



Tillbridge Solar

PEI Report Volume II Appendix 15-1: Transport Assessment
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1. Introduction

Context

- 1.1 Tillbridge Solar Ltd (hereafter referred to as ‘the Applicant’) has commissioned this Transport Assessment (TA) for the Tillbridge Solar scheme (hereafter referred to as the ‘Scheme’).
- 1.2 The Scheme comprises the installation of solar photovoltaic (PV) generating panels and on-site energy storage facilities at the site within Lincolnshire (hereafter referred to as the ‘Principal Site’) and associated infrastructure for connection to the existing National Grid substation which is located at the decommissioned Cottam Power Station in Nottinghamshire (hereafter referred to as the ‘Cable Route Corridor’). The Scheme would allow for the generation, storage, export and import of electricity with an anticipated capacity greater than 50 megawatts (MW).
- 1.3 The Principal Site covers an area of approximately 1,400ha and is located entirely within the administrative area of West Lindsey District Council.
- 1.4 The Cable Route Corridor crosses the administrative areas of West Lindsey District Council and Bassetlaw District Council. The relevant Local Highway Authorities (LHAs) are Lincolnshire County Council (LCC) and Nottinghamshire County Council (NCC).
- 1.5 The Principal Site and the Cable Route Corridor are collectively referred to as the ‘Scheme’.

Document Purpose

- 1.6 The purpose of this TA is to demonstrate that the Scheme will be acceptable in transport and highway terms. It follows pre-application discussions held with LCC and NCC on 19 January 2023 as the LHAs. The TA has been prepared in accordance with national and local guidance relating to Transport Assessments and is a supporting document to **PEI Report Volume I Chapter 15: Transport and Access**.

Consultation

- 1.7 The development of this TA has been supported by an ongoing consultation process (details below), to agree the approach for the TA, allow mitigation measures to be incorporated into the Scheme design and to minimise adverse effects. The following provides a summary of the consultation which has taken place with respect to transport and access.

Initial Consultation (EIA Scoping Report)

- 1.8 An EIA Scoping Report was submitted by AECOM in September 2022 to formally request an EIA Scoping Opinion, which was received from the Planning Inspectorate on behalf of the Secretary of State in October 2022.

1.9 A summary of the comments received from the Planning Inspectorate which include the LHAs (LCC and NCC) as well as National Highways, with respect to traffic and transport, including the Applicant's responses, are provided in Table 15-2 within **PEI Report Volume I Chapter 15: Transport and Access**. It should be noted that consultation with the LHAs and relevant stakeholders will continue as an ongoing process throughout the DCO submission.

National Highways

1.10 A response from National Highways was provided in the EIA Scoping Opinion (**PEI Report Volume II Appendix 1-2**), with the key points summarised below:

- No comments regarding site access or boundary matters were raised;
- No concerns relating to traffic impacts on the Strategic Road Network (SRN) during the operational phase were raised but the likely impacts should still be clearly evidenced in a Transport Statement/Assessment;
- Additional information on the number of HGVs necessary to transport materials and equipment to/ from the Scheme, their arrival and departure profiles and their routing on the SRN is detailed as a requirement. Information on the arrival and departure profiles and routing of construction staff during the construction phase is also required;
- It is indicated that the Transport Statement/Assessment should include sections on the development proposal details, trip generation, trip assignment and depending on the scale and distribution of new trips, an indication of how traffic associated with the development will impact the SRN during the peak hours; and
- A separate Travel Plan should also be produced to indicate how staff trips by private vehicle will be minimised as far as possible.

1.11 Based on the above, this TA includes the likely traffic impacts of the construction, operational and decommissioning phases, the access and routing strategy for the Scheme and the trip attraction, distribution and assignment of HGV and staff trips.

1.12 A combined Framework Construction Traffic Management Plan (F-CTMP) and Travel Plan has been prepared in support of the PEI Report, which outlines how staff trips by private vehicles will be minimised as far as possible. If the DCO is granted, it is expected that the contractor will produce a Detailed Construction Traffic Management Plan and Travel Plan, as one or two separate documents, prior to the beginning of the construction phase as part of a Requirement.

Local Highway Authority (LCC and NCC)

1.13 A summary outlining the initial comments received from LCC and NCC as part of the EIA Scoping Opinion Report (**PEI Report Volume II Appendix 1-2**) is available in Table 15-2 in **PEI Report Volume I Chapter 15: Transport and Access**. A pre-application meeting was held with LCC and NCC on 19 January 2023 to review the routing and access strategy for the Scheme, as well as the scope and methodology set out within this document. A copy of the meeting notes from the meeting with the LHAs is held within Annex A of this TA. The following key points were raised:

- Trip generation, access and routing strategy for the Scheme;
- The scope and methodology for the transport deliverables;
- The Study Area for the collision review (separate Study Areas for each Highway Authority) and traffic survey locations;
- Approach taken to Public Right of Way (PRoW) and abnormal loads management;
- Measures to include within the F-CTMP; and
- Cumulative schemes to include as part of the assessment such as the Island Green Power (IGP) solar schemes 'Cottam Solar Farm' and 'West Burton Solar Farm' and Low Carbon's solar farm scheme 'Gate Burton Solar Energy Park'.

1.14 Based on the above, the TA includes a review of collision data and reports on a number of principles agreed with LCC and NCC with respect to vehicle routing, survey approach and supporting assessment work. An initial assessment of committed development, including the other proposed DCO schemes nearby, is included in **PEI Report Volume I Chapter 17: Cumulative Effects** and a full cumulative impact assessment will be undertaken as part of the ES Transport Chapter.

Additional Reports

1.15 The following (transport-related) appendices have already been prepared to accompany the PEI Report:

- F-CTMP in PEI Report Volume II Appendix 15-2.

Report Structure

1.16 The remainder of this TA is structured as follows:

- **Section 2** sets out details relating to the Scheme's location, existing use and surrounding area;
- **Section 3** provides an overview of relevant national and local transport policies and guidance documents;
- **Section 4** provides details of the Scheme's accessibility by various travel modes including by vehicle, public transport, on foot, including PRoWs, and by bicycle;
- **Section 5** provides details of the Scheme including in terms of the anticipated programme and site access arrangements;
- **Section 6** sets out the forecast peak and average vehicular trip attraction, distribution and assignment for the Scheme during construction, operation and decommissioning;
- **Section 7** reviews other committed developments in the area;
- **Section 8** provides the highway impact assessment for the Scheme;
- **Section 9** provides the walking and cycling assessment for the Scheme; and
- **Section 10** sets out the summary to the report.

2. Site Location and Study Area

Site Location

- 2.1 As shown in **PEI Report Volume III Figure 15-2**, the Scheme comprises two distinct sections:
- The 'Principal Site', which is the location where ground mounted solar PV panels, electrical Substations and energy storage facilities will be installed; and
 - The 'Cable Route Corridor', which will comprise the underground electrical infrastructure required to connect the Principal Site to the existing National Grid Substation located at Cottam Power Station.
- 2.2 The Scheme lies to the east and south-east of Gainsborough in Lincolnshire. The Principal Site is located approximately five kilometres to the east of Gainsborough and approximately 13 kilometres to the north of Lincoln. The Principal Site covers an area of approximately 1,400ha and is located to the south of Harpswell Lane (A631), to the west of Middle Street (B1398), largely to the north of Kexby Road and to the east of Springthorpe.
- 2.3 The Scheme will connect the Principal Site to the national transmission system at the existing National Grid Substation, which is located at the decommissioned Cottam Power Station in Cottam near the Lincolnshire/ Nottinghamshire border.

Surrounding Area

Principal Site

- 2.4 The areas surrounding the Principal Site comprise several small rural villages, including Harpswell and Glentworth approximately 500m and 1km to the east of the Scheme Boundary respectively, and Springthorpe and Heapham approximately 500m and 1.5km to the west of the Scheme Boundary respectively.
- 2.5 The four Principal Site Accesses are located approximately 13km to the north of Lincoln on the A631 and the B1398. The A631 (High Street/Harpswell Lane) and B1398 Middle Street run along the northern and eastern boundaries of the Principal Site respectively and the A15 (Ermine Street) also runs parallel to the eastern boundary of the Principal Site. Several minor roads cross the Principal Site, including Springthorpe Road/Hill Road, Common Lane, Kexby Road and Willingham Road.
- 2.6 There is one PRoW Gltw/85/1 situated within the southern extent of the Principal Site, running in a north-south direction from Kexby Road to the west of Glentworth village.

Cable Route Corridor

- 2.7 The Cable Route Corridor is to run through the counties of Lincolnshire and Nottinghamshire, separated by the River Trent.

- 2.8 The Cable Route Corridor is expected to run in a southwest direction from the Principal Site to the point of connect with the National Grid at Cottam Substation. Starting from the Principal Site, the Cable Route Corridor will cross Cow Lane, Glentworth Road and Fillingham Lane which are all narrow rural single lane roads. From east to west, it will cross the B1241 (Normandy Road), the A1500 (Stow Park Road) and the A156 (High Street), which are two-way single carriageway roads with a single lane in each direction, as well as the railway line running between Gainsborough and Lincoln. Willingham Road (to the east of the A156 between Gate Burton and Marton), Marton Road, High Street (through Willingham by Stow) and Fillingham Lane have been included within the RLB for the Cable Route Corridor. They are proposed as access roads and it is not expected that the Cable Route Corridor will actually cross them. These are all narrow rural single lane roads, with the exception of High Street, which is a single carriageway road with a single lane in each direction.
- 2.9 The villages of Upton, Kexby and Willingham by Stow are located approximately 2km to the west of the Cable Route Corridor.
- 2.10 Within Nottinghamshire, the Cable Route Corridor is expected to cross agricultural land, the disused railway track to the northwest of Cottam Power Station, the River Trent and Town Road/Headstead Bank, Cottam Road/Outgang Lane and Torksey Ferry Road, before reaching the Point of Connection at Cottam Power Station.
- 2.11 A list of all PRoW which could potentially be impacted by the proposed Cable Route Corridor (both in Lincolnshire and Nottinghamshire) is provided in Section 4 of this TA.

Study Area

- 2.12 The Transport and Access Study Area shown in **PEI Report Volume III Figure 15-1** includes the extents of the highway network shown in **PEI Report Volume III Figure 15-2** and the PRoW network shown in **PEI Report Volume III Figure 15-3**. Based on professional judgement and experience of other Solar Farm DCO submissions, this is the Study Area considered to be potentially at risk from direct and indirect impacts arising from the Scheme. This Study Area has also been used in **PEI Report Volume I Chapter 17: Cumulative Effects**.
- 2.13 Due to the nature of the Scheme, consideration has been given to a number of locations within the surrounding highway network which could potentially be impacted by an increase in traffic as a result of the Scheme, including both the network within the vicinity of the Principal Site as well the Cable Route Corridor, as identified below:
- A631/ B1398 Middle Street Roundabout;
 - A631/ A15 Roundabout;
 - A631;
 - A15;
 - B1398 Middle Street;
 - A1500 (Till Bridge Lane);
 - B1241 (Willingham Road);
 - A156;

- Pilham Lane;
- School Lane;
- Springthorpe Road;
- Common Lane;
- Kexby Road;
- Willingham Road;
- Headstead Bank;
- Cow Pasture Lane; and
- Cottam Road/Outgang Lane.

2.14 The Study Area related to the Principal Site and the Cable Route Corridor was subject to discussion and agreement with LCC and NCC as Highway Authorities for the Local Road Network (LRN). This Study Area has also been used for the assessment of the PIC data for the extent of the Scheme.

2.15 The PRow to be considered within this TA are those that are directly impacted by the Scheme. Once the Cable Route Corridor has been finalised, the PRowS that are likely to be impacted will be identified in terms of potential temporary diversions during the construction of the Cable Route Corridor. At this stage of the project, all the PRowS within the Cable Route Corridor have been identified in **PEI Report Volume III Figure 15-3**.

3. Policy and Guidance Context

Introduction

- 3.1 A summary of the key transport policies and guidance documents relating to the Scheme Boundary are set out below.

National Planning Policy

Overarching National Policy Statement for Energy (NPS EN-1) (2011)

- 3.2 The Overarching National Policy Statement for Energy (NPS EN-1) (2011) sets out the basis for decisions regarding nationally significant energy infrastructure. Section 5.13 outlines the planning policy for traffic and transport, including guidance on undertaking relevant parts of the EIA, with particular reference to sections 5.13.3 to 5.13.5. of the document which are outlined below:

- Paragraph 5.13.3 states if a project is likely to have significant transport implications, a Transport Assessment should be included with the Environmental Statement;
- Paragraph 5.13.4 states where appropriate, a Travel Plan should be produced to include demand management measures to mitigate transport impacts; and,
- Paragraph 5.13.5 states where additional transport infrastructure is proposed, discussions should be held with the relevant network providers (in terms of the possibility of co-funding by Government for any third-party benefits).

- 3.3 The draft NPS EN-1 (2021) is currently under review and an updated draft was published for consultation in September 2021, where the above stated sections are proposed to be relocated to Section 5.14 of the draft document, with some amendments to the text including:

- Paragraph 5.14.4 states that the assessment should consider any possible disruption to services and infrastructure (such as road, rail and airports); and
- Paragraph 5.14.8 states that the Secretary of State (SoS) should only consider preventing or refusing development on highways grounds if there would be an unacceptable impact on highway safety, or residual cumulative impacts on the road network would be severe.

National Policy Statement for Renewable Energy Infrastructure (NPS EN-3) (2011)

- 3.4 The National Policy Statement for Renewable Energy Infrastructure (NPS EN-3) (2011) sets out the policies relating to electricity generation from renewable sources of energy, to be considered in conjunction with NPS EN-1. Although it is noted that the document does not explicitly refer to solar schemes, any reference to transport is considered with reference to NPS EN-1.
- 3.5 The draft NPS EN-3 (2021) is currently under review and an updated draft was published for consultation in September 2021, with the inclusion of solar photovoltaic generation impacts set out within Section 2.54 of the draft document, which are outlined below:

- Paragraph 2.54.3 states the importance of assessing various potential routes to the site for the delivery of materials and components during the construction period;
- Paragraph 2.54.4 outlines the suitability of access roads for vehicles transporting components and the need to identify potential modifications where necessary;
- Paragraph 2.54.9 states that consistent with EN-1, the SoS should be satisfied, taking into account the views of the relevant local highway authorities, that any abnormal loads can be safely transported whilst minimising inconvenience to other road users and that the environmental effects of this and other construction traffic, after mitigation, are acceptable; and
- Paragraph 2.54.10 states that once solar farms are in operation, traffic movements are expected to be generally very light, and it is therefore very unlikely that traffic or transport impacts from the operational phase of a solar farm would prevent it from being approved by the SoS.

National Policy Statement for Electricity Networks Infrastructure (NPS EN-5) (2011)

- 3.6 National Policy Statement for Electricity Networks Infrastructure (NPS EN-5) sets out the policies relating to electricity networks infrastructure. Any reference to transport is considered in conjunction with reference NPS EN-1.
- 3.7 The draft NPS EN-5 (2021) is currently under review and an updated draft was published for consultation in 2021. Section 2.11.12 refers to the design of access roads and making it an integral part of the site layout and design so as to fit in with the surroundings. Section 2.11.12 also states that developers should minimise any adverse effects on existing land use and rights of way.

National Planning Policy Framework (July 2021)

- 3.8 The National Planning Policy Framework (NPPF) was originally published in March 2012 and most recently revised in July 2021, outlining the Government's planning policies and how they are expected to be applied. The most relevant paragraphs in the context of transport are set out below:
- Paragraph 104 outlines that “transport issues should be considered from the earliest of stages of plan-making and development proposals”, in order to ensure:
 - “The potential impacts of development on transport networks can be addressed;
 - Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
 - Opportunities to promote walking, cycling and public transport use are identified and pursued;
 - The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for mitigation and for net gains in environmental quality; and

- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.”
- Paragraph 110 outlines the key considerations when assessing sites to be allocated for development in plans or specific development applications, and these include:
 - “Appropriate opportunities to promote sustainable transport modes can be (or have been) taken up, given the type of development and its location;
 - Safe and suitable access to the Order limits can be achieved for all users;
 - The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance; and
 - Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”
- Paragraph 111 states that development “should only be prevented or refused on highways grounds where there would be an unacceptable impact on highway safety, or the residual cumulative impacts of development on the road network would be severe”;
- Paragraph 112 states that applications for development should give priority first to pedestrian and cyclist movements and then, as far as possible, to facilitating access to high quality public transport; and
- Paragraph 113 states that all developments that “will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed”.

National Planning Practice Guidance (2014)

3.9 Planning Practice Guidance: ‘Travel Plans, Transport Assessments and Transport Statements in Decision Taking’ (2014) provides advice on when transport assessments and transport statements are required, and what they should contain. The most relevant paragraphs are summarised below:

- Paragraph 002 states “Travel Plans, Transport Assessments and Transport Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.”;
- Paragraphs 004 and 005 state “Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal” and “may propose mitigation measures where these are necessary to avoid unacceptable or “severe” impacts”;
- Paragraph 006 states “Travel Plans, Transport Assessments and Statements can positively contribute to encouraging sustainable travel; lessening traffic generation and its detrimental impacts; reducing carbon emissions and climate impacts; creating accessible, connected and inclusive communities; improving health outcomes and quality of life; improving road safety and reducing the need for new development to increase existing road capacity of provide new roads.”;

- Paragraph 007 states: “Travel Plans, Transport Assessments and Statements should be:
 - proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;
 - established at the earliest practicable possible stage of a development proposal;
 - be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);
 - be brought forward through collaborative ongoing working between the local planning authority/transport authority, transport operators, rail network operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).”
- Paragraphs 013 to 015 provide further details of when Transport Assessments are required, how the need and scope of a Transport Assessment should be established and what information should be included.

Local Planning Policy

Lincoln Transport Strategy 2020 to 2036 (2022)

3.10 The new Lincoln Transport Strategy 2020-2036 (adopted 2022) has been developed by LCC, City of Lincoln Council, North Kesteven District Council and West Lindsey District Council. It aims to provide a clear vision for the future of transport across the Lincoln area up to 2036. The key strategies include:

- Enhancing connectivity across the network for all modes;
- Increasing the capacity of the network and supporting the reduction in traffic in the urban area; and
- Rebalance movement towards walking and cycling.

Adopted Central Lincolnshire Local Plan (April 2017)

3.11 Policy LP18 (Climate Change and Low Carbon Living, Resource Efficiency) of the adopted Central Lincolnshire Local Plan (2017) states that:

- “Development should (a) take opportunities to use sustainable materials in the construction process, avoiding products with a high embodied energy content; and (b) minimise construction waste.”

3.12 Policy LP19 of the adopted Central Lincolnshire Local Plan (2017) identifies the issues that will be considered when assessing proposals for renewable energy:

- “Proposals for non-wind renewable energy development (renewable technology) will be assessed on their merits, with the impacts, both individual and cumulative, considered against the benefits of the scheme, taking into account a number of environmental considerations. This includes taking account of safety and ensuring no adverse highway impact. Other policies of

relevance within the adopted plan are Policy LP12 (Infrastructure to Support Growth) and Policy LP13 (Accessibility and Transport), The emerging Central Lincolnshire Submission Local Plan (2022) comprises policies of relevance to access and transport. In this regard, consideration will be given to Policy S45 (Strategic Infrastructure Requirements), Policy 47 (Accessibility and Transport), Policy S48 (Walking and Cycling Infrastructure) and Policy S49 (Parking Provision).”

3.13 Policy LP20 identifies the issues that will be considered when assessing proposals which aim to maintain and improve the green infrastructure network in the area, as follows:

- “Proposals that cause loss or harm to the network will not be permitted unless the need for and benefits of the development demonstrably outweigh any adverse impacts;
- Where adverse impacts on green infrastructure are unavoidable, development will only be permitted if suitable mitigation measures for the network are provided;
- Development proposals should ensure that existing and new green infrastructure is considered and integrated into the scheme design from the outset; and
- Development proposals must protect the linear features of the green infrastructure network that provide connectivity between green infrastructure assets, including public rights of way, bridleways, cycleways and waterways, and take opportunities to improve such features.”

3.14 It should be noted, a review of the Central Lincolnshire Local Plan has commenced with consultation on a Proposed Submission Local Plan (2022) taking place between 16 March and 9 May 2022. The Local Plan Review was submitted to the Planning Inspectorate on 8 July 2022 for examination. Objective 11 relates to minimising the effects of climate change through the development of renewable energy sources and objective 13 relates to promoting journeys by sustainable travel modes (public transport, walking and cycling).

Fourth Lincolnshire Local Transport Plan 203/14-2022/23 (2013)

3.15 The Fourth Lincolnshire Local Transport Plan (LTP4) 2013/14 – 2022/23 (2013) builds on the strategies and policies adopted by previous Local Plans. Section 5.17 to 5.23 relates to travel planning and sustainable travel within new developments whilst Section 14.33 relates to reducing the impact of traffic. The transport goals set out within this document include:

- “Provide a reliable, resilient transport system which supports a thriving economy and growth whilst encouraging sustainable and healthy travel;
- Improve access to key services, particularly enabling employment and training opportunities; and
- Minimise the impacts of transport on people’s lives, maximise opportunities to improve the environment and help tackle carbon emissions.”

3.16 The Fifth Lincolnshire Local Transport Plan (Consultation Draft, 2021) has been approved by Lincolnshire and is currently pending adoption. The short-term horizon is for the period 2022-2026 but the plan also covers the medium and long-term future between 2026-2034 and 2034-2050. Chapter 4 of the document

discusses the proposed themes related to the integrated transport strategy which include:

- Theme 1: Supporting economic growth;
- Theme 2: Future ready, green transport;
- Theme 3: Promoting thriving environments;
- Theme 4: Supporting safety, security and a healthy lifestyle;
- Theme 5: Promoting high aspirations; and,
- Theme 6: Improve quality of life.

3.17 Policy Green 4 states *“We will use the local and strategic development management processes to ensure that development is planned, delivered and managed to reduce the need to travel and support the delivery of sustainable transport modes. We will support the provision of improved walking, cycling and public transport services and facilities as part of new developments and actively encourage innovative solutions such as car clubs, mobility hubs, active travel plans and other sustainable solutions as opposed to single occupancy car use”*.

Gainsborough Transport Strategy (May 2022-2036) (2022)

3.18 The Gainsborough Transport Strategy 2022 – 2036 has been developed in partnership with West Lindsey District Council and Lincolnshire County Council to provide a vision for the future of transport to 2036. The strategy was updated to reflect the need to adapt to ongoing challenges like climate change and recovering from the COVID-19 pandemic. The updated strategy aims to support and help transition towards a net zero future and improve access to opportunities and services by improving travel choice through development of an inclusive, sustainable, and future-ready transport system. The strategy aims to promote how communities travel within Gainsborough in the promotion of future of mobility, walking and cycling, public transport and decarbonising transport. The objectives of the Strategy related to transport include:

- Sustainable Urban Extension delivery and sustainable travel;
- Active travel, natural environmental and open space;
- Reduce urban traffic;
- Future mobility;
- Reduce the need to travel;
- Rural accessibility; and
- Long distance connections.

3.19 The document looks to develop a sustainable transport strategy which will:

- Influence travel behaviour;
- Prioritise active modes;
- Promote shared and public transport; and,
- Mitigate residual impacts of traffic

Nottinghamshire Local Transport Plan 2011-2026 (2011)

3.20 Nottinghamshire Local Transport Plan (LTP) 2011 – 2026 (2011) sets out Nottinghamshire's transport strategy and outlines a programme of measures to be delivered over the short, medium and long-term. The strategy covers all types of transport including public transport, walking, cycling, cars and freight.

Adopted Bassetlaw Core Strategy and Development Management Policies Local Plan (2021) and Emerging Bassetlaw Submission Local Plan (2022)

- 3.21 Policy DM13 (Sustainable Transport) of the adopted Bassetlaw Core Strategy and Development Management Policies Local Plan (2021) will be considered along with relevant policies from the emerging Bassetlaw Submission Local Plan (2022) including Policy ST54 (Transport Infrastructure) and Policy ST55 (Promoting Sustainable Transport and Active Travel). Suggested changes in the Bassetlaw Local Plan Schedule of Suggested Changes to the Local Plan Publication Version and Policies Maps (2022) have also been reviewed.
- 3.22 The following neighbourhood plans, which form part of the local planning policy have been reviewed in relation to transport and access:
- Corringham Neighbourhood Plan (Submission Version March 2021);
 - Sturton by Stow and Stow Neighbourhood Plan 2019-2036 (2022); and
 - Hemswell and Harpswell Neighbourhood Plan 2022-2036 (2022).
- 3.23 The main focus of these neighbourhood plans is to protect and enhance existing PRoWs and to support provision of new routes to promote walking and cycling use.

Industry Guidance

Institute of Environmental Management and Assessment (IEMA) Guidelines for the Environmental Assessment of Road Traffic (1993)

- 3.24 The IEMA Guidelines for the Environmental Assessment of Road Traffic (1993) provide guidance on examining the environmental impacts of developments in terms of traffic and transportation. This guidance has been used to underpin the assessment methodology set out within Section 15.4 of the **PEI Report Volume I Chapter 15: Transport and Access**.

Other Relevant Guidance

Construction Logistics and Community Safety (CLOCS) (2022)

- 3.25 CLOCS (2022) guidance draws upon evolving best practice, standards, policies and codes of practice, providing a standard which planning authorities, developers and contractors can implement and providing a coherent set of guidelines which can be adhered to, with the primary goals of achieving:
- Zero collisions between construction vehicles and the community;
 - Improved air quality and reduced emissions;
 - Fewer vehicle journeys; and,
 - Reduced reputational risk.

Summary

- 3.26 This TA has been prepared in accordance with various policies and guidance including the NPS EN-1, NPS EN-3, NPS EN-5, the new draft National Policy Statements, NPPF, NPPG, LCC's and NCC's local plans, to assess the likely impacts of the Scheme and identify any required mitigation.
- 3.27 It should be noted there are no directly relevant Neighbourhood Planning documents related to Transport and Access.

4. Accessibility Appraisal and Existing Conditions

Introduction

- 4.1 This section provides a summary of the accessibility of the Scheme Boundary via the surrounding highway network, public transport, cycling and on foot including PRow.

Highway Network

- 4.2 The strategic and local highway network is discussed below and shown in **PEI Report Volume III Figure 15-2**.
- 4.3 The A631 is a single-carriageway road which links with the A15 in the east and the A638 past Gainsborough in the west. To the west the A631 provides a connection to the A159 and the A156 which are both routes through Gainsborough to the north and south respectively.
- 4.4 The A15 is a key route located to the east of the Principal Site running in a north to south direction. To the north the A15 provides a connection to the M180 and the A46 to the south. The A15 provides a key route to/from Lincoln to the south of the Principal Site.
- 4.5 The A57 is a single carriageway road which links the A1(M) to the A46 to the west of Lincoln. The A57 is classified by the DfT as part of the SRN and provides access to the A15 from the south. The A57 also provides access to Laneham Road, which joins with Rampton Road and provides access to Cottam Road from the west.

Principal Site

- 4.6 The A631 is a key route that runs along the northern boundary of the Principal Site in an east-west direction. Three access points into the Principal Site are proposed along the A631. The road does not contain footways or street lighting provision within the vicinity of the Principal Site and is rural in character.
- 4.7 The B1398 Middle Street is a local route that runs along the eastern extent of the Principal Site. A small section of the Scheme Boundary fronts the B1398 between the villages of Harpswell and Glentworth and includes an existing farm track access road into the Principal Site. The B1398 connects with the A631 to the north and the A1500 (Till Bridge Lane) to the south. The B1398 provides connections to local villages including Harpswell, Glentworth and Fillingham. The road does not contain footways or street lighting provision within the vicinity of the Principal Site and is rural in character.
- 4.8 The A1500 (Till Bridge Lane) is located to the south of the Principal Site and runs in an east-west direction through Sturton by Stow and connects to the A156 to the west and the A15 in the east. The A1500 also runs within the vicinity of the Cable Route Corridor, and it is expected that the Cable Route Corridor will cross the A1500 Stow Park Road between Marton and Sturton by Stow.

- 4.9 The B1241 (Willingham Road) runs in a north-south direction along the western extent of the Principal Site through Normanby by Stow, Willingham by Stow, Kexby and Upton. It is known by several different names including Gainsborough Road, Stow Road, Normanby Road, Sturton Road and High Street. It connects to Kexby Lane and Fillingham Lane. Where the B1241 runs through a number of villages the speed limit is 30mph, and outside these areas the national speed limit applies.
- 4.10 Common Lane is a narrow rural road which runs in an east-west direction towards Heapham to the west and Harpswell to the east. Common Lane is located within the Principal Site, providing access to the A631 in the east and the B1241 in the west.
- 4.11 Kexby Road is a narrow rural road which runs in an east-west direction towards Upton to the west and Glentworth to the east. Kexby Road is located within the Principal Site, providing access to the B1398 (Middle Street).
- 4.12 Willingham Road is a narrow rural road which runs in an east-west direction towards Willingham by Stow to the west and Fillingham to the east. Willingham Road is located within the Principal Site.
- 4.13 All of the above routes are single carriageway roads with a single lane in each direction. Speed limits on the routes vary from 30mph to 40mph, where they pass through residential areas, up to the national speed limit (60mph) outside towns/villages.
- 4.14 Within the Study Area there are a number of other local roads which run through, alongside or in close proximity to the Principal Site. These include:
- Springthorpe Road/Hill Road is a single carriageway road with one lane in each direction but no road markings. It runs north-south through Springthorpe in close proximity (500m) to the north-western border of the Principal Site and provides a link to the A631 in the north and the B1241 in the south; and
 - High Street/ Willingham Road runs from the B1398 Middle Street through Fillingham village. The road has a single lane in each direction but no road markings and narrows to a single-track road. The road runs east-west across the south of the site, providing access to the B1398 in the east and Willingham by Stow in the west.

Cable Route Corridor

- 4.15 The Cable Route Corridor is to run in a south-westerly direction from the Principal Site to connect with the National Grid at Cottam Substation. The Cable Route Corridor will cross Cow Lane, Glentworth Road and Fillingham Lane which are all narrow rural single lane roads within the vicinity of the Principal Site. From east to west the Cable Route Corridor will cross the B1241 (Normandy Road), the A1500 (Stow Park Road) and the A156 (High Street), which are single carriageway roads with a single lane in each direction, as well as the railway line running between Gainsborough and Lincoln.
- 4.16 Within Nottinghamshire, the Cable Route Corridor is expected to cross agricultural land, the disused railway track to the north of Cottam, the River Trent

and Town Road/Headstead Bank, Cottam Road/Outgang Lane and Torksey Ferry Road, before reaching the Point of Connection at Cottam Power Station.

- 4.17 Cottam Road and Outgang Lane are located in Nottinghamshire to the north of the existing Cottam Power Station and run in an east-west direction providing access to Cottam Power Station and on to Cottam. The Cable Route Corridor is expected to cross Cottam Road/ Outgang Lane at some point as the Cable Route Corridor is proposed to run north-south across the road to the west of Cottam Power Station into the adjoining fields.
- 4.18 Town Street/Headstead Bank to the northeast of Cottam runs in a north-south direction and is expected to be in close proximity to the Cable Route Corridor, as the Cable Route is proposed to run east-west across Headstead Bank. Similarly, the Cable Route crosses Cow Pasture Lane and the disused railway track to the north of Cottam. Both Headstead Bank and Cow Pasture Lane are narrow, minor, very low trafficked single-track roads with no pedestrian facilities/ street lighting, etc.
- 4.19 Rampton Road is a single carriageway road which connects to Cottam Road and Green Lane at a junction in the north and to Laneham Road to the south. Laneham Road connects to Rampton Road in the north and A57 in the south. Both of the roads are subject to the national speed limit (60mph) and do not feature footways or street lighting, which is in keeping with their rural character.
- 4.20 Within Lincolnshire, the Cable Route Corridor will cross the A156 High Road in an east-west direction to the south of Marton. The A156 High Street/Gainsborough Road is a single carriageway road connecting with the A57 to the west of Saxilby in the south and with the A631/ A159 in Gainsborough to the north. The road is subject to the national speed limit (60mph) and does not include pedestrian footways or street lighting provision for the majority of its length, which is in keeping with its rural character. In the vicinity of Marton, the A156 High Street is restricted to a 30mph speed limit, and some pedestrian footways and street lighting provision is made in the urban area.
- 4.21 Along the A1500 Stow Park Road the Cable Route Corridor will cross the road in a north-south direction to the east of Marton. In the vicinity of Marton to the west and Sturton by Stow to the east, the A1500 is subject to a 30mph speed limit; in the more rural sections it is subject to the national speed limit in keeping with its rural character.
- 4.22 The Cable Route Corridor is expected to cross the B1241 rural single carriageway to the south of Normanby by Stow in an east-west direction. The road is subject to the national speed limit (60mph) along its rural stretches (outside villages) and does not include footways or street lighting on these sections. All of the above routes are single carriageway roads with a single lane in each direction. Speed limits on the routes vary from 30mph to 40mph, where they pass through residential areas, up to the national speed limit (60mph) in rural areas.
- 4.23 In order to provide access to the Cable Route Corridor, the RLB is expected to run in an east-west direction along Willingham Road off the A156 Gainsborough Road between Gate Burton (to the north) and Marton (to the south). The road is a narrow rural single lane road subject to the national speed limit (60mph). The

RLB is then expected to run in a north-south direction along Marton Road, which is a narrow rural 60mph single lane road, reducing to 30mph and widening as it reaches Willingham by Stow village. The RLB will run through Willingham by Stow, along High Street and Fillingham Lane, in an east-west direction before running north towards Glentworth Road and south towards South Lane. High Street is a 30mph single carriageway road with a single lane in each direction which then narrows to become Fillingham Lane, which is subject to the national speed limit of 60mph. This section of the RLB will be used to provide access, rather than being part of the Cable Route Corridor itself.

Baseline Traffic Flows

4.24 The following time periods have been reviewed to inform the assessment, based on the construction working hours of 07:00-19:00:

- 06:00-07:00 – arrival of construction staff in the morning (referred to as the AM development peak hour);
- 19:00-20:00 – departure of construction staff in the evening (referred to as the PM development peak hour); and
- Daily (24 hours).

4.25

4.26 and Table 4-2: below provide baseline traffic flows within the Study Area based on the traffic surveys carried out between 10th and 19th July 2022.

4.27 The results have been presented for an average weekday and include rounded values. The majority of traffic count locations are in Lincolnshire, with ATC 30, ATC 31 and MCC 6 located in Nottinghamshire.

4.28 The 2022 baseline traffic flows for the Development AM and PM peak hours as well as the 24-hour traffic flows are shown in the traffic flow diagrams within Annex B of this TA.

Table 4-1: Baseline Traffic Survey Data (2022) - Average Weekday - Total Vehicles – Links (Two-Way Traffic Flows)

Ref	Location Link	AM Dev Peak (06:00-07:00)			PM Dev Peak (19:00-20:00)			Daily (24 Hours)		
		Total	HGVs	% HGVs	Total	HGVs	% HGVs	Total	HGVs	% HGVs
ATC1	A631, West of School Lane	268	33	12%	245	12	5%	7502	825	11%
ATC2	A631, West of Minor Access South	231	29	13%	218	10	5%	6472	713	11%
ATC3	A631, West of Minor Access South	241	26	11%	218	13	6%	6527	719	11%
ATC4	A631, West of B1398 Middle Street	228	30	13%	212	14	7%	6417	749	12%
ATC5	B1398 Middle Street, North of A631	148	14	10%	139	6	4%	3395	360	11%
ATC6	A631, East of B1398 Middle Street	241	34	14%	257	14	5%	6581	731	11%
ATC7	B1398 Middle Street, South of A631	130	8	6%	95	2	3%	3072	219	7%
ATC8	A631, West of A15	222	39	18%	196	12	6%	5357	700	13%
ATC9	A15, North of A631	665	181	27%	438	75	17%	13236	3221	24%
ATC10	A631, East of A15	226	37	16%	193	10	5%	5669	685	12%
ATC11	A15, South of A631	760	159	21%	450	65	14%	14682	2877	20%
ATC12	Kexby Road, East of Northlands Road	7	1	9%	10	1	10%	191	19	10%
ATC13	Common Lane, South of A631	4	0	11%	4	1	21%	88	13	15%
ATC14	School Lane, South of A631	0	0	0%	1	0	14%	43	4	8%
ATC15	Common Lane, East of Heapham	2	0	0%	3	1	29%	103	19	19%
ATC16	Cow Lane, East of Upton	1	0	17%	5	0	0%	89	8	9%
ATC17	Glentworth Road, East of Kexby	3	0	0%	5	0	0%	83	5	6%
ATC18	Fillingham Lane, East of South Lane	6	1	14%	8	1	8%	169	18	11%
ATC19	High Street, East of B1241	55	8	15%	111	6	6%	2592	233	9%
ATC20	Gainsborough Road, North of High Street	65	4	6%	115	4	3%	2826	195	7%
ATC21	Marton Road, South of High Street	11	0	0%	24	0	1%	382	25	6%
ATC22	B1241, South of Cot Garth Lane	62	5	7%	110	3	3%	2524	177	7%
ATC23	B1241, North of Fleets Road	90	6	7%	145	4	3%	3424	194	6%
ATC24	A1500 Tillbridge Road, West of Thorpe Lane	202	13	7%	178	6	3%	5080	380	7%
ATC25	Saxilby Road, South of Queensway	99	7	7%	145	7	5%	3699	253	7%
ATC26	A1500 Stow Park Road, East of Adams Way	167	8	5%	140	8	5%	4115	302	7%
ATC27	A156 High Street, South of Willingham Road	379	36	9%	287	15	5%	8379	725	9%
ATC28	A156 High Street, South of Wapping Lane	247	27	11%	186	8	4%	5825	544	9%
ATC29	B1241 Kexby Lane, East of Upton Road	17	2	12%	32	1	2%	728	41	6%
ATC30	Cottam Road, East of Westbrecks Lane (located in Nottinghamshire)	95	5	5%	34	1	2%	1082	106	10%
ATC31	Headstead Bank, South of Broad Lane (located in Nottinghamshire)	4	0	6%	7	1	12%	175	26	15%

*difference between number and % HGVs due to rounding

Table 4-2: Baseline Traffic Survey Data (2022) - Average Weekday - Total Vehicles – Junctions (Two-Way Traffic Flows on all Approaches)

Location		AM Dev Peak (06:00-07:00)			PM Dev Peak (19:00-20:00)		
Ref	Link	Total	HGVs	% HGVs	Total	HGVs	% HGVs
MCC1	A631/B1398 Roundabout	384	48	13%	334	11	3%
MCC2	A15/A631 Roundabout	913	263	29%	609	92	15%
MCC3	A1500 Marton Road/Tillbridge Road/B1241 High Street/Saxilby Road staggered junction (Sturton by Stow)	292	13	4%	364	6	2%
MCC4	Gainsborough Road/Marton Road/High Street T-junction (Willingham by Stow)	72	3	4%	145	5	3%
MCC5	A156/A1500 Stow Park Road/Littleborough Lane staggered junction (Marton)	418	31	7%	368	15	4%
MCC6	Cottam Road/Power Station Access (located in Nottinghamshire)	103	6	6%	35	0	0%

*difference between number and % HGVs due to rounding

Vehicle Speeds

Baseline Data (2022)

4.29 The proposed Principal Site Accesses, as shown in **PEI Report Volume III Figure 15-6**, utilise three existing T-junctions on the A631 and one on the B1398 Middle Street, as follows:

- Principal Site Access 1 - A631 Harpswell Lane/ School Lane T-Junction;
- Principal Site Access 2 - A631 Harpswell Lane/ Unnamed road leading to Harpswell Low Farm (T-Junction);
- Principal Site Access 3 - A631 Harpswell Lane/ Unnamed road leading to Harpswell Grange (T-Junction); and
- Principal Site Access 4 - B1398 Middle Street/ Unnamed road T-junction (located between Coachroad Hill and Harpswell).

4.30 The 2022 traffic surveys included speed surveys which have been reviewed to identify existing 85th percentile vehicle speeds. The vehicle speeds will be used to identify the required visibility splays in accordance with Design Manual for Road and Bridges (DMRB) CD 109 Highway Link Design, for the proposed site access points for the Principal Site.

Collision Data Review

4.31 This section provides a summary of the Personal Injury Collision (PIC) data obtained from LCC and NCC for the highway network in the vicinity of the Scheme. Separate Study Areas were identified across LCC and NCC, as shown by **PEI Report Volume III Figure 15-5**. The PIC data covers the most recent five-year period available, which includes:

- Lincolnshire: 01/10/2017 to 30/09/2022 (five years); and
- Nottinghamshire: 01/08/2017 to 31/07/2022 (five years).

4.32 The locations of the LCC and NCC PICs and the corresponding reports are provided in Annex C of this TA.

4.33 The above PIC Study Area was reviewed and agreed by the LHAs at a consultation which took place on 19 January 2023.

4.34 Based on **PEI Report Volume III Figure 15-5**, a total of 124 collisions (85 slight, 33 serious and six fatal) occurred within the Study Area, for the most recent five-year period. A summary of these collisions by location and severity is set out in Table 4-3: below (areas with five or more collisions have been highlighted in bold).

Table 4-3: Summary of LCC and NCC PIC Record

Location	Number of Collisions			
	Slight	Serious	Fatal	Total
Links (Lincolnshire)				
Pilham Lane (approximately 2.9km west of Principal Site Access 1)	2	3	0	5
A631 Harpswell Lane – area surrounding Principal Site Access 1 (approximately 1.7km between East Lane and Templefield Lane)	5	0	0	5
A631 Harpswell Lane – area surrounding Principal Site Access 2 (approximately 1km between Templefield Lane and the first set of S bends)	1	0	0	1
A631 Harpswell Lane – area surrounding Principal Site Access 3 (approximately 100m of Grange Farm access road)	3	0	0	3
A631 Link – approximately 2.5km between Principal Site Access 3 and the A631/ B1398 roundabout	4	1	0	5
A631 Link – approximately 2km between Gibson Road junction and A631/ A15 roundabout	2	1	0	3
A15 Link – approximately 1.5km between A631/ A15 roundabout and Normanby Cliff Road	3	0	1	4
A15 Link – approximately 10.2km between Normanby Cliff Road and the A15/ A1500 roundabout	14	2	2	18
A1500 Link – approximately 8.5km between the A15/ A1500 roundabout and the A1500/ B1241 Sturton by Stow junction	4	1	0	5
A1500 Link – approximately 5.3km between the A1500/ B1241 Sturton by Stow junction and the A156/ A1500 junction	2	0	0	2
A156 Link – approximately 3km between the A156/ A1500 junction and the A156/ Station Road junction in Torksey	3	0	0	3
A156 Link – approximately 5km between the A156/ A1500 junction and the A156/ B1241 Willingham Road junction in Lea	5	1	1	7
B1241 Link – approximately 600m between the A156/ B1241 Willingham Road junction and The Grove cul-de-sac	2	0	0	2
Minor roads within the vicinity of the Principal Site (east of Lea)	5	3	0	8
Ingham Road Link – approximately 6.7km between B1241 Sturton Road junction and Lincoln Road junction	2	1	0	3
B1398 Link – approximately 4.4km between A1500 junction and Cammeringham Hill junction	2	2	0	4
B1398 Link – approximately 5km between Church Hill junction (Ingham) and St George's Hill junction (Glentworth)	3	2	0	5
Junctions (Lincolnshire)				
A631/ B1398 Roundabout – area surrounding Principal Site Access 4 (approximately 550m between the roundabout and site access four)	1	2	0	3
A631/ A15 Roundabout - including the access junction to the BP Petrol Station	4	3	0	7

Location	Number of Collisions			
	Slight	Serious	Fatal	Total
A15/ A1500 Roundabout	2	2	0	4
A1500/ B1398 Middle Street Junction	3	1	0	4
A1500/ B1241 Sturton by Stow Junction	4	1	0	5
A156/ A1500 Marton Junction	1	1	0	2
A156/ B1241 Willingham Road Junction	4	0	0	4
B1398/ Ingham Lane Junction	1	3	0	4
Links (Nottinghamshire)				
Westbrecks Lane Link – approximately 1.2km between Broad Lane (north) and Cottam Road (south)	0	1	0	1
Leverton Road Link – approximately 500m between Beckingham Lane (north) and Town Street (south)	1	0	0	1
Cocking Lane Link – approximately 650m between Town Street (north) and Laneham Road (south)	1	0	0	1
Retford Road Link – approximately 1.6km between Laneham Road (west) and Main Street (east)	1	1	0	2
Junctions (Nottinghamshire)				
Town Street/ Leverton Road Junction	0	1	0	1
Laneham Road/ Cocking Lane Junction	0	0	1	1
Laneham Road/ Retford Road Junction	0	0	1	1

4.35 The collision analysis focuses on the junctions and links surrounding the Scheme, including the A631, A15, B1398 Middle Steet, A1500, B1241 and A156 and identifies potential clusters of collisions recorded during the most recent five-year period within **PEI Report Volume III Figure 15-5**.

4.36 Based on the above table, 10 locations have been identified as potential collision clusters (areas where five or more collisions have occurred over a five-year period, equating to more than one collision per year). The potential collision clusters are further investigated below as well as the locations of the six fatal incidents noted within the Study Area. Collisions which have occurred within close proximity of the Principal Site Accesses are also detailed. Further review of collisions within close proximity to the Cable Route Corridor and access points will be considered as part of the Environmental Statement when more details of the Cable Route Corridor are known.

Pilham Lane

4.37 A total of five collisions, two serious and three slight, were recorded on Pilham Lane during the five-year study period and are summarised as follows:

- One serious collision occurred in dark and wet conditions just south of the railway bridge when a car hit black ice and rolled.
- One serious collision occurred in light and dry conditions and involved a car travelling down Pilham Lane towards the junction with Corringham Road swerving into a grass verge and colliding with another car.

- One slight collision occurred in dark and dry conditions when a car travelling along Pilham Lane lost control and collided with a telegraph pole.
- One slight collision occurred in light and wet conditions at the junction with Corringham Road. The car was unable to stop at the junction due to heavy rain and crossed two live lanes, colliding with another car and a road sign.
- One slight collision occurred in dark and wet conditions when a car travelling towards Corringham Road missed the junction and travelled straight over the road through a hedge and into a field.

4.38 It is noted that three of the collisions occurred at different locations along Pilham Lane (over a distance of approximately 3.3km) and two occurred at the junction with Corringham Road. All collisions appear to have been caused by different contributory factors in different locations along Pilham Lane and is not considered to constitute a cluster or pattern.

A631 Harpswell Lane - Area Surrounding Principal Site Access 1

4.39 A total of five slight collisions were recorded in the vicinity of Principal Site Access 1 (over a distance of approximately 2.8km) during the five-year study period and are summarised as follows. It is noted that this is considered to be a large area covered and typically based on professional judgement it would usually be considered over an area of 100m-200m either side of the junction in order to identify a cluster or trend. The five slight collisions are:

- One slight collision occurred during dark and wet conditions when a motorcyclist collided with the side of a car as it pulled out of East Lane (approximately 1.2km west of Principal Site Access 1) onto the A631.
- One slight collision occurred during light and dry conditions on the A631 just before the junction with Templefield Lane (approximately 300m east of Principal Site Access 1). A car was travelling at speed whilst the driver was vaping. No further details were provided.
- One slight collision occurred during light and dry conditions adjacent to the junction with Templefield Lane (approximately 450m east of Principal Site Access 1). A goods vehicle travelling ahead to Hemswell collided with the rear wheel of a cyclist travelling in the same direction, causing the cyclist to hit the windscreen.
- One slight collision occurred during light and wet conditions approximately 450m west of the School Lane junction (Principal Site Access 1). A car drifted off the road to the nearside and collided with a tree stump, causing it to cartwheel and come to rest on its roof. The suspected cause was driver intoxication.
- One slight collision occurred during dark and wet conditions on the A631 between East Lane and School Lane (approximately 1km west of Principal Site Access 1). A car lost control on the left-hand bend and collided head on with another car.

4.40 All five collisions occurred at different locations on the A631 Harpswell Lane and none occurred directly at the Principal Site Access 1 junction. All collisions appear to have been caused by different contributory factors and across a

distance of almost 3km, therefore it is not considered to constitute a cluster or pattern at Principal Site Access 1.

A631 Harpswell Lane - Area Surrounding Principal Site Access 2

4.41 One slight collision was recorded in the vicinity of Principal Site Access 2 (over a distance of approximately 1km) during the five-year study period and is summarised as follows:

- One slight collision occurred during light and dry conditions at the first set of S-shaped bends on Harpswell Lane (approximately 350m east of Principal Site Access 2). An agricultural vehicle malfunctioned, and hydraulic oil spilled onto the carriageway, causing a motorcyclist to come off their bike.

4.42 No cluster (of five or more incidents over five years) or pattern is identified at Principal Site Access 2.

A631 Harpswell Lane – Area Surrounding Principal Site Access 3

4.43 A total of three slight collisions were recorded within 100m of Principal Site Access 3 during the five-year study period and are summarised as follows:

- One slight collision occurred during light and dry conditions approximately 100m east of Principal Site Access 3. A motorcyclist clipped the soft verge and fell off their bike. No other vehicles were involved.
- One slight collision occurred during dark and wet conditions approximately 100m east of Principal Site Access 3. A car overturned in a ditch after skidding and losing control. No other vehicles were involved.
- One slight collision occurred during light and dry conditions directly adjacent to the Grange Farm access road, which is to be used as Principal Site Access 3. A car travelling in a queue of traffic experienced a rear end shunt when it slowed down and stopped to turn into the farm access road.

4.44 Within the vicinity of Principal Site Access 3, the collision rate is 0.6 per year. This collision rate was discussed with the LHAs during a consultation on 19 January 2023. It was agreed that if no commonalities were found between the collisions, no additional safety concerns or additional mitigation would need to be raised.

4.45 All three collisions were caused by different contributory factors and therefore it is not considered to constitute a cluster or pattern at Principal Site Access 3.

A631 Link - Between Principal Site Access 3 and the A631/ B1398 Middle Street Roundabout

4.46 A total of five collisions, four slight and one serious, were recorded on this approximately 2.5km stretch of road during the five-year study period and are summarised as follows:

- One serious collision occurred during light and dry conditions just before the junction with Hemswell Lane (approximately 400m east of Principal Site Access 3). A car was overtaking a tractor, causing a motorcyclist on the other side of the road to brake heavily and fall off their bike.

- One slight collision occurred during light and dry conditions at the junction with Hemswell Lane, approximately 450m east of Principal Site Access 3. A car turning right from Hemswell Lane onto the A631 pulled out in front of a car travelling ahead along the road.
- One slight collision occurred during light and dry conditions on the S bends approximately 750m east of Principal Site Access 3. A car skidded sideways and overturned onto its roof in a ditch. No other vehicles were involved.
- One slight collision occurred during light and wet conditions on the S bends approximately 1.6km east of Principal Site Access 3. A car turning right out of Hemswell Business Park onto the A631 collided with another car which was incorrectly indicating.
- One slight collision occurred during light and dry conditions on the S bends approximately 1.7km east of Principal Site Access 3. A motorcyclist took the bend too fast and slid off their bike.

4.47 All five collisions occurred at different locations across a distance of 2.5km along the A631 and they all appear to have been caused by different contributory factors, therefore no cluster (of five or more incidents over five years) or pattern has been identified.

A631/ B1398 Middle Street Roundabout – Area Surrounding Principal Site Access 4

4.48 A total of three collisions, two slight and one serious, were recorded in the vicinity of the A631/ B1398 roundabout (over a distance of approximately 550m from Principal Site Access 4) during the five-year study period and are summarised as follows:

- One serious collision occurred during light and dry conditions approximately 270m east of the roundabout at the junction with the lane leading to the car boot sale. A car overtaking three vehicles collided with the third car which was slowing down to turn right into the lane.
- One serious collision occurred during light and dry conditions on the B1398 Middle Street, approximately 260m north of the access. A cyclist collided with the rear of a broken-down goods vehicle which was parked at the side of the road with hazard lights illuminated.
- One slight collision occurred during light and dry conditions when a motorcyclist turning right on the roundabout was hit by a car entering from the B1398 Kirton in Lindsey arm.

4.49 All three collisions occurred at different locations in the vicinity of the A631/ B1398 roundabout and none occurred directly at the Principal Site Access 4 junction. All collisions appear to have been caused by different contributory factors and are therefore not considered to constitute a cluster or pattern.

A631/ A15 Roundabout including the Access Junction to the BP Petrol Station

4.50 A total of seven collisions, four slight and three serious, were recorded in the vicinity of the A631/ A15 roundabout including the access junction to the BP petrol station, during the five-year study period and are summarised as follows:

- One serious collision occurred during light and dry conditions at the BP garage access on Ermine Street, just north of the roundabout. A motorcycle collided with the rear end of a stationary car waiting to turn into the petrol station.
- One slight collision occurred during dark and wet conditions at the BP garage access on Ermine Street, just north of the roundabout. A car emerged from the petrol station into the path of another car.
- One serious collision occurred during dark and dry conditions when a single car travelling northbound failed to stop at the roundabout, hit a tree and overturned onto its roof. The driver was under the influence of alcohol.
- One serious collision occurred during light and dry conditions on the A631, approximately 550m east of the roundabout. Whilst in the act of overtaking, a motorcyclist was hit by a van turning into private driveway.
- One slight collision occurred during light and wet conditions close to the Spital Lane junction with the A15, approximately 500m north of the roundabout. A goods vehicle swerved across the oncoming lane and off the road, coming to a stop on a grass verge. The driver was under the influence of alcohol.
- One slight collision occurred during light and dry conditions on the A15 (approximately 130m south of the roundabout) when an HGV left the carriageway. No further details were provided.
- One slight collision occurred during dark and dry conditions on the approach to the roundabout from the A631 west. A car lost control and overturned into a ditch. The driver was under the influence of alcohol.

4.51 Two collisions occurred at the BP garage junction, just north of the roundabout, although the contributory factors were different, and the collisions are therefore considered to be isolated incidents. The remaining five collisions occurred at different locations in the vicinity of the A631/ A15 roundabout and all appear to have been caused by different contributory factors in different locations and are therefore not considered to constitute a cluster (of five or more incidents over five years) or pattern.

A15 Link – Between A631/ A15 Roundabout and Normanby Cliff Road

4.52 A total of four collisions, three slight and one fatal, were recorded on this 1.5km (approximate) stretch of road during the five-year study period. The fatal incident is summarised as follows:

- The collision occurred during light and dry conditions approximately 300m north of the Normanby Cliff Road junction. A car in the act of overtaking experienced a head on collision with an oncoming car.

4.53 No cluster (of five or more incidents over five years) has been identified on this approximately 1.5km stretch of carriageway as less than five collisions occurred and did not occur at a particular location along the A15 between the A631/ A15 roundabout and Normanby Cliff Road.

A15 Link – Between Normanby Cliff Road and the A15/ A1500 Roundabout

4.54 A total of 18 collisions, 14 slight, two serious and two fatal, were recorded on this 10.2km (approximate) section of the A15 during the five-year study period. The fatal incidents are summarised as follows:

- The collision occurred during light and wet conditions approximately 1km north of the Ingham Lane junction. A car swerved into a goods vehicle traveling in the opposite direction, with a second goods vehicle also experiencing an impact. The car driver is suspected to have been using their mobile phone.
- The collision occurred during light and dry conditions approximately 900m north of Heath Lane, just to the east of Scampton Airfield. A car collided with a HGV travelling in the opposite direction, causing the HGV to overturn. The car driver suffered fatal injuries.

4.55 The collisions equate to a rate of 3.6 per year and over a relatively long (10.2km) stretch of carriageway, or approximately 0.35 collisions per km per year. There are no clusters of five or more collisions at any junctions or specific location along this section of carriageway and therefore, these collisions are not considered to constitute a cluster or pattern associated with this section of the A15.

A1500 Link - Between the A15/ A1500 Roundabout and the A1500/ B1241 Sturton by Stow Junction

4.56 Five collisions, four slight and one serious, were recorded on this approximately 8.5km section of carriageway during the five-year study period, equating to a collision rate of one per year and less than one collision per km. All five collisions occurred in different locations and are therefore it is not considered to constitute a cluster or pattern.

A1500/ B1241 Sturton by Stow Junction

4.57 A total of five collisions, four slight and one serious, were recorded in the vicinity of the A1500/ B1241 junction during the five-year study period and are summarised as follows:

- One serious collision occurred during light and wet conditions at the B1241 junction (north of the A1500) when a stationary car waiting to turn right into the B1241 experienced a rear end shunt.
- One slight collision occurred during dark and wet conditions on the B1241, approximately 550m north of the junction with the A1500. A car collided with a parked goods vehicle, causing it to overturn and come to a standstill.
- One slight collision occurred during light and dry conditions on the A1500, approximately 140m east of the B1241 junction (south of the A1500). A car experienced a rear end shunt whilst waiting at temporary traffic lights.
- One slight collision occurred during dark and wet conditions on the B1241 (south of the A1500), approximately 60m from the junction with the A1500. A car travelling northbound collided with a car travelling in the opposite direction, causing it to overturn. The driver was under the influence of alcohol.
- One slight collision occurred during dark and dry conditions on the A1500, approximately 220m east of the B1241 junction (south of the A1500). A

police van travelling eastbound missed their turn and, upon braking, the detained individual experienced an injury.

4.58 All five collisions occurred at similar locations in the vicinity of the A1500/ B1241 Sturton by Stow junction. This junction is therefore considered to represent a cluster site for the purposes of this TA and has been considered as part of the highway impact assessment within Section 8 of this TA. It should however be noted that a minimal number of construction staff development trips (a peak of eight construction worker vehicles travelling to / from the Principal Site per day) have been distributed through this junction along the A1500 to arrive at Principal Site Access 4.

A156 Link - Between the A156/ A1500 Junction and the A156/ B1241 Willingham Road Junction in Lea

4.59 Seven collisions, five slight, one serious and one fatal, were recorded on this 5km section of carriageway during the five-year study period. The fatal incident is summarised as follows:

- The collision occurred during dark and wet conditions on the A156, approximately 700m north of the junction with the A1500 Stow Park Road. A car travelling southbound collided head on with a car traveling in the opposite direction whilst in the act of overtaking a bus.

4.60 The collisions equate to a rate of 1.4 per year and over a relatively long (5km) stretch of road, or approximately 0.28 collisions per km per year. All seven collisions occurred at different locations along the road and therefore it is not considered to constitute a cluster or pattern.

Minor Roads Within the Vicinity of the Principal Site

4.61 A total of eight collisions, five slight and three serious, were recorded on the minor roads within the vicinity of the Principal Site to the east of Lea, including Kexby Lane, Padmoor Lane, Cow Lane, Foxby Lane and Common Lane, during the five-year study period. The collisions all occurred in different locations therefore it is not considered to constitute a cluster or pattern at a particular location on the local rural roads surrounding the Principal Site.

B1398 Link – Between Church Hill Junction (Ingham) and St George’s Hill Junction (Glentworth)

4.62 A total of five collisions, three slight and two serious were recorded on this 5km section of road during the five-year study period, equating to a collision rate of 0.25 per km per year. All five collisions occurred at different locations along the road and are therefore not considered to constitute a cluster or pattern at a particular location.

Laneham Road/ Cocking Lane Junction

4.63 One fatal collision was recorded at the Laneham Road/ Cocking Lane junction during the five-year study period and is summarised as follows:

- The collision occurred during dark and icy conditions when a car turning right out of Cocking Lane collided with a goods vehicle travelling ahead on Laneham Road.

4.64 Therefore, no cluster (of five or more incidents over five years) or pattern have been identified at this location.

Laneham Road/ Retford Road Junction

4.65 One fatal collision was recorded at the Laneham Road/ Retford Road junction during the five-year study period and is summarised as follows:

- The collision occurred during light and dry conditions. A car travelling southbound on Laneham Road collided mid junction with a car travelling west to east on Retford Road. The fatality was caused by the head on collision.

4.66 For the remainder of the network within the Study Area, four or fewer collisions occurred at any junction or link between junctions within the five-year period, equivalent to less than one collision per year. On this basis, no additional analysis of the PIC data has been undertaken.

Walking Facilities

4.67 PRoW within the vicinity of the Scheme have been identified using the LCC and NCC interactive PRoW maps, which provide details on the location, name and type of PRoW.

Principal Site

4.68 Due to the location of the Principal Site in rural Lincolnshire, there is limited footway provision in the surrounding area. Footways are limited to parts of the A631 and the settlements that surround the Principal Site, as follows:

- Along the northern boundary of the Principal Site, a narrow footway is provided along the northern side of the A631 from Pilham Lane through Corringham, where the footway widens, until the junction with Springthorpe Lane (approximately 850m).
- A footway is provided along the south side of the A631 through Corringham, ending at the Beckett Arms bus stop. Just after the Caravan Park homes off the northern side of the A631, a footway is provided until the sign for Harpswell, where provision changes to the southern side of the carriageway until the junction with Common Lane (approximately 500m);
- To the west of the Principal Site, the junction between the A631 and Springthorpe Road provides access to Springthorpe where approximately 450m of footway fronts onto residential properties on the eastern side of the carriageway, providing access to the Church and New Inn bus stops in Springthorpe;
- To the east of the Principal Site, the junction between the A631 and Common Lane provides access to Harpswell where approximately 150m of footway is provided on the eastern side of the carriageway fronting onto residential properties and providing access to St Chad's Church;
- To the east of the Principal Site, the junction between the B1398 Middle Street and Hanover Hill provides access to Glentworth where approximately 650m of footway is provided along the northern side of the carriageway until it becomes a narrow single lane track after the village. The footway widens when fronting residential properties through Glentworth;
- To the east of the Principal Site along the B1398 Middle Street, approximately 600m of narrow unkept footways varying between the eastern and western sides of the road exist between the junction with Hanover Hill providing access

into Glentworth and residential buildings to the south. The footway widens on the eastern side of the carriageway when fronting the residential properties. Approximately 400m of narrow footway is also provided on the eastern side of the carriageway located north of the junction with the B1398 and Ingham Lane; and

- To the east of the Principal Site, the junction between the B1398 Middle Street and High Street provides access to Fillingham where approximately 1km of footway is provided along the northern side of the road until it becomes a narrow single lane track after the village.

4.69 There is one PRow within the Principal Site, as discussed below and displayed in **PEI Report Volume III Figure 15-3**.

- **PRow Gltw/85/1** – a bridleway which runs through the southern extent of the Principal Site, running in a north-south direction for approximately 500m from Kexby Road, west of Glentworth Grange before linking within PRow Fill/85/1 to the south.

4.70 It should be noted that the existing PRow is located within an area of the Principal Site designated as a potential area of ecological enhancement, therefore, it is not expected that any works related to the construction of the Scheme will have an impact on this PRow.

Cable Route Corridor

4.71 As above, due to the rural location of the Cable Route Corridor, there is limited footway provision in the surrounding area. Footways are limited to the northern side of Cottam Road and the western side of Town Street both near and through the village of Cottam, as well as both sides of Torksey Ferry Road within the village of Rampton.

4.72 All PRow which could be potentially impacted by the proposed Cable Route Corridor (both in Lincolnshire and Nottinghamshire)) are shown in **PEI Report Volume III Figure 15-3**. These include (listed in a north-south direction):

- **PRow Stow/70/1** – a bridleway which runs through the eastern extents of the Cable Route Corridor (within Lincolnshire), running in a north-south direction for approximately 500m to the south of Marton Road and to the west of Normanby by Stow.
- **PRow Mton/68/1** - a footpath which runs through the eastern extents of the Cable Route Corridor (within Lincolnshire), running in an east-west direction for approximately 800m between A156 High Street (running into the fields to the east of the carriageway) and A1500 Stow Park Road (to the south of the carriageway, within the vicinity of Marton).
- **PRow Mton/824/1** - a byway which runs along the boundary of the eastern extents of the Cable Route Corridor (within Lincolnshire), running in an east-west direction for approximately 50m to the east of the River Trent (along Trent Port Road) and linking with PRow Bram/66/4 in the south and PRow Mton/66/3 in the north.
- **PRow Mton/66/4** - a footpath which runs through the eastern extents of the Cable Route Corridor (within Lincolnshire), running in a north-south direction

for approximately 550m to the east of the River Trent and linking with PRoW Bram/66/1 in the south and PRoW Mton/824/1 in the north.

- **PRoW Bram/66/1** - a footpath which runs through the eastern extent of the Cable Route Corridor (within Lincolnshire), running in a north-south direction for approximately 200m and in an east-west direction for approximately 400m to the east of the River Trent and linking with PRoW Mton/66/4 in the north.
- **PRoW Cottam FP1** - a footpath which runs within the vicinity of the western extent of the Cable Route Corridor (within Nottinghamshire), running in a north-south direction for approximately 900m along the western bank of the River Trent and linking with PRoW Cottam FP3 in the north and PRoW Treswell FP7 in the south.
- **PRoW Cottam FP3** – a footpath which runs within the vicinity of the western extent of the Cable Route Corridor (within Nottinghamshire), running in an east-west direction for approximately 1km between Headstead Bank and the River Trent and linking with PRoW Cottam FP1 in the east.
- **PRoW Cottam RB4** – a restricted byway which runs within the vicinity of the western extent of the Cable Route Corridor (within Nottinghamshire), running in a north-south direction for approximately 1.1km between Cottam Road and Broad Lane and linking with PRoW Cottam RB6 in the middle.
- **PRoW Cottam RB6** - a restricted byway which runs within the vicinity of the western extent of the Cable Route Corridor (within Nottinghamshire), running in an east-west direction for approximately 180m and linking with PRoW Cottam RB4 in the west.
- **PRoW South Leverton BOAT16** - a byway open to all traffic which runs within the vicinity of the western extent of the Cable Route Corridor (within Nottinghamshire), running in a north-south direction for approximately 1.1km along Cow Pasture Lane to the north west of Cottam Power Station.
- **PRoW Treswell FP4** - a footpath which runs within the vicinity of the southwestern extent of the Cable Route Corridor (within Nottinghamshire), running in a north-south direction for approximately 250m to the west of Cottam Power Station, linking with PRoW Rampton FP5 to the south of Rampton Thorns and the east with Treswell PF5.
- **PRoW Rampton FP5** - a footpath which runs within the vicinity of the southwestern extent of the Cable Route Corridor (within Nottinghamshire), running in a north-south direction for approximately 800m to the west of Cottam Power Station, through the fields to the north of Torksey Ferry Road and linking PRoW Treswell FP4 to the south of Rampton Thorns.
- **PRoW Treswell FP5** - a footpath which runs within the vicinity of the southwestern extent of the Cable Route Corridor (within Nottinghamshire), running in a north-south direction for approximately 600m, south of Cottam Road to the west of Cottam Power Station and linking with PRoW Rampton FP6 and Treswell FP4 in the south.
- **PRoW Rampton FP6** - a footpath which runs within the vicinity of the southwestern extent of the Cable Route Corridor (within Nottinghamshire), running in a north-south direction for approximately 500m, north of Torksey Ferry Road to the west of Cottam Power Station and linking with PRoW Treswell FP5 in the north and PRoW Rampton BOAT13 in the south.
- **PRoW Rampton BOAT13** – a byway open to all traffic which runs within the vicinity of the southern extent of the Cable Route Corridor (within Nottinghamshire), running in an east-west direction for approximately 2.6km

along the southern border of Cottam Power Station along Torksey Ferry Road and linking with PRow Rampton BW8 and FP7 in the east and PRow Rampton BOAT12, FP20 and FP6 in the west.

- **PRow Rampton FP20** - a footpath which runs within the vicinity of the southern extent of the Cable Route Corridor (within Nottinghamshire), running in a north-south direction for approximately 380m along Nightleys Road and linking with PRow Rampton FP9 in the south and PRow Rampton BOAT13 in the north along Torksey Ferry Road.
- **PRow Rampton BOAT12** – a byway open to all traffic which runs within the vicinity of the southern extent of the Cable Route Corridor (within Nottinghamshire), running in a north-south direction for approximately 600m along Shortleys Road and linking with PRow Rampton BOAT13 along Torksey Ferry Road in the north and PRow Rampton FP9 in the south.

4.73 In addition, there are several PRow which run close to the Scheme but currently do not cross it. The ES Transport Chapter will provide a refined list of PRow that are likely to be impacted by the Scheme once the final extent of the Cable Route Corridor has been confirmed.

4.74 As the final extent of the Cable Route Corridor is not known at this stage, an assessment of the construction phase impact on the PRow within the Cable Route Corridor has not been undertaken. This assessment will be included as part of the ES Transport Chapter once the final extent has been confirmed.

Cycling Facilities

Principal Site

4.75 There are no on- or off-road dedicated/ marked cycling facilities within the immediate vicinity of the Principal Site and whilst relatively fast vehicle speeds and high traffic flows on the A631 and A15 may deter cyclists, the B1241 Willingham Road to the west of the Site, the B1398 Middle Street to the east of the site and the smaller roads within the Scheme Boundary itself are likely to be attractive to leisure cycling.

4.76 The nearest National Cycle Network route (between Harby and Lincoln) is located approximately 25km to the south of the Principal Site. There is also a narrow footway/cycle path on the eastern side of the A15 running for approximately 5.1km between RAF Scampton and Lincoln, to the south of the Principal Site.

4.77 The Principal Site could potentially be accessed by cyclists from Corringham, Hemswell and Springthorpe as all are located within an approximate 3km-4km cycle distance (approximately 10 minutes' cycle) of one of the proposed accesses along the A631.

Cable Route Corridor

4.78 There are no on or off-road dedicated/ marked cycling facilities within the immediate vicinity of the Cable Route Corridor. The eastern extent of the Cable Route Corridor connects to the Principal Site and therefore as previously mentioned above, the relatively fast vehicle speeds and high traffic flows on the

A631 and A15 may deter cyclists within the vicinity of the Cable Route Corridor in Lincolnshire.

- 4.79 There are a number of minor roads within the western extents of the Cable Route Corridor in Nottinghamshire which are likely to be attractive to leisure cyclists, including Cottam Road which is relatively lightly trafficked. Additionally, this area could potentially be accessed by cyclists from Coates, South Leverton, Rampton and Treswell, all within a 2.5km cycle distance.
- 4.80 Approximately 2.6km (approximately 9 minutes' cycle) to the west of Cottam Power Station, which is within the Cable Route Corridor, the National Byway (a leisure cycling route covering parts of England, Scotland and Wales) runs in a north-south direction through Gainsborough and Treswell. The route includes some off-carriageway facilities.

Equestrian Facilities

Principal Site

- 4.81 There is one formal equestrian facility (a bridleway) within the Principal Site as mentioned earlier in Section 4.68. Some of the roads within and surrounding the Principal Site are generally lightly trafficked and therefore it is considered that they could be used by equestrians on this basis.
- 4.82 There are several equestrian facilities in the local area, including Laughton Wood Equestrian Centre which is located approximately 11km (approximately 12 minutes' drive) from the Principal Site to the north of Gainsborough. There are also two liveryes located to the south of the Principal Site in the villages of Ingleby and South Carlton approximately 16km and 25km from the Principal Site respectively.

Cable Route Corridor

- 4.83 There are several formal equestrian facilities in the western part of the Cable Route Corridor within Nottinghamshire, including Bridleways, Restricted Byways and Byways Open to All Traffic (BOAT). There are also a number of narrow single-track roads to the north of Cottam near to Headstead Bank which appear to be very lightly trafficked and therefore may be appealing to equestrians.

Public Transport

- 4.84 A detailed summary of the local bus and rail facilities in the vicinity of the Scheme is provided below and includes the frequency of the bus and rail services within the arrival and departure hours of the construction staff. The bus stops and railway stations discussed below are locations identified in Figure 1 and Figure 2.

Bus

- 4.85 Bus services 100, 103, 106 and 354 serve the Principal Site and run in close proximity to the Cable Route Corridor within Lincolnshire. Bus stops are located on the A631, B1398 Middle Street and B1241 Willingham Road which are in close proximity to the Site. The bus stops closest to the Principal Site Accesses are

listed in Table 4-4: to Table 4-7: with key information regarding service frequency provided. Other bus stops along the routes which are close to the Principal Site boundary are also listed. The closest bus stops to the Scheme are also shown in .

Bus service 190 and bus stops on Cottam Lane serve the western extent of the Cable Route Corridor within Nottinghamshire. The service frequency is provided in

4.86 Table 4-8: and other bus stops along the routes which are close to the Cable Route Corridor boundary are also listed.

4.87 As shown in the frequencies detailed below, there are a limited number of bus services before 07:00 and after 19:00. It is therefore considered unlikely that the existing bus services in the vicinity of the Scheme will provide a viable option for construction staff to travel to and from the Scheme to suit the construction working hours of 07:00-19:00.

Table 4-4: Bus Service 100 - Monday to Saturday Excluding Bank Holidays

Route & Operator	Bus Stop Name & Location (Closest to Principal Site Access)	Figure 1 Ref	Facilities Provided	Service Frequency	Other Stop Locations along the Bus Route
Service 100					
Scunthorpe / Gainsborough to Lincoln	Kexby Corner (B1241 Kexby Lane)	19 Northbound	Northbound: footway and shelter	Northbound AM: 07:59, 09:04 Northbound PM: 17:49, 18:34	<ul style="list-style-type: none"> Gainsborough Lea Road Station Lea Green (A156 Lea Road) Knaith Park Stags Head (B1241 Willingham Rd) Willingham by Stow Church (B1241 High Street) Stow Church (B1241 Sturton Road) Sturton by Stow (B1241 High Street)
		20 Southbound	Southbound: flag and footway	Southbound AM: 06:48, 07:41, 08:53, 09:48 Southbound PM: 17:26	
Stagecoach				Approximately an hourly service between 10:00-16:00	

Table 4-5: Bus Service 103 - Monday to Saturday Excluding Bank Holidays

Route & Operator	Bus Stop Name & Location (Closest to Principal Site Access)	Figure 1 Ref	Facilities Provided	Service Frequency	Other Stop Locations along the Bus Route
Service 103	Post Office (A631 Hemswell)	8 Northbound	Northbound: footway, flag and layby	Northbound AM: 07:39, 09:06 Northbound PM: 17:21, 18:36 Southbound AM: 07:16, 09:46	
		7 Southbound	Southbound: flag, layby and shelter with seating	Approximately a service every 2 hours between 10:00-16:00	
Scunthorpe to Lincoln	St George's Hill (B1398 Glentworth)	11 Northbound	Northbound: flag and shelter with seating	Northbound AM: 09:03 Northbound PM: 17:18, 18:33 Southbound AM: 07:19, 09:49	<ul style="list-style-type: none"> • Fillingham Castle (B1398) • Ingham (Church Hill, Ingham) • Cammeringham (B1398)
Stagecoach		12 Southbound	Southbound: footway and flag	Approximately a service every 2 hours between 10:00-16:00	
	Hanover Hill (B1398 Glentworth)	13 Northbound	Northbound: footway and flag	Northbound AM: 09:02 Northbound PM: 17:17, 18:32	
				Approximately a service every 2 hours between 10:00-16:00	

Table 4-6: Bus Service 106 - Monday to Saturday Excluding Bank Holidays

Route & Operator	Bus Stop Name & Location (Closest to Principal Site Access)	Figure 1 Ref	Facilities Provided	Service Frequency	Other Stop Locations along the Bus Route
Service 106 Gainsborough to Lincoln (via Springthorpe)	Beckett Arms PH (A631 Corringham)	2 Northbound	Northbound: flag, layby and shelter with seating	Northbound AM: 08:25 Southbound PM: 15:55	<ul style="list-style-type: none"> • Stow Church (B1241 Sturton Road) • Willingham by Stow Church (B1241 High Street) • Kexby Chapel (B1241 Upton Road)
		1 Southbound	Southbound: footway only	One daily service in each direction	
Stagecoach	New Inn (Hill Road, Springthorpe)	15 Northbound	Northbound: footway only	Northbound AM: 08:21 Southbound PM: 15:59	<ul style="list-style-type: none"> • Upton Rose & Crown PH (Hight Street, Upton) • Heapham (Common Lane)
		16 Southbound	Southbound: footway only	One daily service in each direction	

Table 4-7: Bus Service 354 - Schooldays Only

Route & Operator	Bus Stop Name & Location (Closest to Principal Site Access)	Figure 1 Ref	Facilities Provided <i>The Stagecoach website confirms that all stops are in operation and are served by service 354</i>	Service Frequency	Other Stop Locations along the Bus Route
Service 354	Yawthorpe Lane End (A631)	4 Northbound	Northbound: no facilities	Northbound AM: 08:04 Southbound PM: 16:01	<ul style="list-style-type: none"> Scampton Village School (B1398) Ingham High Street Corringham
		3 Southbound	Southbound: no facilities	One daily service in each direction	
Gainsborough Queen Elizabeth School to Lincoln (via Corringham)	Harpwell Grange (A631)	6 Northbound	Northbound: no facilities	Northbound AM: 08:04 Southbound PM: 16:01	
		5 Southbound	Southbound: no facilities	One daily service in each direction	
Stagecoach	Hill Top Lodge (B1398/ A631 Roundabout)	9 Northbound	Northbound: footway only	Northbound AM: 08:03 Southbound PM: 16:05	
		10 Southbound	Southbound: layby with no road markings only	One daily service in each direction	
	St George's Hill (B1398 Glentworth)	11 Northbound	Northbound: flag and shelter with seating	Northbound AM: 07:58 Southbound PM: 16:09	
		12 Southbound	Southbound: footway and flag	One daily service in each direction	

Route & Operator	Bus Stop Name & Location (Closest to Principal Site Access)	Figure 1 Ref	Facilities Provided <i>The Stagecoach website confirms that all stops are in operation and are served by service 354</i>	Service Frequency	Other Stop Locations along the Bus Route
	Church Street (Kexby Road, Glentworth)	14 Northbound and Southbound	Northbound and Southbound: footway only	Northbound AM: 07:57 Southbound PM: 16:11 One daily service in each direction	

Table 4-8: Bus Service 190 - Monday to Saturday Excluding Bank Holidays

Route & Operator	Bus Stop Name & Location (Closest to Principal Site Access)	Figure 1 Ref	Facilities Provided	Service Frequency	Other Stop Locations along the Bus Route
Service 190 Retford to Tuxford Gem Mini Travel	Cottam Lane (Treswell)	18 Northbound 17 Southbound	Northbound: footway and flag Southbound: no facilities	The service is demand responsive through Nottsbus On Demand. At the rural stops, there is no set timetable the bus will only serve the stop if there is demand is requested. Passengers can book the service up to a maximum of 14 days in advance of their trip and at least 2 hours before the time of travel.	<ul style="list-style-type: none"> • Treswell Town Street • Woodbeck Chadwick Walk (Woodbeck, Retford)

Rail

- 4.88 Gainsborough is located to the west of the Principal Site and has two railway stations, Gainsborough Central and Gainsborough Lea Road. These stations could be used as locations to pick-up/drop-off construction staff via a shuttle service.
- 4.89 Retford Station and Saxilby Station are located to the west and south of the Cable Route Corridor (circa 10km from the Cable Route Corridor). These stations could be used as locations to pick-up/drop-off construction staff via a shuttle service.
- 4.90 **Figure 2** below provides the location of each railway station in relation to the Principal Site Accesses and Cottam Power Station, as the Cable Route Corridor will originate/terminate at the Power Station. Table 4-9: lists the rail services operating within the vicinity of the Scheme. Key information regarding service frequency between 06:00-10:00 and 17:00-20:00 is also provided as this covers the time periods construction staff will arrive/depart the Scheme. Drive times are also shown, given that the stations may provide a pick-up point for a staff shuttle service.
- 4.91 As shown in the frequencies detailed below, there are a limited number of rail services before 07:00 and after 19:00. It is therefore considered unlikely that the existing rail services in the vicinity of the Scheme will provide a viable option for construction staff to travel to and from the Scheme during the construction working hours of 07:00-19:00.
- 4.92 In terms of potentially utilising the railway for deliveries during the construction phase, whilst the existing Cottam Power Station is served by a rail station, it is understood that this section of track is no longer in use and therefore this station is not in operation.

Table 4-9: Rail Services Operating Within the Vicinity of the Scheme

Train Station	Location	Operator	Route	Service Frequency
Gainsborough Central Station	Approximately 8.5km (approximately 10 minutes' drive) to the west of the Principal Site Accesses	Northern Rail	Sheffield to Gainsborough to Lincoln/ Cleethorpes	Northbound AM: 09:16 Northbound PM: 19:01 Southbound AM: 08:52 Southbound PM: 18:50
	Approximately 18km (approximately 23 minutes' drive) to the north of Cottam Power Station			One morning and evening service in each direction only
Gainsborough Lea Road Station	Approximately 9km (approximately 10 minutes' drive) to the west of the Principal Site Accesses	Northern Rail	Leeds/ Sheffield to Lincoln/ Cleethorpes	Northbound AM: 07:03, 07:43, 08:46, 09:11, 09:35 Northbound PM: 17:46, 18:01, 18:43, 19:49, 19:58 Southbound AM: 06:40, 07:32, 08:24, 09:37 Southbound PM: 17:35, 18:34, 19:11, 19:39
	Approximately 17km (approximately 21 minutes' drive) to the north of Cottam Power Station			Approximately 2 services an hour between 10:00-16:00
Saxilby Station	Approximately 19.5km (approximately 25 minutes' drive) to the south of the Principal Site Accesses	East Midland Trains	Peterborough to Doncaster	Northbound AM: 09:07, 09:12 Northbound PM: 18:01, 19:59 Southbound AM: No service before 10:00 Southbound PM: 19:11
	Approximately 19km (approximately 20 minutes' drive) to the south of Cottam Power Station			Approximately 3 services between 10:00-16:00 Northbound AM: 06:52, 07:32, 08:35, 08:54, 09:24 Northbound PM: 17:34, 17:49, 18:31, 19:38, 19:46 Southbound AM: 06:52, 07:42, 07:44, 08:36, 09:49 Southbound PM: 17:46, 18:46, 19:22, 19:51

Train Station	Location	Operator	Route	Service Frequency
	Approximately 12-13 minutes' drive between Saxilby Station and Gainsborough Lea Road Station	East Midland Trains	Peterborough to Doncaster	Approximately 2 services an hour between 10:00-16:00 Northbound AM: 08:54, 09:00 Northbound PM: 17:49, 19:46, 19:53 Southbound AM: No service before 10:00 Southbound PM: 19:23
		Northern Rail	Leeds/ Sheffield To Lincoln/ Cleethorpes	Approximately 3 services between 10:00-16:00 Northbound AM: 06:13, 06:56, 07:17, 07:57, 09:00, 09:32, 09:51 Northbound PM: 17:59, 18:56, 19:20 Southbound AM: 06:24, 06:46, 07:17, 08:09, 08:36, 09:20 Southbound PM: 17:19, 18:19, 18:34, 19:24
Retford Station (Nottinghamshire)	Approximately 27km (approximately 30 minutes' drive) to the south west of the Principal Site Accesses	London North Eastern Railway	London Kings Cross to Edinburgh/ York/ Leeds	Approximately 1 service an hour between 10:00-16:00 Northbound AM: 07:34, 07:57, 08:47 Northbound PM: 18:05, 19:49 Southbound AM: 06:51, 08:35 Southbound PM: 18:00, 18:42
	Approximately 14km (approximately 18 minutes' drive) to the west of Cottam Power Station	Hull Trains	London Kings Cross To Hull/ Beverley	Approximately 1 service every 2 hours between 10:00-16:00 Northbound AM: 08:52, 08:53 Northbound PM: 17:12, 19:12 Southbound AM: 07:41, 09:39 Southbound PM: 18:18, 19:42
				Approximately 1 service every 2 hours between 10:00-16:00

5. The Scheme

Introduction

5.1 This section of the TA provides further details of the Scheme including the proposed programme, the construction, operational and decommissioning phases, the proposed Principal Site and Cable Route Corridor Site Accesses, vehicle types, vehicle routing and an overview of proposed on-site parking arrangements.

Overview

5.2 The Scheme comprises the installation of solar PV generating panels and on-site energy storage facilities within the Principal Site in Lincolnshire and associated infrastructure for connection to the National Grid at Cottam Substation in Nottinghamshire. The Scheme would allow for the generation, storage, export and import of electricity with an anticipated Direct Current (DC) capacity greater than 50 MW.

Principal Site

5.3 As mentioned in **PEI Report Volume I Chapter 3: Scheme Description**, the Principal Site will consist of the following, but not limited to:

- Solar PV array works area;
- On-site Substations;
- Battery Energy Storage System (BESS) compounds;
- Ancillary infrastructure; and
- Landscape / ecological mitigation areas.

5.4 The Solar PV array works area will contain PV panels and mounting structures set out in rows and grouped into PV arrays. The existing access tracks throughout the Principal Site will be utilised to provide access around the Principal Site where possible.

5.5 Two on-site Substations will be located within the Principal Site. They will be connected to the PV arrays and BESS via low voltage distribution cables in order to collect electricity (at 33kV) from those components of the Scheme. The Substations will then convert the electricity to 400kV for onward transmission along the Cable Route Corridor to the National Grid Connection at Cottam Substation.

5.6 The BESS Compounds will allow for the storage, importation, and exportation of energy from the Principal Site to the National Grid via the Cable Route Corridor. This will contain battery energy storage structure and units, as well as supporting infrastructure, cabling, local buildings, primary access tracks, fencing and other associated works such as CCTV.

5.7 Landscaping is to be provided within the Principal Site.

5.8 The Principal Site will be fenced and protected via security measures such as CCTV. Internal access tracks, habitat management and drainage will also be provided within the fenced areas of the Principal Site.

Cable Route Corridor

5.9 The Cable Route Corridor is an area within which the high voltage cables will be laid (within the Scheme Boundary), connecting the Principal Site to the Cottam substation. The cables will be buried underground along with jointing pits to be installed at regular intervals to facilitate the installation and joining of cables.

Components

5.10 The following principal infrastructure will be provided to support the Scheme:

- Solar PV modules (also known as solar modules);
- PV panel mounting structures;
- String combiner boxes;
- Solar DC/ Alternating Current (AC) Inverters;
- BESS;
- Battery DC/DC convertors;
- Low Voltage (LV)/ Medium Voltage (MV) transformer stations including switchgear.
- MV/ High Voltage (HV) transformer stations;
- MV and HV switchgear;
- On-site cabling;
- Weather monitoring stations;
- Fencing and security measures;
- Building/s with control room and operation/maintenance facilities, including storage;
- Grid connection and HV cable route.
- Site Accesses into the Principal Site off the A631 and B1398 Middle Street; and
- The use of existing access tracks for construction vehicles and also operational vehicles for maintenance purposes.

Programme

Summary

5.11 The main construction phase is anticipated to commence in Q3 2025 and will last 24 months, although the DCO will allow construction to begin up to 5 years after consent and will not restrict the construction programme duration. The anticipated construction, operational and decommissioning periods are as follows:

- Construction Period (Q3 2025 to Q3 2027);
- Operational Period (Q3 2027 for 40-60 years); and
- Decommissioning Period (40-60 year lifespan, so no earlier than 2067).

Construction

- 5.12 The nature of the Scheme is such that the greatest impact will occur during the construction and decommissioning phases.
- 5.13 The peak construction period is anticipated to take place during 2026 on the basis that the Scheme is built out over a 24-month period. This duration represents the most rapid build out pace anticipated by the Applicant and also represents the Applicant's target construction programme; it therefore provides a worst-case trip generation for the purposes of this assessment.

Operation

- 5.14 The Scheme is expected to be operational from the third quarter of 2027.
- 5.15 During the operational phase, activity on-site will be minimal and would be restricted principally to vegetation management, equipment maintenance and servicing (including battery maintenance), replacement of any components that fail, and monitoring to ensure the continued effective operation of the Scheme. Trips associated with the operational phase will be infrequent and of a much lower intensity than those assessed for the construction phase.
- 5.16 It is anticipated that, as a reasonable worst-case, there will be 10 to 12 staff on-site daily during the operational phase. This would generate up to 12 vehicles (24 movements per day).
- 5.17 In addition, there is forecast to be an average of five visits per week with four-wheel drive vehicles, HGVs or transit vans for maintenance purposes. It is not anticipated that any AILs will be required.
- 5.18 Notwithstanding the above, solar panels typically have a lifespan of 30-40 years and may therefore need to be replaced during the operational life of the Scheme. Even in the instance that full panel replacement is required, this would be programmed in stages over a much longer period than the construction phase (when the panels will be rapidly installed). This would be done in order to maximise the number of panels which are kept 'live' at any given time and avoid compromising the electricity generating capacity of the site. Trips associated with this activity are included in the movements detailed in Section 5.16 and 5.17 above.

Decommissioning

- 5.19 The design life of the Scheme is expected to be between 40-60 years and therefore the decommissioning assessment year is assumed to be no earlier than 2067. However, as the consent is not time limited, the decommissioning year could be later than this. Should the Scheme be decommissioned, this would allow the land (that has previously been intensively farmed) to recover and become productive again, ultimately safeguarding the agricultural usage of this land for future generations. Equipment will be reviewed at the end of the design life of the Scheme to determine whether it remains in a viable condition to continue operation after that time.
- 5.20 When the operational phase ends, the Scheme will require decommissioning. All PV modules, mounting poles, on-site cabling, inverters and transformers would

be removed from the Principal Site and recycled or disposed of in accordance with good practice and market conditions at that time. The 400kV cable will remain in situ. The future of the Substations and control building would be agreed with the relevant Local Planning Authority (LPA) prior to commencement of decommissioning. A Decommissioning Environmental Management Plan (DEMP), to include timescales and transportation methods, would be agreed in advance with the relevant LPA.

- 5.21 Decommissioning is expected to take between 12 and 24 months and would be undertaken in phases. The effects of decommissioning are often similar to, or of a lesser magnitude than, construction effects. However, as engineering approaches and technologies evolve over the operational life of the Scheme, the specific method of decommissioning is unknown.
- 5.22 The decommissioning year will not be considered in the TA in terms of the highway impact assessment as it is considered too far in the future to be able to accurately predict traffic flows and in any case is expected to be similar in impact to the impacts of the construction phase which is being assessed. It is considered reasonable to assume that the traffic flows during the decommissioning phase will be the same as, or no greater than, the construction phase and although this may overestimate the actual impacts, it is considered to be robust in identifying a worst-case scenario.

Vehicular Access Arrangements

Introduction

- 5.23 **PEI Report Volume III Figure 15-6** identifies the proposed Principal Site Access locations, with further details provided below. It should be noted that during the construction phase of the Scheme, the existing vehicular site access to Cottam Power Station will remain in operation.

Principal Site

- 5.24 Four accesses for the Principal Site are proposed and listed below:
- Principal Site Access 1 - A631 Harpswell Lane / School Lane T-Junction;
 - Principal Site Access 2 - A631 Harpswell Lane / Unnamed road leading to Harpswell Low Farm T-Junction;
 - Principal Site Access 3 - A631 Harpswell Lane / Unnamed road leading to Harpswell Grange T-Junction; and
 - Principal Site Access 4 - B1398 Middle Street / Unnamed road T-Junction (located between Coachroad Hill and Harpswell).
- 5.25 Principal Site Accesses 1 to 3 will primarily serve the northern section of the Principal Site utilising the existing internal tracks. Principal Site Access 4, off the B1398 Middle Street, will primarily serve the southern section of the Principal Site.
- 5.26 The locations chosen for the Principal Site Accesses provide the following benefits:

- Direct access from the A631 and B1398 Middle Street utilising existing T-Junctions;
- Utilising existing tracks/ routes within the Principal Site which minimises the need to construct additional access tracks or for large amounts of vegetation removal;
- The accesses will be located on parts of the highway network which do not pose any problems in terms of highway safety (see Section 4);
- The accesses will be located on sections of the carriageway where the required visibility splays will be provided in both directions (the visibility splays will be included as part of the ES Chapter); and
- The accesses will be used within the HGV routing strategy, to avoid any unsuitable routes, such as narrow rural roads, and to utilise the close proximity (approximately five to ten minutes' drive) to/from the A15.

5.27 During the operational phase, it is assumed at this stage that all four Principal Site Accesses used during the construction phase will remain in use.

Cable Route Corridor

5.28 Based on the information currently available for the Cable Route Corridor, the preliminary construction accesses proposed for the Cable Route Corridor are as follows:

- Cable Route Corridor Site Access 1 (existing access into Cottam Power Station)
- Cable Route Corridor Site Access 2 (new access on Cottam Road, near Overcoat Lane)
- Cable Route Corridor Site Access 3 (new access on A156 High Street)
- Cable Route Corridor Site Access 4 (new access on Willingham Road)
- Cable Route Corridor Site Access 5 (new access on Stow Road, north of Normanby by Stow)
- Cable Route Corridor Site Access 6 (new access on Fillingham Lane)
- Cable Route Corridor Site Access 7 (new access on Cow Lane)
- Cable Route Corridor Site Access 8 (as Principal Site Access 2)

5.29 It should be noted that these accesses are subject to change as the design of the Cable Route Corridor is progressed and finalised.

5.30 The site accesses above are in addition to the Principal Site Accesses on the A631 and B1398 Middle Street which can be utilised if required when connecting the Cable Route Corridor to the on-site Substations within the Principal Site. An overview of the Scheme Boundary, including the Cable Route Corridor, is shown in **PEI Report Volume III Figure 15-1**.

5.31 The Cable Route Corridor route is expected to cross Cow Lane, Glentworth Road and Fillingham Lane which are all narrow rural single lane roads. From east to west, it will cross the B1241 (Normandy Road), the A1500 (Stow Park Road) and the A156 (High Street), which are two-way single carriageway roads with a single lane in each direction, as well as the railway line running between Gainsborough and Lincoln. Within Nottinghamshire, the Cable Route Corridor is expected to cross agricultural land, a disused railway track to the northwest of Cottam Power Station, the River Trent and Town Road/Headstead Bank, Cottam Road/Outgang

Lane and Torksey Ferry Road, before reaching the proposed Point of Connection at Cottam Power Station.

Additional Construction Considerations

Vehicle Types

5.32 It is anticipated that the majority of vehicles accessing the Scheme during the construction and operational phases will be classified under the 'normal' size category (i.e. transit vans and HGVs). Based on the experience of vehicles required for other similar Solar Farm/ Energy Park schemes, the vehicle types expected to serve the Scheme during construction are identified below:

- Cars;
- Tractors;
- Small vans;
- 10m rigid vehicles;
- Box vans;
- 8-wheeler rigid lorries;
- Concrete mixers;
- Articulated lorries (16.5m); and
- Abnormal Indivisible Loads (AILs) / Abnormal Loads.

5.33 AILs are expected to be required to transport the transformers to the Principal Site for the on-site Substations. The number required will be confirmed within the ES Transport Chapter. Once the number and type of AILs are confirmed, information regarding the management of these will be outlined in the F-CTMP.

Vehicle Routing

Principal Site

5.34 The HGV routing to/ from the Principal Site is identified in **Figure 3** within this TA, which shows the routes to/ from the four Principal Site Accesses along the A631 and B1398 Middle Street. The HGV routes utilise the A15, A631 and B1398. These routes provide wider connection towards the M180 to the north and the A46 and A57 to the south.

Cable Route Corridor

5.35 At this stage of the Scheme, the exact routing of the HGVs to/ from the Cable Route Corridor site accesses are not known. However, the HGV routes are expected to follow the same as those identified for the Principal Site utilising the A15, A631 and B1398, with additional routes required to/ from the specific site accesses. The HGV routes for the Cable Route Corridor will be identified within the ES Transport Chapter.

Construction Compounds

Principal Site

5.36 The main compounds will be accessed via Principal Site Accesses 1, 2 and 3 on the A631 and Principal Site Access 4 on the B1398 Middle Street, with each containing offices, mobile welfare units, canteens, storage and waste skips, a power supply, parking areas and space for storage, a wheel washing facility, a

bunded area for refuelling and the storage of liquids, as well as unloading and turning areas.

5.37 Five temporary construction compounds will be located across the Principal Site.

Cable Route Corridor

5.38 Along the Cable Route Corridor there is anticipated to be several temporary contractors' compounds. Cable drums to be laid along the route will be delivered to these compounds.

Access Tracks

5.39 Existing tracks which run throughout the Principal Site will be utilised as internal routes to move construction vehicles and staff internally between different areas during the construction period. Crucially, this means that use of the existing highway network running through the Principal Site, including Common Lane and Kexby Road, as part of any internal routes will be minimised and avoided if possible. The precise routes to be utilised along existing internal tracks have not been finalised at this stage and will be presented within the ES Transport Chapter, including details of any impact on PRowS, once the Scheme design has been confirmed.

5.40 At this stage of the Scheme, marshals are expected to be employed to manage the crossing of the local roads which are within the Scheme, such as School Lane and Common Lane. However, consultation with the LHAs will be undertaken to identify the appropriate method of management of these points during the construction phase.

5.41 Utilising existing internal routes also minimises the need for construction vehicles to use the local rural roads such as Common Lane and Kexby Lane as HGV routes and minimises the need to build any new road infrastructure within the Principal Site.

5.42 The Cable Route Corridor will be utilised to transport goods, materials, equipment and construction staff along the route. At this stage of the works, it is assumed that a haul road will be utilised through the Cable Route Corridor to provide access. Where the Cable Route Corridor crosses the River Trent for example, the existing highway network either side of the river will need to be utilised.

Car Parking

Principal Site

5.43 The proposed land use of the Scheme does not align with any of the land use classifications outlined in the parking standards currently adopted by West Lindsey and Bassetlaw District Councils. The parking provision has therefore been proposed following a first principles approach to meet the needs of the Scheme during the construction and operational phases.

5.44 In accordance with the peak parking demand identified in Table 6-2: (500 staff vehicles), during the construction period the construction staff car parking spaces will be capped at 500 across the Scheme and the following facilities will be provided:

- Principal Site Access 1 = 150 spaces (30%);
 - Principal Site Access 2 = 100 spaces (20%);
 - Principal Site Access 3 = 100 spaces (20%); and
 - Principal Site Access 4 = 150 spaces (30%).
- 5.45 Utilisation at each car park will be monitored and the potential to introduce additional parking during the peak construction period will be explored to ensure that parking does not occur outside of the Scheme Boundary.
- 5.46 Construction staff will be transported around the Principal Site and Cable Route Corridor internally via a shuttle service. The internal shuttle service will make use of the existing internal tracks within the Principal Site. It should, however, be noted that it will not be possible to access the whole Cable Route Corridor internally due to barriers such as the River Trent. The precise routes to be utilised along existing internal tracks have not been finalised at this stage and will be presented within the ES Transport Chapter, including details of the proposed layout of the main construction compound, once the Scheme design has been confirmed.
- 5.47 During the operational phase each of the two substations will have four car parking spaces which are accessible via Site Access 1 (via School Lane) and Site Access 3 (via the Unnamed road leading to Harpswell Grange).

Cable Route Corridor

- 5.48 No car parking spaces are proposed to be provided along the Cable Route Corridor, with construction staff to travel to/from the Principal Site with a shuttle service to transport staff around the Scheme.

Cycle Parking

- 5.49 As mentioned in Section 4, there are no on- or off-road dedicated/ marked cycling facilities within the immediate vicinity of the Principal Site or the Cable Route Corridor and cyclists are limited to the use of the road network and/ or PRow where cycling is permitted. Furthermore, it is anticipated that the majority of construction and operational staff are expected to live outside a desirable cycling distance (2.5km to 5km) to the Scheme and therefore cycling is not relied upon as part of this assessment. A detailed assessment of the home locations of the workforce and locations of temporary accommodation for the non-local staff will be provided at ES stage. However, sufficient cycle parking spaces within the Principal Site will be provided to encourage staff to travel by bicycle where possible. Currently it is envisaged that 12 cycle parking spaces (1% of the peak construction staff) will be provided within the Principal Site for construction staff and operational staff to use. There is no specific cycle parking standard for the land use of the Scheme, but based on professional judgement and the location of the Scheme in a rural setting, we believe this to be an appropriate number of spaces. Depending on the compound design during the construction phase of the Scheme, there may be an opportunity to provide more. This will be explored further at the ES stage. Cycle parking provision will also be monitored and increased if required through the construction phase.

6. Proposed Trip Attraction and Distribution

Introduction

- 6.1 The following section provides details of the anticipated travel characteristics of the Scheme during the construction, operational and decommissioning phases.
- 6.2 Given the nature of the Scheme, the greatest impact is likely to occur during the construction phase. Therefore, the focus of this chapter is on the construction phase with a summary of the operational and decommissioning phases provided below.

Operational Phase

- 6.3 As identified previously, it is anticipated that as a reasonable worst-case, there will be 10 to 12 staff on-site daily during the operational phase. Car sharing will be encouraged, where possible, to reduce the number of daily vehicles travelling to/ from the Scheme during the operational phase; however (in the worst-case) if all the operational staff travelled to/ from the Scheme in separate vehicles this would only generate 12 vehicles (24 movements) per day. Therefore, the operational staff are forecast to generate minimal daily vehicle trips on the local highway network.
- 6.4 The operational staff will use the existing internal tracks to travel around the Principal Site when required to carry out maintenance which therefore reduces the need to use the local highway network.
- 6.5 In addition, it is anticipated that there could be an average of five visits per week with four-wheel drive vehicles, HGVs or transit vans for maintenance purposes such as replacing battery cells and repairing broken equipment throughout the operational lifetime of the Scheme (circa 40 to 60 year period). The additional vehicles associated with maintenance is therefore forecast to be approximately one trip per day and it is not anticipated that any AILs will be required. At this stage, it is assumed that the maintenance staff would use one of the existing four Principal Site Accesses identified in **PEI Report Volume III Figure 15-6** from either the A631 or B1398 Middle Street.
- 6.6 Solar panels typically have a lifespan of 30-40 years and may therefore need to be replaced during the operational life of the Scheme. Even in the instance that full panel replacement is required, this would be programmed in stages over a much longer period than the construction phase (when the panels will be rapidly installed). This would be done in order to maximise the number of panels which are kept 'live' at any given time and avoid compromising the electricity generating capacity of the site.
- 6.7 As a result of the minimal number of permanent staff and visitor trips forecast during the operational phase, no further assessment of the transport network has been considered as no significant impact is forecast on the highway network during the operational phase.

Decommissioning Phase

- 6.8 When the operational phase ends, the Principal Site will require decommissioning. The lifetime of the Scheme will be approximately 40 to 60 years. For the purposes of this assessment the decommissioning assessment year is assumed to be no earlier than 2067 (40 years from opening) and will be addressed through a Framework DEMP, prepared to accompany the Environmental Statement and DCO submission.
- 6.9 All the PV modules, mounting poles, inverters and transformers would be removed and recycled or disposed of in accordance with good practice and market conditions at the time. Buried medium voltage cables would either be removed or left in situ.
- 6.10 The majority of the Principal Site would be returned to the landowner after decommissioning and would be available for its original use.
- 6.11 The future of the substations and associated control buildings would be agreed with the relevant LPA prior to commencement of decommissioning.
- 6.12 Decommissioning is expected to take between 12 and 24 months and is likely to be undertaken in phases. The specific method of decommissioning the Scheme at the end of its operational life is uncertain at present as the engineering approaches to decommissioning will evolve over the operational life of the Scheme.
- 6.13 The decommissioning scenario is considered to be too far into the future to be able to accurately predict traffic flows or junction layouts at that time. Furthermore, the decommissioning period is expected to be similar to the construction phase but with fewer vehicle trips over a shorter time period. It is therefore broadly accurate and robust to assume that the impacts will be the same as, or less than, the construction phase impacts. As a result, for the purposes of this TA, the assessment of the construction phase has been used as a proxy, to broadly determine the anticipated impacts of the Scheme during its decommissioning phase.

Construction Phase

Introduction

- 6.14 It is noted that there is very limited information within the TRICS trip generation database for standalone energy parks and a first principles approach has therefore been adopted to derive the anticipated vehicle trip attraction based on professional judgement and information received from the project team.
- 6.15 The nature of the Scheme is such that the greatest impact is likely to occur during the construction and decommissioning phases. The peak construction period is anticipated to take place during 2026 on the basis that the Scheme is built out over a 24-month period.
- 6.16 The trip attraction and distribution provided below for the construction phase is based on the information available at this stage of the project. As the Scheme

progresses, further details will be known and will be included within the ES Transport Chapter.

Construction Staff Vehicle Forecast and Mode Shares

6.17 Based on the information provided by the Project team in support of the submission and derived from experience of other similar Solar Farm/ Energy Park schemes, the peak and average daily number of HGVs and construction staff required for the Principal Site are identified below. To provide a robust assessment, the peak forecast numbers account for daily variation and peak daily movements.

- Peak – 120 HGV deliveries (240 movements per day);
- Average – 65-70 HGV deliveries (130-140 movements per day);
- Peak – 1,250 construction staff (persons); and
- Average – 500 construction staff (persons).

6.18 The construction staff associated with the Cable Route Corridor are assumed to first travel to one of the four Principal Site Accesses and then be transported to the relevant section of the Cable Route Corridor via a shuttle service. The peak number of construction staff (1,250) and the resulting trip generation, distribution and assignment and subsequent highway impact is therefore relevant for the construction staff for the entire Scheme, not just construction of the Principal Site. This is also outlined in Section 8.4.

6.19 For the purposes of this assessment, the peak daily number of HGVs and construction staff have been used within this TA and **PEI Report Volume I Chapter 15: Transport and Access**.

6.20 The forecast number of peak construction staff vehicles included as part of this assessment are identified below:

- Based on information provided by the project team and as agreed with the respective LHAs, during the construction peak, it is anticipated that 600 construction staff (48% of persons at the construction peak) would be transferred to/ from the Principal Site by shuttle service (e.g. mini-bus and/ or coach).
- At this stage of the Scheme, it is expected that each of the shuttle services will have a capacity for 50 construction staff, meaning a peak of 14 shuttle services will be required to pick-up construction staff in the morning and drop-off construction staff in the evening (accounting for a typical occupancy of 80% to 90%). To provide a robust assumption of vehicle movements for the purposes of this assessment, it is assumed that the shuttle services will originate from the Principal Site in both the development AM and PM peak hours, equating to 28 vehicle movements in the AM and PM (14 outbound movements and 14 inbound movements, with a daily total of 56 vehicle movements associated with the shuttle service). The number of shuttle services required at each of the four Principal Site Accesses are identified below:
 - Principal Site Access 1 = 4 shuttle services (eight vehicle movements in each of the AM and PM, with 16 daily vehicle movements)

- Principal Site Access 2 = 3 shuttle services (six vehicle movements in each of the AM and PM, with 12 daily vehicle movements)
- Principal Site Access 3 = 3 shuttle services (six vehicle movements in each of the AM and PM, with 12 daily vehicle movements)
- Principal Site Access 4 = 4 shuttle services (eight vehicle movements in each of the AM and PM, with 16 daily vehicle movements)
- It is assumed that during the construction peak, 650 construction staff (52% of persons at the peak of construction) would travel by private vehicle with an average vehicle occupancy of 1.3 staff per vehicle, resulting in 500 staff vehicles (1,000 daily movements). This approach was agreed with the LHAs during consultation on 19 January 2023 and is based on previous large scale Solar Farm/ Energy Park experience and professional judgement.

6.21 The above mode shares are considered to provide a worst-case assessment in terms of the forecast number of construction staff vehicles forecast based on previous experience of Solar Farm/ Energy Park projects and professional judgement. Measures to manage staff travel are included in the F-CTMP.

Shuttle Service

6.22 Monitoring of the external shuttle bus service will be undertaken as part of the F-CTMP and if additional demand is identified, the shuttle bus service will be increased to help further reduce the number of private construction staff vehicles using the local highway network.

6.23 The external shuttle bus service will primarily be provided for transporting staff between the Principal Site and temporary accommodation and residential centres in the vicinity of the Scheme, considered likely to be Gainsborough (north), Scunthorpe (north), Doncaster (north), Lincoln (south), Retford (west) and Newark on Trent (south). A detailed assessment of the locations of temporary accommodation (for non-local staff) and staff residential locations will be undertaken by the Socio-economic team to identify urban areas and locations where higher proportions of staff are based. Areas with the greatest concentration of staff will be targeted to maximise the number of staff being transferred by shuttle service. The exact pick-up/drop-off locations of construction staff will be confirmed once known prior to the beginning of construction.

6.24 With regards to the shuttle bus service, the following assumptions have been adopted:

- The shuttle buses will travel between the four Principal Site Accesses and temporary accommodation/ residential centres to transport all non-local staff to/ from the Site;
- The shuttle buses will depart from the Principal Site, travel to the temporary accommodation/ residential centres to pick-up the construction staff and return to the Site within the hour prior to the start of the working day;
- The shuttle buses will depart from the Principal Site and travel to the temporary accommodation/ residential centres to drop-off the construction staff within the hour after the completion of the working day (before returning back to the Site);

- Each shuttle bus will be expected to have a typical occupancy of 80% to 90% when transporting construction staff to/from the Scheme; and
- A round trip (travelling from the Principal Site to temporary accommodation/residential centres and then back to the Site) for each shuttle bus is expected to take an average of 15-30 minutes (it is assumed that a shuttle bus would both depart and return during the same hour).

6.25 The primary aim of the external shuttle service is to minimise the number of private vehicle trips taking place on the local highway network during the construction period.

6.26 Within the Principal Site, an internal shuttle service will use the existing internal tracks/routes to transport staff between the main compound and the secondary compounds. This will help prevent additional trips between the Principal Site Accesses on the surrounding highway network. The internal shuttle service will also be utilised to transport staff between the Principal Site and the Cable Route Corridor. It should, however, be noted that it will not be possible to access the whole Cable Route Corridor internally due to barriers such as the River Trent.

6.27 Given the locations of the nearest railway stations and bus stops to the Scheme and considering the service timetables in relation to construction staff working hours, it is unlikely that construction staff will be able to travel to the Principal Site using public transport.

HGVs

6.28 The forecast distribution of HGVs and construction staff vehicles across the four Principal Site Accesses is presented below in Table 6-1. The HGV routes to/from the Principal Site Accesses are shown in Figure 3.

6.29 To provide the most robust assessment, the worst-case scenario has been assumed and all HGVs will therefore access the Principal Site from the east via the A15 (50% from the A15 north and 50% from the A15 south). No HGVs are proposed to access the Principal Site from the west along the A631.

Table 6-1: Forecast HGV Trip Distribution (Principal Site)

Site Access	Description	Construction Staff and HGV (%)
Principal Site Access 1 (A631)	Three accesses serving primarily the northern section of the Principal Site	30%
Principal Site Access 2 (A631)		20%
Principal Site Access 3 (A631)		20%
Principal Site Access 4 (B1398 Middle Street)	Access serving the southern section of the Principal Site	30%
Total	-	100%

6.29.1 It is forecast the Cable Route Corridor will generate at peak between 10-12 HGVs per day (20-24 vehicle movements) and on average three to five HGVs per day (six to ten vehicle movements).

6.30 At this stage of the Scheme, the specific localised Cable Route Corridor site accesses the HGVs are required to use are unknown. However, the HGVs associated with the Cable Route Corridor will be expected to use the routes identified in Figure 3, along the A631, A15 and B1398 to/from the Cable Route Corridor site accesses.

6.31 As confirmed by the project design team, it is considered (as a reasonable worst-case scenario) there would be up to 10-12 HGVs travelling daily to any one of the specific Cable Route Corridor site accesses. This equates to approximately one vehicle (two vehicle movements) per hour during the peak period of the construction of the Cable Route Corridor. Therefore, based on professional judgement and experience of other Solar Farm/ Energy Park schemes, it is not forecast that a significant impact would occur on the local highway network as a result of the HGVs associated with the Cable Route Corridor. However, further information will be provided at the ES stage (once known) to provide further clarification to the LHA.

Peak Daily Vehicle Forecast

6.32 Based on the trip generation and distribution outlined above, the forecast peak daily trip generation for each of the Principal Site Accesses during the construction period (in terms of vehicles) is set out in Table 6-2:.

6.33 For HGVs and construction staff vehicles the number of vehicles would be doubled to identify movements i.e. the vehicle arrives and departs the Principal Site during the same day.

6.34 In contrast, each shuttle service is expected to make two movements in the AM to pick-up staff and transport them to the Principal Site, as well as two movements in the PM to transport staff out of the Principal Site with the shuttle service returning to the Principal Site. Therefore, each of the shuttle services would make four movements per day.

Table 6-2: Forecast Peak Daily Construction Vehicles for the Principal Site

Site Access	HGVs	Staff Vehicles	Shuttle Service**	Total Vehicles
Principal Site Access 1 (A631)	35	141	8	184
Principal Site Access 2 (A631)	25	104	6	135
Principal Site Access 3 (A631)	25	104	6	135
Principal Site Access 4 (B1398)	35	150	8	193
Total	120	500	28	648

*Difference in totals due to rounding. The values in the table represent total vehicles and not daily movements (double for daily movement).

** each shuttle service to depart from and arrive back to the Site twice per the morning and evening i.e. 14 shuttle services picking-up and dropping-off staff in the morning, and 14 shuttle services in the evening

6.35 A daily profile of overall construction vehicle movements (arrivals and departures) for the Principal Site is presented in Table 6-3 which includes construction staff vehicles, shuttle services and HGVs based on the anticipated travel patterns across the day.

6.36 The distribution of HGV movements across the day is based on an even distribution of arrivals and departures across eight hours. This is based on professional judgement and previous experience on solar farm projects, and considered a reasonable assumption given the information available at this stage of the project. It is noted that the construction staff working hours are from 07:00-19:00 (12-hours) however the distribution of the HGVs is based on an eight-hours delivery period (i.e. excluding the actual highway network peak hours 07:30-08:30 and 16:30-17:30) to provide for a robust hourly forecast of HGV movements. The traffic surveys undertaken in July 2022 demonstrate a natural variation in the peak hours across the network. An assessment of the peak hours recorded at the ATCs the HGVs are proposed to travel through showed actual highway network peak hours of 07:30-08:30 and 16:30-17:30. These peak hours have therefore been considered as most appropriate for the HGV delivery period to avoid. Based on management of HGV movements to avoid the actual highway network peak hours of 07:30-08:30 and 16:30-17:30 as far as practicable, there will be no impact on the local SRN (M180 for HGVs using the A15 north and A46 for HGVs using the A15 south) during the construction phase.

Table 6-3: Forecast Peak Daily and Hourly Construction Vehicle Movements for the Principal Site

Hour	HGVs		Private Vehicles		Shuttle Service		Total Vehicles	
	In	Out	In	Out	In	Out	In	Out
06:00-07:00	0	0	500	0	14	14	514	14
07:00-08:30	0	0	0	0	0	0	0	0
08:30-09:30	15	15	0	0	0	0	15	15
09:30-10:30	15	15	0	0	0	0	15	15
10:30-11:30	15	15	0	0	0	0	15	15
11:30-12:30	15	15	0	0	0	0	15	15
12:30-13:30	15	15	0	0	0	0	15	15
13:30-14:30	15	15	0	0	0	0	15	15
14:30-15:30	15	15	0	0	0	0	15	15
15:30-16:30	15	15	0	0	0	0	15	15
16:30-19:00	0	0	0	0	0	0	0	0
19:00-20:00	0	0	0	500	14	14	14	514
Total	120	120	500	500	28	28	648	648

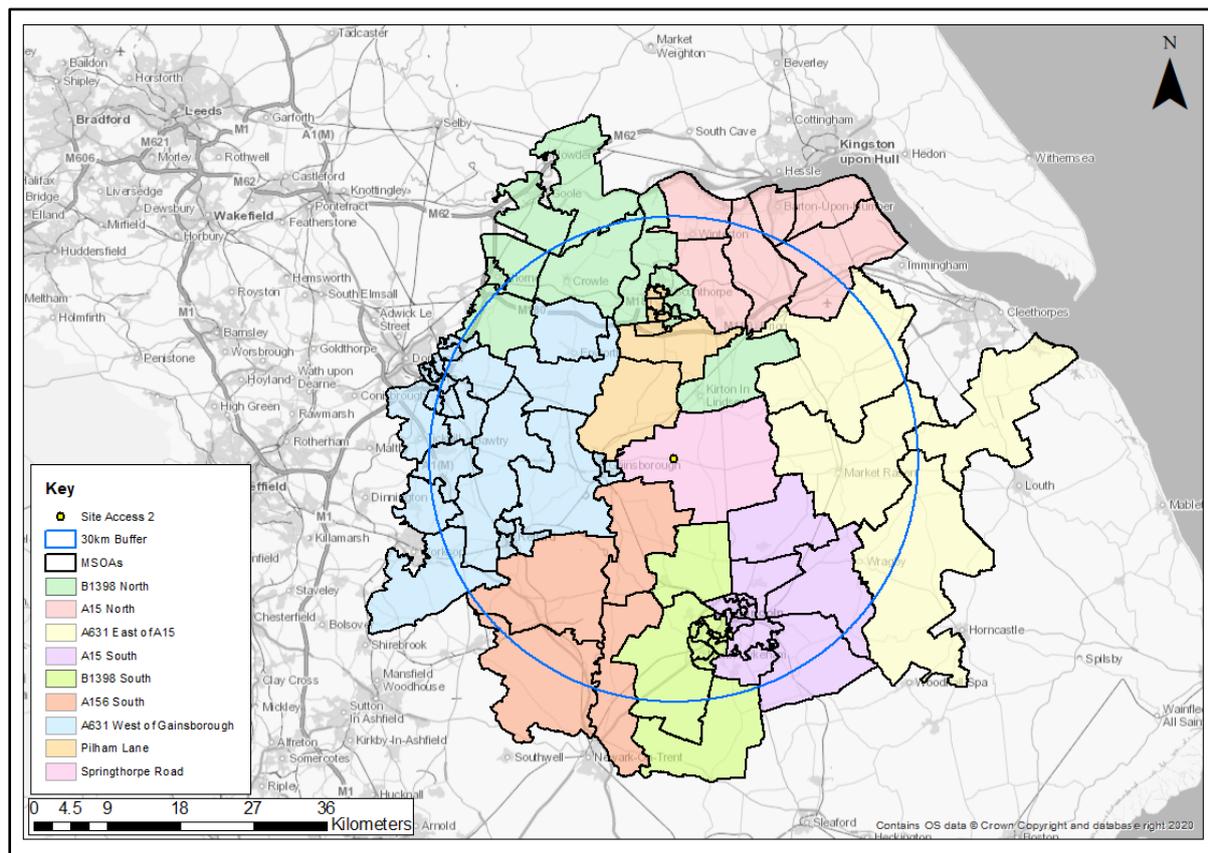
**Difference in totals due to rounding.*

Distribution and Assignment of Vehicles

Principal Site Construction Staff

- 6.37 Mid-year (2020) population estimates were extracted from all Middle Layer Super Output Areas (MSOAs) within or partially within a 30km radius (approximately 45 minutes' drive time) of the Principal Site, using Principal Site Access 2 on the A631 as the centre point. MSOAs are geographical zones that represent areas across England and Wales with a total population between 5,000 and 15,000 people or total number of households between 2,000 and 6,000.
- 6.38 The 30km construction staff travel distance was based on professional judgement, experience from other DCO Solar schemes and is also in line with **PEI Report Volume I Chapter 14: Socio-Economics and Land Use**. The above data was used to identify the likely locations of residence of the construction staff and forecast the trip distribution. A further study will be undertaken in the socio-economics assessment to identify the most suitable locations for temporary accommodation required to house non-local staff to refine distribution for ES stage.
- 6.39 Route planning software (Google Maps) was used to determine the most direct and functional routes that will be used by construction staff to travel to/ from the Principal Site Accesses. The MSOAs used are displayed in Plate 6-1 and the different colours represent the routes staff from each MSOA are likely to take to reach the Principal Site.

Plate 6-1: 30km Radius and MSOAs



6.40 The distribution of construction staff vehicle trips to/ from the three Principal Site Accesses on the A631 is identified in Plate 6-2 and the distribution of construction staff vehicle trips to/ from Principal Site Access 4 on the B1398 Middle Street is identified in Plate 6-3.

6.41 The external shuttle services have been distributed onto the local highway network with the same distribution as the construction staff vehicles as it is considered likely that the shuttle services will generally be required in the same or similar locations. A further study will be undertaken by the Socio-Economic team to identify the most suitable locations for temporary accommodation required to house non-local staff to refine distribution for ES stage.

6.42 The traffic flow diagrams are available in Annex D of this TA which identify the distribution and assignment of construction staff vehicles and the shuttle services to all four of the Principal Site Accesses.

Plate 6-2: Staff Distribution – Principal Site Accesses 1-3 on the A631

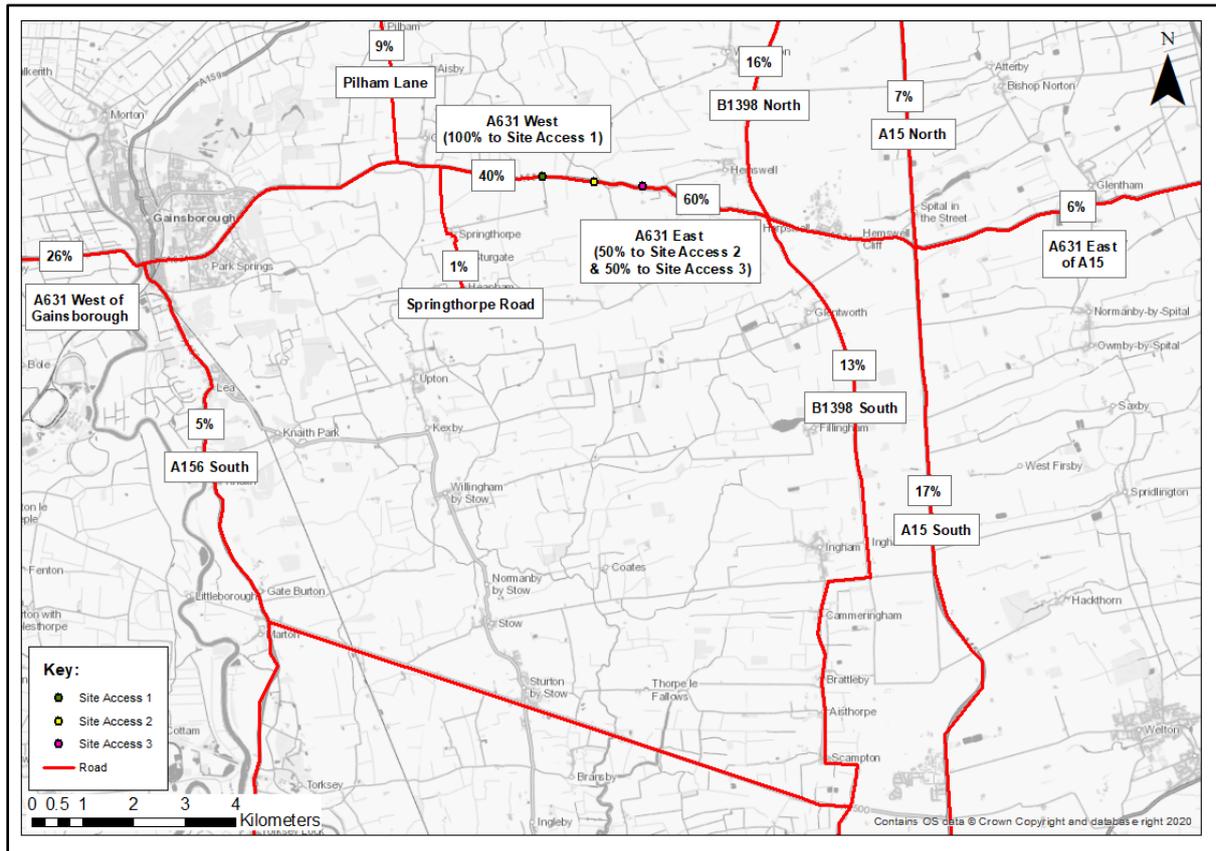
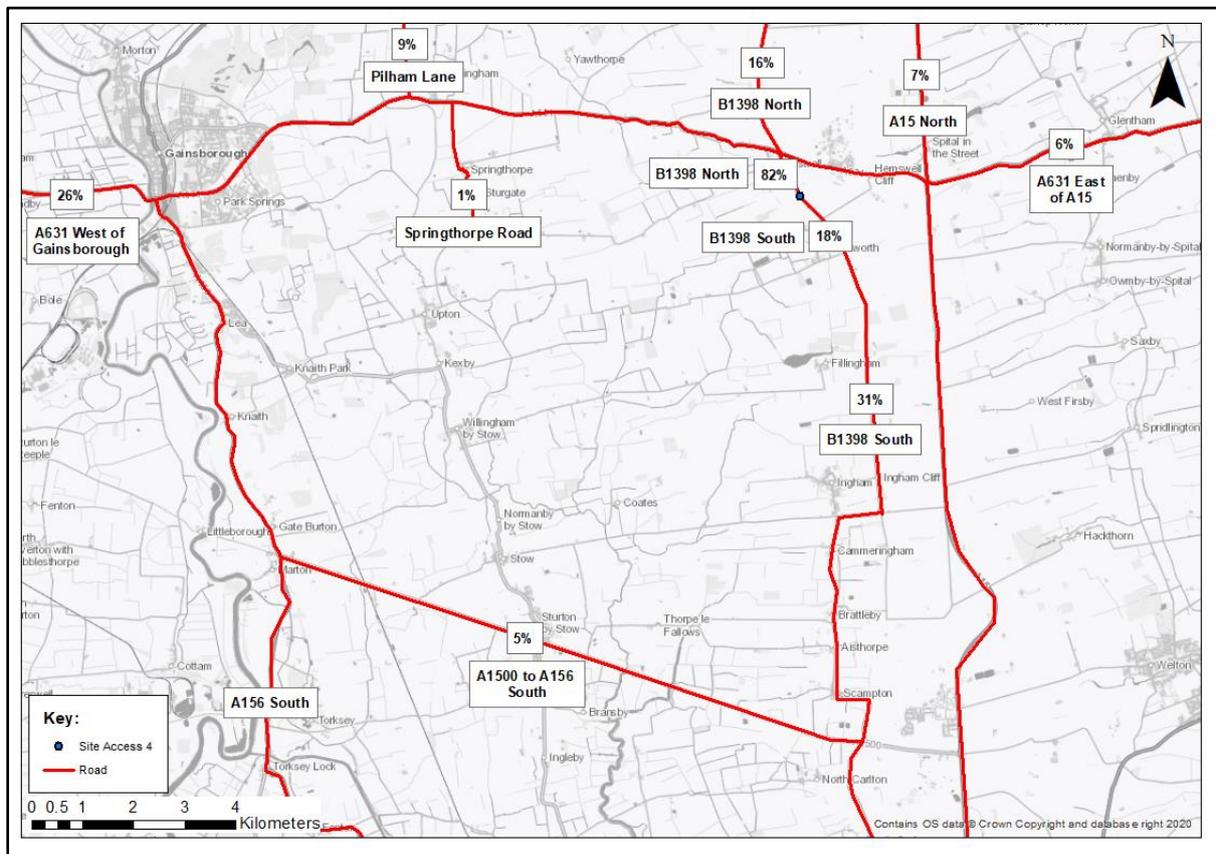


Plate 6-3: Staff Distribution – Principal Site Access 4 on the B1398



Cable Route Corridor Construction Staff

- 6.43 As confirmed by the project team, it is anticipated that at peak construction an additional 10-25 staff per day will be required to construct the Cable Route Corridor over a six-month period.
- 6.44 At this stage of the project, it has been assumed that the construction staff will travel to the Principal Site and will be transported to the Cable Route Corridor via an internal shuttle service to the most appropriate site access along the Cable Route Corridor. It should however be noted that it will not be possible to access the whole Cable Route Corridor internally due to barriers such as the River Trent.
- 6.45 Therefore, the peak number of construction staff (25 persons) has been considered as part of the Principal Site trip attraction and distribution above.
- 6.46 The internal shuttle service movements between the Principal Site and the Cable Route Corridor site accesses are not included within the assignment as it is unknown when each of the Cable Route Corridor site accesses will be required to be in use. However, it is not considered that the shuttle service would have a significant impact on the local highway network given this would result in just two vehicle movements in the AM and two vehicle movements in the PM. Additional details will be provided as the Scheme proposals are developed further.

Principal Site HGVs

- 6.47 To provide a reasonable worst-case assessment of the peak daily HGVs, the following assumptions have been made:
- The HGVs utilise the A15 which is located to the east of the Principal Site as it is the most direct/ realistic route to/ from the strategic highway network. 50% are to utilise the A15 north and 50% are to utilise the A15 south;
 - For the purposes of this assessment no HGVs are assumed to arrive or depart to/from the west of the Principal Site along the A631. This is to provide a robust assessment of HGV trips on the local highway network by concentrating the vehicle movements onto a small number of highway links rather than across a greater number of highway links. As the eight-hours HGV delivery period also avoids the actual highway network peak hours (07:30-08:30 and 16:30-17:30), the hourly peak of 30 inbound and outbound HGV movements is not expected to have a significant impact on the local highway network. As such, with HGV movements occurring outside of the network peak hours, a sensitivity test of alternative HGV routing via the A631 through Gainsborough (as suggested by LCC during the transport scoping meeting on 19 January 2023) has not been carried out at this stage.
 - HGVs accessing Principal Site Access 4 located on B1398 Middle Street arrive and depart via the A631/B1398 Middle Street Roundabout, as per the HGV routes identified in Figure 3. As per the HGV routes identified, HGVs will not arrive or depart Principal Site Access 4 from the south.
- 6.48 The peak daily (24-hours) HGV movements on the local highway network are provided within Annex D of this TA. It is noted that HGV movements will be managed to ensure they avoid arriving at or departing from the Principal Site at the same time as the construction staff. HGV movements and their timings (outside the peak hours) will form a commitment within the F-CTMP.

6.49 Key routes to be used by HGVs travelling to/ from the Principal Site Accesses are shown in Figure 3 along the A15, A631 and B1398.

6.50 A separate routing plan for AILs will be identified within the ES Transport Chapter, with management details of the HGVs and AILs identified within the F-CTMP.

Cable Route Corridor HGVs

6.51 It is anticipated that at peak 10-12 HGVs per day (20-24 vehicle movements) will be required to construct the Cable Route Corridor over a six-months period. On average it is anticipated that there will be three to five HGVs (six-ten vehicle movements) per day over the six-month construction period.

Decommissioning Vehicle Movements

6.52 The decommissioning assessment year is assumed to be no earlier than 2067 (40 years from opening) and will be addressed through a Framework DEMP prepared to accompany the ES and DCO submission. The decommissioning period is expected to be similar in duration and nature to the construction phase, with slightly fewer vehicle trips over a slightly shorter duration. It is therefore considered reasonable to assume that the traffic flows during the decommissioning phase will be the same as, or not greater than, the construction phase.

Construction Phase Assessments

6.53 The following assessments have been carried out as part of the TA:

- Highway Assessment (Section 8); and
- Non-Motorised User (NMU) Assessment (Section 9).

6.54 A public transport (bus and rail) assessment has not been carried out for the following reasons:

- Bus services operating from the local bus stops in close proximity to the Scheme have limited frequency during the arrival and departure times of the construction staff and therefore are unlikely to constitute a reliable method of staff to access the Principal Site;
- The nearest railway station (Gainsborough Central Station) is located approximately 8.5km from the Principal Site and it is therefore not considered that a significant number of staff will utilise rail to access the Principal Site;
- 52% of construction staff (as a reasonable worst-case scenario) are anticipated to travel to/ from the Principal Site by private car assuming an average vehicle occupancy of 1.3 persons per construction vehicle;
- 48% of construction staff (as a reasonable worst-case scenario) are anticipated to travel to/ from the Principal Site by shuttle service; and
- A public transport mode share is not being relied upon as part of the vehicular trip attraction and distribution of construction staff to transport staff to/ from the Scheme.

6.55 The Scheme is therefore not anticipated to have an impact on existing local public transport services and no additional assessments have been undertaken as part of this TA.

7. Cumulative Developments and Other Local Solar Farm Schemes

- 7.1 **PEI Report Volume III Figure 15-7** provides an overview of the DCO boundaries near the Tillbridge Solar Scheme and an initial assessment of cumulative effects is provided in **PEI Report Volume I Chapter 17: Cumulative Effects**. A full cumulative impact assessment will be undertaken as part of the ES Transport Chapter and included within future updates to this TA.

8. Highway Assessment

Assessment Scenarios

- 8.1 The following scenarios have been examined in detail as part of the highway assessment:
- Existing Baseline (2022);
 - Future Baseline (2026); and
 - Future Baseline + Peak Construction Staff (2026).
- 8.2 The following scenarios have been examined qualitatively:
- Operational Phase (2027 for 40-60 years); and
 - Decommissioning Period (40-60 year lifespan so no earlier than 2067).
- 8.3 As mentioned previously in Section 6, a quantitative assessment has not been undertaken for the operational phase due to the small number of vehicular movements expected.
- 8.4 The construction phase has been used to identify the expected impacts and required mitigations of the decommissioning phase as the effects are likely to be of a similar magnitude and the decommissioning scenario is considered to be too far into the future to accurately predict traffic flows or junction layouts at that time.

Existing Baseline (2022)

- 8.5 Details relating to the existing baseline including existing traffic flows on the local surrounding highway network is presented within Section 4.

Future Baseline (2026)

Cumulative Schemes

- 8.6 As set out in **PEI Report Volume I Chapter 17: Cumulative Effects**, the initial assessment of the cumulative effects has confirmed that some overlap between the construction vehicle trips associated with the Scheme and the other solar schemes (West Burton Solar Farm, Cottam Solar Farm and Gate Burton Solar Energy Park) is likely to occur. A full cumulative assessment will be conducted within the ES Transport Chapter (and included within future updates to this TA) to determine the overall impact of this. Whilst this initial assessment was based on the available PEI Reports for the other schemes, the assessment conducted within the ES Transport Chapter will be based on the relevant ES reports for the schemes where available/ appropriate.

Background Traffic Growth

- 8.7 Forecast traffic growth has been applied to the surveyed traffic flows to represent conditions during the future construction peak assessment year of 2026.
- 8.8 Traffic growth has been calculated using National Transport Model (NTM) adjustments applied within the Trip Ends Model Program (TEMPro). This utilised National Trip Ends Model (NTEM) dataset v7.2 and 2018 RTF – Scenario 1

(Reference Case) to reflect local factors in West Lindsey and to determine the forecast increases in future baseline car driver trips during each weekday peak period. These represent the latest datasets available, covering the period up to 2050.

8.9 A summary of the growth factors is set out in Table 8-1:

Table 8-1: Traffic Growth Factors

Growth Period	Road Type	Traffic Growth Factor (West Lindsey)		
		AM Peak	PM Peak	Average Weekday
2022 to 2026 (Construction)	Principal	1.030	0.031	1.033
	Minor	1.029	1.030	1.032
	All Roads	1.034	1.035	1.037

Future Baseline Traffic Flows

8.10 Applying the above factors to the 2022 baseline traffic flows, the anticipated future baseline flows on the surrounding highway network are set out in Table 8-2: and Table 8-3: and below. The 2026 future baseline traffic flows are also presented diagrammatically for the Development AM and PM peak hours as well as 24-hours within Annex B of this TA.

Table 8-2: Future Baseline Traffic (2026) – Two-way Link Flows

Location		AM Dev Peak (06:00-07:00)			PM Dev Peak (19:00-20:00)			Daily (24 Hours)		
Ref	Link	Total	HGVs	% HGVs	Total	HGVs	% HGVs	Total	HGVs	% HGVs
ATC1	A631, West of School Lane	277	35	12%	254	12	5%	7,780	855	11%
ATC2	A631, West of Minor Access South	239	30	13%	226	11	5%	6,712	740	11%
ATC3	A631, West of Minor Access South	249	27	11%	226	13	6%	6,769	745	11%
ATC4	A631, West of B1398 Middle Street	236	31	13%	219	14	7%	6,655	776	12%
ATC5	B1398 Middle Street, North of A631	153	15	10%	144	6	4%	3,521	373	11%
ATC6	A631, East of B1398 Middle Street	250	35	14%	266	14	5%	6,825	758	11%
ATC7	B1398 Middle Street, South of A631	135	8	6%	99	2	3%	3,186	227	7%
ATC8	A631, West of A15	229	40	18%	203	13	6%	5,555	726	13%
ATC9	A15, North of A631	688	187	27%	453	78	17%	13,726	3341	24%
ATC10	A631, East of A15	234	38	16%	199	10	5%	5,879	711	12%
ATC11	A15, South of A631	786	164	21%	466	67	14%	15,225	2984	20%
ATC12	Kexby Road, East of Northlands Road	7	1	9%	10	1	10%	198	19	10%
ATC13	Common Lane, South of A631	4	0	11%	4	1	21%	91	14	15%
ATC14	School Lane, South of A631	0	0	0%	1	0	14%	45	4	8%
ATC15	Common Lane, East of Heapham	2	0	0%	4	1	29%	107	20	19%
ATC16	Cow Lane, East of Upton	1	0	17%	5	0	0%	93	9	9%
ATC17	Glentworth Road, East of Kexby	3	0	0%	5	0	0%	86	5	6%
ATC18	Fillingham Lane, East of South Lane	6	1	14%	8	1	8%	175	19	11%
ATC19	High Street, East of B1241	57	8	15%	114	6	6%	2,688	241	9%
ATC20	Gainsborough Road, North of High Street	67	4	6%	119	4	3%	2,931	202	7%
ATC21	Marton Road, South of High Street	11	0	0%	25	0	1%	397	26	6%
ATC22	B1241, South of Cot Garth Lane	64	5	7%	114	4	3%	2,617	183	7%
ATC23	B1241, North of Fleets Road	93	7	7%	150	4	3%	3,551	202	6%
ATC24	A1500 Tillbridge Road, West of Thorpe Lane	209	14	7%	184	6	3%	5,269	394	7%
ATC25	Saxilby Road, South of Queensway	102	7	7%	150	7	5%	3,836	262	7%
ATC26	A1500 Stow Park Road, East of Adams Way	173	9	5%	145	8	5%	4,268	313	7%
ATC27	A156 High Street, South of Willingham Road	392	37	9%	297	16	5%	8,689	752	9%
ATC28	A156 High Street, South of Wapping Lane	255	28	11%	192	8	4%	6,041	564	9%
ATC29	B1241 Kexby Lane, East of Upton Road	17	2	12%	33	1	2%	755	43	6%
ATC30	Cottam Road, East of Westbrecks Lane (located in Nottinghamshire)	98	5	5%	35	1	2%	1,122	110	10%
ATC31	Headstead Bank, South of Broad Lane (located in Nottinghamshire)	4	0	6%	7	1	12%	181	27	15%

Table 8-3: Future Baseline Traffic (2026) – Junctions (Two-way Traffic Flows)

Location		AM Dev Peak (06:00-07:00)			PM Dev Peak (19:00-20:00)		
		Total	HGVs	% HGVs	Total	HGVs	% HGVs
MCC1	A631/B1398 Roundabout	397	50	13%	346	11	3%
MCC2	A15/A631 Roundabout	944	272	29%	630	95	15%
MCC3	A1500 Marton Road/Tillbridge Road/B1241 High Street/Saxilby Road staggered junction (Sturton by Stow)	302	13	4%	377	6	2%
MCC4	Gainsborough Road/Marton Road/High Street T-junction (Willingham by Stow)	74	3	4%	150	5	3%
MCC5	A156/A1500 Stow Park Road/Littleborough Lane staggered junction (Marton)	432	32	7%	381	16	4%
MCC6	Cottam Road/Power Station Access (located in Nottinghamshire)	107	6	6%	36	0	0%

Construction Phase (2026 Peak Construction Year)

Principal Site

- 8.11 As previously set out within Section 5.4, the Principal Site will be served by three access points off the A631 (situated between Springthorpe Road and Common Lane) and one access point off the B1398 Middle Street (approximately 550m to the south of the junction with the A631).
- 8.12 The construction staff associated with the Cable Route Corridor are assumed to first travel to one of the three Principal Site Accesses and then be transported to the relevant section of the Cable Route Corridor via an internal shuttle service. The peak number of construction staff (1,250) and the resulting trip generation, distribution and assignment and subsequent highway impact is therefore relevant for the construction staff for the entire Scheme, not just construction of the Principal Site.
- 8.13 Further details of the proposed access designs, visibility splays and vehicle swept paths are to be provided as part of the ES Transport Chapter.

Cable Route Corridor

- 8.14 The exact alignment and therefore associated access arrangements for the Cable Route Corridor are not confirmed at present and only the proposed locations of the access points are known, as mentioned in Section 15.4 within **PEI Report Volume I Chapter 15: Transport and Access**. Any additional assessment in relation to the access design, visibility requirements and vehicle swept paths will be included in the ES Transport Chapter. It should however be noted that the Cable Route Corridor is only anticipated to generate a peak of 10-25 additional staff per day over a six-months period and the vehicle types used are expected to be the same as those required for the Principal Site.

Highway Capacity

Forecast Increases in Traffic Movements

- 8.15 The anticipated impacts of construction vehicle movements have been determined by reviewing the forecast increases in traffic movements against the existing baseline peak traffic flows on the local highway networks. This includes a review of the increase in two-way vehicle movements during the proposed AM and PM development peak hours, both in terms of actual increases and percentage increases. The results are shown in the tables below and are also presented diagrammatically by the traffic flow diagrams for the Development AM and PM peak hours as well as 24-hours within Annex D of this TA.
- 8.16 Table 8-24 below outlines the 2026 construction traffic impact on the local highway network surrounding the Scheme. The 2026 base year flows represent the two-way traffic flows on the links and on the approaches to the junctions. The assessment considers cumulative trips associated with the Principal Site and Cable Route Corridor.
- 8.17 Table 8-5 displays the existing baseline (2022) overall highway network peak across the Study Area and compares this to the total trips forecast to occur during the AM and PM development peak hours. The highway network peak hours analysed are specific to each junction, for example the peak hour identified at ATC 1 is 16:30-17:30 and the peak hour identified at ATC 5 is 07:30-08:30.

Table 8-4: 2026 Construction Traffic Impact - Link and Junction Flows

Ref	Location	AM Development Peak Hour (06:00-07:00)				PM Development Peak Hour (19:00-20:00)				Daily (24 Hours)			
		Base	Dev	Base + Dev	% Change	Base	Dev	Base + Dev	% Change	Base	Dev	Base + Dev	% Change
ATC1	A631, West of School Lane	277	205	482	74%	254	205	459	81%	7,780	411	8,191	5%
ATC2	A631, West of Minor Access South	239	56	295	24%	226	56	282	25%	6,712	112	6,824	2%
ATC3	A631, West of Minor Access South	249	166	416	67%	226	166	392	74%	6,769	333	7,102	5%
ATC4	A631, West of B1398 Middle Street	236	277	513	117%	219	277	496	126%	6,655	553	7,208	8%
ATC5	B1398 Middle Street, North of A631	153	85	238	55%	144	85	228	59%	3,521	169	3,690	5%
ATC6	A631, East of B1398 Middle Street	250	132	382	53%	266	132	398	50%	6,825	264	7,089	4%
ATC7	B1398 Middle Street, South of A631	135	152	286	113%	99	152	250	154%	3,186	303	3,489	10%
ATC8	A631, West of A15	229	132	361	58%	203	132	335	65%	5,555	264	5,819	5%
ATC9	A15, North of A631	688	38	726	6%	453	38	492	8%	13,726	77	13,803	1%
ATC10	A631, East of A15	234	30	264	13%	199	30	229	15%	5,879	60	5,938	1%
ATC11	A15, South of A631	786	64	850	8%	466	64	530	14%	15,225	128	15,353	1%
ATC12	Kexby Road, East of Northlands Road	7	0	7	0%	10	0	10	0%	198	0	198	0%
ATC13	Common Lane, South of A631	4	0	4	0%	4	0	4	0%	91	0	91	0%
ATC14	School Lane, South of A631	0	0	0	0%	1	0	1	0%	45	0	45	0%
ATC15	Common Lane, East of Heapham	2	0	2	0%	4	0	4	0%	107	0	107	0%

Ref	Location	AM Development Peak Hour (06:00-07:00)				PM Development Peak Hour (19:00-20:00)				Daily (24 Hours)			
		Base	Dev	Base + Dev	% Change	Base	Dev	Base + Dev	% Change	Base	Dev	Base + Dev	% Change
ATC16	Cow Lane, East of Upton	1	0	1	0%	5	0	5	0%	93	0	93	0%
ATC17	Glentworth Road, East of Kexby	3	0	3	0%	5	0	5	0%	86	0	86	0%
ATC18	Fillingham Lane, East of South Lane	6	0	6	0%	8	0	8	0%	175	0	175	0%
ATC19	High Street, East of B1241	57	0	57	0%	114	0	114	0%	2,688	0	2,688	0%
ATC20	Gainsborough Road, North of High Street	67	0	67	0%	119	0	119	0%	2,931	0	2,931	0%
ATC21	Marton Road, South of High Street	11	0	11	0%	25	0	25	0%	397	0	397	0%
ATC22	B1241, South of Cot Garth Lane	64	0	64	0%	114	0	114	0%	2,617	0	2,617	0%
ATC23	B1241, North of Fleets Road	93	0	93	0%	150	0	150	0%	3,551	0	3,551	0%
ATC24	A1500 Tillbridge Road, West of Thorpe Lane	209	8	216	4%	184	8	192	4%	5,269	16	5,284	0%
ATC25	Saxilby Road, South of Queensway	102	0	102	0%	150	0	150	0%	3,836	0	3,836	0%
ATC26	A1500 Stow Park Road, East of Adams Way	173	8	181	4%	145	8	152	5%	4,268	16	4,283	0%
ATC27	A156 High Street, South of Willingham Road	392	18	410	5%	297	18	315	6%	8,689	36	8,725	0%
ATC28	A156 High Street, South of Wapping Lane	255	26	281	10%	192	25	218	13%	6,041	51	6,092	1%
ATC29	B1241 Kexby Lane, East of Upton Road	17	0	17	0%	33	0	33	0%	755	0	755	0%
ATC30	Cottam Road, East of Westbrecks Lane	98	0	98	0%	35	0	35	0%	1,122	0	1,122	0%

Ref	Location Link	AM Development Peak Hour (06:00-07:00)				PM Development Peak Hour (19:00-20:00)				Daily (24 Hours)			
		Base	Dev	Base + Dev	% Change	Base	Dev	Base + Dev	% Change	Base	Dev	Base + Dev	% Change
ATC31	(located in Nottinghamshire) Headstead Bank, South of Broad Lane (located in Nottinghamshire)	4	0	4	0%	7	0	7	0%	181	0	181	0%
MCC1	A631/B1398 Middle Street Roundabout	397	322	719	81%	346	322	668	93%	-	-	-	-
MCC2	A15/A631 Roundabout	944	132	1,076	14%	630	132	762	21%	-	-	-	-
MCC3	A1500 Marton Road/Tillbridge Road/B1241 High Street/Saxilby Road staggered junction (Sturton by Stow)	302	8	310	3%	377	8	384	2%	-	-	-	-
MCC4	Gainsborough Road/Marton Road/High Street T-junction (Willingham by Stow)	74	0	74	0%	150	0	150	0%	-	-	-	-
MCC5	A156/A1500 Stow Park Road/Littleborough Lane staggered junction (Marton)	432	26	458	6%	381	25	406	7%	-	-	-	-
MCC6	Cottam Road/Power Station Access (located in Nottinghamshire)	107	0	107	0%	36	0	36	0%	-	-	-	-

Table 8-5: 2022 Overall Highway Network Peak and 2026 Development Peak Hour Comparison - Link and Junction Flows

Location		AM Development Peak Hour (06:00-07:00)	PM Development Peak Hour (19:00-20:00)	Existing Baseline Highway Network Peak Hour (2022)	Difference Between Development Peak Hours and Highway Network Peak	
Ref	Link	Base + Dev Total Trips	Base + Dev Total Trips	Overall Highway Network Peak Total Trips	AM Difference	PM Difference
ATC1	A631, West of School Lane	482	459	661	-179	-202
ATC2	A631, West of Minor Access South	295	282	573	-278	-291
ATC3	A631, West of Minor Access South	416	392	577	-161	-185
ATC4	A631, West of B1398 Middle Street	513	496	570	-58	-75
ATC5	B1398 Middle Street, North of A631	238	228	339	-101	-111
ATC6	A631, East of B1398 Middle Street	382	398	599	-217	-201
ATC7	B1398 Middle Street, South of A631	286	250	322	-35	-71
ATC8	A631, West of A15	361	335	474	-113	-139
ATC9	A15, North of A631	726	492	1,007	-280	-515
ATC10	A631, East of A15	264	229	504	-240	-274
ATC11	A15, South of A631	850	530	1,168	-318	-639
ATC12	Kexby Road, East of Northlands Road	7	10	20	-13	-10
ATC13	Common Lane, South of A631	4	4	10	-6	-6
ATC14	School Lane, South of A631	0	1	5	-5	-4
ATC15	Common Lane, East of Heapham	2	4	13	-12	-10
ATC16	Cow Lane, East of Upton	1	5	11	-10	-6
ATC17	Glentworth Road, East of Kexby	3	5	9	-5	-3
ATC18	Fillingham Lane, East of South Lane	6	8	16	-10	-8

Ref	Location Link	AM Development Peak Hour (06:00-07:00)	PM Development Peak Hour (19:00-20:00)	Existing Baseline Highway Network Peak Hour (2022)	Difference Between Development Peak Hours and Highway Network Peak	
		Base + Dev Total Trips	Base + Dev Total Trips	Overall Highway Network Peak Total Trips	AM Difference	PM Difference
ATC19	High Street, East of B1241	57	114	266	-209	-151
ATC20	Gainsborough Road, North of High Street	67	119	265	-197	-146
ATC21	Marton Road, South of High Street	11	25	38	-27	-13
ATC22	B1241, South of Cot Garth Lane	64	114	236	-172	-122
ATC23	B1241, North of Fleets Road	93	150	347	-254	-197
ATC24	A1500 Tillbridge Road, West of Thorpe Lane	216	192	513	-296	-321
ATC25	Saxilby Road, South of Queensway	102	150	352	-250	-202
ATC26	A1500 Stow Park Road, East of Adams Way	181	152	404	-223	-252
ATC27	A156 High Street, South of Willingham Road	410	315	845	-435	-530
ATC28	A156 High Street, South of Wapping Lane	281	218	532	-250	-314
ATC29	B1241 Kexby Lane, East of Upton Road	17	33	61	-44	-28
ATC30	Cottam Road, East of Westbrecks Lane (located in Nottinghamshire)	98	35	188	-90	-152
ATC31	Headstead Bank, South of Broad Lane (located in Nottinghamshire)	4	7	18	-14	-11
MCC1	A631/B1398 Middle Street Roundabout	719	668	1,082	-363	-414
MCC2	A15/A631 Roundabout	1,076	762	1,759	-683	-997

Location		AM Development Peak Hour (06:00-07:00)	PM Development Peak Hour (19:00-20:00)	Existing Baseline Highway Network Peak Hour (2022)	Difference Between Development Peak Hours and Highway Network Peak	
Ref	Link	Base + Dev Total Trips	Base + Dev Total Trips	Overall Highway Network Peak Total Trips	AM Difference	PM Difference
MCC3	A1500 Marton Road/Tillbridge Road/B1241 High Street/Saxilby Road staggered junction (Sturton by Stow)	310	384	1,092	-782	-708
MCC4	Gainsborough Road/Marton Road/High Street T-junction (Willingham by Stow)	74	150	320	-246	-170
MCC5	A156/A1500 Stow Park Road/Littleborough Lane staggered junction (Marton)	458	406	1,199	-741	-793
MCC6	Cottam Road/Power Station Access (located in Nottinghamshire)	107	36	330	-223	-294

8.18 The results shown in Table 8-4 and Table 8-5 are discussed below:

- As a result of three of the Principal Site Accesses being located off the A631, an additional 969 two-way vehicle trips are expected to utilise the A631 during each of the AM and PM development peak hours. In the AM peak, the increase from the future baseline traffic flows ranges from 24%-117% and in the PM peak it ranges from 25%-126%. The future baseline flows with development traffic remain below the existing baseline flows without development traffic during the highway network peak hour. Therefore, the Principal Site is not anticipated to generate traffic flows above the highway capacity on this part of the network during the AM and PM development peak hours.
- A total of 85 additional two-way vehicle trips are expected to utilise the B1398 Middle Street north of the A631 during each of the AM and PM development peak hours, resulting in a 55%-59% increase in the future baseline traffic flows. The future baseline flows with development traffic remain below the existing baseline flows without development traffic during the highway network peak hour.
- As a result of Principal Site access 4 being located off the B1398 Middle Street south of the A631, an additional 152 two-way vehicle trips are expected to utilise this road during each of the AM and PM development peak hours. The baseline traffic flows are relatively low at 135 vehicles in the AM development peak and 99 vehicles in the PM development peak. The additional trips resulting from the Scheme therefore equate to large percentage increases. Traffic flows increase by 113% in the AM development peak and 154% in the PM development peak, but this still equates to 35 fewer two-way trips in the AM development peak and 71 fewer two-way trips in the PM development peak than are recorded on the road during the existing baseline highway network peak hour. Therefore, the Principal Site is not anticipated to generate traffic flows above the highway capacity on this part of the network during the AM and PM development peak hours.
- A total of 64 additional two-way vehicle trips are expected to utilise the A15 south during both the AM and PM development peak hours. The increase in traffic flows is less than 10% during the AM development peak due to the high baseline of 786 two-way trips. The baseline in the PM development peak is slightly lower at 466 two-way trips, resulting in a 14% increase in traffic flows. Despite this, the PM future baseline flows with development traffic remain below the existing baseline flows without development traffic during the highway network peak hour. Therefore, the Principal Site is not anticipated to generate traffic flows above the highway capacity on this part of the network during the PM development peak hour.
- Although there is expected to be a 10% increase in traffic flows on the A156 south of Wapping Lane during the AM development peak hour and a 13% increase during the PM development peak hour, there will be fewer than 30 additional two-way vehicle trips during both the AM and PM development peak hours which is not considered to be significant as an increase of less than one vehicle every two minutes would be unlikely to cause any material impacts. Furthermore, the future baseline flows with development traffic remain below the existing baseline flows without development traffic during the highway network peak hour.
- The Principal Site is anticipated to result in fewer than 30 additional two-way vehicle trips and less than a 10% increase in traffic flows on the A156 south of Willingham Road, the A15 north, and the A1500;

- In terms of junctions, the increased trips along the A631, B1398 Middle Street and A15 contribute towards the % increase in AM and PM development peak baseline traffic flows being greater than 10% at the A631/ B1398 Middle Street roundabout and the A15/ A631 roundabout. The future baseline flows with development traffic remain below the existing baseline flows without development traffic during the highway network peak hour. Therefore, the Principal Site is not anticipated to generate traffic flows above the highway capacity on this part of the network during the AM and PM development peak hours. Fewer than 30 additional two-way vehicle trips and less than a 10% increase in traffic flows are expected during the development peak hours at the remaining four junctions.

8.19 The above analysis demonstrates that additional traffic movements as a result of the Scheme are within the overall capacity of the highway network and consequently, no junction modelling has been undertaken in support of this TA.

Highway Safety

Collision Record

8.20 A review of the existing collision record for the surrounding highway network is set out within Section 4.4 of this TA. An assessment of accidents and safety has been carried out and is summarised as follows:

- A total of 10 locations were identified as potential collision clusters, where five or more collisions occurred over the five-year study period, equating to more than one collision per year;
- A total of five collisions, four slight and one serious, were recorded in the vicinity of the A1500/ B1241 Sturton by Stow junction during the five-year study period, equivalent to one collision per year. All five collisions occurred at similar locations and as such, this part of the highway network is considered to be sensitive in terms of accidents and safety;
- There is expected to be a less than 10% hourly and daily increase in traffic flows at the A1500/ B1241 Sturton by Stow junction as a result of the Scheme. Therefore, the Scheme is not expected to adversely affect the collision record on this part of the highway network;
- At the remaining nine junctions or links between junctions with more than five collisions, the collisions occurred in different locations and were caused by different contributory factors. Therefore, no additional cluster sites or patterns have been identified and these parts of the highway network are not considered to be sensitive in terms of accidents and safety;
- For the remainder of the network within the Study Area, fewer than five collisions occurred at any junction or link between junctions within the five-year study period, equivalent to less than one collision per year. As such, these parts of the highway network are not considered to be sensitive in terms of accidents and safety; and
- Several links and junctions throughout the Study Area are expected to experience a greater than 10% increase in hourly traffic flows as a result of the Scheme. However, as shown in Table 8-5, in all cases, whilst there will be a greater than 10% increase in traffic during the AM and/ or PM development peak hours, the future baseline traffic flows with development traffic remain below the existing baseline traffic flows without development traffic during the highway network peak hour. Therefore, the Scheme is not expected to adversely affect the collision record on these parts of the highway network.

8.21 In view of the above, the Scheme is not expected to adversely affect the existing collision record of the surrounding highway network.

Glint and Glare Assessment

8.22 A Glint and Glare Assessment has been prepared in support of the DCO submission which is held within **PEI Report Volume II Appendix 16-1**. The assessment concludes the following:

- Solar reflections are possible at none of the 85 residential receptors assessed within the 1km study area. Therefore, overall impacts on residential receptors are considered to be **None**.
- Solar reflections are possible at two of the 95 road receptors assessed within the 1km study area. Upon reviewing the actual visibility of the receptors, glint and glare impacts reduce to **None** for all road receptors. Therefore, overall impacts are **None**.
- Eight runway approach paths and two Air Traffic Control Towers (ATCTs) were assessed in detail at Sturgate Airfield, RAF Scampton and Wickenby Airfield. Only Green Glare impacts were predicted for Runway 27 at Sturgate Airfield, which is an **acceptable impact** upon runways according to FAA guidance. Overall aviation impacts are **Low** and **Not Significant**.

8.23 No mitigation is required for the residential and road receptors due to the fact that no impacts were identified.

8.24 The effects of glint and glare and their impact on local receptors were analysed in detail. There is predicted to be **Low** impacts at one runway approach path, whilst the remaining aviation receptors are expected to have **No Impacts**. Impacts upon ground-based receptors are predicted to be **None**. Therefore, overall impacts are **Negligible**.

Mitigation and Management Measures

8.25 A wide range of measures (as detailed below) have been included as embedded mitigation within Section 15.7 within **PEI Report Volume I Chapter 15: Transport and Access** and will be implemented to minimise the traffic impacts of the Scheme on the highway network during the construction (and decommissioning) phases. The measures will be secured through the DCO, primarily by the F-CTMP as well as via the Framework Construction Environmental Management Plan (FCEMP) or the Framework DEMP.

Construction Phase (2025-2027)

Embedded Mitigation

8.26 Below is a list of embedded mitigation during the construction phase which form an integral, committed and deliverable part of the scheme design and will be included within the Scheme:

- Working hours of 07:00-19:00 resulting in construction staff travelling to/ from the site outside of the network peak hours, which makes use of the spare capacity on the highway network outside of the peak times;
- Provision of a F-CTMP for construction vehicles and construction staff, with further details below;
- A Framework CEMP and DEMP to accompany the ES and DCO submission;
- Utilising existing site accesses along the A631 and B1398 Middle Street for the Principal Site;
- Utilising the existing access arrangements for Cottam Power Station to access the Substation via Cottam Road;
- Providing sufficient, but capped, on-site car parking within four of the five Principal Site compounds to accommodate the expected peak parking demand of construction staff within the Principal Site. During the construction phase, staff car parking spaces will be capped at 500, with 150 spaces provided at Principal Site Accesses 1 and 4 and 100 spaces provided at Principal Site Accesses 2 and 3. Utilisation at each car park will be monitored and the potential to introduce additional parking during the peak construction period will be explored to ensure that parking does not occur outside of the Scheme Boundary;
- Construction staff are expected to be able to access other areas of the site using the internal shuttle service if required;
- Encouraging construction staff to car share to reduce single occupancy car trips, by promoting the benefits of car sharing such as reduced fuel costs and by providing dedicated parking spaces for those car sharing within the compounds. A Car Share Scheme will be implemented to match potential sharers and to help construction staff identify any colleagues who could potentially be collected along their route to/ from site;
- Implementing a shuttle service to transfer staff to/ from nearby catchment areas to reduce vehicle trips on the surrounding highway network. At this stage it is expected that shuttle services would follow the same distribution as the construction staff vehicle trips;
- Implementing shuttle services to transfer staff internally within the Principal Site as required to minimise external trips on the surrounding highway network;

- Implementing an internal shuttle service to transport staff directly from the Principal Site to the access points along the Cable Route Corridor. It should however be noted that it won't be possible to access the whole Cable Route Corridor internally due to barriers such as the River Trent. Further details of the routing between the Principal Site and the Cable Route Corridor will be included within the ES Transport Chapter;
- Restricting HGV movements to certain routes as outlined in Figure 3 within this TA and times of the day (avoiding the actual highway network AM and PM peak hours);
- Implementing a Delivery Management System to control the bookings of HGV deliveries from the start of the construction period. This will be used to regulate the arrival times of HGVs via timed delivery slots, as well as to monitor compliance with HGV routing;
- Implementing a monitoring system to record HGVs travelling to and from the Scheme, to record any complaints and/ or non-compliance with the agreed routing plan/ delivery hours and to communicate any issues to the relevant suppliers to ensure the correct routes are followed;
- Developing a communications strategy including regular meetings with sub-contractors to review and address any issues associated with travel to/ from the Scheme, as well as to relay information including any restrictions and requirements which should be followed;
- Implementing Temporary Traffic Management (TTM) where required during the period when the cable is installed to connect Cottam Substation with the Principal Site. TTM will be included within the DCO submission. Further details with respect to any TTM arrangements and timeframes for installing the cables will be set out within the F-CTMP and the ES Transport Chapter once known, in relation to the proposed management of the Cable Route Corridor crossing the highway;
- Positioning of suitably qualified Marshals/ banksmen at the proposed accesses for the Principal Site, to allow all vehicle arrivals and departures to be safely controlled during the construction period;
- Vegetation clearance at the proposed site access points where required to achieve appropriate levels of visibility at these locations;
- Implementation of local off-site highway improvements to accommodate ALLs travelling to the Principal Site e.g. pavement protection, temporary removal of street furniture, vegetation clearance including overhanging trees and lifting overheard cables, as required;
- Implementing highway improvements to accommodate construction vehicles at the site accesses across the Scheme e.g. carriageway widening and vegetation clearance, as required;
- Should emergency access be required at the four Principal Site Accesses, the site accesses along the Cable Route Corridor can be utilised;
- Maintaining access to/ along PRoW, or otherwise providing temporary PRoW diversion routes where necessary to avoid any PRoW closures or potential conflicts with the Scheme (i.e. for the one PRoW within the Principal Site and those impacted throughout the Cable Route Corridor), where possible. The diversion routes will be agreed with the LHAs prior to construction;
- Providing 12 cycle parking spaces (1% of the peak construction staff) within the Principal Site to encourage construction staff to travel by bicycle where viable. There is no specific cycle parking standard for the land use of the Scheme but based on professional judgement and the location of the Scheme

in a rural setting, we believe this to be an appropriate number of spaces for the Scheme. Depending on the compound design during the construction phase of the Scheme, there may be an opportunity to provide more. This will be explored further at the ES stage;

- Overseeing the appropriate management of AILs travelling to and from the Scheme. A specialised haulage service will be employed to allow AILs to transport components with the necessary escort, permits and traffic management, with the contractor consulting with the relevant highway authorities to ensure the correct permits are obtained. This is a standard measure to help accommodate abnormal loads and will therefore be included within the DCO submission, secured by the F-CTMP. The police will also be given advanced notification under the Road Vehicle Authorisation of Special Types Order 2003. AILs are currently forecast for the transportation of the two Substations to be located on-site within the Principal Site; and
- Exploring potential opportunities to combine mitigation (including some of the above measures) for the West Burton Solar Farm, Cottam Solar Farm and Gate Burton Solar Energy Park schemes in order to reduce cumulative impacts during the construction phase (see **PEI Report Volume I Chapter 17: Cumulative Effects**). This could include sharing the shuttle services to transport construction staff to/ from multiple sites, sharing construction compounds to consolidate trips or sharing the access points to install and maintain the Cable Route Corridor. Final details will be set out as the design of the Scheme is developed further and once further details in relation to the other solar farm schemes are known.

Framework Construction Traffic Management Plan and Travel Plan

8.27 The F-CTMP (**PEI Report Volume II Appendix 15-2**) outlines and promotes sustainable travel options for usage by construction staff travelling to/from the Principal Site. The following staff vehicle measures and controls will be included within this document:

- Car share scheme;
- Optimisation of staff routing;
- Optimisation of staff arrival and departure times;
- Car parking strategy and parking permit scheme;
- Shuttle bus service monitoring; and
- Cap on vehicle numbers.

8.28 At this stage of the Scheme, the F-CTMP and Framework Travel Plan are combined into one document. However, it is expected that a detailed CTMP and Travel Plan, either as a combined document or two separate documents, will be produced prior to the construction phase beginning which will be produced by the Contractor.

Additional Mitigation and Enhancements

8.29 The following additional mitigation measures will be considered for the construction and decommissioning phases to provide added benefits at either ES stage (as part of the DCO submission) or post-submission:

- The proposed Principal Site Accesses are existing accesses on the highway network and therefore, a Stage 1 Road Safety Audit (RSA) will only be required if significant modifications are necessary. Once the Principal Site Access layouts have been confirmed and swept path analysis undertaken at

ES stage, the requirement for a Stage 1 RSA will be assessed. The Cable Route Corridor is expected to require new accesses on the highway network and therefore Stage 1 RSAs may be required for these. This will be confirmed at ES stage once the Cable Route Corridor access locations and layouts are known. Any Stage 1 RSAs undertaken (once the preliminary access designs have been finalised) will be compliant with DMRB GG119 and a Designer's Response will be prepared so that any road safety concerns are addressed as part of the detailed/ final design.

- Potential carriageway widening and vegetation clearance will be determined, if necessary, as part of identifying the Principal Site Access and Cable Route Corridor access layouts, including swept path analysis and visibility splays.
- Potential carriageway widening and vegetation clearance will be determined, if necessary, as part of the AIL route review and swept path analysis to accommodate the movement of the AILs to/ from the Scheme. It is anticipated that an abnormal loads specialist will undertake a detailed assessment of the abnormal vehicles required for the Principal Site and Cable Route Corridor.

8.30 No enhancement measures have been identified at this stage. Discussions in relation to the creation of new permissive paths to be provided during the operational phase are currently ongoing and proposals will be finalised at the ES stage.

8.31 Liaison with the local councils will take place to see if contributions to any enhancements locally are appropriate.

Operational Phase (2027 for 40-60 years)

8.32 Although an assessment of the operational phase has been excluded from this TA due to the low number of trips anticipated to be generated during the network peak hours, the below embedded design mitigation measures will be implemented during the operational phase and will be secured through the Framework Operation Environmental Management Plan (OEMP):

- Providing suitable access points for operational vehicles, these are expected to remain the same as the four construction access points into the Principal Site;
- Converting the internal construction routes to maintenance routes, to allow operational vehicles to access all areas of the Principal Site via the proposed access points during the operational phase;
- Maintaining access to all existing PRow within the Scheme, with no diversions or closures; and
- Controlling areas where the internal maintenance route crosses any existing PRow or local access roads (such as providing gates), permitting only operational traffic to utilise these internal routes within the Principal Site. Operational traffic should give-way to other users (pedestrians and road users) when utilising the crossing points. Visibility will be maximised between operational vehicles and other users, with warning signage provided if required.

Decommissioning Phase (40-60 year lifespan so no earlier than 2067)

- 8.33 The decommissioning scenario is considered to be too far into the future to be able to accurately predict traffic flows or junction layouts at that time. Furthermore, the decommissioning period is expected to be similar to the construction phase but with fewer vehicle trips over a shorter time period. It is therefore broadly accurate and robust to assume that the impacts will be the same as, or less than, the construction phase impacts.
- 8.34 A Framework DEMP will be developed in advance of the decommissioning phase to control the potential impacts. Construction mitigation measures in support of the decommissioning phase will also be outlined in the ES Transport Chapter and the F-CTMP.

9. Walking and Cycling Review

Assessment Scenarios

9.1 The following scenarios have been examined qualitatively as part of the review of walking and cycling:

- Existing Baseline (2022);
- Future Baseline (2026);
- Peak Construction Year (2026);
- Operational Phase (2027 for 40-60 years); and
- Decommissioning Period (40-60 year lifespan, so no earlier than 2067).

Existing Baseline (2022)

9.2 Details relating to the existing pedestrian and cycle networks are presented within Section 4 of this TA.

Future Baseline (2026)

9.3 No additional transport schemes are anticipated to affect the assessment and consequently, the future baseline conditions are expected to reflect the existing pedestrian and cycle networks presented within Section 4 of this TA.

Construction Phase (2026)

PRoW

9.4 Access to the single existing PRoW (Gltw/85/1) within the Principal Site will be maintained during the construction phase. **PEI Report Volume I Chapter 14: Socio-Economics and Land Use** states that woodland screening measures are proposed to mitigate against any potential amenity impacts. At this stage of the project, the PRoW required to be closed or diverted within the Cable Route Corridor are unknown, but it is expected that measures will be limited to a few temporary local PRoW diversions or crossing points around the Cable Route Corridor works area when the cables are installed. Further assessment of the impacts associated with the construction of the Cable Route Corridor, including an assessment of the PRoWs located within the Cable Route Corridor, will be carried out within the ES Transport Chapter.

9.5 The PRoW will be managed throughout the construction phase to ensure that routes can continue to be used as safely as possible. The existing PRoW widths will be maintained for all PRoW throughout the construction phase. Additional details will be provided within the ES Transport Chapter as the design of the Scheme is developed further.

Mitigation and Management Measures

9.6 In order to minimise the traffic impacts of the Scheme on pedestrians and cyclists during the construction and decommissioning phases, the following measures will be implemented:

- Maintaining access to/ along PRow during the construction phase, including existing widths for PRow users.
- Providing temporary local PRow diversion routes points where necessary e.g. when the Cable Route Corridor is installed, to avoid any PRow closures. Each diversion will be clearly marked out, along with appropriate signage at either end of the diversion. The diversion routes will be agreed with the relevant local authority prior to the construction of the Scheme. Existing PRow will be reinstated once construction access is no longer required. Public access will be retained throughout the period of localised PRow diversions.
- Providing sufficient protection/ separation between existing PRow and the proposed construction route and works areas using mesh, Heras, or other similar types of fencing where necessary, to maximise the safety of PRow users within the Principal Site.
- Managing areas where the internal construction route crosses any existing PRow (where these are unable to be diverted), by maximising visibility between construction vehicles and other users (e.g. pedestrians and cyclists), implementing traffic management e.g. advanced signage to advise other users of the works, as well as manned controls at each crossing point (marshals/ banksmen), with a default priority that construction traffic will give-way to other users.
- Providing sufficient cycle parking spaces within the Principal Site to encourage construction staff to travel by bicycle where viable (12 cycle parking spaces to be provided and monitored).
- Providing an internal shuttle service to transfer construction staff to/ from the Cable Route Corridor, in order to reduce traffic to this portion of the Scheme and therefore the number of potential PRow interactions (i.e. vehicles crossing PRow to access different areas across the site).
- Developing a communications strategy including regular meetings with contractors to review and address any issues associated with walking or cycling to/ from the Scheme, as well as to relay information including any restrictions and requirements which should be followed.

Impact Assessment

- 9.7 The Scheme is not expected to have any adverse impacts on pedestrians and cyclists during the construction phase, with the above mitigation and management in place. **PEI Report Volume I Chapter 14: Socio-Economics and Land Use** concludes that construction of the Principal Site will have **no effect** on users of PRow Gltw/85/1 as it will both remain accessible and woodland screening measures are proposed to mitigate against any potential amenity impacts.

Operational Phase (2027 for 40-60 years)

- 9.8 The existing PRow which pass through or run adjacent to the Scheme Boundary are expected to be unaffected during the operational phase. **PEI Report Volume I Chapter 14: Socio-Economics and Land Use** concludes that there will be **no effect** on users of PRow arising from the Scheme during the operational phase.
- 9.9 It is not expected that any TTM, PRow diversions or closures will be required and the majority of vehicles accessing the Site will be maintenance vehicles and will be nominal in number.

9.10 The Scheme will retain the existing links to adjacent PRow routes and highways as at present. The operational phase of the Scheme will include the following measures:

- Maintaining access to the one existing PRow within the Principal Site, with no diversions or closures (any PRow temporarily diverted during the construction phase will be reinstated during the operational phase).
- Controlling areas where the internal maintenance route crosses any existing PRow (such as by providing gates), permitting only operational traffic to utilise these internal routes within the Principal Site. Operational traffic would give-way to other users when utilising the crossing points. Visibility will be maximised between operational vehicles and other users, with warning signage provided if required.

Decommissioning Phase (40-60 year lifespan so no earlier than 2067)

9.11 During the decommissioning phase, it is anticipated that the PRow will be managed in a similar way to the construction phase. There are not expected to be any PRow closures although some minor local diversions are likely to be required to provide safe access across the Principal Site whilst decommissioning activities are taking place. These diversions will be temporary and are expected to be similar in nature and duration to those during the construction phase.

9.12 A Framework DEMP will be prepared to accompany the ES and DCO submission to provide further details of the proposed mitigation relating to PRow during the decommissioning phase.

9.13 As part of the decommissioning phase, walking and cycling routes will be returned to their existing baseline conditions i.e. prior to any changes made in relation to the Scheme during previous phases, which will include the removal of any permissive paths established during the operational phase.

10. Summary and Conclusion

10.1 The main construction phase of the Scheme is predicted to commence in Q3 2025 and will last 24 months. The anticipated construction, operational and decommissioning periods are as follows:

- Construction Period (Q3 2025 to Q3 2027);
- Operational Period (Q3 2027 for 40-60 years); and
- Decommissioning Period (40-60 year lifespan, so no earlier than 2067).

10.2 It is anticipated that, as a reasonable worst-case, there will be 10 to 12 staff on-site daily during the operational phase. In addition, it is anticipated that there could be an average of five visits per week with four-wheel drive vehicles, HGVs or transit vans for maintenance purposes. This equates to approximately one trip per day.

10.3 During the construction phase, the peak and average daily number of HGVs and construction staff required for the Principal Site are identified below. To provide a robust assessment, the peak forecast numbers account for daily variation and peak daily movements:

- Peak –120 HGV deliveries (240 movements per day) and 1,250 construction staff (persons); and
- Average – 65-70 HGV deliveries (130-140 movements per day) and 500 construction staff (persons);

10.4 The design life of the Scheme is expected to be between 40-60 years and therefore the decommissioning assessment year is assumed to be no earlier than 2067. Decommissioning is expected to take between 12 and 24 months and would be undertaken in phases. The effects of decommissioning are considered to be similar to, or of a lesser magnitude than, construction effects, however as engineering approaches and technologies evolve over the operational life of the Scheme, the specific method of decommissioning is unknown.

10.5 During the construction peak, it is assumed that 600 construction staff (48% of persons at the peak construction) would be transferred to/ from the Principal Site by shuttle service (e.g. mini-bus and/ or coach). 650 construction staff (52% of persons at the peak of construction) would travel by private vehicle with an average vehicle occupancy of 1.3 staff per vehicle, which results in 500 staff vehicles (1,000 daily movements).

10.6 Four accesses are identified to be utilised for the Principal Site via the A631 and B1398 Middle Street. In addition, site accesses are to be provided along the Cable Route Corridor. Existing tracks which run throughout the Principal Site will be utilised as internal routes to move construction vehicles and staff internally between different areas during the construction period.

10.7 At this stage of the project, marshals are expected to be used to manage the crossing of the local highways which are within the Scheme, such as School Lane and Common Lane. Utilising existing internal routes also minimises the need for construction vehicles to use the local rural roads such as Common Lane and Kexby Lane as HGV routes and minimises the need to build any new road infrastructure within the Principal Site.

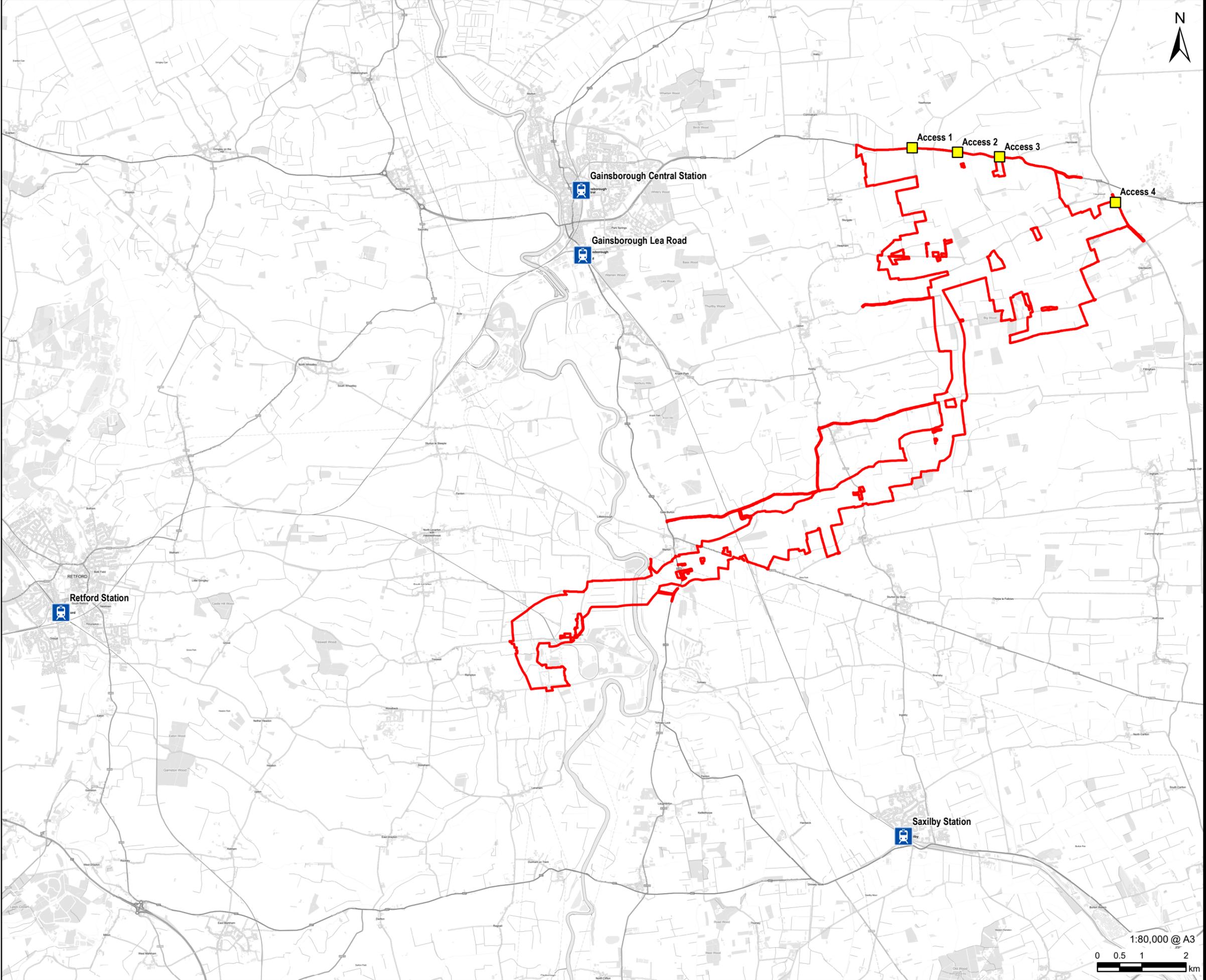
- 10.8 The Cable Route Corridor runs through the counties of Lincolnshire and Nottinghamshire, separated by the River Trent. The Cable Route Corridor runs in a southwest direction from the Principal Site to the point of connection at Cottam Substation.
- 10.9 This TA accords with various policies and guidance including the NPS EN-1, NPS EN-3, NPPF, NPPG, and the various regional and local documents, to assess the likely impacts of the Scheme and identify any required mitigation. In accordance with the NPS EN-1, NPS EN-3 and the NPPF, this TA demonstrates that the Scheme would not result in an unacceptable impact on highway safety. An assessment of the residual cumulative impacts of the development on the road network will be assessed at ES stage.
- 10.10 A number of traffic surveys (ATCs and MCCs) were undertaken to identify the existing (2022) and future baseline (2026) traffic flows on the highway network surrounding the Scheme Boundary, including the A631, A15, B1398 Middle Street as well as the highway network surrounding the Cable Route Corridor such as A1500 and Cottam Road.
- 10.11 The Scheme has been designed to minimise vehicle trips on the local highway network through the working hours of 07:00-19:00 with construction staff to arrive and depart the Scheme outside of the actual highway network peak hours and therefore using spare capacity on the highway network outside of the peak times. The scheme is to provide shuttle bus services to transfer staff to and from the Principal Site and provides an appropriate level of construction staff car parking on site to minimise the number of construction staff vehicles on the highway network.
- 10.12 In accordance with the peak parking demand identified in Table 6-2:, during the construction period the construction staff car parking spaces will be capped at 500 across the Scheme across the four accesses. Currently it is envisaged that 12 cycle parking spaces will be provided within the Principal Site for construction staff and operational staff to use.
- 10.13 There are a limited number of bus and rail services before 07:00 and after 19:00 and the nearest rail station is located some distance from the site. It is therefore considered unlikely that the existing bus services in the vicinity of the Scheme (or rail in general) will provide viable options for construction staff to travel to and from the Scheme during the construction working hours of 07:00-19:00.
- 10.14 One existing PRoW is located within the Principal Site and is in the part of site designated as a potential area of ecological enhancement, therefore, it is not expected that any works related to the construction of the Scheme will impact the operation of the PRoW. The ES Transport Chapter will provide a refined list of PRoW that are likely to be impacted by the Scheme once the final extent of the Scheme has been confirmed and finalised, as the Cable Route Corridor is yet to be finalised.
- 10.15 The TA identifies the potential impacts of the development on the transport networks during the construction, operational and decommissioning stages of the Scheme. This has been informed by a review of both the existing capacity and safety record of the surrounding highway network.
- 10.16 The analysis provided within this TA demonstrates that additional traffic movements as a result of the Scheme are within the overall capacity of the

highway network and consequently, no junction modelling has been undertaken in support of this TA.

10.17 In view of the above, the Scheme with respect to transport and access is considered to be in accordance with relevant national and local policy as demonstrated within this TA, by providing mitigation to avoid any adverse impacts on highway safety or any 'severe' impacts on the road network.

Figure 1: Selected Bus Stops Closest to the Scheme

Figure 2: Local Railway Stations



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LEGEND
[Red Outline] Scheme Boundary
[Blue Train Icon] Local Railway Station
[Yellow Square] Potential Site Accesses for the Principal Site

NOTES
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ISSUE PURPOSE
TRANSPORT ASSESSMENT
PROJECT NUMBER
60677969
FIGURE TITLE
Local Railway Stations

FIGURE NUMBER
Figure 2

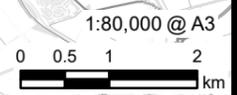
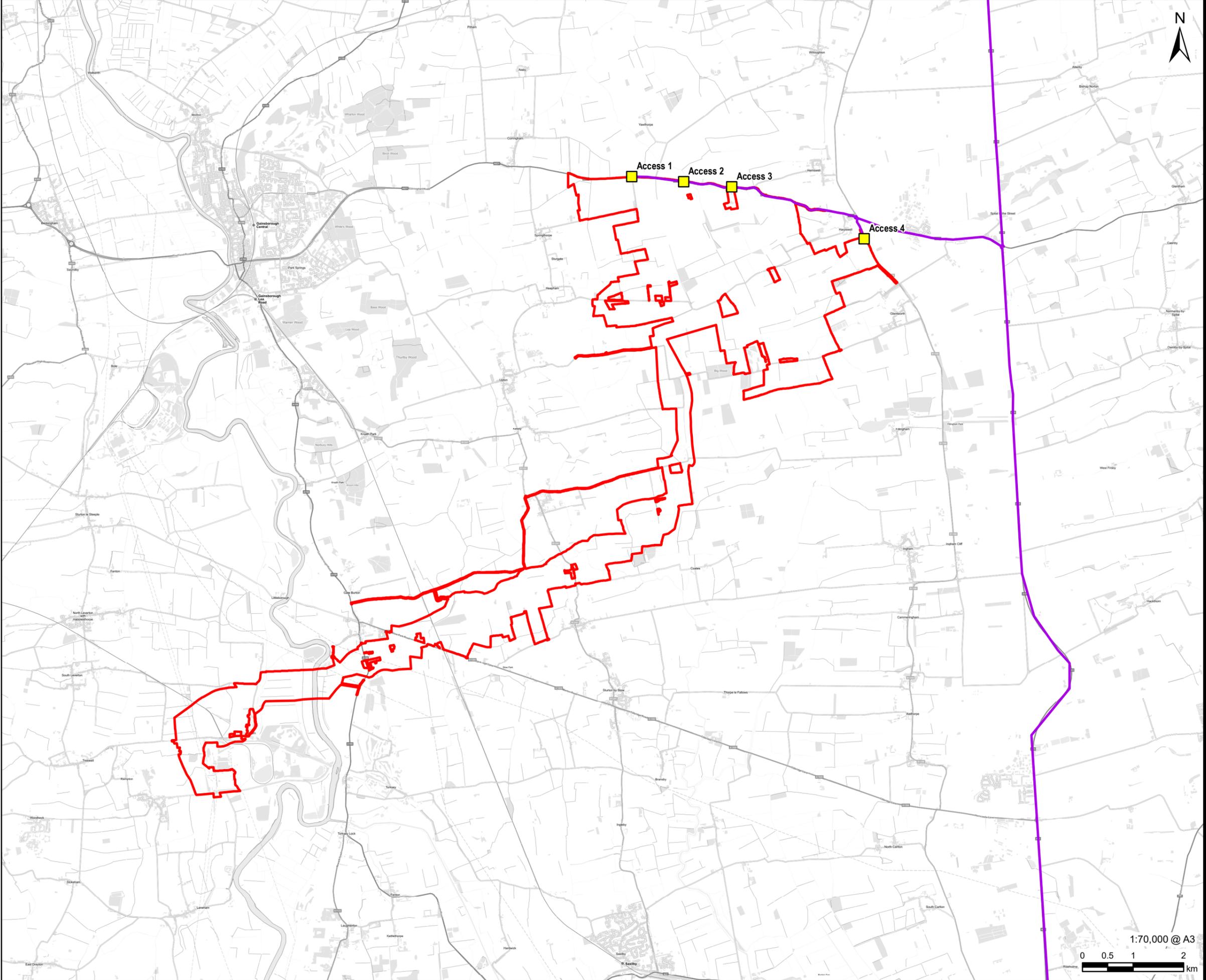


Figure 3: Proposed HGV Route - Principal Site

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LEGEND

- Scheme Boundary
- Potential Site Accesses for the Principal Site
- HGV Route

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ISSUE PURPOSE
TRANSPORT ASSESSMENT
PROJECT NUMBER
60677969

FIGURE TITLE
Proposed HGV Route - Principal Site

FIGURE NUMBER
Figure 3

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Annex A. Consultation with LHAs

Title	Tillbridge Solar Consultation with Lincolnshire County Council and Nottinghamshire County Council	
Date	19/01/2023	
Location	Microsoft Teams	
Meeting Chair	Sean O’Connell - AECOM	
Tillbridge Solar attendees	Role/Organisation	Abbreviation
Sean O’Connell	Associate Director - AECOM	SOC
Caroline Reeve	Associate Director – AECOM	CR
Stuart Tweedy	Principal Consultant - AECOM	ST
Weronika Rybinska	Consultant - AECOM	WR
Olivia Ross	Consultant - AECOM	OR
Lincolnshire District Council attendees		
Ian Field	Technical Development Manager	IF
Nottinghamshire District Council attendees		
Martin Green	Highways Development Control Officer	MG

1	<p>Welcome and Introductions</p> <p>SOC welcomed all to the meeting. Attendees were asked to provide a brief introduction to themselves and their role.</p>	
2	<p>Presentation by Tillbridge Solar</p> <p>The Tillbridge Solar team provided a short presentation on the proposed development and introduced the following areas:</p> <ul style="list-style-type: none"> • The scheme overview in terms of transportation. • The indicative construction staff trip generation and construction staff distribution. • An overview of the proposed Principal Site Access arrangements and the proposed HGV routing. 	

	<ul style="list-style-type: none"> • A summary of the traffic survey locations, PIC study area and PRoW in the local area. • An overview of the approach to Abnormal Indivisible Loads (AILs), the cumulative schemes and the potential Cable Route Corridor access points. • A summary of the approach to the Transport Assessment (TA) and an outline of the EIA methodology. 	
3	<p>Discussion points</p> <p>During the presentation by the Tillbridge Solar team, time was provided for discussion with attendees:</p> <p>Slide 2; Overview – Discussion Points:</p> <p>SOC talked through the overview of Scheme and work done to date.</p> <p>Slide 3; Scheme Overview - Discussion Points:</p> <p>SOC talked through the Scheme study area and its location within Lincolnshire County Council (LCC) and Nottinghamshire County Council (NCC). Mention was made of the minor roads running through the Principal Site, the anticipated construction period and the peak being assessed. Details of the operational and decommissioning phases were also outlined.</p> <p>IF stated he was not aware of this scheme, only the others in the area. Concerns around the schemes overlapping and the potential impacts of them all going ahead at once were raised.</p> <p>SOC agreed that they overlap and stated this is discussed on a later slide.</p> <p>Slide 4; Trip Generation - Discussion Points:</p> <p>SOC talked through the construction staff trip generation numbers, the proposed construction hours and the proposed mode shares based on utilising a mini-bus service for some staff. He explained that four access points are proposed (as shown on the figure included in the slide) and each will have its own capacity-limited car park.</p> <p>WR mentioned that the worst-case scenario is being assessed which assumes 1250 staff with 500 staff travelling by private vehicle. The rest are assumed to travel via the mini-bus service during the peak construction phase. However, it was noted that</p>	

the average daily number of staff on Site over the whole construction period is expected to be 500.

Q) WR asked if there are any comments on the working hours.

A) IF responded that there are no issues from a highway perspective. He agreed that avoiding the peak hours and any school traffic for example was a good approach to take.

Q) WR asked if there are any comments on the assumption of 1.3 vehicle occupancy. SOC mentioned that 1.3 is based on experience from previous projects and the car parking capacity is being capped to minimise impacts on the network.

A) No further comments were raised by IF or MG regarding the mode share and car occupancy assumptions.

Slide 5; Staff Distribution - Discussion Points:

SOC talked through the methodology for the construction staff distribution and explained that the trip generation has been applied to estimate the impacts on the local roads. He stated that baseline traffic flows plus the estimated peak construction traffic flows have been compared with the overall highway network peak hour flows to conclude that with the construction traffic, traffic flows are lower than the peak. Therefore, no highway capacity issues are anticipated.

No comments raised by IF or MG regarding the assessment methodology.

Slide 6; Site Access Arrangements - Discussion Points:

SOC talked through the proposed site access points which are all existing access points on the network. He mentioned that the accesses have reasonable visibility but may need to be widened and improved (if deemed necessary).

Q) SOC asked what level of detail is required at the submission stage for the site accesses. Are visibility splays, vehicle swept paths and Road Safety Audits (RSAs) required?

A) IF stated they would expect vehicle swept path analysis and visibility splays, to demonstrate that vehicles can enter and egress the site accesses safely and whether any adjustments to the site accesses are required, for example vegetation clearance.

<p>A) IF stated that an RSA is not necessary unless significant changes are being made to the site accesses. If nothing major is being changed, an RSA is not required.</p> <p>Q) WR asked whether an RSA is needed for the Cable Route Corridor (CRC) access points which are not existing accesses.</p> <p>A) IF and MG agreed that for Section 184s (temporary vehicle accesses) an RSA is not necessary but for Section 278s (offsite highway works or local highway amendments) an RSA would be necessary.</p> <p>Q) SOC stated that the minor roads running through the Principal Site will be marshalled and we therefore assume that an RSA would not be needed for this. Is this the case?</p> <p>A) IF confirmed that this would just need to be mentioned in the traffic management section of the F-CTMP.</p> <p>Action: LHAs have requested the inclusion of vehicle swept path analysis and visibility splays for the Principal Site Accesses in the F-CTMP and vehicle swept path analysis, visibility splays and RSAs for the CRC in the F-CTMP.</p> <p>Slide 7; HGV Routing - Discussion Points:</p> <p>SOC talked through the proposed HGV distribution on the A15 and the car park requirements based on the construction peak. He stated that there may be potential to change the number of spaces between the site accesses depending on demand when the construction progresses. SOC reiterated that the parking allocation is based on the peak period construction staff numbers.</p> <p>WR stated that the workers will be spread out across the four accesses and will be allocated a car park location based on where they are working to ensure additional movements on the local highway network during the day are limited.</p> <p>SOC stated that all staff will arrive and depart from the four accesses in the morning and evening peaks, including CRC staff, and then travel via mini-bus to the part of the Scheme they are working on.</p> <p>Q) OR asked if the approach for all HGVs to travel from the east using the A15 is a reasonable assumption.</p>	<p>AECOM Action</p>
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A) IF stated he is happy with the approach, but slightly surprised HGVs are restricted to coming from the east as other schemes do use the west. He stated that it is likely for some vehicles to come from the west from, for example, Doncaster. IF stated that he does not have a problem with some traffic coming from the west through Gainsborough if it remains on the A-roads.

A) WR reiterated that the approach was taken to assess the worst-case scenario and display the most realistic routes from the strategic highway network.

Q) WR asked if we can also assume this distribution for the CRC HGV routing. For example, the HGVs will use the A15, A1500 and A156 to access the CRC site accesses, within LCC.

A) IF stated that it would not be a problem if the HGVs are restricted to the A-roads.

A) MG stated that in NCC the routes will be limited to the A57 as all other roads are minor roads or tracks which would be utilised to access Cottam Power Station.

Slide 8; Traffic Survey Locations - Discussion Points:

SOC talked through the traffic surveys that were carried out last year to form the baseline traffic data to assess the impact of the Scheme. The initial assessment indicates that the Scheme is unlikely to result in any additional congestion on the network.

Q) WR asked whether any other surveys should be carried out.

A) IF stated that the approach could include some HGV traffic being distributed from the west. An assessment of some of the junctions in Gainsborough would then be required with traffic surveys undertaken. He stated that it may be raised later down the line so might be worth taking this approach going forwards.

A) SOC stated that a sensitivity test assuming some HGV traffic from the west could be considered and compared against the assessment scenario using only the east. The worst-case scenario could then be taken forwards.

A) MG stated that the A631 junction from the A1 in the Doncaster area is often congested.

<p>A) SOC stated that we could review the assumptions made for the HGV routing and include any sensitivity testing as part of the F-CTMP.</p> <p>Action: Consider sensitivity test with some HGVs distributed from the west. Assess whether additional traffic surveys are required in Gainsborough.</p> <p>Slide 9; Collision Study Area - Discussion Points:</p> <p>SOC talked through the collision data study area and analysis of 5-years of data completed for the assessment.</p> <p>Q) WR asked whether the study area needs to be extended.</p> <p>A) IF stated he is happy with the extent of the study area as it covers all the main analysis junctions and A-roads.</p> <p>A) MG stated that the West Burton Scheme has proposed a fusion plant. He stated that when you look at the proposals in isolation, the impacts look reasonable, but the main concern is what happens when all the construction staff, HGVs and abnormal loads arrive on the same day.</p> <p>A) SOC stated that a cumulative assessment will be included in the submission.</p> <p>Slide 10; PRoW - Discussion Points:</p> <p>SOC mentioned that we are also including an assessment of impacts on the public rights of way (PRoW). During construction it is intended that all PRoWs will remain open, and diversions and marshals will be used to avoid any closures. There are several PRoWs within the CRC but we haven't gone into much detail on these yet as the CRC extent/ alignment is not fully confirmed at this stage. Further details will follow in the ES.</p> <p>Q) WR asked whether a PRoW management plan should be included within the F-CTMP or as a standalone document.</p> <p>A) IF stated that it depends how much impact there is on the PRoW. If the impacts are minor, it can be included within the F-CTMP but if the impacts are major, it would help to have a separate document outlining the management details.</p>	<p>AECOM Action</p>
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<p>Q) CR asked about the definitive mapping on the LCC/ NCC website and whether any mapping of permissive paths is available.</p> <p>A) IF stated that he is not sure whether such mapping has been done in the area. He stated that other solar farms in the area have been asked to provide additional permissive paths so people can continue to use the area. This is a good benefit to help alleviate concerns from residents. He stated that CR will need to speak directly with the PRow officer to find out about the permissive path mapping.</p> <p>Action - Discuss the potential of providing permissive paths within the Scheme with the client and CR to get in touch with the PRow officer at LCC/ NCC (as per the raised comment).</p> <p>Slide 11; Abnormal Loads – Discussion Points:</p> <p>SOC talked through the abnormal load assessment related to the two Substations.</p> <p>WR stated that we are assuming a similar HGV routing strategy to the Principal Site, using the A15, as an ‘Abnormal Load Study’ has already been undertaken on this road. She also mentioned there is potential for other abnormal loads to be required in relation to the cable drums for the CRC. She reiterated that we don’t have that level of detail at the moment but again the routing would be similar to the one assumed for the HGV routing to the NCC part of the CRC, from the south via the A57.</p> <p>Slide 12; Cumulative Schemes – Noted Discussion Points:</p> <p>SOC talked through the cumulative impact assessment and figure showing the four solar schemes in the area. He mentioned the potential CRC overlap and stated that the timing of construction and location of access points will be considered when assessing the cumulative effects. Cottam and West Burton Solar Farms both propose to use the A15 and Cottam Parcel 2 is located near to the Principal Site, with the routing proposed via the A631. He reiterated that the cumulative impact assessment will be included in the ES, highlighting that our peak development assessment hours differ from the other schemes so even for the assessment of the cumulative schemes there is likely to be little overlap.</p> <p>Q) MG asked if the same Cable can be used rather than each individually doing their own.</p>	<p>AECOM Action</p> <p>AECOM Action</p>
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A) SOC stated that it would make sense and that it was understood that the various parties are in discussion about this matter. He asked CR and ST if we can commit to it at this stage.

A) CR stated that the CRC is behind in the design stages but collaboration with other developers is ongoing, there just isn't a definitive answer yet.

A) WR reiterated that other schemes are ahead of us so their ES reports will be available soon and we will be able to use these within our assessment, allowing us to have more detail.

Slide 13; Cable Route Corridor Access – Discussion Points:

SOC reiterated that the design of the CRC is not as advanced as the Principal Site and additional access points will need to be finalized. The CRC has a lower number of construction staff (25) so it is not a large operation, but additional points of access will be required.

NCC and LCC did not raise any comments in relation to the potential locations/ roads for the CRC access points.

Slide 14; TA Approach – Discussion Points:

SOC stated that the TA will be included as an appendix to the PEI Report and talked through the format of the document. The F-CTMP will be submitted as another appendix and will include construction staff travel plan details within the document.

Slide 15; EIA Methodology – Discussion Points:

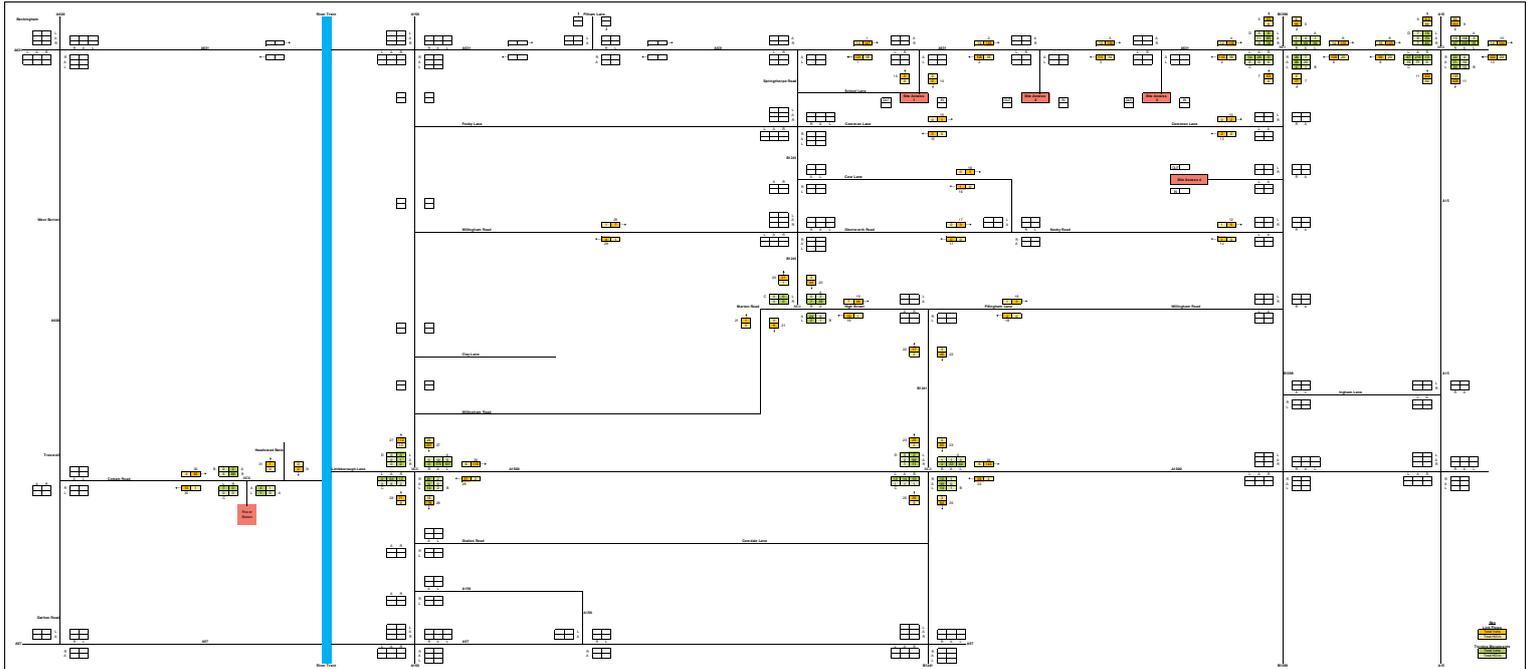
SOC talked through the EIA methodology used for our assessment.

Q) WR stated that we are not proposing to undertake junction modelling unless there is a particular concern. Are there any concerns with this approach?

A) IF stated that if the hours of operation are as you've stated, the traffic will not be there in the peak hour so there is no need for junction modelling.

A) SOC reiterated that driver delay is included in the assessment using the baseline survey data rather than capacity assessments.

Annex B. Baseline Traffic Flows Diagrams (2022 and 2026)

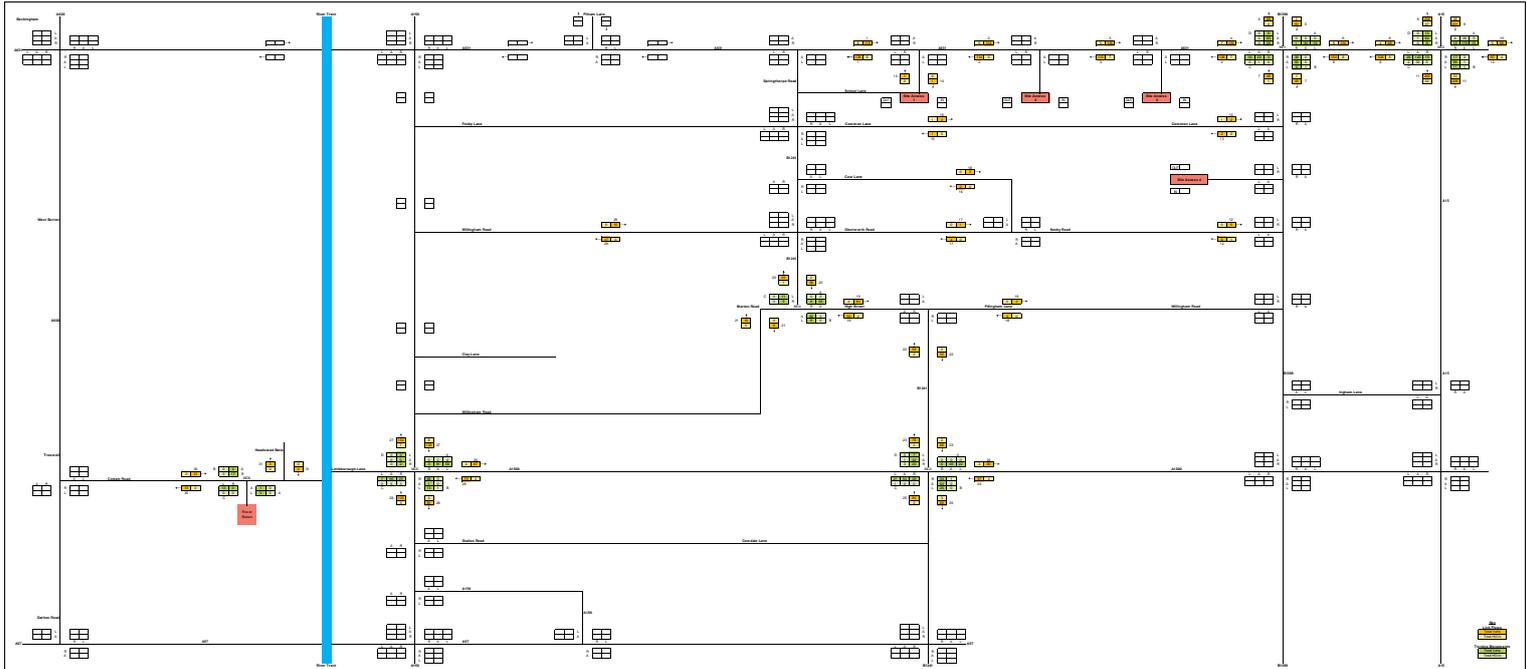


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Project Status	2024-2025 (2024-2025) (2024-2025)
Project Manager	2024-2025 (2024-2025) (2024-2025)
Project Engineer	2024-2025 (2024-2025) (2024-2025)
Project Designer	2024-2025 (2024-2025) (2024-2025)
Project Checker	2024-2025 (2024-2025) (2024-2025)
Project Approver	2024-2025 (2024-2025) (2024-2025)

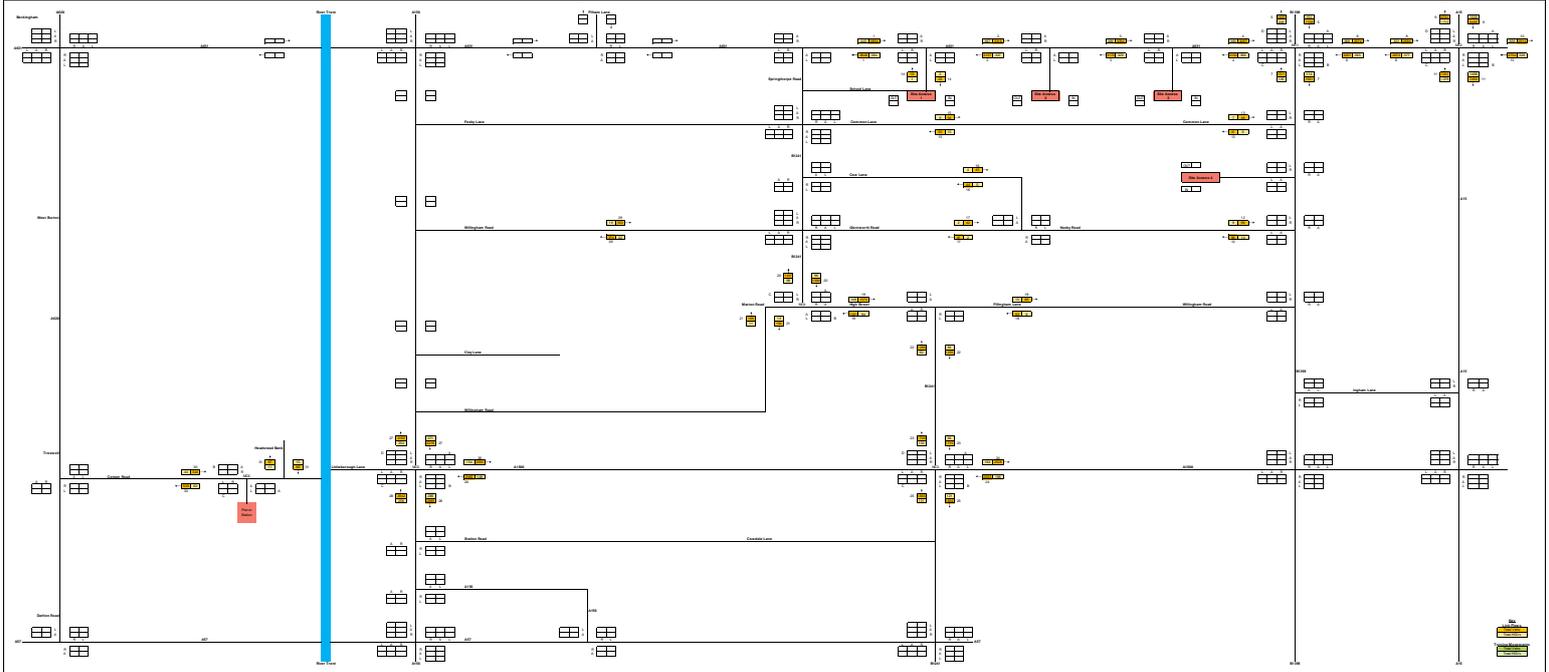


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2000 North Star - 750 000 000 000 000

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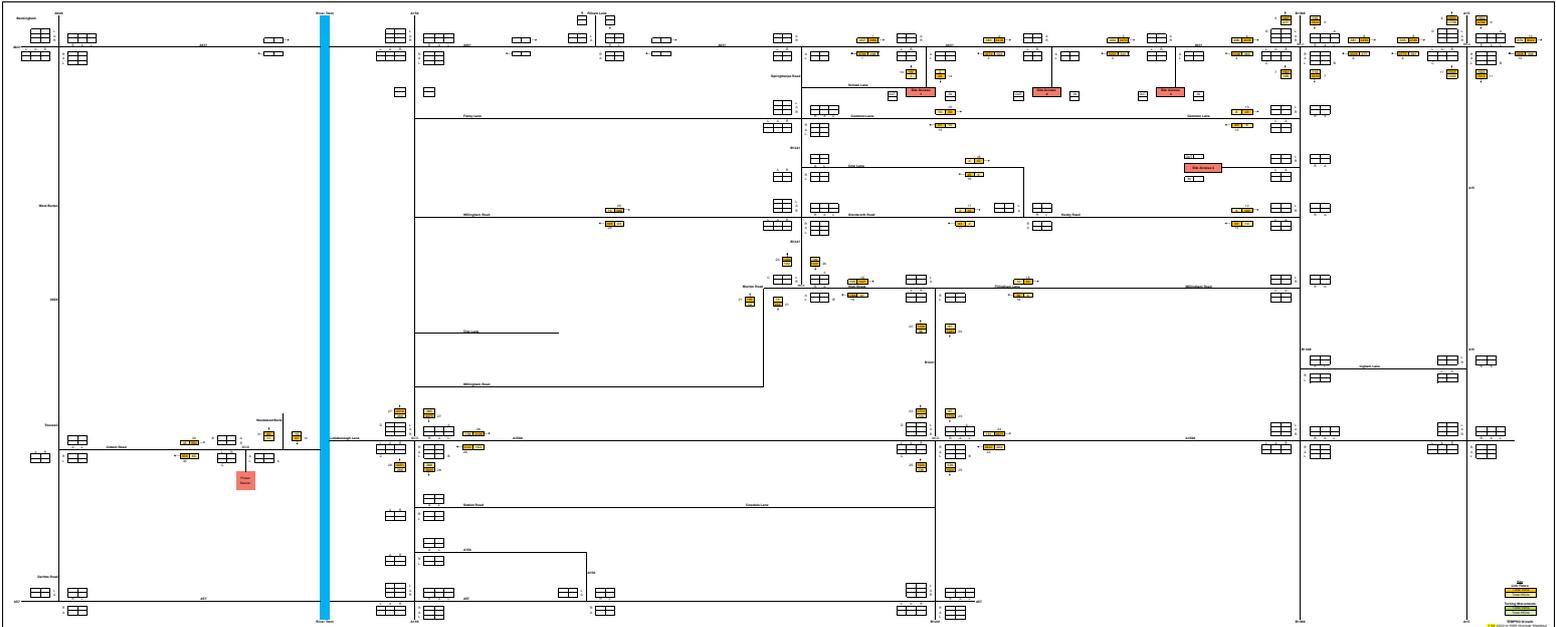
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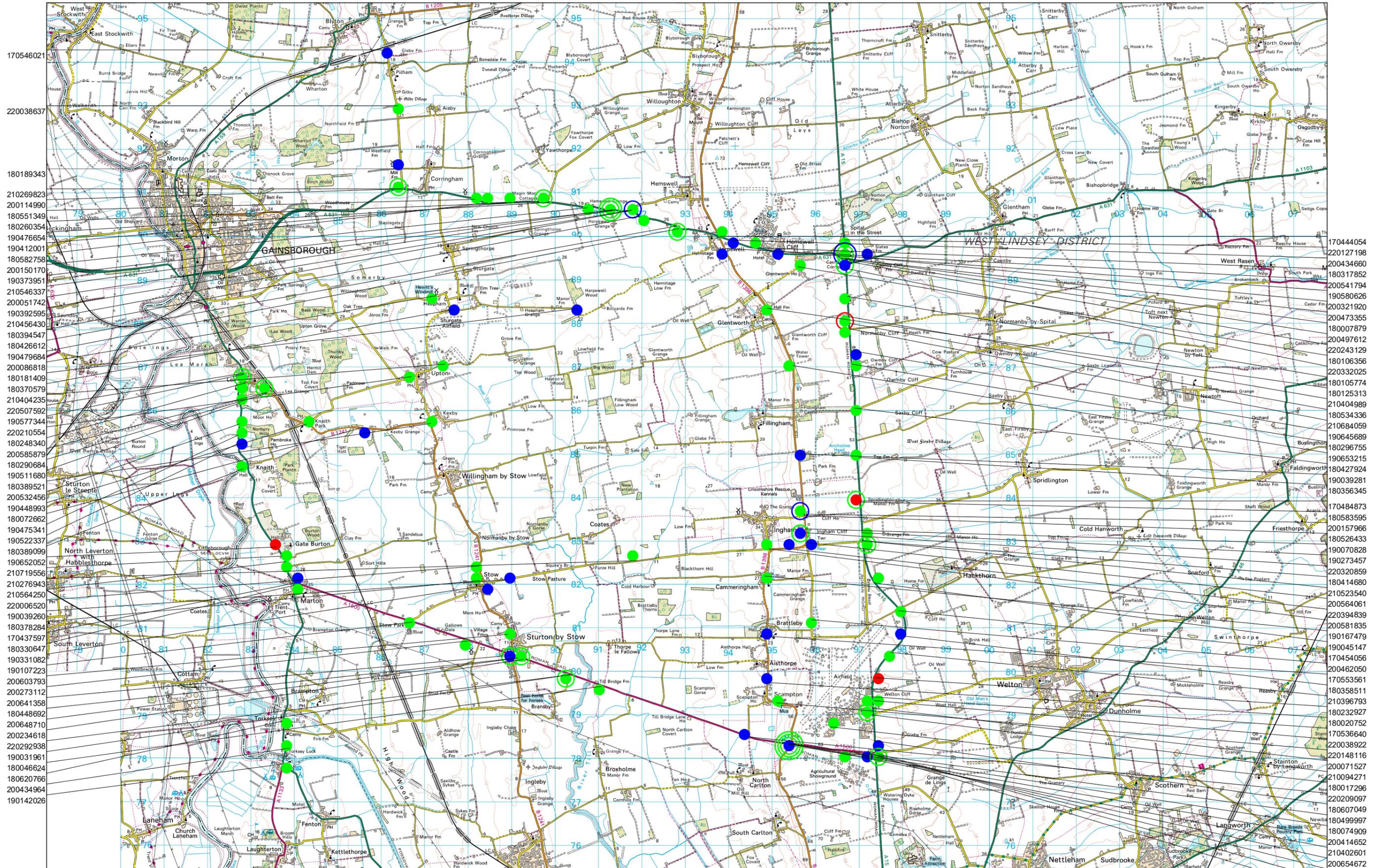
Author:	DR	DR	DR
Checked:	DR	DR	DR
Approved:	DR	DR	DR
Date:	10/10/2023	10/10/2023	10/10/2023
Project #:	1000 Main Street	1000 Main Street	1000 Main Street
Sheet #:	1000 Main Street	1000 Main Street	1000 Main Street
Scale:	1" = 10'-0"	1" = 10'-0"	1" = 10'-0"
Revision:	1	1	1



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AECOM

Annex C. LCC and NCC PIC Data



- Fatal Injury
- Serious Injury
- Slight Injury

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17044054
220127198
200434660
180317852
200541794
190580626
200321920
200473355
180078779
200497612
220243129
180106356
220320205
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180125313
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180534336
210684059
190645689
180296755
190653215
180427924
190039281
180356345
170484873
180583595
200157966
180526433
190070828
190273457
220320859
180414680
210523540
200564061
220394839
200581835
190167479
190045147
170454056
200462050
170553561
180358511
210396793
180232927
180020752
170536640
220038922
220148116
20071527
210094271
180017296
220209097
180607049
180499997
180074909
200414652
210402601
200654672
200547622
200108292
200046288

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170546021

Road Number : C231 GRID REF: 486150,394291 SPEED LIMIT: 60
Road 2 Number :

PARISH : BLYTON DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Serious
POLICE DIVISION : West

LOCATION : JUST PAST RAILWAY BRIDGE

DESCRIPTION : VEHICLE HIT BLACK ICE AND ROLLED

DATE : 15/12/2017 - Friday TIME: 615

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Other

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Frost or Ice

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Slippery road (due to weather)
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead South To North Skidding & Overturned Driver: Female 25 Breath
Test: Negative

CASUALTIES:

1 Driver 25 Female Serious In Vehicle 1

PAGE: 1
DATE PRINTED: 24/11/2022
CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 220038637

Road Number : C231 GRID REF: 486385,393004 SPEED LIMIT: 60
Road 2 Number :

PARISH : PILHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight
POLICE DIVISION : West

LOCATION : PILHAM LANE, UNRESTRICTED UNLIT COUNTRY LANE WITH SOFT VERGES AND
HEDGEROWS, ADJACENT TO FIELDS

DESCRIPTION : VEH 1 DRIVING EASTBOUND ALONG NARROW COUNTRY LANE WHEN IT HAS LOST
CONTROL VEERING OFF THE ROAD TO THE OFFSIDE AND COLLIDING WITH A
TELEGRAPH POLE.

DATE : 20/01/2022 - Thursday TIME: 1840

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Possible Animal or object in carriageway
- 2.V1 Possible Loss of control
- 3.V1 Possible Travelling too fast for conditions
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead North West To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 27
Breath Test: Not Requested

CASUALTIES:

1 Driver 27 Female Slight In Vehicle 1

PAGE: 2
DATE PRINTED: 24/11/2022
CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180189343

Road Number : C231 GRID REF: 486468,391557 SPEED LIMIT: 30
 Road 2 Number : D

PARISH : CORRINGHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Serious
 POLICE DIVISION : West

LOCATION : BETWEEN PILHAM AND CORRINGHAM, GAINSBOROUGH

DESCRIPTION : V1 TRAVELLING FROM A SOUTHERLY DIRECTION OF PILHAM TOWARDS JUNCTION
 OF CORRINGHAM ROAD , SWERVE INTO THE GRASS VERGE AND HIT V2

DATE : 26/04/2018 - Thursday TIME: 1832

NUMBER OF VEHICLES : 2
 NUMBER OF CASUALTIES: 4

JUNCTION DETAIL : Crossroads
 JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
 CONTRIBUTORY FACTOR 2:
 CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Careless/Reckless/In a hurry
- 2.V1 Very Likely Aggressive driving
- 3.V1 Possible Distraction in vehicle
- 4.V1 Possible Exceeding speed limit
- 5.V1 Possible Failed to look properly
- 6.

VEHICLES:

- 1 Car Going ahead North To South Overturned Driver: Male 21 Breath Test: Negative
- 2 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 71
 Breath Test: Negative

CASUALTIES:

- 1 Driver 21 Male Slight In Vehicle 1
- 2 Driver 71 Female Serious In Vehicle 2
- 3 Veh Passenger 71 Female Slight In Vehicle 2
- 4 Veh Passenger 73 Male Slight In Vehicle 2

PAGE: 3
 DATE PRINTED: 24/11/2022
 CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200114990

Road Number : A631 GRID REF: 486497,391091 SPEED LIMIT: 60
Road 2 Number : C231

PARISH : CORRINGHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight
POLICE DIVISION : West

LOCATION : UNLIT COUNTRY ROAD JUNCTION WITH A631

DESCRIPTION : DRIVER OF VEH DRIVING FROM BLYTON ALONG PILHAM LANE. HAS MISSED HER
JUNCTION WITH MAIN STREET AND GONE STRAIGHT OVER, THROUGH HEDGE AND
INTO A FIELD

DATE : 28/02/2020 - Friday TIME: 20

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Crossroads
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Unknown

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Careless/Reckless/In a hurry
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 38
Breath Test: Negative

CASUALTIES:

1 Driver 38 Female Slight In Vehicle 1

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DATE PRINTED: 24/11/2022
CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210269823

Road Number : A631 GRID REF: 486501,391091 SPEED LIMIT: 40
Road 2 Number : C231

PARISH : CORRINGHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight
POLICE DIVISION : West

LOCATION : T JUNCTION WITH PILHAM LANE

DESCRIPTION : VEH 1 WAS APPROACHING THE JUNCTION OF A631 FROM PILHAM LANE TO TURN LEFT. DESPITE THE HEAVY RAIN THE VEH DID NOT STOP AT THE JUNCTION IN TIME RESULTING IN IT CROSSING TWO LIVE LANES AND COLLIDED WITH A ROAD SIGN ACROSS THE ROAD. VEH 2 WAS TRAVELLING ALONG A631 TOWARDS GAINSBOROUGH AND COLLIDED WITH REAR OF VEH 1 AS IT WENT IN FRONT OF HER WITH NO CHANCE TO REACT IN TIME. PROBABILITY DRIVER OF VEH 1 WAS DRIVING TO FAST AND NOT TO THE CONDITIONS OF THE ROAD TO STOP SAFELY.

DATE : 16/05/2021 - Sunday TIME: 1820

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Junction overshoot
- 2.V1 Very Likely Careless/Reckless/In a hurry
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Turning Left North West To South Skidding Driver: Male 20 Breath Test: Negative
2 Car Going ahead East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Female 72 Breath Test: Negative

CASUALTIES:

1 Driver 72 Female Slight In Vehicle 2

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DATE PRINTED: 24/11/2022
CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180551349

Road Number : A1 GRID REF: 488164,390853 SPEED LIMIT: 60
Road 2 Number : A2

PARISH : CORRINGHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight
POLICE DIVISION : West

LOCATION : DARK ROAD WITH HEAVY TRAFFIC IN BOTH DIRECTIONS WITH A NUMBER OF UNLIT JUNCTIONS

DESCRIPTION : DRIVER OF V2 HAS PULLED OUT ONTO MAIN ROAD. LOOKED OUT EITHER WAY AND THE MOTORBIKE HAS HIT THE SIDE OF THE VEHICLE.

DATE : 14/11/2018 - Wednesday TIME: 1840

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Crossroads
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Other

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V2 Possible Other - Please specify below
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Motor cycle - cc unknown Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng
Driver: Male 27 Breath Test: Not provided(Medical reasons)
2 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 34 Breath
Test: Negative

CASUALTIES:

1 Driver 27 Male Slight In Vehicle 1

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DATE PRINTED: 24/11/2022

CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180582758

Road Number : A61 GRID REF: 488450,390772 SPEED LIMIT: 60
Road 2 Number :

PARISH : SPRINGTHORPE DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : HARPSWELL LANE, ON LEFT HAND CORNER

DESCRIPTION : VEH 1 HAS COME ROUND THE LEFT HAND BEND AND LOST CONTROL AND
COLLIDED HEAD ON INTO VEH 2

DATE : 01/12/2018 - Saturday TIME: 15

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Slippery road (due to weather)
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Turning Left North East To South West Skidding Driver: Male 34 Breath Test:
Negative
2 Car Going ahead right hand bend South West To North East No Skdng /Jck-Knfg
/Ovrtrng Driver: Female 19 Breath Test: Not provided(Medical reasons)

CASUALTIES:

1 Driver 19 Female Slight In Vehicle 2

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DATE PRINTED: 24/11/2022

CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190412001

Road Number : A631 GRID REF: 488998,390778 SPEED LIMIT: 60
Road 2 Number :

PARISH : CORRINGHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : APPROXIMATE 5-600 METRES EAST OF MINOR ROAD TO HEMSWELL. APPROX 1
KM WEST OF HARPSWELL ROUNDABOUT

DESCRIPTION : V1 HAS DRIFTED OFF THE ROAD TO THE NEAR SIDE SUSPECTED DUE TO
INTOXICATION, AND COLLIDED WITH A LARGE ROTTING TREE STUMP CAUSING
THE VEHICLE TO CARTWHEEL NOSE TO NOSE BEFORE COMING TO A REST ON
ITS ROOF

DATE : 05/08/2019 - Monday TIME: 710

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Impaired by alcohol
- 2.V1 Possible Impaired by drugs (illicit or medicinal)
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead West To East Overturned Driver: Male 22 Breath Test: Positive

CASUALTIES:

1 Driver 22 Male Slight In Vehicle 1

PAGE: 8
DATE PRINTED: 24/11/2022

CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180260354

Road Number : A631 GRID REF: 489618,390794 SPEED LIMIT: 60
Road 2 Number :

PARISH : CORRINGHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight
POLICE DIVISION : West

LOCATION : SINGLE CARRIAGEWAY RURAL LOCATION

DESCRIPTION : DRIVING AT SPEED WHILST VAPING

DATE : 06/06/2018 - Wednesday TIME: 1505

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Inexperienced or learner driver/rider
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead West To East Skidding & Overturned Driver: Male 17 Breath Test:
Negative

CASUALTIES:

1 Driver 17 Male Slight In Vehicle 1
2 Veh Passenger 16 Female Slight In Vehicle 1

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DATE PRINTED: 24/11/2022

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190476654

Road Number : A631 GRID REF: 489832,390782 SPEED LIMIT: 60
Road 2 Number : D

PARISH : CORRINGHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight
POLICE DIVISION : West

LOCATION : WEST OF THE JUNCTION WITH YAWTHORPE

DESCRIPTION : V1 IS A PEDAL CYCLE AND WAS TRAVELLING ON THE ROAD TOWARDS HEMSWELL
IN FULL VISIBILITY CYCLING GEAR. V2 WAS TRAVELLING IN THE SAME
DIRECTION AND FAILED TO SEE THE CYCLIST AND HIT THE CYCLIST REAR
WHEEL WHICH CAUSED THE CYCLIST TO HIT THE WINDSCREEN

DATE : 06/09/2019 - Friday TIME: 1820

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Careless/Reckless/In a hurry
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Goods Vehicle - unknown weight Going ahead West To East No Skdng /Jck-Knfg
/Ovrtrng Driver: Male 60 Breath Test: Negative
2 Pedal Cycle Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 78
Breath Test: Not Applicable

CASUALTIES:

1 Driver 78 Male Slight In Vehicle 2

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DATE PRINTED: 24/11/2022
CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200150170

Road Number : A631 GRID REF: 490747,390658 SPEED LIMIT: 60
Road 2 Number :

PARISH : HARPSWELL DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : A631 BETWEEN CORRINGHAM AND HARPSWELL HILL ON THE FIRST SET OF S
BENDS

DESCRIPTION : VEH HAS MALFUNCTIONED AND DROPPED HYDRAULIC OIL OVER THE ROAD. VEH
2 HAS COME AROUND THE CORNER HIT THE OIL AND BIKE HAS GONE FROM
UNDERNEATH HIM

DATE : 17/03/2020 - Tuesday TIME: 1735

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine With High Winds

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V2 Very Likely Deposit on road (eg. oil, mud, chippings)
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Agricultural vehicle (includes diggers etc) Going ahead West To East No Skdng
/Jck-Knfg /Ovrtrng Driver: Male 35 Breath Test: Not Requested
2 Motorcycle over 50cc and up to 125cc Going ahead West To East Skidding Driver:
Male 71 Breath Test: Not Requested

CASUALTIES:

1 Driver 71 Male Slight In Vehicle 2

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DATE PRINTED: 24/11/2022

CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180394547

Road Number : A631 GRID REF: 491945,390463 SPEED LIMIT: 60
Road 2 Number :

PARISH : HARPSWELL DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : ON S BENDS APPROXIMATELY 500 METERS EAST OF HENSWELL LANE

DESCRIPTION : V1 WAS TRAVELLING IN A LINE OF TRAFFIC WHEN THE NEARSIDE WHEELS
CLIPPED THE GRASS SENDING THE VEHICLE INTO A SIDEWAYS SKID INTO A
DITCH WHERE IT FLIPPED ONTO IT'S ROOF.

DATE : 19/08/2018 - Sunday TIME: 1510

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Possible Loss of control
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead right hand bend East To West Skidding & Overturned Driver: Male 19
Breath Test: Not Requested

CASUALTIES:

1 Driver 19 Male Slight In Vehicle 1

PAGE: 12
DATE PRINTED: 24/11/2022
CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190373951

Road Number : A631 GRID REF: 491395,390612 SPEED LIMIT: 60
Road 2 Number :

PARISH : HEMSWELL DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : IN BETWEEN S BENDS. PICKERING F AND SON FARM AND HEMSWELL LANE

DESCRIPTION : MOTORCYCLE CLIPPED SOFT VERGE AND FELL OFF. NO OTHER VEHICLE INVOLVED

DATE : 17/07/2019 - Wednesday TIME: 1400

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Possible Loss of control
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Motorcycle over 500cc (Combination before 2004) Going ahead rght hand bend West To East Overturned Driver: Female 56 Breath Test: Negative

CASUALTIES:

1 Driver 56 Female Slight In Vehicle 1

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DATE PRINTED: 24/11/2022
CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190392595

Road Number : A631 GRID REF: 491764,390603 SPEED LIMIT: 60
Road 2 Number : D

PARISH : HEMSWELL DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : JUNCTION OF HEMSWELL LANE AND A631

DESCRIPTION : V1 HAS BEEN ON HEMSWELL LANE TURNING RIGHT ONTO A631 V1 HAS NOT
SEEN V2 ON THE A631 AND HAS PULLED OUT INFRONT OF V2 AND THE
VEHICLES HAVE COLLIDED

DATE : 26/07/2019 - Friday TIME: 1010

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Failed to look properly
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Turning Right North To West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 20 Breath
Test: Negative
2 Car Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 30 Breath
Test: Negative

CASUALTIES:

1 Driver 20 Male Slight In Vehicle 1
2 Driver 30 Female Slight In Vehicle 2

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DATE PRINTED: 24/11/2022
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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200051742

Road Number : A631 GRID REF: 491384,390603 SPEED LIMIT: 60
Road 2 Number :

PARISH : HEMSWELL DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : 200 YDS FROM FARM PICKERKING F AND SON

DESCRIPTION : SINGLE VEH RTC, DRIVER WAS TRAVELLING IN EASTERN DIRECTION AWAY
FROM GAINSBOROUGH, WHEN SHE STARTED TO SKID AND LOST CONTROL OF THE
VEH AND ENDED UP IN THE DITCH UPSIDE DOWN IN WATER

DATE : 27/01/2020 - Monday TIME: 2225

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Slippery road (due to weather)
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead West To East Skidding & Overturned Driver: Female 22 Breath Test:
Negative

CASUALTIES:

1 Driver 22 Female Slight In Vehicle 1

PAGE: 15
DATE PRINTED: 24/11/2022
CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210456430

Road Number : A631 GRID REF: 491731,390592 SPEED LIMIT: 60
Road 2 Number : D

PARISH : HARPSWELL DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Serious
POLICE DIVISION : West

LOCATION : SINGLE CARRIAGEWAY WITH BEND AND TREES EITHER SIDE

DESCRIPTION : MOTORCYCLIST RIDING ALONG THE ROAD POSSIBLY AT SPEED AND THERE WAS
A TRACTOR AT THE SIDE OF THE ROAD. VEH 1 A CAR HAS GONE SLIGHTLY
OVER THE OPPOSITE SIDE OF THE ROAD TO GO PAST THE TRACTOR AND THE
MOTORBIKE HAS BRAKED AND FALLEN OFF HIS BIKE WHICH HAS COLLIDED
WITH THE CAR.

DATE : 13/08/2021 - Friday TIME: 1900

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Tyres illegal, defective or under inflated
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Ovrtrkg movg Veh on offside South West To East No Skdng /Jck-Knfg /Ovrtrng
Driver: Male 51 Breath Test: Negative
2 Motorcycle over 500cc (Combination before 2004) Going ahead left hand bend East To
West Overturned Driver: Male 58 Breath Test: Not Requested

CASUALTIES:

1 Driver 58 Male Serious In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210546337

Road Number : A631 GRID REF: 491327,390611 SPEED LIMIT: 60
Road 2 Number : D

PARISH : HEMSWELL DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : SINGLE CARRIAGEWAY, OUTSIDE GRANGE FARM, HARPESWELL

DESCRIPTION : VEH 1 HAS BEEN TRAVELLING BEHIND VEH 2 ON AN UNRESTRICTED SINGLE
CARRIAGEWAY IN A QUEUE OF TRAFFIC. VEH 2 HAS SLOWED AND STOPPED IN
ORDER TO TURN INTO A PRIVATE DRIVEWAY. VEH 1 HAS THEN DRIVEN INTO
THE REAR OF VEH 2.

DATE : 20/09/2021 - Monday TIME: 630

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Using Private drive or Entrance
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Careless/Reckless/In a hurry
2.V1 Very Likely Distraction in vehicle
3.V1 Very Likely Failed to look properly
4.V2 Possible Sudden braking
5.V1 Possible Tyres illegal, defective or under inflated
6.

VEHICLES:

1 Car Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 29 Breath
Test: Negative
2 Car Turning Right West To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 21 Breath
Test: Negative

CASUALTIES:

1 Driver 21 Male Slight In Vehicle 2
2 Driver 29 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180426612

Road Number : A631 GRID REF: 492771,390236 SPEED LIMIT: 60
Road 2 Number :

PARISH : HEMSWELL DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : GAINSBOROUGH- HEMSWELL COURT, AT JUNCTION WITH HEMSWELL BUSINESS
PARK (GRID REF: 485279, 390663).

DESCRIPTION : APPARENTLY, V001 WAS TRAVELLING FROM HARPSWELL TOWARDS HEMSWELL
CLIFF ON THE A631. V001 HAS EXITED THE ROUNDABOUT, WHICH CROSSES
THE B1398, INDICATING LEFT TO CONTINUE ALONG THE A631. V002 WAS
LOOKING TO JOIN THE A631 FROM HEMSWELL BUSINESS PARK. V001'S
INDICATOR MAY HAVE REMAINED ON AFTER EXITING THE ROUNDABOUT LEADING
V002 TO BELIEVE V001 WAS INDICATING TO ENTER HEMSWELL BUSINESS
PARK. V002 PULLED OUT TO JOIN THE A631 TURNING RIGHT FROM HEMSWELL
BUSINESS PARK. V001
HAS IMPACTED WITH V002 ON THE OFFSIDE DRIVER/REAR PASSENGER
DOORS. V001 ALSO SUSTAINED FRONT O/S DAMAGE AROUND THE FRONT
BUMPER/OFFSIDE WHEEL ARCH CONSISTENT WITH T-BONING V002.
BOTH DRIVERS SUSTAINED SLIGHT INJURIES CONSISTENT WITH A LOW
SPEED RTC. BOTH SUSTAINED SHOCK, BRUISING, CHEST PAIN
CONSISTENT WITH SEAT BELT BEING WORN AND A FEW CUTS. BOTH
PARTIES EXCHANGED DETAILS AND DECLINED EMAS.

DATE : 06/09/2018 - Thursday TIME: 1711

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Possible Failed to signal/ Misleading signal
2.V1 Possible Careless/Reckless/In a hurry
3.V2 Possible Failed to judge other person's path or speed
4.V2 Possible Failed to look properly
5.
6.

VEHICLES:

1 Car Going ahead East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 71 Breath
Test: Negative

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CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

2 Car Going ahead North To West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 50 Breath
Test: Negative

CASUALTIES:

1 Driver 50 Male Slight In Vehicle 2
2 Driver 71 Male Slight In Vehicle 1

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DATE PRINTED: 24/11/2022

CURRENT DATADATE: 30/09/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190479684

Road Number : A631 GRID REF: 492848,390174 SPEED LIMIT: 60
Road 2 Number :

PARISH : HEMSWELL DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : ON MAIN A631 OUTSIDE HARPSWELL HILL CARAVAN PARK

DESCRIPTION : SINGLE MOTORCYCLE TOOK BEND TOO FAST AND SLID OFF

DATE : 08/09/2019 - Sunday TIME: 1810

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Inexperienced or learner driver/rider
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Motor cycle - cc unknown Going ahead rght hand bend East To West No Skdng
/Jck-Knfg /Ovrtrng Driver: Male 28 Breath Test: Negative

CASUALTIES:

1 Driver 28 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170444054

Road Number : A631 GRID REF: 493787,389999 SPEED LIMIT: 60
Road 2 Number : B1398

PARISH : HEMSWELL DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : ROUNDABOUT OF JUNCTION WITH A631 AND B1398

DESCRIPTION : V1 HAS BEEN TRAVELING A631. ON ENTERING THE ROUNDABOUT DRIVER
OF V1 HAS BEEN TURNING RIGHT WHEN V1 HAS COME OUT OF THE B1398
KIRTON IN LINDSEY ENTRANCE AND HIT V2 KNOCKING HIM TO THE FLOOR. V1
HAS THEN DRIVEN OFF IN THE DIRECTION OF HEMSWELL CLIFF.

DATE : 13/10/2017 - Friday TIME: 1810

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Roundabout
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Aggressive driving
- 2.V1 Possible Careless/Reckless/In a hurry
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead North To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 18 Breath
Test: Driver not contcted at time
2 Motor cycle - cc unknown Turning Right West To West Overturned Driver: Male 17
Breath Test: Driver not contcted at time

CASUALTIES:

1 Driver 17 Male Slight In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200434660

Road Number : A631 GRID REF: 494068,389910 SPEED LIMIT: 60
Road 2 Number : D

PARISH : HEMSWELL DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Serious
POLICE DIVISION : West

LOCATION : AT JUNCTION WITH AIRFIELD ROAD

DESCRIPTION : VEH 1 HAS BEEN INDICATING AND SLOWING DOWN TO TURN RIGHT, VEH 2 HAS
OVERTAKEN TWO CARS THEN ATTEMPTED TO OVERTAKE VEH 1 BUT HAS
COLLIDED WITH VEH 1

DATE : 20/08/2020 - Thursday TIME: 1400

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V2 Very Likely Failed to judge other person's path or speed
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 27 Breath
Test: Negative
2 Motorcycle over 125cc and up to 500cc Going ahead West To East No Skdng /Jck-Knfg
/Ovrtrng Driver: Male 29 Breath Test: Negative

CASUALTIES:

1 Driver 29 Male Serious In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200541794

Road Number : B1398 GRID REF: 493912,389719 SPEED LIMIT: 60
Road 2 Number :

PARISH : HARPSWELL DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Serious
POLICE DIVISION : West

LOCATION : SINGLE CARRIAGEWAY

DESCRIPTION : IT APPEARS THE CYCLIST HAS COLLIDED WITH A BROKEN DOWN VEH PARKED
AT THE SIDE OF THE ROAD. THE TWO OCCUPANTS WERE SAT IN THE VEH WITH
HAZARD LIGHTS ILLUMINATED. THEY HEARD A THUD AND GOT OUT OF THE VEH
TO FIND A CYCLIST ON THE FOLLOR AT THE REAR OF THE TRAILER

DATE : 14/10/2020 - Wednesday TIME: 1250

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.C1 Very Likely Failed to look properly (Pedestrian)
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Pedal Cycle Going ahead North To South Overturned Driver: Male 55 Breath Test: Not Requested
2 Goods vehicle 3.5 tonnes and under 7.5 tonnes mgw Parked Parked To Parked No Skdng /Jck-Knfg /Ovrtrng Driver: Male 42 Breath Test: Negative

CASUALTIES:

1 Driver 55 Male Serious In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180106356

Road Number : D GRID REF: 495585,389305 SPEED LIMIT: 60
Road 2 Number :

PARISH : GLENTWORTH DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : CLOSE TO MEADOW VIEW HOSPITAL. MARKET RASEN

DESCRIPTION : DRIVER OF VAN CLAIMS HE RAN INTO THE BACK OF AN UNKNOWN VEHICLE .

DATE : 07/03/2018 - Wednesday TIME: 1931

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Possible Other - Please specify below
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Goods Vehicle - unknown weight Going ahead North To South No Skdng /Jck-Knfg
/Ovrtrng Driver: Male 30 Breath Test: Not provided(Medical reasons)

CASUALTIES:

1 Driver 30 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180317852

Road Number : A631 GRID REF: 494717,389734 SPEED LIMIT: 60
Road 2 Number : D

PARISH : HEMSWELL DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : A631 NEAR HEMSWELL AIRFIELD

DESCRIPTION : V1 HAS BEEN TOWING A TRAILER ALONG THE A631 AND HAS BEEN TRAVELLING AT APPROXIMATELY 40MPH. V2 HAS THEN OVERTAKEN V1 WHEN THE ROAD WAS CLEAR, HAS SOUNDED HIS WHILST OVERTAKING, AND HAS PULLED IN FRONT OF V2 BEFORE SLOWING DOWN. V1 HAS BEEN UNABLE TO SLOW DOWN QUICKLY ENOUGH AND HAS MOVED TO THE OTHER SIDE OF THE ROAD TO AVOID A COLLISION, AND V2 HAS DONE THE SAME TO PREVENT IT OVERTAKING. V1 HAS INITIALLY COLLIDED WITH V2 AT THIS POINT.
V2 HAS THEN INCREASED SPEED AND PULLED AWAY BEFORE SLAMMING THE BRAKES ON ONCE AGAIN, AND V1 HAS COLLIDED WITH THE BACK OF V2 PUSHING IT OFF THE ROAD INTO THE ENTRANCE TO THE AIRFIELD AT THE LOCATION.
BASED ON THIS, I RECOMMEND NO FURTHER POLICE ACTION IN RELATION TO THIS INCIDENT.

DATE : 07/07/2018 - Saturday TIME: 1307

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V2 Very Likely Aggressive driving
- 2.V1 Possible Following too close
- 3.V2 Very Likely Sudden braking
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 63 Breath

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

Test: Negative

2 Car Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 48 Breath

Test: Negative

CASUALTIES:

1 Driver 48 Male Slight In Vehicle 2

2 Veh Passenger 11 Female Slight In Vehicle 2

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DATE PRINTED: 24/11/2022

CURRENT DATADATE: 30/09/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190580626

Road Number : A631 GRID REF: 495004,389663 SPEED LIMIT: 50
Road 2 Number : D

PARISH : HEMSWELL DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Serious
POLICE DIVISION : West

LOCATION : JUNCTION OF A631 AND CAPPER AVENUE

DESCRIPTION : V1 HAS TURNED RIGHT AT THE JUNCTION ACROSS THE CARRIAGEWAY INTO THE
PATH OF V2

DATE : 30/10/2019 - Wednesday TIME: 1030

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Failed to look properly
- 2.V2 Very Likely Poor turn or manoeuvre
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Turning Right East To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 64 Breath
Test: Negative
2 Motorcycle over 500cc (Combination before 2004) Going ahead West To East
Overturned Driver: Male 61 Breath Test: Negative

CASUALTIES:

1 Veh Passenger 39 Male Slight In Vehicle 1
2 Driver 61 Male Serious In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 220127198

Road Number : A15 GRID REF: 496655,389923 SPEED LIMIT: 60
Road 2 Number : D

PARISH : GLENTHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : SPITAL IN THE STREET AT T JUNCTION

DESCRIPTION : VEH 1 DRIVING TOWARDS SCUNTHORPE AND STATES HE FELL ASLEEP. IT
APPEARS HE SWERVED OFF THE ROAD TO THE NEAR SIDE AND THEN SWERVED
OFFSIDE ACROSS THE ONCOMING LANE LEAVING THE CARRIAGEWAY AND COMING
TO STOP ON THE GRASS VERGE

DATE : 04/03/2022 - Friday TIME: 1042

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Impaired by alcohol
- 2.V1 Very Likely Fatigue
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Goods vehicle 3.5 tonnes and under 7.5 tonnes mgw Going ahead South To North
Skidding & Overturned Driver: Male 50 Breath Test: Positive

CASUALTIES:

1 Driver 50 Male Slight In Vehicle 1

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DATE PRINTED: 24/11/2022

CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200473355

Road Number : A631 GRID REF: 496575,389496 SPEED LIMIT: 60
Road 2 Number :

PARISH : GLENTWORTH DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : STRAIGHT ROAD

DESCRIPTION : DRIVER HAS BEEN SEEN EARLIER ON IN THE NIGH SWERVING IN THE ROAD
NEAR GAINSBOROUGH. VEH HAS BEEN ON THE A631 AND LOST CONTROL ON A
STRAIGHT BIT OF ROAD AND HAS CRASHED ON THE OFFSIDE VERGE TURNING
OVER AND GOING INTO THE DITCH

DATE : 09/09/2020 - Wednesday TIME: 2115

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Impaired by alcohol
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead East To West Overturned Driver: Male 39 Breath Test: Positive

CASUALTIES:

- 1 Veh Passenger 38 Female Slight In Vehicle 1
- 2 Driver 39 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180007879

Road Number : A15 GRID REF: 496682,389491 SPEED LIMIT: 50
Road 2 Number : D

PARISH : GLENTHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : EMERGING FROM GARAGE ONTO A15

DESCRIPTION : VEHICLE 1 YD10 LFU HAS EMERGED FROM PETROL STATION INTO PATH OF VEH
2 L600SAF

DATE : 05/01/2018 - Friday TIME: 1730

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Slip Road
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - Lit Street Lights

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Failed to look properly
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Starting West To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 25 Breath
Test: Negative
2 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 27
Breath Test: Negative

CASUALTIES:

1 Driver 27 Female Slight In Vehicle 2

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CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200497612

Road Number : A15 GRID REF: 496681,389474 SPEED LIMIT: 60
Road 2 Number : A15

PARISH : GLENTHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Serious
POLICE DIVISION : West

LOCATION : ROUNDABOUT ON A15

DESCRIPTION : SINGLE VEH DRIVEN FROM LINCOLN TOWARDS SCUNTHORPE DID NOT STOP AT
ROUND ABOUT AND RESULTING IN VEH HITTING A TREE AND FLIPPING ONTO
ROOF

DATE : 22/09/2020 - Tuesday TIME: 455

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Roundabout
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - Lit Street Lights

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Impaired by alcohol
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead South To North Overturned Driver: Male 29 Breath Test: Positive

CASUALTIES:

1 Driver 29 Male Serious In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 220243129

Road Number : A631 GRID REF: 496740,389425 SPEED LIMIT: 50
Road 2 Number : A15

PARISH : GLENTHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Serious
POLICE DIVISION : West

LOCATION : APPROX 20M AWAY FROM ROUNDABOUT AT CAENBY CORNER OPPOSITE ENTRANCE
TO PETROL STATION

DESCRIPTION : VEH 2 WAS STATIONARY WAITING TO TURN RIGHT FROM THE NEAR SIDE LANE
INTO THE PETROL STATION. VEH 1 HAS EXITED THE ROUNDABOUT BEHIND VEH
2 AND RIDDEN INTO THE NEAR SIDE REAR OF VEH 2.

DATE : 29/04/2022 - Friday TIME: 1239

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Roundabout
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Careless/Reckless/In a hurry
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Motorcycle over 125cc and up to 500cc Going ahead North West To South East
Overtaken Driver: Male 41 Breath Test: Negative
2 Car Turning Right North West To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 34
Breath Test: Negative

CASUALTIES:

1 Driver 41 Male Serious In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 220332025

Road Number : A15 GRID REF: 496700,389263 SPEED LIMIT: 50
Road 2 Number :

PARISH : CAENBY DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : CAENBY COPRNER NEAR ATTERBY JUNCTION

DESCRIPTION : HGV HAS LEFT THE ROAD TO THE NEARSIDE

DATE : 10/06/2022 - Friday TIME: 932

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Possible Careless/Reckless/In a hurry
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Goods vehicle 7.5 tonnes mgw and over Going ahead North West To South East No
Skdng /Jck-Knfg /Ovrtrng Driver: Female 55 Breath Test: Negative

CASUALTIES:

1 Driver 55 Female Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200321920

Road Number : A631 GRID REF: 497254,389501 SPEED LIMIT: 60
Road 2 Number : X

PARISH : GLENTHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Serious
POLICE DIVISION : West

LOCATION : ON THE A631 APPROXIMATELY 400M EAST OF CAENBY CORNER ROUNDABOUT

DESCRIPTION : BOTH VEH1 AND VEH2 WERE TRAVELLING EASTBOUND ON THE A631. WEATHER WAS FINE AND DRY. SPEED LIMIT 60MPH. VEH1 WAS A MOTORCYCLE AND VEH2 A VAN. VEH2 WAS LEADING WITH VEH1 BEHIND. AS VEH2 NEARED CLIFF FARM, CAENBY CLIFF THE DRIVER BEGAN INDICATING TO TURN RIGHT ONTO A PRIVATE DRIVEWAY. VEH2 THEN TURNED RIGHT ACROSS THE CARRIAGEWAY AT THE SAME THAT VEH1 DECIDED TO OVERTAKE VEHICLE VEH2. THIS RESULTED IN VEH1 DRIVING INTO THE OFFSIDE OF VEH2 AND THEN LEFT THE CARRIAGEWAY HITTING A STONE PILLAR. RIDER OF MOTORCYCLE BELIEVED TO HAVE SUSTAINED A BROKEN PELVIS AND THE PILLION PASSENGER SUSTAINED A BROKEN SHOULDER. THE OCCUPANTS OF THE VAN WERE UNINJURED

DATE : 24/06/2020 - Wednesday TIME: 1705

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Failed to look properly
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Motorcycle over 500cc (Combination before 2004) Ovrtrng movg Veh on offside West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 41 Breath Test: Negative
2 Goods vehicle 3.5 tonnes and under 7.5 tonnes mgw Turning Right West To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 35 Breath Test: Negative

CASUALTIES:

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DATE PRINTED: 24/11/2022

CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

1 Driver 41 Male Serious In Vehicle 1
2 Veh Passenger 39 Female Serious In Vehicle 1

ACCIDENT REFERENCE: 180248340

Road Number : A156 GRID REF: 482864,386628 SPEED LIMIT: 30
Road 2 Number : B1241

PARISH : LEA DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight
POLICE DIVISION : West

LOCATION : GAINSBOROUGH- JUNCTION OF A156 & B1241 (GRID REF:482884, 386645).

DESCRIPTION : V1 HAS PULLED AWAY FROM JUNCTION AND COLLIDED WITH V2 THAT WAS
TURNING RIGHT OFF THE MAIN C/WAY IN FRONT OF HER.

DATE : 17/05/2018 - Thursday TIME: 800

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)
LIGHT CONDITIONS : Daylight
SURFACE CONDITIONS: Dry
DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Starting East To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 58 Breath
Test: Not Requested
2 Car Turning Right South To East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 18
Breath Test: Not Requested

CASUALTIES:

1 Driver 18 Female Slight In Vehicle 2
2 Veh Passenger 8 Female Slight In Vehicle 2

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DATE PRINTED: 24/11/2022
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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190475341

Road Number : A156 GRID REF: 482712,385436 SPEED LIMIT: 60
Road 2 Number :

PARISH : LEA DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Lincoln-Rural SEVERITY: Slight
POLICE DIVISION : West

LOCATION : KNAITH

DESCRIPTION : DRIVER OF V1 WENT FOR AN OVERTAKE ON V3 AS PASSING DRIVER OF V1
REALISED V2 WAS TRAVELLING TOWARDS VEHICLE CAUSING DRIVER OF V1 TO
OVER STEER, LOSE CONTROL AND ROLL THE VEHICLE.

DATE : 06/09/2019 - Friday TIME: 725

NUMBER OF VEHICLES : 3
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Failed to judge other person's path or speed
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Overtaking on nearside North To South Overturned Driver: Female 22 Breath
Test: Negative
2 Goods Vehicle - unknown weight Going ahead South To North No Skdng /Jck-Knfg
/Ovrtrng Driver: Male 54 Breath Test: Negative
3 Agricultural vehicle(includes diggers etc) Going ahead North To South No Skdng
/Jck-Knfg /Ovrtrng Driver: Male 64 Breath Test: Negative

CASUALTIES:

1 Driver 22 Female Slight In Vehicle 1

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DATE PRINTED: 24/11/2022
CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190511680

Road Number : A156 GRID REF: 482754,386170 SPEED LIMIT: 60
Road 2 Number :

PARISH : LEA DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight
POLICE DIVISION : West

LOCATION : SINGLE CARRIAGEWAY

DESCRIPTION : V1 HAS BEEN TRAVELLING OUT OF LEA TOWARDS KNAITH ON A156. V1 LOST
CONTROL OF VEHICLE SWERVING INTO ONCOMING LANE. V2 HAS COLLIDED
WITH V1

DATE : 25/09/2019 - Wednesday TIME: 820

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Careless/Reckless/In a hurry
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 19 Breath
Test: Negative
2 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 17
Breath Test: Negative

CASUALTIES:

1 Driver 17 Female Slight In Vehicle 2

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CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190577344

Road Number : A156 GRID REF: 482841,386828 SPEED LIMIT: 40
 Road 2 Number :
 PARISH : LEA DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight
 POLICE DIVISION : West

LOCATION : GAINSBOROUGH ROAD, LEA

DESCRIPTION : V1 OVERTAKING V2 INTO PATH OF V3. V3 SWERVED OUT OF THE WAY
 AVOIDING COLLISION BUT HIT KERB CAUSING MINOR WHIPLASH TYPE
 INJURIES TO OCCUPANTS. V1 COLLIDED WITH V2 CAUSING DAMAGE

DATE : 26/10/2019 - Saturday TIME: 1450

NUMBER OF VEHICLES : 3
 NUMBER OF CASUALTIES: 3

JUNCTION DETAIL : Other Junction
 JUNCTION CONTROL:

WEATHER : Raining (Without High Wind)
 LIGHT CONDITIONS : Daylight
 SURFACE CONDITIONS: Wet or Damp
 DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
 CONTRIBUTORY FACTOR 2:
 CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Failed to judge other person's path or speed
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Ovrtnk movg Veh on offside North To South No Skdng /Jck-Knfg /Ovrtrng Driver:
 Male 22 Breath Test: Driver not contcted at time
 2 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 56 Breath
 Test: Driver not contcted at time
 3 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 32 Breath
 Test: Driver not contcted at time

CASUALTIES:

1 Veh Passenger 21 Female Slight In Vehicle 3
 2 Driver 32 Male Slight In Vehicle 3
 3 Veh Passenger 48 Female Slight In Vehicle 3

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 DATE PRINTED: 24/11/2022
 CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200532456

Road Number : A156 GRID REF: 482748,385686 SPEED LIMIT: 60
Road 2 Number :

PARISH : LEA DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight
POLICE DIVISION : West

LOCATION : LEA ROAD APPROX 100 METRES NORTH OF CREMATORIUM

DESCRIPTION : APPARENTLY VEH 2 STOPPED FOR AN ACCIDENT WHICH WAS A DAMAGE ONLY,
VEH 1 HAS RUN INTO THE BACK OF VEH 2 CAUSING INJURY TO DRIVER AND
PASSENGER OF VEH 1

DATE : 09/10/2020 - Friday TIME: 1120

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 3

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Following too close
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 35
Breath Test: Negative
2 Car Stopping North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 56 Breath
Test: Negative

CASUALTIES:

1 Driver 35 Female Slight In Vehicle 1
2 Veh Passenger 49 Female Slight In Vehicle 1
3 Veh Passenger 37 Female Slight In Vehicle 1

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CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 220507592

Road Number : A156 GRID REF: 482834,386851 SPEED LIMIT: 40
Road 2 Number :

PARISH : LEA DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight
POLICE DIVISION : West

LOCATION : MAIN ROAD THROUGH LEA VILLAGE

DESCRIPTION : VEH 1 WAS SEEN WEAVING IN THE ROAD BEFORE LEAVING THE CARRIAGEWAY
AND MOUNTING THE NEAR SIDE GRASS VERGE BETWEEN ROAD AND FOOTPATH.
VEH 1 STRUCK A STREET LIGHT KNOCKING IT OVER. DRIVER OF VEH 1 SEEN
BY WITNESS TO SLUMP OVER THE STEERING WHEEL HAVING A SEIZURE.

DATE : 31/08/2022 - Wednesday TIME: 1625

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Illness or disability, mental or physical
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Goods vehicle 3.5 tonnes mgw and under Going ahead North West To South East No
Skdng /Jck-Knfg /Ovrtrng Driver: Male 41 Breath Test: Negative

CASUALTIES:

1 Driver 41 Male Slight In Vehicle 1

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DATE PRINTED: 24/11/2022

CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180389099

Road Number : A156 GRID REF: 482822,384650 SPEED LIMIT: 60
Road 2 Number :

PARISH : KNAITH DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Lincoln-Rural SEVERITY: Slight
POLICE DIVISION : West

LOCATION : BETWEEN KNAITH AND GAINSBOROUGH

DESCRIPTION : RIDER OF PEDAL CYCLE WAS KNOCKED OFF HIS PEDAL CYCLE WHILST RIDING
HOME ON THE ROAD (A156)

DATE : 15/08/2018 - Wednesday TIME: 1115

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Careless/Reckless/In a hurry
- 2.V1 Very Likely Failed to look properly
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Pedal Cycle Going ahead North To North Skidding Driver: Male 46 Breath Test: Not
Applicable

CASUALTIES:

1 Driver 46 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190522337

Road Number : A156 GRID REF: 482729,385251 SPEED LIMIT: 60
Road 2 Number :

PARISH : KNAITH DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Lincoln-Rural SEVERITY: Serious
POLICE DIVISION : West

LOCATION : BETWEEN LEA AND KNAITH PARK

DESCRIPTION : V1 LOST CONTROL AND HIT NEAR SIDE VERGE DRIVER OVER CORRECTED
MOUNTED KERB WENT INTO A HEDGE AND BOUNCED BACK ONTO THE
CARRIAGEWAY

DATE : 30/09/2019 - Monday TIME: 1155

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Loss of control
- 2.V1 Very Likely Tyres illegal, defective or under inflated
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead right hand bend South To North Overturned Driver: Male 21 Breath
Test: Negative

CASUALTIES:

1 Driver 21 Male Serious In Vehicle 1
2 Veh Passenger 19 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180370579

Road Number : C203 GRID REF: 487639,388313 SPEED LIMIT: 30
Road 2 Number :

PARISH : HEAPHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Serious
POLICE DIVISION : West

LOCATION : MAIN ROAD BETWEEN HEAPHAM AND STURGATE AIRPORT, OUTSIDE PLEASANT
VILLA, HEAPHAM

DESCRIPTION : VEHICLE 1 HAS TAKEN LSLEFT HAND BEND LOST CONTROL AND HIT A WALL

DATE : 06/08/2018 - Monday TIME: 255

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Possible Travelling too fast for conditions
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead left hand bend North To East Skidding Driver: Male 18 Breath Test:
Negative

CASUALTIES:

1 Veh Passenger 17 Female Serious In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200086818

Road Number : C201 GRID REF: 487271,388632 SPEED LIMIT: 60
Road 2 Number :

PARISH : HEAPHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : OUTSIDE OF WINDMILL

DESCRIPTION : THE DRIVER OF VEH HAS DRIVEN OFF THE ROAD DELIBERATELY TO HARM
HERSELF

DATE : 14/02/2020 - Friday TIME: 730

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Impaired by alcohol
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead left hand bend West To East No Skdng /Jck-Knfg /Ovrtrng Driver:
Female 57 Breath Test: Positive

CASUALTIES:

1 Driver 57 Female Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180290684

Road Number : D
Road 2 Number : B1241

GRID REF: 483366,386389

SPEED LIMIT: 30

PARISH : LEA

DIVISION:

DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough
POLICE DIVISION : West

SEVERITY: Slight

LOCATION : JUNCTION OF THE GROVE AND WILLINGHAM ROAD

DESCRIPTION : VEH 1 VRM FV66KNR HAS PULLED OUT OF THE GROVE ONTO WILLINGHAM ROAD
AND MOTORCYCLE HAS HIT THE FRONT DRIVERS WING AND FALLEN OFF

DATE : 23/06/2018 - Saturday

TIME: 1053

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Other Junction
JUNCTION CONTROL: Automatic Traffic Signal

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Possible Failed to look properly
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Turning Right East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 86 Breath
Test: Negative
2 Motorcycle 50 cc and under Going ahead East To West Overturned Driver: Female 47
Breath Test: Negative

CASUALTIES:

1 Driver 47 Female Slight In Vehicle 2

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DATE PRINTED: 24/11/2022

CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190448993

Road Number : B1241 GRID REF: 484282,385685 SPEED LIMIT: 30
Road 2 Number :

PARISH : KNAITH DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Lincoln-Rural SEVERITY: Slight
POLICE DIVISION : West

LOCATION : OUTSIDE 63 WILLINGHAM ROAD

DESCRIPTION : V1 HAS BEEN DRIVING ALONG A STRAIGHT ROAD AND HAS COLLIDED WITH A
STATIONARY VEHICLE

DATE : 23/08/2019 - Friday TIME: 1705

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Careless/Reckless/In a hurry
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 72 Breath
Test: Negative
2 Car Parked Parked To Parked No Skdng /Jck-Knfg /Ovrtrng Driver: Male 66 Breath
Test: Not Requested

CASUALTIES:

1 Driver 72 Male Slight In Vehicle 1

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CURRENT DATADATE: 30/09/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200585879

Road Number : D GRID REF: 483368,386414 SPEED LIMIT: 30
Road 2 Number :

PARISH : LEA DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight
POLICE DIVISION : West

LOCATION : THE GROVE, SMALL CUL DE SAC

DESCRIPTION : CALLER WAS SKNEELING TO WEED FLOWER BED OF HER GARDEN WHICH BORDERS
A PUBLIC ROAD THROUGH A SMALL CUL DE SAC. CALLER AMITS THAT HER
LEGS WERE OBSTRUCTING THE ROAD. A DELIVERY VAN REVERSED TOWARDS HER
CALLER CAUSING HER TO ROLL ONTO HER GARDEN. AN UNKNOWN PART OF THE
VAN CLIPPED THE HEEL OF HER RIGHT FOOT CAUSING PAIN. CALLER DID NOT
MAKE THE DRIVER AWARE. THE VAN DROVE OFF

DATE : 05/11/2020 - Thursday TIME: 1215

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.C1 Very Likely Dangerous action in carriageway (eg playing)
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Goods vehicle 3.5 tonnes mgw and under Reversing East To West No Skdng /Jck-Knfg
/Ovrtrng Driver: Not known 40 Breath Test: Not Requested

CASUALTIES:

1 Pedestrian 60 Female Slight In Vehicle 1

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DATE PRINTED: 24/11/2022
CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180072662

Road Number : B1241 GRID REF: 485567,385603 SPEED LIMIT: 60
Road 2 Number :
PARISH : KEXBY DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Lincoln-Rural SEVERITY: Serious
POLICE DIVISION : West

LOCATION : OUTSIDE 2 KLONDYKE COTTAGES ON KEXBY LANE

DESCRIPTION : V2 HAS DRIVEN FROM KEXBY AND HAS DRIVEN PAST HER HOUSE SLIGHTLY IN ORDER TO REVERSE ONTO HER DRIVEWAY. V2 HAS REVERSED BUT MISJUDGED HER PATH DUE TO HOW DARK THE AREA IS AND HAS HAD TO PULL OUT INTO THE ROAD AGAIN. V1 HAS COME FROM THE OPPOSITE DIRECTION AND HAS NOT SEEN V2 BECAUSE IT WAS SIDEWAYS ON. V1 HAS COLLIDED WITH THE SIDE OF V2.

DATE : 13/02/2018 - Tuesday TIME: 2000

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)
LIGHT CONDITIONS : Dark - No street lighting
SURFACE CONDITIONS: Wet or Damp
DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Possible Failed to look properly
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 81 Breath Test: Negative
2 Car Reversing South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 67 Breath Test: Negative

CASUALTIES:

- 1 Driver 81 Female Serious In Vehicle 1
- 2 Driver 67 Female Slight In Vehicle 2

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DATE PRINTED: 24/11/2022
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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 220210554

Road Number : C202 GRID REF: 486688,386770 SPEED LIMIT: 30
Road 2 Number :

PARISH : UPTON DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : VILLAGE ROAD OUTSIDE NUMBER 9 PADMOOR LANE

DESCRIPTION : VEH 1 HAS VEERED ACROSS THE ROAD TO THE RIGHT HAND SIDE MOUNTING
THE KERB HITTING VEH 2 HEAD ON NEAR SIDE TO NEAR SIDE.

DATE : 13/04/2022 - Wednesday TIME: 1620

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Careless/Reckless/In a hurry
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead North East To South West No Skdng /Jck-Knfg /Ovrtrng Driver: Male
26 Breath Test: Not Requested
2 Car Going ahead North West To North East No Skdng /Jck-Knfg /Ovrtrng Driver:
Female 81 Breath Test: Not Requested

CASUALTIES:

1 Driver 81 Female Slight In Vehicle 2

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CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180389521

Road Number : B1241 GRID REF: 487143,385699 SPEED LIMIT: 60
Road 2 Number :

PARISH : KEXBY DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Lincoln-Rural SEVERITY: Slight
POLICE DIVISION : West

LOCATION : OUTSIDE OF PROPERTY CALLED THE SMALL HOLDING JUST AFTER SHARP
BEND.

DESCRIPTION : VEHICLE 1 HAS LOST CONTROL ON THE BEND ON A SLIPPERY WET SURFACE.
VEHICLE 1 HAS LEFT THE CARRIAGEWAY ON THE NEARSIDE AND COLLIDED
WITH A TELEGRAPH POLE. THE VEHICLE HAS FRONT OFFSIDE WING DAMAGE.
THE VEHICLE ENDED UP IN THE GARDEN OF A PROPERTY FACING IN THE
OPPOSITE DIRECTION TO WHICH IT WAS TRAVELLING. THE DRIVER WAS ALONE
AND HAD A MINOR CUT/GRAZE ON HER LEFT FOREARM.
SHE WAS CHECKED OVER BY AMBULANCE PARAMEDICS AND DID NOT
ATTEND HOSPITAL. A WITNESS WHO WAS FOLLOWING THE VEHICLE STATED
SHE WAS NOT DRIVING TOO FAST AND JUST SIMPLY LOST CONTROL OF THE
CAR.

DATE : 16/08/2018 - Thursday TIME: 1050

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Loss of control
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 76
Breath Test: Negative

CASUALTIES:

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DATE PRINTED: 24/11/2022
CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

1 Driver 76 Female Slight In Vehicle 1

ACCIDENT REFERENCE: 210404235

Road Number : D GRID REF: 487478,387063 SPEED LIMIT: 60
Road 2 Number :

PARISH : UPTON DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : COW LANE, NEAR GRAVEL PITS

DESCRIPTION : VEH 1 AND VEH 2 TRAVELLING OPPOSITE DIRECTION ALONG COW LANE JUST
OUTSIDE UPTON. DRIVER OF VEH 2 STATED COW LANE IS NARROW AND VEH 1
WAS TRAVELLING AT SPEED AND COLLIDED WITH VEH 2. THE LOCATION IS
DESCRIBED AS NEAR THE GRAVEL PITS

DATE : 18/07/2021 - Sunday TIME: 1240

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.
2.
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Not known 40
Breath Test: Not Requested
2 Car Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 42 Breath
Test: Not Requested

CASUALTIES:

1 Driver 42 Female Slight In Vehicle 2
2 Veh Passenger 19 Male Slight In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170437597

Road Number : A156 GRID REF: 483978,382018 SPEED LIMIT: 30
Road 2 Number : A1500

PARISH : MARTON DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Lincoln-Rural SEVERITY: Serious
POLICE DIVISION : West

LOCATION : HIGH STREET JUNCTION WITH STOW PARK ROAD

DESCRIPTION : APPARENTLY DRIVER OF VEHICLE 1 INFORMED PARENT HE INTENDED TO
POSSIBLY INJURE/COMMIT SUICIDE. HE HAS DRIVEN INTO STOP SIGN
DELIBERATELY

DATE : 10/10/2017 - Tuesday TIME: 2028

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Stop Sign

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - Lit Street Lights

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Other - Please specify below
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead North To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 19 Breath
Test: Not provided(Medical reasons)

CASUALTIES:

1 Driver 19 Male Serious In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180330647

Road Number : A156 GRID REF: 483983,381974 SPEED LIMIT: 60
Road 2 Number :

PARISH : MARTON DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Lincoln-Rural SEVERITY: Slight
POLICE DIVISION : West

LOCATION : HIGH STREET, MARTON, GAINSBOROUGH

DESCRIPTION : SINGLE VEHICLE RTC. MOTOR CYCLIST SLID OFF THE ROAD INTO DITCH FOR UNKNOWN REASONS.

DATE : 14/07/2018 - Saturday TIME: 1645

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Possible Impaired by alcohol
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Motor cycle - cc unknown Starting North To South No Skdng /Jck-Knfg /Ovrtrng
Driver: Male 45 Breath Test: Positive

CASUALTIES:

1 Driver 45 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190652052

Road Number : A156 GRID REF: 483586,382854 SPEED LIMIT: 60
 Road 2 Number :
 PARISH : GATE BURTON DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Lincoln-Rural SEVERITY: Fatal
 POLICE DIVISION : West

LOCATION : BETWEEN LEA AND MARTON ON THE BROW OF A HILL BEFORE ENTERING THE VILLAGE OF MARTON

DESCRIPTION : VEH 1 TRAVELLING SB HAS OVERTAKEN VEH 2 AND GONE HEAD ON INTO VEH 3

DATE : 05/12/2019 - Thursday TIME: 1701

NUMBER OF VEHICLES : 3
 NUMBER OF CASUALTIES: 3

JUNCTION DETAIL : Not at/within 20m of Junction.
 JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)
 LIGHT CONDITIONS : Dark - No street lighting
 SURFACE CONDITIONS: Wet or Damp
 DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
 CONTRIBUTORY FACTOR 2:
 CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Careless/Reckless/In a hurry
- 2.V1 Possible Exceeding speed limit
- 3.V1 Possible Failed to look properly
- 4.V1 Very Likely Failed to judge other person's path or speed
- 5.
- 6.

VEHICLES:

1 Car Ovrtdg movg Veh on offside South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 54 Breath Test: Not provided(Medical reasons)
 2 Bus or coach (17 or more Passenger Seats) Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 40 Breath Test: Negative
 3 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 46 Breath Test: Not provided(Medical reasons)

CASUALTIES:

1 Driver 54 Female Slight In Vehicle 1
 2 Driver 46 Male Fatal In Vehicle 3
 3 Veh Passenger 39 Female Fatal In Vehicle 3

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210564250

Road Number : A156 GRID REF: 483803,382515 SPEED LIMIT: 60
Road 2 Number :

PARISH : GATE BURTON DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Lincoln-Rural SEVERITY: Slight
POLICE DIVISION : West

LOCATION : GAINSBOROUGH ROAD

DESCRIPTION : VEH 1 LOST CONTROL ON A BEND ON WET ROAD AND HIT A TREE

DATE : 28/09/2021 - Tuesday TIME: 1618

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Slippery road (due to weather)
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead rght hand bend North West To South East Skidding Driver: Male 29
Breath Test: Negative

CASUALTIES:

1 Driver 29 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210719556

Road Number : A159 GRID REF: 483721,382648 SPEED LIMIT: 60
Road 2 Number :

PARISH : GATE BURTON DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Lincoln-Rural SEVERITY: Slight
POLICE DIVISION : West

LOCATION : MAIN ROAD THROUGH GATE BURTON

DESCRIPTION : VEH 2 HAS OVERTAKEN VEH 1 ON A DOUBLE WHITE LINES ON A BLIND BEND,
VEH 1 HAS THEN FLASHED NUMEROUS TIMES A VEH 2 IN ANGER. THIS HAS
CAUSED VEH 2 TO LOOSE CONTROL AND ROLL INTO A FIELD CAUSING INJURY
TO OCCUPANTS.

DATE : 10/12/2021 - Friday TIME: 2315

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Aggressive driving
- 2.V2 Very Likely Careless/Reckless/In a hurry
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead North West To South East No Skdng /Jck-Knfg /Ovrtrng Driver:
Female 70 Breath Test: Negative
2 Car Going ahead North West To South East Overturned Driver: Female 21 Breath Test:
Negative

CASUALTIES:

1 Veh Passenger 20 Male Slight In Vehicle 2
2 Driver 21 Female Slight In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180181409

Road Number : D GRID REF: 490488,388340 SPEED LIMIT: 60
Road 2 Number :

PARISH : HARPSWELL DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Serious
POLICE DIVISION : West

LOCATION : COLLISION OCCURRED BETWEEN GAINSBOROUGH AND HEAPHAM. COMMON LANE
GAINSBOROUGH

DESCRIPTION : SINGLE MOTORCYCLE HAS LOST CONTROL ON BEND

DATE : 22/04/2018 - Sunday TIME: 1305

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Possible Loss of control
- 2.V1 Possible Inexperienced or learner driver/rider
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead left hand bend South To North No Skdng /Jck-Knfg /Ovrtrng Driver:
Male 17 Breath Test: Negative

CASUALTIES:

1 Driver 17 Male Serious In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180378284

Road Number : B1241 GRID REF: 488267,382083 SPEED LIMIT: 60
Road 2 Number :

PARISH : STOW DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Lincoln-Rural SEVERITY: Slight
POLICE DIVISION : West

LOCATION : SINGLE CARRIAGEWAY ROAD ON SHARP BEND, NORMANBY ROAD

DESCRIPTION : V1 WAS TRAVELLING FROM NORMANBY TO STOW, WHEN IT LOST CONTROL ON SHARP NEARSIDE BEND. V1 EXITED THE ROAD TO ITS OFFSIDE AND CAME TO A REST, IN A DRY DITCH.

DATE : 05/08/2018 - Sunday TIME: 1230

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Possible Careless/Reckless/In a hurry
- 2.V1 Very Likely Deposit on road (eg. oil, mud, chippings)
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Motor cycle - cc unknown Going ahead left hand bend North To South Skidding
Driver: Male 57 Breath Test: Negative

CASUALTIES:

1 Driver 57 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190039260

Road Number : C213 GRID REF: 488878,382103 SPEED LIMIT: 60
Road 2 Number :

PARISH : STOW DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Lincoln-Rural SEVERITY: Serious
POLICE DIVISION : West

LOCATION : BETWEEN STOW VILLAGE AND INGHAM VILLAGE

DESCRIPTION : V1 MOTORCYCLE HAS SLIPPED ON BLACK ICE AND RIDER HAS FALLEN OFF
CAUSING INJURIES

DATE : 24/01/2019 - Thursday TIME: 825

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Other

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Frost or Ice

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Slippery road (due to weather)
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Motorcycle over 125cc and up to 500cc Going ahead West To East Skidding Driver:
Male 30 Breath Test: Not Requested

CASUALTIES:

1 Driver 30 Male Serious In Vehicle 1

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DATE PRINTED: 24/11/2022
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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190331082

Road Number : C213 GRID REF: 488346,381962 SPEED LIMIT: 60
Road 2 Number :

PARISH : STOW DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Lincoln-Rural SEVERITY: Serious
POLICE DIVISION : West

LOCATION : STOW ROAD BETWEEN INGAM AND STOW

DESCRIPTION : BIN LORRY TRAVELLING ALONG STOW ROAD FROMINGAM TOWARDS STOW. MOVED
OVER TO GIVE WAY TO ONCOMING VEH. HIT SOFT VERGE AND FELL SIDEWAYS
INTO A DITCH

DATE : 26/06/2019 - Wednesday TIME: 1549

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Other - Please specify below
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Other Vehicle Stopping East To West Overturned Driver: Male 52 Breath Test:
Negative

CASUALTIES:

1 Veh Passenger 49 Male Serious In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210276943

Road Number : C213 GRID REF: 491881,382542 SPEED LIMIT: 60
Road 2 Number :

PARISH : STOW DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : STOW LANE, SINGLE TRACK LANE

DESCRIPTION : LARGE CRANE HAS COME DOWN SINGLE TRACK AND COME OFF THE TARMAC AND
THEN DUG INTO THE GRASS AND TIPPED OVER

DATE : 19/05/2021 - Wednesday TIME: 1839

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Dazzling sun
- 2.V1 Very Likely Other - Please specify below
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Goods vehicle 7.5 tonnes mgw and over Going ahead South West To North East
Overturned Driver: Male 33 Breath Test: Negative

CASUALTIES:

1 Driver 33 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 220006520

Road Number : B1241 GRID REF: 488258,382421 SPEED LIMIT: 60
Road 2 Number :

PARISH : STOW DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Lincoln-Rural SEVERITY: Slight
POLICE DIVISION : West

LOCATION : BENDY ROAD

DESCRIPTION : CAR HAS SLID OFF THE ROAD AND GONE INTO A DITCH AND FLIPPED OVER.

DATE : 04/01/2022 - Tuesday TIME: 2000

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Loss of control
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead left hand bend North West To South East Overturned Driver: Male 26
Breath Test: Not Requested

CASUALTIES:

1 Driver 26 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180125313

Road Number : B1398 GRID REF: 494880,388349 SPEED LIMIT: 60
Road 2 Number : D

PARISH : GLENTWORTH DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : MIDDLE STREET JUNCTION WITH ST GEORGE'S HILL, GLENTWORTH

DESCRIPTION : VEHICLE 1 FAILED TO SEE VEHICLE 2 BRAKING AND COLLIDED WITH REAR OF
VEHICLE 2

DATE : 19/03/2018 - Monday TIME: 1155

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 3

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Failed to judge other person's path or speed
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Taxi / Private Hire Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng
Driver: Male 39 Breath Test: Negative
2 Car Stopping North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 40 Breath
Test: Negative

CASUALTIES:

- 1 Driver 40 Female Slight In Vehicle 2
- 2 Veh Passenger 68 Female Slight In Vehicle 2
- 3 Veh Passenger 44 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180105774

Road Number : A15 GRID REF: 496732,388622 SPEED LIMIT: 60
Road 2 Number :
PARISH : GLENTWORTH DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : NEAR FOX PLANT JUNCTON. MARKET RASEN.

DESCRIPTION : ALL 3 VEHICLES WERE TRAVELLING NORTH ALONG THE A15, BETWEEN FOX
PLANT AND CAENBY CORNER. TRAFFIC BRAKED SHARPLY IN FRONT OF VEH 3
WHO SUBSEQUENTLY BRAKED AND CAME TO A STOP. VEH ALSO BRAKED AND
STOPPED. VEH 1 BRAKED NOT NOT QUICKLY ENOUGH. VEH RAN INTO THE BACK
OF VEH 2 WHO WAS THEN KNOCKED INTO VEH 3. NECK AND BACK INJURIES
FROM THE FRONT SEAT PASSENGER OF VEH 2. NOT THOUGHT TO BE SERIOUS
AT THE SCENE AND SHE GOT HERSELF OUT OF THE VEHICLE.

DATE : 05/03/2018 - Monday TIME: 1355

NUMBER OF VEHICLES : 3
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Sudden braking
2.
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 38 Breath
Test: Negative
2 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 30
Breath Test: Negative
3 Goods Vehicle - unknown weight Going ahead South To North No Skdng /Jck-Knfg
/Ovrtrng Driver: Male 72 Breath Test: Negative

CASUALTIES:

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

1 Veh Passenger 50 Female Slight In Vehicle 2

ACCIDENT REFERENCE: 190645689

Road Number : A15 GRID REF: 496805,387376 SPEED LIMIT: 60
Road 2 Number :

PARISH : OWMBY DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Serious
POLICE DIVISION : West

LOCATION : APPROX 100M SOUTH OF OWNBY BY SPITAL TURNOFF

DESCRIPTION : V2 WAS STOPPED IN TRAFFIC. V1 HAS NOT REALISED AND COLLIDED WITH
REAR OF V2

DATE : 11/11/2019 - Monday TIME: 1655

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Unknown

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Failed to look properly
- 2.V2 Very Likely Stationary or parked vehicle(s)
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Goods vehicle 3.5 tonnes mgw and under Going ahead South To North No Skdng
/Jck-Knfg /Ovrtrng Driver: Male 27 Breath Test: Negative
2 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 34 Breath
Test: Negative

CASUALTIES:

1 Driver 34 Male Serious In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180534336

Road Number : A15 GRID REF: 496770,387999 SPEED LIMIT: 60
 Road 2 Number :

PARISH : GLENTWORTH DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
 POLICE DIVISION : West

LOCATION : CAENBY CORNER- A15 (GRID REF: 496763, 388001).

DESCRIPTION : V1 TRAVELLING TOWARDS CAENBY CORNER AND OVERTAKEN V3, CAUSING V2
 HEADING TOWARDS LINCOLN TO TAKE EVASIVE ACTION. V1 HAS THEN LOST
 CONTROL AND ROLLED. DV1 HAS SUSTAINED MINOR INJURIES. NO DAMAGE TO
 V2 AND V3.

DATE : 05/11/2018 - Monday TIME: 2333

NUMBER OF VEHICLES : 3
 NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
 JUNCTION CONTROL:

WEATHER : Fog or Mist if a hazard

LIGHT CONDITIONS : Dark - Street Lighting

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
 CONTRIBUTORY FACTOR 2:
 CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Careless/Reckless/In a hurry
- 2.V1 Very Likely Failed to judge other person's path or speed
- 3.
- 4.
- 5.
- 6.

VEHICLES:

- 1 Car Going ahead South To North Overturned Driver: Male 29 Breath Test: Not Requested
- 2 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 32 Breath Test: Not Requested
- 3 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 20 Breath Test: Not Requested

CASUALTIES:

- 1 Driver 29 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210404989

Road Number : A15 GRID REF: 496756,388150 SPEED LIMIT: 60
 Road 2 Number :

PARISH : GLENTWORTH DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Fatal
 POLICE DIVISION : West

LOCATION : A15 MARKET RASEN

DESCRIPTION : VEH 1 OVERTAKING VEH 3 HAS COLLIDED HEAD ON WITH VEH 2. INJURIES
 RECEIVED TO DRIVER OF VEH 1 PROVE FATAL

DATE : 20/07/2021 - Tuesday TIME: 550

NUMBER OF VEHICLES : 3
 NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Not at/within 20m of Junction.
 JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
 CONTRIBUTORY FACTOR 2:
 CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Careless/Reckless/In a hurry
- 2.V1 Very Likely Failed to look properly
- 3.V1 Very Likely Poor turn or manoeuvre
- 4.
- 5.
- 6.

VEHICLES:

1 Car Ovrtnk movg Veh on offside South East To North No Skdng /Jck-Knfg /Ovrtrng
 Driver: Male 31 Breath Test: Not provided(Medical reasons)
 2 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 49 Breath
 Test: Not Requested
 3 Goods vehicle 7.5 tonnes mgw and over Going ahead South To North No Skdng
 /Jck-Knfg /Ovrtrng Driver: Male 44 Breath Test: Negative

CASUALTIES:

1 Driver 31 Male Fatal In Vehicle 1
 2 Driver 49 Male Serious In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210684059

Road Number : A15 GRID REF: 496778,387869 SPEED LIMIT: 60
 Road 2 Number : D

PARISH : GLENTWORTH DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
 POLICE DIVISION : West

LOCATION : A15 JUNCTION WITH NORMANBY CLIFF ROAD

DESCRIPTION : VEH 1 TRAVELLING ON NORMANBY CLIFF ROAD, VEH 1 HAS TURNED RIGHT ONTO THE A15 NORTHBOUND, VEH 2 NARROWLY AVOIDED A COLLISION BY SWERVING TO THE LEFT. VEH 2'S AUTOMATIC BRAKING HAS BEEN APPLIED CAUSING VEH 2 TO STOP AND VEH 3 TRAVELLING BEHIND HAS COLLIDED WITH REAR OF VEH 2 CAUSING HEAVY FRONT END DAMAGE AND DEPLOYING AIRBAGS.

DATE : 23/11/2021 - Tuesday TIME: 1805

NUMBER OF VEHICLES : 3
 NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : 'T' or Staggered Junction
 JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)
 LIGHT CONDITIONS : Dark - No street lighting
 SURFACE CONDITIONS: Dry
 DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
 CONTRIBUTORY FACTOR 2:
 CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Failed to look properly
- 2.V3 Very Likely Following too close
- 3.
- 4.
- 5.
- 6.

VEHICLES:

- 1 Car Turning Right North East To North West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 69 Breath Test: Negative
- 2 Car Going ahead North West To South East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 67 Breath Test: Negative
- 3 Car Going ahead North West To South East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 23 Breath Test: Negative

CASUALTIES:

- 1 Driver 23 Female Slight In Vehicle 3

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190653215

Road Number : B1398 GRID REF: 495476,387028 SPEED LIMIT: 60
Road 2 Number :

PARISH : FILLINGHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : JUST AFTER FILLINGHAM CHRISTMAS TREES

DESCRIPTION : V1 HAS LOST CONTROL AS COMING AROUND BEND AND ENDED UP ON THE CRASS
VERGE

DATE : 06/12/2019 - Friday TIME: 1402

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Exceeding speed limit
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead left hand bend North To South Skidding Driver: Female 25 Breath
Test: Negative

CASUALTIES:

1 Driver 25 Female Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180296755

Road Number : A15 GRID REF: 496834,387065 SPEED LIMIT: 60
Road 2 Number :
PARISH : OWMBY DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : A15 BETWEEN NORMANBY AND OWMBY TURN OFFS. ERMINE STREET, MARKET RASEN

DESCRIPTION : V1 WAS TRAVELLING SOUTH ON THE A15. V2 WAS TRAVELLING NORTH ON THE A15. V1 WAS REPORTED AS DRIFTING ACROSS THE ROAD TOWARDS THE WHITE LINE AND AS THE TWO VEHICLES PASSED EACH OTHER V1 CROSSED THE WHITE LINE AND STRUCK THE REAR OFFSIDE OF THE HGV TRAILER. DRIVER IF V2 UNINJURED. DRIVER OF V1 TAKEN TO LINCOLN HOSPITAL COMPLAINT IF BREATHING PROBLEMS SUSPECTED TO BEASTHMA RELATED. NO FURTHER UPDATE OF INJURIES AT THIS TIME.

DATE : 26/06/2018 - Tuesday TIME: 1525

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Other - Please specify below
2.
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 56
Breath Test: Not provided(Medical reasons)
2 Goods Vehicle - unknown weight Going ahead South To North No Skdng /Jck-Knfg
/Ovrtrng Driver: Male 44 Breath Test: Negative

CASUALTIES:

1 Driver 56 Female Slight In Vehicle 1

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All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180427924

Road Number : A15 GRID REF: 496889,386049 SPEED LIMIT: 60
Road 2 Number : D

PARISH : OWMBY DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : OUTSIDE FILLINGHAM CASTLE GATEHOUSE

DESCRIPTION : V2 STATIC ON 60MPH ROAD BEHIND UNKNOWN LORRY WHICH WAS WAITING TO
TURN LEFT ONTO MINOR ROAD

DATE : 07/09/2018 - Friday TIME: 830

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Failed to look properly
- 2.V1 Possible Failed to judge other person's path or speed
- 3.V1 Possible Dazzling sun
- 4.
- 5.
- 6.

VEHICLES:

1 Goods Vehicle - unknown weight Going ahead North To South No Skdng /Jck-Knfg
/Ovrtrng Driver: Male 63 Breath Test: Not Requested
2 Car Waiting to go ahead, held up North To South No Skdng /Jck-Knfg /Ovrtrng Driver:
Male 41 Breath Test: Not Requested

CASUALTIES:

1 Driver 41 Male Slight In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180526433

Road Number : B1398 GRID REF: 495724,383576 SPEED LIMIT: 60
Road 2 Number : D

PARISH : INGHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : B1398 JUNCTION WITH CHURCH HILL INGHAM

DESCRIPTION : V1 PARKED AT GIVEWAY JUNCTION. V1 PULLED OUT AND TURNED RIGHT ONTO
THE B1398 HEADING SOUTHBOUND TOWARDS LINCOLN. V2 WAS ALREADY
TRAVELLING ON THE B1398 HEADING SB. V1 PULLED OUT INOT THE PATH OF
V2 WHICH RESULTED IN V2 COLLIDING WITH REAR OF V1 HOWEVER THE
DRIVER OF V2 WAS HEAD TO SAY IN FRONT OF WITNESSES THAT SHE WAS
TRAVELLING AT 70MPH. PERSONS INVOLVED SUSTAINED WHIPLASH TYPE
INURIES.

DATE : 01/11/2018 - Thursday TIME: 710

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fog or Mist if a hazard

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Failed to look properly
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 39 Breath
Test: Not Requested
2 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 36
Breath Test: Negative

CASUALTIES:

1 Driver 36 Female Slight In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190039281

Road Number : B1398 GRID REF: 495576,384998 SPEED LIMIT: 60
Road 2 Number :

PARISH : FILLINGHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Serious
POLICE DIVISION : West

LOCATION : MAIN ROAD

DESCRIPTION : V1 HAS HIT THE REAR END OF V2 WHILST V2 HAS BEEN STATIONARY AND THE
DRIVER OF V2 HAS BEEN DELIVERING MILK TO A NEARBY HOUSE

DATE : 24/01/2019 - Thursday TIME: 700

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Other

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Frost or Ice

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Careless/Reckless/In a hurry
- 2.V1 Very Likely Failed to look properly
- 3.V1 Very Likely Rain, sleet, snow, or fog
- 4.V2 Very Likely Stationary or parked vehicle(s)
- 5.
- 6.

VEHICLES:

1 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 38 Breath
Test: Negative
2 Goods vehicle 3.5 tonnes mgw and under Parked Parked To Parked No Skdng /Jck-Knfg
/Ovrtrng Driver: Male 54 Breath Test: Negative

CASUALTIES:

1 Driver 38 Male Serious In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200157966

Road Number : B1398 GRID REF: 495727,383611 SPEED LIMIT: 60
Road 2 Number : C213

PARISH : INGHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Serious
POLICE DIVISION : West

LOCATION : AT JUNCTION WITH CHURCH HILL ROAD

DESCRIPTION : VEH 1 BEHIND VEH 2 TRAVELLING SLOWLY TRYING TO FIND A PLACE TO TURN
AROUND. VEH 1 ATTEMPTS TO OVERTAKE. VEH 2 TURNS RIGHT AND COLLIDES
WITH VEH 1

DATE : 22/03/2020 - Sunday TIME: 1250

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 3

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Careless/Reckless/In a hurry
- 2.V2 Possible Failed to signal/ Misleading signal
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Ovrtdg stry Veh on offside South To North No Skdng /Jck-Knfg /Ovrtrng Driver:
Male 36 Breath Test: Negative
2 Car Stopping South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 40 Breath
Test: Negative

CASUALTIES:

- 1 Driver 36 Male Slight In Vehicle 1
- 2 Driver 40 Female Slight In Vehicle 2
- 3 Veh Passenger 16 Female Serious In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170484873

Road Number : A15 GRID REF: 497009,383912 SPEED LIMIT: 60
 Road 2 Number :
 PARISH : INGHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Fatal
 POLICE DIVISION : West

LOCATION : A15 INGHAM

DESCRIPTION : DRIVER OF V1 MAY HAVE BEEN USING MOBILE PHONE. SWERVED INTO VEH 3
 GOING IN OPPOSITE DIRECTION. FRONT OF V2 HIT

DATE : 08/11/2017 - Wednesday TIME: 654

NUMBER OF VEHICLES : 3
 NUMBER OF CASUALTIES: 3

JUNCTION DETAIL : Not at/within 20m of Junction.
 JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
 CONTRIBUTORY FACTOR 2:
 CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Fatigue
- 2.V1 Possible Driver using mobile phone
- 3.V1 Possible Illness or disability, mental or physical
- 4.V1 Very Likely Swerved
- 5.V1 Very Likely Nervous/Uncertain/ Panic
- 6.V1 Very Likely Failed to look properly

VEHICLES:

1 Car Going ahead South To North Skidding Driver: Male 19 Breath Test: Negative
 2 Goods vehicle 3.5 tonnes mgw and under Going ahead South To North Skidding Driver:
 Male 38 Breath Test: Not Requested
 3 Goods vehicle 7.5 tonnes mgw and over Going ahead North To South Jack-Knifed &
 Overturned Driver: Male 48 Breath Test: Negative

CASUALTIES:

1 Driver 38 Male Fatal In Vehicle 2
 2 Driver 19 Male Slight In Vehicle 1
 3 Driver 48 Male Slight In Vehicle 3

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180356345

Road Number : A15 GRID REF: 496990,384916 SPEED LIMIT: 60
Road 2 Number :

PARISH : WEST FIRSBY DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : 1 MILE NORTH OF RAF SCAMPTON. ERMINE STREET

DESCRIPTION : V2 IS A MOPED WHICH WAS TRAVELLING SOUTH ON THE A15 WHEN A LORRY V1
STARTED AN OVERTAKE MANOUVRED WHEN AN ONCOMING VEHICLE CAUSED THE
LORRY TO MOVE IN TOWARDS V2 COLLIDING WITH
THE REAR OF V2 CAUSING THE RIDER TO FALL OFF.

DATE : 27/07/2018 - Friday TIME: 731

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Goods Vehicle - unknown weight Ovrtrng movg Veh on offside South To North No Skdng
/Jck-Knfg /Ovrtrng Driver: Not known Breath Test: Driver not contcted at time
2 Motor cycle - cc unknown Going ahead rght hand bend South To North No Skdng
/Jck-Knfg /Ovrtrng Driver: Male 18 Breath Test: Driver not contcted at time

CASUALTIES:

1 Driver 18 Male Slight In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180583595

Road Number : A15 GRID REF: 497017,383893 SPEED LIMIT: 60
Road 2 Number :

PARISH : INGHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION :

DESCRIPTION : VEH 1 TRAVELLING ALONG A15. TYRE HAS BLOWN OUT AND CAUSED CAR TO
SKID ONTO OPPOSITE SIDE OF THE ROAD, INTO DITCH AND OVERTURNED

DATE : 02/12/2018 - Sunday TIME: 1525

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Loss of control
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 48
Breath Test: Not Requested

CASUALTIES:

1 Driver 48 Female Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190070828

Road Number : B1398 GRID REF: 495756,383276 SPEED LIMIT: 60
Road 2 Number :

PARISH : INGHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Serious
POLICE DIVISION : West

LOCATION : INFRONT OF THE WINDMILL PUB

DESCRIPTION : V1 WAS TURNING RIGHT OF THE MAIN ROAD WHEN IT WAS OVERTAKEN BY V2
CAUSING BOTH BEHICLES TO LEAVE THE ROAD NEARSIDE

DATE : 10/02/2019 - Sunday TIME: 1735

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V2 Very Likely Careless/Reckless/In a hurry
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Goods vehicle 3.5 tonnes and under 7.5 tonnes mgw Turning Right South To North No
Skdng /Jck-Knfg /Ovrtrng Driver: Male 49 Breath Test: Negative
2 Car Ovrtdg movg Veh on offside South To North No Skdng /Jck-Knfg /Ovrtrng Driver:
Male 28 Breath Test: Negative

CASUALTIES:

1 Driver 28 Male Serious In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190167479

Road Number : B1398 GRID REF: 494819,382187 SPEED LIMIT: 40
Road 2 Number : D

PARISH : CAMMERINGHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : MAIN ROAD AT CAMMERINGHAM

DESCRIPTION : V2 HAS SLOWED DOWN INDICATED TO TURN LEFT. V1 HAS HIT V2 IN THE REAR

DATE : 02/04/2019 - Tuesday TIME: 945

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Slippery road (due to weather)
- 2.V1 Very Likely Rain, sleet, snow, or fog
- 3.V1 Very Likely Deposit on road (eg. oil, mud, chippings)
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 41
Breath Test: Negative
2 Car Stopping North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 46 Breath
Test: Negative

CASUALTIES:

1 Driver 41 Female Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200564061

Road Number : B1398 GRID REF: 495782,382958 SPEED LIMIT: 60
Road 2 Number : B1398

PARISH : INGHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Serious
POLICE DIVISION : West

LOCATION : T JUNCTION ON LONG BEND

DESCRIPTION : UNKNOWN AT THIS TIME. COLLISION OCCURED ON T JUNCTION WHERE THE
ROAD TURNS TO THE RIGHT HAND SIDE

DATE : 25/10/2020 - Sunday TIME: 1800

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)
LIGHT CONDITIONS : Dark - No street lighting
SURFACE CONDITIONS: Dry
DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Possible Careless/Reckless/In a hurry
- 2.V2 Possible Careless/Reckless/In a hurry
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead North To South Skidding Driver: Female 23 Breath Test: Negative
2 Car Going ahead East To North Skidding Driver: Female 28 Breath Test: Not
Requested

CASUALTIES:

1 Driver 23 Female Serious In Vehicle 1
2 Driver 28 Female Serious In Vehicle 2

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DATE PRINTED: 24/11/2022
CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200581835

Road Number : B1398 GRID REF: 494914,382811 SPEED LIMIT: 30
Road 2 Number : C213

PARISH : INGHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : AT THE CROSSROAD INTO THE VILLAGE OF INGHAM, GIVE WAY ON THE
APPROACHING ROAD

DESCRIPTION : VEH 2 HAD COME OFF THE B1398 AND WAS HEADING INTO THE VILLAGE OF
INGHAM WHEN HE WAS OVER THE CROSSROADS WHEN VEH 1 HAS COME ACROSS
WITHOUT STOPPING AND HAS COLLIDED WITH THE PASSENGER SIDE OF HIS
VEH CAUSING VEH 1 TO SPIN AROUND AND COME TO REST ON THE PAVEMENT
AND CAUSING VEH 2 TO HIT A FENCE AND END UP IN THE TREES

DATE : 03/11/2020 - Tuesday TIME: 1600

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Crossroads
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Careless/Reckless/In a hurry
- 2.V2 Very Likely Other - Please specify below
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead South To North Skidding Driver: Female 19 Breath Test: Negative
2 Car Going ahead East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 40 Breath
Test: Negative

CASUALTIES:

1 Driver 40 Male Slight In Vehicle 2

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DATE PRINTED: 24/11/2022
CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 220320859

Road Number : B1398 GRID REF: 495758,383188 SPEED LIMIT: 60
 Road 2 Number : D

PARISH : INGHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
 POLICE DIVISION : West

LOCATION : MIDDLE STREET

DESCRIPTION : VEH 1 A ROYAL MAIL DELIVERY VAN HAS PULLED UP AT THE SIDE OF MIDDLE LANE AT THE JUNCTION WITH CLIFF FARM LOOKING AT HIS NEXT DELIVERY DROP. VEH 2 WAS TRAVELLING BEHIND IN A NORTHERLY DIRECTION. AS VEH 2 SAW VEH 1 WAS STATIONARY AND INDICATING TO THE NEAR SIDE, VEH 2 DECIDED TO OVERTAKE . AS VEH 2 STARTED TO OVERTAKE VEH 1 BEGAN TO TURN RIGHT. VEH 2 SWEERVED ACROSS THE ONCOMING GLANE OFF ROAD ONTO THE GRASS VERGE AND HIT A BRICK WALL.

DATE : 05/06/2022 - Sunday TIME: 1030

NUMBER OF VEHICLES : 2
 NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : 'T' or Staggered Junction
 JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
 CONTRIBUTORY FACTOR 2:
 CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Careless/Reckless/In a hurry
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Goods vehicle 3.5 tonnes mgw and under Turning Right South To East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 33 Breath Test: Not provided(Medical reasons)
 2 Car Ovrtrng movg Veh on offside South East To North West Skidding Driver: Female 36 Breath Test: Not provided(Medical reasons)

CASUALTIES:

1 Veh Passenger 13 Male Slight In Vehicle 2
 2 Driver 36 Female Slight In Vehicle 2

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 DATE PRINTED: 24/11/2022
 CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 220394839

Road Number : C1398 GRID REF: 495326,382826 SPEED LIMIT: 60
Road 2 Number :

PARISH : INGHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Serious
POLICE DIVISION : West

LOCATION : RURAL ROAD BETWEEN INGHAM LANE TO A15 JUNCTION TO INGHAM VILLAGE

DESCRIPTION : CONVERTED MOTORCYCLE TO TRIKE HAS LEFT THE ROAD ON A RURAL SINGLE
CARRIAGWAY. NO OTHER VEHICLES INVOLVED.

DATE : 09/07/2022 - Saturday TIME: 1208

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Inexperienced or learner driver/rider
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Motorcycle over 500cc (Combination before 2004) Going ahead West To East Skidding
& Overturned Driver: Male 33 Breath Test: Not Requested

CASUALTIES:

1 Driver 33 Male Serious In Vehicle 1

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DATE PRINTED: 24/11/2022
CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180414680

Road Number : A15 GRID REF: 497061,383001 SPEED LIMIT: 60
Road 2 Number : D

PARISH : INGHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : JUNCTION OF A15 INGHAM ROAD

DESCRIPTION : VEHICLE 1 HAS PULLED OUT ONTO THE MAIN CARRIAGE WAY AND COLLIDED
WITH VEHICLE 2 TRAVELLING NORTH BOUND

DATE : 30/08/2018 - Thursday TIME: 750

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Failed to look properly
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead South To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 61 Breath
Test: Negative
2 Car Going ahead North To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 54 Breath
Test: Negative

CASUALTIES:

1 Driver 61 Male Slight In Vehicle 1
2 Driver 54 Male Slight In Vehicle 2

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DATE PRINTED: 24/11/2022
CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190273457

Road Number : A15 GRID REF: 497057,383188 SPEED LIMIT: 60
Road 2 Number :

PARISH : INGHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : HALF WAY BETWEEN INGHAM AND SPRINDLINGTON

DESCRIPTION : DV1 FELL ASLEEP AT THE WHEEL AND DRIFTED ACROSS THE ROAD AND LEFT
THE CARRIAGEWAY TO THE OFFSIDE HITTING A ROAD SIGN.

DATE : 28/05/2019 - Tuesday TIME: 1910

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Fatigue
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 19 Breath
Test: Negative

CASUALTIES:

1 Veh Passenger 18 Female Slight In Vehicle 1

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DATE PRINTED: 24/11/2022
CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210523540

Road Number : C213 GRID REF: 497061,382997 SPEED LIMIT: 60
Road 2 Number : A15

PARISH : INGHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : JUNCTION WITH INGHAM LANE

DESCRIPTION : VEH 1 ENTERED FROM INGHAM LANE AND COLLIDES WITH ONCOMING VEH 2

DATE : 09/09/2021 - Thursday TIME: 920

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Possible Failed to look properly
- 2.V1 Possible Failed to judge other person's path or speed
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Turning Right West To South East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 76
Breath Test: Not Requested
2 Car Going ahead South East To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 50
Breath Test: Negative

CASUALTIES:

1 Driver 76 Female Slight In Vehicle 1

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CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190045147

Road Number : A15 GRID REF: 497348,382028 SPEED LIMIT: 60
 Road 2 Number :
 PARISH : HACKTHORN DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
 POLICE DIVISION : West

LOCATION : NEAR HACKTHORN

DESCRIPTION : V1 WAS TRAVELLING ALONG THE A 15 TOWARDS LINCOLN V1 DRIFTED INTO ONCMING CARRIAGEWAY INTO THE PATH OF V2. V2 TOOK AVOIDING ACTION TO THE NEARSIDE VERGE BUT WAS CLIPPED ON THE OFFSIDE BY V1 V1 THEN COLLIDED HEAD ON WITH V3 WHICH WAS TRAVELLING BEHIND V2

DATE : 27/01/2019 - Sunday TIME: 1541

NUMBER OF VEHICLES : 3
 NUMBER OF CASUALTIES: 3

JUNCTION DETAIL : Not at/within 20m of Junction.
 JUNCTION CONTROL:

WEATHER : Fine With High Winds

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
 CONTRIBUTORY FACTOR 2:
 CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Careless/Reckless/In a hurry
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

- 1 Car Going ahead left hand bend North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 62 Breath Test: Not provided(Medical reasons)
- 2 Goods Vehicle - unknown weight Going ahead right hand bend South To North Skidding Driver: Male 54 Breath Test: Negative
- 3 Car Going ahead right hand bend South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 36 Breath Test: Not provided(Medical reasons)

CASUALTIES:

- 1 Driver 62 Female Slight In Vehicle 1
- 2 Driver 54 Male Slight In Vehicle 2
- 3 Driver 36 Female Slight In Vehicle 3

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 DATE PRINTED: 24/11/2022
 CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190107223

Road Number : A1500
Road 2 Number : C213

GRID REF: 486716,381131

SPEED LIMIT: 60

PARISH : STOW

DIVISION:

DISTRICT: West Lindsey

POLICE SECTOR : Lincoln-Rural
POLICE DIVISION : West

SEVERITY: Slight

LOCATION : JUNCTION OF STOW PARK LANE

DESCRIPTION : VEH 2 TRAVELLING ALONG TILL BRIDGE LANE IN THE DIRECTION OF STURTON
BY STOW. VEH 1 ON STOW PARK ROAD WAITING AT JUNCTION PULLS OUT ONTO
TILL BRIDGE LANE INTO THE PATH OF VEH 2 CUASING A COLLISION

DATE : 01/03/2019 - Friday

TIME: 2027

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Careless/Reckless/In a hurry
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Waiting to turn Right East To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female
21 Breath Test: Negative
2 Car Going ahead North West To South East No Skdng /Jck-Knfg /Ovrtrng Driver: Male
22 Breath Test: Negative

CASUALTIES:

1 Driver 21 Female Slight In Vehicle 1

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DATE PRINTED: 24/11/2022

CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200273112

Road Number : A1500 GRID REF: 487995,380698 SPEED LIMIT: 60
Road 2 Number :

PARISH : STURTON BY STOW DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Lincoln-Rural SEVERITY: Slight
POLICE DIVISION : West

LOCATION : BETWEEN STURTON BY STOW AND THE RAILWAY CROSSING ON TILL BRIDGE
LANE

DESCRIPTION : CAR DRIVING TOWARDS LINCOLN SHOW GROUND ON RECENTLY RESURFACED
ROAD. VEH SKIDDED OFF THE ROAD INTO HEDGE AND BACK OUT SO VEH IS
PARTIALLY ON THE ROAD. DRIVER HAS SLIGHT INJURIES AND PAIN IN LOWER
BACK

DATE : 30/05/2020 - Saturday TIME: 736

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Dazzling sun
- 2.V1 Very Likely Deposit on road (eg. oil, mud, chippings)
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead West To East Skidding Driver: Female 63 Breath Test: Negative

CASUALTIES:

1 Driver 63 Female Slight In Vehicle 1

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DATE PRINTED: 24/11/2022

CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180620766

Road Number : A156 GRID REF: 483721,378852 SPEED LIMIT: 30
Road 2 Number :

PARISH : TORKSEY DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Lincoln-Rural SEVERITY: Slight
POLICE DIVISION : West

LOCATION : TORKSEY BENDS

DESCRIPTION : V1 HAS CROSSED THE WHITE LINE IN THE ROAD INTO THE PATH OF V2

DATE : 22/12/2018 - Saturday TIME: 1645

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - Lit Street Lights

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Possible Illness or disability, mental or physical
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 57
Breath Test: Negative
2 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 33
Breath Test: Negative

CASUALTIES:

1 Driver 57 Female Slight In Vehicle 1
2 Veh Passenger 63 Female Slight In Vehicle 2

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DATE PRINTED: 24/11/2022

CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200434964

Road Number : D GRID REF: 483898,378229 SPEED LIMIT: 30
Road 2 Number : D

PARISH : TORKSEY DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Lincoln-Rural SEVERITY: Slight
POLICE DIVISION : West

LOCATION : NEAR JUNCTION WITH LIME CLOSE IN TORKSEY, NEW DEVELOPMENT NOT ON WINGS

DESCRIPTION : PED STOOD NEAR WORKS VAN NEAR JUNCTION WITH LIME CLOSE AND MALE IN VEH HAS PULLED OUT AND BEEN DOING ABOUT 15MPH AND THE FRONT NEARSIDE HS COLLIDED WITH WORKMAN HITTING HIS RIGH THIGH AND PALM. CAR DRIVER GOT OUT SAID SORRY AND STATED DID NOT SEE HIM AND HIS FOOT SLIPPED

DATE : 20/08/2020 - Thursday TIME: 940

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Other Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Possible Failed to look properly
- 2.V1 Possible Other - Please specify below
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Turning Right North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 40
Breath Test: Not Requested

CASUALTIES:

1 Pedestrian 52 Male Slight In Vehicle 1

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DATE PRINTED: 24/11/2022
CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190142026

Road Number : A156
Road 2 Number : A1133

GRID REF: 483718,377861

SPEED LIMIT: 50

PARISH : FENTON

DIVISION:

DISTRICT: West Lindsey

POLICE SECTOR : Lincoln-Rural
POLICE DIVISION : West

SEVERITY: Slight

LOCATION : TORKSEY AT THE JUNCTION OF A1133

DESCRIPTION : V1 HAS PULLED OUT OF JUNCTION WITHOUT LOOKING PROPERLY AND HAS COLLIDED WITH V2

DATE : 20/03/2019 - Wednesday

TIME: 1130

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 3

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Failed to look properly
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Turning Right North To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 72 Breath Test: Negative
2 Car Going ahead East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Female 48 Breath Test: Negative

CASUALTIES:

1 Driver 48 Female Slight In Vehicle 2
2 Veh Passenger 20 Male Slight In Vehicle 2
3 Veh Passenger 71 Female Slight In Vehicle 1

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DATE PRINTED: 24/11/2022
CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200234618

Road Number : A1500 GRID REF: 489266,380274 SPEED LIMIT: 40
Road 2 Number : D

PARISH : STURTON BY STOW DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Lincoln-Rural SEVERITY: Slight
POLICE DIVISION : West

LOCATION : TILBRIDGE LANE 20M EAST OF EASTFIELD ROAD STURTON BY STOW

DESCRIPTION : POLICE CAGED VAN TRAVELLING ALONG A1500 FROM MARTON TOWARDS
SCAMPTON WITHA DETAINED PERSON IN THE CAGE. AFTER MISSING THE TURN
OFF REQUIRED THE DRIVER HAS APPLIED THE BRAKES CAUSING THE VEHICLE
TO STOP SHARPLY. THE DETAINED PERSON HAS FALLEN OFF THE BENCH SEAT
AND BANGED HIS HEAD AGAINST THE SIDE OF THE CAGE CAUSING INJURY

DATE : 09/05/2020 - Saturday TIME: 440

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - Street Lights

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Goods vehicle 3.5 tonnes mgw and under Stopping West To East No Skdng /Jck-Knfg
/Ovrtrng Driver: Male 42 Breath Test: Negative

CASUALTIES:

1 Veh Passenger 42 Male Slight In Vehicle 1

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DATE PRINTED: 24/11/2022
CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180448692

Road Number : A1500 GRID REF: 489143,380305 SPEED LIMIT: 30
Road 2 Number :

PARISH : STURTON BY STOW DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Lincoln-Rural SEVERITY: Slight
POLICE DIVISION : West

LOCATION : ACCIDENT HAPPENED AS YOU ENTER STURTON BY STOW ON TILBRIDGE LANE
FROM GAINSBOROUGH DIRECTION.

DESCRIPTION : DRIVER OF VM65 YTN (VEH 2) STATIONARY WAITING AT TEMPORARY TRAFFIC
LIGHTS ON TILLBRIDGE LANE STURTON BY STOW WHEN (VEH 1) FT04 WBZ VW
GOLF, RUNS INTO THE BACK OF VEH 2. DRIVERS GET OUT AND IT APPEARS
THERE IS NO DAMAGE TO VEHICLES SO FEMALE
DRIVER OF VEH 1 REFUSES TO GIVE HER DETAILS TO DRIVER OF VEH 2.

DATE : 18/09/2018 - Tuesday TIME: 725

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 30 Breath
Test: Driver not contcted at time
2 Car Waitng to go ahead, held up West To East No Skdng /Jck-Knfg /Ovrtrng Driver:
Female 30 Breath Test: Driver not contcted at time

CASUALTIES:

1 Driver 30 Female Slight In Vehicle 2

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DATE PRINTED: 24/11/2022
CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200603793

Road Number : B1241 GRID REF: 488913,380846 SPEED LIMIT: 30
Road 2 Number : D

PARISH : STURTON BY STOW DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Lincoln-Rural SEVERITY: Slight
POLICE DIVISION : West

LOCATION : TWO WAY MAIN ROAD IN AND OUT OF VILLAGE, NO STREET LIGHTING AT
SCENE OF ACCIDENT. 20 METRES FROM CROSSROADS

DESCRIPTION : VEH 1 COLLIDED WITH VEH 2 WHICH WAS PARKED CAUSING VEH TO FLIP OVER
AND COME TO A STAND STILL

DATE : 14/11/2020 - Saturday TIME: 1800

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Crossroads
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)
LIGHT CONDITIONS : Dark - No street lighting
SURFACE CONDITIONS: Wet or Damp
DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Animal or object in carriageway
- 2.V1 Very Likely Distraction in vehicle
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 60
Breath Test: Negative
2 Goods vehicle 3.5 tonnes mgw and under Parked Parked To Parked Overturned Driver:
Male 45 Breath Test: Not Requested

CASUALTIES:

1 Driver 60 Female Slight In Vehicle 1
2 Veh Passenger 88 Female Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200641358

Road Number : A1500 GRID REF: 488985,380369 SPEED LIMIT: 30
Road 2 Number : B1241

PARISH : STURTON BY STOW DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Lincoln-Rural SEVERITY: Serious
POLICE DIVISION : West

LOCATION : TILLBRIDGE LANE, STURTON BY STOW VILLAGE JUNCTION WITH THE B1241

DESCRIPTION : VEH 2 HAS BEEN STATIONARY INDICATING TO TURN RIGHT. VEH 1 HAS
COLLIDED WITH THE REAR OF VEH 1.

DATE : 04/12/2020 - Friday TIME: 1100

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Stop Sign

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Careless/Reckless/In a hurry
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead South East To North West No Skdng /Jck-Knfg /Ovrtrng Driver: Male
28 Breath Test: Negative
2 Car Waiting to turn Right North West To North No Skdng /Jck-Knfg /Ovrtrng Driver:
Male 68 Breath Test: Negative

CASUALTIES:

1 Driver 28 Male Serious In Vehicle 1
2 Veh Passenger 37 Female Serious In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200648710

Road Number : B1241 GRID REF: 489033,380289 SPEED LIMIT: 30
Road 2 Number :

PARISH : STURTON BY STOW DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Lincoln-Rural SEVERITY: Slight
POLICE DIVISION : West

LOCATION : SAXILBY ROAD LINCOLN. SINGLE CARRIAGEWAY WITH HOUSES EITHER SIDE

DESCRIPTION : VEH 2 TRAVELLING NORTH THROUGH STURTON BY STOW ON SAXILBY ROAD. VEH
1 HS BEEN TRAVELLING IN OPPOSITE DIRECTION. VEH 2 HAS PULLED
SLIGHTLY TO THE LEFT TO AVOID COLLIDING WITH VEH 1. VEH 1 HAS THEN
HIT THE OFFSIDE FRONT OF VEH 2 WITH ITS FRONT OFFSIDE ALSO CAUSING
VEH 1 TO ROLL ON ITS SELF. BOTH AIRBAGS DEPLOYED. DRIVER OF VEH 1
TESTED POSITVE , ARRESTED AND TRANSPORTED TO CUSTODY.

DATE : 08/12/2020 - Tuesday TIME: 1700

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Dark - Lit Street Lights

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Possible Impaired by alcohol
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead North To South Overturned Driver: Male 30 Breath Test: Positive
2 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 30 Breath
Test: Negative

CASUALTIES:

1 Driver 30 Male Slight In Vehicle 2
2 Driver 30 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190031961

Road Number : A1500 GRID REF: 490329,379913 SPEED LIMIT: 60
Road 2 Number : C207

PARISH : STURTON BY STOW DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Lincoln-Rural SEVERITY: Slight
POLICE DIVISION : West

LOCATION : TILLBRIDGE LANE

DESCRIPTION : VEH 1 HAS BEEN TRAVELLING BEHIND VEH 2. VEH 2 HAS SLOWED TO TAKE A
RIGHT HAND TURN AT JUNCTION. VEH 1 HAS NOT SEEN VEH 2 SLOWING AND
NOT GIVEN HIMSELF ENOUGH DISTANCE TO BREAK. DRIVER OF VEH 1 HAS
SWERVED TO THE RIGHT AND COLLIDED WITH VEH 2 AS THEY COMPLETED THE
TURN MANOEUVRE.

DATE : 20/01/2019 - Sunday TIME: 840

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Careless/Reckless/In a hurry
- 2.V1 Very Likely Failed to look properly
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Overtkg movg Veh on offside West To East No Skdng /Jck-Knfg /Ovrtrng Driver:
Male 26 Breath Test: Not Requested
2 Car Turning Right West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 18
Breath Test: Not Requested

CASUALTIES:

1 Driver 18 Female Slight In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 220292938

Road Number : A1500 GRID REF: 490341,379915 SPEED LIMIT: 60
 Road 2 Number : C207

PARISH : STURTON BY STOW DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Lincoln-Rural SEVERITY: Slight
 POLICE DIVISION : West

LOCATION : JUNCTION OF A1500 AND ROAD FOR BRANSBY ON THE RIGHT

DESCRIPTION : VEH 2 HAS BEEN TRAVELLING EASTBOUND ALONG THE A1500. VEH 1 HAS
 PULLED OUT OF THE JUNCTION FROM BRANSBY TURNING RIGHT ONTO THE
 A1500 EASTBOUND IN FRONT OF VEH 2. VEH 2 HAS ATTEMPTED TO SWERVE TO
 THE RIGHT AND OVERTAKE VEH 1 IN ORDER TO AVOID THE COLLISION BUT
 COLLIDED WITH THE REAR OF VEH 1.

DATE : 22/05/2022 - Sunday TIME: 1748

NUMBER OF VEHICLES : 2
 NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : 'T' or Staggered Junction
 JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
 CONTRIBUTORY FACTOR 2:
 CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Possible Dazzling sun
- 2.V1 Possible Uncorrected, defective eyesight
- 3.V2 Possible Exceeding speed limit
- 4.V2 Possible Distraction in vehicle
- 5.
- 6.

VEHICLES:

1 Car Turning Right South West To South East No Skdng /Jck-Knfg /Ovrtrng Driver:
 Male 88 Breath Test: Negative
 2 Car Going ahead North West To South East No Skdng /Jck-Knfg /Ovrtrng Driver:
 Female 23 Breath Test: Negative

CASUALTIES:

1 Driver 88 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180046624

Road Number : A1500 GRID REF: 491072,379651 SPEED LIMIT: 60
Road 2 Number :

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : LINCOLN- TILLBRIDGE LANE (GRID REF:490926, 379734).

DESCRIPTION : V1 TURNED LEFT OUT OF GELDERS YARD ONTO A1500 AND IMMEDIATELY
TURNED RIGHT INTO TILL BRIDGE FARMS ACROSS PATH OF V2 WHICH WAS
TRAVELLING STRAIGHT ON.

DATE : 26/01/2018 - Friday TIME: 1600

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Careless/Reckless/In a hurry
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Goods Vehicle - unknown weight Turning Right West To East No Skdng /Jck-Knfg
/Ovrtrng Driver: Male 29 Breath Test: Negative
2 Car Going ahead East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Female 42 Breath
Test: Negative

CASUALTIES:

1 Driver 42 Female Slight In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170553561

Road Number : B1398 GRID REF: 494843,380811 SPEED LIMIT: 40
Road 2 Number :
PARISH : BRATTLEBY DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Serious
POLICE DIVISION : West

LOCATION : BRATTLEBY

DESCRIPTION : BOTH VEHICLES WERE TRAVELLING TOWARDS EACH OTHER ON THE B1398 AT BRATTLEBY. THE TWO VEHICLES WERE TRAVELLING WITHIN THE SPEED LIMIT AND THEY COLLIDED, ALMOST HEAD ON. BOTH DRIVERS DENY CROSSING OVER THE WHITE LINE AND CAUSING THE COLLISION.

DATE : 19/12/2017 - Tuesday TIME: 1750

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Possible Careless/Reckless/In a hurry
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 34
Breath Test: Negative
2 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 52 Breath
Test: Negative

CASUALTIES:

1 Veh Passenger 6 Male Serious In Vehicle 2
2 Driver 34 Female Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200462050

Road Number : D GRID REF: 495892,381182 SPEED LIMIT: 60
Road 2 Number :

PARISH : BRATTLEBY DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : MIDDLE STREET IN LINCOLN

DESCRIPTION : CYCLIST RIDING ON NARROW SINGLE TRACK ROAD. A VEH WAS COMING IN THE
OPPOSITE DIRECTION. ANOTHER VEH TRAVELLING BEHIND THE CYCLIST
INTENDED TO OVERTAKE BUT SAW THE ONCOMING VEH AT THE LAST MINUTE
AND NUDGED THE CYCLIST CAUSING THE CYCLIST TO FALL OFF. DRIVER OF
VEH STOPPED AND MADE SURE THE CYCLIST WAS OK BEFORE DRIVING AWAY.
NO DETAILS OF THE OFFENDING VEH TAKEN.

DATE : 02/09/2020 - Wednesday TIME: 815

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Overtaking on nearside East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Not
known 40 Breath Test: Not Requested
2 Pedal Cycle Going ahead East To West Overturned Driver: Male 18 Breath Test:
Driver not contcted at time

CASUALTIES:

1 Driver 18 Male Slight In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170454056

Road Number : A15 GRID REF: 497903,381397 SPEED LIMIT: 60
 Road 2 Number : D
 PARISH : HACKTHORN DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
 POLICE DIVISION : West

LOCATION : A15

DESCRIPTION : V3 HAS BEEN DRIVING ALONG THE A15 SOUTHBOUND AND HAS INDICATED AND SLOWED TO TURN RIGHT ONTO THE OLD A15 JUST NORTH OF HACKTHORN. V2 HAS SLOWED AND COME TO A STOP HOWEVER V1 HAS NOT SLOWED OR STOPPED IN TIME AND HAS DRIVEN INTO THE REAR OF V2 WHICH IN TURN HAS PUSHED V2 INTO V3 VERY SLIGHTLY.

DATE : 19/10/2017 - Thursday TIME: 1040

NUMBER OF VEHICLES : 3
 NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : 'T' or Staggered Junction
 JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
 CONTRIBUTORY FACTOR 2:
 CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Failed to judge other person's path or speed
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 44 Breath Test: Driver not contcted at time
 2 Goods Vehicle - unknown weight Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 56 Breath Test: Negative
 3 Goods Vehicle - unknown weight Turning Right North To West No Skdng /Jck-Knfg /Ovrtrng Driver: Not known Breath Test: Driver not contcted at time

CASUALTIES:

1 Driver 44 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180358511

Road Number : A15 GRID REF: 498023,380809 SPEED LIMIT: 60
 Road 2 Number :

PARISH : HACKTHORN DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Serious
 POLICE DIVISION : West

LOCATION : A15 AT HACKTHORN CLIFF. LINCOLN

DESCRIPTION : VEHICLE 1 HAS VEERED ONTO THE WRONG SIDE OF THE ROAD AND COLLIDED WITH VEHICLE 2 TRAVELLING IN THE OPPOSITE DIRECTION. VEHICLE 4 WAS FOLLOWING VEHICLE 1 AT THE TIME OF THE COLLISION AND BRAKED SHARPLY, VEHICLE 3 HAS BEEN UNABLE TO BRAKE IN TIME AND HAS COLLIDED WITH THE REAR OF VEHICLE 4. DRIVER OF VEHICLE 1 ALLEGES THAT HE HAD A MECHANICAL DEFECT OF SOME KIND AND OFFSIDE TYRE OF THE VEHICLE HAS DAMAGE CONSISTENT WITH A BLOW OUT.

DATE : 30/07/2018 - Monday TIME: 605

NUMBER OF VEHICLES : 4
 NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Not at/within 20m of Junction.
 JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
 CONTRIBUTORY FACTOR 2:
 CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Loss of control
- 2.V1 Possible Swerved
- 3.V1 Possible Other - Please specify below
- 4.
- 5.
- 6.

VEHICLES:

- 1 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 24 Breath Test: Negative
- 2 Goods Vehicle - unknown weight Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 43 Breath Test: Negative
- 3 Goods Vehicle - unknown weight Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 41 Breath Test: Negative
- 4 Goods Vehicle - unknown weight Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 61 Breath Test: Negative

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

CASUALTIES:

1 Driver 24 Male Serious In Vehicle 1
2 Driver 43 Male Slight In Vehicle 2

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All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210396793

Road Number : A15 GRID REF: 497727,380432 SPEED LIMIT: 60
Road 2 Number :

PARISH : HACKTHORN DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : BETWEEN RAF SCAMPTON AND INGHAM LANE

DESCRIPTION : VEH 1 HEADING SOUTH ON A15 HAS VEERED FROM HIS LANE COLLIDING WITH
VEH 2 WHO WAS TRAVELLING NORTH. DRIVER OF VEH 1 STATED HE WAS
DAZZLED BY THE SUN. DRIVER OF VEH 2 NOT INJURED, DRIVER VEH 1 HAS
INFLAMMATION ON HER ELBOW.

DATE : 15/07/2021 - Thursday TIME: 1852

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Dazzling sun
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead North East To South West Skidding Driver: Male 86 Breath Test:
Negative
2 Goods vehicle 7.5 tonnes mgw and over Going ahead South West To North East No
Skdng /Jck-Knfg /Ovrtrng Driver: Female 56 Breath Test: Negative

CASUALTIES:

1 Driver 86 Male Slight In Vehicle 1
2 Veh Passenger 84 Female Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 220209097

Road Number : A1500 GRID REF: 494451,378489 SPEED LIMIT: 60
Road 2 Number : D

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Serious
POLICE DIVISION : West

LOCATION : SINGLE CARRIAGEWAY, NATIONAL SPEED LIMIT, FIELDS AND DITCHES EITHER SIDE

DESCRIPTION : VEH 1 APPEARS TO HAVE BEEN TRAVELLING FROM GAINSBOROUGH TO LINCOLN ON STRAIGHT DAMP ROAD. VEH HAS LOST CONTROL AND ENTERED A DITCH ON THE NEAR SIDE FLIPPING AND RESTING ON IT'S ROOF.

DATE : 13/04/2022 - Wednesday TIME: 400

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Possible Aggressive driving
- 2.V1 Possible Animal or object in carriageway
- 3.V1 Very Likely Careless/Reckless/In a hurry
- 4.V1 Very Likely Exceeding speed limit
- 5.V1 Very Likely Impaired by alcohol
- 6.V1 Very Likely Impaired by drugs (illicit or medicinal)

VEHICLES:

1 Car Going ahead North West To South East Skidding & Overturned Driver: Male 42
Breath Test: Not Requested

CASUALTIES:

1 Driver 42 Male Serious In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180020752

Road Number : B1398 GRID REF: 494891,379737 SPEED LIMIT: 30
Road 2 Number : D

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Serious
POLICE DIVISION : West

LOCATION : OUTSIDE THE REAR OF THE BUNGALOW

DESCRIPTION : VEHICLE HEADED FROM SCAMPTON VILLAGE DOWN THE HILL AND LEFT THE
ROAD INTO A HEDGE. DRIVER CLIMBS OUT OF THE CAR AND FLAGS DOWN
PASSING POLICE CAR

DATE : 13/01/2018 - Saturday TIME: 2310

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - Lit Street Lights

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Aggressive driving
- 2.V1 Very Likely Careless/Reckless/In a hurry
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead rght hand bend South To North Overturned Driver: Male 38 Breath
Test: Positive

CASUALTIES:

1 Driver 38 Male Serious In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180074909

Road Number : A1500 GRID REF: 495375,378329 SPEED LIMIT: 50
Road 2 Number : B1398

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Serious
POLICE DIVISION : West

LOCATION : SCAMPTON VIEW POINT. TILL BRIDGE LANE JUNCTION WITH MIDDLE STREET.

DESCRIPTION : VEH 1 WAS STATIONARY AT THE JUNCTION MIDDLE STREET LEADING ON TO THE TILLBRIDGE LANE TRAVELLING NORTH. VEH 2 WAS TRAVELING WEST ON TILLBRIDGE LANE THE JUNCTION WAS ON THE LEFT SIDE. AS VEH 2 WAS PASSING THE JUNCTION VEH 1 PULLED OUT OF THE JUNCTION INTO THE ON COMING VEH 2 CAUSING THE COLLISION. BOTH DRIVER WAS SEEN BY PARAMEDICS AND THE DRIVER OF VEHICLE 1 WAS ADMITTED WITH POSSIBLE FRACTURED ANKLE. VEH 2 DRIVER SLIGHT BRUISING AND SWELLING.

DATE : 15/02/2018 - Thursday TIME: 2230

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Failed to judge other person's path or speed
- 2.V1 Very Likely Failed to look properly
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Starting South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 65 Breath Test: Negative
2 Car Going ahead East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Female 25 Breath Test: Negative

CASUALTIES:

1 Driver 65 Female Serious In Vehicle 1
2 Driver 25 Female Slight In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180499997

Road Number : A1500 GRID REF: 495373,378332 SPEED LIMIT: 60
 Road 2 Number : B1398

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
 POLICE DIVISION : West

LOCATION : TILL BRIDGE LANE LINCOLN

DESCRIPTION : V1 HAS BEEN TRAVELLING DOWN TILL BRIDGE LANE TOWARDS RISEHOLME ROAD
 TURNING RIGHT INTO BURTON ROAD . V2 HAS BEEN TRAVELLING DOWN TILL
 BRIDGE LANE TOWARD SAXILBY. V1 HAS TURNED RIGHT TO GO ONTO BURTON
 ROAD AND HAS HIT V2 WHO HAS BEEN TRAVELLING STRAIGHT ON AS SHE HAS
 CROSSED V2S CARRIAGEWAY. V1 HAS NO INSURANCE AND TOR HAS BEEN
 ISSUED.

DATE : 17/10/2018 - Wednesday TIME: 1200

NUMBER OF VEHICLES : 2
 NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : 'T' or Staggered Junction
 JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
 CONTRIBUTORY FACTOR 2:
 CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Careless/Reckless/In a hurry
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

- 1 Car Turning Right East To West Overturned Driver: Female 62 Breath Test: Not Requested
- 2 Car Going ahead North To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 29 Breath Test: Not Requested

CASUALTIES:

- 1 Driver 62 Female Slight In Vehicle 1
- 2 Driver 29 Female Slight In Vehicle 2

PAGE: 110
 DATE PRINTED: 24/11/2022

CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200414652

Road Number : A1500 GRID REF: 495375,378328 SPEED LIMIT: 50
Road 2 Number : B1398

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : TILLBRIDGE LANE ON BURTON B1398 JUNCTION

DESCRIPTION : DRIVER OF VEH 1 HAS PULLED OUT OF BURTON B1398 JUNCTION TO TURN
RIGHT ONTO TILLBRIDGE LANE A1500 AND HAS COLLIDED WITH VEH 2
TRAVELLING TOWARDS STURTON

DATE : 10/08/2020 - Monday TIME: 1705

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Failed to look properly
- 2.V1 Possible Careless/Reckless/In a hurry
- 3.V1 Very Likely Disobeyed Give Way or Stop sign or markings
- 4.
- 5.
- 6.

VEHICLES:

- 1 Car Starting South To East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 54 Breath Test: Not provided(Medical reasons)
- 2 Car Going ahead East To West Skidding Driver: Female 25 Breath Test: Negative

CASUALTIES:

- 1 Driver 25 Female Slight In Vehicle 2
- 2 Driver 54 Female Slight In Vehicle 1

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DATE PRINTED: 24/11/2022

CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210402601

Road Number : B1398 GRID REF: 495451,378327 SPEED LIMIT: 60
Road 2 Number : A1500

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : T JUNCTION OF B1398 & A1500

DESCRIPTION : VEH 1 HAS PULLED OUT ONTO MAIN ROAD WITHOUT LOOKING AND COLLIDED
WITH VEH 2 CAUSING A COLLISION

DATE : 18/07/2021 - Sunday TIME: 1940

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 3

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Failed to look properly
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Turning Right North To South East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 21
Breath Test: Negative
2 Car Going ahead North West To South East No Skdng /Jck-Knfg /Ovrtrng Driver:
Female 52 Breath Test: Negative

CASUALTIES:

- 1 Driver 21 Male Slight In Vehicle 1
- 2 Driver 52 Female Slight In Vehicle 2
- 3 Veh Passenger 23 Female Slight In Vehicle 2

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DATE PRINTED: 24/11/2022
CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 220148116

Road Number : B1398 GRID REF: 495099,379276 SPEED LIMIT: 30
Road 2 Number :

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : HIGH STREET, OUTSIDE OF A SCHOOL PICK UP DROP OFF AREA

DESCRIPTION : VEH 1 HAS BEEN WAITING IN A QUE OF TRAFFIC PICKING UP A CHILD FROM
SCHOOL AS SHE PULLED OUT OF THE SPACE HAS CAUGHT A MOTORBIKE COMING
FROM THE OPPOSITE DIRECTION

DATE : 14/03/2022 - Monday TIME: 1223

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Spray from other vehicles
- 2.V1 Possible Vehicle blind spot
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Stopping South East To North West No Skdng /Jck-Knfg /Ovrtrng Driver: Female
41 Breath Test: Negative
2 Motorcycle over 50cc and up to 125cc Starting North West To South East No Skdng
/Jck-Knfg /Ovrtrng Driver: Male 22 Breath Test: Negative

CASUALTIES:

1 Driver 22 Male Slight In Vehicle 2

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DATE PRINTED: 24/11/2022

CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180017296

Road Number : D GRID REF: 496328,378724 SPEED LIMIT: 30
Road 2 Number :

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : NORTHUMBERLAND AVENUE, SCAMPTON

DESCRIPTION : RIDER OF MOPED SLID ON ICE AND FELL OFF

DATE : 28/11/2017 - Tuesday TIME: 900

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Raining With High Winds

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Frost or Ice

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Motor cycle - cc unknown Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng
Driver: Female 16 Breath Test: Not Requested

CASUALTIES:

1 Driver 16 Female Slight In Vehicle 1

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DATE PRINTED: 24/11/2022
CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200654672

Road Number : A1500 GRID REF: 496787,378151 SPEED LIMIT: 20
Road 2 Number :

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : ENTRANCE TO SHOWGROUND

DESCRIPTION : DRIVER OF VEH 1 REFUSED TO STOP FOR SECURITY STAFF AND DROVE
THROUGH THEM HITTING ONE OF THEM WITH HIS WING MIRROR

DATE : 11/12/2020 - Friday TIME: 720

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Dark - Street Lighting

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Aggressive driving
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Not known 40
Breath Test: Not Requested

CASUALTIES:

1 Pedestrian 50 Male Slight In Vehicle 1

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DATE PRINTED: 24/11/2022
CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170536640

Road Number : A15 GRID REF: 497281,379412 SPEED LIMIT: 50
Road 2 Number :

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : OUTSIDE RAF SCAMPTON

DESCRIPTION : DRIVER OF VEHICLE 1 VEERED INTO THE PATH OF VEHICLE 2

DATE : 09/12/2017 - Saturday TIME: 700

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - Lit Street Lights

SURFACE CONDITIONS: Frost or Ice

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Fatigue
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Goods Vehicle - unknown weight Going ahead North To South No Skdng /Jck-Knfg
/Ovrtrng Driver: Male 21 Breath Test: Negative
2 Goods Vehicle - unknown weight Going ahead South To North No Skdng /Jck-Knfg
/Ovrtrng Driver: Male 24 Breath Test: Negative

CASUALTIES:

1 Driver 21 Male Slight In Vehicle 1

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DATE PRINTED: 24/11/2022

CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180232927

Road Number : A15 GRID REF: 497338,379851 SPEED LIMIT: 60
Road 2 Number :

PARISH : WELTON DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Fatal
POLICE DIVISION : West

LOCATION : HACKTHORN CLIFFE

DESCRIPTION : BMW HAS MADE CONTACT WITH HGV TRAVELLING IN THE OPPOSITE DIRECTION
CAUSING THE HGV TO OVERTURN AND THE BMW DRIVER TO DIE SUBSEQUENTLY
IN HOSPITAL

DATE : 21/05/2018 - Monday TIME: 1648

NUMBER OF VEHICLES : 3
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Possible Other - Please specify below
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

- 1 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 37 Breath Test: Not Requested
- 2 Bus or coach (17 or more Passenger Seats) Going ahead South To North Overturned Driver: Male 57 Breath Test: Negative
- 3 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 42 Breath Test: Negative

CASUALTIES:

- 1 Driver 37 Male Fatal In Vehicle 1

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DATE PRINTED: 24/11/2022
CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180607049

Road Number : A15 GRID REF: 497343,378399 SPEED LIMIT: 50
Road 2 Number :

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Serious
POLICE DIVISION : West

LOCATION : MAIN ROAD

DESCRIPTION : V2 HAS SLOWED DOWN IN TRAFFIC V1 HAS STARTED TO BRAKE BUT HAS
COLLIDED INTO THE BACK OF V2.

DATE : 14/12/2018 - Friday TIME: 1615

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - Street Lights

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Following too close
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 62
Breath Test: Negative
2 Car Stopping North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 28 Breath
Test: Negative

CASUALTIES:

1 Driver 62 Female Serious In Vehicle 1

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DATE PRINTED: 24/11/2022

CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200071527

Road Number : A15 GRID REF: 497299,379155 SPEED LIMIT: 50
Road 2 Number : D

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : OUTSIDE RAF SCAMPTON

DESCRIPTION : V3 BRAKED AS VEHICLE IN FRONT BRAKED. V2 ALSO BRAKED. V1 RAN INTO
THE REAR OF V2 WHICH IN TURN RAN INTO THE BACK OF VEHICLE 3.

DATE : 06/02/2020 - Thursday TIME: 1230

NUMBER OF VEHICLES : 3
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Possible Failed to judge other person's path or speed
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Changing Lane to Right North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male
32 Breath Test: Negative
2 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 30 Breath
Test: Negative
3 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 42
Breath Test: Negative

CASUALTIES:

1 Driver 30 Male Slight In Vehicle 2
2 Driver 42 Female Slight In Vehicle 3

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DATE PRINTED: 24/11/2022
CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210094271

Road Number : A15 GRID REF: 497307,378991 SPEED LIMIT: 50
Road 2 Number : C225

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : JUNCTION OF A15 & C225 OUTSIDE ENTRANCE TO RAF SCAMPTON

DESCRIPTION : DRIVER OF VEH 2 WAS TRAVELLING NORTHBOUND ON A15 AND INDICATING TO
TURN LEFT. DRIVER OF VEH 1 WAS WAITING TO TURN OUT OF RAF SCAMPTON
BASE AND PULLED OUT IN FRONT OF VEH 2, BELIEVING THEY WERE TURNING
INTO THE BASE.

DATE : 16/02/2021 - Tuesday TIME: 1725

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Dark - Lit Street Lights

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Careless/Reckless/In a hurry
2.V1 Very Likely Disobeyed Give Way or Stop sign or markings
3.
4.
5.
6.

VEHICLES:

1 Car Turning Right West To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 33 Breath
Test: Negative
2 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 54 Breath
Test: Negative

CASUALTIES:

1 Driver 54 Male Slight In Vehicle 2

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DATE PRINTED: 24/11/2022
CURRENT DATADATE: 30/09/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 220038922

Road Number : A15 GRID REF: 497346,379319 SPEED LIMIT: 50
Road 2 Number :

PARISH : WELTON DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : STRAIGHT SECTION OF ROAD ON APPROACH TO MINOR OFFSIDE BEND FOR VEH
3

DESCRIPTION : VEH 1 AND VEH 2 WERE ON THE A15 TOWARDS LINCOLN. VEH 1 OVERTOOK VEH
2 AS VEH 3 WAS ONCOMING. VEH 3 SWERVED TO AVOID VEH 1 BUT HIT
OFFSIDE OF VEH 1, VEH 3 EXITED ROAD ON ITS OFFSIDE AND GOT STUCK IN
A FIELD. AT SOME STAGE VEH 2 HIT VEH 1. VEH 1 AND VEH 3 DRIVERS
SUSTAINED MINOR INJURY. DRIVER OF VEH 2 NOT INJURED.

DATE : 20/01/2022 - Thursday TIME: 545

NUMBER OF VEHICLES : 3
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Careless/Reckless/In a hurry
- 2.V1 Very Likely Inexperienced or learner driver/rider
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Ovrtdg movg Veh on offside North To South No Skdng /Jck-Knfg /Ovrtrng Driver:
Male 18 Breath Test: Negative
2 Goods vehicle 7.5 tonnes mgw and over Going ahead North To South No Skdng
/Jck-Knfg /Ovrtrng Driver: Male 58 Breath Test: Negative
3 Goods vehicle 7.5 tonnes mgw and over Going ahead South To North No Skdng
/Jck-Knfg /Ovrtrng Driver: Male 62 Breath Test: Negative

CASUALTIES:

1 Driver 62 Male Slight In Vehicle 3
2 Driver 18 Male Slight In Vehicle 1

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DATE PRINTED: 24/11/2022

CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200547622

Road Number : A1500 GRID REF: 497195,378115 SPEED LIMIT: 60
Road 2 Number :

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Serious
POLICE DIVISION : West

LOCATION : STRAIGHT ROAD

DESCRIPTION : VEH 1 OVERTOOK A LORRY AS VEH 2 WAS TURNING RIGHT IN FRONT OF THE
LORRY. VEH 1 GLANCED VEH 2 AND IT CAUSED IT TO SPIN INTO A TREE

DATE : 17/10/2020 - Saturday TIME: 836

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Failed to look properly
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Goods vehicle 3.5 tonnes mgw and under Ovrtrkg stry Veh on offside East To West
Skidding Driver: Male 46 Breath Test: Negative
2 Agricultural vehicle(includes diggers etc) Turning Right East To West No Skdng
/Jck-Knfg /Ovrtrng Driver: Male 27 Breath Test: Negative

CASUALTIES:

1 Driver 46 Male Serious In Vehicle 1

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DATE PRINTED: 24/11/2022

CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200046288

Road Number : A15 GRID REF: 497365,378074 SPEED LIMIT: 60
Road 2 Number : A1500

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Lincoln-Rural SEVERITY: Slight
POLICE DIVISION : West

LOCATION : JUNCTION OF A15 AND A1500

DESCRIPTION : V1 TRAVELLING SOUTHBOUND ON A15 VEHICLES HAVE BEEN SLOWING AS
VEHICLE IS WAITING TO TURN RIGHT. V1 HAS NOT STOPPED IN TIME BEHIND
THE QUEUE AND HAS SWERVED INTO THE NORTHBOUND CARRIAGEWAY HITTING
V2

DATE : 24/01/2020 - Friday TIME: 1750

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Crossroads
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - Street Lighting

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Following too close
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Stopping North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 44 Breath
Test: Negative
2 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 59 Breath
Test: Negative

CASUALTIES:

1 Driver 59 Male Slight In Vehicle 2
2 Driver 44 Male Slight In Vehicle 1

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DATE PRINTED: 24/11/2022
CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200108292

Road Number : D GRID REF: 497400,378111 SPEED LIMIT: 50
Road 2 Number :

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen SEVERITY: Slight
POLICE DIVISION : West

LOCATION : SINGLE CARRIAGEWAY APPROACHING RA

DESCRIPTION : MOTORCYCLE WAS DRIVING AROUND 20 MPH AND HAS DRIVEN THROUGH
STANDING WATER WHICH HAS CAUSED THE RIDER TO LOOSE CONTROL

DATE : 25/02/2020 - Tuesday TIME: 1620

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Other

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Flood (Water 3cm / 1" Deep)

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Loss of control
- 2.V1 Very Likely Rain, sleet, snow, or fog
- 3.
- 4.
- 5.
- 6.

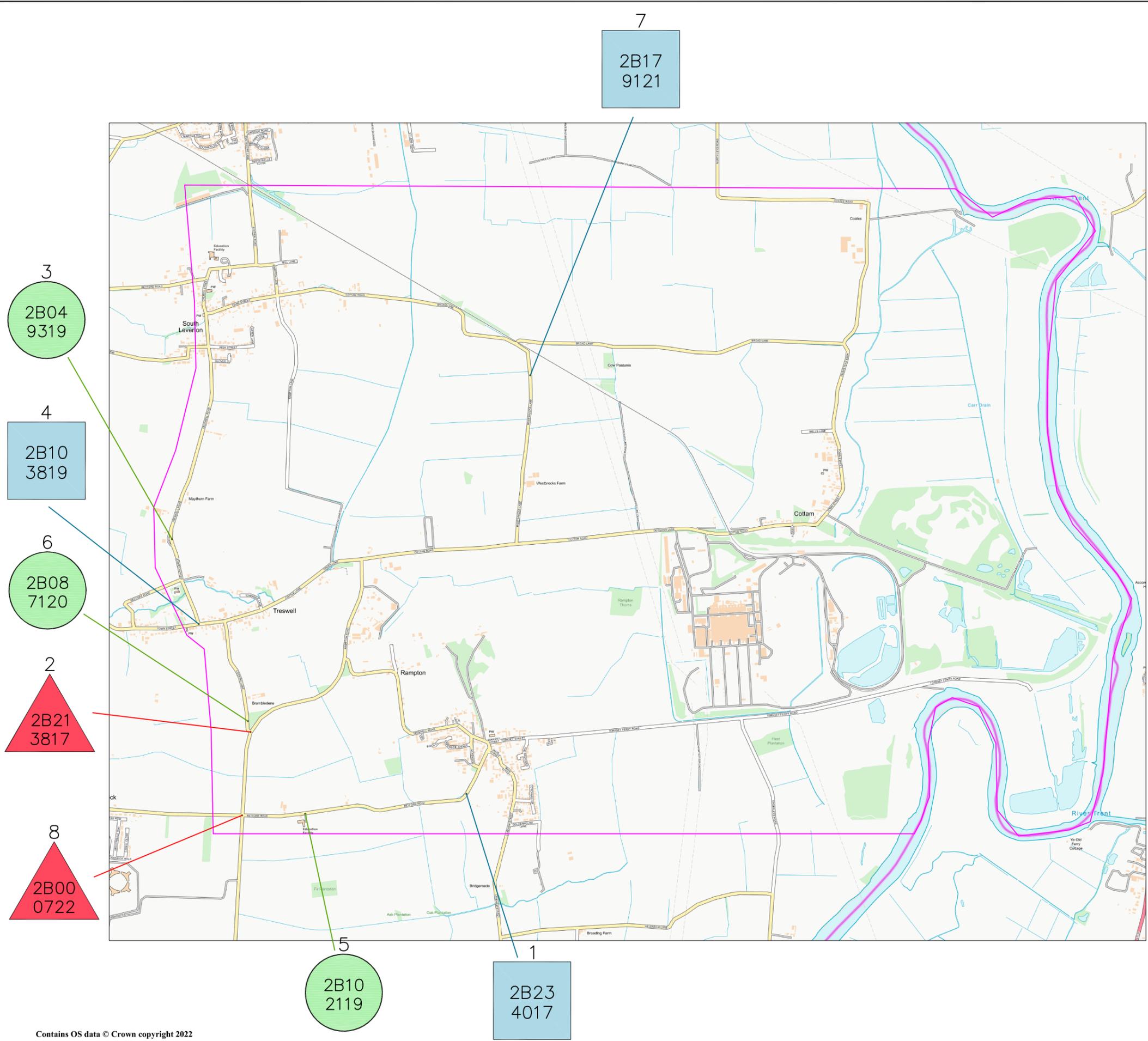
VEHICLES:

1 Motorcycle over 500cc (Combination before 2004) Going ahead West To East No Skdng
/Jck-Knfg /Ovrtrng Driver: Male 44 Breath Test: Not Requested

CASUALTIES:

1 Driver 44 Male Slight In Vehicle 1

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DATE PRINTED: 24/11/2022
CURRENT DATADATE: 30/09/2022



Severity	Fatal	Serious	Slight	Total
Year				
Aug17	1	1	0	2
18	0	0	0	0
19	0	1	2	3
20	0	0	1	1
21	0	1	0	1
Jul 22	1	0	0	1
Total	2	3	3	8



on: Date Range: Search

Key

- 64
2B21
0616
Slight
- 6
2A23
7816
Slight
involving pedestrian
- 59
2B06
5118
Serious
- 37
2B24
9614
Fatal

Last two digits of the accident number refers to the year of the accident

Rev Status	Description	Drawn	Chkd	Auth	Date
Area Around Cottam in Nottinghamshire					
Property No.	PIER Environ Statement 3.09				
Title	Collision Severity Plot Period 1-8-17 to 31-7-22 For AECOM				
Scale	Drawn	PG	Date	22-11-22	
N.T.S.	Chkd		Date		
	Auth		Traced		
Drawing No.	DR4750				Rev



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Accident Details Report

Area Around Cottam in Nottinghamshire - Period 1-8-17 to 31-7-22 DR4750

Total number of reports = 8

Total number of pages (including this page) = 9

ROAD TRAFFIC INJURY ACCIDENT RECORDS - DISCLAIMER

These details are a record of the personal injury accidents reported to the Police. Every endeavour is made to ensure the accuracy and completeness of these records, which have been transcribed from the original Police Reports. The data is then entered and held on computer.

Occasions may arise when information from the Police, relevant to a particular accident, may not be available for several months and will therefore not be included.

No. 1	District Bassetlaw	<h1>Accident Details</h1>	VRUs	Grid Reference 479805 / 378248
SEVERITY SERIOUS	Ref.No 2B234017		Police Officer Attend: Yes	
Date 06/10/2017 Day Friday	ROAD U	LOCATION U/C RETFORD ROAD, 155 metres southwest of /GREENSIDE, RAMPTON		
Time 20:05				
Weather Fine				
Road Surface Dry				
Street Lighting Dark/lights lit				
Speed Limit 30 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS		
Carriageway Single c'way		None		
Lane markings Centre/hazard line				
Junction Detail Not at or within 20m of junction				
Junction Control		CARRIAGEWAY HAZARDS		
2nd Road Number		None		
Pedestrian Facilities No Human control within 50m and No crossing facility within 50m				
VEHICLES INVOLVED 2		CASUALTIES INVOLVED 2		
Veh.No. 1	Vehicle type Car	Cas No 1	Cas Class	Driver or Rider Veh ref No 2
Manoeuvre Going ahead other		Severity	SLIGHT	Age 20 yrs Sex Male
Direction from North east to South west	Towing? No	Car Passenger?	No	PSV Passenger? No
Skidded No		Ped Movement	Not a pedestrian	
Veh location at impact (restricted lane) On main carriageway		Ped location	Not a pedestrian	
Junct. location of veh. at 1st impact Not at junction		Ped Direction to	Not a pedestrian	
Veh left carriageway? Did not leave c'way		School Pupil	Other	
Hit object in c'way? None		Roadworker injured	No	
Hit object off c'way? None		Cas No 2	Cas Class	Passenger Veh ref No 2
First point of impact Front		Severity	SERIOUS	Age 20 yrs Sex Male
Drivers age 32 yrs Sex Male	Other veh.hit (ref.) 2	Car Passenger?	Front	PSV Passenger? No
Foreign vehicle Not foreign	Hit and run No	Ped Movement	Not a pedestrian	
Journey purpose	Breath test Negative	Ped location	Not a pedestrian	
Veh.No. 2	Vehicle type Car	Ped Direction to	Not a pedestrian	
Manoeuvre Going ahead left hand bend		School Pupil	Other	
Direction from West to North east	Towing? No	Roadworker injured	No	
Skidded No				
Veh location at impact (restricted lane) On main carriageway				
Junct. location of veh. at 1st impact Not at junction				
Veh left carriageway? Did not leave c'way				
Hit object in c'way? None				
Hit object off c'way? None				
First point of impact Front				
Drivers age 20 yrs Sex Male	Other veh.hit (ref.) 1			
Foreign vehicle Not foreign	Hit and run No			
Journey purpose Journey as part of work	Breath test Negative			

No. 2	District Bassetlaw	<h1>Accident Details</h1>	VRUs	Grid Reference 478577 / 378600
SEVERITY FATAL	Ref.No 2B213817		Police Officer Attend: Yes	
Date 06/11/2017 Day Monday	ROAD U	LOCATION U/C LANEHAM ROAD, at its Junction with U/C COCKING LANE, TRESWELL		
Time 06:16				
Weather Fine				
Road Surface Ice				
Street Lighting Dark/no lights				
Speed Limit 60 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS		
Carriageway Single c'way		None		
Lane markings Centre/hazard line				
Junction Detail T or Staggered junction				
Junction Control Give way sign or uncontrolled		CARRIAGEWAY HAZARDS		
2nd Road Number U		None		
Pedestrian Facilities No Human control within 50m and No crossing facility within 50m				
VEHICLES INVOLVED 2		CASUALTIES INVOLVED 1		
Veh.No. 1 Vehicle type Car	Manoeuvre Turning right	Cas No 1 Cas Class Driver or Rider Veh ref No 1	Severity FATAL Age 29 yrs Sex Male	
Direction from North to South west	Towing? No	Car Passenger? No	PSV Passenger? No	
Skidded No		Ped Movement	Not a pedestrian	
Veh location at impact (restricted lane) On main carriageway		Ped location	Not a pedestrian	
Junct. location of veh. at 1st impact Entering main road		Ped Direction to	Not a pedestrian	
Veh left carriageway? Left c'way near-side		School Pupil	Other	
Hit object in c'way? None		Roadworker injured	No	
Hit object off c'way? Road sign or signal				
First point of impact Offside				
Drivers age 29 yrs Sex Male	Other veh.hit (ref.) 2	Hit and run	No	
Foreign vehicle Not foreign		Breath test	Not provided	
Journey purpose Commuting to/from work				
Veh.No. 2 Vehicle type Goods > 7.5t	Manoeuvre Going ahead other			
Direction from South west to North east	Towing? No			
Skidded No				
Veh location at impact (restricted lane) On main carriageway				
Junct. location of veh. at 1st impact Mid junction				
Veh left carriageway? Did not leave c'way				
Hit object in c'way? None				
Hit object off c'way? None				
First point of impact Front				
Drivers age 47 yrs Sex Male	Other veh.hit (ref.) 1	Hit and run	No	
Foreign vehicle Not foreign		Breath test	Negative	
Journey purpose Journey as part of work				

No. 3	District Bassetlaw	<h1>Accident Details</h1>	VRUs	Grid Reference 478130 / 379696
SEVERITY SLIGHT	Ref.No 2B049319		Police Officer Attend: No - reported over the counter	
Date 23/02/2019 Day Saturday	ROAD U	LOCATION U/C TRESWELL ROAD (BEND), at its Junction with U/C BECKINGHAM LANE, SOUTH LEVERTON		
Time 06:55				
Weather Fine				
Road Surface Dry				
Street Lighting Daylight				
Speed Limit 60 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS		
Carriageway Single c'way		None		
Lane markings Centre/hazard line				
Junction Detail Not at or within 20m of junction		CARRIAGEWAY HAZARDS		
Junction Control		None		
2nd Road Number				
Pedestrian Facilities No Human control within 50m and No crossing facility within 50m				
VEHICLES INVOLVED 1		CASUALTIES INVOLVED 1		
Veh.No. 1	Vehicle type Car	Cas No 1	Cas Class Driver or Rider	Veh ref No 1
Manoeuvre Going ahead left hand bend		Severity SLIGHT	Age 20 yrs	Sex Male
Direction from North east to South east	Towing? No	Car Passenger? No	PSV Passenger? No	
Skidded Yes		Ped Movement Not a pedestrian		
Veh location at impact (restricted lane) On main carriageway		Ped location Not a pedestrian		
Junct. location of veh. at 1st impact Not at junction		Ped Direction to Not a pedestrian		
Veh left carriageway? Left c'way near-side		School Pupil Other		
Hit object in c'way? None		Roadworker injured No		
Hit object off c'way? Entered ditch				
First point of impact Front				
Drivers age 20 yrs	Sex Male	Other veh.hit (ref.) 0	Hit and run No	
Foreign vehicle Not foreign		Breath test Negative		
Journey purpose Commuting to/from work				

No. 4	District Bassetlaw	<h1>Accident Details</h1>	VRUs Motorcycle	Grid Reference 478282 / 379214
SEVERITY SERIOUS	Ref.No 2B103819		Police Officer Attend: Yes	
Date 31/05/2019 Day Friday	ROAD U	LOCATION U/C TOWN STREET, at its Junction with U/C LEVERTON ROAD, TRESWELL		
Time 07:30				
Weather Fine				
Road Surface Dry				
Street Lighting Daylight				
Speed Limit 30 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS		
Carriageway Single c'way		None		
Lane markings Centre/hazard line				
Junction Detail T or Staggered junction				
Junction Control Give way sign or uncontrolled		CARRIAGEWAY HAZARDS		
2nd Road Number U		None		
Pedestrian Facilities No Human control within 50m and No crossing facility within 50m				
VEHICLES INVOLVED 2		CASUALTIES INVOLVED 1		
Veh.No. 1 Vehicle type Car	Manoeuvre Turning right	Cas No 1 Cas Class Driver or Rider Veh ref No 2	Severity SERIOUS Age 39 yrs Sex Male	
Direction from North west to West	Towing? No	Car Passenger? No	PSV Passenger? No	
Skidded No		Ped Movement	Not a pedestrian	
Veh location at impact (restricted lane) On main carriageway		Ped location	Not a pedestrian	
Junct. location of veh. at 1st impact Entering main road		Ped Direction to	Not a pedestrian	
Veh left carriageway? Did not leave c'way		School Pupil	Other	
Hit object in c'way? None		Roadworker injured	No	
Hit object off c'way? None				
First point of impact Offside				
Drivers age 48 yrs Sex Male	Other veh.hit (ref.) 2	Hit and run	No	
Foreign vehicle Not foreign		Breath test	Negative	
Journey purpose Commuting to/from work				
Veh.No. 2 Vehicle type M/cycle 125 - 500cc	Manoeuvre Going ahead other			
Direction from West to East	Towing? No			
Skidded No				
Veh location at impact (restricted lane) On main carriageway				
Junct. location of veh. at 1st impact Mid junction				
Veh left carriageway? Did not leave c'way				
Hit object in c'way? None				
Hit object off c'way? None				
First point of impact Front				
Drivers age 39 yrs Sex Male	Other veh.hit (ref.) 1	Hit and run	No	
Foreign vehicle Not foreign		Breath test	Negative	
Journey purpose Commuting to/from work				

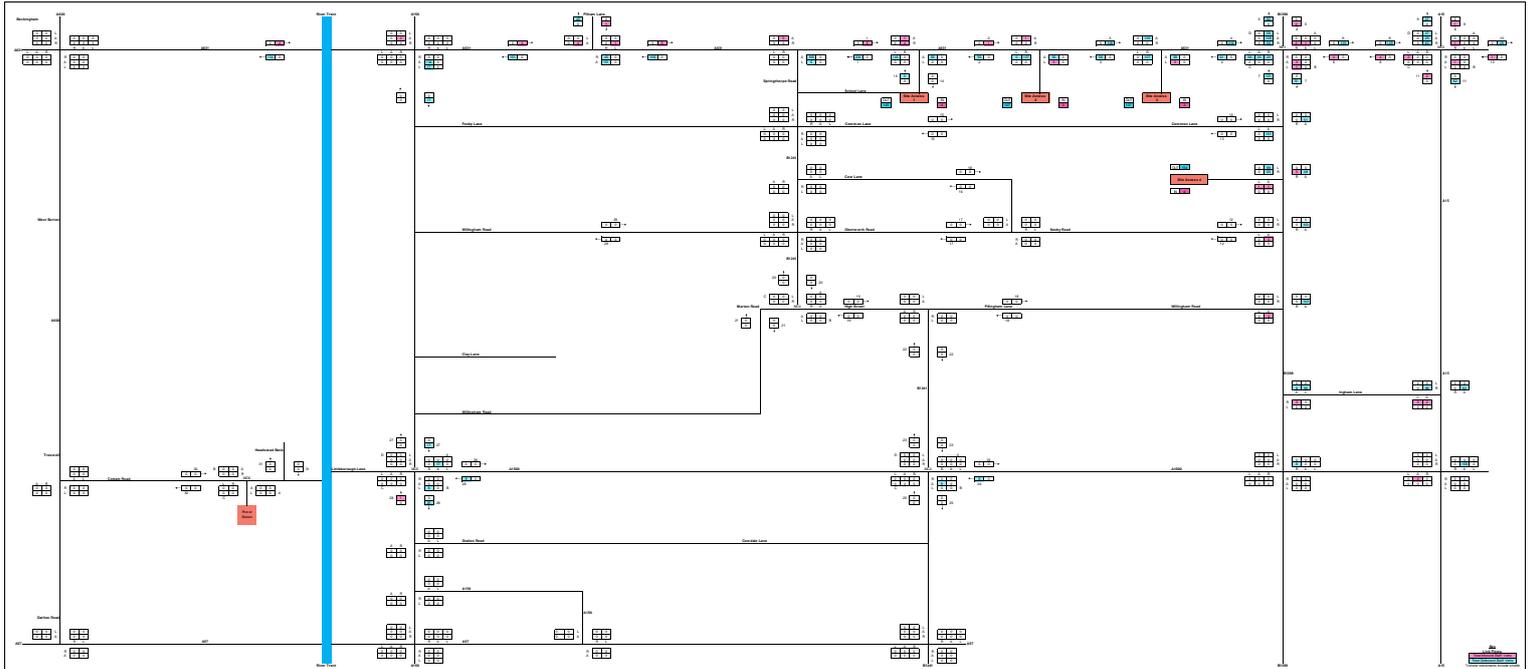
No. 5	District Bassetlaw	<h1>Accident Details</h1>	VRUs	Grid Reference 478888 / 378135
SEVERITY SLIGHT	Ref.No 2B102119		Police Officer Attend: Yes	
Date 05/06/2019 Day Wednesday	ROAD U	LOCATION U/C RETFORD ROAD, at its Junction with U/C PTE ENT/EXT TO RAMPTON PRIMARY SCHOOL, RAMPTON		
Time 08:55				
Weather Fine				
Road Surface Dry				
Street Lighting Daylight				
Speed Limit 30 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS		
Carriageway Single c'way		None		
Lane markings Centre/hazard line				
Junction Detail Using private drive or entrance				
Junction Control Give way sign or uncontrolled		CARRIAGEWAY HAZARDS		
2nd Road Number U		None		
Pedestrian Facilities No Human control within 50m and No crossing facility within 50m				
VEHICLES INVOLVED 2		CASUALTIES INVOLVED 1		
Veh.No. 1 Vehicle type Car	Manoeuvre Going ahead other	Cas No 1 Cas Class Driver or Rider Veh ref No 2		
Direction from West to North east	Towing? No	Severity SLIGHT Age 63 yrs Sex Female		
Skidded Yes		Car Passenger? No PSV Passenger? No		
Veh location at impact (restricted lane) On main carriageway		Ped Movement Not a pedestrian		
Junct. location of veh. at 1st impact Approaching or parked on approach to junction		Ped location Not a pedestrian		
Veh left carriageway? Did not leave c'way		Ped Direction to Not a pedestrian		
Hit object in c'way? None		School Pupil Other		
Hit object off c'way? None		Roadworker injured No		
First point of impact Front				
Drivers age 25 yrs Sex Male Other veh.hit (ref.) 2	Hit and run No			
Foreign vehicle Not foreign	Breath test Negative			
Journey purpose Commuting to/from work				
Veh.No. 2 Vehicle type Car	Manoeuvre Waiting to go ahead but held up			
Direction from West to North east	Towing? No			
Skidded No				
Veh location at impact (restricted lane) On main carriageway				
Junct. location of veh. at 1st impact Entering main road				
Veh left carriageway? Did not leave c'way				
Hit object in c'way? None				
Hit object off c'way? None				
First point of impact Back				
Drivers age 63 yrs Sex Female Other veh.hit (ref.) 1	Hit and run No			
Foreign vehicle Not foreign	Breath test Negative			
Journey purpose Taking pupil to/from school				

No. 6	District Bassetlaw	<h1>Accident Details</h1>	VRUs	Grid Reference 478561 / 378662
SEVERITY SLIGHT	Ref.No 2B087120		Police Officer Attend: Yes	
Date 07/07/2020 Day Tuesday	ROAD U	LOCATION U/C COCKING LANE, 50 metres north of U/C LANEHAM ROAD, TRESWELL		
Time 21:30				
Weather Rain				
Road Surface Wet				
Street Lighting Daylight				
Speed Limit 60 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS		
Carriageway Single c'way		None		
Lane markings Centre/hazard line				
Junction Detail Not at or within 20m of junction		CARRIAGEWAY HAZARDS		
Junction Control		None		
2nd Road Number				
Pedestrian Facilities No Human control within 50m and No crossing facility within 50m				
VEHICLES INVOLVED 1		CASUALTIES INVOLVED 1		
Veh.No. 1	Vehicle type Car	Cas No 1	Cas Class Driver or Rider	Veh ref No 1
Manoeuvre Going ahead other		Severity SLIGHT	Age 25 yrs	Sex Male
Direction from North to South	Towing? No	Car Passenger? No	PSV Passenger? No	
Skidded Yes		Ped Movement Not a pedestrian		
Veh location at impact (restricted lane) On main carriageway		Ped location Not a pedestrian		
Junct. location of veh. at 1st impact Not at junction		Ped Direction to Not a pedestrian		
Veh left carriageway? Left c'way near-side		School Pupil Other		
Hit object in c'way? None		Roadworker injured No		
Hit object off c'way? Other permanent object				
First point of impact Nearside				
Drivers age 25 yrs Sex Male	Other veh.hit (ref.) 0	Hit and run Yes		
Foreign vehicle Not foreign		Breath test Negative		
Journey purpose Commuting to/from work				

No. 7	District Bassetlaw	<h1>Accident Details</h1>	VRUs	Grid Reference 480168 / 380628
SEVERITY SERIOUS	Ref.No 2B179121		Pedal Cycle	Police Officer Attend: Yes
Date 25/11/2021 Day Thursday	ROAD U	LOCATION U/C WESTBRECKS LANE, 131 metres southeast of BROAD LANE, SOUTH LEVERTON		
Time 17:01				
Weather Fine Wind				
Road Surface Wet				
Street Lighting Dark/no lights				
Speed Limit 50 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS		
Carriageway Single c'way	None			
Lane markings Centre/hazard line				
Junction Detail Not at or within 20m of junction				
Junction Control	CARRIAGEWAY HAZARDS			
2nd Road Number	None			
Pedestrian Facilities No Human control within 50m and No crossing facility within 50m				
VEHICLES INVOLVED 2		CASUALTIES INVOLVED 1		
Veh.No. 1 Vehicle type Car	Cas No 1 Cas Class Driver or Rider Veh ref No 2			
Manoeuvre Going ahead other	Severity SERIOUS Age 51 yrs Sex Male			
Direction from South to North Towing? No	Car Passenger? No PSV Passenger? No			
Skidded No	Ped Movement Not a pedestrian			
Veh location at impact (restricted lane) On main carriageway	Ped location Not a pedestrian			
Junct. location of veh. at 1st impact Not at junction	Ped Direction to Not a pedestrian			
Veh left carriageway? Did not leave c'way	School Pupil Other			
Hit object in c'way? None	Roadworker injured No			
Hit object off c'way? None				
First point of impact Front				
Drivers age U/K yrs Sex Not traced Other veh.hit (ref.) 2 Hit and run Yes				
Foreign vehicle Not foreign Breath test Not contacted				
Journey purpose				
Veh.No. 2 Vehicle type Pedal Cycle				
Manoeuvre Going ahead other				
Direction from North to South Towing? No				
Skidded No				
Veh location at impact (restricted lane) On main carriageway				
Junct. location of veh. at 1st impact Not at junction				
Veh left carriageway? Left c'way near-side				
Hit object in c'way? None				
Hit object off c'way? Other permanent object				
First point of impact Front				
Drivers age 51 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No				
Foreign vehicle Not foreign Breath test Not applicable				
Journey purpose Commuting to/from work				

No. 8	District Bassetlaw	<h1>Accident Details</h1>	VRUs	Grid Reference 478529 / 378126
SEVERITY FATAL	Ref.No 2B000722		Police Officer Attend: Yes	
Date 19/01/2022 Day Wednesday	ROAD U	LOCATION U/C LANEHAM ROAD, at its Junction with U/C RETFORD ROAD, WOODBECK		
Time 13:07				
Weather Fine				
Road Surface Dry				
Street Lighting Daylight				
Speed Limit 60 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS		
Carriageway Single c'way		None		
Lane markings Centre/hazard line				
Junction Detail Crossroads				
Junction Control Give way sign or uncontrolled		CARRIAGEWAY HAZARDS		
2nd Road Number U		None		
Pedestrian Facilities No Human control within 50m and No crossing facility within 50m				
VEHICLES INVOLVED 2		CASUALTIES INVOLVED 2		
Veh.No. 1 Vehicle type Car	Manoeuvre Going ahead other	Cas No 1 Cas Class Driver or Rider Veh ref No 2	Severity SLIGHT Age 38 yrs Sex Female	
Direction from West to East	Towing? No	Car Passenger? No	PSV Passenger? No	
Skidded No		Ped Movement	Not a pedestrian	
Veh location at impact (restricted lane) On main carriageway		Ped location	Not a pedestrian	
Junct. location of veh. at 1st impact Mid junction		Ped Direction to	Not a pedestrian	
Veh left carriageway? Left c'way Offside		School Pupil	Other	
Hit object in c'way? None		Roadworker injured	No	
Hit object off c'way? Road sign or signal		Cas No 2 Cas Class Driver or Rider Veh ref No 1	Severity FATAL Age 77 yrs Sex Male	
First point of impact Offside		Car Passenger? No	PSV Passenger? No	
Drivers age 77 yrs Sex Male Other veh.hit (ref.) 2	Hit and run No	Ped Movement	Not a pedestrian	
Foreign vehicle Not foreign	Breath test Not provided	Ped location	Not a pedestrian	
Journey purpose		Ped Direction to	Not a pedestrian	
Veh.No. 2 Vehicle type Car	Manoeuvre Going ahead other	School Pupil	Other	
Direction from North to South	Towing? No	Roadworker injured	No	
Skidded No				
Veh location at impact (restricted lane) On main carriageway				
Junct. location of veh. at 1st impact Mid junction				
Veh left carriageway? Left c'way near-side				
Hit object in c'way? None				
Hit object off c'way? None				
First point of impact Front				
Drivers age 38 yrs Sex Female Other veh.hit (ref.) 1	Hit and run No			
Foreign vehicle Not foreign	Breath test Negative			
Journey purpose Commuting to/from work				

Annex D. Construction Staff and HGV Traffic Flow Diagrams



Working Area Only

General Description of Utilities, Communications, and Other Services: 10/16/2010

AECOM

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Project No.	10000
Client	City of Beverly Hills
Project Name	10000 Wilshire Blvd
Project Location	Beverly Hills, CA
Project Start	10/16/2010
Project End	10/16/2010
Project Status	Completed
Project Manager	John A. Smith
Project Engineer	John A. Smith
Project Designer	John A. Smith
Project Checker	John A. Smith
Project Approver	John A. Smith

