

West Burton Solar Project

Environmental Statement Appendix 14.1: Transport Assessment Revision ~~A~~C (Tracked)

Prepared by: Transport Planning Associates

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A Planning Application by
WEST BURTON SOLAR PROJECT LIMITED

In respect of
**West Burton Solar Project,
LINCOLNSHIRE AND NOTTINGHAMSHIRE**

Transport Assessment

~~January 2024~~ [February 2024](#)



Document Management

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1 Introduction

- 1.1 This Transport Assessment (TA) has been prepared by Transport Planning Associates (TPA) on behalf of West Burton Solar Project Ltd (the 'Applicant') in relation to an application for a Development Consent Order (DCO) for the West Burton Solar Project (hereafter referred to as the 'Scheme').
- 1.2 The majority of the Scheme is situated within the jurisdiction of West Lindsey District Council, who act as the local planning authority. Lincolnshire County Council is the highway authority. A small section of the Cable Route Corridor is located within the jurisdiction of Bassetlaw District Council. Nottinghamshire County Council is the highway authority here.

The Scheme

- 1.3 The Scheme will comprise the construction, operation, maintenance, and decommissioning of a solar photovoltaic (PV) array electricity generating station and Energy Storage System with a total capacity exceeding 50 megawatts (MW), and export connection to the National Grid. The grid connection point will be at the National Grid substation at West Burton Power Station.
- 1.4 The main element of the Scheme comprises three Sites that will accommodate the solar arrays. These are referred to as:
- **West Burton 1** – 91.32 ha, made up of a tight cluster of fields within an area of countryside to the northeast of the village of Broxholme;
 - **West Burton 2** – 306.98 ha, located to the west of West Burton 1 and within an area of countryside to the north of Saxilby; and
 - **West Burton 3** – 370.78 ha, located to the northwest of West Burton 2 and is split over the Lincoln to Gainsborough railway line. West Burton 3 is bounded by the A1500 to the north.
- 1.5 An Energy Storage Facility (or 'BESS') will be located within **West Burton 3**.
- 1.6 The Sites will link to the grid connection point at West Burton Power Station via a cable. The cable route corridor will run from West Burton Power Station south east towards Saxilby. The majority of the land within the corridor is agricultural land.
- 1.7 The Order Limits are shown in the **Location Plan** ([EN010132/APP/AWB2.1](#))[[EX4/WB2.1 B](#)]. This is shown in **Appendix A**.
- 1.8 A full overview of the Scheme can be found in ES Chapter 3 'The Order Limits' [APP-041], and ES Chapter 4 'Scheme Description' [APP-042]. Additional information on the Grid Connection can be found in the 'Grid Connection Statement' [APP-316].

This Document

- 1.9 This Transport Assessment (TA) provides an overview of the potential effects of the Scheme in transport terms. The report has been prepared in accordance with the National Planning Practice Guidance (NPPG). It should be read in conjunction with **Chapter 14** of the **Environmental Statement** on **'Transport and Access'** [APP-052].
- 1.10 Once Solar Farms are operational, they generate very few traffic movements on a day-to-day basis. The transport effects of the proposals are greater during the temporary construction phase. Therefore, the TA is supported by an outline Construction Traffic Management Plan (CTMP). This is shown at **Appendix 14.2** of the **Environmental Statement** [[EX4/WB6.3.14.2_D](#)~~EN010132/CR1/WB6.3.14.2_C~~]. In addition, the TA is supported by a Public Rights of Way Management Plan. This is shown at **Appendix 14.3** of the **Environmental Statement** [[EX4/WB6.3.14.3_D](#)~~EN010132/CR1/WB6.3.14.3_C~~].

Consultation

- 1.11 An Environmental Impact Assessment (EIA) Scoping Report was submitted to the Secretary of State for Business, Energy and Industrial Strategy in January 2022, with a Scoping Opinion adopted by the Planning Inspectorate on behalf of the Secretary of State in March 2022. In addition, a Preliminary Environmental Information Report (PEIR) was prepared and issued in conjunction with the Applicant's Section 42 statutory consultation undertaken in July 2022.
- 1.12 Separately, a Transport Scoping Note has been submitted to Lincolnshire County Council. A meeting was held with officers at Lincolnshire County Council to discuss the proposals on 22nd April 2022.
- 1.13 Section 42 consultation responses from local stakeholders have also been received.
- 1.14 In addition, the Applicant undertook statutory consultation on the Scheme with local communities through November and December 2021.
- 1.15 Key themes that have been raised through the consultation process in relation to Transport and Access are as follows:
- The use and management of Public Rights of Way that operate through the Site;
 - The use of local roads for construction vehicle movement; and
 - The cumulative effects of the Scheme in light of other DCO and Town and Country Planning Act 1990 planning applications in the local area.
- 1.16 Themes raised through the consultation process have been addressed through the DCO documentation, including in this TA and in the CTMP.

Report Structure

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

- **Section 2** – Describes the existing context of the Site;
- **Section 3** – Sets out the relevant national and local policies;
- **Section 4** – Sets out the Scheme proposals;
- **Section 5** – Sets out the vehicle trip generation of the Scheme during the construction and operation phases;
- **Section 6** – Distributes the vehicle trip generation on the local highway network;
- **Section 7** – Sets out the process for Abnormal Load movements;
- **Section 8** – Describes how the construction of the Scheme will be managed;
- **Section 9** – Sets out the effects of the Scheme on the local highway network;
- **Section 10** – Assesses the cumulative effects of the Scheme on the local highway network;
- **Section 11** – Provides a Summary and Conclusion.

2 Existing Context of the Site

- 2.1 This section summarises the existing context of the Site and its surrounding area from a transport and access point of view.

Site Location

- 2.2 As set out in Chapter 1, a plan showing the Order Limits is included at **Appendix A**. The scheme has three Sites, known as West Burton 1, 2 and 3. In addition, a cable route corridor will run from West Burton Power Station southeast towards Saxilby. The cable will connect the Scheme to the grid connection point at West Burton Power Station.
- 2.3 All three areas are situated to the west of the A15 to the north west of Lincoln. The southernmost point of West Burton 2 is approximately 9km to the northwest of the centre of Lincoln. The northernmost tip of West Burton 3 is approximately 9km south of the centre of Gainsborough.

West Burton 1

- 2.4 West Burton 1 is 91.32 ha in size and is made up of several fields to the east of the village of Broxholme. The fields that make up West Burton 1 are all agricultural in nature.
- 2.5 The Site is situated to the south of the A1500. An unclassified rural road connects to the A1500 and runs through the middle of the Site.

West Burton 2

- 2.6 West Burton 2 is 306.98 ha in size and is located to the southwest of West Burton 1. The Site is made up of several fields centered around the hamlet of Ingleby, to the north of Saxilby. As with West Burton 1, the parcels of land of West Burton 2 are entirely agricultural in use.
- 2.7 The Site is situated either Side of the B1241 Sturton Road, which operates in a north-south alignment. The B1241 connects to the A1500 to the north, the A57 Gainsborough Road to the south.

West Burton 3

- 2.8 West Burton 3 is 370.78 ha in size and is located to the north west of West Burton 2. The Site is made up of several fields in close proximity to the village of Marton.

2.9 The Site is sits within an area bordered by the A1500 to the north, the A156 to the west, with Cowdale Lane to the south. The Site is split by the Lincoln to Gainsborough railway line.

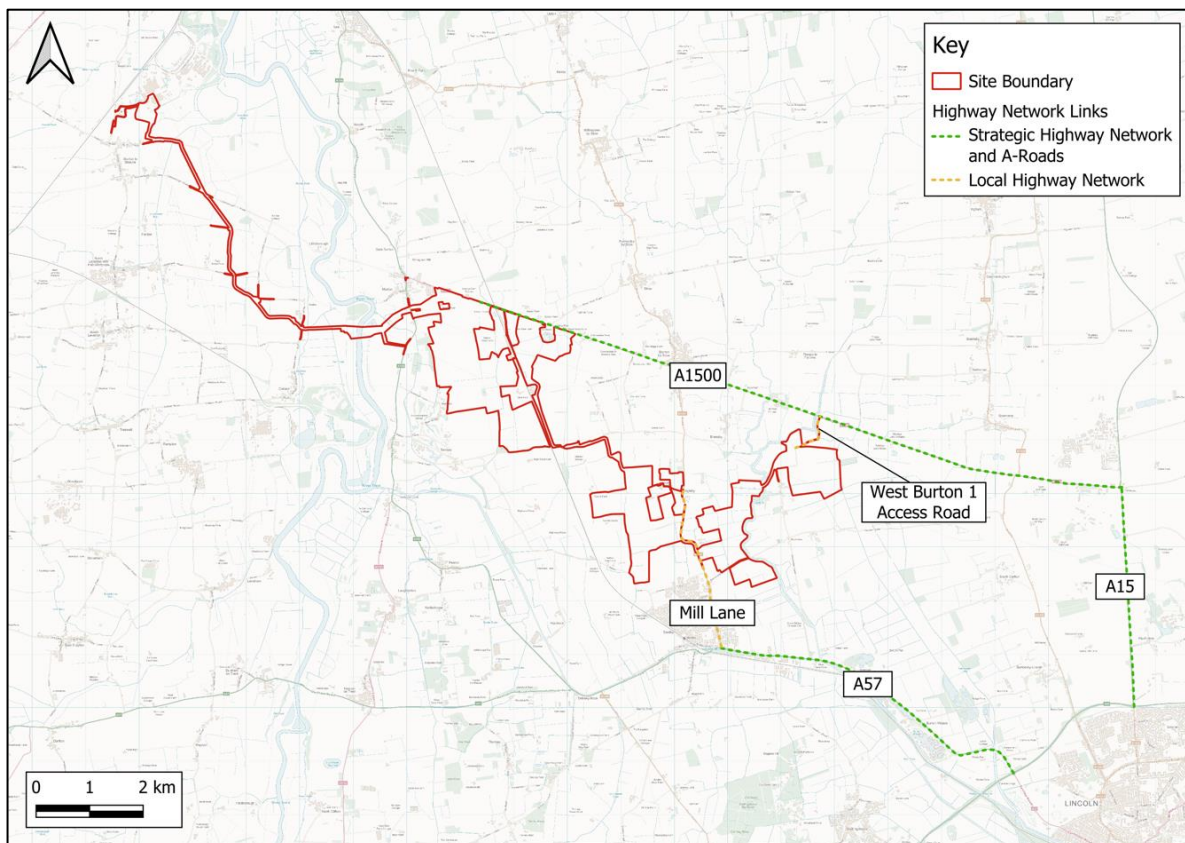
Cable Route Corridor

2.10 The cable route corridor links West Burton 1, 2 and 3 to the grid connection point running from West Burton Power Station southwest towards Saxilby. The majority of the land within the corridor is agricultural land. Other land use types that the corridor crosses include the River Trent between Marton and Coates, as well as a number of roads and public rights of way.

Highway Network

2.11 The strategic and local highway network surrounding the Order Limits is shown in **Figure 2.1**.

Figure 2.1 Highway Network



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

Strategic Highway Network and A-Roads

- **A15:** The A15 is situated to the west of the Scheme. It is a single carriageway two-way road subject to the national speed limit which connects Junction 4 of the M180 to the north with the A46 to the south. The road has a predominantly straight alignment throughout.
- **A46:** The A46 runs, intermittently, from Bath, Somerset to Cleethorpes, Lincolnshire. Within the local area it forms the western part of a ring-road around Lincoln, connecting to the A15 to the south of the Site. Here, it operates as a dual carriageway, where the national speed limit applies.
- **A1500 Till Bridge Lane:** The A1500 is a two-way, single carriageway road subject to the national speed limit and generally has a straight alignment. It connects the A15, to the east, to the village of Sturton by Stow to the west;
- **A57 Lincoln Road:** The A57, is a single carriageway road that runs from Liverpool to Lincoln. Within the vicinity of the Site it is a wide single carriageway road that is subject to a 60mph speed limit;

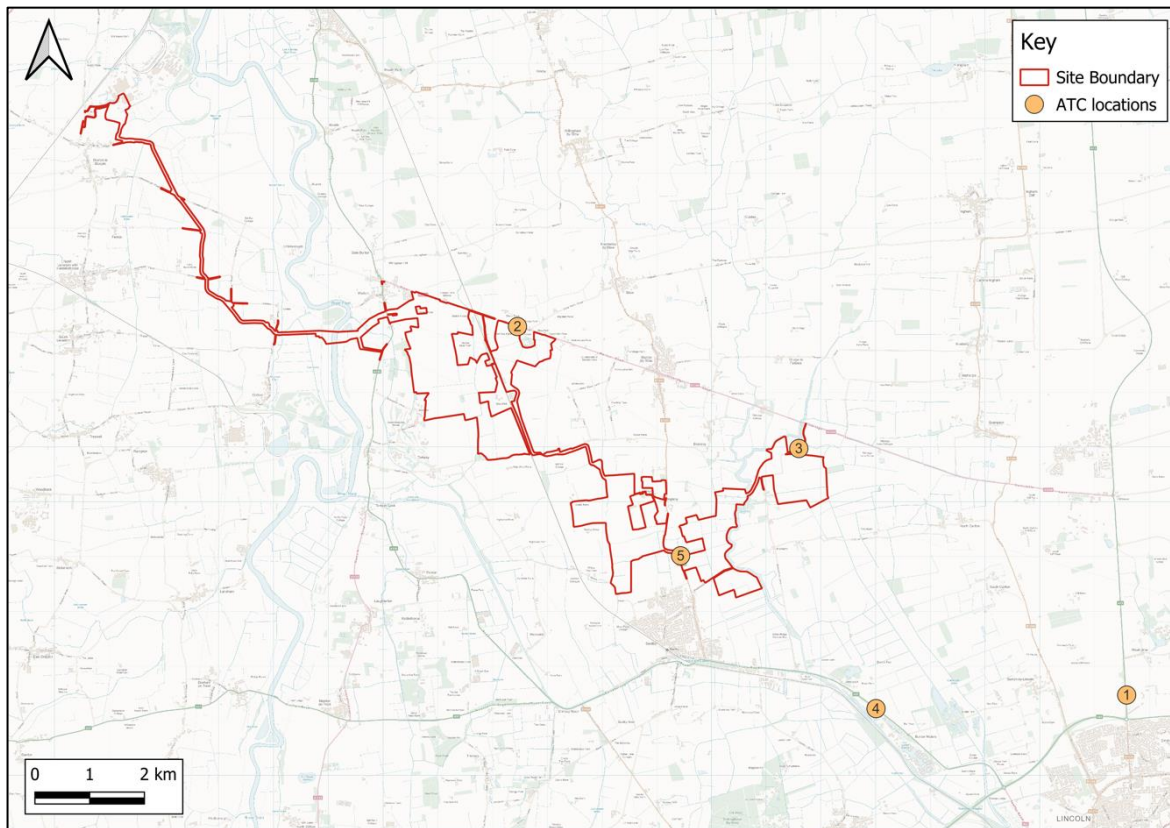
Local Highway Network

- **Unclassified Road south of the A1500 (West Burton 1 Access Road):** The West Burton 1 Access Road is a single lane road that has no central markings and is subject to a 60mph speed limit. It connects to the A1500 to the north, and dissects the West Burton 1 Site;
- **B1241 Mill Lane:** The B1241 is a single carriageway road that runs in a north-south orientation. The road has footways present on both sides of the road and is subject to a 30mph speed limit.
- **B1241 Sturton Road:** Sturton Road is a single carriageway and is subject to a 30mph speed limit as it leaves the village of Saxilby to the south. After approximately 170m from Saxilby, it turns into a 60mph road as it heads north towards Ingleby.

Traffic Flows

- 2.13 Automatic Traffic Count Surveys have been undertaken for all roads within the Study Area. These were undertaken between 2nd November 2021 and 8th November 2021. At the time, there were no Covid-19 restrictions in place. Where ATC data is not recorded, such as on the A15 and A57, Department for Transport (DfT) data has been reviewed. The location of the survey locations are shown in **Figure 2.2**.

Figure 2.2 Traffic Survey Locations



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

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

Ref	Link	Total Vehicles	HGV Percentage*
1	A15	12,661	17%
2	Till Bridge Lane (A1500)	4,521	17%
3	Unclassified Road south of A1500	183	14%
4	A57 Lincoln Road	12,722	5%
5	B1241 Mill Lane leading to Sturton Road	3,852	18%

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

2.15 Table 2.1 indicates that the ‘A’-Roads in the area carry the most traffic, in particular the A15 and A57. Many of the roads within the area accommodate low levels of traffic over a daily period.

Personal Injury Accidents

2.16 Statistics showing Personal Injury Collisions on the local road network have been obtained from Lincolnshire County Council for the most recent five-year period up to and including 2021. The raw data is shown in **Appendix C**.

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

Table 2.2 Personal Injury Accident Data

Ref	Link	Slight	Serious	Fatal	Total
1	A15	2	0	0	2
2	Till Bridge Lane (A1500)	14	4	0	18
3	Unclassified Road south of A1500	0	0	0	0
4	A57 Lincoln Road	3	1	0	4
5	B1241 Mill Lane leading to Sturton Road	4	0	0	4

2.18 Table 2.2 indicates a total of 28 accidents within the study area. Of these, 23 resulted in slight injuries and five in serious injuries. No fatal injuries have occurred within the Study Area in the most recent five-year period.

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

Walking

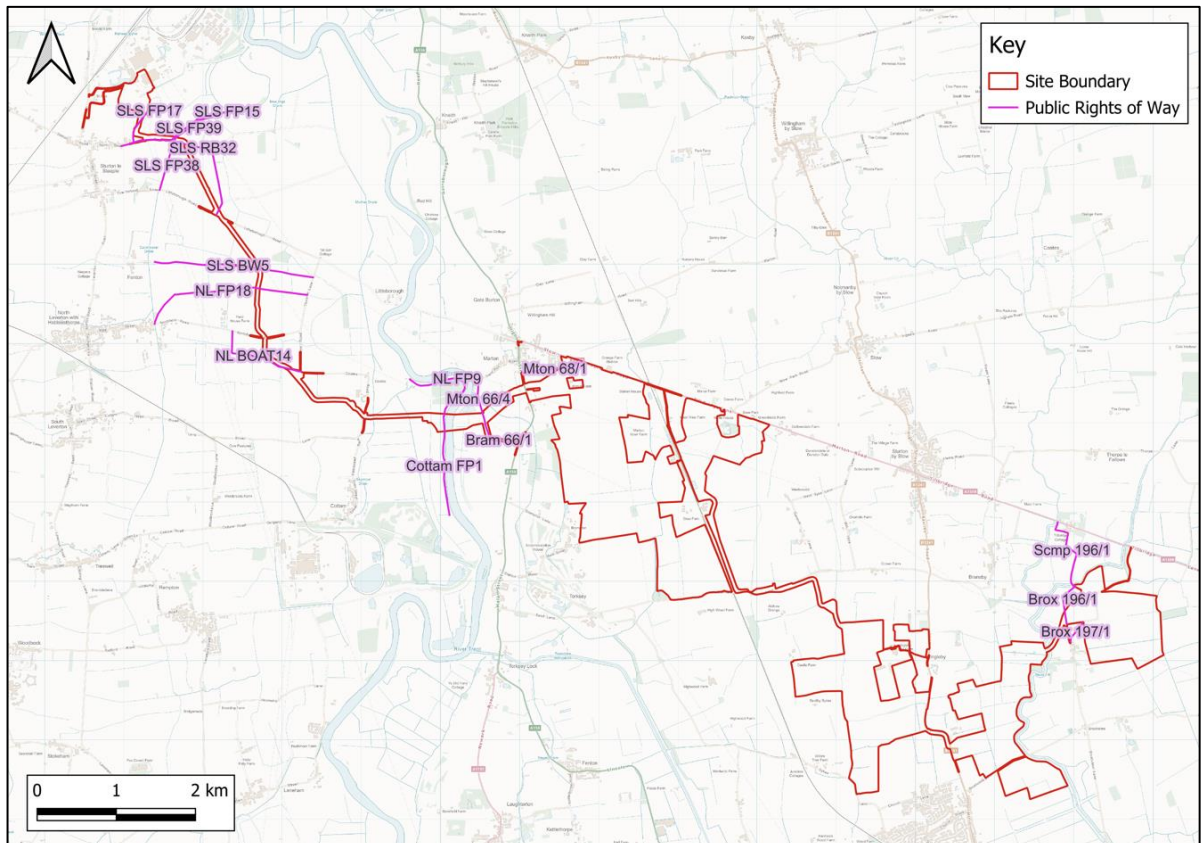
2.20 Due to the rural nature of a majority of the access roads that make up the study area, there are limited pedestrian facilities, including footways, on local roads. Where there are pedestrian features for each area, these are summarised below:

- **West Burton 1** – There are no footways present on either the A1500 Till Bridge Lane, or the unclassified access road through the Site;
- **West Burton 2** – A footway is present on the north side of the A57. Footways are also present on both sides of Mill Lane, through Saxilby. There are no footways on Broxholme Lane and there are no footways to the north of Saxilby on the B1241;
- **West Burton 3** – There are no footways present on either the A1500 Till Bridge Lane, to the north of the Brampton Area, nor on Cowdale Lane to the south of the Brampton Area;

Public Rights of Way

2.21 There are several Public Rights of Way (PROWs) that run through or nearby each Site or within the vicinity of the Cable Route Corridor (or 'Grid Connection Route' as is used in this Chapter of the ES). These are shown in **Figure 2.3**.

Figure 2.3 Public Rights of Way



2.22 Public Rights of Way that are within the Order Limits are described in **Table 2.3**.

Table 2.3 Public Rights of Way

Public Right of Way	Nearest West Burton Site	Route
Scmp 196/1	West Burton 1	A1500 south to a footbridge.
Brox 196/1	West Burton 1	Connects from Scmp 196/1 to Main Street
Brox 197/1	West Burton 1	Connects diagonally from Main Street to Main Street
Mton 68/1	West Burton 3	High Street to Stow Park Road
Bram 66/1	Cable Route	High Street to Mton 66/4
Mton 66/4	Cable Route	Connects from Bram 66/1 to Trent Port Road
Cottam FP1	Cable Route	Parallel to River Trent and connects onto North Leverton with Hablesthorpe FP9
North Leverton with Hablesthorpe FP9	Cable Route	Connects from Cottam FP1 continues north parallel to River Trent
North Leverton with Hablesthorpe BOAT14	Cable Route	Coates Road to Northfield Road
North Leverton with Hablesthorpe FP18	Cable Route	Northfield Road to Thornhill Lane
Sturton Le Steeple BW5	Cable Route	Fenton Lane to Thornhill Lane
Sturton Le Steeple FP38	Cable Route	Church Lane to Common Lane
Sturton Le Steeple RB32	Cable Route	Littleborough Lane to Common Lane
Sturton Le Steeple FP39	Cable Route	Common Lane to Ferry Lane
Sturton Le Steeple FP15	Cable Route	Common Lane towards Burton Round
Sturton Le Steeple FP17	Cable Route	Common Lane, near North Street Farm and connects to West Burton 1

Cycling

- 2.23 There is no dedicated cycling infrastructure nor any National Cycle Network Routes within the vicinity of West Burton 1, 2 or 3.
- 2.24 National Cycle Route Network Route 64 passes within 5km of the southern end of West Burton 2 on the former Lancashire, Derbyshire and East Coast Railway.

- 2.25 The National Byways cycle route passes within 1km of the West Burton connection point and interacts with the Cable Route Corridor at a number of locations between Coates (Nottinghamshire) and Sturton le Steeple.

Recreational Routes

- 2.26 There are a number of long-distance recreational walking and cycling routes near to the Scheme, including passing through parts of the Order limits. These include: the county/regional Plogsland Round (500m to the south of West Burton 1, and crossing through West Burton 2 on Broxholme Lane), and the national Trent Valley Way, which crosses the Cable Route Corridor via the western bank of the River Trent and via its variant route on Fenton Lane, near Sturton le Steeple.

Public Transport

Bus

- 2.27 There are a number of bus services operating within the vicinity of the Site. A summary of the existing bus services can be found in **Table 2.4**.

Table 2.4 Summary of Existing Bus Services

Service Number	Nearest Bus Stop	Nearest West Burton Area	Route Summary
100	Odda Farm Broxholme Lane	West Burton 1/2	Lincoln – Gainsborough
105			Lincoln – Gainsborough
106			Gainsborough - Lincoln
107	Fosdyke Gardens	West Burton 1/2	Lincoln - Gainsborough
	The Paddock	West Burton 3	
777	St Botolph’s Church	West Burton 1	Lincoln – Saxilby
906	Manor Road	West Burton 1/2	Welton – Saxilby
	Manor Farm Lane End	West Burton 3	

2.28 Table 2.4 indicates there are a good number of existing bus services that could be utilised as a sustainable mode of transport to access the Scheme as all three Sites are in close proximity to each other.

Rail

2.29 The nearest railway stations are Saxilby Train Station and Gainsborough Train Station. Saxilby Train Station is located approximately six miles west of Lincoln and is managed by Northern Rail. The station has services running approximately every 30 minutes to destinations such as Leeds, Peterborough and Lincoln.

2.30 Gainsborough Train Station is located approximately 14 miles south of Scunthorpe and is also managed by Northern Rail. The station has services running approximately every 30-60 minutes to destinations such as Lincoln, Retford and Leeds.

2.31 The Lincoln to Gainsborough railway line intersects the West Burton 3 Site. A level crossing is situated on the A1500 Stow Park Road to the north of the West Burton 3 Site.

Summary

- 2.32 The Site is in a suitable location for the Scheme in terms of transport. Whilst there is not a significant level of walking, cycling or public transport accessibility in the area, the operation of the Site generates very few trips.
- 2.33 The Site is located near to the strategic road network, connected by a number of A-class and local roads. This will help facilitate the movement of construction vehicles to and from the Site.

3 Transport Policy and Guidance

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

- National Policy Statement EN-1 (adopted);
- National Policy Statement EN-1 (emerging);
- National Policy Statement EN-3 (adopted);
- National Policy Statement EN-3 (emerging);
- National Policy Statement EN-5 (adopted);
- National Policy Statement EN-5 (emerging);
- National Planning Policy Framework (2021);
- National Planning Practice Guidelines (2019); and
- Central Lincolnshire Local Plan (2017).
- Draft Bassetlaw Local Plan (2022)

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

National Policy Statement EN-1, EN-3 and EN-5 (Adopted)

3.3 National Planning Policy Statement (NPS) EN-1 is the overarching policy statement for Energy. NPS EN-3 is focused on Renewable Energy and NPS EN-5 is focused on Electricity Network Infrastructure.

3.4 Section 5.13.2 of NPS EN-1 states that *“the consideration and mitigation of transport impacts is an essential part of Government’s wider policy objectives for sustainable development”*.

3.5 Paragraph 5.13.3 of NPS EN-1 states that *“if a project is likely to have significant transport implications, the applicant’s ES should include a transport assessment”*.

National Policy Statement EN-1 (Emerging)

3.6 Section 5.14 of the emerging NPS EN-1 relates to the traffic and transport effects of Electricity Network Infrastructure. It states that, *“the transport of materials, goods and personnel to and from a development during all project phases can have a variety of impacts on the surrounding transport infrastructure and potentially on connecting transport networks, for example through increased congestion. Impacts may include economic, social and environmental effects. Environmental impacts may result particularly from increases in noise and emissions from road transport. Disturbance caused by traffic and abnormal loads generated during the construction phase will depend on the scale and type of the proposal”*.

3.7 For the Applicant’s Assessment, the emerging NPS EN-1 states that, *“if a project is likely to have significant transport implications, the applicant’s ES (see Section 4.2) should include a transport*

assessment, using the NATA/WebTAG127 methodology stipulated in Department for Transport (DfT) guidance¹²⁸, or any successor to such methodology. Applicants should consult the Highways England [now National Highways] and Highways Authorities as appropriate on the assessment and mitigation”.

- 3.8 With regards to decisions, the emerging NPS EN-1 states that, *“The Secretary of State 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 EN-3 (Emerging)

- 3.9 Section 2.54 of the emerging NPS EN-3 refers to construction traffic impacts in relation to solar photovoltaic developments. It states that, *“many solar farms will be sited in areas served by a minor road network. Modern solar farms are large sites that are mainly comprised of small structures that can be transported separately and constructed on-site. It is likely that applicants will designate a construction compound on-site for the delivery and assemblage of the necessary components. Traffic is likely to involve smaller vehicles than typical onshore energy infrastructure but may be more voluminous. It is important that all sections of roads and bridges on the proposed delivery route can accommodate the weight and volume of the loads”.*
- 3.10 For the Applicant’s Assessment, the emerging NPS EN-3 states that, *“the applicant should assess whether the access roads are suitable for the transportation of components which will include whether they are sufficiently wide for the proposed vehicles, or bridges sufficiently strong for the heavier components to be transported to the site. It is unlikely that sections of the route will require modification to allow for the transportation of components to the site, given the nature of solar developments, but any potential modifications should be identified, and potential effects assessed as part of the ES... Where a cumulative impact is likely then a cumulative transport assessment should form part of the ES to consider the impacts of abnormal traffic movements relating to the project in question in combination with those from any other relevant development. Consultation with the relevant local highways authorities is likely to be necessary”.*
- 3.11 In terms of mitigation, the emerging NPS EN-3 states sets out the following points:
- *“In some cases, the local highways authority may request that the Secretary of State impose controls on the number of vehicle movements to and from the solar farm site in a specified period during its construction and, possibly, on the routeing of such movements particularly by heavy vehicles”;*
 - *“Where cumulative effects on the local road network or residential amenity are predicted from multiple solar farm developments, it may be appropriate for applicants for various projects to work together to ensure that the number of abnormal loads and deliveries are minimised”;* and

- *“Once consent for a scheme has been granted, applicants should liaise with the relevant local highway authority (or other coordinating body) regarding the start of construction and the broad timing of deliveries. It may be necessary for an applicant to agree a planning obligation to secure appropriate measures, including restoration of roads and verges”.*

3.12 With regards to decisions, the emerging NPS EN-3 states that:

- *“the Secretary of State should be satisfied, taking into account the views of the relevant local highway authorities, that if there are abnormal loads proposed, they can be safely transported in a way that minimises inconvenience to other road users and that the environmental effects of this and other construction traffic, after mitigation, are acceptable”;* and
- *“Once solar farms are in operation, traffic movements to and from the site are generally very light, in some instances as little as a few visits each month by a light commercial vehicle or car... Therefore, it is very unlikely that traffic or transport impacts from the operational phase of a project would prevent it from being approved by the Secretary of State”.*

National Planning Policy Framework (2021)

3.13 Paragraph 111 of the National Planning Policy Framework states that, *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.*

3.14 Paragraph 113 of the NPPF states, *“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed”.*

Central Lincolnshire Local Plan (2017)

3.15 Policy LP19 of the Central Lincolnshire Local Plan (2017) states that *“...Proposals for non-wind renewable technology will be assessed on their merits, with the impacts, both individual and cumulative, considered against the benefits of the scheme...”* The policy states that assessment should take account of *“safety, including ensuring no adverse highway impact”.*

Draft Bassetlaw Local Plan (2022)

3.16 Policy ST54 of the Draft Bassetlaw Local Plan (2022) states that *“Proposals for new development which have significant transport implications that either arise from the development proposed or cumulatively with other development proposals will need to submit a Transport Assessment or a Transport Statement, and where relevant a Travel Plan alongside an application. These documents will need to take into*

account Nottinghamshire County Council guidance and national Planning Practice, and where appropriate, the scope should be agreed with National Highways”.

Summary

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

4 The Scheme

- 4.1 This Section summarises details of the Scheme including the Scheme proposals and layout, Site access proposals for the construction and operational phases, construction programme and construction compound facilities.
- 4.2 A full overview of the Scheme can be found in ES Chapter 3 'The Order Limits' [APP-041], and ES Chapter 4 'Scheme Description' [APP-042]. Additional information on the Grid Connection can be found in the 'Grid Connection Statement' [APP-316]

Overview of the Scheme

- 4.3 The Scheme will comprise the construction, operation and maintenance, and decommissioning of a solar photovoltaic (PV) array electricity generating station and Energy Storage System with a total capacity exceeding 50 megawatts (MW), and export connection to the National Grid. The grid connection point will be at the National Grid substation at West Burton Power Station.
- 4.4 The Order Limits is shown in **Appendix A**. The key elements are summarised below.

Solar Array Works Area

- 4.5 The main element of the Scheme comprises three Sites that will accommodate the solar arrays. These are referred to as:
- **West Burton 1** – 91.32 ha, made up of a tight cluster of fields within an area of countryside to the northeast of the village of Broxholme.;
 - **West Burton 2** – 306.98 ha, located to the west of West Burton 1 and within an area of countryside to the north of Saxilby; and
 - **West Burton 3** – 370.78 ha, located to the northwest of West Burton 2 and is split over the Lincoln to Gainsborough railway line. West Burton 3 is bounded by the A1500 to the north.
- 4.6 The key equipment within the Solar Array Works Areas are:
- **Solar PV Panels** – to convert sunlight into electrical current;
 - **Mounting Structures** – Solar PV Panels will be mounted on a metal assembly of PV Mounting Structures. This includes metal rails to directly support the PV Panels, which themselves are supported by larger metal frames which are fixed on top of metal piles;
 - **Conversion Units** – The Conversion Units incorporate inverters, transformers and switchgear and are required to manage the electricity generated by the PV Panels;
 - **Electric Cabling** – Electrical cabling will be required as part of the Generating Stations to connect PV Panels to the Conversion Units.

Energy Storage System

- 4.7 An Energy Storage System (or BESS) will be located within West Burton 3.
- 4.8 The BESS is designed to provide peak generation and grid balancing services to the electricity grid. This is achieved by allowing excess electricity generated either from the solar PV panels, or imported from the electricity grid, to be stored in batteries and dispatched when required.

Substations

- 4.9 Substations will be required at each Solar Farm Site. The substations will consist of electrical infrastructure such as the transformers, switchgear and metering equipment required to facilitate the export of electricity from each respective site.

Grid Connection

- 4.10 The electricity generated by the Scheme will be exported to the National Grid substation at West Burton Power Station via electrical cables sited within the defined Cable Route Corridor. These connections will also facilitate the import of electricity to be stored within the energy storage system at West Burton 3.
- 4.11 The Cable Route Corridor will be approximately 21.3km in length and is directed across open countryside. It will require crossings of railways, watercourses, various utilities, Public Rights of Way (PRoW) and roads. The Cable Route Corridor as indicated on the Order Limits is in most places at least 50m in width in order to accommodate working areas, construction laydown areas, haul roads, open cut digging of trenches and horizontal directional drilling (HDD) where it may be required.
- 4.12 The final Cable Route Corridor is subject to an iterative design process and detailed design. For assessment purposes, the placing of the cable anywhere within the Cable Route Corridor has been considered, including the avoidance of environmentally sensitive locations.
- 4.13 The construction of the Grid Connection Route includes the following elements:
- Construction of Haul Road and Laydown Areas;
 - Open Cut Excavation;
 - Construction of Joint Bays; and
 - Cabling/Joining.

4.14 The cable route corridor will be built out in sections over a 20-month period, with each section requiring a number of site accesses which will be in use simultaneously. It has been estimated that each section will be approximately 4.4km. Each section will take approximately 90 working days to construct.

Other Works

4.15 Other works include the following:

- Fencing, security and lighting;
- Landscaping and habitat management;
- Access tracks;
- Surface water drainage; and
- Construction laydown areas/compounds.

Construction Programme

4.16 The construction programme is anticipated to last approximately 24 months. The indicative construction programme is summarised in **Table 4.1**.

Table 4.1 Indicative Construction Programme

Site/Month	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
West Burton 1																									
West Burton 2																									
West Burton 3																									
BESS																									
Grid Connect																									

Accesses

4.17 During construction, the Scheme will be accessed via the creation of temporary access junctions to the Solar Farm Sites (West Burton 1, 2 and 3) and the cable corridor. All accesses will be taken from the public highway. Where possible, existing agricultural accesses will be utilised. These will be widened and formalised as appropriate. Visibility splays will be kept clear.

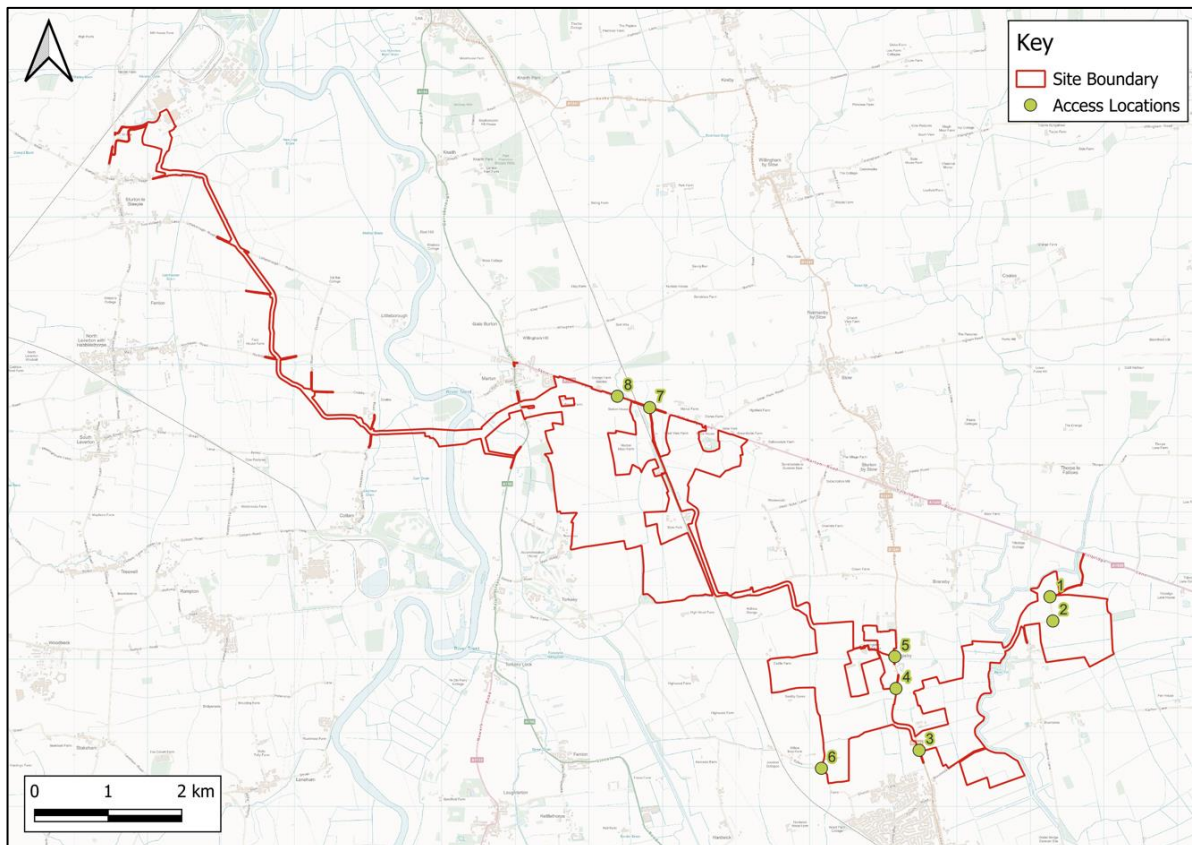
4.18 Some of the accesses will be retained for use by maintenance vehicles, once the Scheme is operational. The remainder will be returned to their original condition.

4.19 A description of each access is described below.

West Burton 1, 2 and 3

4.20 There will be a total of eight access points for West Burton 1, 2 and 3. The access locations to these Solar Farm Sites are shown in **Figure 4.1**.

Figure 4.1 Access Locations – West Burton 1, 2, and 3



4.21 The access arrangements are shown in **Drawings SK01 to SK08**, contained in **Appendix D**.

4.22 Drawings show the achievable visibility splays, and the swept path analysis for the maximum sized vehicle that will use the specific access. These vehicles are as follows:

- Construction Access - 16.5m articulated vehicle;
- Operational Access – Transit Van

4.23 Where abnormal load movements are required, space is identified within the drawings for further widening, or measures (such as matting) to facilitate their movement.

- 4.24 During the construction phase, banksmen will be deployed at each access whenever construction vehicles are accessing or egressing the Site. This will ensure the safe movement of construction vehicles in and out of the Sites and will overcome any instances where the achievable visibility is below guidance, which is a factor at a small number of access locations.
- 4.25 All construction vehicles will access and egress the Site in a forward gear.
- 4.26 Temporary signage will be erected in the vicinity of the accesses during the construction phase. Diagram 7301 'WORKS TRAFFIC' in the Traffic Signs Regulations and General Directions (TSRGD) will be used to indicate the access and will read 'WORKS TRAFFIC LARGE VEHICLE TURNING'. These signs will be white text and red background 1050 x 750 mm mounted in 'A' frames. The temporary signs will be in place for the duration of the construction phase.
- 4.27 The accesses are summarised in **Table 4.2**.

Table 4.2 West Burton 1, 2 and 3 Accesses

Access Ref	Location	Description	Use
West Burton 1			
1	Unclassified Road, 880m south of A1500 junction	Improved existing access	Construction Operational
2	Unclassified Road, 1,200m south of A1500 junction	Improved existing access	Construction Operational
West Burton 2			
3	B1241 (Sturton Road), south of Levertons Caravan Storage	New access	Construction Operational
4	B1241 (Sturton Road), north of Levertons Caravan Storage	Existing agricultural access	Construction Operational
5	B1241 (Sturton Road), adj to Ingleby Hall Livery	Existing agricultural access	Construction Operational
6	Sykes Lane	Existing agricultural access	Operational
West Burton 3			
7	A1500, east of the train line	Improved existing access	Construction Operational
8	A1500, west of the train line	New access	Construction Operational

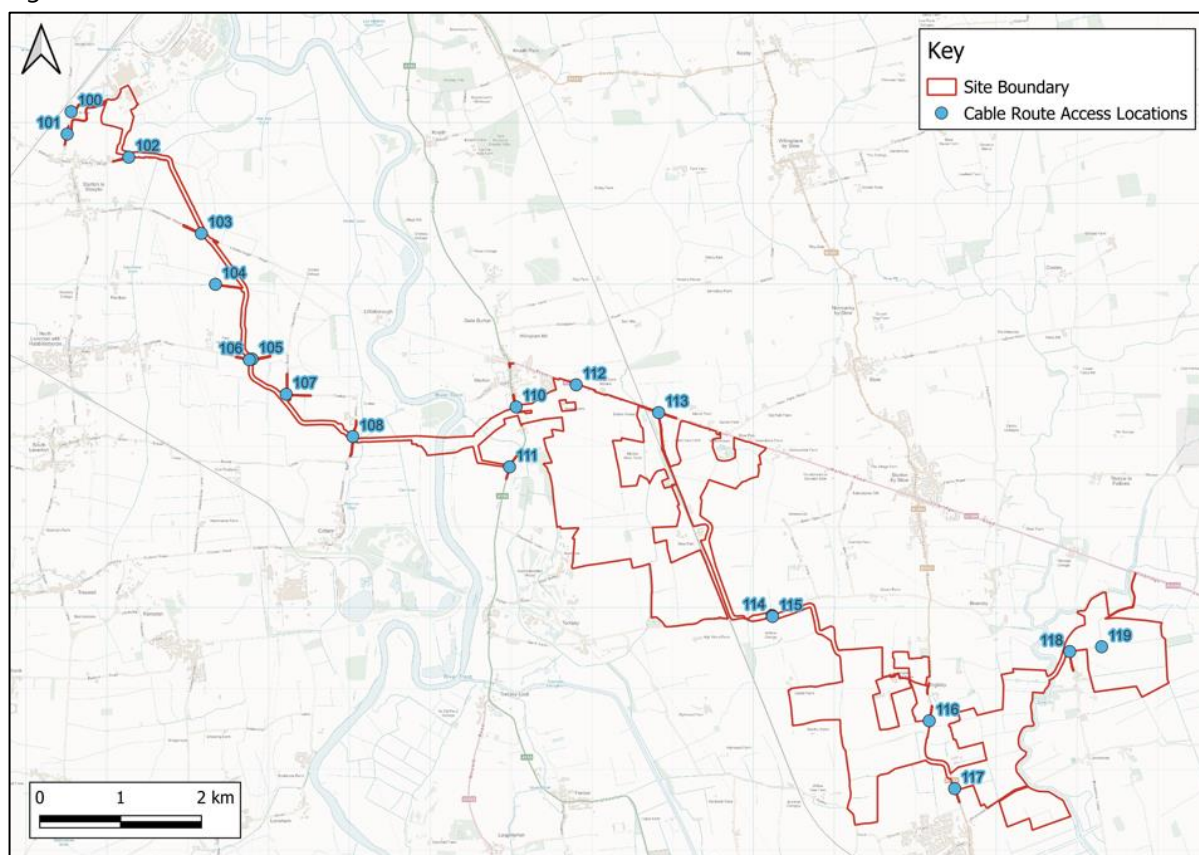
4.28 The proposed access arrangements are considered suitable for the following reasons:

- The majority of the accesses are regularly used by agricultural vehicles and are therefore considered appropriate for use by construction vehicles, with formalisation and widening as required;
- Banksmen will be deployed at each access whenever construction vehicles are accessing or egressing the Site; and
- All construction vehicles will access and egress the Site in a forward gear.

Cable Route Corridor

- 4.29 As discussed, the Cable Route Corridor will be approximately 21.3km in length, and is directed across open countryside. The Cable Route Corridor, enabling the grid connection, will be built out in 4.4km sections over a 20-month period. Each section will take approximately 90 working days to construct.
- 4.30 For the construction of the Cable Route Corridor, 20 temporary accesses are required, approximately one every kilometre. Additional access AC100 will also be used for operational maintenance. The locations of these accesses are shown in **Figure 4.2**.

Figure 4.2 Access Locations – Cable Route Corridor



- 4.31 The access arrangements are shown in **Drawings SK101 to SK119**, contained in **Appendix E** and described in **Table 4.3**.
- 4.32 Drawings show the achievable visibility splay, and the swept path analysis.
- 4.33 As with the Solar Array aspects of the Scheme, during the construction phase, banksmen will be deployed at each access whenever construction vehicles are accessing or egressing the Site. This will

ensure the safe movement of construction vehicles in and out of the Sites, and will overcome any instances where the achievable visibility is below guidance, which is a factor at a small number of access locations.

- 4.34 All construction vehicles will access and egress the Site in a forward gear.
- 4.35 Temporary signage will be erected in the vicinity of the accesses during the construction phase. Diagram 7301 'WORKS TRAFFIC' in the Traffic Signs Regulations and General Directions (TSRGD) will be used to indicate the access and will read 'WORKS TRAFFIC LARGE VEHICLE TURNING'. These signs will be white text and red background 1050 x 750 mm mounted in 'A' frames. The temporary signs will be in place for the duration of the construction phase.
- 4.36 The accesses are summarised in **Table 4.3** below.

Table 4.3 Cable Route Corridor Accesses

Figure Ref	Location	Description
100	Gainsborough Road/West Burton Power Station	Existing Access
101	Gainsborough Road	Existing access
102	Common Lane	Improved existing access
103	Littleborough Road	Improved existing access
104	Three Leys Lane/Fenton Lane	Improved existing access
105	Northfield Road (north)	Improved existing access
106	Northfield Road (south)	Improved existing access
107	Coates Road	Improved existing access
108	Headstead Bank/Coates Road	New Access
110	A156	Improved existing access
111	A156	Improved existing access
112	A1500 Stow Park Road	New Access
113	A1500 Stow Park Road	Existing access (shared with WB3)
114	Cowdale Lane (north)	Improved existing access
115	Cowdale Lane (south)	Improved existing access
116	Sturton Road	Existing Access (shared with WB2)
117	Sturton Road	Existing Access (shared with WB2)
118	Unclassified road south of the A1500	Improved existing access
119	Unclassified road south of the A1500	Improved existing access (shared with WB1)

4.37 The proposed access arrangements are considered suitable for the following reasons:

- The majority of the accesses are regularly used by agricultural vehicles and are therefore considered appropriate for use by construction vehicles, with formalisation and widening as required;
- Banksmen will be deployed at each access whenever construction vehicles are accessing or egressing the Site; and
- All construction vehicles will access and egress the Site in a forward gear.

Construction Compound

- 4.38 Construction compounds will be set up throughout the Site and the Cable Route Corridor. These will include space for the storage of equipment, construction worker parking and welfare facilities.
- 4.39 The construction compounds will include sufficient space for HGV turning.

Internal Access Tracks

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

5 Trip Generation

5.1 The section sets out the trip generation associated with the construction and operational phase of the Scheme.

Construction Phase: West Burton 1, 2 and 3 - HGVs

5.2 The construction phase for the solar farm involves the preparation of the Site including the provision of the construction compound, welfare facilities and fencing, installing the access tracks, the assembly and erection of the PV arrays, and the installation of the inverters/transformers.

5.3 **Table 5.1** sets out a summary of the HGV movements that will be associated with the construction phase of the Scheme. The vast majority of deliveries by HGV will be by 16.5m articulated vehicles or 8-10m rigid vehicles. However, there will be a small number of abnormal load deliveries associated with the Power Stations. Abnormal load movements are discussed separately in **Section 7**.

5.4 It is expected that there will be a relatively flat profile of deliveries throughout the construction period. Therefore, an average number of deliveries per day has been calculated based on the length of the construction period. Notwithstanding this, it is acknowledged that there will be small peaks throughout the construction period, especially during Site set up. To account for this, a 50% uplift has been applied for the purposes of assessment.

Table 5.1 West Burton 1, 2 and 3: Anticipated Construction Deliveries (HGV)

Construction Activity	Vehicle Size (Max)	West Burton 1	West Burton 2	West Burton 3	Total
Construction Period (Working Days)		238	471	520	520
Modules and Mounting Structures	16.5m Articulated	490	960	1,830	3,280
Power Stations	16.5m Articulated	10	20	30	60
Access Track	10m Tipper	80	280	550	910
General (Fencing, Landscaping, etc.)	10m Rigid	280	950	1,250	2,480
Energy Storage System	16.5m Articulated	-	-	200	200
Total		860	2,210	3,860	6,930
Average per Day		4	5	7	16
Total Movements (Arrivals + Departures)		1,720	4,420	7,720	13,860
Average Movements per Day		8	10	14	32
Average Arrivals per Day (Peak Period – Plus 50%)		5	7	11	23
Average Movements per Day (Peak Period – Plus 50%)		10	14	22	46

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

- Average HGV Arrivals and Departures per Day – 16 (32 Movements)
- Peak HGV Arrivals and Departures per Day – 23 (46 Movements)

5.6 As shown in the construction programme in Table 4.1, there is no period where the construction of all aspects of the development overlap. Therefore, the number of HGV movements on the network is likely to be fewer than presented in Table 5.1 on a typical day.

5.7 Each area is likely to have a peak period of construction during initial Site set up where the number of construction vehicles visiting the Site is higher than the daily average. However, these periods will not overlap. Therefore, it is considered that 23 HGV arrivals (46 movements) represents a reasonable worst-case assumption for the number of peak daily HGV movements associated with the construction of the Scheme.

5.8 Construction vehicles will avoid travel during the network peak hours where possible. Therefore, deliveries will be scheduled for between 09:30 and 16:30 where possible.

Construction Phase: West Burton 1, 2 and 3 - Cars/LGVs

5.9 On an average day, there is expected to be 375 workers spread across the Site (360 associated with the solar array element, and 15 associated with the BESS at West Burton 3). To account for peak periods at the different Sites, 455 construction workers has been taken forward for assessment as a reasonable worst case (440 associated with the solar array element, and 15 associated with the BESS at West Burton 3). For the assessment, construction workers have been spread across the Site on a proportional basis.

5.10 Construction worker shifts will be scheduled so that workers are not traveling during the network peak hours of 08:00-09:00 and 17:00-18:00.

5.11 As part of the Outline CTMP at **Appendix 14.2** of the **Environmental Statement** [[EX4/WB6.3.14.2_D](#)~~EN010132/CR1/WB6.3.14.2_C~~], an Outline Construction Worker Travel Plan has been prepared. This includes a measure for the provision of shuttle buses to transport construction workers to and from the Site. This is particularly important for non-local workers, who will stay in local accommodation and be transported to the Site. It can also be utilised by other workers as appropriate. It is expected that a mixture of coaches and minibuses will be used. On average, it is expected that a shuttle bus will be able to accommodate 20 workers. In addition, workers who drive will be encouraged to car share where possible.

- 5.12 With this in mind, it is assumed that 50% of workers will arrive by shuttle bus. This is a similar proportion to other DCO applications. For example, Longfield Solar Farm (PINS reference EN010118) assumed that 55% of the workforce would arrive by shuttle bus based on the proportion of the workforce that would be non-local to the Site and would stay in local accommodation.
- 5.13 The remainder will arrive by car with an assumed 1.5 construction workers per car based on the national car occupancy average.
- 5.14 Based on 455 construction workers (including 15 at the Energy Storage System), the forecast number of cars/LGVs are set out in **Table 5.2**.

Table 5.2 Construction Workers

Construction Activity	West Burton 1, 2, 3 and BESS
Construction Workers (Busy Day)	455
Shuttle Bus	11
Car	152
Total (Arrivals)	163
Total Movements (Arrivals + Departures)	326

- 5.15 Table 5.2 shows that there could be up to 163 construction worker arrivals by car and shuttle bus associated with West Burton 1, 2 and 3 on a busy day. These are likely to arrive in the morning, with the same amount of the departures in the afternoon/evening. As mentioned, shift patterns will be coordinated to avoid construction work travel during the traditional network peak hours of 08:00-09:00 and 17:00-18:00.

Construction Phase: West Burton 1, 2 and 3 - Typical Trip Profile

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

Table 5.3 Typical Construction Vehicle Trip Profile: West Burton 1, 2 and 3

	Cars		Shuttle Bus		HGV		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
06:00-07:00	76	0	5	0	0	0	81	0
07:00-08:00	76	0	6	0	0	0	82	0
08:00-09:00	0	0	0	0	0	0	0	0
09:00-10:00	0	0	0	0	3	3	3	3
10:00-11:00	0	0	0	0	3	3	3	3
11:00-12:00	0	0	0	0	4	4	4	4
12:00-13:00	0	0	0	0	4	4	4	4
13:00-14:00	0	0	0	0	3	3	3	3
14:00-15:00	0	0	0	0	3	3	3	3
15:00-16:00	0	0	0	0	3	3	3	3
16:00-17:00	0	76	0	5	0	0	0	81
17:00-18:00	0	0	0	0	0	0	0	0
18:00-19:00	0	76	0	6	0	0	0	82
Total	152	152	11	11	23	23	186	186

Construction Phase: Cable Route Corridor

5.17 For the construction of the Cable Route Corridor, 20 temporary accesses are required, approximately one every kilometre. It is forecast that each access will generate up to eight arrivals and eight departures per day for the delivery of material and equipment. Around half of these will be HGV trips and half LGV trips. There will also be around 10 construction workers per access, arriving by car and shuttle bus. Therefore, the cable route corridor will generate the following trips per day:

- Material and equipment:
 - HGV – 16 deliveries (32 movements) spread over four accesses;
 - LGV - 16 deliveries (32 movements) spread over four accesses;
- Construction worker arrivals (car or shuttle bus) – 40 arrivals (80 movements) spread over four accesses. As there are fewer construction workers than for the solar array sites, spread over a number of accesses, it is assumed that all workers will arrive by private car as a worst-case scenario.

5.18 HGV trips will largely consist of 10m tipper trucks. However, there will be a number of abnormal load movements associated with cable drum deliveries. This is discussed separately in **Section 7**.

5.19 As mentioned, each access will only be used for approximately 90 days during the construction phase.

Operational Phase

5.20 During the Scheme's operational phase, there is anticipated to be less than one visit per day per Site for maintenance purposes. These would typically be made by light van or 4x4 type vehicles. This will not generate any material effect on the local highway network.

Decommissioning Phase

5.21 The Scheme is anticipated to have a design life of approximately 40 years. At the end of the Scheme's operational life it will be decommissioned. The number of vehicles associated with the decommissioning phase are not anticipated to exceed the number set out for the construction phase, as set out in Table 5.1. A Decommissioning Statement [REP3-026] has been prepared and a final Decommissioning Plan will be submitted to the local planning authority for approval prior to decommissioning. This will be secured by a requirement of the DCO.

Summary

5.22 This section has summarised the likely trip generation of the Scheme during the construction and operational phase.

5.23 On a peak day during the construction phase, the following movements could be generated:

- West Burton 1, 2 and 3
 - HGV – 23 (46 total movements)
 - Car/Shuttle associated with construction workers – 163 (326 total movements)
- Cable Route Corridor
 - HGV – 16 (32 total movements)
 - LGV – 16 (32 total movements)
 - Car/Shuttle associated with construction workers – 40 (80 total movements)

5.24 The trips will be spread around the Site. The distribution of construction trips is discussed further in **Section 6**.

5.25 Construction deliveries by HGV will arrive between 09:30-16:30. They will be coordinated to avoid construction vehicle movements during the traditional AM peak hour (08:00-09:00) and PM peak hour

(17:00-18:00). In addition, construction worker shift patterns will be coordinated to avoid travel during the network peak hours of 08:00-09:00 and 17:00-18:00.

5.26 During the Scheme's operational phase, there is anticipated to be less than one visit per day to the Site for maintenance purposes.

5.27 The number of vehicles associated with the decommissioning phase are not anticipated to exceed the number set out for the construction phase,

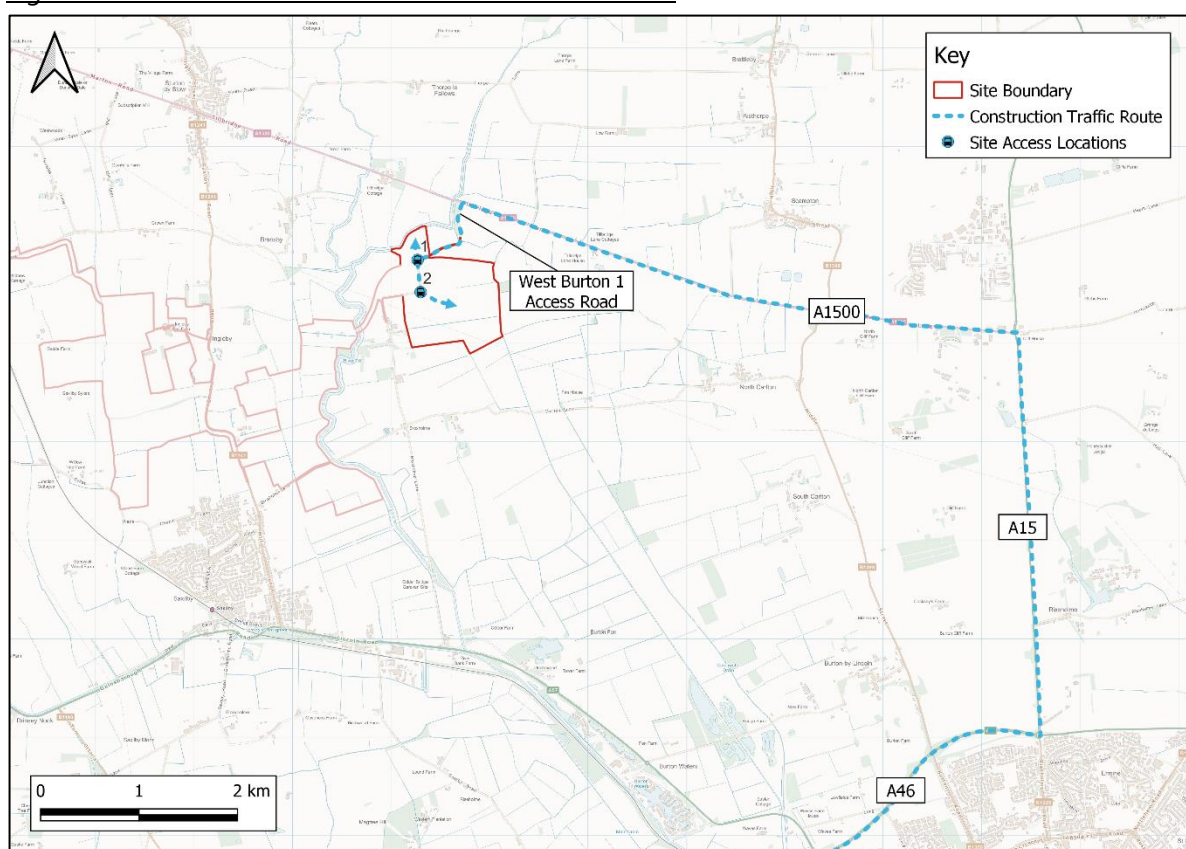
6 Construction Vehicle Trip Distribution

6.1 This section sets out the trip distribution associated with construction vehicles. Construction vehicle trips have been distributed on the local highway network surrounding the Site. This is based on the peak daily vehicle movements set out in the summary of Section 5.

West Burton 1

6.2 The construction route for West Burton 1 is shown in **Figure 6.1**.

Figure 6.1 West Burton 1 Construction Vehicle Route



6.3 The route will be as follows:

- A15 → A1500 Till Bridge Lane → Unclassified Rural Road south of the A1500 (West Burton 1 Access Road).

6.4 Based on the peak vehicle movements set out in Section 5, the number of vehicles using the local highway network to access West Burton 1 on a daily basis is summarized in **Table 6.1**.

Table 6.1 West Burton 1 Trip Distribution – Daily Trips (Peak Construction)

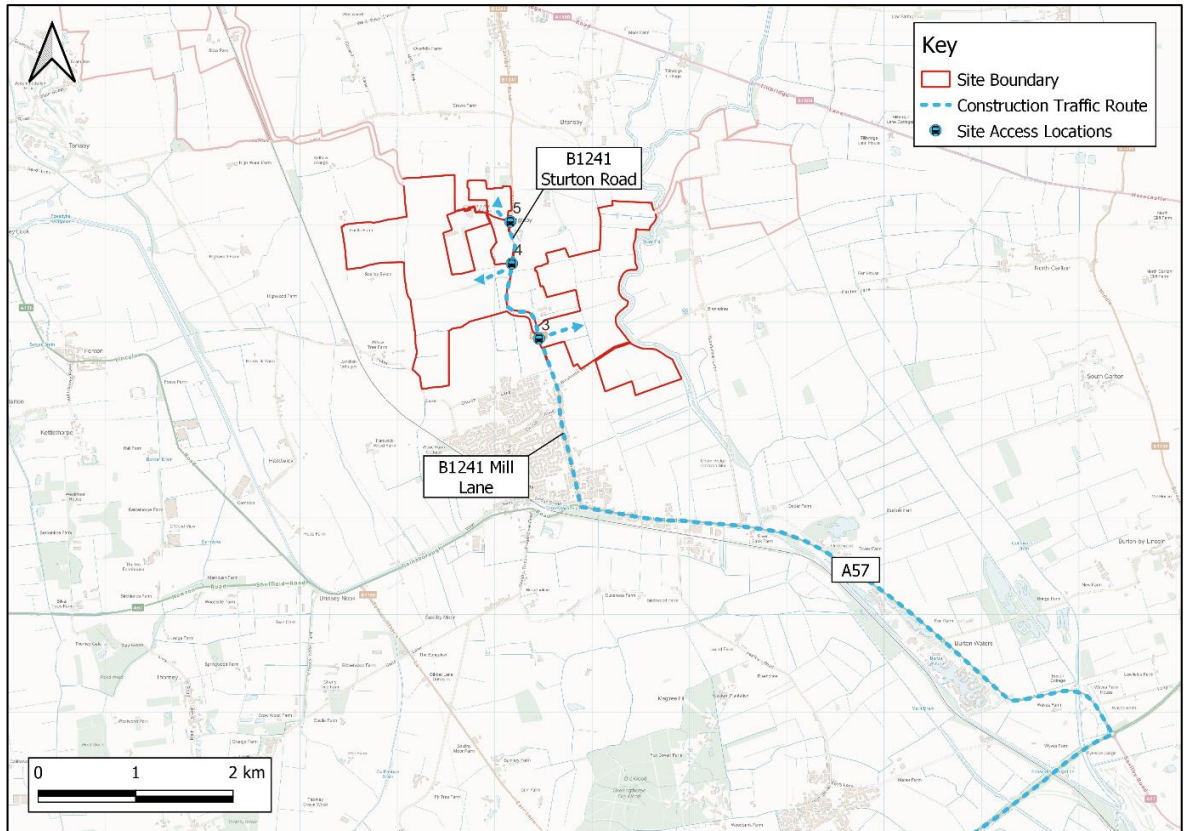
Link	Direction	HGV	Car/LGV/Shuttle	Total
A15	NB	5	23	28
	SB	5	23	28
A1500	WB	5	23	28
	EB	5	23	28
Unclassified (WB1 Access Road)	NB	5	23	28
	SB	5	23	28

6.5 Table 6.1 shows that there will be approximately five arrivals and five departures per day by HGV associated with West Burton 1 (around one arrival and one departure per hour across the working period of 09:30-16:30).

West Burton 2

6.6 All vehicles will arrive from the A46, onto the A57 and the B1241 to the south of the Site. The route from the A46 is shown in **Figure 6.2**.

Figure 6.2 West Burton 2 Construction Vehicle Route



6.7 Based on the peak vehicle movements set out in Section 5, the number of vehicles using the local highway network to access West Burton 2 on a daily basis is summarized in **Table 6.2**.

Table 6.2 West Burton 2 Trip Distribution – Daily Trips (Peak Construction)

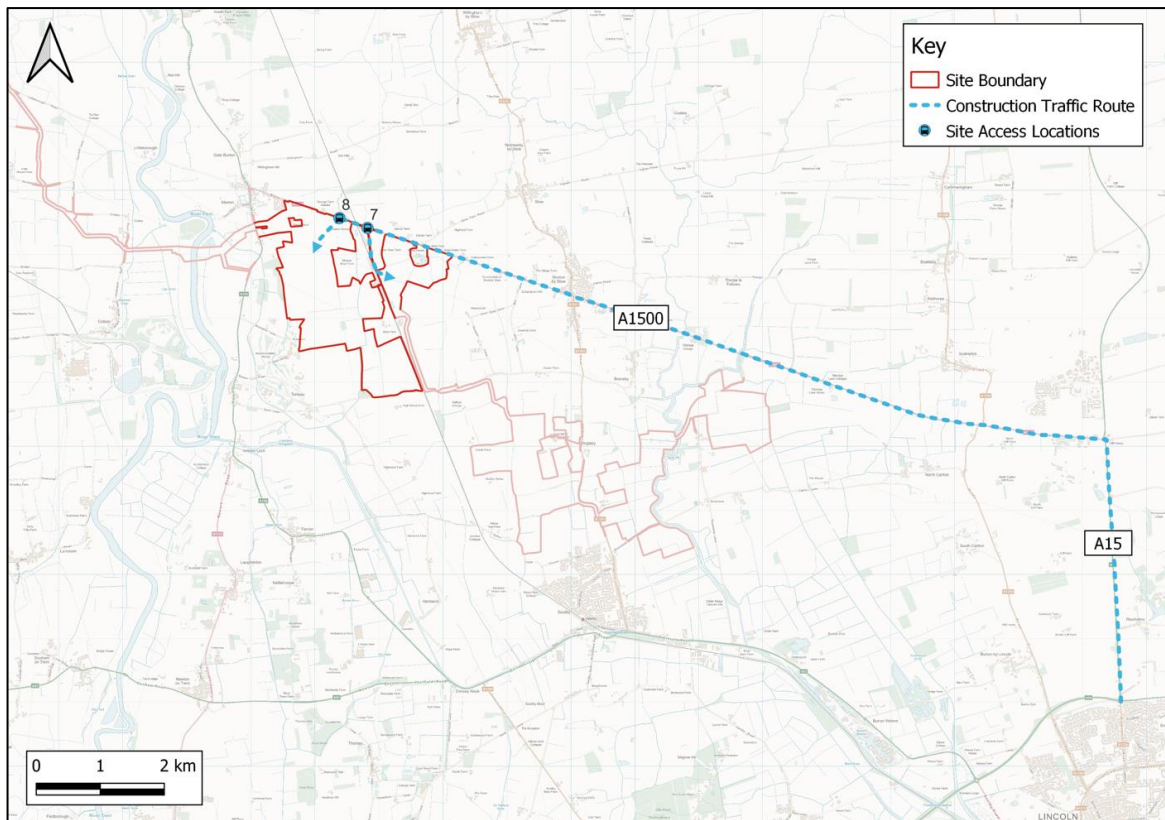
Link	Direction	HGV	Car/LGV/Shuttle	Total
A57	EB	7	46	53
	WB	7	46	53
B1241	NB	7	46	53
	SB	7	46	53

6.8 Table 6.2 shows there will be approximately 7 arrivals and 7 departures per day by HGV (around one arrival and one departure per hour across the working period of 09:30-16:30).

West Burton 3

6.9 Vehicles accessing West Burton 3 will access the Site via the A15 and A1500. The route from the A15 is shown in **Figure 6.3**.

Figure 6.3 West Burton 3 Construction Vehicle Route



- 6.10 Based on the peak vehicle movements set out in Section 5, the number of vehicles using the local highway network to access West Burton 3 on a daily basis is summarized in **Table 6.3**.

Table 6.3 West Burton 3 Trip Distribution – Daily Trips (Peak Construction)

Link	Direction	HGV	Car/LGV/Shuttle	Total
A15	NB	11	93	104
	SB	11	93	104
A1500	EB	11	93	104
	WB	11	93	104

- 6.11 Table 6.3 shows there will be approximately 11 arrivals and 11 departures per day by HGV (around two arrivals and two departures per hour across the working period of 09:30-16:30).

Summary

- 6.12 A summary of the trip distribution across the network associated with West Burton 1, 2 and 3 is shown in **Table 6.4**.

Table 6.4 Trip Distribution – Daily Trips (Peak Construction)

Link	Direction	HGV	Car/LGV/Shuttle	Total
West Burton 1 and 3				
A15	NB	16	116	132
	SB	16	116	132
A1500	WB	16	116	132
	EB	16	116	132
Unclassified (WB1 Access Road)	NB	5	23	28
	SB	5	23	28
A57	EB	7	46	53
	WB	7	46	53
B1241	NB	7	46	53
	SB	7	46	53

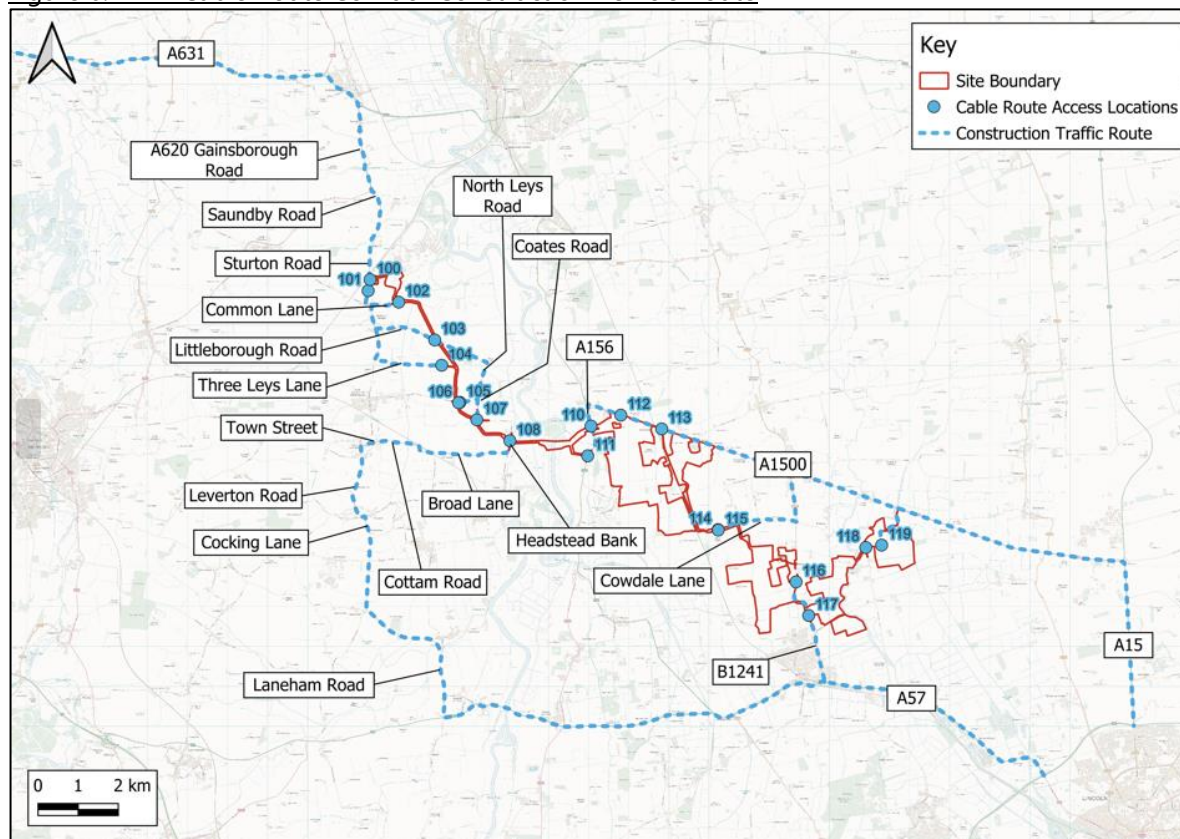
- 6.13 Table 6.5 indicates that the A15 and A1500 will be the busiest links on the network in relation to construction vehicles. During peak periods, there could be up to 23 HGV arrivals and 23 HGV departures per day. This relates to around three arrivals/departures per hour during the construction working hours.
- 6.14 HGV movement will be managed via a booking system, with the aim of managing arrivals and departures to ensure that they do not cross each other on the local highway network. This is set out in more detail in the CTMP at **Appendix 14.2** of the ES.

Cable Route Corridor

- 6.15 As discussed in Section 5, it is forecast that each access will generate up to eight arrivals and eight departures per day for the delivery of material and equipment. Around half of these will be HGV trips (10m rigid vehicle) and half LGV trips. There will also be around 10 construction workers per access, arriving by car and shuttle bus. Each access will only be used for approximately 90 days during the construction phase.
- 6.16 A summary of the construction vehicle route for each access is set out below and shown in **Figure 6.4**:
- Grid Connection Access 100 and 101 – A614 → A631 → Sturton Road/Gainsborough Road
 - Grid Connection Access 102 – A614 → A631 → Sturton Road/Gainsborough Road → Station Road → North Street → Common Lane
 - Grid Connection Access 103 – A614 → A631 → Sturton Road/Gainsborough Road → Station Road → Cross Street → Church Street → Littleborough Road
 - Grid Connection Access 104 – A614 → A631 → Sturton Road/Gainsborough Road → Station Road → Cross Street → Sturton Road → Three Leys Lane/Fenton Lane
 - Grid Connection Access 105 – A614 → A631 → Sturton Road/Gainsborough Road → Station Road → Cross Street → Church Street → Littleborough Road → Thornhill Lane → Northfield Road (north)
 - Grid Connection Access 106 – A614 → A631 → Sturton Road/Gainsborough Road → Station Road → Cross Street → Church Street → Littleborough Road → Thornhill Lane → Northfield Road (south)
 - Grid Connection Access 107 – A614 → A631 → Sturton Road/Gainsborough Road → Station Road → Cross Street → Sturton Road → Main Street → North Leys Road → Coates Road
 - Grid Connection Access 108 – A46 → A57 → Laneham Road → Cocking Lane → Town Street → Leverton Road → Town Street → Cottam Road → Broad Lane → Headstead Bank
 -
 - Grid Connection Access 110 – A15 → A1500 Till Bridge Lane → A156 Main Street
 - Grid Connection Access 111 – A15 → A1500 Till Bridge Lane → A156 Main Street
 - Grid Connection Access 112 – A15 → A1500 Till Bridge Lane
 - Grid Connection Access 113 – A15 → A1500 Till Bridge Lane → Stow Park Road
 - Grid Connection Access 114 – A15 → A1500 Till Bridge Lane → B1241 Sturton Road → Cowdale Lane (north)
 - Grid Connection Access 115 – A15 → A1500 Till Bridge Lane → B1241 Sturton Road → Cowdale Lane (south)

- Grid Connection Access 116 – A46 → A57 → B1241 Sturton Road
- Grid Connection Access 117 – A46 → A57 → B1241 Sturton Road
- Grid Connection Access 118 – A15 → A1500 Till Bridge Lane → Unclassified road south of A1500
- Grid Connection Access 118 – A15 → A1500 Till Bridge Lane → Unclassified road south of A1500
- Grid Connection Access 119 – A15 → A1500 Till Bridge Lane → Unclassified road south of A1500

Figure 6.4 Cable Route Corridor Construction Vehicle Route



6.17 Along with 10m tipper trucks, there will be a number of abnormal load movements associated with cable drum deliveries. This is discussed further in **Section 7**.

7 Abnormal Loads Movement

7.1 There will be a number of abnormal load movements associated with the construction of the Scheme.

The Department for Transport (DfT) define a movement to be abnormal if the load and vehicle meets any of the following criteria:

- a weight of more than 44,000kg;
- an axle load of more than 10,000kg for a single non-driving axle and 11,500kg for a single driving axle;
- a width of more than 2.9 metres;
- a rigid length of more than 18.65 metres.

7.2 Abnormal load specialists ‘Wynns’ have prepared a report detailing the required movements. This is shown in **Appendix F**.

Trip Generation and Access

West Burton 1, 2 and 3

7.3 Substations will be required at each area on the Scheme. The substations will consist of electrical infrastructure such as the transformers, switchgear and metering equipment required to facilitate the export of electricity from each respective area.

7.4 The Abnormal Load movements associated with the substations and their accesses are summarised in **Table 7.1**. For the access references, please refer to Table 4.1 and drawings in **Appendix D**.

Table 7.1 Abnormal Load Movements

Substation Location	Transformer Dimensions (Length/Width/Height)	Vehicle Type	Access	Frequency
West Burton 1	7.90m/4.86m/4.50m 100 tonnes	5 axle bed with 5 axle draw bar trailer (approx. 36m in length)	Access 2	1
West Burton 2	7.90m/4.86m/4.50m 100 tonnes	5 axle bed with 5 axle draw bar trailer (approx. 36m in length)	Access 4	2
West Burton 3	7.24m/5.00m/4.78m 157 tonnes	16 axle girder frame (approx. 70m in length)	Access 8	4

- 7.5 Table 7.1 confirms that there will be a total of seven abnormal load movements during the construction period associated with West Burton 1, 2 and 3.

Cable Route Corridor

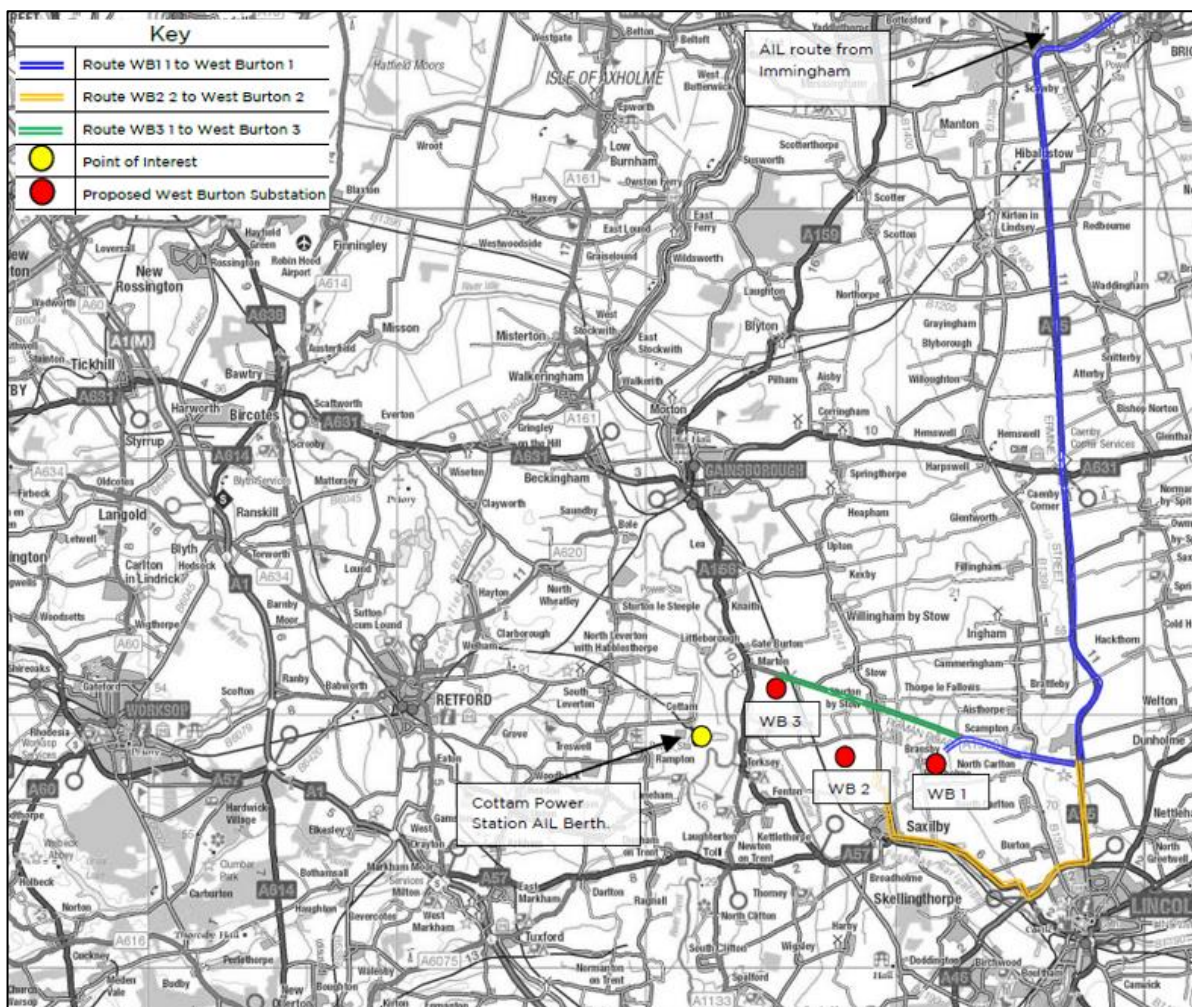
- 7.6 The 30 tonne cable drum will be delivered on a Cable Reel Trailer. This vehicle is classified as an abnormal load. However, the vehicle is not nearly as big as those required to deliver the transformers at 26m in length.
- 7.7 Each section of the Cable Route will require around 100 cable drum deliveries (around 25 per access).
- 7.8 The Cable Reel Trailer and vehicle will get as close to the relevant access location as possible. From here, the cable drum will be unloaded and towed along the haulage road to the appropriate location for installation.

Routes for Abnormal Load Movements

West Burton 1, 2 and 3

- 7.9 Preferred routes for the abnormal load movements have been set out in the Wynns Report.
- 7.10 It is likely that all loads will be transported by river to the Immingham Docks. From here they will use the A160, A180 and M180 to reach the A15. National Highways (Yorkshire and North East Area) has confirmed that the A160, A180 and M180 from Immingham Docks to the A15 are acceptable for the proposed loads.
- 7.11 From the A15, the routes to the relevant substations within each Site are as follows:
- West Burton 1: A15 → A1500 Till Bridge Lane → West Burton 1 Access Road;
 - West Burton 2: A15 → A46 → A57 → B1241;
 - West Burton 3: A15 → A1500 Till Bridge Lane
- 7.12 **Figure 7.1** shows the routes. This has been extracted from the Wynns Report (Map 1):

Figure 7.1 Abnormal Load Movements



Cable Route Corridor

7.13 Wynns has undertaken analysis of the routes to the Cable Route Corridor, as set out Section 6. They have concluded that all accesses are accessible by the Cable Reel Trailer, except for Access 104. This access will not be used for abnormal load movements and the haul road within the Cable Route Corridor will be used to access the cable joint bays from alternative accesses.

Management and Measures

West Burton 1, 2 and 3

7.14 Traffic management will be in places for all abnormal load movements destined for the Site.

“ALLs will take up the entire road width on the final approaches to all sites and careful traffic management will need to be agreed with Lincolnshire Police in terms of escort requirements. It is possible that detailed traffic management options including Temporary Traffic Regulation Orders (TTRO) will be required by the police or highway authority although no such requirement has been highlighted as necessary to date in their responses to the route enquires. It will be agreed by the appointed haulage contractor prior to movement”.

- 7.15 The exact nature of the traffic management will be agreed with the local highway authority and police prior to the movement taking place.
- 7.16 For the structural review, should any issue arise, the following measures will be explored (Wynns Report Paragraph 9.18);
- Alternative trailer arrangements to spread the load;
 - Temporary or permanent relieving measures.
- 7.17 Where appropriate, the temporary laying of steel plates or timbers will be undertaken to protect verges and kerbs.

Cable Route Corridor

- 7.18 Traffic management will also be in place for abnormal load movements associated with the Cable Route Corridor. Again, the exact nature of the traffic management will be agreed with the local highway authority and police prior to the movement taking place.

Summary

- 7.19 There will be a number of abnormal loads movements across the construction period, associated with the delivery of transformers and the cable route drum. Abnormal load specialists ‘Wynns’ have prepared a report detailing the required movements.
- 7.20 Wynns has identified appropriate routes to the Site. They have confirmed that all routes are appropriate for use by the identified abnormal loads. However, there are some sections where road widening and structural assessments required.
- 7.21 Traffic management will be agreed with the local highway authority and police prior to the abnormal load movements taking place.

8 Construction Period Management and Mitigation

8.1 The section sets out the management and mitigation measures that will be put in place during the construction phase to reduce the effect of the Scheme on the local highway network.

Specific Highway Measures

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

Banksmen

8.3 Throughout the construction period, banksmen will be positioned at all construction access points, to assist vehicle movement in and out of the Site. Banksmen will also ensure the safe movement of all other users of the local highway network within the vicinity of the access, including any pedestrians and cyclists.

Junction Widening

8.4 As set out in Section 4, access to the Site from the public highway will either utilise existing agricultural accesses or, in a small number of cases, involve the creation of a new temporary access into the land fields.

8.5 Where existing accesses are utilised, these will be widened and formalised as appropriate. Visibility splays will be kept clear throughout the construction period.

Passby Bays

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

8.7 The DCO will include powers to make adjustments within the highway verges, without having to identify every single location on a delivery route at this stage.

- 8.8 The Applicant has been in discussion with Lincolnshire County Council with regards to the location of passing bays on the access to West Burton 1. To provide reassurances to LCC that passing bays can be delivered in this location, three indicative passing locations are shown in **Drawing SK18, Drawing SK19** and **Drawing SK20**, contained **Appendix G**. Final details will be provided within the final CTMP, which will be a requirement of the DCO.

Traffic Management

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

Construction Traffic Management Plan

- 8.10 A Construction Traffic Management Plan (CTMP) will be implemented during the construction phase of the Scheme. The Outline CTMP is included at **Appendix 14.2** of the **Environmental Statement** [[EX4/WB6.3.14.2 DEN010132/APP/WB6.3.14.2](#)].
- 8.11 A CTMP provides a framework for the management of construction vehicle movements to and from the Site, to ensure that the effect of the construction phase on the local highway network is minimised. It is an evolving document that will be updated prior to construction to reflect any considerations made during the DCO process, and to add detail that arises from the procurement of the Engineering Principal Contractor (EPC). The CTMP will be agreed with the Local Highway Authorities prior to construction commencing.
- 8.12 The Outline CTMP contains further information on construction vehicle access, routing and trip generation. Most importantly, it sets out a package of mitigation measures aimed at minimising the effect of construction traffic on the surrounding transport network.
- 8.13 The measures set out in the Outline CTMP are summarised below:
- Signage installed along the construction vehicle route to direct traffic to the Site;
 - The avoidance of travel during the network peak hours;
 - The provision of a booking system with the aim of managing arrivals and departures to ensure that they do not cross each other on the local highway network;
 - The provision of parking on-site, to ensure that vehicles are not parked on the local highway network;
 - The provision of a wheel wash facility and access points, to ensure that vehicles do not distribute mud and debris on the local highway network;
 - Noise reduction and air quality measures;
 - A commitment to engage with the local community and set up a Community Liaison Group;
- and

- A commitment to undertake a pre and post construction road condition survey. This will identify defects that can reasonably be attributable to construction activities at the Site. Any identified highways defects resulting from construction activities associated with the Site will be corrected to the satisfaction of the local highway authority;
- A commitment to work with neighbouring developments, namely Gate Burton Energy Park and Cottam Solar Project, to explore whether any mitigation measures can be combined in order to reduce the cumulative impacts during the construction phase.

8.14 Through the CTMP, a construction worker travel plan will also be implemented. This will include the following measures aimed at reducing private vehicle use:

- **Shuttle Bus** - The location where staff will travel from is unknown at this stage as it will depend on the appointed contractor. However, it is envisaged that the majority of non-local workforce will stay at local accommodation and be transported to the Site by shuttle bus to minimise the impact on the strategic and local highway network;
- **Car sharing** – A car sharing scheme will be set up. This will match construction workers who live in a similar area, or who follow a similar route to the Site and encourage them to car share to save costs and reduce their impact on the environment.

Public Rights of Way Management Plan

8.15 A Public Right of Way Management Plan will also be implemented during the construction phase of the Scheme. An Outline Public Rights of Way Management Plan is included at **Appendix 14.3** of the **Environmental Statement** [[EX4/WB6.3.14.3 DEN010132/CR1/AWB6.3.14.3_C](#)].

8.16 A Public Right of Way Plan is included in the DCO submission, and shown in the Outline Public Right of Way Management Plan. This identifies 16 public rights of way that go through the Site. These are summarised below in Table 2.3 and set out below:

- West Burton 1:
 - PROW Scmp/196/1
 - PROW Brox/196/1
 - PROW Brox/197/1
- West Burton 3:
 - PROW Mton/68/1
- Cable Route Corridor:
 - PROW Bram/66/1
 - PROW Mton/66/4
 - PROW Cottam/FP1
 - PROW North Leverton/FP9
 - PROW North Leverton/FP18
 - PROW North Leverton/BOAT14
 - PROW Sturton Le Steeple/BW5
 - PROW Sturton Le Steeple/FP38
 - PROW Sturton Le Steeple/RB32
 - PROW Sturton Le Steeple/FP39

- PROW Sturton Le Steeple/FP15
- PROW Sturton Le Steeple/FP17

8.17 During the construction phase, there could be instances whereby a small number of construction vehicles have to cross the public rights of way. Generally, these will be managed using the following measures:

- Speeds will be limited to 10mph;
- Drivers will stop and give-way to any pedestrian that they encounter. In particular they will allow equestrians to completely pass the vehicle and are a safe distance away before resuming their journey;
- Appropriate signage will be installed along the footpath to make users aware of the construction activity. This will include information on construction times;
- Banksmen will also be present to ensure the safe movement of all users;
- The footpath will be kept clear outside of construction hours;
- Any damage to the surface of the footpath will be repaired immediately. The surface will be returned to its original condition following construction.

8.18 It is not anticipated that any temporary PRoW diversions will be required for the Sites. However, in the unlikely case that a temporary diversion is required for health and safety reasons, areas within the Order Limits for a potential diversion have been identified. These are shown on the PRoW Plan [\[EX4/WB2.4 C~~EN010132/CR1/WB2.4_A~~\]](#). In respect of the Sites, the Applicant will only exercise the power to temporarily stop up/divert a PRoW in the event that the management measures are not considered sufficient to ensure PRoW user safety and/or in the case of an emergency. Where a temporary stopping up or diversion is required this will only be put in place for as long as is reasonably necessary.

Summary

8.19 A number of management and mitigation measures will be implemented throughout the construction period. This includes:

- Localised access widening and passby bays;
- The use of banksmen and localised traffic management to ensure highway safety;
- The implementation of a Construction Traffic Management Plan (CTMP) with the aim of minimising the effect of construction vehicles on the local highway network. The Outline CTMP is included at **Appendix 14.2** of the **Environmental Statement** [\[EX4/WB6.3.14.2 D~~EN010132/CR1/WB6.3.14.2_C~~\]](#); and
- The implementation of a Public Right of Way Management Plan. The Outline Public Right of Way Management Plan is included at **Appendix 14.3** of the **Environmental Statement** [\[EX4/WB6.3.14.3 D~~EN010132/CR1/WB6.3.14.3_C~~\]](#).

9 Effect of the Development on the Local Highway Network

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

Operational Phase

9.2 During the Scheme’s operational phase, there is anticipated to be less than one visit per day to the Site for maintenance purposes. These would typically be made by light van or 4x4 type vehicles. This will not result any material effect on the local highway network.

Construction Phase: West Burton 1, 2 and 3

9.3 The construction phase is expected to last approximately 24 months. The assessment of the effects of the construction phase is based on peak construction vehicle movements, as set out in Section 5 and 6.

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

9.5 At this stage, construction is anticipated to start in 2025. TEMPro growth factors, which have been adjusted in line with the National Traffic Model (NTM), have been applied to the observed traffic flows to generate baseline traffic flows for 2025. The TEMPro growth factor for the West Lindsey District is shown in **Table 9.1**.

Table 9.1 TEMPro Growth Factors (2021-2025)

Year	Growth Factor
2021-2025	1.0555

9.6 The 2021 observed and 2025 future baseline traffic flows are shown in **Table 9.2**.

Table 9.2 Baseline 2021 and 2025 Traffic Flows – Average Weekday (24 hr), Two-Way

Link	2021		2025	
	Total Vehicles	HGV	Total Vehicles	HGV
A15	12,661	17%	13,364	17%
Till Bridge Lane (A1500)	4,521	17%	4,772	17%
Unclassified Road south of A1500	183	14%	193	14%
A57 Lincoln Road	12,722	5%	13,428	5%
B1241 Mill Lane/Sturton Road	3,852	18%	4,066	18%

*HGV is classified as a vehicle over 3.5 tonnes

- 9.7 Daily construction traffic flows have been added onto 2025 base to show the change in vehicles. This is summarised in **Table 9.3**.

Table 9.3 Baseline 2025 Traffic Flows plus Construction Traffic – Average Weekday (24 hr), Two-Way

Link	Development		2025 plus Development		Percentage Change	
	Total Vehicles	HGV	Total Vehicles	HGV	Total Vehicles	HGV
A15	266	33	13,630	2,267	2%	1%
Till Bridge Lane (A1500)	266	33	5,039	859	6%	4%
Unclassified Road south of A1500	58	11	251	37	30%	41%
A57 Lincoln Road	107	14	13,535	731	1%	2%
B1241 Mill Lane/Sturton Road	107	14	4,173	747	3%	2%

- 9.8 Table 9.3 indicates that there will not be a significant percentage change in the number of daily vehicle trips on A-roads within the local highway network, namely the A15, A1500 and A57 (less than 6% change) as a result of construction traffic.
- 9.9 The B1241 will also not see a significant change in daily traffic flows (less than 3% change).
- 9.10 Smaller, rural roads will see a higher percentage increase in daily traffic flows. However, these typically have low baseline traffic flows. For example, the unclassified road south of the A1500 has a forecast of just 193 daily vehicle movements in the 2025 base. There will only be 58 additional movements as a result of the Scheme.

- 9.11 The effect of these changes in traffic flows, which are spread out across local highway network surrounding the scheme, is not forecast to have any significant effect over the course of the working day. As discussed, the construction period is 24 months so effects will be temporary in nature.

Peak Hour Traffic Flows

- 9.12 Construction vehicles will avoid travel during the network peak hours where possible. Deliveries will be scheduled for between 09:30 and 16:30. Construction worker shifts will be scheduled so that workers are not traveling during the network peak hours of 08:00-09:00 and 17:00-18:00.
- 9.13 As a result, there are unlikely to be any significant peak hour movements associated with the construction phase of the Scheme. Therefore, the construction phase of the Scheme will not result in any highway network capacity constraints during the network peak hours.

Cable Route Corridor

- 9.14 Each access along the Cable Route Corridor will only generate traffic flows for 90 days. Each access is only forecast to generate eight arrivals and eight departures per day for the delivery of material and equipment (half by 10m tipper, half by LGV), and around 10 construction workers arriving by car and shuttle bus. These movements will again be spread throughout the day, and will avoid the network peak hours. Based on a seven-hour period of arrivals and departures (09:30-16:30), each access will generate approximately two to three movements per hour.
- 9.15 Therefore, construction vehicles associated with the cable route corridor are not expected to have any significant effect on the local highway network.

Summary

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

10 Cumulative Effects of the Scheme

10.1 A number of cumulative schemes are proposed in the local area. These have been determined through reviewing planning applications from the host authorities, and Nationally Significant Infrastructure Projects (NSIP). The following developments are considered to potentially have a transport and access effect on the local area, and have been reviewed as part of this cumulative assessment.

- Cottam Solar Project
- Gate Burton Energy Park
- EDF West Burton C
- Decommissioning of West Burton A
- Saxilby Heights
- Development at Land off Sturton Road
- Blyton Driving Centre
- Wood Lane Solar Farm
- Tillbridge Solar

Construction Period

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

- **Cottam Solar Project** – A solar NSIP broken down into three areas. Vehicles will access the Project via the A15. From the A15 Cottam 1 will route via either the A1500 Till Bridge Lane or Ingham Lane. Cottam 2 will route via the A631 and Cottam 3, via the B1205. It is assumed vehicles to Cottam 3 will not interfere with construction traffic associated with the West Burton Solar Project except on the A15;
- **Gate Burton Energy Park** – A solar NSIP scheme on land near Gate Burton. Accesses are located on the A156, away from the West Burton Site. However, 24% of construction traffic is expected to use the A1500 Till Bridge Lane;
- **Saxilby Heights** – A 230 dwelling development in the village of Saxilby;
- **Land off Sturton Road Development** – A 133 dwelling development in the village of Saxilby;
- **Tillbridge Solar** – A solar NSIP scheme on land to the south, east and south east of Gainsborough.

10.3 The other applications reviewed are not considered to affect the local highway network surrounding the Scheme.

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

Table 10.1 Daily Traffic Flows Associated with Cumulative Scheme

	Cottam Solar Project¹	Gate Burton Energy Park²	Saxilby Heights³	Land off Sturton Road Development⁴	Tillbridge Solar⁶	Total
A15	581	124	-	-	578	1,283
A1500 Till Bridge Lane	96	124	-	-	-	220
Unclassified Road south of A1500	-	-	-	-	-	-
A57 Lincoln Road	-	-	855	670	-	1,525
B1241 Mill Lane leading to Sturton Road	-	-	980	735	-	1,715

1. Taken from Cottam ES. Only flows on the A15 and A1500 follow the same route as the West Burton Scheme;

2. Taken from Gate Burton TA Traffic Flow Diagrams

3. Taken from Figures 10 and 11 of Land at Church Lane, Saxilby Transport Assessment – peak hour traffic flows factored up to estimate daily traffic flows;

4. Taken from Appendix 9 of Land off Sturton Road Transport Assessment – peak hour traffic flows factored up to estimate daily traffic flows;

6. Taken from Tillbridge Solar ES Scoping Opinion – Peak of 64 HGVs stated (128 total). No information on construction worker vehicles. Considered that construction traffic will not interfere with West Burton construction traffic except for potentially on the A15

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

Table 10.2 Daily Traffic Flows: Cumulative Assessment

	Base 2025	Plus West Burton	Plus West Burton plus Cumulative	% Change*
A15	13,364	13,630	14,913	9%
A1500 Till Bridge Lane	4,772	5,039	5259	4%
Unclassified Road south of A1500	193	251	251	0%
A57 Lincoln Road	13,428	13,535	15,060	11%
B1241 Mill Lane leading to Sturton Road	4,066	4,173	5,888	41%

*Compared to Base plus Development

10.6 Table 10.1 and Table 10.2 indicates that the cumulative schemes will mainly affect the A57 and the B1241. This is considered due to the introduction of two residential developments. As the number of traffic flows on these links associated with the construction phase of the Scheme are low, it is unlikely that the cumulative effects will greatly affect the severity of effects from the Scheme.

10.7 Table 10.2 shows that traffic flows associated with the cumulative schemes have the largest effect on Mill Lane and the A57. This is due to the introduction of two residential developments.

10.8 With regards to the cable route corridor, there is an extant planning permission for Sturton le Steeple quarry, to be accessed via Access 101. The planning permission (ref 1/46/06/00014) restricts HGV movements to a maximum of 192 movements per day associated with the quarry (96 in and 96 out). The addition of eight arrivals and departures associated with cable route corridor, over a 90-day period, will not result in a significant cumulative impact at this location.

Joint CTMP

10.9 In the event that the construction schedules associated with this Scheme and other schemes in the area overlap (being the Cottam Solar Project, the Gate Burton Solar Project, and the Tillbridge Solar Project), a joint Construction Traffic Management Plan (Joint CTMP) could be produced. Other Schemes that come forward in the area could be included, as appropriate. The Joint CTMP would set out construction traffic management and control measures relevant to those areas where the construction vehicle routes for the schemes would overlap, to reduce and manage any potential cumulative effects. This is particularly relevant to the Shared Cable Route Corridor with the Cottam

[and Gate Burton projects. The Joint CTMP would be agreed with the relevant authorities prior to commencement of construction.](#)

Operational Period

~~10.8~~[10.10](#)As stated, during the Scheme's operational phase, there is anticipated to be less than one visit per day to the Site for maintenance purposes. These would typically be made by light van or 4x4 type vehicles. This will not result any material effect on the local highway network. Therefore, there will be no material cumulative effect once all Scheme is operational.

Decommissioning Phase

~~10.9~~[10.11](#)As set out in Section 5, the number of vehicles associated with the decommissioning phase are not anticipated to exceed the number set out for the construction phase. A Decommissioning Statement [REP3-026] has been prepared and a final Decommissioning Plan will be submitted to the local planning authority for approval prior to decommissioning. This will be secured by a requirement of the DCO. Therefore, the cumulative effects of the Decommissioning Phase will be similar to those set out for the construction phase.

11 Summary and Conclusions

- 11.1 This Transport Assessment (TA) has provided an overview of the potential effects of the Scheme in transport terms. It should be read in conjunction with **Chapter 14** of the **Environmental Statement** on 'Transport and Access' [APP-052].
- 11.2 The Scheme will comprise the construction, operation and maintenance, and decommissioning of a solar photovoltaic (PV) array electricity generating station and Energy Storage System (BESS) with a total capacity exceeding 50 megawatts (MW), and export connection to the National Grid. The grid connection point will be at the National Grid substation at West Burton Power Station. The Scheme is split into three key areas, namely West Burton 1, West Burton 2, West Burton 3. In addition, a Cable Route Corridor is identified for the Grid Connection.
- 11.3 The Site is in a suitable location for the Scheme in terms of transport. Whilst there is not a significant level of walking, cycling or public transport accessibility in the area, the operation of the Site generates very few trips. The Site is located near to the strategic road network, connected by a number of local roads. This will help facilitate the movement of construction vehicles to and from the Site.
- 11.4 There will be a total of eight accesses for West Burton 1, 2, 3 for the construction and operational phase. In addition, there will be 20 construction accesses along the cable route corridor. All have been assessed and designed for their appropriateness for the relevant vehicles that will use them. During the construction phase, banksmen will be provided at the accesses to ensure the safe movement of construction vehicles when accessing and exiting the Site.
- 11.5 Once operational, very few vehicle trips will be associated with the development (less than one per day for general maintenance).
- 11.6 On a peak day during the construction phase, the following movements could be generated:
- West Burton 1, 2 and 3
 - HGV – 23 (46 total movements)
 - Car/Shuttle associated with construction workers – 163 (326 total movements)
 - Cable Route Corridor
 - HGV – 16 (32 total movements)
 - LGV – 16 (32 total movements)
 - Car/Shuttle associated with construction workers – 40 (80 total movements)
- 11.7 Chapter 6 of this Transport Assessment sets out how these trips will change traffic volumes on the local highway network. The effect of the temporary changes in traffic flows on the local highway network associated with the construction phase of the scheme are not anticipated to be significant in

nature. Trips are well spread around the network, and will be spread across the working day, avoiding the network peak hours.

11.8 A number of management and mitigation measures will be implemented throughout the construction period. This includes:

- Localised access widening and passby bays;
- The use of banksmen and localised traffic management to ensure highway safety;
- The implementation of a Construction Traffic Management Plan (CTMP) with the aim of minimising the effect of construction vehicles on the local highway network. The Outline CTMP is included at **Appendix 14.2** of the **Environmental Statement** [[EX4/WB6.3.14.2_D](#)~~EN010132/CR1/WB6.3.14.2_C~~]; and
- The implementation of a Public Right of Way Management Plan. An Outline Public Right of Way Management Plan is included at **Appendix 14.3** of the **Environmental Statement** [[EX4/WB6.3.14.3_D](#)~~EN010132/CR1/WB6.3.14.3_C~~].

11.9 There will be a total of seven abnormal loads movements across the construction period, associated with the delivery of transformers. In addition, there will be a number of smaller abnormal load movements associated with Cable Route Corridor. Abnormal load specialists 'Wynns' have prepared a report detailing the required movements and management/mitigation measures.

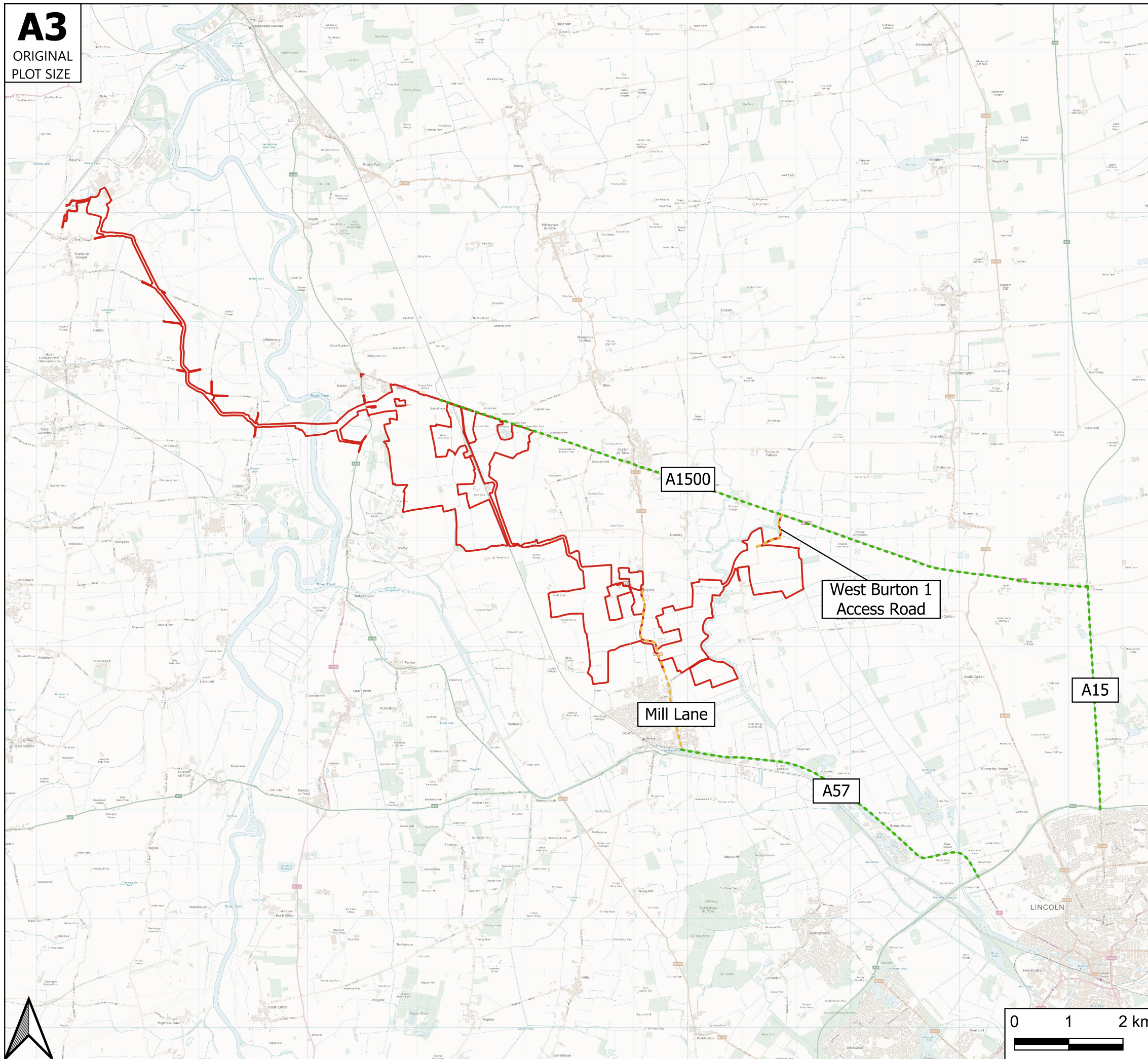
11.10 The number of vehicles associated with the decommissioning phase are not anticipated to exceed the number set out for the construction phase. An Outline Decommissioning Plan [REP3-026] has been prepared and a final Decommissioning Plan will be submitted to the local planning authority for approval prior to decommissioning. This will be secured by a requirement of the DCO. Therefore, the effects of the Decommissioning Phase will be similar to those set out for the construction phase.

11.11 In light of the information contained within this report, it is concluded that the Scheme is acceptable from a transport perspective.

FIGURES

A3

ORIGINAL
PLOT SIZE



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Key

Site Boundary

Highway Network Links

Strategic Highway Network
and A-Roads

Local Highway Network

Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Oxford
Welwyn Garden City



25 King Street
Bristol
BS1 4PB

0117 925 9400
www.tpa.uk.com

CLIENT:
**West Burton Solar Project
Limited**

PROJECT:
West Burton Solar Project

TITLE:
Highway Network

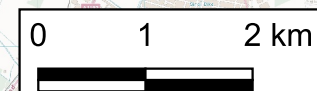
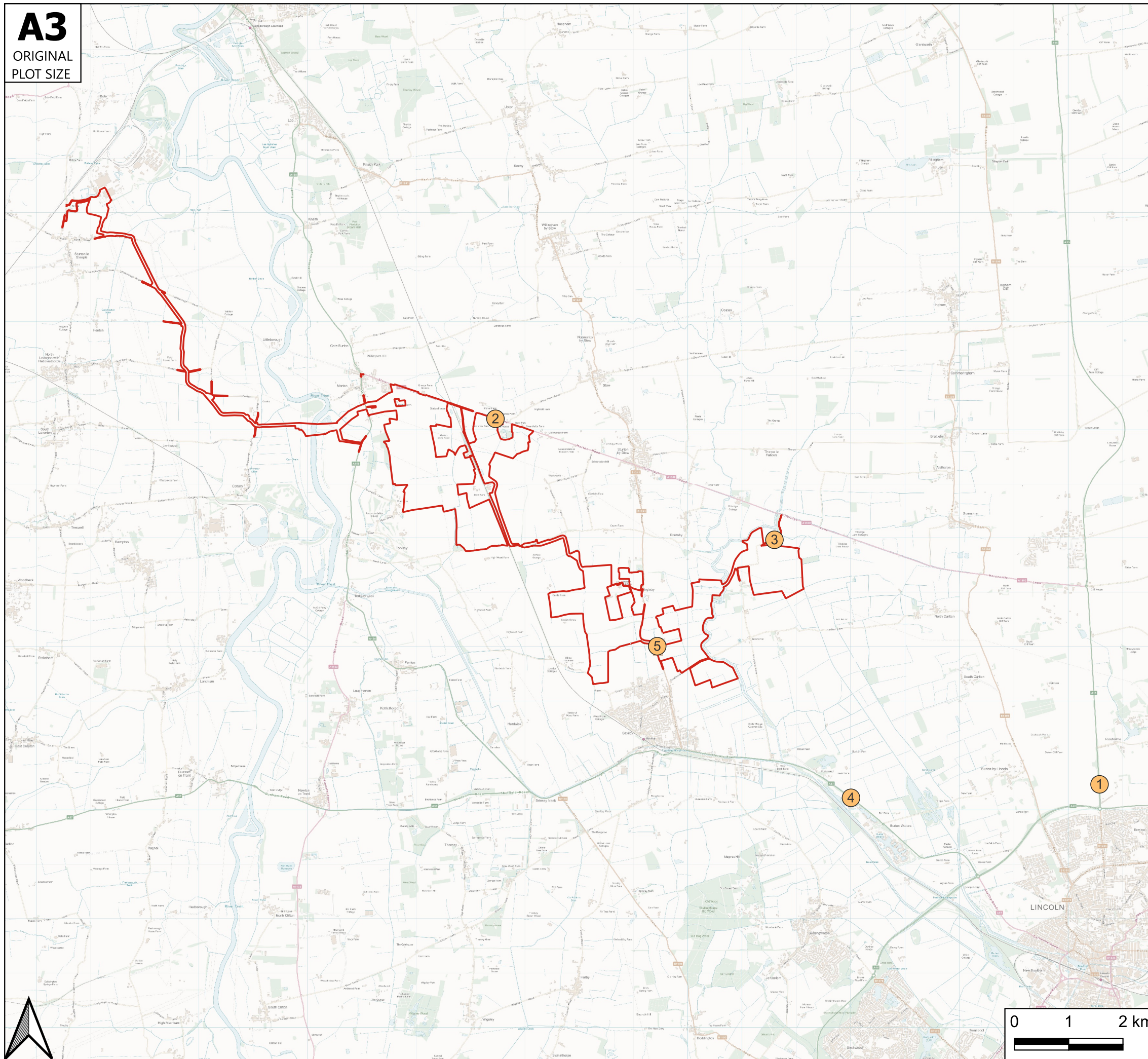
STATUS:
FOR INFORMATION

SCALE: As Shown	DATE: 01.11.24	DRAWN: AC	CHECKED: RR	APPROVED: JD
JOB NO: 2107-061		DRAWING NO: Figure 2.1		REVISION: -



A3

ORIGINAL
PLOT SIZE



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Key

- Site Boundary
- ATC locations

Rev	Date	Details	Drawn by	Checked by	Approved by

tpa
Transport Planning Associates

Bristol
Cambridge
London
Oxford
Welwyn Garden City

25 King Street
Bristol
BS1 4PB

0117 925 9400
www.tpa.uk.com

CLIENT:
West Burton Solar Project Limited

PROJECT:
West Burton Solar Project

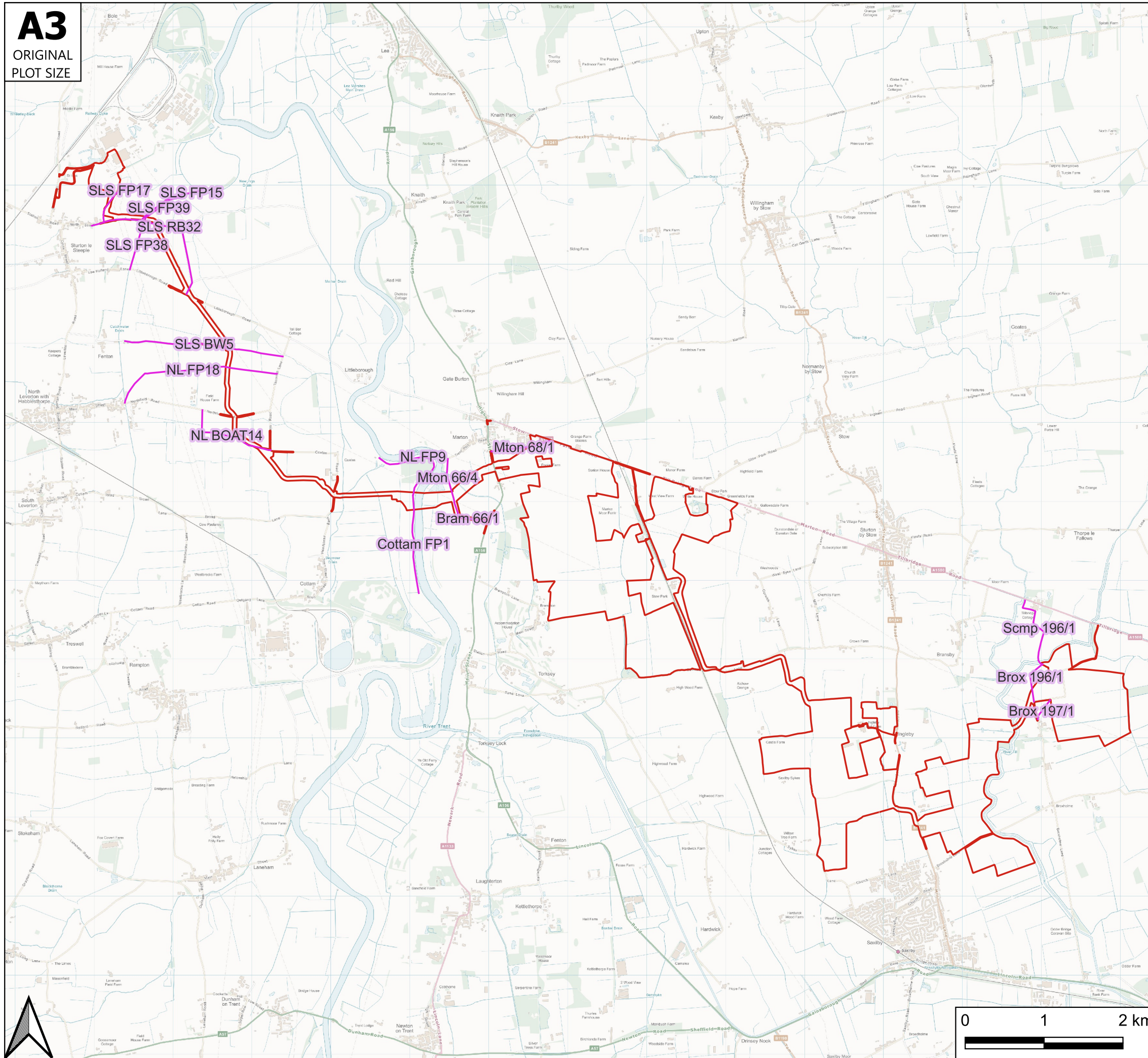
TITLE:
Traffic Survey Locations

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	11.01.24	AC	RR	JD
JOB NO:	DRAWING NO:		REVISION:	
2107-061	Figure 2.2		-	

A3

ORIGINAL
PLOT SIZE



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Key

- Site Boundary
- Public Rights of Way

Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Oxford
Welwyn Garden City

25 King Street
Bristol
BS1 4PB

0117 925 9400
www.tpa.uk.com



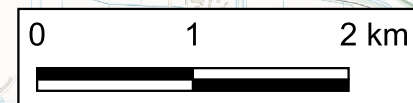
CLIENT:
West Burton Solar Project Limited

PROJECT:
West Burton Solar Project

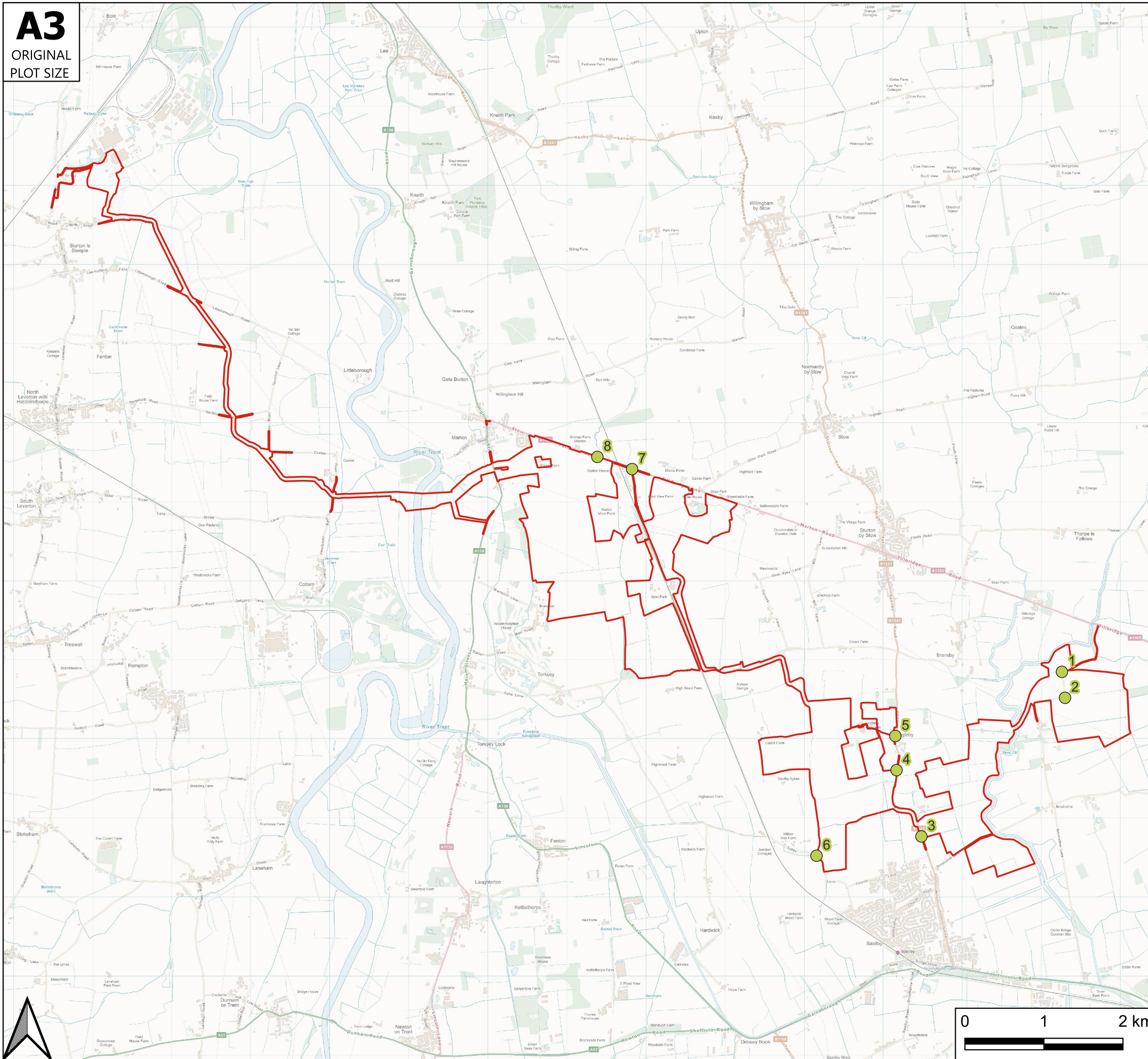
TITLE:
Public Rights of Way Plan

STATUS:
FOR INFORMATION

SCALE: As Shown	DATE: 11.01.24	DRAWN: AC	CHECKED: RR	APPROVED: JD
JOB NO: 2107-061	DRAWING NO: Figure 2.3		REVISION: -	



A3
ORIGINAL
PLOT SIZE



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Key

- Site Boundary
- Access Locations

Rev	Date	Details	Drawn by	Checked by	Approved by

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 Cambridge
 London
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 Welwyn Garden City

tpa
Transport Planning Associates

25 King Street
 Bristol
 BS1 4PB

0117 925 9400
www.tpa.uk.com

CLIENT:
West Burton Solar Project Limited

PROJECT:
West Burton Solar Project

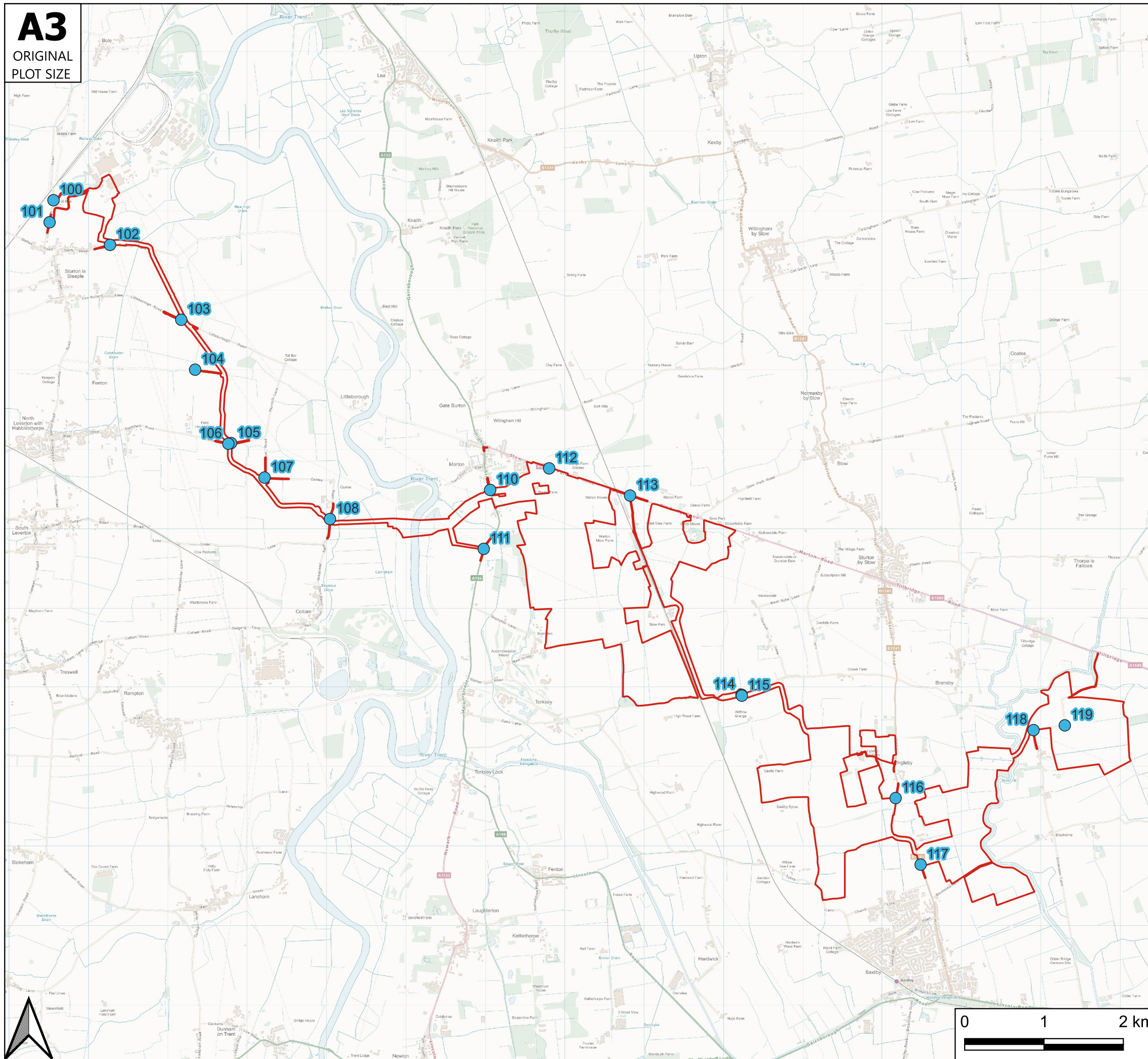
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West Burton 1, 2 and 3 Access Locations

STATUS:
FOR INFORMATION

SCALE: As Shown	DATE: 11.01.24	DRAWN: AC	CHECKED: RR	APPROVED: JD
JOB NO: 2107-061	DRAWING NO: Figure 4.1		REVISION: -	

A3

ORIGINAL
PLOT SIZE



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- Cable Route Access Locations

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PROJECT:
West Burton Solar Project

TITLE:
West Burton Cable Route Access Locations

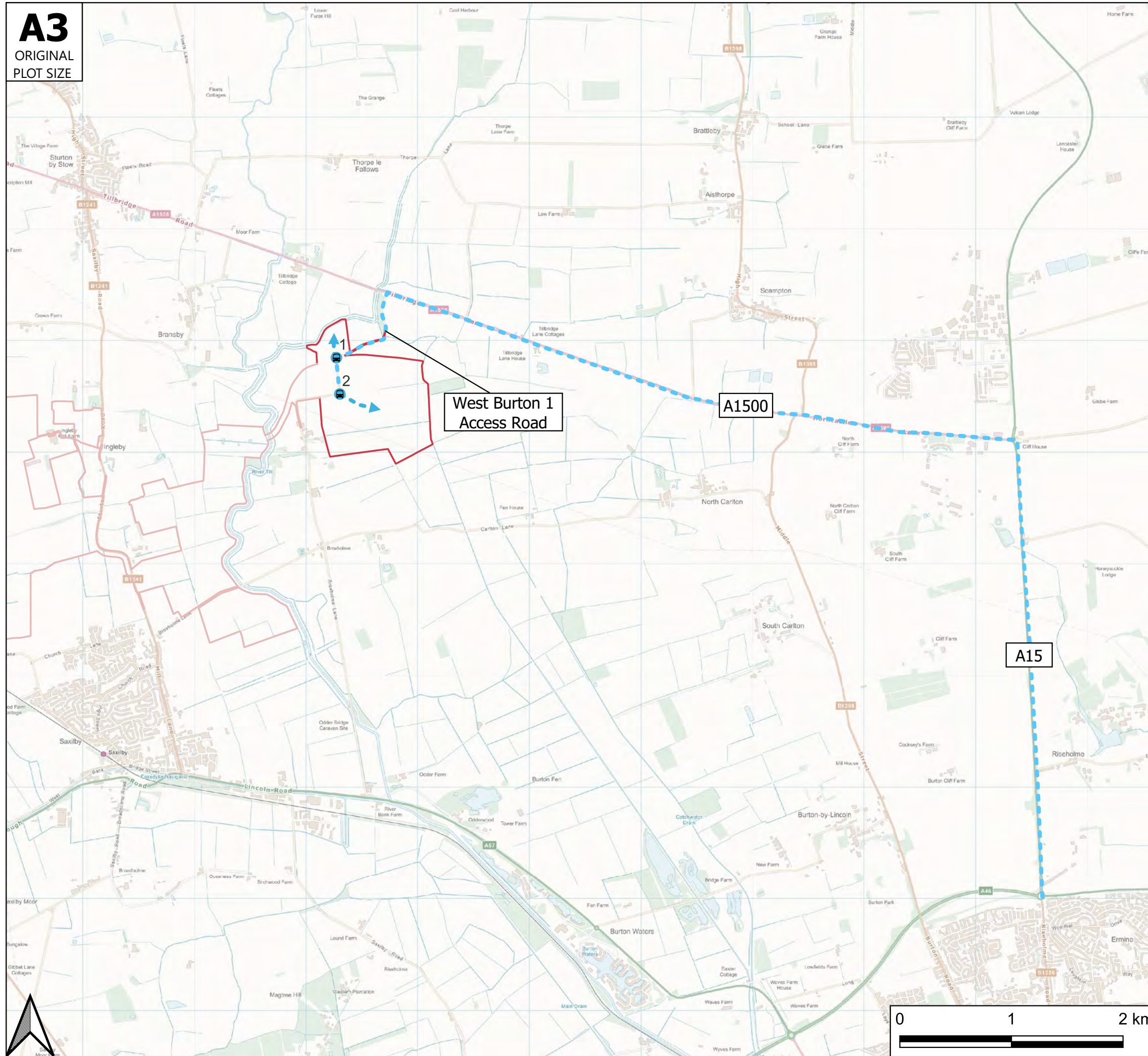
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FOR INFORMATION

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JOB NO: 2107-061	DRAWING NO: Figure 4.2		REVISION: -	



A3

ORIGINAL
PLOT SIZE



West Burton 1
Access Road

A1500

A15

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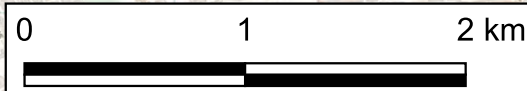
CLIENT:
West Burton Solar Project Limited

PROJECT:
West Burton Solar Project

TITLE:
West Burton 1 Construction Vehicle Route

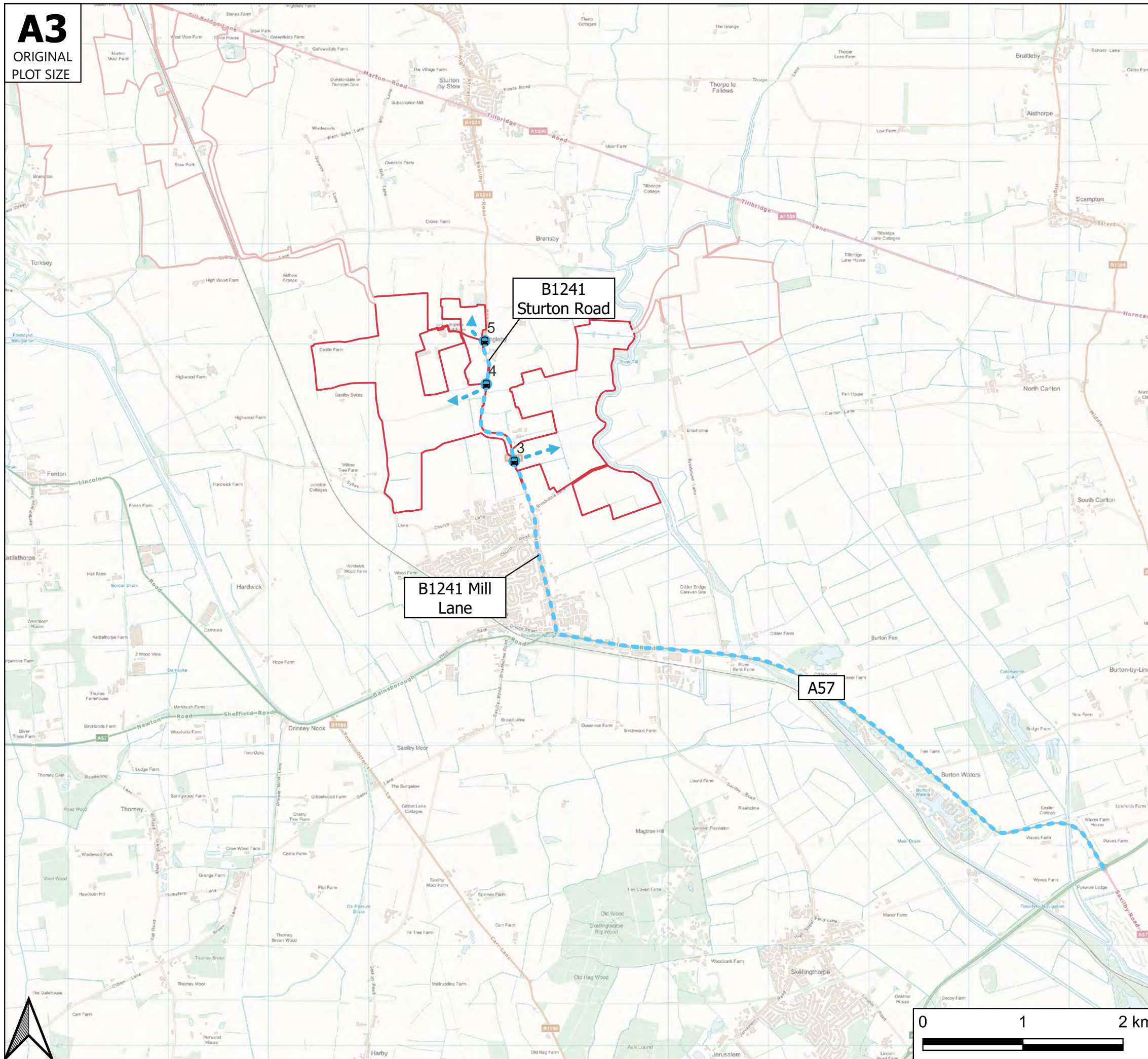
STATUS:
FOR INFORMATION

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JOB NO: 2107-061	DRAWING NO: Figure 6.1		REVISION: -	



A3

ORIGINAL
PLOT SIZE



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- Site Access Locations
- - - Construction Traffic Route

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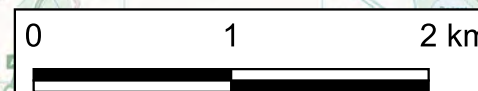
CLIENT:
West Burton Solar Project Limited

PROJECT:
West Burton Solar Project

TITLE:
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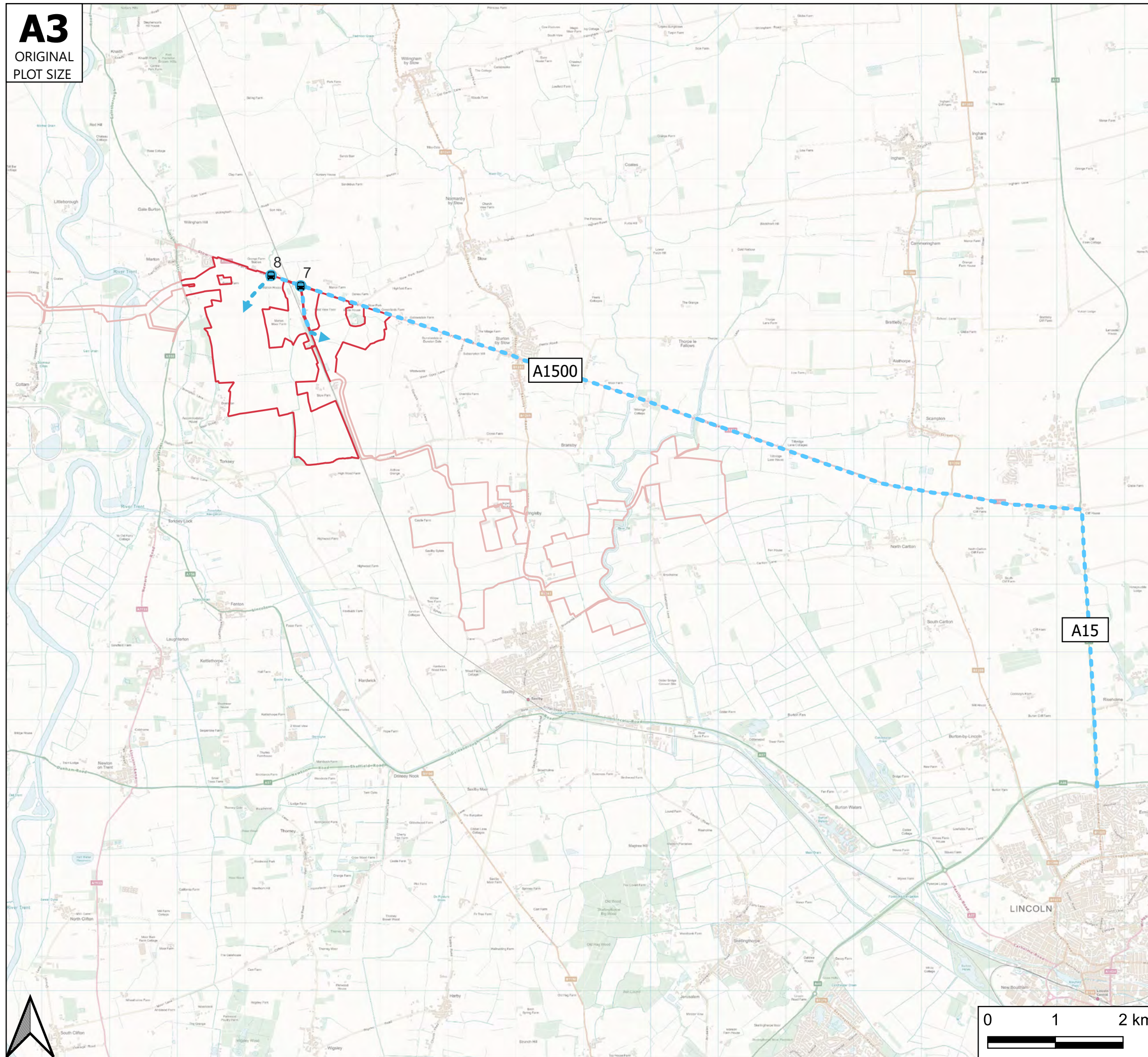
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FOR INFORMATION

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JOB NO: 2107-061		DRAWING NO: Figure 6.2		REVISION: -



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ORIGINAL
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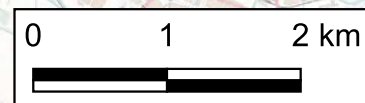
CLIENT:
West Burton Solar Project Limited

PROJECT:
West Burton Solar Project

TITLE:
West Burton 3 Construction Vehicle Route

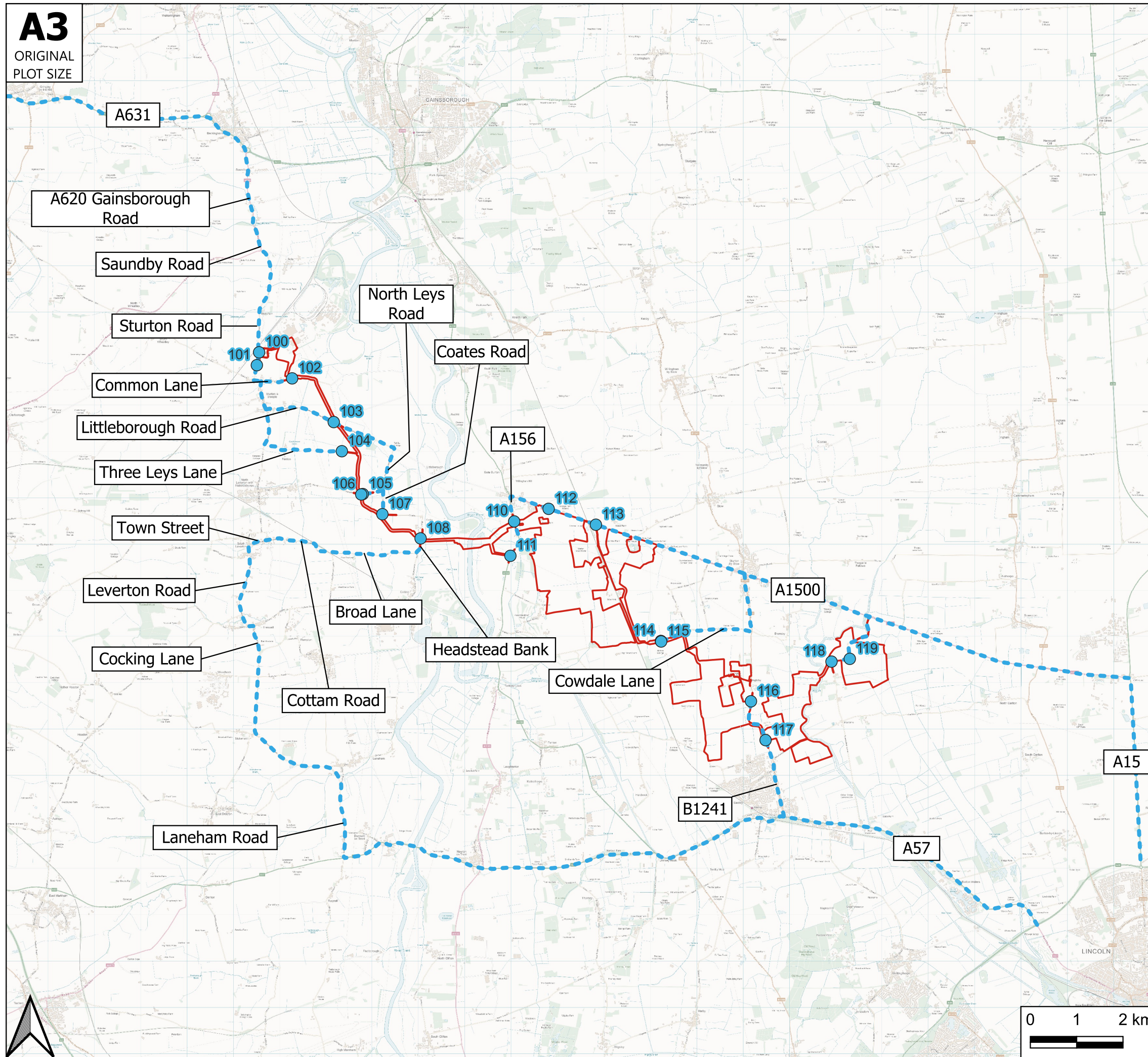
STATUS:
FOR INFORMATION

SCALE: As Shown	DATE: 01.03.23	DRAWN: AC	CHECKED: RR	APPROVED: JD
JOB NO: 2107-061		DRAWING NO: Figure 6.3		REVISION: -



A3

ORIGINAL
PLOT SIZE



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Key

- Site Boundary
- Cable Route Access Locations
- Construction Traffic Route

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Transport Planning Associates

25 King Street
Bristol
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0117 925 9400
www.tpa.uk.com

CLIENT:
West Burton Solar Project Limited

PROJECT:
West Burton Solar Project

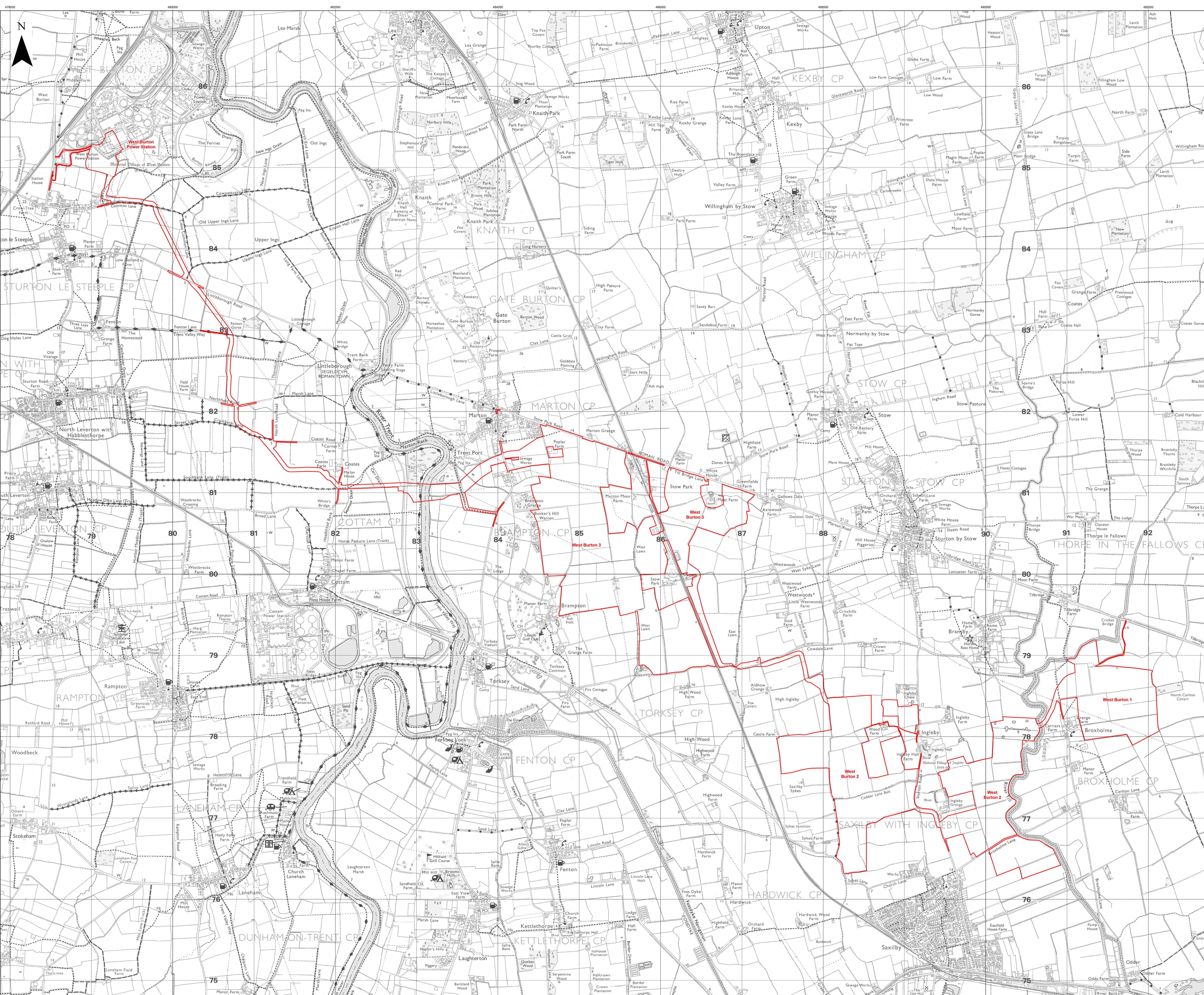
TITLE:
Cable Route Construction Vehicle Route

STATUS:
FOR INFORMATION

SCALE: As Shown	DATE: 12.01.24	DRAWN: AC	CHECKED: RR	APPROVED: JD
JOB NO: 2107-061		DRAWING NO: Figure 6.4		REVISION: -

APPENDIX A

Key
 Order Limits



Layers: Lanpro, 2024-IGP, 2024
 Base map: Reproduced from Ordnance Survey digital map data © Crown copyright 2024. All rights reserved. License number 0100031673
 Eir, CGM, USG, Eir UK, Eir, TomTom, Garmin, FAO, NOAA, USGS



0 1 2 Kilometres
 Scale: 1:15,000@A0

APFP Regulation: 5(2)(o)	Application Doc No. CR1/WB2.1
Ref: P2983_LPR_ZZ_ON_DR_Z_0207	Date: 19/01/2024
Drawn by: AZ	Checked by: JC

Location Plan (Change Request Version)

WEST BURTON SOLAR PROJECT

APPENDIX B

count_year	region_id	region_name	local_authority_id	local_authority_name	road_type	start_junct	end_junct	easting	northing	latitude	longitude	link_length	link_estimation	direction_of_travel	pedal_cycles	two_wheeled_motor_vehicles	cars_and_buses_and_coaches	hgs	hgs_2_rigid_axle	hgs_3_rigid_axle	hgs_4_or_more_rigid_axle	hgs_3_or_4_articulated_axle	hgs_5_articulated_axle	hgs_6_articulated_axle	all_hgs	all_motor_vehicles	
16209	2002	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497400	380000	53.308	-0.5397	12.2	7.58 Counted	Manual con N	0	28	3218	11	542	170	69	78	50	184	414	965	4764
16209	2002	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497400	380000	53.308	-0.5397	12.2	7.58 Counted	Manual con S	0	48	3202	19	642	186	56	81	275	478	478	1130	5131
16209	2012	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497400	380000	53.308	-0.5397	12.2	7.58 Estimated	Estimated N	0	25	3904	25	613	121	40	33	312	209	748	5315	
16209	2012	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497400	380000	53.308	-0.5397	12.2	7.58 Estimated	Estimated S	1	32	4122	24	766	141	46	32	37	143	360	759	5703
16209	2011	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497400	380000	53.308	-0.5397	12.2	7.58 Counted	Manual con N	0	27	3915	24	593	123	38	30	329	205	769	5348	
16209	2011	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497400	380000	53.308	-0.5397	12.2	7.58 Counted	Manual con S	1	34	4155	23	741	143	41	29	50	151	355	771	5724
16209	2014	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497400	380000	53.308	-0.5397	12.2	7.58 Estimated	Estimated N	0	28	3885	25	661	115	45	38	24	275	228	724	5323
16209	2014	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497400	380000	53.308	-0.5397	12.2	7.58 Estimated	Estimated S	1	36	4102	24	626	134	51	37	28	126	392	767	5755
16209	2015	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497400	380000	53.308	-0.5397	12.2	7.58 Estimated	Estimated S	1	38	4074	25	899	139	57	38	35	128	400	798	5831
16209	2015	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497400	380000	53.308	-0.5397	12.2	7.58 Estimated	Estimated N	0	28	3858	26	719	120	50	40	30	279	232	751	5383
16209	2017	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497288	379304	53.30176	-0.54159	12.2	7.58 Estimated	Estimated N	0	24	4021	30	1075	109	35	37	451	299	1002	6152	
16209	2017	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497288	379304	53.30176	-0.54159	12.2	7.58 Estimated	Estimated S	0	70	4129	25	1104	153	47	46	81	280	478	1086	6404
16209	2009	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497400	380000	53.308	-0.5397	12.2	7.58 Estimated	Estimated N	0	25	3187	37	631	198	41	35	43	389	86	792	4672
16209	2009	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497400	380000	53.308	-0.5397	12.2	7.58 Estimated	Estimated S	0	39	3228	44	692	243	58	33	37	408	177	956	4959
16209	2008	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497400	380000	53.308	-0.5397	12.2	7.58 Estimated	Estimated N	0	25	3197	36	632	215	41	37	42	452	89	881	4771
16209	2008	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497400	380000	53.308	-0.5397	12.2	7.58 Estimated	Estimated S	0	39	3238	43	693	264	58	34	40	474	183	1053	5066
16209	2005	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497400	380000	53.308	-0.5397	12.2	7.58 Counted	Manual con N	0	23	3707	17	795	154	34	89	49	378	219	823	5405
16209	2005	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497400	380000	53.308	-0.5397	12.2	7.58 Counted	Manual con S	0	32	3999	17	692	183	40	56	66	234	309	888	5228
16209	2006	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497400	380000	53.308	-0.5397	12.2	7.58 Estimated	Estimated N	0	23	3707	19	789	151	32	51	32	356	250	925	5463
16209	2006	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497400	380000	53.308	-0.5397	12.2	7.58 Estimated	Estimated S	0	31	3599	19	744	179	38	57	64	220	353	911	5304
16209	2007	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497400	380000	53.308	-0.5397	12.2	7.58 Counted	Manual con N	0	24	3103	34	609	218	37	49	69	459	89	930	4900
16209	2007	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497400	380000	53.308	-0.5397	12.2	7.58 Counted	Manual con S	0	37	3845	41	667	268	52	45	54	224	182	1104	5194
16209	2004	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497400	380000	53.308	-0.5397	12.2	7.58 Counted	Manual con N	1	24	3548	16	687	180	41	62	101	306	210	900	5175
16209	2004	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497400	380000	53.308	-0.5397	12.2	7.58 Counted	Manual con S	1	18	3654	16	743	144	46	60	60	227	241	885	5316
16209	2003	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497400	380000	53.308	-0.5397	12.2	7.58 Estimated	Estimated N	0	30	3260	10	608	172	74	74	86	163	456	999	4907
16209	2003	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497400	380000	53.308	-0.5397	12.2	7.58 Estimated	Estimated S	0	52	3335	17	720	189	60	52	60	244	246	1161	5285
16209	2000	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497400	380000	53.308	-0.5397	12.2	7.58 Counted	Manual con N	0	42	3070	15	625	130	24	27	107	388	189	875	4627
16209	2000	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497400	380000	53.308	-0.5397	12.2	7.58 Counted	Manual con S	1	40	3046	16	622	136	35	34	110	339	250	904	4628
16209	2001	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497400	380000	53.308	-0.5397	12.2	7.58 Counted	Manual con N	0	35	3344	15	619	139	36	43	52	212	347	829	4842
16209	2001	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497400	380000	53.308	-0.5397	12.2	7.58 Counted	Manual con S	0	26	3306	12	677	182	21	46	272	336	307	4928	5077
16209	2013	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497400	380000	53.308	-0.5397	12.2	7.58 Estimated	Estimated N	0	26	3895	24	635	227	42	25	307	220	748	5327	5683
16209	2013	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497400	380000	53.308	-0.5397	12.2	7.58 Estimated	Estimated S	1	33	4113	23	793	136	48	35	29	141	379	768	5730
16209	2018	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497288	379304	53.30176	-0.54159	12.2	7.58 Estimated	Estimated N	0	24	4002	28	1126	110	36	39	452	305	1013	6193	6839
16209	2018	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497288	379304	53.30176	-0.54159	12.2	7.58 Estimated	Estimated S	0	68	4110	25	1156	155	48	49	81	280	488	1102	6450
16209	2010	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497400	380000	53.308	-0.5397	12.2	7.58 Estimated	Estimated N	0	23	3142	38	651	207	41	30	48	351	83	760	4614
16209	2010	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497400	380000	53.308	-0.5397	12.2	7.58 Estimated	Estimated S	0	35	3183	45	713	254	58	28	41	368	170	919	4895
16209	2016	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497288	379304	53.30176	-0.54159	12.2	7.58 Counted	Manual con N	0	72	4134	16	1043	149	46	60	66	465	465	1063	6329
16209	2016	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497288	379304	53.30176	-0.54159	12.2	7.58 Counted	Manual con S	0	25	4026	35	1016	106	34	35	69	450	291	986	6084
16209	2019	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497288	379304	53.30176	-0.54159	12.2	7.58 Estimated	Estimated N	0	25	4011	28	1122	109	38	40	72	453	302	1014	6201
16209	2019	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497288	379304	53.30176	-0.54159	12.2	7.58 Estimated	Estimated S	0	73	4139	14	1152	154	51	48	114	281	483	1102	6460
16209	2020	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497288	379304	53.30176	-0.54159	12.2	7.58 Counted	Manual con N	0	28	2980	5	934	110	38	49	35	277	438	968	4906
16209	2020	2 East Midlands	99	Lincolnshire A15	Major	A1500	A631	497288	379304	53.30176	-0.54159	12.2	7.58 Counted	Manual con S	0	23	3130	5	1034	117	48	57	27	191	618	1059	5251

West Burton ATC 2, A1500 Till Bridge Lane

Direction: Northwestbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	2395	1944	417	18	16
Wed 3 Nov	2194	1789	369	19	17
Thu 4 Nov	2294	1878	385	15	16
Fri 5 Nov	2378	1941	399	18	20
Sat 6 Nov	1841	1625	206	4	6
Sun 7 Nov	1479	1326	146	4	3
Mon 8 Nov	2237	1835	372	18	12
5 Day Ave.	2300	1877	388	18	16
7 Day Ave.	2117	1763	328	14	13

Direction: Southeastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	2137	1796	305	18	18
Wed 3 Nov	2026	1724	264	21	17
Thu 4 Nov	2303	1949	325	13	16
Fri 5 Nov	2424	1998	372	27	27
Sat 6 Nov	1766	1622	136	5	3
Sun 7 Nov	1387	1281	102	2	2
Mon 8 Nov	2218	1841	336	26	15
5 Day Ave.	2222	1862	320	21	19
7 Day Ave.	2037	1744	263	16	14

Direction: Total Flow

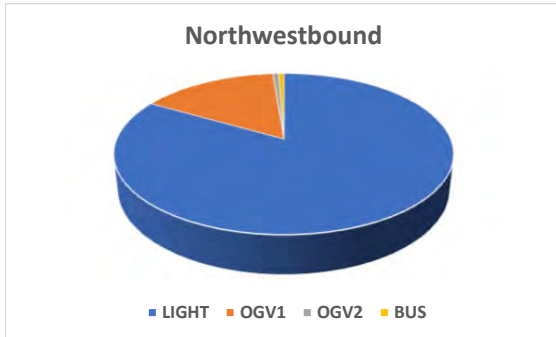
	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	4532	3740	722	36	34
Wed 3 Nov	4220	3513	633	40	34
Thu 4 Nov	4597	3827	710	28	32
Fri 5 Nov	4802	3939	771	45	47
Sat 6 Nov	3607	3247	342	9	9
Sun 7 Nov	2866	2607	248	6	5
Mon 8 Nov	4455	3676	708	44	27
5 Day Ave.	4521	3739	709	39	35
7 Day Ave.	4154	3507	591	30	27

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	100.0%	81.2%	17.4%	0.8%	0.7%
Wed 3 Nov	100.0%	81.5%	16.8%	0.9%	0.8%
Thu 4 Nov	100.0%	81.9%	16.8%	0.7%	0.7%
Fri 5 Nov	100.0%	81.6%	16.8%	0.8%	0.8%
Sat 6 Nov	100.0%	88.3%	11.2%	0.2%	0.3%
Sun 7 Nov	100.0%	89.7%	9.9%	0.3%	0.2%
Mon 8 Nov	100.0%	82.0%	16.6%	0.8%	0.5%
5 Day Ave.	100.0%	81.6%	16.9%	0.8%	0.7%
7 Day Ave.	100.0%	83.3%	15.5%	0.6%	0.6%

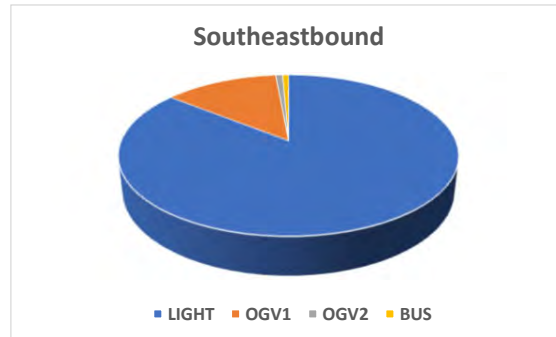
	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	100.0%	84.0%	14.3%	0.8%	0.8%
Wed 3 Nov	100.0%	85.1%	13.0%	1.0%	0.8%
Thu 4 Nov	100.0%	84.6%	14.1%	0.6%	0.7%
Fri 5 Nov	100.0%	82.4%	15.3%	1.1%	1.1%
Sat 6 Nov	100.0%	91.8%	7.7%	0.3%	0.2%
Sun 7 Nov	100.0%	92.4%	7.4%	0.1%	0.1%
Mon 8 Nov	100.0%	83.0%	15.1%	1.2%	0.7%
5 Day Ave.	100.0%	83.8%	14.4%	0.9%	0.8%
7 Day Ave.	100.0%	85.6%	12.9%	0.8%	0.7%

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	100.0%	82.5%	15.9%	0.8%	0.8%
Wed 3 Nov	100.0%	83.2%	15.0%	0.9%	0.8%
Thu 4 Nov	100.0%	83.2%	15.4%	0.6%	0.7%
Fri 5 Nov	100.0%	82.0%	16.1%	0.9%	1.0%
Sat 6 Nov	100.0%	90.0%	9.5%	0.2%	0.2%
Sun 7 Nov	100.0%	91.0%	8.7%	0.2%	0.2%
Mon 8 Nov	100.0%	82.5%	15.9%	1.0%	0.6%
5 Day Ave.	100.0%	82.7%	15.7%	0.9%	0.8%
7 Day Ave.	100.0%	84.4%	14.2%	0.7%	0.6%

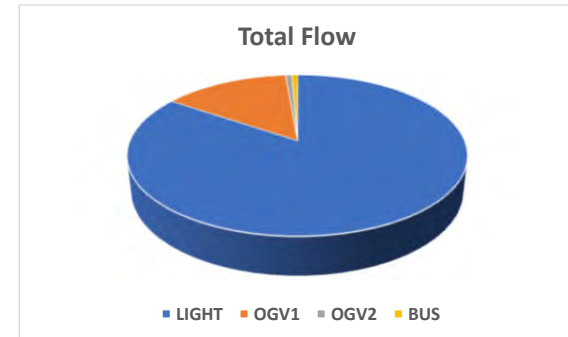
360 TSL Ltd



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count_poinyear	region_id	region_nan	local_auth	local_authc	road_namer	road_type	start_junct	end_junct	easting	northing	latitude	longitude	link_length	link_length	estimation	estimation	direction	cpedal	cycl	two_wheel	cars_and_t	buses_and_lgvs	hgvs_2_rigi	hgvs_3_rigi	hgvs_4_or_hgvs_3_or_hgvs_5_art	hgvs_6_art	all_hgvs	all_motor_vehicles			
81313	2014	2	East	Midlar	99	Lincolnshiri	A57	Major	Bend in roaA46 T	491100	374960	53.26383	-0.63566	1.2	0.75	Estimated	Estimated	E	26	73	5084	52	873	85	20	31	17	40	50	243	6327
81313	2014	2	East	Midlar	99	Lincolnshiri	A57	Major	Bend in roaA46 T	491100	374960	53.26383	-0.63566	1.2	0.75	Estimated	Estimated	W	13	78	4905	41	753	138	24	33	10	30	48	283	6060
81313	2015	2	East	Midlar	99	Lincolnshiri	A57	Major	Bend in roaA46 T	491100	374960	53.26383	-0.63566	1.2	0.75	Estimated	Estimated	E	26	73	5049	53	951	89	23	32	21	40	51	257	6383
81313	2015	2	East	Midlar	99	Lincolnshiri	A57	Major	Bend in roaA46 T	491100	374960	53.26383	-0.63566	1.2	0.75	Estimated	Estimated	W	13	79	4871	41	820	144	27	34	13	30	49	297	6108
81313	2017	2	East	Midlar	99	Lincolnshiri	A57	Major	Bend in roaA46 T	491100	374960	53.26383	-0.63566	1.2	0.75	Counted	Dependent	W	9	51	4984	31	872	116	32	41	26	51	38	305	6244
81313	2017	2	East	Midlar	99	Lincolnshiri	A57	Major	Bend in roaA46 T	491100	374960	53.26383	-0.63566	1.2	0.75	Counted	Dependent	E	13	51	5149	34	820	137	23	48	12	50	89	358	6413
81313	2012	2	East	Midlar	99	Lincolnshiri	A57	Major	Bend in roaA46 T	491100	374960	53.26383	-0.63566	1.2	0.75	Counted	Dependent	E	33	65	5109	51	811	90	18	27	22	45	46	249	6284
81313	2012	2	East	Midlar	99	Lincolnshiri	A57	Major	Bend in roaA46 T	491100	374960	53.26383	-0.63566	1.2	0.75	Counted	Dependent	W	17	69	4929	40	699	146	21	29	13	34	44	288	6024
81313	2011	2	East	Midlar	99	Lincolnshiri	A57	Major	Bend in roaA46 T	491100	374960	53.26383	-0.63566	1.2	0.75	Estimated	Estimated	E	2	25	4906	55	720	153	30	20	21	52	17	293	5999
81313	2011	2	East	Midlar	99	Lincolnshiri	A57	Major	Bend in roaA46 T	491100	374960	53.26383	-0.63566	1.2	0.75	Estimated	Estimated	W	2	15	4080	34	777	120	26	10	4	17	123	300	5206
81313	2013	2	East	Midlar	99	Lincolnshiri	A57	Major	Bend in roaA46 T	491100	374960	53.26383	-0.63566	1.2	0.75	Estimated	Estimated	E	33	67	5097	50	839	87	19	30	17	44	48	246	6299
81313	2013	2	East	Midlar	99	Lincolnshiri	A57	Major	Bend in roaA46 T	491100	374960	53.26383	-0.63566	1.2	0.75	Estimated	Estimated	W	17	72	4918	39	723	141	22	32	10	33	46	285	6037
81313	2010	2	East	Midlar	99	Lincolnshiri	A57	Major	Bend in roaA46 T	491100	374960	53.26383	-0.63566	1.2	0.75	Estimated	Estimated	E	2	23	4936	53	701	159	29	18	29	55	17	307	6020
81313	2010	2	East	Midlar	99	Lincolnshiri	A57	Major	Bend in roaA46 T	491100	374960	53.26383	-0.63566	1.2	0.75	Estimated	Estimated	W	2	14	4105	33	757	124	25	9	6	18	122	304	5213
81313	2016	2	East	Midlar	99	Lincolnshiri	A57	Major	Bend in roaA46 T	491100	374960	53.26383	-0.63566	1.2	0.75	Estimated	Estimated	E	26	74	5112	52	1027	93	22	37	22	38	53	264	6529
81313	2016	2	East	Midlar	99	Lincolnshiri	A57	Major	Bend in roaA46 T	491100	374960	53.26383	-0.63566	1.2	0.75	Estimated	Estimated	W	13	79	4931	41	885	152	26	40	13	28	50	308	6244
81313	2019	2	East	Midlar	99	Lincolnshiri	A57	Major	Bend in roaA46 T	491100	374960	53.26383	-0.63566	1.2	0.75	Estimated	Estimated	E	15	54	5136	31	856	138	24	52	12	50	90	366	6444
81313	2019	2	East	Midlar	99	Lincolnshiri	A57	Major	Bend in roaA46 T	491100	374960	53.26383	-0.63566	1.2	0.75	Estimated	Estimated	W	10	54	4972	29	910	117	35	45	26	51	38	313	6278
81313	2018	2	East	Midlar	99	Lincolnshiri	A57	Major	Bend in roaA46 T	491100	374960	53.26383	-0.63566	1.2	0.75	Estimated	Estimated	E	15	50	5125	32	860	139	23	51	12	50	91	365	6432
81313	2018	2	East	Midlar	99	Lincolnshiri	A57	Major	Bend in roaA46 T	491100	374960	53.26383	-0.63566	1.2	0.75	Estimated	Estimated	W	10	50	4961	29	914	118	33	44	26	51	38	311	6265
81313	2020	2	East	Midlar	99	Lincolnshiri	A57	Major	Bend in roaA46 T	491100	374960	53.26383	-0.63566	1.2	0.75	Estimated	Estimated	E	19	40	3751	20	733	124	21	46	10	46	80	328	4872
81313	2020	2	East	Midlar	99	Lincolnshiri	A57	Major	Bend in roaA46 T	491100	374960	53.26383	-0.63566	1.2	0.75	Estimated	Estimated	W	13	40	3631	19	779	105	30	40	24	47	34	280	4748

West Burton ATC 3, B1241 Sturton Road

Direction: Southbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	1821	1521	273	7	20
Wed 3 Nov	1838	1516	291	7	24
Thu 4 Nov	1895	1575	289	12	19
Fri 5 Nov	2009	1657	310	16	26
Sat 6 Nov	1538	1354	165	4	15
Sun 7 Nov	1102	995	106	1	0
Mon 8 Nov	1836	1506	293	12	25
5 Day Ave.	1880	1555	291	11	23
7 Day Ave.	1720	1446	247	8	18

Direction: Northbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	1955	1602	313	12	28
Wed 3 Nov	1955	1557	357	9	32
Thu 4 Nov	1935	1580	323	8	24
Fri 5 Nov	2156	1765	343	21	27
Sat 6 Nov	1586	1381	187	2	16
Sun 7 Nov	1109	973	136	0	0
Mon 8 Nov	1860	1507	319	16	18
5 Day Ave.	1972	1602	331	13	26
7 Day Ave.	1794	1481	283	10	21

Direction: Total Flow

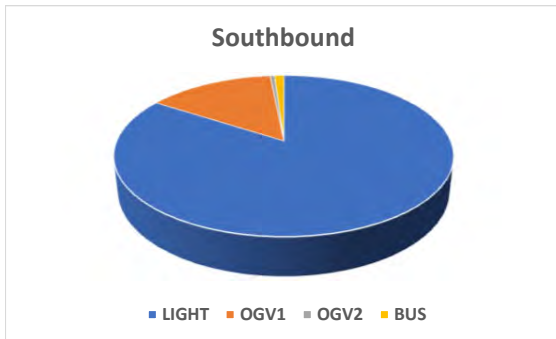
	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	3776	3123	586	19	48
Wed 3 Nov	3793	3073	648	16	56
Thu 4 Nov	3830	3155	612	20	43
Fri 5 Nov	4165	3422	653	37	53
Sat 6 Nov	3124	2735	352	6	31
Sun 7 Nov	2211	1968	242	1	0
Mon 8 Nov	3696	3013	612	28	43
5 Day Ave.	3852	3157	622	24	49
7 Day Ave.	3514	2927	529	18	39

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	100.0%	83.5%	15.0%	0.4%	1.1%
Wed 3 Nov	100.0%	82.5%	15.8%	0.4%	1.3%
Thu 4 Nov	100.0%	83.1%	15.3%	0.6%	1.0%
Fri 5 Nov	100.0%	82.5%	15.4%	0.8%	1.3%
Sat 6 Nov	100.0%	88.0%	10.7%	0.3%	1.0%
Sun 7 Nov	100.0%	90.3%	9.6%	0.1%	0.0%
Mon 8 Nov	100.0%	82.0%	16.0%	0.7%	1.4%
5 Day Ave.	100.0%	82.7%	15.5%	0.6%	1.2%
7 Day Ave.	100.0%	84.1%	14.3%	0.5%	1.1%

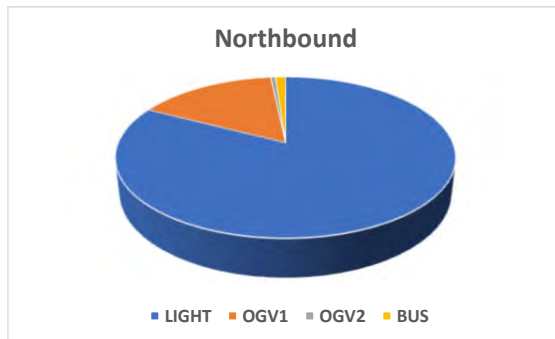
	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	100.0%	81.9%	16.0%	0.6%	1.4%
Wed 3 Nov	100.0%	79.6%	18.3%	0.5%	1.6%
Thu 4 Nov	100.0%	81.7%	16.7%	0.4%	1.2%
Fri 5 Nov	100.0%	81.9%	15.9%	1.0%	1.3%
Sat 6 Nov	100.0%	87.1%	11.8%	0.1%	1.0%
Sun 7 Nov	100.0%	87.7%	12.3%	0.0%	0.0%
Mon 8 Nov	100.0%	81.0%	17.2%	0.9%	1.0%
5 Day Ave.	100.0%	81.2%	16.8%	0.7%	1.3%
7 Day Ave.	100.0%	82.6%	15.8%	0.5%	1.2%

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	100.0%	82.7%	15.5%	0.5%	1.3%
Wed 3 Nov	100.0%	81.0%	17.1%	0.4%	1.5%
Thu 4 Nov	100.0%	82.4%	16.0%	0.5%	1.1%
Fri 5 Nov	100.0%	82.2%	15.7%	0.9%	1.3%
Sat 6 Nov	100.0%	87.5%	11.3%	0.2%	1.0%
Sun 7 Nov	100.0%	89.0%	10.9%	0.0%	0.0%
Mon 8 Nov	100.0%	81.5%	16.6%	0.8%	1.2%
5 Day Ave.	100.0%	82.0%	16.2%	0.6%	1.3%
7 Day Ave.	100.0%	83.3%	15.1%	0.5%	1.1%

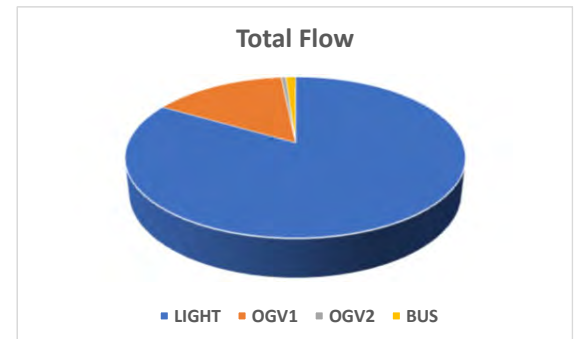
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West Burton ATC 5

Direction: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	83	72	9	1	1
Wed 3 Nov	98	79	19	0	0
Thu 4 Nov	97	84	12	1	0
Fri 5 Nov	98	82	15	0	1
Sat 6 Nov	46	39	7	0	0
Sun 7 Nov	47	47	0	0	0
Mon 8 Nov	86	59	26	0	1
5 Day Ave.	92	75	16	0	1
7 Day Ave.	79	66	13	0	0

Direction: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	92	81	9	2	0
Wed 3 Nov	91	80	11	0	0
Thu 4 Nov	103	98	4	1	0
Fri 5 Nov	95	90	5	0	0
Sat 6 Nov	43	42	1	0	0
Sun 7 Nov	39	37	2	0	0
Mon 8 Nov	72	64	8	0	0
5 Day Ave.	91	83	7	1	0
7 Day Ave.	76	70	6	0	0

Direction: Total Flow

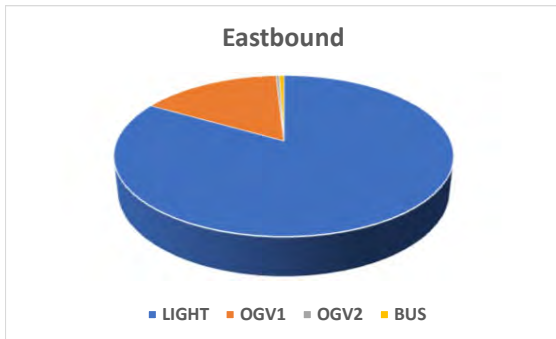
	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	175	153	18	3	1
Wed 3 Nov	189	159	30	0	0
Thu 4 Nov	200	182	16	2	0
Fri 5 Nov	193	172	20	0	1
Sat 6 Nov	89	81	8	0	0
Sun 7 Nov	86	84	2	0	0
Mon 8 Nov	158	123	34	0	1
5 Day Ave.	183	158	24	1	1
7 Day Ave.	156	136	18	1	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	100.0%	86.7%	10.8%	1.2%	1.2%
Wed 3 Nov	100.0%	80.6%	19.4%	0.0%	0.0%
Thu 4 Nov	100.0%	86.6%	12.4%	1.0%	0.0%
Fri 5 Nov	100.0%	83.7%	15.3%	0.0%	1.0%
Sat 6 Nov	100.0%	84.8%	15.2%	0.0%	0.0%
Sun 7 Nov	100.0%	100.0%	0.0%	0.0%	0.0%
Mon 8 Nov	100.0%	68.6%	30.2%	0.0%	1.2%
5 Day Ave.	100.0%	81.4%	17.5%	0.4%	0.6%
7 Day Ave.	100.0%	83.2%	15.9%	0.4%	0.5%

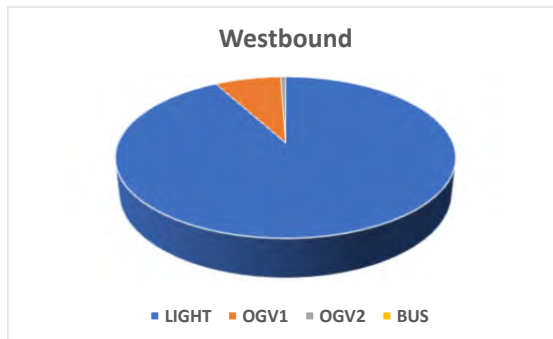
	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	100.0%	88.0%	9.8%	2.2%	0.0%
Wed 3 Nov	100.0%	87.9%	12.1%	0.0%	0.0%
Thu 4 Nov	100.0%	95.1%	3.9%	1.0%	0.0%
Fri 5 Nov	100.0%	94.7%	5.3%	0.0%	0.0%
Sat 6 Nov	100.0%	97.7%	2.3%	0.0%	0.0%
Sun 7 Nov	100.0%	94.9%	5.1%	0.0%	0.0%
Mon 8 Nov	100.0%	88.9%	11.1%	0.0%	0.0%
5 Day Ave.	100.0%	91.2%	8.2%	0.7%	0.0%
7 Day Ave.	100.0%	92.0%	7.5%	0.6%	0.0%

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	100.0%	87.4%	10.3%	1.7%	0.6%
Wed 3 Nov	100.0%	84.1%	15.9%	0.0%	0.0%
Thu 4 Nov	100.0%	91.0%	8.0%	1.0%	0.0%
Fri 5 Nov	100.0%	89.1%	10.4%	0.0%	0.5%
Sat 6 Nov	100.0%	91.0%	9.0%	0.0%	0.0%
Sun 7 Nov	100.0%	97.7%	2.3%	0.0%	0.0%
Mon 8 Nov	100.0%	77.8%	21.5%	0.0%	0.6%
5 Day Ave.	100.0%	86.2%	12.9%	0.5%	0.3%
7 Day Ave.	100.0%	87.5%	11.7%	0.5%	0.3%

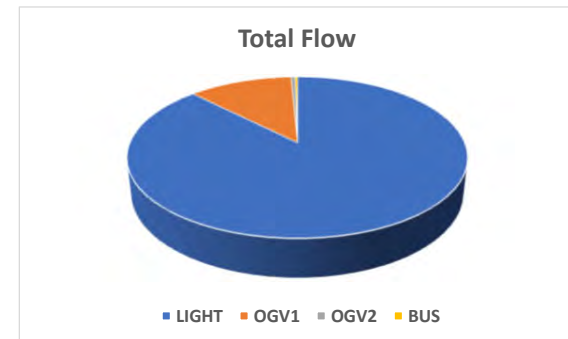
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APPENDIX C



- Fatal Injury
- Serious Injury
- Slight Injury

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

Road Number : A156 GRID REF: 483981,382017 SPEED LIMIT: 30
Road 2 Number : A1500
PARISH : MARTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : HIGH STREET AT JUNCTION WITH STOW PARK ROAD. MARTON, GAINSBOROUGH

DESCRIPTION : V1 WAS PARKED AT THE JUNCTION OF STOW PARK ROAD WAITING TO TURN
RIHT ONTO THE A156. V2 WAS TRAVELLING ALONG THE A156 FROM
GAINSBOROUGH TOWARDS MARTON. V2 WAS INDICATED TO TURN LEFT
CANCELLED INDICATOR AND WENT STRAIGHT ON. V1 ON SEEING V2
INDICTAING HAS PULLED OUT OF THE JUNCTION COLLIDED WITH V2.

DATE : 09/01/2017 - Monday TIME: 1400

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

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

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Turning Right North To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 55 Breath
Test: Negative
2 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 23 Breath
Test: Negative

CASUALTIES:

1 Veh Passenger 47 Female Slight In Vehicle 1

PAGE: 1
DATE PRINTED: 29/09/2021
CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

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

PAGE: 2
DATE PRINTED: 29/09/2021
CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

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

PAGE: 3
DATE PRINTED: 29/09/2021
CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

Road Number : A1500 GRID REF: 484479,381869 SPEED LIMIT: 60
Road 2 Number : D

PARISH : MARTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : JUNCTION BETWEEN STOW PARK ROAD AND TRENT VIEW, GAINSBOROUGH

DESCRIPTION : V1 IS ENTERING MAIN ROAD FROM SIDE STREET, V2 TRAVELLING ON MAIN ROAD TOWARDS JUNCTION V1 PULLS OUT INTO SIDE OF V2.

DATE : 16/11/2016 - Wednesday TIME: 901

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? 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 North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male Breath Test: Driver not contcted at time
2 Car Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 41 Breath Test: Driver not contcted at time

CASUALTIES:

1 Driver 41 Female Slight In Vehicle 2

PAGE: 4
DATE PRINTED: 29/09/2021
CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

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 CAUSING 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

PAGE: 5
DATE PRINTED: 29/09/2021
CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

Road Number : A1500 GRID REF: 487995,380698 SPEED LIMIT: 60
Road 2 Number :

PARISH : STURTON BY STOW DIVISION: DISTRICT: West Lindsey

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

LOCATION : BETWEEN STURTON BY STOW AND THE RAILWAY CROSSING ON TILL BRIDGE
LANE

DESCRIPTION : CAR DRIVING TOWARDS LINCOLN SHOW GROUND ON RECENTLY RESURFACED
ROAD. VEH SKIDDED OFF THE ROAD INTO HEDGE AND BACK OUT SO VEH IS
PARTIALLY ON THE ROAD. DRIVER HAS SLIGHT INJURIES AND PAIN IN LOWER
BACK

DATE : 30/05/2020 - Saturday TIME: 736

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Dazzling sun
- 2.V1 Very Likely Deposit on road (eg. oil, mud, chippings)
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead West To East Skidding Driver: Female 63 Breath Test: Negative

CASUALTIES:

1 Driver 63 Female Slight In Vehicle 1

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DATE PRINTED: 29/09/2021

CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

Road Number : C207 GRID REF: 485005,378605 SPEED LIMIT: 60
Road 2 Number :
PARISH : TORKSEY DIVISION: DISTRICT: West Lindsey

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

LOCATION : CIWDALE LANE, TORKEY

DESCRIPTION : V1 TRAVELLING ALONG COWDALE LANE FROM THE DIRECTION OF STATION RD.
AS V1 TRAVELLED ALONG COWDALE LANE ON REACHING AND NEGOTIATING A
NEAR-SIDE CORNER. DRIVER OF V1 LOST CONTROL, MOUNTING THE OFFSIDE
VERGE AND IMPACTING WITH A TREE ALONG THE OFFSIDE OF VEHICLE. V1
REGAINED CONTROL AND MANOEUVERED BACK TO CORRECT CARRIAGEWAY COMING
TO TEST FACING ITS ORIGINAL DIRECTION.

DATE : 29/09/2017 - Friday TIME: 400

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

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

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

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

- 1.V1 Possible Slippery road (due to weather)
- 2.V1 Possible Loss of control
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead left hand bend North To North Skidding Driver: Male 46 Breath
Test: Negative

CASUALTIES:

1 Driver 46 Male Slight In Vehicle 1

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DATE PRINTED: 29/09/2021
CURRENT DATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

Road Number : C207 GRID REF: 487054,378850 SPEED LIMIT: 60
Road 2 Number :
PARISH : STURTON BY STOW DIVISION: DISTRICT: West Lindsey

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

LOCATION :

DESCRIPTION : DRIVER WAS GOING AROUND THE BEND AND WAS IN THE MIDDLE OF THE ROAD.
DRIVER SAW VEH COMING NEAR HIM IN THE MIDDLE OF THE ROAD AND
SWERVED AND WENT INTO THE DITCH

DATE : 14/05/2020 - Thursday TIME: 1500

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

VEHICLES:

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

CASUALTIES:

1 Veh Passenger 18 Male Slight In Vehicle 1

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DATE PRINTED: 29/09/2021
CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

Road Number : A1500 GRID REF: 489266,380274 SPEED LIMIT: 40
Road 2 Number : D

PARISH : STURTON BY STOW DIVISION: DISTRICT: West Lindsey

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

LOCATION : TILBRIDGE LANE 20M EAST OF EASTFIELD ROAD STURTON BY STOW

DESCRIPTION : POLICE CAGED VAN TRAVELLING ALONG A1500 FROM MARTON TOWARDS
SCAMPTON WITHA DETAINED PERSON IN THE CAGE. AFTER MISSING THE TURN
OFF REQUIRED THE DRIVER HAS APPLIED THE BRAKES CAUSING THE VEHICLE
TO STOP SHARPLY. THE DETAINED PERSON HAS FALLEN OFF THE BENCH SEAT
AND BANGED HIS HEAD AGAINST THE SIDE OF THE CAGE CAUSING INJURY

DATE : 09/05/2020 - Saturday TIME: 440

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - Street Lights

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Goods vehicle 3.5 tonnes mgw and under Stopping West To East No Skdng /Jck-Knfg
/Ovrtrng Driver: Male 42 Breath Test: Negative

CASUALTIES:

1 Veh Passenger 42 Male Slight In Vehicle 1

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DATE PRINTED: 29/09/2021
CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

Road Number : A1500 GRID REF: 489121,380312 SPEED LIMIT: 60
Road 2 Number :

PARISH : STURTON BY STOW DIVISION: DISTRICT: West Lindsey

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

LOCATION : TILLBRIDGE ROAD

DESCRIPTION : V1 HAS BEEN TRAVELLING ALONG THE ROAD IN THE DIRECTION OF
GAINSBOROUGH. V1 HAS LEFT THE CARRIAGEWAY TO THE NEAR SIDE AND HAS
ENTERED THE NEARBY DITCH

DATE : 26/02/2017 - Sunday TIME: 240

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 - 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 Distraction in vehicle
- 2.V1 Very Likely Loss of control
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 23 Breath
Test: Negative

CASUALTIES:

1 Veh Passenger 21 Male Slight In Vehicle 1

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DATE PRINTED: 29/09/2021
CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

Road Number : B1241 GRID REF: 489042,380233 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, NEAR TO JUNCTION WITH A1500

DESCRIPTION : CYCLIST HEAD

DATE : 27/07/2017 - Thursday TIME: 1615

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)
LIGHT CONDITIONS : Daylight
SURFACE CONDITIONS: Dry
DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Going ahead North To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male Breath Test: Not Requested
2 Pedal Cycle Going ahead North To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 50 Breath Test: Not Applicable

CASUALTIES:

1 Driver 50 Male Slight In Vehicle 2

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DATE PRINTED: 29/09/2021
CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

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

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DATE PRINTED: 29/09/2021
CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

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 Ovrtdg 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

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 DATE PRINTED: 29/09/2021
 CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

Road Number : A1500 GRID REF: 489143,380305 SPEED LIMIT: 30
Road 2 Number :

PARISH : STURTON BY STOW DIVISION: DISTRICT: West Lindsey

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

LOCATION : ACCIDENT HAPPENED AS YOU ENTER STURTON BY STOW ON TILBRIDGE LANE
FROM GAINSBOROUGH DIRECTION.

DESCRIPTION : DRIVER OF VM65 YTN (VEH 2) STATIONARY WAITING AT TEMPORARY TRAFFIC
LIGHTS ON TILLBRIDGE LANE STURTON BY STOW WHEN (VEH 1) FT04 WBZ VW
GOLF, RUNS INTO THE BACK OF VEH 2. DRIVERS GET OUT AND IT APPEARS
THERE IS NO DAMAGE TO VEHICLES SO FEMALE
DRIVER OF VEH 1 REFUSES TO GIVE HER DETAILS TO DRIVER OF VEH 2.

DATE : 18/09/2018 - Tuesday TIME: 725

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 30 Breath
Test: Driver not contcted at time
2 Car Waitng to go ahead, held up West To East No Skdng /Jck-Knfg /Ovrtrng Driver:
Female 30 Breath Test: Driver not contcted at time

CASUALTIES:

1 Driver 30 Female Slight In Vehicle 2

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DATE PRINTED: 29/09/2021
CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

Road Number : A1500 GRID REF: 488985,380369 SPEED LIMIT: 30
Road 2 Number : B1241

PARISH : STURTON BY STOW DIVISION: DISTRICT: West Lindsey

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

LOCATION : TILLBRIDGE LANE, STURTON BY STOW VILLAGE JUNCTION WITH THE B1241

DESCRIPTION : VEH 2 HAS BEEN STATIONARY INDICATING TO TURN RIGHT. VEH 1 HAS
COLLIDED WITH THE REAR OF VEH 1.

DATE : 04/12/2020 - Friday TIME: 1100

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Stop Sign

WEATHER : Raining (Without High Wind)
LIGHT CONDITIONS : Daylight
SURFACE CONDITIONS: Wet or Damp
DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Going ahead South East To North West No Skdng /Jck-Knfg /Ovrtrng Driver: Male
28 Breath Test: Negative
2 Car Waiting to turn Right North West To North No Skdng /Jck-Knfg /Ovrtrng Driver:
Male 68 Breath Test: Negative

CASUALTIES:

1 Driver 28 Male Serious In Vehicle 1
2 Veh Passenger 37 Female Serious In Vehicle 1

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DATE PRINTED: 29/09/2021
CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

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 HAS 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 POSITIVE , ARRESTED AND TRANSPORTED TO CUSTODY.

DATE : 08/12/2020 - Tuesday TIME: 1700

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

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

WEATHER : Raining (Without High Wind)
LIGHT CONDITIONS : Dark - Lit Street Lights
SURFACE CONDITIONS: Wet or Damp
DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Going ahead North To South Overturned Driver: Male 30 Breath Test: Positive
2 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 30 Breath Test: Negative

CASUALTIES:

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

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DATE PRINTED: 29/09/2021
CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

Road Number : B1241 GRID REF: 489190,379122 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 : SINGLE CARRIAGEWAY UNLIT B ROAD.

DESCRIPTION : VEHICLE 2 HAS BEEN MOVING IN THE SAME DIRECTION AS VEHICLE 1.
VEHICLE 1 HAS BRAKED SUDDENLY TO AVOID A FOX. VEHICLE 2 HAS NOT
BEEN ABLE TO STOP AND HAS COLLIDED WITH THE REAR OF VEHICLE 1 AT
LOW SPEED UNDER BRAKING.

DATE : 24/02/2018 - Saturday TIME: 1915

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Crossroads
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 Animal or object in carriageway
- 2.V2 Possible Following too close
- 3.V1 Very Likely Sudden braking
- 4.
- 5.
- 6.

VEHICLES:

- 1 Car Stopping North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 39 Breath Test: Not Requested
- 2 Car Stopping North To South Skidding Driver: Male 35 Breath Test: Not Requested

CASUALTIES:

- 1 Veh Passenger 30 Female Slight In Vehicle 2

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DATE PRINTED: 29/09/2021

CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

Road Number : B1241 GRID REF: 489178,379114 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 STOW ROAD AND COWDALE LANE

DESCRIPTION : V1 NOT RECOGNISED JUNCTION AND DRIVEN STRAIGHT ACROSS INTO PATH OF
V2

DATE : 19/11/2019 - Tuesday TIME: 1800

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 3

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

WEATHER : Fine (Without High Wind)
LIGHT CONDITIONS : 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.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Goods Vehicle - unknown weight Going ahead East To West Overturned Driver: Male 47
Breath Test: Negative
2 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 63 Breath
Test: Negative

CASUALTIES:

- 1 Driver 47 Male Slight In Vehicle 1
- 2 Driver 63 Male Slight In Vehicle 2
- 3 Veh Passenger 30 Male Slight In Vehicle 2

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DATE PRINTED: 29/09/2021
CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

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

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DATE PRINTED: 29/09/2021
CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

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 Ovrtrkg movg Veh on offside West To East No Skdng /Jck-Knfg /Ovrtrng Driver:
Male 26 Breath Test: Not Requested
2 Car Turning Right West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 18
Breath Test: Not Requested

CASUALTIES:

1 Driver 18 Female Slight In Vehicle 2

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DATE PRINTED: 29/09/2021
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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

Road Number : A1500 GRID REF: 491072,379651 SPEED LIMIT: 60
Road 2 Number :

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : LINCOLN- TILLBRIDGE LANE (GRID REF:490926, 379734).

DESCRIPTION : V1 TURNED LEFT OUT OF GELDERS YARD ONTO A1500 AND IMMEDIATELY
TURNED RIGHT INTO TILL BRIDGE FARMS ACROSS PATH OF V2 WHICH WAS
TRAVELLING STRAIGHT ON.

DATE : 26/01/2018 - Friday TIME: 1600

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)
LIGHT CONDITIONS : Daylight
SURFACE CONDITIONS: Dry
DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Goods Vehicle - unknown weight Turning Right West To East No Skdng /Jck-Knfg
/Ovrtrng Driver: Male 29 Breath Test: Negative
2 Car Going ahead East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Female 42 Breath
Test: Negative

CASUALTIES:

1 Driver 42 Female Slight In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

Road Number : B1241 GRID REF: 489145,377940 SPEED LIMIT: 60
Road 2 Number :

PARISH : SAXILBY WITH DIVISION: DISTRICT: West Lindsey
INGLEBY

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

LOCATION : BAD BENDS JUST OUTSIDE INGLEBY.

DESCRIPTION : VEHICLE WAS DRIVING SLOWLY ROUND THE BEND, IT WAS SNOWING HEAVILY.
THE DRIVER TOUCHED THE BRAKES AND THE ABS OPERATED AND THE CAR DID
OFF THE ROAD AND INTO A DITCH

DATE : 17/03/2018 - Saturday TIME: 1800

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

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

WEATHER : Snowing (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Snow

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 North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 43 Breath
Test: Not Requested

CASUALTIES:

1 Veh Passenger 17 Female Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

Road Number : B1241 GRID REF: 489269,377109 SPEED LIMIT: 60
Road 2 Number :

PARISH : SAXILBY WITH DIVISION: DISTRICT: West Lindsey
INGLEBY

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

LOCATION : STURTON ROAD LINCOLN

DESCRIPTION : SINGLE VEHICLE HAS BEEN TRAVELLING TO STURTON, RIDER STATES DUE TO MECHANICAL FAULT HE HAS LOST CONTROL AND LEFT CARRIAGEWAY ENTERING DITCH

DATE : 05/07/2018 - Thursday TIME: 1544

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 Inexperience of driving on the left
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Motorcycle over 50cc and up to 125cc Going ahead South To North Skidding Driver:
Male 45 Breath Test: Not provided(Medical reasons)

CASUALTIES:

1 Driver 45 Male Serious In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

Road Number : B1241 GRID REF: 489149,377944 SPEED LIMIT: 60
Road 2 Number :

PARISH : SAXILBY WITH DIVISION: DISTRICT: West Lindsey
INGLEBY

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

LOCATION : STURTON ROAD INGLEBY LINCOLN

DESCRIPTION : FEMALE RIDER OF PUSH BIKE HAS SKIDDED ON BLACK ICE WHILST RIDING
AND FALLEN OFF BIKE ONTO ROAD

DATE : 04/12/2018 - Tuesday TIME: 800

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: 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 Pedal Cycle Going ahead North To South Skidding Driver: Female 57 Breath Test: Not Applicable

CASUALTIES:

1 Driver 57 Female Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

Road Number : B1241 GRID REF: 489151,377942 SPEED LIMIT: 60
Road 2 Number :

PARISH : SAXILBY WITH DIVISION: DISTRICT: West Lindsey
INGLEBY

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

LOCATION : HALL FARM HOUSE

DESCRIPTION : VEH 1 TRAVELLING HOME FROM WORK AND LOST CONTROL AND ENDED UP IN
THE DITCH

DATE : 24/01/2020 - Friday TIME: 2240

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

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

WEATHER : Other

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: 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 Inexperienced or learner driver/rider
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead North To South Overturned Driver: Male 19 Breath Test: Not Requested

CASUALTIES:

1 Driver 19 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

Road Number : B1241 GRID REF: 489149,377147 SPEED LIMIT: 60
Road 2 Number :
PARISH : SAXILBY WITH DIVISION: DISTRICT: West Lindsey
INGLEBY

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

LOCATION : STURTON ROAD ON A BEND NEAR INGLEBY MANOR

DESCRIPTION : ROAD IS WET AND MUDDY. VEH 1 HAS GONE AROUND A BEND AND THE BACK
END HAS SLID ON MUD. DRIVER HAS TRIED TO CORRECT THE VEH AND LOST
CONTROL AND ENDED UP IN A DITCH

DATE : 09/11/2020 - Monday TIME: 1652

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 - Lit Street Lights
SURFACE CONDITIONS: Wet or Damp
DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Deposit on road (eg. oil, mud, chippings)
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead rght hand bend South East To North Skidding Driver: Female 19
Breath Test: Negative

CASUALTIES:

1 Driver 19 Female Slight In Vehicle 1

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DATE PRINTED: 29/09/2021
CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

Road Number : B1241 GRID REF: 489632,376344 SPEED LIMIT: 40
Road 2 Number : C241

PARISH : SAXILBY WITH DIVISION: DISTRICT: West Lindsey
INGLEBY

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

LOCATION : JUNCTION AT MILL LANE WITH BROXHOLME LANE. SAXILBY.

DESCRIPTION : UNKNOWN

DATE : 18/11/2016 - Friday TIME: 805

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 Fatigue
- 2.V1 Possible Failed to look properly
- 3.V1 Possible Failed to judge other person's path or speed
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead South To North Skidding Driver: Female 23 Breath Test: Negative
2 Car Waitng to go ahead, held up South To East No Skdng /Jck-Knfg /Ovrtrng Driver:
Male 60 Breath Test: Negative

CASUALTIES:

1 Driver 23 Female Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

Road Number : B1241 GRID REF: 489669,376163 SPEED LIMIT: 30
Road 2 Number :

PARISH : SAXILBY WITH DIVISION: DISTRICT: West Lindsey
INGLEBY

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

LOCATION : RESIDENTIAL STREET IN VILLAGE LOCATION

DESCRIPTION : V1 HAS BEEN DRIVING ALONG MILL LANE WITHOUT HAVING CLEARED THE
WINDSCREEN WHICH WAS FOGGED OVER. V1 HAS COLLIDED WITH THE REAR
OFFSIDE OF V2 WHICH WAS STATIONARY AND PARKED OUTSIDE THE OWNERS
ADDRESS. V1 HAS THEN TRAVELLED ACROSS THE ROAD AND COLLIDED WITH A
LAMP POST

DATE : 17/11/2018 - Saturday TIME: 2329

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - Lit Street Lights

SURFACE CONDITIONS: 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 South To North Skidding Driver: Female 31 Breath Test: Negative
2 Car Parked Parked To Parked No Skdng /Jck-Knfg /Ovrtrng Driver: Female 55 Breath
Test: Not Requested

CASUALTIES:

1 Driver 31 Female Slight In Vehicle 1

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DATE PRINTED: 29/09/2021
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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

Road Number : B1241 GRID REF: 489783,375552 SPEED LIMIT: 30
Road 2 Number :
PARISH : SAXILBY WITH DIVISION: DISTRICT: West Lindsey
INGLEBY

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

LOCATION : SAXIBLY- MILL LANE (GRID REF: 489661, 375953).

DESCRIPTION : V1 TRAVELLING EAST ON MILL LANE, SAXIBLY, FAILS TO SPOT PARKED
VEHICLE IN ROAD AND COLLIDES WITH SAME.

DATE : 13/03/2017 - Monday TIME: 2014

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)
LIGHT CONDITIONS : Dark - Lit Street Lights
SURFACE CONDITIONS: 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 Possible Not displaying lights at night or in poor visibility
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 46 Breath
Test: Negative
2 Car Parked Parked To Parked No Skdng /Jck-Knfg /Ovrtrng Driver: Not known Breath
Test: Not Requested

CASUALTIES:

1 Driver 46 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

Road Number : B1241 GRID REF: 489818,375436 SPEED LIMIT: 30
Road 2 Number : D
PARISH : SAXILBY WITH DIVISION: DISTRICT: West Lindsey
INGLEBY

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

LOCATION : STRAIGHT STRETCH OF ROAD FROM A57. CROSSING OPPOSITE CAR HOME

DESCRIPTION : FROM ACCOUNTS DRIVER OF VEH 1 HAS NOT SEEN PEDESTRIAN AT CROSSING
AND COLLIDED WITH HER AS SHE CROSSED.

DATE : 18/12/2020 - Friday TIME: 1730

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)
LIGHT CONDITIONS : Dark - Lit Street Lights
SURFACE CONDITIONS: 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 Disobeyed pedestrian crossing facility
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

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

CASUALTIES:

1 Pedestrian 35 Female Slight In Vehicle 1

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DATE PRINTED: 29/09/2021
CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

Road Number : B1241 GRID REF: 489873,375183 SPEED LIMIT: 30
 Road 2 Number :
 PARISH : SAXILBY WITH DIVISION: DISTRICT: West Lindsey
 INGLEDY

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

LOCATION : MILL LANE, SAXILBY

DESCRIPTION : V1 DROVE INTO V2 - STEERED INTO DUE TO ONCOMING TRAFFIC.

DATE : 25/09/2016 - Sunday TIME: 630

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 Possible Exceeding speed limit
- 2.V1 Very Likely Failed to look properly
- 3.V1 Possible Fatigue
- 4.
- 5.
- 6.

VEHICLES:

1 Taxi / Private Hire Car Going ahead East To West No Skdng /Jck-Knfg /Ovrtrng
 Driver: Male 37 Breath Test: Negative
 2 Car Parked Parked To Parked No Skdng /Jck-Knfg /Ovrtrng Driver: Male 37 Breath
 Test: Not Requested

CASUALTIES:

1 Driver 37 Male Slight In Vehicle 1

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 DATE PRINTED: 29/09/2021
 CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

Road Number : A57 GRID REF: 489879,375114 SPEED LIMIT: 40
Road 2 Number : B1241
PARISH : SAXILBY WITH DIVISION: DISTRICT: West Lindsey
INGLEBY

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

LOCATION : SAXILBY- JUNCTION OF A57 AND MILL LANE (GRID REF: 489929, 751176).

DESCRIPTION : V1 HAS PULLED AWAY FROM THE JUNCTION INTO THE PATH OF ONCOMING TRAFFIC.

DATE : 24/04/2017 - Monday TIME: 830

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Stop Sign

WEATHER : Fine (Without High Wind)
LIGHT CONDITIONS : Daylight
SURFACE CONDITIONS: Dry
DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Starting East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Female 31 Breath Test: Negative
2 Goods Vehicle - unknown weight Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 25 Breath Test: Negative

CASUALTIES:

1 Driver 31 Female Slight In Vehicle 1
2 Driver 25 Male Slight In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

Road Number : A57 GRID REF: 489881,375115 SPEED LIMIT: 40
Road 2 Number : B1241

PARISH : SAXILBY WITH DIVISION: DISTRICT: West Lindsey
INGLEBY

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

LOCATION : AT JUNCTION WITH MILL LANE

DESCRIPTION : VEHICLE 1 AT JUNCTION OF MILL LANE JUNCTION WITH A57 SAXILBY WHEN
IT IS BELIEVED THAT VEHICLE 1 MAY HAVE PULLED OUT INTO VEHICLE 2.
THERE ARE NO WITNESSES TO THIS ACCIDENT.

DATE : 28/04/2017 - Friday TIME: 1145

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Other Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)
LIGHT CONDITIONS : Daylight
SURFACE CONDITIONS: Dry
DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

- 1 Car Starting East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 83 Breath Test: Negative
- 2 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 58 Breath Test: Negative

CASUALTIES:

- 1 Veh Passenger 62 Female Slight In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

Road Number : A57 GRID REF: 489872,375121 SPEED LIMIT: 40
Road 2 Number : D

PARISH : SAXILBY WITH DIVISION: DISTRICT: West Lindsey
INGLEBY

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

LOCATION : JUNCTION WITH SAXILBY ROAD

DESCRIPTION : DRIVER OF V1 BELIEVED TO HAVE MEDICAL EPISODE AT WHEEL CAUSING
VEHICLE TO COLLIDE WITH ROADSIDE FURNITURE

DATE : 02/07/2019 - Tuesday TIME: 840

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 : Daylight
SURFACE CONDITIONS: Dry
DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Goods Vehicle - unknown weight Going ahead South To North No Skdng /Jck-Knfg
/Ovrtrng Driver: Male 66 Breath Test: Not provided(Medical reasons)

CASUALTIES:

1 Driver 66 Male Serious In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

Road Number : A57 GRID REF: 489882,375115 SPEED LIMIT: 40
Road 2 Number : B1241

PARISH : SAXILBY WITH DIVISION: DISTRICT: West Lindsey
INGLEBY

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

LOCATION : T JUNCTION ON LINCOLN ROAD

DESCRIPTION : VEH 1 PULLED OUT OF T JUNCTION INTO THE ONCOMING PATH OF VEH 2

DATE : 10/09/2020 - Thursday TIME: 1545

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

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

WEATHER : Fine (Without High Wind)
LIGHT CONDITIONS : Daylight
SURFACE CONDITIONS: Dry
DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Turning Right South To West No Skdng /Jck-Knfg /Ovrtrng Driver: Female 59
Breath Test: Negative
2 Car Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 55 Breath
Test: Negative

CASUALTIES:

1 Driver 55 Female Slight In Vehicle 2
2 Veh Passenger 10 Male Slight In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

Road Number : A1500 GRID REF: 495375,378329 SPEED LIMIT: 50
 Road 2 Number : B1398
 PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : SCAMPTON VIEW POINT. TILL BRIDGE LANE JUNCTION WITH MIDDLE STREET.

DESCRIPTION : VEH 1 WAS STATIONARY AT THE JUNCTION MIDDLE STREET LEADING ON TO THE TILLBRIDGE LANE TRAVELLING NORTH. VEH 2 WAS TRAVELING WEST ON TILLBRIDGE LANE THE JUNCTION WAS ON THE LEFT SIDE. AS VEH 2 WAS PASSING THE JUNCTION VEH 1 PULLED OUT OF THE JUNCTION INTO THE ON COMING VEH 2 CAUSING THE COLLISION. BOTH DRIVER WAS SEEN BY PARAMEDICS AND THE DRIVER OF VEHICLE 1 WAS ADMITTED WITH POSSIBLE FRACTURED ANKLE. VEH 2 DRIVER SLIGHT BRUISING AND SWELLING.

DATE : 15/02/2018 - Thursday TIME: 2230

NUMBER OF VEHICLES : 2
 NUMBER OF CASUALTIES: 2

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

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

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Starting South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 65 Breath Test: Negative
 2 Car Going ahead East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Female 25 Breath Test: Negative

CASUALTIES:

1 Driver 65 Female Serious In Vehicle 1
 2 Driver 25 Female Slight In Vehicle 2

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 DATE PRINTED: 29/09/2021
 CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: XXXXXXXXXX

Road Number : A1500 GRID REF: 495373,378332 SPEED LIMIT: 60
 Road 2 Number : B1398

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : TILL BRIDGE LANE LINCOLN

DESCRIPTION : V1 HAS BEEN TRAVELLING DOWN TILL BRIDGE LANE TOWARDS RISEHOLME ROAD
 TURNING RIGHT INTO BURTON ROAD . V2 HAS BEEN TRAVELLING DOWN TILL
 BRIDGE LANE TOWARD SAXILBY. V1 HAS TURNED RIGHT TO GO ONTO BURTON
 ROAD AND HAS HIT V2 WHO HAS BEEN TRAVELLING STRAIGHT ON AS SHE HAS
 CROSSED V2S CARRIAGEWAY. V1 HAS NO INSURANCE AND TOR HAS BEEN
 ISSUED.

DATE : 17/10/2018 - Wednesday TIME: 1200

NUMBER OF VEHICLES : 2
 NUMBER OF CASUALTIES: 2

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

- 1 Car Turning Right East To West Overturned Driver: Female 62 Breath Test: Not Requested
- 2 Car Going ahead North To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 29 Breath Test: Not Requested

CASUALTIES:

- 1 Driver 62 Female Slight In Vehicle 1
- 2 Driver 29 Female Slight In Vehicle 2

PAGE: 37
 DATE PRINTED: 29/09/2021

CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

Road Number : A1500 GRID REF: 495375,378328 SPEED LIMIT: 50
Road 2 Number : B1398
PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : TILLBRIDGE LANE ON BURTON B1398 JUNCTION

DESCRIPTION : DRIVER OF VEH 1 HAS PULLED OUT OF BURTON B1398 JUNCTION TO TURN
RIGHT ONTO TILLBRIDGE LANE A1500 AND HAS COLLIDED WITH VEH 2
TRAVELLING TOWARDS STURTON

DATE : 10/08/2020 - Monday TIME: 1705

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

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

WEATHER : Fine (Without High Wind)
LIGHT CONDITIONS : Daylight
SURFACE CONDITIONS: Dry
DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Failed to look properly
- 2.V1 Possible Careless/Reckless/In a hurry
- 3.V1 Very Likely Disobeyed Give Way or Stop sign or markings
- 4.
- 5.
- 6.

VEHICLES:

- 1 Car Starting South To East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 54 Breath Test: Not provided(Medical reasons)
- 2 Car Going ahead East To West Skidding Driver: Female 25 Breath Test: Negative

CASUALTIES:

- 1 Driver 25 Female Slight In Vehicle 2
- 2 Driver 54 Female Slight In Vehicle 1

PAGE: 38
DATE PRINTED: 29/09/2021
CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

Road Number : B1398 GRID REF: 495451,378327 SPEED LIMIT: 60
Road 2 Number : A1500
PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : T JUNCTION OF B1398 & A1500

DESCRIPTION : VEH 1 HAS PULLED OUT ONTO MAIN ROAD WITHOUT LOOKING AND COLLIDED WITH VEH 2 CAUSING A COLLISION

DATE : 18/07/2021 - Sunday TIME: 1940

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 3

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

WEATHER : Fine (Without High Wind)
LIGHT CONDITIONS : Daylight
SURFACE CONDITIONS: Dry
DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Turning Right North To South East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 21
Breath Test: Negative
2 Car Going ahead North West To South East No Skdng /Jck-Knfg /Ovrtrng Driver:
Female 52 Breath Test: Negative

CASUALTIES:

- 1 Driver 21 Male Slight In Vehicle 1
- 2 Driver 52 Female Slight In Vehicle 2
- 3 Veh Passenger 23 Female Slight In Vehicle 2

PAGE: 39
DATE PRINTED: 29/09/2021
CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

Road Number : A1500 GRID REF: 496241,378201 SPEED LIMIT: 60
Road 2 Number :

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : TILLBRIDGE LANE, SCAMPTON, APROX 100 METRES WEST OF GATE 7
LINCOLNSHIRE SHOWGROUND

DESCRIPTION : DRIVER OF V1 WAS TRAVELLING WESTBOUND ALONG TILLBRIDGE LANE,
SCAMPTON. DRIVER WAS NOT OF SOUND MIND AND SUFFERING WITH MENTAL
HEALTH ISSUES. HE DELIBERATELY DROVE V1 OFF THE ROAD TO THE
NEAR SIDE ATTEMPTING TO AIM FOR LARGE TREE, HOWEVER, THE VEHICLE
COLLIDED WITH HEDGEROAS/SMALL TREES/FOLIAGE WHICH CAUSED SUBSTANTIAL
DAMAGE TO FRONT BUT IN TURN SLOWED AND STOPPED THE VEHICLE.

DATE : 15/12/2016 - Thursday TIME: 30

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

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

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

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Going ahead East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 27 Breath
Test: Negative

CASUALTIES:

1 Driver 27 Male Slight In Vehicle 1

PAGE: 40
DATE PRINTED: 29/09/2021
CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

Road Number : A1500 GRID REF: 496787,378151 SPEED LIMIT: 20
Road 2 Number :

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : ENTRANCE TO SHOWGROUND

DESCRIPTION : DRIVER OF VEH 1 REFUSED TO STOP FOR SECURITY STAFF AND DROVE
THROUGH THEM HITTING ONE OF THEM WITH HIS WING MIRROR

DATE : 11/12/2020 - Friday TIME: 720

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

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

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Dark - Street Lighting

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Aggressive driving
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Not known 40
Breath Test: Not Requested

CASUALTIES:

1 Pedestrian 50 Male Slight In Vehicle 1

PAGE: 41
DATE PRINTED: 29/09/2021
CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

Road Number : A1500 GRID REF: 497195,378115 SPEED LIMIT: 60
Road 2 Number :
PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : STRAIGHT ROAD

DESCRIPTION : VEH 1 OVERTOOK A LORRY AS VEH 2 WAS TURNING RIGHT IN FRONT OF THE LORRY. VEH 1 GLANCED VEH 2 AND IT CAUSED IT TO SPIN INTO A TREE

DATE : 17/10/2020 - Saturday TIME: 836

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)
LIGHT CONDITIONS : Daylight
SURFACE CONDITIONS: Wet or Damp
DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Goods vehicle 3.5 tonnes mgw and under Ovrtrkg stry Veh on offside East To West Skidding Driver: Male 46 Breath Test: Negative
2 Agricultural vehicle(includes diggers etc) Turning Right East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 27 Breath Test: Negative

CASUALTIES:

1 Driver 46 Male Serious In Vehicle 1

PAGE: 42
DATE PRINTED: 29/09/2021
CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

Road Number : A15 GRID REF: 497365,378054 SPEED LIMIT: 50
Road 2 Number :
PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : A15

DESCRIPTION : VEH 1 HAS BEEN TRAVELLING ON A15 AND IN CONNECTION WITH HIS WORK
HAS ILLUMINATED HIS WARNING BEACONS ON HIS VEHICLE BEFORE COMING TO
A STOP. VEH 2 HAS THEN COLLIDED WITH THE REAR OFFSIDE OF VEH.

DATE : 08/09/2017 - Friday TIME: 1103

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

VEHICLES:

1 Goods vehicle 7.5 tonnes mgw and over Going ahead North To South Skidding Driver:
Male 63 Breath Test: Negative
2 Goods vehicle 3.5 tonnes mgw and under Stopping North To South No Skdng /Jck-Knfg
/Ovrtrng Driver: Male 40 Breath Test: Negative

CASUALTIES:

1 Veh Passenger 34 Male Slight In Vehicle 2

PAGE: 43
DATE PRINTED: 29/09/2021

CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

Road Number : A15 GRID REF: 497365,378074 SPEED LIMIT: 60
Road 2 Number : A1500
PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : JUNCTION OF A15 AND A1500

DESCRIPTION : V1 TRAVELLING SOUTHBOUND ON A15 VEHICLES HAVE BEEN SLOWING AS
VEHICLE IS WAITING TO TURN RIGHT. V1 HAS NOT STOPPED IN TIME BEHIND
THE QUEUE AND HAS SWERVED INTO THE NORTHBOUND CARRIAGEWAY HITTING
V2

DATE : 24/01/2020 - Friday TIME: 1750

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Crossroads
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)
LIGHT CONDITIONS : Dark - Street Lighting
SURFACE CONDITIONS: Dry
DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Stopping North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 44 Breath
Test: Negative
2 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 59 Breath
Test: Negative

CASUALTIES:

1 Driver 59 Male Slight In Vehicle 2
2 Driver 44 Male Slight In Vehicle 1

PAGE: 44
DATE PRINTED: 29/09/2021
CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: [REDACTED]

Road Number : D GRID REF: 497400,378111 SPEED LIMIT: 50
Road 2 Number :
PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : SINGLE CARRIAGEWAY APPROACHING RA

DESCRIPTION : MOTORCYCLE WAS DRIVING AROUND 20 MPH AND HAS DRIVEN THROUGH
STANDING WATER WHICH HAS CAUSED THE RIDER TO LOOSE CONTROL

DATE : 25/02/2020 - Tuesday TIME: 1620

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

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

WEATHER : Other
LIGHT CONDITIONS : Daylight
SURFACE CONDITIONS: Flood (Water 3cm / 1" Deep)
DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Loss of control
- 2.V1 Very Likely Rain, sleet, snow, or fog
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Motorcycle over 500cc (Combination before 2004) Going ahead West To East No Skdng
/Jck-Knfg /Ovrtrng Driver: Male 44 Breath Test: Not Requested

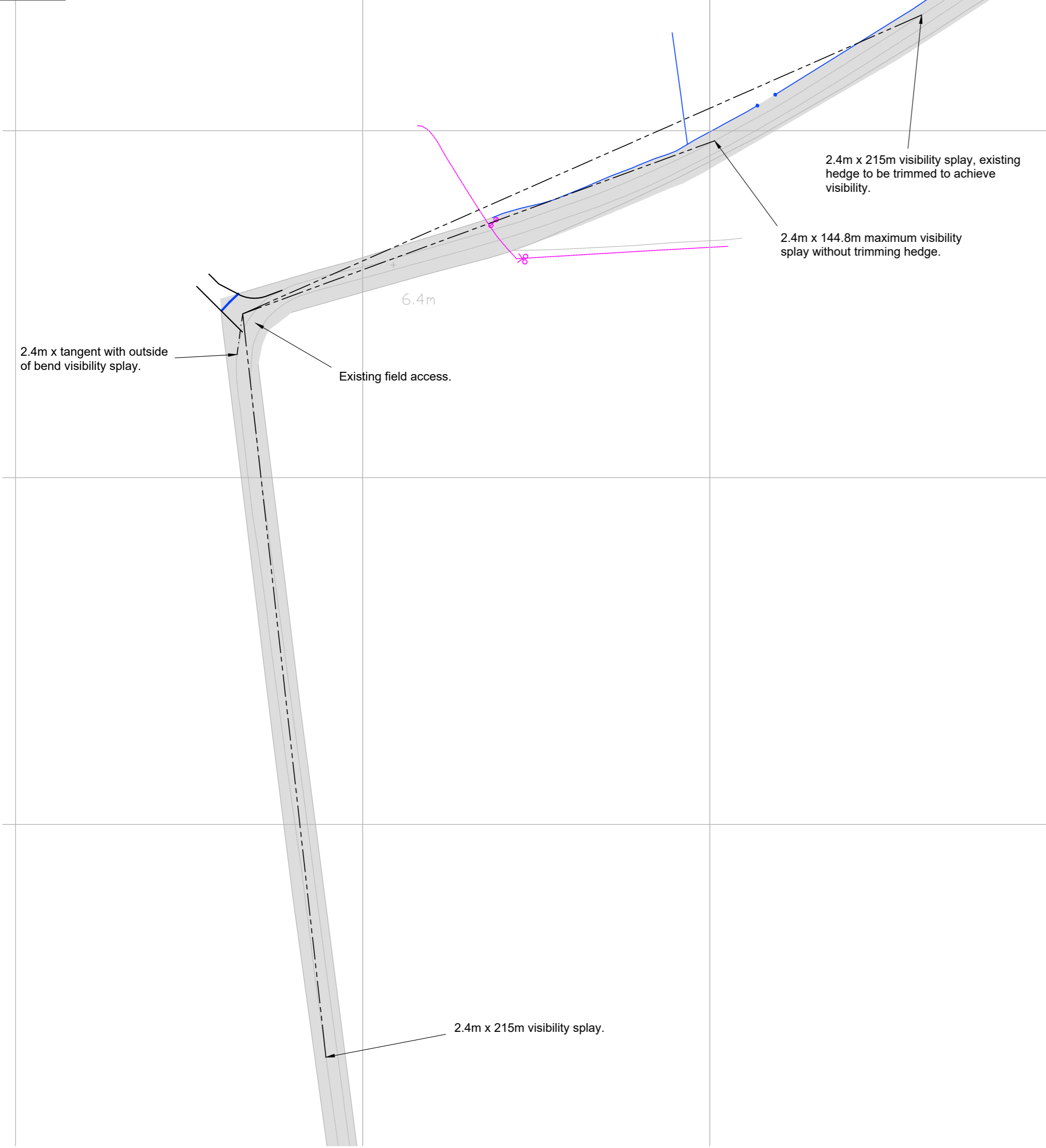
CASUALTIES:

1 Driver 44 Male Slight In Vehicle 1

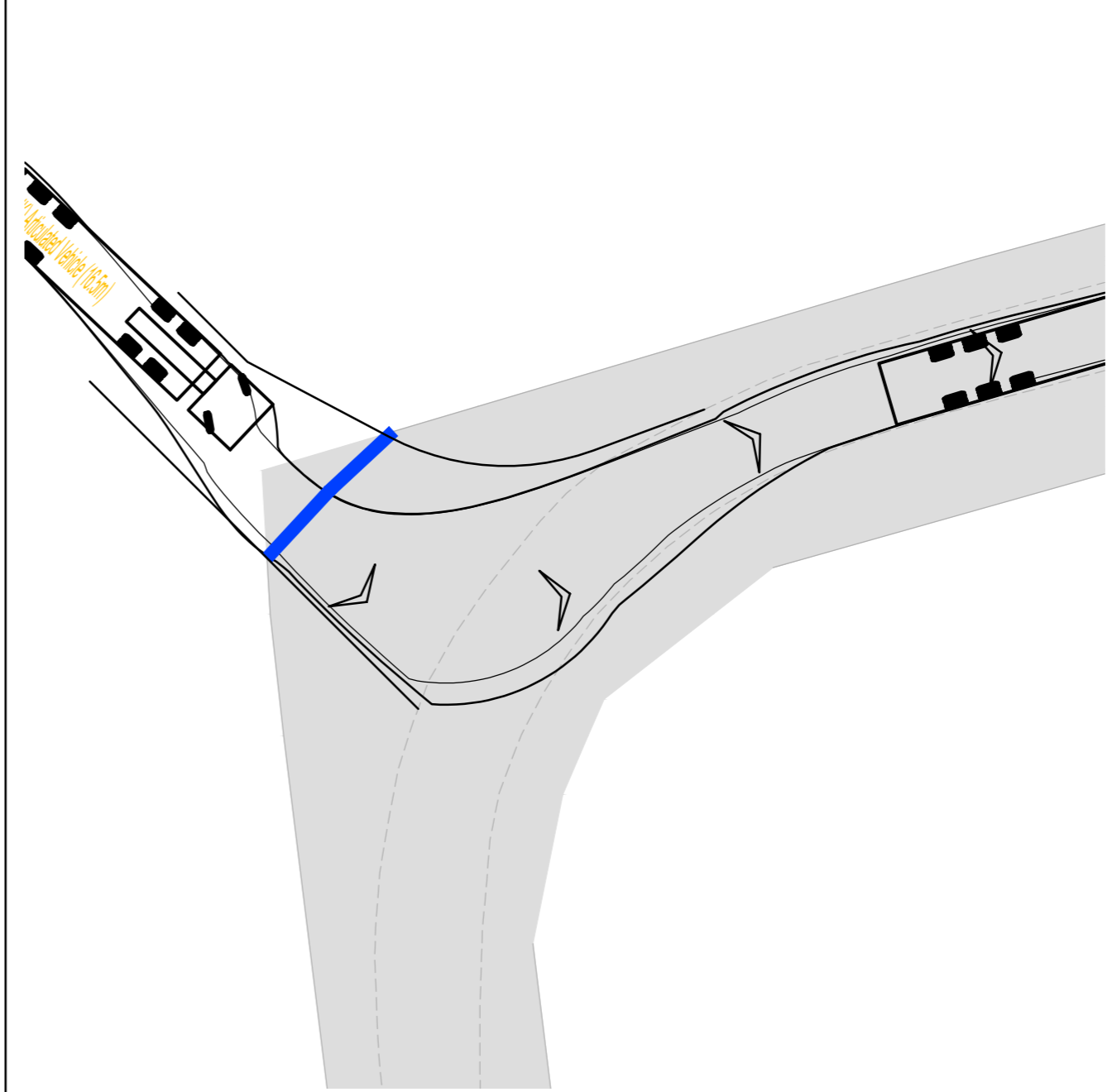
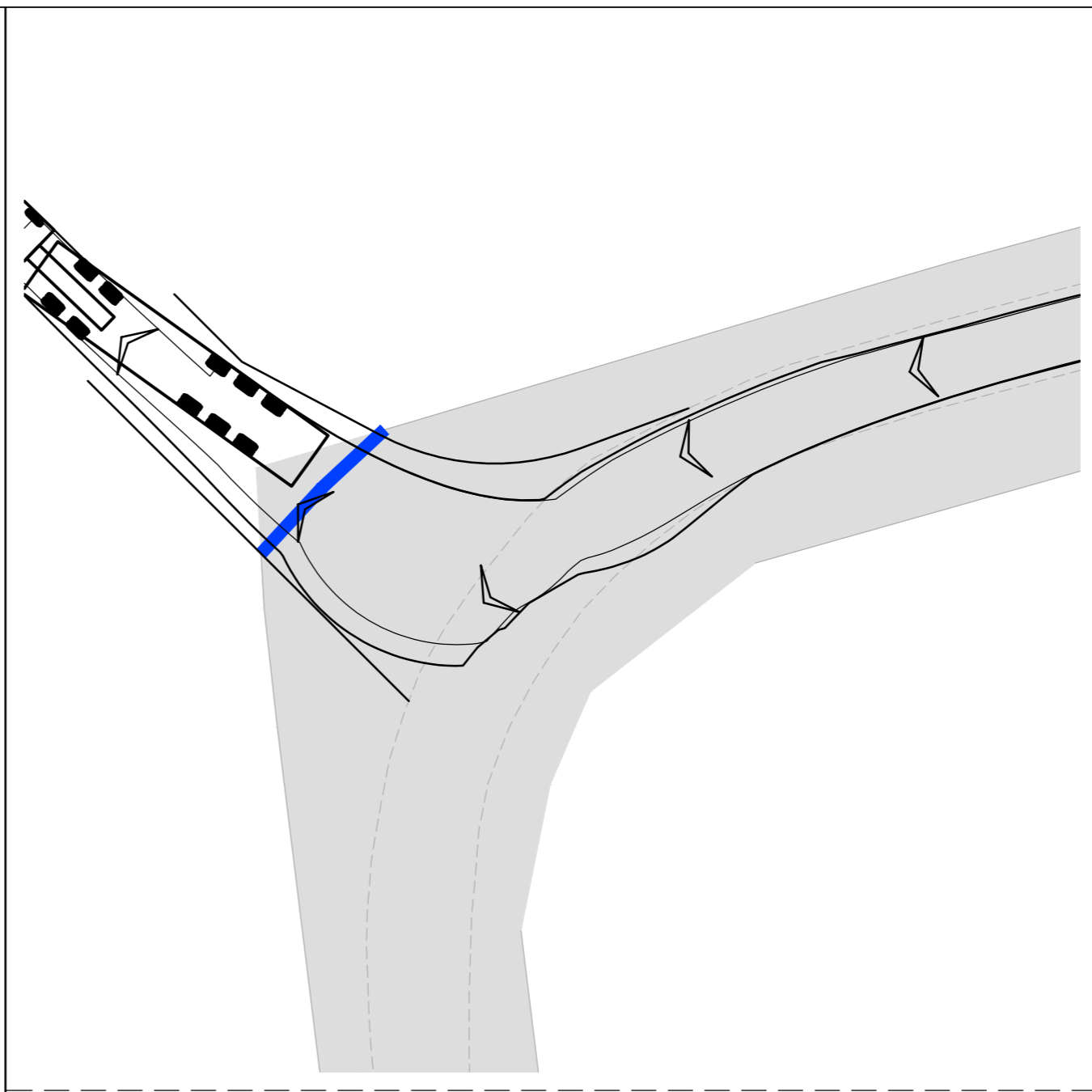
PAGE: 45
DATE PRINTED: 29/09/2021
CURRENT DATADATE: 31/08/2021

APPENDIX D

A2
ORIGINAL
PLOT SIZE



Site Access Arrangement
Scale 1:1,000

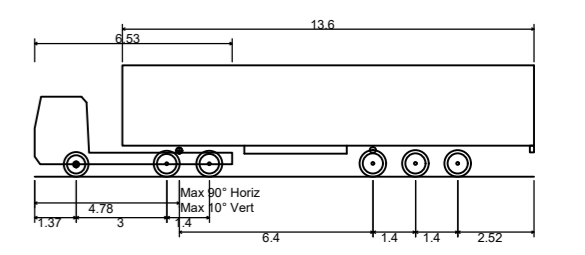


Articulated HGV Turning At Site Access
Scale 1:250

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NOTES:
1. The posted speed limit on Broxholme Lane is National Speed Limit (60mph).

KEY
 Existing site access.
 Approximate extent of adopted highway.



Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.500m
 Overall Width 2.550m
 Overall Body Height 3.681m
 Min Body Ground Clearance 0.411m
 Max Track Width 2.500m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.530m

Rev	Date	Details	Drawn by	Checked by	Approved by
B	10.02.23	Access shown in new location.	PSW	RR	JD
A	12.10.21	Drawing title updated.	PSW	WG	JD

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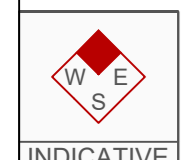
CLIENT:
WEST BURTON SOLAR PROJECT LIMITED

PROJECT:
WEST BURTON SOLAR FARM

TITLE:
West Burton 1: Site Access Arrangement For Western Land Parcel

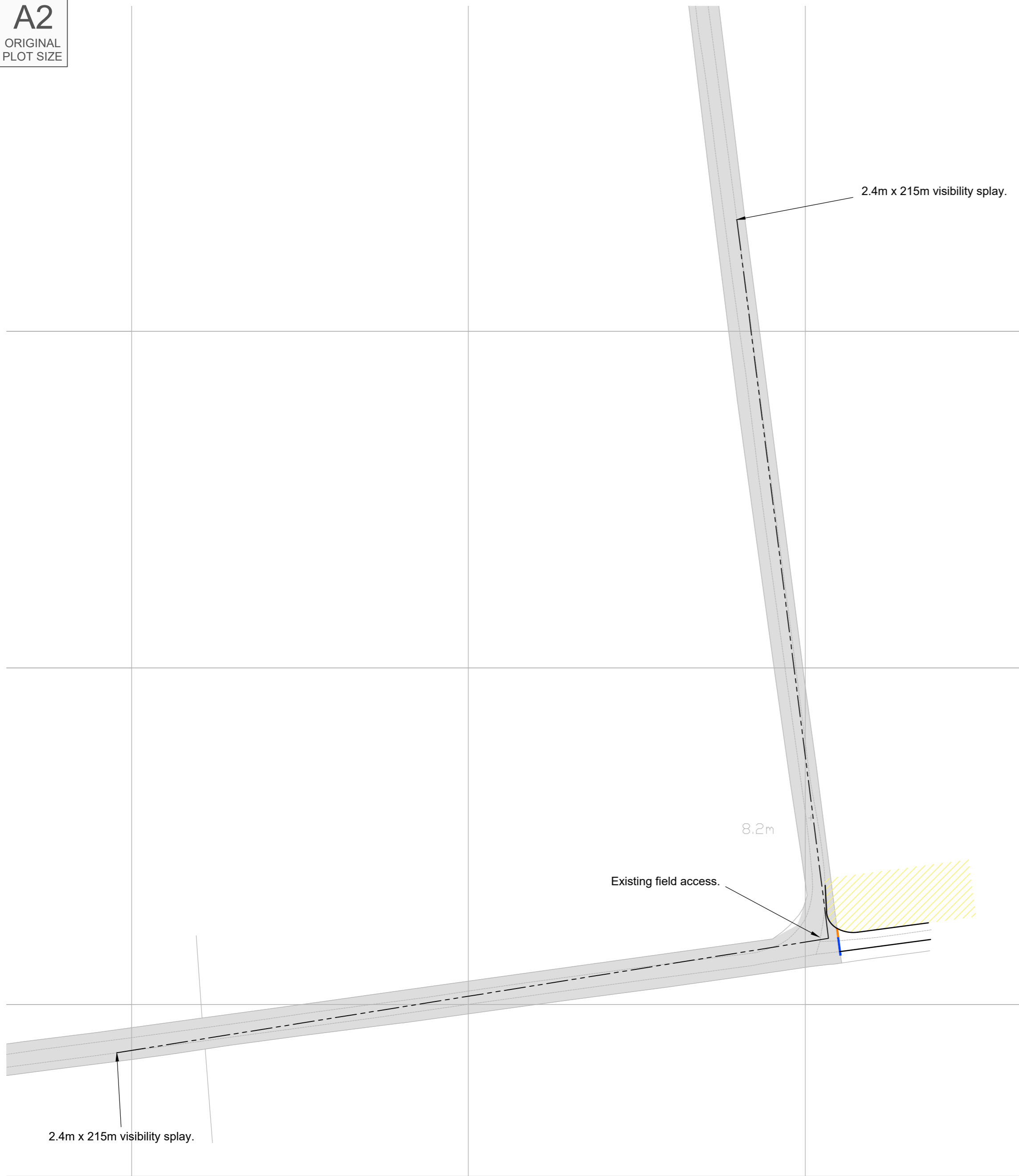
STATUS:
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	27.09.21	PSW	WG	JD
JOB NO:	DRAWING NO:	REVISION:		
2107-061	SK01	B		



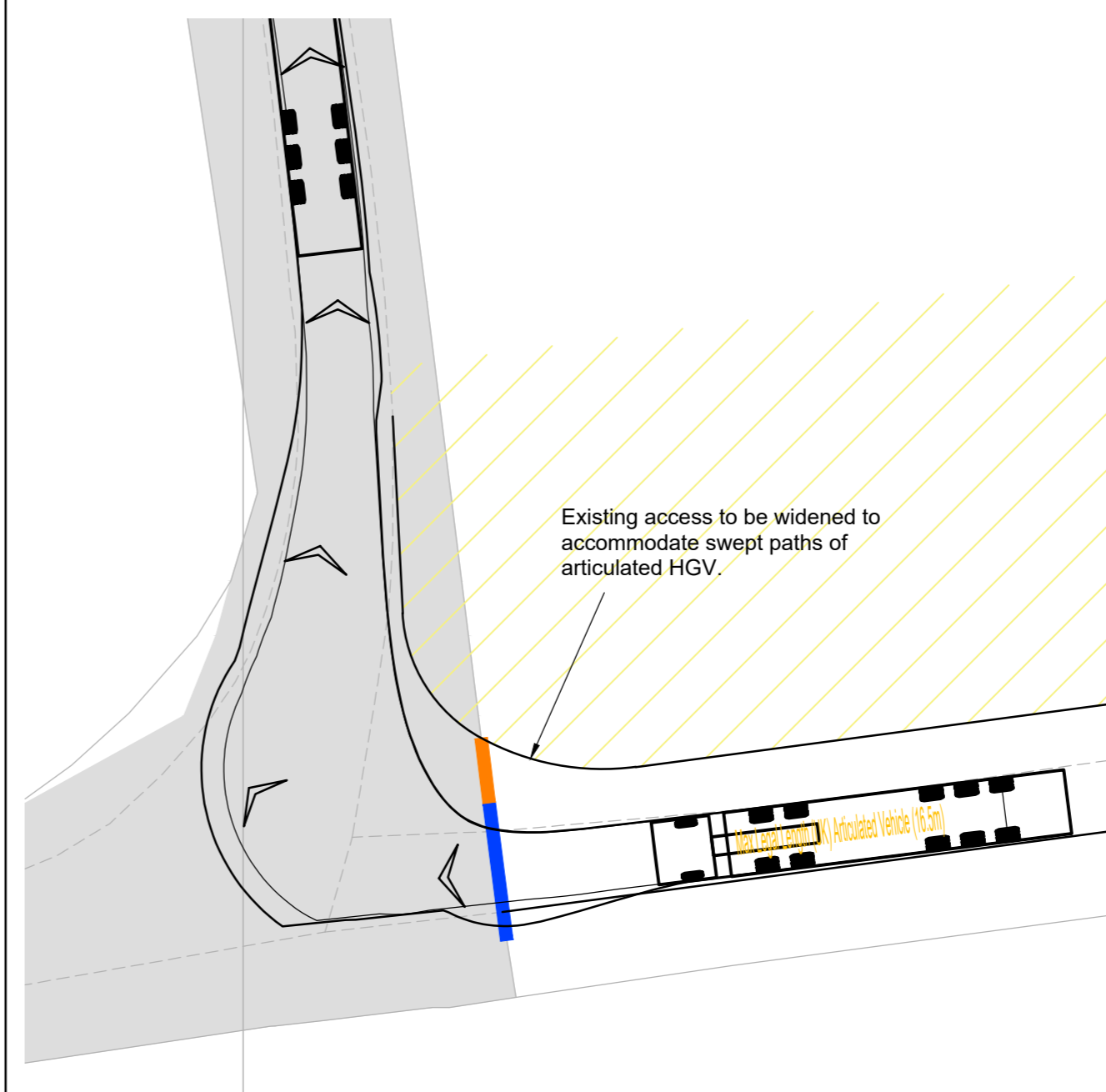
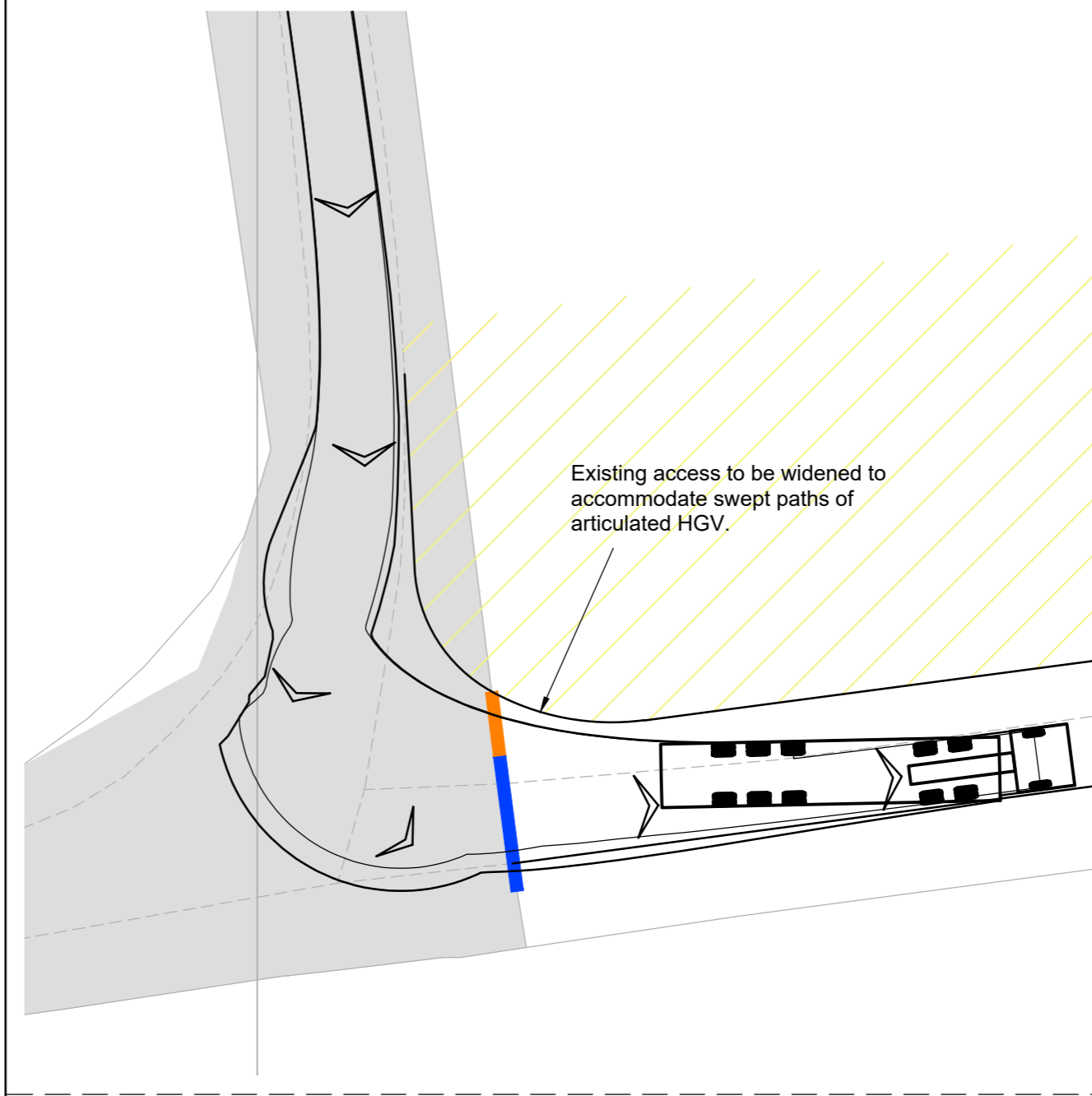
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A2
ORIGINAL
PLOT SIZE



Site Access Arrangement

Scale 1:1,000



Articulated HGV Turning At Site Access

Scale 1:250

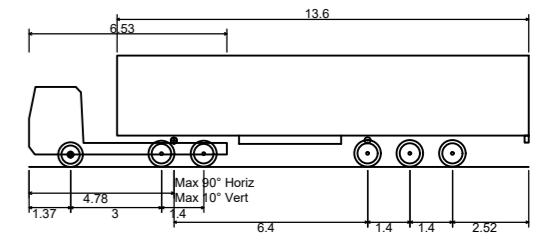
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NOTES:

1. The posted speed limit on Broxholme Lane is National Speed Limit (60mph).

KEY

- Existing site access.
- Proposed access widening.
- Approximate extent of adopted highway.
- Area required for abnormal vehicle access.



Max Legal Length (UK) Articulated Vehicle (16.5m) 16.500m
 Overall Length 16.500m
 Overall Width 2.550m
 Overall Body Height 3.681m
 Min Body Ground Clearance 0.411m
 Max Track Width 2.500m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.530m

Rev	Date	Details	Drawn by	Checked by	Approved by
D	01.03.23	Abnormal load area added.	PSW	RR	JD
C	10.02.23	Access shown in new location.	PSW	RR	JD
B	05.11.21	Adopted highway boundary added.	PSW	JD	JD
A	12.10.21	Drawing title updated.	PSW	WG	JD

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CLIENT:
WEST BURTON SOLAR PROJECT LIMITED

PROJECT:
WEST BURTON SOLAR FARM

TITLE:
West Burton 1: Site Access Arrangement For Eastern Land Parcel

STATUS:
INFORMATION

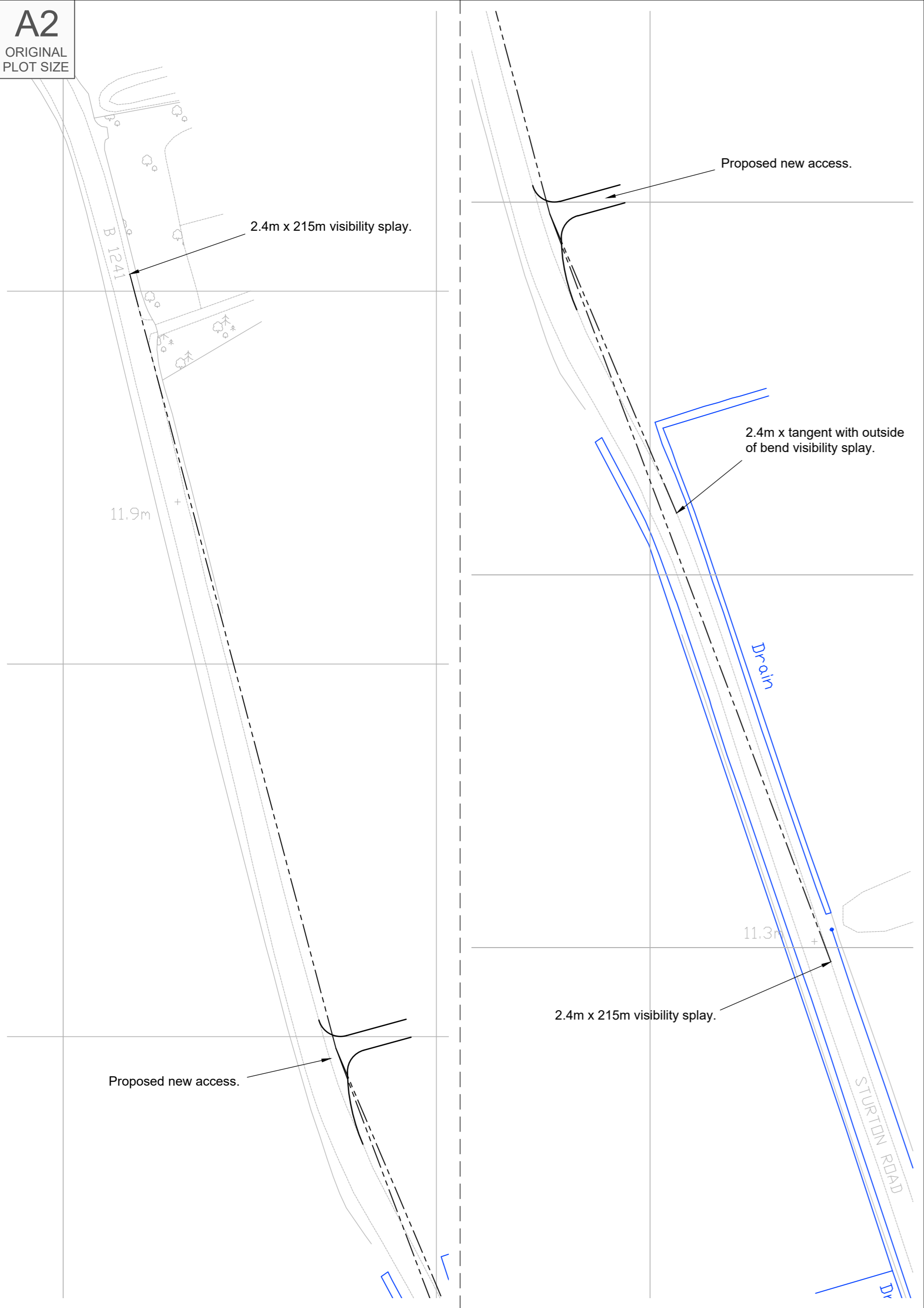
SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	28.09.21	PSW	WG	JD
JOB NO:	DRAWING NO:		REVISION:	
2107-061	SK02		D	



INDICATIVE

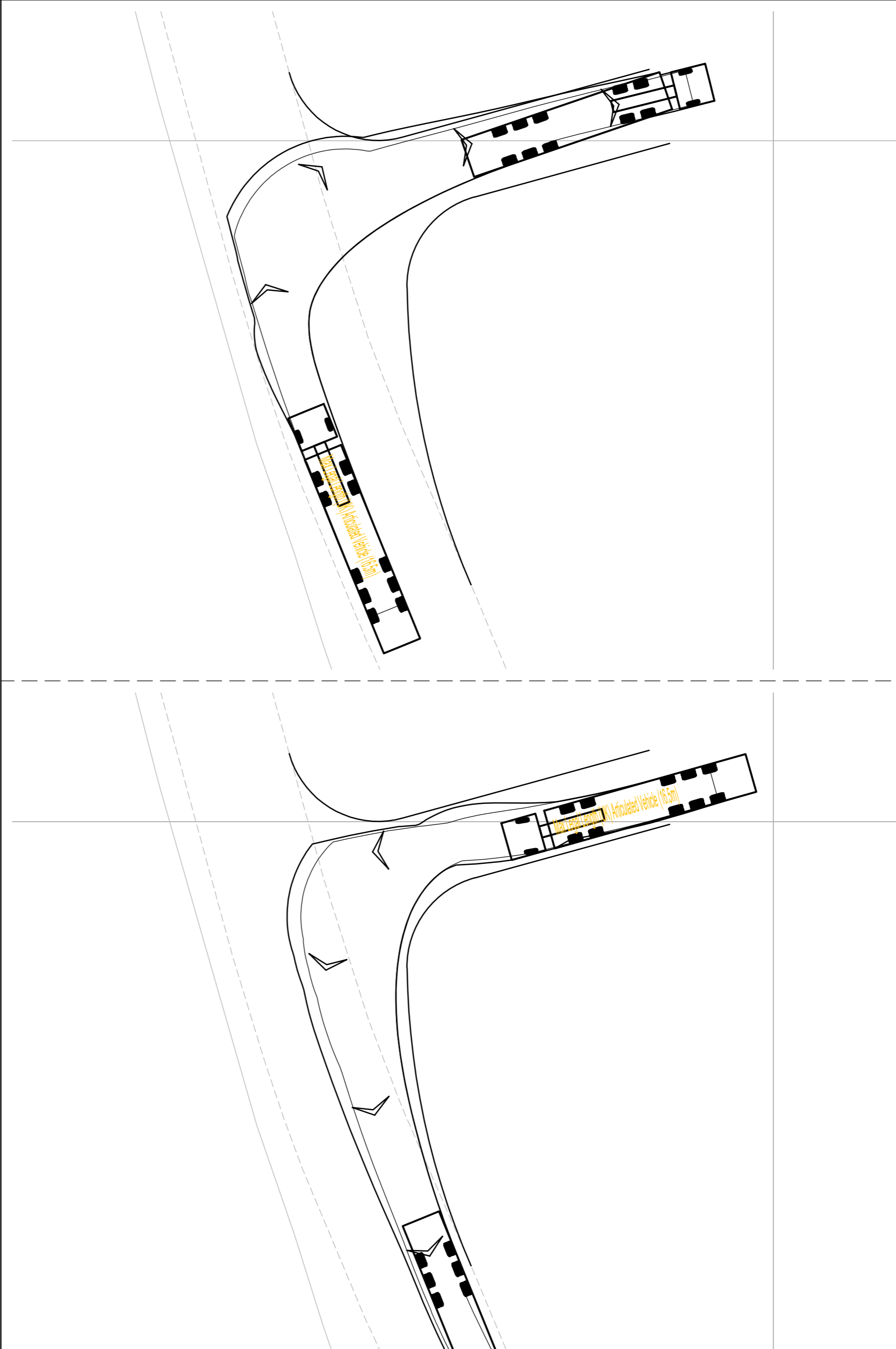
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A2
ORIGINAL
PLOT SIZE



Proposed Site Access Arrangement

Scale 1:1,000



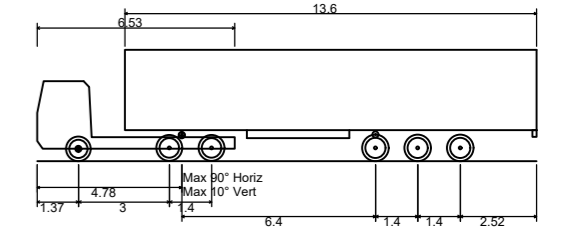
Swept Paths Of Articulated HGV

Scale 1:250

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NOTES:

1. The posted speed limit on Broxholme Lane is National Speed Limit (60mph).



Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.500m
 Overall Width 2.550m
 Overall Body Height 3.681m
 Min Body Ground Clearance 0.411m
 Max Track Width 2.500m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.530m

Rev	Date	Details	Drawn by	Checked by	Approved by
C	10.02.23	Access shown in new location.	PSW	RR	JD
B	05.11.21	Adopted highway boundary added.	PSW	JD	JD
A	12.10.21	Drawing title updated.	PSW	WG	JD

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CLIENT:
WEST BURTON SOLAR PROJECT LIMITED

PROJECT:
WEST BURTON SOLAR FARM

TITLE:
West Burton 2: B1241 Sturton Road New Site Access

STATUS:
INFORMATION

SCALE: As Shown	DATE: 28.09.21	DRAWN: PSW	CHECKED: WG	APPROVED: JD
JOB NO: 2107-061	DRAWING NO: SK03	REVISION: C		

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A2
ORIGINAL
PLOT SIZE

2.4m x 184.4m maximum
available visibility splay.

11.3m

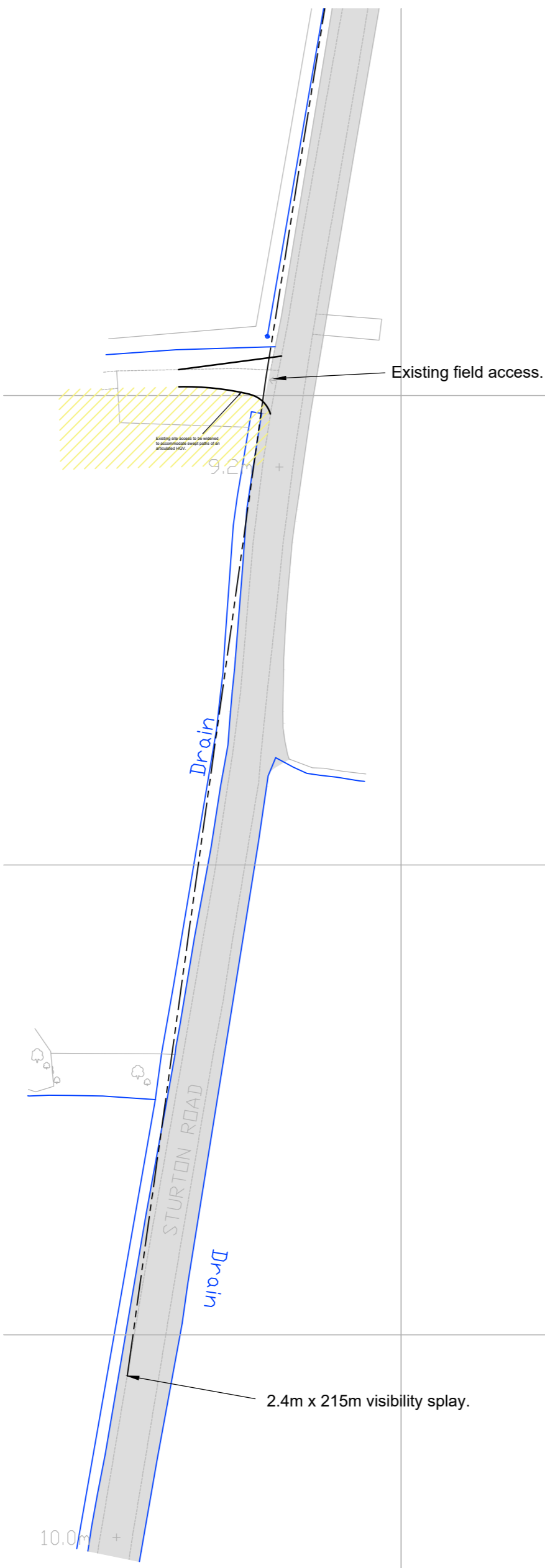
Drain

Existing field access.

9.2m

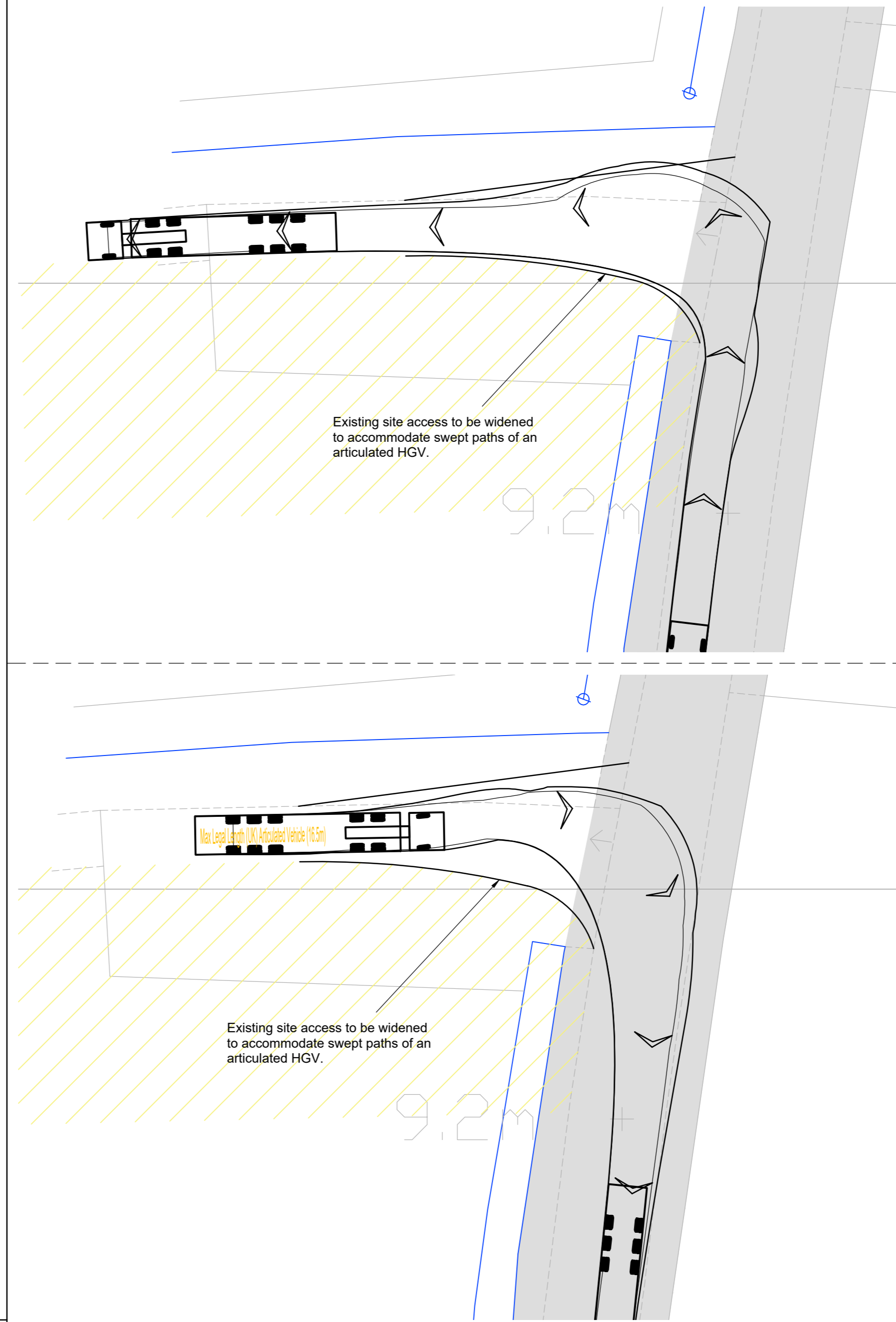
Drain

Visibility Splay To The North



Visibility Splay To The South

2.4m x 215m visibility splay.



Articulated HGV Turning At Site Access

Scale 1:250

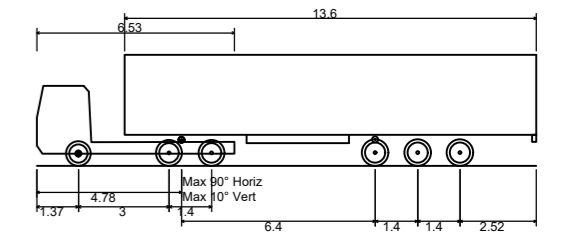
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NOTES:

1. The posted speed limit on B1241 Sturton Road is National Speed Limit (60mph).

KEY

- Approximate extent of adopted highway.
- Area required for abnormal vehicle access.



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

Rev	Date	Details	Drawn by	Checked by	Approved by
C	01.03.23	Abnormal load area added.	PSW	RR	JD
B	10.02.23	Access shown in new location.	PSW	RR	JD
A	12.10.21	Drawing title updated.	PSW	WG	JD

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CLIENT:
WEST BURTON SOLAR PROJECT LIMITED

PROJECT:
WEST BURTON SOLAR FARM

TITLE:
West Burton 2: B1241 Sturton Road Site Access (Western Land Parcel)

STATUS:
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	28.09.21	PSW	WG	JD
JOB NO:	DRAWING NO:	REVISION:		
2107-061	SK04	C		

B1241 Sturton Road Junction Arrangement

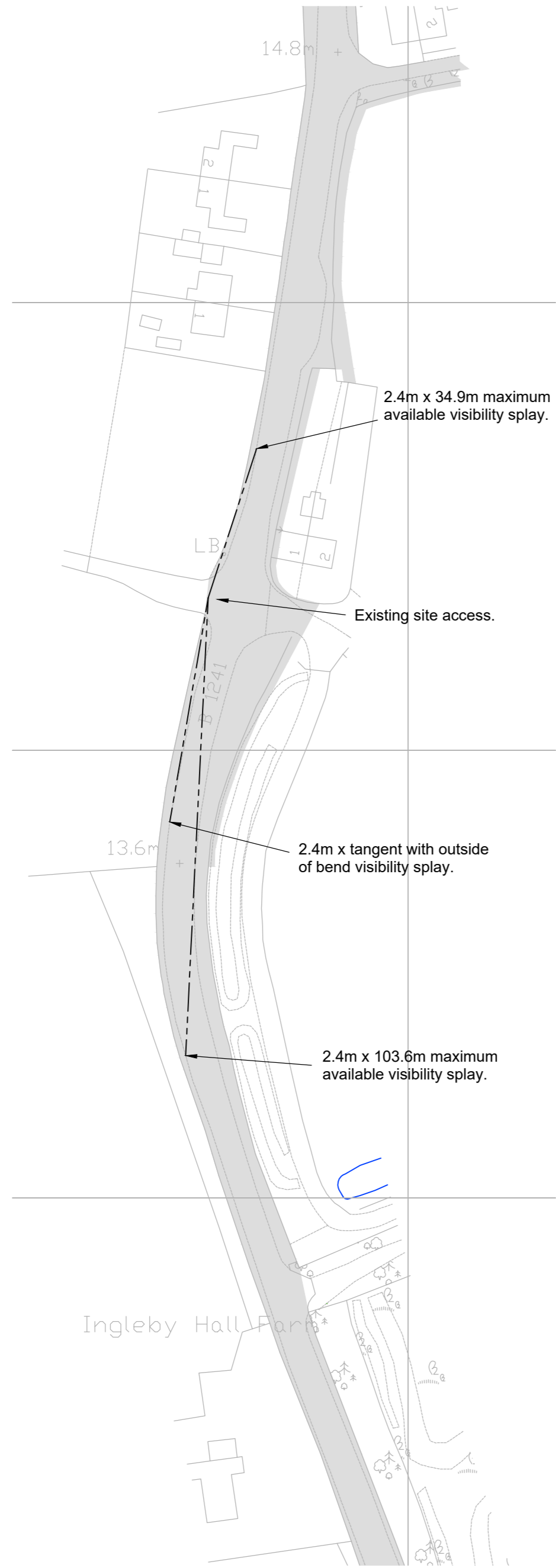
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INDICATIVE

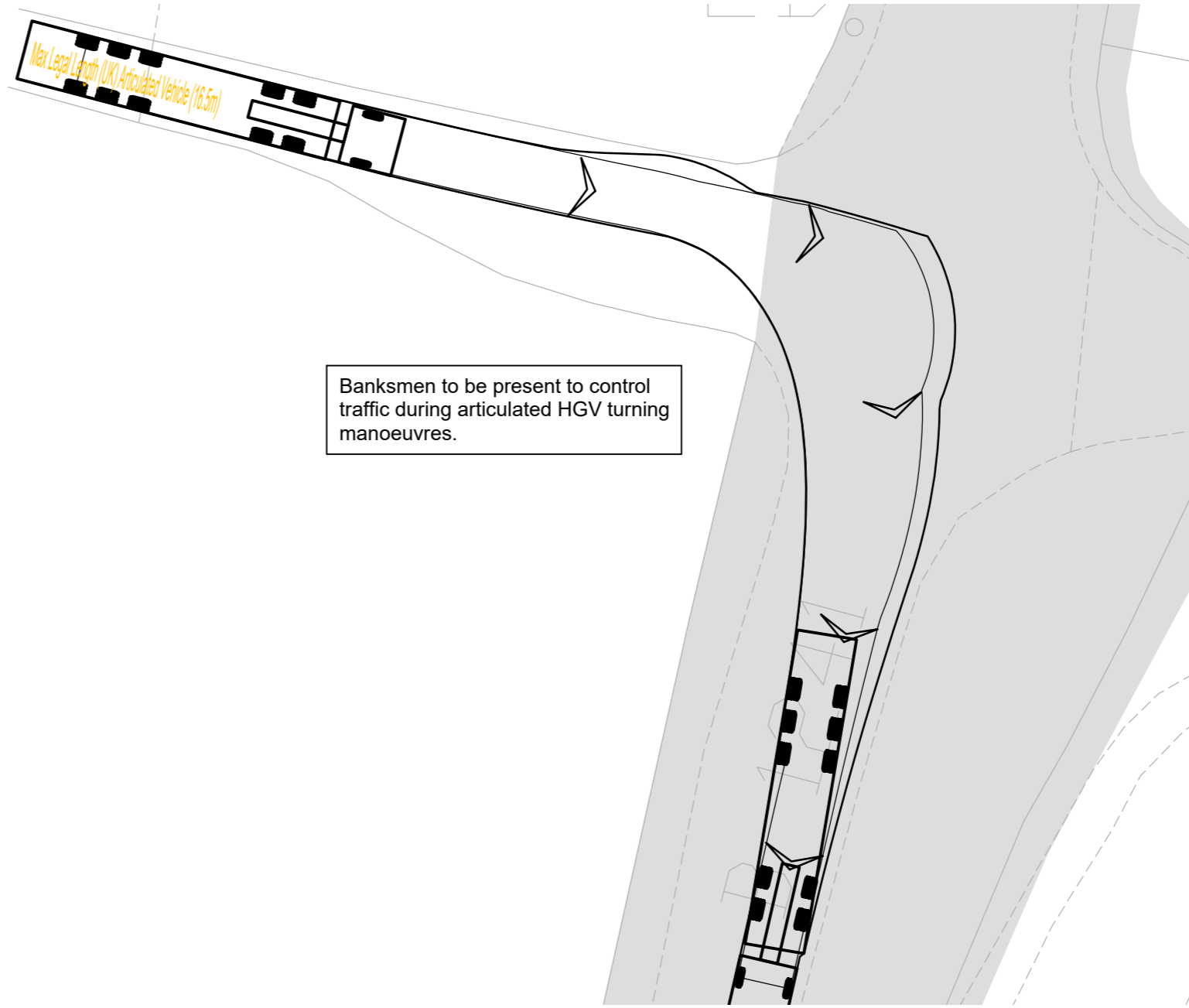
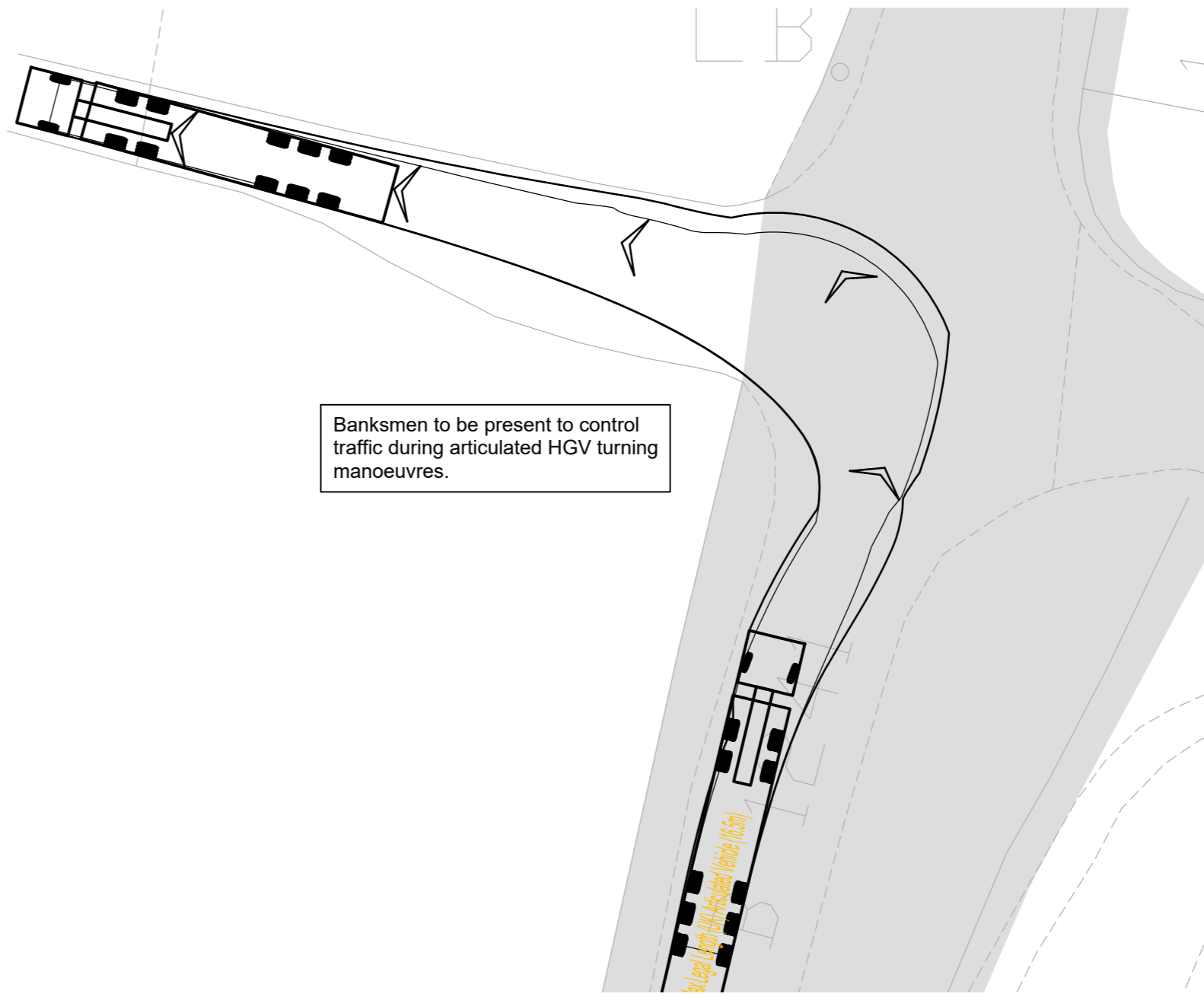
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A2
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PLOT SIZE



B1241 Sturton Road Junction Arrangement

Scale 1:1,000



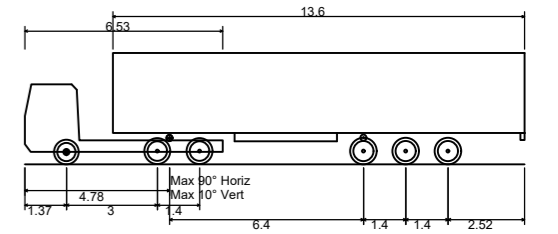
Articulated HGV Turning At Site Access

Scale 1:250

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NOTES:
1. The posted speed limit on B1241 Sturton Road is National Speed Limit (60mph).

KEY
Approximate extent of adopted highway.



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

Rev	Date	Details	Drawn by	Checked by	Approved by
B	10.02.23	Access shown in new location.	PSW	RR	JD
A	12.10.21	Access relocated and redrawn, drawing title updated.	PSW	WG	JD

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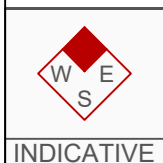
PROJECT:
WEST BURTON SOLAR FARM

TITLE:
West Burton 2: B1241 Sturton Road Site Access (North Land Parcel)

STATUS:
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	06.10.21	PSW	WG	JD
JOB NO:	DRAWING NO:		REVISION:	
2107-061	SK05		B	

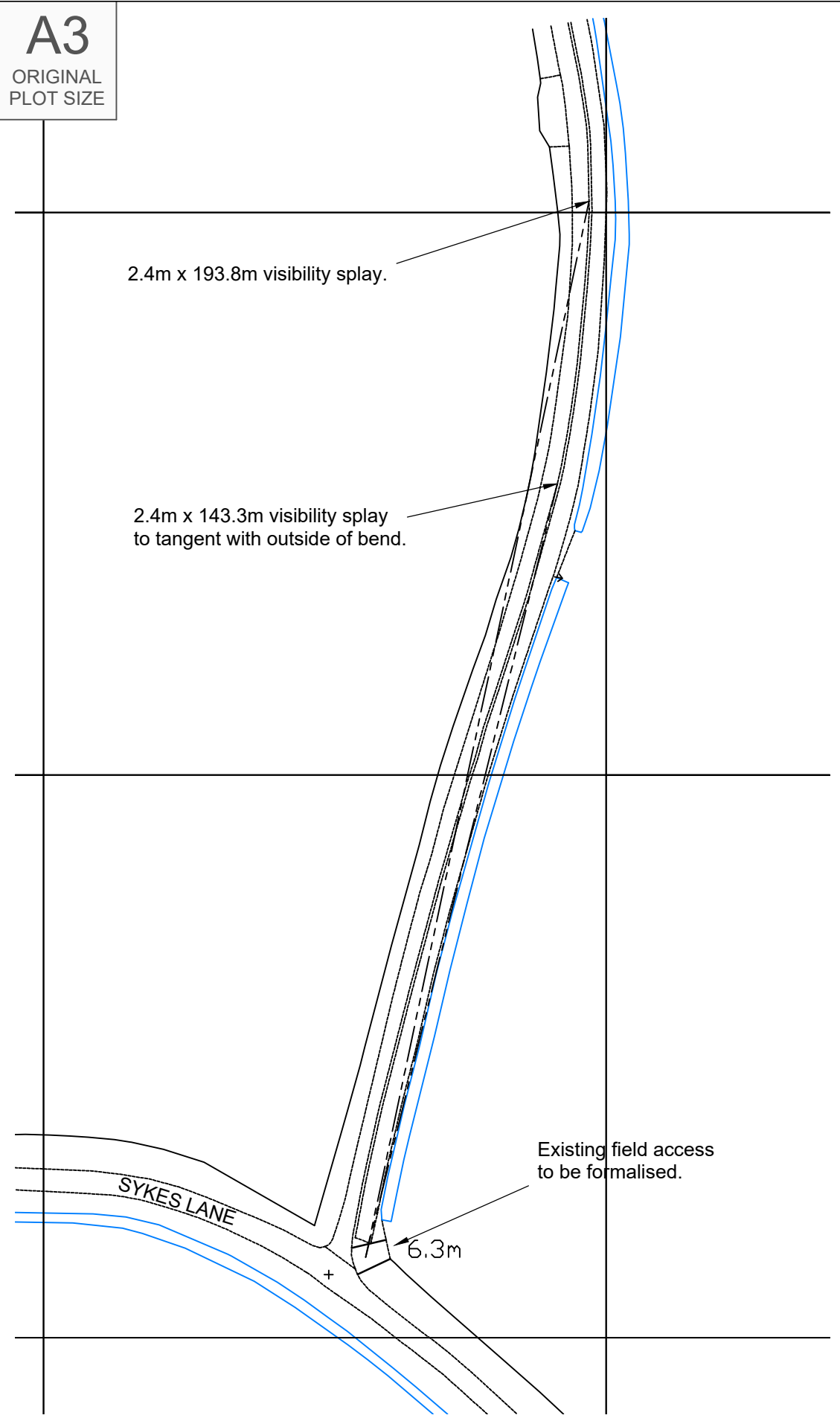
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A3

ORIGINAL PLOT SIZE

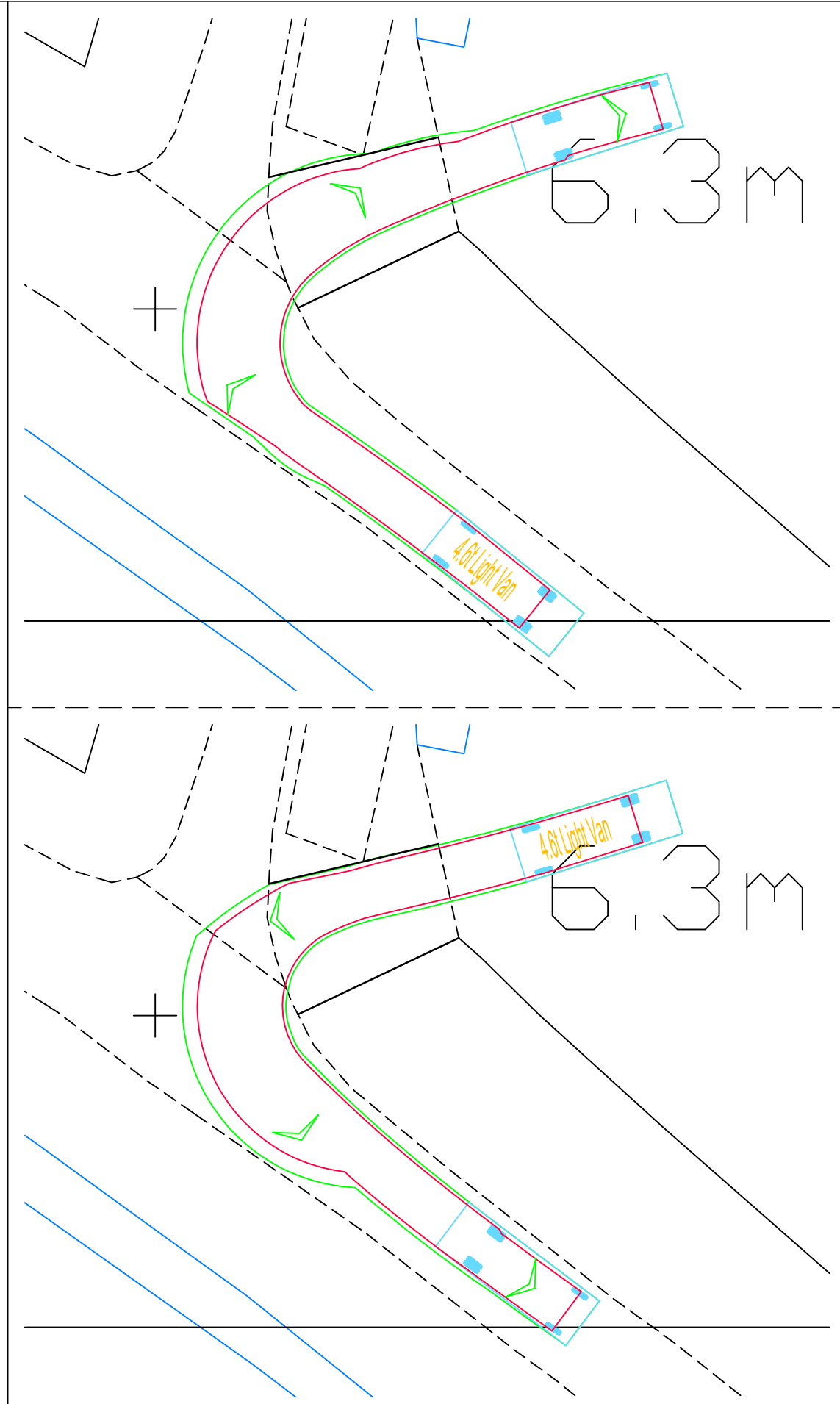


Existing Site Access Arrangement

Scale 1:1,000



INDICATIVE



Swept Paths Of A Light Van

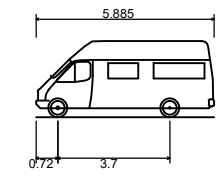
Scale 1:200

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NOTES:

- 1. The posted speed limit is National Speed Limit (60mph).



4.6t Light Van	
Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.000m

Rev	Date	Details	Drawn by	Checked by	Approved by
D	01.03.23	Redrawn as an operational access in new location.	PSW	RR	JD
C	10.02.23	Access shown in new location.	PSW	RR	JD
B	16.11.21	Adopted highway boundary added.	PSW	JD	JD
A	12.10.21	Access layout revised, drawing title updated.	PSW	WG	JD

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PROJECT:
WEST BURTON SOLAR FARM

TITLE:
West Burton 2: Sykes Lane Operational Access Junction

STATUS:
INFORMATION

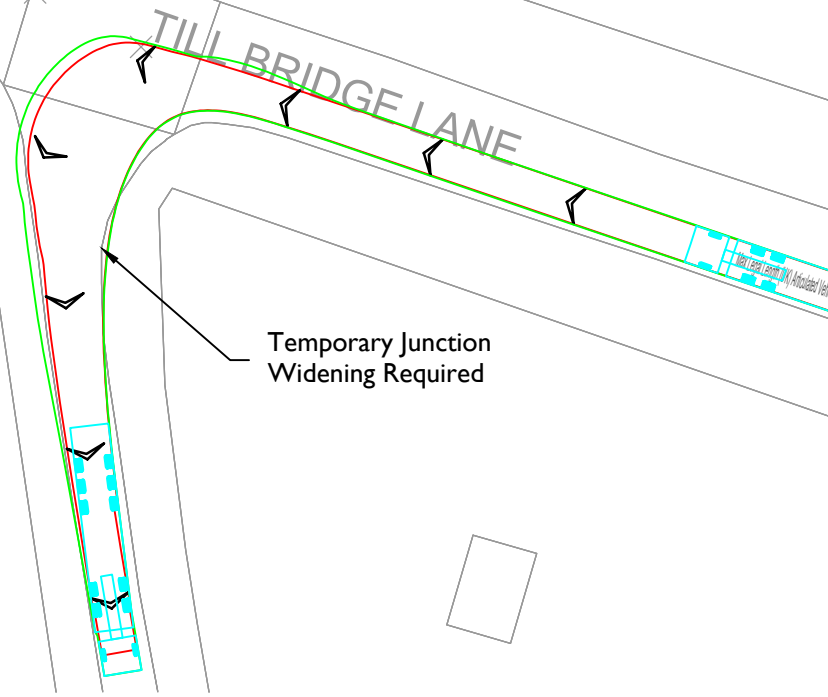
SCALE: As Shown	DATE: 06.10.21	DRAWN: PSW	CHECKED: WG	APPROVED: JD
JOB NO: 2107-061	DRAWING NO: SK06	REVISION: D		

A3

ORIGINAL PLOT SIZE

6.6m

Banksman to assist accessing and egressing vehicles



HGV Entering Site

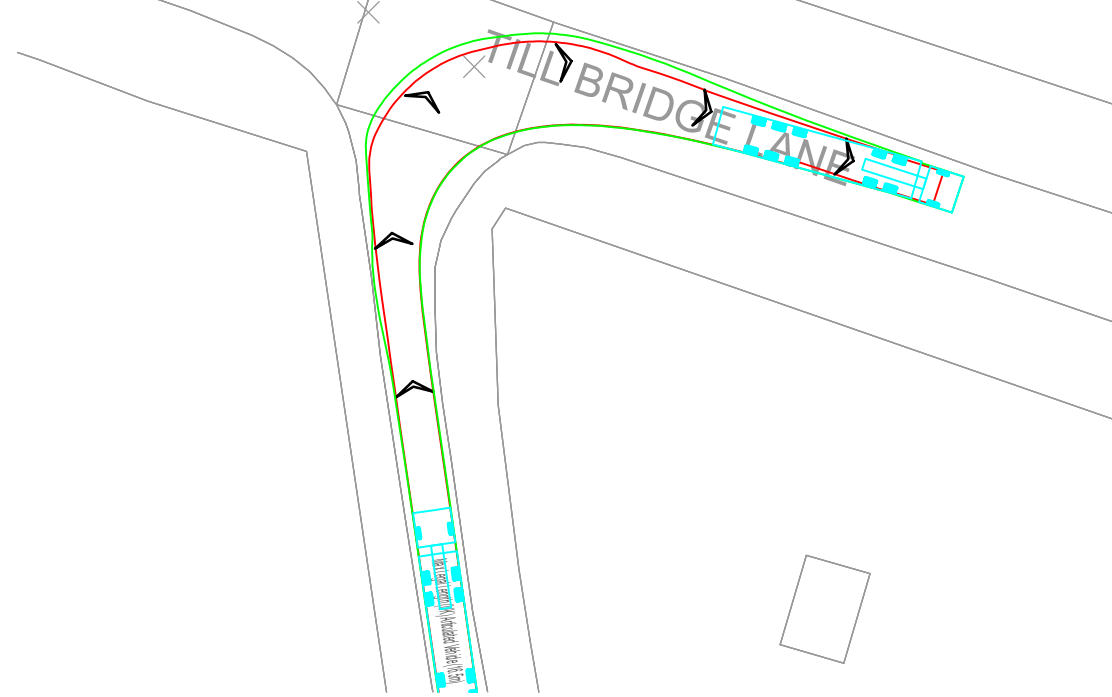
Scale 1:500



INDICATIVE

6.6m

Banksman to assist accessing and egressing vehicles



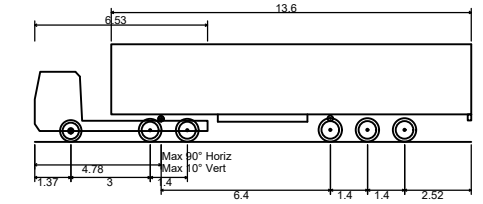
HGV Exiting Site

Scale 1:500

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NOTES:

- The existing posted speed limit on Till Bridge Lane is National Speed Limit (60mph).
- OS base to be confirmed with topographical survey.
- Highway boundary to be confirmed.



Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.500m
 Overall Width 2.550m
 Overall Body Height 3.681m
 Min Body Ground Clearance 0.411m
 Max Track Width 2.500m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.530m

Rev	Date	Details	Drawn by	Checked by	Approved by
D	01.03.23	Drawing re-numbered from SK06-C.	PSW	RR	JD
C	10.02.23	Access shown in new location.	PSW	RR	JD
B	05.11.21	Adopted highway boundary added.	PSW	JD	JD
A	12.10.21	Drawing title updated.	PSW	WG	JD

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PROJECT:

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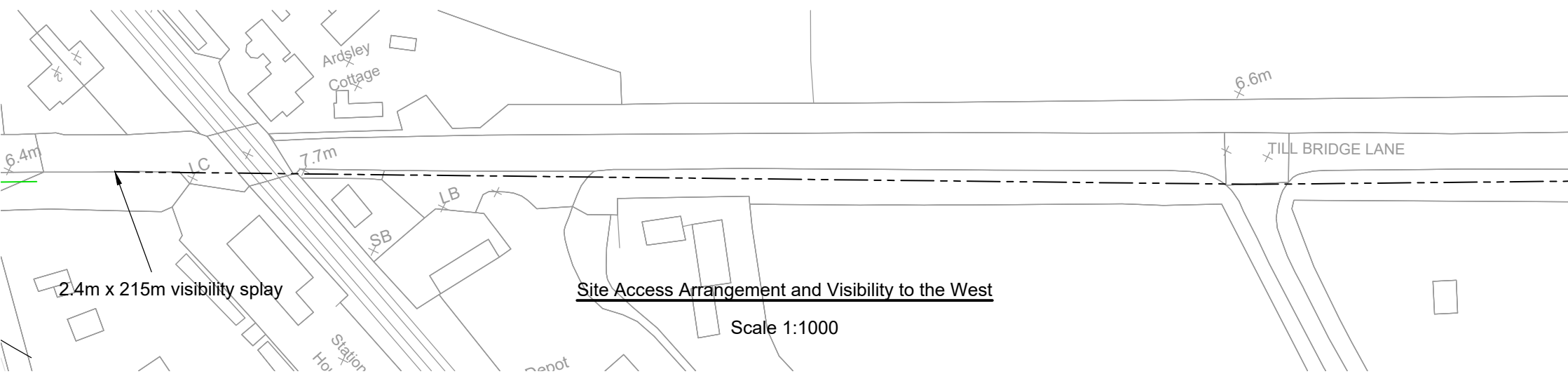
TITLE:

West Burton 3: Till Bridge Lane Access Junction

STATUS:

INFORMATION

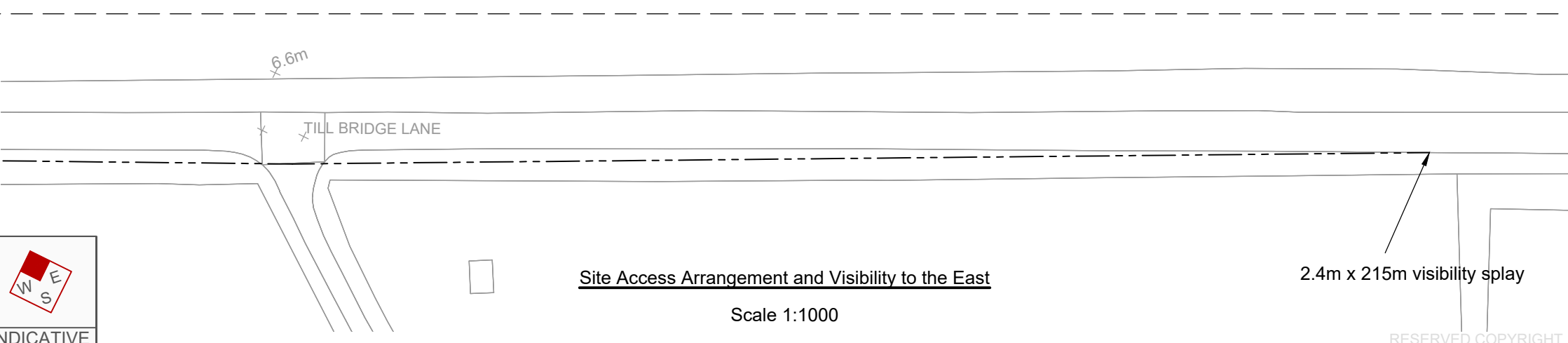
SCALE: As Shown	DATE: 06.10.21	DRAWN: PSW	CHECKED: WG	APPROVED: JD
JOB NO: 2107-061		DRAWING NO: SK07		REVISION: D



2.4m x 215m visibility splay

Site Access Arrangement and Visibility to the West

Scale 1:1000



2.4m x 215m visibility splay

Site Access Arrangement and Visibility to the East

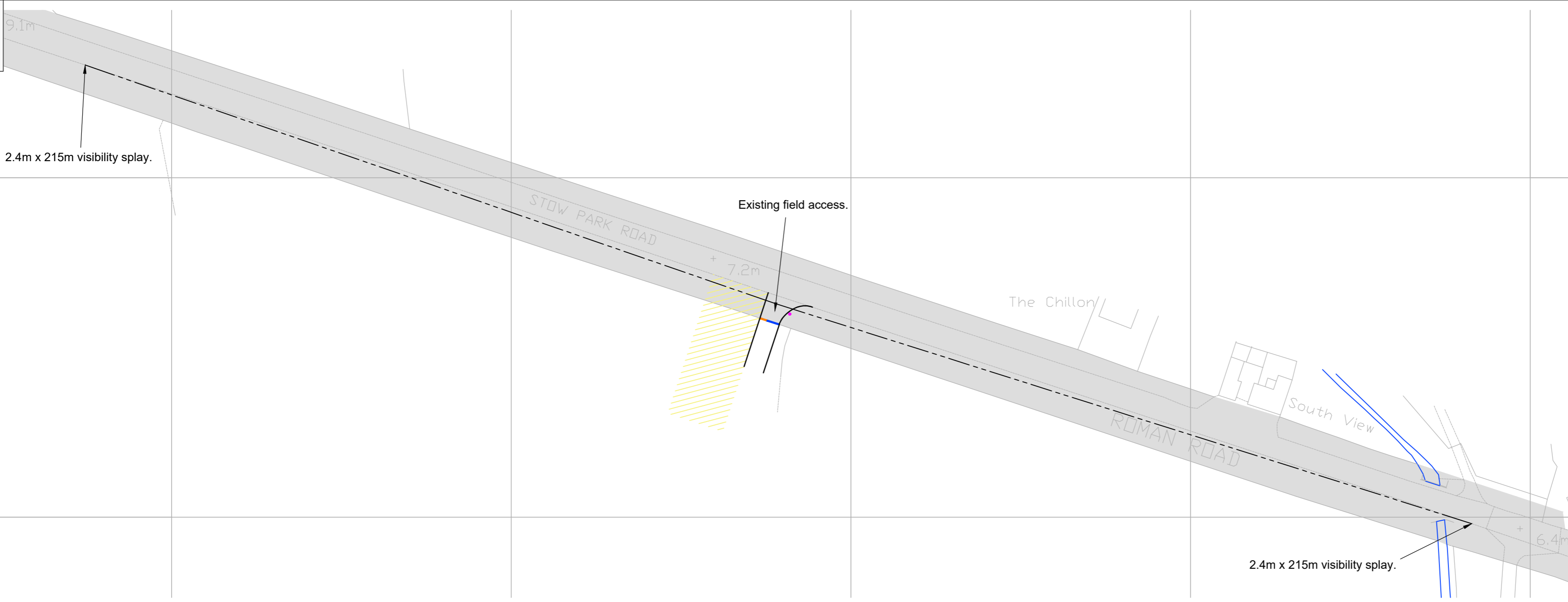
Scale 1:1000



INDICATIVE

RESERVED COPYRIGHT

A2
ORIGINAL
PLOT SIZE

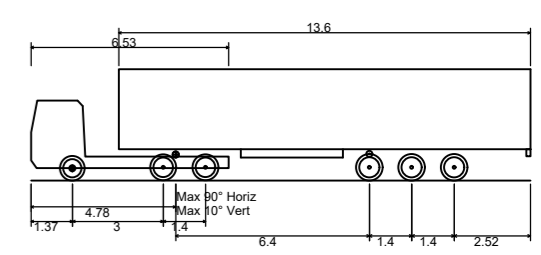


Site Access Arrangement
Scale 1:1,000

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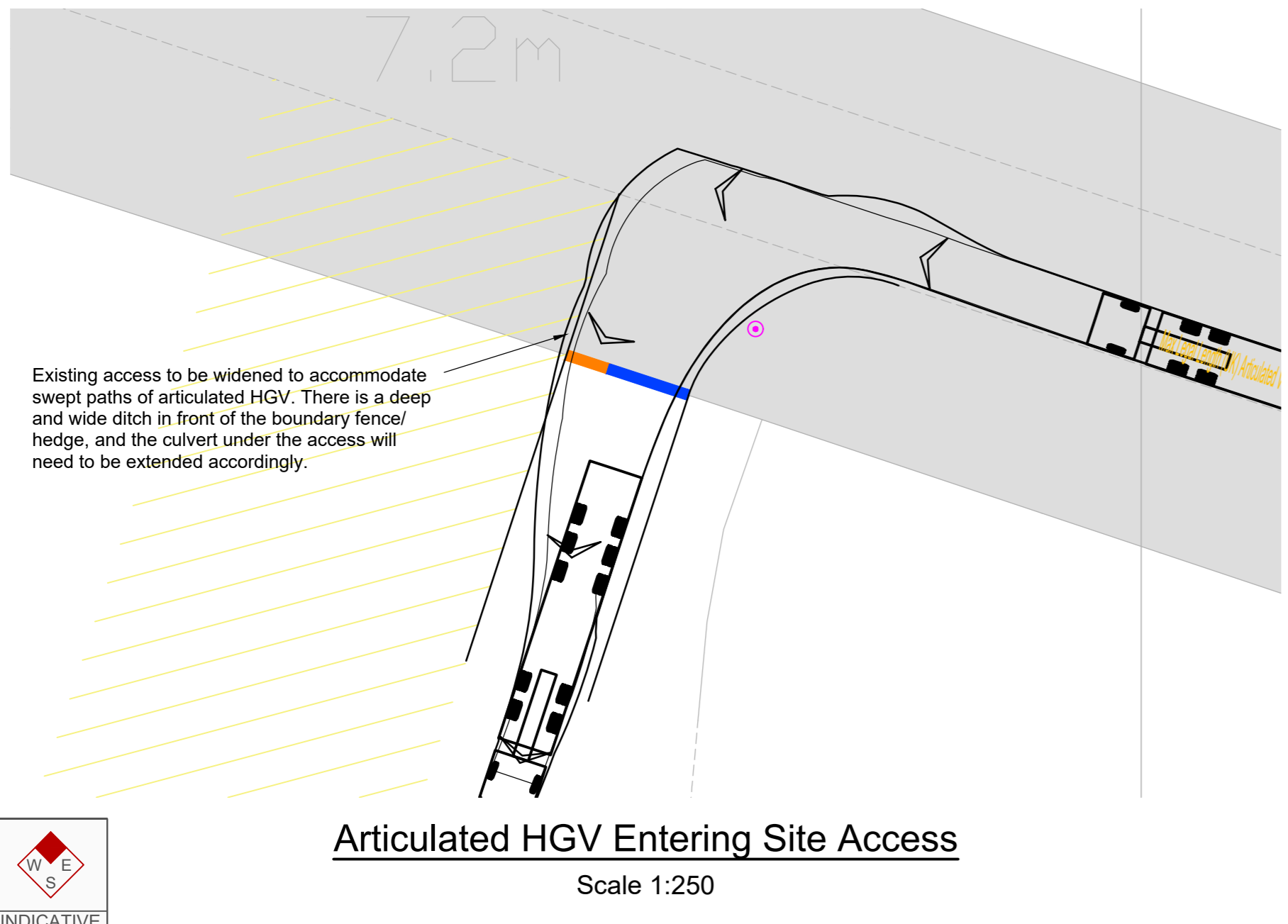
NOTES:
1. The posted speed limit on A1500 Stow Park Road is National Speed Limit (60mph).

- KEY**
- Existing field access
 - Proposed access widening
 - Approximate location of existing electricity pole
 - Approximate extent of adopted highway.
 - Area required for abnormal vehicle access.

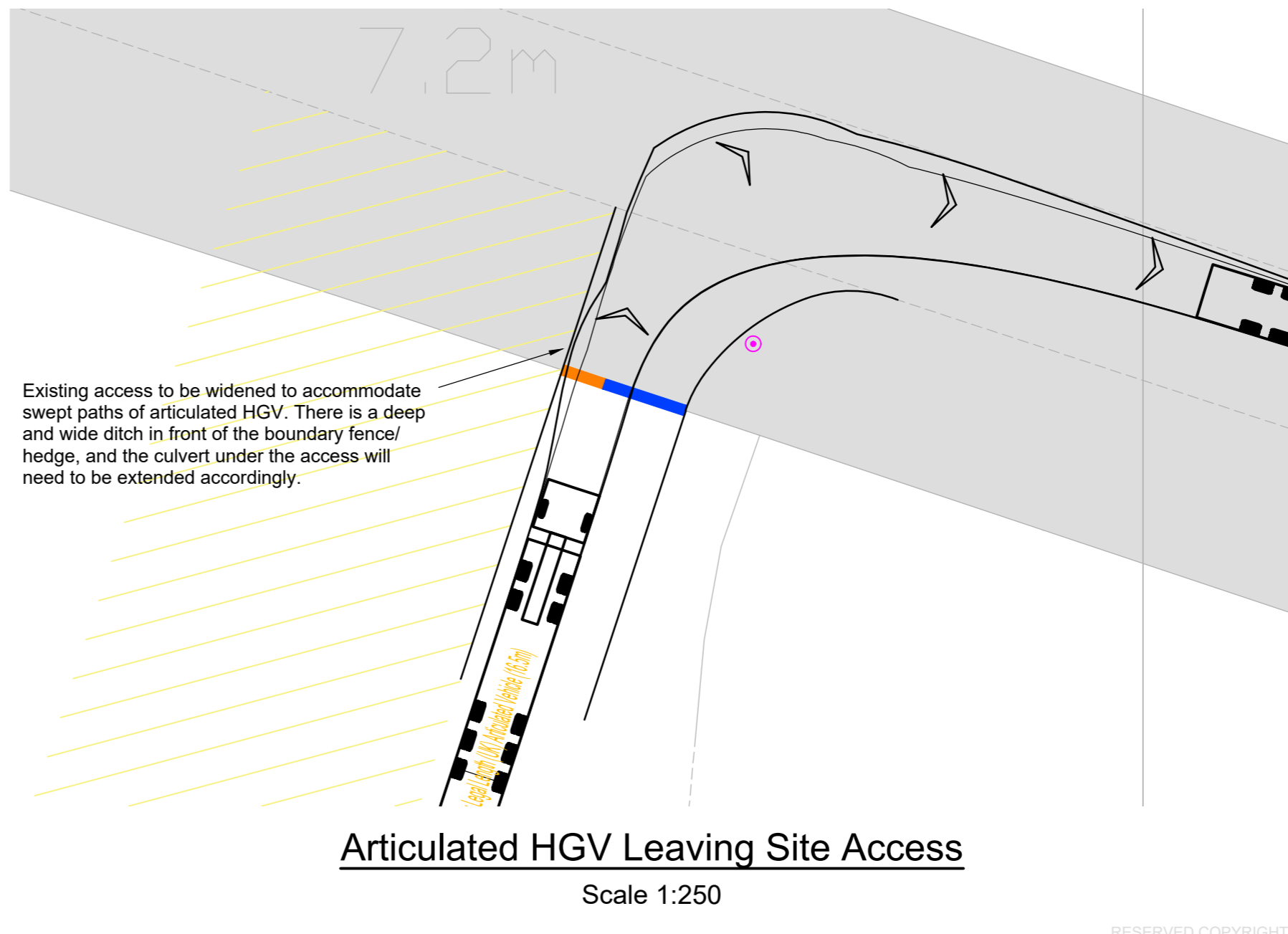


Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.500m
 Overall Width 2.550m
 Overall Body Height 3.681m
 Min Body Ground Clearance 0.411m
 Max Track Width 2.500m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.530m

Rev	Date	Details	Drawn by	Checked by	Approved by
D	01.03.23	Drawing re-numbered from SK07-C, abnormal load area added.	PSW	RR	JD
C	10.02.23	Access shown in new location.	PSW	RR	JD
B	16.11.21	Adopted highway boundary added.	PSW	JD	JD
A	12.10.21	Access layout revised, drawing title updated.	PSW	WG	JD



Articulated HGV Entering Site Access
Scale 1:250



Articulated HGV Leaving Site Access
Scale 1:250

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PROJECT:
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TITLE:
West Burton 3: A1500 Stow Park Road Access Arrangement

STATUS:
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	06.10.21	PSW	WG	JD
JOB NO:	DRAWING NO:	REVISION:		
2107-061	SK08	D		



APPENDIX E

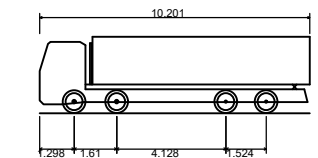
A3

ORIGINAL PLOT SIZE

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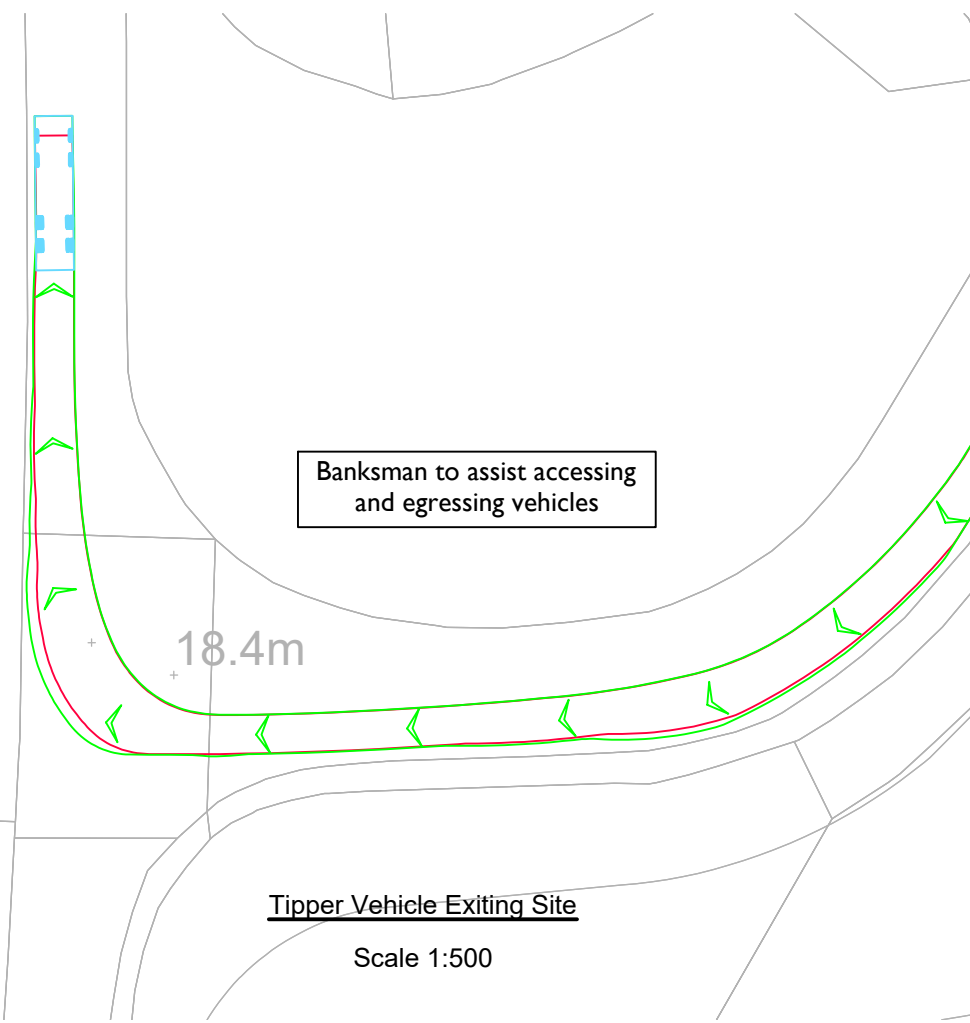
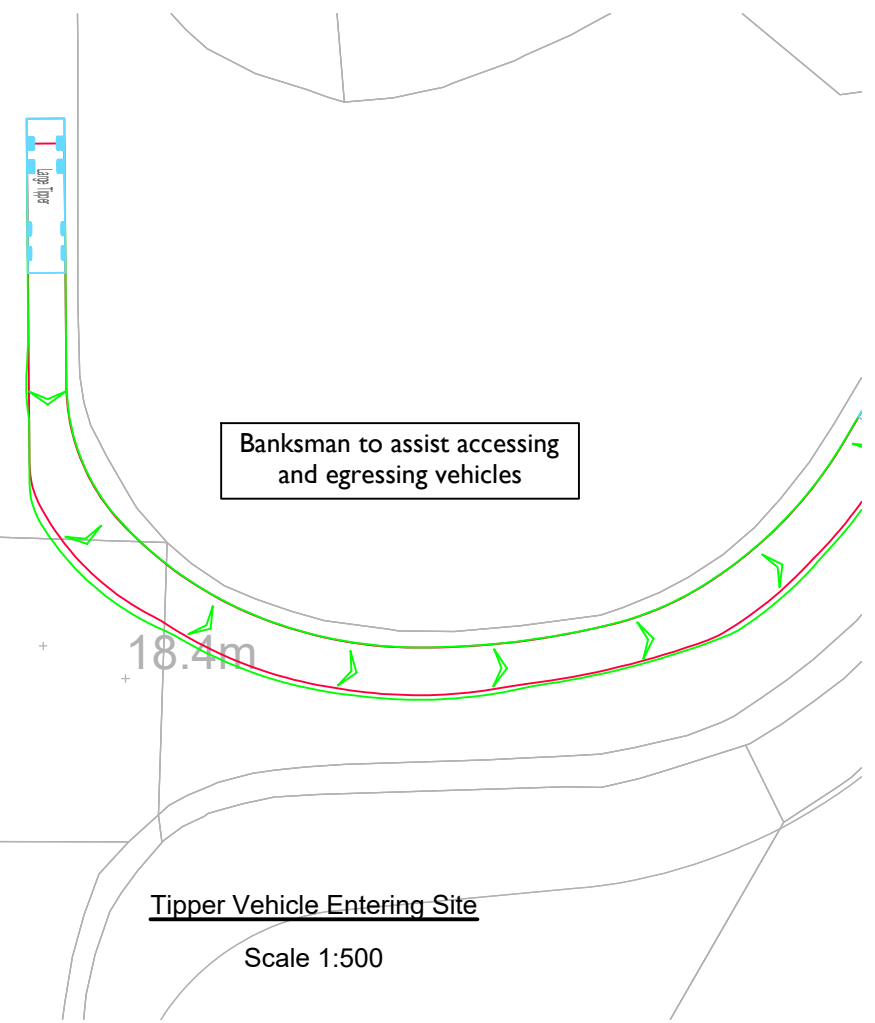
NOTES:

- 1. The existing posted speed limit on Gainsborough Road is National Speed Limit (60mph).
- 2. OS base to be confirmed with topographical survey.
- 3. Highway boundary to be confirmed.



Large Tipper	10.201m
Overall Length	2.495m
Overall Width	2.890m
Overall Body Height	0.341m
Min Body Ground Clearance	2.471m
Track Width	6.00s
Lock to lock time	11.550m
Kerb to Kerb Turning Radius	

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



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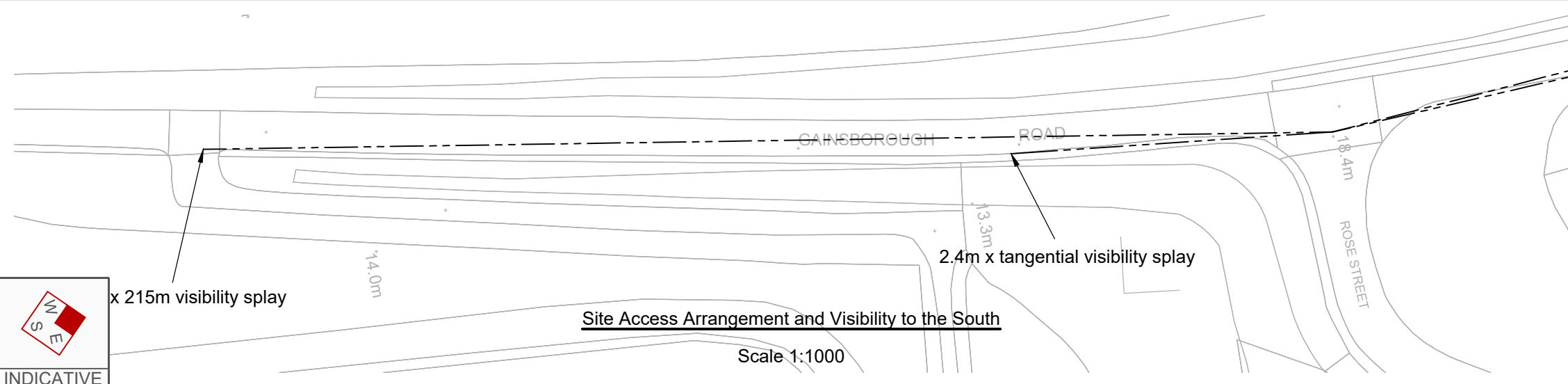
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PROJECT:
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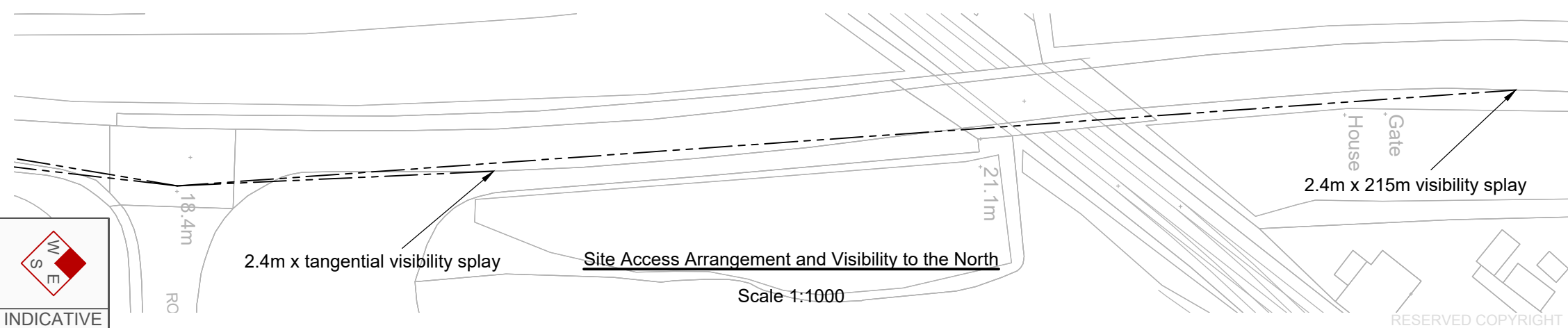
TITLE:
Cable Route Access Point 00

STATUS:
INFORMATION

SCALE: As Shown	DATE: 15.01.24	DRAWN: PSW	CHECKED: RR	APPROVED: JD
JOB NO: 2107-061	DRAWING NO: SK100	REVISION:		



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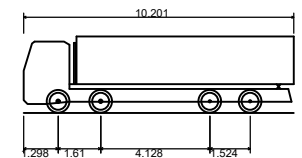
A3

ORIGINAL PLOT SIZE

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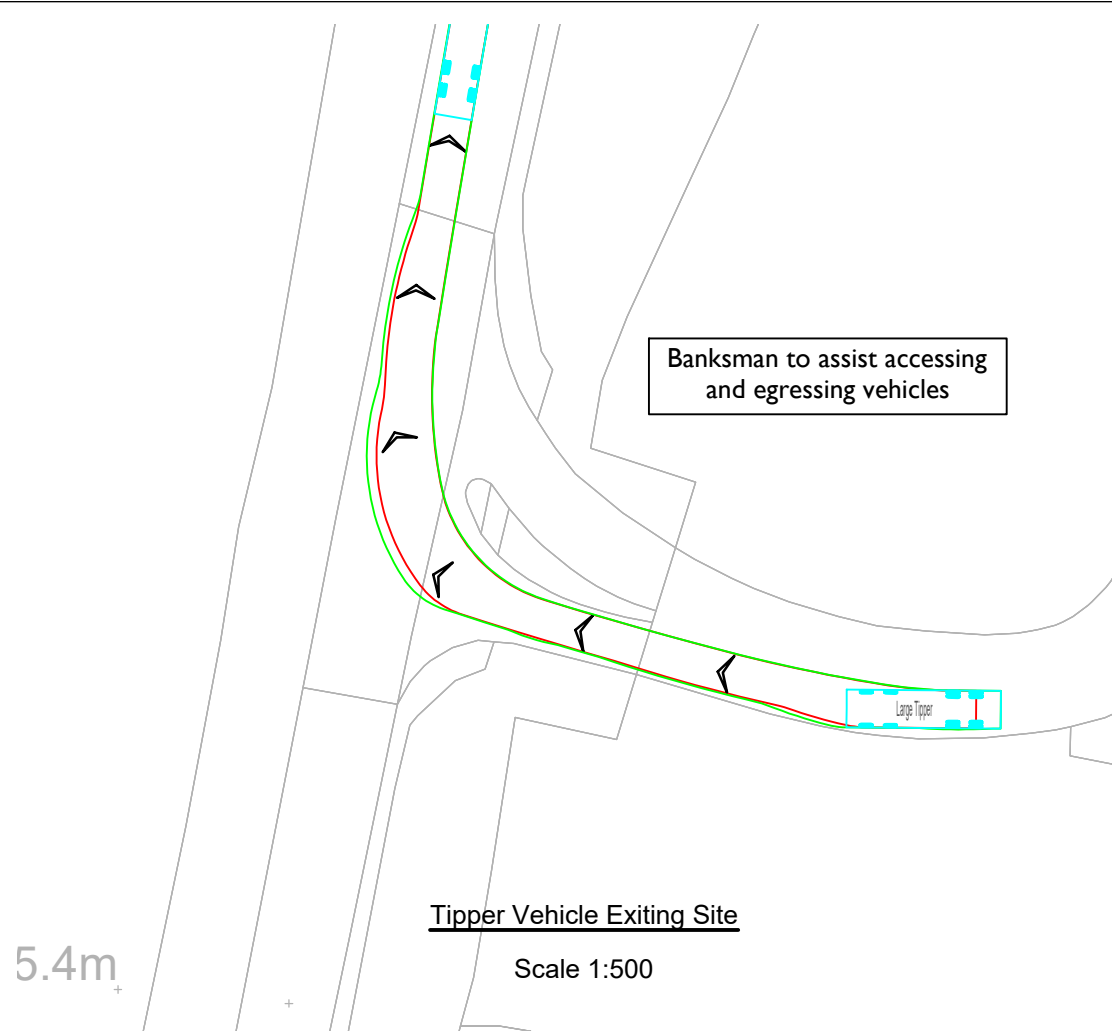
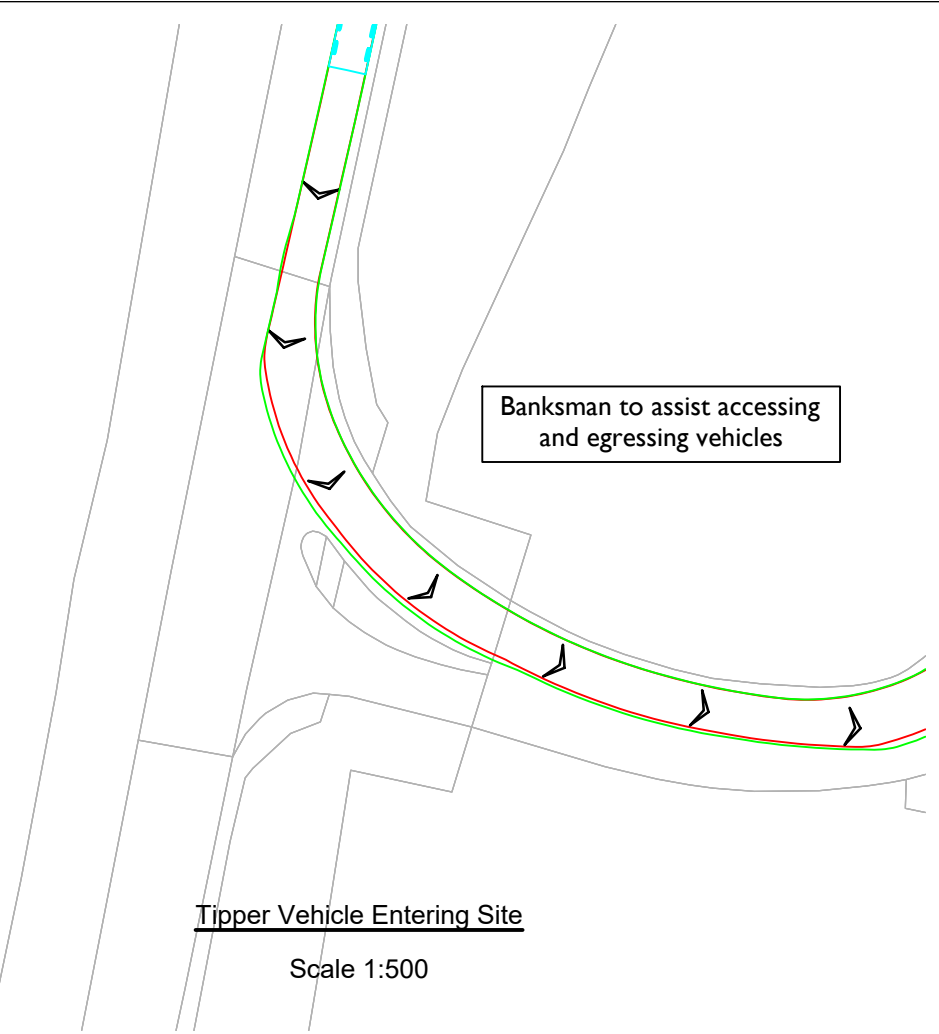
NOTES:

1. The existing posted speed limit on Gainsborough Road is National Speed Limit (60mph).
2. OS base to be confirmed with topographical survey.
3. Highway boundary to be confirmed.



Large Tipper	10.201m
Overall Length	2.495m
Overall Width	2.890m
Overall Body Height	0.341m
Min Body Ground Clearance	2.471m
Track Width	6.00s
Lock to lock time	11.550m
Kerb to Kerb Turning Radius	

Rev	Date	Details	Drawn by	Checked by	Approved by
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5.4m

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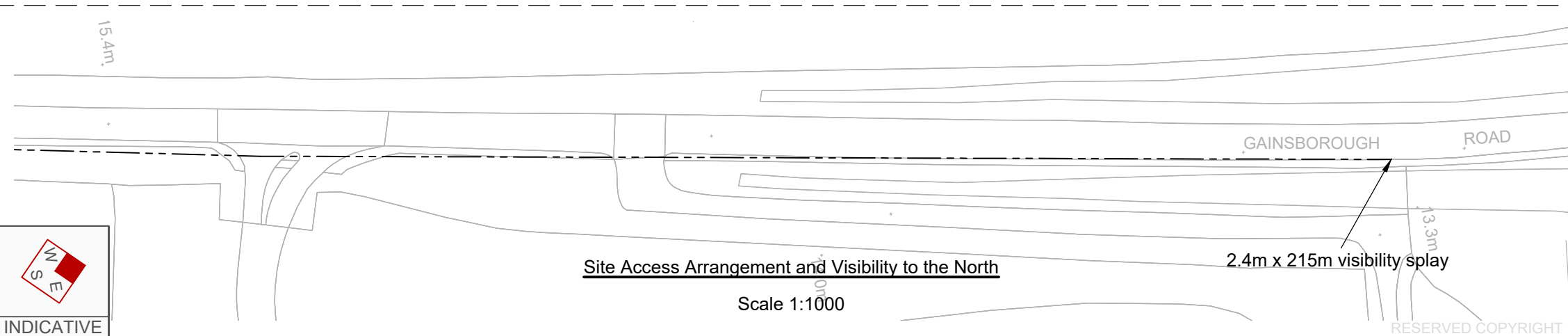
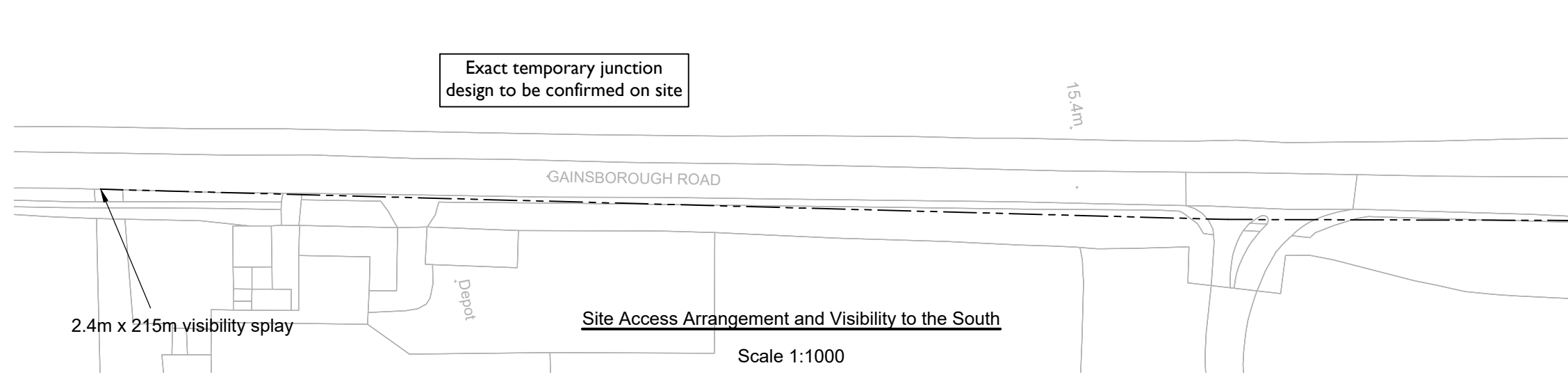
TITLE:
Cable Route Access Point 01

STATUS:
INFORMATION

SCALE: As Shown	DATE: 08.02.23	DRAWN: PSW	CHECKED: RR	APPROVED: JD
JOB NO: 2107-061	DRAWING NO: SK101	REVISION:		



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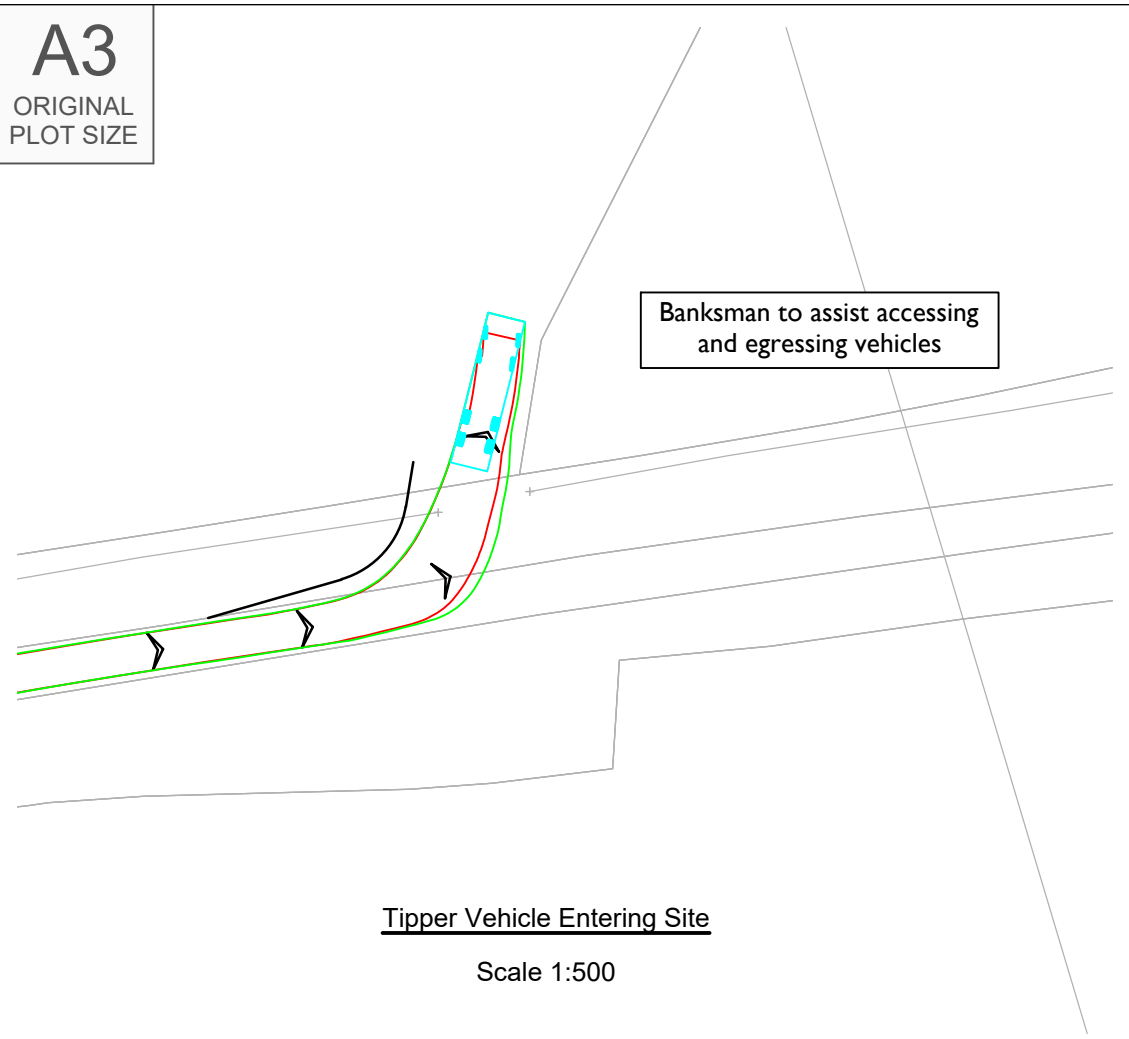


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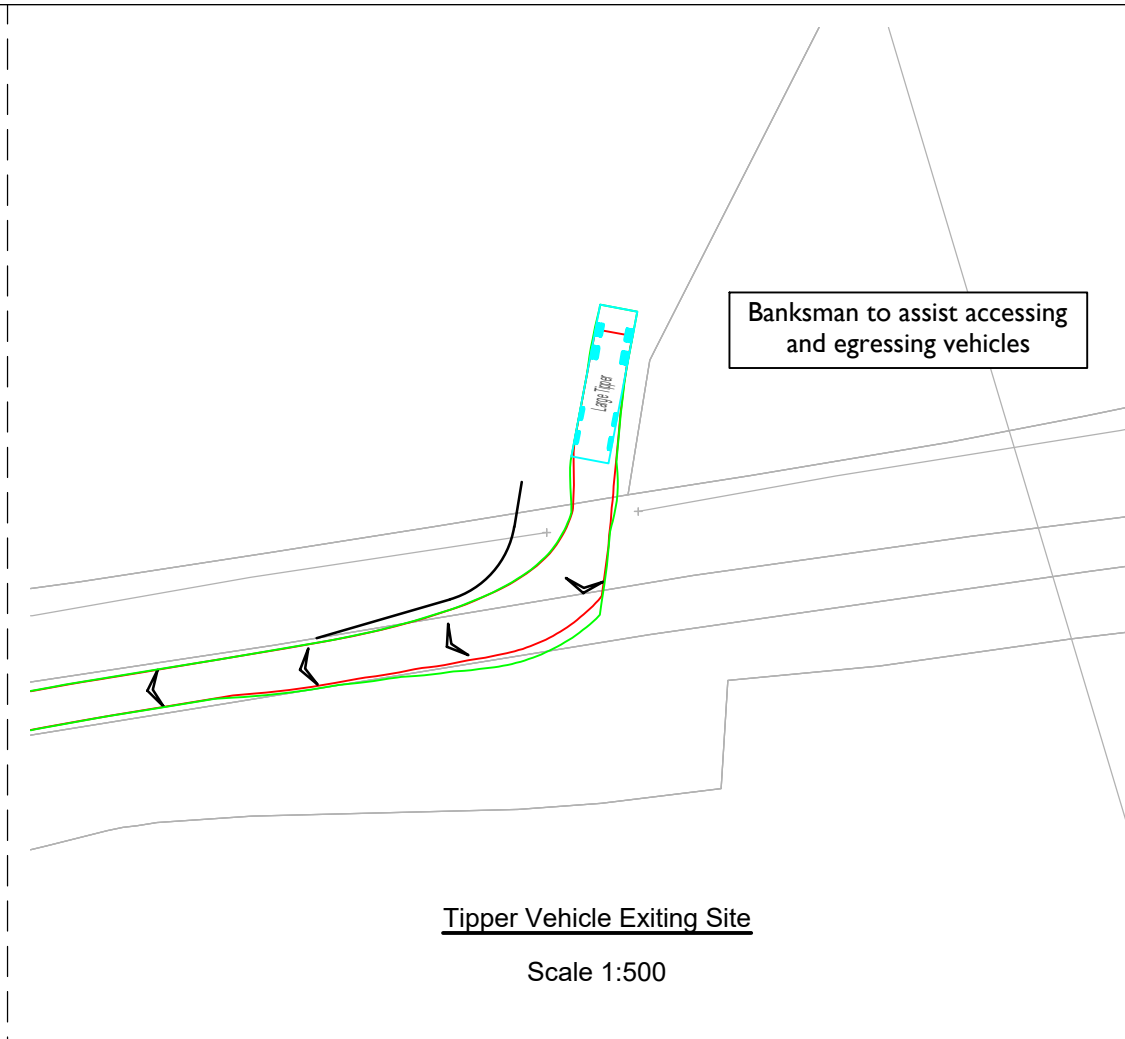
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A3

ORIGINAL PLOT SIZE



Tipper Vehicle Entering Site
Scale 1:500

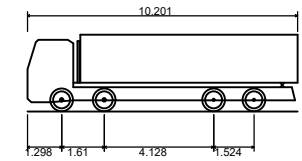


Tipper Vehicle Exiting Site
Scale 1:500

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NOTES:

1. The existing posted speed limit on Common Lane is National Speed Limit (60mph).
2. OS base to be confirmed with topographical survey.
3. Highway boundary to be confirmed.



Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Rev	Date	Details	Drawn by	Checked by	Approved by
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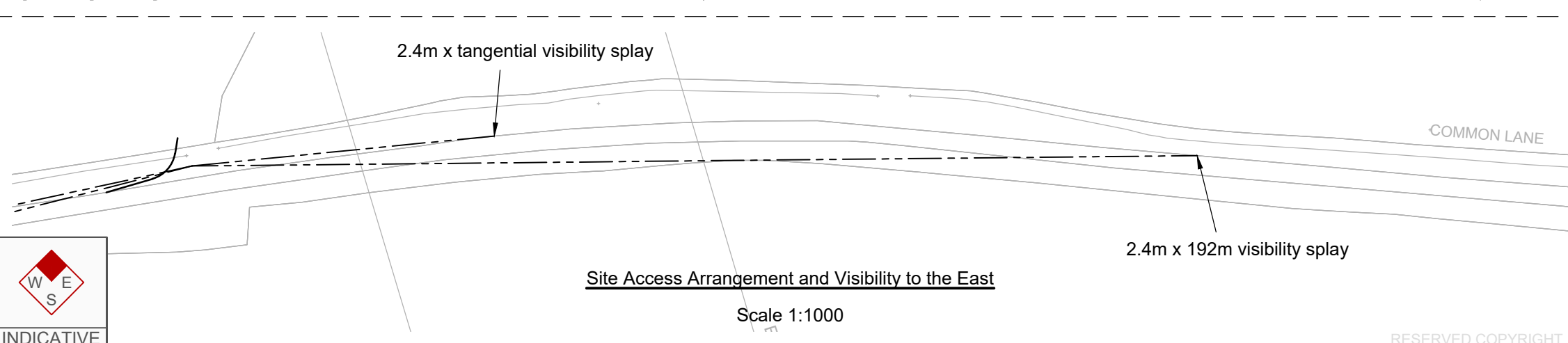
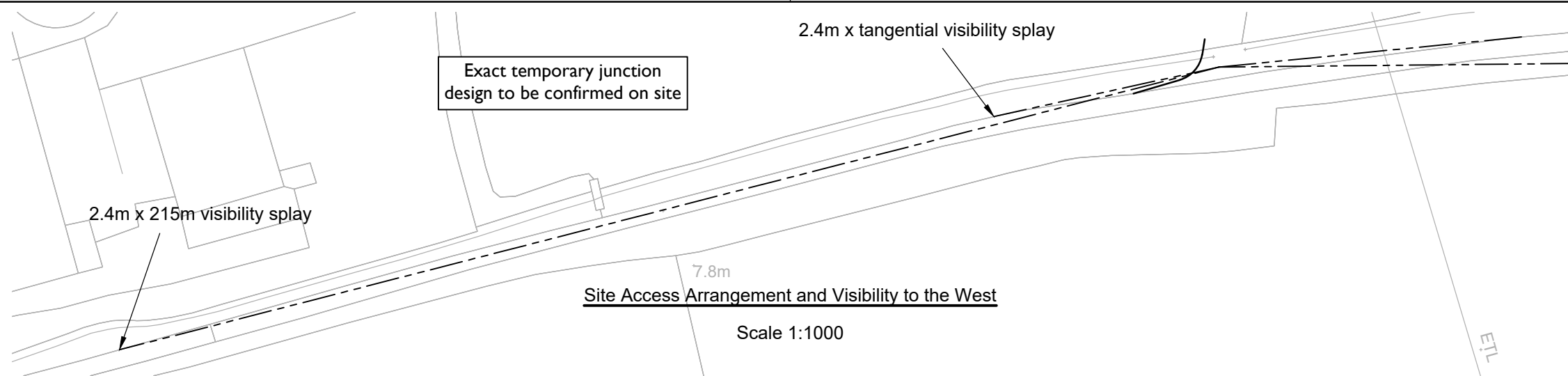
CLIENT:
WEST BURTON SOLAR PROJECT LIMITED

PROJECT:
WEST BURTON SOLAR FARM

TITLE:
Cable Route Access Point 02

STATUS:
INFORMATION

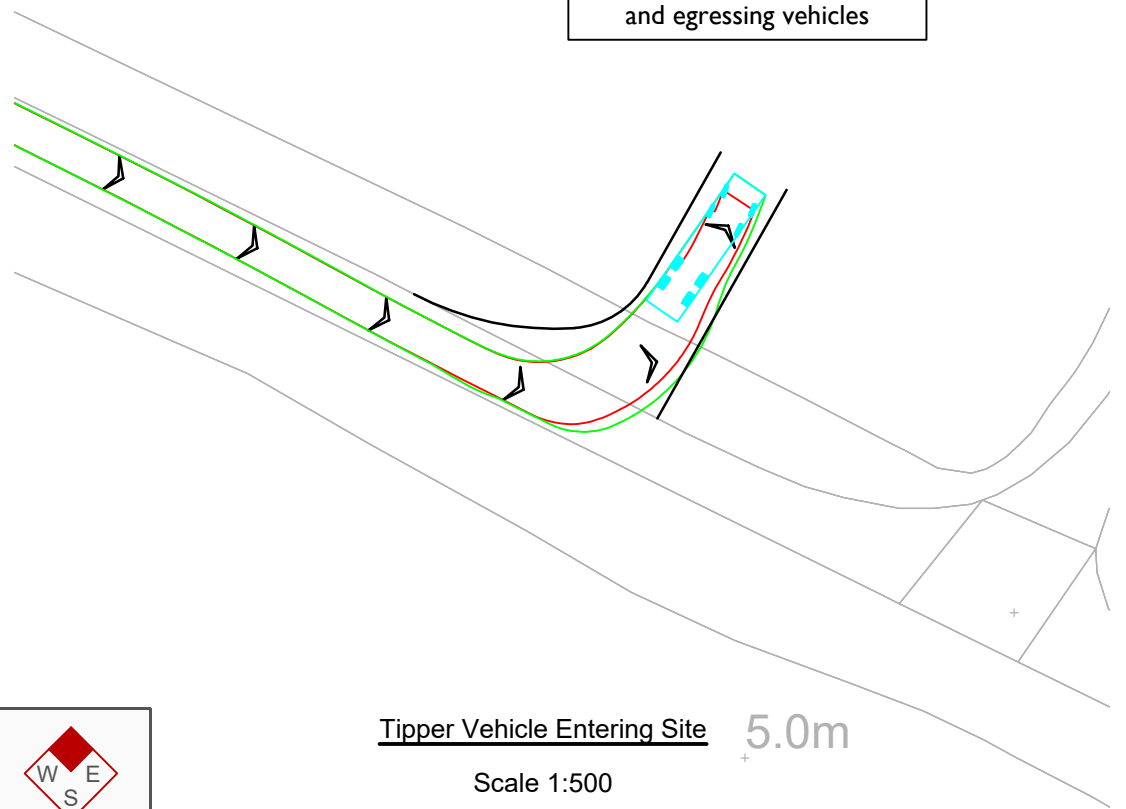
SCALE: As Shown	DATE: 08.02.23	DRAWN: PSW	CHECKED: RR	APPROVED: JD
JOB NO: 2107-061	DRAWING NO: SK102	REVISION:		



A3

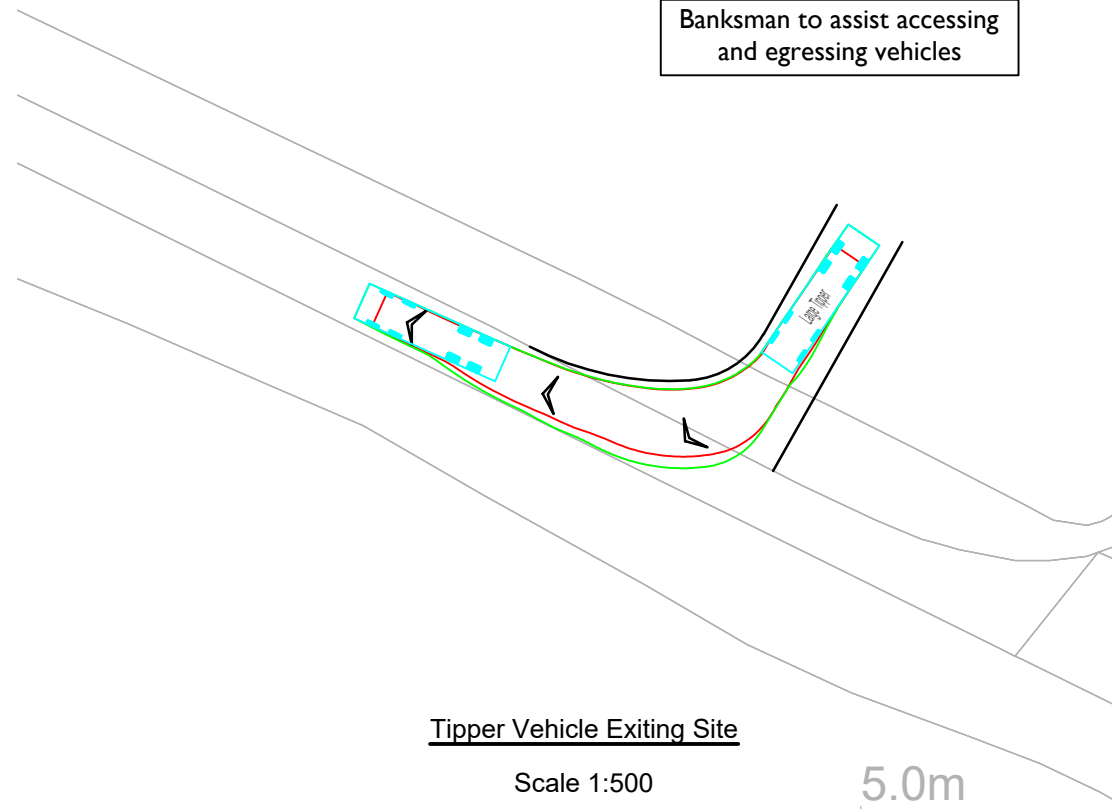
ORIGINAL PLOT SIZE

Banksman to assist accessing and egressing vehicles



Tipper Vehicle Entering Site 5.0m
Scale 1:500

Banksman to assist accessing and egressing vehicles

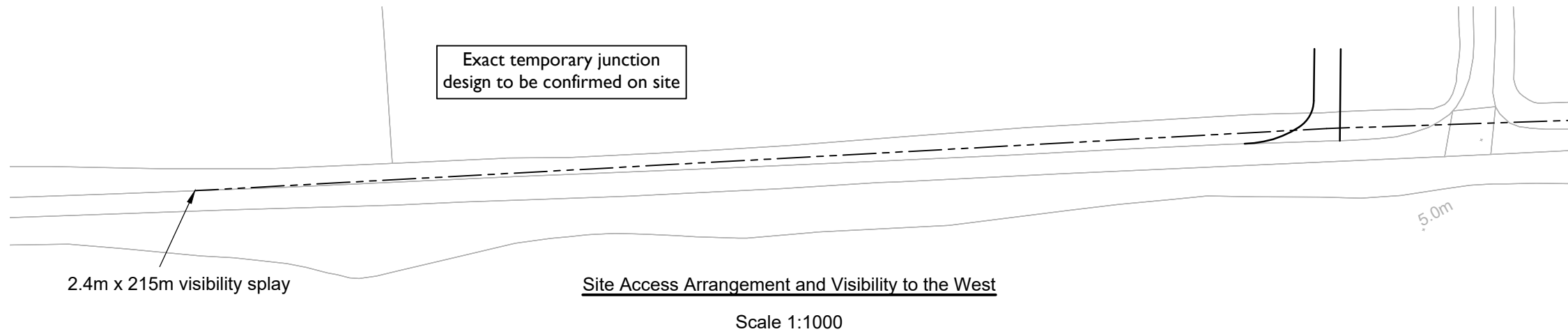


Tipper Vehicle Exiting Site 5.0m
Scale 1:500



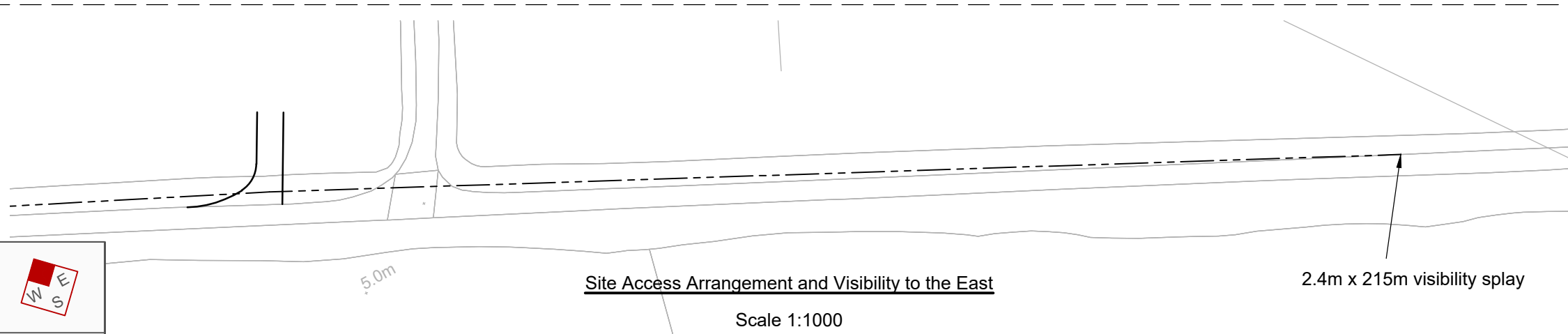
INDICATIVE

Exact temporary junction design to be confirmed on site



2.4m x 215m visibility splay
Site Access Arrangement and Visibility to the West
Scale 1:1000

Exact temporary junction design to be confirmed on site



5.0m
Site Access Arrangement and Visibility to the East
Scale 1:1000
2.4m x 215m visibility splay

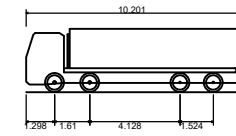


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NOTES:

1. The existing posted speed limit on Littleborough Road is National Speed Limit (60mph).
2. OS base to be confirmed with topographical survey.
3. Highway boundary to be confirmed.



Large Tipper	10.201m
Overall Length	2.495m
Overall Width	2.890m
Overall Body Height	0.341m
Min Body Ground Clearance	2.471m
Track Width	6.00s
Lock to lock time	11.550m
Kerb to Kerb Turning Radius	

Rev	Date	Details	Drawn by	Checked by	Approved by
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CLIENT:
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PROJECT:
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TITLE:
Cable Route Access Point 03

STATUS:
INFORMATION

SCALE: As Shown	DATE: 08.02.23	DRAWN: PSW	CHECKED: RR	APPROVED: JD
JOB NO: 2107-061	DRAWING NO: SK103	REVISION:		

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ORIGINAL PLOT SIZE



Tipper Vehicle Entering Site

Scale 1:500



INDICATIVE



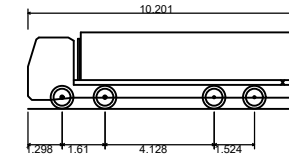
Tipper Vehicle Exiting Site

Scale 1:500

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NOTES:

1. The existing posted speed limit on Fenton Lane is National Speed Limit (60mph).
2. OS base to be confirmed with topographical survey.
3. Highway boundary to be confirmed.



Large Tipper	10.201m
Overall Length	2.495m
Overall Width	2.890m
Overall Body Height	0.341m
Min Body Ground Clearance	2.471m
Track Width	6.00s
Lock to lock time	11.550m
Kerb to Kerb Turning Radius	

Rev	Date	Details	Drawn by	Checked by	Approved by
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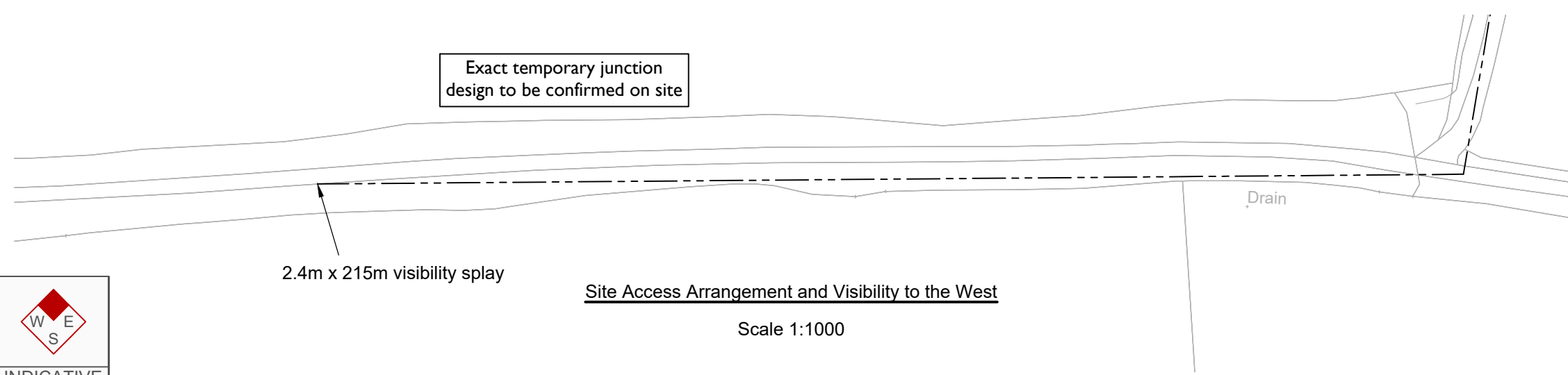
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PROJECT:
WEST BURTON SOLAR FARM

TITLE:
Cable Route Access Point 04

STATUS:
INFORMATION

SCALE: As Shown	DATE: 08.02.23	DRAWN: PSW	CHECKED: RR	APPROVED: JD
JOB NO: 2107-061	DRAWING NO: SK104	REVISION:		

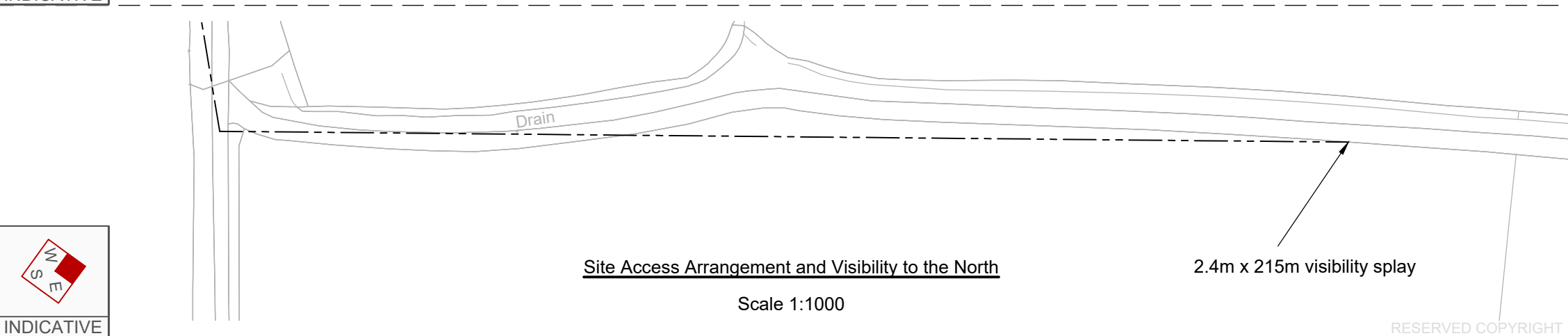


Site Access Arrangement and Visibility to the West

Scale 1:1000



INDICATIVE



Site Access Arrangement and Visibility to the North

Scale 1:1000



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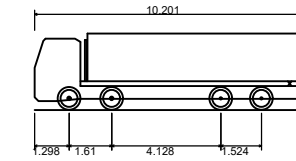
A3

ORIGINAL PLOT SIZE

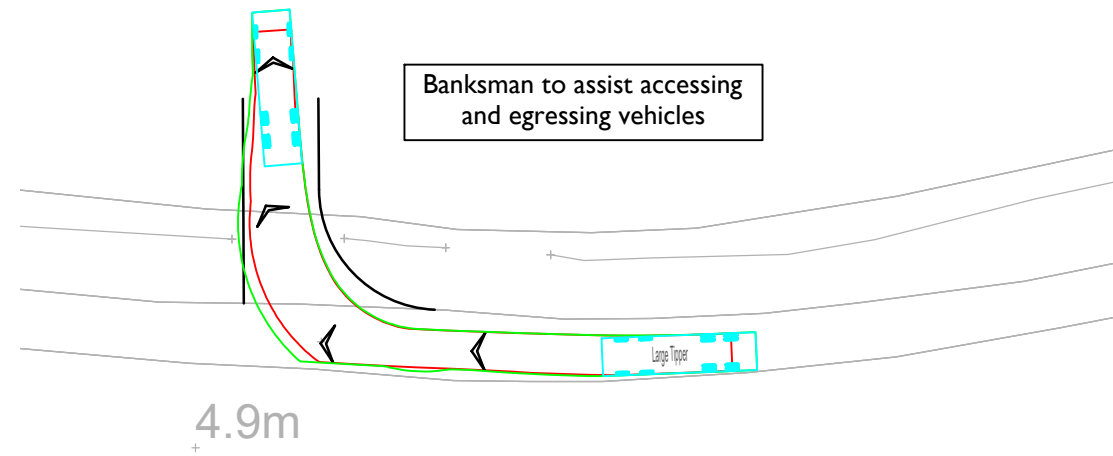
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NOTES:

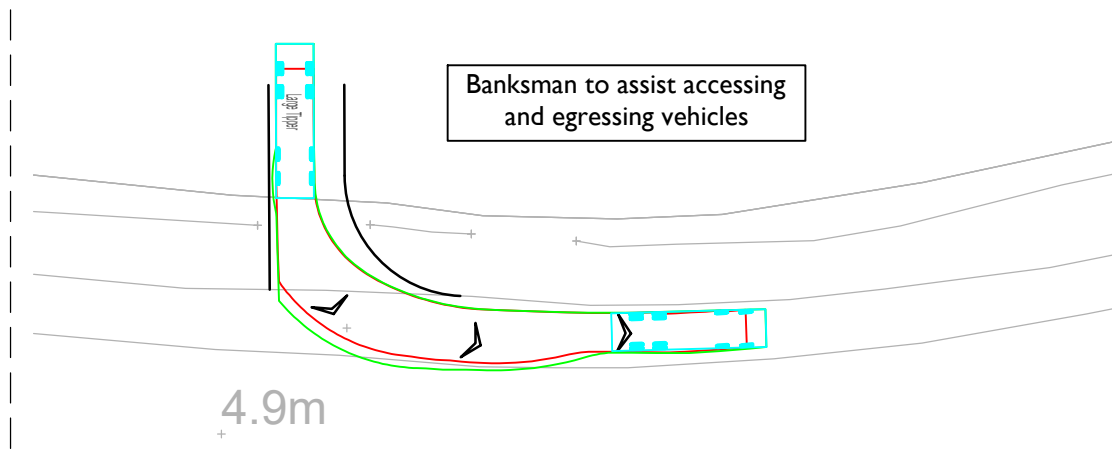
- 1. The existing posted speed limit on Northfield Road is National Speed Limit (60mph).
- 2. OS base to be confirmed with topographical survey.
- 3. Highway boundary to be confirmed.



Large Tipper	10.201m
Overall Length	2.495m
Overall Width	2.890m
Overall Body Height	0.341m
Min Body Ground Clearance	2.471m
Track Width	6.00s
Lock to lock time	11.550m
Kerb to Kerb Turning Radius	



Tipper Vehicle Entering Site
Scale 1:500



Tipper Vehicle Exiting Site
Scale 1:500

Rev	Date	Details	Drawn by	Checked by	Approved by
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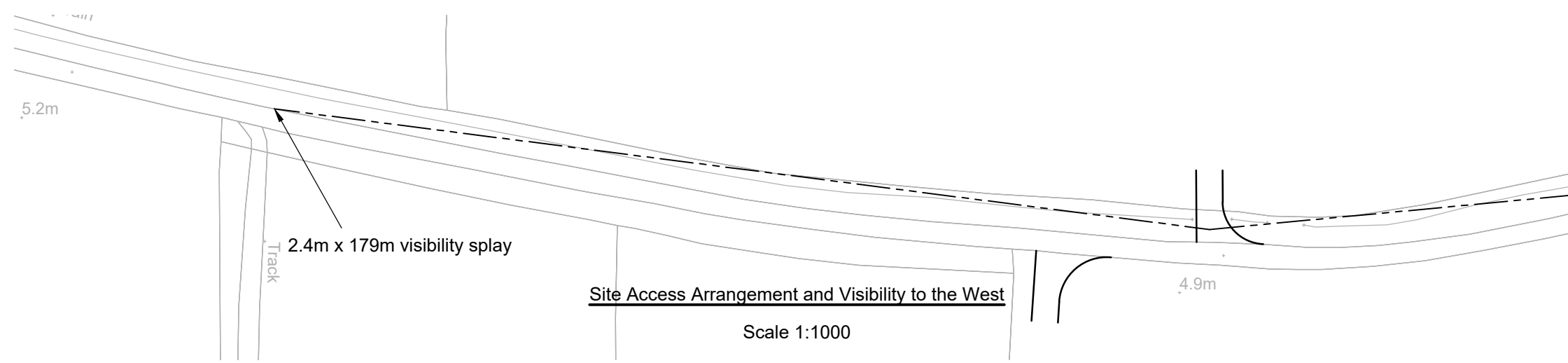
CLIENT:
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PROJECT:
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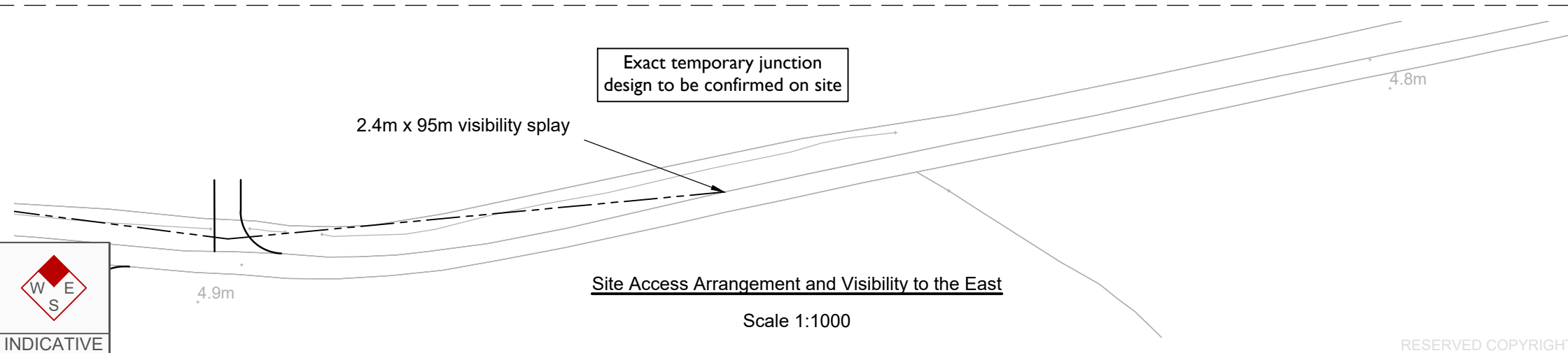
TITLE:
Cable Route Access Point 05

STATUS:
INFORMATION

SCALE: As Shown	DATE: 08.02.23	DRAWN: PSW	CHECKED: RR	APPROVED: JD
JOB NO: 2107-061	DRAWING NO: SK105	REVISION:		



Site Access Arrangement and Visibility to the West
Scale 1:1000



Site Access Arrangement and Visibility to the East
Scale 1:1000



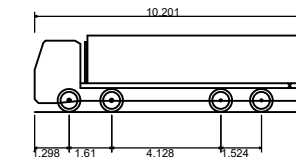
A3

ORIGINAL PLOT SIZE

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NOTES:

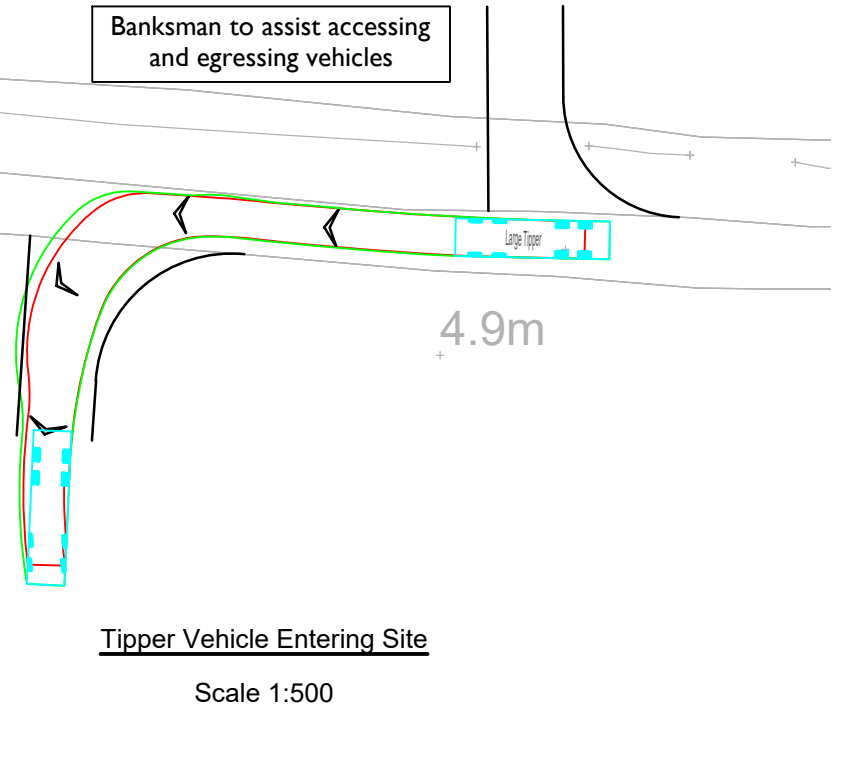
- 1. The existing posted speed limit on Northfield Road is National Speed Limit (60mph).
- 2. OS base to be confirmed with topographical survey.
- 3. Highway boundary to be confirmed.



Large Tipper
 Overall Length 10.201m
 Overall Width 2.495m
 Overall Body Height 2.890m
 Min Body Ground Clearance 0.341m
 Track Width 2.471m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 11.550m

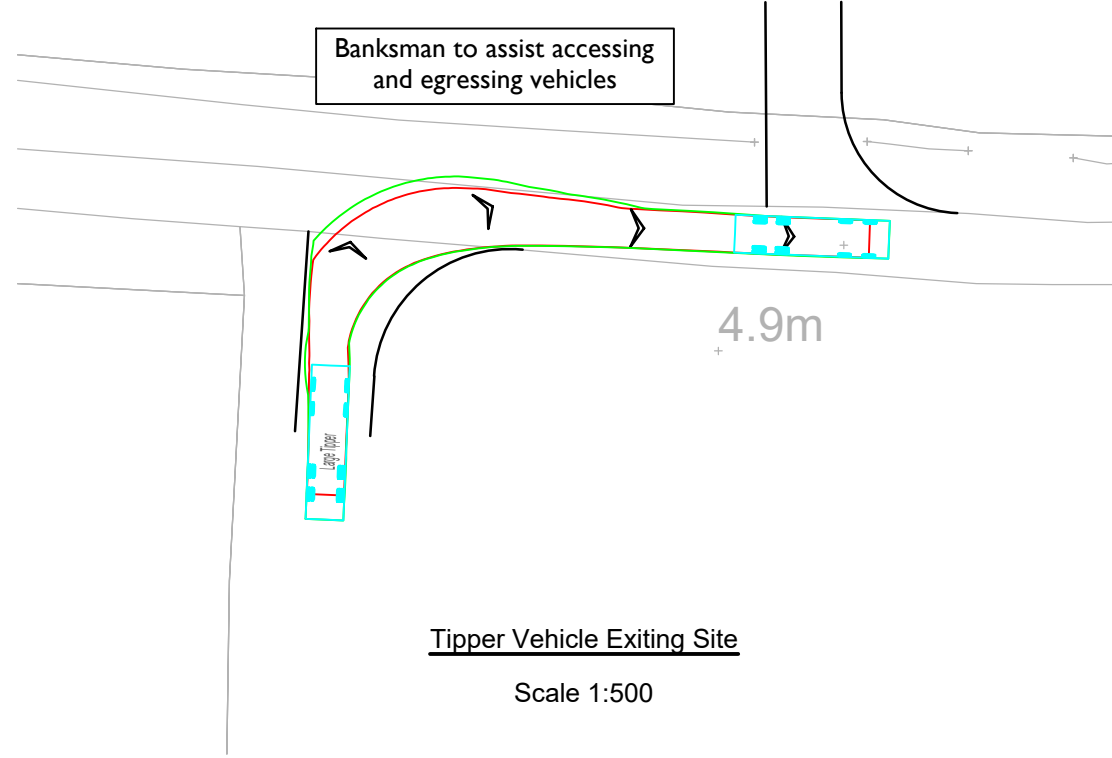
Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

Banksman to assist accessing and egressing vehicles



Tipper Vehicle Entering Site
Scale 1:500

Banksman to assist accessing and egressing vehicles



Tipper Vehicle Exiting Site
Scale 1:500

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 Oxford
 Welwyn Garden City

25 King Street
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 BS1 4PB
 0117 925 9400
www.tpa.uk.com



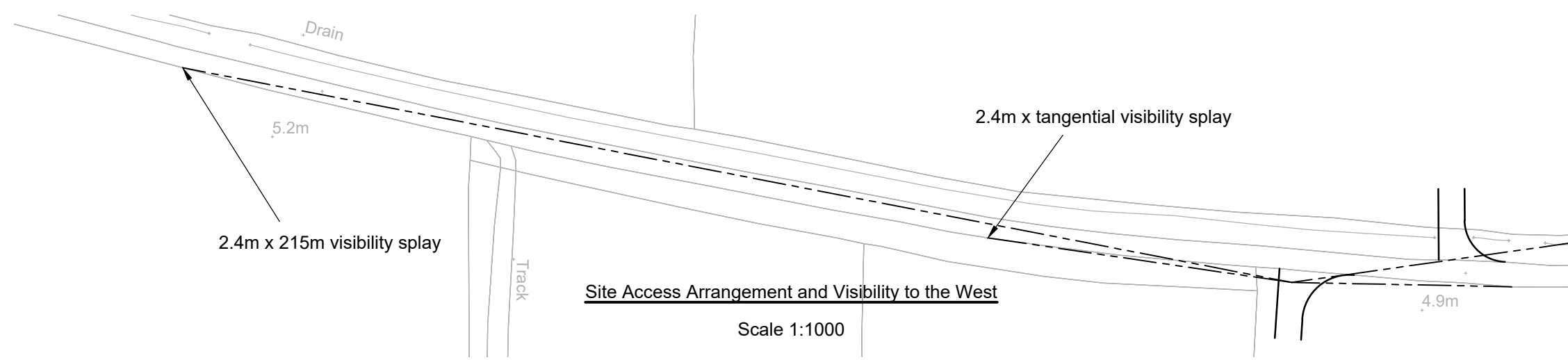
CLIENT:
WEST BURTON SOLAR PROJECT LIMITED

PROJECT:
WEST BURTON SOLAR FARM

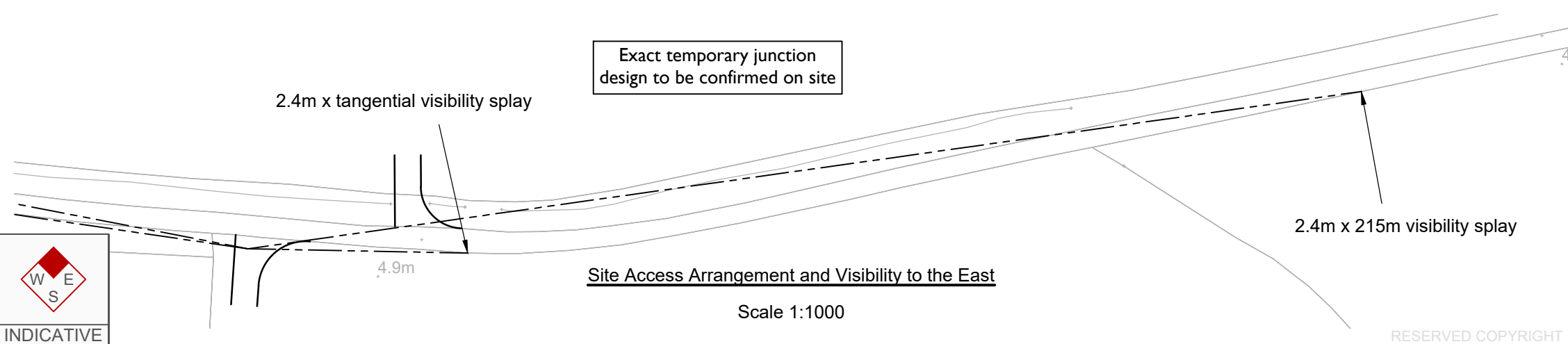
TITLE:
Cable Route Access Point 06

STATUS:
INFORMATION

SCALE: As Shown	DATE: 08.02.23	DRAWN: PSW	CHECKED: RR	APPROVED: JD
JOB NO: 2107-061	DRAWING NO: SK106	REVISION:		



Site Access Arrangement and Visibility to the West
Scale 1:1000



Site Access Arrangement and Visibility to the East
Scale 1:1000



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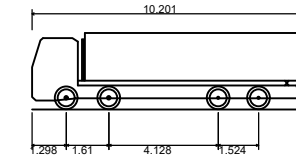
A3

ORIGINAL PLOT SIZE

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NOTES:

- 1. The existing posted speed limit on Coates Road/North Leys Road is National Speed Limit (60mph).
- 2. OS base to be confirmed with topographical survey.
- 3. Highway boundary to be confirmed.



Large Tipper	10.201m
Overall Length	2.495m
Overall Width	2.890m
Overall Body Height	0.341m
Min Body Ground Clearance	2.471m
Track Width	6.00s
Lock to lock time	11.550m
Kerb to Kerb Turning Radius	

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



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Banksman to assist accessing and egressing vehicles

Banksman to assist accessing and egressing vehicles

Tipper Vehicle Entering Site
Scale 1:500

Tipper Vehicle Exiting Site
Scale 1:500

Site Access Arrangement and Visibility to the East
Scale 1:1000

Exact temporary junction design to be confirmed on site

Site Access Arrangement and Visibility to the North
Scale 1:1000

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CLIENT:
WEST BURTON SOLAR PROJECT LIMITED

PROJECT:
WEST BURTON SOLAR FARM

TITLE:
Cable Route Access Point 07

STATUS:
INFORMATION

SCALE: As Shown	DATE: 08.02.23	DRAWN: PSW	CHECKED: RR	APPROVED: JD
JOB NO: 2107-061	DRAWING NO: SK107	REVISION:		

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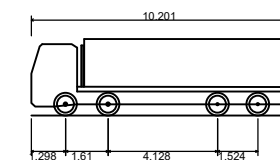
A3

ORIGINAL PLOT SIZE

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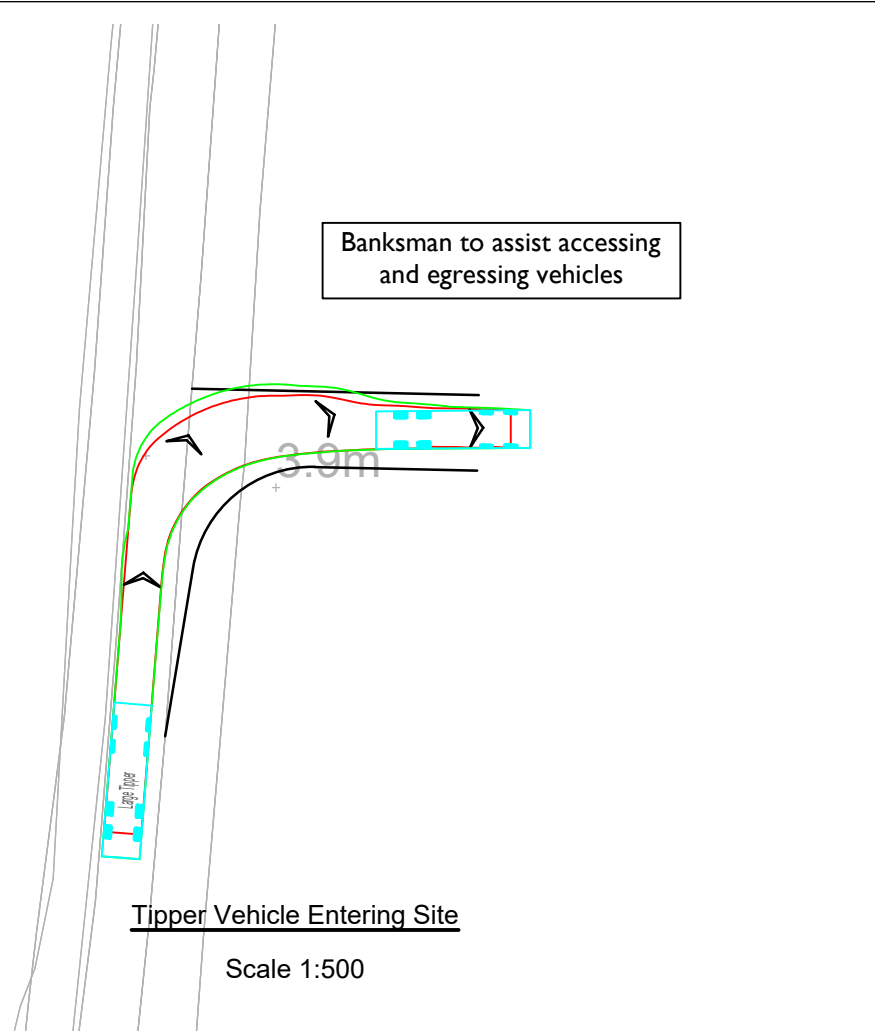
NOTES:

- 1. The existing posted speed limit on Headstead Bank is National Speed Limit (60mph).
- 2. OS base to be confirmed with topographical survey.
- 3. Highway boundary to be confirmed.



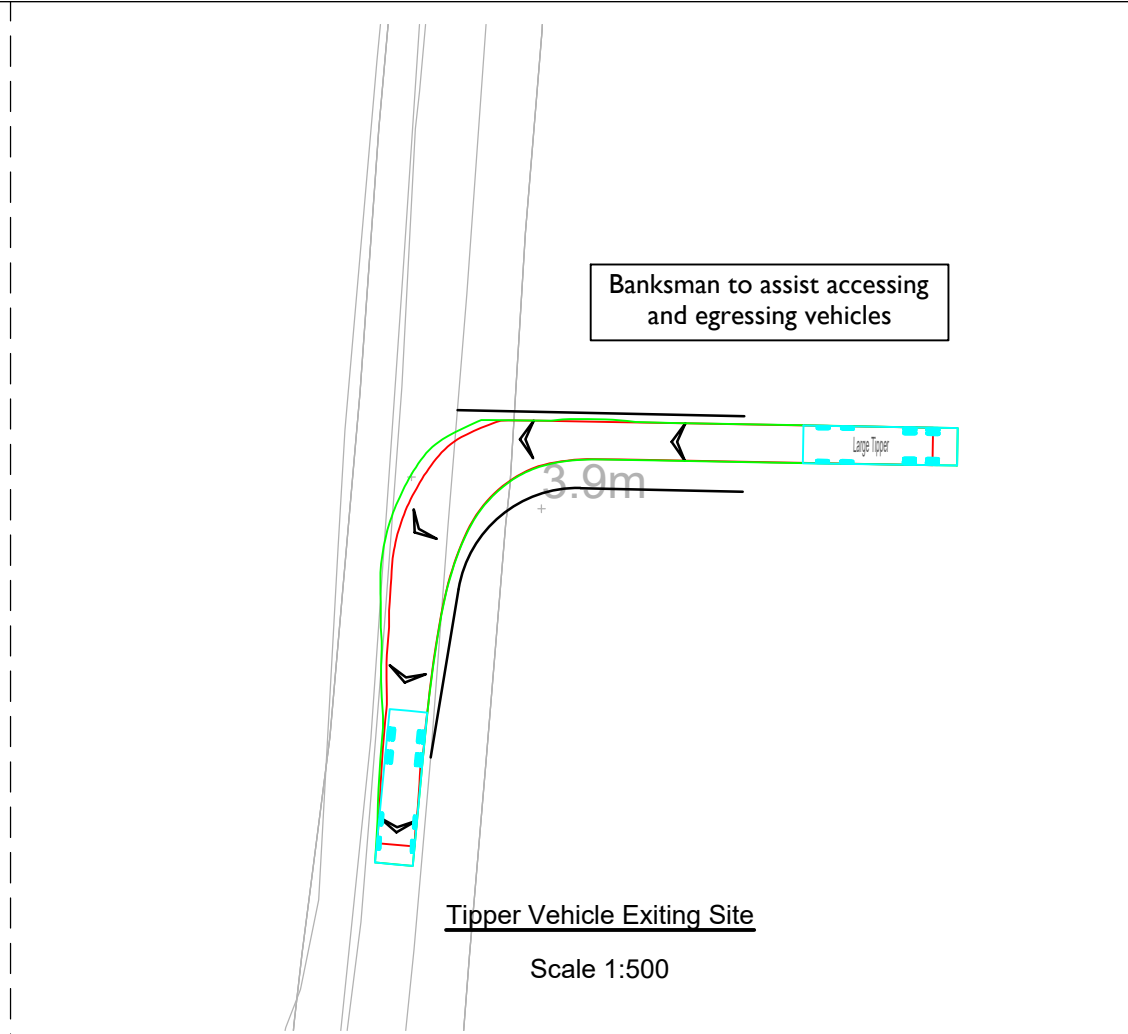
Large Tipper
 Overall Length 10.201m
 Overall Width 2.495m
 Overall Body Height 2.890m
 Min Body Ground Clearance 0.341m
 Track Width 2.471m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 11.550m

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



Tipper Vehicle Entering Site

Scale 1:500



Tipper Vehicle Exiting Site

Scale 1:500



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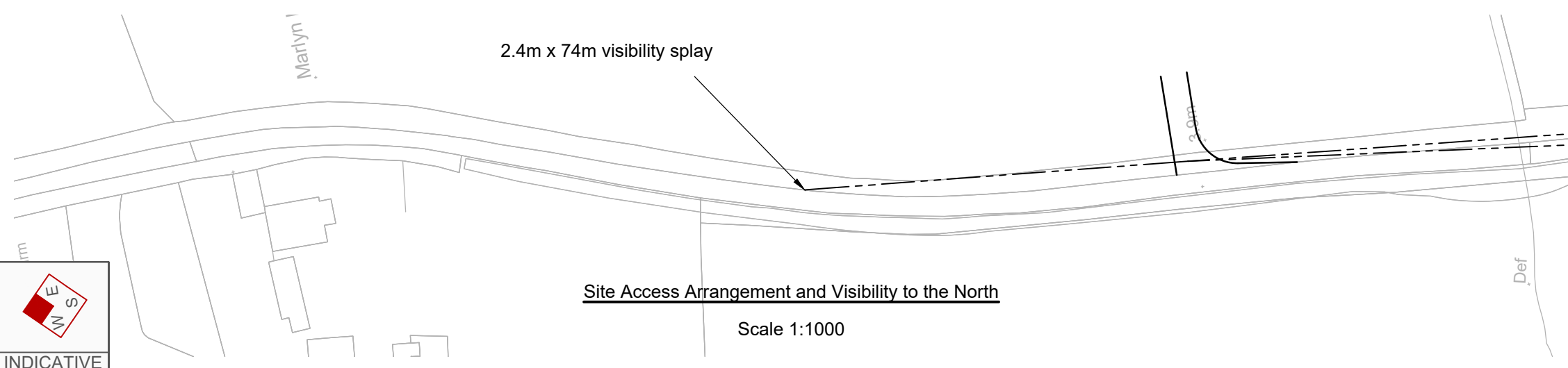
PROJECT:
WEST BURTON SOLAR FARM

TITLE:
Cable Route Access Point 08

STATUS:
INFORMATION

SCALE: As Shown	DATE: 08.02.23	DRAWN: PSW	CHECKED: RR	APPROVED: JD
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JOB NO: 2107-061	DRAWING NO: SK108	REVISION:
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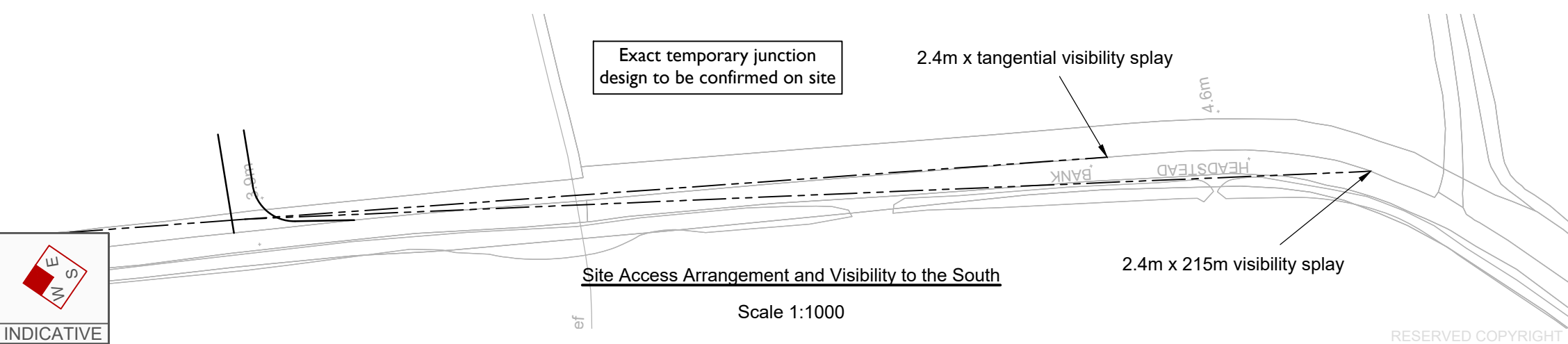


Site Access Arrangement and Visibility to the North

Scale 1:1000



INDICATIVE



Site Access Arrangement and Visibility to the South

Scale 1:1000

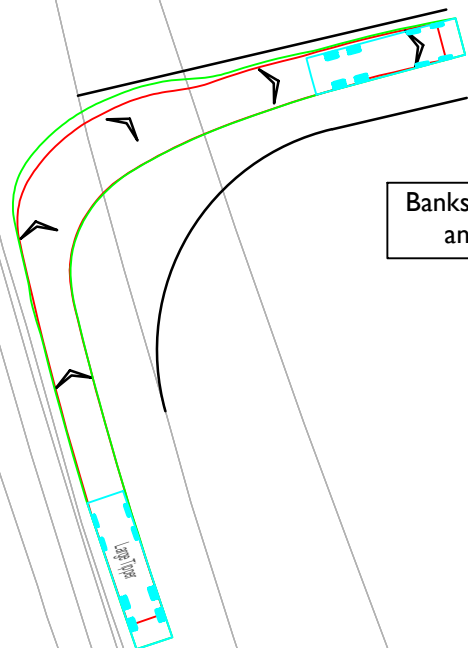


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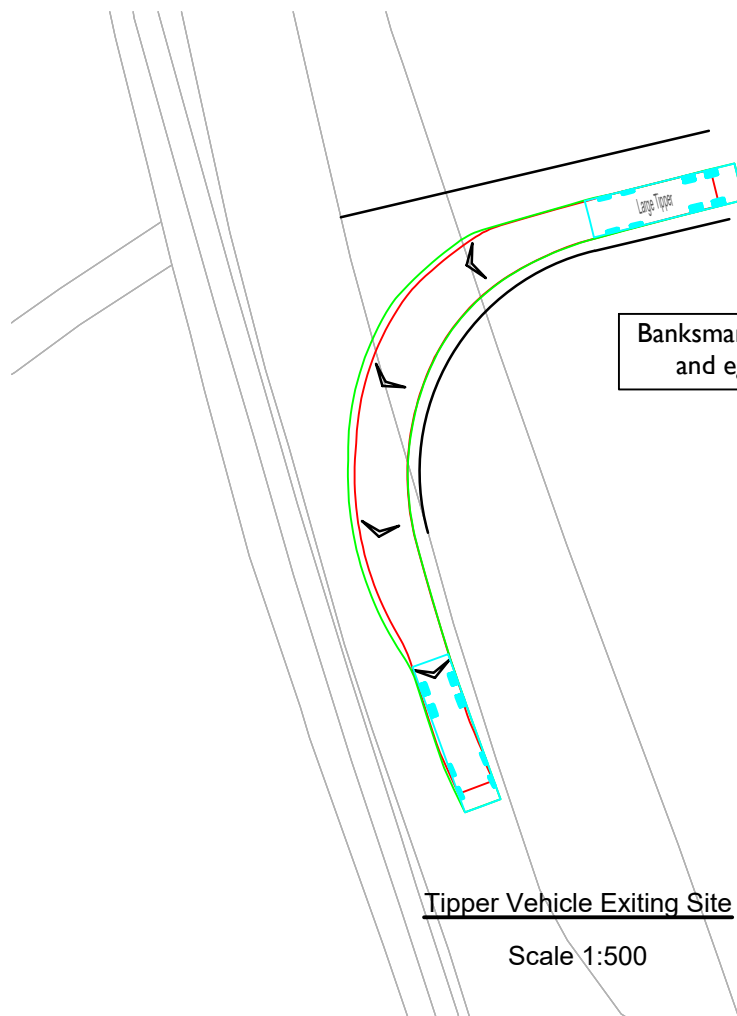
A3

ORIGINAL PLOT SIZE



Tipper Vehicle Entering Site

Scale 1:500



Tipper Vehicle Exiting Site

Scale 1:500

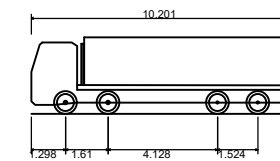


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NOTES:

- 1. The existing posted speed limit on High Street is 50mph.
- 2. OS base to be confirmed with topographical survey.
- 3. Highway boundary to be confirmed.



Large Tipper	10.201m
Overall Length	2.495m
Overall Width	2.890m
Overall Body Height	0.341m
Min Body Ground Clearance	2.471m
Track Width	6.00s
Lock to lock time	11.550m
Kerb to Kerb Turning Radius	

Rev	Date	Details	Drawn by	Checked by	Approved by
A	21.07.23	Access relocated to align with Gate Burton access location.	PSW	RR	JD

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CLIENT:

WEST BURTON SOLAR PROJECT LIMITED

PROJECT:

WEST BURTON SOLAR FARM

TITLE:

Cable Route Access Point 10

STATUS:

INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	08.02.23	PSW	RR	JD
JOB NO:	DRAWING NO:	REVISION:		
2107-061	SK110	A		

2.4m x 215m visibility splay

Assumed Edge of Carriageway

Site Access Arrangement and Visibility to the North

Scale 1:1000

Exact temporary junction design to be confirmed on site

HIGH STREET

Site Access Arrangement and Visibility to the South

Scale 1:1000

2.4m x 215m visibility splay

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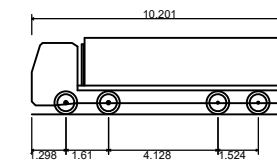
A3

ORIGINAL PLOT SIZE

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NOTES:

- 1. The existing posted speed limit on A156 is National Speed Limit (60mph).
- 2. OS base to be confirmed with topographical survey.
- 3. Highway boundary to be confirmed.



Large Tipper
 Overall Length 10.201m
 Overall Width 2.495m
 Overall Body Height 2.890m
 Min Body Ground Clearance 0.341m
 Track Width 2.471m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 11.550m

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

Banksman to assist accessing and egressing vehicles

Banksman to assist accessing and egressing vehicles

Tipper Vehicle Entering Site

Scale 1:500

Tipper Vehicle Exiting Site

Scale 1:500



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CLIENT:

WEST BURTON SOLAR PROJECT LIMITED

PROJECT:

WEST BURTON SOLAR FARM

TITLE:

Cable Route Access Point 11

STATUS:

INFORMATION

SCALE: As Shown	DATE: 01.03.23	DRAWN: PSW	CHECKED: RR	APPROVED: JD
JOB NO: 2107-061	DRAWING NO: SK111	REVISION:		



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2.4m x 215m visibility splay

Site Access Arrangement and Visibility

Scale 1:1000

2.4m x tangential visibility splay

Exact temporary junction design to be confirmed on site

2.4m x tangential visibility splay

2.4m x 215m visibility splay

Site Access Arrangement and Visibility

Scale 1:1000



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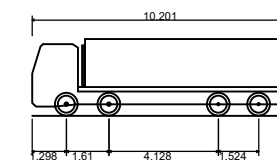
A3

ORIGINAL PLOT SIZE

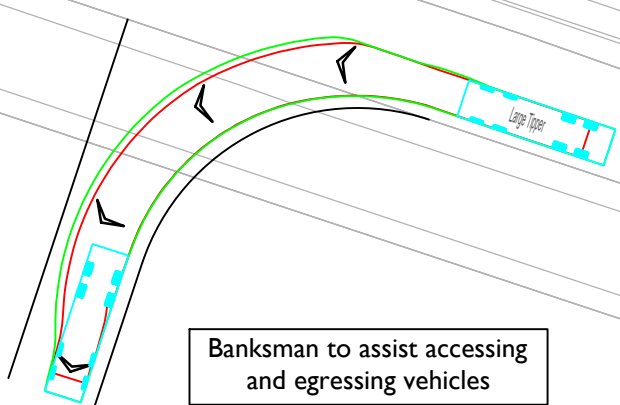
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NOTES:

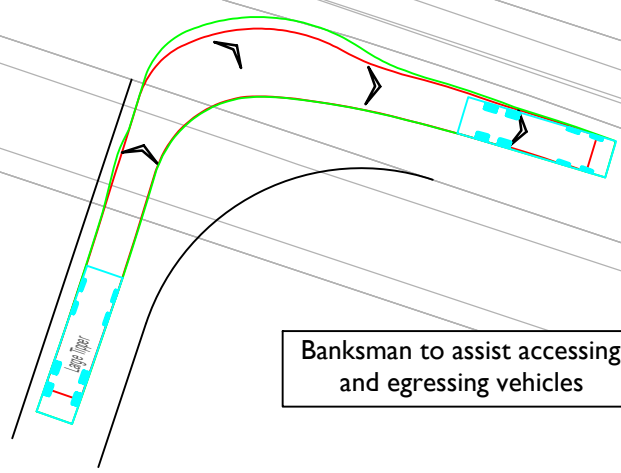
- 1. The existing posted speed limit on Stow Park Road is National Speed Limit (60mph)
- 2. OS base to be confirmed with topographical survey
- 3. Highway boundary to be confirmed



Large Tipper
 Overall Length 10.201m
 Overall Width 2.495m
 Overall Body Height 2.890m
 Min Body Ground Clearance 0.341m
 Track Width 2.471m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 11.550m



Tipper Vehicle Entering Site
 Scale 1:500



Tipper Vehicle Exiting Site
 Scale 1:500



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CLIENT:

WEST BURTON SOLAR PROJECT LIMITED

PROJECT:

WEST BURTON SOLAR FARM

TITLE:

Cable Route Access Point 12

STATUS:

INFORMATION

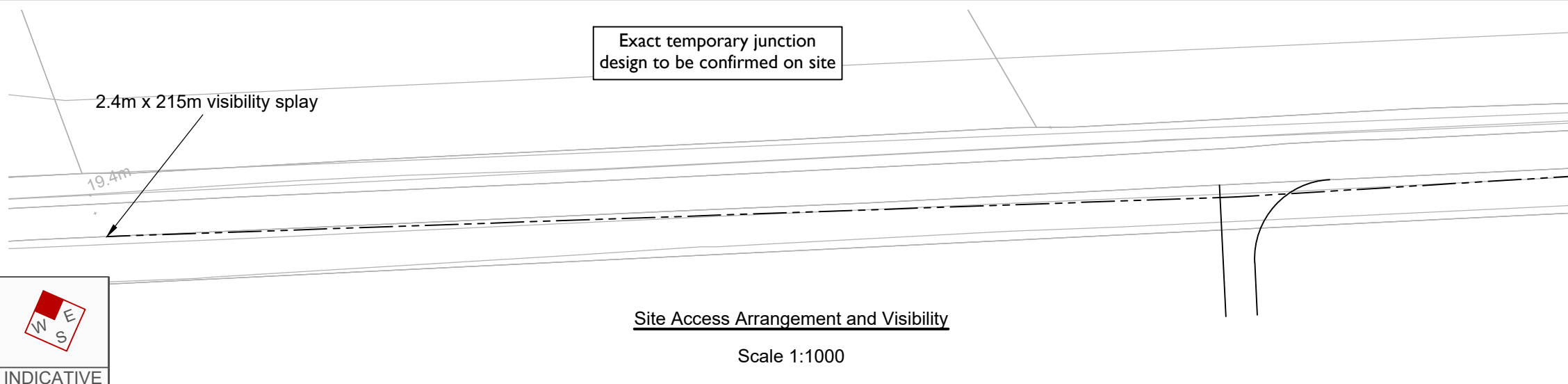
SCALE: As Shown	DATE: 01.03.23	DRAWN: PSW	CHECKED: RR	APPROVED: JD
JOB NO: 2107-061	DRAWING NO: SK112	REVISION: A		



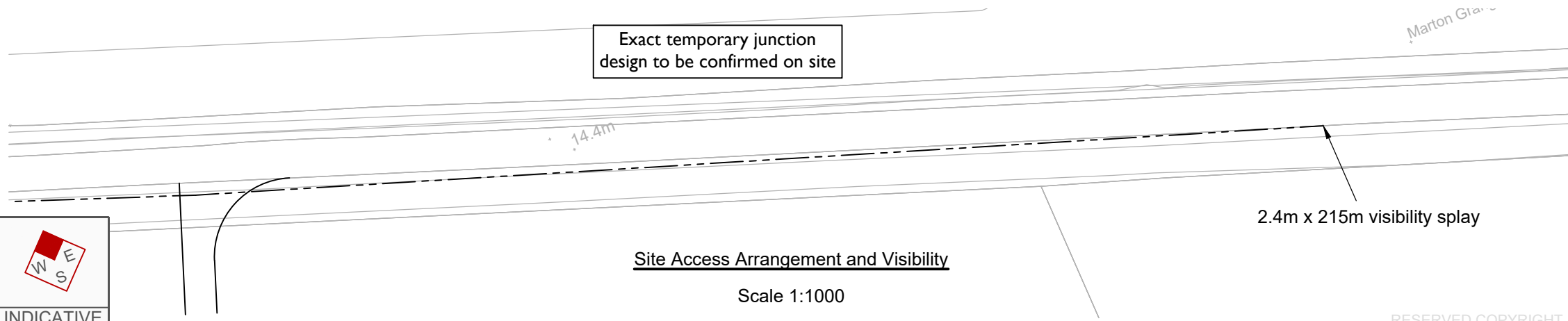
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Site Access Arrangement and Visibility
 Scale 1:1000



Site Access Arrangement and Visibility
 Scale 1:1000

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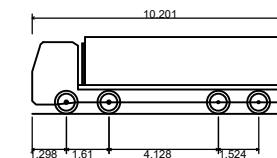
A3

ORIGINAL PLOT SIZE

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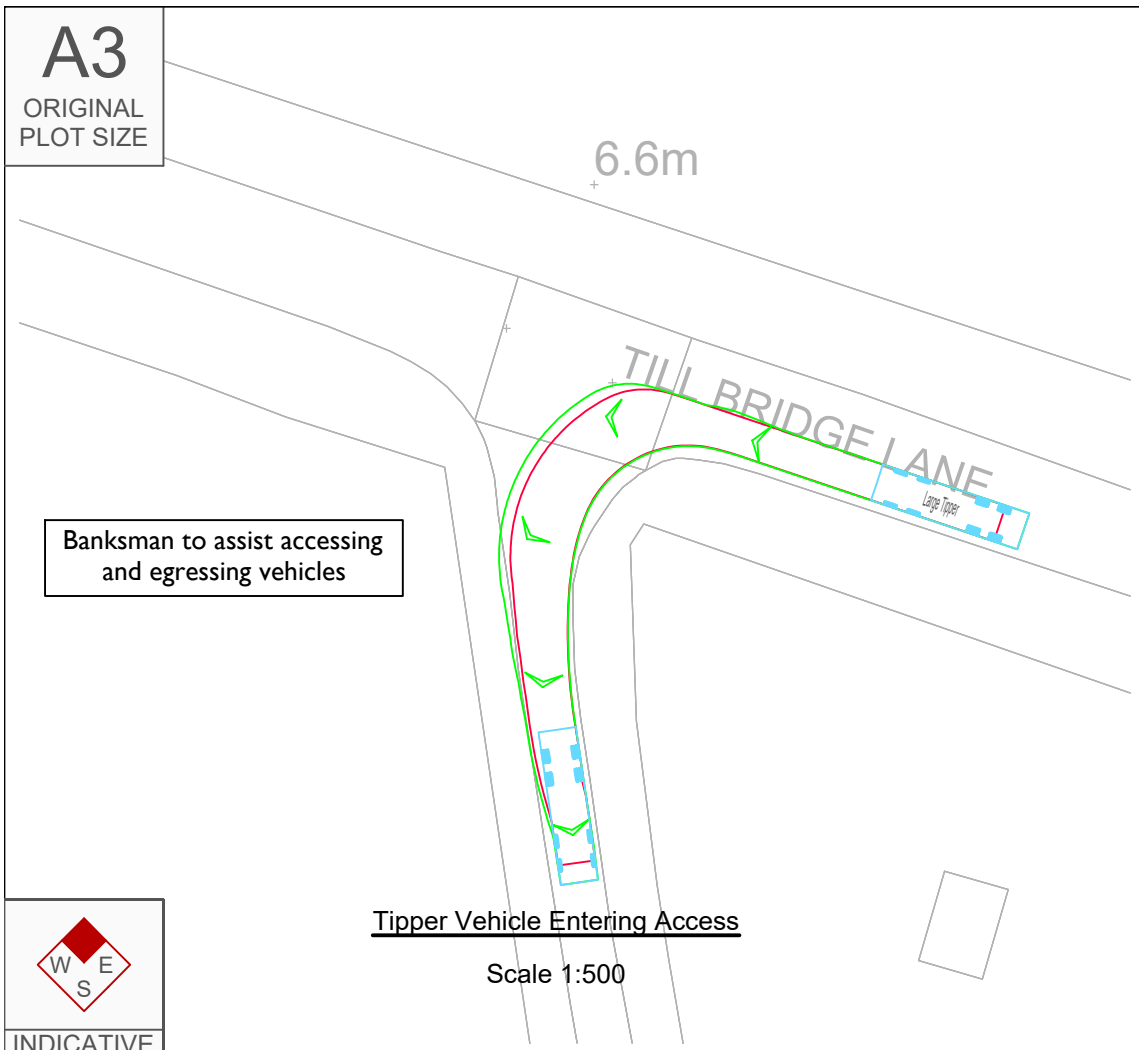
NOTES:

- 1. The existing posted speed limit on Stow Park Road is National Speed Limit (60mph)
- 2. OS base to be confirmed with topographical survey
- 3. Highway boundary to be confirmed



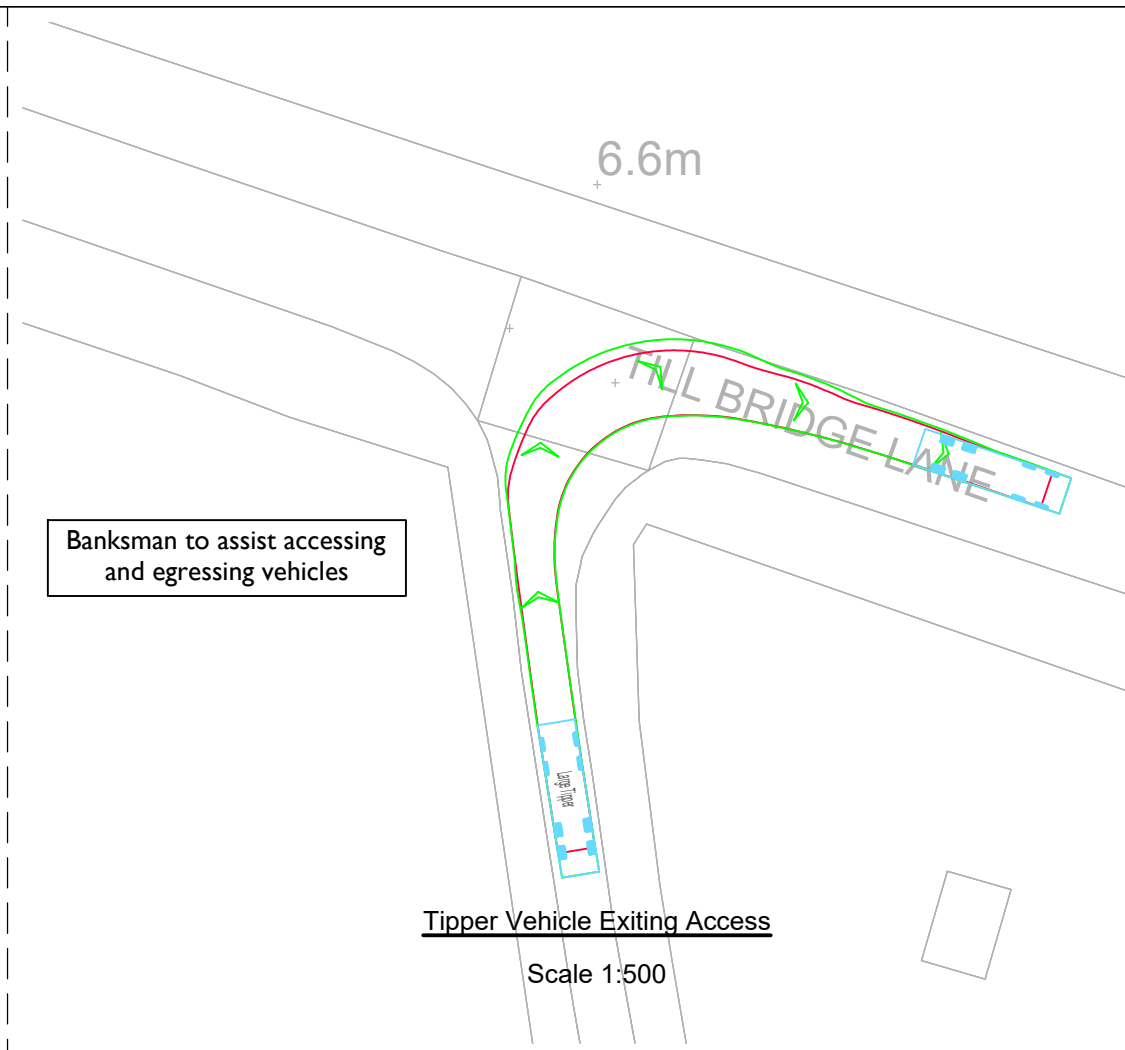
Large Tipper
 Overall Length 10.201m
 Overall Width 2.495m
 Overall Body Height 2.890m
 Min Body Ground Clearance 0.341m
 Track Width 2.471m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 11.550m

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



Tipper Vehicle Entering Access

Scale 1:500



Tipper Vehicle Exiting Access

Scale 1:500



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CLIENT:
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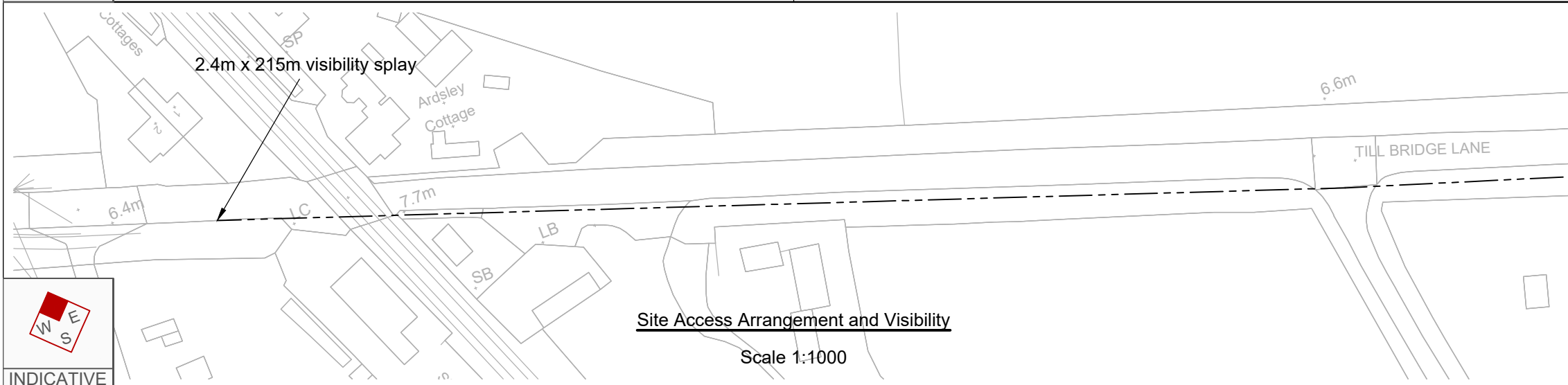
PROJECT:
WEST BURTON SOLAR FARM

TITLE:
Cable Route Access Point 13

STATUS:
INFORMATION

SCALE: As Shown	DATE: 01.03.23	DRAWN: PSW	CHECKED: RR	APPROVED: JD
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JOB NO: 2107-061	DRAWING NO: SK113	REVISION:
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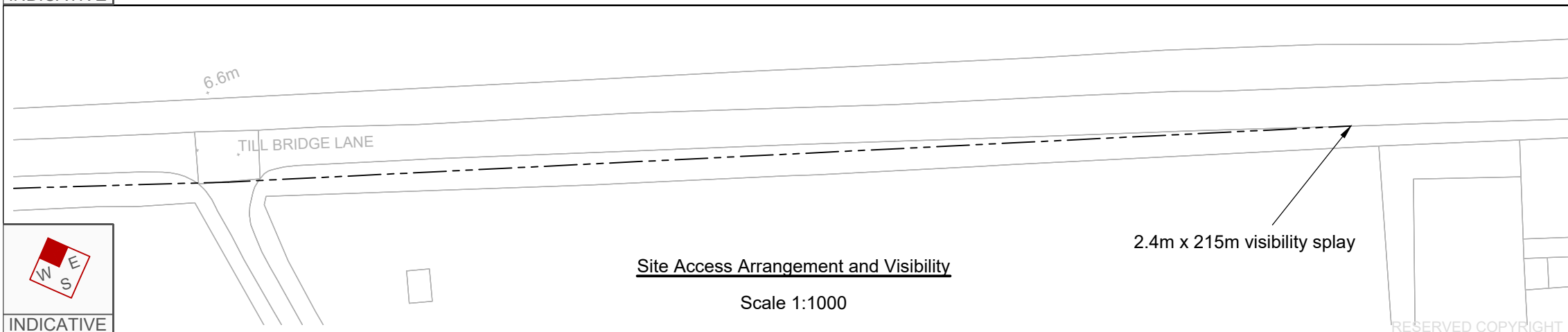


Site Access Arrangement and Visibility

Scale 1:1000



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Site Access Arrangement and Visibility

Scale 1:1000



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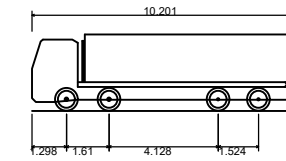
A3

ORIGINAL PLOT SIZE

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NOTES:

- 1. The existing posted speed limit on Cowdale Lane is National Speed Limit (60mph).
- 2. OS base to be confirmed with topographical survey.
- 3. Highway boundary to be confirmed.



Large Tipper
 Overall Length 10.201m
 Overall Width 2.495m
 Overall Body Height 2.890m
 Min Body Ground Clearance 0.341m
 Track Width 2.471m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 11.550m

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



Tipper Vehicle Entering Site
Scale 1:500

Tipper Vehicle Exiting Site
Scale 1:500

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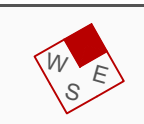
PROJECT:
WEST BURTON SOLAR FARM

TITLE:
Cable Route Access Point 14

STATUS:
INFORMATION

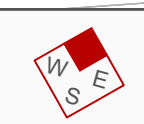
SCALE: As Shown	DATE: 08.02.23	DRAWN: PSW	CHECKED: RR	APPROVED: JD
JOB NO: 2107-061	DRAWING NO: SK114	REVISION:		

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Site Access Arrangement and Visibility to the West
Scale 1:1000

INDICATIVE



Site Access Arrangement and Visibility to the East
Scale 1:1000

INDICATIVE

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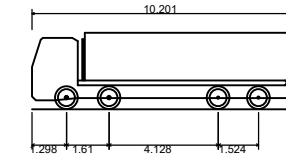
A3

ORIGINAL PLOT SIZE

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NOTES:

- 1. The existing posted speed limit on Cowdale Lane is National Speed Limit (60mph).
- 2. OS base to be confirmed with topographical survey.
- 3. Highway boundary to be confirmed.



Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

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



INDICATIVE

Tipper Vehicle Entering Site

Scale 1:500

Banksman to assist accessing and egressing vehicles

Tipper Vehicle Exiting Site

Scale 1:500

Banksman to assist accessing and egressing vehicles

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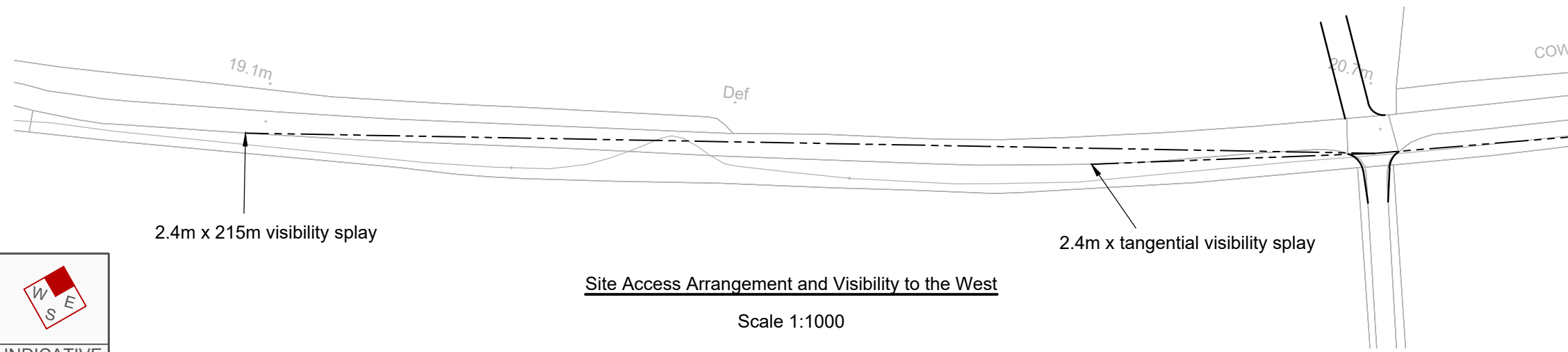
CLIENT:
WEST BURTON SOLAR PROJECT LIMITED

PROJECT:
WEST BURTON SOLAR FARM

TITLE:
Cable Route Access Point 15

STATUS:
INFORMATION

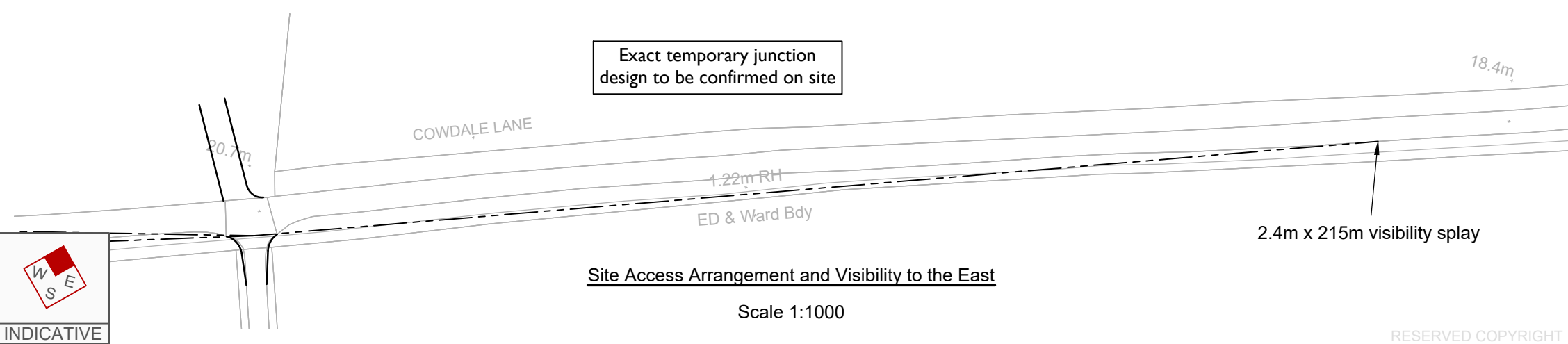
SCALE: As Shown	DATE: 08.02.23	DRAWN: PSW	CHECKED: RR	APPROVED: JD
JOB NO: 2107-061	DRAWING NO: SK115	REVISION:		



INDICATIVE

Site Access Arrangement and Visibility to the West

Scale 1:1000



INDICATIVE

Site Access Arrangement and Visibility to the East

Scale 1:1000

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ORIGINAL PLOT SIZE

Banksman to assist accessing and egressing vehicles

Banksman to assist accessing and egressing vehicles

9.2m

9.2m

Tipper Vehicle Entering Site

Scale 1:500

Tipper Vehicle Exiting Site

Scale 1:500

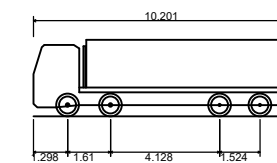


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NOTES:

1. The existing posted speed limit on Sturton Road is National Speed Limit (60mph).
2. OS base to be confirmed with topographical survey.
3. Highway boundary to be confirmed.



Large Tipper
 Overall Length 10.201m
 Overall Width 2.495m
 Overall Body Height 2.890m
 Min Body Ground Clearance 0.341m
 Track Width 2.471m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 11.550m

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

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CLIENT:

WEST BURTON SOLAR PROJECT LIMITED

PROJECT:

WEST BURTON SOLAR FARM

TITLE:

Cable Route Access Point 16

STATUS:

INFORMATION

SCALE: As Shown	DATE: 01.03.23	DRAWN: PSW	CHECKED: RR	APPROVED: JD
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JOB NO: 2107-061	DRAWING NO: SK116	REVISION:
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2.4m x 184.4m maximum available visibility splay.

Exact temporary junction design to be confirmed on site

Site Access Arrangement and Visibility

Scale 1:1000

11.3m

Drain

9.2m



INDICATIVE

Exact temporary junction design to be confirmed on site

2.4m x 215m visibility splay

Site Access Arrangement and Visibility

Scale 1:1000

9.2m

Drain

STURTON ROAD



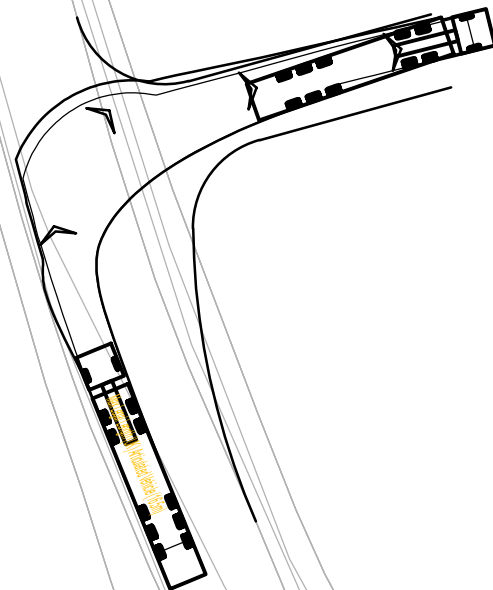
INDICATIVE

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A3

ORIGINAL PLOT SIZE

Banksman to assist accessing and egressing vehicles



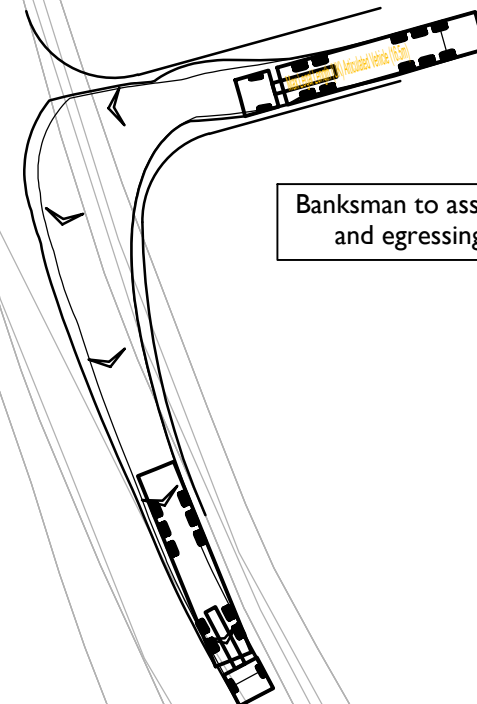
Tipper Vehicle Entering Site

Scale 1:500



INDICATIVE

Banksman to assist accessing and egressing vehicles



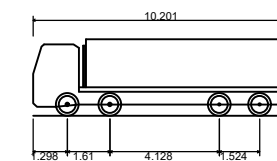
Tipper Vehicle Exiting Site

Scale 1:500

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NOTES:

- 1. The existing posted speed limit on Sturton Road is National Speed Limit (60mph).
- 2. OS base to be confirmed with topographical survey.
- 3. Highway boundary to be confirmed.



Large Tipper	10.201m
Overall Length	2.495m
Overall Width	2.890m
Overall Body Height	0.341m
Min Body Ground Clearance	2.471m
Track Width	6.00s
Lock to lock time	11.550m
Kerb to Kerb Turning Radius	

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

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CLIENT:
WEST BURTON SOLAR PROJECT LIMITED

PROJECT:
WEST BURTON SOLAR FARM

TITLE:
Cable Route Access Point 17

STATUS:
INFORMATION

SCALE: As Shown	DATE: 08.02.23	DRAWN: PSW	CHECKED: RR	APPROVED: JD
--------------------	-------------------	---------------	----------------	-----------------

JOB NO: 2107-061	DRAWING NO: SK117	REVISION:
---------------------	----------------------	-----------

B 1241

2.4m x 215m visibility splay ^{11.9m}

Site Access Arrangement and Visibility to the North

Scale 1:1000

Exact temporary junction design to be confirmed on site

2.4m x tangential visibility splay

Drain

2.4m x 215m visibility splay ^{1.3m}

Site Access Arrangement and Visibility to the South

Scale 1:1000



INDICATIVE

RESERVED COPYRIGHT

A3

ORIGINAL PLOT SIZE

Banksman to assist accessing and egressing vehicles

9.1m

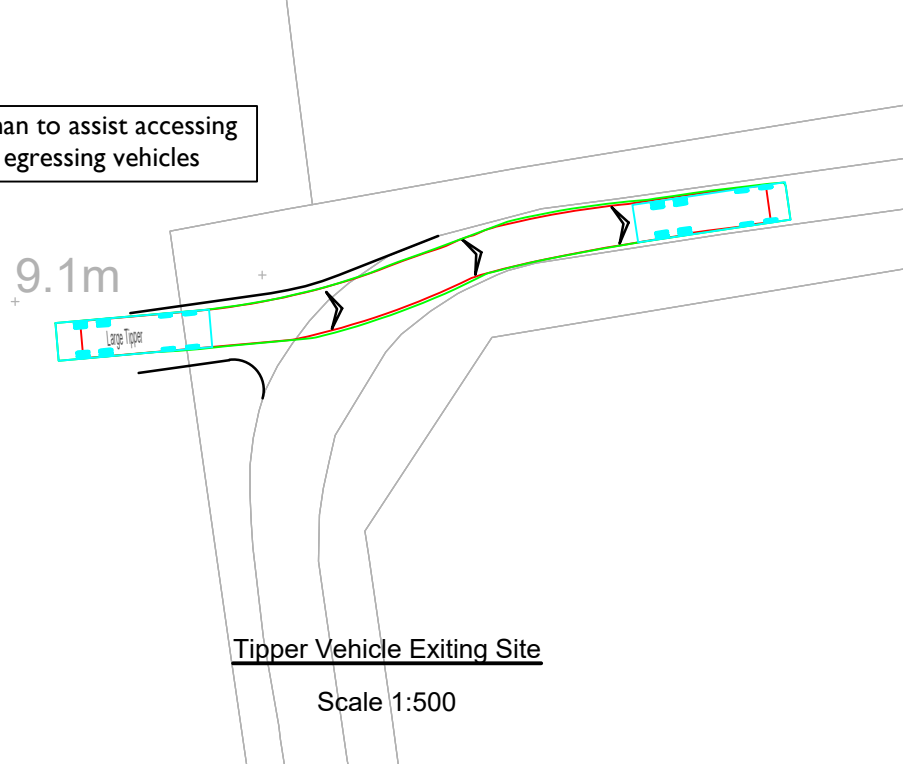


Tipper Vehicle Entering Site

Scale 1:500

Banksman to assist accessing and egressing vehicles

9.1m



Tipper Vehicle Exiting Site

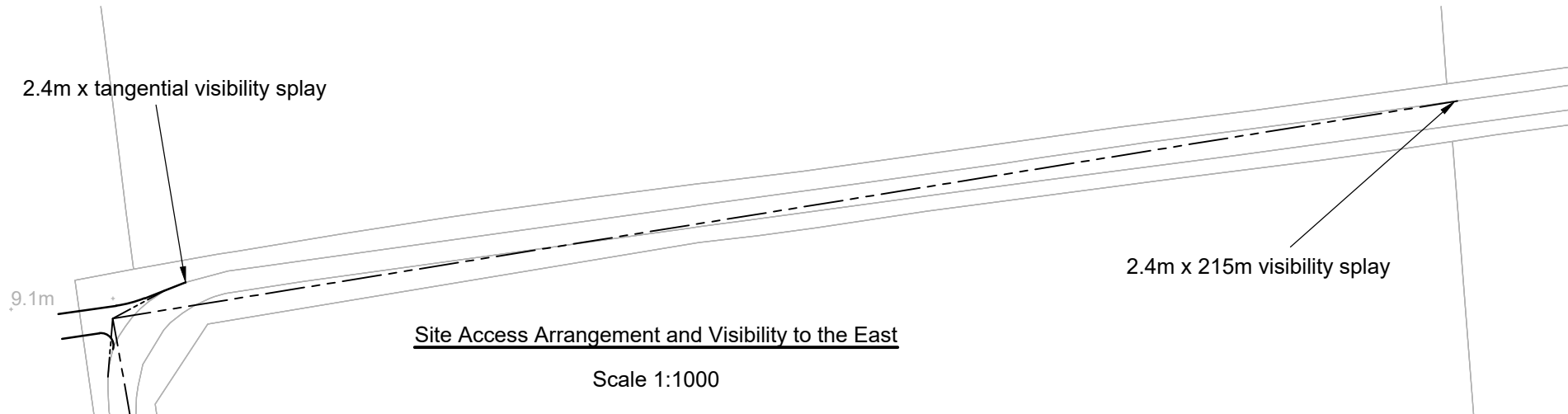
Scale 1:500



INDICATIVE

2.4m x tangential visibility splay

9.1m



Site Access Arrangement and Visibility to the East

Scale 1:1000

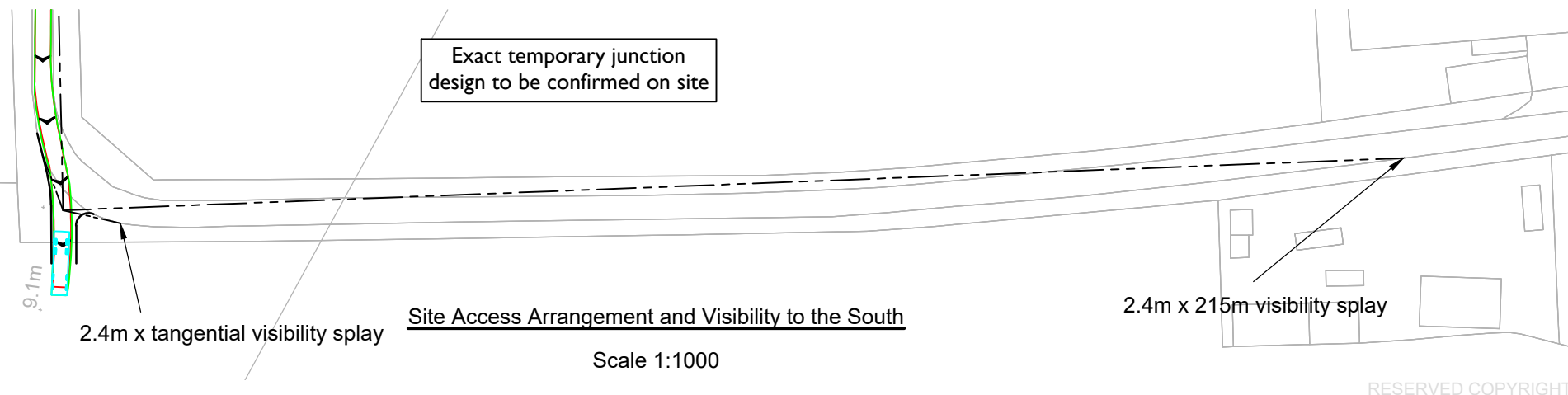


INDICATIVE

Exact temporary junction design to be confirmed on site

2.4m x tangential visibility splay

9.1m



Site Access Arrangement and Visibility to the South

Scale 1:1000

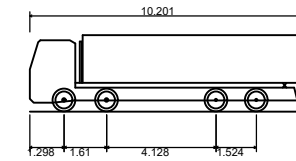


INDICATIVE

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NOTES:

1. The existing posted speed limit is National Speed Limit (60mph).
2. OS base to be confirmed with topographical survey.
3. Highway boundary to be confirmed.



Large Tipper	10.201m
Overall Length	2.495m
Overall Width	2.890m
Overall Body Height	0.341m
Min Body Ground Clearance	2.471m
Track Width	6.00s
Lock to lock time	11.550m
Kerb to Kerb Turning Radius	

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

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CLIENT:

WEST BURTON SOLAR PROJECT LIMITED

PROJECT:

WEST BURTON SOLAR FARM

TITLE:

Cable Route Access Point 18

STATUS:

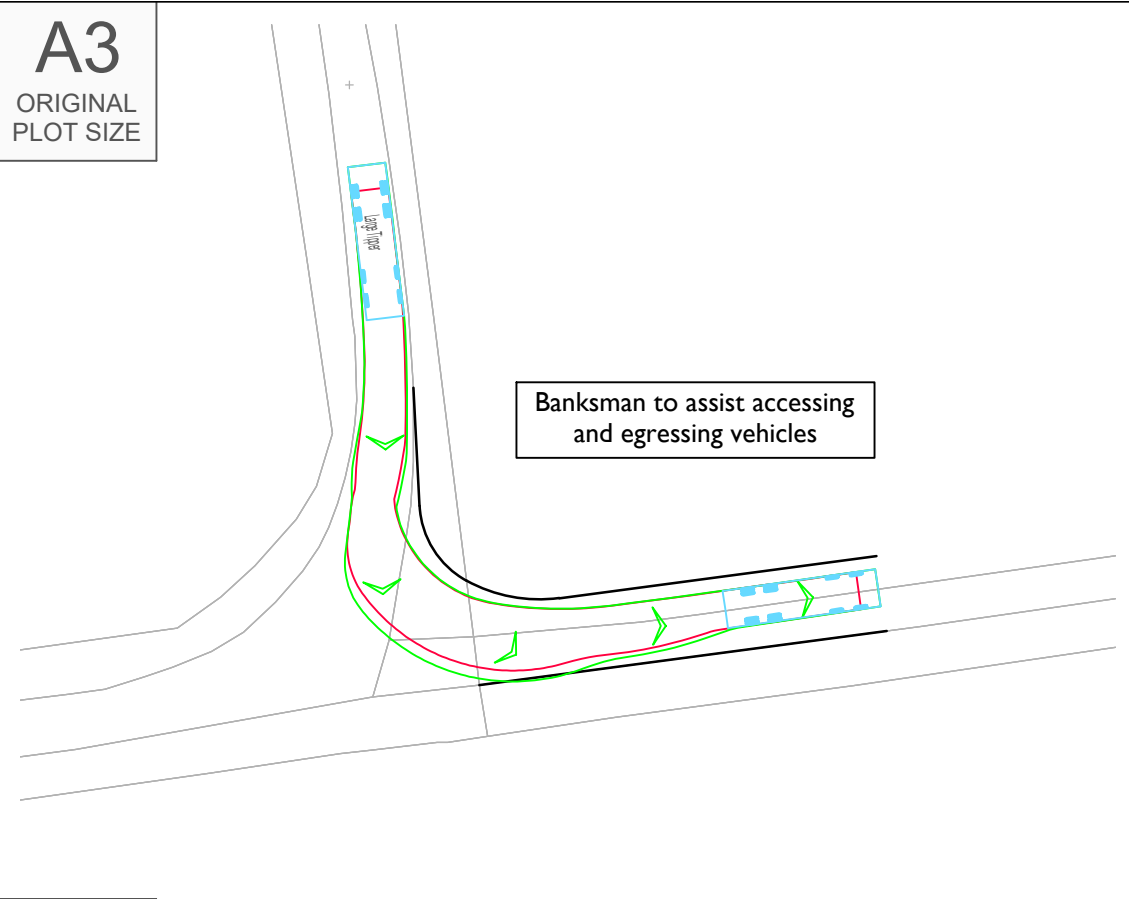
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SCALE: As Shown	DATE: 08.02.23	DRAWN: PSW	CHECKED: RR	APPROVED: JD
JOB NO: 2107-061	DRAWING NO: SK118	REVISION:		

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A3

ORIGINAL PLOT SIZE

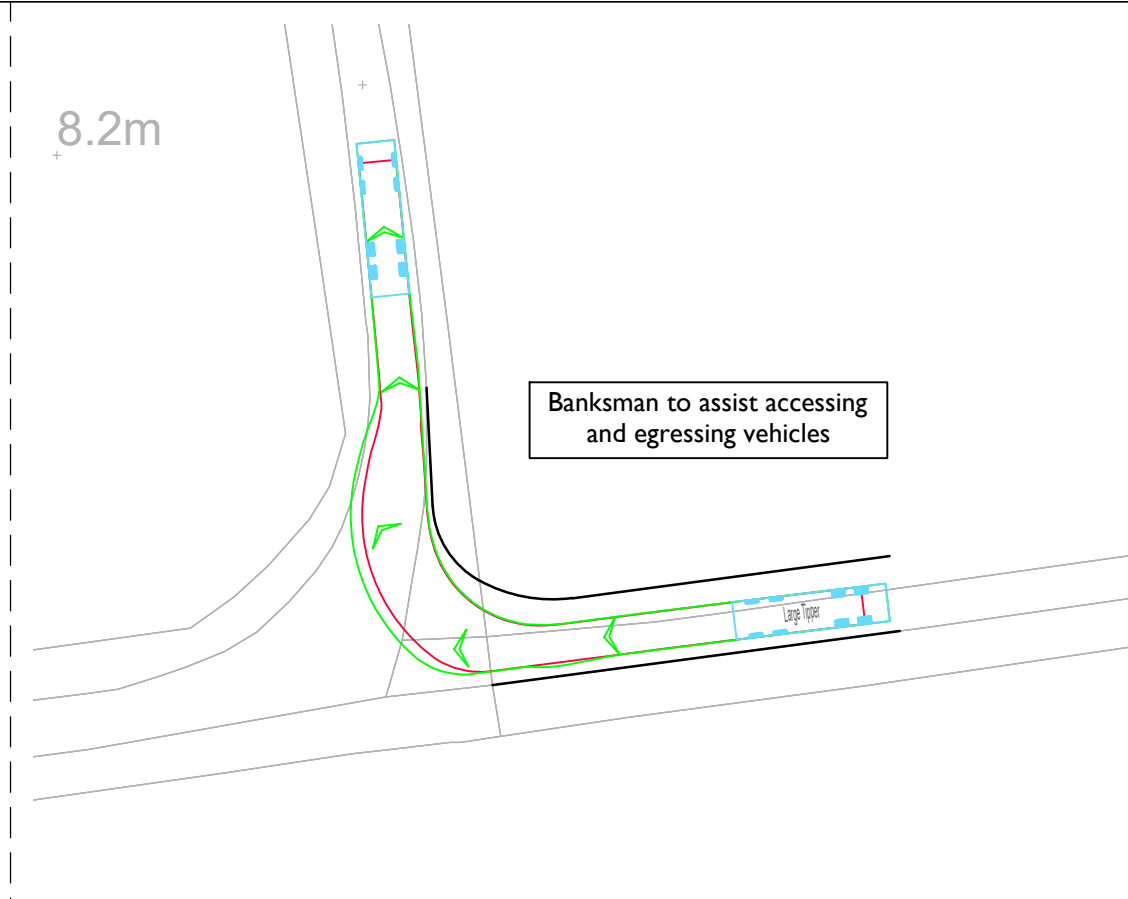


Tipper Vehicle Entering Site

Scale 1:500



INDICATIVE

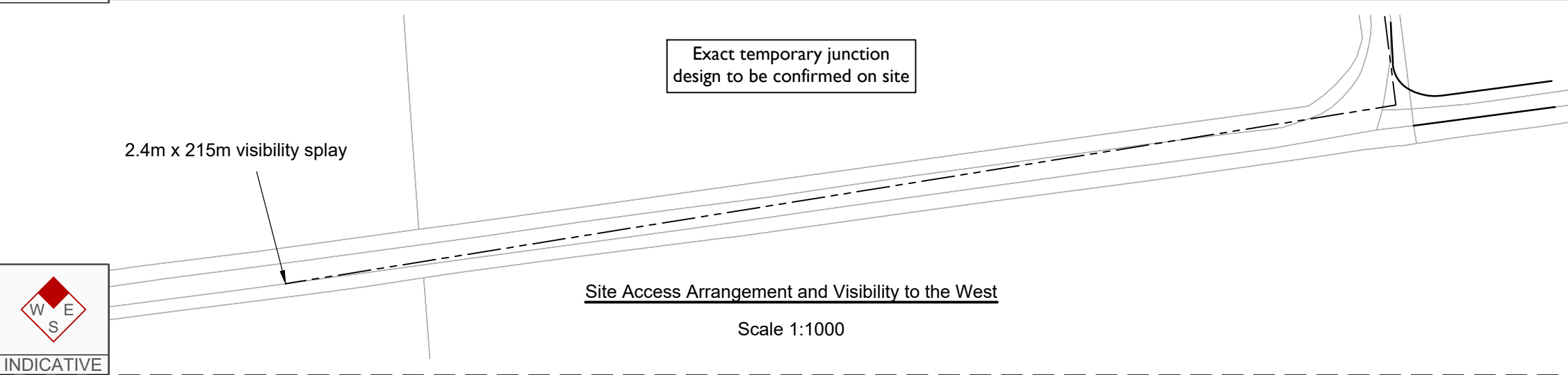


Tipper Vehicle Exiting Site

Scale 1:500



INDICATIVE

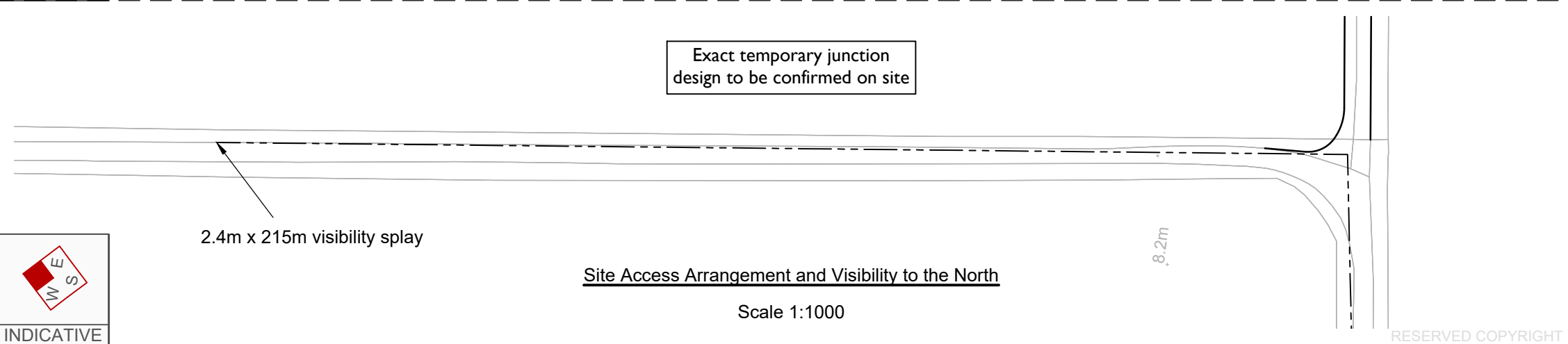


Site Access Arrangement and Visibility to the West

Scale 1:1000



INDICATIVE



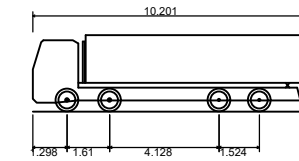
Site Access Arrangement and Visibility to the North

Scale 1:1000

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NOTES:

1. The existing posted speed limit is National Speed Limit (60mph).
2. OS base to be confirmed with topographical survey.
3. Highway boundary to be confirmed.



Large Tipper	10.201m
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

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

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CLIENT:
WEST BURTON SOLAR PROJECT LIMITED

PROJECT:
WEST BURTON SOLAR FARM

TITLE:
Cable Route Access Point 19

STATUS:
INFORMATION

SCALE: As Shown	DATE: 01.03.23	DRAWN: PSW	CHECKED: RR	APPROVED: JD
JOB NO: 2107-061	DRAWING NO: SK119	REVISION:		

APPENDIX F



Abnormal Indivisible Load Access to West Burton Solar Project Substations – High Level Summary Document & Desktop review

Prepared for Island Green Power (IGP)





NAME		SIGNATURE	DATE
Prepared by:	Andy Pearce	[REDACTED]	23.01.23
Checked by:	Peter Wynn	[REDACTED]	23.01.23
Approved by:	Andy Pearce	[REDACTED]	13.02.23

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DOCUMENT REVISIONS

Issue	Date	Details
<input checked="" type="checkbox"/>	13.02.23	Revised after updates from client
<input type="checkbox"/>		
<input type="checkbox"/>		



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3. West Burton Solar Project Substations Overview Map	4
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4.2. West Burton 2 (Ingleby)	5
4.3. West Burton 3 (Brampton)	5
5. West Burton Solar Project Cable Drum Access to Multiple Cable Drum Locations	6



1. Introduction

- 1.1. This document includes high level summary reports in respect to Abnormal Indivisible Loads (AIL) access to the proposed substations that are expected to be required for the West Burton Solar Project. This will involve construction of new substations for connection to the National Grid at the 3 sites detailed in this report in terms of AIL transportation of the main transformer tank only.
- 1.2. The sites where AIL access are required are:
 - West Burton 1 (Broxholme)
 - West Burton 2 (Ingleby)
 - West Burton 3 (Brampton)
- 1.3. The report considers access to the proposed onshore substation in terms of AIL transportation of the main transformer tank only. Wider traffic and transport for Construction and Use vehicles is not within the scope of this document which details the issues on access for heavy transformers only. Section 5 provides summary details in respect to AIL access for Cable Drums to various sites within the proposed construction corridor.
- 1.4. The report highlights preferred AIL access routes via the public road network as far as is possible to date and highlights where additional remedial works will be necessary.
- 1.5. The report includes reference to the responses of highway and structural authorities where applicable including Nottinghamshire County Council, Lincolnshire County Council, Network Rail, National Highways Yorkshire and North East and the National Highways Abnormal Loads Team. The high level summary is intended to inform initial planning documentation. A more detailed report discussing the various issues raised will be issued to Island Green Power (IGP) under separate cover. This will include more information on legislative requirements, route negotiability and the structural status of the routes for the delivery of transformers.

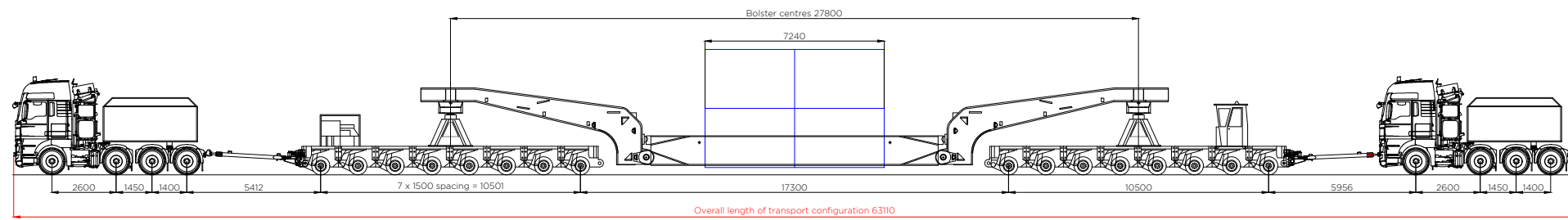


2. Transport Drawings

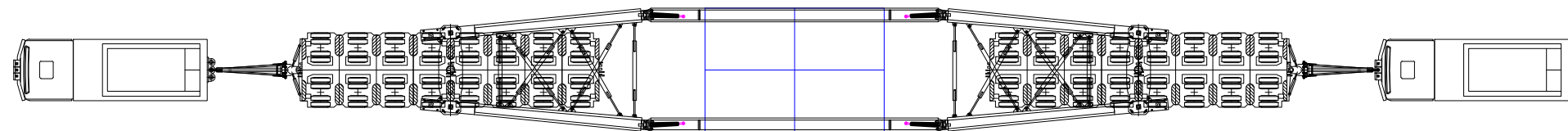
2.1. The anticipated transport dimensions of the transformers for each of the substation locations are shown below in Table 1 as is the indicative AIL transport arrangement that has been used for initial consultation with highway authorities that are reproduced on the following pages. These are based on standard AIL transport configuration that are generally used for transformers of the dimensions stated.

Table 1 Transformer Transport Dimensions and Trailer Arrangements

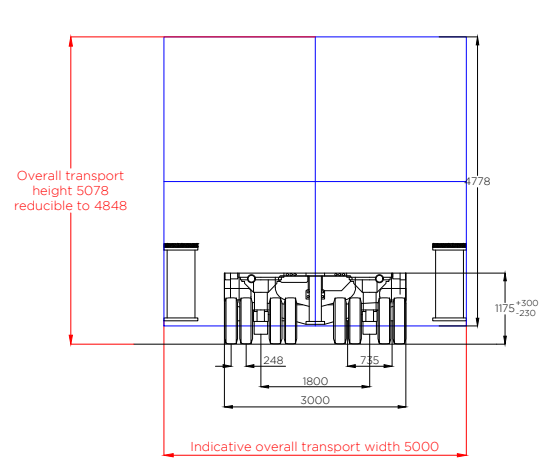
Site	Length (mm)	Width (mm)	Height (mm)	Weight (kgs)	Transport Arrangements
West Burton 1	7900	4860	4500	100,000kgs	5 bed 5 trailer as shown in Drawing Number 22-1062.TC04
West Burton 2	7900	4860	4500	100,000kgs	5 bed 5 trailer as shown in Drawing Number 22-1062.TC04
West Burton 3	7240	5000	4778	157,000kgs	16 axle girder frame trailers as shown in Drawing Number 22-1062.TC01/02 and 12 axle flattop trailer as shown in Drawing Number 22-1062.TC03.



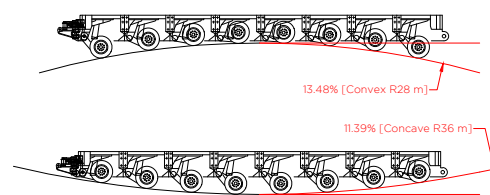
Elevation view - 16-axle girder frame trailer - concept model only
Indicative 157 te transformer
Scale 1:250



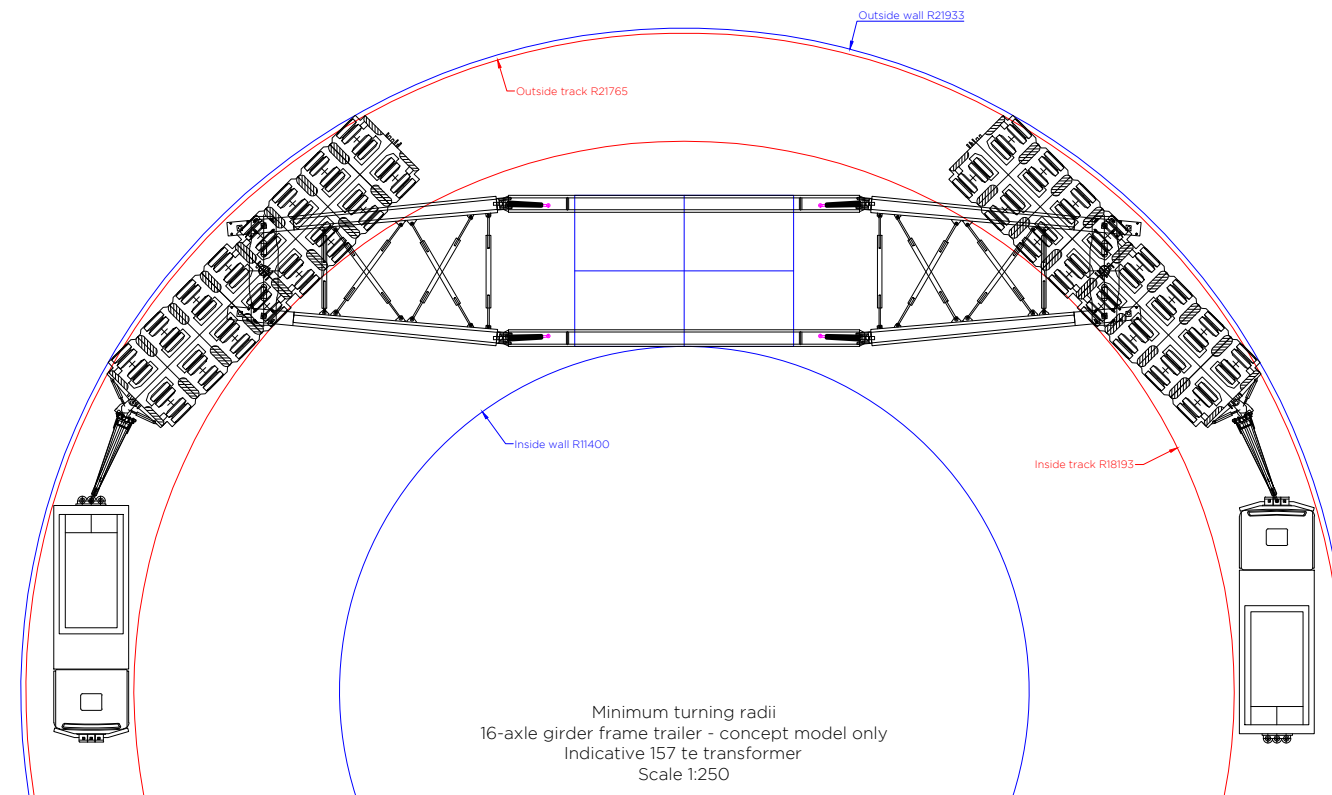
Plan view - 16-axle girder frame trailer - concept model only
Indicative 157 te transformer
Scale 1:250



Profile view
Scale 1:125



Vertical curve negotiability information
based on manufacturer's literature
(Scale 1:250)



Minimum turning radii
16-axle girder frame trailer - concept model only
Indicative 157 te transformer
Scale 1:250

Load table

16-axle girder frame trailer

Self weight of transformer	157.0 te
Self weight of trailer	92.0 te
Self weight of aux. steelwork (for L&S)	0.0 te
Total combined weight	249.0 te
Load per trailer	124.5 te
Load per axle line	15.56 te
Load per axle	7.78 te
Load per wheel (4 per axle)	1.95 te
Overall ground bearing pressure	3.95 te/m ²

Tractor(s) (42 te)

Front axle	8.0 te
Second steer	10.0 te
Rear axle	12.0 te
Rear axle	12.0 te

Notes:

[1] The figures shown above are representative of the transport configuration portrayed. However, as tractor and trailer arrangements vary then the loads and dimensions indicated should be treated as probable values.

[2] Actual dimensions, including axle spacing and mean running height, may vary slightly depending on manufacturer of trailer deployed.

[3] All linear measures in millimetres unless stated otherwise.

[4] Indicative transformer shown only.

1		
0	24.02.22	Issued for comment
Rev.	Date	Amendments

Revisions

Prepared by:



Shaftesbury House, 2 High Street,
Eccleshall, Stafford, ST21 6BZ
Tel: (01785) 850411

Independent Transportation Engineers

Client:



Project:

Cottam & West Burton Solar

Title:

Indicative transport configuration
Conceptual 157 te 400/33 kV transformer carried within 16-axle girder frame trailer with 3 m track width showing minimum turning radii

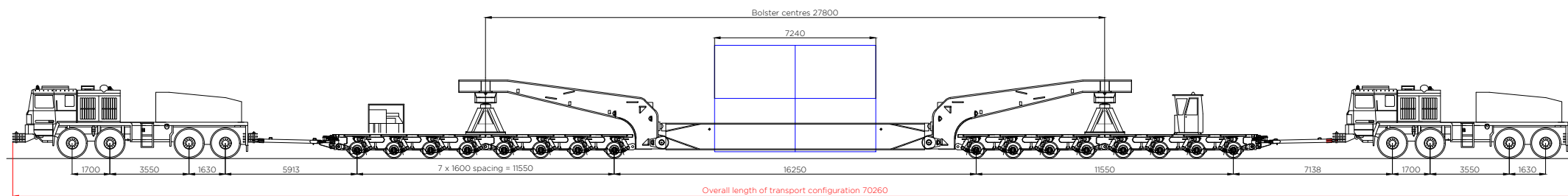
Drawing status:

Final report

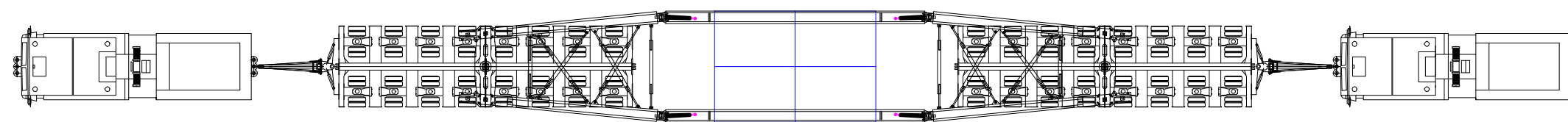
Scale (A3): As shown	Drawn By: SJW	Checked By: ARP
Dwg. no.: 22-1062.TC01	Sheet: 1 of 1	Rev: 0

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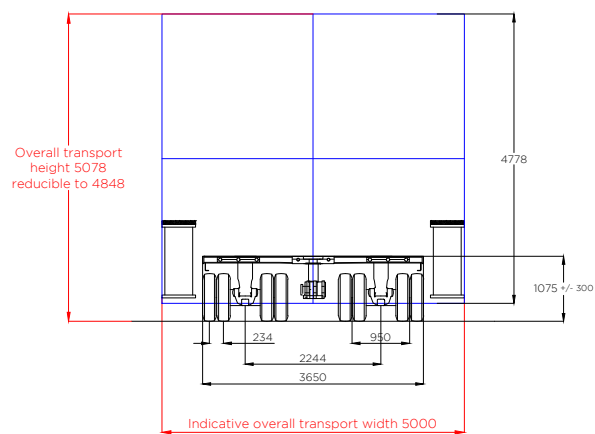
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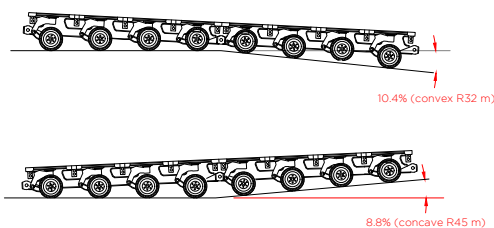
Elevation view - 16-axle girder frame trailer - concept model only
Indicative 157 te transformer
Scale 1:250



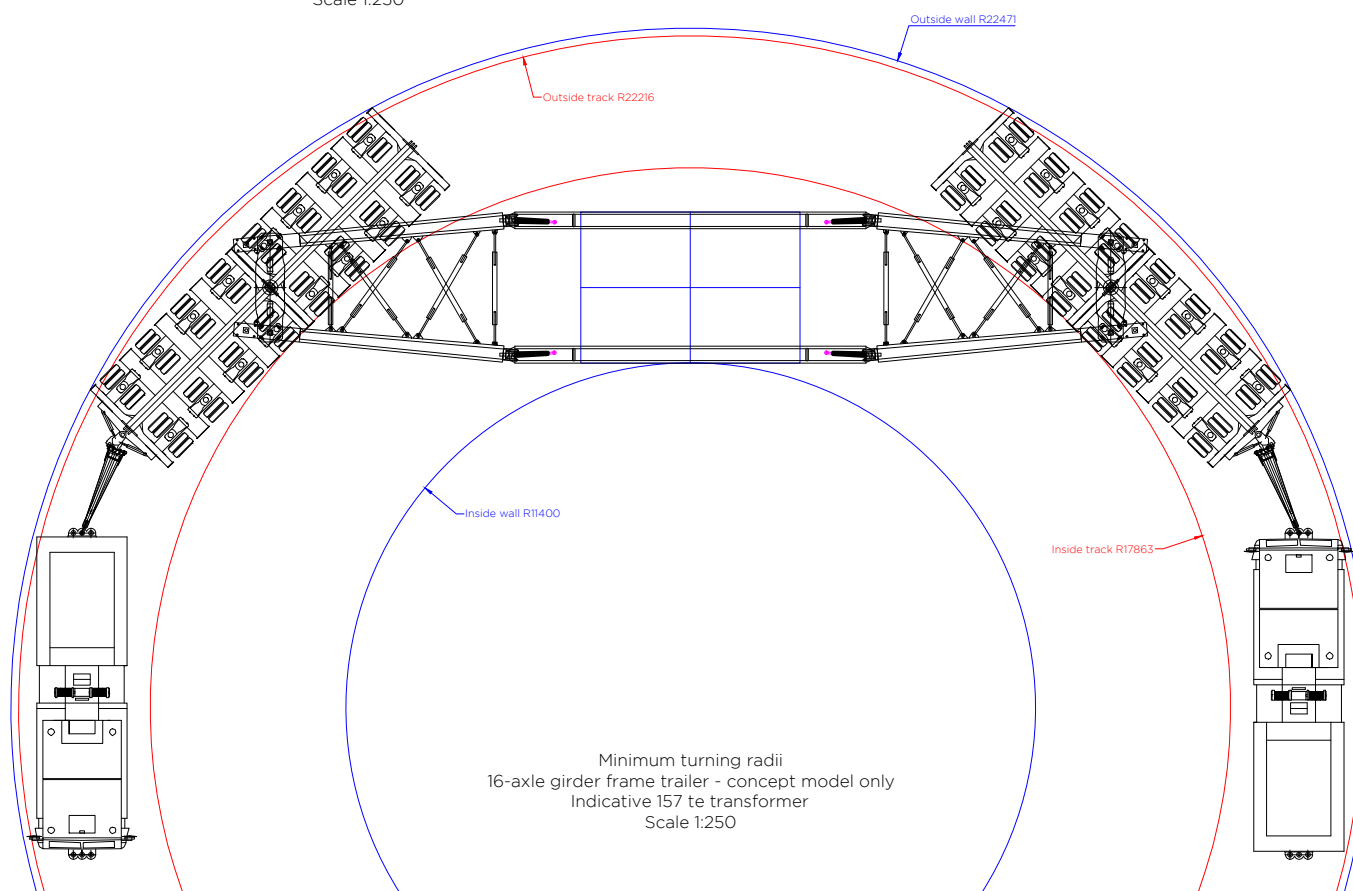
Plan view - 16-axle girder frame trailer - concept model only
Indicative 157 te transformer
Scale 1:250



Profile view
Scale 1:125



Vertical curve negotiability information
based on manufacturers literature



Load table

16-axle girder frame trailer

Self weight of transformer	157.0 te
Self weight of trailer	92.0 te
Self weight of aux. steelwork (for L&S)	0.0 te
Total combined weight	249.0 te
Load per trailer	124.5 te
Load per axle line	15.56 te
Load per axle	7.78 te
Load per wheel (4 per axle)	1.95 te
Overall ground bearing pressure	3.05 te/m ²

Tractor(s) (48 te)

Front axle	9.0 te
Second steer	9.0 te
Rear axle	15.0 te
Rear axle	15.0 te

Notes:

[1] The figures shown above are representative of the transport configuration portrayed. However, as tractor and trailer arrangements vary then the loads and dimensions indicated should be treated as probable values.

[2] Actual dimensions, including axle spacing and mean running height, may vary slightly depending on manufacturer of trailer deployed.

[3] All linear measures in millimetres unless stated otherwise.

[4] Indicative transformer shown only.

1		
0	24.02.22	Issued for comment
Rev.	Date	Amendments

Revisions

Prepared by:



Shaftesbury House, 2 High Street,
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Tel: (01785) 850411

Independent Transportation Engineers

Client:



Project:

Cottam & West Burton Solar

Title:

Indicative transport configuration
Conceptual 157 te 400/33 kV transformer carried
within 16-axle girder frame trailer with 3.65 m
track width showing minimum turning radii

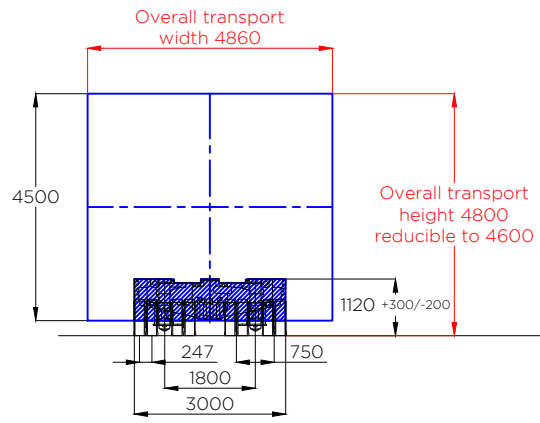
Drawing status:

Final report

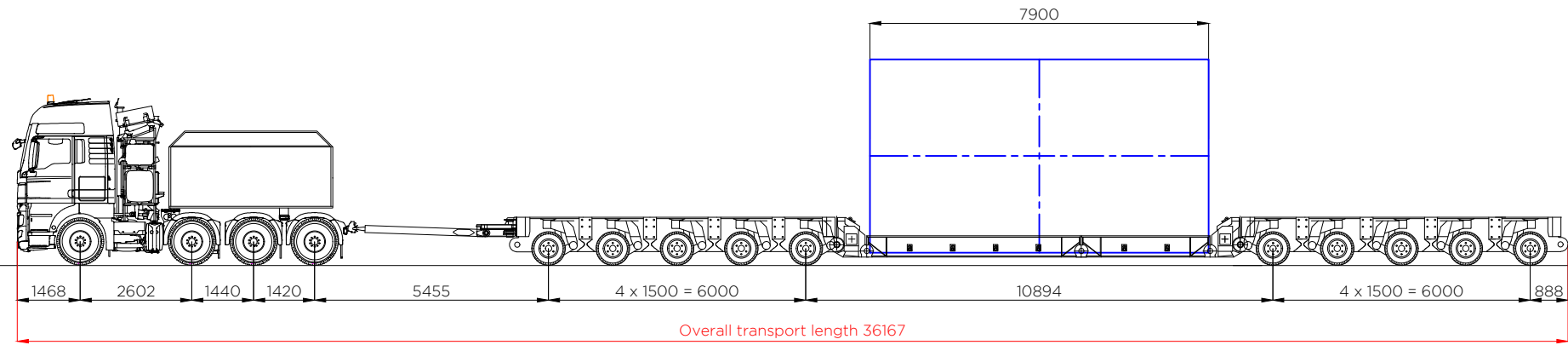
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Dwg. no: 22-1062.TC02	Sheet: 1 of 1	Rev: 0

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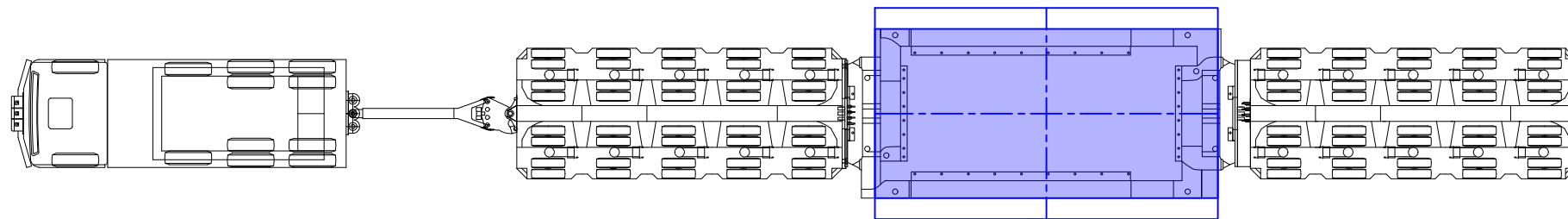
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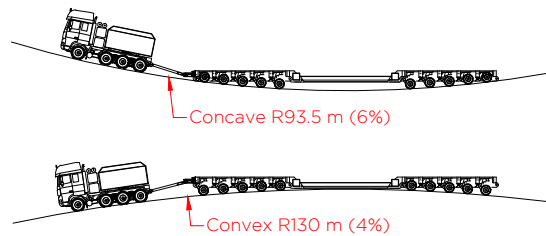
Profile view
Scale 1:150



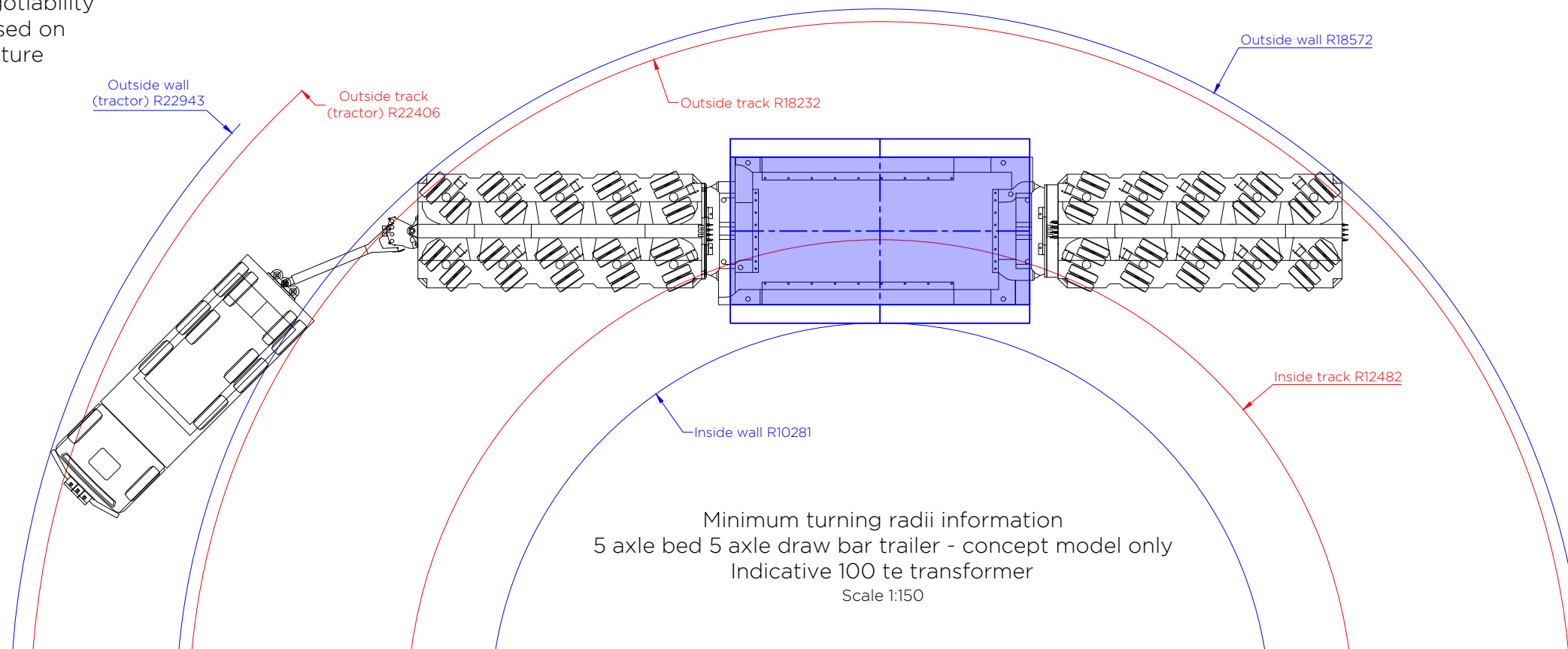
Elevation view - 5 axle bed 5 axle draw bar trailer - concept model only
Indicative 100 te transformer
Scale 1:150



Plan view - 5 axle bed 5 axle draw bar trailer - concept model only
Indicative 100 te transformer
Scale 1:150



Vertical curve negotiability
information based on
hauliers literature
Scale 1:600



Minimum turning radii information
5 axle bed 5 axle draw bar trailer - concept model only
Indicative 100 te transformer
Scale 1:150

Load table

5 axle bed 5 axle draw bar trailer

Self weight of transformer	100.0 te
Self weight of trailer	Say 46.0 te
Self weight of aux. steelwork (for L&S)	0.0 te
Total combined weight	146.0 te
Load per axle line	14.6 te
Load per axle	7.3 te
Load per wheel (4 per axle)	1.83 te
Overall ground bearing pressure	4.06 te/m ²

Tractor (40 te)

Front axle	7.0 te
Second steer	7.0 te
Rear axle	13.0 te
Rear axle	13.0 te

Notes:

[1] The figures shown above are representative of the transport configuration portrayed. However as tractor and trailer arrangements vary then the loads and dimensions indicated should be treated as probable values.

[2] Actual dimensions, including axle spacing and mean running height, may vary slightly depending on manufacturer of trailer deployed.

[3] All linear measures in millimetres unless stated otherwise.

[4] Indicative transformer shown only.

[5] Running height dependent upon tank base and transport lug arrangement.

1		
0	24.02.22	Issued for comment
Rev.	Date	Amendments

Revisions

Prepared by:



Shaftesbury House, 2 High Street,
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Tel: (01785) 850411

Independent Transportation Engineers

Client:



Project:

Cottam & West Burton Solar

Title:

Indicative transport configuration
Indicative 100.0 te transformer carried on
5 axle bed 5 axle draw bar trailer
showing minimum turning radii

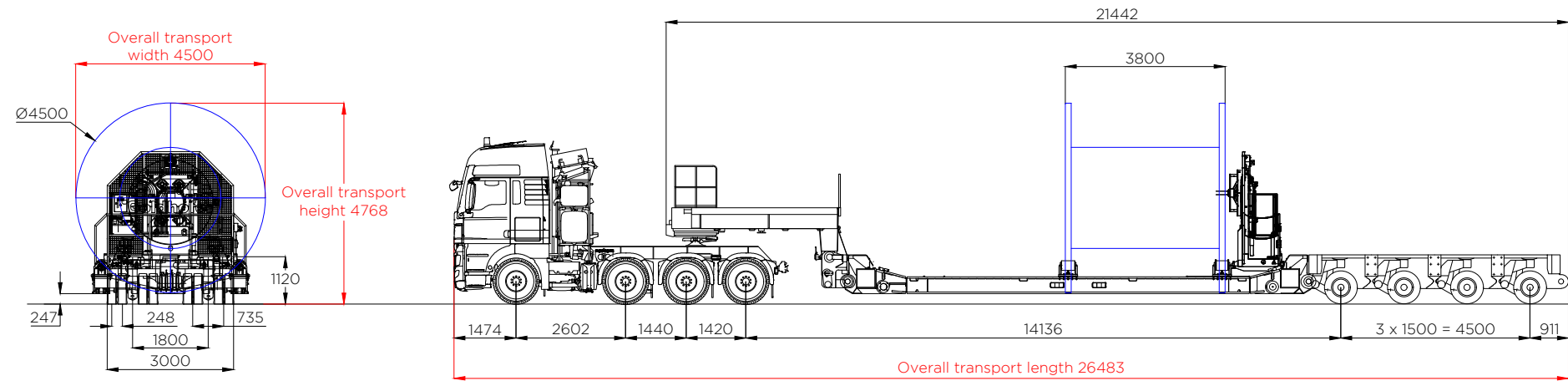
Drawing status:

Final report

Scale (A3): As shown	Drawn By: SJW	Checked By: ARP
Dwg. no: 22-1062.TC04	Sheet: 1 of 1	Rev: 0

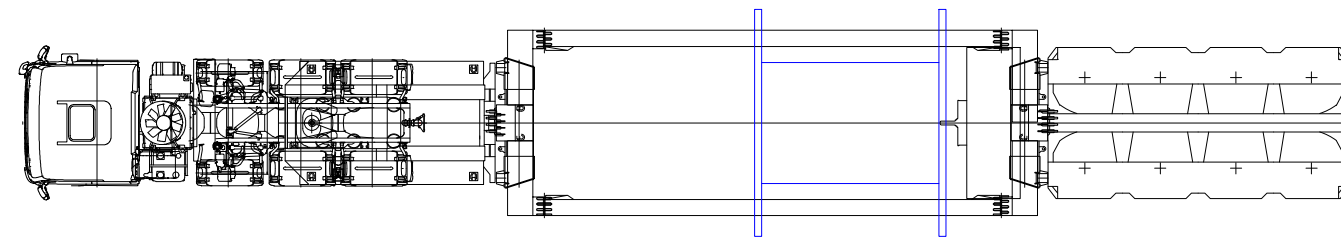
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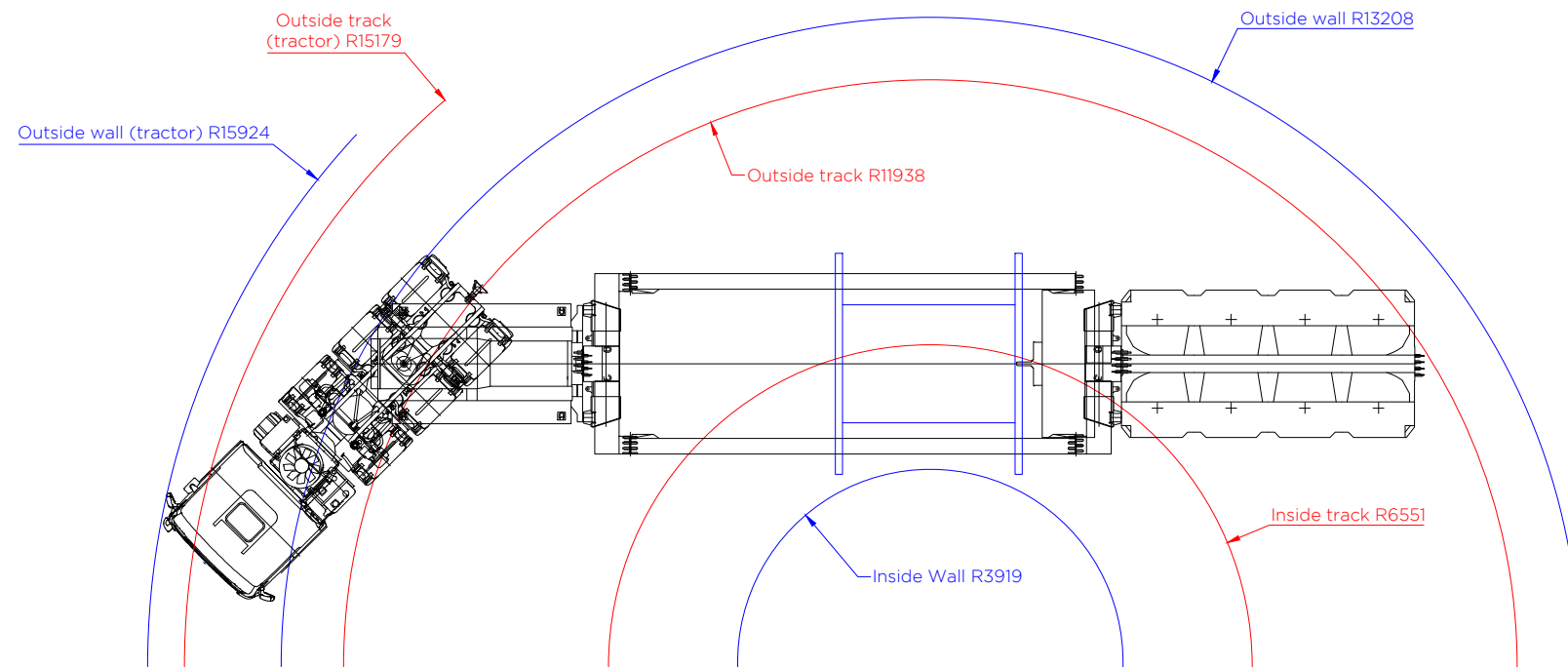


Profile view

Elevation view - 4 axle modular reeling trailer - concept model only
Indicative 30 te cable drum



Plan view - 4 axle modular reeling trailer - concept model only
Indicative 30 te cable drum



Minimum turning radii information
4 axle modular reeling trailer - concept model only
Indicative 30 te cable drum

Load table	
4 axle modular reeling trailer	
Self weight of cable drum	30.0 te
Self weight of trailer	33.3 te
Self weight of tractor	15.0 te
Total combined weight	78.3 te
Load per axle line (trailer)	10.55 te
Load per axle	5.28 te
Load per wheel (4 per axle)	1.32 te
Overall ground bearing pressure	3.13 te/m ²
Tractor (15 te)	
Front axle	7.0 te
Second steer	8.0 te
Rear axle	10.55 te
Rear axle	10.55 te

Notes:
 [1] The figures shown above are representative of the transport configuration portrayed. However as tractor and trailer arrangements vary then the loads and dimensions indicated should be treated as probable values.
 [2] Actual dimensions, including axle spacing and mean running height, may vary slightly depending on manufacturer of trailer deployed.
 [3] All linear measures in millimetres unless stated otherwise.

Rev.	Date	Amendments
1	31.10.22	Drum diameter increased
0	06.10.22	Issued for comment

Revisions

Prepared by:



Shaftesbury House, 2 High Street,
Eccleshall, Stafford, ST21 6BZ
Tel: (01785) 850411

Independent Transportation Engineers

Client:

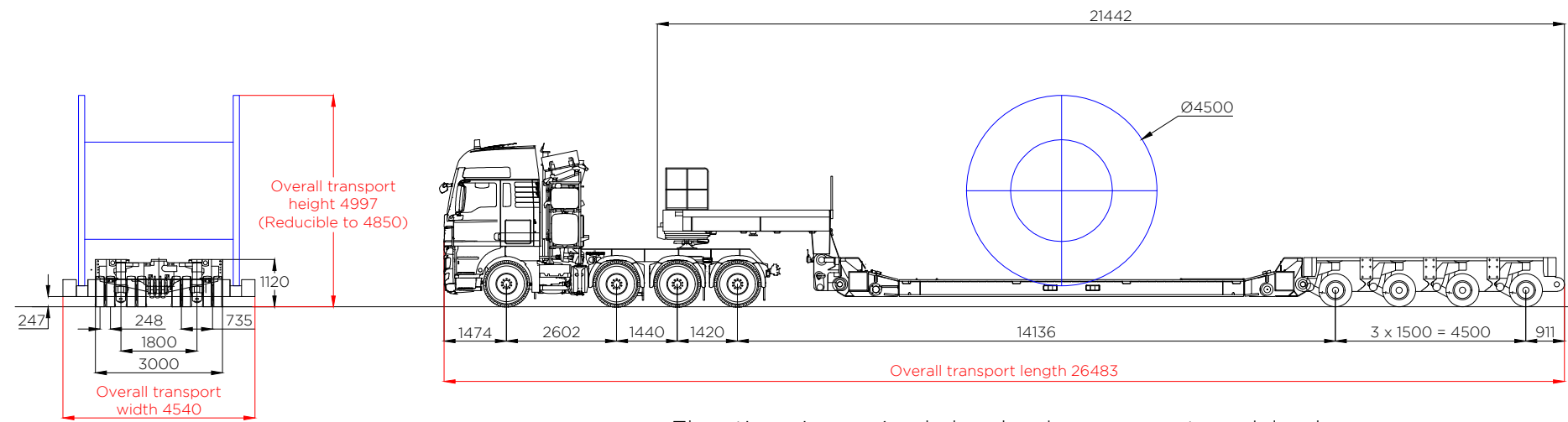


Project: **Cottam Solar Project**

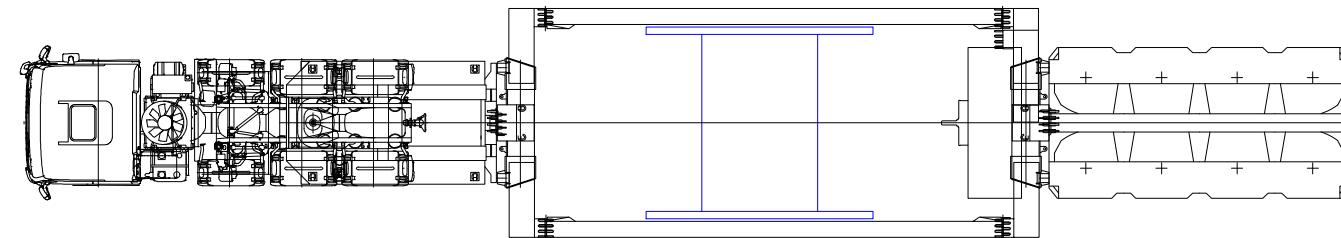
Title:
Indicative transport configuration
 Indicative 30.0 te cable drum carried on
 4 axle modular reeling trailer
 showing minimum turning radii

Drawing status: **Final report**

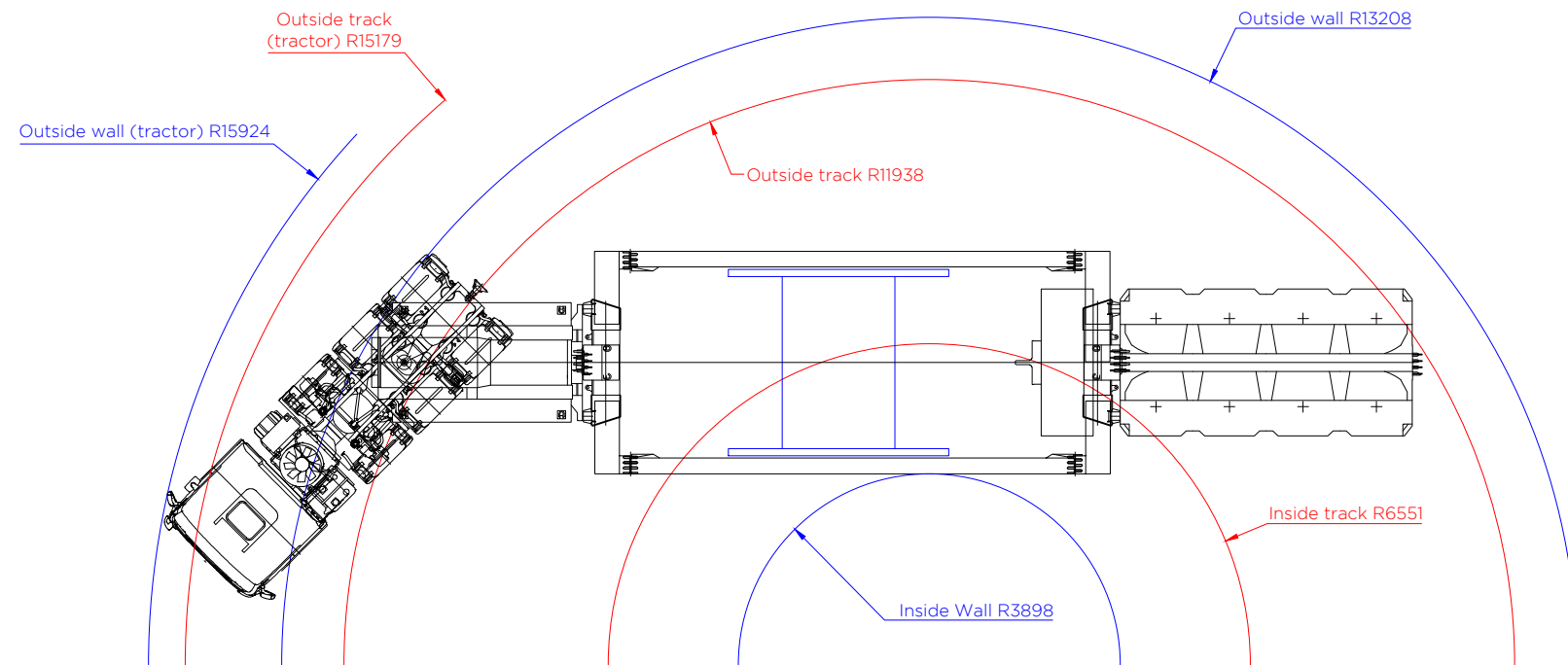
Scale (A3): 1:150	Drawn By: DT	Checked By: ARP
Dwg. no: 22-1062.TC05	Sheet: 1 of 1	Rev: 1



Elevation view - 4 axle low loader - concept model only
Indicative 30 te cable drum



Plan view - 4 axle low loader - concept model only
Indicative 30 te cable drum



Minimum turning radii information
4 axle low loader - concept model only
Indicative 30 te cable drum

Load table	
4 axle modular reeling trailer	
Self weight of cable drum	30.0 te
Self weight of trailer	30.0 te
Self weight of tractor	15.0 te
Total combined weight	75.0 te
Load per axle line (trailer)	10.0 te
Load per axle	5.0 te
Load per wheel (4 per axle)	1.25 te
Overall ground bearing pressure	2.96 te/m ²
Tractor (15 te)	
Front axle	7.0 te
Second steer	8.0 te
Rear axle	10.0 te
Rear axle	10.0 te

Notes:
 [1] The figures shown above are representative of the transport configuration portrayed. However as tractor and trailer arrangements vary then the loads and dimensions indicated should be treated as probable values.
 [2] Actual dimensions, including axle spacing and mean running height, may vary slightly depending on manufacturer of trailer deployed.
 [3] All linear measures in millimetres unless stated otherwise.

Rev.	Date	Amendments
1		
0	30.10.22	Issued for comment

Revisions

Prepared by:

 Independent Transportation Engineers
 Shaftesbury House, 2 High Street,
 Eccleshall, Stafford, ST21 6BZ
 Tel: (01785) 850411

Client:


Project:
Cottam Solar Project

Title:
Indicative transport configuration
 Indicative 30.0 te cable drum carried on
 4 axle low loader
 showing minimum turning radii

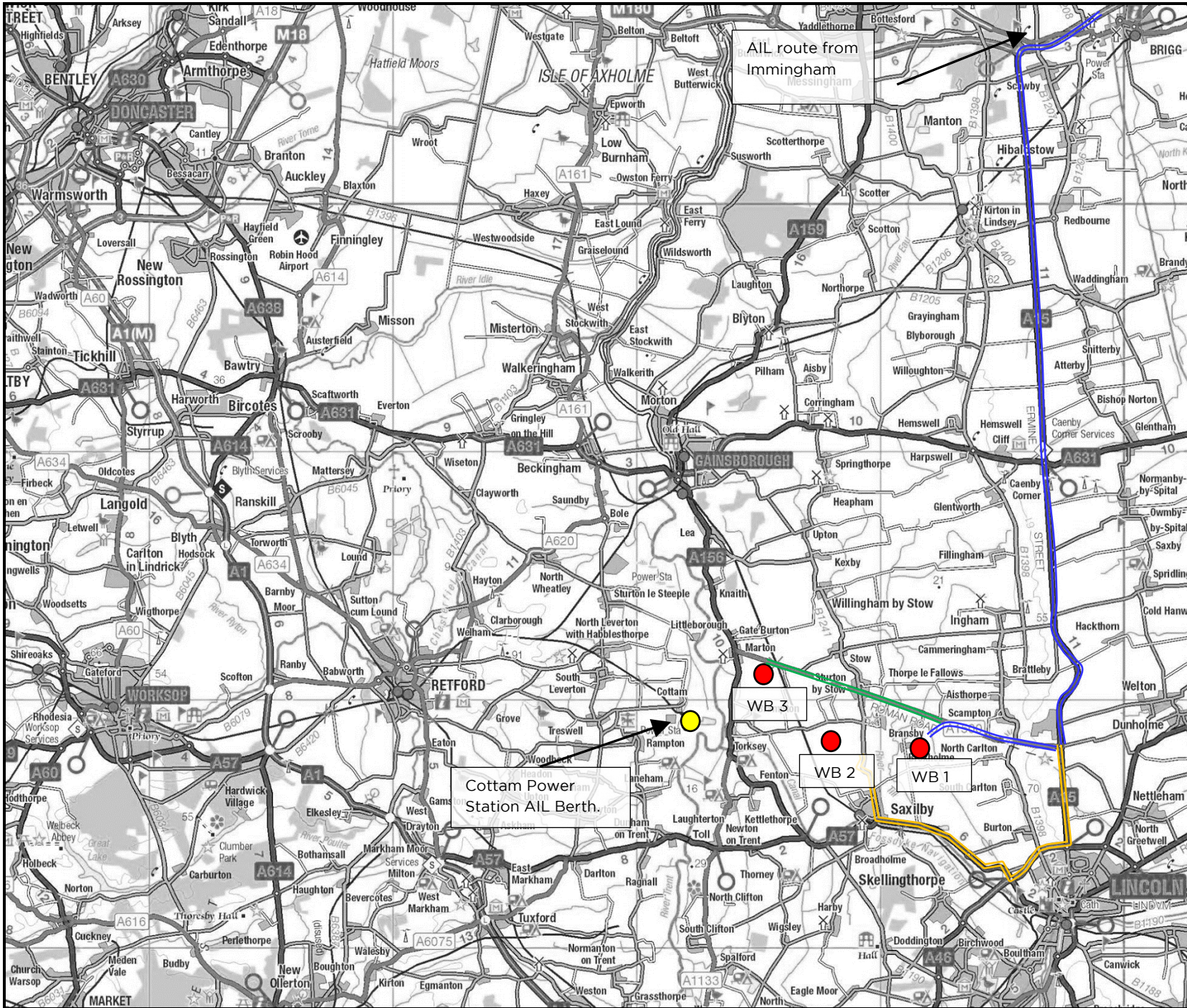
Drawing status:
 Final report

Scale (A3): 1:150	Drawn By: DT	Checked By: ARP
Dwg. no: 22-1062.TC07	Sheet: 1 of 1	Rev: 0

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3. West Burton Solar Project Substations Overview Map



Key		
	Route WB1 to West Burton 1	
	Route WB2 to West Burton 2	
	Route WB3 to West Burton 3	
	Point of Interest	
	Proposed West Burton Substation	
B	13.02.23	Third Issue
A	23.01.23	Second Issue
O	22.04.22	First Issue
Rev	Date	Amendments:
Revisions		
		Wynns Ltd. Independent Transportation Engineers
Shaftesbury House, 2 High Street, Eccleshall, Stafford, ST21 6BZ. Tel: (01785) 850411		
Client:		
Project:	West Burton Solar Farm	
Title:	Map 1 Overview	
Drawing Status:	Final Report	
Scale (A4):	Drawn by:	Checked by:
NTS	HW	PAGW
Ref No:	Sheet:	Rev.:
22-1062 West Burton	1	0
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4. West Burton Solar Project Substations Individual Summary Reports
 - 4.1. *West Burton 1 (Broxholme)*
 - 4.2. *West Burton 2 (Ingleby)*
 - 4.3. *West Burton 3 (Brampton)*



Site	West Burton Solar Park - West Burton 1 (Broxholme)
Route Inspection and AIL Access Report Recently undertaken by Wynns?	Yes.
Has Agreement in Principle (AIP) been provided by National Highways/Transport Scotland in line with the Department for Transport's (DfT) Water Preferred Policy	Not applicable as 100te nett transformer will be moved within STGO Category 3 and as such will not require Special Order permissions from National Highways.
National Highways AIP Reference Number	NA
Proposed port of Delivery	Immingham The port of Immingham is well established for heavy project cargo and no issues are expected in respect to marine access. It should be noted that as the load is STGO it will not be specifically limited to Immingham as the closest port but Immingham does provide suitable facilities.
Maximum Transport Weight considered during the most recent report in line with future project requirements	100te nett 132/33kv transformer with a transport height of 4.5m
Typical trailer used in Route Clearance works	5 bed 5 trailer at 146te gross weight as shown in Drawing Number 22-1062.TC04
Expected delivery date of next planned delivery if known	To be confirmed.
Last Recorded Special Order Movement (according to available records)	No movements to this site which is a new development. However, heavy loads do use the A15 from the A46 at Lincoln to the M180 Junction 4 as part of the historical heavy load export route from South Yorkshire and the East Midlands to Immingham docks. It is understood that transformers for the Viking Link offshore wind farm onshore substation near Boston were transported via the A15 during October/November 2022. These were Special Order AILs.
Suggested route based on investigations undertaken during 2022	Exit M180 Jct 4 Turn left A15 southbound Continue A15 to Scampton Turn right A1500 Till Bridge Lane Turn left U/C at OS Ref SK 9172 7944 towards Broxholme Continue U/C for approx. 1mile to potential site access
Is a map available of the proposed route?	Yes - See attached Map 1 and Map 3.
Any Known Problems for AIL Access in terms of structures?	No. All structural authorities have cleared the route from Immingham and M180 Jct 4.



<p>Authorities consulted in respect to AIL Access</p>	<ul style="list-style-type: none"> • Lincolnshire County Council • National Highways Yorkshire and North East • Network Rail • Lincolnshire Police
<p>Any Known Problems for AIL Access in terms of Negotiability and other Route Comments?</p>	<p>No.</p> <p>The route from A15 to the exit from A1500 is considered negotiable for the proposed load to the potential site access location.</p> <p>Minor road widening on U/C final approach bends to site required at approximate OS Ref SK 9168 7901 and SK 9091 7846.</p> <p>The entire road width will be required on exit from A1500 to site and careful consideration of traffic management and police escort of the AIL will need to be agreed prior to delivery.</p> <p>The road is only 3m in places on the final approach to site and this is the width of trailer axles. Widening may be required to ensure integrity of the road surface is maintained. There are ditches approx. 1.5m to the side of the U/C road and any road widening would need to take these into account.</p> <p>A Swept Path Assessment has been undertaken to confirm access at the following location.</p> <ol style="list-style-type: none"> i. Right turn at approximate OS Ref SK 9168 7901. Drawing number 22-1062.SPA04 shows that in order for the transport configuration to negotiate the bend, either temporary or permanent road widening would be required. This does encroach into third party land beyond the extents of the existing highway boundary. <p>The left at OS Ref SK 9091 7846 is within the proposed project red line area and will require temporary or permanent road widening to enable AIL delivery prior to the proposed final AIL access to site.</p>
<p>Any Known Problems for AIL Access in terms of Onsite issues?</p>	<p>No detailed review of site access has been undertaken within this report and it is expected that new access from the U/C final approach to the new substation</p>

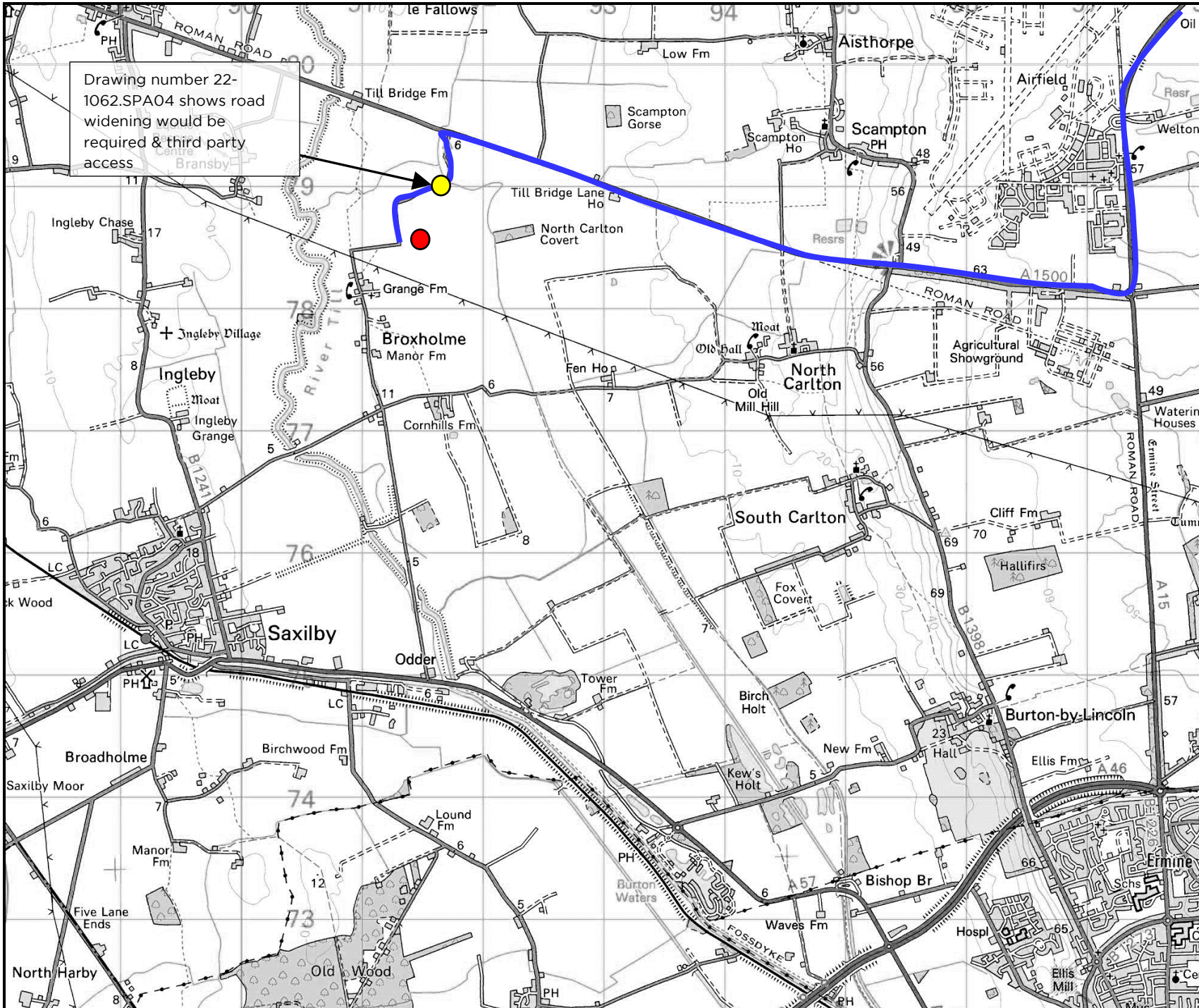


	location will be feasible subject to bell mouth being constructed able to accommodate the AILs and onward internal road infrastructure being able to accommodate trailer loadings.
Do routing issues currently present a serious risk that access to the site may be restricted?	No.
Any other Relevant Information and Notes: NA	



Appendix 1

Map



Key		
	Route WB1 to West Burton 1	
	Point of Interest	
	West Burton 1 Substation	
Revisions		
B		
A	23.01.23	Second Issue
O	22.04.22	First Issue
Rev	Date	Amendments:
 Wynns Ltd. Independent Transportation Engineers Shaftesbury House, 2 High Street, Eccleshall, Stafford, ST21 6BZ. Tel: (01785) 850411		
Client:		
Project:		
West Burton Solar Farm		
Title:		
Map 3 Route to West Burton 1 Substation		
Drawing Status:		
Final Report		
Scale (A4):	Drawn by:	Checked by:
NTS	HW	PAGW
Ref No.:	Sheet:	Rev.:
22-1062 West Burton	1	0
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Appendix 2

Swept Path Assessment

Swept Path Assessment

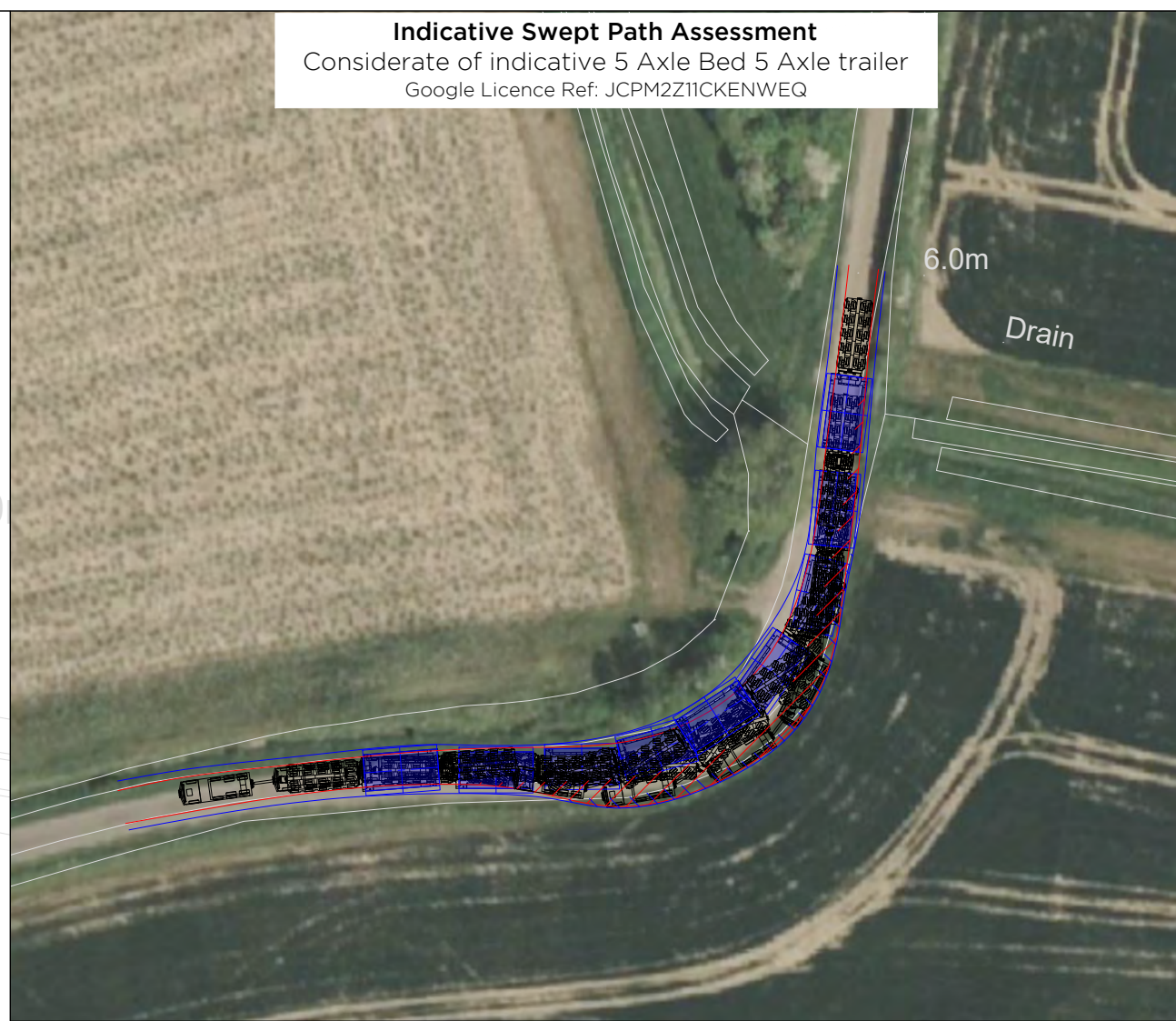
Considerate of indicative 5 Axle Bed 5 Axle trailer
 Constructed from OS Mastermap data
 Scale 1:500



Vehicle moves away from camera around right bend.

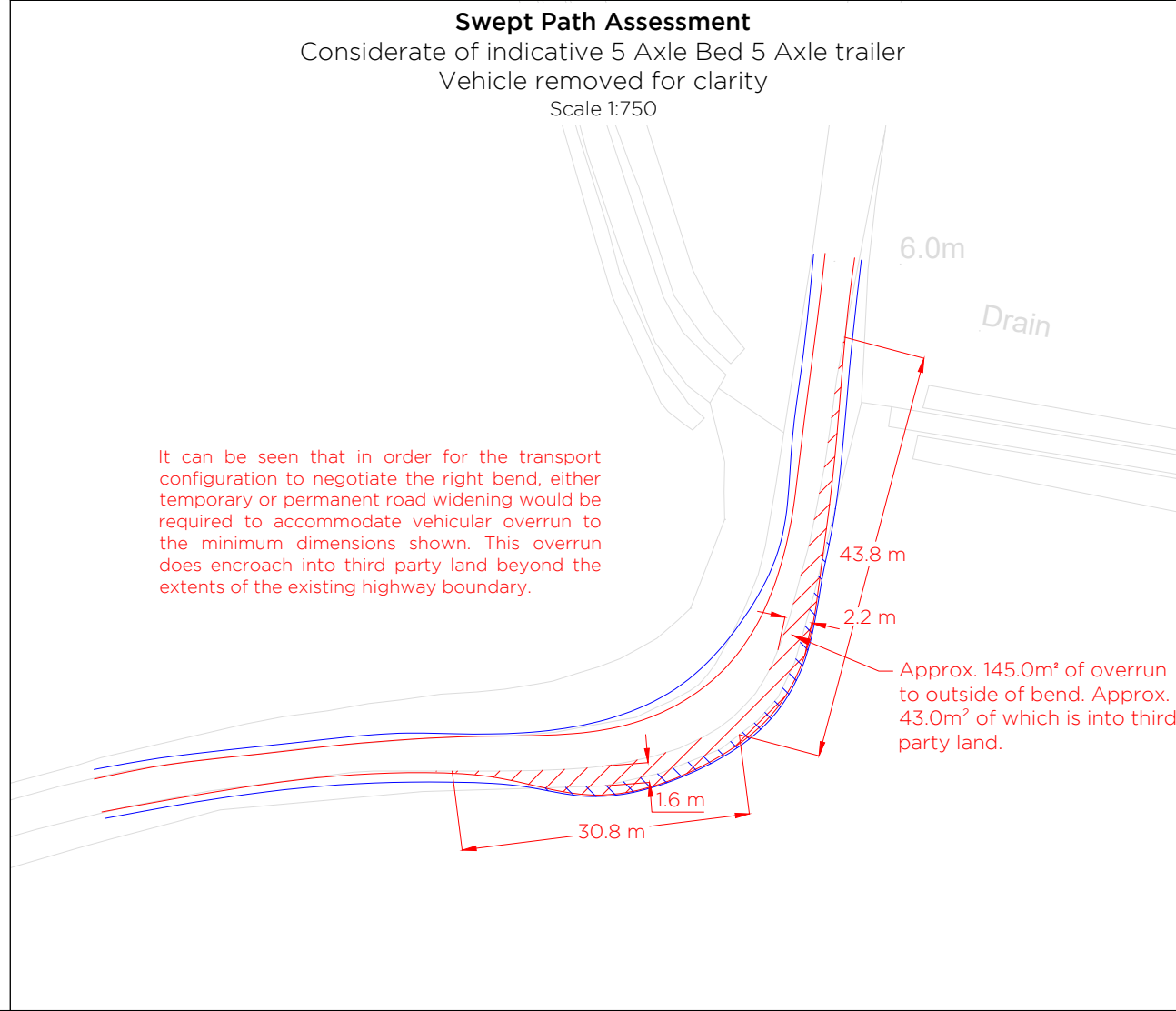


Vehicle negotiates right bend and approaches camera.



Indicative Swept Path Assessment

Considerate of indicative 5 Axle Bed 5 Axle trailer
 Google Licence Ref: JCPM2Z11CKENWEQ



It can be seen that in order for the transport configuration to negotiate the right bend, either temporary or permanent road widening would be required to accommodate vehicular overrun to the minimum dimensions shown. This overrun does encroach into third party land beyond the extents of the existing highway boundary.

Approx. 145.0m² of overrun to outside of bend. Approx. 43.0m² of which is into third party land.

Location Plan



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Legend:

- 5 Bed 5 trailer minimum turning arrangements Drawing ref. 22-1062.TC04
- Extent of vehicle track
- Extent of oversail
- Overrun and oversail beyond kerb within highway limits
- Overrun beyond kerb within highway limits
- Oversail beyond kerb within highway limits
- Oversail beyond highway limits

0	05.10.22	Issued for comment
Rev.	Date	Amendments

Revisions

Prepared by:



Shaftesbury House, 2 High Street,
 Eccleshall, Stafford, ST21 6BZ
 Tel: (01785) 850411

Independent Transportation Engineers

Client:



Project: **Cottam Solar Project**

Title: **Swept Path Assessment**
 Negotiability of right hand bend along Main Street off the A1500 considerate of indicative 100 te transformer carried on 5 Axle Bed 5 Axle trailer with 3 m track width
 Approximate OS Grid Reference SK 9169 7901

Drawing status: **Final report**

Scale (A3): As shown	Drawn by: DT	Checked by: ARP
Dwg. no: 22-1062.SPA04	Sheet: 1 of 1	Rev: 1

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\\192.168.1.202\David Files\22-1062 Cottam and West Burton Solar\22-1062.SPA04 Cottam & West Burton Solar 5Bed5 Right Bend R0.dwg



Site	West Burton Solar Park – West Burton 2 (Ingelby)
Route Inspection and AIL Access Report Recently undertaken by Wynns?	Yes.
Has Agreement in Principle (AIP) been provided by National Highways/Transport Scotland in line with the Department for Transport (DfT) Water Preferred Policy	Not applicable as 100te nett transformer will be moved within STGO Category 3 and as such will not require Special Order permissions from National Highways.
National Highways AIP Reference Number	NA
Proposed port of Delivery	Immingham The port of Immingham is well established for heavy project cargo and no issues are expected in respect to marine access. It should be noted that as the load is STGO it will not be specifically limited to Immingham as the closest port but Immingham does provide suitable facilities.
Maximum Transport Weight considered during the most recent report in line with future project requirements	100te nett 132/33kv transformer with a transport height of 4.5m
Typical trailer used in Route Clearance works	5 bed 5 trailer at 146te gross weight as shown in Drawing Number 22-1062.TC04
Expected delivery date of next planned delivery if known	To be confirmed.
Last Recorded Special Order Movement (according to available records)	No movements to this site which is a new development. However, heavy loads do use the A15 from the A46 at Lincoln to the M180 Junction 4 as part of the historical heavy load export route from South Yorkshire and the East Midlands to Immingham docks. It is understood that transformers for the Viking Link offshore wind farm onshore substation near Boston were transported via the A15 during October/November 2022. These were Special Order AILs.
Suggested route based on investigations undertaken during 2022	A selection of routes have been considered to date to access to the proposed substation location within the overall development site and the two most suitable routes are shown below: Route Ref WB2 1 Exit M180 Jct 4 Turn left A15 southbound Continue A15 to Scampton Turn right A1500 Till Bridge Lane to Sturton by Stow



	<p>Turn left B1241 Continue B1241 to Ingleby to potential site access (Site Access A or B)</p> <p>Route Ref WB2 2 Exit M180 Jct 4 Turn left A15 southbound Continue A15 to Lincoln Turn right A46 Turn right A57 to Saxilby Turn right B1241 to Ingleby to potential site access (Site Access A or B)</p>
<p>Is a map available of the proposed route?</p>	<p>Yes - See attached Map 1 and Map 4.</p>
<p>Any Known Problems for AIL Access in terms of structures?</p>	<p>Yes.</p> <p>Discussions have been ongoing with Lincolnshire County Council (LCC) in respect to the bridges on all of the routes detailed since April 2022. LCC have undertaken initial high level structural assessments on the structures they consider as significant on the proposed route.</p> <p>Route Ref WB2 1 On 14.10.22 LCC confirmed that further detailed structural assessment and analysis is needed on the following structure.</p> <ul style="list-style-type: none"> i. Till Bridge 97/09/77 - 9.25m span & 38 units HB (ID 97/09/77) at OS Ref SK 9079 7976 on the A1500. <p>LCC have advised that they would prefer the assessments to be carried out by third party consulting engineers as they do not have the resources to carry out the work themselves. Wynns have undertaken work on this basis in the past with LCC and in order for this to be undertaken have requested that all available bridge records including design drawings, capacity information, inspection and assessment records etc are provided in order that an engineer can be appointed to carry out the assessment. These discussions will remain ongoing and will be concluded before final AIL route permissions are obtained.</p> <p>The nominal capacity is advised as being of 30HB units which are well established</p>



	<p>heavy load AIL route capacities and this indicates that there is some strength in the bridge for AILs. The structure is not a significant span and therefore the entire load will not be on the structure at any one time and the multi axle/wheeled vehicles will spread the loading. Wynns experience suggests that with bridges of this size and HB rating there will most probably be a way of securing clearance although it is possible that alternative trailers may be required with additional axles, but this can only be confirmed after the assessment has been completed.</p> <p>In the unlikely event that the bridge assessment was to fail then mitigation could be expected by the following possible methods:</p> <ol style="list-style-type: none">i. Consideration of temporary cautions such as no other traffic on the bridge, centre line running, no stopping or gear changing, or removing the tractor units and winching the trailer across.ii. Alternative trailer arrangements to reduce axle loads or increase axle spacings, or to increase the outside track (bogie width) of the AIL.iii. Further detailed inspections and assessments by way of core sampling to confirm concrete strength.iv. Temporary relieving measures either to the structure itself, or from beneath it, or by way of installation of bridging units to avoid loading the structures. This would typically take place under a road closure with associated traffic management to allow for temporary works to be carried out to prepare the bridge area, install equipment, cross and then removed after the load has passed.v. Permanent relieving measures such as strengthening or replacement. This is not expected to be required but could be considered in a worst
--	--



	<p>case scenario.</p> <p>LCC have confirmed that all other minor structures on the proposed routes are able to accommodate the AIL.</p> <p>National Highways Yorkshire and North East have confirmed that the motorway and trunk road section of the route from Immingham to M180 Jct 4 is able to accommodate the proposed Special Order loads.</p>
<p>Authorities consulted in respect to AIL Access</p>	<ul style="list-style-type: none"> • Lincolnshire County Council • National Highways Yorkshire and North East • Lincolnshire Police • Network Rail
<p>Any Known Problems for AIL Access in terms of Negotiability and other Route Comments?</p>	<p>Yes. The routes via the A15, A1500, A46 and A57 are negotiable for the proposed loads. The final approach from the A roads to site has the following issues to note.</p> <p>Route Ref WB2 1</p> <ul style="list-style-type: none"> • Left turn from A1500 to B1214 in Sturton by Stow at COOP recommend Swept Path Assessment to confirm negotiability if this route is progressed. Full road width required. <p>Route Ref WB2 2</p> <ul style="list-style-type: none"> • No major issues although car parking restrictions may be required in Saxilby on B1241 Mill Lane. • Bends on the B1421 north of Saxilby will require the entire road width and therefore careful traffic management under police escort will be required.
<p>Any Known Problems for AIL Access in terms of Onsite issues?</p>	<p>A review of site access has been undertaken and is include as Appendix 2 within this report. New access from the B1241 to site access points A and B would be feasible subject to bell mouth being constructed able to accommodate the AILs and onward internal road infrastructure being able to accommodate trailer loadings.</p> <p>In summary the alignment of the roads within the farm are expected to be negotiable subject to the widening of the</p>

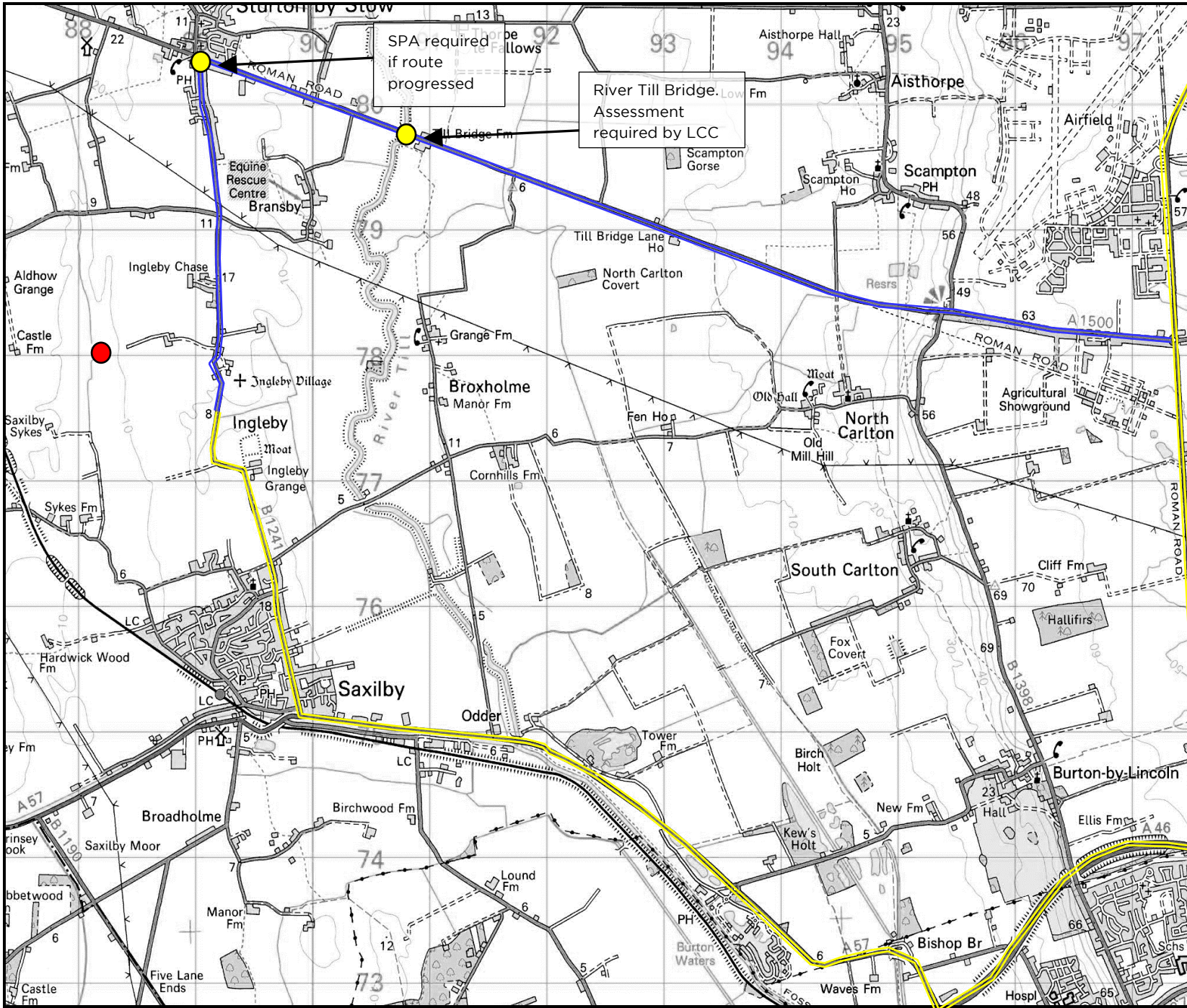


	<p>short section on approach to the stables that is presently 2.8m wide. Any new road construction to substation to be considerate of AIL loadings. It will be necessary to confirm the road surface and ground conditions are able to accommodate the proposed delivery vehicle loadings and overall ground suitability would need to be confirmed by consulting engineers.</p>
<p>Do routing issues currently present a serious risk that access to the site may be restricted?</p>	<p>No.</p>
<p>Any other Relevant Information and Notes:</p> <p>Alternative routes to were investigated but discounted but are shown below for reference.</p> <p>Route Ref WB2 3 Exit M180 Jct 4 Turn left A15 southbound Continue A15 to Lincoln Turn right A46 Turn right A57 to Saxilby Turn right B1241 Turn left Queensway, Bridge Street, High Street Turn left Sykes Lane Turn right site access at approx. OS Ref SK 8815 7651 (Site Access D)</p> <p>Route Ref WB2 4 Exit M180 Jct 4 Turn left A15 southbound Continue A15 to Scampton Turn right A1500 Till Bridge Lane to Sturton by Stow Turn left Mill Lane at OS Ref SK 8824 8062 Continue Mill Lane to potential site access at approx. OS Ref SK 8824 7914 at Cowdale Lane</p>	



Appendix 1

Map



Key		
	Route WB1	
	Route WB2	
	Pinch Point	
	West Burton 2 Substation	
B		
A	23.01.23	Second Issue
O	22.04.22	First Issue
Rev	Date	Amendments:
Revisions		
		Wynns Ltd. Independent Transportation Engineers
Shaftesbury House, 2 High Street, Eccleshall, Stafford, ST21 6BZ. Tel: (01785) 850411		
Client:		
Project:		
West Burton Solar Farm		
Title:		
Map 4 West Burton 2 Substation		
Drawing Status:		
Final Report		
Scale (A4):	Drawn by:	Checked by:
NTS	HW	PAGW
Ref No.:	Sheet:	Rev.:
22-1062 West Burton	1	0
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Appendix 2

West Burton 2 Site Access Review 01.09.22

West Burton 2 - Site Visit 23.8.22 to review internal access for AIL

The below notes and photographs are high level notes from a site inspection carried out to review the possible AIL access within the farm access tracks from the B1241 Sturton Road, Ingleby. Assume trailer is 5bed5 with 100te nett transformer at STGO Cat 3.



Photograph 1. Access to farm from Sturton Road at OS Ref SK 89173 77603. Load moves away from camera and turns left. Negotiable.



Photograph 2. Access to farm from Sturton Road at OS Ref SK 89173 77603. Load moves away from camera. Negotiable.



Photograph 3. Access to farm from Sturton Road at OS Ref SK 89173 77603. Load moves away from camera. Negotiable.



Photograph 4 First right hand bend on farm track. Load moves away from camera. Negotiable. Temporary road widening via plates or hardcore could be undertaken if required to widen road surface but this is not expected to be necessary.



Photograph 5. Load moves away from camera bearing right. Negotiable.



Photograph 6 First left turn on farm track. Load moves away from camera. Negotiable. Temporary road widening via plates or hardcore could be undertaken if required to widen road surface but this is not expected to be necessary..



Photograph 7. Farm access track towards stables. Load approaches camera. 6m distance between power line pole and hedge. Road surface measured as 2.8m on this section. Temporary road widening via plates or hardcore required to widen road surface. As on private road confirmation of overhead clearances for electricity wires necessary.



Photograph 8. Farm access track towards stables right hand turn. Load approaches camera. Negotiable.



Photograph 9. Farm access track towards left hand turn. Load approaches camera. Negotiable.



Photograph 10. Farm access track towards left hand turn. Load moves away from camera. Expected to be negotiable. Exact requirements to be confirmed once final loaded trailer arrangement known. Temporary plates on outside of the bend could improve turning radius or remove fence panel.



Photograph 11. Farm access track towards left hand turn. Load moves towards camera. Expected to be negotiable. Exact requirements to be confirmed once final loaded trailer arrangement known. Temporary plates on outside of the bend could improve turning radius or remove fence panel.



Photograph 12. Farm access through outbuildings. Load moves away from camera. Negotiable with caution and with courtyard kept free of vehicles and any other items that could be in store.



Photograph 13. Farm access through outbuildings. Load approaches camera. Negotiable with caution and with courtyard kept free of vehicles and any other items that could be in store.



Photograph 14. Farm access through outbuildings. Load approaches camera. Negotiable with caution and with courtyard kept free of vehicles and any other items that could be in store.



Photograph 15. Farm access through outbuildings. Load moves away from camera. Negotiable with caution and with courtyard kept free of vehicles and any other items that could be in store. Note there is a gradient here and change of level but this is negotiable by using trailer hydraulics.



Photograph 16. Farm access through outbuildings. Load approaches camera. Negotiable with caution and with courtyard kept free of vehicles and any other items that could be in store.



Photograph 17. Farm access track towards substation and transformer location. Load approaches camera. Negotiable with caution and confirmation of overhead clearances to power lines. Road width 3.4m.



Photograph 18. Farm access track towards substation and transformer location. Load approaches camera. Negotiable with caution and confirmation of overhead clearances to power lines. Road width 3.4m.



Photograph 19. View from farm access track towards substation and transformer location. New road construction to substation to be considerate of ALL loadings.



Photograph 20. Farm access track towards substation and transformer location which is on the right.. Negotiable with caution and confirmation of overhead clearances to power lines. New road construction to substation to be considerate of ALL loadings.

In summary the alignment of the roads within the farm are expected to be negotiable subject to the widening of the short section on approach to the stables is presently 2.8m wide. Any new road construction to substation to be considerate of ALL loadings. Whilst the alignment is acceptable, the client should confirm with landowners that the road surface and ground conditions are able to accommodate the proposed delivery vehicle loadings as shown in Drawing Number 22-1062.TC04 5 bed 5. It should be noted that at the time of inspection in August 2022 the weather had been exceptionally dry and ground conditions were firm. This cannot be guaranteed, and overall ground suitability would need to be confirmed by consulting engineers.



Site	West Burton Solar Park – West Burton 3 (Brampton)
Route Inspection and AIL Access Report Recently undertaken by Wynns?	Yes.
Has Agreement in Principle (AIP) been provided by National Highways/Transport Scotland in line with the Department for Transport’s (DfT) Water Preferred Policy	<p>Yes.</p> <p>National Highways have provided AIP for the movement of Abnormal Loads to West Burton 3 from the Port of Immingham. This followed initial requirements to consider access being gained through the River Trent Cottam Berth. This was not considered feasible due to the issues with onward road transport needing to cross over the River Trent meaning that there is no benefit in using the berth at Cottam.</p> <p>The route will be subject to formal application nearer the time at which National Highways will consult with all relevant parties and take into consideration their views and requirements.</p> <p>Consequently, any Special Order issued is likely to include specific requirements relating to the day(s) on which movements will be authorised.</p> <p>The AIP is valid for a period of at least seven years with the proviso that should a nearer, suitable access become apparent, or feasible in that time, Island Green Power (IGP) would undertake to investigate and assess its potential for future use, with a view to that new facility becoming the agreed access.</p>
National Highways AIP Reference Number	AIP Ref 845 dated 01.02.23
Proposed port of Delivery	<p>Immingham</p> <p>The port of Immingham is well established for heavy project cargo and no issues are expected in respect to marine access.</p>



Maximum Transport Weight considered during the most recent report in line with future project requirements	157te nett 400/33kv transformer
Typical trailer used in Route Clearance works	16 axle girder frame trailer at 249te gross weight as shown in Drawing Number 22-1062.TC02.
Expected delivery date of next planned delivery if known	To be confirmed.
Last Recorded Special Order Movement (according to available records)	<p>No movements to this site which is a new development. However, heavy loads do use the A15 from the A46 at Lincoln to the M180 Junction 4 as part of the historical heavy load export route from South Yorkshire and the East Midlands to Immingham docks.</p> <p>It is understood that transformers for the Viking Link offshore wind farm onshore substation near Boston were transported via the A15 during October/November 2022 and February 2023. These were Special Order AILs.</p>
Suggested route based on investigations undertaken during 2022	<p>Exit M180 Jct 4 Turn left A15 southbound Continue A15 to Scampton Turn right A1500 Till Bridge Lane Continue A1500 via Sturton by Stow to Stow Park Road over level crossing Turn left to potential site access at approx. OS Ref SK 8477 8176</p>
Is a map available of the proposed route?	Yes - See attached Map 1 and Map 5.
Any Known Problems for AIL Access in terms of structures?	<p>Yes.</p> <p>Discussions have been ongoing with Lincolnshire County Council (LCC) in respect to the bridges on all of the routes detailed since April 2022. LCC have undertaken initial high level structural assessments on the structures they consider as significant on the proposed route.</p> <p>On 14.10.22 LCC confirmed that further detailed structural assessment and analysis is needed on the following structure.</p> <ul style="list-style-type: none"> i. Till Bridge 97/09/77 - 9.25m span & 38 units HB (ID 97/09/77) at OS Ref SK 9079 7976 on the A1500.



	<p>LCC have advised that they would prefer the assessments to be carried out by third party consulting engineers as they do not have the resources to carry out the work themselves. Wynns have undertaken work on this basis in the past with LCC and in order for this to be undertaken have requested that all available bridge records including design drawings, capacity information, inspection and assessment records etc are provided in order that an engineer can be appointed to carry out the assessment. These discussions will remain ongoing and will be concluded before final AIL route permissions are obtained.</p> <p>The nominal capacity is advised as being of 30HB units which are well established heavy load AIL route capacities and this indicates that there is some strength in the bridge for AILs. The structure is not a significant span and therefore the entire load will not be on the structure at any one time and the multi axle/wheeled vehicles will spread the loading. Wynns experience suggests that with bridges of this size and HB rating there will most probably be a way of securing clearance although it is possible that alternative trailers may be required with additional axles, but this can only be confirmed after the assessment has been completed.</p> <p>In the unlikely event that the bridge assessment was to fail then mitigation could be expected by the following possible methods:</p> <ol style="list-style-type: none">i. Consideration of temporary cautions such as no other traffic on the bridge, centre line running, no stopping or gear changing, or removing the tractor units and winching the trailer across.ii. Alternative trailer arrangements to reduce axle loads or increase axle spacings, or to increase the outside track (bogie width) of the AIL.iii. Further detailed inspections and assessments by way of core
--	--



	<p>sampling to confirm concrete strength.</p> <p>iv. Temporary relieving measures either to the structure itself, or from beneath it, or by way of installation of bridging units to avoid loading the structures. This would typically take place under a road closure with associated traffic management to allow for temporary works to be carried out to prepare the bridge area, install equipment, cross and then removed after the load has passed.</p> <p>v. Permanent relieving measures such as strengthening or replacement. This is not expected to be required but could be considered in a worst case scenario.</p> <p>LCC have confirmed that all other minor structures on the proposed routes are able to accommodate the AIL.</p> <p>National Highways Yorkshire and North East have confirmed that the motorway and trunk road section of the route from Immingham to M180 Jct 4 is able to accommodate the proposed Special Order loads.</p>
<p>Authorities consulted in respect to AIL Access</p>	<ul style="list-style-type: none"> • Lincolnshire County Council • National Highways Yorkshire and North East • Lincolnshire Police • Network Rail
<p>Any Known Problems for AIL Access in terms of Negotiability and other Route Comments?</p>	<p>No.</p> <p>The route from A15 via the A1500 to the proposed site access approximate location is considered negotiable for the proposed load to the potential site access location.</p> <p>Caution is needed at the level crossing at A1500 Stow Park (OS Ref SK 8565 8145) where standard procedures for AIL accessing level crossings will need to be followed.</p>
<p>Any Known Problems for AIL Access in terms of Onsite issues?</p>	<p>No detailed review of site access has been undertaken within this report and it is expected that new access from the U/C</p>

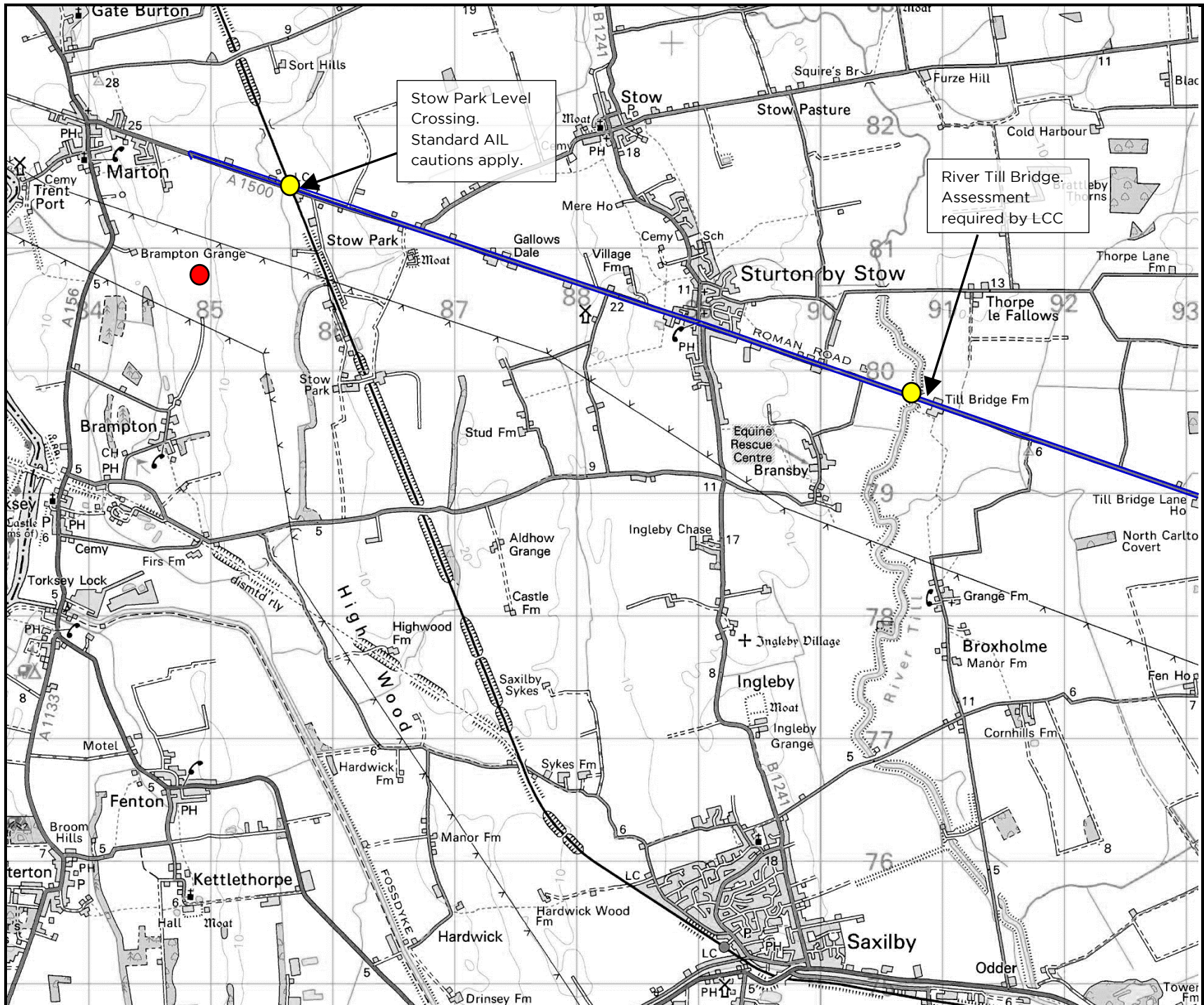


	<p>final approach to the new substation location will be feasible subject to bell mouth being constructed able to accommodate the AILs and onward internal road infrastructure being able to accommodate trailer loadings.</p>
<p>Do routing issues currently present a serious risk that access to the site may be restricted?</p>	<p>No.</p>
<p>Any other Relevant Information and Notes:</p> <p>NA</p>	



Appendix 1

Map



Key		
	Route WB 3 1	
	Pinch Point	
	West Burton 3 Substation	

Rev	Date	Amendments:
B	13.02.23	Third Issue
A	23.01.23	Second Issue
O	22.04.22	First Issue

Revisions		

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Client:

Project: West Burton Solar Farm

Title: Map 5 West Burton 3 Substation

Drawing Status: Final Report

Scale (A4): NTS	Drawn by: HW	Checked by: PAGW
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Ref No.: 22-1062 West Burton	Sheet: 1	Rev.: 0
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Appendix 2

National Highways Agreement in Principle



Our ref: AIP 845
Your ref: West Burton 3

Andy Pearce
Wynns Limited
Shaftesbury House
High Street
Eccleshall
Staffordshire
ST21 6BZ

Sarah Hollender
Strategy and Customer Manager National
Highways
9th Floor, The Cube
199 Wharfside Street
Birmingham
B1 1RN

1st February 2023

Dear Andy,

AGREEMENT IN PRINCIPLE:- West Burton 3 (Brampton)

Thank you for your email dated 25th January 2023, requesting provision of an AIP for future abnormal load moves to West Burton 3 (Brampton).

I can confirm that an AIP can be provided for the movement of a electrical equipement from Immingham to West Burton 3 (Brampton) (east of the River Trent). This is on the condition that the route via Cottam Berth remains structurally unsuitable.

This agreement in principle is valid for a period of at least seven years but with the proviso that should a nearer, suitable access become apparent, or feasible in that time (such as Cottam Berth), Island Green Power (IGP) will undertake to investigate and assess its potential for future use, with a view to that new facility becoming the agreed access.

Vehicle and load dimensions are tbc. This will of course be subject to formal application nearer the time at which National Highways will consult with all relevant parties and take into consideration their views and requirements. Consequently, any Special Order issued is likely to include specific requirements relating to the day(s) on which movements will be authorised. The Special Order may also prescribe specific times during the day or night when movement will be permitted (which may take into account seasonal variations in traffic) in order to minimise traffic congestion, and disruption to other road users.

It would be helpful if you could ask the designated haulage contractor to quote the above AIP reference when applying for the VR1 and Special Order permits.

I trust this information is sufficient for your purposes, but please do not hesitate to get in touch if you require anything further.

Yours Sincerely,

Sarah Hollender
Abnormal Indivisible Loads Team
Email: [REDACTED]@nationalhighways.gov.uk



Appendix 3

Selected Correspondence

Andy Pearce

From: Andy Pearce
Sent: 19 October 2022 14:46
To: Ian Booth
Cc: Stuart Vasey; Eve Browning; Ian Douglass
Subject: RE: AIL Access request for consultation -Lincolnshire CC
Attachments: RE: AIL Access request for consultation -Lincolnshire CC

Hello Ian,

Many thanks for the below which is not altogether a surprise. As we have done on other projects in the past, we would be happy to go to a consulting engineer for a cost proposal for the assessment. The preferred access to the Cottam 1 site is now confirmed as being via Cot Garth Lane so that bridge becomes key, but it also means we no longer need to consider Coates Bridge. Could you please provide all available design information, previous assessments, inspection photos, condition surveys, historic drawings and any other relevant information about the Coat Garth Bridge 88/84/02 11 and Till Bridge 97/09/77 in order to aid the assessment process.

With regards the West Burton 3 site, I can confirm the loads are now going to be the larger units at Special Order category. My mapping suggests that the only structure on A1500 west of Sturton by Stow would be Level Crossing Bridge that ESDAL shows as reference S-SK856814-1 and only 2.15m so hopefully no issues.

In terms of the email attached from Stuart, I thought I would just reconfirm for all sites it is as below based on current assumptions:

Cottam 1 - 157te nett Special Order
Cottam 2 - 100te nett STGO
Cottam 3 - 100te nett STGO
Cottam 3b - 100te nett STGO

West Burton 1 - 100te nett STGO
West Burton 2 - 100te nett STGO
West Burton 3 – Updated to 157te nett Special Order

I trust that this makes sense and look forward to receipt of the bridge information in due course. If you need any further information or wish to discuss further please do not hesitate to contact me.

Kind Regards

Andy Pearce
General Manager (IOSH)





Shaftesbury House, 2 High Street, Eccleshall, Staffordshire, ST21 6BZ

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From: Ian Booth [redacted] [@lincolnshire.gov.uk](mailto:[redacted]@lincolnshire.gov.uk)
Sent: 14 October 2022 09:48
To: Andy Pearce [redacted] [@wynnslimited.com](mailto:[redacted]@wynnslimited.com)>
Cc: Stuart Vasey [redacted] [@lincolnshire.gov.uk](mailto:[redacted]@lincolnshire.gov.uk)>
Subject: RE: AIL Access request for consultation -Lincolnshire CC

Hello Andy,

We've managed to do a quick check on the structures that Stuart flagged up as a concern (refer to below). The only one we deem suitable is Odder Bridge 97/14/78. The others are a concern due to their current HB rating and have carried out a line beam analysis as a rudimentary initial check. Till Bridge needs a little more as this is an arch but is rated at 38 units HB but still a concern. We have used the 12axle flat top trailer as the vehicle for the basis of the analysis with the 16.33t axle loads. We can look at the others if you wish to see if we can get one to work.

Therefore would say the following bridges need thorough assessments carried out.

Coat Garth Bridge 88/84/02 11 span 30 units HB
Coates Bridge 88/92/39 12.5m span 30 units HB
Till Bridge 97/09/77 – 9.25m span 38 units HB

The last time these were assessed was in mid-late 90's so their condition factors may need to be re-evaluated. We can supply inspection photos, historic drawings and any data we have about these structures in order to aide the assessment process, but confirm it would be easier for the haulier/ developer to appoint their own suitably qualified consultant to carry out these assessments. We would require a design and check certificate in accordance with CG 300

With regards the West Burton 3 site, can you please confirm if these loads are going to be SO or STGO.

Finally level crossing bridge in your latest query, appears to be a corrugated pipe structure, from looking at the latest inspection photos, it may not be an issue (surprisingly, I say that as we are finding we do not get as much longevity out of these pipes/ arches as thought and have had to replace some after only 25 years as they've corroded through). This structure appears to be doing ok, with no significant signs of corrosion and enough cover over the top.

regards

Ian Booth CEng MICE
Senior Engineer & ECC4 Site Supervisor - Structures
Technical Services Partnership, Highways
Lincolnshire County Council
County Offices
Newland
Lincoln LN1 1YL

Impending Annual Leave dates:



Website: www.lincolnshire.gov.uk



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From: Andy Pearce [redacted] [@wynnslimited.com](mailto:[redacted]@wynnslimited.com)>
Sent: 06 October 2022 15:19
To: Ian Booth [redacted] [@lincolnshire.gov.uk](mailto:[redacted]@lincolnshire.gov.uk)>
Cc: Stuart Vasey [redacted] [@lincolnshire.gov.uk](mailto:[redacted]@lincolnshire.gov.uk)>
Subject: FW: AIL Access request for consultation -Lincolnshire CC

Hi Ian,

Any progress son the outstanding bridges you were doing some additional checks on?

Regards

Andy

From: Andy Pearce
Sent: 12 September 2022 11:57
To: Ian Booth [redacted] [@lincolnshire.gov.uk](mailto:[redacted]@lincolnshire.gov.uk)>
Cc: Eve Browning [redacted] [@islandgp.co.uk](mailto:[redacted]@islandgp.co.uk)>; Stuart Vasey [redacted] [@lincolnshire.gov.uk](mailto:[redacted]@lincolnshire.gov.uk)>
Subject: RE: AIL Access request for consultation -Lincolnshire CC

Hi Ian,

Further to the below and my email of 01.09.22 reference the additional site near Pilham (on which I also await LCC clarification on High Street Culvert) I have one further enquiry. The site known as West Burton 3 MAY need to have the heavier transformer in rather than the smaller one. Therefore loads may be Special Order rather than STGO. Having checked on ESDAL I note that Stowe Park Road has one culvert of 2.5m as below:

ESRN : S-SK856814-1

Name : Level Crossing Bridge

Unique Id : 88/51/55

Coordinates : 485577 , 381504

Owner/Stakeholder : Lincolnshire County Council

Category : Road Bridge

Class : Underbridge

Length : 2.15 m

Hopefully at 2.5m there are no issues, for either load, but I thought I should reconfirm.

I understand the Viking Link transformers were due last week?

I look forward to your confirmation.

Kind Regards

Andy

From: Ian Booth [redacted] <[\[redacted\]@lincolnshire.gov.uk](mailto:[redacted]@lincolnshire.gov.uk)>
Sent: 02 September 2022 14:23
To: Andy Pearce [redacted] <[\[redacted\]@wynnslimited.com](mailto:[redacted]@wynnslimited.com)>
Cc: Eve Browning [redacted] <[\[redacted\]@islandgp.co.uk](mailto:[redacted]@islandgp.co.uk)>; Stuart Vasey [redacted] <[\[redacted\]@lincolnshire.gov.uk](mailto:[redacted]@lincolnshire.gov.uk)>
Subject: RE: AIL Access request for consultation -Lincolnshire CC

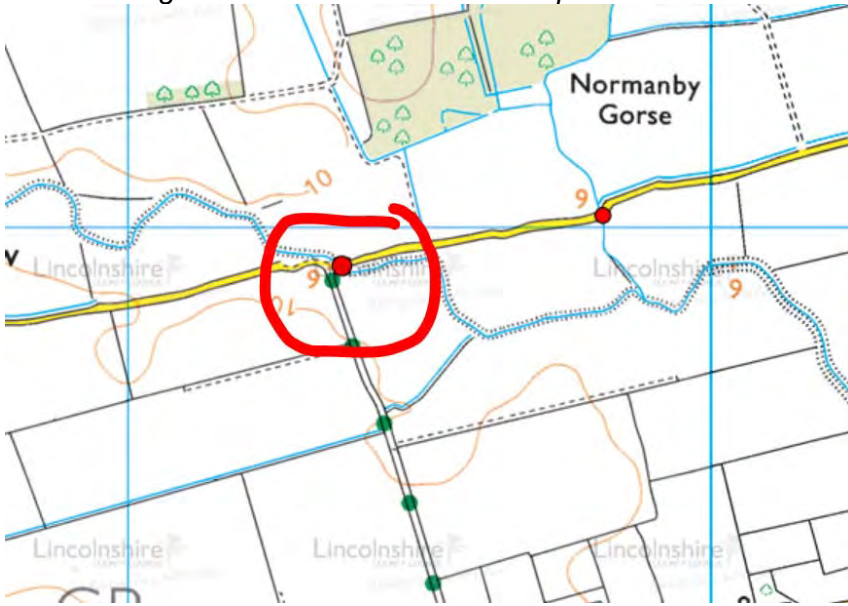
Andy,

Thanks for clarifying on axle weights. The structures under consideration are correct and have placed locations of each below

Cot Garth Bridge -88/84/02 – 30HB 11m span - on route to Cottam 1near Willingham by Stowe



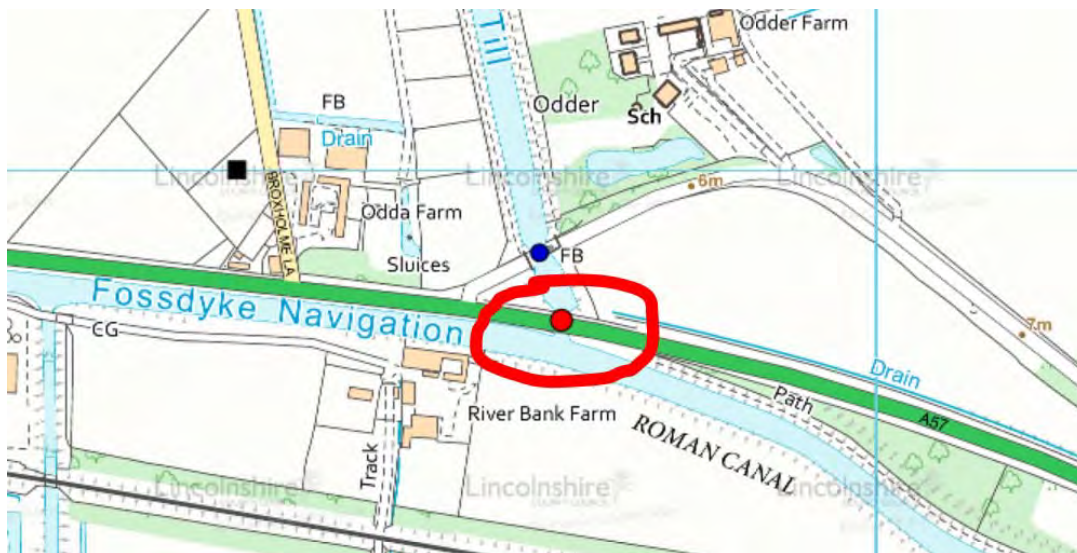
Coates Bridge – 88/92/39 – 30HB 12.5m span - on alt route to Cottam 1 south of site north east of Stowe



Till Bridge – 97/09/77 – 38HB 9.25m span - A1500 on approach to Sturton by Stow



Odder Bridge – 97/14/78 – 45HB 8.75m span – On A57 near Saxilby on route to West Burton 2 site (I don't anticipate this structure being an issue with it being on the A57)



Have a good weekend

Ian Booth CEng MICE

Senior Engineer & ECC4 Site Supervisor - Structures

Technical Services Partnership, Highways

Lincolnshire County Council

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From: Andy Pearce [redacted] [@wynnslimited.com](mailto:[redacted]@wynnslimited.com)>

Sent: 02 September 2022 14:01

To: Ian Booth [redacted] [@lincolnshire.gov.uk](mailto:[redacted]@lincolnshire.gov.uk)>

Cc: Eve Browning [redacted] [@islandgp.co.uk](mailto:[redacted]@islandgp.co.uk)>; Stuart Vasey [redacted] [@lincolnshire.gov.uk](mailto:[redacted]@lincolnshire.gov.uk)>

Subject: RE: AIL Access request for consultation -Lincolnshire CC

Hi Ian,

Many thanks for this which does help yes. You are correct the 12 axle flattop did have 16te axles. It is unlikely this will be used I think although not impossible. If axle loads did need to be reduced, we could use say 13 axles which would give us about 15te per axle.

So in summary there are 4 bridges needing more consideration and we look forward to your thoughts but can you just confirm I have the locations right as below:

Cot Garth Bridge -88/84/02 – 30HB 11m span - on route to Cottam 1 near Willingham by Stowe
Coates Bridge – 88/92/39 – 30HB 12.5m span - on alt route to Cottam 1 south of site north east of Stowe
Till Bridge – 97/09/77 – 38HB 9.25m span - A1500 on approach to Sturton by Stow
Odder Bridge – 97/14/78 – 45HB 8.75m span – On A57 near Saxilby on route to West Burton 2 site

Have a good weekend.

Andy

From: Ian Booth [REDACTED]@lincolnshire.gov.uk>

Sent: 02 September 2022 11:06

To: Andy Pearce [REDACTED]@wynnslimited.com>; Stuart Vasey [REDACTED]@lincolnshire.gov.uk>

Subject: RE: AIL Access request for consultation -Lincolnshire CC

Andy,

Further to your meeting with Stuart on the 19th August, Stuart has looked into more details of some of the structures along the proposed route(s) for this project. Most appear to be ok due to their relative small span. Stuart has asked me to look into 4 that he is not 100% sure about. I am currently reviewing historic assessment reports, inspection data and carrying out a rough line beam/ Mexe analysis before confirming whether we require you to have these assessed.

Summary of which:

I have had a teams meeting with Andy today and we've confirmed exactly what needs doing. I have checked his proposed routes again and identified 11 structures that need to be looked at.

- 1. Cot Garth Bridge -88/84/02 – 30HB 11m span IB to check and confirm***
- 2. Grange Culvert (1) 89/81/15A – No assessment data 1.3m span – I don't think this one is an issue as axle weight is 15.5t and only will be 1 axle on at a time***
- 3. Grange Culvert (2) 89/81/15 B – No assessment data 0.8m span - I don't think this one is an issue as axle weight is 15.5t and only will be 1 axle on at a time***
- 4. Squires Bridge – 98/02/33-1 – 30HB 5m span – axle spacings should make this ok to take the weight***
- 5. Coates Bridge – 88/92/39 – 30HB 12.5m span IB to check and confirm***
- 6. Till Bridge – 97/09/77 – 38HB 9.25m span IB to check and confirm***
- 7. Cricket bridge – 97/19/64A – 38HB 3.66m span - axle spacings should make this ok to take the weight***
- 8. Thorpe Bridge – 97/19/64B – No assessment data 1.5m span - axle spacings should make this ok to take the weight***
- 9. Bishop bridge (West) - 97/43/92A – 38HB 6.5m span - axle spacings should make this ok to take the weight***
- 10. Bishop Bridge East – 97/53/02 – 30HB 5m span - axle spacings should make this ok to take the weight***
- 11. Odder Bridge – 97/14/78 – 45HB 8.75m span IB to check and confirm***

I have highlighted above the bridges I think will be ok for them to go over without any assessments etc but the rest I'm not too sure about.

Can you have a look at these for me please and let me know if you agree with the above and if you think the rest require assessments carrying out (at the hauliers cost).

I have noticed that Stuart has used the 15.5t axle weight as a benchmark, however I seem to recall the 12 axle flat top trailer has slightly higher axle loads at 16.33t (following the revised drg you sent 29/3) It shouldn't make much difference to the ones Stu has reviewed but will have to bear this in mind for my current checks.

Hope the above is of some use and I will have a catch up with Stuart on Monday when he returns from annual leave.

Regards

Ian Booth cEng MICE

Senior Engineer & ECC4 Site Supervisor - Structures

Technical Services Partnership, Highways

Lincolnshire County Council

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From: Andy Pearce [REDACTED]
Sent: 01 September 2022 16:05
To: Stuart Vasey [REDACTED]; Ian Booth [REDACTED]
Subject: FW: ALL Access request for consultation -Lincolnshire CC
Importance: High

Hi Stuart/Ian,

Further to my meeting with Stuart on 19th August I was hoping that we may be able to clarify the status of the structures as per the previous exchanges. Are you able to revert please. My client apparently has a meeting with the planners within LCC next week and they would like to understand the status for then if possible.

Also, it would appear that a new and additional solar site has been added to the scheme that will need a smaller STGO transformer as per the loads previously supplied. This is located north of Pilham, south of Blyton. We looked at access last week and think the best route in is from the A631 to the south and then north via Pilham Lane to the access track at Glebe Farm where new site access will be created. This is south of the low railway bridge on Station Road. See google earth image extract below.



By extending the route we looked at from A16 via A631 to Corringham I think there is according to ESDAL one additional structure as below. At only 1.5m it is not large so will hopefully be fine but best to check. See reference below.

ESRN : S-SK872910-1

Name : High Street Culvert

Unique Id : 89/71/20

Coordinates : 487242 , 391010

Owner/Stakeholder : Lincolnshire County Council

Category : Culvert

Class : Underbridge

Length : 1.5 m

I trust this makes sense and look forward to hearing from you.

Kind Regards

Andy Pearce
General Manager (IOSH)



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From: Andy Pearce
Sent: 18 August 2022 11:16
To: Stuart Vasey [redacted]
Cc: [redacted]
Subject: RE: AIL Access request for consultation -Lincolnshire CC

Stuart,

On 9th March I emailed LCC with various routes and trailer arrangements seeking guidance as to whether they caused any issues in terms of structures. Updated trailer info was provide on 21st March.

On 21st March, after request from Ian, I put the info in an Excel spreadsheet to allow easy response by LCC.

On 13th April you responded with spreadsheet added comments. You also highlighted that the two culverts near the Cottam 2 site are LCC even though they are not on ESDAL and would need to be assessed.

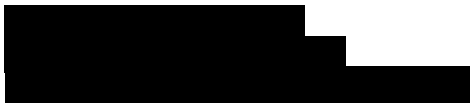
Later on 13th April and on 22nd April I responded to ask whether any structures had been missed. We also requested information on the bridges needing assessments in order for us to get costs for works from consulting engineers. This is where we have got stuck and I need to be sure whether any structures had been missed on your initial response or whether the spreadsheet should basically say no structures of concern and that we are therefore cleared to go.

I am about to go out but could do a Teams meeting tomorrow anytime after 12 if it would help.

Kind Regards

Andy Pearce

General Manager (IOSH)



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From: Stuart Vasey [redacted]
Sent: 18 August 2022 10:10
To: Andy Pearce [redacted]
Subject: RE: AIL Access request for consultation -Lincolnshire CC

Hi Andy,

Can you just confirm please exactly what you need me to look at/check, there has been quite a few emails and I have lost track a bit of what I need to do.
I'll get it looked at today and send you something over.

Thanks
Stuart

From: Andy Pearce [redacted]
Sent: 16 August 2022 12:10
To: Ian Booth [redacted] >
Cc: Stuart Vasey [redacted]; Eve Browning [redacted]
Subject: FW: AIL Access request for consultation -Lincolnshire CC
Importance: High

Hi Ian,

You must be in the black hole of the Grantham bypass again as I have tried to call a few times with no luck.....

You were going to recheck the structures on the various routes to the sites we discussed before as below I think just to confirm no structures of concern had been missed in the initial review in April.

Happy to discuss if you wish but really need to close this of if I can.

Kind Regards

Andy

From: Andy Pearce
Sent: 15 June 2022 11:10
To: Stuart Vasey [REDACTED]
Subject: FW: AIL Access request for consultation -Lincolnshire CC
Importance: High

Hello Stuart/Ian,

I trust all is well. I have again retied to call with no success. Are you able to revert ref the below.

Also, I have another enquiry I could do with speaking to you about initially. If you are available for a phone or Teams call in the next week that would be most helpful. It is Bicker (Not Viking Link).

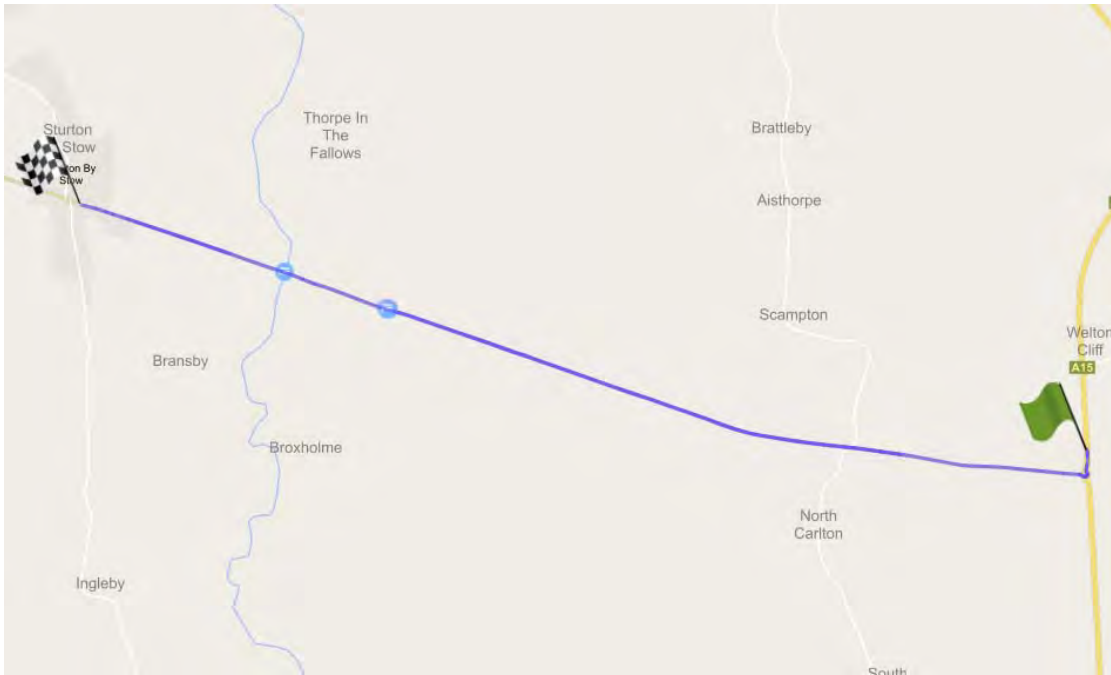
Regards

Andy

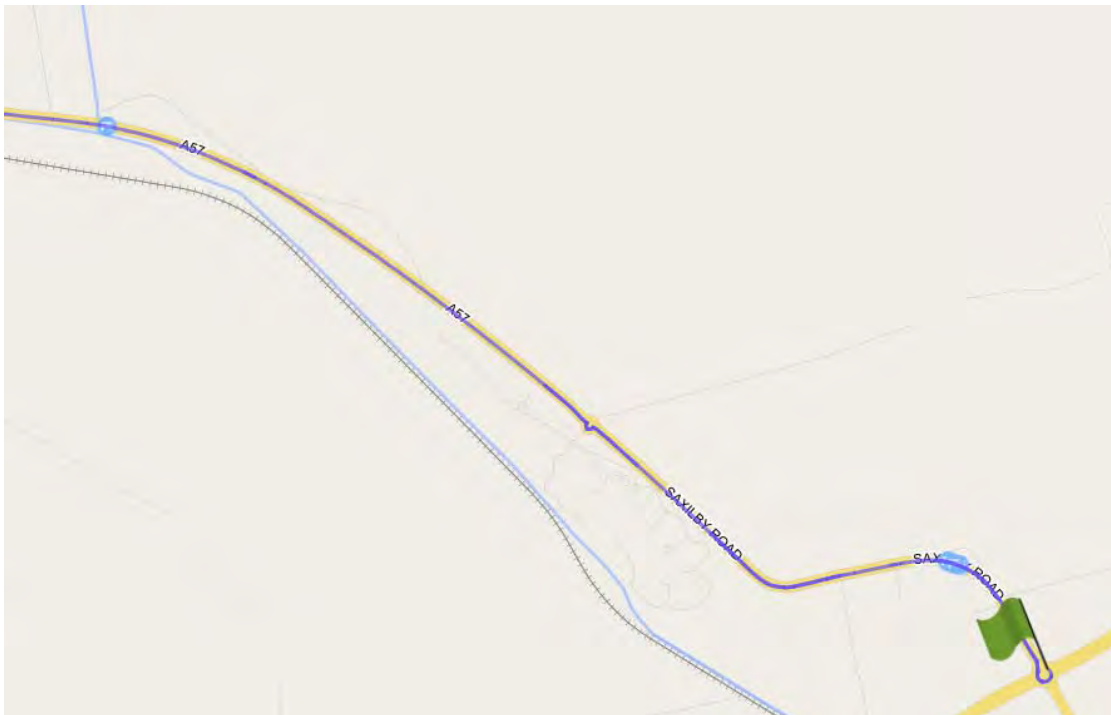
From: Andy Pearce
Sent: 22 April 2022 10:22
To: Stuart Vasey [REDACTED]
Cc: [REDACTED]
Subject: FW: AIL Access request for consultation -Lincolnshire CC
Importance: High

Stuart,

Further to my email below I have tried to call you and Ian a few times over the last week but the numbers just ring out. I am looking at completing an interim report to my client next week. In addition to the missing structures I mentioned before I see that there are others, for example on A1500 and A57 as per ESDAL screenshots below.



A1500 structures on ESDAL?



A57 structures on ESDAL?

Maybe I have interpreted your spreadsheet in that it is no structures identified as a concern rather than “No structures identified on route”? I am keen to make sure I understand the correct position. I do not wish to be advising my client that a route has been approved for it to come back and bit us in the future if something has been missed?

Happy to discuss at your convenience.

Regards

Andy Pearce
General Manager (IOSH)

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From: Andy Pearce

Sent: 13 April 2022 15:05

To: Stuart Vasey [REDACTED]

Cc: Ian Booth [REDACTED]; Eve Browning [REDACTED]

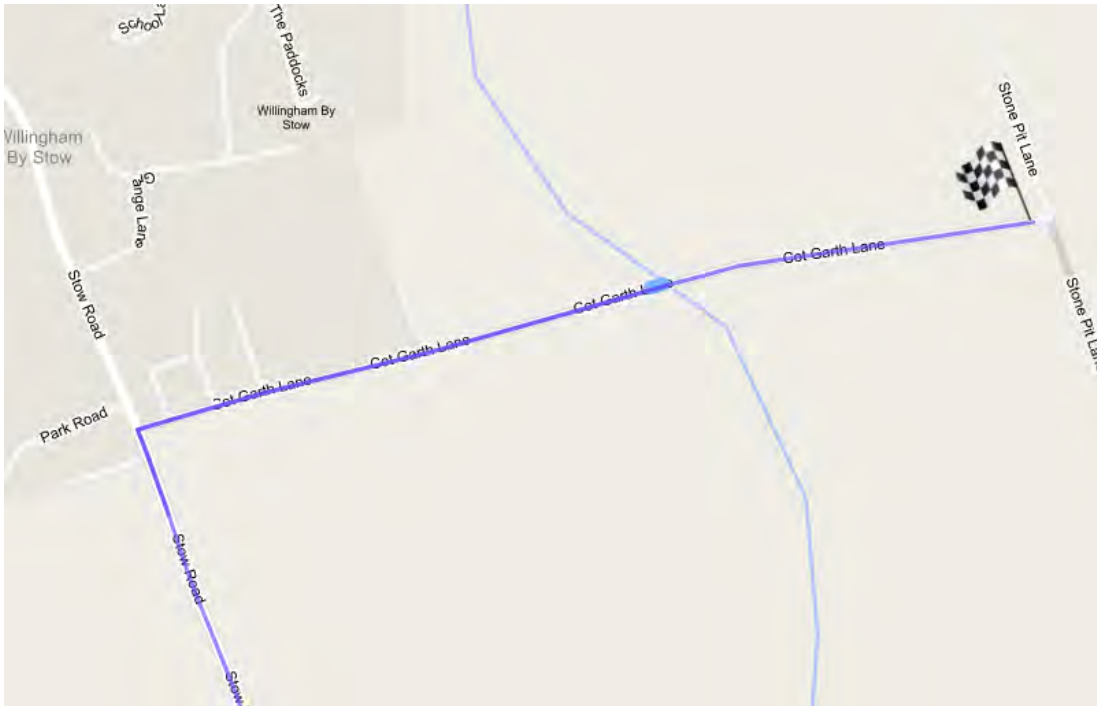
Subject: RE: AIL Access request for consultation -Lincolnshire CC

Hi Stuart,

Many thanks for this timely email which will inform my reporting. I will consider further and revert if any questions but 2 immediate thoughts spring to mind.

1. Firstly, for any bridges where you indicate we may need to carry out assessments I presume you would like us to arrange this via third party consultants which we can do as in the past for locations such as Triton Knoll? However, to do so we would normally be provided with all assessment and inspection records, design and capacity drawings etc to help a consultant work up a suitable proposal. LCC would of course remain as Technical Approval Authority for any assessments.
2. Second is in specific regard to where I think you may have missed some structures as below on routes 1 2 and 3:

Route Ref COT11 to Cottam 1. You are quite correct to highlight that Cot Garth Lane is limited physically. However, I do think that there is a structure on this section. See below ESDAL extract showing Cot Garth Lane Bridge ID **88/84/02**.



Structure general details

ESRN	: S-SK880842-1
Name	: Cot Garth Lane Bridge
Unique Id	: 88/84/02
Coordinates	: 488072 , 384295
Owner/Stakeholder	: Lincolnshire County Council
Category	: Road Bridge
Class	: Underbridge
Length	: 11 m

On **Route Ref COT1 2 ESDAL** indicates that there are two small culverts on Ingham Road known as Blackthorne Old Till Culvert 2 (ID 98/22/25 B) and Squires Bridge (Centre) (ID 98/02/33 -1).

Route Ref COT1 3 ESDAL indicates that the River Till is crossed by Coates Bridge (ID 88/92/39) at OS Ref SK 8935 8294 which is a Lincolnshire County Council structure of 12.43m span.

Can you advise if these structures would therefore be acceptable for the loads or would assessments also be needed on these, assuming LCC do recognise them as their assets?

Kind Regards

Andy Pearce

General Manager (IOSH)



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From: Stuart Vasey [redacted] >
Sent: 13 April 2022 14:01
To: Andy Pearce [redacted]; Ian Booth [redacted] >
Subject: RE: AIL Access request for consultation -Lincolnshire CC

Hi Andy,

Sorry for the delay in getting back to you.

Please see the attached updated spreadsheet with an LCC comments column added with notes about each proposed route. In general the majority of the routes look ok from a structures point of view, with no structures affected, but there are a few that require looking into further. There is a bridge on Cottam 3 route which has a bridge which has been assessed previously as having 18 units of HB, so would need assessing again by yourselves before we could approve the route. This also applied to Trent Bridge in Gainsborough. Hopefully the spreadsheet will give some clarity.

With regards to the bridge on Cottam 2, there are 2 bridges here, one is the brick arch shown below (1.3m span width) and another is a corrugated steel pipe (800mm span width), both owned by LCC. We do not however have any assessment data on either detailing the weight limits of the bridges. As with Trent Bridge you may need to carry out an assessment of them to determine the weight capacities.

Regards
Stuart

From: Andy Pearce [redacted] >
Sent: 13 April 2022 10:14
To: Ian Booth [redacted]

Cc: [REDACTED] Eve Browning [REDACTED] >
Subject: FW: ALL Access request for consultation -Lincolnshire CC

Ian,

Further to my email below see attached revised 12 axle trailer with correct axle loads this time. Any thoughts on the routes previously supplied in terms of structures?

Kind Regards

Andy

From: Andy Pearce
Sent: 21 March 2022 14:03
To: [REDACTED]
Cc: Stuart Vasey [REDACTED] >; Eve Browning [REDACTED]
Subject: FW: ALL Access request for consultation -Lincolnshire CC

Ian,

I have just noticed the axle loads in the flattop trailer drawing are incorrect. They are along the lines of what would be expected for a 10 row. The axles should be in the region of 16.3te on 12 axles. 13 and 14 axles would be 15.5te and 14.5te respectively. I will get updated overall details to you when my colleague who does transport drawings is back in the office later this week.

Kind Regards

Andy

From: Andy Pearce
Sent: 21 March 2022 10:36
To: [REDACTED]
Cc: Stuart Vasey [REDACTED] >; Eve Browning [REDACTED] >
Subject: FW: ALL Access request for consultation -Lincolnshire CC

Hi Ian,

Thank you for your time last week. As agreed, please see attached an excel spreadsheet detailing possible routes to the various sites associated with the West Burton and Cottam solar projects within Lincolnshire. I would be grateful if you could advise further reference the structural suitability of the routes. The trailers are as per my email of 9th March but I can send them again if you need.

I think that I have the high load route right from my files but it is many years since we looked at this so would be useful if you could confirm, I will of course also need to speak to North East Lincs Council on this one.

Kind Regards

Andy Pearce
General Manager (IOSH)

[REDACTED]



Shaftesbury House, 2 High Street, Eccleshall, Staffordshire, ST21 6BZ

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From: Andy Pearce

Sent: 09 March 2022 16:44

To: Ian Booth [REDACTED] >

Cc: Eve Browning [REDACTED]; Ab_Loads [REDACTED] >; Stuart Vasey [REDACTED]

Subject: RE: AIL Access request for consultation -Lincolnshire CC

Hi Ian,

Good to speak again at last after some time. I only raise my head when I have a problem!

I have just sent a Teams invite for next Wednesday, where we can discuss in more detail. In short this is significant new project on the Lincolnshire/Nottinghamshire Border on which we are working for Island Green Power (IGP). This will see two large scale solar farm projects being developed at multiple locations on both sides of the River Trent in the areas local to, but not actually at, West Burton and Cottam Power Stations where IPG are working on obtaining new grid connections. The projects are to be called West Burton and Cottam Solar Farms.

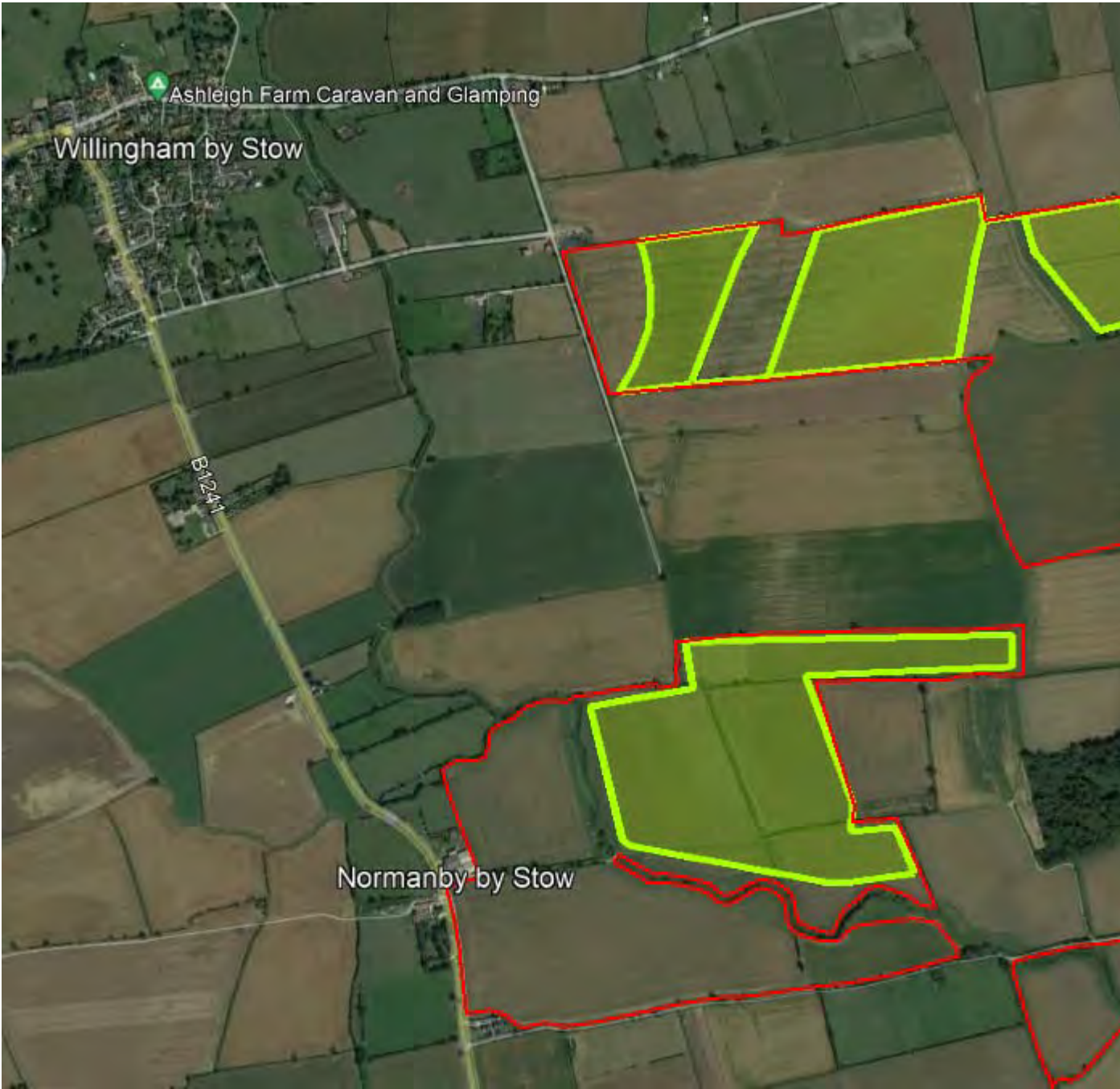
There will be multiple substations with various transformers at rural locations mainly on the east of the River within Lincolnshire. Some of these will be STGO and there are two locations, one for each project, where larger transformers that require Special Order permissions will need to be delivered. We have carried out initial route inspections and I would like to discuss our initial thoughts on possible access and whether any structural concerns immediately are evident as these could impact on wider thinking for access. The links below show areas generally being considered and I can show further images of proposed substation locations within these areas on Wednesday. It can be a bit confusing at first but will become clearer.

[West Burton Solar Project – Google My Maps](#)

[Cottam Solar Project – Google My Maps](#)

The most significant site in Lincolnshire requiring Special Order loads is known as Cottam 1 located near Willingham by Stowe. The yellow images on the google extract below shows the possible substation site within the land owners area for development. I am not expecting that it would be feasible to access from the Cottam heavy load Berth on the River Trent, notwithstanding legal, commercial and technical discussions, due to it being unlikely we could get road clearance over Gainsborough Bridge but you may have a view on that as it is I think a LCC structure?

Our initial thoughts are that the easiest way to access this site will be to develop access west from the A15 heavy load route which is used for heavy loads from Sheffield and Worksop areas to the Port of Immingham. I attach typical loaded trailers for info as well. These are 2 frame trailers for 157te nett transformer loads plus a flattop which I would like to see if we could look at on the high load route from Immingham and also a 5bed5 trailer for the smaller STGO loads for other sites.



It will become clearer when we speak again I promise and I look forward to discussing further on Wednesday.

Kind Regards

Andy Pearce
General Manager (IOSH)



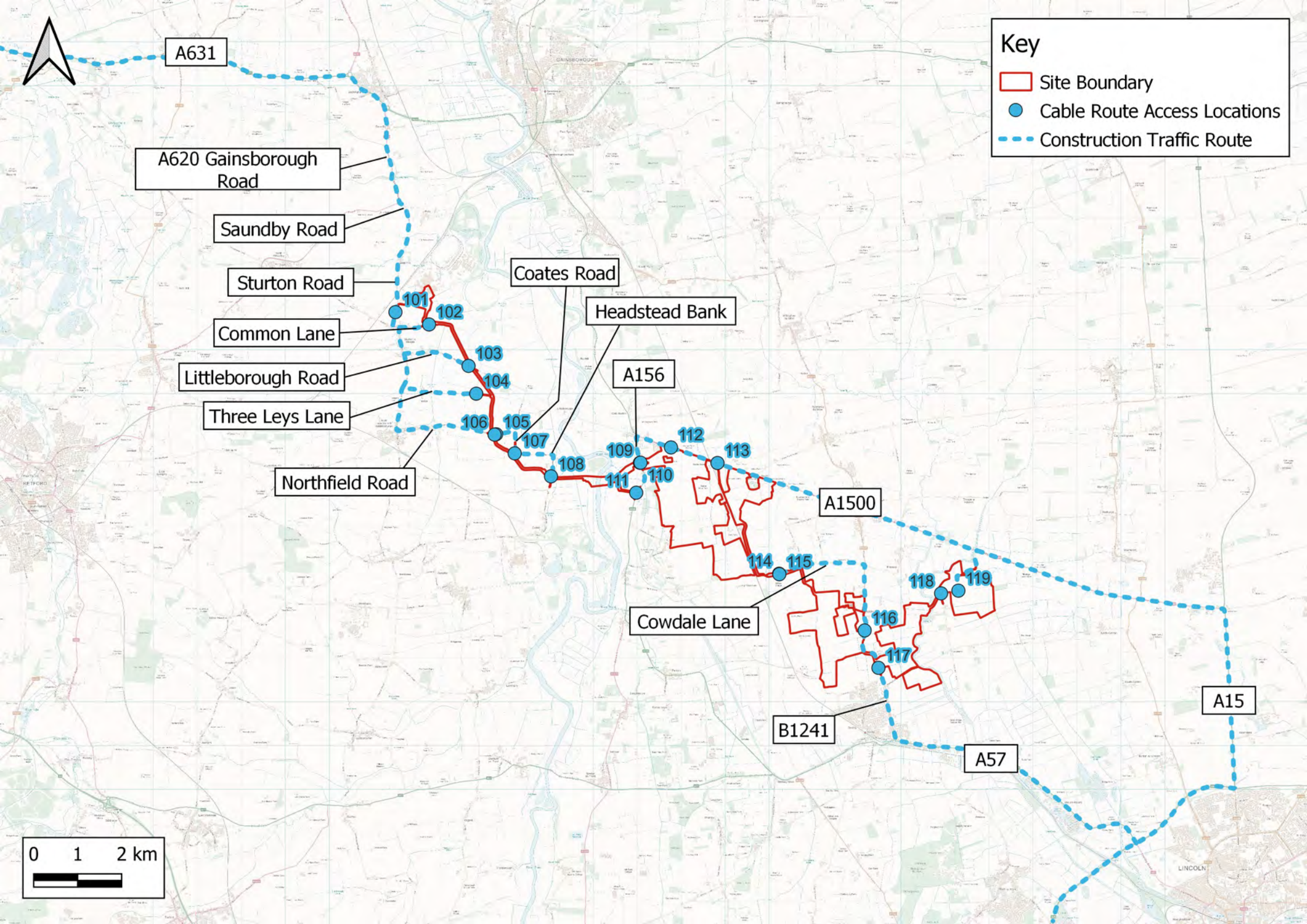


5. West Burton Solar Project Cable Drum Access to Multiple Cable Drum Locations

- 5.1. Although not as large as the transformer AILs previously discussed, there are also AIL transport arrangements required to access multiple sites along the cable corridor during construction. These AILs will be delivered under Special Types General Order (STGO) regulations and will not be limited to the nearest potential port of delivery. Access is considered from the nearest known heavy load routes, the A15 and A46 for the sites to the east of the River Trent, and from the A1 for the sites to the west of the river.
- 5.2. Surveys were undertaken during September and November 2022 based on an indicative Cable Drum transport weight of 30te nett and a diameter of 4.5m. These would typically be transported on modular trailers in either a spooling arrangement to allow side on offloading of the cable directly to the cable installation area or vessel bed trailers.
- 5.3. The review of route is based on the preferred route for negotiability. There are structures belonging to authorities including Nottinghamshire County Council and Lincolnshire County Council that would require confirmation of their suitability for STGO AILs prior to movement. However, no specific structural restrictions were identified in the route surveys and there are no weak structures (which cannot accommodate standard 44te Construction and Use traffic) on the preferred routes.
- 5.4. Despite the above, it was noted that in respect to the site 107 proposed to travel through the village of Cottam, there is an 18te Environmental Weight restriction. Further discussions with Nottinghamshire County Council would be necessary to confirm access.
- 5.5. The following spreadsheet details the preferred routes to each of the potential cable drum sites. It should be recognised that some of these sites may not actually be used but a summary of issues on the preferred routes is included in the summary spreadsheet information. The following coding is used:
 - No colour (white) – Proposed site access considered negotiable for cable drums.
 - Orange – Some remedial works will be required to secure site access for cable drums. Further surveys and Swept Path Assessments (SPA) to be undertaken to clarify requirements but access is considered feasible with additional works.
 - Red – Proposed site access not considered negotiable for cable drums and alternative access point required/suggested via internal haul roads along cable route.
- 5.6. No specific overall map is provided due to the amount of routes considered overlapping. A google maps link is provided to show the preferred route to each location.
- 5.7. If additional clarifications on any of the issues raised, or on alternative routes inspected, but discounted, is required it can be made available.
- 5.8. It should be noted that further confirmatory Swept Path Assessments (SPA) remain ongoing and will be completed before AIL deliveries to confirm access at some of the pinch points highlighted on the attached spreadsheet.



- 5.9. The sites highlighted in Red are advised as not negotiable without major remedial works but temporary access solutions for AILs are proposed to be via the internal haul roads within the cable route corridor.
- 5.10. The sites highlighted in Orange are expected to be accessible with remedial works in the public highway. In the event that any of the other SPAs identify that third party land is in fact needed, and third party land access cannot be agreed then there are further remedial actions that are feasible including the use of smaller sections of cable and thus smaller cable drums and delivery vehicles. Therefore although there are some issues to confirm, access to the sites detailed is considered feasible in principle.
- 5.11. A map of the sites is provided on the following page.



Review of possible cable drum AIL access points for West Burton Solar Farm

Date of Last Update: 13.02.23

No colour (white) – Proposed site access considered negotiable for cable drums.

Orange – Some remedial works will be required to secure site access for cable drums. Further surveys and Swept Path Assessments (SPA) to be undertaken to clarify requirements but access is considered feasible with additional works.

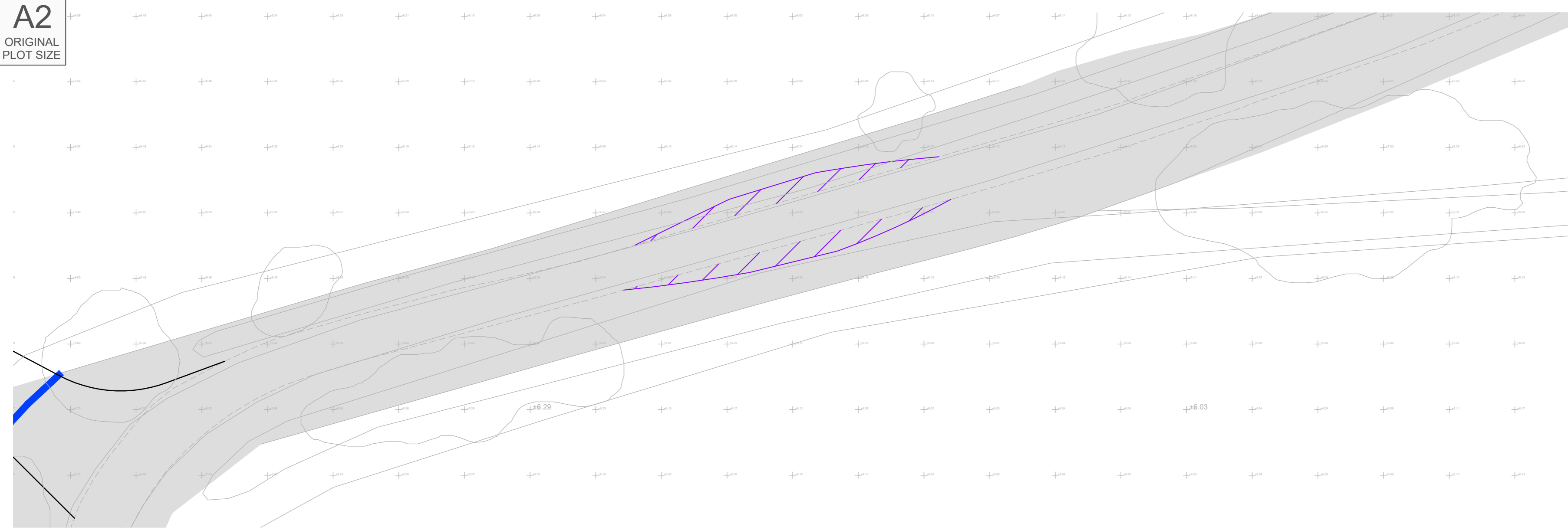
Red – Proposed site access not considered negotiable for cable drums and alternative access point required/suggested via internal haul roads along cable route.

Site Number	Preferred Route from main trunk road	Google map link to preferred route	Suggested change to access if applicable?	Negotiable to site access?	Pinch Points	Pinch point in highway or private third party land required?	Structures	Additional Routes considered?	Alternative route map link	Other notes
101	Exit A1 at Blyth onto A614 towards Bawtry Turn right A631 Turn right A620 At Bole turn left towards West Burton power station Go past power station to proposed site access at OS Ref SK 7855 8491	https://www.google.co.uk/maps/dir/53.3887665,-1.0632158/53.3547942,-0.8219521/@53.4044013,-1.0622293,10694m/data=!3m1!1e3!4m2!4m1!3e0		Yes						Route is as per historical AIL route to West Burton Power Station from Goole.
102	Exit A1 at Blyth onto A614 towards Bawtry Turn right A631 Turn right A620 At Bole turn left towards West Burton power station Go past power station to Sturton le Steeple Turn left Station Road Turn left North Street, Common Lane Turn left proposed site access at OS Ref SK 7923 8454	https://www.google.co.uk/maps/dir/53.3887665,-1.0632158/53.3520511,-0.8105474/@53.3532597,-0.8257407,1592m/data=!3m1!1e3!4m2!4m1!3e0		Yes	North Street in Sturton le Steeple will require parking restrictions. Also caution with overhead wires and trees which may need pruning depending on growth at time of AIL movement. Road width reduces once out of village on Common Lane to 2.8m near site entrance and would require widening. Common Lane is also in poor condition generally east of the village and would benefit from improvement works. 7.5t weight restriction applies to bridge to the east of site access and would not apply on preferred route.					
103	Exit A1 at Blyth onto A614 towards Bawtry Turn right A631 Turn right A620 At Bole turn left towards West Burton power station Go past power station to Sturton le Steeple Turn left Station Road Turn right Cross Street Turn left Church Street Turn left proposed site access at OS Ref SK 8021 8362	https://www.google.co.uk/maps/dir/53.3887665,-1.0632158/53.3434858,-0.7973844/@53.3443236,-0.7985176,281m/data=!3m1!1e3!4m9!4m8!1m5!3m4!1m2!1d-0.8227569!2d53.3526686!3s0x4879aada916b8c35:0x25af18ae348f88d3!1m0!3e0		Yes	Left turn to Church Street recommend SPA to confirm access. Parking restrictions needed on Littleborough Road. Also not school which may impact on suitable delivery times for AILs. Also caution with overhead wires and trees which may need pruning depending on growth at time of AIL movement.	Any remedial works or street furniture removal would be in public highway.	of the turn into Church Street (Sturton Church Crossroads Culvert). Could limit loads to not stopping whilst crossing thus impacting on negotiability of left turn. Also Catchwater Drain Bridge, Sturton. Status to be confirmed with Nottinghamshire County Council.			
104	Exit A1 at Blyth onto A614 towards Bawtry Turn right A631 Turn right A620 At Bole turn left towards West Burton power station Go past power station to Sturton le Steeple Turn left Station Road Turn right Cross Street Turn left Three Leys Lane to Fenton Continue to proposed site access at OS Ref SK 8037 8298	https://www.google.co.uk/maps/dir/53.3887665,-1.0632158/53.3294038,-0.7882927/@53.3297872,-0.7906049,387m/data=!3m1!1e3!4m19!4m18!1m15!3m4!1m2!1d-0.8227569!2d53.3526686!3s0x4879aada916b8c35:0x25af18ae348f88d3!1m0!3e0		No	Left turn to Three Leys End - SPA would be required to confirm access, expected to be within highway. No access via Fenton. Whilst SPA could be undertaken on the "S" bends the structure "Bridge On Sturton To Fenton Road Fenton" is humped and not negotiable.		The structure "Bridge On Sturton To Fenton Road Fenton" is not considered negotiable. Structural status also TBC for AILs.			
105	Turn right A631 Turn right A620 At Bole turn left towards West Burton power station Go past power station to Sturton le Steeple Turn left Station Road Turn right Cross Street Turn left Church Street Continue Littleborough Road Turn right Thornhill Lane at old Toll House Turn right Northfield Road to proposed site access at OS Ref SK 8080 8207	https://www.google.co.uk/maps/dir/53.3887665,-1.0632158/53.3294038,-0.7882927/@53.3297872,-0.7906049,387m/data=!3m1!1e3!4m19!4m18!1m15!3m4!1m2!1d-0.8227569!2d53.3526686!3s0x4879aada916b8c35:0x25af18ae348f88d3!1m0!3e0		To be confirmed	Turn right Thornhill Lane at old Toll House SPA advised. Thornhill Lane narrows to 2.9m in parts and widening required. Right turn to Northfield Road SPA advised. Considered negotiable but need to confirm if trailer overrun of land on inside of verge needed.	Expected any remedial works in highway but needs to be confirmed. Land ownership on north of the turn also to be confirmed.	Littleborough Road Culvert, Sturton, Culvert West Of Thornhill Lane Sturton and Thornhill Lane, Sturton le Steeple. Status of 3 structures to be confirmed with Nottinghamshire County Council.	Route east from North Leverton considered but limited negotiability at Catchwater Drain Bridge, Hablethorpe which would also require structural status to be confirmed with Nottinghamshire County Council.	3.3887665,-1.0632158/53.3298069,-0.7918362/@53.3310802,-0.8195498,4376m/data=!3m1!1e3!4m19!4m18!1m15!3m4!1m2!1d-0.8227569!2d53.3526686!3s0x4879aada916b8c35:0x25af18ae348f88d3!1m0!3e0	
106	Turn right A631 Turn right A620 At Bole turn left towards West Burton power station Go past power station to Sturton le Steeple Turn left Station Road Turn right Cross Street Turn left Church Street Continue Littleborough Road Turn right Thornhill Lane at old Toll House Turn right Northfield Road to proposed site access at OS Ref SK 8080 8207	https://www.google.co.uk/maps/dir/53.3887665,-1.0632158/53.3296779,-0.7909879/@53.3297872,-0.7906049,387m/data=!3m1!1e3!4m19!4m18!1m15!3m4!1m2!1d-0.8227569!2d53.3526686!3s0x4879aada916b8c35:0x25af18ae348f88d3!1m0!3e0		To be confirmed	Turn right Thornhill Lane at old Toll House SPA advised. Thornhill Lane narrows to 2.9m in parts and widening required. Right turn to Northfield Road SPA advised. Considered negotiable but need to confirm if trailer overrun of land on inside of verge needed.	Expected any remedial works in highway but needs to be confirmed. Land ownership on north of the turn also to be confirmed.	Littleborough Road Culvert, Sturton, Culvert West Of Thornhill Lane Sturton and Thornhill Lane, Sturton le Steeple. Status of 3 structures to be confirmed with Nottinghamshire County Council.	Route east from North Leverton considered but limited negotiability at Catchwater Drain Bridge, Hablethorpe which would also require structural status to be confirmed with Nottinghamshire County Council.	3.3887665,-1.0632158/53.3298069,-0.7918362/@53.3310802,-0.8195498,4376m/data=!3m1!1e3!4m19!4m18!1m15!3m4!1m2!1d-0.8227569!2d53.3526686!3s0x4879aada916b8c35:0x25af18ae348f88d3!1m0!3e0	
107	Exit A1 at Blyth onto A614 towards Bawtry Turn right A631 Turn right A620 At Bole turn left towards West Burton power station Go past power station to Sturton le Steeple Turn left Station Road Turn right Cross Street Turn left Church Street Continue Littleborough Road Turn right Thornhill Lane at old Toll House Continue to proposed site access at OS Ref SK 8124 8161	https://www.google.co.uk/maps/dir/53.3887665,-1.0632158/53.3255078,-0.7817805/@53.3326623,-0.7915276,2188m/data=!3m1!1e3!4m14!4m13!1m10!3m4!1m2!1d-0.8217634!2d53.3554091!3s0x4879aac558c0f311:0xa54544f180fd63df!3m4!1m2!1d-0.7973844!2d53.3434858!3s0x4878552a06283fad:0x9ed09036176e3d1e!1m0!3e0		To be confirmed	Turn right Thornhill Lane at old Toll House SPA advised. Thornhill Lane narrows to 2.9m in parts and widening required.	Expected any remedial works in highway but needs to be confirmed. Land ownership on north of the turn also to be confirmed.	Littleborough Road Culvert, Sturton, Culvert West Of Thornhill Lane Sturton and Thornhill Lane, Sturton le Steeple and bridge Near Junction Northfield Road North Leverton. Status of 4 structures to be confirmed with Nottinghamshire County Council.	A57 and via Cottam Power Station and Cootam village. Not feasible due to left turn in Coates at OS Ref SK 8209 8160.	https://www.google.co.uk/maps/dir/53.25652,-0.9219966/53.3255078,-0.7817805/@53.3243298,-0.7856531,4376m/data=!3m1!1e3!4m19!4m18!1m15!3m4!1m2!1d-0.7985686!2d53.2587126!3s0x4878552a06283fad:0x9ed09036176e3d1e!1m0!3e0	
108	Exit A1 and A57 junction onto eastbound A57 Turn left Laneham Road Turn right Cottam Road Continue Outgang Road past Cottam Power Station, crossing railway bridge and into Cottam village Turn right unclassified at OS Ref SK 8196 8081 and continue to proposed site access	https://www.google.co.uk/maps/dir/53.2565311,-0.9216463/53.3206414,-0.7697604/@53.3193312,-0.7712093,920m/data=!3m1!1e3!4m9!4m8!1m5!3m4!1m2!1d-0.7969657!2d53.2720558!3s0x4878552a06283fad:0x9ed09036176e3d1e!1m0!3e0		To be confirmed	Cottam village, especially left bend at the pub Also right turn at OS Ref SK 81968082 SPA advised to confirm access is within highway and due to proximity of bridge on right turn into Headsbank.	To be confirmed by Swept Path Assessment. Possible risk of third party land required. There is an area on the outside of the bend which appears to be within the highway and is bordered by a fence, a gate into a small sewage treatment compound, after which is some chevrons, a lamp post and then further fencing and a gate, all with a grass verge of 1.5/2 metres. If that is within the highway and can be upgraded for vehicle over run then it is expected that the turn is feasible. SPA to confirm.	Outgang Road Railway Bridge and Near White Bridge, Cottam. Suitability to be confirmed with Nottinghamshire County Council.	To avoid Cottam village, access from South Leverton and Broad Lane was inspected but is not considered suitable. Access from the north from Sturton le Steeple not feasible due to right turn in Coates at OS Ref SK 8209 8160.		

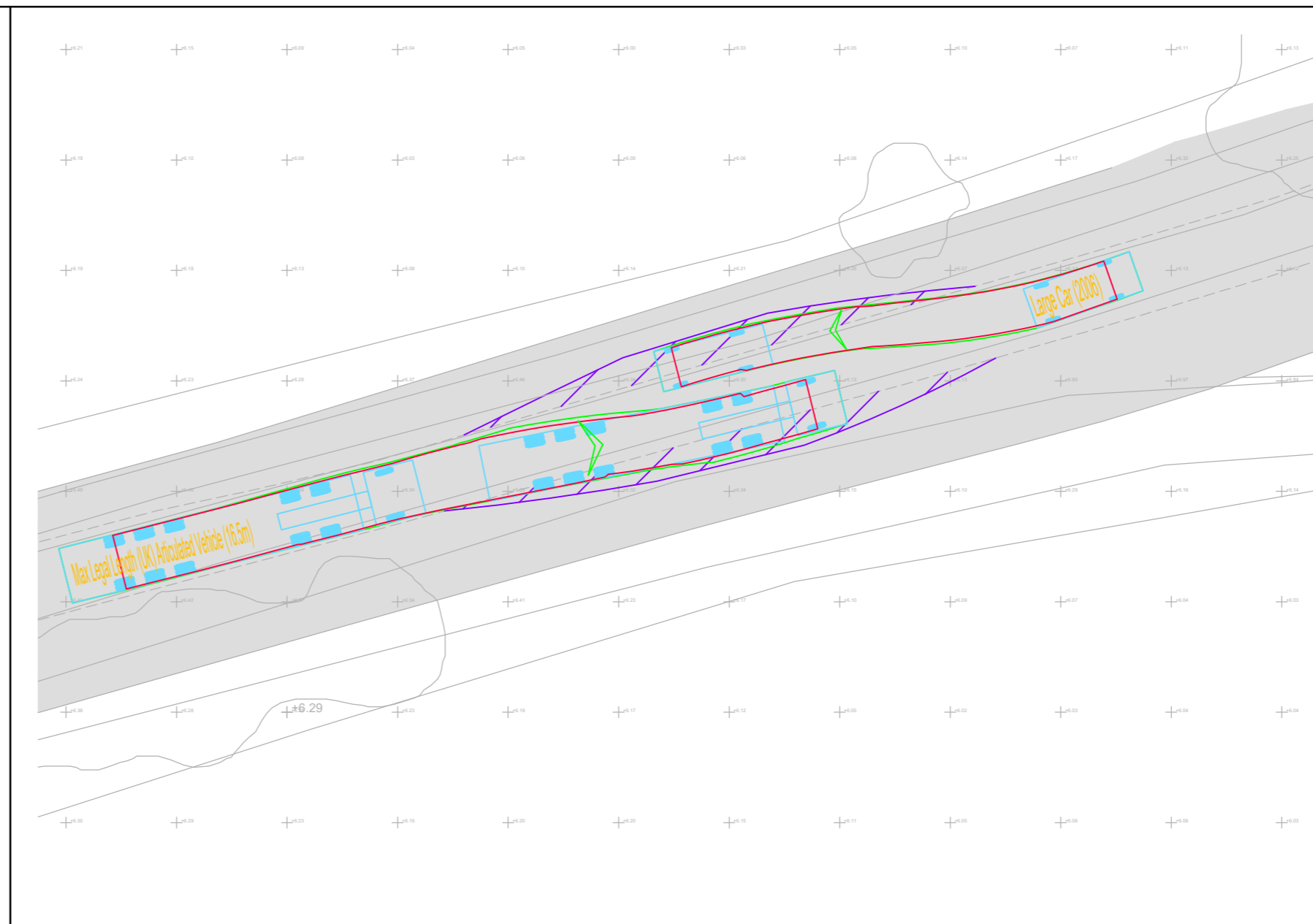
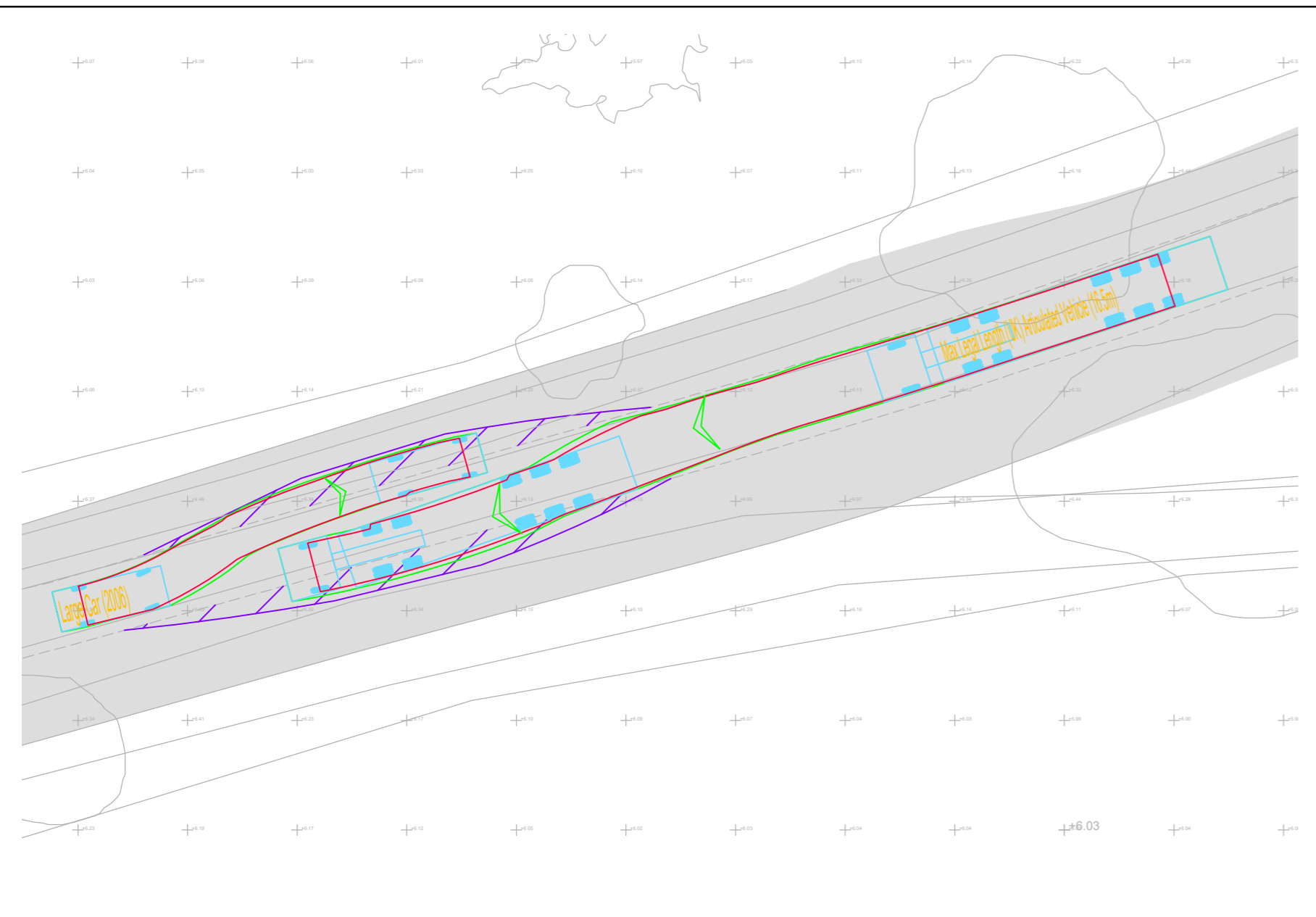
109	From A46/A57 junction at Lincoln travel west on A57 Continue A156 to proposed site access location	https://www.google.co.uk/maps/dir/53.243543,-0.5731221/53.323122,-0.7392574/@53.322908,-0.7392684,193m/data=!3m1!1e3!4m9!4m8!1m5!3m4!1m2!1d-0.7260706!2d53.2796039!3s0x487853c246020e0f:0x72d5816fc9e1e16b1!1m0!3e0		Yes			Various structures on A57 and A156. Suitability to be confirmed with Lincolnshire County Council.	Access from A15 via A1500 to A156 at Marton and then south would also be feasible.		Street furniture removal required at A57/A156 junction.
110	From A46/A57 junction at Lincoln travel west on A57 Continue A156 to proposed site access location	https://www.google.co.uk/maps/dir/53.243543,-0.5731221/53.3230109,-0.7391991/@53.322908,-0.7392684,193m/data=!3m1!1e3!4m9!4m8!1m5!3m4!1m2!1d-0.7260706!2d53.2796039!3s0x487853c246020e0f:0x72d5816fc9e1e16b1!1m0!3e0		Yes			Various structures on A57 and A156. Suitability to be confirmed with Lincolnshire County Council.	Access from A15 via A1500 to A156 at Marton and then south would also be feasible.		Street furniture removal required at A57/A156 junction.
111	From A46/A57 junction at Lincoln travel west on A57 Continue A156 to proposed site access location	https://www.google.co.uk/maps/dir/53.243543,-0.5731221/53.3169759,-0.7407149/@53.3167474,-0.7407925,230m/data=!3m1!1e3!4m9!4m8!1m5!3m4!1m2!1d-0.7260706!2d53.2796039!3s0x487853c246020e0f:0x72d5816fc9e1e16b1!1m0!3e0		Yes			Various structures on A57 and A156. Suitability to be confirmed with Lincolnshire County Council.	Access from A15 via A1500 to A156 at Marton and then south would also be feasible.		Street furniture removal required at A57/A156 junction.
112	From A15, travel west on A1500 to site access.	https://www.google.co.uk/maps/dir/53.2906178,-0.5410486/53.3253807,-0.7254034/@53.3215212,-0.7340007,2602m/data=!3m1!1e3!4m9!4m8!1m5!3m4!1m2!1d-0.6194341!2d53.3027161!3s0x4878574d2ae0174d:0x57cce138bf39660e!1m0!3e0		Yes			Various structures on A1500. Suitability to be confirmed with Lincolnshire County Council.			
113	From A15, travel west on A1500 to site access.	https://www.google.co.uk/maps/dir/53.2906178,-0.5410486/53.3156188,-0.7104291/@53.3186166,-0.7176521,1840m/data=!3m1!1e3!4m9!4m8!1m5!3m4!1m2!1d-0.6194341!2d53.3027161!3s0x4878574d2ae0174d:0x57cce138bf39660e!1m0!3e0		Yes	Left turn from A1500 to private road that goes to site. Exact extent of public highway/private road ownership to be confirmed. Some tree pruning may be required on access road depending on growth present at the time of movement. General condition of existing access road is poor and would benefit from repairs.	To be confirmed by Swept Path Assessment. Possible risk of third party land required but understood to be within ownership of project party.	Various structures on A1500. Suitability to be confirmed with Lincolnshire County Council. Structure on private track appears to be drainage from railway. Status to be confirmed in terms of ability to accommodate AILs.			
114	From A15, travel west on A1500 to Sturton by Stow Turn left B1241 Saxilby Road Turn right Cowdale Lane Continue Cowdale Lane to site access at OS Ref SK 8723 7889	https://www.google.co.uk/maps/dir/53.2906178,-0.5410486/53.2998809,-0.6925131/@53.2989343,-0.6973761,797m/data=!3m1!1e3!4m9!4m8!1m5!3m4!1m2!1d-0.6194341!2d53.3027161!3s0x4878574d2ae0174d:0x57cce138bf39660e!1m0!3e0		To be confirmed		AIL expected to remain in public highway but Swept Path Assessment to confirm.	Various structures on A1500. Suitability to be confirmed with Lincolnshire County Council.	Unclassified road from A1500 west of Sturton by Stow to Cow Lane. Narrow in places to 2.8m road width and 4.6m between trees/hedges and not considered suitable.	https://www.google.co.uk/maps/dir/53.2906178,-0.5410486/53.2997007,-0.6981076/@53.3048872,-0.6886788,3096m/data=!3m1!1e3!4m14!4m13!1m10!3m4!1m2!1d-0.6194341!2d53.3027161!3s0x4878574d2ae0174d:0x57cce138bf39660e!1m0!3e0	Alternative route is to approach from A57 at Saxilby to the south. This would involve travel though Saxilby but is neoble to the left turn to Cow Lane where Swept Path Assessment required to confirm access. https://www.google.co.uk/maps/dir/53.2909777,-0.5415322/53.2997007,-0.6981076/@53.2998939,-0.6980556,7365m/data=!3m1!1e3!4m9!4m8!1m5!3m4!1m2!1d-0.5623534!2d53.2476621!3s0x48785b02f2f38dfd:0x65b4f894c71abe5a!1m0!3e0
115	From A15, travel west on A1500 to Sturton by Stow Turn left B1241 Saxilby Road Turn right Cowdale Lane Continue Cowdale Lane to site access at OS Ref SK 8723 7889	https://www.google.co.uk/maps/dir/53.2906178,-0.5410486/53.2998809,-0.6925131/@53.2989343,-0.6973761,797m/data=!3m1!1e3!4m9!4m8!1m5!3m4!1m2!1d-0.6194341!2d53.3027161!3s0x4878574d2ae0174d:0x57cce138bf39660e!1m0!3e0		To be confirmed		AIL expected to remain in public highway but Swept Path Assessment to confirm.	Various structures on A1500. Suitability to be confirmed with Lincolnshire County Council.	Unclassified road from A1500 west of Sturton by Stow to Cow Lane. Narrow in places to 2.8m road width and 4.6m between trees/hedges and not considered suitable.	https://www.google.co.uk/maps/dir/53.2906178,-0.5410486/53.2997007,-0.6981076/@53.3048872,-0.6886788,3096m/data=!3m1!1e3!4m14!4m13!1m10!3m4!1m2!1d-0.6194341!2d53.3027161!3s0x4878574d2ae0174d:0x57cce138bf39660e!1m0!3e0	Alternative route is to approach from A57 at Saxilby to the south. This would involve travel though Saxilby but is neoble to the left turn to Cow Lane where Swept Path Assessment required to confirm access. https://www.google.co.uk/maps/dir/53.2909777,-0.5415322/53.2997007,-0.6981076/@53.2998939,-0.6980556,7365m/data=!3m1!1e3!4m9!4m8!1m5!3m4!1m2!1d-0.5623534!2d53.2476621!3s0x48785b02f2f38dfd:0x65b4f894c71abe5a!1m0!3e0
116	From A46 at Lincoln travel north west on A57 to Saxilby Turn right B1241 Mill Lane Continue B1241 to proposed site access at approximate OS Ref SK 8918 7750.	https://www.google.co.uk/maps/dir/53.2433083,-0.5730571/53.2879189,-0.6637594/@53.2875906,-0.6636634,163m/data=!3m1!1e3!4m9!4m8!1m5!3m4!1m2!1d-0.5730623!2d53.2436193!3s0x48785aec755ad6af:0xc420254d00660554!1m0!3e0		Yes			Various structures on A57. Suitability to be confirmed with Lincolnshire County Council.			
117	From A46 at Lincoln travel north west on A57 to Saxilby Turn right B1241 Mill Lane Continue B1241 to proposed site access at approximate OS Ref SK 8948 76760.	Lincoln District, Lincoln to 38-40 Sturton Rd, Lincoln LN1 2NQ - Google Maps		Yes			Various structures on A57. Suitability to be confirmed with Lincolnshire County Council.			
118	From A15, travel west on A1500 Turn left U/C at OS Ref SK 9131 7852 towards Broxholme Continue U/C for approx. 1mile to potential site access at OS Ref SK 9091 7846.	Lincoln to Lincoln - Google Maps		Yes	Right turn at approximate OS Ref SK 9168 7901. Drawing number 22-1062.SPA04 shows that in order for the transformer transport configuration to negotiate the bend, either temporary or permanent road widening would be required. This does encroach into third party land beyond the extents of the existing highway boundary. Cable drum expected to be feasible but improvement work will assist access.	Site access to be designed for AILs				
119	From A15, travel west on A1500 Turn left U/C at OS Ref SK 9131 7852 towards Broxholme Continue U/C for approx. 1mile to potential site access at OS Ref SK 9128 7887.	https://www.google.co.uk/maps/dir/53.2910488,-0.5420362/53.295762,-0.6316283/@53.2972735,-0.6339873,1095m/data=!3m1!1e3!4m2!4m1!3e0		Yes	Right turn at approximate OS Ref SK 9168 7901. Drawing number 22-1062.SPA04 shows that in order for the transformer transport configuration to negotiate the bend, either temporary or permanent road widening would be required. This does encroach into third party land beyond the extents of the existing highway boundary. Cable drum expected to be feasible but improvement work will assist access.	Site access to be designed for AILs				

APPENDIX G

A2
ORIGINAL
PLOT SIZE



Overview



Temporary Passing Place

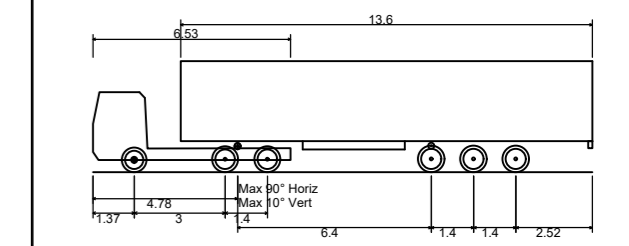
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NOTES: Location Plan

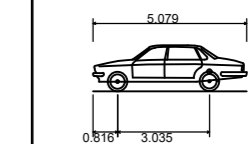


KEY

- Existing site access.
- Approximate extent of adopted highway.
- Temporary layby area



Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.500m
 Overall Width 2.550m
 Overall Body Height 3.681m
 Min Body Ground Clearance 0.411m
 Max Track Width 2.500m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.530m



Large Car (2006)
 Overall Length 5.079m
 Overall Width 1.831m
 Overall Body Height 1.525m
 Min Body Ground Clearance 0.310m
 Max Track Width 1.831m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.900m

Rev	Date	Details	Drawn by	Checked by	Approved by
B	27.09.23	Added topographic data. Renamed layby to passing place	KVT	RR	JD
A	29.08.23	Adjusted layby to be temporary. Added location plan in notes.	KVT	RR	JD

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CLIENT:
 WEST BURTON SOLAR PROJECT LIMITED

PROJECT:
 WEST BURTON SOLAR FARM

TITLE:
 West Burton 1: Temporary Passing Place 1 Arrangement For Western Land Parcel

STATUS:
INFORMATION

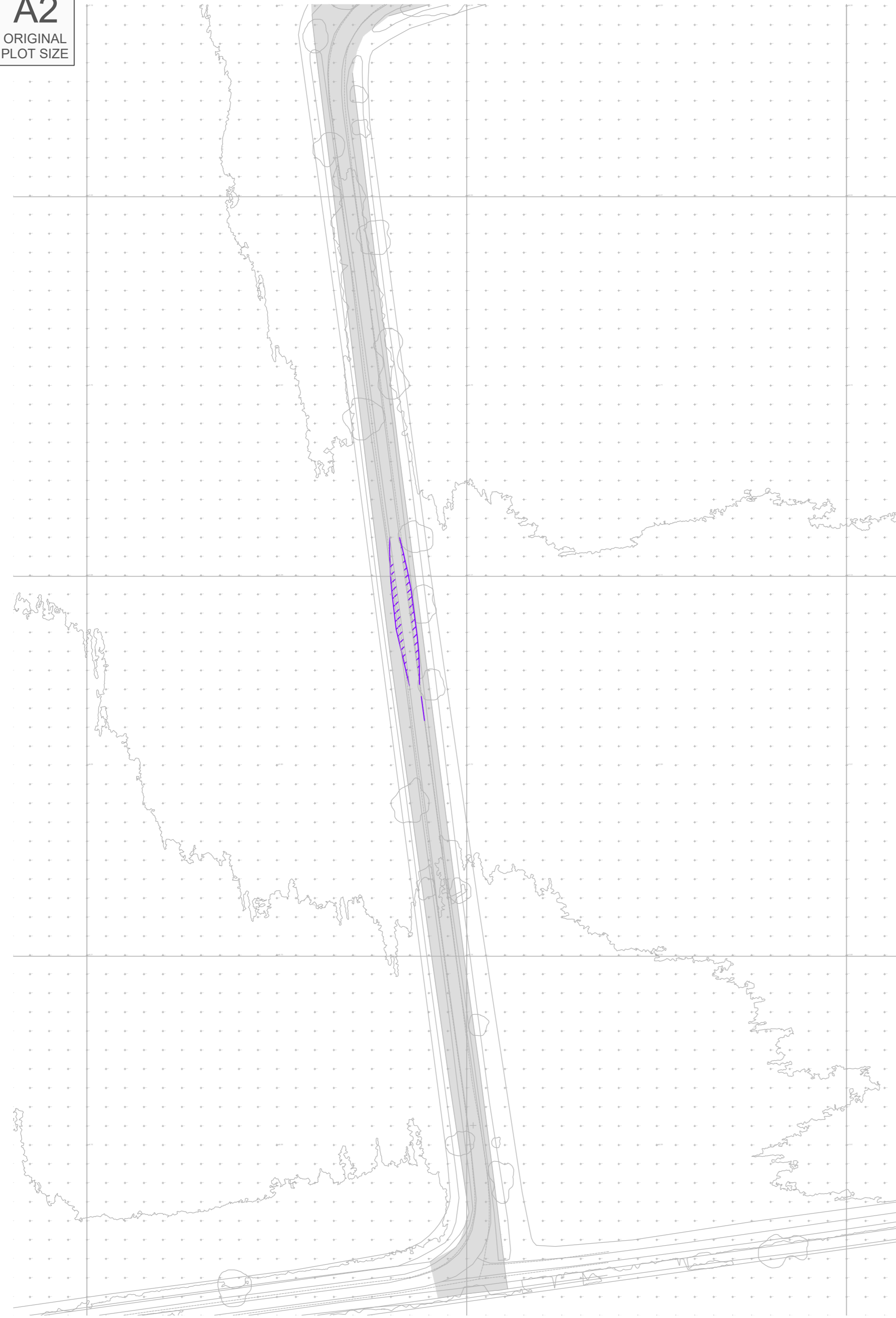
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JOB NO:	DRAWING NO:	REVISION:		
2107-061	SK18	B		



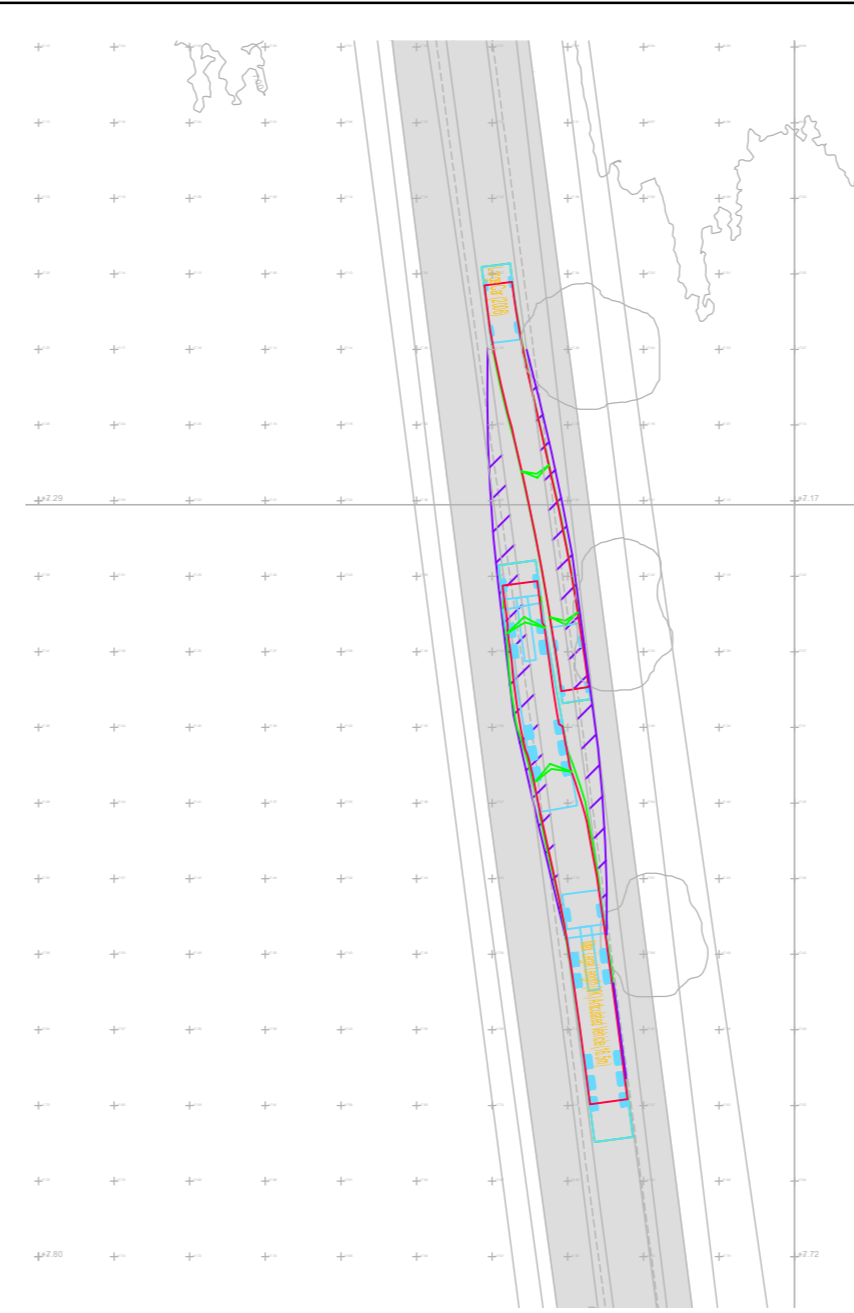
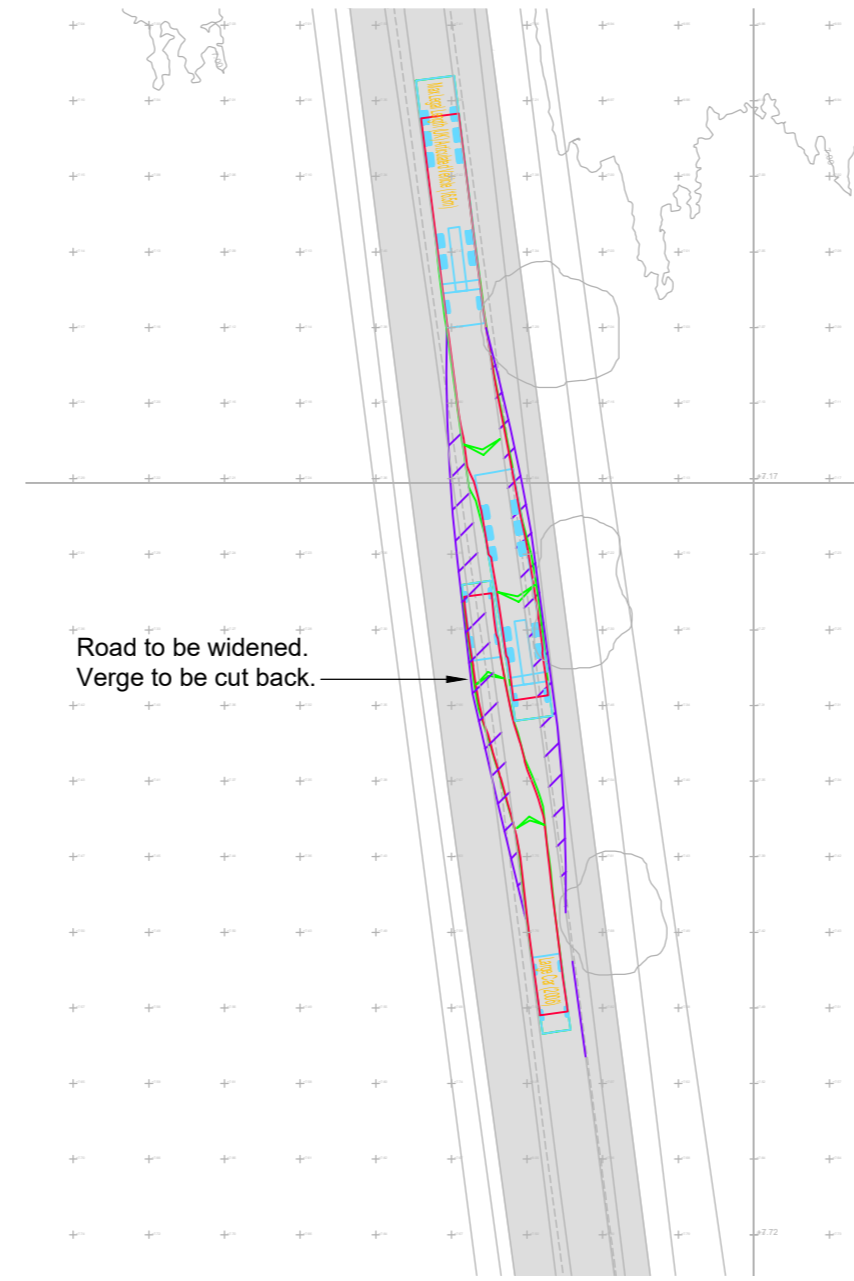
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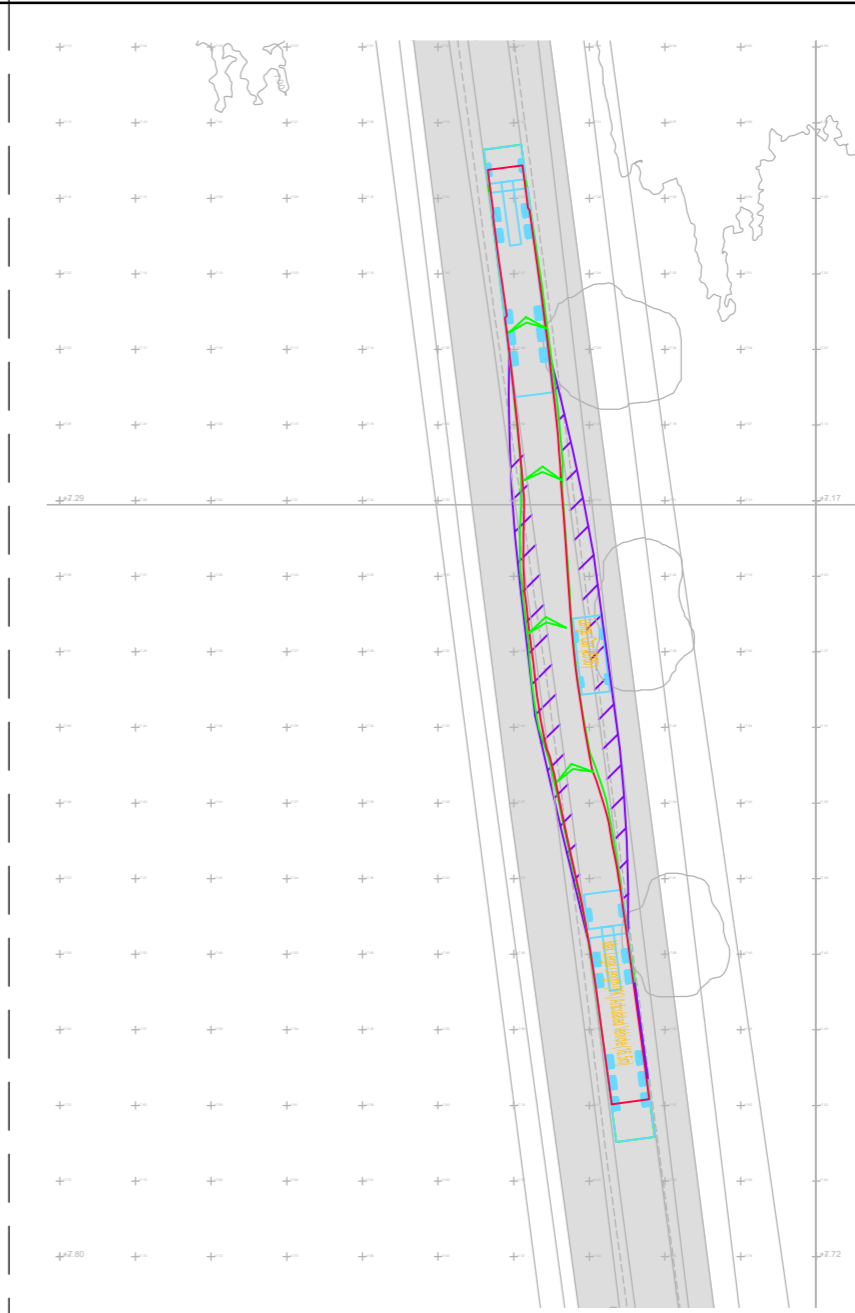
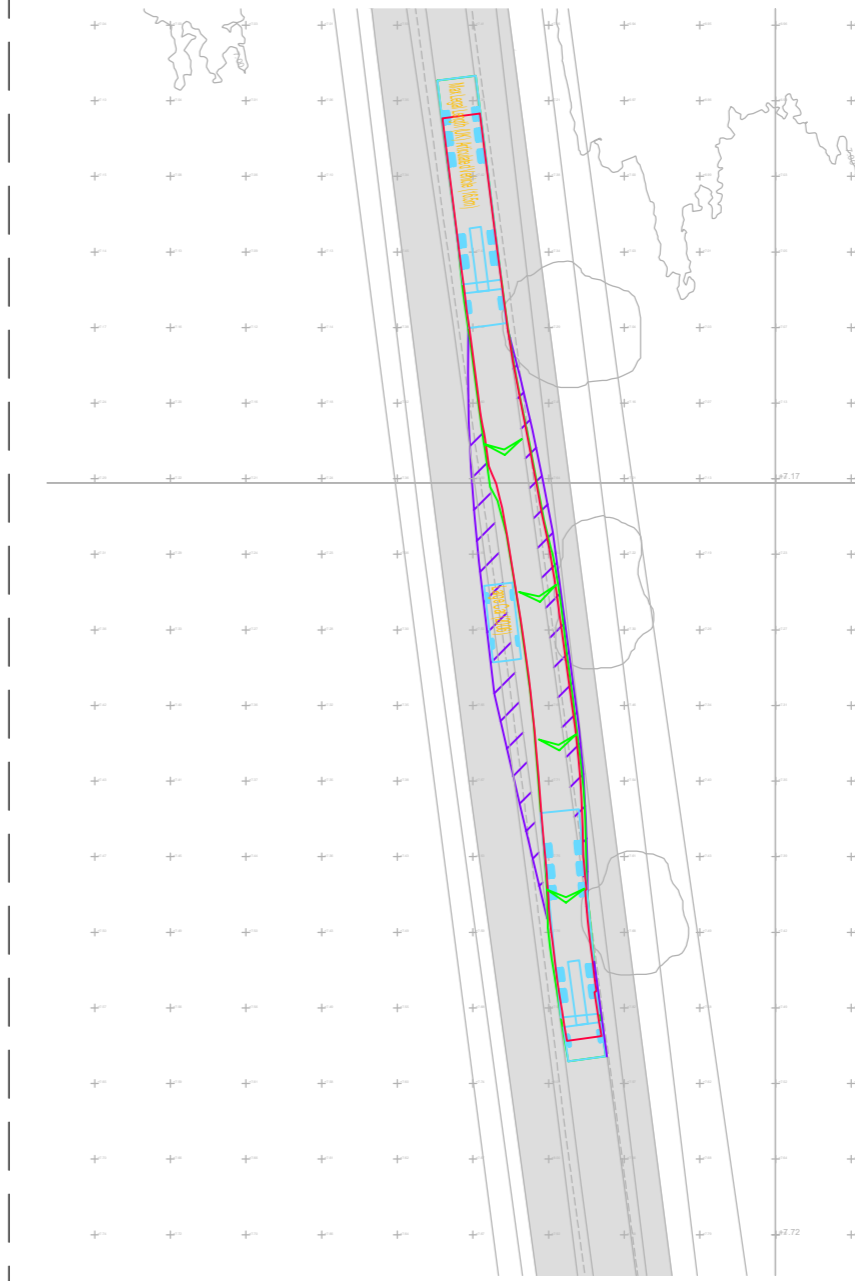
A2
ORIGINAL
PLOT SIZE



Overview
Scale 1:1000



Temporary Passing Place
Scale 1:500

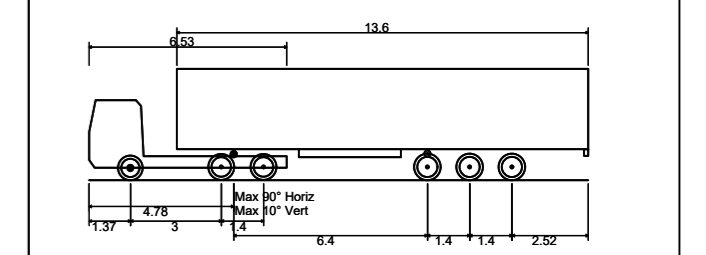


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NOTES: Location Plan



- KEY**
- Approximate extent of adopted highway.
 - Temporary layby area



Max Legal Length (UK) Articulated Vehicle (16.5m)	16.500m
Overall Length	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



Large Car (2006)	5.079m
Overall Length	1.872m
Overall Width	1.525m
Overall Body Height	0.310m
Min Body Ground Clearance	1.831m
Max Track Width	4.00s
Lock to lock time	5.900m
Kerb to Kerb Turning Radius	

Rev	Date	Details	Drawn by	Checked by	Approved by
B	27.09.23	Renamed layby to passing place. And add topographic data.	KVT	RR	JD
A	29.08.23	Adjusted layby to be temporary. Added location plan in notes.	KVT	RR	JD

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CLIENT:
WEST BURTON SOLAR PROJECT LIMITED

PROJECT:
WEST BURTON SOLAR FARM

TITLE:
West Burton 1: Temporary Passing Place 2 Arrangement For Western Land Parcel

STATUS:
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	13.07.23	KVT	RR	JD
JOB NO:	DRAWING NO:	REVISION:		
2107-061	SK19	B		



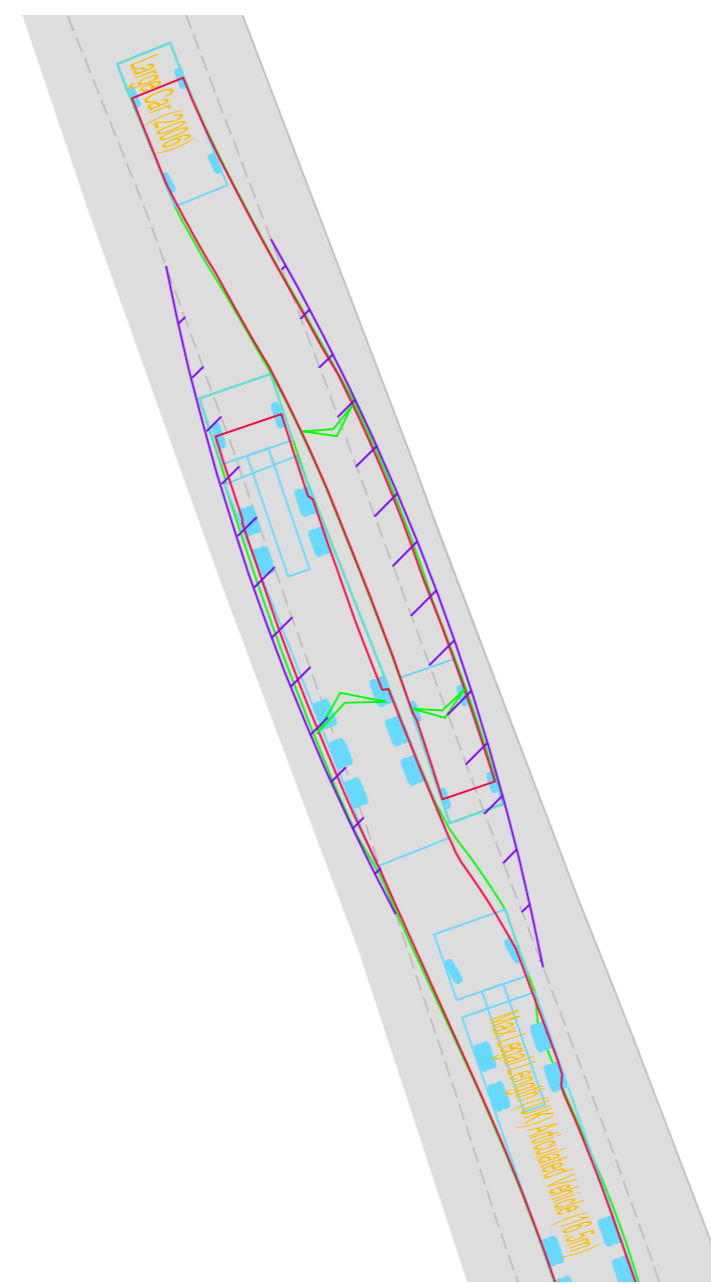
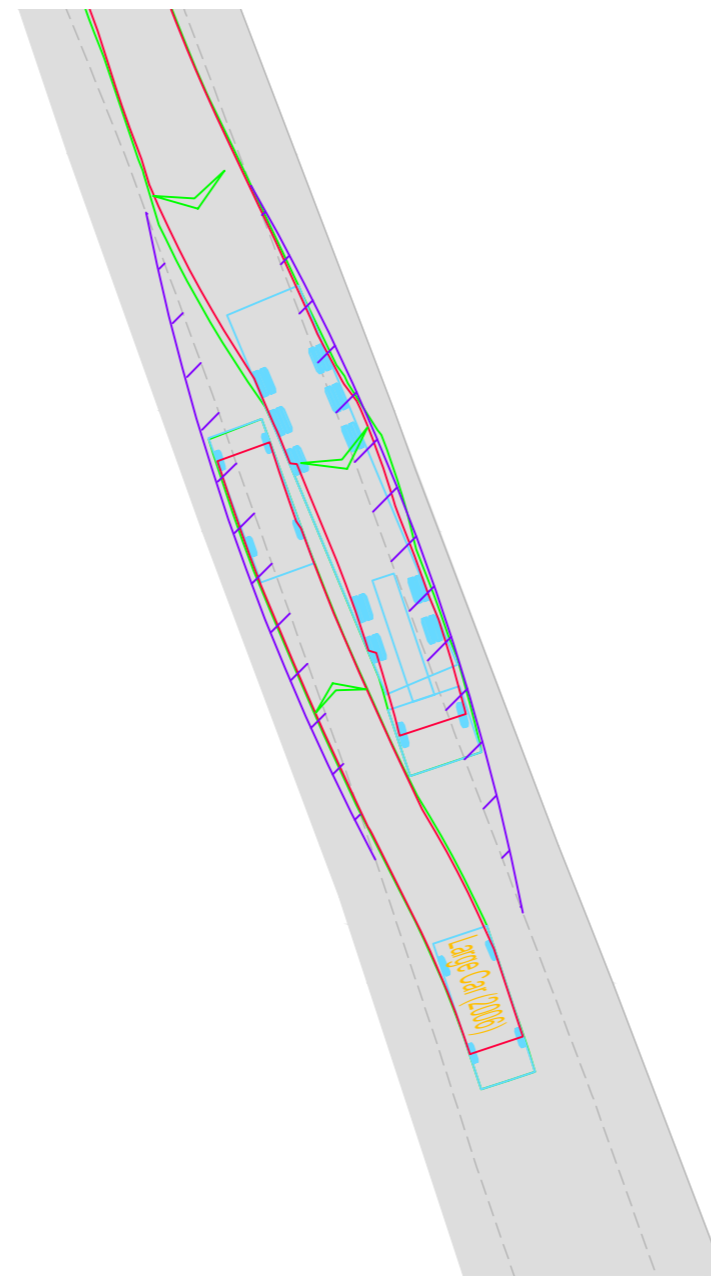
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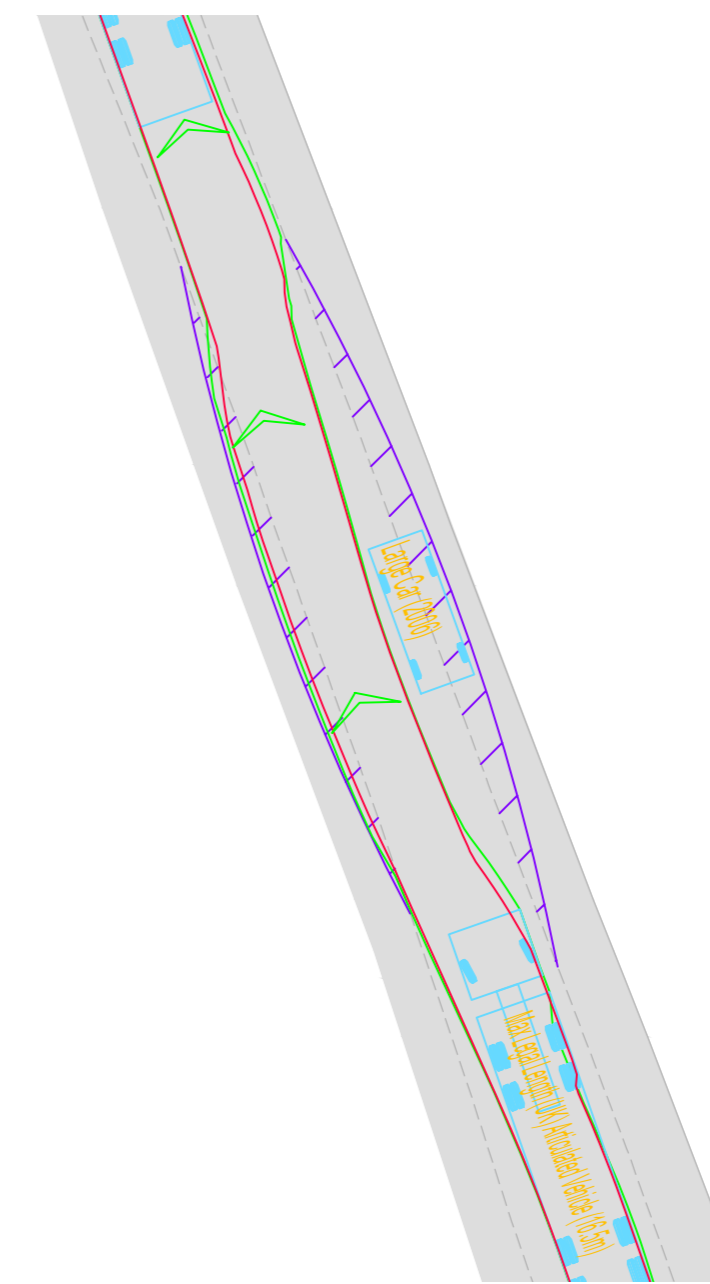
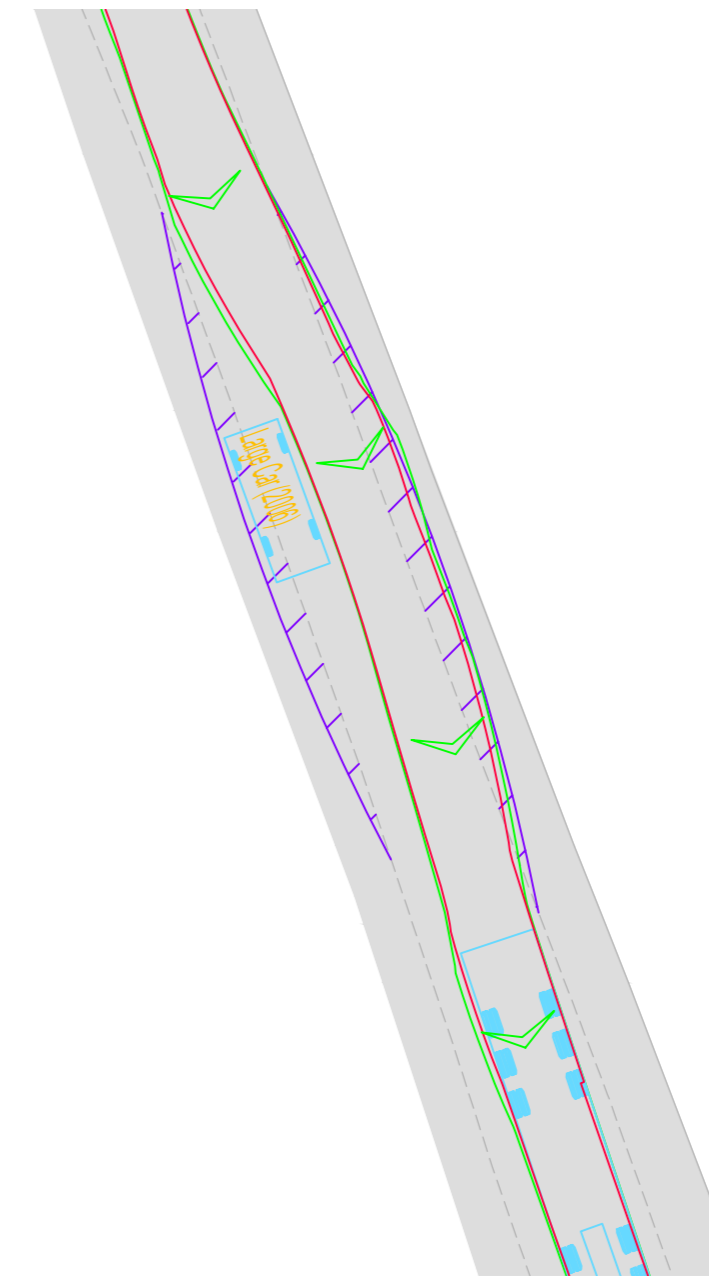
A2
ORIGINAL
PLOT SIZE



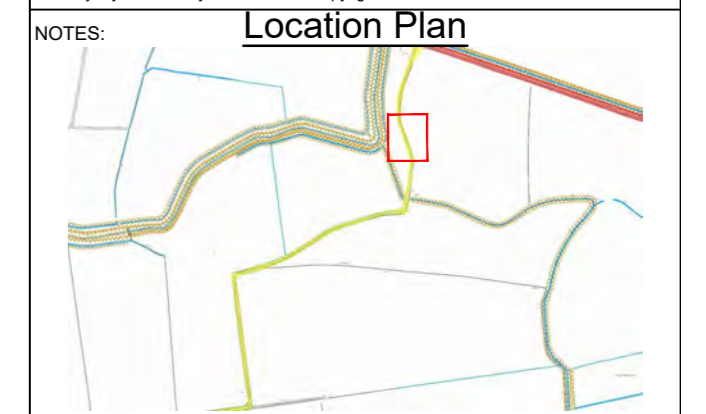
Overview
Scale 1:1000



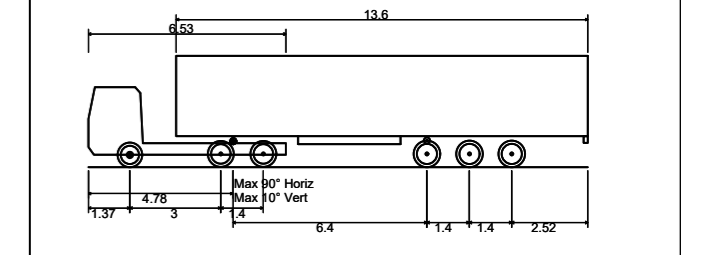
Proposed Temporary Passing Place
Scale 1:250



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- KEY
- Temporary layby area.
 - Approximate extent of adopted highway..
 - Existing passing place.



- Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
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Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

Rev	Date	Details	Drawn by	Checked by	Approved by
C	27.09.23	Renamed layby to passing place. Adjusted passing area.	KVT	RR	JD
B	29.08.23	Adjusted layby to be temporary. Added location plan in notes.	KVT	RR	JD
A	25.07.23	Included approximate extent of adopted highway.	KVT	RR	JD

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CLIENT:
WEST BURTON SOLAR PROJECT LIMITED

PROJECT:
WEST BURTON SOLAR FARM

TITLE:
West Burton 1: Temporary Passing Place 3 Arrangement For Western Land Parcel

STATUS:
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	13.07.23	KVT	RR	JD
JOB NO:	DRAWING NO:	REVISION:		
2107-061	SK20	C		



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