Tween Bridge Solar Farm

9.10 Statement of Common Ground with National Highways

Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

Deadline 8 October 2026

Document Reference: 9.10

Revision 7

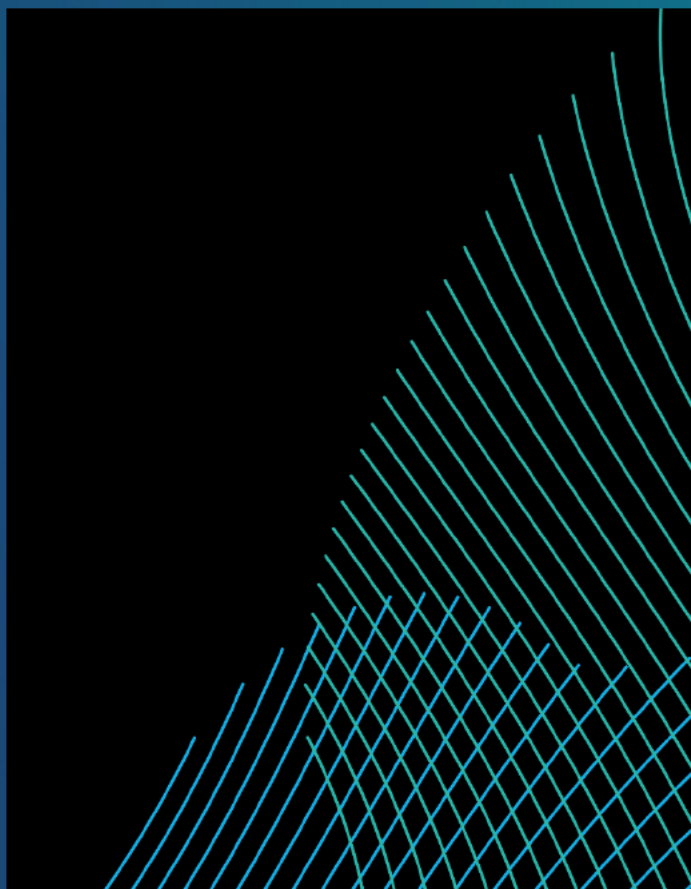


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1 Introduction

1.1. Purpose of this document

1.1.1. This Statement of Common Ground (hereafter referred to as the 'SoCG') has been prepared to support the Examination of the Development Consent Order (DCO) application (the 'DCO Application') for Tween Bridge Solar Farm (the 'Scheme').

1.1.2. The DCO Application is for a Nationally Significant Infrastructure Project (NSIP) for the construction, operation (including maintenance) and decommissioning of a solar photovoltaic (PV) array electricity generating facility, Battery Energy Storage System (BESS) and associated infrastructure which would allow for the generation and export of electricity.

1.1.3. The SoCG has been a 'live' document throughout the course of the Examination that has been prepared by the Applicant and National Highways Limited (NH).

1.1.4. The SoCG has been prepared in accordance with the Guidance for examination of DCO applications which was published in 2024 by the Department for Levelling Up, Housing and Communities[1].

1.1.5. This Guidance comments that:

"A statement of common ground is a written statement prepared jointly by the applicant and another party or parties, setting out any matters on which they agree, or indeed disagree. A SoCG helps to ensure that the evidence at examination focuses on the material differences between the main parties and therefore makes best use of the lines of questioning pursued by the Examining Authority'.

1.1.6. The aim of this SoCG is to therefore provide a clear position of the progress and agreement made or not made between the Applicant and NH on matters relating to the Scheme.

1.2. Parties to this Statement of Common Ground

1.2.1. This SoCG has been prepared by (1) the Applicant and (2) NH.

1 Planning Act 2008: Examination stage for Nationally Significant Infrastructure Projects (April 2024)

1.2.2. NH is the Strategic Highways Authority responsible for operating, maintaining and improving the Strategic Road Network (SRN). The SRN within the vicinity of the Order Limits comprises the M18 and M180 motorways.

1.2.3. Collectively, the Applicant and NH are referred to as 'the parties'.

1.3. Terminology

1.3.1. Section 3 of this document sets out the relevant matters raised though discussion between the parties. It provides a summary of the position of each party and identifies the status of discussions on each matter:

- "Agreed" indicates where the issue has been resolved between the parties and is not anticipated to be subject to further discussions;
- "Not Agreed" indicates where the parties have established a final position that they cannot resolve the matter and it will remain a point of difference.

2 Record of Engagement

2.1. Summary of consultation and engagement

2.1.1. The parties have been engaged in consultation and engagement throughout the development of the Scheme. Table 2-1 shows a summary of the meetings and correspondence that has taken place between the Applicant and NH in relation to the Scheme. This is limited to engagement which is materially relevant to the contents of this SoCG and does not seek to include every correspondence between the parties (e.g. that which was primarily administrative).

2.1.2. Table 2-1: Record of Engagement

Table 2-1 – Record of Engagement since 2023		
Date	**Method**	**Purpose / Description**
9 March 2023	Email	Email from the Applicant to NH setting out the proposed scope of highways and transportation assessment work to assess the impact of the Scheme proposals on the SRN.
30 October 2023	Technical Memorandum	Technical Memorandum prepared by JSJV on behalf of NH with regard to the proposed highways and transportation work to assess the impact of the Scheme proposals on the SRN.
26 November 2025	Technical Memorandum	Technical Memorandum prepared by JSJV on behalf of NH with regard to the submitted Scheme proposals.
3 December 2025	MS Teams meeting	Meeting to discuss JSJV's (on behalf of NH) Technical Memorandum dated 26 November 2025 in respect of Scheme proposals.
6 February 2026	Email	Request from Applicant for agreement of parameters relating to the traffic and transport impacts of the Scheme.
11 February 2026	Email	Comment from NH on parameters relating to the traffic and transport impacts of the Scheme.

Table 2-1 – Record of Engagement since 2023		
Date	**Method**	**Purpose / Description**
17 February 2026	Email	Issue by the Applicant of proposed Heads of Terms for Option and Cable.
24 February 2026	Email	Email from NH setting out the NH position regarding expectations of what should be prepared by the Applicant to address NH queries
25 February 2026	MS Teams Meeting	Meeting between JSJV, NH and Applicant to discuss the scope / expectations for addressing NH queries.
26 March 2026	Email	Email from Applicant's solicitors providing comments on NH template PPs and details of affected NH land.
27 March 2026	Email	Issue by the Applicant of Technical Note dated March 2026 responding to NH queries.
9 April 2026	Email	Email from NH's solicitors responding to email of 26 March 2026 on PPs and NH land interests.
11 June 2026	MS Teams Meeting	Meeting between JSJV and Pinsent Masons (on behalf of NH) and Applicant to discuss the updated Outline Construction Traffic Management Plan and Protective Provisions.
2 July 2026	Email	Email from NH's solicitors regarding Protective Provisions and NH land interests affected by the Scheme.
7 July 2026	Email	Email from NH's solicitors regarding NH land interests.
14 July 2026	Email	Email from Applicant's solicitors responding to emails of 2 July and 7 July regarding Protective Provisions and NH land interests affected by the Scheme.
06 August 2026	Email	Email from NH's solicitors regarding Protective Provisions and NH land interests affected by the Scheme.

Table 2-1 – Record of Engagement since 2023		
Date	**Method**	**Purpose / Description**
20 August 2026	Email	Email from NH's solicitors regarding Protective Provisions and outline Construction Traffic Management Plan.
21 August 2026	Email	Email from Applicant's solicitors providing comments on PP's.
3 September 2026	Email	Email from NH's solicitors agreeing to oCTMP wording for M180 renewal works.
22 September 2026	Email	Email from NH's solicitors regarding Protective Provisions.
02 October 2026	Email	Email from Applicant's solicitors regarding Protective Provisions.
04 October 2026	Email	Email from NH's solicitors regarding Protective Provisions.

3 Current Position

3.1.1. The table below provides a summary of the current position of the Applicant and NH in relation to specific matters that have been under discussion to date.

3.1.2. Where a matter is not represented in the table, it should be assumed that it is either: (i) agreed between the parties and has not been the subject of detailed discussion; or (ii) not relevant to the discussion between the parties.

3.1.3. As noted above, this SoCG has been a 'live' document throughout the course of the Examination. This version of the SoCG represents the final position, identifying where changes have been made and where agreement had been reached between the parties.

Table 3-1 Current Position:

Ref	Topic	NH Position	Applicant Position	Status
1	Compulsory Acquisition	NH objects to powers of compulsory acquisition being granted in respect of NH's operational land, and to any extinguishment of rights enjoyed by NH for the purposes of carrying on its undertaking. NH considers that there is no compelling case in the public interest for the exercise of compulsory acquisition powers over the NH plots without the inclusion of NH's protective provisions in a form that is acceptable to NH,	The Applicant is seeking to reach a voluntary agreement with NH for the necessary rights over NH's operational land, and, to this effect, it has issued Heads of Terms to NH for its review. The powers of compulsory acquisition sought pursuant to the **Draft Development Consent Order (DCO) [Document Reference 3.1 Revision 10]** are to ensure the deliverability of the	Not agreed

Ref	Topic	NH Position	Applicant Position	Status
		and that the grant of the DCO without such provisions would result in serious detriment to the SRN (noting that works are proposed both above and below the SRN). See further at point 10 below in respect of the need for appropriate protective provisions. NH's submissions on serious detriment can be found at paragraph 3 (DCO 9.9) of NH's **Deadline 6 Submission [REP6-081]**. NH is negotiating the draft Heads of Terms issued by the Applicant, and instructing surveyors to undertake a valuation of the relevant land, but this is notwithstanding its position that, to the extent that the DCO seeks powers of compulsory acquisition over NH's operational land or associated rights, these powers will need to be regulated by appropriate protective provisions. NH provided its response to the Applicant's **Justification for the Applicant's preferred protective provisions [REP4-064]** at: • Deadline 5 in **NH's Deadline 5 Submission [REP5-063];**	Scheme, notwithstanding the Applicant's desire to reach a voluntary agreement with NH. The Applicant has included comprehensive protective provisions at Part 7 of Schedule 14 to the Draft DCO and considers that these afford a significant and appropriate level of protection for NH, thus ensuring there would be no serious detriment to the Strategic Road Network (SRN). The Applicant has engaged extensively with NH in relation to these protective provisions, in view of the submissions made by NH during the examination process. The Applicant's final position in respect of the protective provisions for NH is provided at Deadline 8 via the protective provisions for National Highways to be included in Schedule 14, Part 7 of the draft DCO and an update to the **Justification for the Applicant's Preferred Protective Provisions [Document Reference 8.23 Revision 3]**. The Applicant communicated this	

Ref	Topic	NH Position	Applicant Position	Status
		• Deadline 6 in **NH's Deadline 6 Submission [REP6-081]**; and • Deadline 8 in **NH's Deadline 8 Summary Position** and refers to its position as set out in those documents.	position to NH by email on 02 October 2026. The Applicant clarified by emails dated 26 March 2026, 27 April 2026, and at a meeting with NH's legal representatives on 11 June 2026 the relevant plots in which NH has an interest and the nature of the interfaces involved with the SRN, which are not extensive and are subject to controls already secured by the draft DCO, including the protective provisions for National Highways' benefit. Further, the Applicant made amendments to the Draft DCO **[REP3-006]**, the **Land Plans [REP3-002]**, the **Works Plans [REP3-003]**, and the **Street Works Access and Public Rights of Way Plans [REP3-004]**, at Deadline 3, to clarify that no compulsory acquisition powers or works are proposed within plots 10/21 and 11/25.	

Ref	Topic	NH Position	Applicant Position	Status
			The Applicant has also provided a response to **NH's Deadline 5 submission [REP5-063]** in the **Applicant's Responses to Deadline 5 Submissions [REP6-048]**.	
2	Traffic Management	Having reviewed the PIC data provided within the Technical Note dated March 2026 prepared by the Applicant, NH is satisfied that, in relation to additional projected traffic movements flowing from the Scheme, there is no highway safety pattern or problem at any of the SRN junctions within the study area.	The Applicant notes this response. The Technical Note prepared by the Applicant is appended to this SoCG.	Agreed
3	Baseline Data	Although NH would in the ordinary course expect a much more detailed assessment of the SRN to be undertaken for a development of this type, having regard to the specific circumstances of the Scheme and the contents of the Technical Note, and noting NH's desire to take a proportionate approach, NH is satisfied at this stage that construction and operational movements associated with the Scheme are unlikely to result in a severe impact on the SRN. However, this is subject to the implementation of satisfactory	The Applicant notes this response. The Technical Note prepared by the Applicant is appended to this SoCG.	Agreed

Ref	Topic	NH Position	Applicant Position	Status
		securing mechanisms within the **Outline CTMP [REP3-041]** (see point 6 below).		
4	Outline Decommissioning Environmental Management Plan (DEMP)	NH notes that it has been included in the list of identified stakeholders in the updated **Outline DEMP [REP1-030]**.	The Applicant notes this response.	Agreed
5	Outline Battery Safety Management Plan	NH has no further comment at this stage.	The Applicant notes this response.	Agreed
6	Outline Construction Traffic Management Plan (CTMP) [**APP-182]**	NH requests clarity on the impact of construction traffic (namely construction worker movements, shift patterns and timings) on the SRN, arguing previous comments from NH have not been addressed by the Applicant. In particular, no timings are presented, in order to determine whether vehicle movements would occur during peak times at the SRN. NH considers that assessment of the SRN within the **Outline CTMP [REP3-041]** would allow the peak times of the SRN to be identified.	The Applicant submitted an updated **Outline CTMP [REP3-041]** at Deadline 3 to add NH to the list of stakeholders / consultees at paragraph 5.1.18, and more explicitly added with relevant information / contact details to the AIL Plan in Section 6.9.	Agreed

Ref	Topic	NH Position	Applicant Position	Status
		NH provided comments on the Outline CTMP on 4 June 2026, raising a number of points to be addressed by the Applicant. The updated Outline CTMP submitted at Deadline 3 is considered to have addressed these outstanding points. Following The parties' agreement in respect of point 11 below, the Outline CTMP is now considered to be agreed.		
7	Glint and Glare Assessments **[APP-122 and REP1-025]** and Outline Landscape Ecological Management Plan **[REP1-034]**	NH notes that no dedicated mitigation is proposed in respect of glint and glare effects. The residual effects of glint and glare can have substantial impact on the safety of road users and it is of critical importance to NH that the mitigation applied in the Landscape Ecological Management Plan is satisfactory and suitably maintained to enable establishment. The Applicant is also proposing additional planting in existing planting areas in close proximity to the SRN, which would require the approval of NH's environmental team due to the sensitive ecosystem at these locations. NH therefore requires that Requirement 8 of the draft DCO is amended to include NH as an	In the Glint and Glare assessments, mitigation is only required where a high impact is predicted on a road. **Environmental Statement Appendices 16.1 and 16.2 [REP1-025 and REP1-026]** conclude that a moderate impact is predicted on separate 0.2km and 1.6km sections of the M180, and a 0.1km section of the A18. On the basis that the predicted impact is moderate, mitigation is not deemed to be required. However, planting has nonetheless been proposed as part of the Scheme to reduce the effect further over time.	Not agreed

Ref	Topic	NH Position	Applicant Position	Status
		approving body for the detailed Landscape Ecological Management Plan with regard to the specific elements relevant to the SRN (refer to point 9 below). NH notes that the Applicant does not consider it proportionate to include NH as an approving body in respect of this requirement, however NH is only asking that it be made an approving body in respect of those aspects of the detailed Landscape Ecological Management Plan approved under Requirement 8 insofar as it relates to the SRN. The Applicant is particularly concerned about excessive controls overlapping between the requirements and the NH protective provisions, which allow for NH to have input in the detailed design of the landscaping. However, NH is concerned that the matters which NH is particularly concerned with (e.g. the location, type, species and management of the landscaping mitigation) is determined under the LEMP secured under Requirement 8 and detailed design input after the LEMP has been approved would not offer NH suitably protection from glint and glare impacts if the fundamental details which NH was concerned about in the LEMP were not satisfactorily	The Applicant agrees that appropriate provision must be made for the ongoing management and maintenance of planting. The proposed management prescriptions for retained and proposed planting are set out in Table 4-1 of the **Outline Landscape Ecological Management Plan [REP6-036]** . The location of the proposed mitigation planting to screen views of the fencing and panels and in turn to mitigate glint and glare effects are set out on the drawings at **ES Figure 6.4 Landscape and Visual Mitigation Strategy [REP4-042]**. A Landscape and Ecology Plan submitted for approval under Requirement 8 of the **draft DCO [Document Reference 3.1 Revision 10]** must be substantially in accordance with the Landscape and Visual Mitigation Strategy, therefore ensuring the proposed mitigation is legally secured. The Applicant considers that the relevant local planning authority is the	

Ref	Topic	NH Position	Applicant Position	Status
		agreed. The reliance on a third party to ensure that the LEMP was satisfactory to NH – in this case, the Local Planning Authority – is not optimal or necessary and could lead to safety impacts which would put NH in breach of its statutory licence obligations. Please see **NH's Deadline 6 Submission [REP6-081]** paragraph 2.2 (row 5.2 of the table) which discusses precedent for third party's having approval rights over such requirements.	appropriate consent granting body in respect of the written Landscape and Ecology Management Plan (LEMP) submitted under Requirement 8. However, the Applicant amended the draft Development Consent Order (DCO) at Deadline 1 **[REP1-004]** to include a requirement to consult National Highways in relation to a written Landscape and Ecology Management Plan submitted for approval (insofar as the plan makes provision for matters which relate to NH's functions). The Applicant considers that this approach is sufficient and appropriate in the circumstances, and it would not be proportionate to include National Highways as a discharging authority under Requirement 8. No precedent has been cited in support of National Highways' suggested approach to the drafting of Requirement 8 and the Applicant fails to see how the relevant planning authority is not competent to act as discharging authority in respect	

Ref	Topic	NH Position	Applicant Position	Status
			of all matters pertaining to the LEMP, particularly in circumstances where National Highways will have been consulted on the LEMP and will have had an opportunity to make its views known, prior to the submission of the same to the relevant planning authority for approval. The Applicant provided a response to NH's Deadline 6 submissions in the **Applicant Responses to Deadline 6 Submissions [REP7-003].**	
8	Drainage	NH notes the clarification received from the Applicant that it does not currently anticipate any proposals to outfall surface water runoff into highway drainage apparatus, but also notes that the exact surface water outfall locations are to be confirmed at detailed design. To reiterate, any use of existing highway drainage apparatus will not be possible and the Application should be amended to remove any proposed authorisation to do so. NH would draw the Applicant's attention to paragraph 59 of the Government's policy on	**ES Technical Appendix 10.1 Flood Risk Assessment Parts 1, 2, and 3 [REP5-014, REP5-016, REP2-051]** includes the Outline Surface Water Drainage Strategy for the Scheme. As detailed within **ES Technical Appendix 10.1 Flood Risk Assessment Parts 1,2, and 3 [REP5-014, REP5-016, REP2-051]** the exact surface water outfall locations are to be confirmed at a later stage of design. At this stage however, the Outline Surface Water Drainage Strategy is based on surface water discharging into the numerous	Agreed

Ref	Topic	NH Position	Applicant Position	Status
		the SRN and the delivery of sustainable development[2] which mandates that no new connections into highway drainage systems from third party developments and proposed drainage schemes will be accepted. Government policy on this is clear – no third party schemes are permitted to drain into existing highway drains. It is for the Applicant to procure and construct new drainage apparatus to manage its requirements.	watercourses located within the Order Limits. The Applicant confirms that it is not proposing any outfall of surface water runoff into highway drainage apparatus. Amendments were made to the Draft DCO **[REP5-002],** the **Land Plans [REP3-002],** and the **Works Plans [REP4-002]**, to clarify that no compulsory acquisition powers or works are proposed within Plot 11/25, which contains a highway drain.	
9	DCO	NH requests approval rights in respect of the discharge of certain Requirements, including Requirements 5 (approved details and amendments to them), 8 (landscape and ecology management plan) and 19 (decommissioning and restoration), to the extent that the phase which is the subject of	The Applicant considers that the relevant local planning authority is the appropriate discharging body in respect of requirements 5, 8 and 19 of the **Draft Development Consent Order (DCO) [Document Reference 3.1 Revision 10].** The Applicant added	Not Agreed

[2] https://www.gov.uk/government/publications/strategic-road-network-and-the-delivery-of-sustainable-development/strategic-road-network-and-the-delivery-of-sustainable-development

Ref	Topic	NH Position	Applicant Position	Status
		the relevant discharge application affects the SRN. Further details are set out in NH's Written Representation [REP1-067]. Listing NH as a consultee only is not considered appropriate or sufficient for the reasons set out in NH's Written Representation at section 9. <u>Requirement 5 (approved details and amendments to them)</u> Given that NH requires approval rights in respect of various Requirements as set out below, it is logical that NH should similarly have approval rights in respect of any amendments to documents approved pursuant to those Requirements. More generally, given the close proximity of the Scheme to the SRN and the extent to which various approved details will include matters relevant to the SRN, NH requires an approval right in respect of any amendments to approved details which are related to its undertaking. NH requires the following amendment to Requirement 5: *5(1) With respect to the plans and documents certified under article 43 (certification of plans and documents, etc.) and any plans, details or schemes which have been approved*	a requirement to consult NH in relation to plans submitted to the local planning authority for approval under requirements 8 and 19 to the draft DCO submitted at Deadline 1 **[REP1-004]**. The Applicant considers that this approach is sufficient and appropriate in the circumstances, and it would not be proportionate to include National Highways as an approving authority under Requirement 8 and 19. The Applicant also notes that under Requirements 8 and 19, the Applicant is obliged to consult NH prior to submitting the relevant plans to the relevant planning authority for approval. This will ensure that the Applicant is able to consider and action (as needed) any consultation feedback provided by NH on the relevant plans, before the plans are submitted to the relevant planning authority for approval. This addresses one of the key concerns raised at section 9 of NH's Written Representation **[REP1-067]**, to the effect that NH's consultation	

Ref	Topic	NH Position	Applicant Position	Status
		pursuant to any requirement (together the "approved documents, plans, details or schemes"), the undertaker may submit to the relevant planning authority or both relevant planning authorities (as applicable) or National Highways in respect of matters related to the strategic road network for approval any amendments to any of the approved documents, plans, details or schemes and, following approval by the relevant planning authority or both relevant planning authorities (as applicable) or National Highways, and the relevant approved documents, plans, details or schemes is to be taken to include the amendments as so approved pursuant to this paragraph. *5(2) Approval under paragraph (1) for the amendments to any of the approved documents, plans, details or schemes must not be given except where it has been demonstrated to the satisfaction of the relevant planning authority or both relevant planning authorities (as applicable) and National Highways (if relevant) that the subject matter of the approval sought is unlikely to give rise to any materially new or materially different environmental effects*	responses might not reach the Applicant before a decision is made to approve a plan by the relevant planning authority. The Applicant does not consider that it is necessary to make express provision for consultation with NH in respect of matters within the scope of Requirement 5. The Applicant considers that, in the exercise of its discharge functions under Requirement 5 and acting as a responsible public authority, the relevant planning authority can be relied upon to undertake consultation with such bodies as it deems appropriate in relation to the particular amended document or plan for which approval is sought. It would not be appropriate to circumscribe the consultation required to be undertaken by the relevant planning authority, in this regard, given the range of matters which may fall to it to consider as discharging authority under Requirement 5.	

Ref	Topic	NH Position	Applicant Position	Status
		from those assessed in the environmental statement. Requirement 8 (landscape and ecology management plan) See NH's response above at paragraph 7. NH requires the following amendment to Requirement 8: *8(1) No phase of the authorised development may commence until a written landscape and ecology management plan for that phase has been submitted to and approved by the relevant planning authority or both relevant planning authorities (as applicable) and National Highways in respect of any phase adjacent to the strategic road network.* Requirement 16 (construction traffic management plan) NH welcomes the Applicant's confirmation that approval rights will be granted to NH in respect of the CTMP insofar as it relates to matters concerning the SRN.	The Applicant confirms that NH would have approval rights in respect of requirement 16, in so far as a particular phase of the Scheme related to the SRN, as the highways authority. An appropriate amendment has been made to the Draft DCO submitted at Deadline 1. The Applicant included an appropriate definition (of "National Highways") in Article 2 of the draft DCO **[REP3-006],** submitted at Deadline 3. The Applicant provided a response to NH's Deadline 6 submissions in the **Applicant Responses to Deadline 6 Submissions [REP7-003].**	

Ref	Topic	NH Position	Applicant Position	Status
		Requirement 19 (decommissioning and restoration) Given the proximity of the Scheme to the SRN and the likely reliance on NH assets to facilitate decommissioning at a later time, NH requires the following amendments to Requirement 19: *19(1) Subject to paragraph (2), not less than 6 months before the 40th anniversary of the date of final commissioning for each part of the authorised development approved under requirement 3, a decommissioning environmental management plan in respect of the relevant part must be submitted to the relevant planning authority or both relevant planning authorities (as applicable) and National Highways for approval.* *19(5) No decommissioning works for any relevant part must be carried out until the relevant planning authority or both relevant planning authorities (as applicable) and National Highways have approved the decommissioning environmental management plan submitted under paragraph (1) in relation to that part.*		

Ref	Topic	NH Position	Applicant Position	Status
		19(7) Within 28 days of ceasing operations at any part of the authorised development the undertaker must notify the relevant planning authority or both relevant planning authorities (as applicable) and National Highways in writing of the date it ceased operations for that part.		
10	Protective provisions	The protective provisions for the benefit of NH as presented in the draft DCO are not agreed. In NH's view, they represent a much-reduced standard of protection than that which NH expects with respect to a development of this nature, which has the potential for substantial impacts on the SRN. NH notes in particular that whilst the Applicant only intends to carry out cabling works beneath the SRN, the powers it has actually sought go much further than that – see Work No. 2 and Work No. 8 in particular. No current restrictions exists in the DCO in respect of the exercise of those works over the SRN (e.g. limiting those works to just cabling). In any event, even cabling works attract a minimum standard of protection that NH	The Applicant has included comprehensive protective provisions at Part 7 of Schedule 14 to the draft DCO **[Document Reference 3.1 Revision 10]** and considers that these afford a significant level of protection for NH, thus ensuring there would be no serious detriment to the SRN, but which are proportionate to the limited interface between the Scheme and the SRN in this case. The Applicant has been engaging with NH in relation to Protective Provisions to be included in the Draft DCO throughout the Examination. The Applicant and NH have made positive progress in reducing the areas of disagreement on the Protective	Not agreed

Ref	Topic	NH Position	Applicant Position	Status
		expects, which has not been achieved by the Applicant in negotiations to date. The final form of NH PPs which is included in the draft DCO at Deadline 8 is not agreed. The version of the NH PPs which NH respectfully requests that the ExA recommends to the Secretary of State can be found appended to its Deadline 8 Summary Submission document. This represents the version which NH and the Applicant have negotiated and which the Applicant has included in the dDCO at Deadline 8, with the addition of the protections which NH requires in order to bring that set of PPs up to the very minimum standard that NH requires in order to mitigate the impact of the scheme on its network.	Provisions to be included in the draft DCO. NH's legal representatives provided a revised set of protective provisions on 22 September 2026 . The Applicant reviewed NH's revised drafting and provided its detailed response on 2 October 2026. In that response, the Applicant explained that, whilst it does not intend to carry out any works to the SRN, in the spirit of seeking to narrow down the points of disagreement between the parties it was willing to agree to the inclusion of protections in favour of NH, in the very unlikely scenario that the Applicant was to seek NH's consent to carry out such works. A number of amendments have therefore been made to the PPs to be included in Schedule 14, Part 7 of the draft DCO to reflect this position. The Applicant's final position in respect of the protective provisions will be provided at Deadline 8 via the protective provisions for National Highways to be included in Schedule	

Ref	Topic	NH Position	Applicant Position	Status
			14, Part 7 of the draft DCO and an update to the **Justification for the Applicant's Preferred Protective Provisions [Document Reference 8.23 Revision 3]**. The Applicant considers that these Protective Provisions provide robust protections for NH's undertaking. whilst remaining proportionate to the interface between NH's interests and the Scheme.	
11	M180 renewal	The Scheme has the potential to impact on NH's proposed renewal works to the M180 (between Junctions 2 and 3 in both directions) which are currently programmed to commence in 2028/2029 with completion in 2030. It may be necessary for the protection of these works that the Applicant agrees to cooperate with NH in the delivery of the Scheme, to the extent that the two sets of works interact. At Deadline 4 NH made submissions proposing amendments to the Applicant's proposed wording in the **Outline CTMP [REP3-037]** dealing with the need for an interface agreement. NH and the Applicant	The Applicant notes the potential interface and agrees that close coordination will be required during delivery. The Applicant is continuing to engage with NH and would be pleased to discuss the potential interface further with NH as part of this. The Applicant included further wording in relation to a potential interface agreement in the **Outline CTMP [REP3-037]** submitted at Deadline 3.	Agreed

Ref	Topic	NH Position	Applicant Position	Status
		have subsequently exchanged further iterations of this wording and NH understands that a form of words has now been agreed as follows: *If the M180 renewal works will commence or be ongoing during the construction phase of the authorised development and it is considered by NH (acting reasonably) that a construction coordination agreement is required to manage any interface between the works, the Applicant will use reasonable endeavours to enter into a construction coordination agreement with NH on such terms to be agreed between the parties.*	The Applicant notes that NH submitted comments on this wording at Deadline 4, providing its view that the wording now included in the Outline CTMP is insufficient, and proposing alternative drafting. As set out in the Applicant's response to these comments at Deadline 5, the Applicant did not accept the form of commitment sought by NH in its Deadline 4 submissions, the effect of which would have been to require the Applicant to enter into an agreement, the terms of which are not known and would be effectively at NH's discretion. The Applicant and NH's legal representatives subsequently exchanged further correspondence on this matter and have now reached agreement on an alternative form of wording. The **Outline CTMP [REP6-038, 040 and 042]** was updated at Deadline 6 to incorporate the wording agreed between the parties.	

4 Signatures

This Statement of Common Ground is agreed upon:

On behalf of National Highways Limited:

Name:

Signature:



Date: 05 October 2026

On behalf of the Applicant:

Name: Mikyla Davidson

Signature:



Date: 5 October 2026

5 Appendix – Transport Technical Note addressing queries raised by National Highways (TR06, March 2026)

Transport Technical Note addressing queries raised by National Highways.

Tween Bridge Solar Farm.

On behalf of RWE Renewables.

Date: March 2026 | Pegasus Ref: P21-3484 TRO6

PINS Ref: EN010148

Document Management.

Version	Date	Author	Checked/ Approved by:	Reason for revision
TRO6	March 2026	HB	AS/KS	-

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Appendices.

Appendix A Personal Injury Collision Data

1. Introduction

1.1. This Technical Note (TN) has been prepared by Pegasus Group (PG) on behalf of RWE Renewables (the Applicant) in order to provide additional information requested by National Highways (NH) with regard to the Tween Bridge Development Consent Order (DCO) (the Scheme), PINS reference EN010148.

1.2. The DCO application is supported by an Environmental Statement (ES) which includes a Transport and Access chapter and appended Transport Statement (TS), dated August 2025. An Outline Construction Traffic Management Plan (OCTMP) was also submitted, dated August 2025.

1.3. The ES assesses the likely effects of the Scheme in terms of traffic and transport in the context of Environmental Impact Assessment regulations.

1.4. The TS sets out the site context including a description of the local and strategic highway network, a review of highway safety, accessibility, forecast trip attraction during the construction and operational phases and a summary of the transport planning policy context relevant to the Scheme.

1.5. The OCTMP sets out the proposed site access arrangements and construction traffic routing in detail. It also considers the forecast vehicle trips by delivery vehicles and construction workers during the construction phase and the management and mitigation arrangements that are proposed for duration of the construction period.

1.6. A Technical Memorandum provided by JSJV on behalf of NH dated 26th November 2025 and the Relevant Representation (RR) prepared by Pinsent Masons LLP on behalf on NH and submitted on 18th December 2025 in response to the DCO proposals requests additional information for consideration. Dialogue between PG and NH has been ongoing following the receipt of the Technical Memorandum, with meetings held on 02 December 2025 and 25 February 2026 with National Highways and JSJV to discuss the outstanding matters to be addressed. This TN has been prepared further to those meetings and provides additional information on the following matters:

i. Personal Injury Collision (PIC) Data.

ii. The provision of traffic flow data for the Strategic Road Network (SRN) and consideration of how the SRN is assessed as part of the proposals.

iii. Assessment of the number and types of construction vehicle movements on the SRN; and

iv. The number of construction worker movements, their assignment and the impact of construction vehicle movements and timings on the SRN.

2. Personal Injury Collision Data

2.1. The RR received from NH in December 2025 states the following at item 5.2-a:

"Transport Statement [APP-111] – this states that personal injury collision ("PIC") data has been obtained for the most recent five-year period (Jan 2020 to Jan 2025 for City of Doncaster Council, and May 2020 to May 2025 for North Lincolnshire Council). NH requests that data for the most recent five-year period, excluding 2020 and 2021, is provided. In addition, the information provided at Appendix A of the Transport Statement indicates that M18 Junction 6 and M180 Junction 2 have not been included in the study area. NH requests that this is addressed."

2.2. PG can confirm that M18 Junction 6 and M180 Junction 2 are included on the PIC maps received from City of Doncaster and North Lincolnshire Councils at page 30, 73 and 113 of the TS.

2.3. Further discussions with NH confirmed that "*the data collected for the study area should be reviewed and analysed by the applicant, within the main body of the Transport Statement, to ascertain whether or not the study area has an existing accident / safety issue that the development proposals may / may not exacerbate.*"

2.4. PG notes that NH are seeking that the study period is extended to include 5 years that avoid the Covid-19 pandemic. However, PG note that Planning Practice Guidance[1] states that planning applications should include "*an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area*'.

2.5. PIC data for the junctions on the SRN that form part of the proposed construction traffic routes has been provided by City of Doncaster Council and North Lincolnshire Council. The study area comprises M18 Junctions 5 and 6 and M180 Junctions 1 and 2. The PIC data has been provided for the most recent three year period available between March 2022 and March 2025. A copy of the full raw data and collision plots are contained at **Appendix A** (with the PICs at SRN junctions highlighted).

2.6. The PIC data confirms that seven incidents were recorded during the study period in the following locations:

- M18 Junction 5: four incidents (3 x slight, 1 x serious).
- M16 Junction 6: one incident (1 x slight).
- M180 Junction 1: one incident (1 x slight).
- M180 Junction 2: four incidents (4 x slight).

[1] Paragraph 015 Reference ID 42-015-2014306

M18 Junction 5

B1358 Entry (western arm)

2.7. One incident (reference 221217789) occurred at the B3158 entry (western arm) of M18 Junction 5 on 10 September 2022 at 08:45. Conditions were dry and light, and the incident involved two cars. The incident appears to be a rear end shunt type collision with one of the vehicles failing to brake in time once the other had come to a stop. The incident resulted in two slight injuries.

Southbound Off-slip

2.8. The first incident (reference 231370906) occurred on the southbound off-slip approximately 50 metres north of the entry into the roundabout circulatory on 05 November 2023 at 14:30. Conditions were wet and light, and the incident involved a car and a car towing a horsebox. The incident appears to have occurred when one of the vehicles braked hard at the traffic lights after pulling away resulting in a rear end shunt. The incident resulted in one slight injury.

2.9. The second incident (reference 241487644) occurred on the southbound off-slip approximately 150 metres north of the entry into the roundabout circulatory on 30 July 2024 at 10:45. Conditions were dry and light, and the incident involved two cars. The incident appears to have occurred when one of the vehicles braked hard and the following vehicle failed to stop in time, resulting in a rear end shunt. The incident resulted in two slight injuries and one serious injury.

Eastern arm – M180

2.10. One incident (reference 251551822) occurred at the M180 entry (eastern arm) of M18 Junction 5 on 07 February 2025 at 12:05. Conditions were wet and light, and the incident involved three goods vehicles. The incident appears to be a rear end shunt type collision with one of the vehicles failing to brake in time once the other had come to a stop. The incident resulted in one slight injury.

M18 Junction 6

2.11. One incident (reference 241405918) occurred at M18 Junction 6 on 11 January 2024 at 10:30 on the northbound off-slip. Conditions were dry and light, and the incident involved a car and a goods vehicle. The incident appears to have occurred when the goods vehicle travelling around the roundabout circulatory collided with the car that was waiting stationary to enter the circulatory. The incident resulted in one slight injury.

M180 Junction 1

2.12. One incident (reference 221170274) occurred at M180 Junction 1 on 26 April 2022 at 10:48 at the eastbound off-slip entry point to the Tudworth Roundabout. Conditions were dry and light, and the incident involved a car and a goods vehicle. The incident appears to be a rear end shunt type collision with the goods vehicle colliding with the car. The incident resulted in two slight injuries.

M180 Junction 2

Westbound Off-slip

2.13. The first incident (reference 1296598) occurred on 13 March 2023 at 07:55 on the westbound off-slip junction with the A161. Conditions were light and the surface was wet. The incident involved two cars and appears to be a rear end shunt type collision, resulting in one slight injury.

2.14. The second incident (reference 1396754) occurred on 05 January 2024 at 19:24 on the westbound off-slip junction with the A161. Conditions were dark with streetlighting and the surface was dry. The incident involved two cars and appears to have occurred when one of the cars pulled out from the westbound off-slip in front of the other, resulting in a collision. The incident resulted in two slight injuries.

2.15. A third incident (reference 1531405) occurred on the westbound off-slip approximately 40 metres east of the junction with the A161 on 16 December 2024 at 17:10. Conditions were dark with streetlighting and the surface was dry. The incident involved two cars and appears to be a rear end shunt type collision with the second car failing to stop in time, colliding with another vehicle which was stationary. The incident resulted in one slight injury.

Eastbound On-slip

2.16. One incident (reference 1415252) occurred at the junction of the A161 with the eastbound on-slip on 25 February 2024 at 11:00. Conditions were dry and light, and the incident involved two vehicles. The incident appears to have occurred when a vehicle travelling northbound on the A161 turned into the M180 on-slip into the path of the other vehicle travelling southbound on the A161. The incident resulted in three slight injuries.

Summary

2.17. Based on the above, the SRN junctions within the vicinity of the Scheme are not considered to be within a high accident area (as per PPG) and therefore an assessment of the most recent three year period is considered appropriate.

2.18. The PIC records demonstrate that there is no highway safety pattern or problem in one particular location at the SRN junctions assessed, and that the recorded incidents were likely due to temporary driver error or misjudgement.

2.19. It is therefore concluded that, in line with PPG, a review of highway safety over a three year period is appropriate, and the review of PICs set out above provides a suitable assessment of the SRN in the context of the Scheme.

2.20. NH's agreement to the above is sought at this stage.

3. Assessment of the Strategic Road Network

3.1. The RR received from NH in December 2025 states the following:

Item 5.2-b: *"Baseline Traffic Survey Report [APP-113] – this indicates that no data was collected for the SRN. NH requests that RWE reconsider how the SRN is considered and assessed within the Application documents."*

Item 5.3-c: *"Environmental Statement – the Transport and Access chapter of the ES [APP-049] states that the SRN was not assessed on the basis that the number of vehicle movements associated with the temporary construction period are considered to be comparable to typical daily variation on the SRN. This will need to be evidenced by RWE before NH can accept this position."*

Item 5.3-f: "Outline Construction Traffic Management Plan [APP-182] – previous comments from NH seeking clarity in respect of the impact of construction traffic (namely construction worker movements, shift patterns and timings) at the SRN have not been addressed by RWE. In particular, no timings are presented, in order to determine whether vehicle movements would occur during peak times at the SRN. NH considers that assessment of the SRN within the Outline Construction Traffic Management Plan would allow the peak times of the SRN to be identified."

Peak Hours on the SRN

3.2. Further to the meeting between PG and NH in January 2026, it was agreed that the use of Department for Transport (DfT) traffic count locations on the M18 and M180 could be utilised to determine the peak hours on the SRN within the vicinity of the Scheme.

3.3. Data from DfT traffic counts are available in the following locations on the mainline of the SRN:

i. Count Point 8443, located approximately two kilometres north of M18 Junction 6 (between Junction 6 and 7), recorded on 12 May 2022.

ii. Count Point 46033, located approximately 750 metres south of M18 Junction 6 (between Junction 5 and 6), recorded on 11 May 2022.

iii. Count Point 57074, located on the M180 approximately 750 metres east of M18 Junction 5 (between M18 Junction 5 and M18 Junction 1), recorded on 01 October 2024; and

iv. Count Point 36060, located on the M180 approximately 3.7 kilometres west of M180 Junction 2 (between M180 Junction 1 and 2), recorded on 23 May 2024.

3.4. A summary of the two-way flow across the recorded hours are summarised in **Table 3.1**.

Table 3.1 - DfT Count Point Recorded Two-Way Hourly Flow

Time Period	Count Point 8443 N of M18 J6 2022	Count Point 46033 S of M18 J6 2022	Count Point 57074 E of M18 J5 2024	Count Point 36060 W of M18 J2 2024
07:00-08:00	**4,258**	**5,212**	**4,422**	**3,671**
08:00-09:00	3,713	4,701	3,856	3,238
09:00-10:00	3,112	3,808	3,150	2,697
10:00-11:00	3,035	3,351	2,916	2,623
11:00-12:00	3,035	3,349	2,889	2,653
12:00-13:00	3,010	3,346	3,088	2,781
13:00-14:00	3,297	3,675	3,176	2,857
14:00-15:00	3,272	3,877	3,334	2,957
15:00-16:00	3,852	4,149	3,574	3,280
16:00-17:00	**4,225**	**4,847**	**4,063**	**3,325**
17:00-18:00	3,926	4,530	3,718	3,305
1800-1900	2,645	3,033	2,515	2,233

3.5. As highlighted in **Table 3.1**, the peak hours on the SRN within the vicinity of the Scheme are 07:00-08:00 and 16:00-17:00 across all locations. PG notes that there is not a significant difference in flows during the peak periods compared to other times of the day.

3.6. The OCTMP will be updated in due course to refer to the above peak hours.

AADT on the SRN

3.7. The two-way Annual Average Daily Trips (AADT) at each of the DfT count point locations are summarised in **Table 3.2**.

Table 3.2 - DfT Count Point Recorded Two-Way AADT Flow

Time Period	Count Point 8443 N of M18 J6, 2022		Count Point 46033 S of M18 J6, 2022		Count Point 57074 E of M18 J5, 2024		Count Point 36060 W of M18 J2, 2024	
	All Vehicles	Heavy Vehicles	All Vehicles	Heavy Vehicles	All Vehicles	Heavy Vehicles	All Vehicles	Heavy Vehicles
Daily	51,084	12,062	61,374	13,110	54,272	12,840	43,180	10,692

3.8. **Table 3.2** confirms that the M18 and M180 in the vicinity of the site currently accommodate between 43,180 and 61,374 vehicles per day.

Forecast Construction Vehicle Movements

HGV Movements

3.9. All HGV movements forecast to be associated with the Scheme are anticipated to travel to and from the north on the basis that materials associated with the construction of the Scheme are anticipated to arrive via the nearest port at Goole. All HGVs associated with the construction phase will therefore use the M18 north of Junction 6, with traffic associated with different Land Parcels dispersing across the highway network from that point.

3.10. **Table 3.3** provides a summary of the number of daily two-way HGV movements that are forecast to route via each SRN junction, broken down by Land Parcel. The numbers replicate those out in the OCTMP and the ES chapter, which have been based on a robust assumption that the entire Scheme is constructed simultaneously. In reality, it is likely that the Scheme will be constructed in stages and therefore HGV movements will be lower overall.

Table 3.3 - Forecast Daily Two-Way HGV Movements at SRN Junctions per Land Parcel

Junction	Land Parcel A	Land Parcel B	Land Parcel C	Land Parcel D	Land Parcel E	Total
M18 Junction 6	42	0	0	0	0	**42**
M18 Junction 5	0	5	0	18	12	**35**
M180 Junction 1	0	0	14	12	0	**26**
M180 Junction 2	0	5	7	0	25	**38**

3.11. As shown in **Table 3.3**, M18 Junction 6 is forecast to have the highest number of HGV movements associated with the construction period, with a total of 42 vehicle movements (comprising 21 arrivals and 21 departures) per day.

3.12. All traffic associated with construction deliveries will avoid the peak hours of 07:00 – 08:00 and 16:00 and 17:00 on the SRN and therefore there will be no impact as a result of the Scheme in the peak hours.

3.13. Construction traffic will arrive and depart the site throughout the day. The likelihood of all 21 HGVs arriving to and departing from the site in any one-hour window is very small. It is therefore concluded that the impacts of the Scheme on the SRN as a result of construction deliveries by HGVs will not be material.

Construction Worker Movements

3.14. The submission documents forecast that up to 377 construction workers would be on the site at any one time during the peak construction period, which is anticipated to be the construction of Land Parcel C and Land Parcel E simultaneously as set out at paragraph 12.5.11 of the ES. Land Parcel C comprises of approximately 352 acres of land, and Land Parcel E comprises of approximately 423 acres of land. Based on land area, this results in 45% of the 377 construction workers (170 workers) being associated with Land Parcel C and 55% of the 377 construction workers (207 workers) being associated with Land Parcel E.

3.15. Paragraphs 12.5.16 and 12.5.17 of the Transport ES chapter confirms that the majority (75%) of construction workers will travel to the Scheme via 15-seater minibus and 25% via private vehicle (with an average of three workers per car). This equates to around nine (18 two-way) minibus and 14 (28 two-way) private car trips associated with Land Parcel C and around 10 (20 two-way) minibus and 17 (34 two-way) private car trips associated with Land Parcel E, per day.

3.16. It is hard to be precise as to the location of where construction staff will be based until Engineering, Procurement, and Construction (EPC) contracts are appointed for the construction of the Scheme. However, on the basis that Doncaster and Scunthorpe are the closest large urban settlements to the site (with the centre of Doncaster approximately 20 kilometres southwest and the centre of Scunthorpe approximately 21 kilometres east of the approximate centre of the Scheme), it is assumed that construction workers would be based in accommodation in these areas. The Socio Economics chapter of the ES confirms that there is sufficient bed-spaces in those areas for construction workers to reside.

3.17. As set out in Chapter 2 of the ES chapter, the proposed working hours at the Scheme will be 07:00 – 19:00. Workers will be expected to be on site for a full day and there will not be separate shifts throughout the day. However, construction workers may work varying hours on any particular day between the hours of 07:00 and 19:00 (i.e. 07:00 to 16:00 or 08:00 to 17:00 or 09:00 to 18:00 etc). The window for arrivals and departures associated with construction worker movements is therefore likely to be longer than a one hour period, with around three hours in the morning (06:00 – 09:00) and three hours in the evening (17:00 – 20:00).

3.18. Land Parcel C is served from the A18 High Levels Bank, which is accessed from M180 Junction 1 and the Tudworth Roundabout in the west. As set out above, around nine minibuses and 14 car trips could arrive at Land Parcel C in the morning at shift start times and depart at the end of shifts. These trips are likely to be spread out over a three hour window, but in the event that they all arrived in the same hour this could equate to 23 vehicles at M180 Junction 1 which is not considered to be material, even in the peak hour.

3.19. Land Parcel E is served from an unnamed road which routes parallel to the A18, accessed from the A161 (via M180 Junction 2) in the east. As set out above, around 10 minibuses and 17 car trips could arrive at Land Parcel E in the morning at shift start times and depart at the end of shifts. These trips are likely to be spread out over a three hour window, but in the event that they all arrived in the same hour this could equate to 27 vehicles at M180 Junction 2 which is not considered to be material, even in the peak hour.

3.20. It is therefore concluded that the impacts of construction worker vehicle movements associated with the Scheme on the SRN will not be material and that avoiding the peak hours is not necessary.

Summary

3.21. Existing traffic counts on the SRN confirm that the peak hours are 07:00-08:00 and 16:00-17:00. The OCTMP will be updated to include peak hours on the SRN and a commitment to HGV construction vehicle deliveries to avoid arriving and departing the site between these times.

3.22. The highest number of HGV movements associated with the construction period is forecast to be at M18 Junction 6, with a total of 42 vehicle movements (comprising 24 arrivals and 24 departures) per day. Construction traffic will arrive and depart the site throughout the day and the likelihood of all 24 HGVs arriving to and departing from the site in any one-hour window is very small. It is therefore concluded that the impacts of the Scheme as a result of construction deliveries by HGVs on the SRN will not be material.

3.23. Construction worker movements will be spread over a three hour window in the morning (06:00 – 09:00) and three hours in the evening (17:00 – 20:00). Vehicles associated with Land Parcel C will use M180 Junction 1 with a maximum of 23 vehicles arriving for the start of shifts in the morning and 23 vehicles leaving at the end of shifts in the evening. Vehicles associated with Land Parcel E will use M180 Junction 2 with a maximum of 27 vehicle arriving for the start of shifts in the morning and 27 vehicles leaving at the end of shifts in the evening. In the unlikely event that all staff arrived in the same hour the impact on the SRN are not considered to be material, even in the peak hours.

3.24. It is therefore concluded that the impacts of vehicle movements during the construction phase, including HGVs, associated with the Scheme on the SRN will not be material.

4. Summary and Conclusion

4.1. This Technical Note has been prepared by Pegasus Group on behalf of RWE Renewables (the Applicant) in order to provide additional information requested by National Highways with regard to the Tween Bridge Development Consent Order (DCO) EN010148 application (the Scheme).

4.2. The Technical Note provides a summary of the most recently available three years of accident records at the Strategic Road Network junctions with the local highway network, in accordance with paragraph 015 of Planning Practice Guidance. It is concluded that there are no existing accident patterns or clusters that would be exacerbated by the temporary construction vehicle movements associated with the Scheme.

4.3. Data derived from Department for Transport traffic count points has been summarised to show that the network peak hours of operation on the Strategic Road Network within the vicinity of the Scheme are 07:00-08:00 and 16:00-17:00. Construction vehicle movements will be instructed to avoid these peak hours.

4.4. The highest number of HGV movements associated with the construction period is forecast to be at M18 Junction 6, with a total of 42 vehicle movements (comprising 24 arrivals and 24 departures) per day. Construction traffic will arrive and depart the site throughout the day and the likelihood of all 24 HGVs arriving to and departing from the site in any one-hour window is very small. It is therefore concluded that the impacts of the Scheme on the SRN will not be material.

4.5. All traffic associated with construction deliveries (HGVs) will avoid the peak hours of 07:00 – 08:00 and 16:00 and 17:00 on the SRN and therefore there will be no impact as a result of the Scheme in the peak hours.

4.6. Construction worker movements will be spread over a three hour window in the morning (06:00 – 09:00) and three hours in the evening (17:00 – 20:00). Vehicles associated with Land Parcel C will use M180 Junction 1 with a maximum of 23 vehicles arriving for the start of shifts in the morning and 23 vehicles leaving at the end of shifts in the evening. Vehicles associated with Land Parcel E will use M180 Junction 2 with a maximum of 27 vehicle arriving for the start of shifts in the morning and 27 vehicles leaving at the end of shifts in the evening. In the unlikely event that all staff arrived in the same hour the impact on the SRN are not considered to be material.

4.7. It is therefore concluded that the impacts of vehicle movements during the construction phase, including HGVs, associated with the Scheme on the SRN will not be material

4.8. NH's agreement to the content of this TN is sought at this stage.

Appendix A

City of Doncaster Council – Summary (3 years 03/2022 – 03/2025)

Location	Reference	Severity	Date	Time	Conditions	Description
Selby Road (A614) and Ferry Road Junction	231274912	Slight	09/02/2023	15:00	Dry and Light	Vehicle 1 failed to look properly as they emerged from junction entering main carriageway, causing a collision with a vehicle that was travelling normally along the carriageway.
Selby Road (A614) and Lands' End Junction	231317335	Serious	10/06/2023	14:50	Dry and Light	The driver of Vehicle 1 was travelling along the A614 Selby Road in the direction of Rawcliffe. When approaching the junction with Land Ends Road, the driver indicated and came to a stop. As the driver began turning, Vehicle 2, a motorcycle, attempted to overtake at the junction. This resulted in a collision between the offside of Vehicle 1 and the motorcycle.
M18 J6 Northbound off slip	241405918	Slight	11/01/2024	10:30	Dry and Light	Vehicle 1 was travelling north on the M18, driving on the Junction 6 exit slip road. While stationary in the left lane, waiting to enter the roundabout, Vehicle 2 collided with the rear of Vehicle 1.
M18 J6 Southbound mainline	231316737	Slight	09/06/2023	07:00	Dry and Light	Vehicle 1 (V1), a van, was travelling southbound on the M18 in lane 2. Vehicle 2 (V2), an articulated HGV carrying hazardous materials, was travelling behind V1 in lane 1. As both vehicles passed over Junction 6, V1 struck a metal object on the carriageway. The impact caused the object to be thrown upwards into the path of V2. The object struck the offside windscreen area of V2, resulting in the windscreen being shattered.
M18 J6 Southbound mainline	241516119	Fatal	13/11/2024	10:45	Dry and Light	Vehicles were queuing in traffic due to a back log on the M18. Vehicle 5 collided with the rear of Vehicle 4, appearing not to slow or brake. This subsequently shunted Vehicle 3, 2 and 1 into one another.
Marshland Road	221242155	Serious	14/11/2022	17:30	Wet and Dark	Vehicle collided with cyclist when crossing Marshland Road.
Marshland Road	241478076	Fatal	09/08/2024	16:44	Dry and Light	Vehicle 1 lost control and then collided with a property and parked vehicle. Fatal injury sustained to the driver of Vehicle 1.

City of Doncaster Council – Summary (3 years 03/2022 – 03/2025)

Marshland Road and Alexandra Road Junction	221182157	Slight	21/05/2022	13:00	Dry and Light	Vehicle 1 driving in one direction, and Vehicle 2 was driving in the opposite direction, suddenly came into the path of Vehicle 1, causing a collision.
Marshland Road and Grange Road Junction	221199412	Serious	15/07/2022	12:00	Dry and Light	The vehicle that was driving from Grange Road, turning right onto Marshland Road, hit a pedestrian who was walking cross the road at the time.
Marshland Road and West Road Junction	231355826	Slight	24/09/2023	16:00	Dry and Light	Vehicle 1 was travelling along Marshland Road, approaching the West Road junction with. At this point, Vehicle 2 pulled out into the path of Vehicle 1 without indicating, resulting in a collision.
Marshland Road and Newholme Drive Junction	241440969	Slight	09/05/2024	16:14	Dry and Light	Motorcyclist (Vehicle 1) travelling north along Marshland Road when Vehicle 2 pulled out of Newhome Drive junction.
North Common Road	231269330	Slight	28/01/2023	22:49	Dry and Dark	Vehicle collided with horse, causing severe damage to the vehicle.
Church Balk	241429975	Serious	10/04/2024	07:10	Dry and Light	Vehicle 1 drifted onto the other side of the road colliding with Vehicle 2.
Moor Edges Road, by Willows Farm	231381074	Serious	30/11/2023	18:05	Wet and Dark	Driver lost control on a wet, unlit back road. Vehicle spun and slid into a ditch.
M180 J1 eastbound off slip	221170274	Slight	26/04/2022	10:48	Dry and Light	Vehicle 2 crashed into the rear of Vehicle 2.
M18 J5 Northbound mainline	221157439	Slight	25/03/2022	13:25	Dry and Light	Vehicle 1 was travelling in lane 1 of the M18 and slows due to traffic. The driver of Vehicle 1 checked rear view mirror to see Vehicle 2 approaching at speed. The driver of Vehicle 2 collides with Vehicle 1.

City of Doncaster Council – Summary (3 years 03/2022 – 03/2025)

M18 J5 Southbound mainline	221217107	Serious	07/09/2022	22:00	Wet and Dark	Vehicle 1 was in the left-hand lane and was indicating to move into the right-hand lane due to other cars in front. Vehicle 2 was travelling in the right-hand lane behind Vehicle 1. Vehicle 1 flashed to let them pull out. Once they had pulled out into right hand lane Vehicle 2 then suddenly sped up and hit Vehicle 1 to the rear.
M18 Junction 5 B1538 entry	221217789	Slight	10/09/2022	08:45	Dry and Light	Vehicle 2 collided with stationary Vehicle 1.
M18 Junction 5 Southbound off slip	231370906	Slight	05/11/2023	14:30	Wet and Light	Vehicle 2 collided with Vehicle 1 at traffic lights.
M18 Junction 5	241487644	Serious	30/07/2024	10:45	Dry and Light	Vehicle slammed on breaks due to the Vehicle in front of them breaking suddenly, this caused Vehicle 3 to collide into the back of Vehicle 2.
M18 Junction 5	251551822	Slight	07/02/2025	12:05	Wet and Light	Vehicle 1 was travelling westbound on the M180. Approaching the roundabout at Junction 5 of the M18, traffic was stationary. In lane 2, Vehicle 1 failed to notice that Vehicle 2, a stationary petrol tanker, was ahead. It attempted to swerve at the last moment but struck the rear offside of the tanker, causing it to lose its trailer, which was carrying a car. Vehicle 1 then continued into lane 3 and collided with the rear of stationary Vehicle 3.
Low Levels Bank, 1.5km east of A18	221215848	Fatal	05/09/2022	18:25	Dry and Dark	Vehicle 1 travelling at speed fails to navigate bend in road and collides with Vehicle 2.
Low Levels Bank, 2km east of A18	231294141	Slight	05/04/2023	18:40	Wet and Dark	Vehicle 2 drove onto the wrong side of the road, hitting Vehicle 1 head on. Vehicle 1 left the road hitting a farmer's field upside down. Vehicle 2 has remained on the road. The road surface was wet and appeared to have oil on the surface.
Low Levels Bank, 580m west of Crow Tree Bank	241410993	Serious	17/02/2024	11:19	Dry and Light	Vehicle 1 was driving past a school of cyclists. They overtook and reversed into their driveway. This manoeuvre has caused the cyclists to stop, in which one of the cyclists fell from their bike onto the floor, causing injuries to his face.

City of Doncaster Council – Summary (3 years 03/2022 – 03/2025)

Tudworth Roundabout (A18)	221177225	Slight	13/05/2022	23:28	Dry and Dark	Vehicle 1 has been travelling towards Tudworth roundabout and for reasons unknown Vehicle 1 has crossed the centre of the carriageway and collided head on with Vehicle 2 which was travelling in the opposite direction.
Tudworth Roundabout (A18)	221255803	Serious	19/12/2022	17:16	Wet and Dark	Vehicle 2 failed to see Vehicle 1 stop at the roundabout and has hit the rear end of the Vehicle 1.
Tudworth Roundabout (A18)	231304776	Slight	06/05/2023	18:32	Wet and Light	Vehicle 1 travelling around the roundabout normally, and Vehicle 2 has not stopped at the roundabout junction. Vehicle 1 attempted to swerve to avoid Vehicle 2 and mounted the curb.
Tudworth Roundabout (A18)	241433615	Slight	19/04/2024	16:30	Dry and Light	Vehicle 1 was driving along the roundabout and an unknown vehicle cut them up on the roundabout, resulting in Vehicle 1 having to swerve out of the way, driving up onto the curb and hitting a lamp post.
A18 High Levels Bank, 350m east of Crow Tree Bank	241399227	Fatal	16/01/2024	19:40	Wet and Dark	Vehicle 1 travels A18 (away from Tudworth) when it is struck head on by Vehicle 2 travelling the other direction, who is overtaking Vehicle 3. The rider of Vehicle 1 was pronounced deceased at the scene.

North Lincolnshire Council – Summary (3 years 05/2022 – 05/2025)

Location	Reference	Severity	Date	Time	Conditions	Description
A161 Wharf Road, south of New Trent Street	1220608	Serious	18/09/2022	09:55	Dry and Light	Vehicle 1 was travelling along the A161 Northbound between Crowle and Eastoft he has failed to negotiate a bend and lost control. Witnesses have stated they were behind the motorcycle and saw his rear wheel lose traction momentarily and this caused him to straighten up the bike and then leave the carriageway into a ploughed field. The bike has then lost control after hitting a ditch.
A161, north of A18	1575726	Slight	08/04/2025	16:00	Dry and Light	The driver stopped at the junction of the gyratory where the A161 joins the A18, giving way to oncoming traffic. While stationary, their vehicle was struck from behind by another car. The other driver stated she did not stop, believing the vehicle ahead had already moved.
A161 Wharf Road, north of New Trent Street	1290674	Slight	25/03/2023	12:40	Dry and Light	Vehicle 2 was travelling along the A161 towards Crowle Crossroads and had the right of way. Vehicle 1 was at the junction of New Trent Street, intending to pull out onto the A161, which is a give way junction. Vehicle 1 failed to see Vehicle 2 and pulled out into its path.
A161 Wharf Road north of Park Road	1299938	Slight	23/04/2023	09:01	Dry and Light	Vehicle 1 was travelling from the direction of Ealand, lost control on a slight left-hand bend in a 30mph zone, and veered across the road, colliding with the garden wall of a property.
A161 Wharf Road, by Axholme Academy	1550010	Slight	03/02/2025	20:26	Dry and Light	Vehicle 1 pulled out of the junction from Axholme Academy, turning right onto Wharf Road towards Belton. Vehicle 2 was travelling on the single carriageway from Belton towards Crowle on Wharf Road and collided with the nearside front of Vehicle 1.

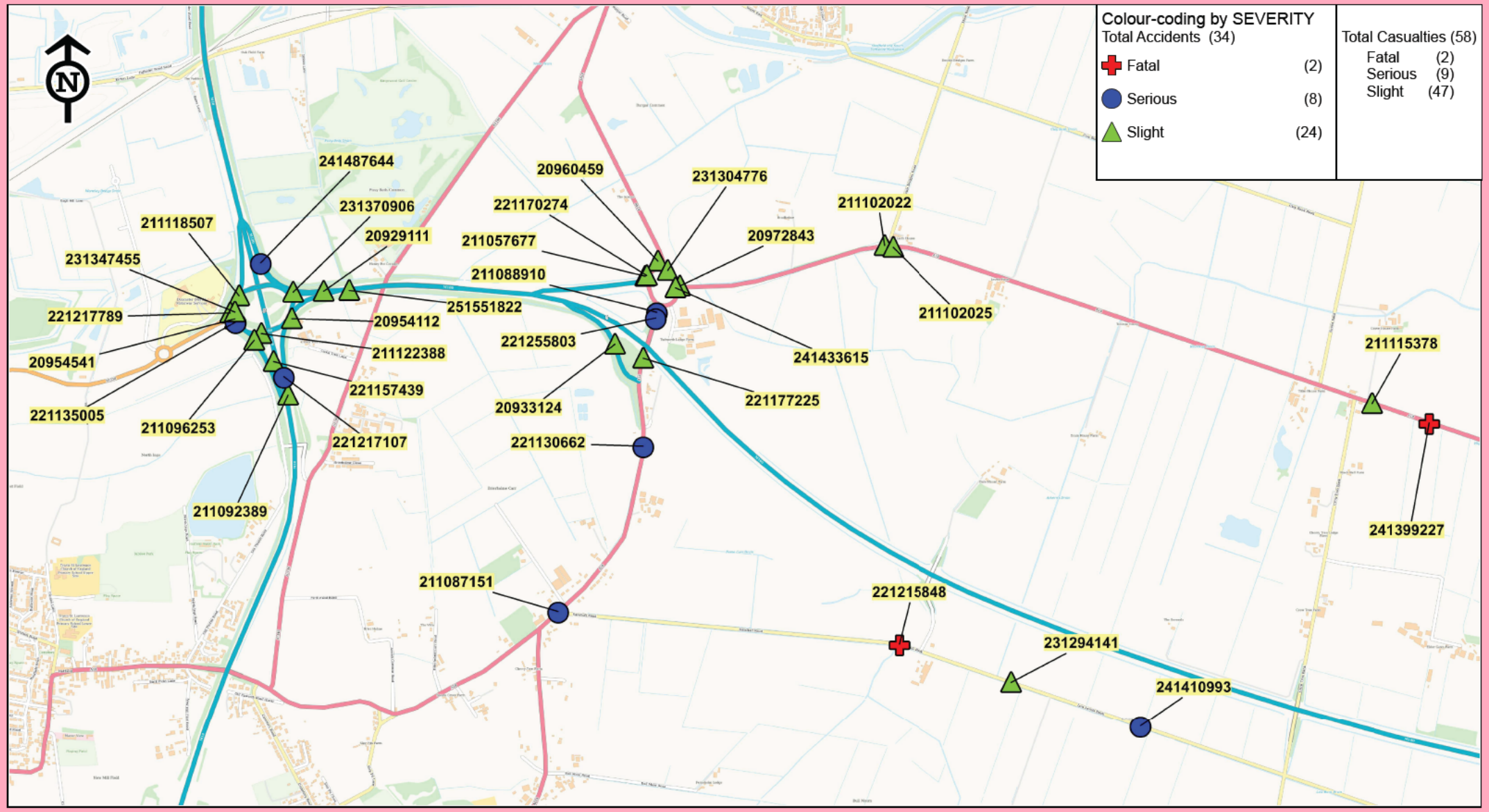
North Lincolnshire Council – Summary (3 years 05/2022 – 05/2025)

A161, south of A18	1194775	Slight	04/07/2022	07:49	Wet and Light	Vehicle 1 was turning around in Farm Drive to go in opposite direction due to fuel blockade on M180 and did not see oncoming Vehicle (2). Vehicle 1 impacted on offside rear panel and wheel.
A161, south of Folly drain	1236454	Slight	27/09/2022	18:40	Dry and Light	Vehicle 1 was travelling on the A161 towards Belton and a tractor and trailer pulled out from a private road, impacting the front end of the vehicle. The vehicle braked suddenly, causing the car to veer to the left and he hit the front and right side of my vehicle.
A161, north of Godnow Road	1350746	Slight	09/09/2023	12:30	Dry and Light	Vehicle 1 was travelling from Crowle town centre towards Ealand on the main through road. Vehicle 2 was travelling in the opposite direction towards Crowle. Vehicle 1 turned right across the carriageway, and Vehicle 2 collided with its nearside front and rear doors.
A18, south of A161	1554336	Slight	14/02/2025	11:55	Wet and Light	Vehicle 1 was driving westbound on the A18 entering a 40mph zone. Vehicle 2 pulled out from the roundabout junction, resulting in Vehicle 1 colliding with the left passenger door of Vehicle 2.
A18, east of Jaque's Bank	1192878	Serious	13/06/2022	17:27	Dry and Light	Vehicle 1 (motorcycle) exited the junction of High Levels Bank and turned right onto the A18, travelling eastbound. Vehicle 2 (car) was also travelling eastbound on the A18 towards Scunthorpe, past the High Levels Bank junction, and collided with the rear of Vehicle 1.
A18, east of Jaque's Bank	1276313	Slight	14/02/2023	19:00	Dry and Dark	Vehicle 1 entered the slipway off the main road intending to turn right across the opposite carriageway onto a side road. Vehicle 1 then turned right without properly checking and into the path of Vehicle 2, which was travelling in the opposite direction on the main carriageway, causing a collision.

North Lincolnshire Council – Summary (3 years 05/2022 – 05/2025)

M180 mainline, east of J2	1176814	Slight	13/05/2022	07:39	Dry and Light	Vehicle 1 was travelling westbound M180, Belton 1/2 mile west of Junction 2. Vehicle 1 then leaves carriageway to nearside and comes to rest in ditch. It was believed driver suffered medical episode.
M180 mainline, east of J2	1204871	Serious	02/08/2022	06:30	Wet and Light	Vehicle 1 struck the mirror on the NS of Vehicle 2 and then collided with the rear of Vehicle 3 and then crashed into the central reservation.
M180 mainline, east of J2	1210162	Slight	17/08/2022	22:50	Dark and Dry	Vehicle 1 was travelling along the M180 westbound in lane 1 towards J2. Vehicle 2 was broken down vehicle in lane 1 with no lights on, just hazards being displayed. Driver of Vehicle 1 believes Vehicle 2 was on the hard shoulder and collided with the rear of Vehicle 2.
M180, J2 westbound off slip	1296598	Slight	13/03/2023	07:55	Light and Wet	The driver was about to turn onto the A161 but decided not to proceed due to a fast-approaching vehicle. A car behind then collided with the stationary vehicle.
M180, J2 westbound off slip	1396754	Slight	05/01/2024	19:24	Light and Dry	The driver was from Crowle towards Belton when another vehicle pulled out from junction 2 eastbound, exiting the M180, into their path. The driver performed an emergency brake and steered slightly left to reduce the impact, resulting in the driver's side taking most of the collision.
M180, J2 westbound off slip	1531405	Slight	16/12/2024	17:10	Light and Dry	Vehicle 1 travelling westbound on the M180. Vehicle 2 was stationary in traffic on the M180 off-slip at Woodhouse. After taking the off-slip, Vehicle 1 collided with the rear of Vehicle 2, causing significant damage to both vehicles.

M180, J2 eastbound on slip	1415252	Slight	25/02/2024	11:00	Light and Dry	Vehicle 2 was travelling southbound on the A161. Vehicle 1 was travelling northbound on the A161 and approached the junction of the M180 eastbound slip road. Vehicle 1 pulled into the path of Vehicle 2, resulting in a collision and causing injuries.
Windsor Lane and Pots Lane Junction	1549569	Slight	02/02/2025	19:48	Light and Dry	The male driver of Vehicle 1 was travelling west on Potts Lane onto Windsor Lane and failed to stop or give way at the junction, colliding with Vehicle 2, which was passing on Windsor Road. A passenger in Vehicle 2 struck her head on the windscreen, potentially due to not wearing a seatbelt.



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South Yorkshire SRP

Selected Range of Accidents between dates 01/01/2020 and 17/03/2025
Blue and Green Route data

SCALE	1 : 22000
DATE	05/06/2025
DRWG No.	46002/411/LB
DRN BY	Louise Banks

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

20929111 10/02/2020 Monday Time: 1405 Vehicles 2 Casualties 1 Slight
Easting: 467,386 Northing: 411,096
Fine with high winds Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 70

Location: M180 EASTBOUND DONCASTER
Description: VEHICLE 1 TRAVELLING FROM DONCASTER TO THORNE ALONG THE M18 AND AT THE MOTO ROUNDABOUT TURNED OFF ONTO THE M180 IN THE MIDDLE LANE WHEN VEHICLE 2 WHO WAS IN THE OUTSIDE LANE PULLED INTO THE MIDDLE LANE COLLIDING WITH VEHICLE 1 OFFSIDE CAUSING VEHICLE 1 T O SPIN 360 ONTO THE CENTRAL RESERVATION. VEHICLE 2 STOPPED INITIALLY AND THE DRIVER SUGGESTED THEY MEET IN THE LAYBY FURTHER UP THE ROAD BUT WHEN VEHICLE 1 WENT TO THE LOCATION VEHICLE 2 HAD LEFT THEREFORE NO DETAILS EXCHANGED AND THE DRIVER OF VEHICLE 1 DID NOT MAKE A RECORD OF THE VRN. POSSIBLE CCTV ON MOTTO ROUNDABOUT WHICH MAY HAVCE CAPTURED VEHICLE 2 WHICH WAS A LORRY. DAMAGE TO OFFSIDE OF VEHICLE 1 WHICH IS ALL DENTED AND THE DRIVER IS COMPLAINING OF STIFF NECK AND IS SHAKEN FROM THE INCIDENT. NO WITNESSES. NO DASHCAM

Vehicle Reference: 1 Car Going ahead
First point of impact: Offside
Vehicle direction: W to E Journey: Journey as part of work
Age of Driver : 54 Breath test: Driver not contacted

Contributory Factors :

Casualty Reference: 1 Age: 54 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Goods vehicle - unknown Changing lane to left
First point of impact: Nearside
Vehicle direction: W to E Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors :

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

20933124 24/02/2020 Monday Time: 0710 Vehicles 2 Casualties 1 Slight
Easting: 468,609 Northing: 410,874
Raining without high winds Road Surface: Wet/Damp Daylight
Road Type: Slip road Speed Limit: 70

Location: M180 J1 WESTBOUND ENTRY DONCASTER
Description: VEHICLE 1 WAS ON A TWO LANE SLIP ROAD FIRSTLY IN THE LEFT LANE THEN SHE WENT INTO THE RIGHT HAND TO OVERTAKE A LORRY VEHICLE 1 HAS STAYED IN THE RIGHT HAND LANE ON THE SLIP ROAD, VEHICLE 2 A LORRY HAS THEN COME FROM THE LEFT HAND LANE INTO THE RIGHT HAND LANE HITTING VEHICLE 1'S PASSENGER SIDE DOOR AND WING MIRROR. BOTH VEHICLES HAVE JOINED THE MOTORWAY, VEHICLE 1 HAS FLASHED AND BEEPED VEHICLE 2 TO TRY AND STOP. VEHICLE 2 HAS JUST DRIVEN OFF. THE
N COME OFF AT THE MOTO SERVICES. AND PHONED 101. SHE HAS MANAGED TO OBTAIN VEHICLE 2 NUMBER PLATE

Vehicle Reference: 1 Car Going ahead
First point of impact: Nearside
Vehicle direction: SE to NW Journey: Other
Age of Driver : 38 Breath test: Not requested

Contributory Factors :

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

Vehicle Reference: 2 Goods vehicle - unknown Changing lane to right
First point of impact: Offside
Vehicle direction: SE to NW Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors :

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

20954112 26/05/2020 Tuesday Time: 1320 Vehicles 1 Casualties 4 Slight
Easting: 467,252 Northing: 410,981
Fine without high winds Road Surface: Dry Daylight
Road Type: Slip road Speed Limit: 70

Location: M18 J5 SOUTHBOUND ENTRY DONCASTER
Description: VEHICLE 1 SEEN SPEEDING ON THE M180 BY POLICE PATROL AND REQUESTED TO STOP. VEHICLE MAKES OFF FROM PATROL INCREASING TO SPEEDS NO LESS THEN 130MPH. UPON APPROACHING THE INTERSECTION WITH JUNCTION 5 M18 VEHICLE 1 FAILS TO AJUST HIS SPEED ACORDINGLY AND CO NNECTS WITH THE OFFSIDE KERB WHICH HAS SPUN HIM OFF TO THE NEARSIDE COMING OFF THE ROAD ONTO THE GRASS VERGE HITTING THE AMCO BARRIER AND KNOCKING DOWN A LAMP POST. HUMBERSIDE OFFICERS
E COLLISION HERE.

Accidents between dates **01/01/2020** **and** **17/03/2025** **(63) months**
Selection: **Notes:**
Selected using Manual Selection

Vehicle Reference: 1 Car Going ahead left hand bend
First point of impact: Front
Vehicle direction: NE to SW Journey: Other
Age of Driver : 31 Breath test: Negative

Contributory Factors : 601 602 502

Casualty Reference: 1 Age: 4 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 5 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 3 Age: 24 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 4 Age: 2 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

20954541 01/06/2020 Monday Time: 1211 Vehicles 3 Casualties 1 Slight
Easting: 467,013 Northing: 410,980
Fine without high winds Road Surface: Dry Daylight
Road Type: Roundabout Speed Limit: 60

Location: M180 ROUNDABOUT DONCASTER AT OR NR JN WITH M180 DONCASTER NORTH SERVICES
Description: COLLISION ON ROUNDABOUT BETWEEN LGV AND TWO CARS

Vehicle Reference: 1 Goods >= 7.5 tonnes mgw Going ahead right hand bend
First point of impact: Offside
Vehicle direction: S to N Journey: Journey as part of work
Age of Driver : 22 Breath test: Negative

Contributory Factors : 405

Vehicle Reference: 2 Car Changing lane to left
First point of impact: Nearside
Vehicle direction: S to N Journey: Not known
Age of Driver : 43 Breath test: Negative

Contributory Factors : 405

Vehicle Reference: 3 Car Waiting to go ahead but held up
First point of impact: Nearside
Vehicle direction: S to N Journey: Not known
Age of Driver : 51 Breath test: Negative

Contributory Factors : 405

Casualty Reference: 1 Age: 52 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

20960459 28/06/2020 Sunday Time: 1425 Vehicles 1 Casualties 1 Slight
Easting: 468,789 Northing: 411,223
Fine without high winds Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 60

Location: TUDWORTH ROAD (A614) DONCASTER
Description: VEHICLE NEGOTIATES ROUNDABOUT TOO FAST. LOSES CONTROL, MOUNTS WEARSIDE KERB AND ROLLS.

Vehicle Reference: 1 Car Turning left
First point of impact: Front
Vehicle direction: SW to N Journey: Other
Age of Driver : 18 Breath test: Negative

Contributory Factors : 601

Casualty Reference: 1 Age: 18 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

20972843 16/08/2020 Sunday Time: 1151 Vehicles 1 Casualties 1 Slight
Easting: 468,881 Northing: 411,118
Raining without high winds Road Surface: Wet/Damp Daylight
Road Type: Single carriageway Speed Limit: 60

Location: HIGH LEVELS BANK (A18) DONCASTER AT OR NR JN WITH TUDWORTH ROUNDABOUT (A18)
Description: VEHICLES HAS EXITED ROUNDBOUT (TUDWORTH ROUNABOUT) ONTO THE A18 TOWARDS SCUNTHORPE. AS THE VEHICLE HAS NEGIOTIATED THE CORNER EXITING THE ROUNDABOUT IT HAS EXITED THE ROAD AND THE VEHICLE HAS TURNED 180' AND ENDEDSIDEWAYS INTO A DITCH.

Vehicle Reference: 1 Car Turning left
First point of impact: Front
Vehicle direction: N to E Journey: Other
Age of Driver : 50 Breath test: Not requested

Contributory Factors : 103

Casualty Reference: 1 Age: 49 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211057677 17/06/2021 Thursday Time: 1830 Vehicles 2 Casualties 1 Slight
Easting: 468,736 Northing: 411,159
Fine without high winds Road Surface: Dry Daylight
Road Type: Slip road Speed Limit: 70

Location: M180 - 23 METRES FROM JUNCTION WITH TUDWORTH ROUNDABOUT (A18)
Description: V001 - STATIONARY AT THE TUDWORTH ROUNDABOUT FROM M180 TOWARDS GOOLE V002 - COLLIDED WITH REAR OF V001

Vehicle Reference: 1 Car Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: SW to NE Journey: Not known
Age of Driver : 21 Breath test: Not requested

Contributory Factors :

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

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

Contributory Factors :

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211087151 03/09/2021 Friday Time: 0842 Vehicles 2 Casualties 1 Serious
Easting: 468,370 Northing: 409,752
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 60

Location:
Description: VEHICLE 1 HAS ARRIVED AT A JUNCTION TO THE A18. AFTER LOOKING BOTH WAYS HE HAS PULLED OUT ONTO THE A18, MISSED SEEING A MOTORCYCLE (VEHICLE 2) WHICH HAS THEN COLLIDED WITH THE FRONT OF VEHICLE 1.

Vehicle Reference: 1 Goods vehicle - unknown Turning right
First point of impact: Front
Vehicle direction: E to NE Journey: Not known
Age of Driver : 32 Breath test: Negative

Contributory Factors : 602

Vehicle Reference: 2 Motorcycle - unknown cc Going ahead
First point of impact: Front
Vehicle direction: SW to NE Journey: Not known
Age of Driver : 56 Breath test: Not provided (medical)

Contributory Factors : 602

Casualty Reference: 1 Age: 56 Male Driver/rider Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211088910 17/09/2021 Friday Time: 1845 Vehicles 2 Casualties 1 Serious
Easting: 468,784 Northing: 411,008
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 40

Location: TUDWORTH ROAD (A18) - 41 METRES FROM JUNCTION WITH TUDWORTH ROUNDABOUT (A18)
Description: MOTORBIKE TRAVELLING AROUND THE ROUNDABOUT IN THE OUTSIDE LANE WHEN A VEHICLE HAS THEN ALIGHTED FROM THE JUNCTION TO JOIN THE ROUNDABOUT AND HAS THEN COLLIDED WITH THE BIKE CAUSING THE BIKE TO FALL ON ITS SIDE AND THE RIDER AND PILLION PASSENGER TO COME OFF . PILLION PASSENGER SUSPECTED TO HAVE A COUPLE OF BROKEN FINGERS DRIVER APPEARS FINE WITH JUST SUPERFICIAL CUTS AND ACHING

Vehicle Reference: 1 Car Moving off
First point of impact: Offside
Vehicle direction: N to NE Journey: Commuting to/from work
Age of Driver : 37 Breath test: Negative

Contributory Factors : 405

Vehicle Reference: 2 Motorcycle over 500cc Going ahead
First point of impact: Nearside
Vehicle direction: N to NE Journey: Other
Age of Driver : 65 Breath test: Negative

Contributory Factors : 405

Casualty Reference: 1 Age: 63 Female Passenger Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211092389 24/09/2021 Friday Time: 1029 Vehicles 3 Casualties 2 Slight
Easting: 467,236 Northing: 410,660
Fine without high winds Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 70

Location: M18 SOUTHBOUND - 45 METRES FROM JUNCTION WITH M180
Description: IT WOULD APPEAR THAT VEHICLE 2 HAS ENTERED THE MOTORWAY AT JUNCTION 5 AND MISJUDGED THE SPEED OF VEHICLE 1 AND COLLIDED WITH THE REAR OF IT LOSING CONTROL AND CAUSING VEHICLE 3 TO RUN INTO THE BACK OF HER. VEHICLE 2 SUBSEQUENTLY OVERTURNED AND DRIVER SU STAINED MINOR INJURIES WHILST VEHICLE 3 TRYING TO AVOID THE COLILSION COLLIDED WITH THE CENTRAL BARRIER CAUSING MINOR WHIPLASH TYPE INJURIES

Vehicle Reference: 1 Goods vehicle - unknown Going ahead
First point of impact: Back
Vehicle direction: N to S Journey: Journey as part of work
Age of Driver : 53 Breath test: Not requested

Contributory Factors : 602

Vehicle Reference: 2 Car Changing lane to right
First point of impact: Front
Vehicle direction: N to S Journey: Other
Age of Driver : 38 Breath test: Negative

Contributory Factors : 602

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

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

Vehicle Reference: 3 Car Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Other
Age of Driver : 51 Breath test: Negative

Contributory Factors : 602

Casualty Reference: 2 Age: 51 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211096253 28/09/2021 Tuesday Time: 1420 Vehicles 2 Casualties 1 Slight
Easting: 467,095 Northing: 410,891
Unknown Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 70

Location: M18
Description: VEHICLE 1 LEAVING THE MOTO SERVICES AND WAITING IN TRAFFIC IN THE RIGHT HAND LANE AT THE ROUNDABOUT JUNCTION M18, JUNCTION 5. VEHICLE 1 SET OFF TO ENTER THE ROUNDABOUT AND THEN BRAKED AND VEHICLE 2 HIT THE REAR OF VEHICLE 1. THE DRIVER OF VEHICLE 1 SUSTA
INED WHIPLASH AND SOUGHT MEDICAL ATTENTION HE HAS A SPRAINED NECK.
BOTH DRIVERS HAVE EXCHANGED DETAILS NOW BUT RECORDED DUE TO

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

Contributory Factors :

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

Vehicle Reference: 2 Car Going ahead
First point of impact: Back
Vehicle direction: SE to NW Journey: Not known
Age of Driver : 37 Breath test: Not requested

Contributory Factors :

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211102025 24/10/2021 Sunday Time: 2350 Vehicles 1 Casualties 1 Slight
Easting: 469,777 Northing: 411,281
Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 60

Location: HIGH LEVELS BANK (A18) NEAR JUNCTION WITH DOUBLE BRIDGES ROAD
Description: COLLISION OCCURED WHEN DRIVER OF VEHCILE 1 HIT A RAISED AREA WHICH WAS UNLIT. THIS CAUSED THE DRIVER TO LOSE CONTROL OF THE VEHICLE TO THE OFFSIDE. THE VEHICLE SKIDDED AND OVERTURNED COMING TO A HALT IN A DITCH

Vehicle Reference: 1 Car Going ahead right hand bend
First point of impact: Front
Vehicle direction: E to W Journey: Not known
Age of Driver : 57 Breath test: Negative

Contributory Factors : 101

Casualty Reference: 1 Age: 57 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211102022 25/10/2021 Monday Time: 0050 Vehicles 1 Casualties 1 Slight
Easting: 469,741 Northing: 411,288
Raining without high winds Road Surface: Wet/Damp Darkness: no street lighting
Road Type: Single carriageway Speed Limit: 60

Location: HIGH LEVELS BANK (A18) NEAR JUNCTION WITH DOUBLE BRIDGES ROAD
Description: COLLISION OCCURRED WHEN VEHICLE 1 WAS TRAVELLING ALONG THE A18 FROM TUDWORTH ROUNDABOUT IN THE DIRECTION OF SANDTOFT WHEN IT WAS DESCRIBED THERE WAS A VEHICLE TRAVELLING IN THE OPPOSITE DIRECTION, ON THE WRONG SIDE OF THE ROAD WITH NO LIGHTS ON. THE DRI VER OF VEHICLE 1 THEN SWERVED TO AVOID THIS VEHICLE AND CLIPPED A TRAFFIC ISLAND WHICH IS POORLY LIT. THIS HAS CAUSED THE VEHICLE TO LOSE CONTROL AND LEAVE THE ROAD TO THE NEARSIDE. VEHICLE 1 OVERTURNED NUMEROUS TIMES. DRIVER WAS BREATHALYSED AT SCENE.

Vehicle Reference: 1 Car Going ahead right hand bend
First point of impact: Front
Vehicle direction: W to E Journey: Not known
Age of Driver : 20 Breath test: Negative

Contributory Factors : 108 601 103

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

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211115378 29/11/2021 Monday Time: 0700 Vehicles 2 Casualties 1 Slight
Easting: 471,790 Northing: 410,625
Other Road Surface: Frost/Ice Daylight
Road Type: Single carriageway Speed Limit: 60

Location: HIGH LEVELS BANK (A18) - 21 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD
Description: VEHICLE 1 WAS TRAVELLING ON THE A18 FROM HUMBERSIDE AREA TO SOUTH YORKSHIRE AREA, IT HAS THEN LOST CONTROL AT THE REAR AND SPUN INTO THE MIDDLE OF THE ROAD AND HAS BEEN UNABLE TO STOP, VEHICLE 2 WHICH WAS TRAVELLING FROM THORNE AREA TOWARDS HUMBERSIDE HA
S THEN COLLIDED WITH VEHICLE 1.

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

Contributory Factors : 410

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

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: W to E Journey: Other
Age of Driver : 66 Breath test: Negative

Contributory Factors : 410

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211118507 06/12/2021 Monday Time: 1732 Vehicles 2 Casualties 2 Slight
Easting: 467,031 Northing: 411,077
Raining without high winds Road Surface: Wet/Damp Darkness: no street lighting
Road Type: Roundabout Speed Limit: 70

Location: M18 0- JUNCTION 5
Description: WHILST NEGOTIATING THE ROUNDABOUT AT JUNCTION 5 IT WOULD APPEAR THAT THE FOREIGN REGISTERED HGV (VEHICLE 1) HAS COLLIDED WITH THE NEARSIDE OF VEHICLE 2 THAT WAS TRAVELLING IN THE CENTER LANE, IT WOULD APPEAR THAT THIS IS DOWN TO VEHICLE POSSTION ON THE R OAD BY THE FOREIGN REGIOSTERED VEHICLE. MINOR INJURIES RESULTED

Vehicle Reference: 1 Goods >= 7.5 tonnes mgw Going ahead
First point of impact: Offside
Vehicle direction: W to E Journey: Journey as part of work
Age of Driver : 34 Breath test: Negative

Contributory Factors : 405

Vehicle Reference: 2 Car Going ahead
First point of impact: Nearside
Vehicle direction: E to W Journey: Other
Age of Driver : 23 Breath test: Negative

Contributory Factors : 405

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

Casualty Reference: 2 Age: 29 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211122388 14/12/2021 Tuesday Time: 0950 Vehicles 2 Casualties 1 Slight
Easting: 467,124 Northing: 410,919
Fine without high winds Road Surface: Wet/Damp Daylight
Road Type: Roundabout Speed Limit: 70

Location: M180 - 62 METRES FROM JUNCTION WITH M18
Description: V001 ON ROUNDABOUT WHEN HIT BY HGV CAUSING HER TO CRASH INTO ARMCO BARRIER.

Vehicle Reference: 1 Goods >= 7.5 tonnes mgw Changing lane to left
First point of impact: Nearside
Vehicle direction: E to W Journey: Journey as part of work
Age of Driver : 43 Breath test: Negative

Contributory Factors : 406

Vehicle Reference: 2 Car Going ahead
First point of impact: Back
Vehicle direction: E to W Journey: Journey as part of work
Age of Driver : 29 Breath test: Negative

Contributory Factors : 406

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

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

221130662 11/01/2022 Tuesday Time: 0620 Vehicles 2 Casualties 2 Serious
Easting: 468,727 Northing: 410,446
Fine without high winds Road Surface: Dry Darkness: no street lighting
Road Type: Single carriageway Speed Limit: 60

Location: TUDWORTH ROAD (A18) - 75 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD
Description: VEHICLE 1 HAS BEEN DRIVING ALONG TUDWORTH ROAD, HATFIELD TOWARDS THE M180. VEHICLE 2 HAS BEEN DRIVING ALONG TUDWORTH ROAD, HATFIELD AWAY FROM THE M180 AND HAS COLLIDED WITH VEHICLE 1.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: S to N Journey: Commuting to/from work
Age of Driver : 37 Breath test: Negative

Contributory Factors : 602

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Commuting to/from work
Age of Driver : 73 Breath test: Not requested

Contributory Factors : 602

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

Casualty Reference: 2 Age: 57 Female Passenger Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

221135005 21/01/2022 Friday Time: 1611 Vehicles 1 Casualties 1 Serious
Easting: 467,016 Northing: 410,967
Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
Road Type: Roundabout Speed Limit: 60

Location: M18 ROUNDABOUT NEAR JUNCTION WITH SERVICES
Description: V1 HAS BEEN TRAVELLING FROM JUNCTION 5 OF THE M18 TOWARDS STAINFORTH. AS THE VEHICLE HAS APPROACHED THE ROUNDABOUT TO THE JUNCTION 5 SERVICES, IT IS BELIEVED THAT THE DRIVER OF V1 HAS HAD A DIABETIC ATTACK AND GONE INTO HYPOGLYCEMIA, THEREFORE GOING STRA IGHT TO THE LEFT OF THE R/A AND DOWN A BANKING COLLIDING WITH A WOODEN FENCE.

Vehicle Reference: 1 Car Going ahead left hand bend
First point of impact: Front
Vehicle direction: SE to NW Journey: Other
Age of Driver : 58 Breath test: Not requested

Contributory Factors : 505

Casualty Reference: 1 Age: 58 Female Driver/rider Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020** **and** **17/03/2025** **(63) months**
Selection: **Notes:**
Selected using Manual Selection

221157439 25/03/2022 Friday Time: 1325 Vehicles 2 Casualties 5 Slight
Easting: 467,176 Northing: 410,801
Fine without high winds Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 70

Location: M18 - 192 METRES FROM JUNCTION WITH M180, DONCASTER, DONCASTER
Description: VEHICLE 1 TRAVELLING IN LANE 1 OF THE M18 AND SLOWS DUE TO TRAFFIC. DRIVER OF VEHICLE 1 CHECKS HIS REAR VIEW MIRROR TO SEE VEHICLE 2 APPROACHING AT SPEED. DRIVER OF VEHICLE 1 TRIES TO DRIVE AWAY IN TO LANE 2 BUT VEHICLE 2 COLLIDES WITH VEHICLE 1.

Vehicle Reference: 1 Car Slowing or Stopping
First point of impact: Back
Vehicle direction: S to N Journey: Other
Age of Driver : 49 Breath test: Negative

Contributory Factors : 406 405

Casualty Reference: 1 Age: 46 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 14 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 3 Age: 12 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 4 Age: 10 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020** **and** **17/03/2025** **(63) months**
Selection: **Notes:**
Selected using Manual Selection

Vehicle Reference: 2 Goods vehicle - unknown Changing lane to left
First point of impact: Front
Vehicle direction: S to N Journey: Journey as part of work
Age of Driver : 21 Breath test: Negative

Contributory Factors : 406 405

Casualty Reference: 5 Age: 30 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

221170274 26/04/2022 Tuesday Time: 1048 Vehicles 2 Casualties 2 Slight
Easting: 468,742 Northing: 411,162
Fine without high winds Road Surface: Dry Daylight
Road Type: Slip road Speed Limit: 60

Location: M180 NEAR JUNCTION WITH TUDWORTH ROUNDABOUT (A18), DONCASTER
Description: VEHICLE 1 HAS COME OFF JUNCTION 1 OF THE M180 OF THE DIRECTION OF TUDWORTH ROUNDERBOUT, VEHICLE 1 THEN COMES TO A STOP AT THE JUNCTION. VEHICLE 2 FOLLOWS VEHICLE 1 AND ON APPROACH TO THE JUNCTION VEHICLE 2 HAS THEN CRASHED INTO THE BACK OF VEHICLE 1.

Vehicle Reference: 1 Car Waiting to turn left
First point of impact: Back
Vehicle direction: SW to NE Journey: Journey as part of work
Age of Driver : 32 Breath test: Negative

Contributory Factors : 509

Casualty Reference: 1 Age: 32 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Goods vehicle - unknown Going ahead
First point of impact: Front
Vehicle direction: SW to E Journey: Journey as part of work
Age of Driver : 28 Breath test: Negative

Contributory Factors : 509

Casualty Reference: 2 Age: 28 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

221177225 13/05/2022 Friday Time: 2328 Vehicles 2 Casualties 2 Slight
Easting: 468,727 Northing: 410,815
Fine without high winds Road Surface: Dry Darkness: no street lighting
Road Type: Single carriageway Speed Limit: 60

Location: TUDWORTH ROAD (A18), HATFIELD, DONCASTER, DONCASTER
Description: VEHICLE 1 HAS BEEN TRAVELING TOWARDS TUDWORTH ROUNDABOUT AND FOR REASONS UNKNOWN V1 HAS CROSSED THE CENTRE OF THE CARRIAGEWAY AND COLLIDED HEAD ON WITH V2 WHICH WAS TRAVELLING IN THE OPPOSITE DIRECTION. BOTH DRIVERS SUFFERED INJURIES CONSTANT WITH AIR
BAG DEPLOYMENT.

Vehicle Reference: 1 Goods vehicle - unknown Going ahead
First point of impact: Front
Vehicle direction: SW to NE Journey: Other
Age of Driver : 18 Breath test: Not requested

Contributory Factors : 602

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

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: NE to SW Journey: Commuting to/from work
Age of Driver : 21 Breath test: Not requested

Contributory Factors : 602

Casualty Reference: 2 Age: 21 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020** **and** **17/03/2025** **(63) months**
Selection: **Notes:**
Selected using Manual Selection

221215848 05/09/2022 Monday Time: 1825 Vehicles 2 Casualties 5 Fatal
Easting: 469,803 Northing: 409,615
Fine without high winds Road Surface: Dry Darkness: no street lighting
Road Type: Single carriageway Speed Limit: 60

Location: LOW LEVELS BANK - HATFIELD, DONCASTER, DONCASTER
Description: V1 TRAVELLING AT SPEED FAILS TO NAVIGATE BEND IN ROAD AND COLLIDES WITH V2

Vehicle Reference: 1 Car Going ahead left hand bend
First point of impact: Front
Vehicle direction: E to W Journey: Not known
Age of Driver : 52 Breath test: Not requested

Contributory Factors : 306

Casualty Reference: 1 Age: 52 Male Driver/rider Severity: Fatal
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020** **and** **17/03/2025** **(63) months**
Selection: **Notes:**
Selected using Manual Selection

Vehicle Reference: 2 Car — Going ahead right hand bend
First point of impact: Front
Vehicle direction: W to E — Journey: Not known
Age of Driver : 18 — Breath test: Negative

Contributory Factors : 306

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

Casualty Reference: 3 Age: 19 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 4 Age: 17 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 5 Age: 18 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

221217107 07/09/2022 Wednesda Time: 2200 Vehicles 2 Casualties 1 Serious
Easting: 467,219 Northing: 410,738
Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
Road Type: Dual carriageway Speed Limit: 70

Location: M18 - 125 METRES FROM JUNCTION WITH M180, DONCASTER, DONCASTER
Description: VEHICLE 1 WAS DRIVING ALONG THE SOUTHBOUND CARRIAGEWAY BETWEEN JUNCTIONS 4 AND 5. VEHICLE 1 WAS IN THE LEFT HAND LANE AND WAS INDICATING TO MOVE INTO THE RIGHT HAND LANE DUE TO OTHER CARS IN FRONT. VEHICLE 2 WHICH WAS TRAVELLING IN THE RIGHT HAND LANE BEHIND VEHICLE 1 FLASHED VEHICLE 1 TO LET HIM PULL OUT. ONCE HE HAD PULLED OUT INTO RIGHT HAND LANE VEHICLE 2 THEN SUDDENLY SPED UP AND HIT VEHICLE 1 TO THE REAR. VEHICLE 1 DRIVER INDICATED AND PULLED OVER
ED AS IF THEY WERE GOING TO PULL OVER PULLED INTO LEFT LANE AS IF THEY WERE GOING TO STOP BUT THEN AS THEY GOT TO THE FRONT OF VEHICLE 1 THEY SPED OFF ALONG THE MOTORWAY WITHOUT STOPPING OR LEAVING ANY DETAILS. VEHICLE 1 DRIVER WAS UNABLE TO GET A REG
ISTRATION NUMBER OF VEHICLE 2 BUT STATES IT WAS A 4X4 WITH CIRCLE HEADLIGHTS AND SQUARE REAR LIGHTS WAS SHINY BLACK NEW CAR POSSIBLY JEEP WRANGLER OR SIMILAR. CALLER IS UNSURE IF THERE IS ANY CCTV ON THAT STRETCH OF THE ROAD OR IF THERE ARE ANY OTHER RE

Vehicle Reference: 1 Car Going ahead
First point of impact: Back
Vehicle direction: N to S Journey: Not known
Age of Driver : 23 Breath test: Not requested

Contributory Factors : 307 308 406

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

Ped Dir: Ped Movement :
Ped Location:

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

Contributory Factors : 307 308 406

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

221217789 10/09/2022 Saturday Time: 0845 Vehicles 2 Casualties 2 Slight
Easting: 466,994 Northing: 411,005
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: SERVICE ROAD NEAR JUNCTION WITH M18 / M180, DONCASTER
Description: V001 - STATIONARY AT THE M18 / M180 ROUNDABOUT FROM THE SERVICES
V002 - COLLIDED WITH REAR OF V001 DETAILS EXCHANGED - INJURY FROM BOTH DRIVERS

Vehicle Reference: 1 Car Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: SW to NE Journey: Other
Age of Driver : 36 Breath test: Not requested

Contributory Factors :

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

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Slowing or Stopping
First point of impact: Front
Vehicle direction: SW to NE Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors :

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

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020** **and** **17/03/2025** **(63) months**
Selection: **Notes:**
Selected using Manual Selection

221255803 19/12/2022 Monday Time: 1716 Vehicles 2 Casualties 2 Serious
Easting: 468,780 Northing: 410,984
Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 60

Location: TUDWORTH ROAD (A18), HATFIELD, DONCASTER
Description: VEHICLE 1 HAS SLOWED DOWN COMING TO A ROUNDABOUT AFTER COMING OFF THE M180 TO WAIT FOR ANOTHER CAR ALREADY ON THE ROUNDABOUT TO PASS. VEHICLE 2 HAS FAILED TO SEE VEHICLE 1 STOP AT THE ROUNDABOUT AND HAS HIT THE REAR END OF THE VEHICLE 1.

Vehicle Reference: 1 Car Slowing or Stopping
First point of impact: Back
Vehicle direction: S to N Journey: Not known
Age of Driver : 22 Breath test: Not requested

Contributory Factors : 406

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

Casualty Reference: 2 Age: 19 Female Passenger Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Slowing or Stopping
First point of impact: Front
Vehicle direction: S to N Journey: Not known
Age of Driver : 38 Breath test: Not requested

Contributory Factors : 406

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

231294141 05/04/2023 Wednesda Time: 1840 Vehicles 2 Casualties 2 Slight
Easting: 470,275 Northing: 409,455
Raining without high winds Road Surface: Wet/Damp Darkness: no street lighting
Road Type: Single carriageway Speed Limit: 60

Location: LOW LEVELS BANK - HATFIELD, DONCASTER
Description: VEHICLE 1 RED FIAT 500 - TRAVELLING IN THE DIRECTION FROM SANDTOFT ROAD/GREEN TREE INN. VEHICLE 2 BLACK VAUXHALL TIGRA TRAVELLING IN THE DIRECTION OF SANDTOFT. 2 HAS GONE ONTO THE WRONG SIDE OF THE ROAD HITTING VEHICLE 1 HEAD ON. VEHICLE 1 HAS LEFT THE ROAD HITTING A FARMERS FIELD UPSIDE DOWN. VEHICLE 2 HAS REMAINED ON THE ROAD. ROAD SURFACE WAS WET AND APPEARED TO HAVE OIL ON THE SURFACE.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: NE to NW Journey: Not known
Age of Driver : 18 Breath test: Not requested

Contributory Factors : 501 707 103 103

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

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: NW to NE Journey: Not known
Age of Driver : 45 Breath test: Positive

Contributory Factors : 501 707 103 103

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

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

231304776 06/05/2023 Saturday Time: 1832 Vehicles 2 Casualties 1 Slight
Easting: 468,830 Northing: 411,184
Raining without high winds Road Surface: Wet/Damp Daylight
Road Type: Roundabout Speed Limit: 60

Location: TUDWORTH ROUNDABOUT (A18) AT JUNCTION WITH TUDWORTH ROAD (A614), HATFIELD, DONCASTER
Description: VICTIM HAS BEEN LEAVING THE M180 ONTO THE ROUNDABOUT AT TUDWORTH CORNER IN A BLACK VW TIGUAN, WHILST ON THE ROUNDABOUT AS THEY WERE TURNING RIGHT, A SILVER PICK UP TRUCK, WITH A COVERED BOX AREA, POSSIBLY A FORD RANGER HAS COME FROM THE THORNE DIRECTION HEADING TOWARDS HATFIELD AND NOT STOPPED AT THE ROUNDABOUT JUNCTION. THE VW TIGUAN HAS ATTEMPTED TO SWERVE TO AVOID THE VEHICLE AND MOUNTED THE KERB, THE SILVER PICK UP HAS STILL HIT THE VW. THE SILVER PICK UP HAD DAMAGE TO THE WING MIRROR AND HAS DRIVEN OFF FROM THE SCENE. NO DETAILS WERE EXCHANGED BETWEEN DRIVERS. THE VW HAS SUSTAINED BLOWN TYRES AND AIR BAGS DEPLOYED. REPORTING OFFICERS OBSERVATIONS AND NOTES - VISITED THE INCIDENT SITE, THE MARKS THAT HAVE BEEN LEFT BY TYRES AND DEBRIS ON THE ROAD FROM THE INCIDENT MATCH THE DESCRIPTION OF TRAVEL AND INCIDENT DESCRIPTION GIVEN BY THE VICTIM.

Vehicle Reference: 1 Car Going ahead right hand bend
First point of impact: Back
Vehicle direction: W to SE Journey: Not known
Age of Driver : 44 Breath test: Not requested

Contributory Factors : 602 302

Casualty Reference: 1 Age: 11 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

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

Contributory Factors : 602 302

Accidents between dates **01/01/2020** **and** **17/03/2025** **(63) months**
Selection: **Notes:**
Selected using Manual Selection

231347455 31/08/2023 Thursday Time: 1451 Vehicles 3 Casualties 2 Slight
Easting: 467,013 Northing: 411,009
Fine without high winds Road Surface: Dry Daylight
Road Type: Roundabout Speed Limit: 30

Location:
Description:

Vehicle Reference: 1 Car Overtaking moving vehicle on its offside
First point of impact: Front
Vehicle direction: E to N Journey: Not known
Age of Driver : Breath test:

Contributory Factors : 901

Vehicle Reference: 2 Car Overtaking stationary vehicle on its offside
First point of impact: Front
Vehicle direction: E to N Journey: Journey as part of work
Age of Driver : 34 Breath test:

Contributory Factors : 901

Casualty Reference: 2 Age: 34 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement : Not pedestrian
Ped Location: Not pedestrian

Vehicle Reference: 3 Car Slowing or Stopping
First point of impact: Back
Vehicle direction: S to N Journey: Commuting to/from work
Age of Driver : 48 Breath test:

Contributory Factors : 901

Casualty Reference: 1 Age: 48 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement : Not pedestrian
Ped Location: Not pedestrian

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

231370906 05/11/2023 Sunday Time: 1430 Vehicles 2 Casualties 1 Slight
Easting: 467,258 Northing: 411,092
Fine without high winds Road Surface: Wet/Damp Daylight
Road Type: Slip road Speed Limit: 70

Location: M180 - 47 METRES FROM JUNCTION WITH M180, DONCASTER
Description: BOTH VEHICLES WERE ON THE M18 SOUTHBOUND AND LEFT AT JUNCTION 5 SLIP ROAD. AT THE TOP OF THE SLIP ROAD IS A SET OF TRAFFIC LIGHTS BEFORE ENTERING THE ROUNDABOUT. V1 WAS IN FRONT WITH V2 BEHIND, THEY STOPPED AT THE TRAFFIC LIGHTS. WHEN THE LIGHTS CH ANGED TO GREEN V1 PULLED AWAY ONTO THE ROUNDABOUT AND FOR AN UNKNOWN REASON IT BRAKED HARD CAUSING V2 TO COLLIDE WITH THE REAR OF V1. V2 WAS TOWING A HORSE BOX WITH A HORSE INSIDE.

Vehicle Reference: 1 Car Moving off
First point of impact: Back
Vehicle direction: E to W Journey: Not known
Age of Driver : 35 Breath test: Negative

Contributory Factors : 406 408

Casualty Reference: 1 Age: 46 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Moving off
First point of impact: Front
Vehicle direction: E to W Journey: Not known
Age of Driver : 26 Breath test: Negative

Contributory Factors : 406 408

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

241399227 16/01/2024 Tuesday Time: 1940 Vehicles 3 Casualties 2 Fatal
Easting: 472,030 Northing: 410,544
Fine without high winds Road Surface: Wet/Damp Darkness: no street lighting
Road Type: Single carriageway Speed Limit: 60

Location:
Description: V1 TRAVELS A18 AWAY FROM TUDWORTH WHEN IT IS STRUCK HEAD ON BY V2 TRAVELLING THE OTHER WAY, WHO IS OVERTAKING V3. RIDER OF V1 PRONOUNCED DECEASED AT THE SCENE. (V3 DOES NOT REMAIN AT SCENE -

Vehicle Reference: 1 Motorcycle over 50cc and up Going ahead
First point of impact: Front
Vehicle direction: W to E Journey: Not known
Age of Driver : 20 Breath test: Not provided (medical)

Contributory Factors : 405

Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Fatal
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Overtaking moving vehicle on its offside
First point of impact: Front
Vehicle direction: E to W Journey: Not known
Age of Driver : 22 Breath test: Negative

Contributory Factors : 405

Casualty Reference: 2 Age: 22 Male Driver/rider Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020** **and** **17/03/2025** **(63) months**
Selection: **Notes:**
Selected using Manual Selection

Vehicle Reference: 3 Goods vehicle - unknown Going ahead
First point of impact: Did not impact
Vehicle direction: E to W Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors : 405

241410993 17/02/2024 Saturday Time: 1119 Vehicles 2 Casualties 1 Serious
Easting: 470,818 Northing: 409,270
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 60

Location: LOW LEVELS BANK, HATFIELD, DONCASTER
Description: V1 HAS BEEN DRIVING PAST A SCHOOL OF CYCLISTS. WHEN HE HAS OVERTAKEN AND REVERSES INTO HIS DRIVEWAY. THIS MANEUVER HAS CAUSED THE CYCLISTS TO STOP IN WHICH THE IP HAS FALLEN FROM THEIR BIKE ONTO THE FLOOR, CAUSING INJURIES TO HIS FACE.

Vehicle Reference: 1 Car Reversing
First point of impact: Did not impact
Vehicle direction: E to W Journey: Other
Age of Driver : 55 Breath test: Negative

Contributory Factors : 407 405

Vehicle Reference: 2 Pedal cycle Slowing or Stopping
First point of impact: Front
Vehicle direction: E to W Journey: Other
Age of Driver : Breath test: Not provided (medical)

Contributory Factors : 407 405

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

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

241433615 19/04/2024 Friday Time: 1630 Vehicles 1 Casualties 2 Slight
Easting: 468,863 Northing: 411,111
Fine without high winds Road Surface: Dry Daylight
Road Type: Speed Limit: 60

Location: TUDWORTH ROUNDABOUT (A18) - 25 METRES FROM JUNCTION WITH HIGH LEVELS BANK (A18), HATFIELD, DONCASTER
Description: VEHICLE 1 WAS DRIVING ALONG THE ROUNDABOUT AND ALLEGED AN UNKNOWN VEHICLE CUT HIM UP ON THE ROUNDABOUT, RESULTING IN VEHICLE 1 HAVING TO SWERVE OUT OF THE WAY, DRIVING UP ONTO THE CURB AND HITTING THE LAMP POST. OTHER UNKNOWN VEHICLE DROVE OFF AND DID N OT STOP. NO DETAILS OF THIS VEHICLE, NO WITNESSES STOPPED.

Vehicle Reference: 1 Car Changing lane to left
First point of impact: Front
Vehicle direction: N to S Journey: Not known
Age of Driver : 33 Breath test: Not requested

Contributory Factors : 704

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

Casualty Reference: 2 Age: 26 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

241487644 30/07/2024 Tuesday Time: 1045 Vehicles 2 Casualties 3 Serious
Easting: 467,122 Northing: 411,215
Fine without high winds Road Surface: Dry Daylight
Road Type: Slip road Speed Limit: 60

Location: M18 - JUNCTION 5 WITH M180, DONCASTER
Description: V1 WAS ON THE MOTORWAY TAKING JUNCTION 5, THEY SLOWED DOWN AS ALWAYS WHEN ENTERING A SLIP ROAD TO JOIN ANOTHER ROAD. V1 WAS ON THE SLIP ROAD JUNCTION 5, V2 INFRONT HAD SLAMMED ON THIER BREAKS AND LEFT TYRE MARKS, LEADING V1 TO SLAM ON THE BREAKS, V1 DRIV ER TRIED TO AVOID A COLLISION BY STEARING TO THE RIGHT BUT UNFORTUNATELY HIT THE BACK OF V2. V2 DRIVER CAME OUT OF V2 AT THE SAME TIME AS V1 DRIVER EXITED V1 AND V1 DRIVER SAID 'ARE YOU OK?' AND V2 DRIVER SAID 'YEAH IM FINE, IT WAS THE CAR INFRONT, HES D

ROVE OFF NOW. HE SLAMMED ON, LEADING ME TO SLAM ON' AND THATS WHEN V1 DRIVER SAID 'LEADING ME TO SLAM ON AND HIT THE BACK OF YOU'. DURING THIS CHILDREN PASSENGERS IN V1 WERE CRYING, IN PAIN AND ALSO IN SHOCK AND SCARED AS THEY DIDNT KNOW WHAT HAPPENED.

WHILST V1 DRIVER WAS CALMING SON AND DAUGHTER DOWN, V2 TOOK PICTURES ASKED FOR V1 INSURANCE. V1 DRIVER SENT DETAILS ACROSS THE ONCES SHE COULD FIND. V1 DRIVER SPENT ALL DAY IN A&E, LATER THAT DAY V1 DRIVER RANG AND MESSAGED V2 DRIVER FOR INSURANCE DETAIL

Accidents between dates **01/01/2020** **and** **17/03/2025** **(63) months**
Selection: **Notes:**
Selected using Manual Selection

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Other
Age of Driver : 31 Breath test: Driver not contacted

Contributory Factors :

Casualty Reference: 1 Age: 31 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 5 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

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

Vehicle Reference: 2 Car Slowing or Stopping
First point of impact: Back
Vehicle direction: N to S Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors :

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

251551822 07/02/2025 Friday Time: 1205 Vehicles 3 Casualties 1 Slight
Easting: 467,493 Northing: 411,100
Fine without high winds Road Surface: Wet/Damp Daylight
Road Type: Dual carriageway Speed Limit: 70

Location: M180 - 114 METRES FROM JUNCTION WITH M180, DONCASTER
Description: VEHICLE 1 HAS BEEN TRAVELLING ALONG THE M180 WESTBOUND. UPON APPROACH TO THE ROUNDABOUT AT JUNCTION 5 OF THE M18, TRAFFIC WAS QUEUEING AND STATIONARY. VEHICLE 1 WAS IN LANE 2 AND HAS FAILED TO SEE THAT VEHICLE 2, A PETROL TANKER WAS STATIONARY. VEHICLE 1 HAS ATTEMPTED TO SWERVE AT THE LAST MINUTE BUT HAS COLLIDED WITH THE REAR OFFSIDE OF THE TANKER. THIS HAS CAUSED VEHICLE 1 TO LOSE ITS TRAILER WHICH WAS CARRYING A CAR. VEHICLE 1 HAS THEN CONTINUED IN LANE 3 WHERE IT HAS COLLIDED WITH THE REAR OF VEHIC
LE 3 WHICH WAS ALSO STATIONARY. THE DRIVER OF VEHICLE 1 HAS FAILED TO REMAIN AT THE SCENE LEAVING HIS HEAVILY DAMAGED VEHICLE, TRAILER AND CAR BEING CARRIED IN SITU. THE DRIVER OF VEHICLE 3 HAS GONE TO HOSPITAL WITH BACK PAIN AND A HEADACHE FROM BANGING
HIS HEAD IN THE COLLISION. INJURIES ARE NOT LIFE THREATENING OR LIFE ALTERING.

Vehicle Reference: 1 Goods vehicle - unknown Going ahead
First point of impact: Front
Vehicle direction: E to W Journey: Not known
Age of Driver : 41 Breath test: Driver not contacted

Contributory Factors : 602 509 701

Vehicle Reference: 2 Other Vehicle Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: E to W Journey: Journey as part of work
Age of Driver : 60 Breath test: Negative

Contributory Factors : 602 509 701

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

Vehicle Reference: 3 Goods vehicle - unknown Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: E to W Journey: Journey as part of work
Age of Driver : 48 Breath test: Negative

Contributory Factors : 602 509 701

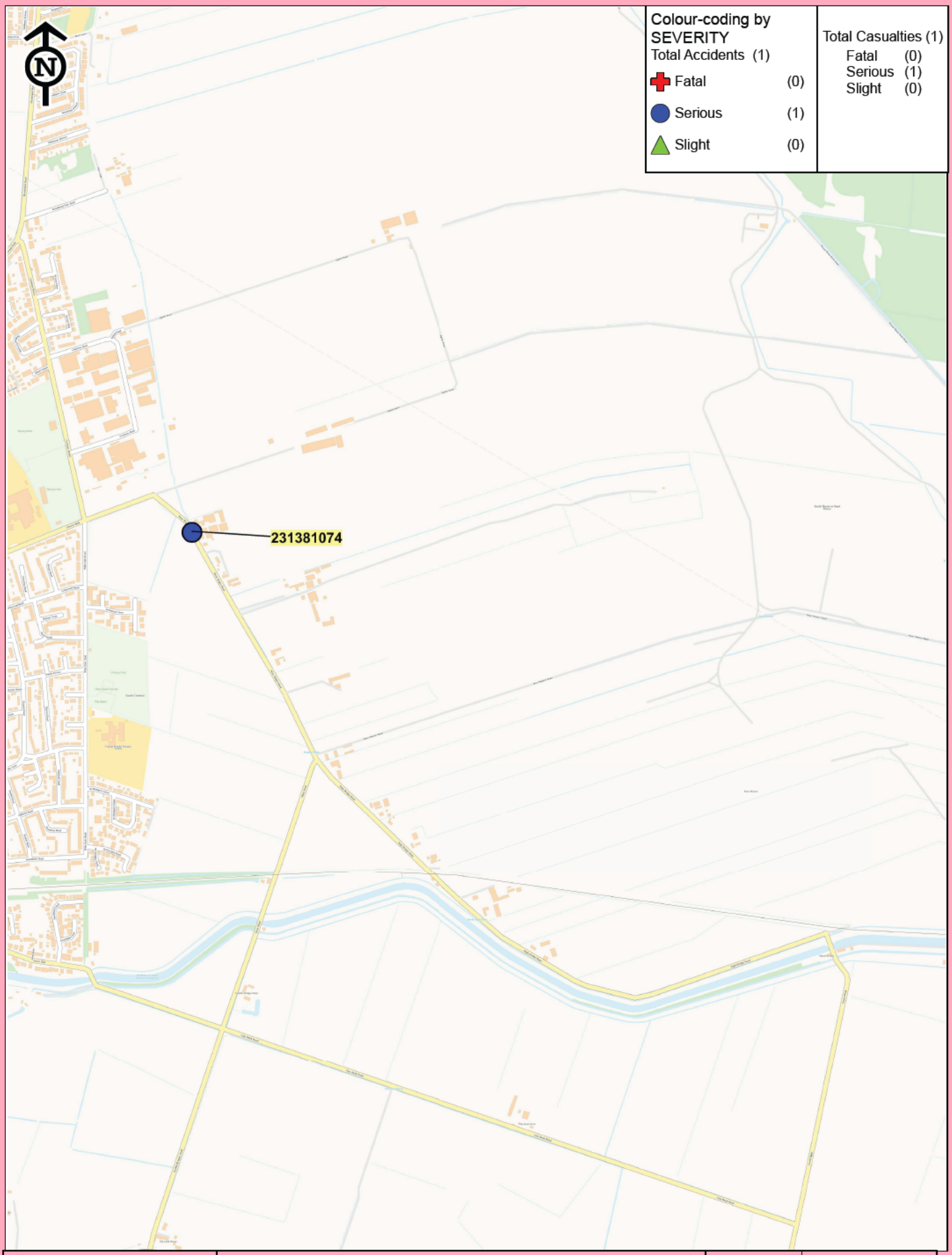
Casualty Reference: 1 Age: 48 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only excluding 2-wheels	1	5	24	30
2-wheeled motor vehicles	1	2	0	3
Pedal cycles	0	1	0	1
Horses & other	0	0	0	0
Total	2	8	24	34

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	1	4	27	32
Passenger	0	4	20	24
Motorcycle rider	1	1	0	2
Cyclist	0	1	0	1
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	2	9	47	58



MAKING SOUTH YORKSHIRE ROADS SAFER

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Selected Range of Accidents between dates 01/01/2020 and 17/03/2025
Moor Edges Rd & High Bridge Rd

SCALE	1 : 15000
DATE	05/06/2025
DRWG No.	46002/411/LB
DRN BY	Louise Banks

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

231381074 30/11/2023 Thursday Time: 1805 Vehicles 1 Casualties 1 Serious
Easting: 469,888 Northing: 413,455
Raining without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 60

Location: MOOR EDGES ROAD THORNE, DONCASTER
Description: DRIVER HAS LOST CONTROL ON A SLIPPY, UNLIT BACK ROAD. VEHICLE HAS SPUN AND SLID INTO A DITCH.

Vehicle Reference: 1 Car Going ahead
First point of impact: Nearside
Vehicle direction: N to S Journey: Not known
Age of Driver : 32 Breath test: Negative

Contributory Factors : 707

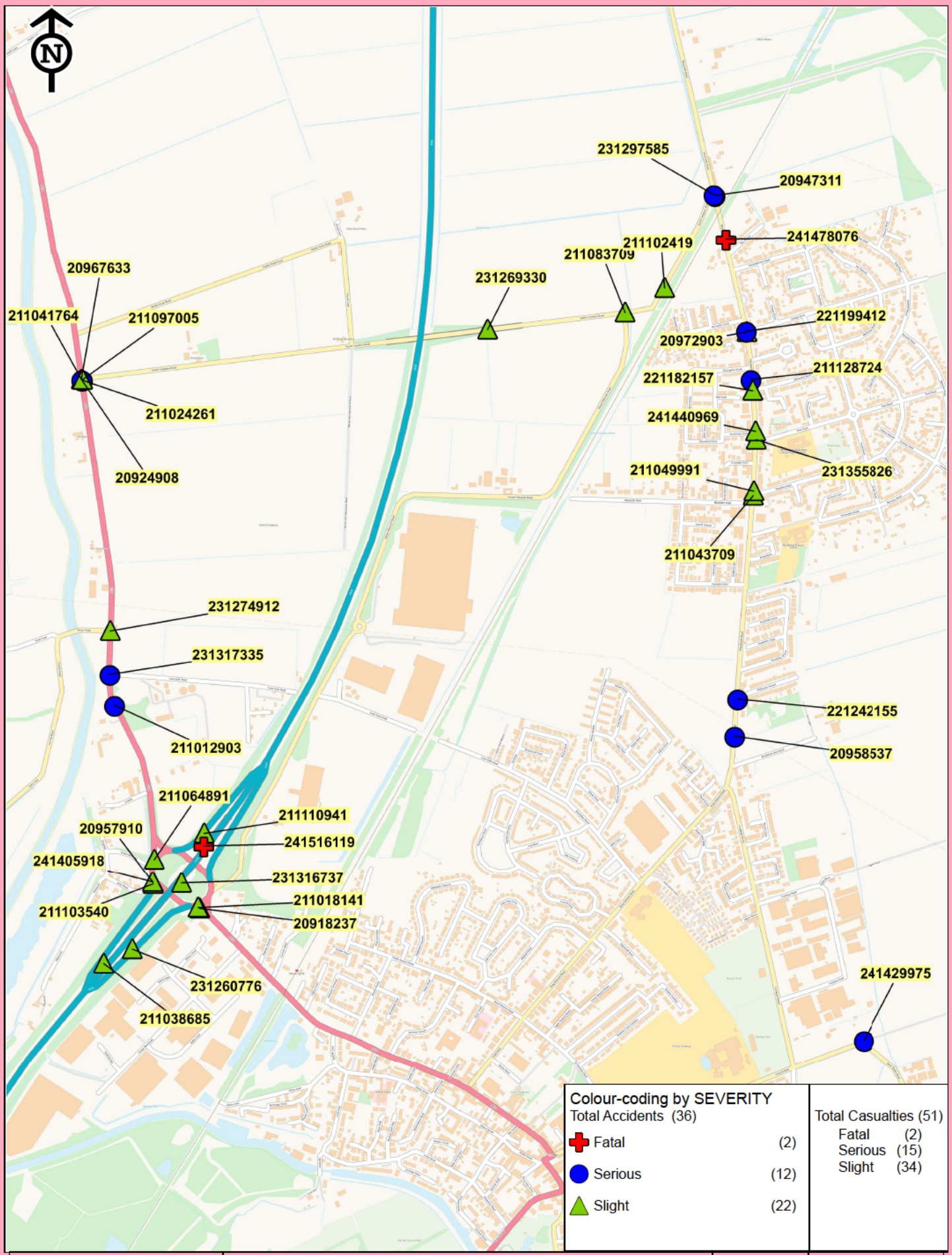
Casualty Reference: 1 Age: 5 Male Passenger Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only excluding 2-wheels	0	1	0	1
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	1	0	1

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	0	0
Passenger	0	1	0	1
Motorcycle rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	1	0	1



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Selected Range of Accidents between dates 01/01/2020 and 17/03/2025 Yellow Route Collision data

SCALE	1 : 15000
DATE	05/06/2025
DRWG No.	46002/411/LB
DRN BY	Louise Banks

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

20918237 12/01/2020 Sunday Time: 1245 Vehicles 2 Casualties 1 Slight
Easting: 467,780 Northing: 413,966
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 60

Location: SELBY ROAD (A614) DONCASTER AT OR NR JN WITH WATERSIDE ROUNDABOUT (A614)
Description: V1 HEADING TOWARD DONCASTER ON SELBY ROAD, THORNE, TOWARD THE M18, WHEN V2 RAN INTO THE BACK OF V1 , AT THE ROUNDABOUT FOR THE M18. THE PASSENGER GOT OUT OF V2, AND ASKED THE DRIVER OF V1 TO FOLLOW THEM, BUT THEY DROVE OFF. REGISTRATION NUMBER OBTA INED FOR V2. THE DRIVER OF V2 IS DESCRIBED AS WHITE, FEMALE, MID 30S, WITH BLOND HAIR WEARING SPECTACLES. WEATHER FINE AND DRY, VISIBILITY GOOD.

Vehicle Reference: 1 Car Waiting to turn left
First point of impact: Back
Vehicle direction: SE to SW Journey: Other
Age of Driver : 40 Breath test: Not provided (medical)

Contributory Factors :

Casualty Reference: 1 Age: 40 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

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

Contributory Factors :

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

20924908 29/01/2020 Wednesda Time: 2130 Vehicles 2 Casualties 3 Serious
Easting: 467,426 Northing: 415,556
Unknown Road Surface: Dry Darkness: no street lighting
Road Type: Single carriageway Speed Limit: 60

Location: SELBY ROAD (A614) DONCASTER AT OR NR JN WITH NORTH COMMON ROAD
Description: VEHICLE 1 HAS BEEN TRAVELLING ALONG SELBY ROAD WHEN VEHICLE 2 HAS PULLED OUT OF THE JUNCTION AT NORTH COMMON ROAD COLLIDING WITH VEHICLE 1.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Not known
Age of Driver : 21 Breath test: Not requested

Contributory Factors : 405

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

Casualty Reference: 2 Age: 31 Male Passenger Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Moving off
First point of impact: Front
Vehicle direction: E to W Journey: Not known
Age of Driver : 26 Breath test: Not requested

Contributory Factors : 405

Casualty Reference: 3 Age: 26 Female Driver/rider Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

20947311 21/04/2020 Tuesday Time: 1922 Vehicles 2 Casualties 2 Serious
Easting: 469,328 Northing: 416,111
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: MOORENDS ROAD DONCASTER AT OR NR JN WITH NORTH COMMON ROAD
Description: V01 TRAVELLING ON GOOLE ROAD IN DIRECTION OF MOORENDS, FOLLOWED BY V002 IN CONVOY. V001 INITIATED A RIGHT TURN ONTO NORTH COMMON ROAD AS V002 COMMENCES AN OVERTAKE. COLLISION OCCURRED IN CENTRE OF CARRIAGEWAY. NO ROAD FURNITURE DAMAGE

Vehicle Reference: 1 Motorcycle over 500cc Turning right
First point of impact: Offside
Vehicle direction: N to SW Journey: Other
Age of Driver : 30 Breath test: Negative

Contributory Factors : 602

Casualty Reference: 1 Age: 30 Male Driver/rider Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Motorcycle over 50cc and up Overtaking moving vehicle on its offside
First point of impact: Front
Vehicle direction: N to S Journey: Other
Age of Driver : 19 Breath test: Negative

Contributory Factors : 602

Casualty Reference: 2 Age: 19 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

20957910 14/06/2020 Sunday Time: 1400 Vehicles 2 Casualties 1 Slight
Easting: 467,640 Northing: 414,044
Fine without high winds Road Surface: Dry Daylight
Road Type: Slip road Speed Limit: 70

Location: M18 J6 NORTHBOUND EXIT DONCASTER AT OR NR JN WITH WATERSIDE ROUNDABOUT (A614)
Description: V1 HAS BEEN WAITING AT M18 JUNCTION NORTH EXIT SLIP ROAD ROUNDABOUT WHEN V2 HAS COLLIDED INTO THE REAR OF IT .

Vehicle Reference: 1 Car Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: SW to N Journey: Other
Age of Driver : 53 Breath test: Not requested

Contributory Factors : 602

Vehicle Reference: 2 Car Slowing or Stopping
First point of impact: Front
Vehicle direction: SW to N Journey: Other
Age of Driver : 29 Breath test: Negative

Contributory Factors : 602

Casualty Reference: 1 Age: 11 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

20958537 18/06/2020 Thursday Time: 1650 Vehicles 2 Casualties 1 Serious
Easting: 469,387 Northing: 414,486
Raining with high winds Road Surface: Wet/Damp Daylight
Road Type: Single carriageway Speed Limit: 40

Location: MARSHLAND ROAD DONCASTER
Description: IP HAS BEEN RIDING HIS BIKE IN CONVOY WITH A FRIEND ON THEIR BIKE ALSO. THE DRIVER OF THE BMW HAS SEEN ONE BIKE GO PAST AND DECIDED TO PULL OUT BUT COLLIDED WITH CAS, CAUSING HIM TO SUFFER HEAVY BLEEDING FROM HIS LEG. CAS TELLS OFFICERS THAT BOTH PAR
TIES WERE EQUALLY AT FAULT AND THAT THE BMW DRIVER HAS OFFERED TO PAY FOR THE DAMAGE TO HIS BIKE.

Vehicle Reference: 1 Car Moving off
First point of impact: Front
Vehicle direction: S to N Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors :

Vehicle Reference: 2 Pedal cycle Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Not known
Age of Driver : 43 Breath test: Not applicable

Contributory Factors :

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

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

20967633 25/07/2020 Saturday Time: 1035 Vehicles 2 Casualties 1 Slight
Easting: 467,424 Northing: 415,558
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 60

Location: SELBY ROAD (A614) DONCASTER AT OR NR JN WITH NORTH COMMON ROAD
Description: VEHICLE 2 WAS TURNING RIGHT ONTO SELBY FROM NORTH COMMON ROAD AS HE DID SO HE COLLIDED WITH AN ONCOMING VEHICLE (VEHICLE 1) THAT WAS TRAVELLING IN THE DIRECTION TOWARDS SUTTON BRIDGE. VEHICLE 1 TRIED TO AVERT A COLLISION AND ONLY GLANCED VEHICLE 2 ON ITS NEAR SIDE, VEHICLE 1 ENDED UP IN THE DITCH AT THE SIDE OF THE ROAD. HEDGES BELONGING TO THE THIRD PARTY LANDOWNER WERE ALSO DAMAGED. VEHICLE 1 FRONT SEAT PASSENGER SUSTAINED MINOR INJURIES TO HER HAND.

Vehicle Reference: 1 Car Going ahead
First point of impact: Offside
Vehicle direction: S to N Journey: Not known
Age of Driver : 24 Breath test: Negative

Contributory Factors : 406 405

Casualty Reference: 1 Age: 25 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Turning right
First point of impact: Nearside
Vehicle direction: E to N Journey: Not known
Age of Driver : 83 Breath test: Negative

Contributory Factors : 406 405

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

20972903 16/08/2020 Sunday Time: 1530 Vehicles 2 Casualties 2 Slight
Easting: 469,424 Northing: 415,701
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: MARSHLAND ROAD DONCASTER AT OR NR JN WITH GRANGE ROAD
Description: V1 WAS TURNING AROUND AT THE MOUTH OF JUNCTION GRANGE ROAD/MARSHLAND ROAD IN ORDER TO HEAD IN THE DIRECTION HEADING OUT OF MOORENDS. HE'S LOOKED AND INDICATED TO MAKE A TURN BUT V2 WHICH WAS TRAVELLING IN THE DIRECTION COMING INTO MOORENDS, ALONG MARSHLA
ND ROAD, COLLIDED WITH V1. BOTH VEHICLES ENDED UP TOGETHER SIDE BY SIDE ACROSS THE ROAD ON THE SIDE OF THE PREMIER SHOP. DRIVER OF V1 HAS A BRUISE ON HIS ARM FROM THE COLLISION BUT IS OTHERWISE OKAY. THE YOUNG DAUGHTER OF THE DRIVER OF V2 COMPLAINED OF A
VERY MINOR LEG INJURY. SHE WILL BE GOING TO DRI WITH HER MOTHER TO BE CHECKED OVER.

Vehicle Reference: 1 Car U turn
First point of impact: Offside
Vehicle direction: N to N Journey: Not known
Age of Driver : 46 Breath test: Not requested

Contributory Factors : 406 405

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

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Not known
Age of Driver : 32 Breath test: Not requested

Contributory Factors : 406 405

Casualty Reference: 2 Age: 13 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211012903 04/01/2021 Monday Time: 2220 Vehicles 1 Casualties 1 Serious
Easting: 467,524 Northing: 414,579
Other Road Surface: Wet/Damp Darkness: street lighting unknown
Road Type: Single carriageway Speed Limit: 60

Location: SELBY ROAD (A614) - 93 METRES FROM JUNCTION WITH LAND ENDS ROAD
Description: CALLER STATES HE HAS BEEN DRIVING DOWN THE ROAD WHEN SOMETHING HAS SHOT OUT OF A BUSH, CALLER HAS BRAKED HARD AND AT FIRST ON THE INCIDENT STATES HIS BACK END HAS SLID AND CAR WENT IN A DITCH, IT THEN STATES THAT CALLER HAS HIT A FENCE AND GONE INTO A ST
EEP DYKE THEN A 10 FT EMBAKEMENT IS MENTIONED. CALLER HAS A DISLOCATED SHOULDER, CUT HEAD, CUT FINGERS AND STATES HE PASSES OUT AFTER THE ACCIDENT.

Vehicle Reference: 1 Car Going ahead
First point of impact: Back
Vehicle direction: N to S Journey: Not known
Age of Driver : 23 Breath test: Not requested

Contributory Factors : 410

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

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211018141 28/01/2021 Thursday Time: 0830 Vehicles 2 Casualties 1 Slight
Easting: 467,775 Northing: 413,969
Fine without high winds Road Surface: Wet/Damp Daylight
Road Type: Single carriageway Speed Limit: 60

Location: SELBY ROAD (A614) NEAR JUNCTION WITH SELBY ROAD (A614)
Description: V1 HIT FROM BEHIND BY V2 ON SELBY ROAD THORNE - EXCHANGED DETAILS BUT DRIVER OF V1 HAS INJURIES

Vehicle Reference: 1 Car Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: SE to NW Journey: Not known
Age of Driver : 31 Breath test: Not requested

Contributory Factors : 308

Casualty Reference: 1 Age: 31 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Goods vehicle - unknown Going ahead
First point of impact: Front
Vehicle direction: SE to NW Journey: Journey as part of work
Age of Driver : Breath test: Not requested

Contributory Factors : 308

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211024261 26/02/2021 Friday Time: 1150 Vehicles 2 Casualties 1 Serious
Easting: 467,427 Northing: 415,556
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 60

Location: SELBY ROAD (A614) AT JUNCTION WITH NORTH COMMON ROAD
Description: BOTH VEHICLE 1 AND 2 TRAVELLING ALONG SELBY ROAD A614 AWAY FROM DIRECTION OF M18 TOWARDS SELBY. VEHICLE 1 OVERTAKES A SLOW MOVING TRACTOR AND MOVES ONTO CORRECT SIDE OF ROAD BEFORE THEN COMMENCING RIGHT HAND TURN ONTO NORTH COMMON ROAD. VEHICLE 2 ALSO
OVERTAKING SLOW MOVING TRACTOR AND STARTS TO COMMENCE OVERTAKE OFF VEHICLE 1 AND COLLIDES INTO OFFSIDE OF VEHICLE 1. VEHICLE 2 EXITS ROAD INTO FIELD ON OFFSIDE.

Vehicle Reference: 1 Car Turning right
First point of impact: Offside
Vehicle direction: S to E Journey: Journey as part of work
Age of Driver : 37 Breath test: Negative

Contributory Factors : 405 405

Vehicle Reference: 2 Motorcycle over 500cc Overtaking moving vehicle on its offside
First point of impact: Front
Vehicle direction: S to N Journey: Other
Age of Driver : 45 Breath test: Not provided (medical)

Contributory Factors : 405 405

Casualty Reference: 1 Age: 45 Male Driver/rider Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211038685 24/04/2021 Saturday Time: 1025 Vehicles 2 Casualties 2 Slight
Easting: 467,491 Northing: 413,801
Fine without high winds Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 70

Location: M18 - 104 METRES FROM JUNCTION WITH M18, NB JCT 6
Description: VEHICLE 2 TRAVELLING LANE 1 OR 2 M18 NB, VEHICLE 1 OVERTAKES AND CUTS BACK INTO LEFT HAND LANE COLLIDING WITH VEHICLE 2

Vehicle Reference: 1 Car Changing lane to left
First point of impact: Nearside
Vehicle direction: SW to NE Journey: Journey as part of work
Age of Driver : 38 Breath test: Negative

Contributory Factors : 406

Casualty Reference: 1 Age: 38 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: SW to NE Journey: Other
Age of Driver : 66 Breath test: Negative

Contributory Factors : 406

Casualty Reference: 2 Age: 66 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211041764 01/05/2021 Saturday Time: 1148 Vehicles 2 Casualties 1 Serious
Easting: 467,425 Northing: 415,557
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 60

Location: SELBY ROAD (A614) AT JUNCTION WITH NORTH COMMON ROAD
Description: V1 TURNED ACROSS V2 CAUSING COLLISION.

Vehicle Reference: 1 Car Turning right
First point of impact: Front
Vehicle direction: S to E Journey: Other
Age of Driver : 21 Breath test: Negative

Contributory Factors : 405

Vehicle Reference: 2 Motorcycle over 50cc and up Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Other
Age of Driver : 53 Breath test: Not provided (medical)

Contributory Factors : 405

Casualty Reference: 1 Age: 53 Male Driver/rider Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211043709 09/05/2021 Sunday Time: 1338 Vehicles 2 Casualties 1 Slight
Easting: 469,443 Northing: 415,209
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: MARSHLAND ROAD AT JUNCTION WITH WEMBLEY ROAD
Description: V1 ARRIVED AT JUNCTION AND FAILED TO SEE CYCLIST ON MAIN ROAD AND COLLIDED WITH THE SIDE OF THEM KNOCKING THEM OFF

Vehicle Reference: 1 Car Turning left
First point of impact: Offside
Vehicle direction: E to S Journey: Other
Age of Driver : 31 Breath test: Negative

Contributory Factors :

Vehicle Reference: 2 Pedal cycle Going ahead
First point of impact: Nearside
Vehicle direction: N to S Journey: Other
Age of Driver : 64 Breath test: Not applicable

Contributory Factors :

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

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211049991 27/05/2021 Thursday Time: 1000 Vehicles 2 Casualties 1 Slight
Easting: 469,445 Northing: 415,222
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: MARSHLAND ROAD NEAR JUNCTION WITH WEMBLEY ROAD
Description: VEH 1 WAS DRIVING AT THE T JUNCTION AROUND 5 METRES BEHIND - VEH 2 CUT HIM OFF HITTING FRONT DRIVERS SIDE, VEH 2 DROVE AWAY. AN AMBULANCE WAS CALLED SO AFTER 4 HOURS ON THE SCENE HE WENT HOME AND THE AMBULANCE WENT THERE . VEH 1 HAS DASHCAM FOOTAGE W AN IMAGE. A NEIGHBOUR CONFIRMS WHO IT WAS A WITNESS HAS THE REGISTRATION NUMBER. THE AIR BAGS WERE DEPLOYED

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Not known
Age of Driver : 54 Breath test: Not requested

Contributory Factors : 403

Casualty Reference: 1 Age: 54 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Overtaking moving vehicle on its offside
First point of impact: Nearside
Vehicle direction: N to S Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors : 403

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211064891 10/07/2021 Saturday Time: 1910 Vehicles 1 Casualties 2 Slight
Easting: 467,643 Northing: 414,114
Raining without high winds Road Surface: Wet/Damp Daylight
Road Type: Roundabout Speed Limit: 60

Location: SELBY ROAD (A614) AT JUNCTION WITH SELBY ROAD (A614)
Description: THE DRIVER WAS OPL. SHE HAD BEEN FOR A MEAL AND WAS DRINKING IN YORK. THEY CAUGHT THE TRAIN BACK AND DROVE FROM THE STATION BACK HOME. ON THE ROUNDABOUT AT J6 M18, THE DRIVER AND HER PARTNER WHO WAS FRONT SEAT PASSENGER WERE ARGUING AND BY HER OWN ADMIS SION SHE ACCELERATED HARD AROUND THE ROUNDABOUT FROM SELBY RD, THORNE AND LOST CONTROL LEAVING THE ROUNDABOUT BETWEEN WATERSIDE AND A614 SELBY RD, AND THE CAR WENT INTO A LARGE DITCH 40 FEET DOWN, CAUSING SIGNIFICANT DAMAGE. BOTH OCCUPANTS HAVE MINOR INJ
URIES, CUTS AND BRUISES.

Vehicle Reference: 1 Car Turning right
First point of impact: Front
Vehicle direction: SW to SE Journey: Other
Age of Driver : 35 Breath test: Positive

Contributory Factors : 501

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

Casualty Reference: 2 Age: 43 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211083709 02/09/2021 Thursday Time: 1435 Vehicles 2 Casualties 1 Slight
Easting: 469,058 Northing: 415,759
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 60

Location: NORTH COMMON ROAD AT JUNCTION WITH MOUNT PLEASANT ROAD
Description: D1 WAS AT THE JUNCTION, AND AS D1 STARTED TO PULL OUT HE CLIPPED A VEHICLE CAUSING D2 TO HIT A WALL AND SWERVE INTO A FIELD.

Vehicle Reference: 1 Car Turning right
First point of impact: Front
Vehicle direction: S to E Journey: Journey as part of work
Age of Driver : 46 Breath test: Not requested

Contributory Factors : 602

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: W to E Journey: Journey as part of work
Age of Driver : 57 Breath test: Not requested

Contributory Factors : 602

Casualty Reference: 1 Age: 57 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211097005 06/10/2021 Wednesda Time: 1418 Vehicles 2 Casualties 2 Slight
Easting: 467,428 Northing: 415,557
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 60

Location: SELBY ROAD (A614) AT JUNCTION WITH NORTH COMMON ROAD
Description: V1 TURNING RIGHT ON TO SELBY ROAD FROM NORTH COMMON RD. V1 EDGING OUT TO GET A VIEW, DRIVER STATES THAT HE WAS TRYING TO PULL OUT TO GET A VIEW PAST THE HEDGE/SHRUBBERY, BECAUSE THE FRONT END IS FAIRLY LONG ON HIS VEHICLE, V2 TRAVELLING WEST ON SELBY RD, TRIED TO SWERVE BUT COULD NOT IN TIME, COLLIDED WITH V1 AT THE JUNCTION.

Vehicle Reference: 1 Car Turning right
First point of impact: Front
Vehicle direction: E to N Journey: Not known
Age of Driver : 91 Breath test: Not requested

Contributory Factors : 405 406

Casualty Reference: 1 Age: 91 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Van or Goods <= 3.5 tonnes Going ahead
First point of impact: Nearside
Vehicle direction: N to S Journey: Journey as part of work
Age of Driver : 32 Breath test: Not requested

Contributory Factors : 405 406

Casualty Reference: 2 Age: 32 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211102419 22/10/2021 Friday Time: 1335 Vehicles 2 Casualties 3 Slight
Easting: 469,177 Northing: 415,833
Raining without high winds Road Surface: Wet/Damp Daylight
Road Type: Single carriageway Speed Limit: 60

Location: NORTH COMMON ROAD - 141 METRES FROM JUNCTION WITH MOUNT PLEASANT ROAD
Description: VEHICLE 1 HAS BEEN TRAVELLING ON NORTH COMMON ROAD, MOORENDS,DONCASTER TOWARDS THE JUNCTION OF MARSHLAND ROAD, MOORENDS DONCASTER AND COLLIDED WITH VEHICLE 2 WHICH WAS TRAVELLING IN THE OPPOSITE DIRECTION.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: NE to SW Journey: Other
Age of Driver : 52 Breath test: Not requested

Contributory Factors : 602 503

Casualty Reference: 1 Age: 75 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: NE to SW Journey: Other
Age of Driver : 82 Breath test: Not requested

Contributory Factors : 602 503

Casualty Reference: 2 Age: 82 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 3 Age: 55 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211103540 23/10/2021 Saturday Time: 1600 Vehicles 2 Casualties 1 Slight
Easting: 467,640 Northing: 414,040
Other Road Surface: Wet/Damp Daylight
Road Type: Slip road Speed Limit: 70

Location: M18 NORTHBOUND
Description: VEHICLE 1 WAS ON THE EXIT OF JUNCTION 6 M18 IN THE LEFT HAND LANE AND VEHICLE 2 FAILED TO STOP AND COLLIDES WITH THE REAR OF VEHICLE 1. THEY DID EXCHANGE REGISTRATIONS BUT THE DRIVER OF VEHICLE 1 HAS SUSTAINED MINOR WHIPLASH INJURIES.

Vehicle Reference: 1 Car Going ahead
First point of impact: Back
Vehicle direction: SW to NE Journey: Other
Age of Driver : 28 Breath test: Not requested

Contributory Factors : 308

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

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

Contributory Factors : 308

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211110941 27/10/2021 Wednesda Time: 1812 Vehicles 1 Casualties 1 Slight
Easting: 467,793 Northing: 414,194
Fine without high winds Road Surface: Dry Darkness: no street lighting
Road Type: Slip road Speed Limit: 70

Location: M18 - ENTRY SLIP AT JUNCTION SLIP
Description: UNKNOWN REASON THE DRIVER OF V1 HAS VEERED ACROSS THE ON SLIP FROM THE M18 AND THEN DOWN AN EMBANKMENT.

Vehicle Reference: 1 Goods >= 7.5 tonnes mgw Going ahead
First point of impact: Front
Vehicle direction: S to N Journey: Journey as part of work
Age of Driver : 53 Breath test: Negative

Contributory Factors : 999

Casualty Reference: 1 Age: 53 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211128724 21/12/2021 Tuesday Time: 2032 Vehicles 5 Casualties 1 Serious
Easting: 469,436 Northing: 415,558
Fine without high winds Road Surface: Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: MARSHLAND ROAD - 34 METRES FROM JUNCTION WITH ALEXANDRA ROAD
Description: VEHICLE 1, WAS PARKED ON THE SIDE OF MARSHLAND ROAD OUTSIDE NUMBER 80. IT PULLED OUT AND VEHICLE 2 COLLIDED WITH VEHICLE 1 AS IT WAS TRAVELLING DOWN MARSHAL ROAD AWAY FROM THORNE, FROM BEHIND VEHICLE 1. THE FRONT RIGHT END OF VEHICLE ONE HIT THE FRONT LEFT SIDE OF VEHICLE 2. VEHICLE 2 THEN COLLIDED WITH THE REAR OF VEHICLE 3, WHICH IN TURN HIT THE FRONT OF VEHICLE 4, WHICH THEN HIT THE REAR OF VEHICLE 5, VEHICLES 3, 4 AND 5 WERE PARKED ONTHE SIDE OF THE ROAD, ON THE RIGHT HAND SIDE, IN THE DIRECTION A WAY FROM THORNE. DAMAGE WAS CAUSED TO THE FRONT OF VEHICLE 5, THE FRONT AND REAR OF VEHICLE 4, THE FRONT AND REAR OF VEHICLE 3. THESE 3 VEHICLES WERE ALL PUSHED APPROXIMATELY 5 METRES BACKWARDS DOWN THE ROAD BY VEHICLE 2 WHEN IT WAS HIT. NONE OF THESE V EHICLES HAS OCCUPANTS AT THE TIME OF THE COLLISION. SEVERE DAMAGE WAS CAUSED TO VEHICLE 2 ON THE ENTIRE LEFT SIDE AND FRONT. DAMAGE WAS CAUSED TO THE WHOLE FRONT OF VEHICLE 1.

Vehicle Reference: 1 Car Moving off
First point of impact: Front
Vehicle direction: S to N Journey: Other
Age of Driver : 30 Breath test: Negative

Contributory Factors : 602

Vehicle Reference: 2 Car Overtaking stationary vehicle on its offside
First point of impact: Offside
Vehicle direction: S to N Journey: Other
Age of Driver : 39 Breath test: Negative

Contributory Factors : 602

Casualty Reference: 1 Age: 36 Female Passenger Severity: Serious

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020** **and** **17/03/2025** **(63) months**
Selection: **Notes:**
Selected using Manual Selection

Vehicle Reference: 3 Car Parked
First point of impact: Back
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : Breath test: Not requested

Contributory Factors : 602

Vehicle Reference: 4 Car Parked
First point of impact: Front
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : Breath test: Not requested

Contributory Factors : 602

Vehicle Reference: 5 Car Parked
First point of impact: Back
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : Breath test: Not requested

Contributory Factors : 602

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

221182157 21/05/2022 Saturday Time: 1300 Vehicles 2 Casualties 4 Slight
Easting: 469,442 Northing: 415,524
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location:
Description: V1 AND V2 IN A COLLISION, AT JUNCTION OF ALEXANDRA ROAD, AND MARSHLAND ROAD, MOORENDS. V1 HEADING IN ONE DIRECTION, V2 HEADING
IN THE OPPOSITE DIRECTION, SUDDENLY CAME INTO THE PATH OF V1. MINOR OK UP, MINOR SPRAIN AND STRAINS, STIFFNESS. BOTH VEHICLES POSSIBLE WRITE OFF.

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

Contributory Factors : 999 999

Casualty Reference: 1 Age: 54 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 74 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 3 Age: 29 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2020 and 17/03/2025 (63) months
Selection: Notes:
Selected using Manual Selection

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: S to SW Journey: Not known
Age of Driver : 78 Breath test: Not requested

Contributory Factors : 999 999

Casualty Reference: 4 Age: 78 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

221199412 15/07/2022 Friday Time: 1200 Vehicles 1 Casualties 1 Serious
Easting: 469,422 Northing: 415,703
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: MARSHLAND ROAD AT JUNCTION WITH GRANGE ROAD, MOORENDS, DONCASTER, DONCASTER
Description: DPD DELIEVERY DRIVER DRIVING FROM GRANGE ROAD AND TURNING RIGHT ONTO MARSHLAND ROAD AND IN DOING SO HAS HIT A LADY WHO WAS WALKING CROSS THE ROAD AT THE TIME.

Vehicle Reference: 1 Goods vehicle - unknown Turning right
First point of impact: Front
Vehicle direction: E to N Journey: Journey as part of work
Age of Driver : 21 Breath test: Not requested

Contributory Factors : 602 802

Casualty Reference: 1 Age: 54 Female Pedestrian Severity: Serious
Ped Dir: Pedestrian Ped Movement : Driver's offside
Ped Location: In carr elsewhere

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

221242155 14/11/2022 Monday Time: 1730 Vehicles 2 Casualties 1 Serious
Easting: 469,396 Northing: 414,598
Raining without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 40

Location:
Description: FEMALE WAS TRAVELLING ON HER PUSH BIKE ON MARSHLAND ROAD IN THE DIRECTION OF THORNE, DONCASTER AT THE JUNCTION OF WILKINSON AVENUNE, THE FEMALE IS ON THE FOOT PATH AND RECALLS ATTEMPTING TO CROSS THE ROAD, WHEN SHE HAS DONE THIS SHE HAS BEEN STRUCK BY A BLACK VEHICLE, RESULTING IN HER BEING KNOCKED OF HER PUSH BIKE AND BEING THROWN IN THE AIR LANDING ON HER BACK CAUSING PAIN AT THE TOP OF HER BACK. THE FEMALE CANNOT RECALL THE EXACT CIRCUMSTANCES AS SHE BELIEVES SHE MAY HAVE BEEN KNOCKED OUT. IT CAN
NOT BE CONFIRMED IF THE VEHICLE HAS MOUNTED THE KERB OR REMAINED IN THE CARRIGEWAY.

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

Contributory Factors : 601

Vehicle Reference: 2 Pedal cycle Moving off
First point of impact: Front
Vehicle direction: SE to SW Journey: Not known
Age of Driver : 13 Breath test: Not applicable

Contributory Factors : 601

Casualty Reference: 1 Age: 13 Female Driver/rider Severity: Serious

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

231260776 07/01/2023 Saturday Time: 1540 Vehicles 2 Casualties 2 Slight
Easting: 467,577 Northing: 413,844
Fine without high winds Road Surface: Dry Darkness: no street lighting
Road Type: Slip road Speed Limit: 70

Location:
Description: IT WOULD APPEAR THAT V2 HAS SLOWED DOWN DUE TO EXTREMELY BRIGHT LOW SETTING SUN, THE DRIVER OF V1 HAS HAD THE SAME PROBLEM AND NOT SEEN V2 SLOWING DOWN. V1 HAS THEN COLLIDED WITH THE REAR OF V2.

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

Contributory Factors : 706

Casualty Reference: 2 Age: 69 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Back
Vehicle direction: N to S Journey: Other
Age of Driver : 69 Breath test: Negative

Contributory Factors : 706

Casualty Reference: 1 Age: 69 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

231269330 28/01/2023 Saturday Time: 2249 Vehicles 1 Casualties 1 Slight
Easting: 468,645 Northing: 415,708
Fine without high winds Road Surface: Dry Darkness: no street lighting
Road Type: Single carriageway Speed Limit: 60

Location: NORTH COMMON ROAD, THORNE, DONCASTER, DONCASTER
Description: 3 X BLACK/BROWN HORSES HAD ESCAPED OUT OF THEIR FIELD AND WERE RUNNING DOWN THE ROAD, WHICH IS UNLIT, THE VEHICLE INVOLVED IN THE COLLISION WAS TRAVELLING AT APPROXIMATELY 60 MPH WHEN 1 OF THE HORSES COLLIDED WITH THE FRONT OF THE VEHICLE, CAUSING THE BO NNET TO CRUMPLE AND ALL AIRBAGS INSIDE THE VEHICLE WERE DEPLOYED. THE HORSE'S HEAD STRUCK THE WINDSCREEN AND PROTRUDED THROUGH THE VEHICLE. THE HORSE HAS THEN COLLAPSED AT THE SIDE OF THE ROAD AND DIED A COUPLE OF MINUTES AFTER THE IMPACT.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: W to E Journey: Other
Age of Driver : 49 Breath test: Not requested

Contributory Factors : 999

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

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

231274912 09/02/2023 Thursday Time: 1500 Vehicles 2 Casualties 1 Slight
Easting: 467,511 Northing: 414,802
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 60

Location: SELBY ROAD (A614) AT JUNCTION WITH FERRY ROAD, THORNE, DONCASTER
Description: V1 FAILED TO LOOK PROPERLY AS HE EMERGED FROM JUNCTION ENTERING MAIN CARRIAGEWAY AND V2 NOT HAD TIME TO STOP SUFFICIENTLY. V2 HAS THEN TRIED TO AVOID V1 AND COLLIDED V2'S N/S/F COLLIDED WITH V1'S O/S/R SPINNING IT INTO THE GRASS VERGE AND DOWN A DITCH

Vehicle Reference: 1 Car Moving off
First point of impact: Back
Vehicle direction: E to S Journey: Other
Age of Driver : 66 Breath test: Not requested

Contributory Factors : 405

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Other
Age of Driver : 27 Breath test: Not requested

Contributory Factors : 405

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

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

231297585 17/04/2023 Monday Time: 2023 Vehicles 2 Casualties 2 Serious
Easting: 469,325 Northing: 416,113
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location:
Description: V1 HAS BEEN DRIVING AT SPEED AND DURING THE OVERTAKE OF V2 IT HAS COLLIDED INTO THE OFFSIDE OF V2 CAUSING DAMAGE TO BOTH VEHICLES. DRIVER OF V1 HAS LEFT THE SCENE ON FOOT.

Vehicle Reference: 1 Car Overtaking moving vehicle on its offside
First point of impact: Nearside
Vehicle direction: N to S Journey: Not known
Age of Driver : 38 Breath test: Driver not contacted

Contributory Factors : 601

Casualty Reference: 2 Age: 41 Female Passenger Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Turning right
First point of impact: Offside
Vehicle direction: N to SW Journey: Other
Age of Driver : 36 Breath test: Not requested

Contributory Factors : 601

Casualty Reference: 1 Age: 36 Female Driver/rider Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

231316737 09/06/2023 Friday Time: 0700 Vehicles 2 Casualties 1 Slight
Easting: 467,725 Northing: 414,043
Fine without high winds Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 70

Location: M18, SOUTHBOUND JUNCTION 6, DONCASTER
Description: V1, UNKNOWN VAN, WAS TRAVELLING SOUTHBOUND ON THE M18 IN LANE 2, V2 AN ARTICULATED HGV WITH HAZCHEM ON BOARD WAS BEHIND V1 IN LANE 1. AS THE VEHICLES PASSED OVER J6 V1 RAN OVER A METAL OBJECT THROWING IT UPWARDS INTO THE PATH OF V2 AND INTO THE OFFSIDE W INDSCREEN AREA CAUSING THE WINDOW TO SMASH PROJECTING GLASS INTO THE CAB AND CAUSING MINOR CUTS TO HIS FACE. THE DRIVER WAS ABLE TO MAINTAIN CONTROL OF THE VEHICLE AND HAD THE PRESENCE OF MIND TO BRING IT TO A CONTROLLED STOP ON THE ENTRY SLIP OF THE M18 JUNCTION 6. FIRST AID GIVEN BY HETO. AMB REFUSED.

Vehicle Reference: 1 Goods vehicle - unknown Going ahead
First point of impact: Did not impact
Vehicle direction: N to S Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors : 109

Vehicle Reference: 2 Goods vehicle - unknown Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Journey as part of work
Age of Driver : 61 Breath test: Negative

Contributory Factors : 109

Casualty Reference: 1 Age: 61 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2020 and 17/03/2025 (63) months
Selection: Notes:
Selected using Manual Selection

231317335 10/06/2023 Saturday Time: 1450 Vehicles 2 Casualties 1 Serious
Easting: 467,510 Northing: 414,672
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 60

Location: SELBY ROAD (A614) AT JUNCTION WITH LAND ENDS ROAD, THORNE, DONCASTER
Description: DRIVER OF VEHICLE 1 HAS BEEN DRIVING ON THE A614, SELBY ROAD IN THE DIRECTION OF RAWCLIFFE. DRIVER OF VEHICLE 1 HAS APPROACHED THE JUNCTION OF LAND ENDS ROAD AND HAS THEN INDICATED TO TURN, HE HAS COME TO A STOP AND BEGAN TO TURN AND VEHICLE 2 A MOTORCYC
LE HAS OVERTAKEN AT THIS POINT ON THE JUNCTION CAUSING THE OFFSIDE OF VEHICLE 1 TO COLLIDE WITH THE MOTORCYCLE. RIDER OF VEHICLE 2 HAS THEN BEEN KNOCKED OFF THE MOTORCYCLE. INJURY CAUSED TO THE RIDERS LEFT COLLAR BONE WITH AN ABRASION AND LACERATION.
RIDER OF VEHICLE 2 HAS OVERTAKEN AT THE SITE OF A JUNCTION, THE SUN
WAS VERY BRIGHT THAT DAY AND THE RIDER NOTED THAT HE DID NOT SEE THE INDICATORS ON THE VEHICLE. BOTH PARTIES WERE HAPPY TO
ANCE. BOTH PARTIES BLEW ZERO AT THE ROAD SIDE.

Vehicle Reference: 1 Car Turning right
First point of impact: Offside
Vehicle direction: S to E Journey: Not known
Age of Driver : 27 Breath test: Negative

Contributory Factors : 706

Vehicle Reference: 2 Motorcycle - unknown cc Overtaking moving vehicle on its offside
First point of impact: Nearside
Vehicle direction: S to N Journey: Not known
Age of Driver : 41 Breath test: Negative

Contributory Factors : 706

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

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

231355826 24/09/2023 Sunday Time: 1600 Vehicles 2 Casualties 1 Slight
Easting: 469,452 Northing: 415,377
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: MARSHLAND ROAD NEAR JUNCTION WITH WEST ROAD, MOORENDS, DONCASTER
Description: V1 HAS BEEN DRIVING DOWN MARSHLAND ROAD, MOORENDS APPROACHING THE JUNCTION AT WEST ROAD. V2 HAS PULLED OUT WITHOUT INDICATING INTO THE PATH OF V1 CAUSING A COLLISION. DAMAGE HAS BEEN CAUSED TO THE BUMPER, BONNET, WINDSCREEN AND REAR LEFT BRAKE LIGHT.
THE DRIVER OF V2 HAS EXITED THE VEHICLE TO CHECK THE WELFARE OF THE DRIVER OF V1 BUT THEN HAS GOT BACK INTO HIS CAR AND DRIVEN AWAY FROM THE SCENE WITHOUT EXCHANGING INSURANCE DETAILS.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Journey as part of work
Age of Driver : 43 Breath test: Not requested

Contributory Factors : 302 602 508

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

Vehicle Reference: 2 Car Turning right
First point of impact: Offside
Vehicle direction: E to N Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors : 302 602 508

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

241405918 11/01/2024 Thursday Time: 1030 Vehicles 2 Casualties 1 Slight
Easting: 467,638 Northing: 414,046
Fine without high winds Road Surface: Dry Daylight
Road Type: Slip road Speed Limit: 40

Location: M18, THORNE, DONCASTER
Description: V001 - TRAVELING NORTH ON M18 J6 EXIT SLIP ROAD LEFT LANE STATIONARY WAITING TO PULL ONTO ROUNDABOUT V002 - COLLIDED WITH REAR OF V001

Vehicle Reference: 1 Car Moving off
First point of impact: Back
Vehicle direction: S to N Journey: Other
Age of Driver : 53 Breath test: Not requested

Contributory Factors : 308

Casualty Reference: 1 Age: 53 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Goods vehicle - unknown Slowing or Stopping
First point of impact: Front
Vehicle direction: S to N Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors : 308

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

241429975 10/04/2024 Wednesda Time: 0710 Vehicles 2 Casualties 1 Serious
Easting: 469,777 Northing: 413,570
Fine without high winds Road Surface: Dry Daylight
Road Type: Unknown Speed Limit: 60

Location: CHURCH BALK NEAR JUCNTION WITH MOOR EDGES ROAD
Description: V1 HAS BEEN DRIVING DOWN MOOREDGES ROAD. HIS VISION HAS BECOME RESTRICTED DUE TO THE SUN SHINING IN HIS FACE. HE HAS ATTEMPTED TO PULL DOWN THE SUN VISOR AND HAS DRIFTED ONTO THE OPPOSITE SIDE OF THE ROAD HITTING V2 IN THE FRONT.

Vehicle Reference: 1 Car Going ahead right hand bend
First point of impact: Front
Vehicle direction: SE to SW Journey: Journey as part of work
Age of Driver : 26 Breath test: Not requested

Contributory Factors : 706

Casualty Reference: 1 Age: 26 Male Driver/rider Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: SW to SE Journey: Journey as part of work
Age of Driver : 53 Breath test: Not requested

Contributory Factors : 706

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

241440969 09/05/2024 Thursday Time: 1614 Vehicles 2 Casualties 1 Slight
Easting: 469,450 Northing: 415,402
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: MARSHLAND ROAD NEAR JUNCTION WITH NEWHOLME DRIVE, MOORENDS, DONCASTER
Description: RIDER OF V1 HAS BEEN TRAVELLING NORTH ALONG MARSHLAND ROAD WHEN V2 HAS PULLED OUT OF THE JUNCTION OF NEWHOLME DRIVE, MOORENDS. V1
HAS HIT THE OFFSIDE FRONT CORNER OF V2. V1 HAS BEEN RIDDEN BY A

Vehicle Reference: 1 Motorcycle - unknown cc Going ahead
First point of impact: Front
Vehicle direction: S to N Journey: Other
Age of Driver : 16 Breath test: Negative

Contributory Factors : 605

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

Vehicle Reference: 2 Car Turning right
First point of impact: Offside
Vehicle direction: W to S Journey: Other
Age of Driver : 64 Breath test: Negative

Contributory Factors : 605

Accidents between dates **01/01/2020** **and** **17/03/2025** **(63) months**
Selection: **Notes:**
Selected using Manual Selection

241478076 09/08/2024 Friday Time: 1644 Vehicles 2 Casualties 2 Fatal
Easting: 469,361 Northing: 415,980
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: MARSHLAND ROAD - 48 METRES FROM JUNCTION WITH THE AVENUE, MOORENDS, DONCASTER, DONCASTER
Description: V1 TRAVELS FROM DIRECTION OF RAWCLIFFE INTO MOORENDS WHEN IT LOSES CONTROL, COLLIDING WITH PROPERTY AND A PARKED VEHICLE. FATAL INJURIES SUSTAINED TO DRIVER OF V1 AND SERIOUS INJURIES TO PASSENGER OF V1. NO FURTHER PERSONS INJURED. **CAUSES EXTENSIVE DAMAGE TO PROPERTY, PARKED VEHICLE AND FENCING. ALSO REPORTS OF DAMAGED GAS METRE BOX/GAS PIPE**

Vehicle Reference: 1 Car Going ahead
First point of impact: Nearside
Vehicle direction: N to S Journey: Commuting to/from work
Age of Driver : 40 Breath test: Not provided (medical)

Contributory Factors : 410

Casualty Reference: 1 Age: 40 Male Driver/rider Severity: Fatal
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 45 Male Passenger Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Parked
First point of impact: Offside
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : Breath test: 7

Contributory Factors : 410

Accidents between dates **01/01/2020** **and** **17/03/2025** **(63) months**
Selection: **Notes:**
Selected using Manual Selection

241516119 13/11/2024 Wednesda Time: 1045 Vehicles 5 Casualties 1 Fatal
Easting: 467,792 Northing: 414,156
Fine without high winds Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 70

Location: M18, DONCASTER
Description: VEHICLES HAVE BEEN QUEUING IN TRAFFIC DUE TO A BACK LOG ON THE M18. VEHICLE 5 HAS COLLIDED WITH THE REAR OF VEHICLE 4, APPEARING NOT TO SLOW OR BRAKE. THIS HAS SUBSEQUENTLY SHUNTED VEHICLE 3, 2 AND 1 INTO ONE ANOTHER.

Vehicle Reference: 1 Car Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: N to S Journey: Other
Age of Driver : 63 Breath test: Negative

Contributory Factors : 406

Vehicle Reference: 2 Goods vehicle - unknown Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: N to S Journey: Journey as part of work
Age of Driver : 67 Breath test: Negative

Contributory Factors : 406

Vehicle Reference: 3 Goods vehicle - unknown Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: N to S Journey: Journey as part of work
Age of Driver : 47 Breath test: Negative

Contributory Factors : 406

Vehicle Reference: 4 Goods vehicle - unknown Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: N to S Journey: Journey as part of work
Age of Driver : 30 Breath test: Negative

Contributory Factors : 406

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

Vehicle Reference: 5 Goods vehicle - unknown Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Journey as part of work
Age of Driver : 68 Breath test: Not requested

Contributory Factors : 406

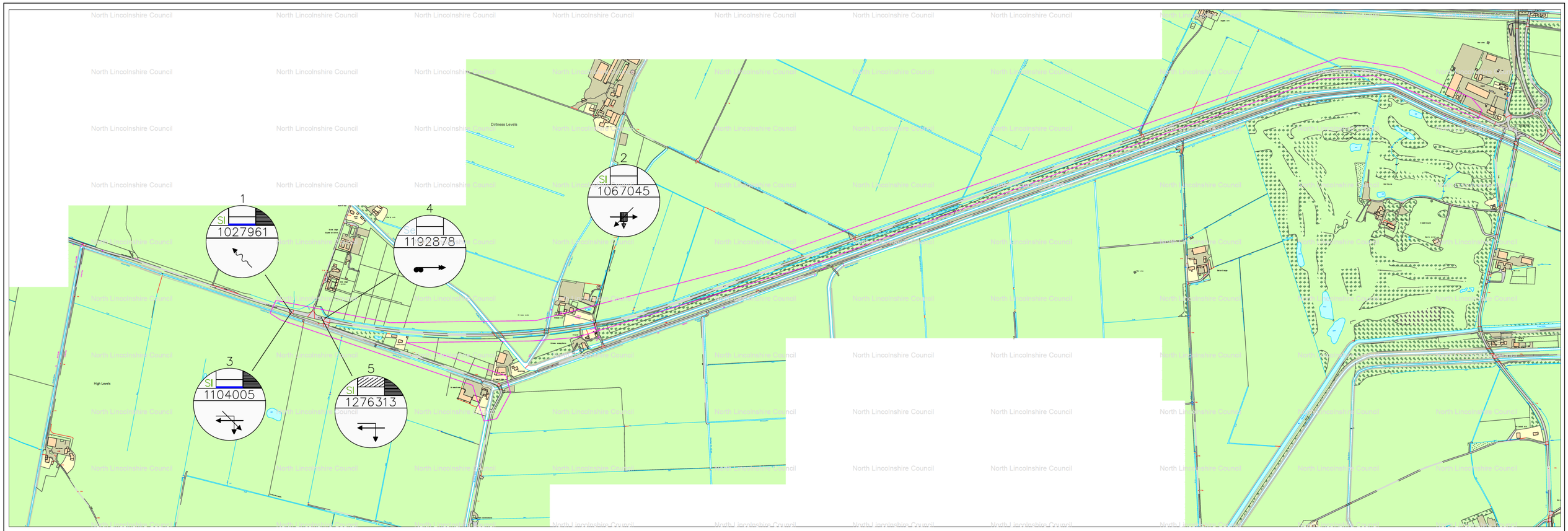
Casualty Reference: 1 Age: 68 Male Driver/rider Severity: Fatal
Ped Dir: Ped Movement :
Ped Location:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only excluding 2-wheels	2	6	20	28
2-wheeled motor vehicles	0	4	1	5
Pedal cycles	0	2	1	3
Horses & other	0	0	0	0
Total	2	12	22	36

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	2	5	23	30
Passenger	0	4	9	13
Motorcycle rider	0	4	2	6
Cyclist	0	2	1	3
Pedestrian	0	1	0	1
Other	0	0	0	0
Total	2	15	34	51



Reference Number	1	2	3	4	5
	1027 961	1067 045	1104 005	1192 878	1276 313
Date / Day	Su 14	Fr 16	Fr 29	Mo 13	Tu 14
Month	Mar	Jul	Oct	Jun	Feb
Year	2021	2021	2021	2022	2023
Time	0001	1755	2039	1727	1900
Severity	SI	SI	SI	Se	SI
Dark / Lit					
Weather Conditions					
Road Surface					
Special Conditions					
Carriageway Hazards					
Vehicle Manoeuvres					
Vehicle 1 5 e	27	26	33	30	83
Vehicle 2 6 t		71	21	52	35
Vehicle 3 7 c		36	64		
Vehicle 4 8					
Casualty /age	77	26 36	33 18 20 18 21	30	83 39
Failed to Give-Way					
Signal Ignored					
Loss of Control					
Hit Object IN C'way					
Hit Object OFF C'way					
Vehicle Left C'way	0		0		
Breath Test					
Contributory Factors 1/2	V1 * 503	V2 * 405 406	V1 ** 602 406	V1 * 406	V1 ** 602 405
3/4		V1 * 409			V1 ** 707
5/6					
* possible, ** very likely					
School No./Ref.					
User fields: 1					
2					
3					
4					

REV	DETAILS	APPROVED BY	DATE APPROVED

North Lincolnshire Council

Director Communities
Lesley Potts

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Drawing Title: 5 Year Injury related Collisions A18 area (23/05/2020 - 22/05/2025)

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North Lincolnshire Council

CROWLE

7 Lake Country Park

North Moor

REV	DETAILS	APPROVED BY	DATE APPROVED

North Lincolnshire Council

Director Communities
Lesley Potts

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Drawing Title: 5 Year Injury related Collisions A161 area (23/05/2020 - 22/05/2025)

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Bristol
First Floor, South Wing, Equinox North,
Great Park Road, Almondsbury, Bristol, BS32 4QL
T 01454 625945
E Bristol@pegasusgroup.co.uk
Offices throughout the UK & Ireland

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