Gate Burton Energy Park Environmental Statement

Volume 3, Appendix 13-D: Transport Assessment
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Gate Burton Energy Park Limited

Prepared for:

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1. Introduction

1.1 Context

1.1.1 AECOM has been commissioned by Gate Burton Energy Park Limited (the 'Applicant') to prepare a Transport Assessment (TA) for the proposed Gate Burton Energy Park (the 'Scheme'), located approximately 4km to the south of Gainsborough, Lincolnshire.

1.1.2 The Order limits are split across the two administrative areas of Lincolnshire County Council (LCC) and Nottinghamshire County Council (NCC), an area primarily consisting of agricultural fields mainly under arable production, with some small parcels of pasture, interspersed with trees, hedgerows, small areas of woodland and farm access tracks.

1.1.3 The Scheme comprises the construction, operation (maintenance), and decommissioning of solar photovoltaic (PV) array electricity generating facility and electrical storage facility with a total capacity exceeding 50 megawatts (MW) and export connection to the National Grid at the Cottam National Grid Substation. The Site comprises the proposed Solar and Energy Storage Park and the Grid Connection Corridor.

1.1.4 The electricity generated by the Scheme will be exported to the National Grid via the Grid Connection Corridor (GCC), via a connection between the Gate Burton Energy Park substation and the Cottam National Grid Substation. This connection will also facilitate the import of electricity to be stored within the Battery Energy Storage System (BESS).

1.2 Document Purpose

1.2.1 The purpose of this TA is to assess the impact of the scheme in transport and highway terms to determine whether the scheme would be acceptable or could potentially have a severe impact. The TA follows pre-application discussions held with LCC and NCC as the local highway authorities and has been prepared in accordance with a Transport Assessment Scoping Note (TASN) which was prepared by AECOM in April 2022. The TA also considers comments received from LCC and NCC Highways in response to the PEI Report prepared by AECOM in June 2022. An Environmental Statement (ES) has also been prepared which includes a chapter on transport and access (**ES Volume 1: Chapter 13 [EN010131/APP/3.1]**.

1.3 Consultation

Scoping

1.3.1 The development of this TA has been supported by an ongoing consultation process (details below) carried out as part of the ES scoping process to agree the approach for the TA and to allow mitigation measures to be incorporated into the Scheme design and so minimise adverse effects. The following

provides a summary of the consultation which has taken place with respect to transport and access.

1.3.2 Consultation has been undertaken with key stakeholders including LCC, NCC, West Lindsey District Council (WLDC) and Bassetlaw District Council (BDC). The following matters have been discussed:

- The access and routing strategy for the Scheme;
- The scope and methodology for the transport deliverables;
- The study area for the collision review;
- Measures to include within the Framework Construction Traffic Management Plan (CTMP) (**ES Volume 3: Appendix 13-E [EN010131/APP/3.3]**); and
- The cumulative assessment including relevant developments (West Burton and Cottam Solar Projects).

1.3.3 As part of the above, a transport scoping meeting was held on 22nd March 2022 to inform the preparation of a TASN which was used to address comments raised during scoping discussions and to agree the scope and methodology for the ES Transport and Access Chapter **(ES Volume 1: Chapter 13 [EN010131/APP/3.1])**, and this TA which accompanies the Development Consent Order (DCO) application. The TASN (**ES Volume 3: Appendix 13-A [EN010131/APP/3.3]**) includes the minutes from the transport scoping meeting.

1.3.4 The TASN included details of the proposed access points during the construction phase for both the Solar and Energy Storage Park and the Grid Connection Corridor. In addition, details of the anticipated access strategy were provided, including the forecast distribution of construction vehicles across the access points with an initial forecast daily trip attraction for each access. Details on operational access were also provided within the TASN.

1.3.5 Following the preparation of the TASN, the following comments were received from NCC and LCC:

- NCC Comments (5th April 2022):
  - *Within the confines of the Nottinghamshire road network collision data can be obtained from roadinjuryaccidentdata@viaem.co.uk. As this is only likely to be relevant to the grid connection corridor, it is difficult to agree the extent of a study area without details of the potential road crossings and what would be involved. However, it is envisaged that this could be addressed by appropriate traffic management. In this regard we would wish to see provision for; parking of site operatives and visitors; the loading and unloading of plant and materials; and the storage of plant, materials, and waste associated with the construction of the grid connection corridor to be addressed within the Construction Traffic Management Plan or other relevant section of the submission.*
  - *The construction of the grid connection corridor within Nottinghamshire is not in an area that would be likely to be materially affected by the traffic impact of committed development. However, this Authority would welcome the inclusion of the traffic associated with the construction of the proposed West Burton and Cottam Solar Farms within the Transport*

Assessment including the opportunity to construct a shared grid connection to Cottam Power Station thereby reducing the potential cumulative disruption during construction.

- LCC confirmed that the study area for the collision data review was acceptable on 19th April 2022.
- LCC Comments (26th April 2022): This scoping note and Figure 2 is acceptable to LCC. As mentioned *at the meeting, we would like the TA to ensure that a cumulative assessment is undertaken which also includes the other solar farms in this area which are currently being developed by others (West Burton and Cottam solar farms).*

1.3.6 This TA has been prepared based on the scope and methodology set out within the TASN and in view of the above consultation and pre-application responses. The TA therefore includes a review of collision data and committed developments including the nearby proposed West Burton and Cottam Solar Project schemes. Furthermore, the TA reports on a number of principles agreed with LCC and NCC with respect to vehicle routing, survey approach and supporting assessment work.

Statutory Consultation

1.3.7 The Applicant conducted statutory consultation on the Scheme between 22nd June 2022 and 5th August 2022. A summary of the comments relating to transport and access, as well as AECOM's responses (demonstrating how these comments have been addressed where required) are held in **ES Volume 3: Appendix 1-C [EN010131/APP/3.3]**. Further details of the responses received during consultation are included in the **Consultation Report [EN010131/APP/4.1]**, submitted with the DCO Application.

1.4 Additional Reports

1.4.1 The following (transport-related) reports/ chapters have also been prepared to accompany the DCO application:

- ES Transport and Access Chapter (**ES Volume 1: Chapter 13 [EN010131/APP/3.1]**);
- Framework CTMP in **ES Volume 3: Appendix 13-E [EN010131/APP/3.3]**; and
- **Outline PRoW Management Plan [EN010131/APP/7.8]**.

1.5 Report Structure

1.5.1 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;
- **Section 4** provides details of the Site's accessibility by various travel modes including by vehicle, public transport, on foot and by bicycle;

- **Section 5** provides details of the Scheme including in terms of the anticipated programme, vehicular access and pedestrian access arrangements;
- **Section 6** sets out the forecast vehicular trip attraction and distribution 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 Existing Use

2.1 Site Location

2.1.1 The Site is located within the administrative areas of West Lindsey in Lincolnshire and Bassetlaw in Nottinghamshire, to the south of Gainsborough.

2.1.2 The Scheme consists of the Solar and Energy Storage Park located within the northern part of the Site and the Grid Connection Corridor located at the south-western extent of the Site. The proposed Grid Connection Corridor runs southwest from the Solar and Energy Storage Park, crossing the A156, A1500 and the River Trent before running towards Cottam, crossing a disused railway track (to the northwest of Cottam) and reaching Cottam Power Station.

2.1.3 The Solar and Energy Storage Park consists of agricultural fields mainly under arable production, with some small parcels of pasture, interspersed with trees, hedgerows, small areas of woodland and farm access tracks. The Solar and Energy Storage Park is also intersected by a railway track which runs in a north to south direction through the centre of the Solar and Energy Storage Park. There is a level crossing located within the extents of the proposed Solar and Energy Storage Park, as well as an underpass located on Clay Lane which provides an east to west connection through the Solar and Energy Storage Park.

2.1.4 The Grid Connection Corridor consists of a number of agricultural fields, whilst also crossing parts of the local highway network which include; Willingham Road, A1500 Stow Park Road and the A156 within Lincolnshire, as well as Headstead Bank, Cow Pasture Lane and, Cottam Road within Nottinghamshire. The Grid Connection Corridor also crosses a disused railway track to the north-west of Cottam and west of the River Trent which separates the two counties.

2.1.5 A site location plan is held in **ES Volume 2: Figure 1-1 [EN010131/APP/3.2].**

2.2 Surrounding Area

Solar and Energy Storage Park

2.2.1 The nearest villages to the proposed Solar and Energy Storage Park include Gate Burton to the west and Knaith to the northwest (both accessed via the A156), Kexby to the northeast, Willingham by Stow and Normanby by Stow to the east, Sturton by Stow to the southeast and Marton to the southwest. The town of Gainsborough is also located approximately 6km to the north of the Solar and Energy Storage Park.

2.2.2 The A156 runs north/ south, to the west of the proposed Solar and Energy Storage Park, whereas Kexby Lane runs west/ east to the north. Willingham Road, Gainsborough Road and Marton Road run north/ south to the east and Willingham Road, Marton Road run west/ east to the south.

2.2.3 There are a number of farms and residential dwellings adjacent to the proposed Solar and Energy Storage Park and there is one Public Rights of

Way (PRoW) Knai 44/2 which runs through a small portion of the Solar and Energy Storage Park, from Knaith Hill/ Station Road to the railway line to the east.

Grid Connection Corridor

2.2.4 The proposed Grid Connection Corridor is split across the two administrative areas and counties of Lincolnshire and Nottinghamshire, which are separated by the River Trent.

2.2.5 The Grid Connection Corridor within Lincolnshire will run between the Solar and Energy Storage Park to the northeast and the River Trent to the southwest. The route will cross the A1500 Stow Park Road (to the east of Marton), before crossing the A156 High Road (to the south of Marton) and heading west towards the eastern bank of the River Trent.

2.2.6 The Grid Connection Corridor within Nottinghamshire will run between the River Trent to the northeast and Cottam Power Station to the southwest. The route will cross agricultural land as well as Headstead Bank, the disused railway track to the northwest of Cottam, Cow Pasture Lane and Cottam Road at the southern-most extent of the Site. Headstead Bank and Cow Pasture Lane are both narrow, minor, very low trafficked single-track rural roads with no dedicated pedestrian facilities/ street lighting etc.

2.3 Study Area

2.3.1 The study area includes areas of the highway and PRoW networks which may be impacted by the Scheme. This includes the main routes to/ from the Order limits, including the A156 Gainsborough Road/ High Road, Kexby Lane, Willingham Road, Marton Road and the A1500 Stow Park Road in Lincolnshire, as well as Cottam Road, Headstead Bank, Broad Lane, Cow Pasture Lane and Town Street in Nottinghamshire. This also includes several PRoW as identified in Section 4. The study area is shown in **ES Volume 2: Figure 13-1 [EN010131/APP/3.2]**.

2.3.2 The study area (as it was at that point in time related to the Solar and Energy Storage Park and the Grid Connection Corridor within Lincolnshire) was submitted for agreement with LCC and NCC, as the local highway authorities, as part of the PEI Report. The study area has since been updated to incorporate the Grid Connection Corridor within Nottinghamshire, including Cottam Road and Headstead Bank which will provide access to the Grid Connection Corridor.

3. Policy Context

3.1 Introduction

3.1.1 A summary of the key transport policies and guidance relating to the Order limits and the Scheme is set out below.

3.2 National Planning Policy

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

3.2.1 NPS EN-1 was published in 2011 and provides 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. The most relevant paragraphs for this purpose are 5.13.3 to 5.13.5 which are set out as follows:

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

3.2.2 In addition, Section 3.1 relates to decision making which includes the following:

- Paragraph 3.1.1: *"the UK needs all the types of energy infrastructure covered by this NPS in order to achieve energy security at the same time as dramatically reducing greenhouse gas emissions";*
- Paragraph 3.1.2: *"it is for industry to propose new energy infrastructure projects within the strategic framework set by Government. The Government does not consider it appropriate for planning policy to set targets for or limits on different technologies";*
- Paragraph 3.1.3: the decision maker should therefore *"assess all applications for development consent for the types of infrastructure covered by the energy NPSs on the basis that the Government has demonstrated that there is a need for those types of infrastructure and that the scale and urgency of that need is as described for each of them in this Part"*; and
- Paragraph 3.1.4, the decision maker *"should give substantial weight to the contribution which projects would make towards satisfying this need when considering applications for development consent under the Planning Act 2008"*.

3.2.3 The NPS EN-1 is currently under review and an updated draft was published for consultation in September 2021, where the above paragraphs are proposed to be relocated to Section 5.14, supported by the following proposed updates:

- Paragraph 5.14.4, which also states that the assessment should consider any possible disruption to services and infrastructure (such as road, rail and airports); and
- Paragraph 5.14.8, which 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)

3.2.4 NPS EN-3 was published in 2011 and sets out the policies relating to electricity generation from renewable sources of energy, for consideration in conjunction with NPS EN-1. It should however be noted that solar farms are not explicitly included within the document.

3.2.5 The NPS EN-3 is currently under review and an updated draft was published for consultation in September 2021, with the inclusion of solar photovoltaic generation impacts within Section 2.54. The most relevant paragraphs are set out as follows:

- Paragraph 2.54.3, which discusses 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, which considers the suitability of access roads for vehicles transporting components and the need to identify potential modifications where necessary;
- Paragraph 2.54.9, which 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, which states that once solar farms are in operation, traffic movements to and from the Order limits are expected to be generally very light, and it is therefore very unlikely that traffic or transport impacts from the operational phase of a project would prevent it from being approved by the SoS.

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

3.2.6 NPS EN-5 was published in 2011 and sets out the policies relating to electricity generation and its infrastructure including overhead connections, underground cabling and substations, for consideration in conjunction with NPS EN-1. The NPS EN-5 is currently under review and an updated draft was published for consultation in September 2021.

National Planning Policy Framework (NPPF)

3.2.7 The NPPF sets out the Government's planning policies for England. The most relevant paragraphs in the context of transport are set out below:

- In paragraph 104, it outlines that "*transport issues should be considered from the earliest of stages of plan-making and development proposals"* to ensure that:
  - *"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."*
- In paragraph 110, it outlines the key considerations when assessing sites to be allocated for development in plans or specific development applications. These are:
  - *"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."*
- In paragraph 111, it 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";*
- In paragraph 112, it states that applications for development should give priority first to pedestrian and cycle movements and then, as far as possible, to facilitating access to high quality public transport; and
- In Paragraph 113, it 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

- Planning Practice Guidance 'Travel Plans, Transport Assessments and Transport Statements in Decision Taking' provides advice on when transport assessments and transport statements are required, and what they should contain. The most relevant paragraphs are set out below:
  - Paragraph 002 states that *"Travel Plans, Transport Assessments and 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."*
  - Paragraph 005 states that *"Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal"* and then goes onto state that these *"may propose mitigation measures where these are necessary to avoid unacceptable or "severe" impacts".*
  - Paragraph 006 states that *"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 that *"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;*
    - *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);*
    - *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.

3.3 Local Planning Policy

Lincoln Transport Strategy 2020 to 2036

3.3.1 The new Lincoln Transport Strategy 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 strategy includes:

- 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.

Central Lincolnshire Local Plan (2017)

3.3.2 Policy LP18 (Climate Change and Low Carbon Living, Resource Efficiency) of the adopted Central Lincolnshire Local Plan 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.

3.3.3 Policy LP19 of the adopted Central Lincolnshire Local Plan identifies the considerations which 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). Proposals will be supported where the benefit of the development outweighs the harm caused and it is demonstrated that any harm will be mitigated as far as is reasonably possible; and
- Renewable energy proposals which will directly benefit a local community, have the support of the local community and / or are targeted at residents experiencing fuel poverty, will be particularly supported.

3.3.4 Policy LP20 identifies the considerations which 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.

3.3.5 It should be noted that work on a review of the Central Lincolnshire Local Plan has commenced with consultation on a Proposed Submission Local Plan 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. Based on the most recent details on the preparation timetable it is likely that the Local Plan will be adopted at some point after the submission and examination of the Scheme

Fourth Lincolnshire Local Transport Plan 2013/14 – 2022/23

3.3.6 The Fourth Lincolnshire Local Transport Plan (LTP4) builds on the strategies and policies adopted by previous Local Plans. 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.

3.3.7 In addition, paragraphs 5.17 to 5.23 relate to travel planning and sustainable travel within new developments whilst paragraph 14.33 relates to reducing the impact of traffic.

Fifth Lincolnshire Local Transport Plan Consultation Draft

3.3.8 A fifth Local Transport Plan (Consultation Draft) has been approved by Lincolnshire and is currently pending adoption. Chapter 4 of the document discuss 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.

3.3.9 Theme 2 focuses on introducing low-carbon technologies which reduce the reliance on fossil fuels as well as delivering sustainable development by ensuring new developments are designed in a way such that reduce the need to travel, minimise car use and support the use of more sustainable modes.

3.3.10 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)

3.3.11 The Gainsborough Transport Strategy 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 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 the Gainsborough in the promotion of future of mobility, walking and cycling, public transport and decarbonising transport.

3.3.12 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.

3.3.13 The document aims to understand and quantify transport problems and to develop a Transport Strategy based on delivering the following outcomes. These include:

- Influencing travel behaviour – Helping to provide greater choice in meeting daily activities from home without the need to travel (e.g. hybrid and at home-working) but if people do need to make journeys, influencing where and when to reduce distances and encourage travel outside the peak times.
- Prioritising active modes – Making cycling and walking the preferred option for shorter journeys for people who are able, prioritising the most sustainable modes of transport.
- Promote shared and public transport – Existing and new forms of public and shared transport should be encouraged for longer, necessary journeys for when walking and cycling are less viable.
- Mitigate residual impacts of traffic – Where there is no realistic alternative, longer journeys will still need to be made by car. However where this is the case, the impact of the resulting traffic and emissions will need to be mitigated.

Draft Bassetlaw District Local Plan 2020 – 2037 (July 2022)

3.3.14 The Local Plan sets out the Council's development strategy, planning policies and proposals for the district up to 2037. The document includes key strategic objectives, in line with the proposed development. These include:

- Objective 1 – To locate new development in sustainable locations and through new settlements that respect the environmental capacity of the District, support a sustainable pattern of growth across urban and rural areas, make best use of previously developed land and buildings and minimise the loss of the District's highest quality agricultural land;
- Objective 11 – To support Bassetlaw's transition to a low carbon District through the efficient use of resources, careful location and design of new development and the use of sustainable construction methods. In addition, increasing resilience to impacts from climate change through tree and woodland planting, reducing exposure to flood risk, promoting energy and water efficiency, using integrated water management and minimising waste generation; whilst maximising opportunities to generate and use a vibrant mix of renewable energy, zero carbon and other alternative technologies;
- Objective 13 – To ensure that new development contributes to the provision of necessary physical, social and green/blue infrastructure to deliver planned levels of growth at the right time and to mitigate its impacts on existing communities and the environment.

3.3.15 In addition, Section 5.4 of the document makes reference to the Cottam Priority Regeneration Area under Policy ST6, which highlights the former Cottam Power Station site as having capability to accommodate mixed use development, subject to resolving a range of matters including assessment of transport impacts and minimising the potential for car dependency.

Nottinghamshire Local Transport Plan 2011 – 2026

3.3.16 The Nottinghamshire Local Transport Plan (LTP) 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.

Industry Guidance

Institute of Environmental Management and Assessment Guidelines (1993)

3.3.17 Institute of Environmental Management and Assessment (IEMA) Guidelines for the Environmental Assessment of Road Traffic (1993) provides guidance on examining the environmental impacts of developments in terms of traffic and transportation.

Construction Logistics and Community Safety (CLOCS, August 2022)

3.3.18 The CLOCS 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.

3.4 Summary

3.4.1 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. As above, this has been developed through ongoing collaborative working with local highway and planning authorities and is both tailored to local circumstances whilst reflecting the size and scope of the Scheme. In accordance with the various policy and guidance, this TA assesses the potential impact of the Scheme and concludes that the proposals would not be expected to result in an unacceptable impact on highway safety and that the residual cumulative impacts of the development on the road network would not be severe.

4. Accessibility Appraisal and Existing Conditions

4.1 Introduction

4.1.1 This section provides a summary of the accessibility of the Order limits via the surrounding highway network, as well as by public transport, cycling and on foot.

4.2 Highway Network

Strategic Highway Network

4.2.1 The A1(M) is a dual carriageway road which forms part of the trunk road network and is managed by National Highways. The A1(M) can be accessed via the A614 Blyth Interchange, A638, A631 and A156 Gainsborough Road to the north or via the A57, Markham Moor Interchange and A156 Gainsborough Road to the south.

4.2.2 The A614 is a single carriageway road which links the A1(M) to the A638 which runs north to Doncaster. The A614 is classified by the Department of Transport (DfT) as part of the Major Road Network (MRN) and provides access to the A631, which joins with the A631 to the northwest and provides access to the A156 from the north.

4.2.3 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 MRN and provides access to the A156 from the south. The A57 also provides access to Laneham Road, which joins with Rampton Road and provides access to Cottam Road from the south.

4.2.4 The surrounding highway network is shown in **ES Volume 2: Figure 13-4 [EN010131/APP/3.2]**.

Local Highway Network

Solar Energy and Storage Park

4.2.5 The A156 High Street/ Gainsborough Road runs north-south, bordering the Solar and Energy Storage Park to the west between and including its junctions with the A631/ A159 within Gainsborough to the north and the A57 to the southwest of Saxilby to the south.

4.2.6 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 contain pedestrian footways or street lighting provision within the northern part of the study area, which is in keeping with its rural character. In the vicinity of Marton, to the south of the Solar and Energy Storage Park, the A156 High Street is restricted to a 30mph speed limit and some pedestrian footways and street lighting provision is provided.

4.2.7 The B1241 runs both north-south and east-west, to the north and east of the Solar and Energy Storage Park between and including its junctions with Upton Road/ Willingham Road to the north and A1500 Till Bridge Lane to the southeast. The B1241 is a rural single carriageway; the road is subject to the national speed limit (60mph) along its rural stretches (outside villages) and does not contain pedestrian footways or street lighting on these sections. There are a number of villages along the B1241 to the east of the Solar and Energy Storage Park including Kexby, Willingham by Stow, Normanby by Stow and Sturton by Stow and as a result the speed limit in the vicinity of, and through these villages is 30mph.

4.2.8 Willingham Road (which becomes Marton Road) are both narrow rural roads with passing places; the roads connect to the A156 to the west and B1241 to the east. The two roads provide a physical border to the south and east of the Solar and Energy Storage Park and are subject to a derestricted speed limit. The route has signing stating it is unsuitable for HGV use.

4.2.9 Clay Lane is a no-through road single lane track (with passing places) accessed via the A156 to the southwest of the Solar and Energy Storage Park and passing underneath the railway via a relatively narrow and low underpass.

4.2.10 The A1500 Stow Park Road/ Marton Road/ Till Bridge Lane runs east-west, to the south of the Solar and Energy Storage Park between and including its junctions with the A156 to the west and the B1241 to the east. In the vicinity of Marton to the west and Sturton by Stow to the east, the road 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.

Grid Connection Corridor

4.2.11 The Grid Connection Corridor will run in a southwest direction within the county of Lincolnshire from the Solar and Energy Storage Park, crossing the A1500 Stow Park Road (to the east of Marton), the A156 High Road (to the south of Marton) and the River Trent where it then enters Nottinghamshire. The route will then head west connecting to Cottam Power Station, crossing agricultural land as well as Headstead Bank, the disused railway track to the northwest of Cottam, Cow Pasture Lane and Cottam Road at the southern-most extent of the Site on route. Headstead Bank and Cow Pasture Lane are both narrow, minor, very low trafficked single-track roads with no pedestrian facilities/ street lighting etc.

4.2.12 Cottam Road is located between its junction with Rampton Road/ Green Lane to the west and the village of Cottam to the east. Cottam Road is a straight single carriageway road, with a single lane in each direction and is subject to the national speed limit. Sections of footway exist on Cottam Road around the existing Cottam Power Station access and to the east of the power station running towards Cottam village.

4.2.13 Rampton Road is a single carriageway road which connects to Cottam Road and Green Lane at a junction in the north and Laneham Road to the south. Laneham Road connects to Rampton Road in the north and the A57 in the south. Both of the roads are subject to the National Speed Limit (60mph) and

do not feature pedestrian footways or street lighting, which is in keeping with their rural character.

Baseline Traffic Flows

4.2.14 The following time periods have been reviewed to inform the assessment, based on the construction stage winter working hours of 08:00-18:00 (as opposed to the summer working hours of 07:00-19:00) in order to provide a robust assessment given that the development peak hours will be more closely orientated with the traditional network peak hours:

- 07:00 to 08:00 – construction staff AM peak hour (winter profile);
- 18:00 to 19:00 – construction staff PM peak hour (winter profile); and
- Daily (24 hours).

4.2.15 A summary of the baseline traffic data within the study area is set out in Table 1 and Table 2 below, based on the traffic surveys carried out in March and April 2022 (these were carried out between 22nd to 28th, with the exception of traffic count ATC 6 which was resurveyed between 30th March to 10th April due to a technical issue).

4.2.16 The results have been presented for an average weekday and include rounded values. The majority of traffic count locations are in Lincolnshire, with only ATC 12, ATC 13 and MCC 5 located in Nottinghamshire.

Table 1 Baseline Traffic Survey Data (2022) – Average Weekday – Total Vehicles – Links

Location		AM Dev Peak (07:00-08:00)			PM Dev Peak (18:00-19:00)			Daily (24 Hours)		
Ref	Link	Total	HGVs (#)	HGVs (%)	Total	HGVs (#)	HGVs (%)	Total	HGVs (#)	HGVs (%)
ATC1	A156 (south of Kexby Lane)	831	47	5.6%	503	12	2.4%	9,663	540	5.6%
ATC2	A156 (north of A1500)	835	42	5.1%	500	13	2.5%	9,686	533	5.5%
ATC3	Clay Lane	1	0	0.0%	1	0	0.0%	22	1	2.7%
ATC4	Willingham Road	14	0	1.4%*	10	0	2.0%*	228	13	5.8%
ATC5	A1500 Stow Park Road	418	17	4.0%	245	6	2.6%	4,539	228	5.0%
ATC6	A156 (south of A1500)	425	34	8.0%	297	10	3.5%	5,897	397	6.7%
ATC7	High Street (east of Marton Road)	163	8	4.7%	133	4	2.7%	2,512	112	4.5%
ATC8	B1241 (south of Kexby Lane)	173	10	6.0%	138	3	2.5%	2,574	140	5.4%

Location		AM Dev Peak (07:00-08:00)			PM Dev Peak (18:00-19:00)			Daily (24 Hours)		
Ref	Link	Total	HGVs (#)	HGVs (%)	Total	HGVs (#)	HGVs (%)	Total	HGVs (#)	HGVs (%)
ATC9	Marton Road (south of B1241)	15	1	3.9%	13	0	1.6%*	251	12	4.8%
ATC10	B1241 Kexby Lane	54	3	5.5%	56	2	3.6%	1,083	69	6.4%
ATC11	A156 (north of Kexby Lane)	942	52	5.5%	655	17	2.6%	12,249	617	5.0%
ATC12	Cottam Road	83	6	7.2%	46	1	3.0%	720	75	10.4%
ATC13	Headstead Bank	6	0	6.5%*	9	1	9.1%	138	18	13.4%
ATC14	B1241 High Street (north of A1500)	212	14	6.4%	154	4	2.6%	2,741	138	5.0%
ATC15	A1500 (east of Saxilby Road)	561	23	4.1%	309	4	1.4%	5,718	263	4.6%
ATC16	Saxilby Road (south of A1500)	299	16	5.4%	203	4	2.0%	3,612	186	5.2%

*difference between number and % HGVs due to rounding
Source: Advanced Transport Research Ltd

Table 2 Baseline Traffic Survey Data (2022) – Average Weekday – Total Vehicles – Junctions

Location		AM Dev Peak (07:00-08:00)			PM Dev Peak (18:00-19:00)		
Ref	Junction	Total	HGVs (#)	HGVs (%)	Total	HGVs (#)	HGVs (%)
MCC1	A156 High Street/ A1500 Stow Park Road	930	40	4.3%	546	11	2.0%
MCC2	A1500 Tillbridge Road/ Saxilby Road	840	34	4.0%	505	5	1.0%
MCC3	B1241 High Street/ Marton Road	200	13	6.5%	121	3	2.5%
MCC4	A156 Gainsborough Road/ Willingham Road	977	33	3.4%	632	11	1.7%
MCC5	Cottam Road/ Power Station Access	79	10	12.7%	58	2	3.4%

Source: Advanced Transport Research Ltd

4.2.17 The 2022 traffic flows are shown in the traffic flow diagrams held within Annex A.

Vehicle Speeds

Baseline Data (2022)

4.2.18 The 2022 survey results have been reviewed to identify existing 85th percentile vehicle speeds, which have been adopted further on within this TA (Section 8) to calculate the associated visibility requirements for the proposed access points across the Scheme.

4.2.19 A summary of these results is set in Table 3 below, with the results reported in kilometres per hour (kph) for the purposes of calculating the visibility requirements for the proposed Site access points.

Table 3 Baseline Traffic Data (2022) – Speed Survey Results (kph)

Location	Link	Direction	85th Percentile Speed	24hr Average 85th Percentile Speed
ATC1	A156 (south of Kexby Lane)	Northbound	91.4	93.8
		Southbound	95.8	
ATC2	A156 (north of A1500)	Northbound	80.6	80.0
		Southbound	79.3	
ATC3	Clay Lane (east of A156)	Eastbound	44.7	45.4
		Westbound	45.9	
ATC4	Willingham Road	Eastbound	62.6	63.4
		Westbound	64.1	
ATC5	A1500 Stow Park Road (east of A156)	Eastbound	91.9	94.5
		Westbound	96.9	
ATC6	A156 Gainsborough Road (south of A1500)	Northbound	77.6	81.8
		Southbound	85.9	
ATC7	High Street (east of Marton Road)	Eastbound	51.7	51.2
		Westbound	50.7	
ATC8	B1241 (south of Kexby Lane)	Northbound	80.1	80.3
		Southbound	80.5	
ATC9	Marton Road (south of B1241)	Northbound	56.0	55.7
		Southbound	55.2	
ATC10	B1241 Kexby Lane (east of Upton Road)	Eastbound	89.3	89.3
		Westbound	89.2	
ATC11	A156 (north of Kexby Lane)	Northbound	70.0	63.2
		Southbound	65.5	
ATC12	Cottam Road (Outgang Lane)	Eastbound	98.5	93.5
		Westbound	88.7	

Location	Link	Direction	85th Percentile Speed	24hr Average 85th Percentile Speed
ATC13	Headstead Bank (north of Cottam Road)	Northbound	59.9	59.4
		Southbound	58.9	
ATC14	B1241 High Street (north of A1500)	Northbound	69.1	69.2
		Southbound	69.4	
ATC15	A1500 (east of Saxilby Road)	Eastbound	71.3	66.6
		Westbound	62.1	
ATC16	Saxilby Road (south of A1500)	Northbound	61.2	64.2
		Southbound	67.4	

Source: Advanced Transport Research Ltd

Collision Data Review

4.2.20 This section provides a summary of Personal Injury Collision (PIC) data obtained from LCC and NCC for the highway network in the vicinity of the Scheme as shown by the study area within Annex B. The PIC data covers the most recent five-year period available:

- Lincolnshire: 01/08/2017 to 31/07/2022 (five years); and
- Nottinghamshire: 01/05/2017 to 30/04/2022 (five years).

4.2.21 A total of 42 collisions have 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 below (for those locations where collisions were recorded). Please note that parts of the network have been excluded where no collisions were recorded.

Table 4 Collision Data Summary

Location	Number of Collisions			
	Slight	Serious	Fatal	Total
A156 Gainsborough Road (north of Kexby Lane)	3	0	0	3
A156 Gainsborough Road/ B1241 junction	1	0	0	1
A156 Gainsborough Road (south of Kexby Lane, circa. 2km)	3	1	0	4
Private road (west of 156 Gainsborough Road)	1	0	0	1
A156 Gainsborough Road (north of 1500 Stow Park Road, circa. 3km)	2	0	1	3
A156 Gainsborough Road/ A1500 Stow Park Road junction	2	1	0	3
A156 High Street (south of A1500 Stow Park Road)	1	1	0	2
B1241 Willingham Road (east of A156 Gainsborough Road)	2	0	0	2
B1241 Willingham Road/ Kexby Lane/ Upton Road	1	0	0	1
B1241 Kexby Lane	0	1	0	1

Location	Number of Collisions			
	Slight	Serious	Fatal	Total
B1241 Kexby Lane/ Willingham Road junction (east)	1	0	0	1
Padmoor Lane (north of B1241 Kexby Lane)	0	1	0	1
A1500 Stow Park Road (east of A156)	2	0	0	2
A1500 Tillbridge Rd/ Saxilby Road junction	3	2	0	5
A1500 Tillbridge Road (east of Saxilby Road)	2	0	0	2
Saxilby Road (south of A1500 Tillbridge Road)	2	0	0	2
B1241 High Street (north of A1500 Tillbridge Road)	1	0	0	1
B1241 Sturton Road/ Ingham Road/ Stow Park Road junction	1	1	0	2
B1241 Normandy Road (north of Ingham Road)	1	0	0	1
Ingham Road (east of B1241 Sturton Road)	0	1	0	1
Cottam Road/ Rampton Road junction	1	0	0	1
Cottam Road (east of Rampton Road)	0	0	1	1
Westbrecks Lane (north of Cottam Road)	0	1	0	1

4.2.22 The above indicates that a total of five collisions (two serious and three slight) occurred at the A1500 Tillbridge Road/ Saxilby Road junction during the five year period, equivalent to one collision per year. This is therefore considered to represent a cluster site which has been considered as part of the highway impact assessment within Section 8 of this TA.

4.2.23 A total of four collisions (one serious and three slight) occurred along a circa. 2km stretch of the A156 Gainsborough Road between the junction with the B1241 Willingham Road to the north and the junction with Knaith Hill to the south. This is equivalent to less than one collision per year along this section and is therefore not considered to represent a cluster site.

4.2.24 In terms of the remaining collisions, one fatal collision occurred on the A156 Gainsborough Road approximately 300m north of the junction with Clay Lane. The incident occurred during dark conditions on a wet road surface when a southbound car driver attempted to overtake a bus but collided head-on with an oncoming vehicle.

4.2.25 Further to the above, one further fatal collision occurred on Cottam Road approximately 450m east of the junction with Cow Pasture Lane. The incident occurred during dark conditions following the loss of control of an eastbound vehicle which subsequently overturned and collided with a tree. No additional vehicles were involved.

4.2.26 For the remainder of the network within the study area, three 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 cluster sites have been identified.

4.3 Walking Facilities

Solar and Energy Storage Park

4.3.1 Due to the rural location of the Solar and Energy Storage Park, there is limited footway provision in the surrounding area. Footways are limited to the settlements that surround the Solar and Energy Storage Park, as follows:

- A156 – footways on both sides of A156 within Marton village; footways on western side of A156 north of Marton to Gate Burton and further north between Knaith and Lea;
- B1241 (North) - footway provision, varying from both sides to one side between Lea and Knaith Park and then on the northern side of B1241 between Upton Rd/ Willingham Road junction and western extent of residential dwellings on eastern part of Kexby Lane;
- B1242 (East) – footway provision, on at least one side of the carriageway exists along the full extent of the route from the Kexby lane junction in the north to the A1500 junction in the south; and
- A1500 – Other than in the settlements of Marton and Sturton by Stow (at either extent of the A1500 within the study area) there is no footway provision along this route.

4.3.2 There is one PRoW crossing the Solar and Energy Storage Park and there are three further PRoW which run in close proximity to its boundary. These PRoW are as follows from north to south:

- **PRoW LL|Upto|53/1** – a footpath which runs for 1250m within the vicinity of the northern extent of the Solar and Energy Storage Park, running in an east to west direction between PRoW Kexb/53/1 and Upton Road;
- **PRoW LL|Knai|44/1** – a footpath which runs for approximately 330m within the vicinity of the northern extent of the Solar and Energy Storage Park, running in an east-west direction between the railway line in the west and the B1241 to the east;
- **PRoW LL|Knai|44/2** – a footpath which runs for approximately 450m in a west-east direction, along the northern extents of the Solar and Energy Storage Park (in its northwest corner) from Knaith Hill/ Station Road to the railway line to the east. The PRoW also runs through the Solar and Energy Storage Park for a short distance; and
- **PRoW LL|Mton|69/1** – a footpath which runs for approximately 350m and meets the south-western boundary of the Solar and Energy Storage Park to the south of Willingham Road, running in a north-south direction between the Solar and Energy Storage Park in the north and A1500 Stow Park Road in the south.

Grid Connection Corridor

4.3.3 As above, due to the rural location of the Grid Connection 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.

4.3.4 A list of all PRoW which could be potentially impacted by the proposed Grid Connection Corridor (both in Lincolnshire and Nottinghamshire and listed in north-south direction along the Grid Connection Corridor) is as follows:

- **PRoW LL|Mton|68/1** – a footpath which runs for approximately 450m within the vicinity of the Grid Connection Corridor boundary, through the field to the south of A1500 Stow Park Road in a south-western direction towards A156 High Road.
- **PRoW LL|Mton|66/4** – a footpath that runs for approximately 500m along the eastern bank of the River Trent, to the west of A156 High Street and south of Marton. The PRoW runs in a north-south direction commencing at Trent Port Road in the north and connecting with PRoW LL|Bram|66/1 in the south.
- **PRoW LL|Bram|66/1** – a footpath that runs for approximately 1km along the eastern bank of the River Trent. The footpath commences to the east of A156 High Street to the south of Marton along an existing field access track and runs in a north-western direction towards the eastern bank of the River Trent where it links with PRoW LL|Mton|66/4.
- **PRoW NT|Cottam|FP1** – a footpath that runs for approximately 1200m along the western bank of the River Trent. The PRoW runs in a north-south direction, linking with Habblesthorpe|FP9 in the north, PRoW NT|Treswell|FP7 and NT|Cottam|BW7 in the south and PRoW NT|Cottam|FP3 in the west.
- **PRoW NT|Cottam|FP3** – a footpath that runs for approximately 1km along the western bank of the River Trent, north of Cottam. The footpath commences to the east of Headstead Bank, along an existing field access track which runs in a west-east direction through the fields where it joins with PRoW NT|Cottam|FP1.
- **PRoW NT|Cottam|RB4** – a restricted byway that runs for approximately 1100m in a north-south direction between Broad Lane in the north and Cottam Road in the south.
- **PRoW NT|SouthLeverton|BOAT16** – a byway that runs for approximately 1100m along Cow Pasture Lane in a north-south direction between Broad Lane in the north and Cottam Road (Outgang Lane) in the south.
- **PRoW NT|Treswell|FP4** – a footpath that runs for approximately 250m to the west of Cottam Power Station. The PRoW runs through the fields to the north of Torksey Ferry Road in a southwest-northeast direction, connecting with PRoW NT|Rampton|FP5 to the south of Rampton Thorns, and with PRoW NT|Treswell|FP5 to the east of Rampton Thorns, outside of the Grid Connection Corridor boundary.
- **PRoW NT|Rampton|FP5** – a footpath that runs for approximately 800m to the west of Cottam Power Station. The PRoW runs through the fields to the north of Torksey Ferry Road in a southwest-northeast direction,

connecting with PRoW NT|Treswell|FP4 to the south of Rampton Thorns, and Torksey Ferry Road in the south.

- **PRoW NT|Treswell|FP5** – a footpath that runs for approximately 600m to the west of Cottam Power Station. The PRoW runs through the field to the south of Cottam Road in a north-south direction, connecting with PRoW NT|Treswell|FP4 and PRoW NT|Rampton|FP6 in the south.
- **PRoW NT|Rampton|FP6** – a footpath that runs for approximately 500m to the west of Cottam Power Station. The PRoW runs through the field to the north of Torksey Ferry Road in a north-south direction, connecting with PRoW NT|Treswell|FP5 in the north, and Torksey Ferry Road in the south.
- **PRoW NT|Rampton|BOAT13** – a byway that runs for approximately 2000m along Torksey Ferry Road in a west-east direction. The PRoW connects with PRoW NT|Rampton|FP10, NT|Rampton|FP6, NT|Rampton|FP20, NT|Rampton|BOAT12 in the west along Torksey Ferry Road and with NT|Rampton|BW8 and NT|Rampton|FP7 in the east.
- **PRoW NT|Rampton|FP20** – a footpath that runs for approximately 380m to the south of Torksey Ferry Road, along Nightleys Road in a north-south direction. The PRoW connects with PRoW NT|Rampton|BOAT13 to the north and with NT|Rampton|FP9 in the south.
- **PRoW NT|Rampton|BOAT12** – a byway that runs for approximately 600m to the south of Torksey Ferry Road, along Shortleys Road in a north-south direction. The PRoW connects with PRoW NT|Rampton|BOAT13 to the north and with NT|Laneham|BOAT10 in the south.

4.3.5 An **Outline PRoW Management Plan [EN010131/APP/7.8]** has been prepared. A plan showing the surrounding walking network is shown in **ES Volume 2: Figure 13-5 [EN010131/APP/3.2]**

4.4 Existing Cycling Facilities

Solar and Energy Storage Park

4.4.1 There are no on or off-road dedicated/ marked cycling facilities within the immediate vicinity of the Solar and Energy Storage Park and whilst relatively fast vehicle speeds and high traffic flows on the two A-roads (A156 and A1500) may deter cyclists, the B1421 to the north and east of the Site, as well as the smaller roads closer and within the Solar and Energy Storage Park itself are likely to be attractive to leisure cycling. The Solar and Energy Storage Park could be potentially accessed by cyclists from Lea, Willingham, Stow, Upton and Brampton located within an approximate 2.5km cycle distance.

4.4.2 There are no formal cycle facilities in the vicinity of the Solar and Energy Storage Park. The nearest National Cycle Network route (between Harby and Lincoln) is located approximately 12km to the south.

Grid Connection Corridor

4.4.3 There are no on or off-road dedicated/ marked cycling facilities within the immediate vicinity of the Grid Connection Corridor. The eastern extent of the Grid Connection Corridor connects to the Solar and Energy Storage Park and therefore as previously mentioned above, the relatively fast vehicle speeds and high traffic flows on the two A-roads (A156 and A1500) may deter cyclists

within the vicinity of the Grid Connection Corridor within the Lincolnshire part of the Scheme study area. However, there are a number of minor roads within the western extents of the Grid Connection Corridor within Nottinghamshire, including Cottam Road which is relatively lowly trafficked and would appear to be attractive to leisure cyclists. Additionally, this area could be potentially accessed by cyclists from Coates, South Leverton, Rampton and Treswell, all within a 2.5km cycle distance.

4.5 Equestrian Facilities

Solar and Energy Storage Park

4.5.1 There are no formal equestrian facilities (i.e. Bridleways) in the vicinity of the Solar and Energy Storage Park, however, some of the surrounding roads are generally lightly trafficked and could be used by equestrians on this basis.

Grid Connection Corridor

4.5.2 There are formal equestrian facilities in the vicinity of the Grid Connection Corridor along its western part within Nottinghamshire. These include Bridleways, Restricted Byways and Byways Open to All Traffic (BOAT) as listed earlier above. Also, there are a number of narrow single-track roads to the north of Cottam near to Headstead Bank which appear to be very low trafficked and therefore may be appealing to equestrians.

4.6 Public Transport Facilities

Solar and Energy Storage Park

Bus

4.6.1 Bus stops are located on the A156 and B1421 (north and east) which broadly surround the Solar and Energy Storage Park. The following bus routes serve these bus stops:

Table 5 Bus Stops/ Services near the Solar and Energy Storage Park

Bus Stop	Service	Route	Typical Frequency	
			Weekday	Weekend
A156 Gainsborough Road (Gate Burton Clay Lane)	107	Gainsborough to Lincoln	One service per hour First service at the nearest stop to the Solar and Energy Storage Park at: 06:51, service from Gainsborough towards Lincoln 09:36, service from Lincoln towards Gainsborough Last service at the nearest stop to the Solar and Energy Storage Park at: 14:15, service from Gainsborough towards Lincoln	Saturday service same as weekday service No service on Sunday

Bus Stop	Service	Route	Typical Frequency	
			Weekday	Weekend
			18:11, service from Lincoln towards Gainsborough	
B1241 Willingham Road (Knaith Park)	100	Gainsborough to Lincoln	One service per hour First service at the nearest stop to the Solar and Energy Storage Park at: 06:45, service from Gainsborough towards Lincoln 08:02, service from Lincoln towards Gainsborough Last service at the nearest stop to the Solar and Energy Storage Park at: 17:23, service from Gainsborough towards Lincoln 18:37, service from Lincoln towards Gainsborough	Saturday service same as weekday service No service on Sunday
B1241 Willingham Road (Knaith Park)	105	Gainsborough to Lincoln	One service a day Service at the nearest stop to the Solar and Energy Storage Park at: 07:36, service from Gainsborough towards Lincoln 15:46, service from Lincoln towards Gainsborough	No service on Saturday No service on Sunday (School days only)

Rail

4.6.2 Gainsborough is located to the north of the Solar and Energy Storage Park and has two railway stations, Gainsborough Central and Gainsborough Lea Road.

4.6.3 Gainsborough Central Station is located approximately 6km to the north of the Solar and Energy Storage Park and is managed by Northern Rail, running services between Sheffield and Cleethorpes/ Lincoln. The only passenger services calling at the station during a weekday are two services in the AM peak (one service in each direction) calling at Gainsborough Central Station at 08:52 - service between Sheffield to Cleethorpes and at 09:16 - service between Cleethorpes and Sheffield and two services in the PM peak (one service in each direction) calling at Gainsborough Central Station at 18:50, service between Sheffield and Cleethorpes and at 19:01, service between Cleethorpes and Sheffield.

4.6.4 Gainsborough Lea Road Station is located approximately 4.5km to the north of the Solar and Energy Storage Park and is served by rail services operated by both Northern Rail and East Midland Trains, running services from Sheffield to Lincoln/ Cleethorpes and Peterborough to Doncaster via Lincoln. The services run at the following combined frequency:

- Sheffield to Lincoln/ Cleethorpes (Northern Rail) – Three services during the morning (07:00-10:00) and afternoon (16:00-19:00) in each direction, with a total of circa. 20 services a day in each direction running every hour (Monday to Friday); and
- Peterborough to Doncaster via Lincoln (East Midlands Railway) – Five services a day in each direction (Monday to Friday), two services (one in each direction) in the AM peak and one service in the PM peak towards Doncaster.

4.6.5 Saxilby Station is located approximately 10.5km to the south of the Solar and Energy Storage Park and is served by the same rail services as Gainsborough Lea Road Station.

Grid Connection Corridor

Bus

4.6.6 The eastern extent of the Grid Connection Corridor could be served by the same bus services as the Solar and Energy Storage Park mentioned above. However, as the Grid Connection Corridor is severed by the River Trent, the nearest bus stops and bus services to the western extent of the Grid Connection Corridor are located on Cottam Road. The bus stops are situated approximately 1.3km to the west of Cottam Power Station on Cottam Lane/ Green Lane on the eastern side of Treswell. Bus Route 190 serves these stops, with the service running between Retford and Tuxford (via Rampton). There are only two daily services which run from Tuxford to Retford (during the AM peak) and only three daily services which run from Retford to Tuxford (during the PM peak).

Rail

4.6.7 Retford Station is located approximately 10.5km to the west of Cottam Power Station and is managed by East Coast Mainline, running services between York, Hull and Newcastle in the north and London King's Cross in the south. The station runs the same services as Gainsborough Central and Gainsborough Lea Road stations (i.e. to Lincoln/ Cleethorpes and Sheffield/ Lincoln). The service between London King's Cross and Hull or Edinburgh runs two services in each of the AM and PM peaks; a total of 30 services (Monday to Friday) run in both directions through Retford.

5. The Scheme

5.1 Introduction

5.1.1 This section of the TA provides further details of the Scheme including the proposed programme of the construction, operational and decommissioning phases, the proposed Solar and Energy Storage Park and Grid Connection Corridor access arrangements, vehicle types, routing and parking arrangements, as well as pedestrian and cycle access.

5.2 Scheme Summary

Introduction

5.2.1 The Scheme consists of the construction, operation (maintenance) and decommissioning of a solar photovoltaic (PV) array electricity generating facility and energy storage facility and supporting grid connection infrastructure. The Scheme will allow for the generation, storage and export of more than 50 megawatts (MW) for export to the National Grid at the Cottam substation.

5.2.2 The Order limits has been separated into the following two components which are explored further below:

- Solar and Energy Storage Park;
- Grid Connection Corridor, which will connect to the National Grid via Cottam substation.

Solar and Energy Storage Park

5.2.3 The Solar and Energy Storage Park will occupy the majority of the Order limits and will consist of the following:

- Solar PV array works area;
- On-Site Sub-station;
- BESS compound;
- Ancillary infrastructure; and
- Landscape works area.

5.2.4 The Solar and Energy Storage Park will be fenced and protected via security measures such as CCTV.

5.2.5 Internal access tracks, habitat management and drainage will also be provided within the fenced areas of the Solar and Energy Storage Park.

Solar PV Array Works Area

5.2.6 The Solar PV array works area will contain PV tables (formed of PV panels and mounting structures) set out in rows and grouped into PV arrays. Supporting infrastructure, as well as secondary access tracks and ancillary works will also be provided.

On-Site Substation

5.2.7 The on-site Substation will be a new substation located within the Solar and Energy Storage Park. It 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 Substation will then convert the electricity to 400kV for onward transmission along the GCC to the National Grid Connection at Cottam substation.

The BESS Compound

5.2.8 The BESS Compound will allow for the storage, importation, and exportation of energy from the Solar and Energy Storage Park to the National Grid. 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.

Ancillary Infrastructure

5.2.9 The Ancillary Infrastructure includes the areas within the Solar and Energy Storage Park (outside of the Solar PV Array Works Area, BESS Compound, On-Site Sub-station, or Landscape Works Area) which contain Low Voltage Distribution Cables to the Substation and any associated tracks or drainage.

Landscape Works Area

5.2.10 The remainder of the Solar and Energy Storage Park will be made up of the landscape works area which will contain field margins, set-aside, fencing, CCTV as well as other bio-diversity measures and associated works.

Grid Connection Corridor

5.2.11 The Grid Connection Corridor is an area within which the high voltage cables will be laid (within the Order limits), connecting the Solar and Energy Storage Park 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.

5.3 Components

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

- PV panels, mounting structures, tables and arrays;
- Solar stations (inverters, transformers and switchgear);
- Distribution cables;
- BESS and supporting compound;
- On-site Substation;
- Grid connection cables;
- Access tracks, and car parking;
- Ancillary buildings (office, warehouse and plant buildings);
- Fencing and security measures;
- Drainage;
- Landscaping including habitat creation areas; and
- Construction laydown areas.

5.4 Programme

Summary

5.4.1 The main construction phase is predicted to be between January 2025 and December 2027. The anticipated construction, operational and decommissioning periods are as follows:

- Construction Period (2025 to 2027);
- Operational Period (2028 to 2087); and
- Decommissioning Period (not earlier than 2088).

Construction

5.4.2 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 to 36-month period. The proposed site layout is shown in **ES Volume 2: Figure 2-4 [EN010131/APP/3.2]**. The construction programme is contained within the Framework CTMP in **ES Volume 3: Appendix 13-E [EN010131/APP/3.3]**.

Operation

5.4.3 The Scheme is expected to be operational from the first quarter of 2028. The proposed site layout is shown in **ES Volume 2: Figure 2-4 [EN010131/APP/3.2]**.

5.4.4 A minimal level of activity (see Section 6) is expected across the Order limits during the operational phase and restricted principally to vegetation management, equipment maintenance and servicing, replacement and renew of any components, as well as monitoring. It is anticipated that maintenance and servicing would include the inspection, removal, reconstruction, refurbishment or replacement of faulty or broken equipment, as well as adjusting the solar module orientation to ensure the continued effective operation of the Scheme. Along the Grid Connection Corridor and distribution cables, operational activity will consist of routine inspections and any reactive maintenance such as where a cable has been damaged. The Cottam substation will continue to be managed and maintained by National Grid.

5.4.5 The design life of the Scheme is 60 years; however, if equipment is still operating successfully and safely, the Applicant may choose to operate beyond the Scheme's originally anticipated design life. This is a common occurrence for generating stations. Many stations operate beyond the design life if they are well maintained.

Decommissioning

5.4.6 When the operational phase ends, the Solar and Energy Storage Park will require decommissioning. All 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. The majority of the Solar and

Energy Storage Park would be returned to the landowner after decommissioning and will be available for its original use. The future of the substations and associated control buildings would be agreed with the relevant Local Planning Authority prior to commencement of decommissioning. A **Framework Decommissioning Environmental Management Plan (DEMP) [EN010131/APP/7.5]**, to include timescales and transportation methods is proposed, and would be agreed in advance with the relevant Local Planning Authority.

5.4.7 Decommissioning is expected to take between 24 and 48 months and is likely to be undertaken in phases. The specific method of decommissioning the project 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.

5.4.8 Therefore, 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 as agreed with the local highway authorities.

5.5 Vehicular Access Arrangements

Introduction

5.5.1 The proposed access locations for the Scheme are illustrated in **ES Volume 2: Figure 2-4 [EN010131/APP/3.2]** and **ES Volume 2: Figure 2-5 [EN010131/APP/3.2]** of the ES and further details are provided below. It should be noted, the existing access to the Cottam Power Station will continue to be operational during the construction phase of the Scheme.

Solar and Energy Storage Park

5.5.2 The proposed construction accesses for the Solar and Energy Storage Park are as follows:

- A156 Gainsborough Road North (primary access located to the north of Gate Burton);
- Kexby Lane North (secondary access located between Knaith Park and Kexby);
- Kexby Lane South (secondary access located between Knaith Park and Kexby); and
- Marton Road (secondary access located by Willingham by Stow, utilising an existing farm access and track).

5.5.3 Operational access will primarily be taken from the A156 Gainsborough Road via Clay Lane (existing access), but will also be achievable via Kexby Lane North, Kexby Lane South and Marton Road (as above) all of which will be retained during the operational phase. An additional operational access will also be utilised on a separate part of Marton Road at the south-eastern boundary of the Solar and Energy Storage Park. The majority of routine visits by vans and four-wheel drive vehicles would utilise the Clay Lane rail underpass for access to the eastern part of the Solar and Energy Storage Park. If larger vehicles are required to access the eastern part of the Solar and

Energy Storage Park, then these would utilise the Kexby Lane South and/ or the Marton Road access points. The A156 Gainsborough Road North access would only be utilised should larger vehicles be required for heavy component replacement.

5.5.4 The proposed locations of the above access points are shown in **ES Volume 2: Figure 2-4 [EN010131/APP/3.2]**. The locations offer the following benefits:

- The proposed main access will provide direct access from the A156 Gainsborough Road into the Solar and Energy Storage Park without crossing any third-party land;
- The accesses will be located on sections of carriageway where the required visibility splays and Sight Stopping Distances (SSDs) will be achievable in each direction following vegetation clearance within the Order limits (see Section 8);
- The proposed accesses will be situated on parts of the highway network where there has historically been a good collision record (see Section 4); and
- The proposed accesses will be used in coordination with the HGV routing strategy which will avoid unsuitable routes, for example Station Road, Clay Lane, Torksey Ferry Road and Marton Road (to the south of the proposed construction access).

5.5.5 Further to the above, several existing access points will be stopped-up as part of the proposals for the Solar and Energy Storage Park, including in instances where an alternative (new) access is to be provided in support of the Scheme or where an existing access will be redundant (no longer required) with the Scheme in place. For example, an existing access on the southern side of Kexby Lane will be stopped-up and replaced by the proposed access on the southern side of Kexby Lane. Nonetheless, the majority of existing access points across the Order limits will be retained in order to maintain access to existing land parcels where necessary. Further details of these arrangements are set out within the Framework CTMP (**ES Volume 3: Appendix 13-E [EN010131/APP/3.3]**).

Grid Connection Corridor

5.5.6 During the construction phase, a series of new accesses will be provided to facilitate works within the Grid Connection Corridor as follows:

- A1500 Stow Park Road North (located east of Marton);
- A1500 Stow Park Road South (located east of Marton);
- A156 High Street East (located circa. 600m south of Marton);
- A156 High Street West (located circa. 1.4km south of Marton);
- Headstead Bank East (located circa. 100m south of Broad Lane);
- Headstead Bank West (located circa. 130m south of Broad Lane);
- Cottam Road North (located west of Cow Pasture Lane); and
- Cottam Road South (located west of Cow Pasture Lane); and
- Cow Pasture Lane East (located circa. 550m north of Cottam Road).

5.5.7 It should be noted that the Cow Pasture Lane access will only be used during the early part of the construction programme by vehicles up to 7.2m in length. This will subsequently change in form to a vehicle crossover (rather than a

priority junction) once the internal haul road has been constructed to allow all construction vehicles (including HGVs) to access the area to the east of Cow Pasture Lane via the new access on the northern side of Cottam Road and the haul road. This will avoid the need for HGVs to use Cow Pasture Lane and no improvements at the junction with Cottam Road are expected to be required. However, there may be the requirement to resurface Cow Pasture Lane at the crossover point.

5.5.8 Further to the above, a restricted (emergency) access will be utilised on the northern side of Torksey Ferry Road which will only be utilised by light vehicles during exceptional circumstances if required i.e. should it not be possible to utilise the access on Cottam Road South.

5.5.9 It is envisaged that the majority of the above accesses will be retained during the operational phase, although these will be gated to prevent any unauthorised access during the lifetime of the Scheme and it is expected these will be used very infrequently.

5.5.10 The proposed locations of the above access points and vehicle crossover are shown on **ES Volume 2: Figure 2-5 [EN010131/APP/3.2]**.

5.5.11 An existing access point on the western side of the A156 (circa. 1.4km south of Marton) will be stopped-up and replaced by the proposed access for the Grid Connection Corridor at this location. An alternative (new) access point will then be provided circa. 80m to the north in order to maintain access to the existing land parcel (agricultural field) to the west of the A156. Further details of these arrangements are set out within the Framework CTMP (**ES Volume 3: Appendix 13-E [EN010131/APP/3.3]**).

5.6 Additional Construction Considerations

Vehicle Types

5.6.1 It is expected that the majority of construction vehicles accessing the Site will fall into the 'normal' size category (i.e. transit vans and HGVs). It is anticipated that the following vehicle types will serve the Scheme during the construction phase:

- Cars;
- Tractors;
- Small vans;
- 10m rigid vehicles;
- Box vans;
- 8-wheeler rigid lorries;
- Concrete mixers; and
- Articulated lorries (44ft or 13.5m).

5.6.2 In addition, it is expected that there will be a number of Abnormal Indivisible Loads (AILs)/ abnormal vehicles required by the project. Details of the vehicles required to transport AILs are set out below.

Abnormal Vehicles

5.6.3 The following abnormal vehicles are expected during the construction phase of the Scheme to transport AILs and further details are set out within the Framework CTMP in **ES Volume 3: Appendix 13-E [EN010131/APP/3.3]**:

- A 65.8m length vehicle to deliver the transformer to the Solar and Energy Storage Park via the main site access on the A156 (arrival only, as the vehicle would be dissembled prior to egress); and
- Several 24.6m length vehicles to transport cable drums to/ from the Grid Connection Corridor via multiple access points (arrivals and departures).

5.6.4 A specialised haulage service will be employed to allow these components to be transported with the necessary escort, permits and traffic management, with the applicant consulting the relevant highways authorities to ensure the correct permits are obtained. The police will also be given advanced notification under the Road Vehicle Authorisation of Special Types Order 2003.

5.6.5 The abnormal vehicles will be required to follow the abnormal vehicle routing strategy as shown in **ES Volume 2: Figure 13-6 [EN010131/APP/3.2]** when travelling to/ from the Site. Further details including vehicle swept paths are set out within the Framework CTMP in **ES Volume 3: Appendix 13-E [EN010131/APP/3.3]**.

Solar and Energy Storage Park

Vehicle Routing

5.6.6 Construction HGVs will travel to/ from the Solar and Energy Storage Park via the A156, to minimise passing through local villages. They will then utilise the B1241 Kexby Lane to reach the northern and eastern portions of the Solar and Energy Storage Park via the Kexby Lane accesses and the Marton Road access if necessary. The routing strategy reflects the most suitable routes available, to avoid limitations/ restrictions associated with alternative local routes adjacent to the Site such as Marton Road to the south of the construction access.

5.6.7 A vehicle routing plan showing the routing strategy for HGVs at the Solar and Energy Storage Park is held in **ES Volume 2: Figure 13-3 [EN010131/APP/3.2]**.

Construction Compounds

5.6.8 As shown by the proposed Solar and Energy Storage Park layout on **ES Volume 2: Figure 2-4 [EN010131/APP/3.2],** (one main construction compound will be located near to the A156 Gainsborough Road access and four smaller secondary compounds will be situated across the Solar and Energy Storage Park at strategic locations, served by the primary and secondary access routes. The smaller compounds will be converted to solar PV and the larger compound returned to landscaping at the end of their use.

5.6.9 The main construction compound will be located 520m from the proposed A156 Gainsborough Road access, adjacent to the primary access road which will run from the proposed access and eastwards towards the array of PVs. The main compound will be approximately 150m x 80m in size and will contain

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. A plan showing the proposed layout of the main construction compound is held in **ES Volume 2: Figure 2-4 [EN010131/APP/3.2].**

5.6.10 The smaller secondary construction compounds will be situated across the Solar and Energy Storage Park at strategic locations. The secondary compounds will be to a maximum 130m x 80m in size and will contain material storage areas, mobile welfare units, offices, diesel generators, rock fill placed on a suitable formation and temporary matting (if required), fencing to secure the compound, parking areas and turning areas.

5.6.11 Further details of the proposed construction compounds are provided within Section 6 of the Framework CTMP in **ES Volume 3: Appendix 13-E [EN010131/APP/3.3]**.

Access Tracks

5.6.12 It is proposed to utilise the existing hard-surfaced tracks that run throughout the Solar and Energy Storage Park where possible (upgrading existing access tracks through widening or resurfacing where these are required along the route), and to construct additional access tracks where connectivity is required. The access route from the proposed site access on the A156 to the main construction compound will be 7m in width, and the route to the proposed BESS compound will be 6m in width. The internal tracks will enable free-flowing movement within the site whilst removing construction traffic from local roads.

Car and Cycle Parking

5.6.13 During the construction phase of the works, a total of 100 car parking spaces will be provided within the main construction compound for construction workers which is designed to meet peak parking demand. A total of 18 car parking spaces will be provided at each secondary compound. A total of six cycle parking spaces will also be provided within the main construction compound. Construction workers will then be transported within the Site via minibus. The usage of the car parks will be monitored and the potential to introduce additional parking will be explored during peak construction if required, to ensure that parking does not occur outside of the Order limits.

Grid Connection Corridor

Vehicle Routing

5.6.14 The Grid Connection Corridor will be accessed via a number of points along the corridor. The accesses will be in place during the construction phase and retained thereafter (controlled by gates) during the operational phase in order to facilitate maintenance and repairs as necessary. The proposed HGV routing strategy to/ from the Grid Connection Corridor is identified on the plan held in **ES Volume 2: Figure 13-3 [EN010131/APP/3.2]**.

Construction Compounds

5.6.15 Construction compounds will be located at specified positions within the Grid Connection Corridor, accessed via the nearest access point to that compound. Construction workers will travel by minibus from the Solar and Energy Storage Park in order to access these compounds. The proposed indicative locations of the Grid Connection Corridor construction compounds are shown on **ES Volume 2: Figure 2-5 [EN010131/APP/3.2]**.

5.6.16 Further details of the proposed construction compounds are provided within the Framework CTMP in **ES Volume 3: Appendix 13-E [EN010131/APP/3.3]**.

Car Parking

5.6.17 No car parking spaces will be provided for construction workers within the construction compounds serving the Grid Connection Corridor, as staff will be transferred to and from this portion of the Site via minibus. All construction workers will park within the construction compounds associated with the Solar and Energy Storage Park.

Parking

Car Parking

5.6.18 The parking standards for Central Lincolnshire, Nottinghamshire and Bassetlaw do not include categories of land use relevant to the proposed development. Therefore, the proposed parking provision has been considered on its own merit to meet the needs of the development during both construction and operation and is justified below.

5.6.19 During the construction phase of the works, a total of 100 parking spaces will be provided within the main construction compound for construction workers at the A156 Gainsborough Road, and 18 spaces at each of the smaller compounds at Kexby Lane North, Kexby Lane South and Marton Road. To facilitate access and reduce the need to travel, an internal minibus service will be available for construction staff. Notwithstanding this, the parking provision is designed to meet peak parking demand (see Table 7). The proposed layout of the main construction compound is illustrated within the Framework CTMP in **ES Volume 3: Appendix 13-E [EN010131/APP/3.3]**.

5.6.20 During the operational phase, it is not envisaged that any parking spaces will be provided for operational staff who will travel to various locations across the Order limits and park within the individual land parcels (within the site fencing) to carry out maintenance work as and when required. In addition, it is not proposed to provide any parking for visitors, given that the Scheme will be an operational Solar and Energy Storage Park rather than an open to public visitor attraction facility.

Cycle Parking

5.6.21 As set out in Section 4, there is limited cycle provision in the surrounding area, with no on or off-road cycling facilities on the surrounding roads, aside from the use of PRoW on links where cycling is permitted. In addition, the majority of construction and operational staff will be expected to live outside of the 20-minute catchment area for cycling (see Section 4).

5.6.22 It is proposed to provide six cycle stands within the main construction compound for construction workers. The usage of these cycle spaces will be monitored to determine whether any additional spaces are required to meet demand during the construction phase.

5.6.23 During the operational phase (and following the removal of the main construction compound), it is not proposed to provide any cycle parking within the Order limits as maintenance staff will be expected to travel by vehicle.

Pedestrian and Cycle Access

Construction Phase

5.6.24 Pedestrians will be able to utilise the existing pedestrian network to access the Order limits during the construction phase, including the PRoW summarised within Section 4 and shown on the plan held in **ES Volume 2: Figure 13-7 [EN010131/APP/3.2]**. The PRoW will be managed or temporarily diverted throughout the construction phase if necessary to ensure that these remain open and can continue to be safely used. Further details of how these will be managed are set out in Section 9.

5.6.25 Cyclists will be able to access the Solar and Energy Storage Park via the proposed access at the A156 Gainsborough Road, the two accesses at Kexby Road and Marton Road which will provide access to the main construction compound where cycle parking will be available for construction workers.

Operational Phase

5.6.26 The existing PRoW which pass through or run adjacent to the Order limits are expected to be unaffected during the operational phase.

5.6.27 It is not expected that any Temporary Traffic Management (TTM), PRoW diversions or closures will be required and the majority of vehicles accessing the Site will be maintenance vehicles/ Light Goods Vehicles (LGVs) and will be nominal in number.

5.6.28 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 all existing PRoW within the Site, with no permanent diversions or closures (any PRoW temporarily diverted during the construction phase will be reinstated during the operational phase); and
- 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 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.

5.6.29 A minimum width has been incorporated into the Scheme design for PRoW, as well as for the corridor in which they will be provided (between Scheme infrastructure). In all cases the PRoW will be of at least existing width, with at least 5m spacing either side of the centreline of the PRoW and therefore

delivering a minimum 10m space. This will avoid the perception of being channelled into narrow passages between PV Panels.

5.6.30 It should be noted that no permissive paths are proposed during the operational phase. The **Framework Operational Environmental Management Plan (OEMP) [EN010131/APP/7.4]** and **Outline PRoW Management Plan [EN010131/APP/7.8]** therefore focus on proposed mitigation relating to PRoW during the operational phase.

6. Proposed Trip Attraction and Distribution

6.1 Introduction

6.1.1 The following section provides details of the anticipated travel characteristics of the Scheme users during the construction, operational and decommissioning phases. It should be noted that there is very limited information within the TRICS trip generation database for standalone energy parks such as is proposed 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. The below provides a summary of the forecast vehicle trips associated with each phase based on the peak level of activity expected, during the peak hours and across the day.

6.2 Construction Vehicle Movements

Introduction

6.2.1 There is expected to be a daily peak of 400 construction workers associated with the Scheme, including 375 construction workers for the Solar and Energy Storage Park and 25 construction workers for the Grid Connection Corridor. All 400 construction workers will travel to/ from the Solar and Energy Storage Park at the start and end of the working day. A minibus service will be utilised to transport construction workers from the Solar and Energy Storage Park to the Grid Connection Corridor (and vice-versa) to reduce vehicular trips on the surrounding highway network.

6.2.2 For the Solar and Energy Storage Park, there will be a daily peak of 30 LGVs and 60 HGVs in addition to the 375 construction workers. The associated vehicle trips will be split across four access points including the A156 Gainsborough Road primary site access, and secondary access points on Kexby Lane (North and South) and Marton Road. In the absence of 2021 Census journey to work data (which is not currently available), the forecast trip distribution of construction staff vehicles has been derived using 2011 Census journey to work data which is an industry approved technique.

6.2.3 For the Grid Connection Corridor, there will be a daily peak of 16 LGVs and 12 HGVs in addition to the 25 construction workers. The associated vehicle trips are expected to be split across multiple access points including those to the east of the River Trent (in Lincolnshire) and those to the west of the River Trent (in Nottinghamshire). In view of the minimal levels of vehicle trips to be generated and given that different access points would be utilised than those used to access the Solar and Energy Storage Park, the Grid Connection Corridor is not expected to have a material impact on the surrounding highway network. Nonetheless, these trips have been included as part of the assessment of the Scheme to provide a worst-case assessment.

Solar and Energy Storage Park

6.2.4 For the purposes of this assessment and based on the information provided in support of the application, the peak daily number of HGVs, LGVs and construction staff required for the Solar and Energy Storage Park are identified below. It should be noted that the forecast numbers below include consideration of daily variation and peak daily movements to provide a robust assessment:

- 60 HGV deliveries (120 movements per day);
- 30 LGV deliveries (60 movements per day); and
- 400 construction staff (persons) with the forecast number of staff vehicles identified below.

6.2.5 In terms of construction staff vehicles, the following has been included as part of this assessment:

- 55% of construction staff (220 persons) to be transferred to/ from the Solar and Energy Storage Park by shuttle service (each with capacity for 50 staff) to/ from four centres in the vicinity considered to be Gainsborough (north), Lincoln (south), Retford (west) and Newark on Trent (also south). It is assumed that an average of 55 staff would reside within each of the four areas (as indicated) and two shuttle services would be required to/ from each area equating to a total of eight shuttle services in the morning (16 movements) and eight shuttle services in the evening (16 movements). All shuttle services will be required to travel via the main site access on the A156 Gainsborough Road. It has been assumed that 50% shuttle services would travel via the A156 to the north (for Gainsborough and Retford) and 50% would travel via the A156 to the south (for Lincoln and Newark on Trent; and
- 45% of construction staff (180 persons) to travel by private vehicle with an average occupancy of 1.3 staff per vehicle, resulting in 138 staff vehicles (276 daily movements).

6.2.6 In relation to the shuttle service provision, if additional demand is identified by the monitoring carried out as part of the Detailed CTMP then additional shuttle services will be provided to further reduce the number of construction staff vehicles on the network.

6.2.7 The following assumptions have been adopted for the shuttle service which will be provided for non-local staff travelling to/ from the site:

- The shuttle services will travel between the Solar and Energy Storage Park and local settlements to transfer all non-local staff to and from the Site each day;
- The shuttle services will depart from the Solar and Energy Storage Park to pick-up construction workers from local settlements and return to Site within the hour prior to the start of a shift;
- The shuttle services will depart from the Solar and Energy Storage Park to drop-off construction workers back at each local settlement within the hour after the completion of a shift (before returning back to the Site);
- The shuttle services will each be expected to have a typical occupancy of 25-30 people when transferring construction workers; and

- A shuttle service round-trip (e.g. from the Solar and Energy Storage Park to local worker accommodation in Lincoln or Gainsborough for example, and then back to the Site) is expected to take around 15-30 minutes on average (it has been assumed that a shuttle service would both depart and return during the same hour).

6.2.8 The above is designed to minimise vehicle trips on the surrounding highway network as far as possible.

6.2.9 Minibuses will be used to transport staff around the Solar and Energy Storage Park by making use of the internal routes to travel between the main compound and the secondary compounds. This will minimise trips within the Solar and Energy Storage Park and will also avoid trips on the surrounding highway network between the site accesses. In addition, a minibus will be used to transfer staff between the Solar and Energy Storage Park and the Grid Connection Corridor.

6.2.10 Given the locations of the nearest rail and bus services/ stops to the Scheme and considering the public transport timetables in relation to the construction staff working hours, there will be limited opportunity for construction staff to travel to the Solar and Energy Storage Park by rail or bus. Nevertheless, sustainable travel will be promoted for usage by construction staff travelling to/ from the Solar and Energy Storage Park with further details set out within the Framework CTMP in **ES Volume 3: Appendix 13-E [EN010131/APP/3.3]**. The above mode share is considered to provide a worst-case assessment in terms of the number of construction staff vehicles forecast.

6.2.11 The forecast distribution of HGVs, LGVs and construction staff vehicles across the site accesses for the Solar and Energy Storage Park is presented below in Table 6. A slightly different distribution has been adopted for construction workers based on the proposed levels of parking at each of the compounds, with the majority of parking to be provided at the main compound accessed via the A156 Gainsborough Road.

Table 6 Forecast Trip Distribution (Construction Accesses) for Solar and Energy Storage Park

Access	Description	Construction Staff (%)	HGVs and LGVs (%)
A156 Gainsborough Road	Primary access serving the majority of the Solar and Energy Storage Park (west of the railway line)	70%	62%
Kexby Lane North	Secondary access serving a few parcels to the north of Kexby Lane	9%	9%
Kexby Lane South	Secondary access serving the Solar and Energy Storage Park (east of the railway line)	12%	20%
Marton Road	Secondary access serving a few parcels to the southeast	9%	9%

Access	Description	Construction Staff (%)	HGVs and LGVs (%)
Total	**-**	**100%**	**100%**

6.2.12 Based on the trip generation and distribution outlined above, the forecast peak daily trip generation for each of the Solar and Energy Storage Park accesses during the construction period (in terms of vehicles) is set out in Table 7 below.

Table 7 Forecast Peak Daily Construction Vehicles for Solar and Energy Storage Park

Site Access	HGVs	LGVs	Staff Vehicles	Shuttle Services	Total Vehicles
A156	38	18	97	16*	169
Kexby Lane North	5	3	12	0	20
Kexby Lane South	12	6	17	0	35
Marton Road	5	3	12	0	20
Total	**60**	**30**	**138**	**16***	**244**

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

6.2.13 A daily profile of overall construction movements (arrivals and departures) for just the Solar and Energy Storage Park is presented in Further details of the trip attraction calculations for the Solar and Energy Storage Park are held in Annex C.

6.2.14 Table 8 below based on the anticipated travel patterns of staff, LGVs and HGVs across the day and the winter profile in terms of staff working hours (to provide a robust assessment due to compressed working hours close to the traditional network peak hours). Further details of the trip attraction calculations for the Solar and Energy Storage Park are held in Annex C.

Table 8 Forecast Peak Daily and Hourly Construction Movements for Solar and Energy Storage Park

Hour	HGVs and LGVs		Staff Vehicles (inc. Shuttle Services)		Total Vehicles		
	Arr	Dep	Arr	Dep	Arr	Dep	Total
06:00-07:00	0	0	0	0	0	0	0
07:00-08:00	0	0	146	8	146	8	154
08:00-09:00	0	0	0	0	0	0	0
09:00-10:00	11	11	0	0	11	11	22
10:00-11:00	12	12	0	0	12	12	24
11:00-12:00	11	11	0	0	11	11	22
12:00-13:00	11	11	0	0	11	11	22
13:00-14:00	11	11	0	0	11	11	22

Hour	HGVs and LGVs		Staff Vehicles (inc. Shuttle Services)		Total Vehicles		
	Arr	Dep	Arr	Dep	Arr	Dep	Total
14:00-15:00	12	12	0	0	12	12	24
15:00-16:00	11	11	0	0	11	11	22
16:00-17:00	11	11	0	0	11	11	22
17:00-18:00	0	0	0	0	0	0	0
18:00-19:00	0	0	8	146	8	146	154
19:00-20:00	0	0	0	0	0	0	0
Total	**90**	**90**	**154**	**154**	**244**	**244**	**488**

6.2.15 For the purposes of the assessment the following assignment of HGV and LGV trips (excluding abnormal loads which will follow specific defined routes via the strategic highway network) have been made onto the local highway network (as proposed and agreed during scoping discussions with the LHAs):

- 50% of HGVs and LGVs to travel to/ from the A156 to the north; and
- 50% of HGVs and LGVs to travel to/ from the A156 to the south.

6.2.16 An HGV routing plan is shown in **ES Volume 2: Figure 13-3 [EN010131/APP/3.2]**, identifying the key routes which will be used by HGVs and LGVs (including shuttle services) to travel to/ from each site access. It should be noted that for the Solar and Energy Storage Park, all HGVs (excluding abnormal loads) will be expected to travel via the A156 and the majority of these vehicles would avoid the local towns/ villages such as Sturton by Stow and Willingham by Stow. A separate routing plan for abnormal loads is held in **ES Volume 2: Figure 13-6 [EN010131/APP/3.2]**and further details on abnormal loads are set out within the Framework CTMP in **ES Volume 3: Appendix 13-E [EN010131/APP/3.3]**.

6.2.17 In the absence of 2021 Census journey to work data, the forecast trip distribution of construction staff vehicles has been derived using the 2011 Census 'WU03EW – Location of usual residence and place of work by method of travel to work' dataset for the West Lindsey Middle Super Output Area (MSOA) 007 i.e. to identify incoming vehicle trips to the area where the Solar and Energy Storage Park is located. Route planning software has been used to determine the likely routes that will be used by construction staff to/ from each of the Solar and Energy Storage Park site accesses.

6.2.18 The distribution of construction staff vehicle trips (excluding shuttle services) to/ from the main site access on the A156 is identified in Plate 1 below. It should be noted that a separate distribution has been derived for each site access point and the traffic flow diagrams held in Annex A identify the distribution and assignment of construction staff vehicles to all of the site accesses of the Solar and Energy Storage Park. Further details of the Census distribution in terms of how this has been calculated are also provided in Annex D.

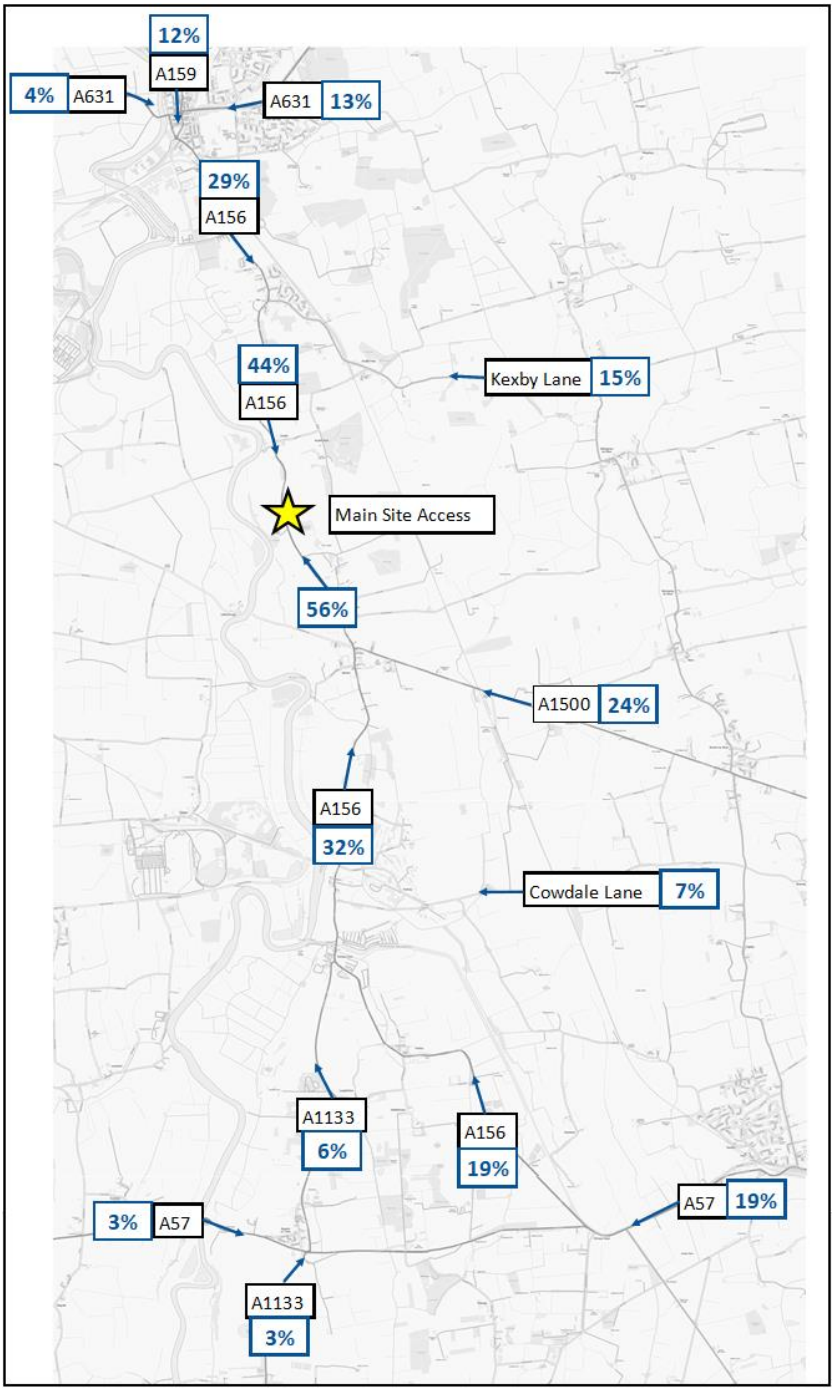


Plate 1. Staff Trip Distribution Example (Main Site Access on the A156)

Grid Connection Corridor

6.2.19 There is expected to be a daily peak of 25 construction workers, 16 LGVs and 12 HGVs associated with the Grid Connection Corridor works. The associated vehicle trips are expected to be split across multiple access points including those to the east of the River Trent (in Lincolnshire) and those to the west of the River Trent (in Nottinghamshire). A minibus service will transport construction workers from the Solar and Energy Storage Park to the Grid Connection Corridor (and vice-versa). In view of the minimal levels of vehicle trips to be generated and given that different access points would be utilised than those used to access the Solar and Energy Storage Park, the Grid

Connection Corridor is not expected to have a material impact on the surrounding highway network. Nonetheless, these trips have been included as part of the assessment of the Scheme to provide a worst-case assessment.

6.2.20 A daily profile of overall construction movements (arrivals and departures) for the Grid Connection Corridor is presented in Table 9 below based on the anticipated travel patterns of staff, LGVs and HGVs across the day and the winter profile in terms of staff working hours (to provide a robust assessment due to compressed working hours close to the traditional network peak hours).

Table 9 Forecast Peak Daily and Hourly Construction Movements for Grid Connection Corridor

Hour	HGVs and LGVs		Staff Vehicles (inc. Shuttle Services)		Total Vehicles		
	Arr	Dep	Arr	Dep	Arr	Dep	Total
06:00-07:00	0	0	0	0	0	0	0
07:00-08:00	0	0	0	0	0	0	0
08:00-09:00	0	0	1	0	1	0	1
09:00-10:00	3	3	0	0	3	3	6
10:00-11:00	3	3	0	0	3	3	6
11:00-12:00	4	4	0	0	4	4	8
12:00-13:00	4	4	0	0	4	4	8
13:00-14:00	3	3	0	0	3	3	6
14:00-15:00	4	4	0	0	4	4	8
15:00-16:00	4	4	0	0	4	4	8
16:00-17:00	3	3	0	0	3	3	6
17:00-18:00	0	0	0	1	0	1	1
18:00-19:00	0	0	0	0	0	0	0
19:00-20:00	0	0	0	0	0	0	0
Total	**28**	**28**	**1**	**1**	**29**	**29**	**58**

6.2.21 For the purposes of the assessment, all HGV and LGVs identified in Table 9 above have been assigned across the following parts of the network to access all parts of the Grid Connection Corridor:

- A156 Gainsborough Road between the A631 at the northern extent of the study area and the A57 at the southern extent of the study area;
- A1500 Stow Park Road to/ from accesses on A1500;
- Cottam Road; and
- Headstead Bank.

6.2.22 The above will result in some double-counting of trips, as HGVs and LGVs would travel to/ from a few accesses each day rather than all of those listed above i.e. depending on the section of the Grid Connection Corridor that is being installed. This is therefore considered to provide a worst-case assessment.

6.2.23 In terms of construction workers, it is assumed that a single minibus service would transport the 25 construction workers from the Solar and Energy Storage Park to the Grid Connection Corridor in the morning and vice-versa in the evening. The same assumptions have been adopted as above in terms of routing the minibus service to all access points. Again, it is reiterated that construction workers would travel to/ from the Solar and Energy Storage Park at the very start and end of their working day, as per the arrangements set out in the earlier section.

6.2.24 The HGV routing plan in **ES Volume 2: Figure 13-3 [EN010131/APP/3.2]** identifies the key routes which will be used by HGVs and LGVs to travel to/ from each site access for the Grid Connection Corridor. All HGVs will be expected to travel via the A57, Laneham Road and Rampton Road in order to access Cottam Road and Headstead Bank.

6.3 Operational Vehicle Movements

6.3.1 During the operational phase, the Scheme will be manned by a nominal amount of people across the Site (up to 14 permanent staff per day), predominantly undertaking maintenance tasks. In addition, there is expected to be approximately 3-4 visitors per week (equating to one visitor per day) for deliveries, and periodic replacement of any components. Staff vehicles (and those used for maintenance) will primarily be four wheeled drive vehicles and vans, with HGVs rarely accessing the Site once it is operational.

6.3.2 Therefore, due to the low level of trips likely to be generated within the network peak hours (with up to 15 arrivals and 15 departures expected daily), an assessment of the operational phase has been excluded from this TA.

6.4 Decommissioning Vehicle Movements

6.4.1 The decommissioning assessment year is assumed to be 2088 (60 years from opening) and is addressed through a **Framework DEMP [EN010131/APP/7.5]**. The decommissioning period is expected to be similar in duration and nature to the construction phase, albeit with fewer vehicle trips over a slightly shorter duration. In addition, this scenario is considered to be too far into the future to be able to accurately predict traffic flows or road/ junction layouts at that time. 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. This may overestimate the actual impacts slightly, but it is considered to be broadly accurate and robust.

6.5 Assessments

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

- Highway Assessment (Section 8);
- Walking and Cycling Assessment (Section 9).

6.5.2 The Scheme is not expected to have any impact on public transport due to the following:

- There are no bus stops located in close proximity to the Site;
- The nearest railway station is Gainsborough, some 8km from the Site;
- At least 45% construction staff are expected to travel to/ from the Order limits by car;
- 55% of construction staff are expected to travel to/ from the Order limits by shuttle service; and
- All non-local staff will stay within local accommodation and travel to/ from the Order limits by shuttle service.

6.5.3 Therefore, the Scheme is not expected to have an impact on public transport and no further assessment has been carried out.

7. Cumulative Developments/ Schemes

7.1 Introduction

7.1.1 Following a review of the shortlist of cumulative schemes, it is considered that the West Burton Solar Project and the Cottam Solar Project have the potential to result in cumulative effects with the Scheme during the peak construction phase (2026). The approach to include the West Burton Solar and Cottam Solar projects has been agreed with LCC and NCC. In addition, Tillbridge Solar has been examined based on the Tillbridge Solar EIA Scoping Report which has recently become available.

7.1.2 The West Burton Solar Project and the Cottam Solar Project are identified on **ES Volume 2: Figure 16-1 [EN010131/APP/3.2]**. Further details are set out below based on the PEI reports which were submitted to the LHAs for Cottam and West Burton solar projects in January 2022. Further details are also available on the Planning Inspectorate website.

7.1.3 As set out in Section 8, TEMPRO growth factors have been applied to the 2022 surveyed traffic flows to reflect local housing and employment growth and to derive future baseline traffic flows for the peak construction year of 2026. Therefore, it is not considered that any of the remaining cumulative schemes identified in **ES Volume 3: Appendix 5-A [EN010131/APP/3.3]** need to be assessed given that additional trips have already been included on the surrounding highway network to reflect these. In addition, the remaining cumulative schemes are not expected to have the potential to result in cumulative effects during the peak construction phase (2026) in terms of transport and access due to them being located outside of the study area and/ or not being expected to result in any additional trips during the future baseline year of 2026 for example. Further details are set out at the end of this section.

7.2 West Burton Solar Project

7.2.1 West Burton Solar Project consists of four land parcels and is expected to be constructed over a two-year period (starting in 2024 at the earliest), with a planned grid connection date of 2029. Therefore, whilst West Burton Solar Project may be complete prior to the peak construction phase of the Scheme (2026), there is likely to be some form of overlap which has been considered below.

7.2.2 West Burton Solar Project parcels WB1, WB2 and WB3 are all located to the south of the A1500 Till Bridge Lane, towards Sturton-by-Stow, whereas WB4 is located to the south of the A631, to the east of Clayworth. It is not anticipated that any construction trips relating to parcel WB4 would pass through the study area for the Scheme and the cumulative assessment therefore focusses on the other three parcels. A summary of each parcel is set out below and further details relating to the proposed access point(s) for each parcel are provided within the West Burton Solar Project PEI Report (June 2022).

Parcel WB1

7.2.3 Parcel WB1 is located to the south of the A1500 and is the smallest of the four parcels. It is currently expected that during construction, the parcel would be accessed via two junctions on the unclassified road to the east of Broxholme which connects to the A1500.

7.2.4 At this stage, the HGV routing for WB1 is proposed via the A15 and the A1500 (from the east), therefore HGV trips related to WB1 would not be expected to utilise parts of the highway network located within the Scheme's study area.

Parcel WB2

7.2.5 Parcel WB2 is located to the west of WB1 and to the south of the A1500. It is currently expected that during construction, the parcel would be accessed via four junctions, two from B1241 Sturton Road (as the road bisects the parcel) and two additional junctions on Broxhome Lane which connects to the A1500.

7.2.6 At this stage, the HGV routing for WB2 is proposed via the A46, A57 and B1241, therefore HGV trips related to WB2 would not be expected to utilise parts of the highway network located within the Scheme's study area.

Parcel WB3

7.2.7 Parcel WB3 is located to the north-west of WB2, and to the south of the A1500. The Sheffield to Lincoln railway line dissects the land parcel in a south-east to north-west alignment. It is currently expected that during construction, the parcel would be accessed via two junctions, both on the A1500.

7.2.8 At this stage, the proposed HGV routing for WB3 is proposed via the A15 and A1500 (from the east), therefore HGV trips related to WB3 would not be expected to utilise parts of the highway network located within the Scheme's study area.

Parcel WB4

7.2.9 Parcel WB4 is located to the south of the A631, to the east of Clayworth. It is currently expected that during construction, the parcel would be accessed via a junction on the B1403 Clayworth Road.

7.2.10 At this stage, the proposed HGV routing for WB4 is proposed via the A1(M), A614 and A631, therefore HGV trips related to WB4 would not be expected to utilise parts of the highway network located within the Scheme's study area.

Construction Trips

7.2.11 Based on the most recent report (PEIR, June 2022) relating to West Burton Solar Project, the construction phase is expected to require 400 workers across all four parcels, with the assumption of 200 vehicle arrivals and 200 vehicle departures associated with the construction workers.

7.2.12 It is also envisaged that non-local workers would stay at local accommodation and be transported to the parcels by minibus to minimise the impact on the surrounding highway network.

7.2.13 The proposed number of average daily HGVs and LGVs for each parcel envisaged at this stage is summarised in Table 10 below. It is unclear whether there would be any overlap between the construction phases of each of the four parcels at this stage, however the below figures have been based on a 78-week construction phase.

Table 10 West Burton Solar Project – Forecast HGVs and LGVs

Parcel	Average Daily HGVs (Vehicles)*	Average Daily LGVs (Vehicles)*
WB1	2	21
WB2	7	54
WB3	8	67
WB4	7	58

*average daily HGVs and LGVs, rather than peak daily

Additional Considerations

7.2.14 There is likely to be some temporal and geographical overlap between West Burton Solar Project and the Scheme, therefore, discussions have been held with Cottam and West Burton solar projects to review how both projects could potentially work together to minimise any cumulative effects (where viable). It is considered that a joint CTMP could be prepared between the Scheme and West Burton Solar Project post-consent to manage and mitigate cumulative effects if necessary. The shared Grid Connection Corridor and the location of the West Burton Solar Project are shown in **ES Volume 2: Figure 5-1 [EN010118/APP/3.2]**.

7.2.15 Proposed mitigation measures for West Burton Solar Project are set out within the West Burton PEI Report and include:

- Avoiding HGV movements during the traditional AM peak hour (08:00-09:00) and PM peak hour (17:00-18:00);
- Construction worker travel outside of the peak hours, working hours 07:00 to 18:00 during the weekday and 08:00 to 13:30 on Saturdays
- Commitment to seek to coordinate deliveries with other developments in the area; and
- Banksmen to be provided at site access points and PRoW to ensure the safe movement of all construction vehicles.

7.3 Cottam Solar Project

7.3.1 Cottam Solar Project consists of three land parcel sites and is expected to be constructed over a two-year period (starting in 2024 at the earliest), with a planned grid connection date of 2028. Therefore, whilst Cottam Solar Project may be complete prior to the peak construction phase of the Scheme (2026), there is likely to be some form of overlap which has been considered below.

7.3.2 Cottam Solar Project parcels C1, C2 and C3 are all located to the west of the A15 between Lincoln and Scunthorpe. It is not anticipated that any construction trips relating to parcels C2 (located to the north of A631) and C3 (to the east of A159) would pass through the study area for the Scheme and

the cumulative assessment therefore focusses on the trips relating to parcel C1 (to the east of B1241). A summary of each parcel is set out below and further details relating to the proposed access point(s) for each parcel are provided within the Cottam Solar Project PEI Report (June 2022).

Parcel C1

7.3.3 Parcel C1 is located to the north of the A1500 and is the largest of the three parcels. It is currently expected that during construction, the parcel could potentially be accessed via 11 access junctions; one from Thorpe Lane, one from Stow Lane, one from Ingham Road, two from Fleet Lane, one from South Lane, three from Willingham Road and two via an existing farm track to the west of Coates.

7.3.4 At this stage, the proposed construction vehicle routing for C1 is proposed via either the A1500 or Ingham Lane/ Stow Lane, accessing the parcel via the A15, from either the M180 to the north or the A46 from the south. Therefore HGV trips related to C1 would not be expected to utilise parts of the highway network located within the Scheme's study area.

Parcel C2

7.3.5 Parcel C2 is located to the north of C1 and is located to the east of the village of Corringham, to the north of the A631. It is currently expected that during construction, the parcel would be accessed via a junction on the A361 to the east of Corringham.

7.3.6 At this stage, the construction vehicle routing for C2 is proposed via the A631 from the A15. Therefore, HGV trips related to C2 would not be expected to utilise parts of the highway network located within the Scheme's study area.

Parcel C3

7.3.7 Parcel C3 is located to the north of C2 and is split into two distinct areas, C3a is located around the village of Blyton whist C3b is located to the east of Pilham. It is currently expected that during construction, parcel C3a would be accessed via two junctions on the B1205, to the east of Blyton. For parcel C3b, it is currently expected that access would be via a junction to the west of the parcel (the specific location of the access has not been defined at this stage).

7.3.8 At this stage, the proposed construction vehicle routing for C3 is proposed via the B1205 from the A15, therefore HGV trips related to C3 would not be expected to utilise parts of the highway network located within the Scheme's study area.

Construction Trips

7.3.9 Based on the most recent report (PEI Report, June 2022) relating to Cottam Solar Project, the construction phase is expected to require 400 workers across all three parcels, with the assumption of 200 vehicle arrivals and 200 vehicle departures associated with the construction workers.

7.3.10 It is also envisaged that non-local workers would stay at local accommodation and be transported to the parcels by minibus to minimise the impact on the surrounding highway network.

7.3.11 The proposed number of average daily HGVs and LGVs for each parcel envisaged at this stage is summarised in Table 11 below. It is unclear whether there would be any overlap between the construction phases of each of the three parcels at this stage, however the below figures have been based on a 78-week construction phase

Table 11 Cottam Solar Project – Forecast HGVs and LGVs

Parcel	Average Daily HGVs (Vehicles)*	Average Daily LGVs (Vehicles)*
C1	23	150
C2	3	22
C3	4	28

*average daily HGVs and LGVs, rather than peak daily

Additional Considerations

7.3.12 There is likely to be some temporal overlap between Cottam Solar Project and the Scheme, therefore discussions are being held with Cottam and West Burton solar projects to review how both projects could potentially work together to minimise any cumulative effects. It is considered that a joint CTMP could be prepared between the Scheme and Cottam Solar Project post-consent to manage and mitigate cumulative effects if necessary.

7.3.13 Proposed mitigation measures for Cottam Solar Project are set out within the PEI Report and include those set out above for West Burton Solar Project.

Shared Grid Connection Corridor

7.3.14 The Grid Connection Corridor has the potential to be shared with Cottam and West Burton solar projects. To better understand the effects associated with the Grid Connection Corridor for this Scheme, and cumulatively with Cottam and West Burton solar projects, the following scenarios have been considered:

- Scenario 1: All three projects' ducts and cables are installed within a construction programme of 24-36 months. As a worst case, it is assumed all the ducts will be installed at once and launch and reception pits and trenches will be backfilled so the area can then be re-instated. Due to the uncertainty of each project, three lots of separate cable-pulling activities are assumed. The access points, haul routes and compounds will remain in place for a maximum of 24 months to enable future cable pull.
- Scenario 2: The sequential installation of all three projects' ducts and cables over a maximum 5-year period. As a worse case, all projects assume the construction, and subsequent removal of the haul road, and compounds.

7.3.15 All assumptions for the Shared Grid Connection Corridor remain the same as those given for the Scheme in **ES Volume 3, Appendix 2-B**

[EN010118/APP/3.3], with the exception of those presented in **ES Volume 3, Chapter 5: EIA Methodology [EN010131/APP/3.1]**. The shared Grid Connection Corridor and the location of Cottam and West Burton solar projects are shown in **ES Volume 2: Figure 5-1 [EN010118/APP/3.2]**.

7.3.16 For the purposes of transport and access, it is considered that a shared Grid Connection Corridor would reduce potential cumulative effects associated with the Scheme and Cottam and West Burton solar projects as previously set out above. In terms of Scenario 1, this would allow the same pits, trenches, access points, haul routes and compounds to be used, thereby consolidating and reducing trips across the network compared to a situation where separate Grid Connection Corridors were taken forward. In terms of Scenario 2, the sequential installation of ducts and cables would reduce any temporal overlap between the Scheme and Cottam and West Burton solar projects, thereby reducing the peak level of cumulative activity and associated vehicle movements. Whilst this would elongate the overall programme covered by the three projects, this would minimise any cumulative impacts.

7.3.17 It is considered that a joint CTMP could be prepared between the Scheme and Cottam and West Burton solar projects post-consent to manage and mitigate cumulative effects if necessary once further details are known on project timeframes and the approach for the shared Grid Connection Corridor. This would be secured as part of the Detailed CTMP(s).

7.4 Tillbridge Solar Scheme

7.4.1 Tillbridge Solar Scheme consists of one land parcel and is expected to be constructed over a two-year period (starting in 2025 at the earliest), with a planned operation of the scheme by 2027. Therefore, the construction of Tillbridge Solar Scheme may coincide with the peak construction phase of the Scheme (2026).

7.4.2 Tillbridge Solar Scheme is located to the south of the A631, west of the A15 between Lincoln and Scunthorpe. It is anticipated that all three proposed access points into the site will be located off the A631.

7.4.3 It is not anticipated that any construction trips relating to the site would pass through the study area of the Scheme based on the information presented within the Tillbridge Solar EIA Scoping Report (September 2022). At this stage, the HGV routing for the scheme has not been confirmed, however, it is expected that HGVs would be directed from the east via the A15 and onto the A631 due to the close proximity of this part of the highway network route to the site.

7.4.4 The Grid Connection Corridor is expected to overlap with the study area of the Scheme as this will also form a connection with the National Grid at Cottam Power Station. Consideration will be given to a number of roads which are included within the study area for the Scheme, these include; A156, B1241 Willingham Road, Kexby Road, Willingham Road and Cottam Road.

Construction Trips

7.4.5 At this stage, it is anticipated that the scheme could generate up to 66 HGV deliveries per day (during the construction peak) and on average around 47-49 HGV deliveries per day. Construction worker numbers are anticipated to peak at 1,125 staff per day with an average of 500 staff per day; traffic forecasts associated with the above will be provided in the ES and TA which are proposed to be published in Q3 of 2023. The forecast split of HGVs, LGVs and construction staff across the three site access points into Tillbridge Solar Scheme is currently unknown.

7.4.6 It is also envisaged that non-local workers would stay at local accommodation and be transported to the work site by minibus to minimise the impact on the surrounding highway network.

Additional Considerations

7.4.7 Proposed mitigation measures for Tillbridge Solar Scheme are set out within the Tillbridge Solar EIA Scoping Report and include:

- Restricting HGV movements to certain routes, days of the week and times of day;
- Upgrading routes where considered necessary, to cater for the additional or larger vehicles;
- Positioning of suitably qualified marshals at the site access points, to allow all vehicle arrivals and departures to be safely controlled during the construction period;
- Providing road signs and/ or markings to increase awareness of the site access points during the construction phase and undertaking vegetation clearance in the vicinity of the site access points to improve visibility;
- Encouraging local 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 nearer to the compound for those car sharing;
- Implementing a mini-bus/ shuttle-bus service to transfer non-local staff to/ from local worker accommodation, or potentially bus stops or railway stations, to reduce vehicle trips on the surrounding highway network;
- Implementing a Delivery Management System to control the bookings of HGV deliveries from the start of the construction period i.e. to regulate the arrival times of HGVs via timed delivery slots, as well as to monitor compliance with agreed HGV routing;
- Maintaining access to PRoW during the construction phase where possible, or potentially providing temporary diversion routes if appropriate.

7.4.8 The ability to minimise any cumulative effects between Tillbridge Solar Scheme and the Scheme will be considered where viable such as by consolidating trips in order to reduce the impact on local roads. Further details will be provided within the Detailed CTMP(s).

7.5 Additional Cumulative Schemes

7.5.1 Several additional cumulative schemes have been identified for consideration as part of the ES which have therefore been reviewed from a transport and access perspective to determine whether they could materially affect the highway impact assessment during the future baseline year (2026) and should therefore be considered as part of the TA. A summary of the most relevant consented schemes based on their location, scale and anticipated timeframes is as follows.

- **Highfields Roundabout Residential Development –** Planning consent has been granted for a new residential development to provide up to 750 units to the north of the Site, east of Gainsborough, to be accessed via the B1433 and A631. The proposed scheme is set to be built out in two phases; the first phase is expected to provide 130 units and is set to be completed by 2022/ 2023 and phase two is set to begin on the completion of the first phase and to comprise up to 620 units, with the expected completion year of 2036. The proposed development is expected to be built out with an average of 45 units per year, with circa. 40% of units expected to be completed by the future baseline year (2026).
- Based on the Transport Assessment produced in support of the planning application, the proposed development trip distribution for the completed scheme in 2036 suggests that 13% of trips would arrive and depart to/ from the south via the A156 Ashcroft Road. However, as only 40% of the proposed scheme is expected to be operational by 2026, there is expected to be limited additional trips on the section of the A156 within the study area, which should already be captured by the background traffic growth that has been applied to the network using TEMPRO. In addition, there are expected to be limited construction trips associated with the construction of 45 units per year. As such, no additional trips have been included on the network in association with this Scheme.
- **West Burton C Power Station (planning application 60572265)** – Planning consent granted for the decommissioning of the Power Station, located circa. 3km to the north-west of the Order limits. The scheme has been excluded from the cumulative assessment on the basis of it being located outside of the study area and no decommissioning traffic is expected to be on the network during the future baseline year of 2026 as the decommissioning of the Power Station is expected to be completed by 2024. The decommissioning trips associated with this scheme have therefore not been considered further.
- **Demolition of West Burton C Power Station (22/00831/SCR)** – Planning consent awaiting decision for the demolition of the Power Station, located circa. 3km to the north-west of the Order limits. The scheme has been excluded from the cumulative assessment on the basis of it being located outside of the study area and the proposed demolition work is not expected to generate additional trips in comparison to those associated with existing operations at the Power Station. The trips associated with this demolition scheme have therefore not been considered further.
- **Land east of Bumble Bee Farm Solar Development (21/01550/SCR)** – Planning consent granted for a construction of a Solar Farm with an export capacity of up to 49.9 MW, located circa. 5km to the north-west of the Order limits. The scheme has been excluded from the cumulative assessment on the basis of it being located outside of the study area and because no

construction traffic is expected to be on the network during the future baseline year of 2026 as the construction is expected to last only 7 months (scheme granted in 2021). The construction trips associated with this scheme have therefore not been considered further.

- **Farm Wood Lane Solar Development (20/00117/FUL)** - Planning consent granted for construction of a Solar Farm with an export capacity of up to 49.9 MW, located circa. 5km to the west of the Order limits. The scheme has been excluded from the cumulative assessment on the basis of it being located outside of the study area and no construction traffic is expected to be on the network during the future baseline year of 2026 as the construction is expected to last only 16 weeks (scheme granted in 2020). The construction trips associated with this scheme have therefore not been considered further.
- **Solar Photovoltaic Farm, Land west of Sturton Road (21/00737/SCR)** – Planning consent granted for construction of a Solar Farm with an export capacity of up to 49.9 MW, located circa. 5km to the north-west of the Order limits. The scheme has been excluded from the cumulative assessment on the basis of it being located outside of the study area and no construction traffic is expected to be on the network during the future baseline year of 2026 as the construction is expected to be temporary (scheme granted in 2019). The construction trips associated with this scheme have therefore not been considered further.
- **Cottam Power Station Demolition (19/00167/SCR) –** Planning consent granted for the demolition of the Power Station, located adjacent to the Site at the southern section of the Grid Connection Corridor of the Order limits. The scheme has been excluded from the cumulative assessment on the basis of it being completed by late 2025. In addition, there would be fewer demolition trips in comparison to those associated with existing operations at the Power Station. Therefore, the demolition trips associated with this scheme have not been considered further.
- **Sturton le Steele Quarry (122/00047/CDM)** – Planning consent granted for a construction of a quarry development, located circa. 5km to the north-west of the Order limits. The scheme has been excluded from the cumulative assessment on the basis of it being located outside of the study area with the proposed routing for the scheme via A620. The construction trips associated with this scheme have therefore not been considered further.
- **Bole Ings Ash Disposal Site (1/19/01556/CDM)** – Planning consent granted for a construction of an ash disposal site, located circa. 3.5km to the west of the Order limits. The scheme has been excluded from the cumulative assessment on the basis of it being located outside of the study area with the proposed routing for the scheme via A620. The construction trips associated with this scheme have therefore not been considered further.
- **Cottam Power Station Redevelopment** – The site was raised within the Local Plan Priority Regeneration Area under Policy ST6. At the current moment the site is not allocated for any alternative uses however it has been considered as a potential broad area for a mixed-use redevelopment scheme. The proposed scheme (if consented) is unlikely to impact the

future baseline year of 2026 and has therefore been excluded from the cumulative assessment and not considered further.

- **Stow Park Road Residential Development (planning application 141141)** – Planning consent granted for a new residential development to provide up to 39 dwellings on the land off Stow Park Road, located within the extent of the Order limits. Based on other schemes of the same/ similar size, the proposed development should result in a construction phase of approximately 18-24 months (scheme granted consent in 2017). No transport related reports have been produced and no such detail is known in relation to the construction and operational phase. If the scheme is operational by the future baseline year (2026), it is assumed that any trips related to the scheme will have been incorporated as part of the background traffic growth that has been applied to the network using TEMPRO. The trips associated with this scheme have therefore not been considered further.
- **Willingham Road Residential Development (planning application 139840)** – Planning consent granted for a new residential development to provide up to 60 dwellings on the land off Willingham Road, located circa. 1km to the north of the Order limits. If the scheme is operational by the future baseline year (2026), it is assumed that any trips related to the scheme will have been incorporated as part of the background traffic growth that has been applied to the network using TEMPRO. The trips associated with this scheme have therefore not been considered further.
- **Gainsborough Southern Sustainable Urban Extension Development (planning application 144350)** – Planning consent awaiting decision for a new residential development to provide up to 2,500 dwellings on the land off Foxby Lane, located circa. 1.5km north of the Order limits. The scheme has been excluded from the cumulative assessment on the basis of it currently awaiting decision. At this stage, only an EIA Scoping report has been produced (January 2022) which does not provide any details. No transport related reports have been produced and no detail is known in relation to the construction and operational phase and the proposed trip generation. Therefore, the trips associated with this scheme have not been considered further at this stage.

7.5.2 A plan showing the locations of the additional cumulative schemes considered within the vicinity of the Order limits is geld in **ES Volume 2: Figure 16-1 [EN010131/APP/3.2]** of the ES**.**

Summary

7.5.3 Based on the above, no projects are considered (in combination) to impact the assessments carried out in Section 8 or Section 9 of this TA. Any overlaps between the construction vehicle trips associated with the Scheme and West Burton Solar Project, Cottam Solar Project and Tillbridge Solar are likely to be primarily confined to wider strategic routes. Therefore, the main potential for transport and access impacts during construction, operation and decommissioning of the Scheme is considered to be within the Order limits itself. Other schemes are not likely to contribute to any material impacts on the surrounding highway network and have therefore not been considered further.

7.5.4 The potential sharing of the Grid Connection Corridor between the Scheme and Cottam and West Burton solar projects would be expected to reduce potential cumulative effects as this would consolidate and reduce trips across the network compared to a situation where separate Grid Connection Corridors were taken forward. Alternatively, the sequential installation of ducts and cables would reduce any temporal overlap between the Scheme and Cottam and West Burton solar projects.

8. Highway Assessment

8.1 Assessment Scenarios

8.1.1 The following scenarios have been examined in detail as part of the highway assessment:

- Existing Baseline (2022);
- Peak Construction Phase (2026).

8.1.2 The following scenarios, for the reasons set out below, have been examined qualitatively:

- Operational Phase (2028-2087); and
- Decommissioning Period (not earlier than 2088).

8.1.3 It should be noted that whilst the TA assesses the potential impact of construction vehicle movements on the strategic and local highway networks, a quantitative assessment has not been carried out for operational traffic movements given the small increases expected (see Section 6).

8.1.4 The decommissioning effects of the Scheme are expected to be of a similar (or lesser) magnitude to the construction effects. On this basis, the construction period is considered to have the greatest change on the surrounding transport network and the construction phase has therefore been used to identify the likely impacts of the decommissioning phase including whether any mitigation will be required. This may overestimate the actual traffic flows slightly but is considered to be broadly accurate and robust. In addition, the decommissioning phase is expected to take place no earlier than 2088 and is therefore considered to be too far into the future to be able to accurately predict future mobility trends, baseline traffic flows or road / junction layouts at that time.

8.2 Existing Baseline (2022)

8.2.1 Details relating to the existing baseline including existing traffic flows on the surrounding highway network and a review of the collision record are presented within Section 4.

8.3 Future Baseline (2026)

Cumulative Schemes

8.3.1 As set out in Section 7, no plans or projects are considered (in combination) to impact the highway assessment. For example, any overlaps between the construction vehicle trips associated with the Scheme and West Burton Solar Project and Cottam Solar Project are likely to be primarily confined to wider strategic routes. Therefore, other schemes are not likely to contribute to any material impacts on the surrounding highway network and have therefore not been considered further.

Background Traffic Growth

8.3.2 In the absence of the Scheme, traffic flows on the surrounding highway network would be expected to increase as a result of housing and employment growth in the area. Therefore, projected background traffic growth has been applied to the traffic flows derived from the traffic surveys (undertaken in March/ April 2022) to represent conditions during the future baseline (and construction peak assessment year) of 2026. As previously mentioned, the decommissioning assessment year is assumed to be 2088 which is considered to be too far into the future to be able to accurately predict traffic flows at that time.

8.3.3 Traffic growth has been calculated using National Road Traffic Forecast (NRTF) growth factors, reflecting projected increases in annual vehicle mileage on roads within the England and Wales. National Transport Model (NTM) adjustments have then been applied within the Trip Ends Model Program (TEMPRO) utilising National Trip Ends Model (NTEM) dataset v7.2 and 2018 RTF – Scenario 1 (Reference Case) to reflect local factors (i.e. West Lindsey) for the appropriate road types, 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.

8.3.4 A summary of the growth factors is provided below in Table 12, with the outputs provided within Annex E.

Table 12 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	1.031	1.033
	Minor	1.029	1.030	1.032
	All	**1.034**	**1.035**	**1.037**

8.3.5 To provide a robust approach, the highest growth factors (all roads) as presented above in **bold** have been applied to the 2022 baseline traffic flows.

Future Baseline Traffic Flows

8.3.6 The anticipated future baseline flows on the surrounding highway network are set out in Table 13 and

8.3.8 Table 14 below. Again, the results have been presented for an average weekday and include rounded values. The majority of traffic count locations are in Lincolnshire, with just ATC 12, ATC 13 and MCC 5 based in Nottinghamshire.

Table 13 Future Baseline Traffic Flows (2026) – Average Weekday – Total Vehicles – Links

Location		AM Dev Peak (07:00-08:00)			PM Dev Peak (18:00-19:00)			Daily (24 Hours)		
Ref	Link	Total	HGVs (#)	HGVs (%)	Total	HGVs (#)	HGVs (%)	Total	HGVs (#)	HGVs (%)
ATC1	A156 (south of Kexby Lane)	860	48	5.6%	520	13	2.4%	10,021	560	5.6%
ATC2	A156 (north of A1500)	864	44	5.1%	517	13	2.5%	10,045	553	5.5%
ATC3	Clay Lane	1	0	0.0%	1	0	0.0%	23	1	2.7%
ATC4	Willingham Road	15	0	1.4%*	11	0	2.0%*	237	14	5.8%
ATC5	A1500 Stow Park Road	432	17	4.0%	254	7	2.6%	4,708	236	5.0%
ATC6	A156 (south of A1500)	440	35	8.0%	308	11	3.5%	6,116	411	6.7%
ATC7	High Street (east of Marton Road)	168	8	4.7%	138	4	2.7%	2,605	116	4.5%
ATC8	B1241 (south of Kexby Lane)	179	11	6.0%	143	4	2.5%	2,669	145	5.4%
ATC9	Marton Road (south of B1241)	16	1	3.9%	13	0	1.6%*	260	12	4.8%
ATC10	B1241 Kexby Lane	56	3	5.5%	58	2	3.6%	1,123	71	6.4%
ATC11	A156 (north of Kexby Lane)	974	53	5.5%	678	17	2.6%	12,703	640	5.0%
ATC12	Cottam Road	86	6	7.2%	48	1	3.0%	747	78	10.4%
ATC13	Headstead Bank	6	0	6.5%*	9	1	9.1%	143	19	13.4%
ATC14	B1241 High Street (north of A1500)	219	14	6.4%	160	4	2.6%	2,843	143	5.0%
ATC15	A1500 (east of Saxilby Road)	581	24	4.1%	320	4	1.4%	5,930	273	4.6%
ATC16	Saxilby Road (south of A1500)	309	17	5.4%	210	4	2.0%	3,745	193	5.2%

Table 14 Future Baseline Traffic Flows (2026) – Average Weekday – Total Vehicles – Junctions

Location		AM Dev Peak (07:00-08:00)			PM Dev Peak (18:00-19:00)		
Ref	Junction	Total	HGVs (#)	HGVs (%)	Total	HGVs (#)	HGVs (%)
MCC1	A156 High Street/ A1500 Stow Park Road	962	41	4.3%	565	11	2.0%
MCC2	A1500 Tillbridge Road/ Saxilby Road	869	35	4.0%	522	5	1.0%
MCC3	B1241 High Street/ Marton Road	207	13	6.5%	125	3	2.5%
MCC4	A156 Gainsborough Road/ Willingham Road	1,010	34	3.4%	654	11	1.7%
MCC5	Cottam Road/ Power Station Access	82	10	12.7%	60	2	3.4%

8.4 Construction Phase (2026 Peak)

Solar and Energy Storage Park Access Arrangements

Introduction

8.4.1 As previously set out within Section 5, the Solar and Energy Storage Park will be served by a main access on A156 Gainsborough Road, circa. 1km to the south of the junction with Knaith Hill. A drawing showing the indicative design of the proposed main access junction is held within the Framework CTMP in **ES Volume 3: Appendix 13-E [EN010131/APP/3.3]**. Further details of the proposed access design, visibility splays and vehicle swept paths are provided further below. It should be noted that secondary access points into the Solar and Energy Storage Park will be provided via Kexby Lane (north), Kexby Lane (south) and Marton Road.

Visibility Splays

8.4.2 The Design Manual for Roads and Bridges (DMRB) CD 109 (Highway Link Design) identifies desirable minimum SSDs based on the design speed of the carriageway. These values are adopted within DMRB CD 123 (Geometric design of at-grade priority and signal-controlled junctions) in order to determine the visibility requirements (the 'y' distance) at priority junctions, measured along the edge of the major road carriageway from the centreline of the minor arm at the junction. These requirements are shown in Table 15 below.

Table 15 Desirable Minimum SSDs based on Design Speed

Design Speed (kph)	SSD ('Y' Distance)
50	70m
60	90m
70	120m
85	160m
100	215m
120	295m

8.4.3 The minimum distance from which the visibility splays are measured at simple priority junctions is at a 2.4m setback (the 'x' distance) from the give-way line.

8.4.4 The 'Desirable Minimum' SSDs in the DMRB are based on a driver perception/ reaction time of two seconds and a deceleration rate of 0.25g (2.45 m/s^2). The 'Absolute Minimum' (one step below Desirable Minimum) SSD values use the same reaction time and a deceleration rate of 0.375g (3.68 m/s^2).

8.4.5 The 85th percentile speed of traffic represents the appropriate speed measurement for an existing major road when determining visibility splay requirements. The above parameters have been adopted to calculate the desirable minimum and absolute minimum visibility requirements for all roads with proposed accesses based on the highest recorded 85th percentile speeds from the surveys carried out in March/April 2022, as identified within the TA. The results are shown below in Table 16, with the supporting calculations in Annex F.

Table 16 SSDs for Proposed Solar and Energy Storage Park Access Points (DMRB)

Site Access	Survey	85th Percentile Speed (Highest Recorded)	DMRB Requirement (SSD/ 'Y' Distance)	
			Desirable Minimum	Absolute Minimum
A156 Main Access	30506-001	95.7 kph	198m	150m
Kexby Lane (North and South)	30506-010	89.5 kph	176m	134m
Marton Road	30506-009	56.0 kph	81m	64m

8.4.6 Drawings showing the required areas to be kept clear to achieve visibility splays and SSDs of 215m (i.e. well in excess of the desirable minimum requirements), or otherwise the maximum achievable visibility splays where relevant are held within the Framework CTMP in **ES Volume 3: Appendix 13-E [EN010131/APP/3.3]**. These drawings demonstrate that the desirable minimum visibility splays (identified in Table 16 above) can be achieved through the clearance of vegetation etc. within the highway boundary and the land included within the Order limits.

Vehicle Swept Paths

8.4.7 As set out in Section 5, the proposed routing strategy for HGVs (non-abnormal vehicles) is via the A156 Gainsborough Road as the main site access, with two accesses provided on Kexby Road on the northern side of the Site and an additional access on Marton Road to the east. The location of accesses and proposed routes will ensure that larger vehicles take the most direct route to and from the Site, while minimising the number of turning movements. Drawings showing vehicle swept paths for a cable drum transporter (24.6m in length) or a 16.5m maximum legal articulated vehicle (where relevant) are held within the Framework CTMP in **ES Volume 3: Appendix 13-E [EN010131/APP/3.3]**.

8.4.8 The vehicle swept paths demonstrate that construction vehicles will be able to turn in/ out of the proposed site accesses without overrunning any kerb lines. It should be noted that banksmen will be in place to control HGV movements at the accesses to ensure these movements are carried out safely. An appropriate level of visibility will be achievable to/ from the accesses as set out above. No carriageway widening or amendments are anticipated to be required outside of the Order limits.

Vehicle Movements

8.4.9 The site access roads have been designed to accommodate two-way movements as shown by the proposed access layouts and vehicle swept paths held within the Framework CTMP in **ES Volume 3: Appendix 13-E [EN010131/APP/3.3]**.

8.4.10 There will be no HGVs or LGVs arriving at or departing from the Solar and Energy Storage Park during peak hours, however staff movements and LGVs will access and egress the Site during each peak hour as set out in Table 17.

Table 17 Solar and Energy Storage Park Access Flows (Construction Phase)

Construction Access	Direction	Number of Staff vehicles AM	Number of Staff vehicles PM	Number of Minibuses AM	Number of Minibuses PM
A156 Gainsborough Road	In	97	0	8	8
	Out	0	97	8	8
Kexby Lane North	In	12	0	0	0
	Out	0	12	0	0
Kexby Lane South	In	17	0	0	0
	Out	0	17	0	0
Marton Road Site	In	12	0	0	0
	Out	0	12	0	0

8.4.11 The most significant flow during peak hours will be at the main access on the A156 Gainsborough Road, where 113 vehicles would enter or exit the site, during the AM and PM peak hours respectively, equivalent to almost two vehicles per minute. The proposed layout of the site access and site access

road is considered to be appropriate for accommodating this level of activity. Considerably fewer movements are expected to take place at the secondary access points on Kexby Lane and Marton Road as demonstrated above.

Grid Connection Corridor Access Arrangements

Introduction

8.4.12 During the construction phase, new accesses will be provided to facilitate the Grid Connection Corridor as follows:

- A1500 Stow Park Road North (located east of Marton);
- A1500 Stow Park Road South (located east of Marton);
- A156 High Street East (located circa. 600m south of Marton);
- A156 High Street West (located circa. 1.4km south of Marton);
- Headstead Bank East (located circa. 100m south of Broad Lane);
- Headstead Bank West (located circa. 130m south of Broad Lane);
- Cottam Road North (located west of Cow Pasture Lane);
- Cottam Road South (located west of Cow Pasture Lane); and
- Cow Pasture Lane East (located circa. 550m north of Cottam Road).

8.4.13 It should be noted that the Cow Pasture Lane access will only be used during the early part of the construction programme by vehicles up to 7.2m in length. This will subsequently change in form to a vehicle crossover (rather than a priority junction) once the internal haul road has been constructed to allow all construction vehicles (including HGVs) to access the area to the east of Cow Pasture Lane via the new access on the northern side of Cottam Road and the haul road. This will avoid the need for HGVs to use Cow Pasture Lane and no improvements at the junction with Cottam Road are expected to be required. However, there may be the requirement to resurface Cow Pasture Lane at the crossover point.

8.4.14 Further to the above, a restricted (emergency) access will be utilised on the northern side of Torksey Ferry Road which will only be utilised by light vehicles during exceptional circumstances if required i.e. should it not be possible to utilise the access on Cottam Road South.

Visibility Splays

8.4.15 Visibility splays will be provided at all accesses commensurate with at least the desirable minimum requirement for the prevailing 85th percentile speed at each adjoining link.

8.4.16 The same parameters have been adopted (as with the Solar and Energy Storage Park) to calculate the desirable minimum and absolute minimum visibility requirements for Grid Connection Corridor accesses. The results are shown below in Table 18, with the supporting calculations in Annex F.

Table 18 SSDs for proposed access points to the Solar and Energy Storage Park (DMRB)

Site Access	Survey	85th Percentile Speed (Highest Recorded)	DMRB Requirement (SSD/ 'Y' Distance)	
			Desirable Minimum	Absolute Minimum
A1500 North and South	30506-005	96.9 kph	202m	153m
A156 East and West	30506-006	85.9 kph	164m	126m
Cottam Road North and South	30506-012	98.5 kph	208m	157m
Headstead Bank East and West	30506-013	59.9 kph	90m	71m
Cow Pasture Lane East	-	59.9 kph	90m	71m

8.4.17 It should be noted that the visibility requirements for Cow Pasture Lane have been based on the speed survey results for Headstead Bank, in the absence of any survey data for Cow Pasture Lane. This is considered to provide a robust approach given that Cow Pasture Lane is a lower category road (both narrower and less well-surfaced) than Headstead Bank.

8.4.18 Drawings showing the required areas to be kept clear to achieve visibility splays and SSDs of 215m (i.e. well in excess of the desirable minimum requirements) or otherwise maximum achievable visibility splays where relevant are held within the Framework CTMP in **ES Volume 3: Appendix 13-E [EN010131/APP/3.3]**. These drawings demonstrate that the desirable minimum visibility splays (identified in Table 18 above) can be achieved through the clearance of vegetation etc. within the highway boundary and/ or the land included within Order limits.

Vehicle Swept Paths

8.4.19 Drawings showing vehicle swept paths for a cable drum transporter (24.6m in length) at the proposed access points are held within the Framework CTMP in **ES Volume 3: Appendix 13-E [EN010131/APP/3.3]**. The vehicle swept paths demonstrate that construction vehicles will be able to turn in/ out of the proposed Grid Connection Corridor accesses without overrunning any kerb lines. It should be noted that banksmen will be in place to control HGV movements at the accesses to ensure these movements are carried out safely. An appropriate level of visibility will be achievable to/ from each access as set out above.

Vehicle Movements

8.4.20 The Grid Connection Corridor accesses are expected to serve up to 16 HGVs and 12 LGVs (split across multiple accesses) per day during the peak construction period. Staff will travel by a single minibus movement to the GCC works. This level of activity is expected to be easily accommodated within the

local highway network, and the design of the accesses will sufficiently accommodate this.

Highway Capacity

Forecast Increases in Traffic Movements

8.4.21 The anticipated impacts of construction vehicle movements have been determined by reviewing the forecast increases in traffic movements against the future baseline traffic flows on the local and strategic highway networks. This includes a review of the increase in two-way vehicle movements during the proposed network and development peak hours, both in terms of actual increases and percentage increases relative to the future baseline traffic flows. The results are shown in the tables below and are also presented diagrammatically by the traffic flow diagrams held in Annex A.

8.4.22 It should be noted that the assessment considers cumulative trips associated with both the Solar and Energy Storage Park and the Grid Connection Corridor. The assessment focuses on the local network near the Site, with the number of additional trips expected to utilise these parts of the highway network as a result of the Scheme identified for the construction phase (see Table 19 and Table 20).

Table 19 2026 Construction Traffic Impact Assessment – Link Flows

Links	AM Dev Peak (07:00-08:00)			PM Dev Peak (18:00-19:00)			Daily (24 Hours)		
	Base	Dev	Uplift	Base	Dev	Uplift	Base	Dev	Uplift
A156 Gainsborough Road (south of Kexby Lane)	860	74	8.6%	520	74	14.2%	10,021	294	2.9%
A156 Gainsborough Road (south of Willingham Road)	864	85	9.9%	517	85	16.5%	10,045	318	3.2%
Clay Lane (east of A156)	1	0	0.0%	1	0	0.0%	23	0	0.0%
Willingham Road (east of A156)	15	0	0.0%	11	0	0.0%	237	0	0.0%
A1500 Stow Park Road (east of A156)	432	33	7.6%	282	33	13.0%	4,708	124	2.6%
A156 Gainsborough Road (south of A1500)	440	52	11.9%	308	52	17.0%	6,116	252	4.1%
High Street (east of Marton Road)	168	0	0.0%	138	0	0.0%	2,605	0	0.0%
B1241 Gainsborough Road (south of Kexby Lane)	179	12	7.0%	143	12	8.7%	2,669	41	1.5%
Marton Road (south of Gainsborough Road)	16	12	78.2%	13	12	95.6%	260	41	15.8%
B1241 Kexby Lane (east of Upton Road)	56	41	72.6%	58	41	70.8%	1,123	134	11.9%

Links	AM Dev Peak (07:00-08:00)			PM Dev Peak (18:00-19:00)			Daily (24 Hours)		
	Base	Dev	Uplift	Base	Dev	Uplift	Base	Dev	Uplift
A156 Gainsborough Road (north of Kexby Lane)	974	49	5.0%	678	49	7.2%	12,703	244	1.9%
Cottam Road	86	0	0.0%	48	0	0.0%	747	58	7.8%
Headstead Bank	6	0	0.0%	9	0	0.0%	143	58	40.6%
B1241 High Street (north of A1500)	219	0	0.0%	160	0	0.0%	2,843	0	0.0%
A1500 Tillbridge Road (east of High Street)	581	33	5.7%	320	33	10.3%	5,930	66	1.1%
Saxilby Road (south of A1500)	309	0	0.0%	210	0	0.0%	3,745	0	0.0%

Table 20 2026 Construction Traffic Impact Assessment – Junction Flows

Junction	AM Dev Peak (07:00-08:00)			PM Dev Peak (18:00-19:00)		
	Base	Dev	Increase	Base	Dev	Increase
A156 High Street/A1500 Stow Park Road	962	85	8.9%	565	85	15.1%
A1500 Tillbridge Road/Saxilby Road	869	33	3.8%	522	33	6.3%
B1241 High Street/Marton Road	207	12	6.0%	125	12	9.95%
A156 Gainsborough Road/Willingham Road	1,010	86	8.5%	654	86	13.2%
Cottam Road/Power Station Site Access	82	0	0.0%	60	0	0.0%

8.4.23 The results shown in Table 19 to Table 20 above indicate the following:

- A total of 85 additional two-way vehicle trips are expected to utilise the A156 Gainsborough Road, near the main access during each of the AM and PM development peak hours as a result of the Scheme. This equates to around 1-2 additional vehicles per minute during the busiest times. Whilst there will be a greater than 10% increase in traffic during the PM development peak hour, the future baseline traffic flows with development traffic remain below the future baseline traffic flows without development traffic during the AM development peak hour. Therefore, the Scheme is not expected to cause congestion on this part of the network during the AM and PM development peak hours;
- A total of 33 additional two-way vehicle trips are expected to utilise the A1500 during each of the AM and PM development peak hours as a result of the Scheme. This equates to less than one additional vehicle per minute during the busiest times. Whilst there will be a greater than 10% increase in traffic during the PM development peak hour, the future baseline traffic flows with development traffic remain below the future baseline traffic flows

without development traffic during the AM development peak hour. Therefore, the Scheme is not expected to cause congestion on this part of the network during the AM and PM development peak hours;

- The Scheme is expected to have the largest proportional increase in traffic flows on Marton Road and Kexby Lane which will provide secondary accesses to the Solar and Energy Storage Park. However, there will be fewer than 30 additional vehicle trips on Marton Road during each of the development peak hours as a result of the Scheme, which is considered to be immaterial. In addition, based on the 2026 baseline flows, there is only an hourly peak of 16 two-way trips on Marton Road, and 58 two-way trips on Kexby Lane. The low baseline traffic flows on these roads therefore result in greater percentage increases as a result of the Scheme, which is not representative of the available capacity of these routes to accommodate additional traffic. Moreover, for both roads, the increase in flows over a 24-hour period is substantially lower than for the peak hours;
- The Scheme is not expected to result in a material increase in vehicles trips on Clay Lane, Willingham Road, Station Road, the B1241 High Street, Cottam Road, Headstead Bank or Saxilby Road during the development peak hours, with fewer than 30 additional vehicle movements per hour and less than a 10% increase in traffic flows on these parts of the highway network;
- In terms of junctions, whilst the A156 High Street/ A1500 Stow Park Road and A156 Gainsborough Road/ Willingham Road junctions will experience a greater than 10% increase in traffic flow during the PM development peak hour, future baseline traffic flows with development remain below future baseline traffic flows without development traffic during the AM development peak hour. In addition, construction vehicle trips represent a less than 10% increase compared to future baseline traffic flows during the AM development peak hour. Therefore, the Scheme is not expected to cause congestion on these parts of the network during the development peak hours;
- No additional trips are expected to pass through the Cottam Road/ Power Station access during the development peak hours as HGV and LGVs will travel between 09:00-17:00 and minibus trips (construction workers) will arrive after the AM development peak hour and depart before the PM development peak hour to transfer workers to/ from the Solar and Energy Storage Park; and
- In terms of remaining junctions, the Scheme will result in a less than 10% increase in traffic flows compared to future baseline traffic flows.

8.4.24 In view of the above and given the temporary nature of construction trips and the minimal anticipated levels of additional traffic movements across the network, no junction modelling has been carried out in support of this TA. The key periods for additional traffic movements take place outside of the traditional weekday peak hours of 08:00-09:00 and 17:00-18:00.

Highway Safety

Collision Record

8.4.25 A review of the existing collision record for the surrounding highway network is set out within Section 4 of this TA. An assessment of accidents and safety has been carried out as part of the ES chapter which is summarised as follows:

- A total of five collisions occurred at or within circa. 200m of the A1500 Tillbridge Road/ B1241 High Street/ Saxilby Road junction during the five-year period, equivalent to one collision per year. In addition, one fatal collision occurred on the A156 Gainsborough Road (north of A1500 Stow Park Road) and one fatal collision occurred on Cottam Road during the five-year period. These parts of the highway network are therefore considered to be sensitive in terms of accidents and safety, however;
  - There is expected to be a less than 30% hourly and daily increase in traffic flows across the majority of links and junctions within the study area as a result of the Scheme including at the A1500 Tillbridge Road/ Saxilby Road junction and on Cottam Road where there is expected to be a less than 10% increase in traffic flows in each instance. Therefore, the Scheme is not expected to adversely affect the collision record at these locations; and
  - In terms of the A156 Gainsborough Road, whilst there will be a greater than 10% increase in traffic during the PM development peak hour, the future baseline traffic flows with development traffic remain below the future baseline traffic flows without development traffic during the AM development peak hour. Therefore, the Scheme is not expected to adversely affect the collision record on this part of the network.
- In terms of the remainder of the highway network, the Scheme is expected to result in very low increases in traffic levels during the construction phase (when compared to future baseline traffic levels), except for Kexby Lane and Headstead Bank. However, only one collision was recorded on Kexby Lane between the junctions with Upton Road (west) and B1241 Willingham Road (east) within the five-year period, and no collisions were recorded on Headstead Bank. Therefore, the Scheme is not expected to adversely affect the collision record on these parts of the highway network.

8.4.26 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

8.4.27 A Glint and Glare Assessment has been prepared in support of the DCO submission which is held within **ES Volume 1, Chapter 15: Other Environmental Topics [EN010131/APP/3.1],** supported by **ES Volume 3: Appendix 15-D [EN010131/APP/3.3]**. The report states that the Solar and Energy Storage Park is considered to be a potential glare source and that screening will be provided in the form of vegetation or security fencing to ensure that this does not have an impact on road, railway or aviation safety, or the reasonable amenity of residents of nearby dwellings. This mitigation will be secured as part of the **Framework OEMP [EN010131/APP/7.4]**.

Mitigation and Management Measures

8.4.28 A wide range of measures have been included as embedded mitigation within the ES 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 Framework CTMP **[EN010131/APP/3.3]** and Outline PRoW Management Plan **[EN010131/APP/7.8]**, as well as via the Framework Construction Environmental Management Plan (CEMP) **[EN010131/APP/7.3]** or the DEMP **[EN010131/APP/7.5]**. Please see the Section 13.9 of **ES Volume 1: Chapter 13 [EN010131/APP/3.1]**, as well as Section 7 of the Framework CTMP in **ES Volume 3: Appendix 13-E [EN010131/APP/3.3]** for details of these measures.

8.5 Operational Phase (2028-2087)

8.5.1 As previously set out, due to the low level of trips likely to be generated within the network peak hours, an assessment of the operational phase has been excluded from this TA. Nonetheless, the following embedded design mitigation measures referred to below will be implemented during the operational phase and will be secured through the DCO such as through the **Framework OEMP [EN010131/APP/7.4]**:

- Providing suitable points of access for operational phase vehicles, including on the A156, Kexby Lane (North and South) and Marton Road;
- Converting the internal construction routes to maintenance routes, to allow operational vehicles to access all areas of the Solar and Energy Storage Park via the proposed access points during the operational phase;
- Prohibiting vehicles from using any level crossings;
- Providing additional screening e.g. hedgerows where required to conceal solar reflections and ensure operational road and rail safety (see the Glint & Glare Assessment in **ES Volume 1, Chapter 15: Other Environmental Topics [EN010131/APP/3.1]**);
- Prohibiting large maintenance vehicles from using the Clay Lane underpass by utilising the Kexby Lane South access or the Marton Road access to ensure operational rail safety;
- Maintaining access to all existing PRoW within the Scheme, with no diversions or closures (any PRoW temporarily diverted during the construction phase will be reinstated during the operational phase); 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 Solar and Energy Storage Park. 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.

8.6 Decommissioning Phase (not earlier than 2088)

8.6.1 The decommissioning effects of the Scheme are expected to similar in duration and nature to the construction phase, albeit with fewer vehicle trips over a slightly shorter duration. In addition, this scenario is considered to be too far into the future to be able to accurately predict future mobility patterns, traffic flows or road/ junction layouts at that time. It is therefore considered reasonable to assume that the impacts will be the same as, or not greater than, the construction phase. This may overestimate the actual impacts slightly, but it is considered to be broadly accurate and robust.

8.6.2 A **Framework DEMP [EN010131/APP/7.5]** has been prepared as part of the DCO Submission which will be developed prior to the decommissioning phase to control the potential impacts. The construction mitigation measures identified in Section 13.9 of **ES Volume 1: Chapter 13 Transport and Access [EN010131/APP/3.1]**, as well as Section 7 of the Framework CTMP in **ES**

Volume 3: Appendix 13-E [EN010131/APP/3.3] will also be adopted in support of the decommissioning phase.

9. Walking and Cycling Review

9.1 Assessment Scenarios

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

- Existing Baseline (2022);
- Future Baseline (2026);
- Peak Construction Phase (2026);
- Operational Phase (2028-2087); and
- Decommissioning Period (not earlier than 2088).

9.2 Existing Baseline (2022)

9.2.1 Details relating to the existing baseline including existing pedestrian and cycle networks are presented within Section 4.

9.3 Future Baseline (2026)

9.3.1 The future baseline conditions of the pedestrian and cycles networks are expected to reflect existing conditions as presented in Section 4, without any identified transport schemes that would affect the assessment.

9.4 Construction Phase (2026)

Pedestrian and Cycle Routes

9.4.1 Access to all existing PRoW will be maintained during the construction phase, with no PRoW closures and a limited number of temporary PRoW diversions around the Grid Connection Corridor works area when the cables are installed. 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. An indicative drawing showing the various forms of PRoW management to be implemented for existing PRoW during the construction phase is held within the Outline PRoW Management Plan **[EN010131/APP/7.8]** which supports the Framework CTMP in **ES Volume 3: Appendix 13-E [EN010131/APP/3.3]**.

Mitigation and Management Measures

9.4.2 The following measures will be delivered to minimise the traffic impacts of the Scheme on pedestrians and cyclists during the construction and decommissioning phases:

- Maintaining access to/ along PRoW during the construction phase, including existing widths for PRoW users;
- Providing temporary PRoW diversion routes where necessary e.g. when the Grid Connection 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 Solar and Energy Storage Park;
- 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 (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 Solar Energy and Storage Park to encourage construction staff to travel by bicycle where viable (six cycle parking spaces to be provided);
- Providing a minibus service to transfer construction staff to/ from the Grid Connection 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); and
- Developing a communications strategy including regular meetings with contractors to review and address any issues associated with walking or cycling to/ from the Site, as well as to relay information including any restrictions and requirements which should be followed.

9.4.3 It should be noted that pedestrian and cycle routes will be maintained and will remain unobstructed at all times when in use, to ensure the continued safe passage of the public including when using the PRoW through the Site and at crossing points.

Impact Assessment

9.4.4 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.

9.5 Operational Phase (2028 – 2087)

9.5.1 The existing PRoW which pass through or run adjacent to the Order limits are expected to be unaffected during the operational phase.

9.5.2 It is not expected that any Temporary Traffic Management (TTM), PRoW diversions or closures will be required and the majority of vehicles accessing the Site will be maintenance vehicles/ Light Goods Vehicles (LGVs) and will be nominal in number.

9.5.3 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 all existing PRoW within the Site, with no diversions or closures (any PRoW temporarily diverted during the construction phase will be reinstated during the operational phase); and
- 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 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.

9.5.4 A minimum width has been incorporated into the Scheme design for PRoW, as well as for the corridor in which they will be provided (between Scheme infrastructure). In all cases the PRoW will be of at least existing width, with at least 5m spacing either side of the centreline of the PRoW and therefore delivering a minimum 10m space. This will avoid the perception of being channelled into narrow passages between PV Panels.

9.5.5 It should be noted that no permissive paths are proposed during the operational phase. The **Framework OEMP [EN010131/APP/7.4]** therefore focusses on proposed mitigation relating to PRoW during the operational phase.

9.6 Decommissioning Phase (not earlier than 2088)

9.6.1 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 diversions are likely to be required to provide safe access across the 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.

9.6.2 A **Framework Decommissioning Environmental Management Plan (DEMP) [EN010131/APP/7.5]** has been prepared which further provides details of the proposed mitigation relating to PRoW during the decommissioning phase.

9.6.3 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

10.1.1 AECOM has been commissioned by Gate Burton Energy Park Limited (the 'Applicant') to prepare a Transport Assessment (TA) in support of the proposed Gate Burton Energy Park (the 'Scheme'), located approximately 4km to the south of Gainsborough, Lincolnshire.

10.1.2 The Order limits split across two administrative areas of Lincolnshire County Council (LCC) and Nottinghamshire County Council (NCC), primarily consisting of agricultural fields mainly under arable production, with some small parcels of pasture, interspersed with trees, hedgerows, small areas of woodland and farm access tracks.

10.1.3 The Scheme comprises of the construction, operation (maintenance), and decommissioning of solar photovoltaic (PV) array electricity generating facility and electrical storage facility with a total capacity exceeding 50 megawatts (MW) and export connection to the National Grid at the Cottam National Grid Substation. The Site comprises both the proposed Solar and Energy Storage Park and the associated Grid Connection Corridor.

10.1.4 The electricity generated by the Scheme will be exported to the National Grid via the Grid Connection Corridor, via a connection between the On-site Sub-station and the Cottam substation. This connection will also facilitate the import of electricity to be stored within the Battery Energy Storage System (BESS).

10.1.5 Transport issues have been considered from an early stage with initial pre-application discussions with LCC and NCC Highways supported by the preparation of a Transport Assessment Scoping Report (TASR) in April 2022. An Environmental Statement (ES) **[EN010131/APP/3.1]** has also been prepared which includes a chapter on transport and access. Details of how feedback received on the EIA Scoping Opinion (**ES Volume 3: Appendix 1-C [EN010131/APP/3.3]** and during statutory consultation has been addressed in the Consultation Report **[EN010131/APP/4.1]**. It is therefore considered that the transport implications of the Scheme have been duly considered with the refinement and agreement of several aspects including the proposed access points and routing strategy throughout this process.

10.1.6 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. As above, this has been developed through ongoing collaborative working with both LCC and NCC Highways. 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 and that the residual cumulative impacts of the development on the road network would not be severe.

10.1.7 The Scheme will be served by multiple access points during the construction and operational phases. The proposed site accesses have been designed to allow all vehicles (including abnormal vehicles) to access all areas of the Site when required. All HGVs will be required to follow the A156 and designated

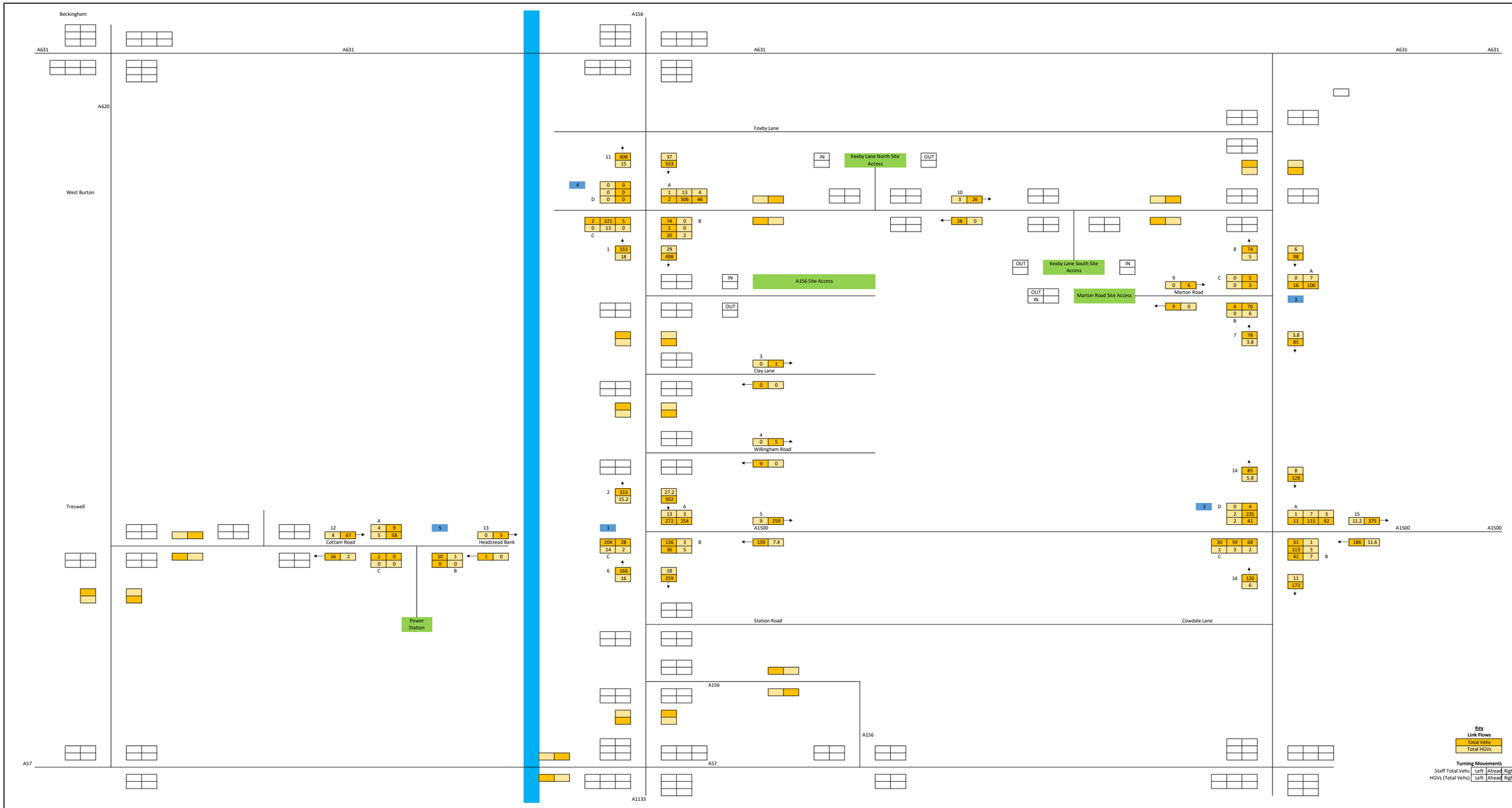
routes to minimise the effect on local communities. The Scheme will allow for the efficient delivery of goods, and access by service and emergency vehicles.

10.1.8 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. The Scheme has been designed with various mitigation to avoid any detrimental impact upon the existing or proposed highway in safety or congestion terms. This includes minimising vehicle trips on the local highway network through the provision of shuttle bus services, adopting a vehicle routing strategy for HGVs to utilise the most appropriate routes to/ from the Order limits whilst avoiding unsuitable roads, and providing an appropriate level of parking spaces on site.

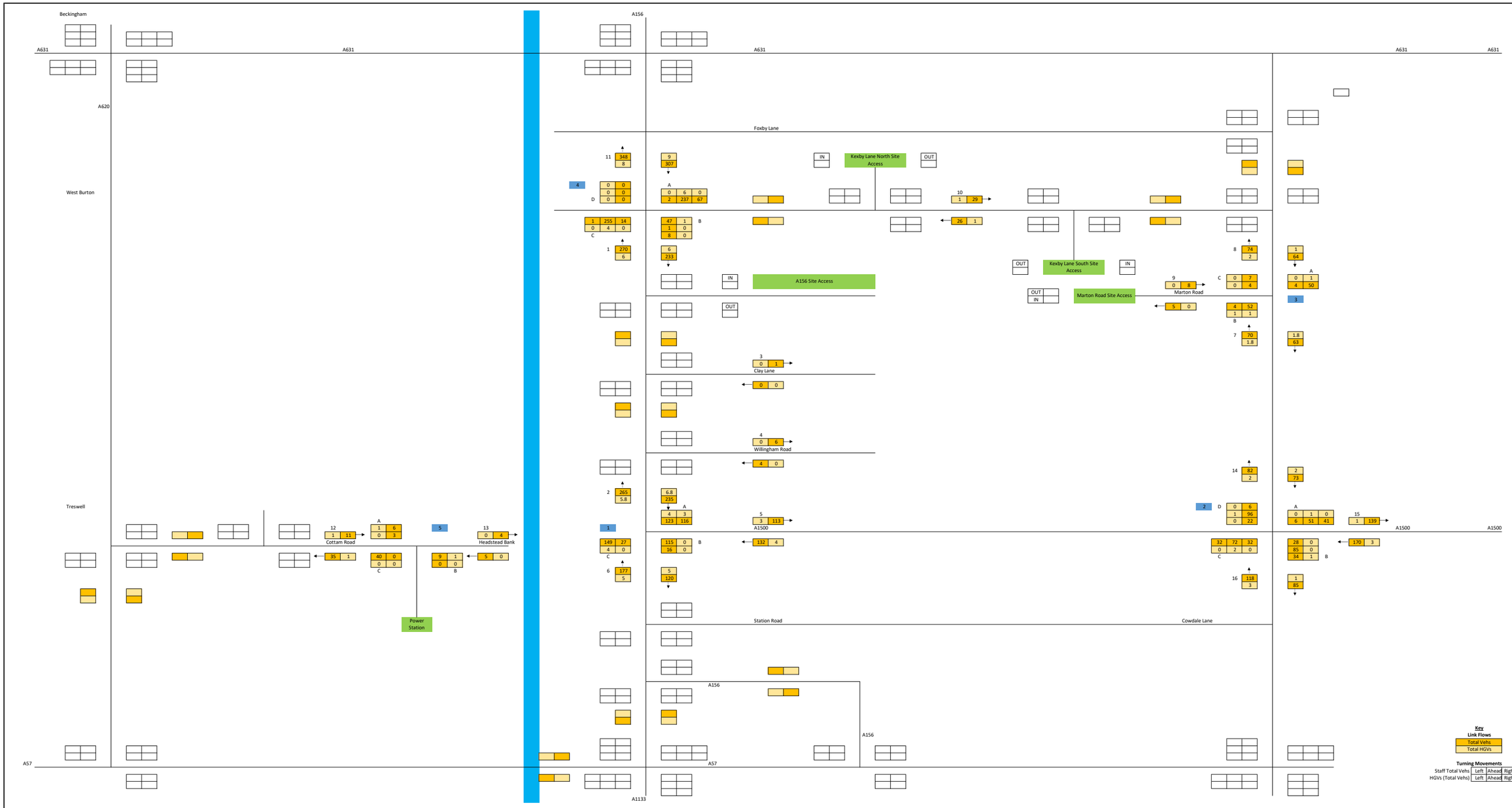
10.1.9 In terms of non-vehicular travel modes, whilst there is limited potential to utilise public transport given the rural location of the Order limits, opportunities to promote walking and cycling have been sought by retaining access to and safely managing all PRoW during the construction phase, including through managing any crossing points and providing temporary diversions where required. The Scheme seeks to minimise the scope for conflicts between pedestrians, cyclists and vehicles. The existing PRoW which pass through or run adjacent to the Order limits are expected to be unaffected during the operational phase. During the decommissioning phase, it is anticipated that the PRoW will be managed in a similar way to the construction phase.

10.1.10 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’ residual cumulative impacts on the road network.

Annex A. Traffic Flow Diagrams



Client: Gate Burton Energy Park Limited	2022 Baseline Flows - AM 0700-0800 Average Weekday	AECOM House, 63 - 77 Victoria Street, St Albans, Herts AL1 3ER. Tel: +44 (0)1727 535000	Design CC · Calcs CC · Checked CB · App'd MW · Date Sep 2022 · Scale Not to Scale · Drawing Figure 1 · Rev A
Project: Gate Burton Energy Park			



Client: **Gate Burton Energy Park Limited**

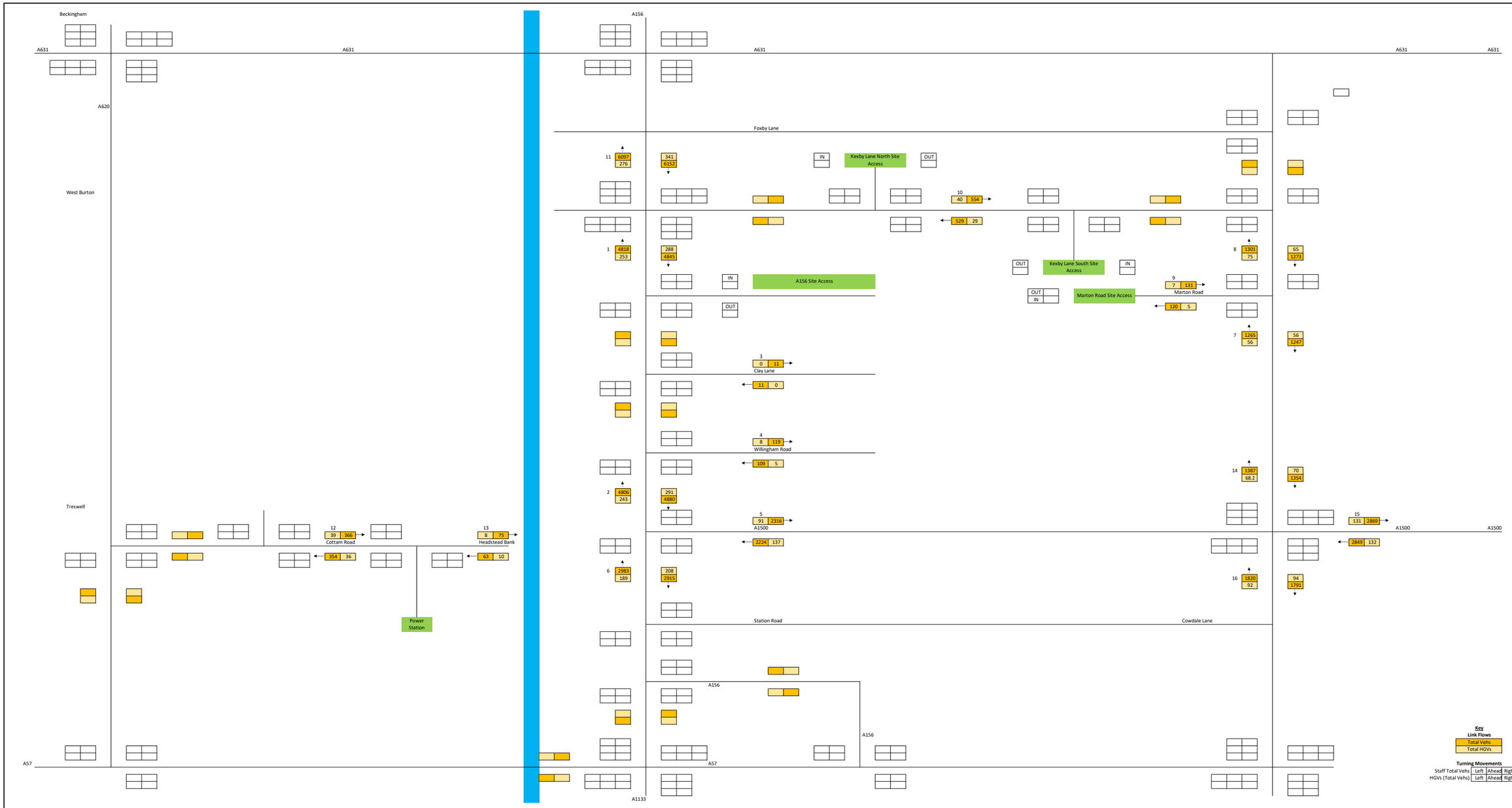
Project: **Gate Burton Energy Park**

2022 Baseline Flows - PM 1800-1900 Average Weekday

AECOM
AECOM House
63 - 77 Victoria Street
St Albans, Herts AL1 3ER
Tel: +44 (0)1727 535000

Design	CC	Calcs	CC
Checked	CB	App'd	MW
Date	Sep 2022	Scale	Not to Scale

Drawing: **Figure 2** Rev A



Client:

Gate Burton Energy Park Limited

Project:

Gate Burton Energy Park

2022 Baseline Flows - 24 Hour Average Weekday

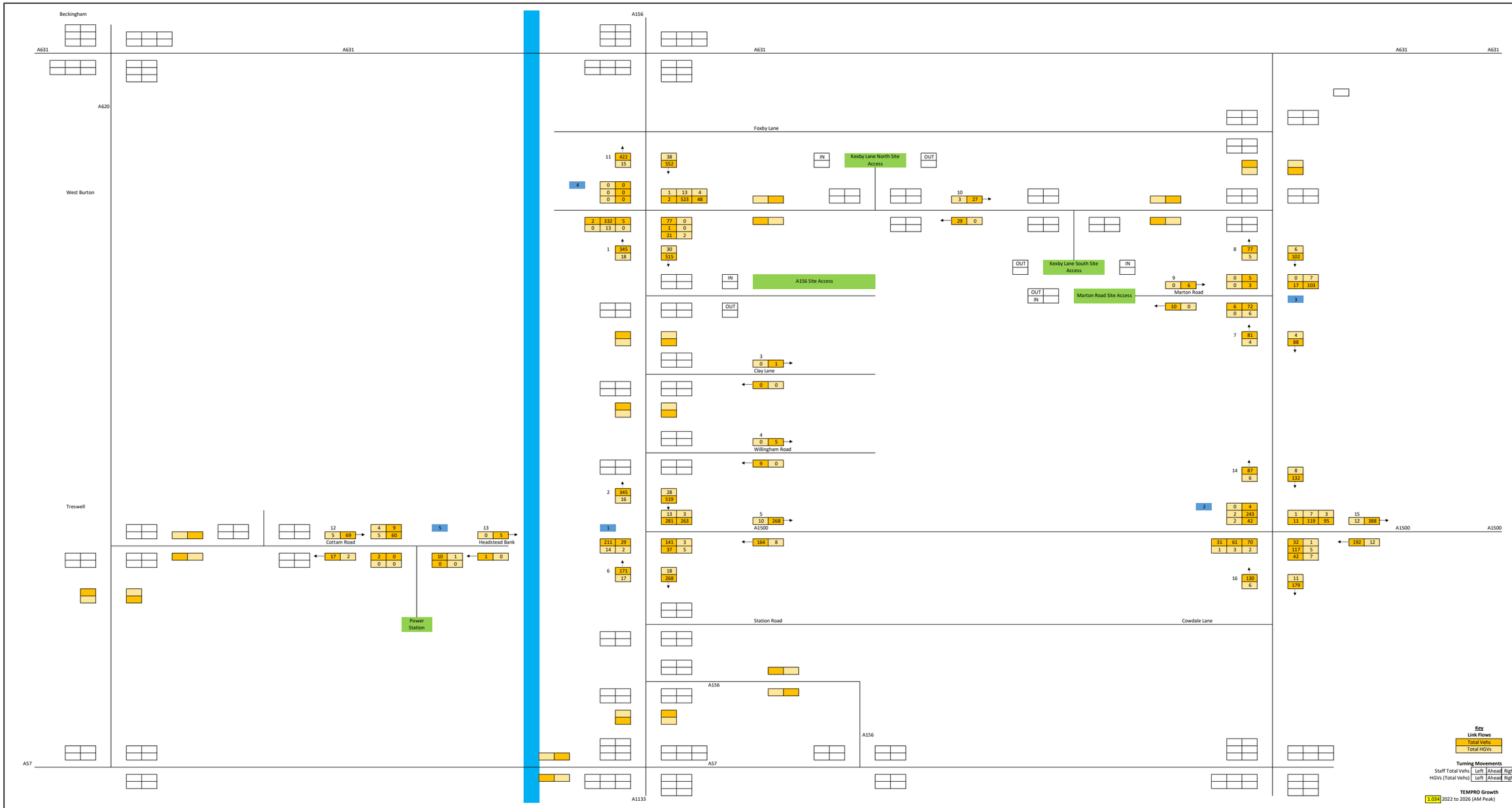
AECOM

AECOM House
63 - 77 Victoria Street
St Albans, Herts AL1 3ER

Tel: +44 (0)1727 535000 [redacted]

Design	CC	Calcs	CC
Checked	CB	App'd	MW
Date	Sep 2022	Scale	Not to Scale

Drawing **Figure 3** Rev A



Client:

Gate Burton Energy Park Limited

Project:

Gate Burton Energy Park

2026 Future Baseline Flows - AM 0700-0800 Average Weekday

AECOM House
63 - 77 Victoria Street
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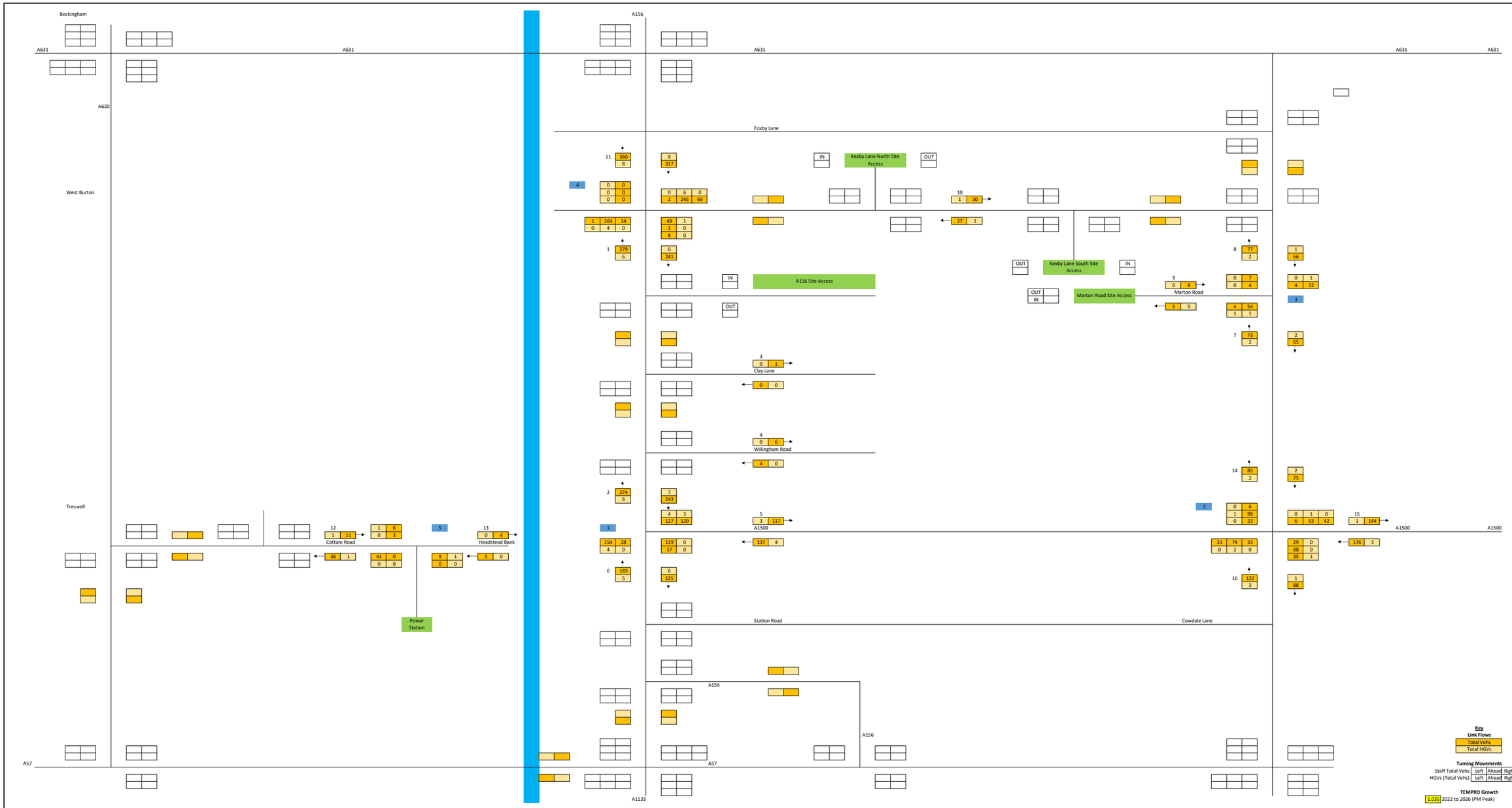
Tel: +44 (0)1727 535000

Design	CC	Calcs	CC
Checked	CB	App'd	MW
Date	Sep 2022	Scale	Not to Scale

Drawing **Figure 4** Rev A



Client:

Gate Burton Energy Park Limited

Project:

Gate Burton Energy Park

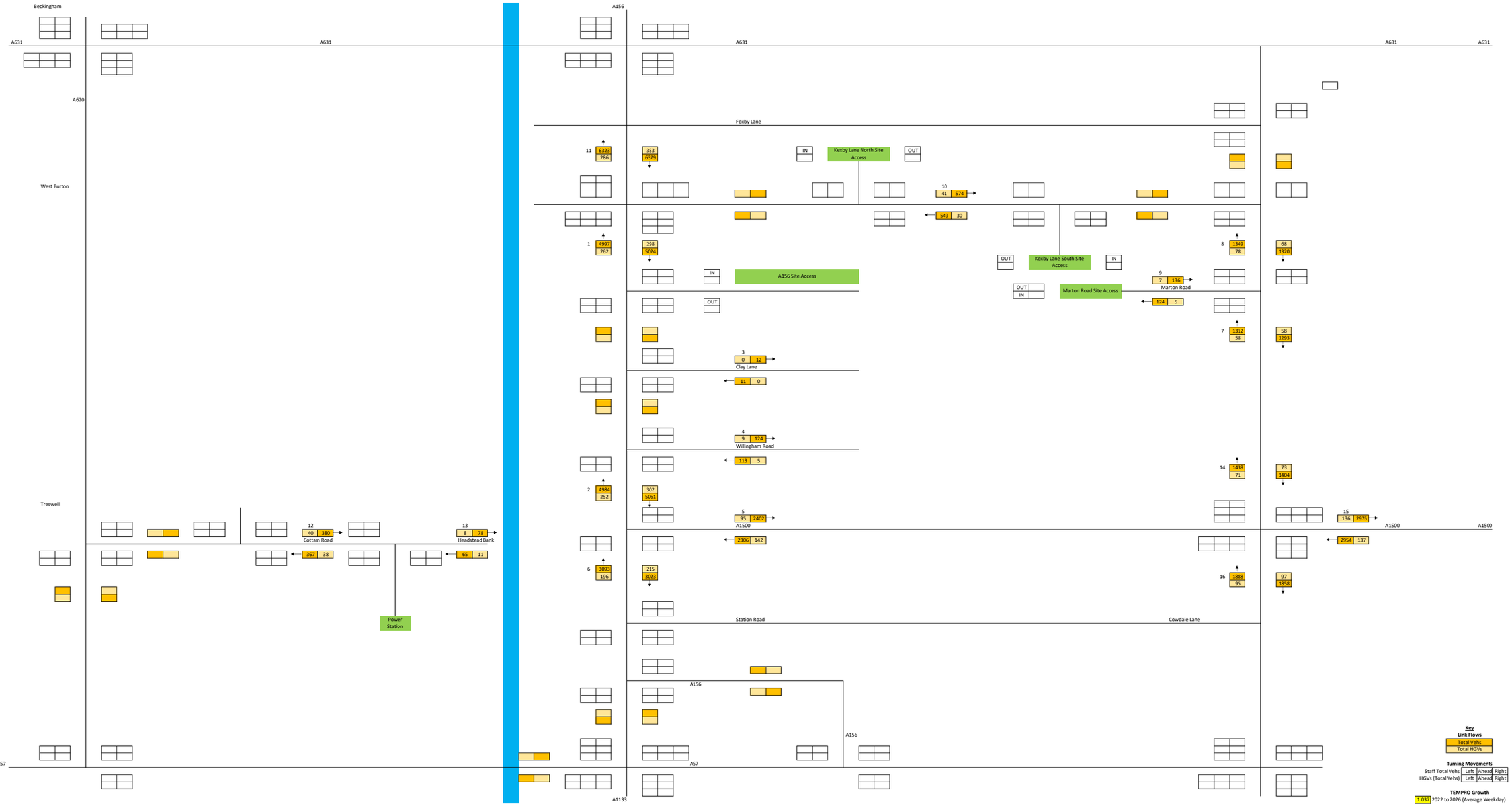
2026 Future Baseline Flows - PM 1800-1900 Average Weekday

AECOM House
63 - 77 Victoria Street
St Albans, Herts AL1 3ER

Tel: +44 (0)1727 535000

Design	CC	Calcs	CC
Checked	CB	App'd	MW
Date	Sep 2022	Scale	Not to Scale

Drawing **Figure 5** Rev A



Key

Link Flows

Total Vehs

Total HGVs

Turning Movements

Staff Total Vehs	Left	Ahead	Right
HGVs (Total Vehs)	Left	Ahead	Right

TEMPRO Growth

1.037 2022 to 2026 (Average Weekday)

Client:

Gate Burton Energy Park Limited

Project:

Gate Burton Energy Park

2026 Future Baseline Flows - 24 Hour Average Weekday

AECOM House
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St Albans, Herts AL1 3ER

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Design	CC	Calcs	CC
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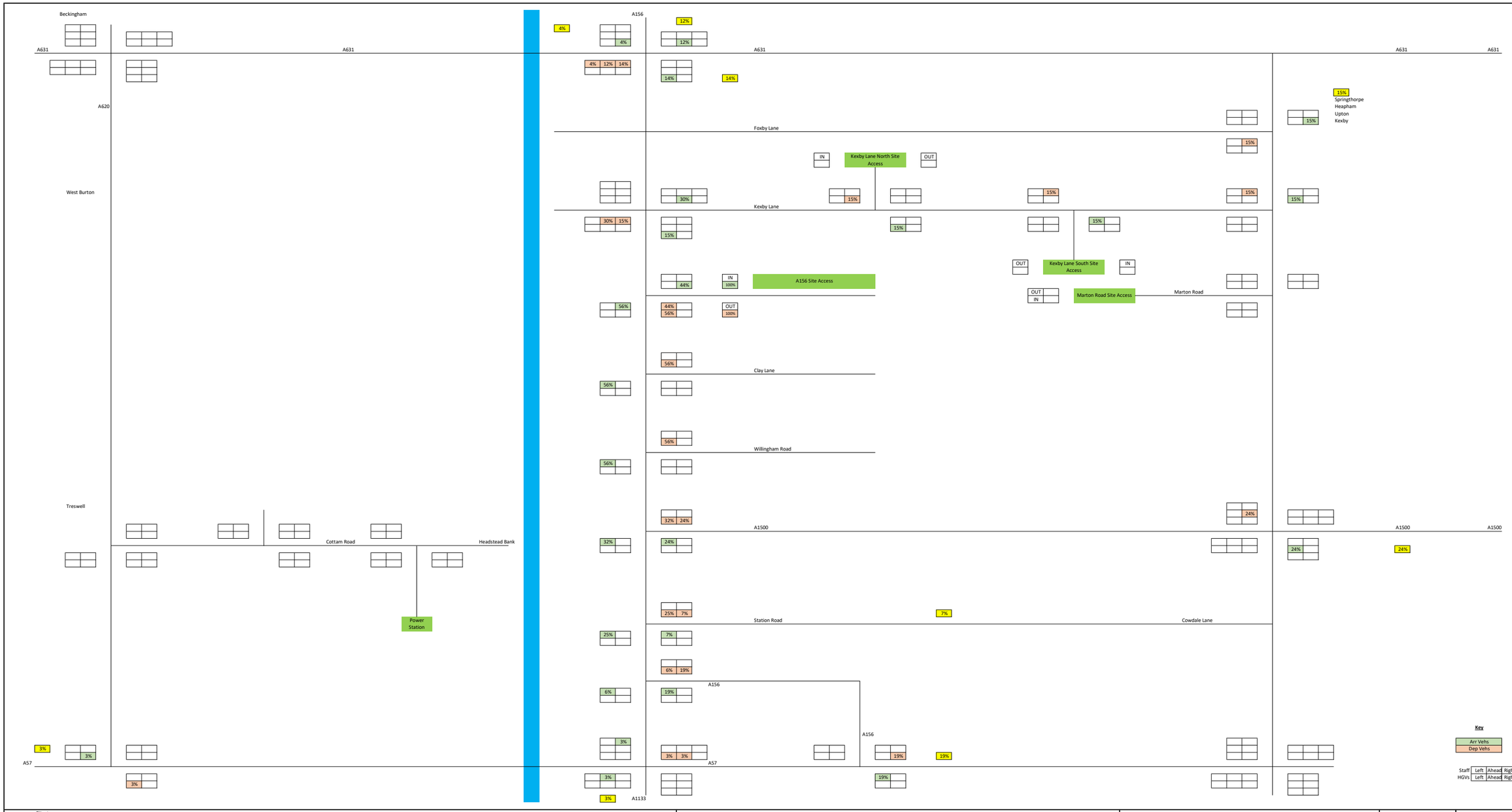
Date	Sep 2022	Scale	Not to Scale

Drawing **Figure 6** Rev A



Client: **Gate Burton Energy Park Limited**

Project: **Gate Burton Energy Park**

Energy Park: Peak Daily Construction Staff Vehicles Distribution A156 Site Access

AECOM House
63 - 77 Victoria Street
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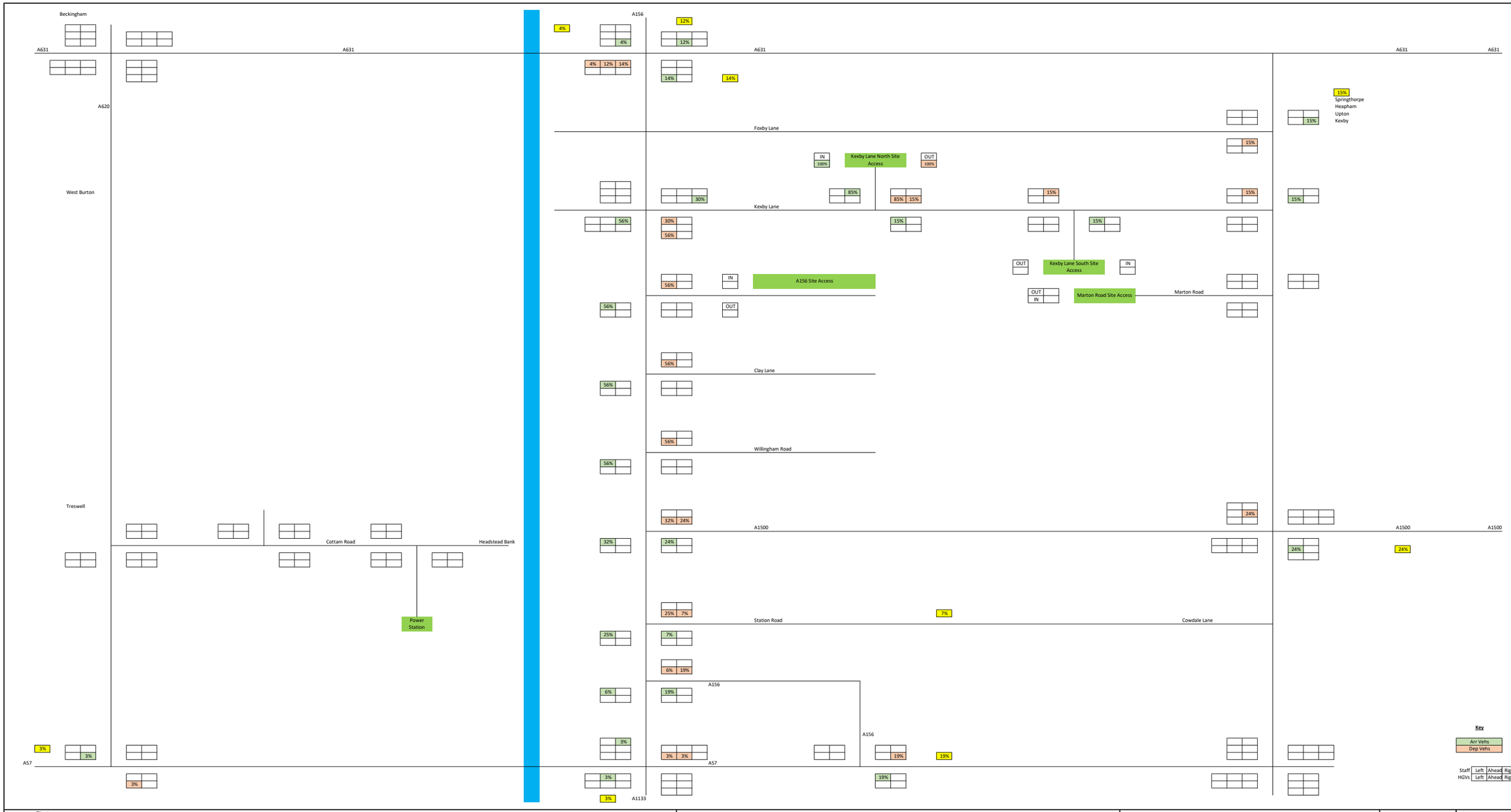
Tel: +44 (0)1727 535000

Design	CC	Calcs	CC
Checked	CB	App'd	MW
Date	Sep 2022	Scale	Not to Scale

Drawing **Figure 7** Rev A



Client: **Gate Burton Energy Park Limited**

Project: **Gate Burton Energy Park**

Energy Park: Peak Daily Construction Staff Vehicles Distribution Kexby Lane North Site Access

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63 - 77 Victoria Street
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Tel: +44 (0)1727 535000

Design	CC	Calcs	CC
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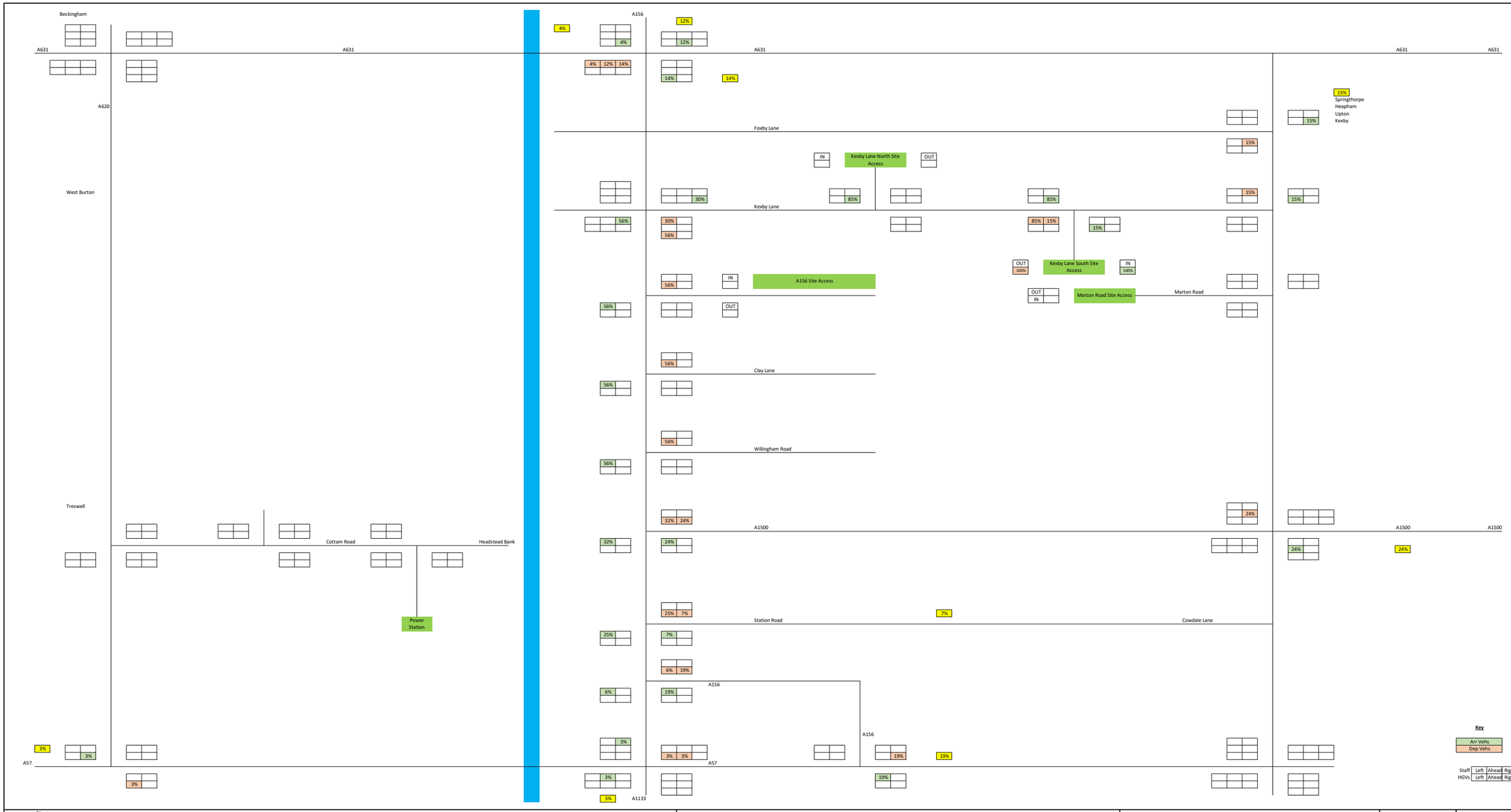
Date	Sep 2022	Scale	Not to Scale

Drawing **Figure 8** Rev A



Client: **Gate Burton Energy Park Limited**

Project: **Gate Burton Energy Park**

Energy Park: Peak Daily Construction Staff Vehicles Distribution Kexby Lane South Site Access

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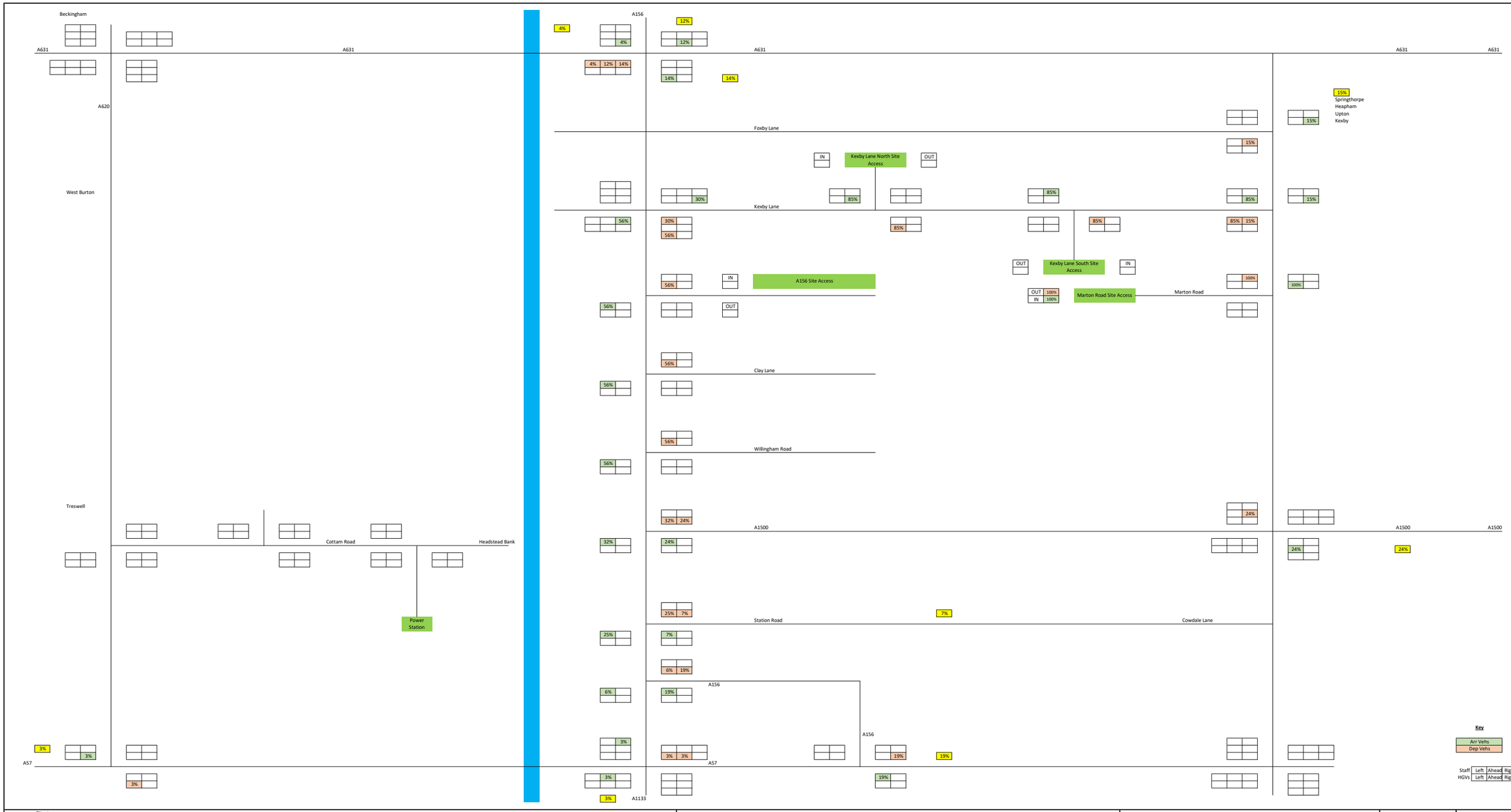
Tel: +44 (0)1727 535000

Design	CC	Calcs	CC
Checked	CB	App'd	MW
Date	Sep 2022	Scale	Not to Scale

Drawing **Figure 9** Rev A



Client: **Gate Burton Energy Park Limited**

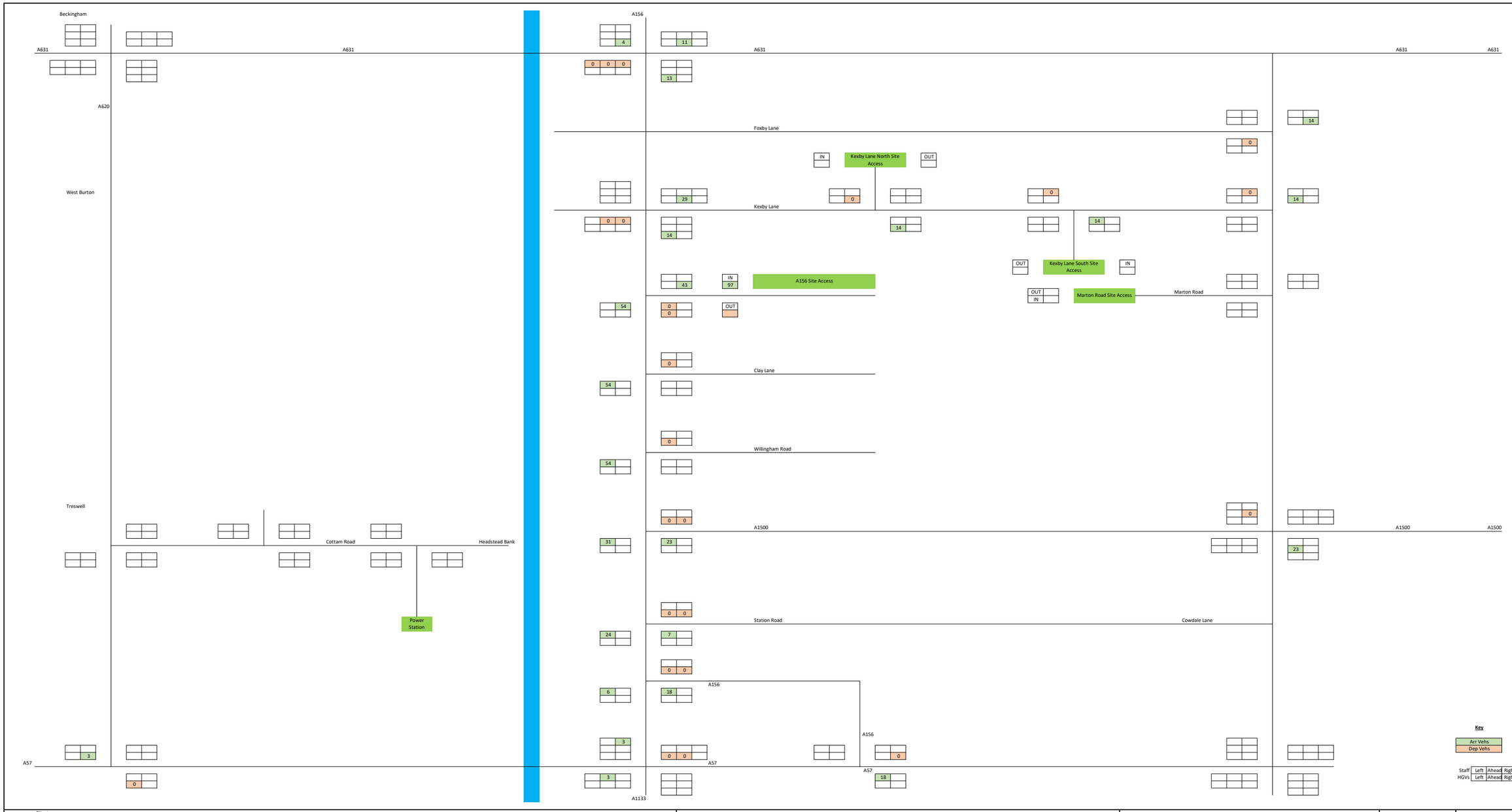
Project: **Gate Burton Energy Park**

Energy Park: Peak Daily Construction Staff Vehicles Distribution Marton Road Site Access

AECOM House
63 - 77 Victoria Street
St Albans, Herts AL1 3ER
Tel: +44 (0)1727 535000

Design	CC	Calcs	CC
Checked	CB	App'd	MW
Date	Sep 2022	Scale	Not to Scale

Drawing: **Figure 10** Rev A



Client:

Gate Burton Energy Park Limited

Project:

Gate Burton Energy Park

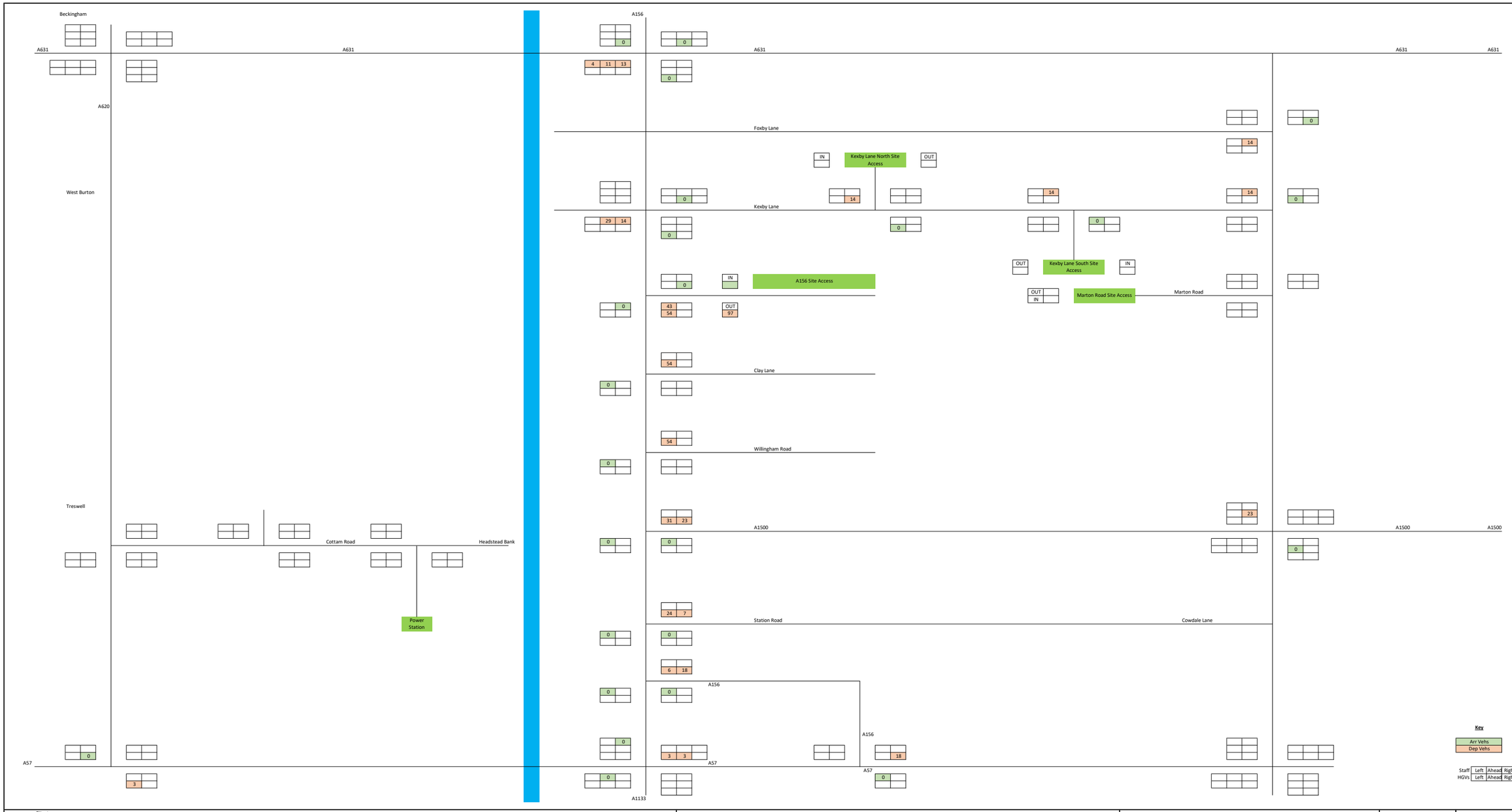
Energy Park: AM (Inbound) Construction Staff Vehicles Trip Generation A156 Site Access

AECOM House
63 - 77 Victoria Street
St Albans, Herts AL1 3ER

Tel: +44 (0)1727 535000

Design	CC	Calcs	CC
Checked	CB	App'd	MW
Date	Sep 2022	Scale	Not to Scale

Drawing **Figure 11** Rev A



Client: **Gate Burton Energy Park Limited**

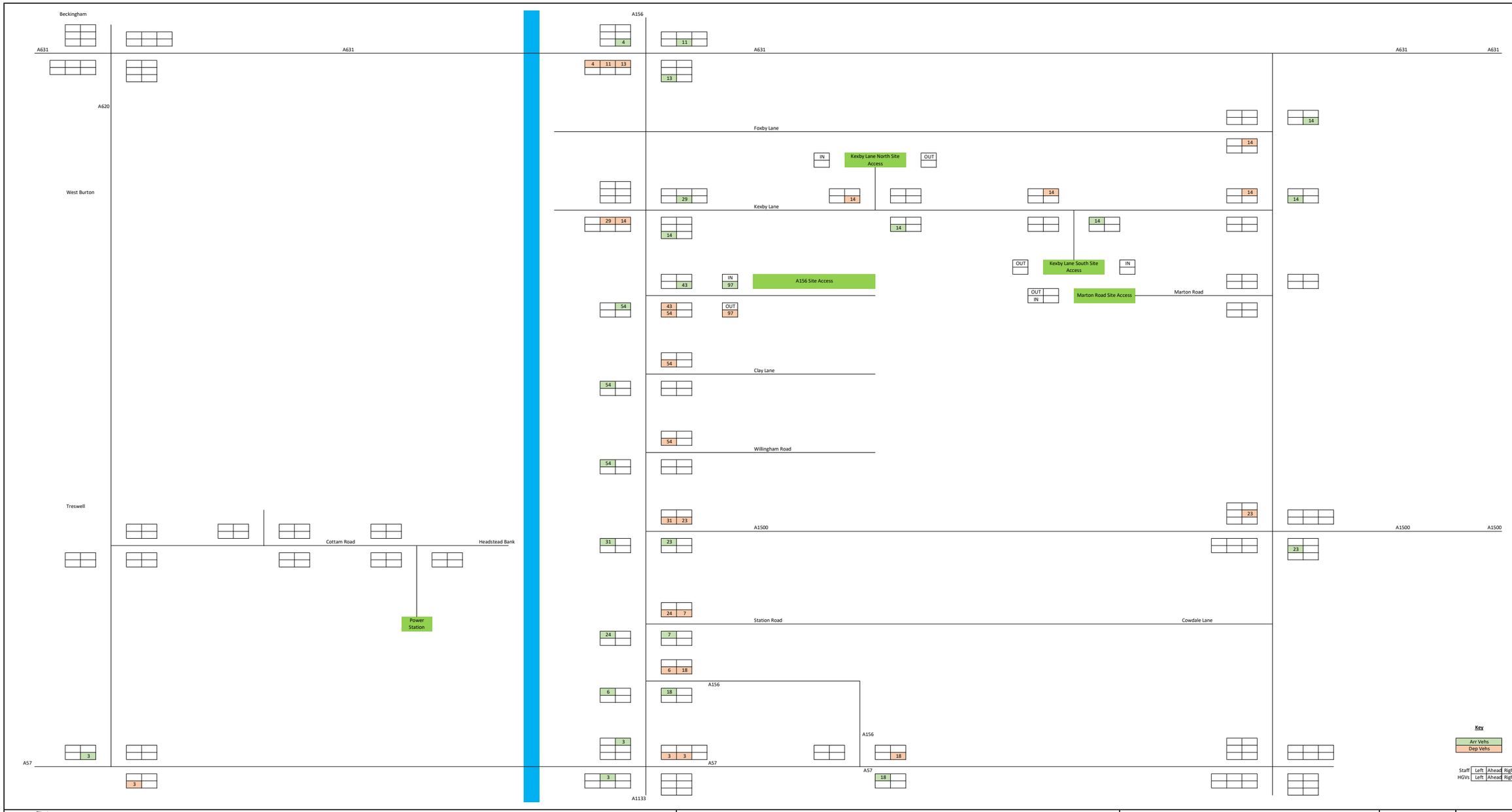
Project: **Gate Burton Energy Park**

Energy Park: PM (Outbound) Construction Staff Vehicles Trip Generation A156 Site Access

AECOM House
63 - 77 Victoria Street
St Albans, Herts AL1 3ER
Tel: +44 (0)1727 535000

Design	CC	Calcs	CC
Checked	CB	App'd	MW
Date	Sep 2022	Scale	Not to Scale

Drawing **Figure 12** Rev A



Client: **Gate Burton Energy Park Limited**

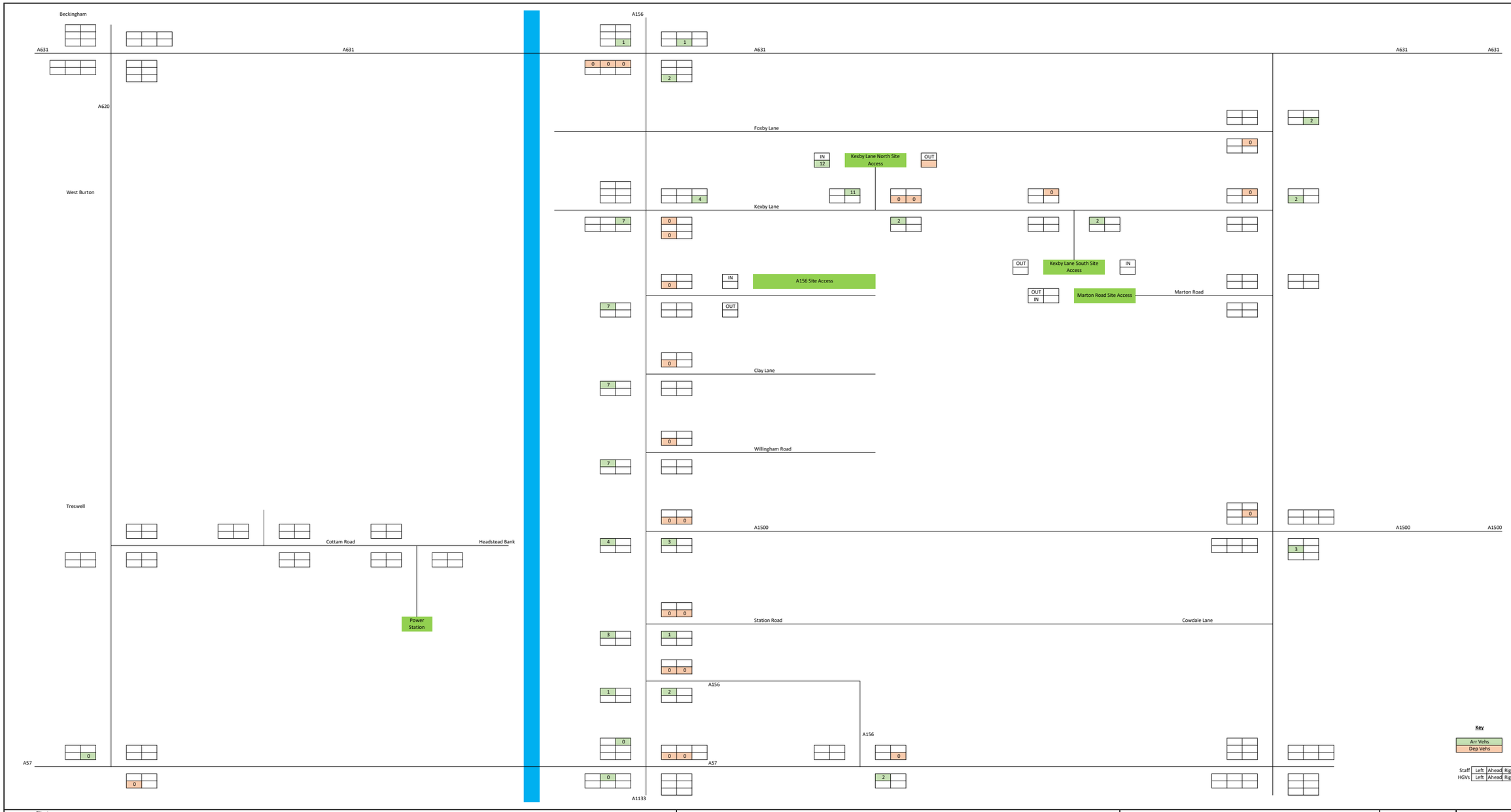
Project: **Gate Burton Energy Park**

Energy Park: Peak Daily Construction Staff Vehicles Trip Generation A156 Site Access

AECOM House
63 - 77 Victoria Street
St Albans, Herts AL1 3ER
Tel: +44 (0)1727 535000

Design	CC	Calcs	CC
Checked	CB	App'd	MW
Date	Sep 2022	Scale	Not to Scale

Drawing **Figure 13** Rev A



Client:

Gate Burton Energy Park Limited

Project:

Gate Burton Energy Park

Energy Park: AM (Inbound) Construction Staff Vehicles Trip Generation Kexby Lane North Site Access

AECOM House
63 - 77 Victoria Street
St Albans, Herts AL1 3ER

Tel: +44 (0)1727 535000

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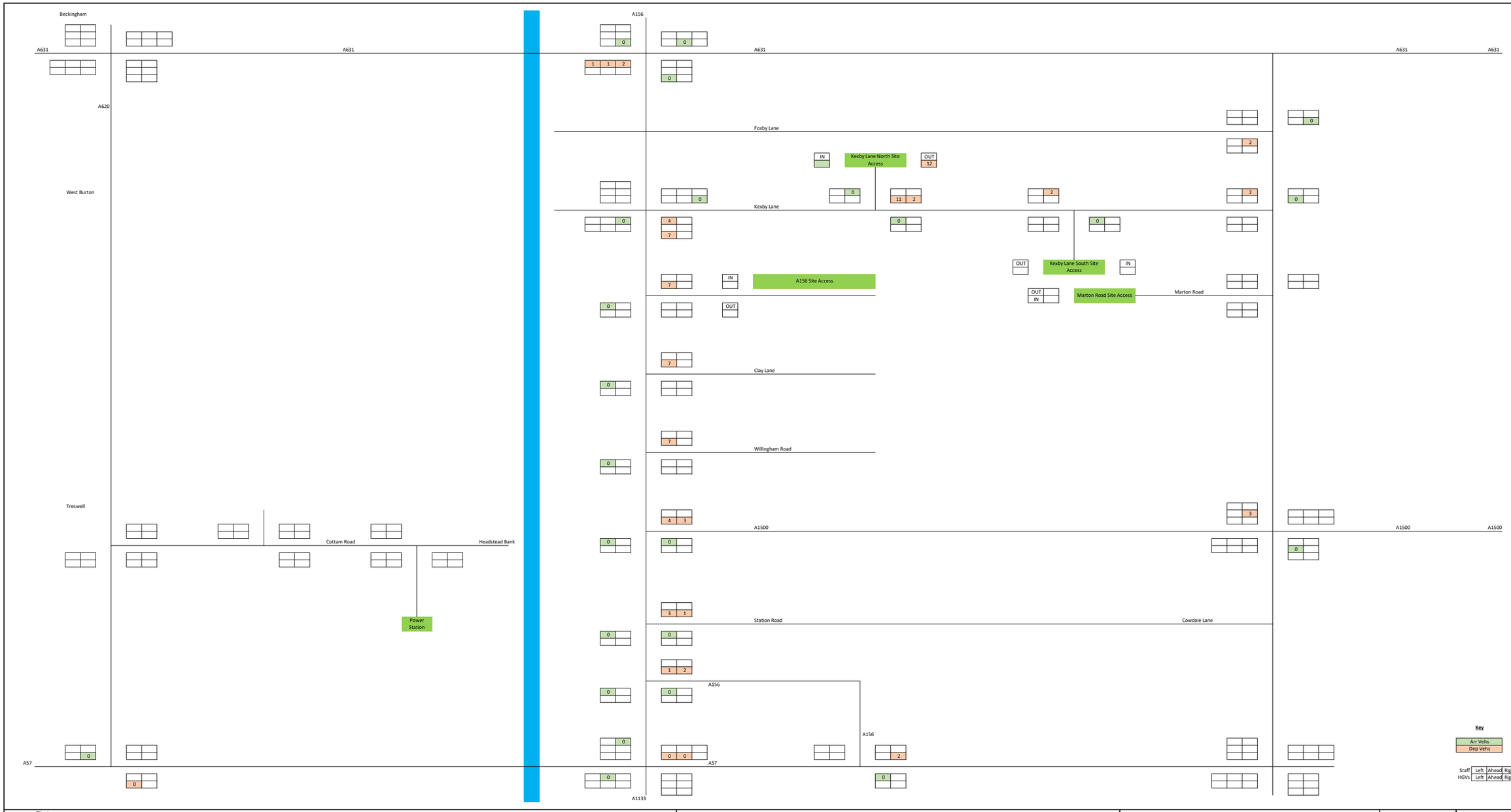
Checked	CB	App'd	MW
Date	44805	Scale	Not to Scale

Drawing **Figure 14** Rev A



Client:

Gate Burton Energy Park Limited

Project:

Gate Burton Energy Park

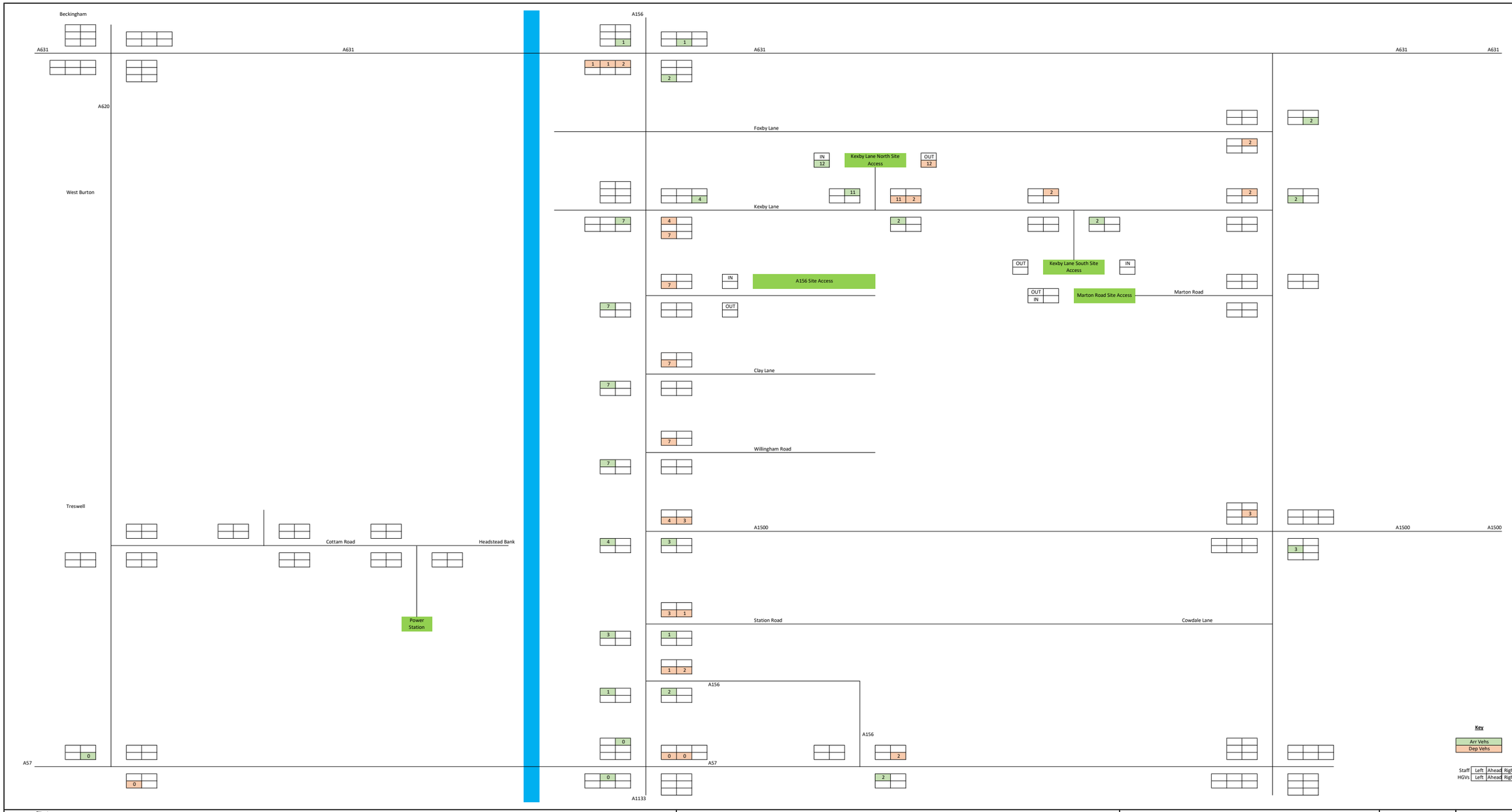
Energy Park: PM (Outbound) Construction Staff Vehicles Trip Generation Kexby Lane North Site Access

AECOM House
63 - 77 Victoria Street
St Albans, Herts AL1 3ER

Tel: +44 (0)1727 535000

Design	CC	Calcs	CC
Checked	CB	App'd	MW
Date	44805	Scale	Not to Scale

Drawing **Figure 15** Rev A



Client:

Gate Burton Energy Park Limited

Project:

Gate Burton Energy Park

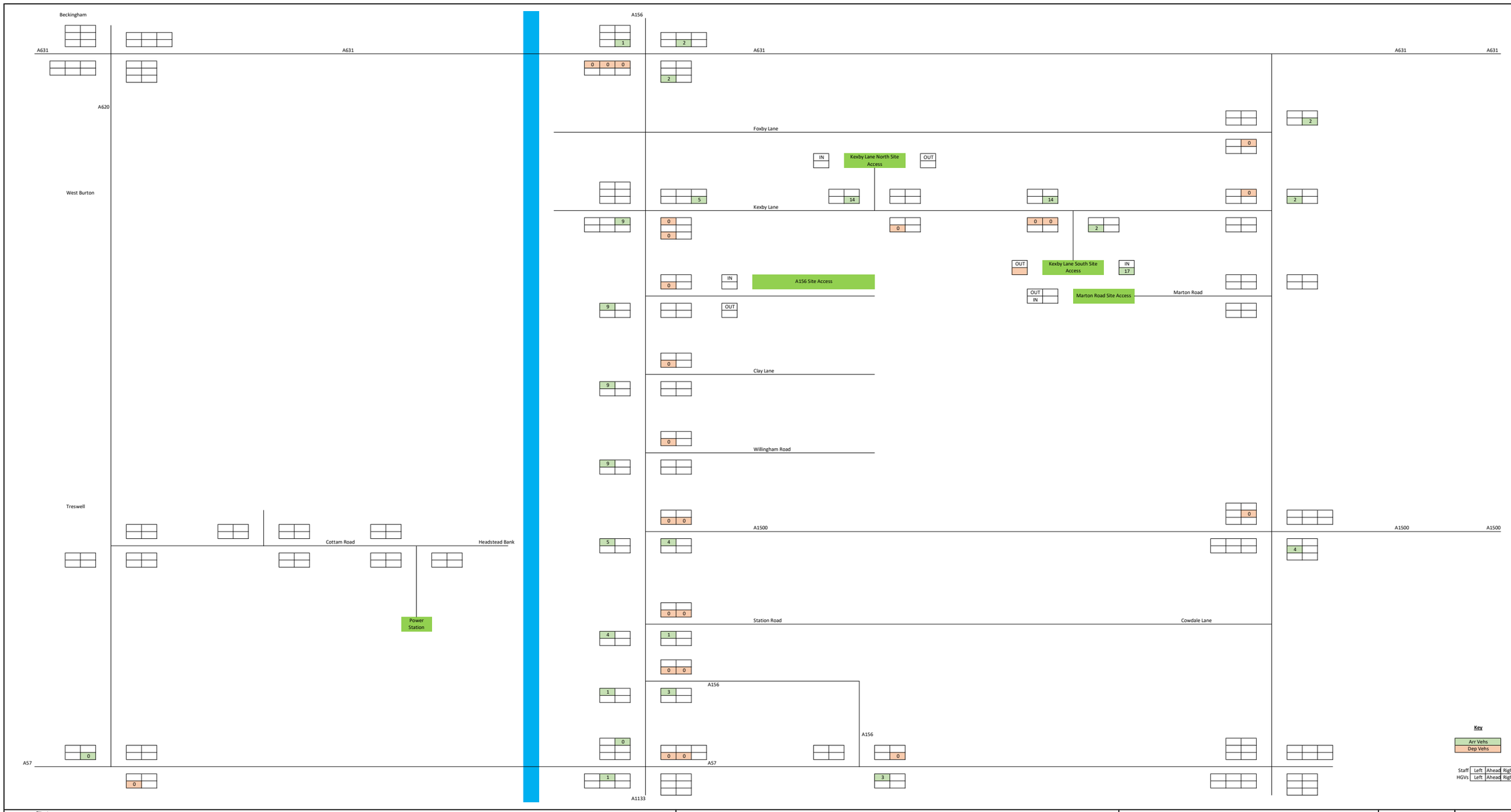
Energy Park: Peak Daily Construction Staff Vehicles Trip Generation Kexby Lane North Site Access

AECOM House
63 - 77 Victoria Street
St Albans, Herts AL1 3ER

Tel: +44 (0)1727 535000

Design	CC	Calcs	CC
Checked	CB	App'd	MW
Date	44805	Scale	Not to Scale

Drawing **Figure 16** Rev A



Client: **Gate Burton Energy Park Limited**

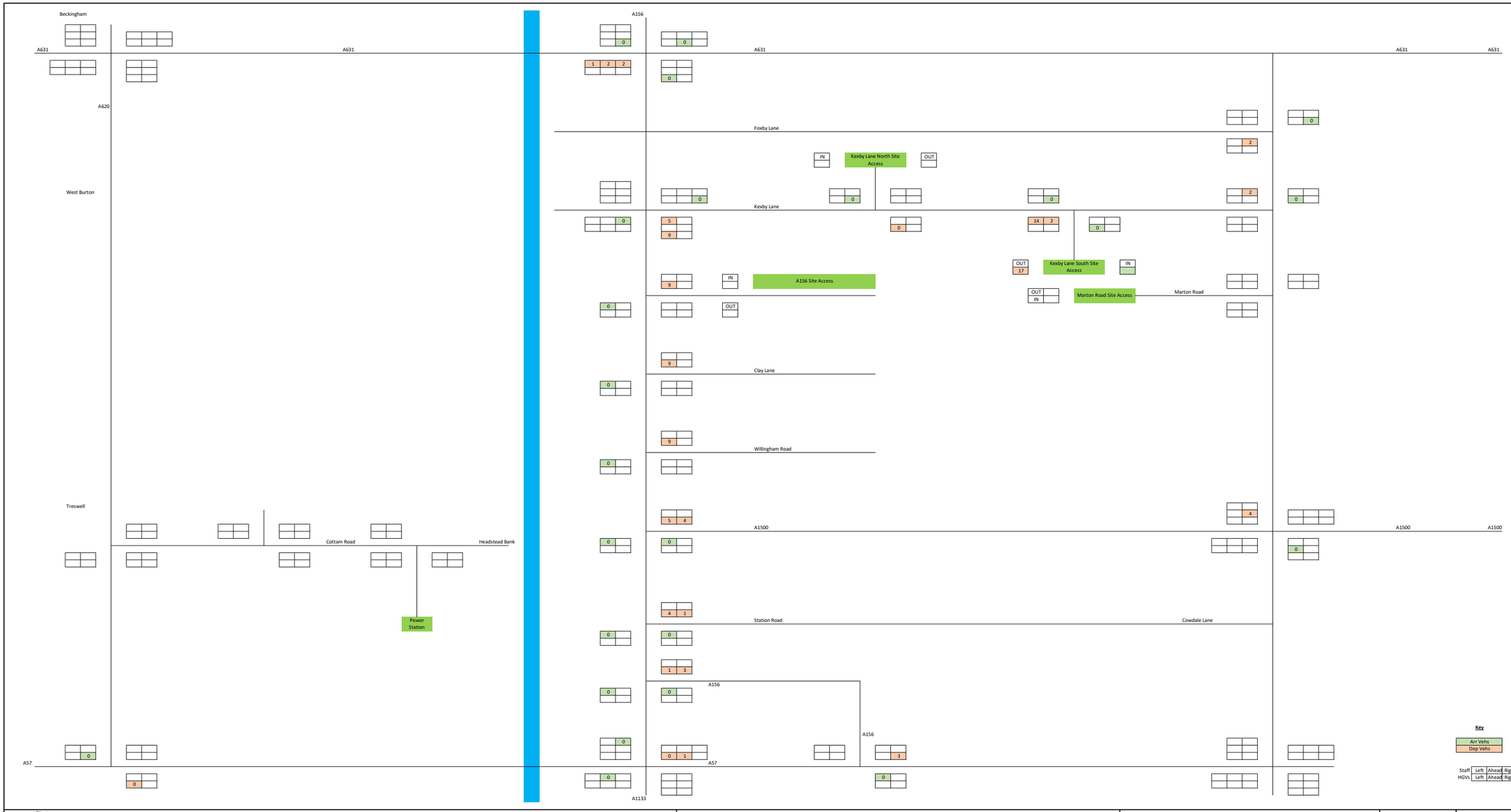
Project: **Gate Burton Energy Park**

Energy Park: AM (Inbound) Construction Staff Vehicles Trip Generation Kexby Lane South Site Access

AECOM House
63 - 77 Victoria Street
St Albans, Herts AL1 3ER
Tel: +44 (0)1727 535000

Design	CC	Calcs	CC
Checked	CB	App'd	MW
Date	Sep 2022	Scale	Not to Scale

Drawing **Figure 17** Rev A



Client:

Gate Burton Energy Park Limited

Project:

Gate Burton Energy Park

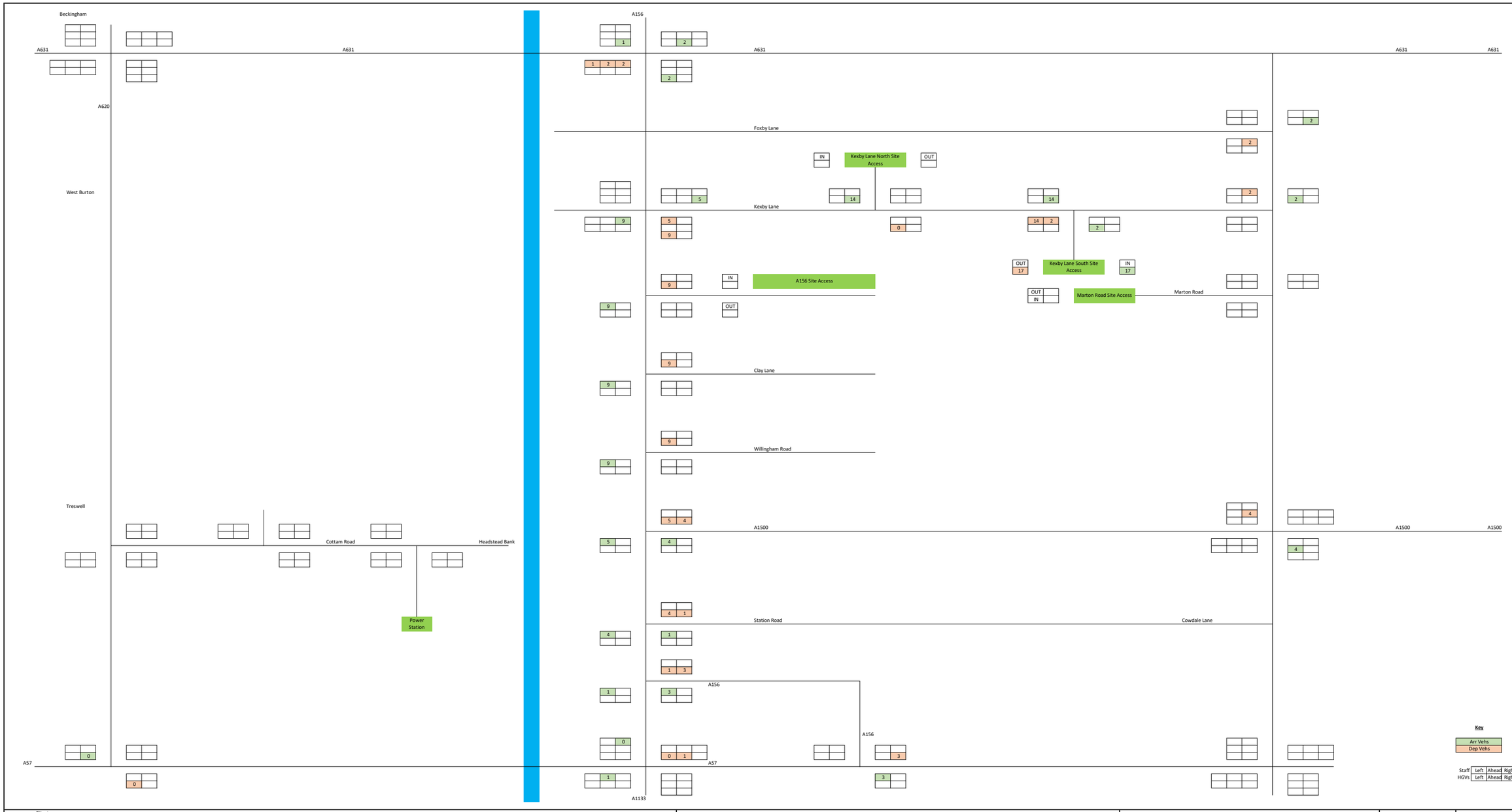
Energy Park: PM (Outbound) Construction Staff Vehicles Trip Generation Kexby Lane South Site Access

AECOM House
63 - 77 Victoria Street
St Albans, Herts AL1 3ER

Tel: +44 (0)1727 535000

Design	CC	Calcs	CC
Checked	CB	App'd	MW
Date	Sep 2022	Scale	Not to Scale

Drawing **Figure 18** Rev A

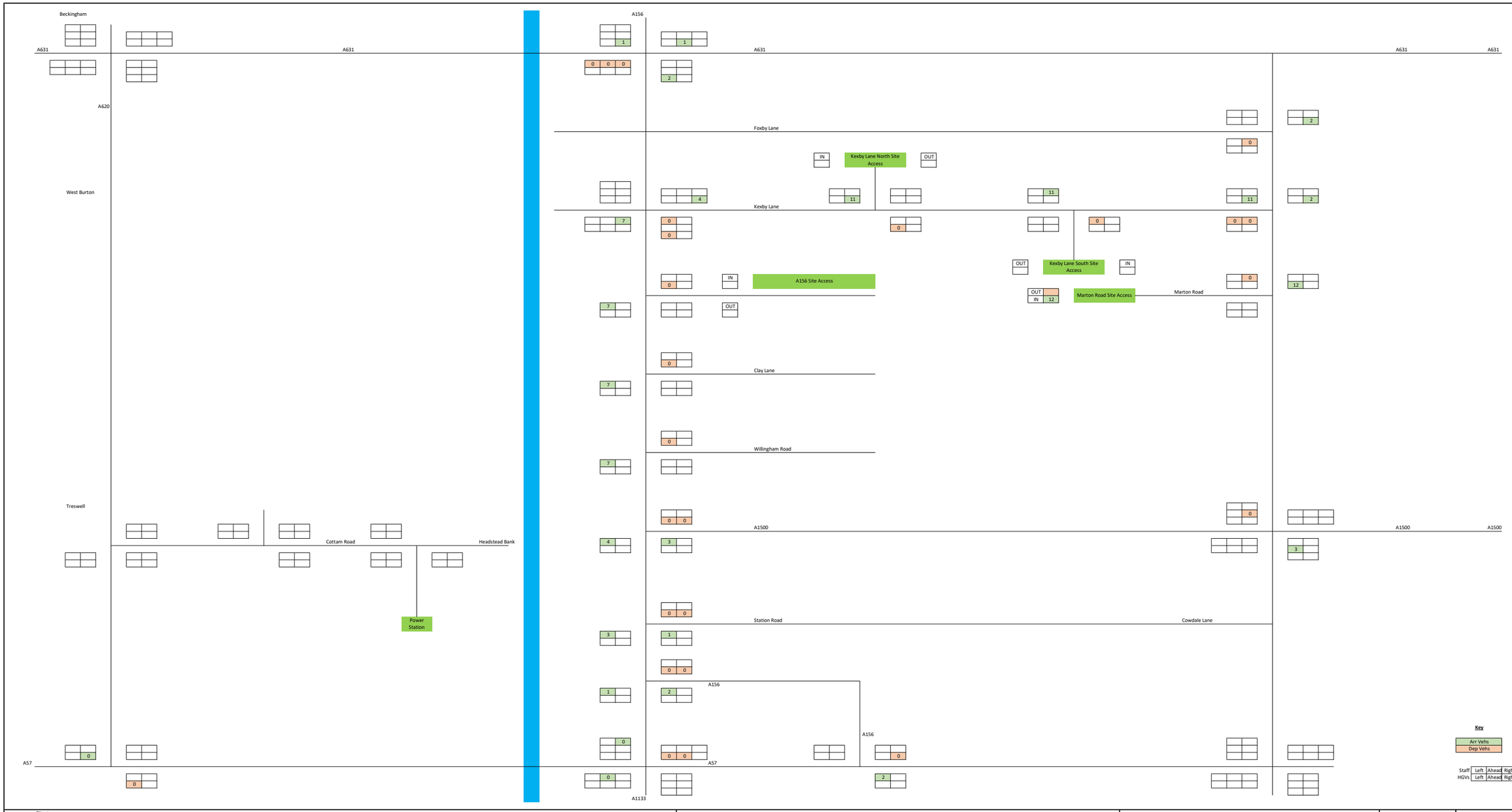


Client:	Gate Burton Energy Park Limited
Project:	Gate Burton Energy Park

Energy Park: Peak Daily Construction Staff Vehicles Trip Generation Kexby Lane South Site Access

AECOM House
63 - 77 Victoria Street
St Albans, Herts AL1 3ER
Tel: +44 (0)1727 535000

Design	CC	Calcs	CC
Checked	CB	App'd	MW
Date	Sep 2022	Scale	Not to Scale
Drawing	**Figure 19**	Rev	A



Client: Gate Burton Energy Park Limited

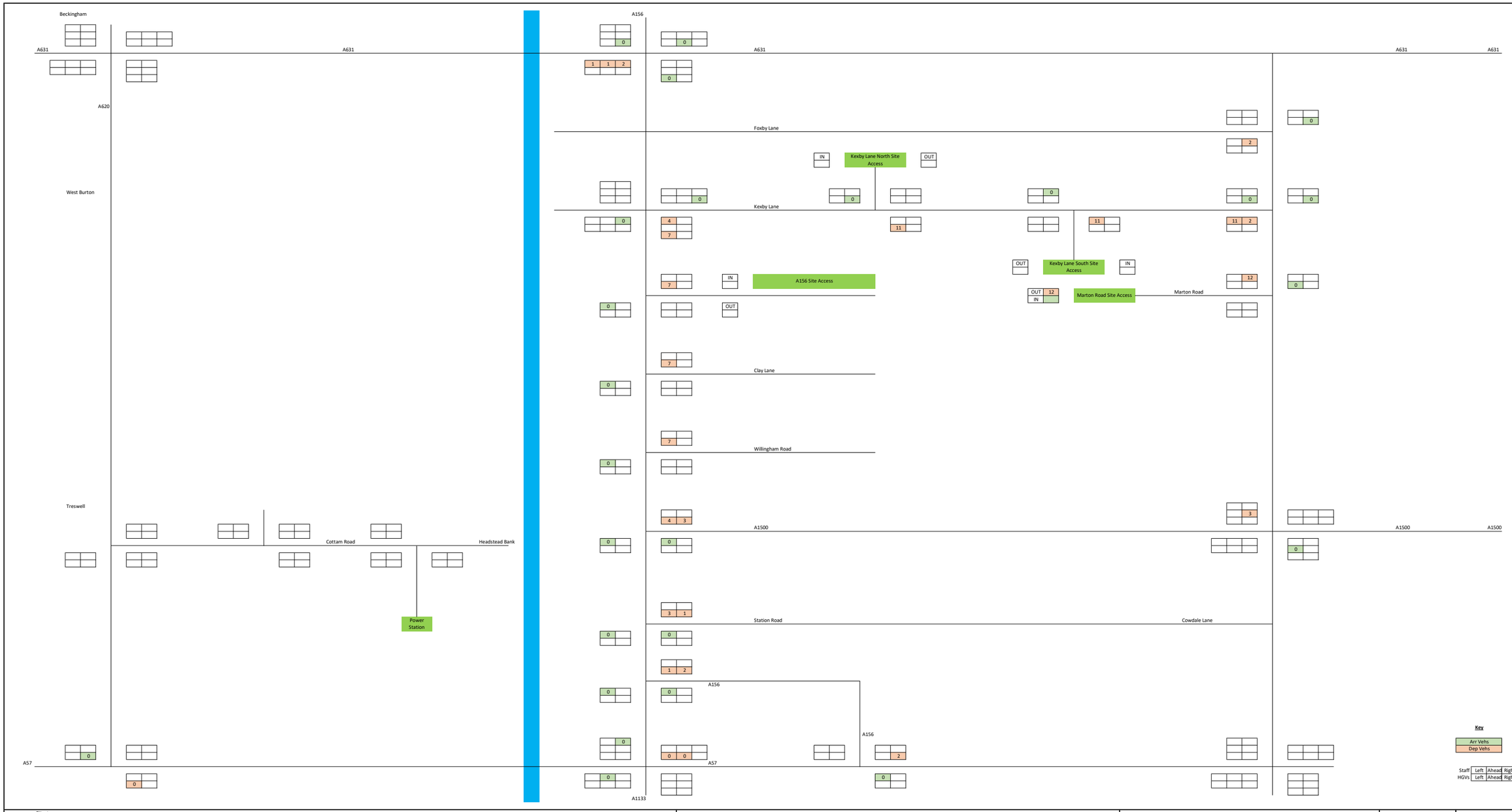
Project: Gate Burton Energy Park

Energy Park: AM (Inbound) Construction Staff Vehicles Distribution Marton Road Site Access

AECOM House
63 - 77 Victoria Street
St Albans, Herts AL1 3ER
Tel: +44 (0)1727 535000

Design	CC	Calcs	CC
Checked	CB	App'd	MW
Date	Sep 2022	Scale	Not to Scale

Drawing: Figure 20 Rev A



Client: **Gate Burton Energy Park Limited**

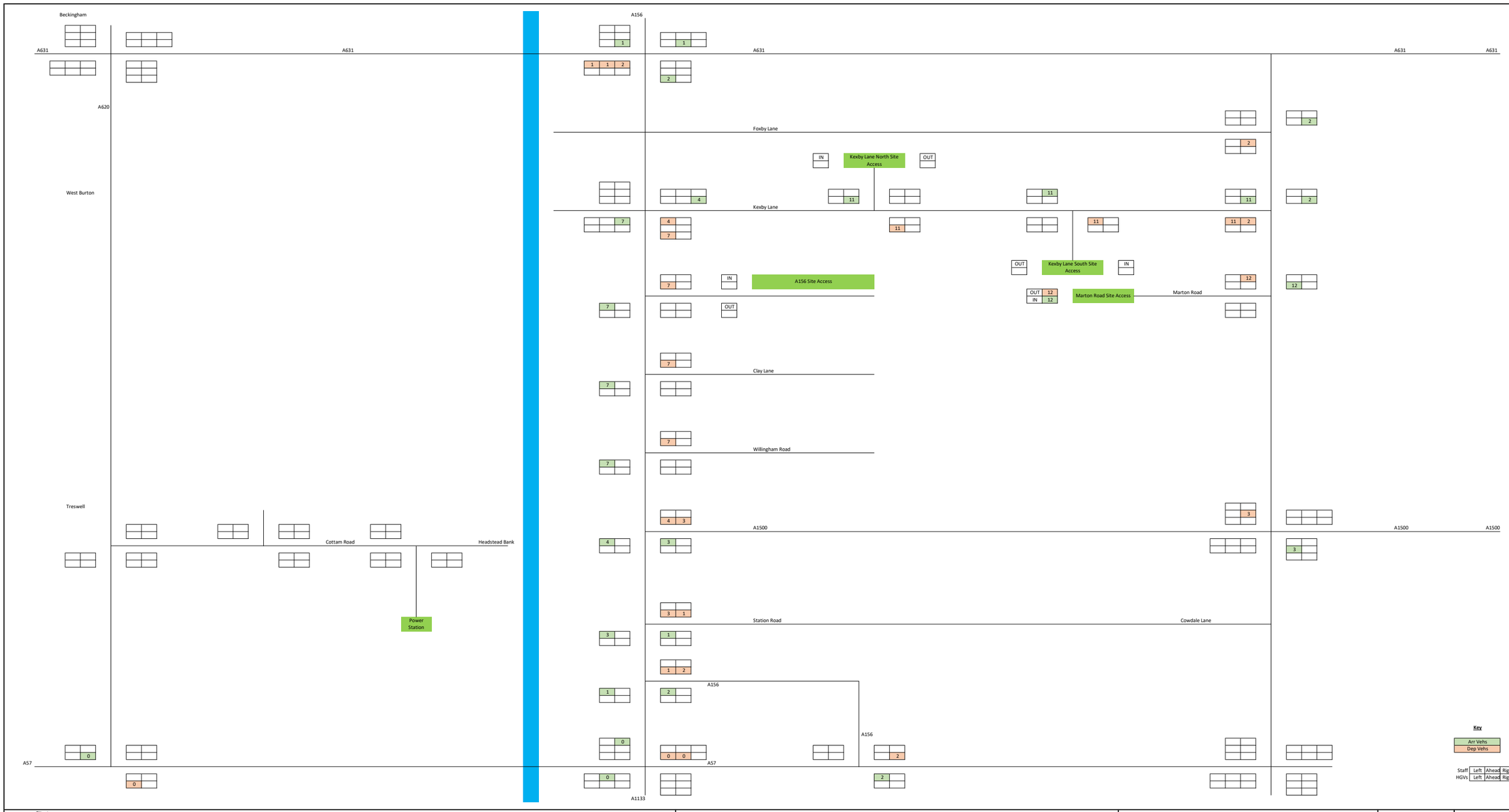
Project: **Gate Burton Energy Park**

Energy Park: PM (Outbound) Construction Staff Vehicles Distribution Marton Road Site Access

AECOM House
63 - 77 Victoria Street
St Albans, Herts AL1 3ER
Tel: +44 (0)1727 535000

Design	CC	Calcs	CC
Checked	CB	App'd	MW
Date	Sep 2022	Scale	Not to Scale

Drawing **Figure 21** Rev A



Client: **Gate Burton Energy Park Limited**

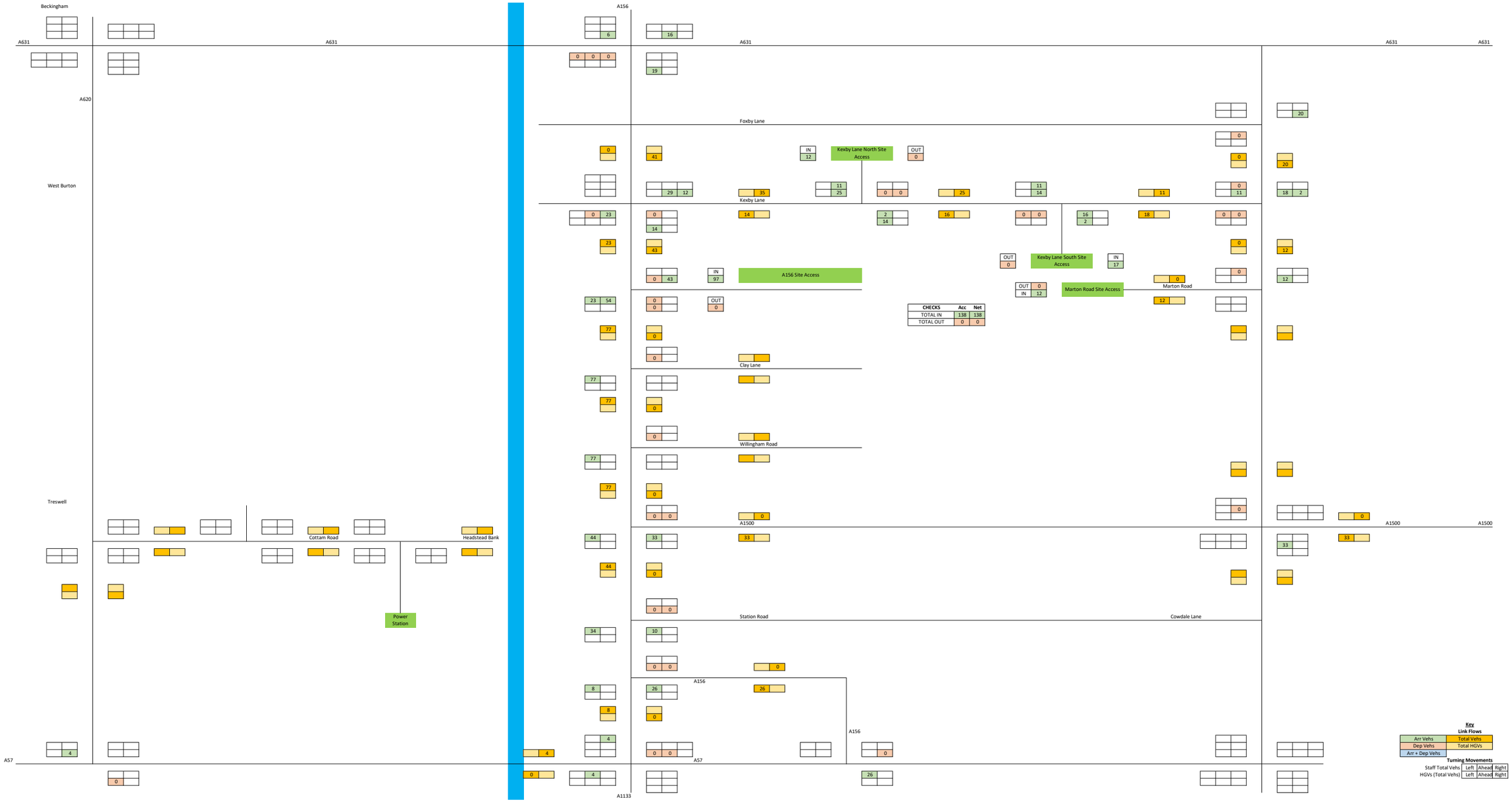
Project: **Gate Burton Energy Park**

Energy Park: Peak Daily Construction Staff Vehicles Distribution Marton Road Site Access

AECOM House
63 - 77 Victoria Street
St Albans, Herts AL1 3ER
Tel: +44 (0)1727 535000

Design	CC	Calcs	CC
Checked	CB	App'd	MW
Date	Sep 2022	Scale	Not to Scale

Drawing **Figure 22** Rev A



Client:

Gate Burton Energy Park Limited

Project:

Gate Burton Energy Park

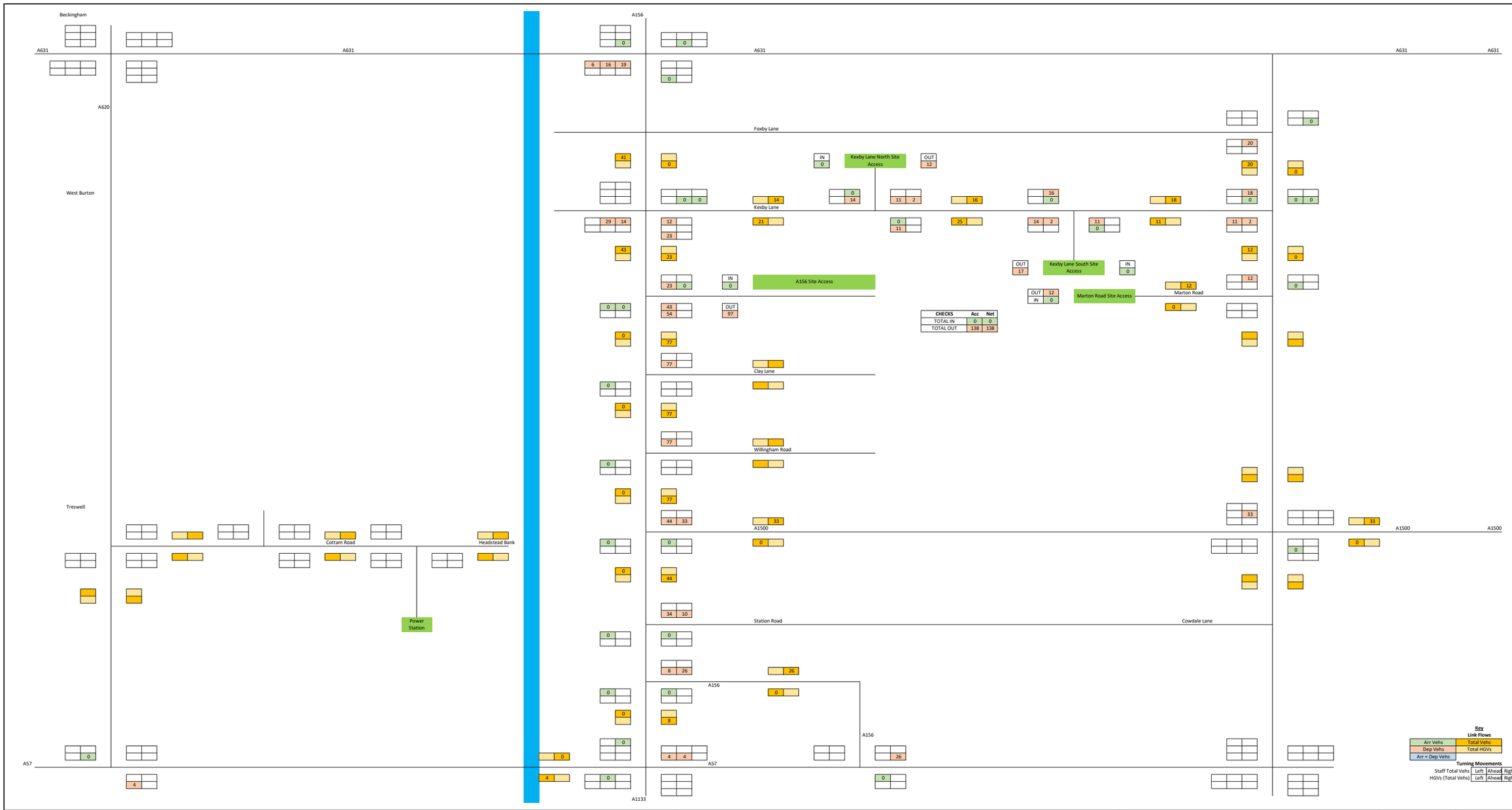
Energy Park: AM 0700-0800 Construction Staff Vehicles Trip Generation

AECOM House
63 - 77 Victoria Street
St Albans, Herts AL1 3ER

Tel: +44 (0)1727 535000

Design	CC	Calcs	CC
Checked	CB	App'd	MW
Date	Sep 2022	Scale	Not to Scale

Drawing **Figure 23** Rev A



Client:

Gate Burton Energy Park Limited

Project:

Gate Burton Energy Park

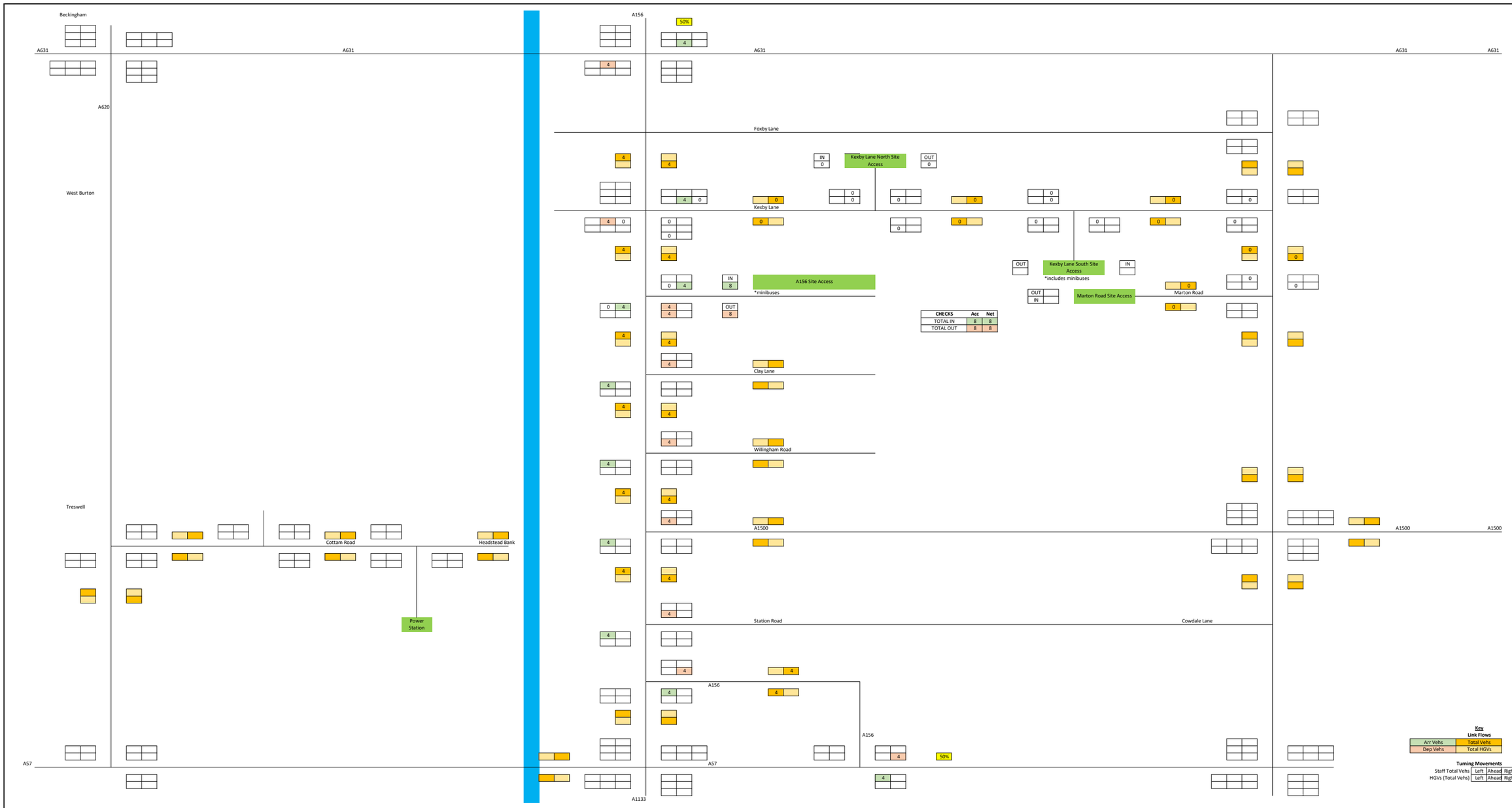
Energy Park: PM 1800-1900 Construction Staff Vehicles Trip Generation

AECOM House
63 - 77 Victoria Street
St Albans, Herts AL1 3ER

Tel: +44 (0)1727 535000

Design	CC	Calcs	CC
Checked	CB	App'd	MW
Date	Sep 2022	Scale	Not to Scale

Drawing **Figure 24** Rev A



Client:

Gate Burton Energy Park Limited

Project:

Gate Burton Energy Park

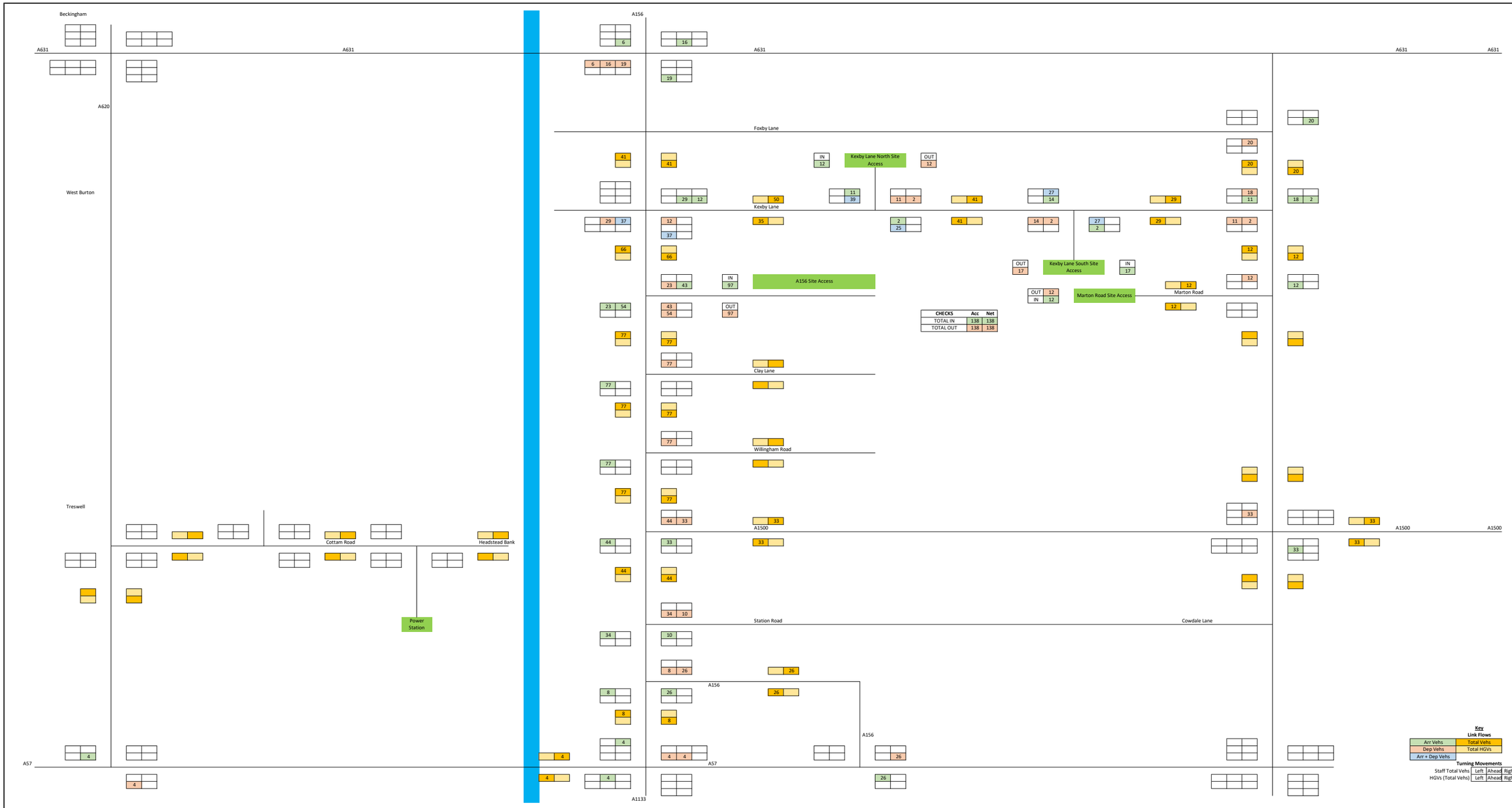
Energy Park: Peak Daily LGV Trip Generation

AECOM House
63 - 77 Victoria Street
St Albans, Herts AL1 3ER

Tel: +44 (0)1727 535000

Design	CC	Calcs	CC
Checked	CB	App'd	MW
Date	Sep 2022	Scale	Not to Scale

Drawing **Figure 25** Rev A



Client:

Gate Burton Energy Park Limited

Project:

Gate Burton Energy Park

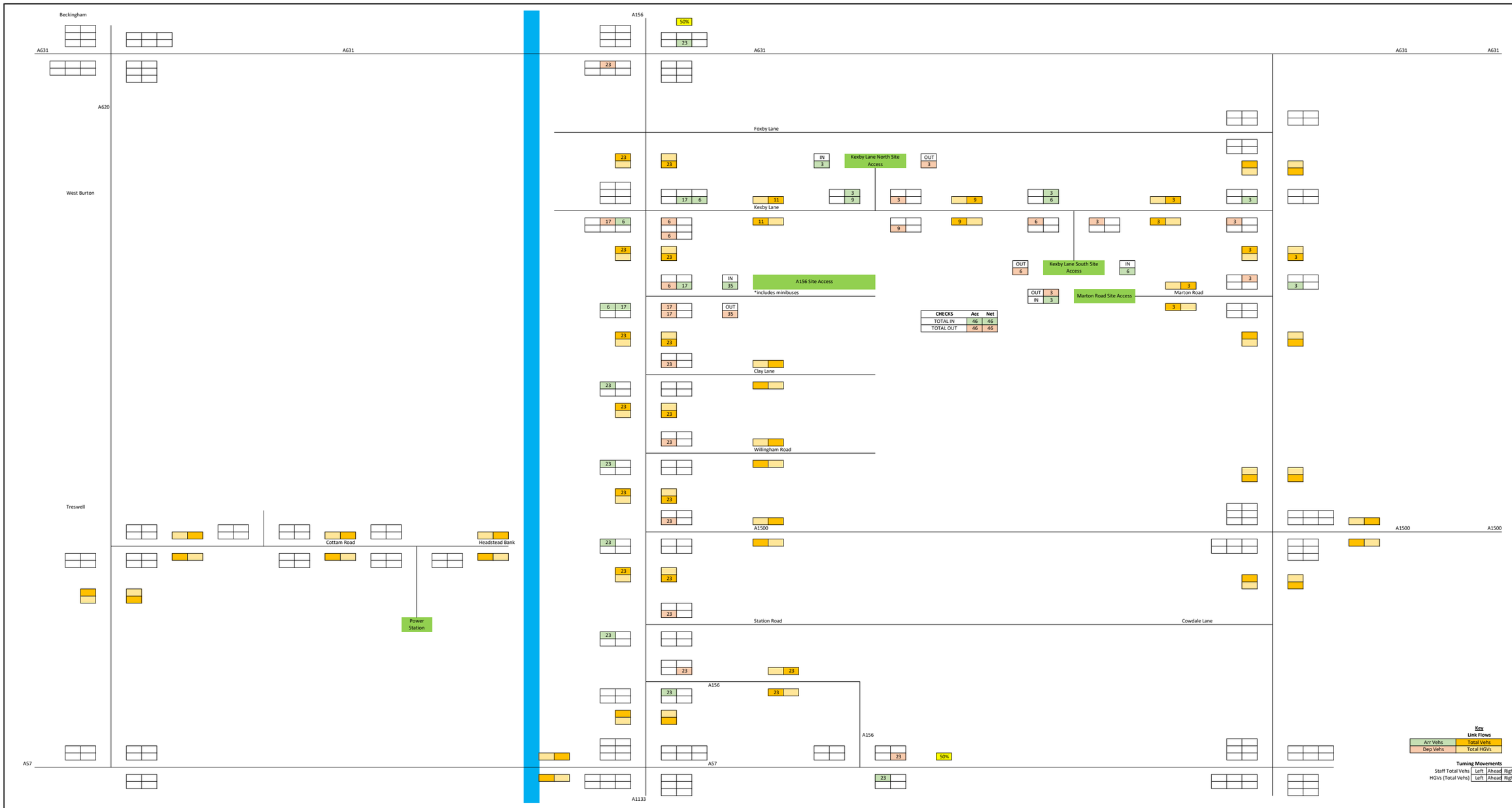
Energy Park: Peak Daily Construction Staff Vehicles Trip Generation

AECOM House
63 - 77 Victoria Street
St Albans, Herts AL1 3ER

Tel: +44 (0)1727 535000

Design	CC	Calcs	CC
Checked	CB	App'd	MW
Date	Sep 2022	Scale	Not to Scale

Drawing **Figure 26** Rev A



Client:

Gate Burton Energy Park Limited

Project:

Gate Burton Energy Park

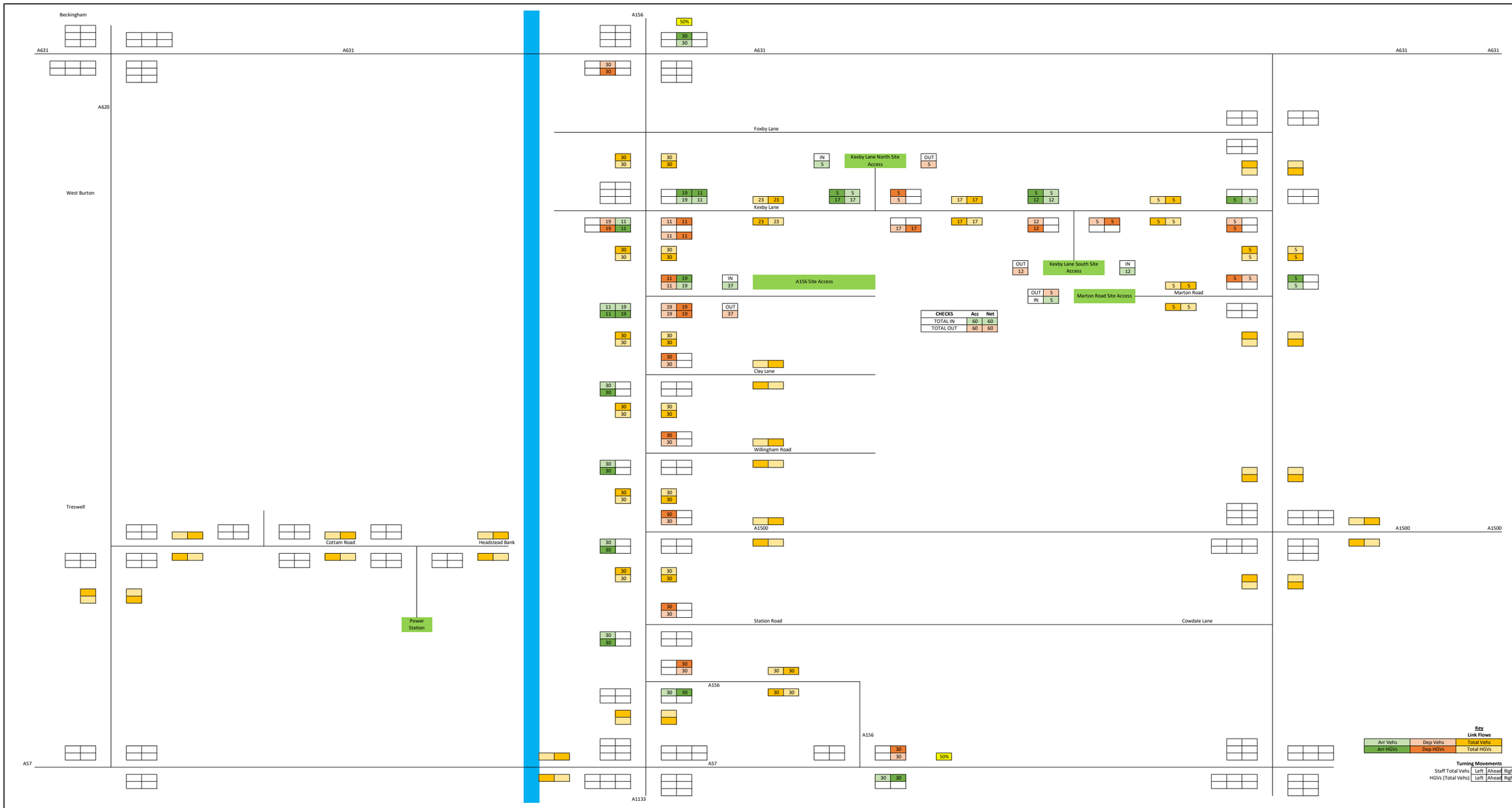
Energy Park: Peak Daily LGV Trip Generation

AECOM House
63 - 77 Victoria Street
St Albans, Herts AL1 3ER

Tel: +44 (0)1727 535000

Design	CC	Calcs	CC
Checked	CB	App'd	MW
Date	Sep 2022	Scale	Not to Scale

Drawing **Figure 27** Rev A



Client:

Gate Burton Energy Park Limited

Project:

Gate Burton Energy Park

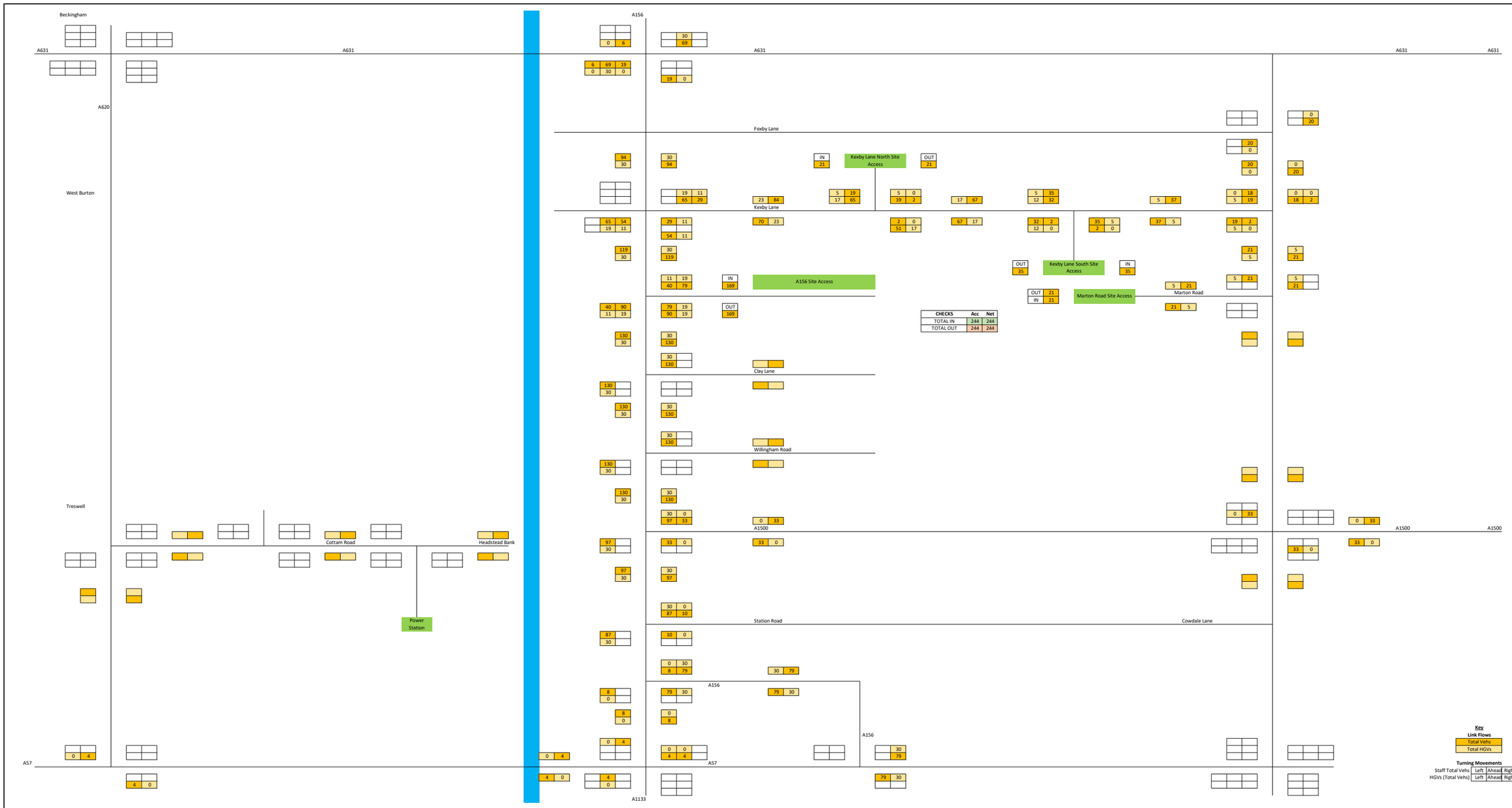
Energy Park: Peak Daily LGV Trip Generation

AECOM House
63 - 77 Victoria Street
St Albans, Herts AL1 3ER

Tel: +44 (0)1727 535000

Design	CC	Calcs	CC
Checked	CB	App'd	MW
Date	Sep 2022	Scale	Not to Scale

Drawing **Figure 28** Rev A



Client:

Gate Burton Energy Park Limited

Project:

Gate Burton Energy Park

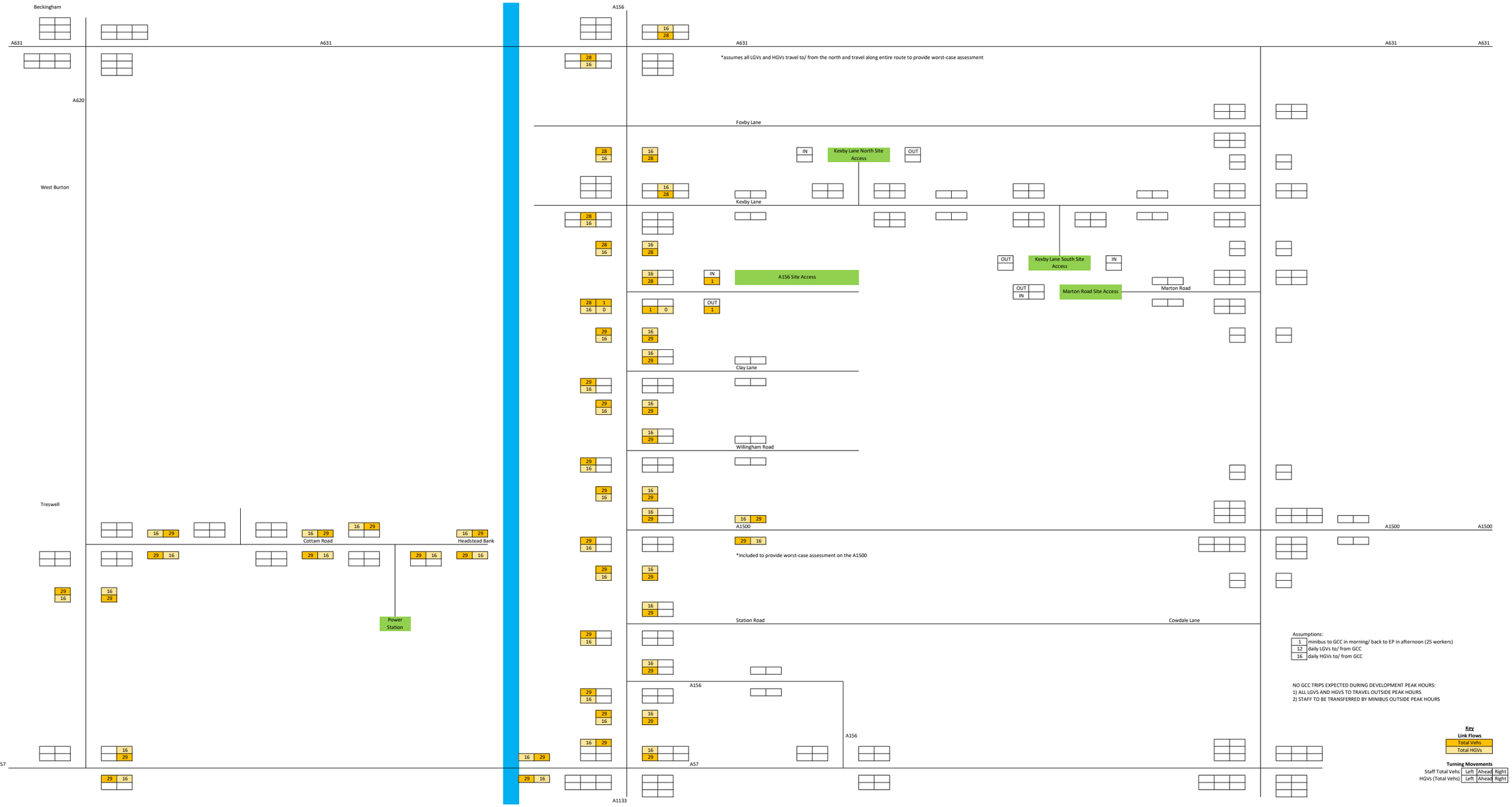
Energy Park: Peak Daily Construction Staff Vehicles Trip Generation

AECOM House
63 - 77 Victoria Street
St Albans, Herts AL1 3ER

Tel: +44 (0)1727 535000

Design	CC	Calcs	CC
Checked	CB	App'd	MW
Date	Sep 2022	Scale	Not to Scale

Drawing **Figure 29** Rev A



Assumptions:

1	minibus to GCC in morning/ back to EP in afternoon (25 workers)
12	daily LGVs to/ from GCC
16	daily HGVs to/ from GCC

NO GCC TRIPS EXPECTED DURING DEVELOPMENT PEAK HOURS:
1) ALL LGVS AND HGVS TO TRAVEL OUTSIDE PEAK HOURS
2) STAFF TO BE TRANSFERRED BY MINIBUS OUTSIDE PEAK HOURS

Key

Link Flows

Total Vehs
Total HGVs

Turning Movements

Staff Total Vehs	Left	Ahead	Right
HGVs (Total Vehs)	Left	Ahead	Right

Client: **Gate Burton Energy Park Limited**

Project: **Gate Burton Energy Park**

Grid Connection Corridor: Peak Daily Construction Vehicles Trip Generation

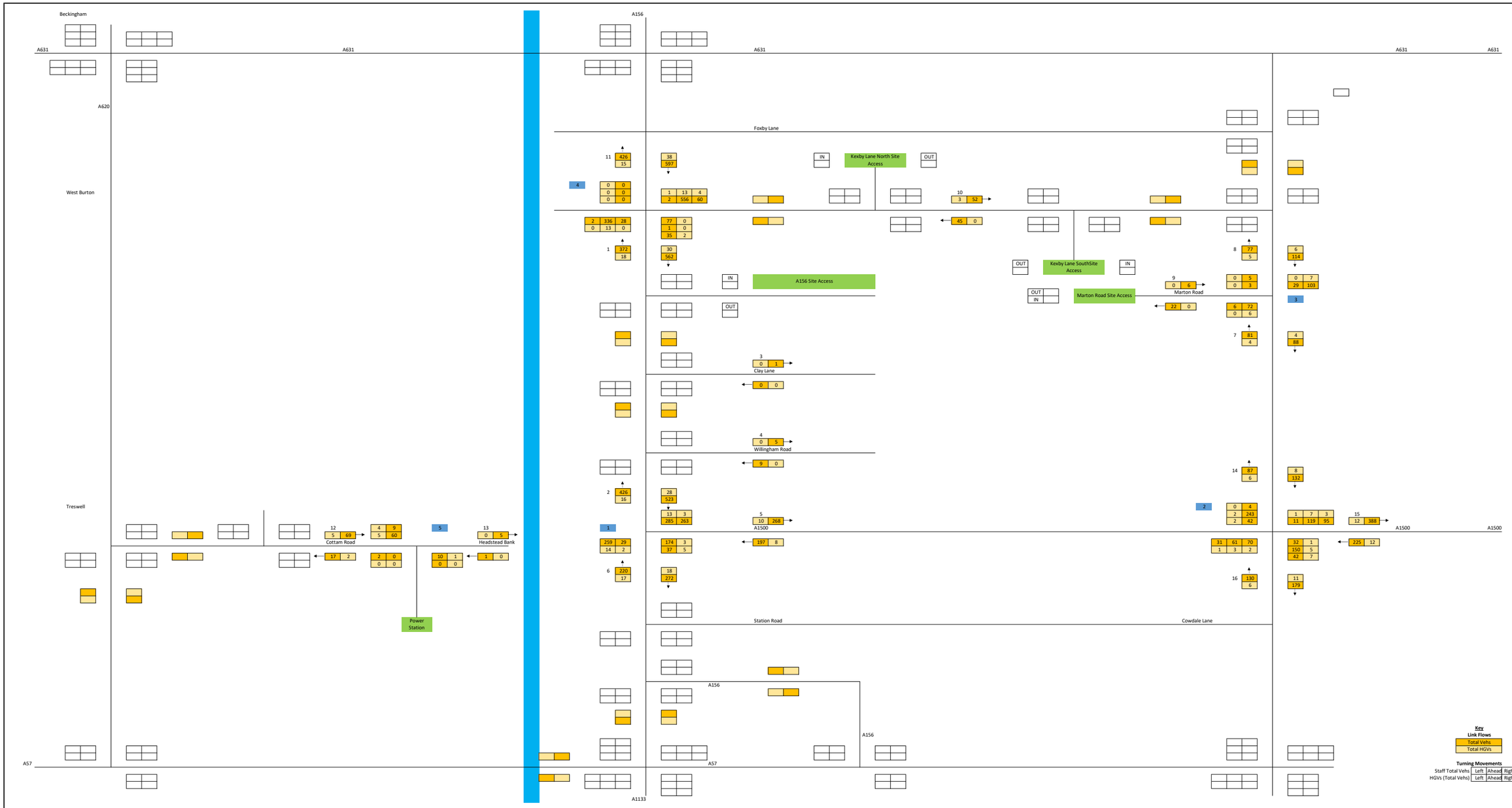
AECOM House
63 - 77 Victoria Street
St Albans, Herts AL1 3ER

Tel: +44 (0)1727 535000 [redacted]

Design	CC	Calcs	CC
Checked	CB	App'd	MW
Date	Sep 2022	Scale	Not to Scale

Drawing: **Figure 30**

Rev A



Client:

Gate Burton Energy Park Limited

Project:

Gate Burton Energy Park

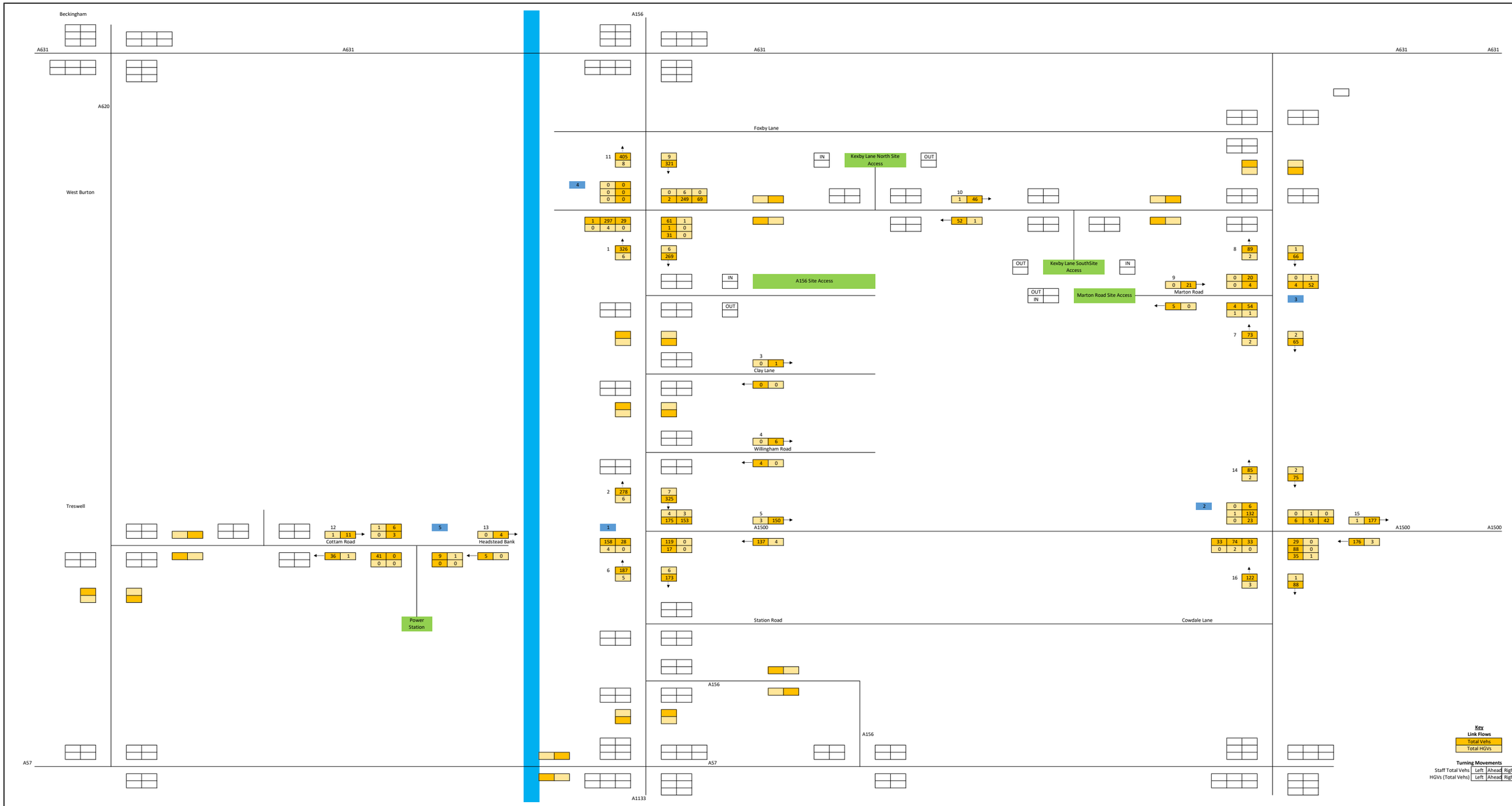
Energy Park: 2026 Baseline Flows + Dev - AM 0700-0800

AECOM House
63 - 77 Victoria Street
St Albans, Herts AL1 3ER

Tel: +44 (0)1727 535000

Design	CC	Calcs	CC
Checked	CB	App'd	MW
Date	Sep 2022	Scale	Not to Scale

Drawing **Figure 31** Rev A



Client:

Gate Burton Energy Park Limited

Project:

Gate Burton Energy Park

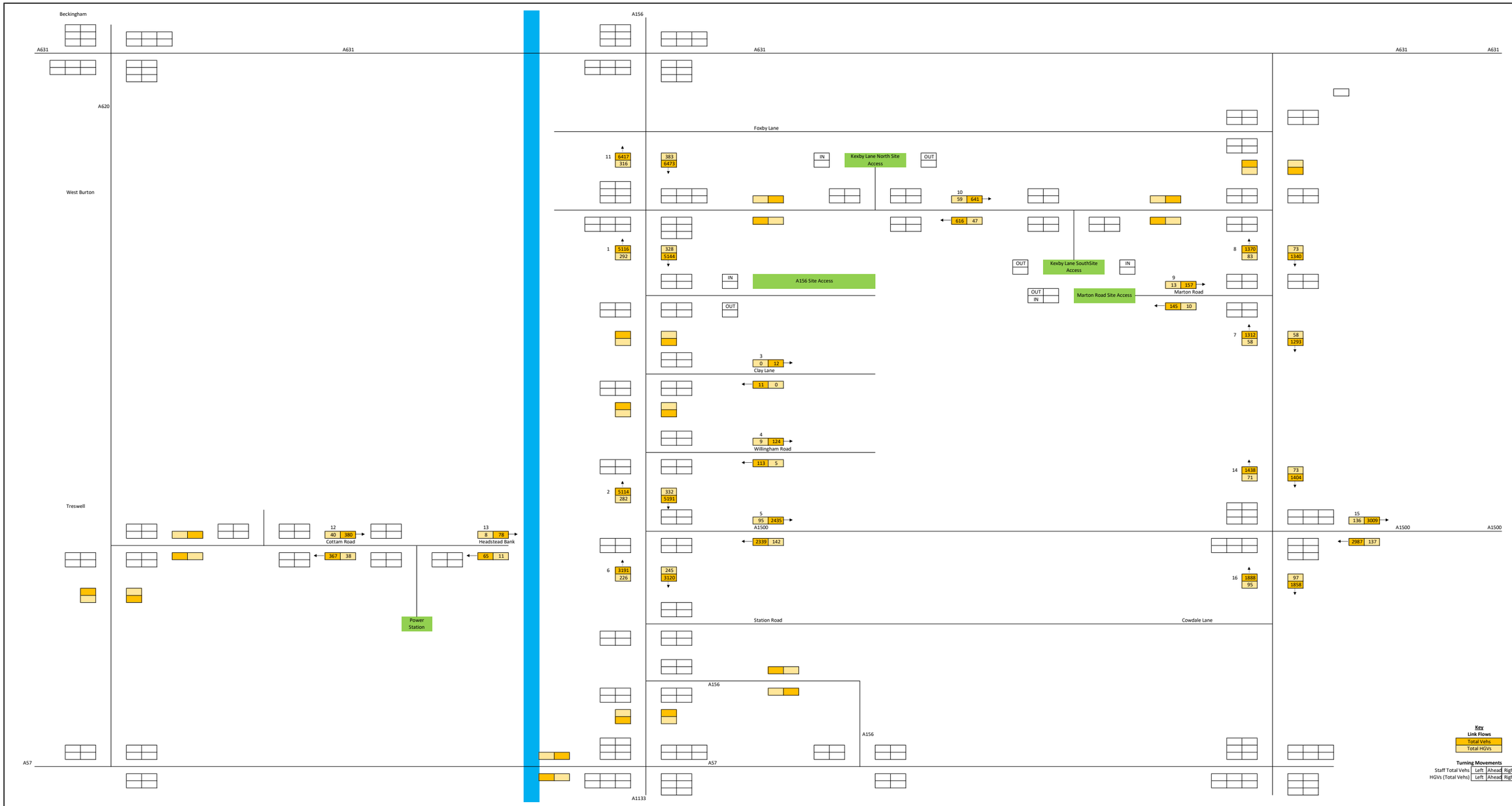
Energy Park: 2026 Baseline Flows + Dev - PM 1800-1900

AECOM House
63 - 77 Victoria Street
St Albans, Herts AL1 3ER

Tel: +44 (0)1727 535000

Design	CC	Calcs	CC
Checked	CB	App'd	MW
Date	Sep 2022	Scale	Not to Scale

Drawing **Figure 32** Rev A



Key

Link Flows

Total Vehs
Total HGVs

Turning Movements

Staff Total Vehs	Left	Ahead	Right
HGVs (Total Vehs)	Left	Ahead	Right

Client: **Gate Burton Energy Park Limited**

Project: **Gate Burton Energy Park**

Energy Park: 2026 Baseline Flows + Dev - 24 Hour Average Weekday

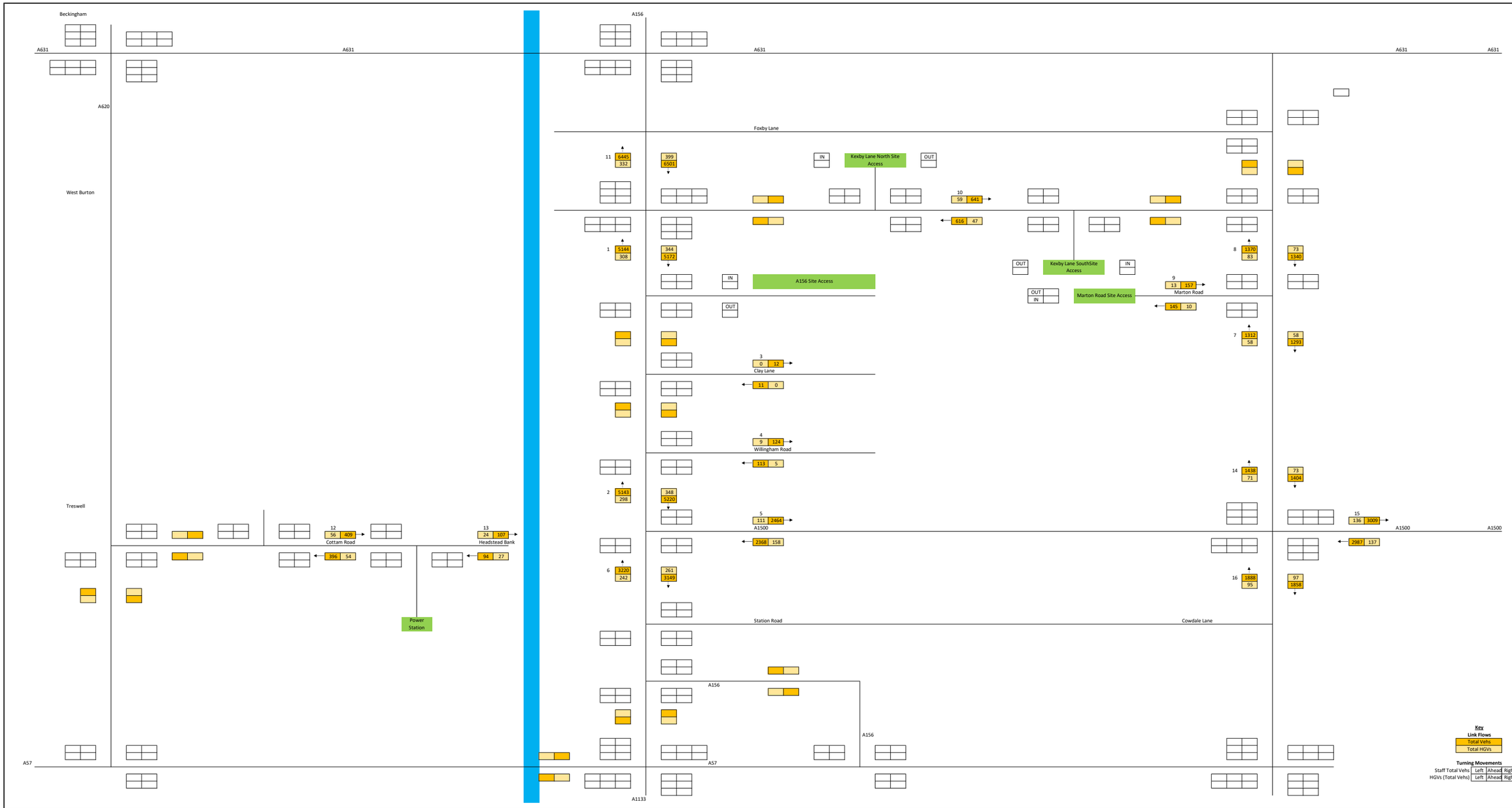
AECOM House
63 - 77 Victoria Street
St Albans, Herts AL1 3ER

Tel: +44 (0)1727 535000

Design	CC	Calcs	CC
Checked	CB	App'd	MW
Date	Sep 2022	Scale	Not to Scale

Drawing: **Figure 33**

Rev A



Client:

Gate Burton Energy Park Limited

Project:

Gate Burton Energy Park

Energy Park and GCC: 2026 Baseline Flows + Dev - 24 Hour Average Weekday

AECOM

AECOM House
63 - 77 Victoria Street
St Albans, Herts AL1 3ER

Tel: +44 (0)1727 535000

Design	CC	Calcs	CC
Checked	CB	App'd	MW
Date	Sep 2022	Scale	Not to Scale

Drawing **Figure 34** Rev A

Annex B. PIC Data

The Lincolnshire Road Safety Partnership

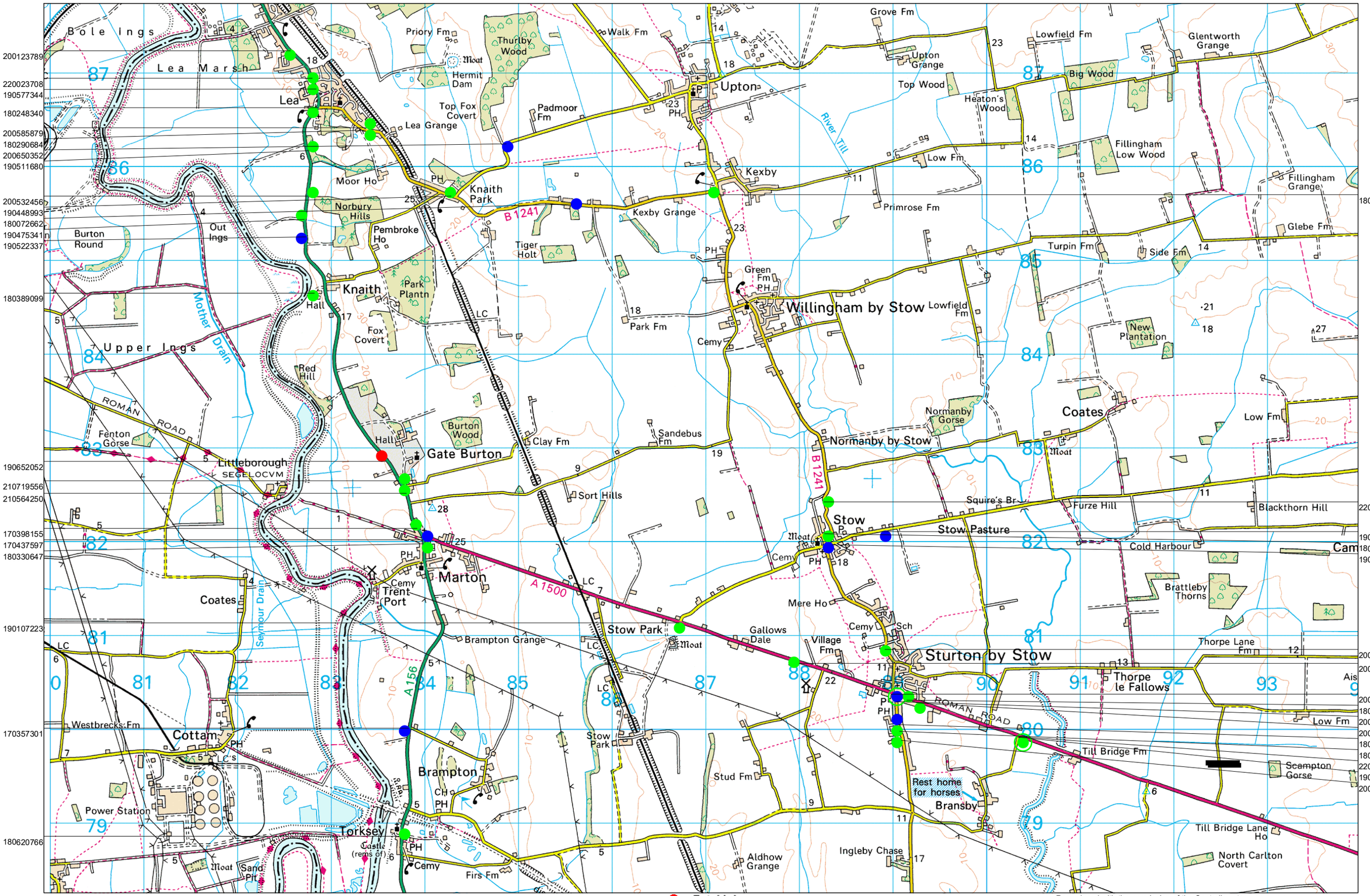
Gate Burton Area - 5 Years (to 31/07/2022) Injury Collisions

Staying Alive! Lincolnshire Road Safety Partnership

Date Printed : 12/08/2022

THINK! Road Safety

DataDate : 31/07/2022



LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200123789

Road Number : A156 GRID REF: 482565,387236 SPEED LIMIT: 40
Road 2 Number : D

PARISH : LEA DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight
POLICE DIVISION : West

LOCATION : JUNCTION OF LANSDALL AVE

DESCRIPTION : V1 HAS FAILED FAILED TO NOTICE THAT THE V2 WAS STATIONARY AWAITING TO TURN RIGHT. VEH1 COLLIEDED INTO REAR OF V2

DATE : 04/03/2020 - Wednesday 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: 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 Very Likely Failed to look properly
3.
4.
5.
6.

VEHICLES:

1 Goods vehicle 7.5 tonnes mgw and over Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 52 Breath Test: Driver not contcted at time
2 Car Waiting to turn Right North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 19 Breath Test: Negative

CASUALTIES:

1 Driver 19 Female Slight In Vehicle 2

DATE PRINTED: 12/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

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

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

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

DATE PRINTED: 12/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

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 Ovrtkg 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

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

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 220023708

Road Number : A156 GRID REF: 482799,386944 SPEED LIMIT: 40
Road 2 Number :

PARISH : LEA DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight
POLICE DIVISION : West

LOCATION : LEA ROAD, MAIN ROAD LEADING INTO GAINSBOROUGH

DESCRIPTION : VEH 1 TRAVELLING TOWARDS LINCOLN ON LEA ROAD GAINSBOROUGH. DRIVER ATTEMPTED TO TURN RIGHT INTO A DRIVEWAY OF A HOUSE HE WAS VIEWING AND COLLIDED WITH VEH 2 TRAVELLING IN THE OPPOSITE DIRECTION. HEAD ON COLLISION CAUSING VEH 1 TO SPIN 180 DEGREES.

DATE : 13/01/2022 - Thursday TIME: 1248

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 4

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 Dazzling sun
2.V1 Possible Failed to look properly
3.
4.
5.
6.

VEHICLES:

1 Car Turning Right North West To South West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 43 Breath Test: Negative
2 Car Going ahead South East To North West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 34 Breath Test: Negative

CASUALTIES:

1 Driver 34 Male Slight In Vehicle 2
2 Driver 43 Male Slight In Vehicle 1
3 Veh Passenger 51 Female Slight In Vehicle 2
4 Veh Passenger 27 Female Slight In Vehicle 2

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

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 NEARSIDE 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 rght 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

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180290684

Road Number : D GRID REF: 483366,386389 SPEED LIMIT: 30
Road 2 Number : B1241

PARISH : LEA DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight
POLICE DIVISION : West

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

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

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 THE 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

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

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200650352

Road Number : C202 GRID REF: 484869,386242 SPEED LIMIT: 60
Road 2 Number :

PARISH : UPTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : PADMOOR LANE , ON BEND BETWEEN UPTON AND KNAITH PARK

DESCRIPTION : DRIVER OF VEH HAS FLIPPED VEH ON A WET ROAD AND ENDED UP IN A DITCH

DATE : 06/12/2020 - Sunday TIME: 201

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 : 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.
2.
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead left hand bend East To West Overturned Driver: Male 24 Breath Test: Driver not contcted at time

CASUALTIES:

1 Driver 24 Male Serious In Vehicle 1

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:

1 Driver 76 Female Slight In Vehicle 1

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170398155

Road Number : A156 GRID REF: 483919,382140 SPEED LIMIT: 30
Road 2 Number :

PARISH : MARTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : JUST BEFORE THE JUNCTION WITH A1500, HIGH STREET, GAINSBOROUGH

DESCRIPTION : THE VEHICLES INVOLVED WERE TRAVELLING IN A LINE OF MOVING TRAFFIC AT BETWEEN 20 AND 25MPH. V2 HAD CAUSE TO STOP SUDDENLY. V1 WAS UNABLE TO STOP IN TIME AND IMPACTED WITH THE REAR OF V2. THE AIR BAG OF V1 DID NOT DEPLOY. DRIVER OF V1 SUFFERED A MINOR BUMP TO THE HEAD FROM THE SUN SCREEN AND A SORE CHEST FROM THE SEAT BELT.

DATE : 14/09/2017 - Thursday TIME: 845

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 Failed to judge other person's path or speed
2.
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 52 Breath Test: Not Requested
2 Goods Vehicle - unknown weight Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male Breath Test: Not Requested

CASUALTIES:

1 Driver 52 Female Slight In Vehicle 1

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

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

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 Ovrtkg 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

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

DATE PRINTED: 12/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

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

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

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

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

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

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170357301

Road Number : A156 GRID REF: 483826,380008 SPEED LIMIT: 60
Road 2 Number : D

PARISH : BRAMPTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : JUNCTION WITH BRAMPTON LANE

DESCRIPTION : VEHICLE 1 WAS SLOWING TO ALLOW A VAN TO TURN RIGHT ONTO BRAMPTON LANE. WHILST BRAKING WEHICLE 2 HAS COLIDED WITH THE REAR OF VEHICLE 1, KNOCKING THE RIDER TO THE FLOOR. VEHICLE 2 HAS INITIALLY STOPPED BEFORE DRIVING OFF WITHOUT EXCHINAGING DETAILS.

DATE : 06/08/2017 - Sunday TIME: 1440

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Junction more than four arms (not RAB)
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 Motorcycle over 500cc (Combination before 2004) Stopping South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 33 Breath Test: Not Requested
2 Car Stopping South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female Breath Test: Not Requested

CASUALTIES:

1 Driver 33 Male Serious In Vehicle 1

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190107223

Road Number : A1500 GRID REF: 486716,381131 SPEED LIMIT: 60
Road 2 Number : C213

PARISH : STOW DIVISION: DISTRICT: West Lindsey

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

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

DATE PRINTED: 12/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

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

DATE PRINTED: 12/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

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

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

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180195796

Road Number : B1241 GRID REF: 489068,379973 SPEED LIMIT: 30
Road 2 Number :

PARISH : STURTON BY STOW DIVISION: DISTRICT: West Lindsey

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

LOCATION : OUTSIDE 37 SAXILBY ROAD

DESCRIPTION : APPARENTLY VEHICLE 01 HAS BEEN TRAVELING DOWN SAXILBY ROAD. HE HAS HIT A VAN PARKED ALONG THE ROAD SIDE. DRIVER OF VEHICLE 1 HAS SLIGHT INJURY WHICH INCLUDES BRUISING TO THE CHEST REGION.

DATE : 30/04/2018 - Monday TIME: 2205

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 Failed to look properly
2.
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 75 Breath Test: Not Requested
2 Goods Vehicle - unknown weight Parked Parked To Parked No Skdng /Jck-Knfg /Ovrtrng Driver: Male 25 Breath Test: Not Requested

CASUALTIES:

1 Driver 75 Male Slight In Vehicle 1

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180372951

Road Number : B1241 GRID REF: 489056,380045 SPEED LIMIT: 30
Road 2 Number :

PARISH : STURTON BY STOW DIVISION: DISTRICT: West Lindsey

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

LOCATION : 54 SAXILBY ROAD, STURTON BY STOE

DESCRIPTION : V1 HAS DRIVEN IN TO THE REAR OF V2 WHICH WAS PARKED AT THE SIDE OF THE ROAD WAITING TO REVERSE.

DATE : 06/08/2018 - Monday TIME: 1525

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 4

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

VEHICLES:

1 Car Ovrtkg stry Veh on offside East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 88 Breath Test: Not Requested
2 Car Waitng to go ahead, held up West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 58 Breath Test: Not Requested

CASUALTIES:

1 Driver 88 Male Serious In Vehicle 1
2 Veh Passenger 84 Female Serious In Vehicle 1
3 Veh Passenger 11 Female Slight In Vehicle 2
4 Veh Passenger 6 Female Slight In Vehicle 2

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

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

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

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

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200578910

Road Number : B1241 GRID REF: 489089,379878 SPEED LIMIT: 60
Road 2 Number :

PARISH : STURTON BY STOW DIVISION: DISTRICT: West Lindsey

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

LOCATION : RURAL ROAD

DESCRIPTION : VEH 1 HAS DRIVEN INTO THE REAR OF VEH 2 CAUSING VEH 2 TO GO INTO THE BACK OF VEH 3. VEH 1 HAS DRIVEN OFF FROM THE SCENE.

DATE : 02/11/2020 - Monday TIME: 1100

NUMBER OF VEHICLES : 3
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? 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 North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Not known 40 Breath Test: Not Requested
2 Car Waitng to go ahead, held up North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 75 Breath Test: Not Requested
3 Goods vehicle 3.5 tonnes mgw and under Waiting to turn Right North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Not known 40 Breath Test: Not Requested

CASUALTIES:

1 Veh Passenger 76 Female Slight In Vehicle 2

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 Ovrtkg 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

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

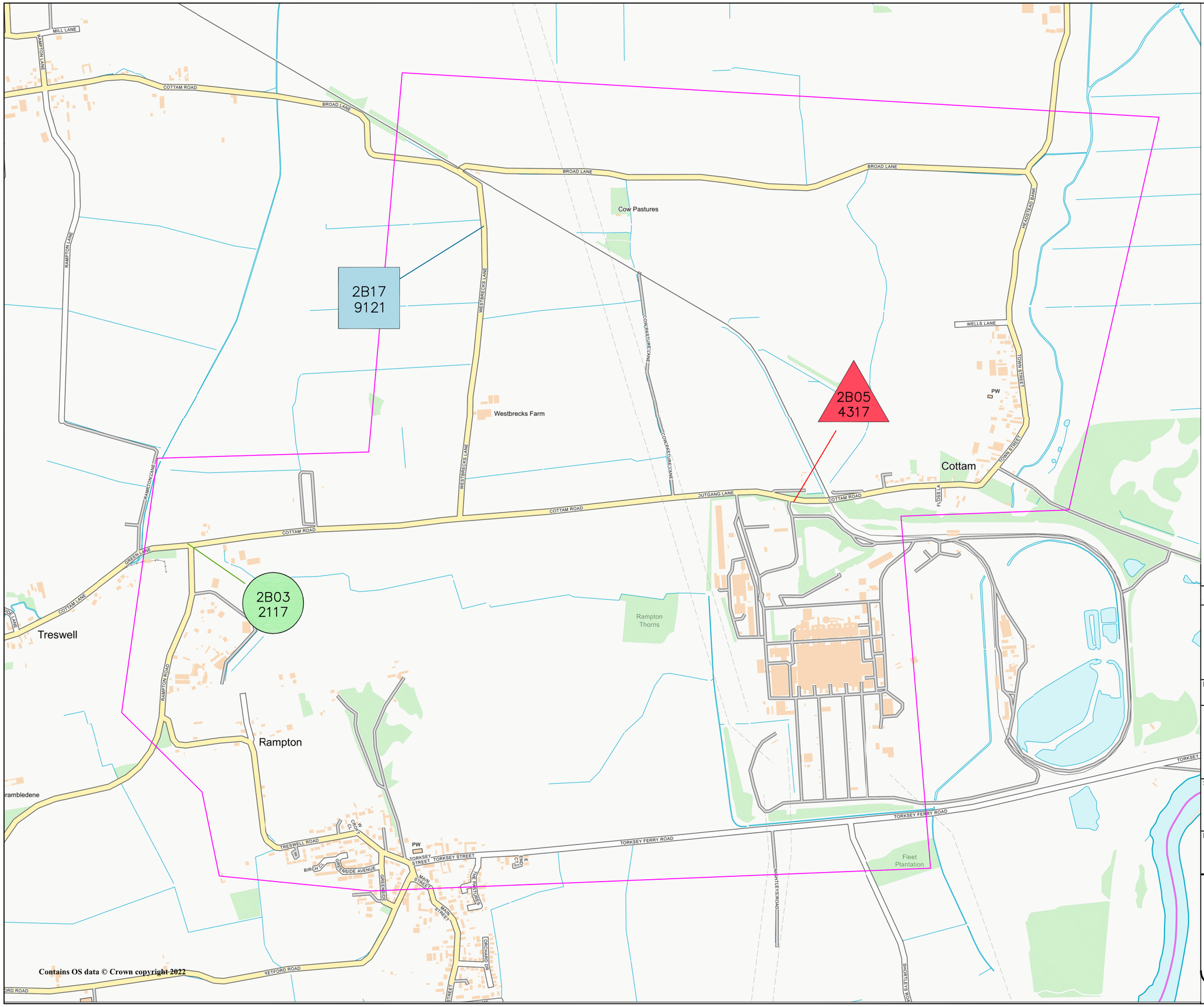
1.V1 Possible Dazzling sun
2.V1 Possible Uncorrected, defective eyesight
3.V2 Possible Exceeding speed limit
4.V2 Possible Distraction in vehicle
5.
6.

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



Key

64 2B21 0616 — Slight

P 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	Ch'kd	Auth	Date

COTTAM AREA

Property No.	Project No.
	DR4736

Title: ACCIDENT SEVERITIES 1/1/17 TO 30/4/22+

Scale	Drawn	Date
N.T.S.	S J Taylor	Aug 22
	Ch'kd	Date
	Auth / Traced	

Drawing No. DR4736/Sevplot Rev

via
www.vlaem.co.uk | Tel 01623 873873
Bilsthorpe Depot, Bilsthorpe Business Park,
Bilsthorpe,Nottinghamshire NG22 8ST

Accident Details Report

Cottam area 1/1/17 to 30/4/22+

Total number of reports = **3**

Total number of pages (including this page) = **5**

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	**Accident Details**	VRUs	Grid Reference 479198 / 379587
SEVERITY **SLIGHT**	Ref.No 2B032117			Police Officer Attend: Yes

Date	26/02/2017	Day Sunday	ROAD U
Time	22:20		LOCATION Unclassified Road COTTAM ROAD, at its Junction with Unclassified Road RAMPTON ROAD, TRESWELL
Weather	Fine		
Road Surface	Dry		
Street Lighting	Dark/no lights		

SITE DETAILS	
Speed Limit	30 MPH
Carriageway	Single c'way
Lane markings	Centre/hazard line
Junction Detail	T or Staggered junction
Junction Control	Give way sign or uncontrolled
2nd Road Number	U
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 1

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead other
Direction from South to North 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? Left c'way straight ahead at junction
Hit object in c'way? None
Hit object off c'way? Entered ditch
First point of impact Front
Drivers age 20 yrs Sex Female Other veh.hit (ref.) 0 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Commuting to/from work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity **SLIGHT** Age 20 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 2	District Bassetlaw	Accident Details	VRUs	Grid Reference 481185 / 379725
SEVERITY FATAL	Ref.No 2B054317			Police Officer Attend: Yes

Date	15/04/2017	Day Saturday	ROAD U
Time	23:50		LOCATION Unclassified Road OUTGANG LANE BEND, 450 metres east of COW PASTURE LANE, TRESWELL
Weather	Fine		
Road Surface	Dry		
Street Lighting	Dark/no lights		

SITE DETAILS	
Speed Limit	60 MPH
Carriageway	Single c'way
Lane markings	Centre/hazard line
Junction Detail	Not at or within 20m of junction
Junction Control	
2nd Road Number	
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 1

Veh.No.	1	Vehicle type	Car		
Manoeuvre	Going ahead left hand bend				
Direction from	West to East		Towing?	No	
Skidded	Yes & Overturned				
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 Offside				
Hit object in c'way?	Kerb				
Hit object off c'way?	Tree				
First point of impact	Front				
Drivers age	22 yrs	Sex	Male	Other veh.hit (ref.) 0	Hit and run No
Foreign vehicle	Not foreign				Breath test Not provided
Journey purpose					

CASUALTIES INVOLVED 5

Cas No	1	Cas Class	Passenger	Veh ref No	1
Severity	SERIOUS	Age	18 yrs	Sex	Male
Car Passenger?	Front	PSV Passenger?	No		
Ped Movement	Not a pedestrian				
Ped location	Not a pedestrian				
Ped Direction to	Not a pedestrian				
School Pupil	Other				
Roadworker injured	No				

Cas No	2	Cas Class	Passenger	Veh ref No	1
Severity	SERIOUS	Age	21 yrs	Sex	Male
Car Passenger?	Rear	PSV Passenger?	No		
Ped Movement	Not a pedestrian				
Ped location	Not a pedestrian				
Ped Direction to	Not a pedestrian				
School Pupil	Other				
Roadworker injured	No				

Cas No	3	Cas Class	Passenger	Veh ref No	1
Severity	SLIGHT	Age	17 yrs	Sex	Male
Car Passenger?	Rear	PSV Passenger?	No		
Ped Movement	Not a pedestrian				
Ped location	Not a pedestrian				
Ped Direction to	Not a pedestrian				
School Pupil	Other				
Roadworker injured	No				

Cas No	4	Cas Class	Passenger	Veh ref No	1
Severity	**SLIGHT**	Age	23 yrs	Sex	Male
Car Passenger?	Rear	PSV Passenger?	No		
Ped Movement	Not a pedestrian				
Ped location	Not a pedestrian				
Ped Direction to	Not a pedestrian				
School Pupil	Other				
Roadworker injured	No				

Cas No	5	Cas Class	Driver or Rider	Veh ref No	1
Severity	**FATAL**	Age	22 yrs	Sex	Male
Car Passenger?	No	PSV Passenger?	No		
Ped Movement	Not a pedestrian				
Ped location	Not a pedestrian				
Ped Direction to	Not a pedestrian				
School Pupil	Other				
Roadworker injured	No				

No. 3	District Bassetlaw	Accident Details	VRUs	Grid Reference 480168 / 380628
SEVERITY **SERIOUS**	Ref.No 2B179121		**Pedal Cycle**	Police Officer Attend: Yes

Date 25/11/2021 Day Thursday
Time 17:01
Weather Fine Wind
Road Surface Wet
Street Lighting Dark/no lights

ROAD U

LOCATION U/C WESTBRECKS LANE, 131 metres southeast of BROAD LANE, SOUTH LEVERTON

SITE DETAILS

Speed Limit 50 MPH
Carriageway Single c'way
Lane markings Centre/hazard line
Junction Detail Not at or within 20m of junction
Junction Control
2nd Road Number
Pedestrian Facilities No Human control within 50m
and No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead other
Direction from South to North 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? Did not leave c'way
Hit object in c'way? None
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

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity **SERIOUS** Age 51 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Annex C. Construction Vehicle Trip Attraction (Solar and Energy Storage Park)

Solar and Energy Storage Park - Trip Generation - Construction Staff

Peak Trip Generation

400	Peak construction staff per day (persons)

Construction Staff Vehicle Split

55%	mini-bus from local areas
45%	Vehicles

Construction Staff Average Car Occupancy

1.30

Construction Staff Mode Share

55%	Mini-Bus
35%	Car Driver
10%	Car Passenger
100%	**Total**

Construction Staff Trip Generation (Persons)

220	Mini-Bus Passengers
138	Car Driver / Vehs
42	Car Passenger
400	Total

Construction Staff Mini-Bus Size

50	persons per shuttle/ coach

Construction Staff Trip Generation (Vehicles)

8	Mini-Bus (vehicles)
138	Car Driver (vehicles)

Construction Staff Trip Generation per Access (Vehicles)

70%	A156	97
9%	Kexby Lane North	12
12%	Kexby Lane South	17
9%	Marton Road (Willingham by Stow)	12
100%	**TOTAL**	**138**

A631(E) -> A156(N)	A159(N) -> A156(N)	A631(W) -> A156(N)	Kexby Ln(W) -> A156(N)	A57(E) -> A156(S)	A1133(S) -> A156(S)	A57(W) -> A156(S)	A1500(W) - > A156(S)	A156(S) Local
13.6%	11.8%	4.2%	14.7%	18.9%	3.0%	2.7%	23.8%	7.3%
13	11	4	14	18	3	3	23	7
1.7	1.5	0.5	1.8	2.4	0.4	0.3	3.0	0.9
2	2	1	2	3	1	0	4	1
2	1	1	2	2	0	0	3	1
19	**16**	**6**	**20**	**26**	**4**	**4**	**33**	**10**
0	0	0	0	0	0	0	0	0

Energy Park Staff Trip Generation by Access

97	A156 Main Access
12	Kexby Lane North
17	Kexby Lane South
12	Marton Road (Willingham by Stow)
138	**Total**

Staff Distribution onto Local Highway

based on 2011 census data for car/van drivers (WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level))

44%	**A156 North of main site access**	
56%	**A156 South of main site access**	
14%	A631 East	A631(E) -> A156(N)
4%	A631 West	A631(W) -> A156(N)
12%	A156 north of A631	A159(N) -> A156(N)
15%	Upton Road (local highway network)	Kexby Ln(W) -> A156(N)
24%	A1500	A1500(W) -> A156(S)
19%	A57 East	A57(E) -> A156(S)
3%	A57 West	A57(W) -> A156(S)
7%	Cowdale Lane	A156(S) Local
3%	A1133	A1133(S) -> A156(S)

Staff Assignment onto Local Highway

43	Main Site Access: A156 (north of Lea)
54	Main Site Access: A156 (south of A1500)
6	Kexby Lane (North) Site Access: A156 (North)
7	Kexby Lane (North) Site Access: A156 (South)
7	Kexby Lane (South) Site Access: A156 (North)
9	Kexby Lane (South) Site Access: A156 (South)
6	Marton Road Site Access: (A156 (North)
7	Marton Road Site Access: (A156 (South)

Solar and Energy Storage Park - Trip Generation - LGVs

Energy Park Peak Daily LGVs (vehicles)

30

Energy Park LGV Split per Access		Total LGV	North	South	North	South	Total LGV
62%	A156	19	9	9			
9%	Kexby Lane North	3	1	1			
20%	Kexby Lane South	6	3	3	6	6	11
9%	Marton Road (Willingham by Stow)	3	1	1			

Minibus

16	Vehicles

Energy Park LGV Daily Trip Generation by Access

34.6	A156
2.7	Kexby Lane North
6.0	Kexby Lane South
2.7	Marton Road (Willingham by Stow)

Energy Park LGV Distribution on Local Highway Network

50%	A156 North (north of Lea)
50%	A156 South (south of A1500)

LGV Assignment onto Local Highway (LGVs + Minibus)

17	Main Site Access: A156 (north of Lea)
17	Main Site Access: A156 (south of A1500)
1	Kexby Lane (North) Site Access: A156 (North)
1	Kexby Lane (North) Site Access: A156 (South)
3	Kexby Lane (South) Site Access: A156 (North)
3	Kexby Lane (South) Site Access: A156 (South)
1	Marton Road Site Access: (A156 (North)
1	Marton Road Site Access: (A156 (South)

Solar and Energy Storage Park - Trip Generation - HGVs

Energy Park Peak Daily HGVs (vehicles)

60

Energy Park HGV Split per Access		**Total HGV**	**North**	**South**	**North**	**South**	**Total LGV**
62%	A156	37	19	19			
9%	Kexby Lane North	5	3	3			
20%	Kexby Lane South	12	6	6	11	11	23
9%	Marton Road (Willingham by Stow)	5	3	3			

Energy Park HGV Trip Generation by Access

37.2	A156
5.4	Kexby Lane North
12.0	Kexby Lane South
5.4	Marton Road (Willingham by Stow)

Energy Park LGV Distribution on Local Highway Network

50%	A156 North
50%	A156 South

HGV Assignment onto Local Highway

19	Main Site Access: A156 (north of Lea)
19	Main Site Access: A156 (south of A1500)
3	Kexby Lane (North) Site Access: A156 (North)
3	Kexby Lane (North) Site Access: A156 (South)
6	Kexby Lane (South) Site Access: A156 (North)
6	Kexby Lane (South) Site Access: A156 (South)
3	Marton Road Site Access: (A156 (North)
3	Marton Road Site Access: (A156 (South)

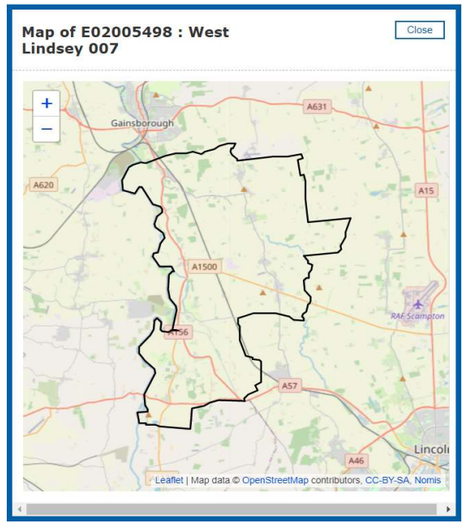
Annex D. Census Distribution

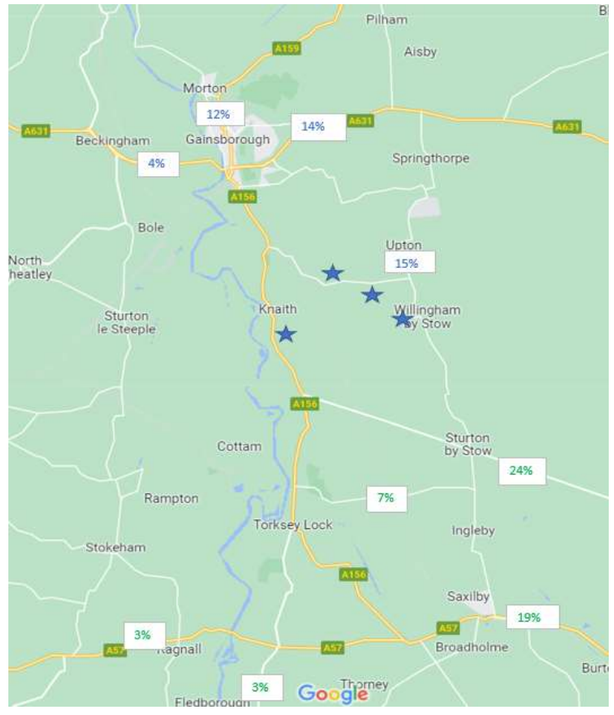
WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
method of travel to work	Driving a car or van

usual residence	place of work		Distribution to main site access on A156									
	E02005498 : West Lindsey 007	Cumulative %	A631(E) -> A156(N)	A159(N) -> A156(N)	A631(W) -> A156(N)	Kexby Ln(W) -> A156(N)	A57(E) -> A156(S)	A1133(S) -> A156(S)	A57(W) -> A156(S)	A1500(W) -> A156(S)	A156(S) Local	
E02005498 : West Lindsey 007	194	28.9%				50%				25%	25%	
Lincoln	83	41.2%					75%			25%		
North Kesteven	57	49.7%					75%			25%		
E02005495 : West Lindsey 004	43	56.1%		100%								*Gainsborough
E02005500 : West Lindsey 009	40	62.1%					50%			50%		
E02005493 : West Lindsey 002	35	67.3%		100%								
E02005496 : West Lindsey 005	31	71.9%	100%									
E02005497 : West Lindsey 006	29	76.2%	100%									*Gainsborough
Newark and Sherwood	20	79.2%						100%				
North Lincolnshire	18	81.8%	100%									
E02005501 : West Lindsey 010	17	84.4%								100%		
E02005836 : Bassetlaw 002	16	86.8%			100%							
E02005849 : Bassetlaw 015	14	88.8%							100%			
E02005499 : West Lindsey 008	14	90.9%								100%		
E02005492 : West Lindsey 001	8	92.1%	100%									
E02005494 : West Lindsey 003	8	93.3%								100%		
East Lindsey	8	94.5%								100%		
E02005502 : West Lindsey 011	7	95.5%								100%		
E02005837 : Bassetlaw 003	4	96.1%			100%							
E02005838 : Bassetlaw 004	3	96.6%			100%							
Doncaster	3	97.0%			100%							
E02005842 : Bassetlaw 008	2	97.3%			100%							
E02005846 : Bassetlaw 012	2	97.6%							100%			
Mansfield	2	97.9%							100%			
East Riding of Yorkshire	2	98.2%	100%									
North East Lincolnshire	2	98.5%	100%									
Total	**672**	**662**	**90**	**78**	**28**	**97**	**125**	**20**	**18**	**158**	**49**	
*excludes areas with <2 residents travelling to West Lindsey 007 as a place of work (1.5% of sample)			**14%**	**12%**	**4%**	**15%**	**19%**	**3%**	**3%**	**24%**	**7%**	

44%	56%
North of main site access	south of main site access





Annex E. TEMPRO Growth Factors

TEMPRO Growth Factors

Dataset Version:	72
Result Type:	Trip ends by time period
Base Year:	2022
Future Year:	2026
Trip Purpose Group:	All purposes
Time Period:	**Average Weekday**
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	No
Transport Mode:	Car Driver
NTM Dataset Description:	RTF 2018 Scenario 1 - Reference

Level	Area	Local Growth Figure	
Authority	West Lindsey	1.033352	Principal Roads
Authority	West Lindsey	1.032262	Minor Roads
Authority	West Lindsey	**1.037041**	**All Roads**

Dataset Version:	72
Result Type:	Trip ends by time period
Base Year:	2022
Future Year:	2026
Trip Purpose Group:	All purposes
Time Period:	**Weekday AM peak period (0700 - 0959)**
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	No
Transport Mode:	Car Driver
NTM Dataset Description:	RTF 2018 Scenario 1 - Reference

Level	Area	Local Growth Figure	
Authority	West Lindsey	1.030442	Principal Roads
Authority	West Lindsey	1.029356	Minor Roads
Authority	West Lindsey	**1.034121**	**All Roads**

Dataset Version:	72
Result Type:	Trip ends by time period
Base Year:	2022
Future Year:	2026
Trip Purpose Group:	All purposes
Time Period:	**Weekday PM peak period (1600 - 1859)**
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	No
Transport Mode:	Car Driver
NTM Dataset Description:	RTF 2018 Scenario 1 - Reference

Level	Area	Local Growth Figure	
Authority	West Lindsey	1.030894	Principal Roads
Authority	West Lindsey	1.029807	Minor Roads
Authority	West Lindsey	**1.034574**	**All Roads**

Annex F. Visibility Requirements

2022 Survey Data - Sight Stopping Distances/ Visibility Requirements - Construction Accesses

SSD = vt + v^2/2d **Survey Dates: March/ April 2022**

v = speed (m/s)

t = driver perception-reaction time (s)

d = deceleration (m/s^2)

DMRB

Driver perception-reaction time (s):	2	seconds	
Deceleration rate (d):	2.45	m/s^2	Desirable Minimum
Deceleration rate (d):	3.68	m/s^2	Absolute Minimum

DMRB Requirements

Desirable Minimum

Speed (kph)	Speed (m/s)	SSD (m)	DMRB Standard
50	13.9	67.1	70m
60	16.7	90.0	90m
70	19.4	116.0	120m
85	23.6	161.0	160m
100	27.8	213.0	215m
120	33.3	293.4	295m

Absolute Minimum

Speed (kph)	Speed (m/s)	SSD (m)	DMRB Standard
50	13.9	54.0	50m
60	16.7	71.1	70m
70	19.4	90.3	90m
85	23.6	123.0	120m
100	27.8	160.4	160m
120	33.3	217.6	215m

Visibility Requirements (SSD)

Desirable Minimum		85th Percentile Speed*		Speed (m/s)	SSD (m)	Rounded SSD (m)
Access Location	Survey	MPH	KPH			
Solar: A156 Main Site Access	30506-001	59.5	95.7	26.6	197.5	198
Solar: Kexby Lane x2	30506-010	55.5	89.3	24.8	175.2	176
Solar: Marton Road	30506-009	34.8	56.0	15.6	80.5	81
GCC: A1500 x2	30506-005	60.2	96.9	26.9	201.6	202
GCC: A156 x2	30506-006	53.4	85.9	23.9	164.0	164
GCC: Cottam Road x2	30506-012	61.2	98.5	27.4	207.4	208
GCC: Headstead Bank x2	30506-013	37.2	59.9	16.6	89.7	90
GCC: Cow Pasture Lane**	-	*37.2*	*59.9*	*16.6*	*89.7*	*90*

*average daily 85%ile (7 days), worst-case direction

**Cow Pasture Lane based on Headstead Bank in absence of survey data

Absolute Minimum		85th Percentile Speed*		Speed (m/s)	SSD (m)	Rounded SSD (m)
Access Location	Survey	MPH	KPH			
Solar: A156 Main Site Access	30506-001	59.5	95.7	26.6	149.3	150.0
Solar: Kexby Lane x2	30506-010	55.5	89.3	24.8	133.2	134.0
Solar: Marton Road	30506-009	34.8	56.0	15.6	64.0	64.0
GCC: A1500 x2	30506-005	60.2	96.9	26.9	152.2	153.0
GCC: A156 x2	30506-006	53.4	85.9	23.9	125.1	126.0
GCC: Cottam Road x2	30506-012	61.2	98.5	27.4	156.4	157.0
GCC: Headstead Bank x2	30506-013	37.2	59.9	16.6	70.8	71.0
GCC: Cow Pasture Lane**	-	*37.2*	*59.9*	*16.6*	*70.8*	*71.0*

*average daily 85%ile (7 days), worst-case direction

**Cow Pasture Lane based on Headstead Bank in absence of survey data

2022 Survey Data - Sight Stopping Distances/ Visibility Requirements - Operational Accesses

SSD = vt + v^2/2d

Survey Dates: March/ April 2022

v = speed (m/s)

t = driver perception-reaction time (s)

d = deceleration (m/s^2)

DMRB

Driver perception-reaction time (s):	2	seconds	
Deceleration rate (d):	2.45	m/s^2	Desirable Minimum
Deceleration rate (d):	3.68	m/s^2	Absolute Minimum

DMRB Requirements

Desirable Minimum

Speed (kph)	Speed (m/s)	SSD (m)	DMRB Standard
50	13.9	67.1	70m
60	16.7	90.0	90m
70	19.4	116.0	120m
85	23.6	161.0	160m
100	27.8	213.0	215m
120	33.3	293.4	295m

Absolute Minimum

Speed (kph)	Speed (m/s)	SSD (m)	DMRB Standard
50	13.9	54.0	50m
60	16.7	71.1	70m
70	19.4	90.3	90m
85	23.6	123.0	120m
100	27.8	160.4	160m
120	33.3	217.6	215m

Visibility Requirements (SSD)

Desirable Minimum		85th Percentile Speed*		Speed (m/s)	SSD (m)	Rounded SSD (m)
Access Location	Survey	MPH	KPH			
Solar: A156/ Clay Lane	30506-001	59.5	95.7	26.6	197.5	198
Solar: Marton Road (E-W)**	-	60	96.5	26.8	200.4	201

*average daily 85%ile (7 days), worst-case direction

**Marton Road based on speed limit in absence of survey data

Absolute Minimum		85th Percentile Speed*		Speed (m/s)	SSD (m)	Rounded SSD (m)
Access Location	Survey	MPH	KPH			
Solar: A156/ Clay Lane	30506-001	59.5	95.7	26.6	149.3	150.0
Solar: Marton Road (E-W)**	-	60	96.5	26.8	151.3	152.0

*average daily 85%ile (7 days), worst-case direction

**Marton Road based on speed limit in absence of survey data