageway		No skidding, jack-knifing or overturning	First impact Back
Hit vehicle:	5	Location at impact	Jct Approach
Hit object in road	None	Hit off road:	None
Off road:	Did not leave carr	Age of Driver	48
Not hit and run		Breath test	Negative
			Male
			Left hand drive No

Vehicle Reference	5	Motorcycle over 500cc	Going ahead but held up
Vehicle movement from	SE to NW	No tow / articulation	
On main carriageway		No skidding, jack-knifing or overturning	First impact Back
Hit vehicle:	4	Location at impact	Jct Approach
Hit object in road	None	Hit off road:	None
Off road:	Did not leave carr	Age of Driver	51
Not hit and run		Breath test	Negative
			Male
			Left hand drive No

Vehicle Reference	6	Motorcycle over 500cc	Stopping
Vehicle movement from	SE to NW	No tow / articulation	
On main carriageway		Skidded	First impact Front
Hit vehicle:	5	Location at impact	Jct Approach
Hit object in road	None	Hit off road:	None
Off road:	Did not leave carr	Age of Driver	65
Not hit and run		Breath test	Negative
			Male
			Left hand drive No

Casualty Reference:	1	Vehicle:	6	Age:	65	Male	Driver/rider	Severity:	Slight
Seatbelt:	Not Applicable						Not car passenger	Cycle helmet:	Not a cyclist
Casualty Reference:	2	Vehicle:	6	Age:	63	Female	Passenger	Severity:	Slight
Seatbelt:	Not Applicable						Not car passenger	Cycle helmet:	Not a cyclist

Vehicle Reference	7	Motorcycle over 500cc	Going ahead other
Vehicle movement from	SE to NW	No tow / articulation	
On main carriageway		No skidding, jack-knifing or overturning	First impact Front
Hit vehicle:	6	Location at impact	Jct Approach
Hit object in road	None	Hit off road:	None
Off road:	Did not leave carr	Age of Driver	60
Not hit and run		Breath test	Negative
			Male
			Left hand drive No

Accidents between dates **01/01/2017** and **31/07/2023** (79) months

Selection: Notes:

Selected using Manual Selection

12170139436 07/08/2017 Time 1301 Vehicles 2 Casualties 1 Slight
 E: 463789 N: 426353 First Road: A 1041 Road Type: Single carriageway Speed limit: 60
 Junction Detail: Not within 20m of junction
 Crossing Control Facilities None within 50m Daylight Road surface Dry
 Fine without high winds Special Conditions at Site: None
 Carriageway Hazards: None Place accident reported: At scene

	Causation Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 TRAVELLING S/W ON A1041 VEH 2 TRAVELLING IN THE OPPOSITE DIRECTION ATTEMPTED TO OVERTAKE TRACTOR IT WAS FOLLOWING BEHIND AND COLLIDED WITH V1

Occurred on A1041 OUTSIDE THE BLACK DOG PUBLIC HOUSE CAMBLESFORTH SELBY NORTH YORKSHIRE

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from NW to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning First impact Offside
 Hit vehicle: 2 Location at impact Not at, or within 20M of Jct
 Hit object in road None Hit off road: None
 Off road: Did not leave carr Age of Driver 25 Male
 Not hit and run Breath test Negative Left hand drive No

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning First impact Offside
 Hit vehicle: 1 Location at impact Not at, or within 20M of Jct
 Hit object in road None Hit off road: None
 Off road: Did not leave carr Age of Driver 36 Male
 Not hit and run Breath test Negative Left hand drive No

Casualty Reference: 1 Vehicle: 2 Age: 36 Male Driver/rider Severity: Slight
 Seatbelt: Unknown Not car passenger Cycle helmet: Not a cyclist

Accidents between dates **01/01/2017** and **31/07/2023** (79) months

Selection: Notes:

Selected using Manual Selection

12180022261 07/02/2018 Time 1833 Vehicles 1 Casualties 1 Slight
 E: 466719 N: 426005 First Road: A 645 Road Type: Single carriageway Speed limit: 60
 Junction Detail: Not within 20m of junction
 Crossing Control Facilities None within 50m Darkness: no street lighting Road surface Dry
 Fine without high winds Special Conditions at Site: None
 Carriageway Hazards: None Place accident reported: At scene

	Causation Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:	Aggressive driving	Vehicle 1	Very Likely
4th:			
5th:			
6th:			

V1 LOSES CONTROL ON RIGHT HAND BEND LEAVES CARRIAGEWAY AND COLLIDES WITH A TREE

Occurred on A645 BRICKHILL LANE 253 M SOUTH OF MAIN ROAD DRAX SELBY

Vehicle Reference	1	Car	Going ahead right bend
Vehicle movement from	SE to N	No tow / articulation	
On main carriageway		Skidded and overturned	First impact Back
Hit vehicle:		Location at impact	Not at, or within 20M of Jct
Hit object in road	None	Hit off road:	Tree
Off road:	O/S & rebounded	Age of Driver	37
Not hit and run		Breath test	Positive
			Male
			Left hand drive No

Casualty Reference: 1 Vehicle: 1 Age: 37 Male Driver/rider Severity: Slight
 Seatbelt: Not Applicable Not car passenger Cycle helmet: Not a cyclist

Accidents between dates **01/01/2017** and **31/07/2023** (79) months

Selection: Notes:

Selected using Manual Selection

12180048632 22/03/2018 Time 0915 Vehicles 2 Casualties 2 Slight
 E: 464280 N: 426097 First Road: A 1041 Road Type: Single carriageway Speed limit: 40
 Junction Detail: Pri Drive Give way or controlled Unclassified
 Crossing Control Facilities None within 50m Daylight Road surface Dry
 Fine without high winds Special Conditions at Site: None
 Carriageway Hazards: None Place accident reported: At scene

	Causation Factor:	Participant:	Confidence:
1st:	Dazzling sun	Vehicle 2	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 TRAVELLING TOWARDS SELBY HAS INDICATED AND WAITING TO TURN INTO A DRIVE WAY WHEN IT WAS HIT FROM BEHIND BY V2

Occurred on 4 COUNCIL HOUSES SELBY ROAD CAMBLESFORTH SELBY

Vehicle Reference 1 Car Waiting to turn right
 Vehicle movement from E to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning First impact Back
 Hit vehicle: Location at impact Mid Junction - on roundabout or main r
 Hit object in road None Hit off road: None
 Off road: Did not leave carr Age of Driver 28 Male
 Not hit and run Breath test Not requested Left hand drive No

Casualty Reference: 1 Vehicle: 1 Age: 28 Male Driver/rider Severity: Slight

Seatbelt: Worn but not independently Not car passenger Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 26 Female Passenger Severity: Slight

Seatbelt: Worn but not independently Front seat Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning First impact Front
 Hit vehicle: Location at impact Jct Approach
 Hit object in road None Hit off road: None
 Off road: Did not leave carr Age of Driver 62 Male
 Not hit and run Breath test Not requested Left hand drive No

Accidents between dates **01/01/2017** and **31/07/2023** (79) months

Selection: Notes:

Selected using Manual Selection

12180097771 02/06/2018 Time 2334 Vehicles 1 Casualties 1 Slight
 E: 465638 N: 426099 First Road: A 645 Road Type: Single carriageway Speed limit: 60
 Junction Detail: Not within 20m of junction
 Crossing Control Facilities None within 50m Daylight Road surface Dry
 Fine without high winds Special Conditions at Site: None
 Carriageway Hazards: None Place accident reported: At scene

	Causation Factor:	Participant:	Confidence:
1st:	Animal or object in carriageway	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 COLLIDES WITH COW

Occurred on A645 CAMBLESFORTH

Vehicle Reference	1	Car	Going ahead other
Vehicle movement from	N to S	No tow / articulation	
On main carriageway		No skidding, jack-knifing or overturning	First impact Front
Hit vehicle:		Location at impact	Not at, or within 20M of Jct
Hit object in road	Any animal (except ridden horse)	Hit off road:	None
Off road:	Did not leave carr	Age of Driver	41
Not hit and run		Breath test	Not requested
			Male
			Left hand drive No

Casualty Reference: 1 Vehicle: 1 Age: 41 Female Passenger Severity: Slight

Seatbelt: Worn but not independently Front seat Cycle helmet: Not a cyclist

Accidents between dates **01/01/2017** and **31/07/2023** (79) months

Selection: Notes:

Selected using Manual Selection

1800030 08/07/2018 Time 1710 Vehicles 2 Casualties 1 Slight
 E: 463335 N: 427153 First Road: A 1041 Road Type: Single carriageway Speed limit: 60
 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing Control Facilities None within 50m Daylight Road surface Dry
 Fine without high winds Special Conditions at Site: None
 Carriageway Hazards: None Place accident reported: Elsewhere

	Causation Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 TRAVELLING NW TURNS RIGHT INTO BARLOW ROAD AND COLLIDES WITH V2 ALSO TRAVELLING NW

Occurred on JUNCTION OF A1041 AND BARLOW ROAD CAMBLESFORTH

Vehicle Reference 1 Pedal Cycle Turning right
 Vehicle movement from SE to NE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning First impact Nearside
 Hit vehicle: Location at impact Mid Junction - on roundabout or main r
 Hit object in road None Hit off road: None
 Off road: Did not leave carr Age of Driver 15 Male
 Not hit and run Breath test Not applicable Left hand drive No

Casualty Reference: 1 Vehicle: 1 Age: 15 Male Driver/rider Severity: Slight

Seatbelt: Not Applicable Not car passenger Cycle helmet: Not known

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning First impact Offside
 Hit vehicle: Location at impact Mid Junction - on roundabout or main r
 Hit object in road None Hit off road: None
 Off road: Did not leave carr Age of Driver 27 Male
 Not hit and run Breath test Driver not contacted Left hand drive No

Accidents between dates **01/01/2017** and **31/07/2023** (79) months

Selection: Notes:

Selected using Manual Selection

1900215	29/11/2018	Time	2121	Vehicles	3	Casualties	1	Slight
E: 463477	N: 426908	First Road: A	1041	Road Type:	Single carriageway			Speed limit: 60
Junction Detail:	Pri Drive			Give way or controlled				Unclassified
Crossing Control Facilities	None within 50m			Darkness: no street lighting				Road surface Wet/Damp
Fine with high winds				Special Conditions at Site:	None			
Carriageway Hazards:	None			Place accident reported:	At scene			

	Causation Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 TRAVELLING TOWARDS SELBY COLLIDES WITH V2 TRAVELLING IN OPPOSITE DIRECTION V3 THEN COLLIDES WITH V3

Occurred on A1041 SELBY

Vehicle Reference	1	Car	Turning right
Vehicle movement from	S to N	No tow / articulation	
On main carriageway		Skidded	First impact Nearside
Hit vehicle:		Location at impact Jct Approach	
Hit object in road	None	Hit off road: None	
Off road:	O/S	Age of Driver 42	Male
Not hit and run		Breath test Negative	Left hand drive No

Vehicle Reference	2	Car	Going ahead other
Vehicle movement from	N to S	No tow / articulation	
On main carriageway		Skidded	First impact Front
Hit vehicle:		Location at impact Jct Approach	
Hit object in road	None	Hit off road: None	
Off road:	Did not leave carr	Age of Driver 49	Female
Not hit and run		Breath test Negative	Left hand drive No

Casualty Reference:	1	Vehicle:	2	Age:	49	Female	Driver/rider	Severity:	Slight
Seatbelt:	Worn but not independently	Not car passenger					Cycle helmet:	Not a cyclist	

Accidents between dates **01/01/2017** and **31/07/2023** (79) months

Selection: Notes:

Selected using Manual Selection

Vehicle Reference	3	Car	Going ahead other
Vehicle movement from	N to S	No tow / articulation	
On main carriageway		Skidded	First impact Front
Hit vehicle:		Location at impact	Jct Approach
Hit object in road	None	Hit off road:	None
Off road:	Did not leave carr	Age of Driver	76
Not hit and run		Breath test	Negative
			Female
			Left hand drive No

Accidents between dates **01/01/2017** and **31/07/2023** (79) months

Selection: Notes:

Selected using Manual Selection

1900661	21/02/2019	Time	1730	Vehicles	2	Casualties	1	Slight
E: 464594	N: 425961	First Road: A	1041	Road Type:	Single carriageway			Speed limit: 40
Junction Detail:	T & Stag Jct			Give way or controlled				Unclassified
Crossing Control Facilities	None within 50m			Daylight				Road surface Dry
Fine without high winds				Special Conditions at Site:	None			
Carriageway Hazards:	None			Place accident reported:	Elsewhere			

	Causation Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

V001 TRAVELLING ALONG A1041 CAMBLESFORTH, V002 FAILS TO STOP AT THE JUNCTION OF BRIGG LANE AND COLLIDES WITH V001. V002 INITIALLY DRIVES AWAY BUT THEN RETURNS TO SCENE.

Occurred on A1041 NEAR JUNCTION OF BRIGG LANE

Vehicle Reference	1	Motorcycle over 500cc	Going ahead right bend
Vehicle movement from	S to NE	No tow / articulation	
On main carriageway		Skidded	First impact Front
Hit vehicle:		Location at impact Jct Approach	
Hit object in road	None	Hit off road: None	
Off road: Did not leave carr		Age of Driver 34	Male
Not hit and run		Breath test Driver not contacted	Left hand drive No

Casualty Reference: 1 Vehicle: 1 Age: 34 Male Driver/rider Severity: Slight

Seatbelt: Not Applicable Not car passenger Cycle helmet: Not a cyclist

Vehicle Reference	2	Car	Turning right
Vehicle movement from	NW to S	No tow / articulation	
On main carriageway		No skidding, jack-knifing or overturning	First impact Offside
Hit vehicle:		Location at impact Entering main road	
Hit object in road	None	Hit off road: None	
Off road: Did not leave carr		Age of Driver 85	Male
Hit and run		Breath test Driver not contacted	Left hand drive No

Accidents between dates **01/01/2017** and **31/07/2023** (79) months

Selection: Notes:

Selected using Manual Selection

1900912 20/06/2019 Time 1545 Vehicles 2 Casualties 1 Slight
 E: 466441 N: 426400 First Road: A 645 Road Type: Single carriageway Speed limit: 60
 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing Control Facilities None within 50m Daylight Road surface Dry
 Fine without high winds Special Conditions at Site: None
 Carriageway Hazards: None Place accident reported: At scene

	Causation Factor:	Participant:	Confidence:
1st:	Buildings, road signs, street furniture	Vehicle 1	Very Likely
2nd:	Vehicle blind spot	Vehicle 1	Very Likely
3rd:	Failed to look properly	Vehicle 1	Possible
4th:			
5th:			
6th:			

V001 WAS LEAVING DRAX POWER STATION VIA THE SOUTH GATE ACCESS ON TO THE A645, TURNING LEFT. V002 TRAVELLING ALONG THE A645 GOING TO PASS THE SOUTH GATE ACCESS WHEN V001 PULLS OUT AND COLLIDES WITH V002.

Occurred on THE SOUTH GATE DRAX POWER STATION JUNCTION WITH A645

Vehicle Reference 1 Car Turning left
 Vehicle movement from N to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning First impact Front
 Hit vehicle: Location at impact Entering main road
 Hit object in road None Hit off road: None
 Off road: Did not leave carr Age of Driver 48 Male
 Not hit and run Breath test Negative Left hand drive No

Vehicle Reference 2 Pedal Cycle Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning First impact Nearside
 Hit vehicle: Location at impact Mid Junction - on roundabout or main r
 Hit object in road None Hit off road: None
 Off road: Did not leave carr Age of Driver 42 Male
 Not hit and run Breath test Not applicable Left hand drive No

Casualty Reference: 1 Vehicle: 2 Age: 42 Male Driver/rider Severity: Slight
 Seatbelt: Not Applicable Not car passenger Cycle helmet: Yes

Accidents between dates **01/01/2017** and **31/07/2023** (79) months

Selection: Notes:

Selected using Manual Selection

1901394	20/09/2019	Time 1030	Vehicles 2	Casualties 2	Slight
E: 463817	N: 426328	First Road: U	Road Type: Single carriageway		Speed limit: 40
Junction Detail: Junction more than 4 arms			Give way or controlled		Unclassified
Crossing Control Facilities None within 50m			Daylight		Road surface Dry
Fine without high winds			Special Conditions at Site: None		
Carriageway Hazards: None			Place accident reported: Elsewhere		

	Causation Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

V2 STATIONARY WAITING TO TURN RIGHT V1 HAS COLLIDED WITH THE REAR OF V2

Occurred on SELBY ROAD AT JUNCTION WITH HARDENSHAW LANE CAMBLEFORTH SELBY

Vehicle Reference 1	Car	Going ahead other
Vehicle movement from S to N	No tow / articulation	
On main carriageway	No skidding, jack-knifing or overturning	First impact Back
Hit vehicle:	Location at impact Jct Approach	
Hit object in road None	Hit off road: None	
Off road: Did not leave carr	Age of Driver 24	Female
Not hit and run	Breath test Driver not contacted	Left hand drive No

Casualty Reference: 1	Vehicle: 1	Age: 24	Female	Driver/rider	Severity: Slight
Seatbelt: Unknown	Not car passenger			Cycle helmet: Not a cyclist	

Vehicle Reference 2	Car	Waiting to turn right
Vehicle movement from S to E	No tow / articulation	
On main carriageway	No skidding, jack-knifing or overturning	First impact Front
Hit vehicle:	Location at impact Jct Approach	
Hit object in road None	Hit off road: None	
Off road: Did not leave carr	Age of Driver 23	Female
Not hit and run	Breath test Driver not contacted	Left hand drive No

Casualty Reference: 2	Vehicle: 2	Age: 23	Female	Driver/rider	Severity: Slight
Seatbelt: Unknown	Not car passenger			Cycle helmet: Not a cyclist	

Accidents between dates **01/01/2017** and **31/07/2023** (79) months

Selection: Notes:

Selected using Manual Selection

2000787	04/09/2020	Time	2010	Vehicles	1	Casualties	1	Slight
E: 466412	N: 426399	First Road:	U	Road Type:	1			Speed limit: 60
Junction Detail:	Roundabout			Give way or controlled				Unclassified
Crossing Control Facilities	None within 50m			Darkness: street lights present and lit				Road surface Dry
Fine without high winds				Special Conditions at Site:	None			
Carriageway Hazards:	None			Place accident reported:	At scene			

	Causation Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:	Driver using mobile phone	Vehicle 1	Possible
3rd:	Exceeding speed limit	Vehicle 1	Possible
4th:			
5th:			
6th:			

V1 ENTERS THE ROUNDABOUT AND PARTIALLY MOUNTS THE CENTRAL ISLAND THEN EXITS THE ROUNDABOUT LEAVES THE ROAD AND GOES ACROSS GRASS VERGE THEN COLLIDES WITH A TREE

Occurred on A645 ROUNDABOUT AT JUNCTION WITH MAIN ROAD DRAX

Vehicle Reference	1	Van or Goods 3.5 tonnes mgw and under	Going ahead other
Vehicle movement from	W to E	No tow / articulation	
On main carriageway		Skidded	First impact Front
Hit vehicle:		Location at impact	Mid Junction - on roundabout or main r
Hit object in road	None	Hit off road:	Tree
Off road:	Nearside	Age of Driver	47
Not hit and run		Breath test	Positive
			Male
			Left hand drive No

Casualty Reference: 1 Vehicle: 1 Age: 47 Male Driver/rider Severity: Slight

Seatbelt: Unknown Not car passenger Cycle helmet: Not a cyclist

Accidents between dates **01/01/2017** and **31/07/2023** (79) months

Selection: Notes:

Selected using Manual Selection

2100146 22/12/2020 Time 1600 Vehicles 1 Casualties 1 Slight
 E: 468785 N: 424744 First Road: A 645 Road Type: Single carriageway Speed limit: 60
 Junction Detail: Not within 20m of junction
 Crossing Control Facilities: None within 50m Darkness: no street lighting Road surface: Wet/Damp
 Unknown Special Conditions at Site: None
 Carriageway Hazards: None Place accident reported: At scene

	Causation Factor:	Participant:	Confidence:
1st:	Animal or object in carriageway	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 DRIVING ALONG THE A645 TOWARDS DRAX. V1 HAS SWERVED TO AVOID HORSE IN THE ROAD AND A VEHICLE IN FRONT SUDDENLY BRAKED. DUE TO THE HORSE AND UNKNOWN VEHICLE, V1 HAS MOUNTED THE CURB AND SCRAPPED THE CRASHED BARRIER.

Occurred on A645 DRAX NORTH YORKSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning First impact Nearside
 Hit vehicle: Location at impact Not at, or within 20M of Jct
 Hit object in road Any animal (except ridden horse) Hit off road: None
 Off road: Did not leave carr Age of Driver 37 Male
 Not hit and run Breath test Not requested Left hand drive No

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

Seatbelt: Worn and independently confirmed Not car passenger Cycle helmet: Not a cyclist

Accidents between dates **01/01/2017** and **31/07/2023** (79) months

Selection: Notes:

Selected using Manual Selection

2100090 12/01/2021 Time 1400 Vehicles 2 Casualties 1 Slight
 E: 466442 N: 426403 First Road: A 645 Road Type: Single carriageway Speed limit: 30
 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing Control Facilities None within 50m Daylight Road surface Dry
 Fine without high winds Special Conditions at Site: None
 Carriageway Hazards: None Place accident reported: At scene

	Causation Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:	Dazzling sun	Vehicle 1	Very Likely
4th:	Poor turn or manoevre	Vehicle 1	Very Likely
5th:			
6th:			

V1 IS LEAVING PLACE OF WORK, DRIVING ON SITE UPTO JUNCTION OF A645 TO LEAVE THE SITE. ON LEAVING THE SIDE OF DRAX, YOU HAVE TO GO LEFT ONLY FIRSTLY GIVING WAY. V1 THEN LEFT THE JUNCTION ONTO A645 THEN HEARD A THUD. V1 STOPPED, D1 EXITED VEHICLE AND SAW A CYCLIST LYING ON THE FLOOR.

Occurred on A645 DRAX SOUTHGATE DRAX SOUTH ENTRANCE DRAX SELBY NORTH YORKSHIRE

Vehicle Reference 1 Car Turning left
 Vehicle movement from N to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning First impact Offside
 Hit vehicle: Location at impact Entering main road
 Hit object in road None Hit off road: None
 Off road: Did not leave carr Age of Driver 35 Male
 Not hit and run Breath test Negative Left hand drive No

Vehicle Reference 2 Pedal Cycle Going ahead other
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning First impact Nearside
 Hit vehicle: Location at impact Mid Junction - on roundabout or main r
 Hit object in road None Hit off road: None
 Off road: Did not leave carr Age of Driver Not traced
 Not hit and run Breath test Not applicable Left hand drive No

Casualty Reference: 1 Vehicle: 2 Age: 76 Male Driver/rider Severity: Slight

Seatbelt: Not Applicable Not car passenger Cycle helmet: Yes

Accidents between dates **01/01/2017** and **31/07/2023** (79) months

Selection: Notes:

Selected using Manual Selection

2200591 15/08/2021 Time 1246 Vehicles 3 Casualties 1 Slight
 E: 463822 N: 426326 First Road: A 1041 Road Type: Single carriageway Speed limit: 40
 Junction Detail: Not within 20m of junction
 Crossing Control Facilities None within 50m Daylight Road surface Dry
 Fine without high winds Special Conditions at Site: None
 Carriageway Hazards: None Place accident reported: At scene

	Causation Factor:	Participant:	Confidence:
1st:	Road layout (eg bend, hill etc.)	Vehicle 3	Very Likely
2nd:	Failed to signal/Misleading signal	Vehicle 3	Possible
3rd:	Careless/Reckless/In a hurry	Vehicle 3	Possible
4th:			
5th:			
6th:			

V1 HAS STOPPED TO ALLOW A VEHICLE TO MAKE A DELIVERY - V2 CAME TO A STOPE BEHIND V1 - V3 HAS FAILED TO STOP AND HAS COLLIDED WITH V2 WHICH THEN COLLIDED WITH V1

Occurred on A1041 CAMBLESFORTH SELBY

Vehicle Reference 1 Car Going ahead but held up
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning First impact Back
 Hit vehicle: Location at impact Not at, or within 20M of Jct
 Hit object in road None Hit off road: None
 Off road: Did not leave carr Age of Driver 34 Female
 Not hit and run Breath test Negative Left hand drive No

Vehicle Reference 2 Car Stopping
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning First impact Back
 Hit vehicle: Location at impact Not at, or within 20M of Jct
 Hit object in road None Hit off road: None
 Off road: Did not leave carr Age of Driver 21 Male
 Not hit and run Breath test Negative Left hand drive No

Casualty Reference: 1 Vehicle: 2 Age: 21 Male Driver/rider Severity: Slight
 Seatbelt: Worn but not independently Not car passenger Cycle helmet: Not a cyclist

Accidents between dates **01/01/2017** and **31/07/2023** (79) months

Selection: Notes:

Selected using Manual Selection

Vehicle Reference	3	Car	Going ahead other
Vehicle movement from	S to N	No tow / articulation	
On main carriageway		No skidding, jack-knifing or overturning	First impact Front
Hit vehicle:		Location at impact	Not at, or within 20M of Jct
Hit object in road	None	Hit off road:	None
Off road:	Did not leave carr	Age of Driver	45
Not hit and run		Breath test	Negative
			Male
			Left hand drive No

Accidents between dates **01/01/2017** and **31/07/2023** (79) months

Selection: Notes:

Selected using Manual Selection

2200055 24/12/2021 Time 2333 Vehicles 2 Casualties 1 Serious
 E: 467458 N: 425526 First Road: A 645 Road Type: Single carriageway Speed limit: 60
 Junction Detail: Not within 20m of junction
 Crossing Control Facilities None within 50m Darkness: no street lighting Road surface Wet/Damp
 Fine without high winds Special Conditions at Site: None
 Carriageway Hazards: None Place accident reported: At scene

	Causation Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

V001 AND V002 TRAVELLING IN SAME DIRECTION, V001 TRIES TO OVERTAKE V002 BUT MISJUDGES THE MANOUVER AND COLLIDES WITH V002 OFFSIDE. V001 LEAVES THE CARRIAGEWAY AND DRIVER IS EJECTED FROM THE VEHICLE
 Occurred on NW A645 DRAX LINK ROAD SELBY NORTH YORKSHIRE

Vehicle Reference 1 Car Overtaking moving vehicle O/S
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway Skidded and overturned First impact Nearside
 Hit vehicle: Location at impact Not at, or within 20M of Jct
 Hit object in road None Hit off road: Tree
 Off road: Nearside Age of Driver 30 Male
 Not hit and run Breath test Negative Left hand drive No

Casualty Reference: 1 Vehicle: 1 Age: 30 Male Driver/rider Severity: Serious

Seatbelt: Unknown Not car passenger Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning First impact Offside
 Hit vehicle: Location at impact Not at, or within 20M of Jct
 Hit object in road None Hit off road: None
 Off road: Did not leave carr Age of Driver 22 Male
 Not hit and run Breath test Negative Left hand drive No

Accidents between dates **01/01/2017** and **31/07/2023** (79) months

Selection: Notes:

Selected using Manual Selection

2200158 20/01/2022 Time 0719 Vehicles 2 Casualties 2 Slight
 E: 465002 N: 425692 First Road: A 645 Road Type: Single carriageway Speed limit: 60
 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing Control Facilities None within 50m Darkness: street lights present and lit Road surface Wet/Damp
 Fine without high winds Special Conditions at Site: None
 Carriageway Hazards: None Place accident reported: At scene

	Causation Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
3rd:	Dazzling headlights	Vehicle 2	Possible
4th:	Poor turn or manoevre	Vehicle 2	Very Likely
5th:			
6th:			

V001 TRAVELLING ALONG THE A645, V002 TRAVELLING IN THE OPPOSITE DIRECTION, V002 INDICATES TO TURN RIGHT ONTO CROFT ROAD AND COMMITS TO THE MANOUVERE, AS A RESULT V001 CANT STOP IN TIME AND THE 2 VEHICLES COLLIDE

Occurred on AT THE JUNCTION BETWEEN A645 AND CROFT ROAD

Vehicle Reference 1 Car Stopping
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning First impact Front
 Hit vehicle: Location at impact Jct Approach
 Hit object in road None Hit off road: None
 Off road: Did not leave carr Age of Driver Not traced
 Not hit and run Breath test Not requested Left hand drive No

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

Seatbelt: Worn but not independently Not car passenger Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Turning right
 Vehicle movement from N to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning First impact Nearside
 Hit vehicle: Location at impact Mid Junction - on roundabout or main r
 Hit object in road None Hit off road: None
 Off road: Did not leave carr Age of Driver Not traced
 Not hit and run Breath test Not requested Left hand drive No

Casualty Reference: 2 Vehicle: 2 Age: 59 Male Driver/rider Severity: Slight

Seatbelt: Worn but not independently Not car passenger Cycle helmet: Not a cyclist

Accidents between dates **01/01/2017** and **31/07/2023** (79) months

Selection: Notes:

Selected using Manual Selection

2200573 21/04/2022 Time 2300 Vehicles 1 Casualties 1 Slight
 E: 466610 N: 426173 First Road: A 645 Road Type: Single carriageway Speed limit: 60
 Junction Detail: Not within 20m of junction
 Crossing Control Facilities None within 50m Darkness: no street lighting Road surface Dry
 Fine without high winds Special Conditions at Site: None
 Carriageway Hazards: None Place accident reported: At scene

	Causation Factor:	Participant:	Confidence:
1st:	Deposit on road (eg oil, mud, chippings)	Vehicle 1	Possible
2nd:	Exceeding speed limit	Vehicle 1	Possible
3rd:	Loss of control	Vehicle 1	Very Likely
4th:	Impaired by alcohol	Vehicle 1	Very Likely
5th:	Impaired by drugs (illicit or medicinal)	Vehicle 1	Very Likely
6th:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely

DAMIEN THOMAS WAS DRIVING VOLKSWAGEN POLO (BD55HHY) ALONG A645 BETWEEN GODE AND DRAX, IN DIRECTION OF DRAX, WHERE HE HAS COME OFF THE ROAD, MOUNTING THE NEAR SIDE GRASS VERGE AND CRASHING THE VEHICLE INTO A NEAR SIDE DITCH.

Occurred on ALONG THE A645 BETWEEN GODE AND DRAX IN THE DIRECTION OF DRAX SELBY NORTH YORKSHIRE.

Vehicle Reference 1 Car Going ahead right bend
 Vehicle movement from S to N No tow / articulation
 On main carriageway Overturned First impact Nearside
 Hit vehicle: Location at impact Not at, or within 20M of Jct
 Hit object in road None Hit off road: Tree
 Off road: Nearside Age of Driver 29 Male
 Not hit and run Breath test Positive Left hand drive No

Casualty Reference: 1 Vehicle: 1 Age: 29 Male Driver/rider Severity: Slight
 Seatbelt: Unknown Not car passenger Cycle helmet: Not a cyclist

Accidents between dates **01/01/2017** and **31/07/2023** (79) months
Selection: Notes:
Selected using Manual Selection



Validated Data

Crash Date: Wednesday, August 01, 2018 **Time of Crash:** 5:47:00 AM **Crash Reference:** 2018160317646

Highest Injury Severity:	Slight	Road Number:	A614	Number of Casualties:	1
Highway Authority:	East Riding of Yorkshire			Number of Vehicles:	1
Local Authority:	East Riding of Yorkshire			OS Grid Reference:	471954 423872
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				

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Validated Data

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	Goods vehicle 7.5 tonnes mgw and over	4	Male	26 - 35	Vehicle proceeding normally along the carriageway, on a left hand bend	Nearside	Journey as part of work	None	None

Casualties

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

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Validated Data

Crash Date: Thursday, December 27, 2018 **Time of Crash:** 12:30:00 PM **Crash Reference:** 2018160805163

Highest Injury Severity:	Serious	Road Number:	A614	Number of Casualties:	1
Highway Authority:	East Riding of Yorkshire			Number of Vehicles:	2
Local Authority:	East Riding of Yorkshire			OS Grid Reference:	471753 423881
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				

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Validated Data

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	Goods vehicle 7.5 tonnes mgw and over		4 Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Back	Journey as part of work	None	None
2	Agricultural vehicle		5 Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	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	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

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Validated Data

Crash Date: Monday, December 17, 2018 **Time of Crash:** 12:30:00 PM **Crash Reference:** 2018160808132

Highest Injury Severity:	Serious	Road Number:	A614	Number of Casualties:	1
Highway Authority:	East Riding of Yorkshire			Number of Vehicles:	2
Local Authority:	East Riding of Yorkshire			OS Grid Reference:	470480 423846
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				

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Validated Data

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	Goods vehicle 7.5 tonnes mgw and over		4 Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Back	Journey as part of work	None	None
2	Agricultural vehicle		5 Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	Lamp post

Casualties

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

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Validated Data

Crash Date: Saturday, July 20, 2019

Time of Crash: 8:40:00 AM

Crash Reference: 2019160859773

Highest Injury Severity: Serious

Road Number: M62

Number of Casualties: 1

Highway Authority: East Riding of Yorkshire

Number of Vehicles: 1

Local Authority: East Riding of Yorkshire

OS Grid Reference: 471952 423808

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 70

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Slip Road

Junction Control: Not Applicable

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Validated Data

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
2	Van or goods vehicle 3.5 tonnes mgw and under	10	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	Lamp post

Casualties

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

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Validated Data

Crash Date: Thursday, June 20, 2019 **Time of Crash:** 10:05:00 AM **Crash Reference:** 2019160860588

Highest Injury Severity:	Slight	Road Number:	A614	Number of Casualties:	1
Highway Authority:	East Riding of Yorkshire			Number of Vehicles:	2
Local Authority:	East Riding of Yorkshire			OS Grid Reference:	472188 423768
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	Central refuge - no other controls				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	1	Female	36 - 45	Vehicle is in the act of turning right	Offside	Unknown	Central island of roundabout	None
2	Good vehicles of unknown weight	-1	Male	Unknown	Vehicle is in the act of turning right	Nearside	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	36 - 45	Unknown or other	Unknown or other

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Validated Data

Crash Date:	Wednesday, December 23, 2020	Time of Crash:	7:45:00 AM	Crash Reference:	2020161012771
Highest Injury Severity:	Serious	Road Number:	A614	Number of Casualties:	1
Highway Authority:	East Riding of Yorkshire			Number of Vehicles:	2
Local Authority:	East Riding of Yorkshire			OS Grid Reference:	471686 423873
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	Central refuge - no other controls				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Good vehicles of unknown weight	-1	Male	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Journey as part of work	None	None
2	Pedal cycle	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, on a left hand bend	Offside	Commuting to/from work	None	None

Casualties

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

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Validated Data

Crash Date: Monday, October 12, 2020 **Time of Crash:** 12:30:00 PM **Crash Reference:** 2020160989220

Highest Injury Severity:	Slight	Road Number:	A614	Number of Casualties:	2
Highway Authority:	East Riding of Yorkshire			Number of Vehicles:	2
Local Authority:	East Riding of Yorkshire			OS Grid Reference:	471582 423856
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				

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Validated Data

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)	7	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Good vehicles of unknown weight	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Back	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	21 - 25	Unknown or other	Unknown or other

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Validated Data

Crash Date: Wednesday, February 26, 2020 **Time of Crash:** 5:00:00 PM **Crash Reference:** 2020160935195

Highest Injury Severity:	Slight	Road Number:	A645	Number of Casualties:	1
Highway Authority:	East Riding of Yorkshire			Number of Vehicles:	4
Local Authority:	East Riding of Yorkshire			OS Grid Reference:	469111 424565
Weather Description:	Fine with high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				

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Validated Data

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)	5	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Back	Journey as part of work	None	None
2	Car (excluding private hire)	12	Female	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
3	Car (excluding private hire)	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Back	Journey as part of work	None	None
4	Car (excluding private hire)	3	Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
4	1	Slight	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other

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Validated Data

Crash Date: Sunday, February 23, 2020 **Time of Crash:** 9:52:00 AM **Crash Reference:** 2020160933388

Highest Injury Severity:	Slight	Road Number:	A614	Number of Casualties:	1
Highway Authority:	East Riding of Yorkshire			Number of Vehicles:	2
Local Authority:	East Riding of Yorkshire			OS Grid Reference:	471634 423873
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				

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Validated Data

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)		5 Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None
2	Pedal cycle		-1 Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	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	36 - 45	Unknown or other	Unknown or other

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Validated Data

Crash Date: Friday, July 16, 2021 **Time of Crash:** 12:00:00 PM **Crash Reference:** 2021161066914

Highest Injury Severity:	Slight	Road Number:	A645	Number of Casualties:	1
Highway Authority:	East Riding of Yorkshire			Number of Vehicles:	2
Local Authority:	East Riding of Yorkshire			OS Grid Reference:	470256 423902
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				

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Validated Data

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	Van or goods vehicle 3.5 tonnes mgw and under	4	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Van or goods vehicle 3.5 tonnes mgw and under	7	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	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	Vehicle or pillion passenger	Male	56 - 65	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: Tuesday, November 23, 2021 **Time of Crash:** 8:10:00 PM **Crash Reference:** 2021161113463

Highest Injury Severity:	Serious	Road Number:	A614	Number of Casualties:	1
Highway Authority:	East Riding of Yorkshire			Number of Vehicles:	1
Local Authority:	East Riding of Yorkshire			OS Grid Reference:	471664 423902
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				

Map temporarily unavailable.
Once map functionality is restored CrashMap will automatically email an updated report to you.

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

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)	17	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	Nearside or offside crash barrier

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	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: Tuesday, February 15, 2022 **Time of Crash:** 12:45:00 PM **Crash Reference:** 2022161226614

Highest Injury Severity:	Slight	Road Number:	M62	Number of Casualties:	1
Highway Authority:	East Riding of Yorkshire			Number of Vehicles:	2
Local Authority:	East Riding of Yorkshire			OS Grid Reference:	471904 423689
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	70				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Slip Road				
Junction Control:	Not Applicable				

Map temporarily unavailable.
Once map functionality is restored CrashMap will automatically email an updated report to you.

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

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	Van or goods vehicle 3.5 tonnes mgw and under	3	Male	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	11	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Back	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	Female	36 - 45	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: Tuesday, August 16, 2022 **Time of Crash:** 9:00:00 AM **Crash Reference:** 2022161219040

Highest Injury Severity:	Slight	Road Number:	A614	Number of Casualties:	4
Highway Authority:	East Riding of Yorkshire			Number of Vehicles:	3
Local Authority:	East Riding of Yorkshire			OS Grid Reference:	471067 423947
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Multiple junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				

Map temporarily unavailable.
Once map functionality is restored CrashMap will automatically email an updated report to you.

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

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)	10	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	-1	Female	56 - 65	Vehicle is waiting to turn right	Back	Other	None	None
3	Car (excluding private hire)	15	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

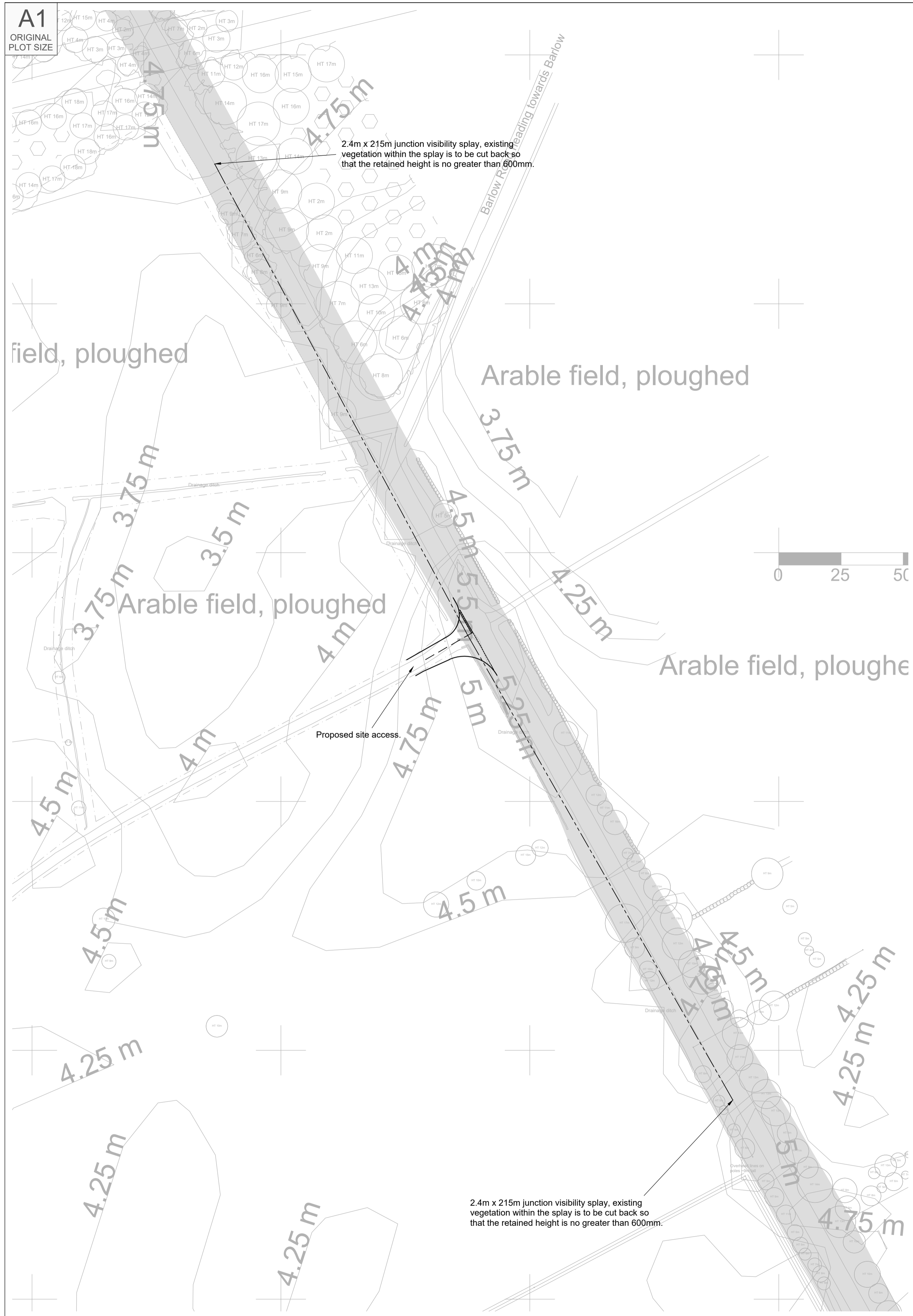
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other
3	3	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
3	4	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other

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

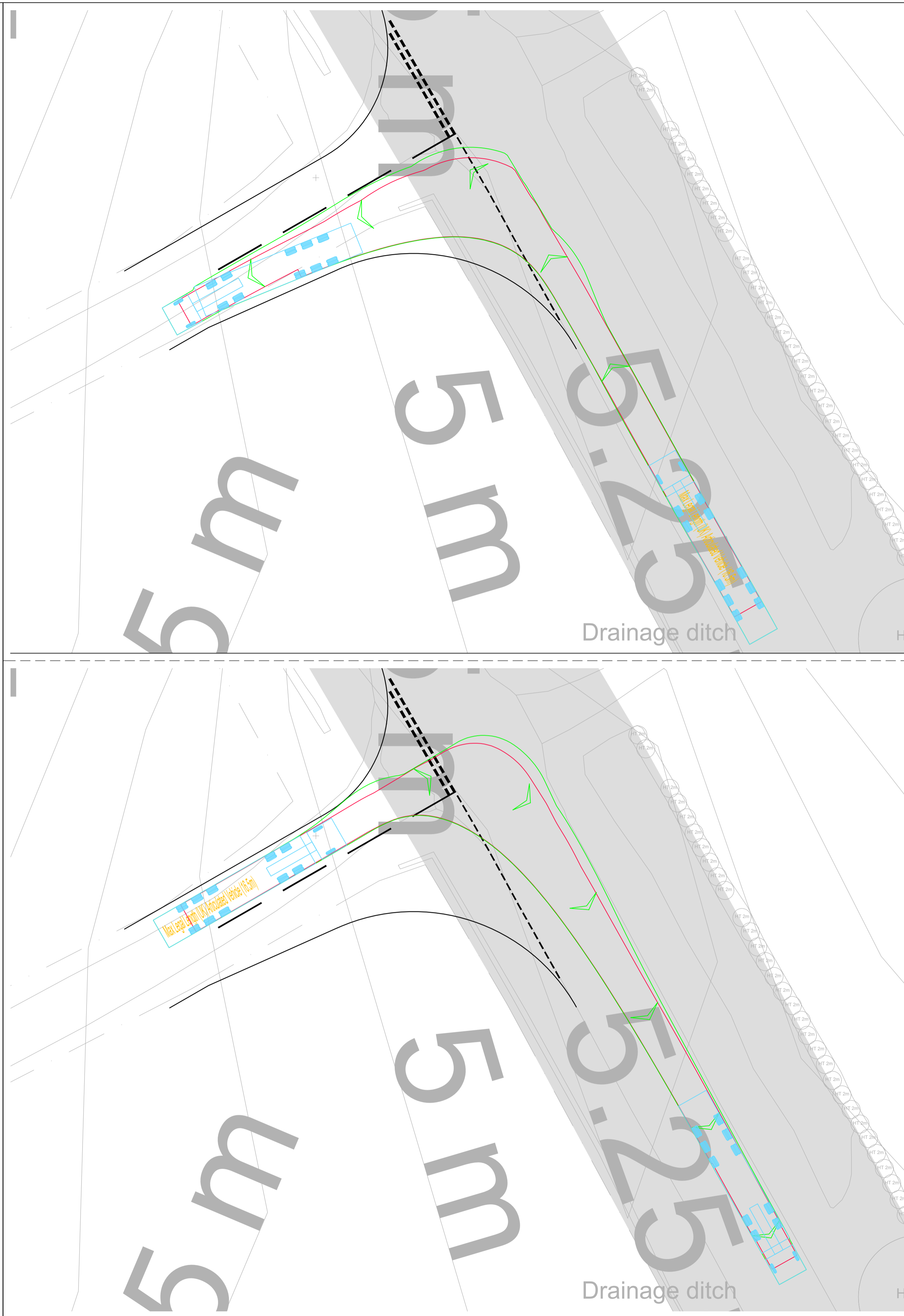
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APPENDIX D



Site Access Arrangement and Visibility Splays

Scale 1:1,000

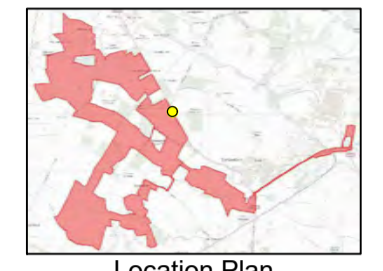


Swept Pats Of A 16.5m Articulated HGV

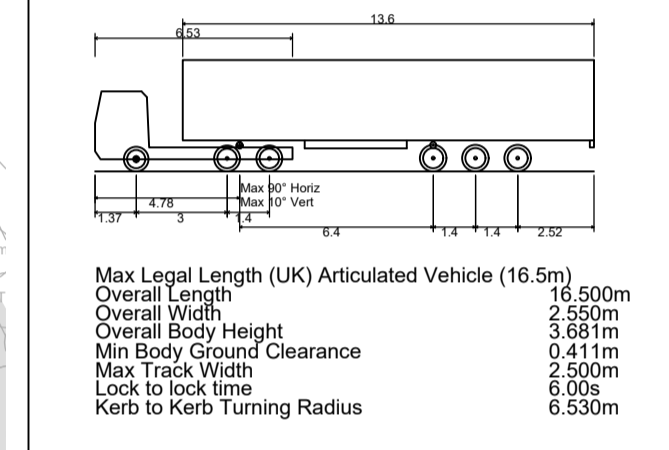
Scale 1:200

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NOTES:
1. The extent of adopted highway shown has been taken from an unscaled adopted highway record plan dated 24th March 2022 received from North Yorkshire County Council and is indicative only.



KEY
Approximate extent of adopted highway maintainable at public expense by North Yorkshire County Council.



B	23.05.24	Location plan added.	PSW	RR	JD
A	20.02.24	Drawing re-numbered from SK03.	PSW	RR	JD
Rev	Date	Issue	Drawn by	Checked by	Approved by

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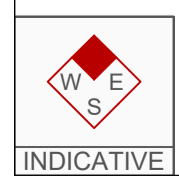
PROJECT:
HELIOS RENEWABLE ENERGY PROJECT

TITLE:
Site Access 1 From A1041 - Southern Access

STATUS:
INFORMATION

SCALE: As Shown	DATE: 05.04.23	DRAWN: PSW	CHECKED: RR	APPROVED: JD
JOB NO: 2104-025	DRAWING NO: SK01	REVISION: B		

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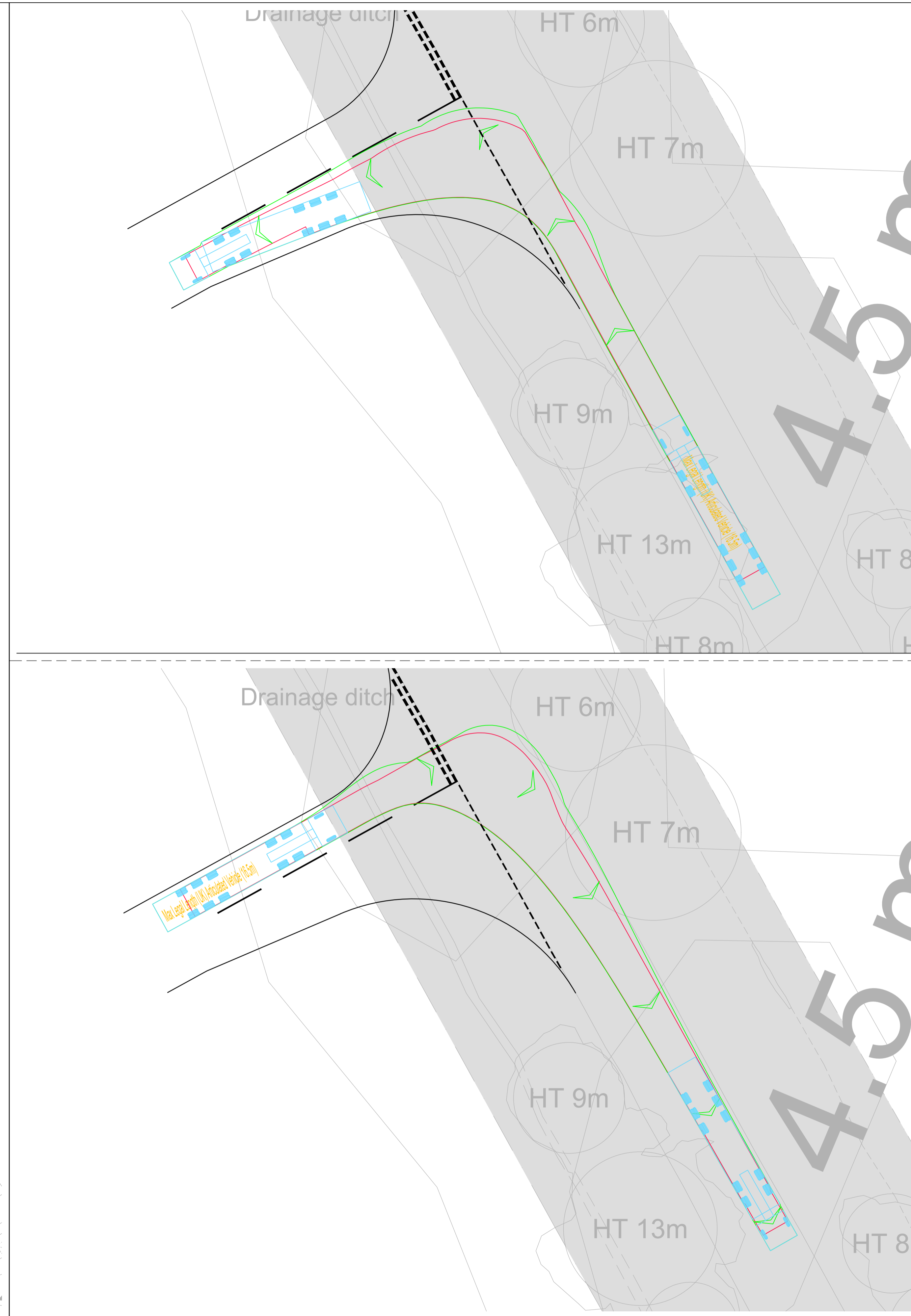


Site Access Arrangement and Visibility Splays

Scale 1:1,000



INDICATIVE

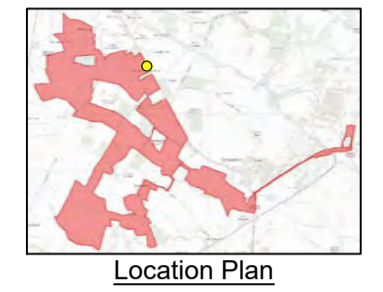


Swept Pats Of A 16.5m Articulated HGV

Scale 1:200

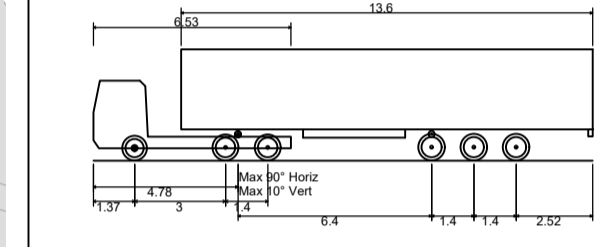
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NOTES:
1. The extent of adopted highway shown has been taken from an unscaled adopted highway record plan dated 24th March 2022 received from North Yorkshire County Council and is indicative only.



Location Plan
Not To Scale

KEY
Approximate extent of adopted highway maintainable at public expense by North Yorkshire County Council.



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.90s
Kerb to Kerb Turning Radius 6.530m

Rev	Date	Description	Drawn by	Checked by	Approved by
B	23.05.24	Location plan added.	PSW	RR	JD
A	07.12.23	Access relocated further north.	PSW	RR	JD

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TITLE:
Site Access 2 From A1041 - Northern Access

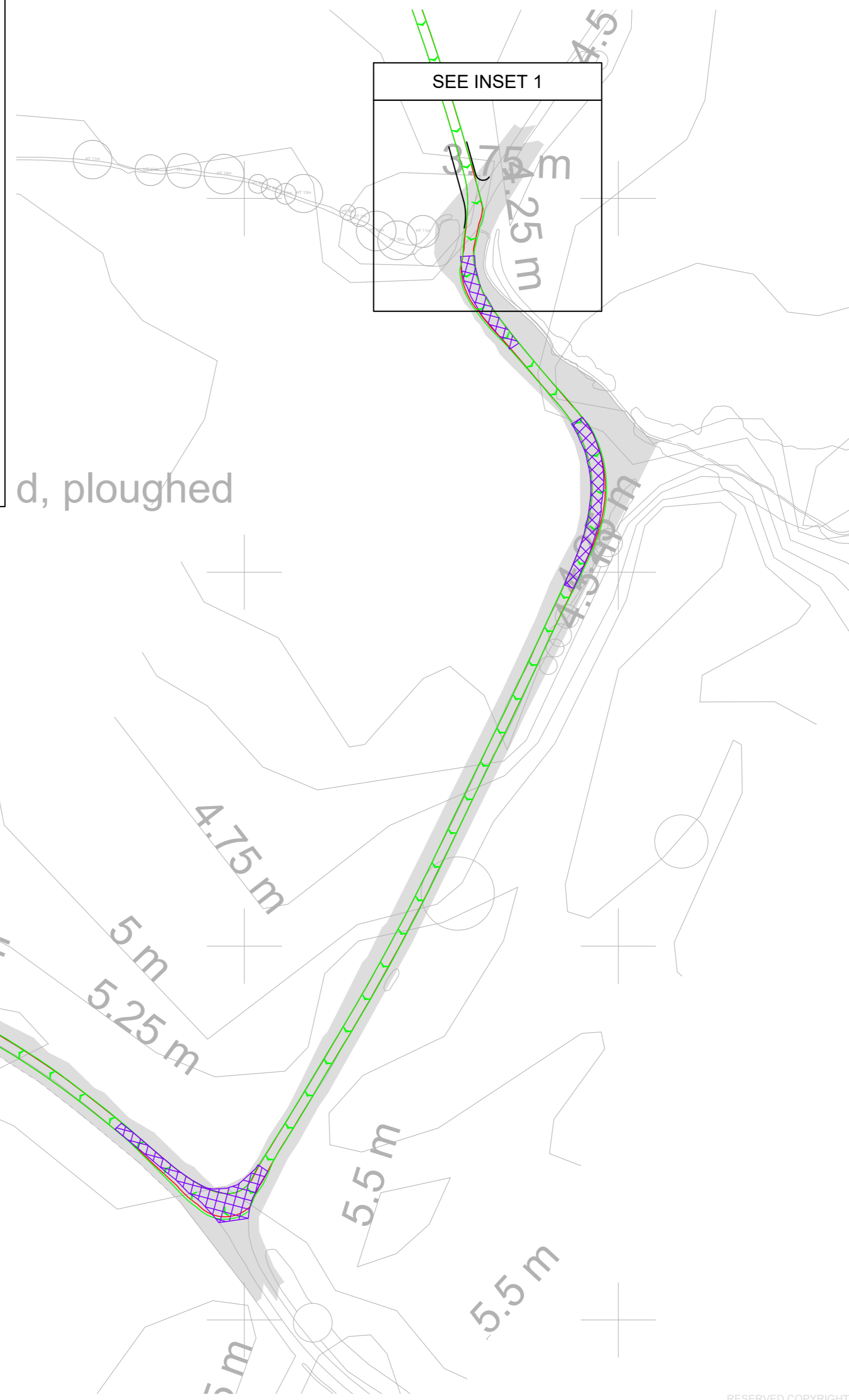
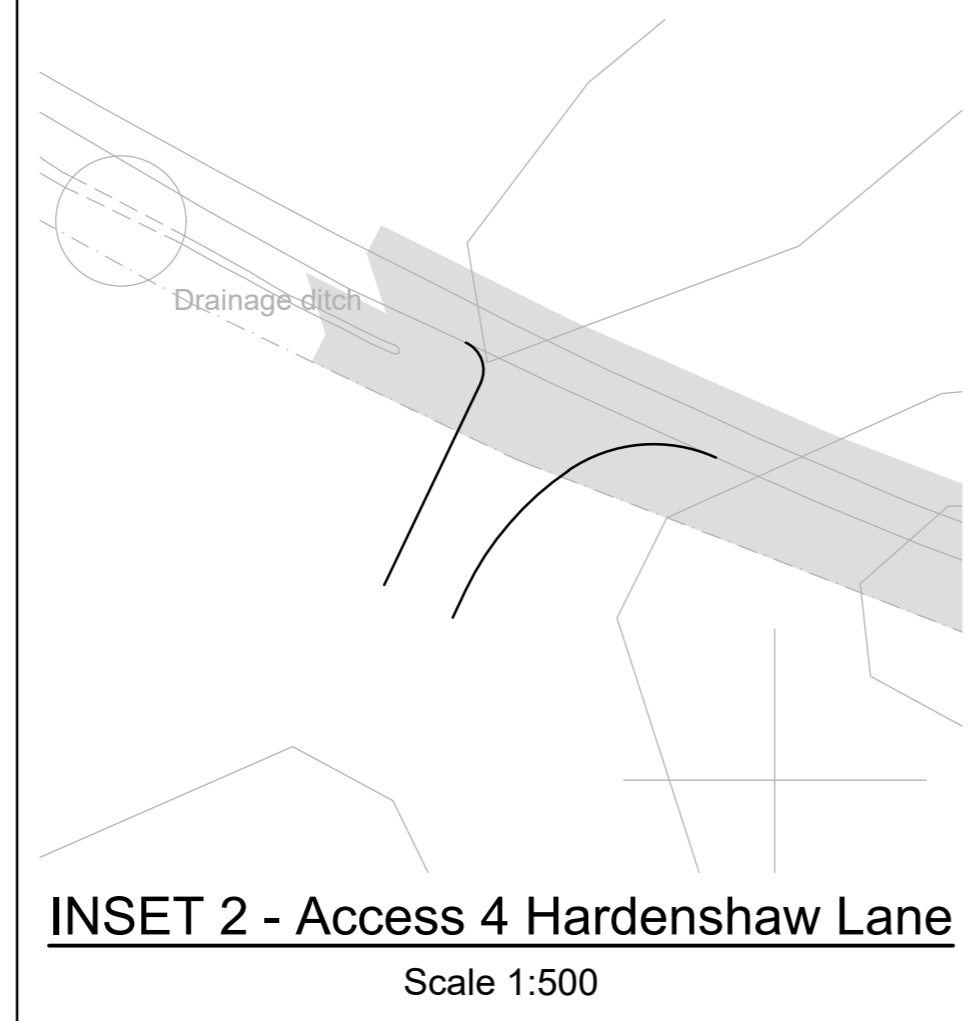
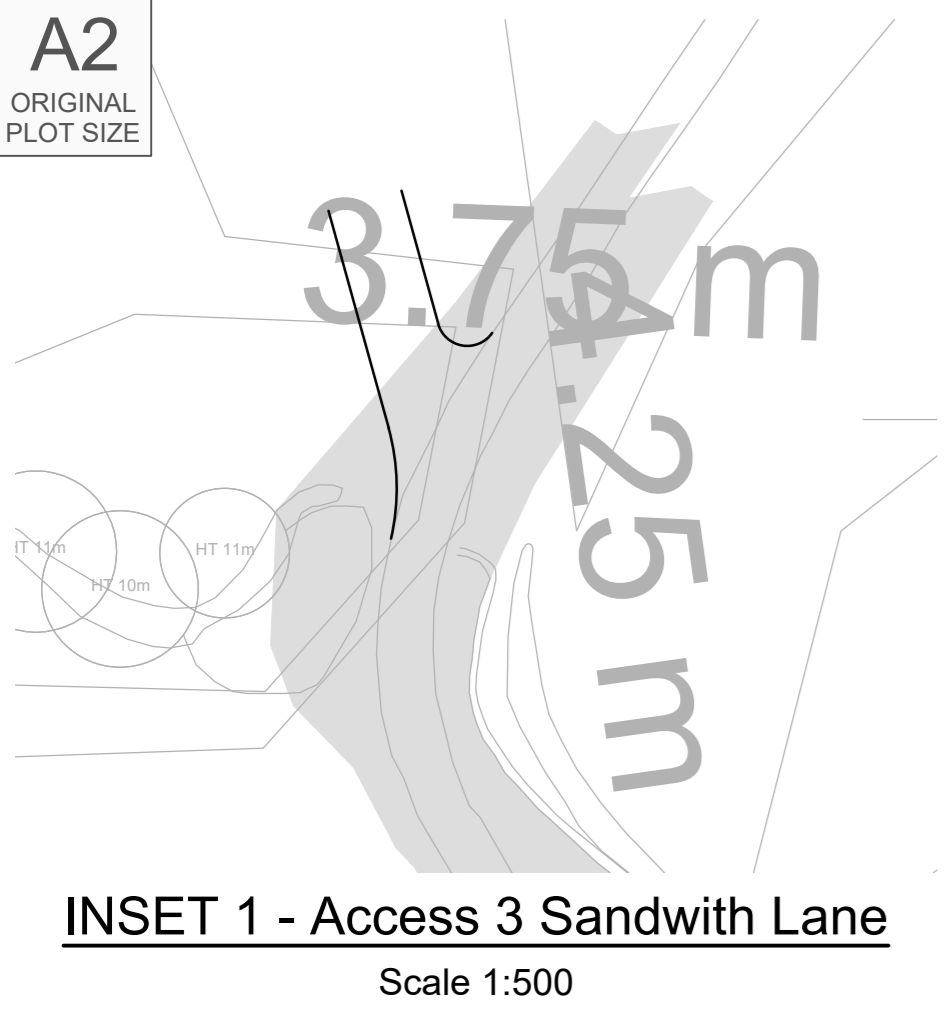
STATUS:
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
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JOB NO:	DRAWING NO:	REVISION:		
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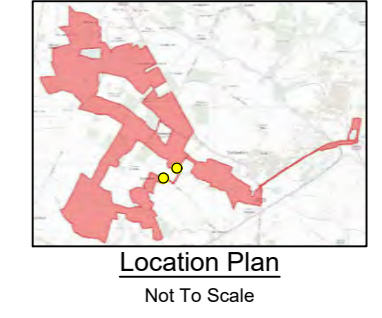
APPENDIX E

A2
ORIGINAL
PLOT SIZE



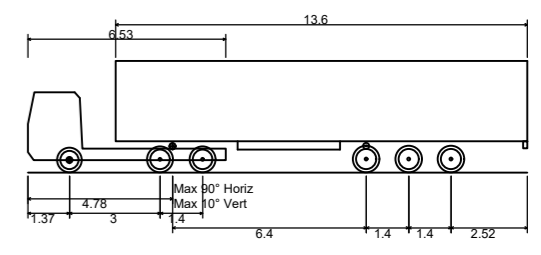
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NOTES:
1. The extent of adopted highway shown has been taken from an unscaled Ordnance Survey based adopted highway record plan dated 24th March 2022 received from North Yorkshire County Council and is indicative only.



KEY

- Approximate extent of adopted highway maintainable at public expense by North Yorkshire County Council (see note 1).
- Localised widening of existing road to accommodate swept path of an articulated HGV.



Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.500m
 Overall Width 2.550m
 Overall Body Height 3.881m
 Min Body Ground Clearance 0.411m
 Max Track Width 2.500m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.530m

Rev	Date	Details	Drawn by	Checked by	Approved by
B	23.05.24	Inset 1 is now access 3, Inset 2 is now access 4 and location plan added.	PSW	RR	JD
A	20.02.24	Site access from A1041 (southern access) now shown on SK01, route between land parcels shown on this drawing.	PSW	RR	JD

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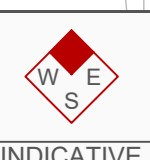
CLIENT:
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PROJECT:
HELIOS RENEWABLE ENERGY PROJECT

TITLE:
Site Accesses 3 and 4 - Vehicle Access Between Land Parcels

STATUS:
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:1,000	05.04.23	PSW	RR	JD
JOB NO:	DRAWING NO:	REVISION:		
2104-025	SK03	B		



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A3

ORIGINAL PLOT SIZE

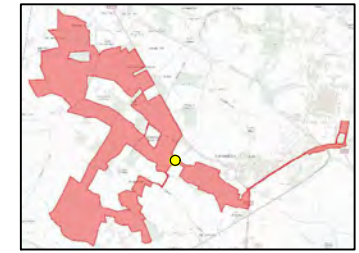
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2.4m x 164.5m visibility splay on outside bend.

2.4m x 87m visibility splay on outside bend.

2.4m x 167.5m visibility splay on inside bend.

2.4m x 48m visibility splay on inside bend.

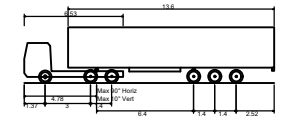


Location Plan

Not To Scale

KEY

Approximate highway boundary



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.90s
Kerb to Kerb Turning Radius 6.530m

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-



Proposed Site Crossing and Visibility Splay

Scale 1:1,000

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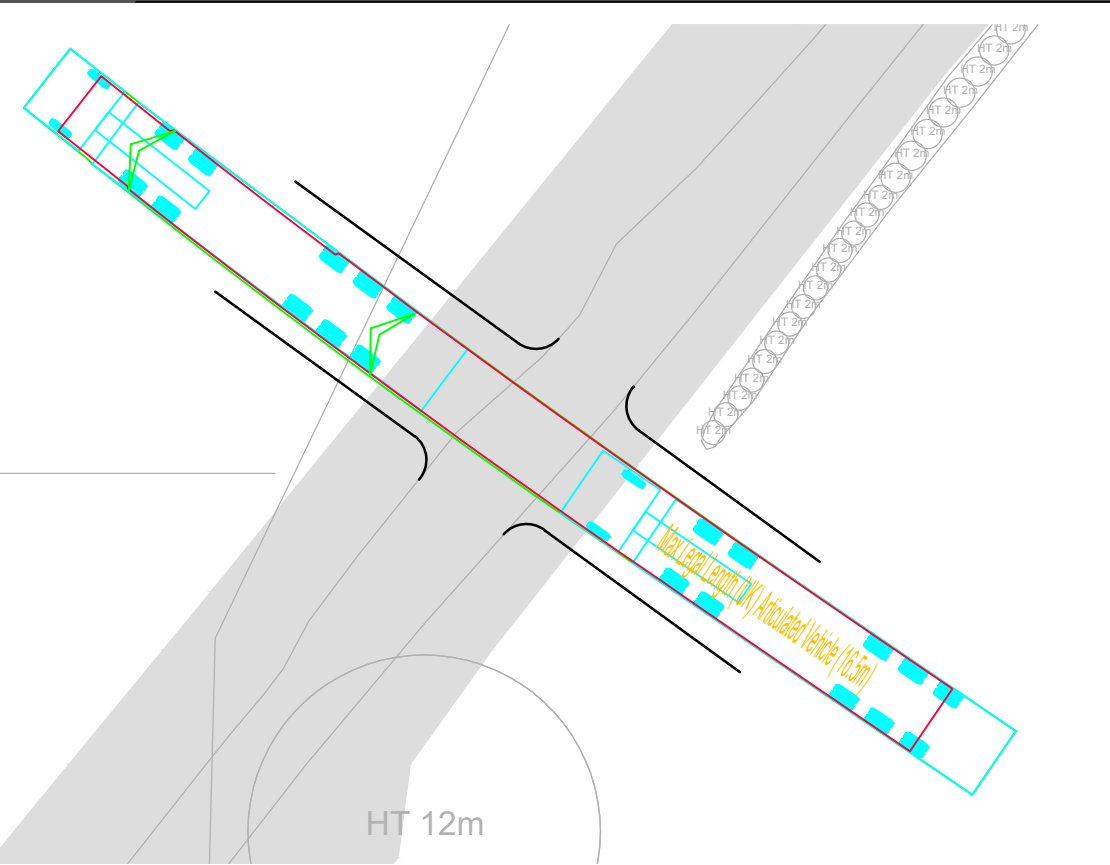
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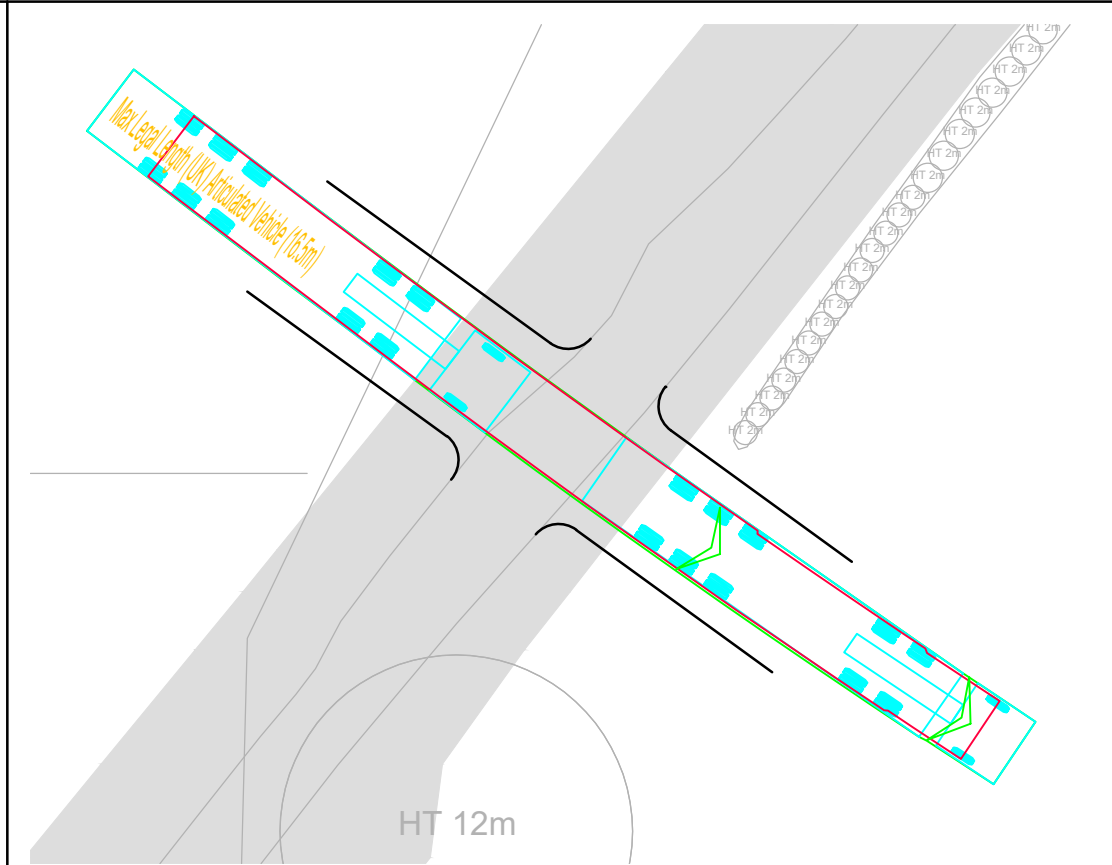
TITLE:
Crossing 5 - Visibility Splay and Swept Path Analysis of a 16.5m Articulated HGV

STATUS:
INDICATIVE



16.5m Articulated HGV Northbound

Scale 1:250



16.5m Articulated HGV Southbound

Scale 1:250



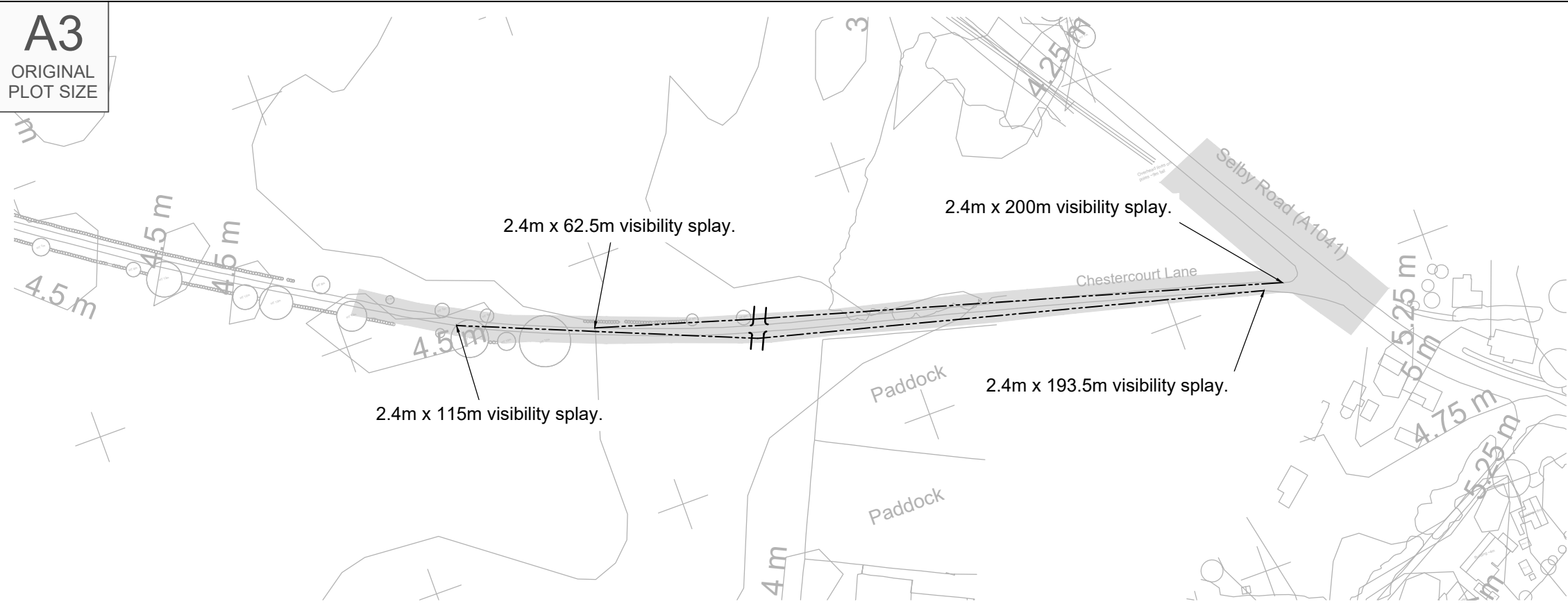
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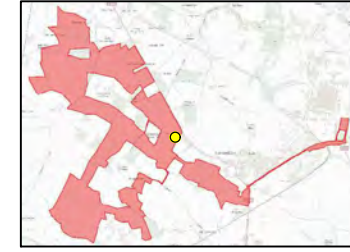
SCALE: As Shown	DATE: 13.05.24	DRAWN: KVT	CHECKED: RR	APPROVED: JD
JOB NO: 2104-025		DRAWING NO: SK05		REVISION: -

A3

ORIGINAL PLOT SIZE



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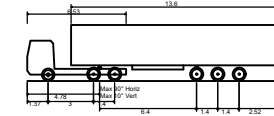
Location Plan

Not To Scale

KEY



Approximate highway boundary



Max Legal Length (UK) Articulated Vehicle (16.5m) 16.500m
 Overall Length 2.550m
 Overall Width 3.881m
 Min Body Ground Clearance 0.411m
 Max Track Width 2.500m
 Lock to lock time 6.90s
 Kerb to Kerb Turning Radius 6.530m

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-



Proposed Site Crossing and Visibility Splay

Scale 1:2,000

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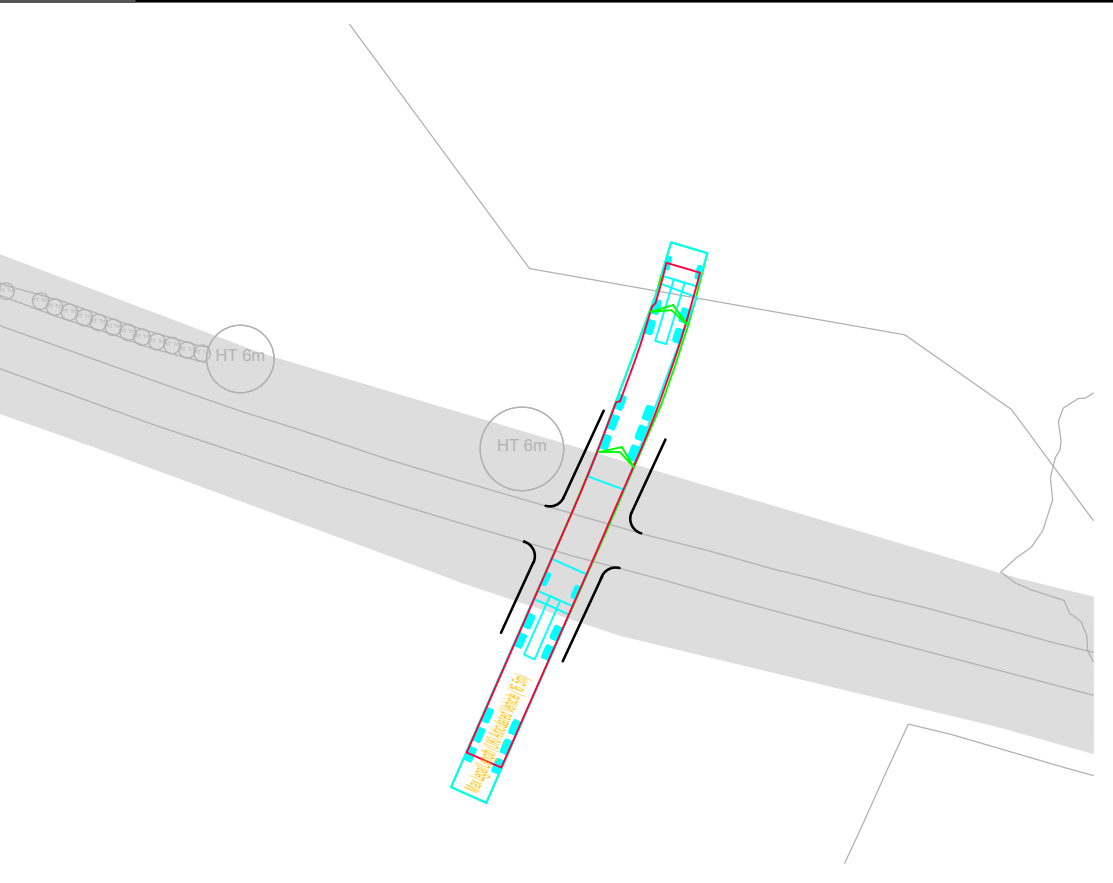
HELIOS RENEWABLE ENERGY PROJECT

TITLE:

Crossing 6 - Visibility Splay and Swept Path Analysis of a 16.5m Articulated HGV

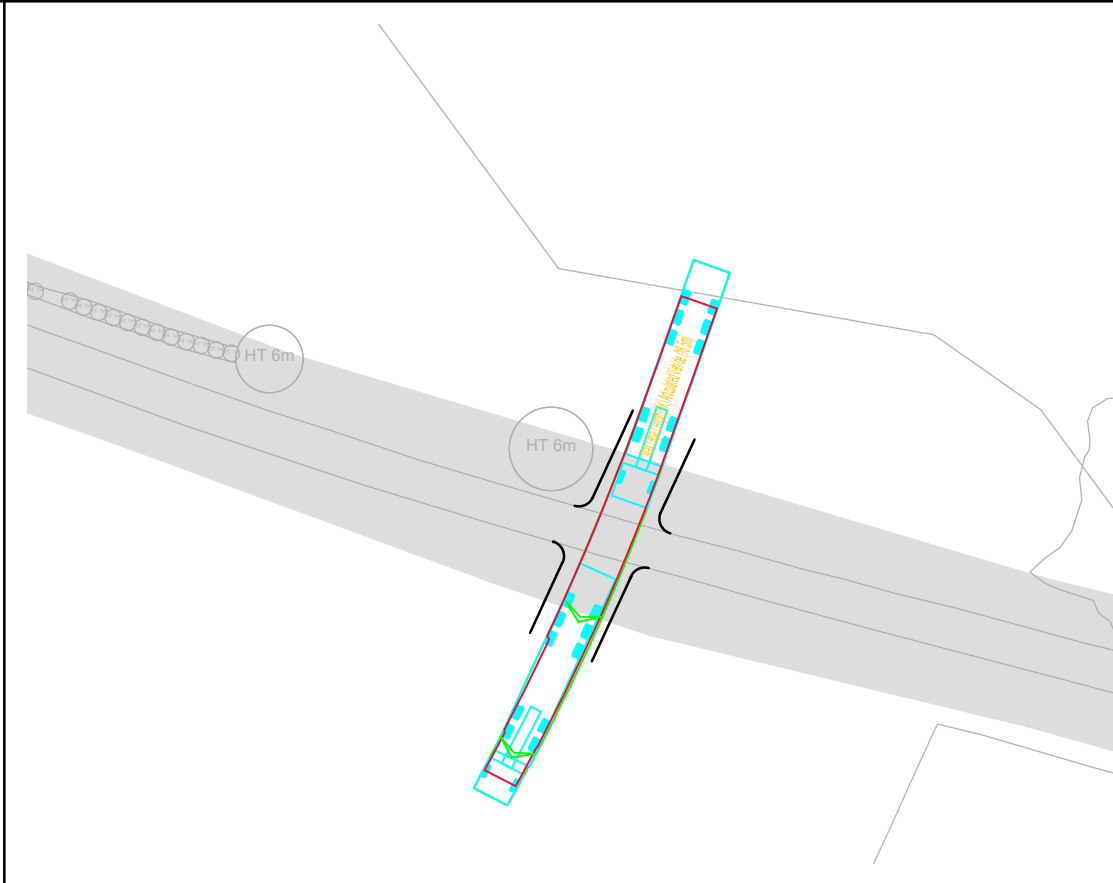
STATUS:

INDICATIVE



Northbound

Scale 1:500



Southbound

Scale 1:500



INDICATIVE

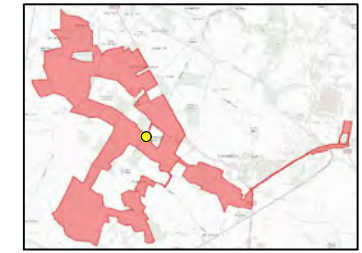
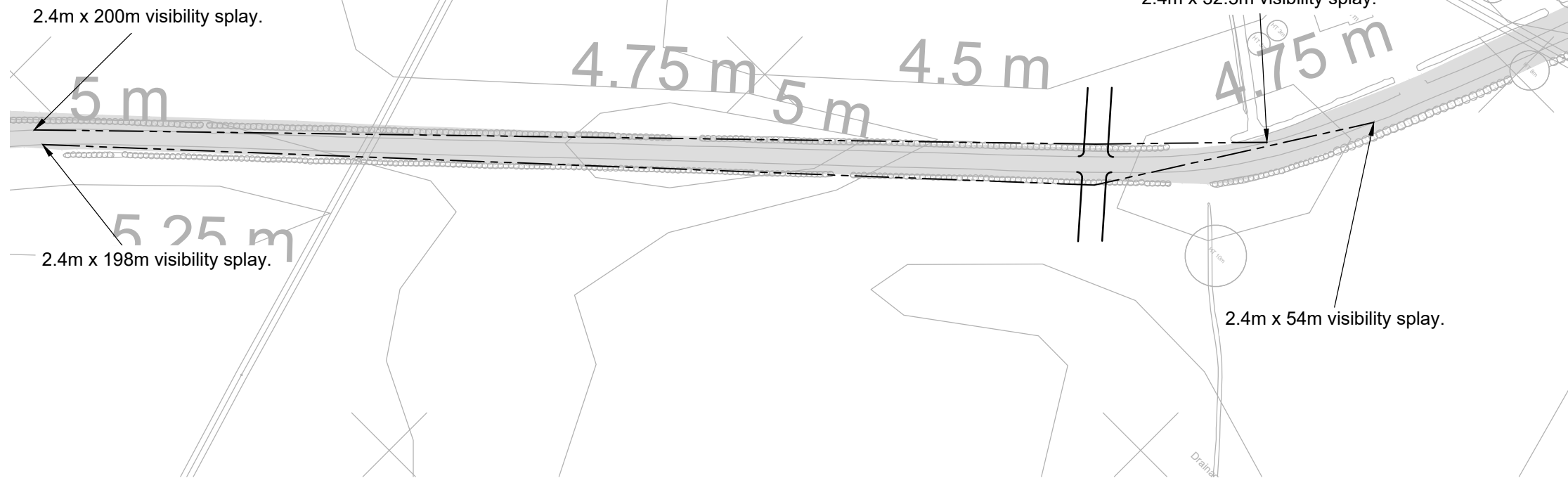
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As Shown	15.05,24	KVT	RR	JD
JOB NO:	DRAWING NO:	REVISION:		
2104-025	SK06	-		

A3

ORIGINAL PLOT SIZE

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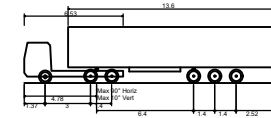


Location Plan

Not To Scale

KEY

Approximate highway boundary



Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.500m
 Overall Width 2.550m
 Overall Body Height 3.881m
 Min Body Ground Clearance 0.411m
 Max Track Width 2.500m
 Lock to lock time 6.50s
 Kerb to Kerb Turning Radius 6.530m

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-



Proposed Site Crossing and Visibility Splay

Scale 1:1000

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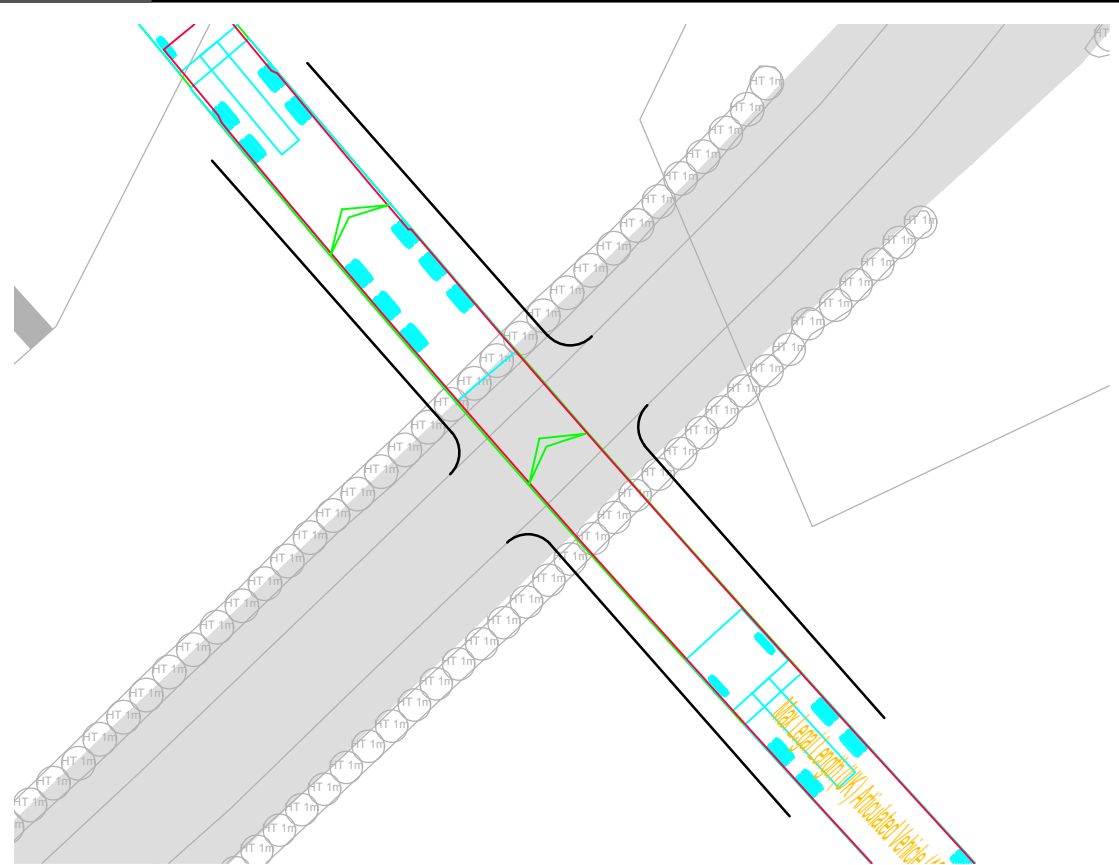
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PROJECT:
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TITLE:
Crossing 7 - Visibility Splay and Swept Path Analysis of a 16.5m Articulated HGV

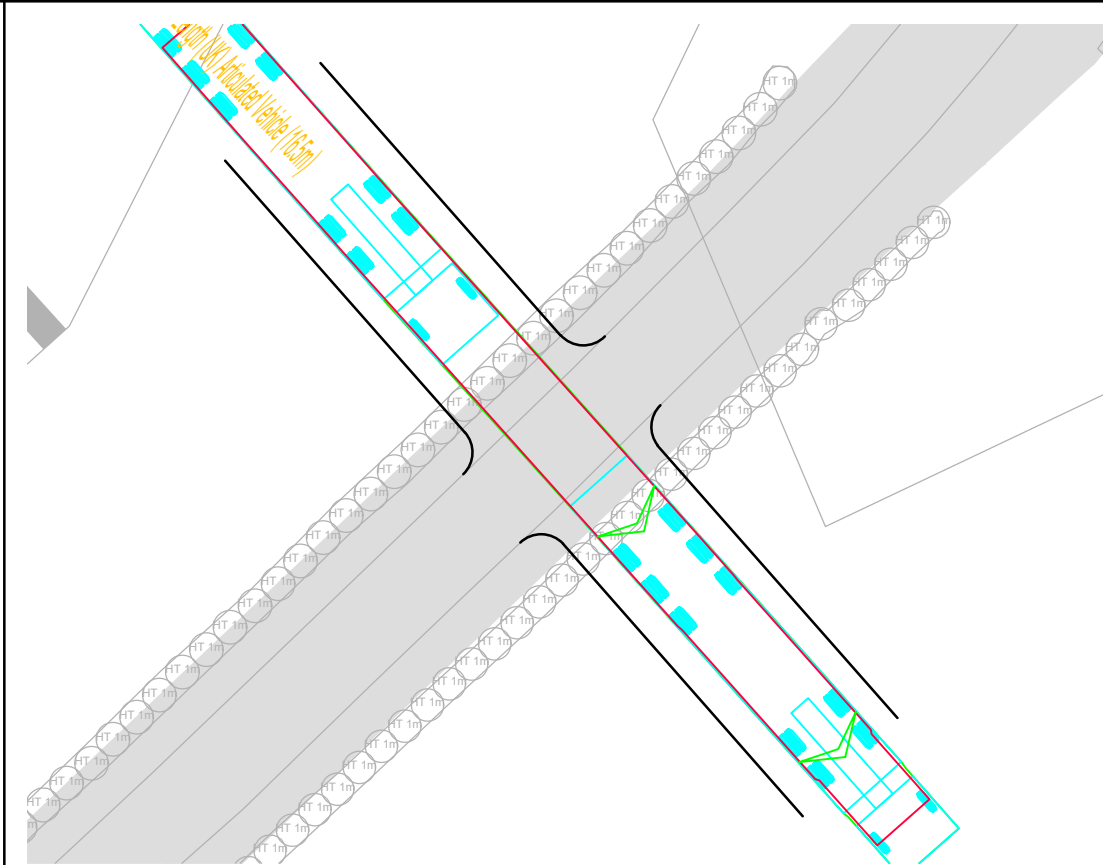
STATUS:
INDICATIVE



16.5m Articulated HGV Northbound

Scale 1:250

INDICATIVE

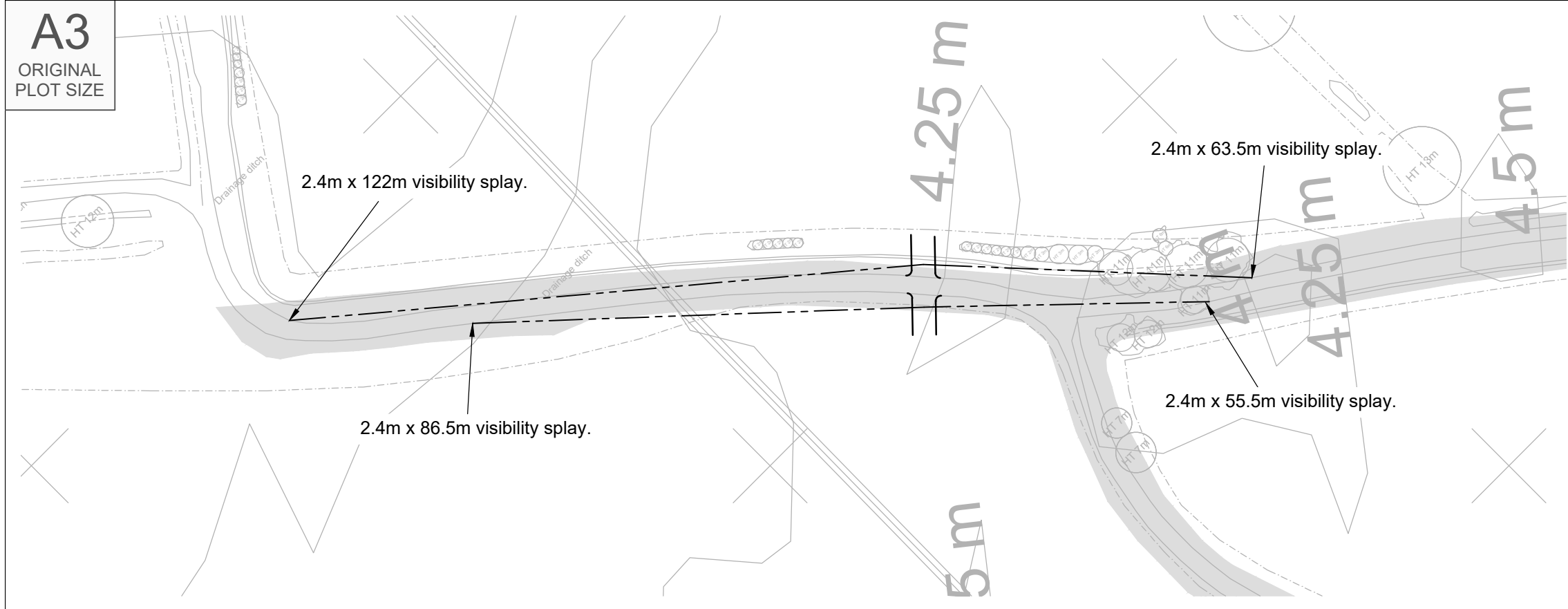


16.5m Articulated HGV Southbound

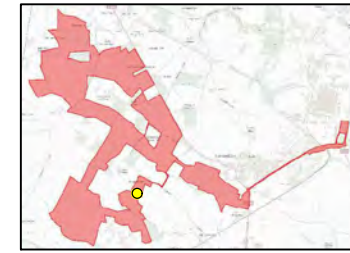
Scale 1:250

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JOB NO: 2104-025		DRAWING NO: SK07		REVISION: -



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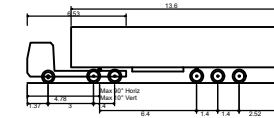


Location Plan

Not To Scale

KEY

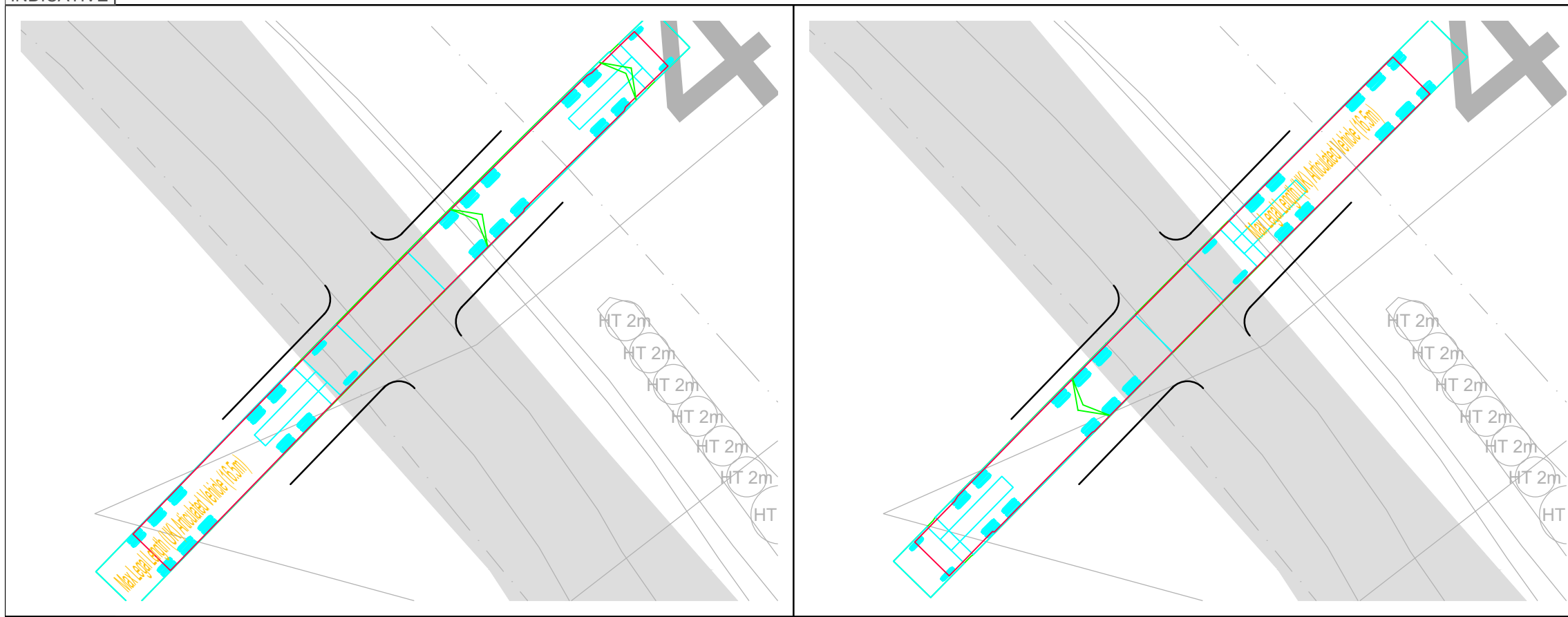
Approximate highway boundary



Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.500m
 Overall Width 2.550m
 Overall Body Height 3.881m
 Min Body Ground Clearance 0.411m
 Max Track Width 2.500m
 Lock to lock time 6.90s
 Kerb to Kerb Turning Radius 6.530m

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

Proposed Site Crossing and Visibility Splay
 Scale 1:1,000



16.5m Articulated HGV Northbound
 Scale 1:250

16.5m Articulated HGV Southbound
 Scale 1:250

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PROJECT:
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TITLE:
Crossing 8 - Visibility Splay and Swept Path Analysis of a 16.5m Articulated HGV

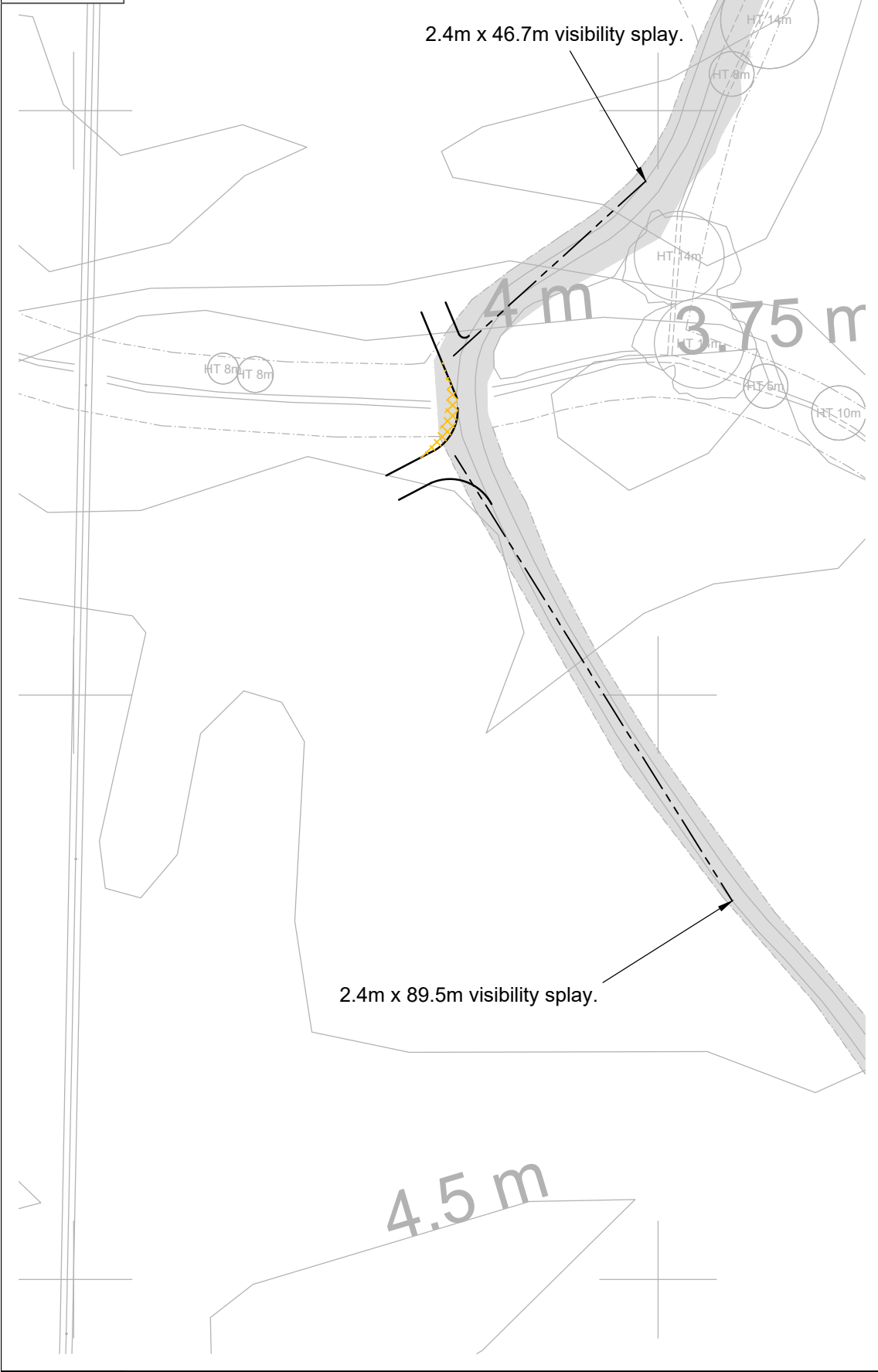
STATUS:
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SCALE: As Shown	DATE: 15.05.24	DRAWN: KVT	CHECKED: RR	APPROVED: JD
JOB NO: 2104-025	DRAWING NO: SK08	REVISION: -		

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A3

ORIGINAL PLOT SIZE



16.5m Articulated HGV Westbound

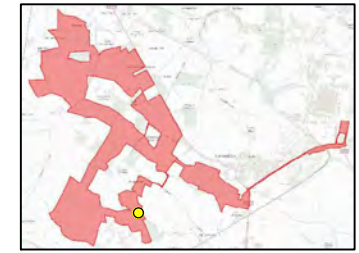
Scale 1:500



16.5m Articulated HGV Northbound

Scale 1:500

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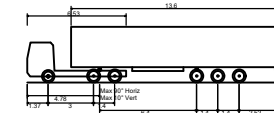


Location Plan

Not To Scale

KEY

- Approximate highway boundary
- Area required for vehicle movement



Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.500m
 Overall Width 2.550m
 Overall Body Height 3.881m
 Min Body Ground Clearance 0.411m
 Max Track Width 2.500m
 Lock to lock time 6.90s
 Kerb to Kerb Turning Radius 6.530m

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

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 Welwyn Garden City



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www.tpa.uk.com

CLIENT:
ENSO GREEN HOLDINGS D LIMITED

PROJECT:
HELIOS RENEWABLE ENERGY PROJECT

TITLE:
Crossing 9 - Visibility Splay and Swept Path Analysis of a 16.5m Articulated HGV

STATUS:
INDICATIVE

SCALE: As Shown	DATE: 15.05.24	DRAWN: KVT	CHECKED: RR	APPROVED: JD
JOB NO: 2104-025	DRAWING NO: SK09	REVISION: -		



Proposed Site Crossing & Visibility Splay

Scale 1:1,000

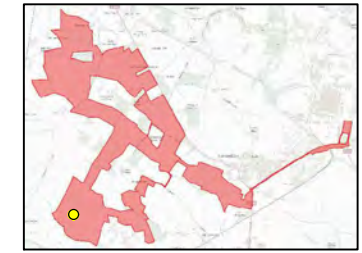
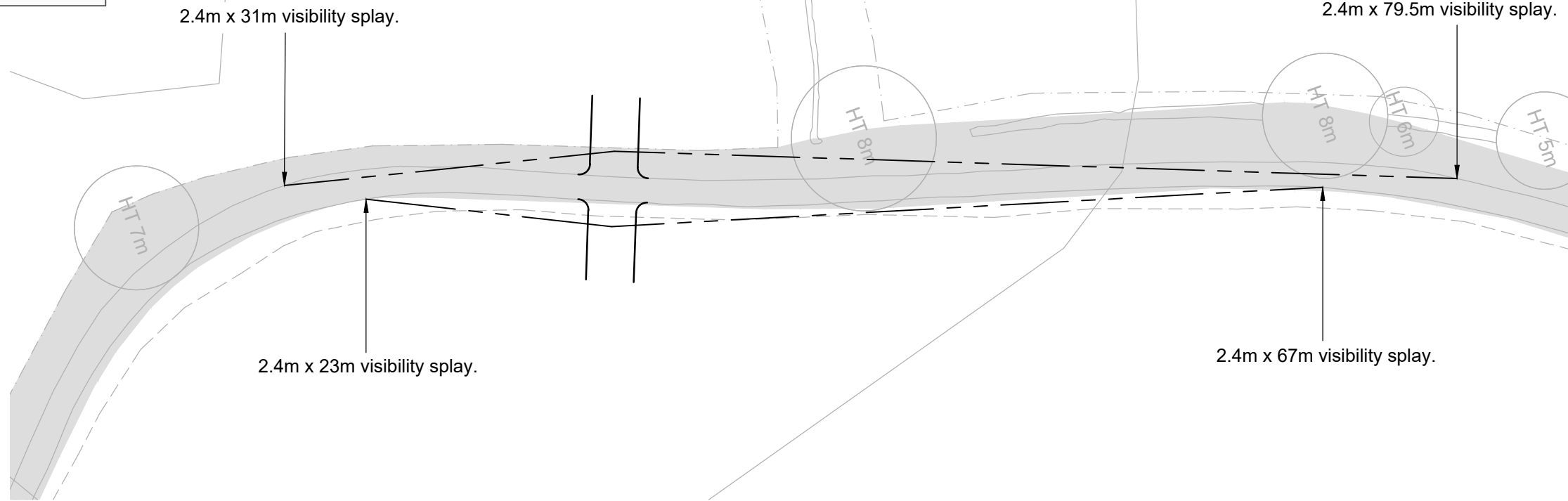
INDICATIVE

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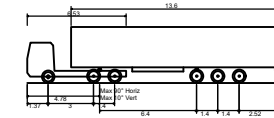
Location Plan

Not To Scale

KEY



Approximate highway boundary



Max Legal Length (UK) Articulated Vehicle (16.5m) 16.500m
 Overall Length 2.550m
 Overall Width 2.550m
 Overall Body Height 3.881m
 Min Body Ground Clearance 0.411m
 Max Track Width 2.500m
 Lock to lock time 6.50s
 Kerb to Kerb Turning Radius 6.530m

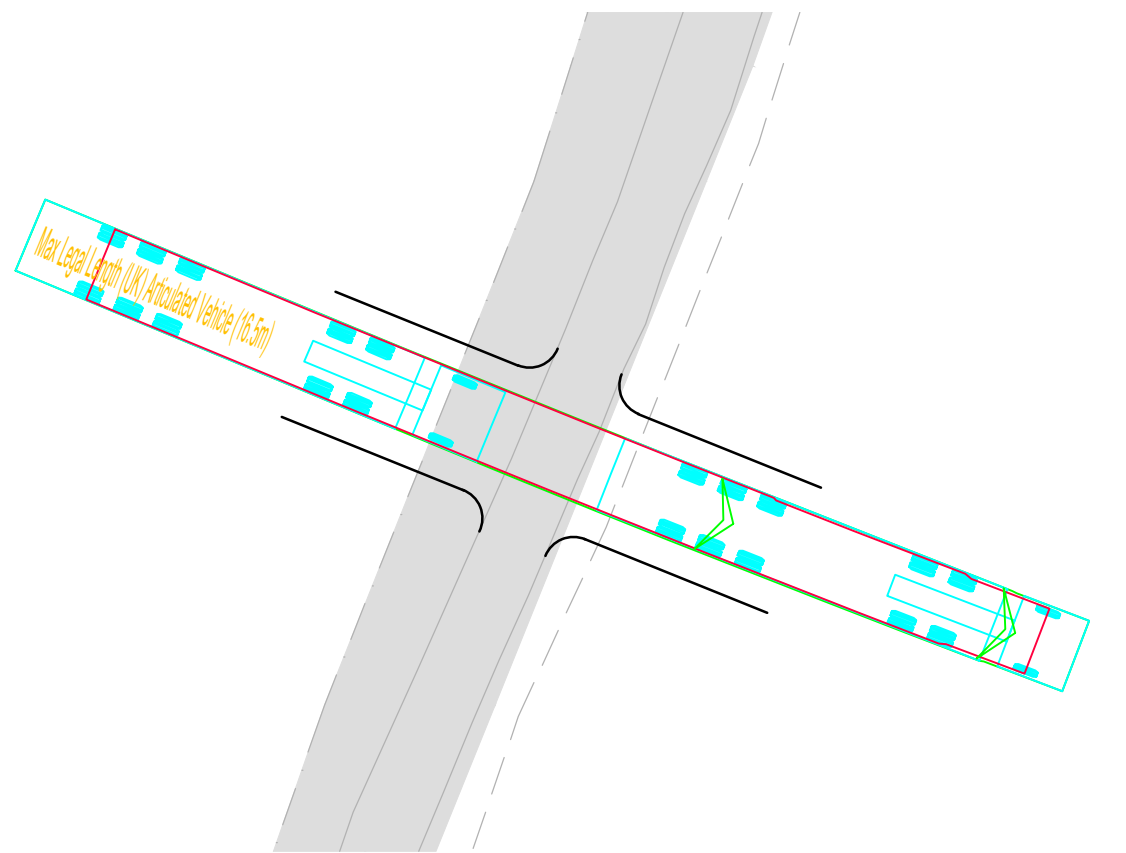
Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-



INDICATIVE

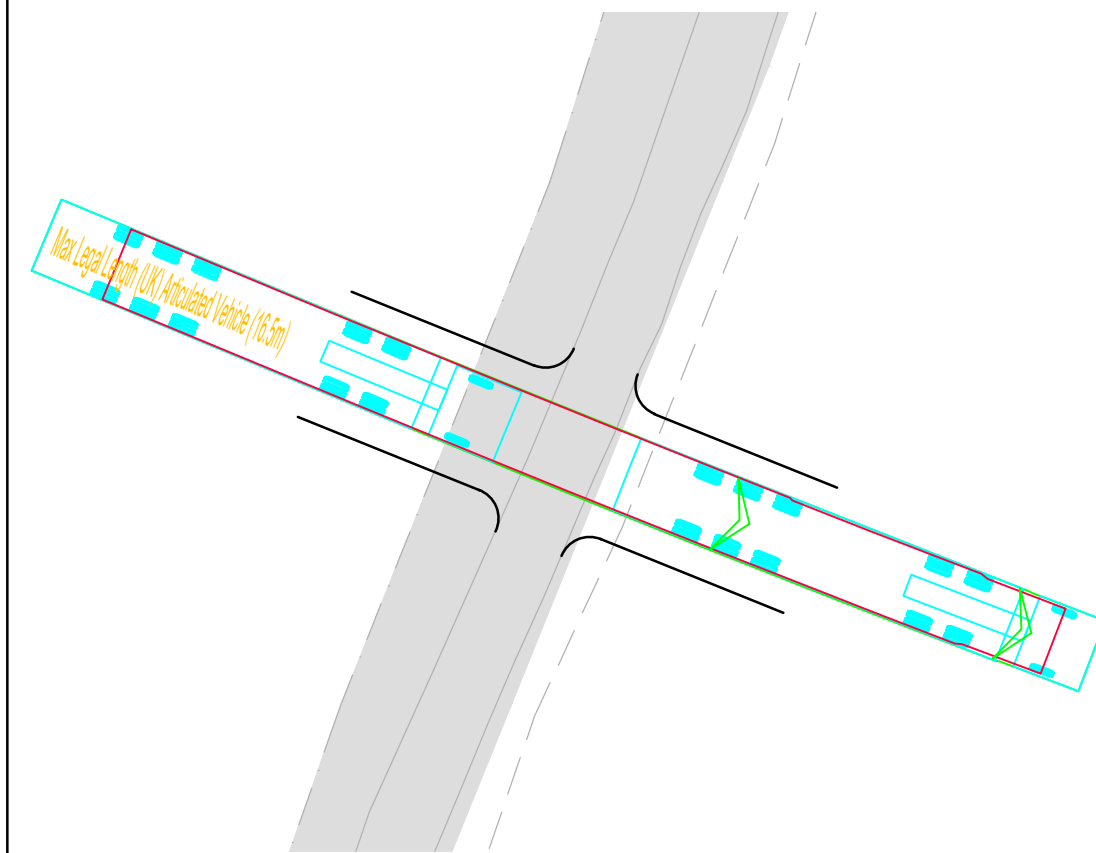
Proposed Site Crossing and Visibility Splay

Scale 1:500



16.5m Articulated HGV Eastbound

Scale 1:250



16.5m Articulated HGV Westbound

Scale 1:250

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CLIENT:

ENSO GREEN HOLDINGS D LIMITED

PROJECT:

HELIOS RENEWABLE ENERGY PROJECT

TITLE:

Crossing 10 - Visibility Splay and Swept Path Analysis of a 16.5m Articulated HGV

STATUS:

INDICATIVE

SCALE: As Shown	DATE: 16.05.24	DRAWN: KVT	CHECKED: RR	APPROVED: JD
JOB NO: 2104-025	DRAWING NO: SK10	REVISION: -		

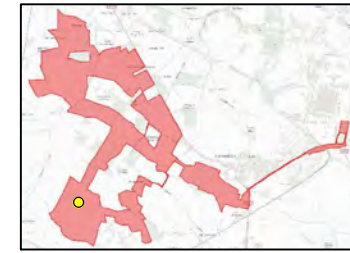


INDICATIVE

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ORIGINAL PLOT SIZE

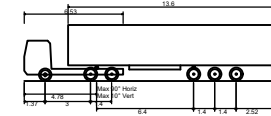


Location Plan

Not To Scale

KEY

Approximate highway boundary



Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.500m
 Overall Width 2.550m
 Overall Body Height 3.881m
 Min Body Ground Clearance 0.411m
 Max Track Width 2.500m
 Lock to lock time 6.90s
 Kerb to Kerb Turning Radius 6.530m

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-



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Proposed Site Crossing and Visibility Splay

Scale 1:1000

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CLIENT:

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PROJECT:

HELIOS RENEWABLE ENERGY PROJECT

TITLE:

Crossing 11 - Visibility Splay and Swept Path Analysis of a 16.5m Articulated HGV

STATUS:

INDICATIVE



INDICATIVE

16.5m Articulated HGV Eastbound

Scale 1:250

16.5m Articulated HGV Westbound

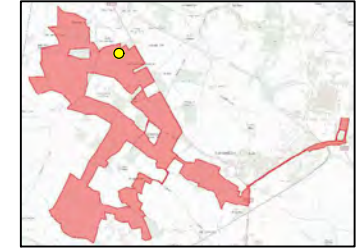
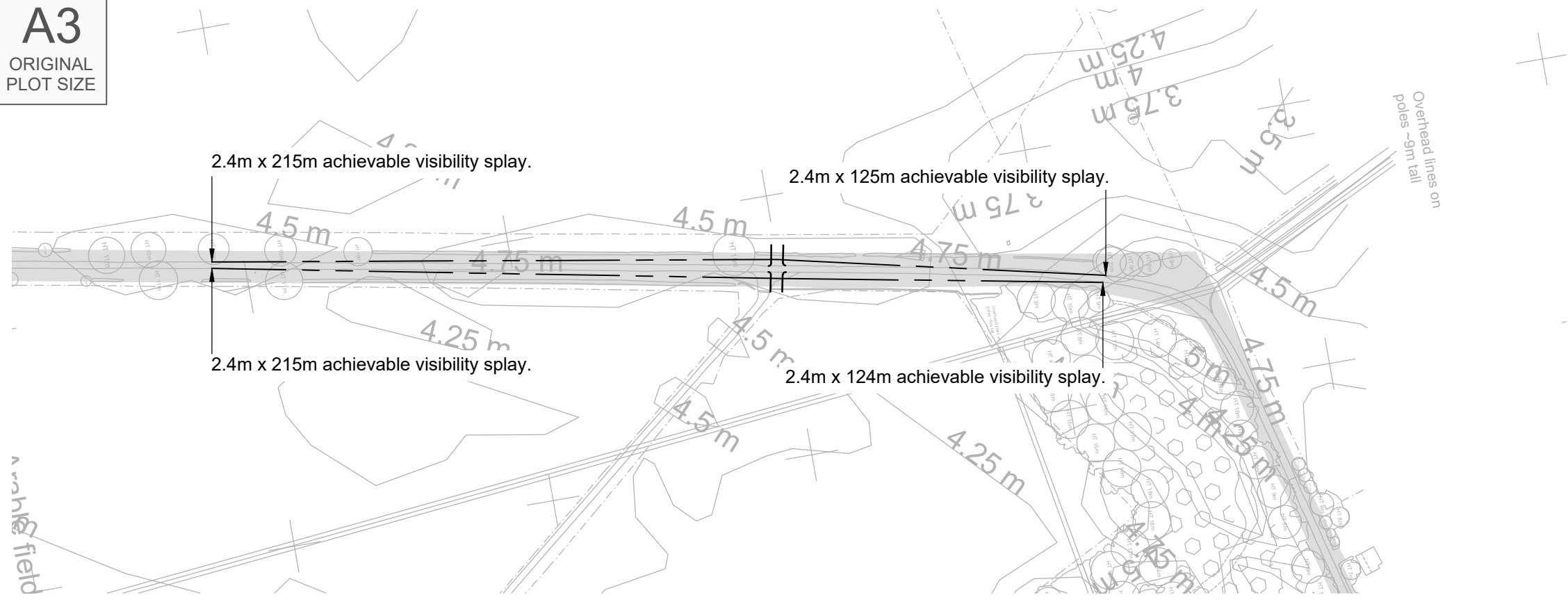
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SCALE: As Shown	DATE: 16.05.24	DRAWN: KVT	CHECKED: RR	APPROVED: JD
JOB NO: 2104-025		DRAWING NO: SK11		REVISION: -

A3

ORIGINAL PLOT SIZE

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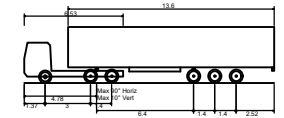


Location Plan

Not To Scale

KEY

Approximate highway boundary



Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.500m
 Overall Width 2.550m
 Overall Body Height 3.881m
 Min Body Ground Clearance 0.411m
 Max Track Width 2.500m
 Lock to lock time 6.90s
 Kerb to Kerb Turning Radius 6.530m

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-



Proposed Site Crossing and Visibility Splay

Scale 1:2,000

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PROJECT:

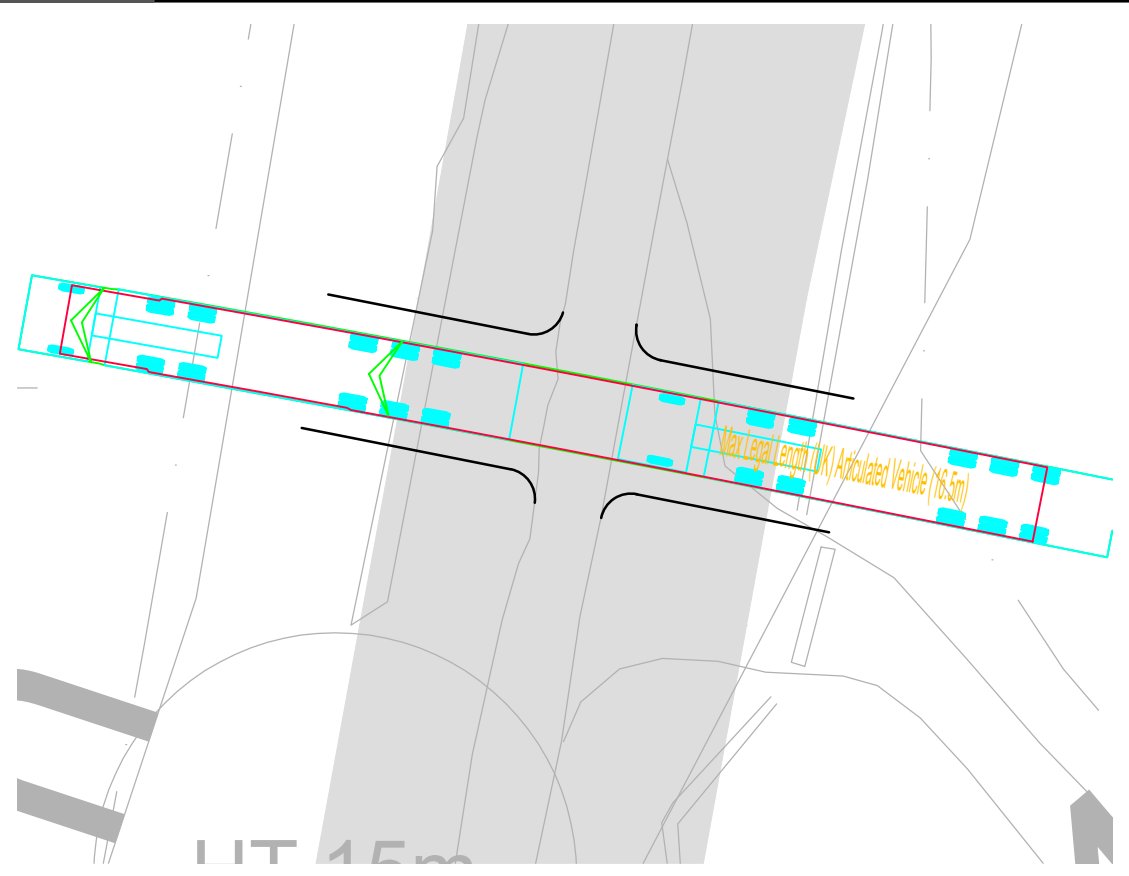
HELIOS RENEWABLE ENERGY PROJECT

TITLE:

Crossing 12 - Visibility Splay and Swept Path Analysis of a 16.5m Articulated HGV

STATUS:

INDICATIVE

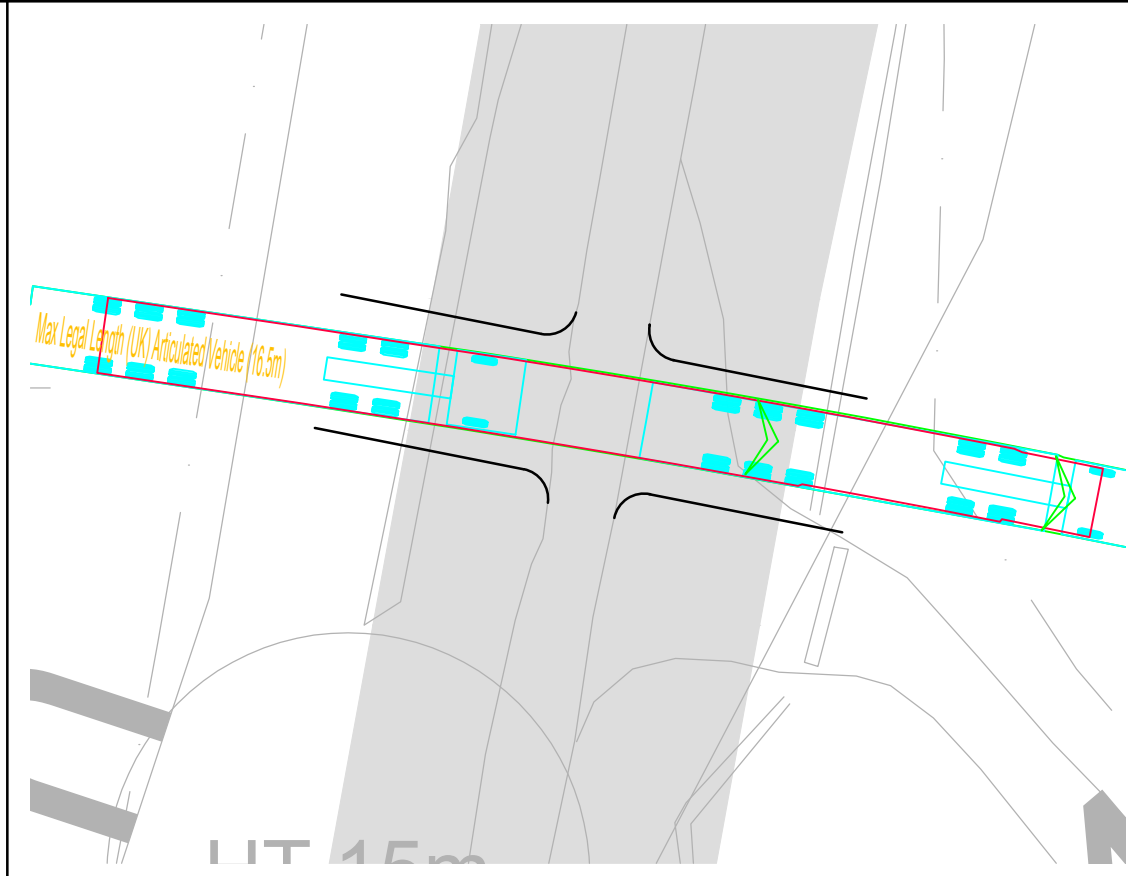


16.5m Articulated HGV Northbound

Scale 1:250



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16.5m Articulated HGV Southbound

Scale 1:250

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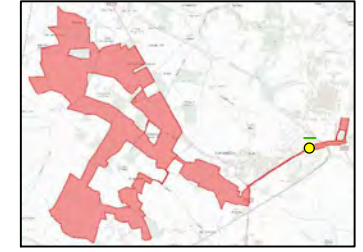
SCALE: As Shown	DATE: 17.05.24	DRAWN: KVT	CHECKED: RR	APPROVED: JD
JOB NO: 2104-025		DRAWING NO: SK12		REVISION: -

APPENDIX F

A3

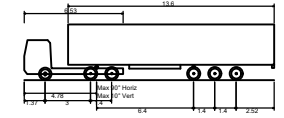
ORIGINAL
PLOT SIZE

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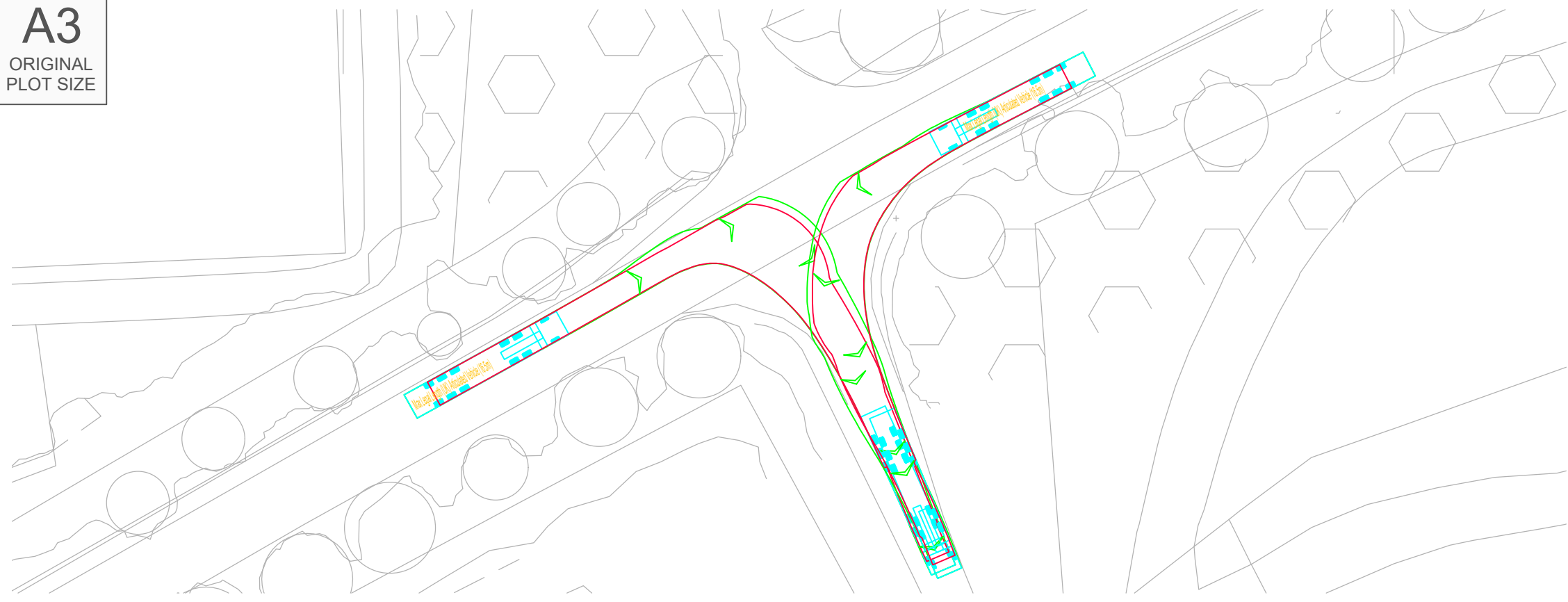
Location Plan

Not To Scale

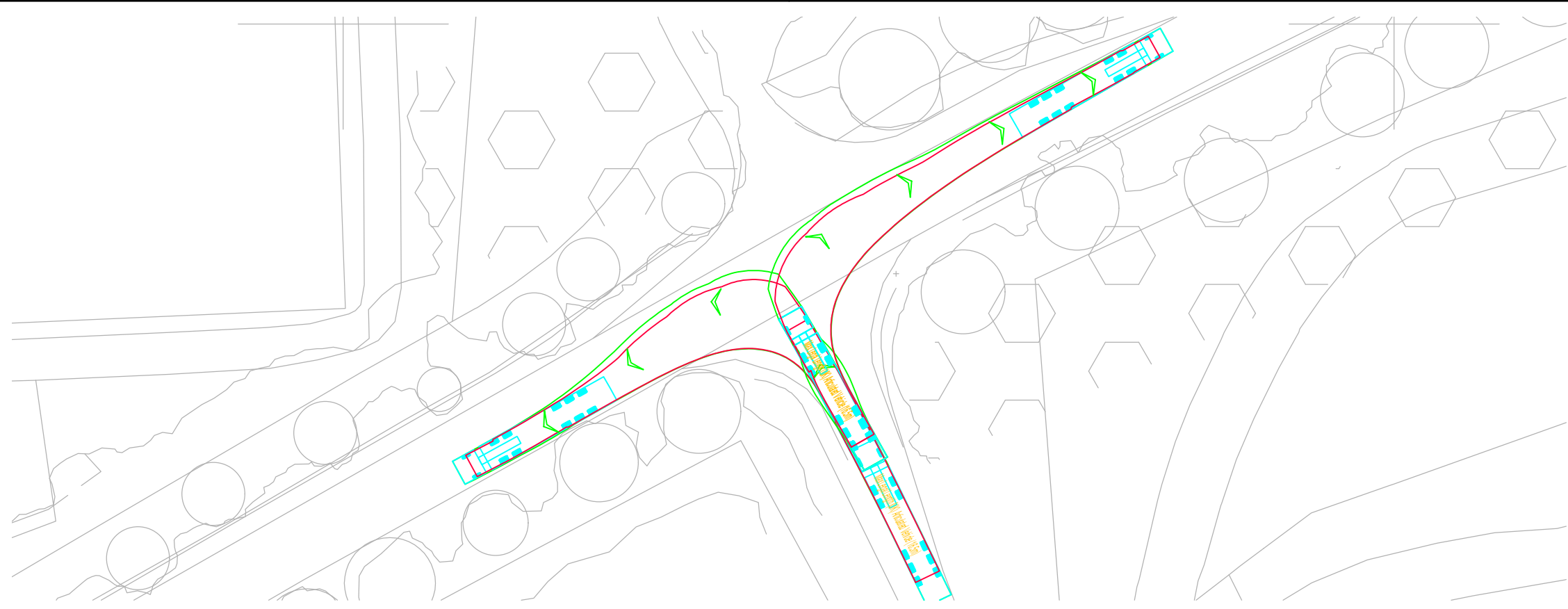


Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.90s
Kerb to Kerb Turning Radius 6.530m

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-				



16.5m Articulated HGV Entering



16.5m Articulated HGV Exiting

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CLIENT:
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PROJECT:
HELIOS RENEWABLE ENERGY PROJECT

TITLE:
Site Access 13 - Swept Path Analysis of a 16.5m Articulated HGV

STATUS:
INDICATIVE

SCALE: 1:500	DATE: 17.05.24	DRAWN: KVT	CHECKED: RR	APPROVED: JD
JOB NO: 2104-025		DRAWING NO: SK13		REVISION: -



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ORIGINAL PLOT SIZE

A645



16.5m Articulated HGV Entering

Scale 1:500



16.5m Articulated HGV Exiting

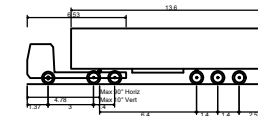
Scale 1:500

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Location Plan

Not To Scale



Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.500m
 Overall Width 2.550m
 Overall Body Height 3.681m
 Max Body Ground Clearance 0.411m
 Max Track Width 2.500m
 Lock to lock time 6.90s
 Kerb to Kerb Turning Radius 6.530m

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

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CLIENT:
ENSO GREEN HOLDINGS D LIMITED

PROJECT:
HELIOS RENEWABLE ENERGY PROJECT

TITLE:
Site Access 14 - Swept Path Analysis of a 16.5m Articulated HGV

STATUS:
INDICATIVE

SCALE: 1:500	DATE: 17.05.24	DRAWN: KVT	CHECKED: RR	APPROVED: JD
JOB NO: 2104-025		DRAWING NO: SK14		REVISION: -



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APPENDIX G



safer roads for everyone

Helios Renewable Energy Project, Camblesforth, North Yorkshire

Road Safety Audit Stage 1

on behalf of
North Yorkshire County Council

TPA - Transport Planning Associates

TMS reference no: 18413
Date: 16th April 2024
Revision: 0

1. Project Details

Report Title:	Helios Renewable Energy Project, Camblesforth, North Yorkshire Road Safety Audit Stage 1
Author	Richard Marriott
Document Ref No:	TMS Report Ref No: 18413
Revision	0
Prepared by:	TMS Consultancy
On behalf of:	North Yorkshire County Council (Overseeing Organisation)
TMS Client	TPA - Transport Planning Associates

Document Control Sheet

Issue No	Revision	Audit Team	Completion Date	TMS Issue Date
1	0	RM / LW	15/04/2024	16/04/2024

2. Introduction

2.1 This report describes a Stage 1 Road Safety Audit carried out on land adjacent to the A1041 in association with the Helios Renewable Energy Project, Camblesforth, North Yorkshire, on behalf of TPA - Transport Planning Associates.

2.2 The audit team members were as follows:

Audit Team Leader

Richard Marriott – CertEd, FCIHT, FSoRSA, MITAI
National Highways Approved RSA Certificate of Competency
Road Safety Engineer, TMS Consultancy

Audit Team Member

Lee Williams – BSc (Hons), MIHE, MSoRSA
National Highways Approved RSA Certificate of Competency
Principal Engineer, TMS Consultancy

2.3 The audit comprised an examination of the documents listed in **Appendix A**. The Road Safety Audit was undertaken in accordance with the Audit Brief supplied by Robert Roughan of Transport Planning Associates.

2.4 The site was visited by the Audit Team on Monday 15th April 2024 at 12.45pm. The weather was overcast, strong winds and rain showers. Traffic flows were heavy. Pedestrian and cycle flows were not observed.

2.5 The terms of reference of the Road Safety Audit are as described in GG 119 Revision 2. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

2.6 All of the problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise collision occurrence.

2.7 A scheme drawing is included in **Appendix B**, where the locations of specific problems are referenced. A location plan of the scheme is also included in this Appendix.

2.8 The Scheme comprises of a solar farm development across multiple fields. Two main accesses are proposed from the A1041 with vehicular connection on Hardenshaw Lane to access the southern sections of the site.

A1041 Northern Access

The northern access comprises a new access from the A1041, to enable 16.5m articulated construction vehicles to access the site during the construction phase of the proposed solar farm. The access will be retained for smaller maintenance vehicles during the solar farm operational phase.

A1041 Southern Access

The southern access comprises an improvement of an existing field access, from the A1041, to enable 16.5m articulated construction vehicles to access the site during the construction phase of the proposed solar farm. The access will be retained for smaller maintenance vehicles during the solar farms operational phase.

Hardenshaw Connection

The Hardenshaw Lane connection will be widened where necessary to enable 16.5m articulated construction vehicles to access the site during the construction phase of the proposed solar farm. The connection will be retained for smaller maintenance vehicles during the solar farms operational phase.

The speed limit for the A1041 is 50mph and there is currently no lighting present.

2.9 Road Safety Audit Response Report

Following the completion of the road safety audit, the design team should prepare a road safety audit response report in collaboration with the Overseeing Organisation.

The response report should incorporate the following:

- **Decision Log** spreadsheet, where each Problem and Recommendation in the Safety Audit report is reiterated
- In the Decision Log, a response should be provided by the Design Team and Overseeing Organisation for each problem raised in the RSA report, together with an agreed action

Further information is provided in **GG 119 Sections 4.11 to 4.19** and **Appendix F** (where a road safety audit response report template is available).

The response report should be produced and finalised within *one month* of the issue of the RSA report. A copy of the response report should be issued to the Safety Audit Team for information.

3. Items resulting from the Stage 1 Audit Road Safety Audit

3.1 PROBLEM

Location: A1041 Northern Access

Summary: Pull out type collisions

It was noted during the site visit that the A1041 is an extremely busy road with high speeds. There is some existing well-established vegetation on either side of the proposed development access road which may restrict the forward visibility of oncoming road users which may contribute to pull out type collisions particularly for slow moving HGVs.



RECOMMENDATION

The vegetation should be extensively cut back to gain the required forward visibility splays and maintained on a regular basis.

3.2 PROBLEM

Location: A1041 Northern Access

Summary: Pull out type collisions

As mentioned in Problem 3.1 above, the carriageway at the location of the proposed development is extremely busy which may create few openings for exiting HGVs. There is a drainage ditch that runs parallel to the carriageway and may possibly create steep incline for vehicles waiting to exit the development. This may hinder the exiting vehicles and contribute to side impact / pull out type collisions.



RECOMMENDATION

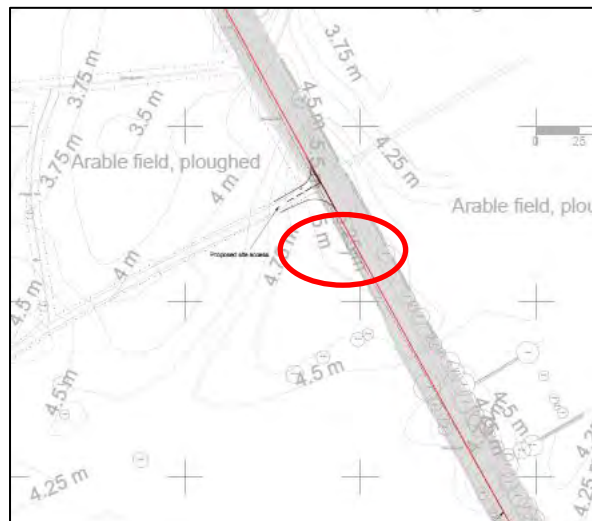
A suitable level dwell area should be introduced at the detailed design stage.

3.3 PROBLEM

Location: A1041 Southern Access

Summary: Pull put type collisions for HGVs

The right-hand visibility splay currently has an existing traffic sign (junction warning) which may impede the forward visibility for HGVs manoeuvring out of the development access creating the possibility of side impact / pull out type collisions.



RECOMMENDATION


At detailed design stage the current road sign should be relocated or if redundant removed.

4. Audit Team Statement

We certify that the terms of reference of the road safety audit are as described in GG 119 Revision 2.

Audit Team Leader

Richard Marriott – CertEd, FCIHT, FSoRSA, MITAI National Highways Approved RSA Certificate of Competency Road Safety Engineer, TMS Consultancy
--





Signed	
Date	16 th April 2024

Audit Team Member

Lee Williams – BSc (Hons), MIHE, MSoRSA National Highways Approved RSA Certificate of Competency Principal Engineer, TMS Consultancy
--

Signed	
Date	16 th April 2024

TMS Consultancy
Unit 36, Business Innovation Centre
Binley Business Park
Harry Weston Road
Coventry, CV3 2TX

 
 info@tmsconsultancy.co.uk
 www.tmsconsultancy.co.uk

Appendix A

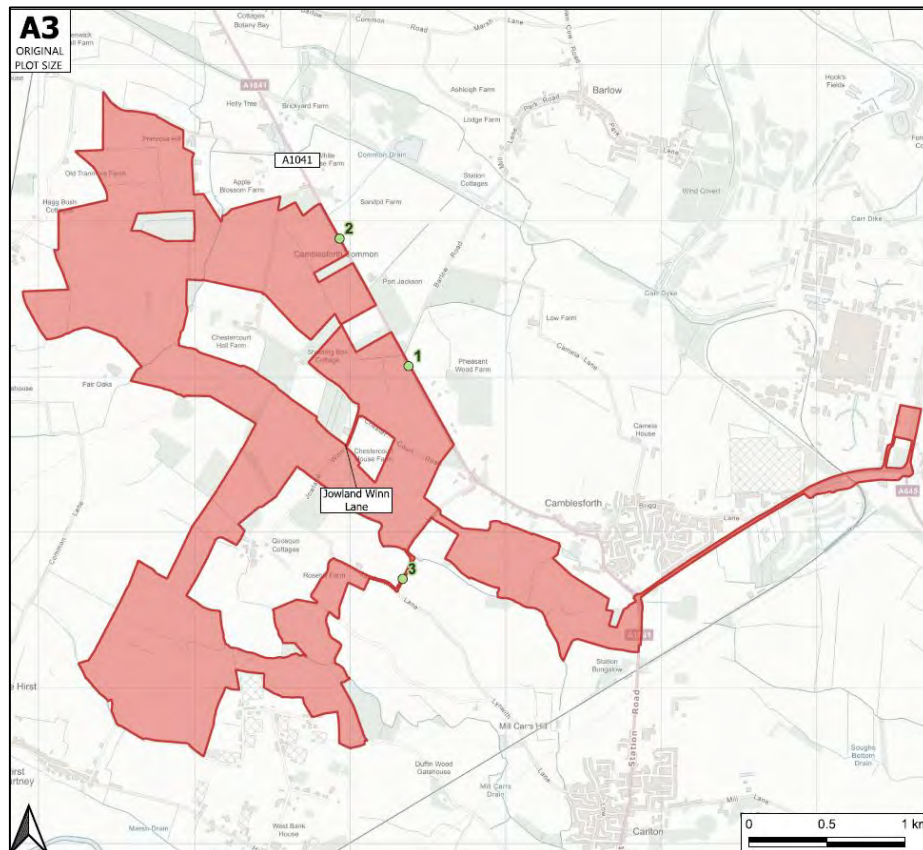
Documents Examined:

- Drawing No. 2104-025_SK01-A.
- 2104-025_SK02-A.
- 2104-025_SK03-A.
- Figure 4.1_Access - Solar Farm (framed)_240219.
- GG 119 - RSA1 Brief Helios Renewable Energy Project.
- PIC Data.
- RSA1 - Checklist of Information Required - Helios Renewable Energy Project.

Appendix B

Please refer to the following page for a plan illustrating the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

The location of the scheme is shown below:



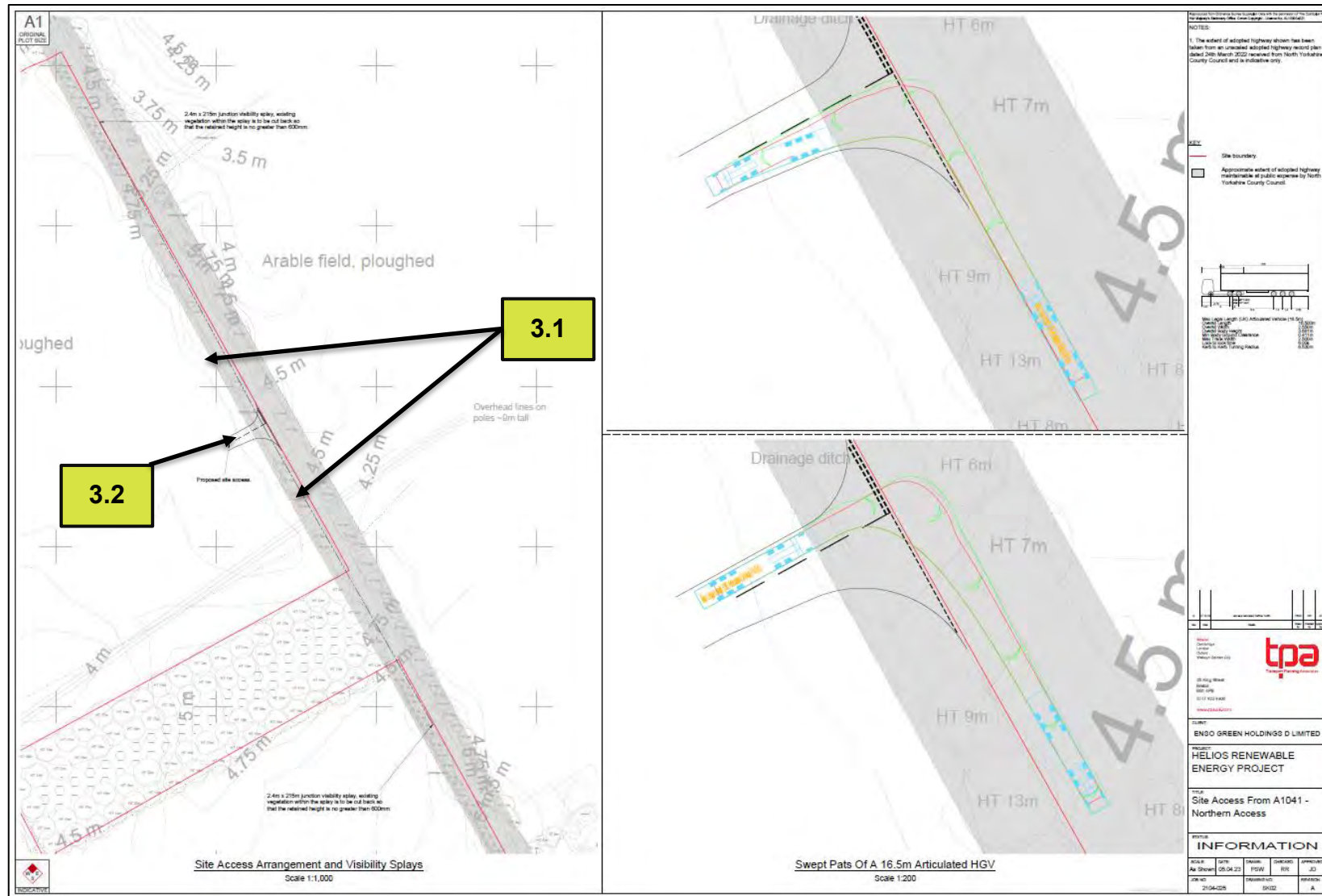
Client: TPA - Transport Planning Associates

Scheme: Helios Renewable Energy Project, Camblesforth, North Yorkshire



Client: TPA - Transport Planning Associates

Scheme: Helios Renewable Energy Project, Camblesforth, North Yorkshire



Designer's Response to Stage 1 Road Safety Audit

Helios Renewable Energy Project

RSA Problem No.	Access	RSA Problem	RSA Recommendation	Design Organisation Response
3.1	A1041 Northern Access	<p><i>Pull out type collisions</i></p> <p>It was noted during the site visit that the A1041 is an extremely busy road with high speeds. There is some existing well-established vegetation on either side of the proposed development access road which may restrict the forward visibility of oncoming road users which may contribute to pull out type collisions particularly for slow moving HGVs.</p>	<p>The vegetation should be extensively cut back to gain the required forward visibility splays and maintained on a regular basis.</p>	<p>Visibility splays will be kept clear through the maintenance of vegetation with in the verge.</p>
3.2	A1041 Northern Access	<p><i>Pull out type collisions.</i></p> <p>As mentioned in Problem 3.1 above, the carriageway at the location of the</p>	<p>A suitable level dwell area should be introduced at the detailed design stage.</p>	<p>A suitable level dwell area will be introduced at the detailed design stage.</p>

		<p>proposed development is extremely busy which may create few openings for exiting HGVs. There is a drainage ditch that runs parallel to the carriageway and may possibly create steep incline for vehicles waiting to exit the development. This may hinder the exiting vehicles and contribute to side impact / pull out type collisions.</p>		
3.3	A1041 Southern Access	<p><i>Pull put type collisions for HGVs</i></p> <p>The right-hand visibility splay currently has an existing traffic sign (junction warning) which may impede the forward visibility for HGVs manoeuvring out of the development access creating the possibility of side impact / pull out type collisions.</p>	<p>At detailed design stage the current road sign should be relocated or if redundant removed</p>	<p>The location of this sign will be reviewed at the detailed design stage.</p>