Little Crow
Solar Park

Little Crow Solar Park, Scunthorpe

ENVIRONMENTAL STATEMENT: TECHNICAL APPENDICES

APPENDIX 9.1

TRANSPORT STATEMENT

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On behalf of INRG Solar (Little Crow) Ltd

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Transport Planning Associates

A Planning Application by

INRG SOLAR (LITTLE CROW) LTD

In respect of

Little Crow Solar Park, Scunthorpe

Transport Statement

August 2019

www.tpa.uk.com

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1 INTRODUCTION

1.1 This Transport Statement (TS) has been prepared by Transport Planning Associates (TPA) on behalf of INRG Solar (Little Crow) Ltd. to address the transport elements associated with the construction of a renewable led energy scheme on land to the east of the British Steel site and to the west of the B1207, at Scunthorpe, North Lincolnshire, DN20 0BG.

1.2 An aerial plan showing the Order Limits (Document Ref 2.38 LC DRW) is included in **Appendix A**. The area comprises approximately 225 hectares of land located approximately 2.1 kilometres north of the village of Broughton. Junction 4 of the M180 is approximately 4.5 kilometres to the south.

1.3 The main element of the proposal is the construction, operation, maintenance and decommissioning of a ground mounted solar park with an intended design capacity of over 50MWp (megawatts peak) with associated development including a Battery Energy Storage System. The Works Details Whole Site Plan **(**Document Ref 2.10 LC DRW) is shown in **Appendix B** .

1.4 Further details of the proposal and the technology used are included within the supporting documents, submitted separately as part of the DCO.

1.5 The TS provides a review of the potential effects of the development proposals in transport terms. The report has been prepared in accordance with National Planning Practice Guidance (NPPG).

1.6 Once Solar Parks are operational, they generate very few traffic movements on a day to day basis. The transport effects of the proposals are greater during the temporary construction phase. Therefore, the TS is supported by a Construction Traffic Management Plan (Document Ref 7.36 LC TA9.2).

1.7 Pre-application discussions have been held with officers at North Lincolnshire Council and Highways England. All comments have been taken on board in the preparation of this TS and supporting documents.

1.8 The remainder of this report is set out as follows:

- **Section 2** – Describes the existing site and the accessibility of the local area;
- **Section 3** – Sets out the development proposals of the scheme;
- **Section 4** – Considers the development in the context of national and local policy guidance;
- **Section 5** – Considers the effect of the development in transport terms;
- **Section 6** – Provides a summary and conclusion to the report.

2 EXISTING SITE CONTEXT

2.1 This section summarises the existing situation surrounding site, including details of site location and its accessibility by car and non-car modes of transport.

Site Location

2.2 An aerial plan showing the Order Limits (Document Ref 2.38 LC DRW) is shown in **Appendix A.**

2.3 The Order Limits comprises approximately 225 hectares of land located approximately 2.1 kilometres north of the village of Broughton. Junction 4 of the M180 is approximately 4.5 kilometres to the south.

Local Highway Network

2.4 The B1207 is situated to the east of the site, operating in a north to south alignment. It is a single carriageway road connecting the small town of Broughton to south of the site, to the village of Winterton to the north. Within the vicinity of the site, national speeds limits apply. The B1207 to the south of the site, towards the village of Broughton, is subject to a 7.5 tonne weight restriction, except for loading. As such, no Heavy Goods Vehicles (HGVs) are permitted to travel along this route

2.5 The B1208 operates eastwards from the site before turning to the south where it connects to the A18 and M180 at Junction 4. It is also a single carriageway road where national speed limits apply. The B1208 does not have any weight restrictions in place, and is used by HGVs associated with the Steel Works, which is accessible from Dawes Lane to the north of the site.

Personal Injury Collision Data

2.6 North Lincolnshire Council has provided Personal Injury Collision (PIC) records for the local highway network in the vicinity of the site for the most recent five-year period from July 2014 until September 2019.

2.7 The study area includes the following junctions, which form the construction traffic route for the proposed solar farm:

- B1207 Ermine Street/B1208 Priority Junction;
- Brigg Road/Common Road Priority Junction;
- A18/B1208 Priority Junction;
- A18/B1207 Scawby Road Priority Junction;
- A15 Briggate Lodge Roundabout;
- A18 Link; and

- B1208 Link.

2.8 PICs within the study area have been reviewed in turn. Full accident reports and summary tables are included in **Appendix C**.

2.9 The full PIC data shows that the location of the incidents are generally sporadic nature and are not considered to be attributed to a single factor. The majority of incidents appear to have occurred as a result of driver error or misjudgement and not as a result of the layout or alignment of the local highway network. It is concluded that there are no obvious safety patterns or problems at the individual locations assessed.

Accessibility by Non-Car Modes of Transport

2.10 The closest settlement to the site is the small town of Broughton, situated approximately 2.1km to the south. Two bus routes operate through Broughton, as follows:

- Number 4: Scunthorpe – Ashby – Broughton – Brigg - Horsby (60 minute frequency);
- Number 642: Scunthorpe – Broughton – Hibaldston – Redbourne (two per day).

Summary

2.11 The site is in a suitable location for a Solar Park in terms of transport. Whilst there is not a significant level of public transport accessibility in the area, the operation of the site generates very few trips (see Section 5).

2.12 The roads leading to the site, notably the B1208, already serve HGVs associated with the Steel Works, which is accessible from Dawes Lane to the north of the site. Therefore, the roads are suitable for construction traffic associated with the temporary construction period. Construction movement is also considered further in Section 5.

3 TRANSPORT PLANNING POLCY AND GUIDANCE

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

- National Planning Policy Framework (2019);
- National Planning Practice Guidelines (2019);
- National Policy Statement for Energy (EN-1);
- National Policy Statement for Renewable Energy Infrastructure (EN-3);
- North Lincolnshire Local Plan (2003) and Saved Policies (2007);
- North Lincolnshire Core Strategy (2011);
- North Lincolnshire Local Transport Plan (2011)
- North Lincolnshire Planning for Renewable Energy SPD (2011)

3.2 The main thrust of transport policy contained within these documents is to provide development in suitable locations and to reduce car dependency. In particular, encouragement is given to development that is designed and located to reduce average journey lengths.

3.3 In relation to the proposed renewable energy development, National Policy Statement EN-1 states that "*if a project is likely to have significant transport implications, the applicant's ES should include a transport assessment, using the NATA/WebTAG139 methodology stipulated in Department for Transport guidance, or any successor to such methodology. Where appropriate, the applicant should prepare a travel plan including demand management measures to mitigate transport impacts"*.

3.4 In relation to the movement of construction materials, National Policy Statement EN-3 states *"Government policy encourages multi-modal transport and the IPC should expect materials (fuel and residues) to be transported by water or rail routes where possible… Road transport may be required to connect the site to the rail network, waterway or port. Therefore, any application should incorporate suitable access leading off from the main highway network. If the existing access is inadequate and the applicant has proposed new infrastructure, the IPC will need to be satisfied that the impacts of the new infrastructure are acceptable as set out in Section 5.13 of EN-1"*.

3.5 The North Lincolnshire Planning for Renewable Energy SPD states that schemes need to demonstrate how any environmental effect can be minimised through the construction process.

3.6 The site is situated in a suitable location for a Solar Park and, as such, the proposals comply with transport policy. Through the documents submitted as part of the application, in particular the CTMP and its proposed measures, the effects of the development on the local transport network will be minimised.

4 DEVELOPMENT PROPOSALS

4.1 The Works Details Whole Site Plan **(**Document Ref 2.10 LC DRW) is shown in **Appendix B**.

4.2 The main element of the proposal is the construction, operation, maintenance and decommissioning of a ground mounted solar park with an intended design capacity of over 50MWp (megawatts peak) with associated development including a Battery Energy Storage System. The Battery Energy Storage System will allow the development to fully utilise the network connection capacity when the solar park is not exporting at peak capacity. The batteries would be available to store energy from and release electrical energy to the local electricity network.

Site Access

4.3 As stated, once Solar Parks are operational, they generate very few traffic movements on a day to day basis. The transport effects of the proposals are greater during the temporary construction phase. Therefore, the access has been designed to accommodate construction vehicles.

4.4 All construction vehicles will access the site via the existing farm access road from the B1207, as shown at **Figure 2.1** of the Construction Traffic Management Plan (Document Ref 7.36 LC TA9.2). The access proposals have been discussed with North Lincolnshire Council. Vehicle passing bays will be provided along the access road.

4.5 Banksmen will be provided at the site access to ensure the safe movement of construction vehicles when accessing and exiting the site.

4.6 The width of the access junction where it meets the B1207 is approximately 17 metres and visibility splays of 2.4 x 215 metres can be achieved in both directions, as shown at **Figure 2.1** of the Construction Traffic Management Plan (Document Ref 7.36 LC TA9.2).

4.7 Temporary signage will be erected in the vicinity of the site during the construction phase. Diagram 7301 ‘WORKS TRAFFIC’ in the Traffic Signs Regulations and General Directions (TSRGD) will be used to indicate the access and will read ‘WORKS TRAFFIC LARGE VEHICLE TURNING’. These signs will be white text and red background 1050 x 750 mm mounted in ‘A’ frames**.** The temporary signs will be located outside of the junction visibility splays and will be in place for the duration of the construction phase.

5 EFFECT OF THE PROPOSED DEVELOPMENT

5.1 The section sets out the effect of the development on the local transport network.

Effects during Operation

5.2 Once Solar Parks are operational, they generate very few traffic movements on a day to day basis.

5.3 There are anticipated to be around four visits to the site a year (one per quarter) for equipment maintenance. These would typically be made by light van or 4x4 type vehicles. Whilst the contractor's compound will have been removed, space will remain within the site on the access tracks for such a vehicle to turn around to ensure that reversing will not occur onto the highway.

5.4 As there will only be one vehicle visit for maintenance every three months, there is no material effect of the development on the local transport network, on the site is operational.

Effects during Construction

5.5 The construction phase for the solar farm includes the preparation of the site, installing the access tracks, erection of security fencing, assembly and erection of the PV strings, installation of the inverters/transformers and grid connection.

5.6 A Construction Traffic Management Plan (CTMP) will be implemented during the construction phase of the Proposed Development (Document Ref 7.36 LC TA9.2). The aim of the CTMP is to minimise the effect of the construction phase on the highway network.

5.7 The CTMP sets out how many vehicles will visit the site during the construction period. On average there will be approximately eight deliveries, or 16 two-way movements, per day by HGVs. In addition, there will also be a small number of construction movements associated with smaller vehicles such as the collection of skips for waste management and the transportation of construction workers and sub-contractors. It is likely that that there could be up to 10-14 LGV movements per day. This includes minibuses transporting construction workers.

5.8 This low level of construction vehicle movement means that there will not be a material effect on the highway network during the construction period.

5.9 The CTMP also sets out the routing of construction vehicles. This has been discussed with officers at North Lincolnshire Council and Highways England. The proposed routes already serve HGVs associated with the Steel Works, which is accessible from Dawes Lane to the north of the site, and are therefore subject to use by large vehicles. The proposed construction

traffic route is therefore suitable for use by the relatively low number of HGVs that will be associated with the construction period. The likelihood of background traffic being delayed significantly is low. The construction vehicle route avoids settlements such as Broughton to minimise the effect of vehicles.

5.10 The CTMP contains a package of mitigation measures to minimise the effect of construction traffic on the surrounding transport network. These include:

- Banksmen will be provided at the site access to ensure the safe movement of construction vehicles when accessing and exiting the site;
- Signage will be provided at the site access to highlight the presence of construction vehicles;
- The setup of a booking system to ensure that vehicle arrivals/departures are scheduled to avoid peak traffic periods on the local highway network, and to ensure only one vehicle arrives at a time;
- Installation of signs to direct construction vehicles associated with the development along the route. Delivery drivers, contractors and visitors will be provided with a route plan in advance of delivering to site to ensure that vehicles follow the identified route;
- Advisory signs informing contractors and visitors that parking is not permitted on-street on the B1207 or on the site access track;
- All signage and barriers on the agreed haulage route will be inspected twice daily by the site manager (once in the morning and once at lunchtime), to ensure they are kept in a well maintained condition and located in safe and appropriate locations;
- A compound area for contractors will be set up on-site including appropriate parking spaces. Contractors and visitors will be advised that parking facilities will be provided on-site in advance of visiting the site and that they should not park on-street;
- A wheel wash will be provided which hoses down vehicles so that no construction vehicles exiting the site compound will take mud or debris onto the local highway network;
- A road sweeper will be provided for surrounding local roads along the construction traffic route to alleviate any residual debris generated during the construction phase;
- The site will be secured at all times with Heras fencing;
- A requirement for engines to be switched off on-site when not in use;
- Spraying of areas with water supplied as and when conditions dictate to prevent dust;
- Vehicles carrying waste material off-site to be sheeted;
- Turning areas will be provided to ensure vehicles can exit the site in a forward gear;
- All residents along the construction traffic route, will be provided with contact details of the Site Manager, which will also be provided on a site-board at the entrance to the site; and
- Site operatives will be encouraged to use sustainable forms of travel, such as walking, cycling, public transport or car sharing where possible.

Summary

5.11 Once operational, very few vehicles trips will be associated with the development. Just four visits to the site a year (one per quarter) is required to provide maintenance to equipment.

5.12 During the construction period, there will be approximately eight HGVs and 10-14 LGVs visiting the site per day. It is unlikely that these trips will occur during the highway network peak hours. Therefore, there will not be a material effect on the highway network. A Construction Traffic Management Plan (CTMP) will be implemented during the construction phase. This will minimise the effect of construction vehicles on the highway network.

6 SUMMARY AND CONCLUSION

6.1 This Transport Statement (TS) has reviewed the transport elements associated with the construction of a renewable led energy scheme on land to the east of the British Steel site and to the west of the B1207, at Scunthorpe, North Lincolnshire.

6.2 The Order Limits comprises approximately 225 hectares of undeveloped land located approximately 2.1 kilometres north of the village of Broughton. Junction 4 of the M180 is approximately 4.5 kilometres to the south.

6.3 The main element of the proposal is the construction, operation, maintenance and decommissioning of a ground mounted solar park with an intended design capacity of over 50MWp (megawatts peak) with associated development including a Battery Energy Storage System.

6.4 The site is in a suitable location for a Solar Park in terms of transport. The roads leading to the site, notably the B1208, are already serve HGVs associated with the Steel Works, which is accessible from Dawes Lane to the north of the site. Therefore, the roads are suitable for construction traffic associated with the temporary construction period. Construction movement is also considered further in Section 5.

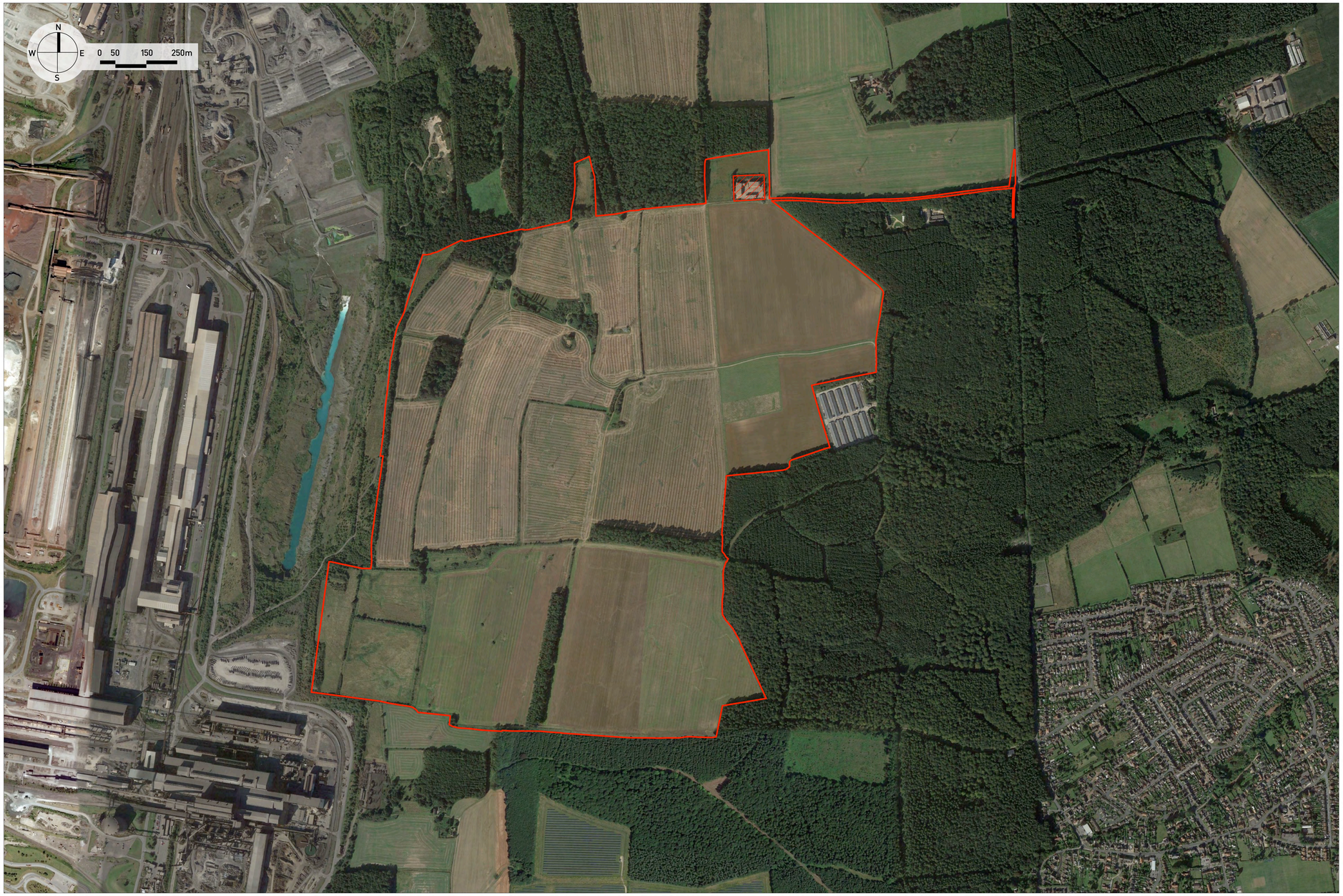
6.5 All vehicles will access the site via the existing farm access road from the B1207. The access has been designed to accommodate the largest construction vehicle. Banksmen will be provided at the site access to ensure the safe movement of construction vehicles when accessing and exiting the site.

6.6 Once operational, very few vehicles trips will be associated with the development. Just four visits to the site a year (one per quarter) is required to provide maintenance to equipment.

6.7 During the construction period there will be, on average, approximately eight HGVs and 10-14 LGVs visiting the site per day. It is unlikely that any of these trips will occur during the highway network peak hours. Therefore, there will not be a material effect on the highway network. A Construction Traffic Management Plan (CTMP) will be implemented during the construction phase. This will minimise the effect of construction traffic on the highway network.

6.8 In light of the above information, it is considered the development proposals are acceptable from a transport perspective.

APPENDIX A



KEY: ORDER LIMITS AERIAL PLAN

ORDER LIMITS

AREA NOT PART OF ORDER LIMITS

DOCUMENT REFERENCE NUMBER: 2.39 LC DRW

APFP REG: 5(2)(O)

INDICATIVE PLAN FOR INFORMATION ONLY

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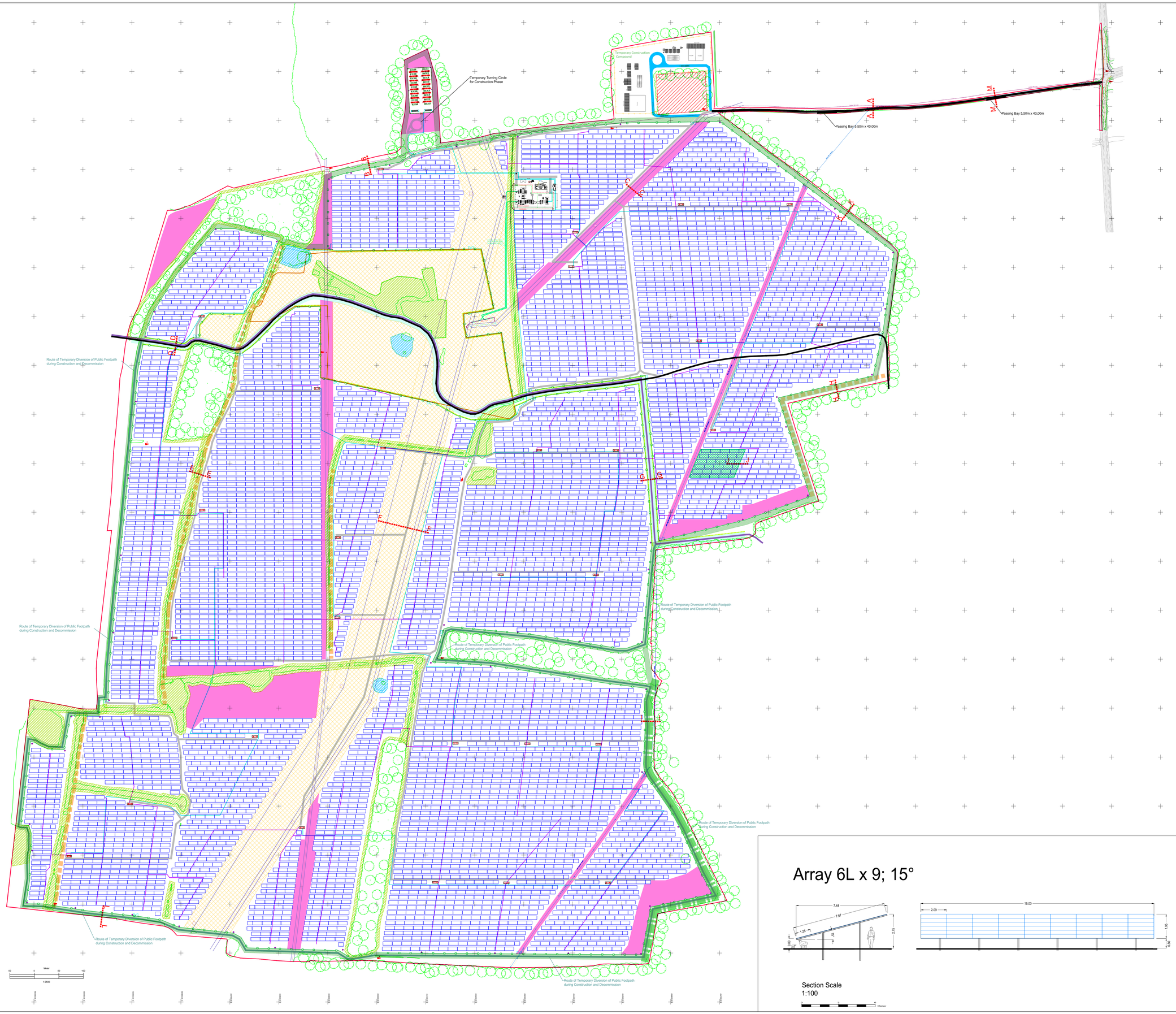
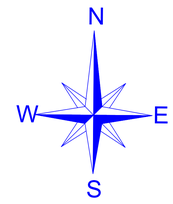
LITTLE CROW SOLAR PARK - **INDICATIVE AERIAL IMAGE OF ORDER LIMITS**

Pegasus Design

APPENDIX B





Key

- Order Limits
- Area not part of Order Limits
- Public Highway Land

Existing

- Existing Public Footpath
- Existing Access Track
- Existing 132kV Underground Cable
- Existing 132kV Overhead line and Pylon
- Existing 11kV Overhead line
- Existing 33kV Overhead line
- Existing Underground 21 Inch Water Pipe
- Existing Trees

Proposed

- Proposed Access Track
- Temporary Access Track
- Proposed Hedge
- Proposed 132kV Underground Cable
- Route of Temporary Diversion of Public Footpath during Construction and Decommission
- PV Module Table
- Power Station
- Trench DC
- Trench MV
- CCTV
- 53ft Battery Container
- 40ft Flat Rack Skid
- 40ft Client Switchroom Container
- 2.0m High Solar Farm Entrance Gate
- 1.8m High Perimeter Fence around Solar Farm
- 2.4m High Palisade Gate into Substation
- 1.2m High Stock Proof Fence around Substation
- 2.4m High Palisade Fence around Substation with 3.0m High Electrified Fence inside
- 3.0m High Palisade Gate around Battery Compound
- 3.0m High Palisade Fence around Battery Compound
- Public Footpath Buffer 15m
- Ancient Woodland Buffer 15m
- Swales Buffer 8m
- Pond Buffer 5m
- Hedges Buffer 5m
- Planting & Maintenance Corridor (Up to10.00m wide)
- Zone for Winter Birds : 23,06 ha
- Zone for Arable Weeds / Species Rich Grasslands : 10,1 ha
- Exclusion Zone Archaeological
- Archaeological No-Dig Zone
- Section Details - See Document Reference No. 2.23 LC DRW
- 2.0m High Temporary Construction Compound Perimeter Fence
- 2.0m High Temporary Construction Compound Entrance

Array 6L x 9; 15°

Section Scale
1:100

Document Reference No.: 2.10 LC DRW	Date: 1-June-20
APFP Regulation : 5(2)(o)	Paper Size: A0

PROJECT NAME

Little Crow Solar Park

DRAWING N°	REVISION	DRAWING TITLE
A30B0C0		Works Details - Whole Site Plan

GEOGRAPHICAL SITE:

COORDINATES	53.5773° N	0.5786° W
MVMSL	60,0 m	
SUNANGLE	13,42°	
DATE	21.12. / 12:00	

SITE SYSTEM:

SYSTEMLAYOUT	6Lx9 pc	6Lx5
NUMBER OF TABLES	6410 pc	390 pc
PANEL ORIENTATION	Landscape	
NUMBER OF PANELS	356,670 pc	

SITE TECHNOLOGY:

MODULE NAME		ANGLE OF PANELS	15°
MODULE SIZE		TABLESHADOW	1.00m
MODULE POWER		ROWDISTANCES	
TYPE OF PANELS	Poly		

SITE TOTAL POWER

DC POWER
AC-POWER nom.
AC-POWER max.

Signature:

		DATE	NAME
DRAW		05.06.2020	M. Riedel
DRAW		27.06.2020	
DRAW			
CHECK			
CHECK			

Scale 1: 2500
Paper size A0

REVISION:	CHANGE:	DATE

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APPENDIX C

A Planning Application by

INRG SOLAR (LITTLE CROW) LTD

In respect of

Little Crow Solar Farm, Scunthorpe

Summary of Personal Injury Collision Records

August 2019

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LIST OF APPENDICES

A Accident Map and Report

1 INTRODUCTION

1.1 Transport Planning Associates (TPA) is appointed by INRG Solar (Little Crow) Ltd. to address the transport elements associated with the construction of a renewable led energy scheme on land to the east of the British Steel site, and to the west of the B1207, at Scunthorpe, North Lincolnshire, DN16 1XP.

1.2 As part of the Transport Statement, a review of Personal Injury Collision (PIC) records along the proposed construction vehicle route. This includes the following junctions and links:

- B1207 Ermine Street/B1208 Priority Junction;
- Brigg Road/Common Road Priority Junction;
- A18/B1208 Priority Junction;
- A18/B1207 Scawby Road Priority Junction;
- A15 Briggate Lodge Roundabout;
- A18 Link; and
- B1208 Link.

1.3 The review is based on PIC data for the local highway network for the most recent five-year period from July 2014 to July 2019. The data was provided to TPA by North Lincolnshire Council. The raw data is included at the end of this note.

1.4 This note summarises the collision data for the key junctions and links in the study area. A summary of the PICs, broken down by junction and link, is set out in the remainder of this report.

1.5 The accident data report is provided at **Appendix A.**

2 JUNCTION 1: B1207 ERMINE STREET / B1208

2.1 This section summarises the personal injury collisions recorded at the junction between B1207 Ermine Street and B1208, during the most recent five-year study period. The collisions and the severity are summarised in **Table 2.1** below.

Table 2.1 B1207 Ermine Street / B1208

Ref	Location	Severity	Date / Time	Possible Cause
B046214	B1207 Ermine Street / B1208 Junction	Fatal (car)	Dark / Wet 28/10/2014 21:22	veh2(car) travelling S-N, veh1(car) travelling N-S enters v2's path impacting with v2's front, v1 leaves c/w n/s onto grass verge, v2 leaves c/w n/s onto grass verge impacting with hedge, v1's driver sustains fatal injury
B048015	B1207 Ermine Street / B1208 Junction	Serious	Light / Dry 07/06/2015 18:05	veh2(car) travelling S-N, veh1(car) travelling N-S enters v2's path impacting with v2's front, v1 leaves c/w n/s onto grass verge, v2 leaves c/w n/s onto grass verge impacting with hedge, v1's driver sustains fatal injury
B016115	B1207 Ermine Street / B1208 Junction	Slight	Light / Wet 03/06/2015 07:00	veh2(car) inexperienced driver travelling S-N, veh1(car) turns right NE-N entering main c/w failing to look properly, v2 impacts with v1's rear, v1 enters opposing c/w impacting with veh3(hgv) travelling N-S, v1 leaves c/w o/s onto grass verge

2.2 Table 2.1 indicates that three incidents were recorded in the five year study period resulting in one slight, one serious and one fatal injury. The fatal incident occurred on the 28th October 2014 in dark and wet conditions. The incident was reported to have occurred when a car entered the opposite carriageway and collided head on with a vehicle travelling in the opposite direction. The serious incident appears to have occurred due to a driver failing to look properly and disobeying road markings.

2.3 Based on the review of these accidents, they all appear to be as a result of driver error. In one case, weather conditions may also have played a part.

2.4 As such, it is concluded that there does not appear to be any adverse highway safety pattern or problem in this location that could be attributed to the layout of the junction and all PICs appeared to have occurred due to driver error / misjudgement.

3 JUNCTION 2: BRIGG ROAD / COMMON ROAD

3.1 This section summarises the personal injury collisions recorded at the junction between Brigg Road and the B1208 Common Road during the five year study period. The collisions and the severity are summarised in **Table 3.1** below.

Table 3.1 Brigg Road / B1208 Common Road

Ref	Location	Severity	Date / Time	Possible Cause
140928	Brigg Road / Common Road Junction	Serious	Light / Dry 26/10/2016 08:11	Car travelling NW - SE along B1208, pedestrian runner travelling in a NE directin runs across the c/w into the path of car.

3.2 Table 3.1 indicates that one incident was recorded in the five year study period, resulting in one serious injury.

3.3 The incident appears to have occurred due to a pedestrian entering the carriageway into the path of a vehicle.

3.4 There does not appear to be any adverse highway safety pattern or problem in this location that could be attributed to the layout of the junction, and appears to have occurred due to pedestrian error / misjudgement.

4 JUNCTION 3: A18 / B1208

4.1 No PICs were recorded at the A18/B1208 junction during the five-year study period.

5 JUNCTION 4: A18 / B1207 SCAWBY ROAD

5.1 This section summarises the personal injury collisions recorded at A1207/A18 junction during the five-year study period. A summary of the PICs recorded are set out in **Table 5.1** below.

Table 5.1 A18 / B1207 Scawby Road

Ref	Location	Severity	Date / Time / Weather	Description
B020615	A18 / B1207 Junction	Serious	Light / Dry 03/06/2015 18:13	veh1(m/cycleM47) travelling W-E, failed to judge speed or path of veh2(van) travelling same direction in front, slowing on approach to jnct, and collided with rear v1
249462	A18 / B1207 Junction	Serious	Lit / Ice 14/12/2017 07:28	Two cars travelling east bound along the A18. A HGV passed both vehicles as the car in front began to slow down to turn onto the B1207. Spray from the HGV resulted in the rear car failing to see the front car slowing. The rear car took evasive action, colliding with the rear of the car in front and leaving the carriageway. The car in front was shunted into the opposite lane, and made light contact with another vehicle.
B055114	A18 / B1207 Junction	Slight	Light / Dry 12/12/2014 07:45	Van rear ends car which stopped at the approach to the junction.
B042915	A18 / B1207 Junction	Slight	Light / Wet 01/12/2015 07:50	A car driven by an inexperienced driver collides with the rear of a car turning off the main carriageway.
44311	A18 / B1207 Junction	Slight	Light / Dry 08/02/2016 10:51	Van rears ends a car which had begun to enter main carriageway.

72600	A18 / B1207 Junction	Slight	Light / Dry 29/06/2016 19:14	A car overtakes a vehicle turning off the main carriageway and collides with a hedge and a sign post.
233783	A18 / B1207 Junction	Slight	Light / Dry 20/10/2017 16:00	A vehicle pulling out into the main carriageway caused a vehicle travelling within the main carriageway to spin.
303974	A18 / B1207 Junction	Slight	Light / Dry 21/06/2018 18:35	HGV collides with the rear of a car which is stationary approaching the junction.

5.2 Table 5.1 indicates eight incidents occurred in the five-year study period at the junction between the A18 and the B1207, which resulted in two serious and six slight injuries. The two serious incidents appear to have occurred due to driver misjudgement of the speed and direction of the vehicles in front. The six incidents resulting in slight injuries appear to have occurred due to misjudgement of the vehicle in front, resulting in collisions to the rear, or driver error when overtaking or pulling out.

5.3 There does not appear to be any adverse highway safety pattern or problem in this location that could be attributed to the layout of the junction and all appeared to have occurred due to driver error / misjudgement.

6 JUNCTION 5: A15 BRIGGATE LODGE ROUNDERBOUT

6.1 This section summarises the personal injury collisions recorded at A15 Briggate Lodge Roundabout during the five-year study period. A summary of the PICs recorded are set out in **Table 6.1** below.

Table 6.1 A15 Briggate Lodge Roundabout

Ref	Location	Severity	Date / Time / Weather	Description
B018415	A15 Briggate Lodge Roundabout	Fatal	Light / Dry 21/06/2015 17:32	A car travelling NW-SE loses control, leaving the carriageway and enters the roundabout colliding with a car.
B052614	A15 Briggate Lodge Roundabout	Serious	Dark / Ice 13/12/2014 06:49	A car travelling N-S loses control, possibly due to weather conditions, collides with the front of a parked HGV.
172926	A15 Briggate Lodge Roundabout	Serious	Light / Dry 07/03/2017 17:16	A car collided with the rear of a motorcycle after traffic stops suddenly.
B036814	A15 Briggate Lodge Roundabout	Slight	Light / Dry 10/09/2014 16:06	Car rear ends the car in front after it slowed approaching the roundabout.
B056114	A15 Briggate Lodge Roundabout	Slight	Light / Dry 24/12/2014 11:50	Two cars travelling S-W, car in front brakes for unknown reason, the car behind collides with its rear.
B004415	A15 Briggate Lodge Roundabout	Slight	Light / Dry 04/01/2015 14:50	A car rears ends another car waiting at the roundabout due to defective brakes.
B032815	A15 Briggate Lodge Roundabout	Slight	Light / Dry 23/09/2015 09:10	Motorcycle skidded in poor conditions and entered the central island.
38027	A15 Briggate	Slight	Light / Dry	A car was rear ended by another car which failing to look properly.

	Lodge Roundabout		08/01/2016 07:30	
44492	A15 Briggate Lodge Roundabout	Slight	Light / Dry 04/02/2016 12:45	A car on the roundabout was struck by a vehicle entering the roundabout which failed to look and judge the speed of the car.
63157	A15 Briggate Lodge Roundabout	Slight	Light / Dry 28/04/2016 08:30	Car rear ends the car in front after it began to move but stopped.
147951	A15 Briggate Lodge Roundabout	Slight	Light / Dry 19/07/2016 14:09	HGV overturns on roundabout.
136095	A15 Briggate Lodge Roundabout	Slight	Light / Dry 30/08/2016 13:30	A car rear ends the car in front believing that it had started to move off.
142345	A15 Briggate Lodge Roundabout	Slight	Dark / Wet 23/12/2016 20:40	A car driven by an inexperienced driver skids, enters the opposing carriageway, and collides with a car travelling in the opposite direction.
154988	A15 Briggate Lodge Roundabout	Slight	Light / Dry 06/02/2017 07:40	A vehicle rear ends a vehicle waiting at the approach to the roundabout.
169867	A15 Briggate Lodge Roundabout	Slight	Light / Dry 01/03/2017 09:03	HGV rear ends a car which slowed on approach to the roundabout.
190409	A15 Briggate Lodge Roundabout	Slight	Light / Dry 18/05/2017 17:00	A car travelling W-S exits the roundabout, cuts across the path of a car, collides, and impacts a road sign.
220699	A15 Briggate Lodge Roundabout	Slight	Light / Dry 18/09/2017 07:20	A vehicle shunts the vehicle in front which is waiting at the roundabout.

232473	A15 Briggate Lodge Roundabout	Slight	Light / Dry 16/10/2017 15:30	A car collides with another car waiting at the approach to the roundabout. The car fails to stop.
247346	A15 Briggate Lodge Roundabout	Slight	Lit / Wet 08/12/2017 03:30	A vehicle lost control on the roundabout, left the carriageway and impacted a tree.
279120	A15 Briggate Lodge Roundabout	Slight	Light / Wet 13/03/2018 11:45	A car rear ends the car in front approaching the roundabout, shunting the vehicle into the roundabout.
333876	A15 Briggate Lodge Roundabout	Slight	Light / Dry 22/09/2018 08:30	A vehicle rolled over, colliding with a lorry, whilst trying to negotiate the roundabout.

6.2 Table 6.1 indicates 21 incidents were recorded in the five-year study period on the A15 Briggate Lodge Roundabout resulting in one fatal, two serious, and 18 slight injuries. This is not an uncommon number of collisions for a large roundabout next to a motorway junction. The fatal incident occurred on the 21st June 2015 in dry and light conditions and appears to have occurred when the driver of a car lost control of the vehicle, leaving the carriageway, and entering the roundabout. The car collided with another vehicle currently on the roundabout. The two serious collisions appear to have occurred due poor driving conditions and misjudgement of the direction and speed of the traffic ahead. The slight incidents appear to have occurred due to driver error or misjudgement of the vehicles in front, the majority resulting in rear end collisions.

6.3 There does not appear to be any adverse highway safety pattern or problems in this location that could be attributed to the layout of the junction and all appeared to have occurred due to driver error or misjudgement.

7 LINK 1: A18

7.1 A summary of the PICs that have been recorded in the five-year study period along the A18, but not at any of the junctions identified above, is set out in **Table 7.1** below.

Table 7.1 A18

Ref	Location	Severity	Date / Time / Weather	Description
75831	A18	Serious	Light / Dry 14/06/2016 05:10	HGV veered into the opposite carriageway and collides with a car.
B032415	A18	Serious	Light / Dry 23/09/2015 17:25	A car collides with a pedestrian which failed to judge the cars speed and direction.
B032315	A18	Slight	Light / Dry 24/09/2015 08:59	A car fails to slow, collides with the rear of the vehicle in front, which is in turn shunted into the rear of the car in front.

7.2 Table 6.1 indicates three incidents were recorded in the five year period along the A18, resulting in two serious and one slight injuries. The first serious incident appears to have occurred due to pedestrian misjudgement of the speed vehicles are travelling within the carriageway. The second serious incident, and the slight incident appears to have occurred as a result of misjudging the speed of the vehicle ahead.

7.3 There does not appear to be any adverse highway safety pattern or problems in this location that could be attributed to the layout of the link, and all appeared to have occurred due to driver error or misjudgement.

8 LINK 2: B1208

8.1 A summary of PICs recorded within the five-year study period along the B1208, but not at any of the junctions identified above is set out in **Table 8.1** below.

Table 8.1 B1208

Ref	Location	Severity	Date / Time / Weather	Description
B002815	B1208	Slight	Light / Wet 30/01/2015 11:29	A car overtakes failing to see another car turning right into the carriageway causing a collision.
241494	B1208	Slight	Lit / Dry 14/11/2017 18:30	Veh1 (car) N-S was between x 2 vehicle rtc, damage only, debris from the rtc has hit V1.

8.2 Table 8.1 indicates that two incidents were recorded in the five year study period, resulting in slight injuries. The incidents appear to have occurred due to driver error or misjudgement.

8.3 There does not appear to be any adverse highway safety pattern or problems in this location that could be attributed to the layout of the link, and all appeared to have occurred due to driver error or misjudgement.

9 SUMMARY

9.1 It is concluded, after reviewing the PIC data, that there is no adverse highway safety pattern or problems which can be attributed to the layout of the Highway Network within the study area. All accidents appear to have occurred either due to error or misjudgement.

APPENDIX A

A3
ORIGINAL
PLOT SIZE

INDICATIVE

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NOTES:

- Fatal
- Serious
- Slight

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

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Manchester
Oxford
Welwyn Garden City

Transport Planning Associates

25 King Street
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CLIENT:
INRG SOLAR (LITTLE CROW) LTD

PROJECT:
LITTLE CROW SOLAR FARM, SCUNTHORPE

TITLE:
PIC Accident Locations

STATUS:
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
NTS	12/08/2019	LP	RR	JD

JOB NO:	DRAWING NO:	REVISION:
1705-57	Figure -	-

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Reference Number	B002 815	B003 215	B004 415	B010 315	B016 115	B017 115	B017 715	B018 415	B020 615	B022 315	B026 414	B026 515	B029 714	B031 614	B031 814	B036 714	B036 814	B045 014	B046 214	B046 714
Date / Day	Fr 30	Su 08	Su 04	Mo 06	We 03	Fr 05	Fr 12	Su 21	We 03	Th 04	Su 27	Mo 13	Su 03	Su 24	Th 31	Sa 06	We 10	Su 02	Tu 28	Fr 14
Month	Jan	Feb	Jan	Apr	Jun	Jun	Jun	Jun	Jun	Jun	Jul	Jul	Aug	Aug	Jul	Sep	Sep	Nov	Oct	Nov
Year	2015	2015	2015	2015	2015	2015	2015	2015	2015	2015	2014	2015	2014	2014	2014	2014	2014	2014	2014	2014
Time	1129	1712	1450	0648	0700	1208	1645	1732	1813	1148	1405	0735	1130	1140	1400	1506	1606	0913	2122	1049
Severity	Sl	Sl	Sl	Sl	Sl	Sl	Sl	Fa	Se	Sl	Sl	Sl	Sl	Sl	Sl	Sl	Sl	Sl	Fa	Sl
Dark / Lit																				
Weather Conditions																				
Road Surface																				
Special Conditions																				
Carriageway Hazards																				
Vehicle Manoeuvres																				
Vehicle 1 5 e	43	34	47	20	25	76	77	52	47	47	83	73	38	54	28	52	69	38	64	21
Vehicle 2 6 t	42	55	53		18	28	40	46	41	44	80	45	53		51		41		21	
Vehicle 3 7 c		56			34	28														
Vehicle 4 8						77														
Casualty /age	43	55	47 53	20	25 18 34	76 28	40	52 81 36 46 47	47	51	78	23	53	54	51	62	41	38	62 21	21 22
Failed to Give-Way																				
Signal Ignored																				
Loss of Control																				
Hit Object IN C'way																				
Hit Object OFF C'way																				
Vehicle Left C'way	N			N	O			OO		O				N	O	N			NN	N
Breath Test																				
Contributory Factors 1/2	V1 ** 405	V1 ** 405	V1 ** 203	V1 ** 605	V1 ** 405	V1 * 406	V1 * 406	V1 ** 302	V1 * 406	V1 * 603	V1 ** 410	V1 ** 405	V1 * 509	V1 * 201	V1 * 406	V1 ** 410	V1 * 405	V1 ** 103	V1 * 405	V1 * 103
3/4					V1 ** 108			V1 ** 410	V2 * 408		V1 * 406		V1 * 403	V1 * 999	V2 * 406	V1 * 307		V1 ** 307	V1 * 505	V1 * 307
* possible, ** very likely 5/6					V2 ** 605			V1 * 505										V1 ** 403	V1 * 406	
School No./Ref.																		V1 ** 410		
User fields: 1																		V1 ** 602		
2																				
3																				
4																				

	21	22	23	24	25
Reference Number	B048 015	B052 614	B055 114	B055 814	B056 114
Date / Day	Su 07	Sa 13	Fr 12	Fr 26	We 24
Month	Jun	Dec	Dec	Dec	Dec
Year	2015	2014	2014	2014	2014
Time	1805	0649	0745	2100	1150
Severity	Se	Se	Sl	Sl	Sl
Dark / Lit					
Weather Conditions					
Road Surface					
Special Conditions					
Carriageway Hazards					
Vehicle Manoeuvres					
Vehicle 1 5 e	20	62	26	29	63
Vehicle 2 6 t	72	63	22	26	40
Vehicle 3 7 c					
Vehicle 4 8					
Casualty /age	20 19 72 74	62 63	26	29 40 20	63 62
Failed to Give-Way					
Signal Ignored					
Loss of Control					
Hit Object IN C'way					
Hit Object OFF C'way					
Vehicle Left C'way	O				
Breath Test					
Contributory Factors 1/2	V2 ** 405	V1 ** 307	V2 ** 103	V2 ** 406	V1 * 405
3/4	V2 ** 302	V1 ** 103	V2 * 308		
* possible, ** very likely 5/6					
School No./Ref.					
User fields: 1					
2					
3					
4					

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NORTH LINCOLNSHIRE COUNCIL

Transport, Highways & Environment
Director of Operations, Peter Williams BSc, DMS, CEng, MEI, MCMI, AMIMechE

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DRAWING TITLE

Year 1 Injury Related Accident Sticks (15/07/2014 to the 14/07/2015)

DRAWN BY	SCALE	CHECKED BY	DATE CHECKED	APPROVED BY	DATE APPROVED

PROJECT TITLE	DRAWING NUMBER	REV

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Reference Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
	3802 7	4431 1	4449 2	5986 3	6315 7	6364 1	6632 3	7260 0	7583 1	B027 815	B032 315	B032 415	B032 815	B037 615	B042 915	B044 415	B045 115
Date / Day	Fr 08	Mo 08	Th 04	Su 17	Th 28	Su 06	We 24	Su 29	Tu 14	Su 23	Th 24	We 23	Su 27	Th 29	Tu 01	Th 17	Fr 04
Month	Jan	Feb	Feb	Apr	Apr	Mar	Feb	May	Jun	Aug	Sep	Sep	Sep	Oct	Dec	Dec	Dec
Year	2016	2016	2016	2016	2016	2016	2016	2016	2016	2015	2015	2015	2015	2015	2015	2015	2015
Time	0730	1051	1245	1540	0830	2045	0833	1914	0510	0800	0859	1725	0910	0330	0750	1908	1310
Severity	Sl	Sl	Sl	Sl	Sl	Sl	Sl	Sl	Se	Sl	Sl	Se	Sl	Sl	Sl	Sl	Se
Dark / Lit																	
Weather Conditions																	
Road Surface																	
Special Conditions																	
Carriageway Hazards																	
Vehicle Manoeuvres																	
Vehicle 1	17	44	27	17	39	37	50	54	30	18	25	57	23	23	21	32	28
Vehicle 2	21	54	62	49	51		61	30	61	47	35				26	74	31
Vehicle 3				56							33						
Vehicle 4																	
Casualty /age	21	54	28	49	51	16 16	61	54 16	30	17 18 47 +6	25 35 70 +3	19	23	23	21 26 30 22	74	28
Failed to Give–Way																	
Signal Ignored																	
Loss of Control						O		O	O				O	S			
Hit Object IN C'way																	
Hit Object OFF C'way																	
Vehicle Left C'way																	
Breath Test																	
Contributory Factors 1/2	V1 ** 402	V1 ** 405	V1 * 405	V1 * 406	V2** 406	V2** 402	V1 ** 605	V1 ** 510	V2** 405	V2** 406	V1 * 103	V1 ** 410	V1 ** 706	V1 ** 308	V2 * 308	V2 * 405	V1 ** 503	V1 * 306	V1 ** 503	V1 ** 602	C1 ** 802	C1 ** 803	V1 ** 707	V1 ** 102	V1 ** 103	V1 ** 307	V1 ** 405	V1 ** 605	V1 ** 602		V1 ** 403	V1 ** 405
3/4			V1 * 404	V2** 405	V1 ** 999		V1 ** 408		V1 ** 602		V1 ** 405		V2 * 406	V2 * 409			C1 ** 808								V1 ** 401	V1 ** 405					V1 ** 406	V1 * 602
5/6													V2 * 602												V1 * 503	V1 ** 603					V1 * 605	V1 * 607
* possible, ** very likely																																
School No./Ref.																																
User fields: 1																																
2																																
3																																
4																																

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DRAWING TITLE

Year 2 – Injury Related Accident Sticks (15/07/2015 – 14/07/2016)

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	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Reference Number	1177 82	1210 11	1232 32	1360 95	1409 28	1423 45	1464 67	1479 51	1549 88	1571 36	1620 51	1693 66	1698 67	1729 26	1823 10	1904 09	1942 89	9688 9
Date / Day	Sa 17	Fr 28	We 02	Tu 30	We 26	Fr 23	Tu 17	Tu 19	Mo 06	Fr 16	Sa 18	Th 23	We 01	Tu 07	Mo 15	Th 18	Su 18	Tu 16
Month	Sep	Oct	Nov	Aug	Oct	Dec	Jan	Jul	Feb	Sep	Feb	Feb	Mar	Mar	May	May	Jun	Aug
Year	2016	2016	2016	2016	2016	2016	2017	2016	2017	2016	2017	2017	2017	2017	2017	2017	2017	2016
Time	1839	1940	1711	1330	0811	2040	1925	1409	0740	1832	1654	0730	0903	1716	0810	1700	1430	1223
Severity	SI	Se	SI	SI	Se	SI	Se	SI	SI	SI	SI	SI	SI	Se	SI	SI	Se	SI
Dark / Lit																		
Weather Conditions																		
Road Surface																		
Special Conditions																		
Carriageway Hazards																		
Vehicle Manoeuvres																		
Vehicle 1	17	48	18	43	31	21	42	22	??	OTHER 66	35	20	43	55	23	18	23	54
Vehicle 2	29	37	47	53		24			31	37		59	31	51	39	52	32	54
Vehicle 3																		
Vehicle 4																		
Casualty /age	29	48	18	53	60	21 24	42	22	31	66	33 7	20	43	51	39	18	23 32 27	54 47
Failed to Give–Way																		
Signal Ignored																		
Loss of Control																		
Hit Object IN C'way																		
Hit Object OFF C'way	N	O								O	O	N				O		
Vehicle Left C'way																		
Breath Test																		
Contributory Factors 1/2	V1** 603 V1** 605	V1** 403 V1** 406	V2** 407	V1** 405 V1* 406	C1** 802	V1** 602 V1** 605	C1** 810	V1** 403 V1** 206	V1* 406	V1** 405 V1** 706	V1** 403 V1** 410	V1** 406 V1* 307	V1** 405 V2** 408	V1** 405 V1** 406	V1* 405	V1** 406 V1* 405	V1** 510 V2** 406	V1** 405 V1** 410
3/4	V2** 406							V1** 307				V1** 308 V1** 605	V2** 406	V1** 402 V2* 402		V1* 605 V1* 403	V1** 408	V1** 509
* possible, ** very likely 5/6												V1** 603 V1** 708						
School No./Ref.																		
User fields: 1																		
2																		
3																		
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DRAWING TITLE

Yr 3 – Injury Related Accident Sticks (15/07/2016 – 14/07/2017)

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	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Reference Number	2124 74	2206 99	2235 10	2324 73	2337 83	2414 94	2433 54	of FOREST	2433 54	of FOREST	2471 44	2473 46	2494 62	2514 54	2573 23	2791 20	2912 86	3039 22	3039 74	3047 57
Date / Day	Tu15	Mo18	Su10	Mo16	Fr20	Tu14	Fr17	?NE	Fr17	?NE	Th30	Fr08	Th14	Mo18	Fr05	Tu13	Fr27	Th21	We20	Su24
Month	Aug	Sep	Sep	Oct	Oct	Nov	Nov		Nov		Nov	Dec	Dec	Dec	Jan	Mar	Apr	Jun	Jun	Jun
Year	2017	2017	2017	2017	2017	2017	2017	HOTE	2017	HOTE	2017	2017	2017	2017	2018	2018	2018	2018	2018	2018
Time	0700	0720	0520	1530	1600	1830	1810	0V1	1810	0V1	1640	0330	0728	0910	0956	1145	1145	1010	1835	1630
Severity	SI	SI	Se	SI	SI	SI	SI		SI		SI	SI	Se	SI	SI	SI	SI	SI	SI	SI
Dark / Lit																				
Weather Conditions														?						
Road Surface																				
Special Conditions																				
Carriageway Hazards																				
Vehicle Manoeuvres																				
Vehicle 1	46	23	29	??	33	??	44		50		??	21	25	19	81	42	75	71	25	39
Vehicle 2	36	53		52	23						23		21		48	44	25	54	45	84
Vehicle 3											?? TAXI		59							
Vehicle 4																				
Vehicle 5																				
Vehicle 6																				
Vehicle 7																				
Vehicle 8																				
Vehicle e																				
Vehicle t																				
Vehicle c																				
Casualty /age	36	23	29	52	33 5	??			50		23	21	25	19	81	44	25	76	25 ??	83
Failed to Give-Way																				
Signal Ignored																				
Loss of Control																				
Hit Object IN C'way																				
Hit Object OFF C'way			N																	
Vehicle Left C'way	O								O			O		O						
Breath Test																				
Contributory Factors 1/2	V1 * 706	V2** 405	V1** 503	V1 * 405	V2** 602		V1** 406	V2* VOL	V1** 406	V2* VOL	V1 * 405	V1 * 109	V2 * 707	V1** 103	V1** 505	V1** 405	V1 * 405	V2 * 206	V2 * 406	V2** 403
	V1 * 406		V1 * 501	V1 * 406	V2** 405		V2** 406	of lue 60,VLES o Vhic l	V1** 406	of lue 60,VLES o Vhic l	V1 * 308	V1 * 602	V2** 510	V1** 108			V1 * 406			
3/4	V1 * 602				V2** 402			oll		oll	V3 * 602	V1 * 406								
* possible, ** very likely 5/6																				
School No./Ref.																				
User fields: 1																				
2																				
3																				
4																				

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DRAWING TITLE

Year 4 – Injury Related Accident Sticks (15/07/2017 – 14/07/2018)

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Reference Number	1	2	3	4	7	13	15	16
	3338 76	3381 32	3452 53	8071 83	8121 20	8217 54	8402 60	8522 71
Date / Day	Sa 22	Tu 02	Fr 09	Mo 24	Th 31	Su 03	Th 25	Sa 29
Month	Sep	Oct	Nov	Dec	Jan	Mar	Apr	Jun
Year	2018	2018	2018	2018	2019	2019	2019	2019
Time	0830	1605	1715	1245	1635	1833	0750	1227
Severity	Sl	Sl	Sl	Sl	Sl	Se	Sl	Se
Dark / Lit								
Weather Conditions								
Road Surface								
Special Conditions								
Carriageway Hazards								
Vehicle Manoeuvres								
Vehicle 1	53	??	??	77	34	44	38	48
Vehicle 2		64	29	51			41	
Vehicle 3								
Vehicle 4								
Casualty /age	53	64	29	66	34	15	38	48
Failed to Give–Way								
Signal Ignored								
Loss of Control								
Hit Object IN C'way								
Hit Object OFF C'way						N		N
Vehicle Left C'way								
Breath Test								
Contributory Factors 1/2	V1 * 602	V1 * 405	V1 * 406	V1 * 406	V1 ** 405	V1 ** 410	V2 * 405	V1 * 602
	V1 * 410	V1 * 406	V1 * 308	V1 ** 706	V1 ** 303		V2 * 308	V1 * 510
3/4	V1 ** 206			V1 * 303	V1 ** 303			
5/6								
* possible, ** very likely								
School No./Ref.								
User fields: 1								
2								
3								
4								

REV	DETAILS	APPROVED BY	DATE APPROVED

NORTH LINCOLNSHIRE COUNCIL

Transport, Highways & Environment
Director of Operations, Peter Williams BSc, DMS, CEng, MEI, MCMI, AMIMechE

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NORTH LINCOLNSHIRE COUNCIL 2018 0100023560

DRAWING TITLE

Year 5 – Injury Related Accident Sticks (15/07/2018 – 14/09/2019)

DRAWN BY	SCALE	CHECKED BY	DATE CHECKED	APPROVED BY	DATE APPROVED

PROJECT TITLE	DRAWING NUMBER	REV

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