

Cottam Solar Project

Environmental Statement Appendix 14.1: Transport Assessment Revision **CB**

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COTTAM SOLAR PROJECT LIMITED

**Cottam Solar Project,
LINCOLNSHIRE**

Transport Assessment

January-February 2024



Document Management

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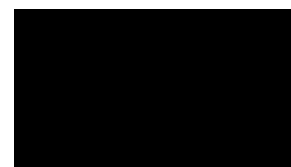
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1 Introduction

1.1 This Transport Assessment (TA) has been prepared by Transport Planning Associates (TPA) on behalf of Cottam Solar Project Ltd (the 'Applicant') in relation to an application for a Development Consent Order (DCO) for Cottam 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 Facility 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 Cottam Power Station.

1.4 The main element of the Scheme comprises three Sites that will accommodate the solar arrays. These are referred to as:

- **Cottam 1** – 587ha, made up of a number of fields centred around the village of Coates;
- **Cottam 2** – 109ha, located to the north of Cottam 1 and to the east of the village of Corringham;
- **Cottam 3a** – 139ha, located to the north of Cottam 2, to the north of the B1205, and to the east of the village of Blyton; and
- **Cottam 3b** – 62ha, located to the south of Cottam 3a and to the east of Station Road.

1.5 An Energy Storage Facility (or 'BESS') will be located within **Cottam 1**.

1.6 The Sites will link to the grid connection points at Cottam Power Station via a cable. The Cable Route Corridor will run from Cottam Power Station north east towards Blyton. The majority of the land within the corridor is agricultural land.

1.7 The Order Limits (Location Plan) is shown in **DCO Core Plan 1** [[APP-005EN010133/APP/C2.1](#)]. This is shown in **Appendix A**.

1.8 A full overview of the Scheme can be found in ES Chapter 3 on the 'Order Limits' [[APP-038EN010133/APP/C6.2.3](#)], and ES Chapter 4 on the 'Scheme Description' [[REP-](#)

[012EN010133/APP/C6.2.3](#)]. Additional information on the Grid Connection can be found in the 'Grid Connection Statement' [[EN010133/APP/C7.7APP-346](#)]

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**' [[EN010133/APP/C6.2.14APP-049](#)].
- 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 a Construction Traffic Management Plan (CTMP). This is shown at **Appendix 14.2** of the **Environmental Statement** [[EN010133/APP/C6.3.14.2EX5/ C6.3.14.2 F](#)]. 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** [[EN010133/APP/C6.3.14.3EX5/ C6.3.14.3 E](#)].

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 four Sites, known as Cottam 1, 2, 3a and 3b. In addition, a cable route corridor will run from Cottam Power Station north east towards Blyton. The cable will connect the Scheme to the grid connection point at Cottam Power Station.

2.3 All four areas are situated to the west of the A15 between Lincoln and Scunthorpe. The southernmost point of Cottam 1 is approximately 11km to the north of the centre of Lincoln. The northern most tip of Cottam 3a is approximately 15km to the south of the centre of Scunthorpe.

Cottam 1

2.4 Cottam 1 is 587ha in size and is made up of a number of fields centred on the village of Coates. The entirety of the Cottam 1 is currently in agricultural use.

2.5 The Site is broadly enclosed by the B1398 to the east, the A1500 to the south, the B1244 to the west and Kexby Road to the north.

2.6 Villages and Hamlets within close proximity of the Site are Glentworth, Fillingham, Ingham, Cammeringham, Brattleby, Aisthorpe, Scampton. Kexby, Willingham by Stow, Normanby by Stow, Stow, Sturton by Stow, Bransby, Thorpe in the Fallows, Brattleby, Stow Pasture and Coates.

Cottam 2

2.7 Cottam 2 is 109ha in size and is located to the north of Cottam 1 and to the east of the village of Corringham. The entirety of the Cottam 2 is currently in agricultural use.

2.8 The Site is situated to the north of A631. The villages and hamlets of Corringham, Aisby and Yawthorpe surround the Site.

Cottam 3a

- 2.9 Cottam 3a is 109ha and is located to the north of Cottam 2 and to the east of the village of Blyton.
- 2.10 Part of the Site at Cottam 3a comprises a former airfield, with the rest agricultural land. The former airfield is, in part, used by a motorsport centre. Kirton Road (B1205) runs along the south of the Site. The A159 Laughton Road runs north/south along the western extent of the Site. The village of Blyton is approximately 250 metres to the south-west of Cottam 3a.

Cottam 3b

- 2.11 Cottam 3b is 62ha and is situated approximately 400 metres to the east of Station Road, and the village of Pilham. A train line runs along the northern border of the Site. The entirety of the Cottam 3b is currently in agricultural use.

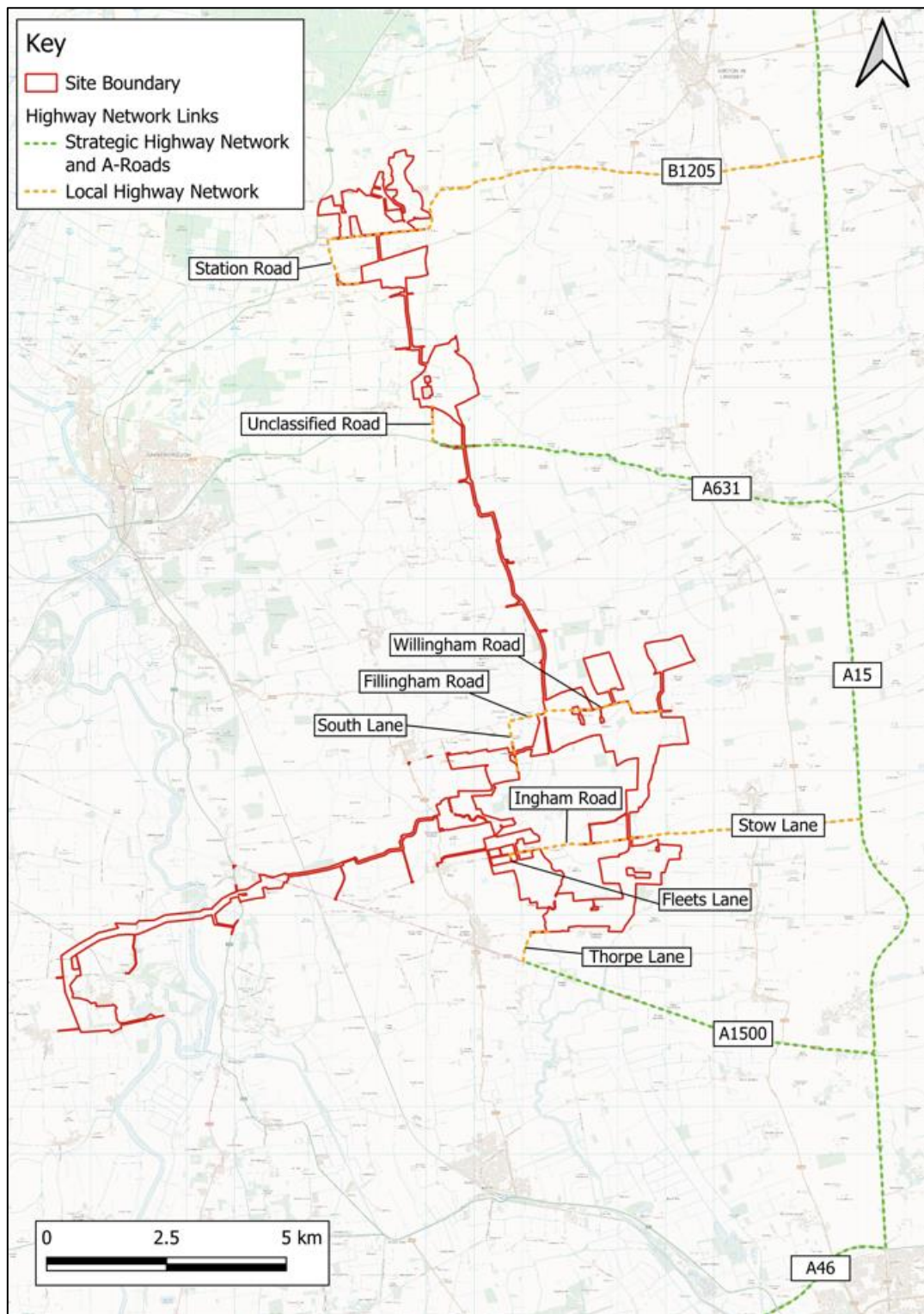
Cable Route Corridor

- 2.12 The cable route corridor links the Sites to the grid connection point running from Cottam Power Station north east towards Blyton. 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

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

Figure 2.1 Strategic and Local and Highway Network



2.14 A description of the strategic and local highway network is set out overleaf.

Strategic Highway Network

- **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.

Local Highway Network

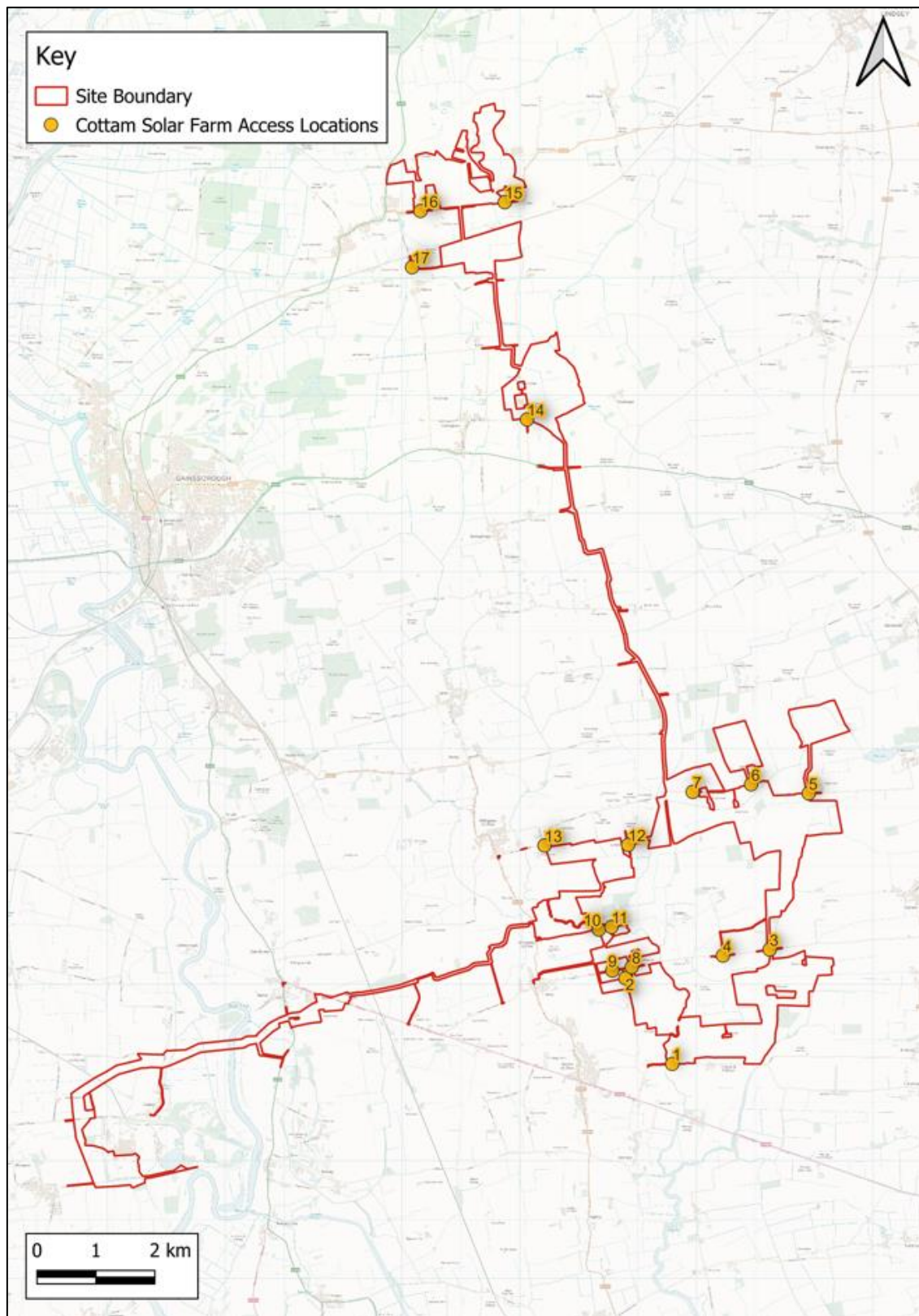
- **A1500 Till Bridge Lane:** The A1500 is a two-way, single carriageway road subject to the national speed limit and generally has a straight alignment. It connects the A15, to the east, to the village of Sturton by Stow to the west;
- **Thorpe Lane:** Thorpe Lane is a rural single lane road that has no central markings. It has a footway running along the eastern side of the road and is subject to the national speed limit;
- **Stow Lane:** Stow Lane is a rural single lane road that has no central markings and is subject to the national speed limit. Stow Lane connects Ingham Lane to the east to Ingham Road to the west;
- **Ingham Road:** Ingham Road, is a rural single lane road that has no central markings and is subject to the national speed limit. Ingham Road connects Stow Lane to the east to the village of Stow to the west;
- **Fleets Lane:** Fleets Lane is a narrow rural single lane road that has no central markings and is subject to the national speed limit. Ingham Road connects Ingham Road to the north to Fleets Road to the south;
- **South Lane:** South Lane is a rural narrow single lane road, subject to the national speed limit, that travels in a north to south alignment and features no central markings. South Lane connects to Fillingham Lane in the north and an un-named rural road to the south;
- **Willingham Road:** Willingham Road is a rural single lane road that generally has a straight alignment. The road has no central markings and is subject to the national speed limit; Willingham Road connects the village of Fillingham to the east to Fillingham Lane to the west.
- **Fillingham Lane:** Fillingham Lane connects to Willingham Road and is a rural single lane road that generally has a straight alignment. The road has no central markings and is subject to the national speed limit;
- **A631:** The A631, is a single carriageway where the national speed limit applies. The A631, connects the A157 to the east, to the A630 to the west;
- **Access Road north of A631:** The unclassified rural road that lies north of the A631, is a narrow road with no central markings where the national speed limit applies;

- **B1205:** The B1205 is a single carriageway where the national speed limit applies. The B1205 connects the A15 to the east to the village of Blyton to the west;
- **Station Road:** Station Road is a single lane road that has a footway located on the eastern side. It connects Pilham Lane to the south to Kirton Road to the north.

Traffic Flows

2.15 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 A631, 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



2.16 The raw data is shown in **Appendix B**. The average weekday two-way traffic count 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	Thorpe Lane	83	37%
4	Stow Lane	688	25%
5	Ingham Road	759	20%
6	Fleets Lane	63	25%
7	Coates Lane (East of Normanby-by-Stow)	5	13%
8	Willingham Road	122	25%
9	South Lane**	122	25%
10	A631	6,310	6%
11	Access Road (North of A631)	70	3%
12	Kirton Road	1,606	19%
13	Station Road	2,159	18%

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

**Flows based on Willingham Road ATC

2.17 Table 2.1 indicates that the 'A'-Roads in the area carry the most traffic, namely the A15, A1500 and A631. Many of the roads within the area accommodate low levels of traffic over a daily period.

Personal Injury Accidents

2.18 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**.

2.19 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	4	3	0	7
2	Till Bridge Lane (A1500)	7	2	0	9
3	Thorpe Lane	0	0	0	0
4	Stow Lane	2	0	1	3
5	Ingham Road	0	0	0	0
6	Fleets Lane	0	0	0	0
7	Coates Lane	0	0	0	0
8	Willingham Road	0	0	0	0
9	South Lane**	0	0	0	0
10	A631	16	6	1	23
11	Access Road (North of A631)	0	0	0	0
12	Kirton Road	14	4	2	20
13	Station Road	0	1	0	1

2.20 Table 2.2 indicates a total of 63 accidents within the study area. Of these 43 resulted in slight injuries, 16 in serious injuries and four with fatal injuries.

2.21 Generally, accidents are spread out throughout the study area. However, one accident hotspot is identified, on the B1205/B1398 crossroad. There has been a total of 10 accidents here, including two that resulted in fatal injuries. Management of this junction during the construction phase is set in **Section 8**.

Walking

2.22 Based on 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:

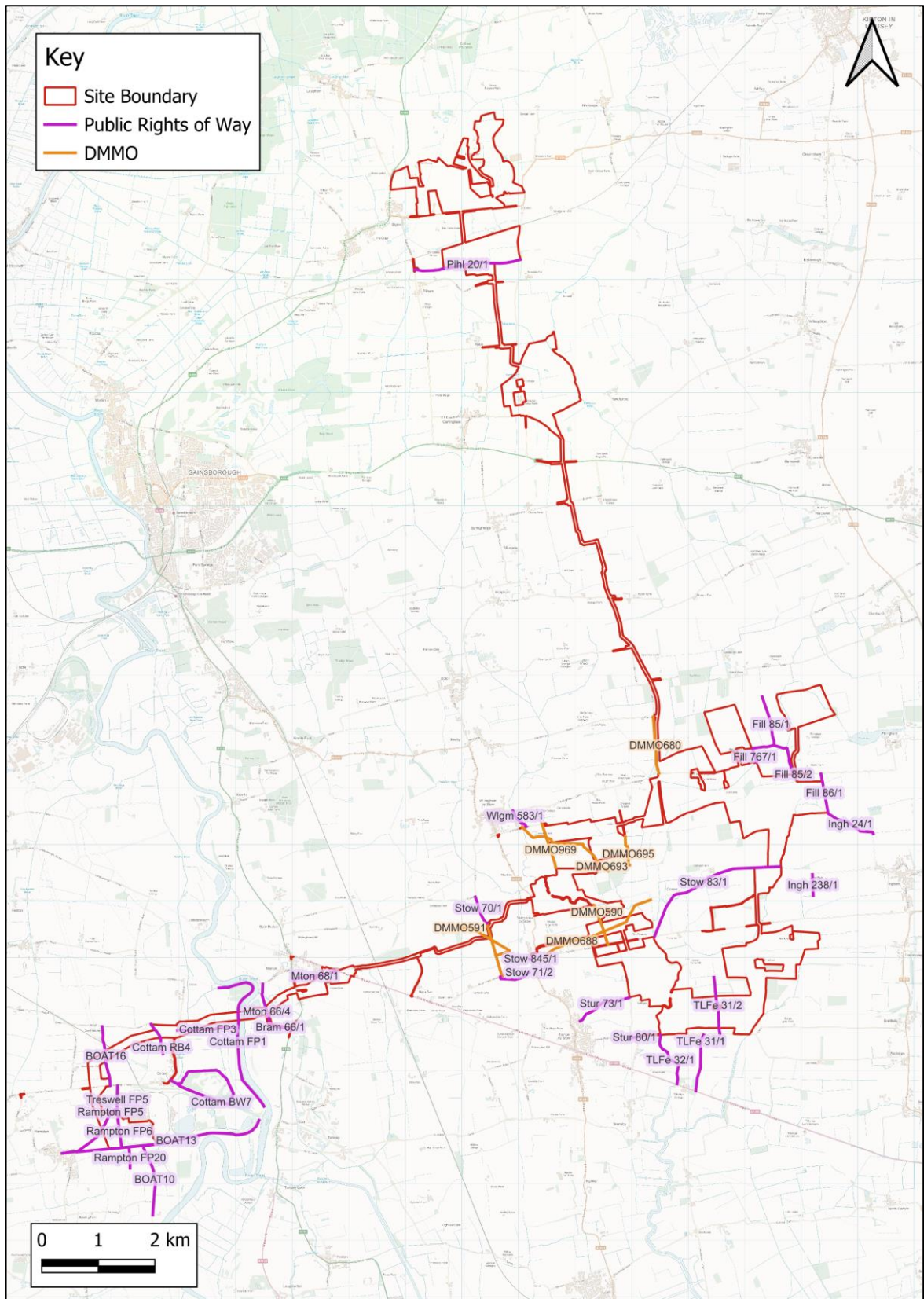
- **Cottam 1** – There are no footways present on the A1500 Till Bridge Lane, Stow Lane, Ingham Road, Fillingham Lane, Willingham Road and South Lane within the vicinity of the Site. A footway is located on the east side of Thorpe Lane to the north of the A1500 junction;

- **Cottam 2** – There are no footways present on the A631, nor on the unnamed rural road that connects to the Site;
- **Cottam 3a and 3b** – There are no footways present on the B1205. Station Road does have a footway on one side of the carriageway which continues for approximately 600m from the junction with the B1205 Kirton Road.

Public Rights of Way

- 2.23 There are a number of public rights of way that run through or nearby each area or within the vicinity of the Grid Connection Route. In addition, there are also a number of Definitive Map Modification Orders (DMMO) applications in the local area. These are shown in **Figure 2.3**.

Figure 2.3 Public Rights of Way



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

Table 2.3 Public Rights of Way and DMMOs

Public Right of Way	Nearest Cottam Site	Route
Bridleway – TLF/31/2	Cottam 1	Ingham Road south towards Thorpe Lane.
Bridleway – Fill/86/1	Cottam 1	Willingham Road to Long Lane
Bridleway Stow 83/1	Cottam 1	Ingham to Stow Pasture
Footpath – Pilh/20/1	Cottam 3b/Cable Route	Station Road to the unnamed rural road west of Bonsdale.
Footpath – Mton/66/1 and 4	Cable Route	A156 to Littleborough Lane
Footpath – Mton/68/1	Cable Route	South of Marton
NT Cottam FP1	Cable Route	Alongside River Trent
NT Cottam FP3	Cable Route	River Trent to Headsted Bank
NT Cottam RB4	Cable Route	Overcoat Lane
NT South Leverton BOAT16	Cable Route	Cow Pasture Lane
NT Rampton BOAT 13	Cable Route	Torskey Ferry Road
NT Rampton FP5/6	Cable Route	East of Cottam Power Station
NT Rampton FP20	Cable Route	South of Cottam Power Station
NT Treswell FP5	Cable Route	East of Cottam Power Station
DMMO	Nearest Cottam Site	Route
DMMO695	Cottam 1	South Lane
DMMO693	Cottam 1	Diagonal route across Cottam 1 from Cot Garth Lane
DMMO696	Cottam 1	Stone Pit Lane
DMMO590	Cottam 1	Track from Ingham Road
DMMO688	Cottam 1	Diagonal route from Ingham Road near Stow and across River Till
DMMO680	Cable Route	Glentworth Road to Willingham Road
DMMO689	Cable Route	Stow Park Road to PRow Stow 70/1
DMMO591	Cable Route	Intersects with DMMO689 in a diagonal route

2.25 Surveys were undertaken at the three identified Public Rights of Way that run through the Site to give an indication of usage. The Public Rights of Way surveyed are:

- Bridleway TLFe/312,
- Bridleway Stow/83/1, and
- Bridleway Pilh/20/1.

2.26 Surveys recorded the number of pedestrians, cyclists and equestrians to use the identified paths over the course of a seven-day period between 30th August 2022 and 5th September 2022. The results are summarised in **Table 2.4**.

Table 2.4 Public Rights of Way (Two-Way Counts)

	TLFe/31/2		Stow/83/1		Pilh/20/1	
	Ped	Cycle	Ped	Cycle	Ped	Cycle
Tuesday 30/08/22	0	0	0	0	2	0
Wednesday 31/08/22	0	0	0	1	0	0
Thursday 01/09/22	3	1	4	0	0	0
Friday 02/09/22	0	0	0	0	0	0
Saturday 03/09/22	6	18	0	1	0	0
Sunday 04/09/22	0	0	0	0	0	0
Monday 05/09/22	0	0	4	0	0	0
Total	9	19	8	2	2	0

2.27 The survey indicates that the Public Rights of Way are not intensely used with no equestrians recorded on either bridleway across the survey period. Of the surveyed PROWs, TLFe/31/2 had the highest number of movements, with 28 movements over a seven day period.

Cycling

2.28 There is no dedicated cycling infrastructure nor any National Cycle Network Routes within the vicinity of the Site.

Public Transport

Bus

- 2.29 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 2.5**.

Table 2.5 Summary of Existing Bus Services

Service Number	Nearest Bus Stop	Nearest Cottam Area	Route Summary
103	Post Office	Cottam 2	Lincoln – Kirton in Lindsey
354	Harpwell Grange		Gainsborough – Lincoln
367	Old Station House	Cottam 3	Gainsborough – Kirton in Lindsey
601	Monson Road		Scunthorpe – Gainsborough
906	Till Bridge Lane (Lane End)	Cottam 1	Welton – Saxilby

- 2.30 Table 2.5 indicates there are a good number of existing bus services that could be utilised as a sustainable mode of transport to access the Site, with at least one service route with a nearby bus stop in the vicinity of all three areas.

Rail

- 2.31 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.
- 2.32 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.

Summary

- 2.33 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.
- 2.34 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.

3 Transport Planning 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);
- Central Lincolnshire Local Plan (2017); and
- Draft Bassetlaw Local Plan (2022).

3.2 Key text and polices 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 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 on the 'Order Limits' [[APP-038EN010133/APP/C6.2.3](#)], and ES Chapter 4 on the 'Scheme Description' [[REP-012EN010133/APP/C6.2.3](#)]. Additional information on the Grid Connection can be found in the 'Grid Connection Statement' [[APP-346EN010133/APP/C7.7](#)]

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 Facility (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 Cottam 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:
- **Cottam 1** – 587ha, made up of a number of fields centred around the village of Coates. Split into Cottam 1 South, Cottam 1 North, and Cottam 1 West;
 - **Cottam 2** – 109ha, located to the north of Cottam 1 and to the east of the village of Corringham;
 - **Cottam 3a** – 139ha, located to the north of Cottam 2, to the north of the B1205 and to the east of the village of Blyton; and
 - **Cottam 3b** – 62ha, located to the south of Cottam 3a and to the east of Station Road.
- 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; and
- **Electric Cabling** – Electrical cabling will be required as part of the Generating Stations to connect PV Panels to the Conversion Units.

Energy Storage Facility

- 4.7 An Energy Storage Facility (or BESS) will be located within Cottam 1.
- 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 Cottam 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 facility at Cottam 1.
- 4.11 The Cable Route Corridor will be approximately 27.5km 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 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 detail 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 24-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
Cottam 1 (N)	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█
Cottam 1 (S)	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█
Cottam 1 (W)	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█
Cottam 2	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█
Cottam 3a	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█
Cottam3b	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█
BESS	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█
Grid Connect	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█

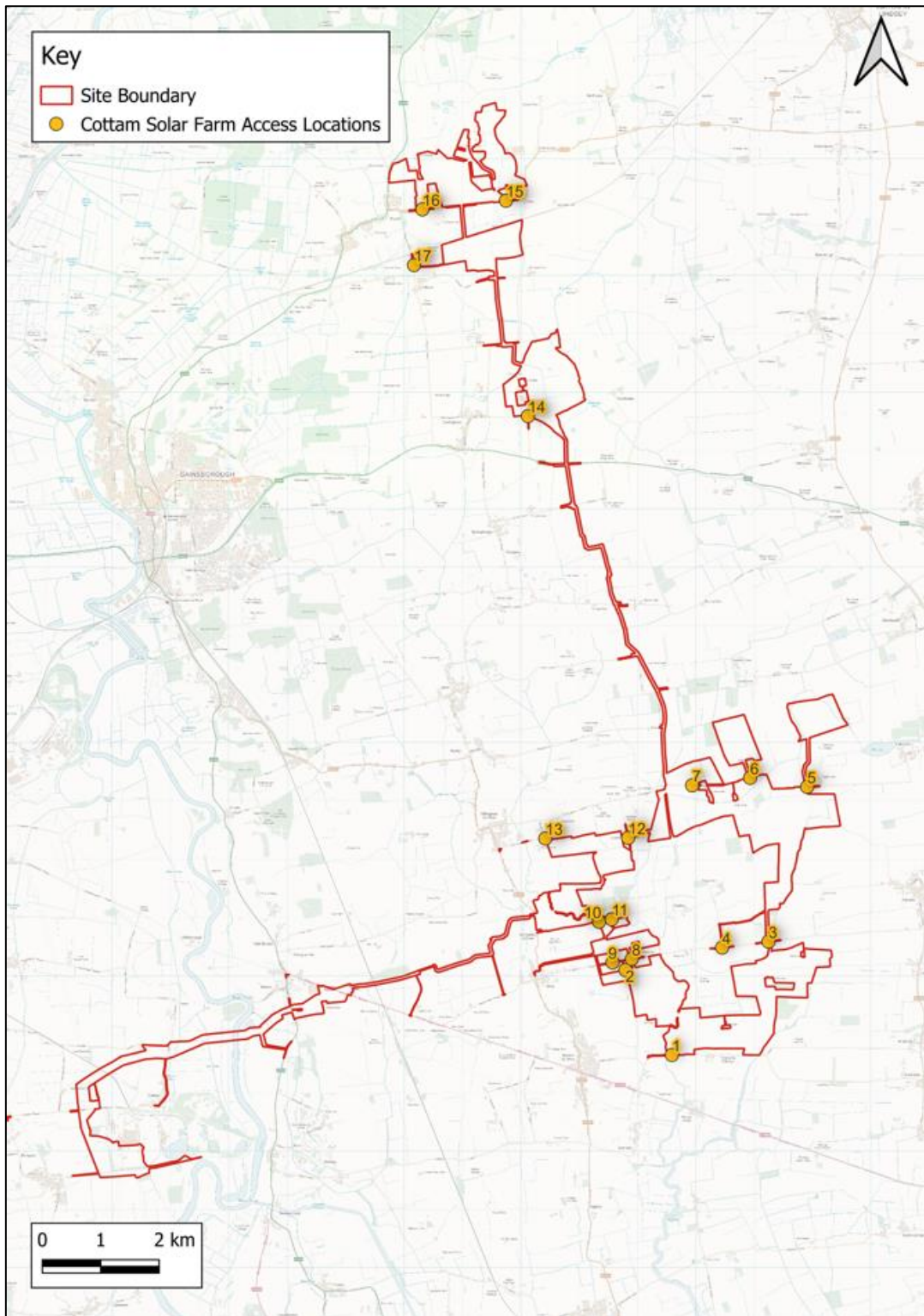
Accesses

- 4.17 During construction, the Scheme will be accessed via the creation of temporary access junctions to the Solar Farm Sites (Cottam 1, 2, 3a and 3b) 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.

Cottam 1, 2 and 3a and 3b

- 4.20 There will be a total of 17 access points for Cottam 1, 2 and 3a and 3b. The access locations to the Solar Farm Sites (Cottam 1, 2 and 3) are shown in **Figure 4.1**.

Figure 4.1 Access Locations – Cottam 1, 2 3a and 3b



4.21 The access arrangements are shown in **Drawings SK01 to SK17**, 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;
- Construction Access with Abnormal Load - 16 axle girder frame or 5 axle bed with 5 axle draw bar trailer;
- Operational Access – Transit Van

4.23 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.

4.24 All construction vehicles will access and egress the Site in a forward gear.

4.25 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.

4.26 The accesses are summarised in **Table 4.2**.

Table 4.2 Cottam 1, 2, 3a and 3b Accesses

Figure and Drawing Ref	Location	Description	Use
Cottam 1 South			
1	Thorpe Lane, at Thorpe Bridge	Improved existing field access	Construction Operational
2	Fleets Lane, 200m south of Ingham Road	Improved existing field access	Construction Operational
Cottam 1 North			
3	Stow Lane (North), between Blackthorn Hill and Furze Hill	Improved existing field access	Construction
4	Stow Lane, Grange Farm access	Existing field access	Operational
5	Willingham Road, Fillingham Grange track (North and South)	Improved existing access	Construction Operational
6	Willingham Road, Adj. North Farm	Improved existing access	Construction Operational
7	Willingham Road, West of Turpins Farm	Improved existing access	Construction Operational
Cottam 1 West			
8	Ingham Road, 100m east of 31 Ingham Road	Improved existing field access	Construction
9	Green lane Track from Coates Lane to Ingham Road, 400m north of Ingham Road	Existing green lane access	Operational
10	Coates Lane, at River Till bridge	Improved existing field access	Construction Operational
11	Coates Lane, 200m east of River Till bridge	Improved existing field access	Construction Operational

Figure and Drawing Ref	Location	Description	Use
12	South Lane	Improved existing field access	Construction Operational
13	Stone Pit Lane, at Cot Garth Lane	Improved existing field access	Abnormal Load
Cottam 2			
14	Access road from East Lane to A631, adj. Corringham Grange	Improved existing field access	Construction Operational Abnormal Load
Cottam 3a			
15	B1205 Kirton Road, adj. Blyton Park Driving Centre	Existing access	Construction Operational
16	B1205 Kirton Road, 150m west of JG Pears	Existing access	Construction Operational Abnormal Load
Cottam 3b			
17	Station Road/Pilham Lane, adj. Glebe Farm	Improved existing field access	Construction Operational Abnormal Load

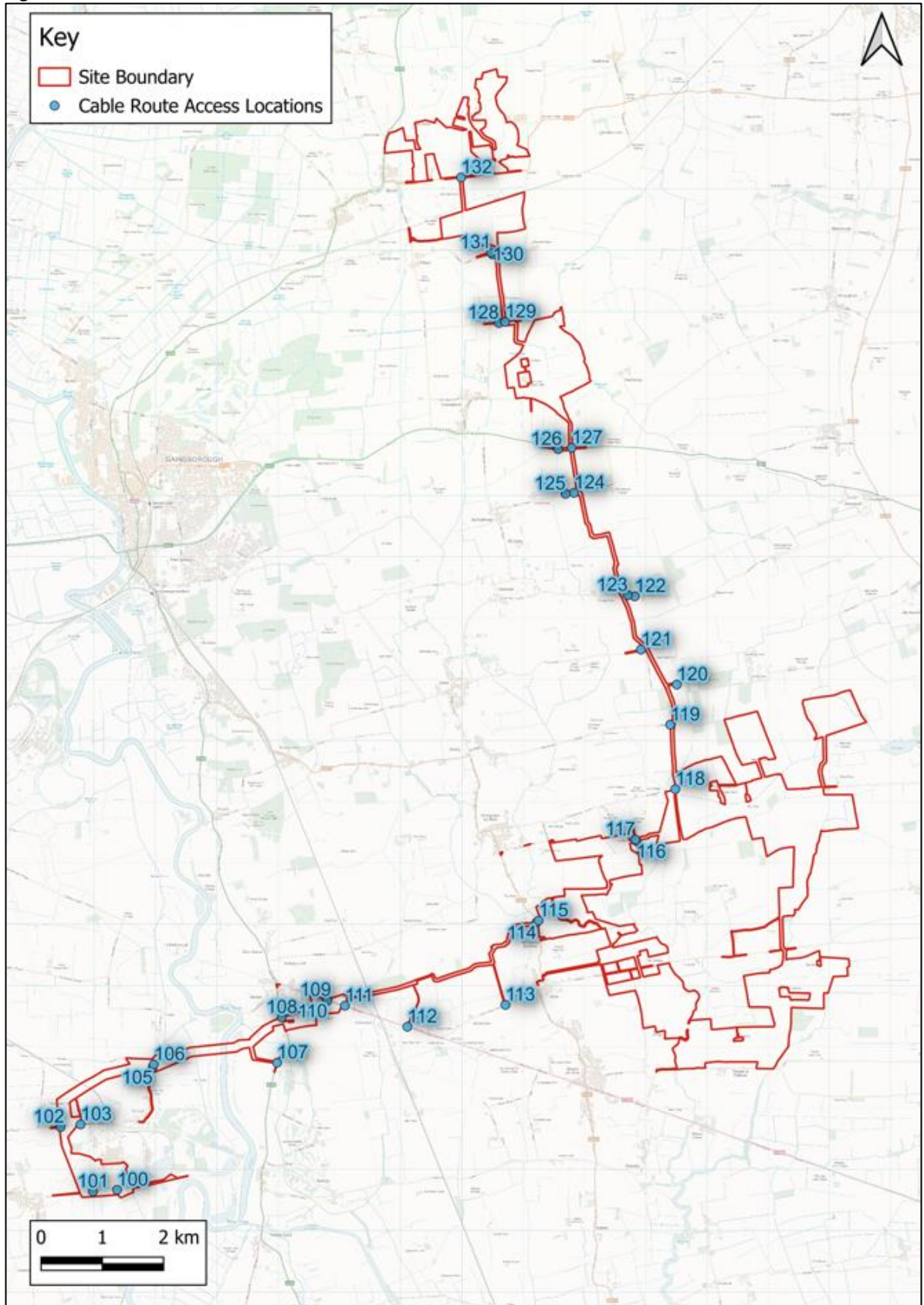
4.27 The proposed access arrangements are considered suitable for the following reasons:

- 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

- 4.28 As discussed, the Cable Route Corridor will be approximately 27.5km 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 24-month period. Each section will take approximately 90 working days to construct.
- 4.29 For the construction of the Cable Route Corridor, 32 temporary accesses are required, approximately one every kilometre. The locations of these accesses are shown in **Figure 4.2**

Figure 4.2 Access Locations – Cable Route Corridor



- 4.30 The access arrangements are shown in **Drawings SK101 to SK132**, contained in **Appendix E** and described in **Table 4.3**.
- 4.31 Drawings show the achievable visibility splay, and the swept path analysis.
- 4.32 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.
- 4.33 All construction vehicles will access and egress the Site in a forward gear.
- 4.34 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.
- 4.35 The accesses are summarised in **Table 4.3** below.

Table 4.3 Cable Route Corridor Accesses

Figure and Drawing Ref	Location	Description	Use
100-1	Torksey Ferry Road, Cottam Power Station	Improved existing field access	Shared cable route (with Gate Burton) to connect to Cottam Power Station
100-2	Torksey Ferry Road/Shortleys Road	Improved existing field access	Shared cable route (with Gate Burton) from Cottam Power Station to south of Torkey Ferry Road
101	Torksey Ferry Road, opp. Nightleys Road	Improved existing field access	Shared cable route (with Gate Burton) from Cottam Power Station to Rampton Thorns drains
102	Cottam Road, 150m west of Cow Pasture Lane	Improved existing field access	Shared cable route from Rampton Thorns drains to Cottam Lane
103	Cottam Road, to the west of Cow Pasture Lane	Improved existing field access	Shared cable route from Cottam Lane to Cow Pasture Lane
105	Headstead Bank (west), 250m south of Broad Lane	New field access	Shared cable route from Cottam Power Station branch railway to Headstead Bank
106	Headstead Bank (east), south of Broad Lane	Improved existing field access	Shared cable route from Headstead Bank to River Trent
107	A156 Lea Road, via Footpath Bram/66/1	Improved existing field access	Shared cable route from River Trent to Brampton drain
108	A156 High Street, 130m south of Chestnut House	New field access	Shared cable route with Gate Burton Brampton drain to A156
109	A1500 Stow Park Road (north), west of Marton	New field access	Shared cable route from West Burton Solar Project WB3 Site and Gate Burton to A1500
110	A1500 Stow Park Road (south), west of Marton	New field access	Shared cable route with Gate Burton from north of A1500
111	A1500 Stow Park Road, Marton Grange track	Improved existing field access	Cable from A1500 to Sheffield-Lincoln railway line
112	A1500 Till Bridge Lane, Manor Farm track	Improved existing field access	Cable from Sheffield-Lincoln railway line to Sustain Solar Farm

Figure and Drawing Ref	Location	Description	Use
113	Wooden Lane	Improved existing field access	Cable from Sustain Solar Farm to Wooden Lane
114	B1241 Normanby Road, West	Improved existing field access	Cable from Wooden Lane to B1241
115	B1241 Normanby Road, East	Improved existing field access	Cable from B1241 to Cottam 1 substation
116	South Lane, adj. Lowfield Farm South Lane South Lane, opp. Lowfield Farm	Improved existing field access	Cable from South Lane, Willingham to Moor Bridge drain Cable from Cottam 1 substation to South Lane, Willingham
117	South Lane, 200m opp Lowfield Farm south of Moor Farm	Improved existing field access	Cable from Cottam 1 substation to South Lane, Willingham Cable from South Lane, Willingham to Moor Bridge drain
118	Fillingham Lane	Improved existing field access	Cable from to Moor Bridge drain to Gipsy Lane Bridge
119	Glentworth Road, 600m south of Kexby Road	Improved existing field access	Cable from Gipsy Lane Bridge to Kexby Road, Glentworth
120	Kexby Road, 100m east of Glentworth Road	Improved existing field access	Cable from Kexby Road to Cow Lane
121	Cow Lane, 1100m east of Upton Grange	Improved existing field access	Cable from Cow Lane to unnamed drain
122	Common Lane (south), 250m east of Heapham Cliff	Improved existing field access	Cable from unnamed drain to Heapham
123	Common Lane (north), 250m east of Heapham Cliff	Improved existing field access	Cable from Common Lane to Bratt Field South Road
124	School Lane (south), 350m west of Grange Cottage	Improved existing field access	Cable from Bratt Field South Road to School Lane
125	School Lane (north), 350m west of Grange Cottage	Improved existing field access	Cable from School Lane to A631

Figure and Drawing Ref	Location	Description	Use
126	A631 Harpswell Lane (north), 600m west of Grange Lane	Improved existing field access	Cable from School Lane to A631
127	A631 Harpswell Lane (south), 600m west of Grange Lane	New field access	Cable from A631 to Cottam 2
128	Unnamed Road (south), 400m east of Aisby	New field access	Cable from Corringham Beck to Pilham Lane
129	Unnamed Road (north), 400m east of Aisby	New field access	Cable from Pilham Lane to Aisby Beck
130	Green Lane, 400m west of Pilham Lane	New field access	Cable from Aisby Beck to Green Lane
131	Green Lane, 400m west of Pilham Lane	New field access	Cable from Green Lane to Cottam 3b
132	B1205 Kirton Road, 300m east of The Fields	New field access	Cable from Cottam 3b to 3a

4.36 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.

Detailed Design

4.37 Prior to carrying out any works to the public highway pursuant to Articles 9, 10, 11 and 13 of the DCO, the detailed design of such works must be submitted to the highway authority for approval (either as part of the CTMP or separately) and include:

- A programme for the works, method statement and any traffic management proposals;
- Detailed technical drawings;

- Any health and safety documentation required under the CDM Regulations;
- Stage 1/2 Safety Audit; and
- Details of the contractor.

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, operational and decommissioning phases of the Scheme.

Construction Phase: Cottam 1, 2, 3a and 3b - 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 Conversion Units. 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 Cottam 1, 2, 3a and 3b: Anticipated Construction Deliveries (HGV)

Construction Activity	Vehicle Size (Max)	Cottam 1			Cottam 2	Cottam 3A	Cottam 3B	Total
Construction Period (Working Days)		529	440	337	251	242	178	529
Modules and Mounting Structures	16.5m Articulated	1,490	990	310	530	660	340	4,320
Conversion Units	16.5m Articulated	30	20	10	10	10	10	90
Access Track	10m Tipper	670	440	140	200	250	100	1,800
General (Fencing, Landscaping, etc.)	10m Rigid	1,280	850	260	480	580	350	3,800
Energy Storage Facility	16.5m Articulated	0	0	3,000	0	0	0	3,000
Total		3,470	2,300	3,720	1,220	1,500	800	13,010
Average per Day		7	5	11	5	6	4	38
Total Movements (Arrivals + Departures)		6,940	4,600	7,440	2,440	3,000	1,600	26,020
Average Movements per Day		14	10	22	10	12	8	76
Average Arrivals per Day (Peak Period – Plus 50%)		10	8	17	7	9	7	58
Average Movements per Day (Peak Period – Plus 50%)		20	16	34	14	18	14	116

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

- Average HGV Arrivals and Departures per Day – 38 (76 Movements)
- Peak HGV Arrivals and Departures per Day – 58 (116 Movements)

5.6 As shown in the construction programme in Table 4.1, there is only one month where the construction of all aspects of the development overlap (Month 11). 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 58 HGVs 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: Cottam 1, 2, 3a and 3b - Cars/LGVs

5.9 On an average day, there is expected to be 450 workers spread across the Site. To account for peak periods at the different Sites, 600 construction workers has been taken forward for assessment as a reasonable worst case. For the assessment, construction workers have been spread across the Site on a proportional basis.

5.10 In addition, there will be approximately 50 workers positioned at the Energy Storage Facility in Cottam 1 (West).

5.11 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.

5.12 As part of the Outline CTMP at **Appendix 14.2** of the **Environmental Statement** [[EX5/C6.3.14.2 FEN010133/APP/C6.3.14.2](#)], 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.

- 5.13 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.
- 5.14 The remainder will arrive by car with an assumed 1.5 construction workers per car based on the national car occupancy average.
- 5.15 Based on 650 construction workers (including 50 at the Energy Storage Facility), the forecast number of cars/LGVs are set out in Table 5.2.

Table 5.2 Construction Workers

Construction Activity	Cottam 1, 2, 3a and 3b
Construction Workers (Busy Day)	650
Shuttle Bus	16*
Car	217*
Total (Arrivals)	233
Total Movements (Arrivals + Departures)	466

*Rounded to nearest number

- 5.16 Table 5.2 shows that there could be up to 233 construction worker arrivals by car and shuttle bus associated with Cottam 1, 2, 3a and 3b 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 co-ordinated to avoid construction work travel during the traditional network peak hours of 08:00-09:00 and 17:00-18:00.
- 5.17 Again, and as shown in the construction programme in Table 4.1, there is only one month where the construction of all aspects of the development overlap (Month 11). Therefore, the number of construction worker movements on the network presented in Table 5.2 is considered a reasonable worst-case assumption.

Construction Phase: Cottam 1, 2, 3a and 3b - Typical Trip Profile

- 5.18 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: Cottam 1, 2, 3a and 3b

	Cars		Shuttle Bus		HGV		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
06:00-07:00	108	0	8	0	0	0	116	0
07:00-08:00	108	0	8	0	0	0	116	0
08:00-09:00	0	0	0	0	0	0	0	0
09:00-10:00	0	0	0	0	7	7	7	7
10:00-11:00	0	0	0	0	8	8	8	8
11:00-12:00	0	0	0	0	8	8	8	8
12:00-13:00	0	0	0	0	7	7	7	7
13:00-14:00	0	0	0	0	7	7	7	7
14:00-15:00	0	0	0	0	7	7	7	7
15:00-16:00	0	0	0	0	7	7	7	7
16:00-17:00	0	108	0	8	7	7	7	123
17:00-18:00	0	0	0	0	0	0	0	0
18:00-19:00	0	108	0	8	0	0	0	116
Total	216	216	16	16	58	58	290	290

Construction Phase: Cable Route Corridor

5.19 For the construction of the Cable Route Corridor, 32 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.

- 5.20 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**.
- 5.21 As mentioned, each access will only be used for approximately 90 days during the construction phase.

Operational Phase

- 5.22 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

- 5.23 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. An Outline Decommissioning ~~Plan~~ Statement [REP3-014EN010133/APP/APP/C7.2] 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

- 5.24 This section has summarised the likely trip generation of the Scheme during the construction, operational and decommissioning phase.
- 5.25 On a peak day during the construction phase, the following movements could be generated:
- Cottam 1, 2, 3a and 3b
 - HGV – 58 (116 total movements)
 - Car/Shuttle associated with construction workers – 233 (466 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)
- 5.26 The trips will be spread around the Site. The distribution of construction trips is discussed further in **Section 6**.

- 5.27 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.
- 5.28 During the Scheme's operational phase, there is anticipated to be less than one visit per day to the Site for maintenance purposes.
- 5.29 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.

Cottam 1

6.2 Cottam 1 the largest area of the Scheme, and is split into three areas:

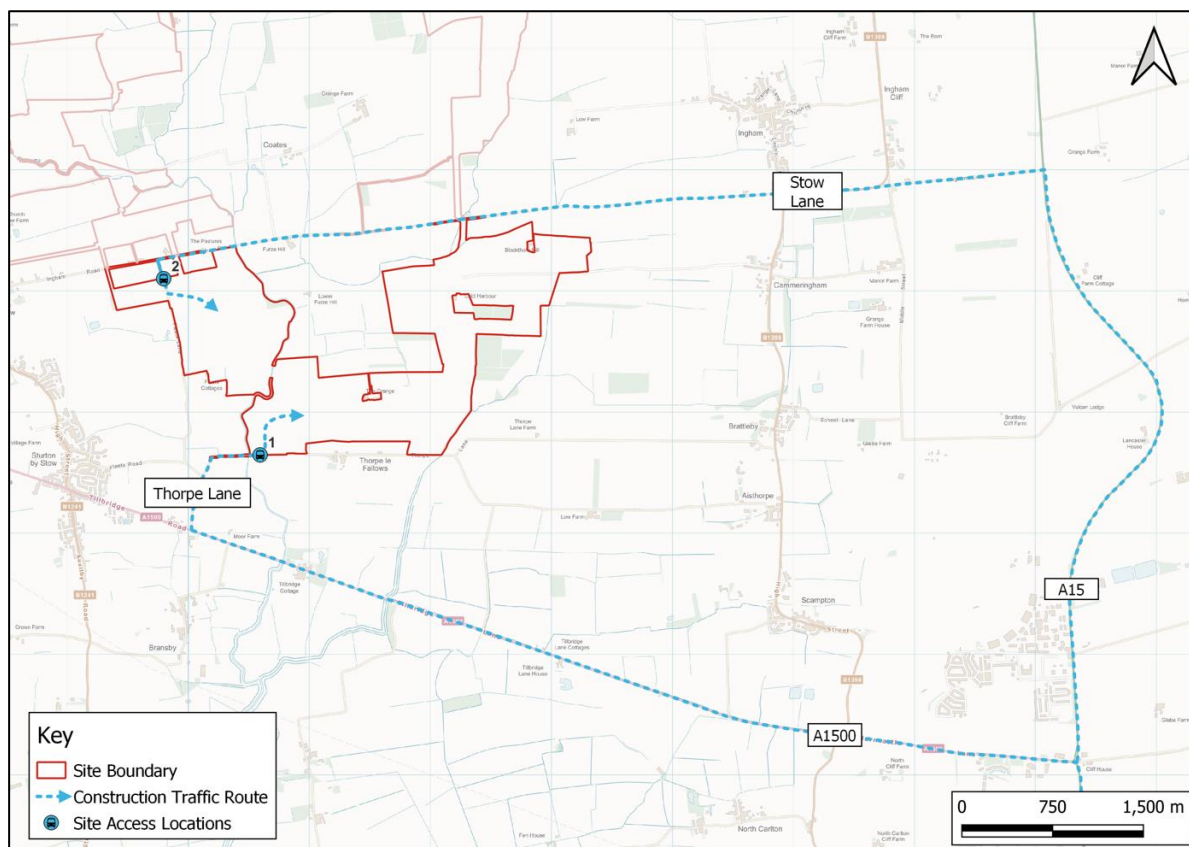
- Cottam 1 South;
- Cottam 1 North; and
- Cottam 1 West (to include the Energy Storage Facility).

6.3 All vehicles will arrive from the A15 to the east of the Site.

Cottam 1 South

6.4 The construction vehicle route for Cottam 1 South is shown in **Figure 6.1**

Figure 6.1 Cottam 1 South Construction Vehicle Route



Thorpe Lane Access (Access 1)

6.5 It is anticipated that 75% of vehicles movements associated with Cottam 1 South will access the Site via the Thorpe Lane Access. The route to the Thorpe Lane Access as follows:

- A15 → A1500 Till Bridge Lane → Thorpe Lane

6.6 Till Bridge Lane is a single carriageway road, where the national speed limit applies. It is suitable for HGV movements.

6.7 Thorpe Lane is a single carriageway road used to serve a small number of dwellings, as well as agricultural land. Whilst narrow in nature, it has low traffic volumes. Therefore, it is appropriate for use by the smaller number of daily HGV movements associated with the construction of the Scheme. 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.

Fleets Lane Access (Access 2)

6.8 The remaining 25% of vehicles movements associated with Cottam 1 South will access the Site via the Fleets Lane Access. The route to the Fleets Lane Access is as follows:

- A15 → Ingham Lane/Stow Lane/Ingham Road → Fleets Lane

6.9 Ingham Lane connects directly onto the A15. It is rural in nature but generally wide enough for two vehicles to pass. Approximately 1.35km to the west of the A15, Ingham Lane connects to the B1398, via a priority junction. The B1398 is wider than Ingham Lane, with central line markings.

6.10 After approximately 700m, vehicles will join Stow Lane. Stow Lane, which becomes Ingham Road to the east, has similar characteristics to Ingham Lane. It is rural in nature, but generally wide enough for two vehicles to pass. In narrower sections passby bays are located intermittently to allow two vehicles to pass. Fleets Lane is located approximately 5km to the west of the B1398 junction. As stated, 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.

6.11 Based on the peak vehicle movements set out in Section 5, the number of vehicles using the local highway network to access Cottam 1 South on a daily basis is summarised in **Table 6.1**.

Table 6.1 Cottam 1 South Trip Distribution – Daily Trips (Peak Construction)

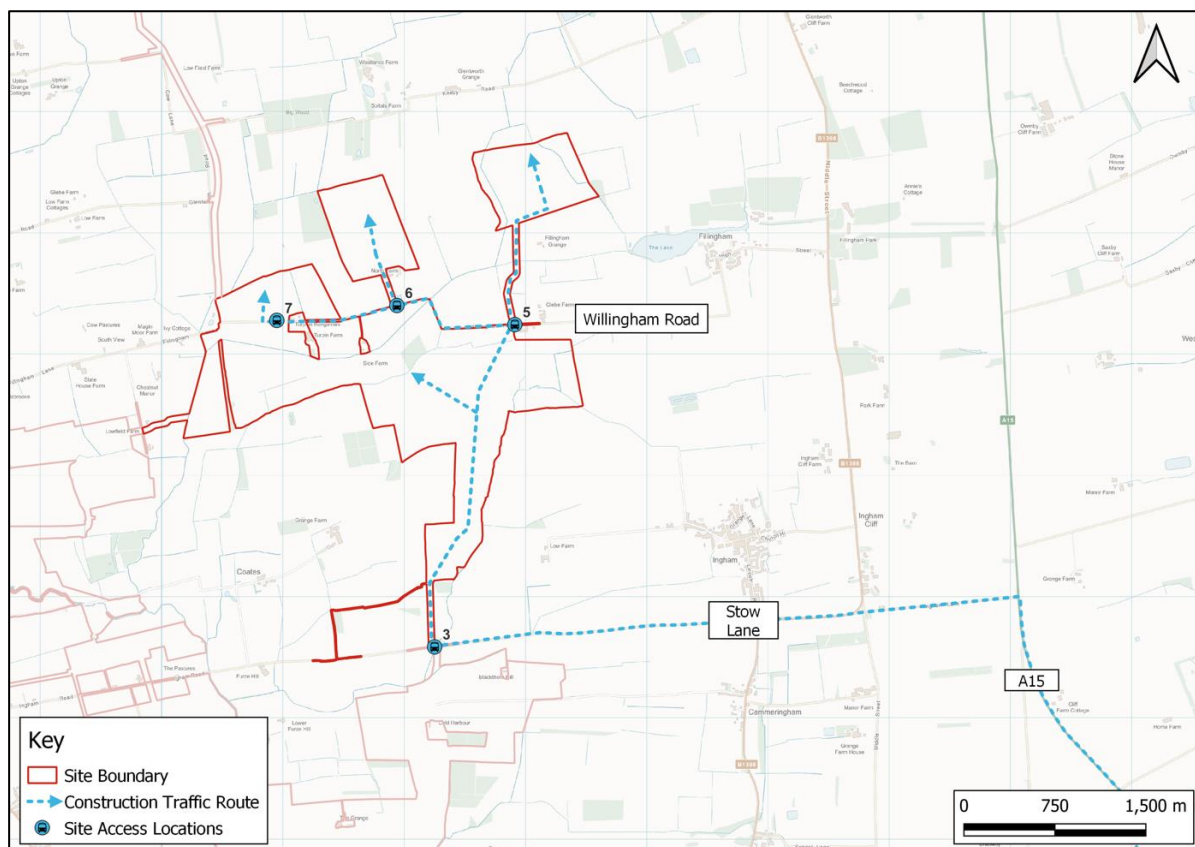
Link	Direction	HGV	Car/LGV/Shuttle	Total
Thorpe Lane Access				
Till Bridge Lane	EB	6	37	43
	WB	6	37	43
Thorpe Lane	NB	6	37	43
	SB	6	37	43
Fleets Lane Access				
Stow Lane/Ingham Road	EB	2	12	14
	WB	2	12	14
Fleets Lane	NB	2	12	14
	SB	2	12	14

6.12 Table 6.1 shows that there will be approximately eight arrivals and eight departures per day by HGV associated with Cottam 1 South (less than one per hour across the working period of 09:30-16:30).

Cottam 1 North

6.13 The construction vehicle route for Cottam 1 North is shown in **Figure 6.2**

Figure 6.2 Cottam 1 North Construction Vehicle Route



6.14 The route will be as follows:

- A15 → Ingham Lane/Stow Lane → Internal Access Track → Willingham Road

Stow Lane Access (Access 3)

6.15 All vehicles will access Cottam 1 North via the access to the north of Stow Lane. They will reach Stow Lane via Ingham Lane, which connects to the A15. From the Stow Lane access, vehicles will join an internal access track through the Site.

6.16 Approximately 60% of the Cottam 1 North area can be accessed directly via the internal access track.

Willingham Road Accesses (Access 5-7)

6.17 The remaining 40% of vehicles associated with Cottam 1 North will use the internal access track to connect to Willingham Road (which becomes Fillingham Lane to the west), where three access into the remaining land parcels are located (Accesses 5, 6, and 7). Willingham Road is narrow in nature. As stated, 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. Notwithstanding this, temporary passby bays will be created on Willingham Road to support construction vehicle movement.

- 6.18 Based on the peak vehicle movements set out in Section 5, the number of vehicles using the local highway network to access Cottam 1 North on a daily basis is summarised in **Table 6.2**.

Table 6.2 Cottam 1 North Trip Distribution – Daily Trips (Peak Construction)

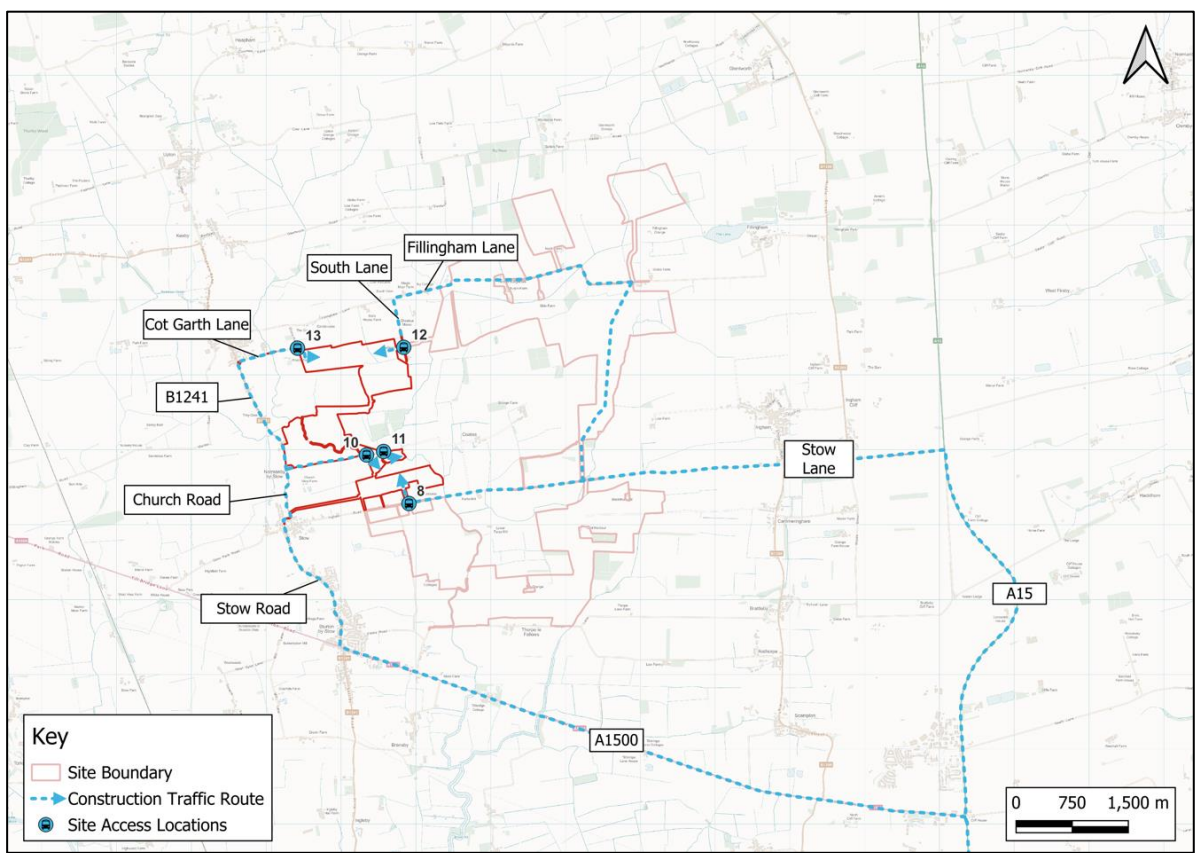
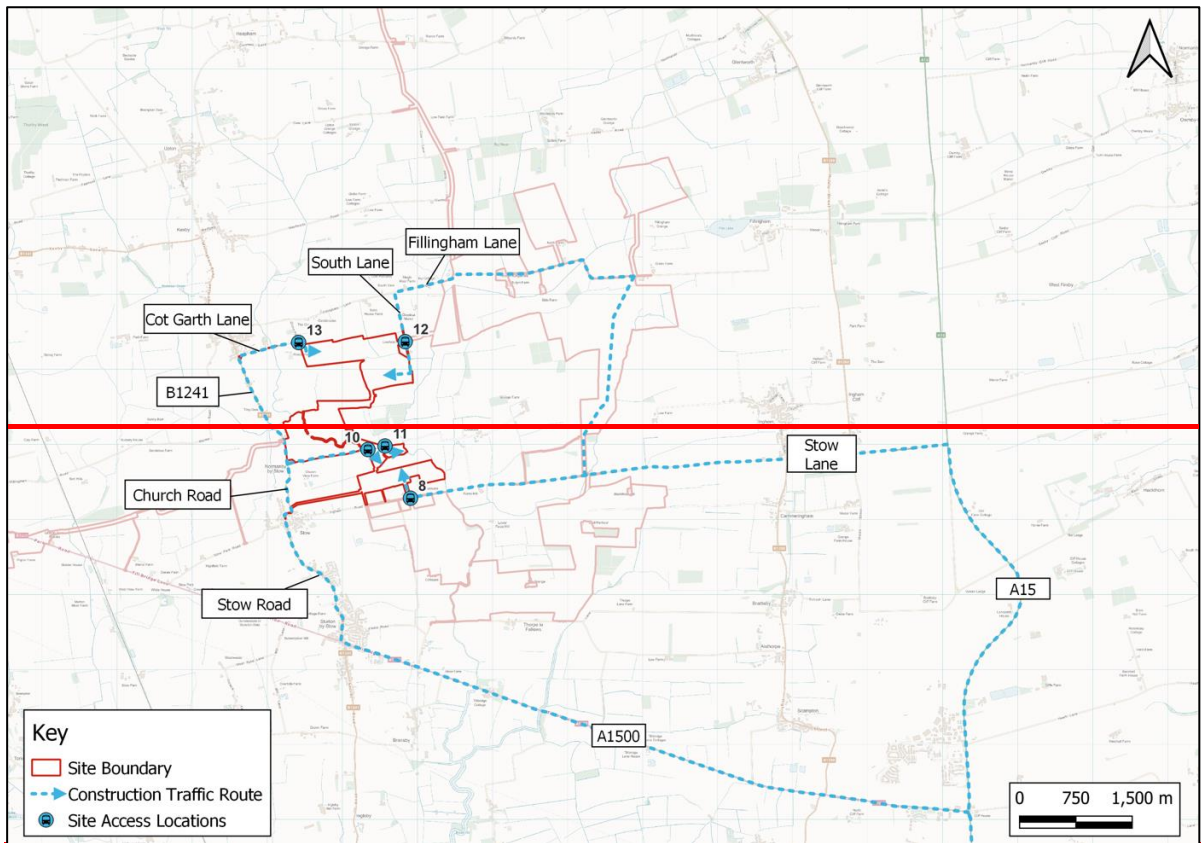
Link	Direction	HGV	Car/LGV/Shuttle	Total
Stow Lane	EB	10	74	84
	WB	10	74	84
Willingham Road	EB	4	30	34
	WB	4	30	34

- 6.19 Table 6.2 shows that there will be approximately 10 arrivals and 10 departures per day by HGV associated with Cottam 1 North (around 1-2 per hour across the working period of 09:30-16:30). Of these, four HGVs will use Willingham Road.

Cottam 1 West

- 6.20 The construction vehicle route for Cottam 1 West is shown in **Figure 6.3**.

Figure 6.3 Cottam 1 West Construction Vehicle Route



Ingham Road Access (Access 8)

6.21 Approximately 10% of vehicles accessing Cottam 1 (West) will do so via a new access to the north on Ingham Road. The route to the Ingham Lane Access is as follows:

- A15 → Ingham Lane/Stow Lane/Ingham Road → Access

6.22 Vehicles will follow the same route as for the Fleets Lanes access (Access 2), turning into the Cottam 1 (West) Site just prior to Fleets Lane.

Coates Lanes Accesses (Access 10-11)

6.23 A small number of vehicles will access a single parcel of land via Coates Lane (less than 10%). The route to the Coates Lane Accesses is as follows:

- A15 → A1500 Till Bridge Lane → Stow Road/Church Road → Coates Lane

6.24 Vehicles will travel to Coates Lane via the A1500 Till Bridge Lane and the B1241 Stow Road/Sturton Road. As this route is through the settlements of Stow and Sturton by Stow, smaller vehicles will be used to deliver equipment to these accesses. Again, HGV movement will be managed via a booking system.

South Lane Access (Access 12)

6.25 Approximately 80% of vehicles travelling to Cottam 1 West will access via the South Lane Access. The majority of vehicles associated with the Energy Storage Facility will access the Site here. This is reached via the Stow Lane Access (Access 3), internal access track and Willingham Road in the same manner as access for Cottam 1 North. The route is as follows:

- A15 → Ingham Lane/Stow Lane → Internal Access Track → Willingham Road → South Lane

Stone Pit Lane Access (Access 13)

6.26 There will be a requirement for five abnormal load movements to deliver equipment to the Cottam 1 substation. These will access the Site via Stone Pit Lane. Further information on abnormal load movements is set out in **Section 7**.

6.27 Based on the peak vehicle movements set out in Section 5, the number of vehicles using the local highway network to access Cottam 1 West on a daily basis is summarised in **Table 6.3**.

Table 6.3 Cottam 1 West Trip Distribution – Daily Trips (Peak Construction)

Link	Direction	HGV	Car/LGV/Shuttle	Total
Stow Lane	EB	15	30	45
	WB	15	30	45
Willingham Road	EB	13	27	40
	WB	13	27	40
South Lane	NB	13	27	40
	SB	13	27	40
Ingham Road	EB	2	3	5
	WB	2	3	5
Till Bridge Lane	EB	2	3	5
	WB	2	3	5
Coates Lane	EB	2	3	5
	WB	2	3	5

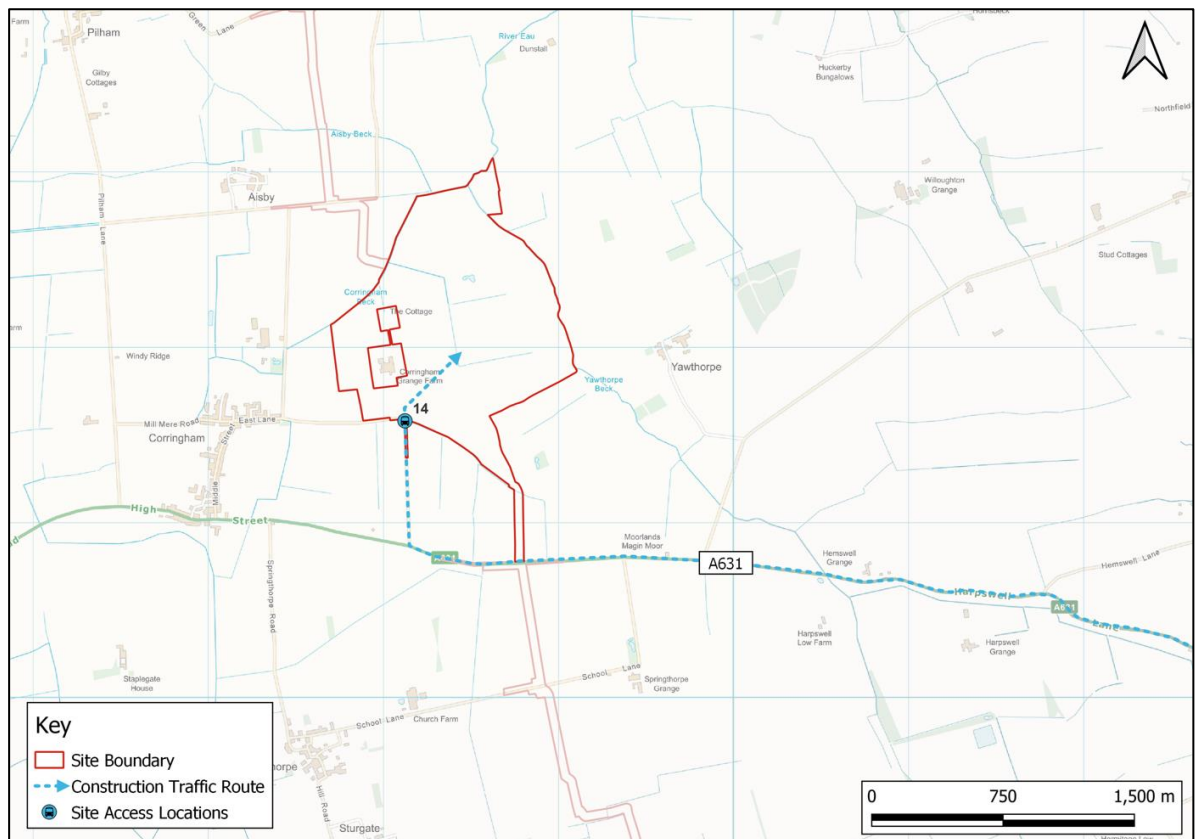
6.28 Table 6.3 shows that there will be approximately 17 arrivals and 17 departures per day by HGV associated with Cottam 1 West (around 1-2 per hour across the working period of 09:30-16:30). Of these 13 HGVs will access the Site via the South Lane Access, two HGVs will access via the Ingham Road access, and two HGVs will access via the Coates Lane accesses.

Cottam 2

Access from Unclassified Road (Access 14)

6.29 All vehicles accessing Cottam 2 will arrive via the A15 and A631. From the A631, vehicles will turn right into an unclassified access road to reach the Site. The route from the A15 is shown in **Figure 6.4**

Figure 6.4 Cottam 2 Construction Vehicle Route



6.30 Based on the peak vehicle movements set out in Section 5, the number of vehicles using the local highway network to access Cottam 2 on a daily basis is summarised in **Table 6.4**.

Table 6.4 Cottam 2 North Trip Distribution – Daily Trips (Peak Construction)

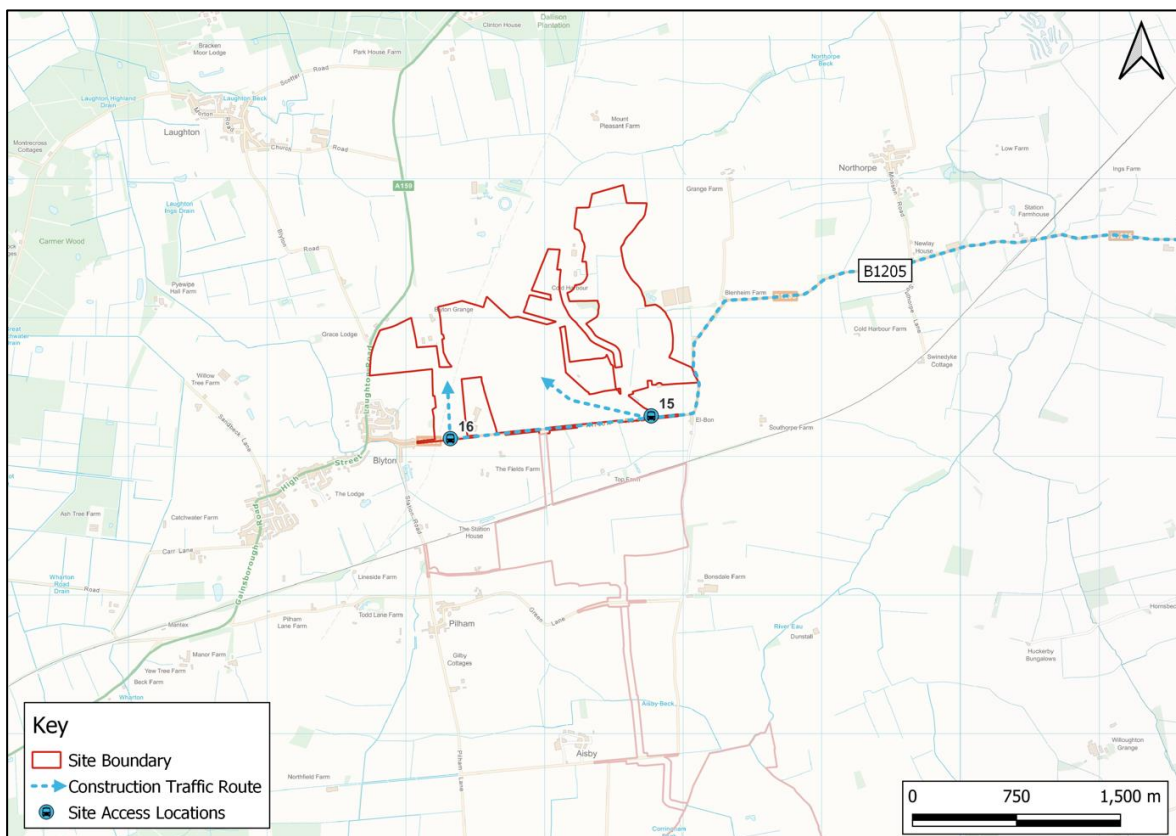
Link	Direction	HGV	Car/LGV/Shuttle	Total
A631	EB	7	26	33
	WB	7	26	33
Unclassified Access Road	NB	7	26	33
	SB	7	26	33

6.31 Table 6.4 shows that there will be approximately 7 arrivals and 7 departures per day by HGV associated with Cottam 2 (around 1 per hour across the working period of 09:30-16:30).

Cottam 3a

6.32 All vehicles accessing Cottam 3a will arrive via the B1205 Kirton Road, where both accesses are located on the northern side of the road. This connects to the A15 to the east. The route from the A15 is shown in **Figure 6.5**.

Figure 6.5 Cottam 3a Construction Vehicle Route



6.33 Based on the peak vehicle movements set out in Section 5, the number of vehicles using the local highway network to access Cottam 3a on a daily basis is summarised in **Table 6.5**.

Table 6.5 Cottam 3a Trip Distribution – Daily Trips (Peak Construction)

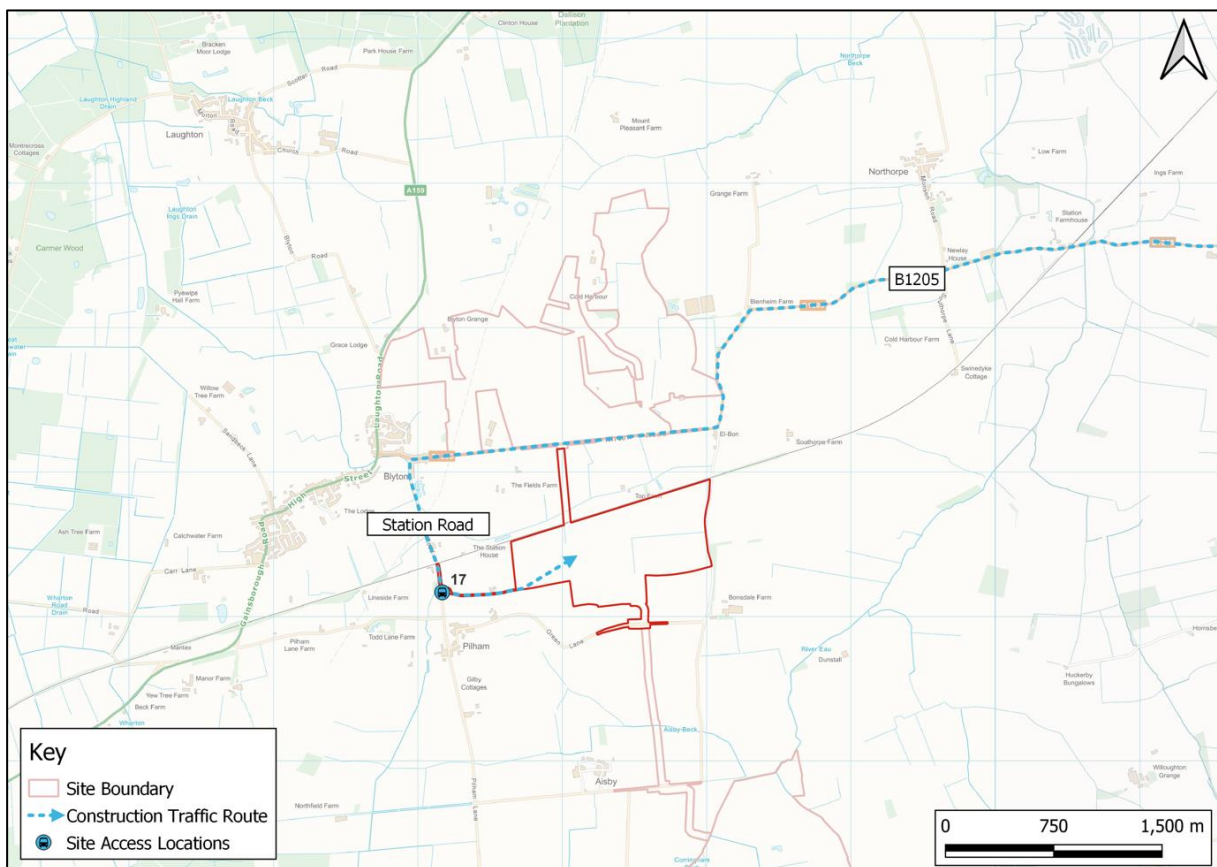
Link	Direction	HGV	Car/LGV/Shuttle	Total
B1205 Kirton Road	EB	9	33	42
	WB	9	33	42

6.34 Table 6.5 shows that there will be approximately nine arrivals and nine departures per day by HGV associated with Cottam 3a (around 1-2 per hour across the working period of 09:30-16:30).

Cottam 3b

6.35 Vehicles accessing Cottam 3b will follow the same route as Cottam 3a, but will continue on the B1205, and turn left onto Station Road where the access is located. The route from the A15 is shown in **Figure 6.6**

Figure 6.6 Cottam 3b Construction Vehicle Route



6.36 Based on the peak vehicle movements set out in Section 5, the number of vehicles using the local highway network to access Cottam 3b on a daily basis is summarised in **Table 6.6**.

Table 6.6 Cottam 3 Trip Distribution – Daily Trips (Peak Construction)

Link	Direction	HGV	Car/LGV/Shuttle	Total
B1205 Kirton Road	EB	7	17	24
	WB	7	17	24
Station Road	NB	7	17	24
	SB	7	17	24

6.37 Table 6.6 shows that there will be approximately seven arrivals and seven departures per day by HGV associated with Cottam 3 (around one per hour across the working period of 09:30-16:30).

Summary

A summary of the trip distribution across the network associated Cottam 1, 2 and 3 is shown in **Table 6.7**.

Table 6.6 Trip Distribution – Daily Trips (Peak Construction)

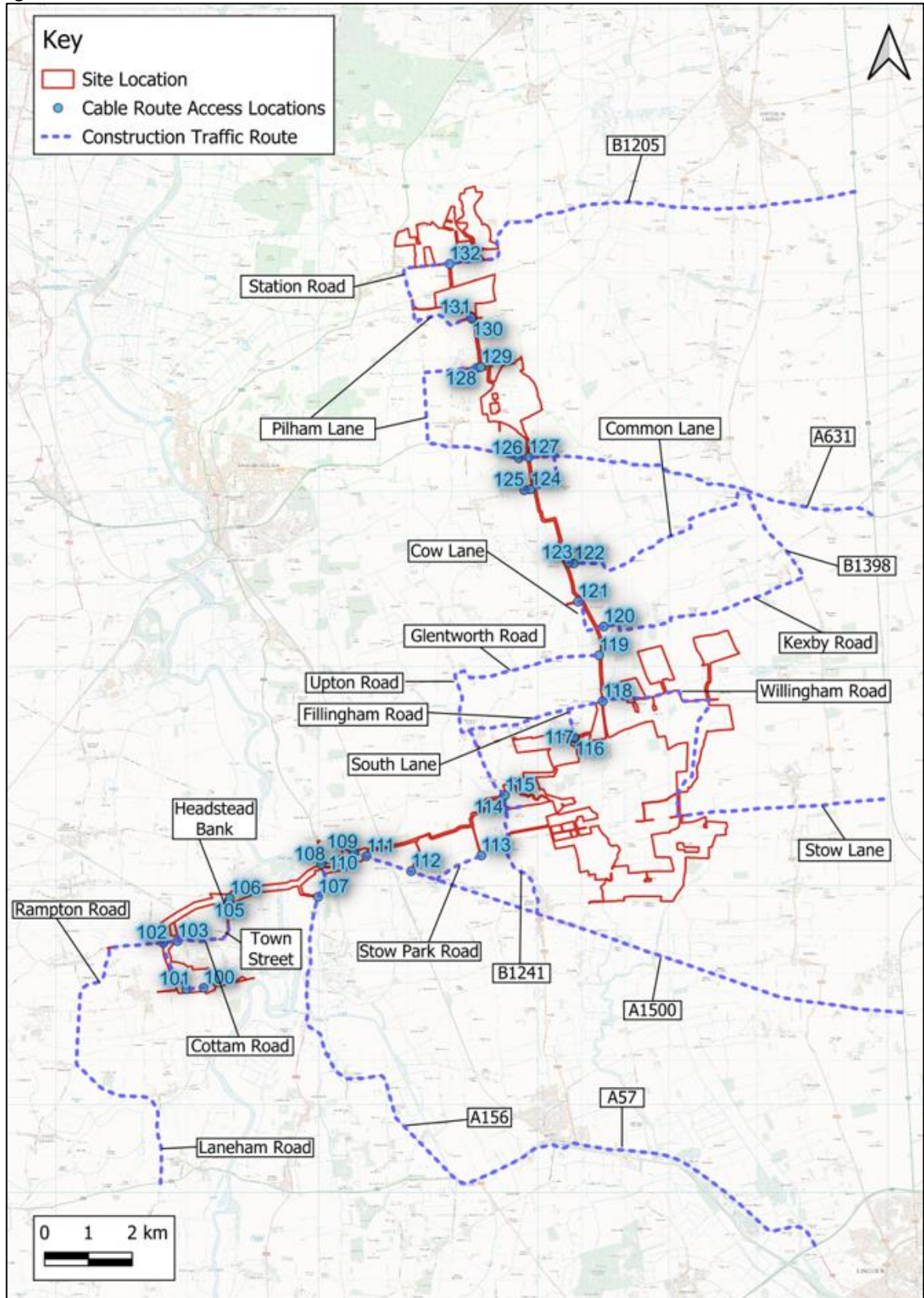
Link	Direction	HGV	Car/LGV/Shuttle	Total
Cottam 1				
Till Bridge Lane	EB	8	40	48
	WB	8	40	48
Thorpe Lane	NB	6	37	43
	SB	6	37	43
Stow Lane	EB	27	116	143
	WB	27	116	143
Willingham Road	EB	17	56	73
	WB	17	56	73
South Lane	NB	13	27	40
	SB	13	27	40
Ingham Road	EB	4	16	20
	WB	4	16	20
Fleets Lane	EB	2	12	14
	WB	2	12	14
Coates Lane	EB	2	3	5
	WB	2	3	5
Cottam 2				
A631	EB	7	26	33
	WB	7	26	33
Unclassified Access Road	NB	7	26	33
	SB	7	26	33
Cottam 3a and Cottam 3b				
B1205 Kirton Road	EB	16	50	66
	WB	16	50	66
Station Road	NB	7	17	24
	SB	7	17	24

- 6.38 Table 6.6 indicates that Stow Lane will be the busiest link on the network in relation to construction vehicles. During peak periods, there could be up to 27 HGV arrivals and 27 HGV departures per day. This relates to around four arrivals/departures per hour during the construction working hours.
- 6.39 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. Notwithstanding this, temporary passby bays will be created on Willingham Road to support construction vehicle movement. This is set out in more detail in the CTMP at **Appendix 14.2** of the ES.

Cable Route Corridor

- 6.40 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 up to 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.
- 6.41 A summary of the construction vehicle route for each access is set out below and shown in **Figure 6.7**:
- Grid Connection Access 100 and 101 – A57 → Laneham Road → Cottam Road → via Access 102 internal track → Torksey Ferry Road;
 - Grid Connection Access 102 and 103 – A57 → Laneham Road → Cottam Road
 - Grid Connection Access 105 and 106 – A57 → Laneham Road → Cottam Road → Headsted Bank;
 - Grid Connection Access 107 and 108 – A57 → A156 High Street south of Marton;
 - Grid Connection Access 109, 110, 111 and 112 – A15 → A1500 Till Bridge Lane;
 - Grid Connection Access 113 – A1500 Till Bridge Lane → Stow Park Road;
 - Grid Connection Access 114 and 115 – A1500 Till Bridge Lane → B1241;
 - Grid Connection Access 116 and 117 – Through Cottam 1 Site → South Lane;
 - Grid Connection Access 118 – Through Cottam 1 Site → Willingham Road;
 - Grid Connection Access 119 – B1241 → Glentworth Road;
 - Grid Connection Access 120 and 121 – A631 → Middle Street → Kexby Road;
 - Grid Connection Access 122 and 123 – A631 → Common Lane;
 - Grid Connection Access 124 and 125 – A631 → School Lane;
 - Grid Connection Access 126 and 127 – A631 (Lincolnshire);
 - Grid Connection Access 128 and 129 – A631 → Pilham Lane (Lincolnshire);
 - Grid Connection Access 130 and 131 – B1205 → Station Road → Pilham Lane; and
 - Grid Connection Access 132 – B1205 Kirton Road.

Figure 6.6 Cable Route Corridor Construction Vehicle Route



6.42 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

Cottam 1, 2, 3a and 3b

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
Cottam 1	7.24m/5.00m/4.78m 157 tonnes	16 axle girder frame (approx. 70m in length)	Stone Pit Lane (Access 13)	5
Cottam 2	7.90m/4.86m/4.50m 100 tonnes	5 axle bed with 5 axle draw bar trailer (approx. 36m in length)	A631 (Access 14)	2
Cottam 3a	7.90m/4.86m/4.50m 100 tonnes	5 axle bed with 5 axle draw bar trailer (approx. 36m in length)	Kirton Road (Access 16)	2
Cottam 3b	7.90m/4.86m/4.50m 100 tonnes	5 axle bed with 5 axle draw bar trailer (approx. 36m in length)	Station Road (Access 17)	1

7.5 Table 7.1 confirms that there will be a total of 10 abnormal load movements during the construction period associated with Cottam 1, 2, 3a and 3b.

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

Cottam 1, 2, 3a and 3b

7.9 Preferred routes for the abnormal load movements have been set out in the Wynns Report.

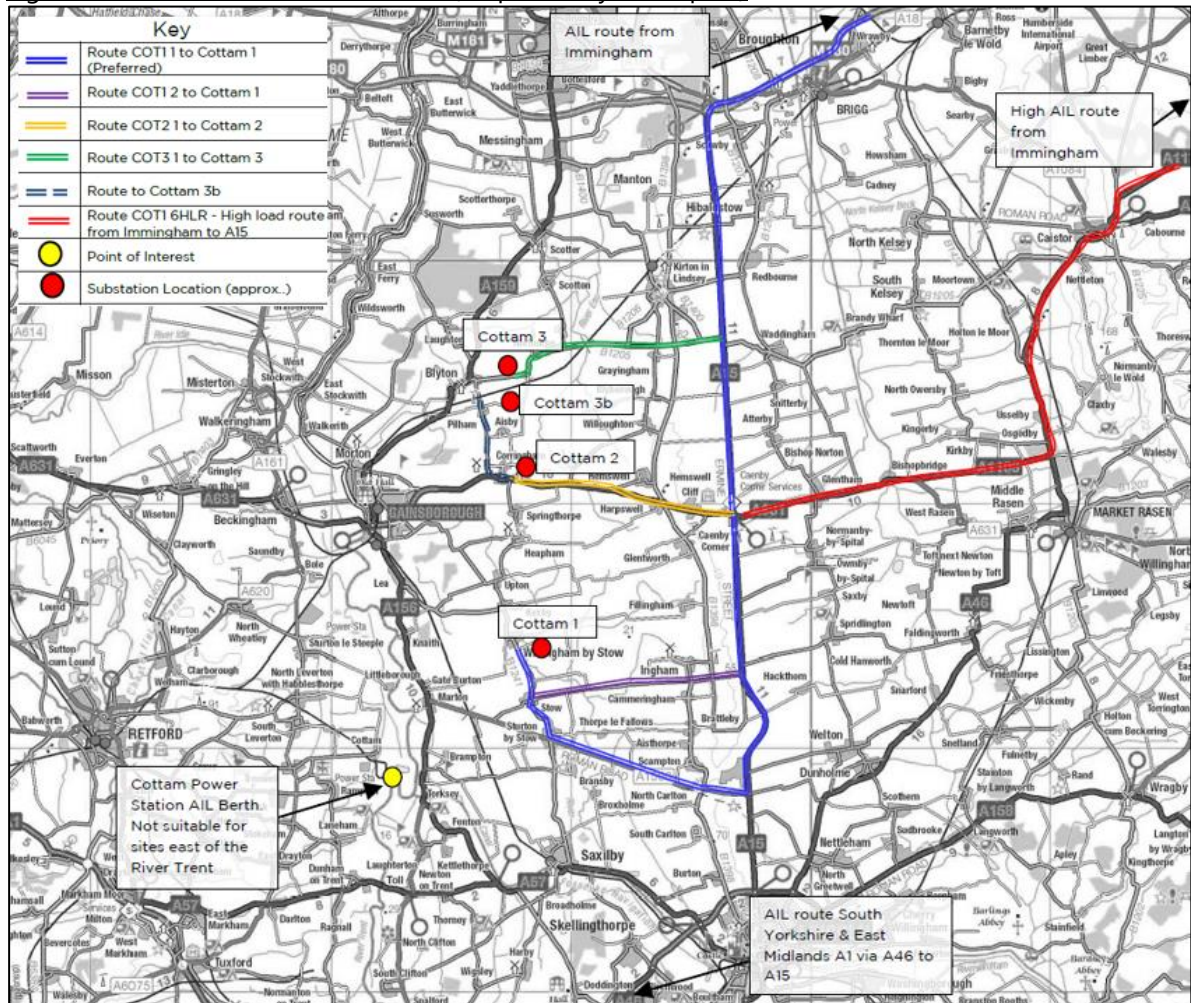
7.10 It is likely that all loads will be transported by river to the Immingham Docks. From here they will use the A160, A180 and M180 to reach the A15. National Highways (Yorkshire and North East Area) has confirmed that the A160, A180 and M180 from Immingham Docks to the A15 are acceptable for the proposed loads.

7.11 From the A15, the routes to the relevant substations within each Site are as follows:

- Cottam 1: A15 → A1500 Till Bridge Lane → Stow Road/Church Road → B1241 → Cot Garth Lane → Stone Pit Lane Access;
- Cottam 2: A15 → A631 → Access Road;
- Cottam 3a: A15 → B1205 Kirkton Road → Access; and
- Cottam 3b: A15 → A631 → Pilham Lane → Station Road → Access.

7.12 **Figure 7.1** shows the routes. This has been extracted from the Wynns Report (Map 1):

Figure 7.1 Abnormal Loads Routes (Map 1 of Wynns Report)



7.13 Wynns has confirmed that all routes are appropriate for use by the identified abnormal loads. However, there are some sections where road widening and structural assessments are required. The required measures are set out within Section 9 of the Wynns report, and summarised below:

- Structural assessments of various bridges and culverts;
- On the route to Cottam 1, over sailing of third party land is required on the 'S' bend in Stow, along with protection of the verge. Agreement has been obtained from the landowner;
- On the route to Cottam 1, over sail or use of third party land is required at the corner of the B1241 and Cot Garth Lane. Agreement is being sought with the landowner;
- On the route to Cottam 1, the Cot Garth Lane access will need to be temporarily widened;
- Tree pruning will be required in various locations.

Cable Route Corridor

7.14 Wynns has undertaken analysis of the routes to the Cable Route Corridor, as set out Section 6. This is shown within their report at **Appendix F**. They have concluded that all accesses are accessible by the Cable Reel Trailer except Accesses 122 and 123. Therefore, these 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

Cottam 1, 2, 3a and 3b

7.15 Traffic management will be in place for all abnormal load movements destined for the Site.

“AILs 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”.

7.16 The exact nature of the traffic management will be agreed with the local highway authority and police prior to the movement taking place.

7.17 For the structural reviews, 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.

7.18 Where appropriate, the temporary laying of steel plates or timbers will be undertaken to protect verges and kerbs.

7.19 To access Cottam 1, the AIL movements will travel near to the Scheduled Site of a College and Benedictine Abbey, St Mary's Church, on the B1241 in Stow. During the AIL movements, suitably qualified banksmen will be positioned alongside the boundary wall of St Mary's Church to oversee AIL manoeuvres and ensure that there is no direct impact to the wall. The banksmen will be provided with a toolbox talk to explain the significance of the Scheduled Monument.

Cable Route Corridor

7.20 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

- 7.21 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.
- 7.22 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.
- 7.23 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, in particular on Willingham Road, 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 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.

Traffic Management

- 8.8 A review of Personal Injury Accident Data (see Table 2.2) identified one accident hotspot, on the B1205/B1398 crossroad. There has been a total of 10 accidents here, including two that resulted in fatal injuries. For the duration of the construction phase, it is recommended that sector approved traffic marshals are positioned at this junction to hold traffic at the crossroad to allow construction HGVs to pass through safely. The exact nature of the traffic management in this location will be agreed with the local highway authority and police prior to construction commencing. Signage will also be installed near to the junction to make drivers aware of the increase presence of HGVs.
- 8.9 As set out in Section 7, traffic management will also 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**.
- 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.

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** [[EX5/ C6.3.14.3](#) ~~EN010133/APP/C6.3.14.3~~].

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 15 public rights of way that go through the Site. These are summarised below in Table 2.3 and set out below:

- Cottam 1:
 - PROW Fill/86/1
 - PROW Stow/83/1
 - PROW TLFe/31/2
- Cottam 3b:
 - PROW Pilh/20/1
- Cable Route Corridor:
 - PROW Mton/68/1
 - PROW Mton/66/4
 - PROW Bram/66/1
 - PROW NT|Cottam|FP1
 - PROW NT|Cottam|FP3
 - PROW NT|Cottam|RB4
 - PROW NT|South Leverton|BOAT16
 - PROW NT|Treswell|FP5
 - PROW NT|Rampton|FP5/6
 - PROW NT|Rampton|FP20
 - PROW NT|Rampton| BOAT13

- 8.17 In addition, there are also a number of Definitive Map Modification Orders (DMMO) applications in the local area. These are also identified in Table 2.3.
- 8.18 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:
- The provision of banksmen to hold vehicles if any PRoW users are present and advise PRoW users of the potential for construction vehicles to be present;
 - Speeds to be limited to 10mph;
 - Drivers will stop and give-way to any PRoW user 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 PRoW to make PRoW users aware of the construction activity. This will include information on construction times;
 - The PRoW will be kept clear of construction vehicles and apparatus outside of permitted construction hours so far as is practicable to do so;
 - Any damage to the surface of the footpath will be repaired as soon as practicable. The surface will be returned to its original condition following completion of construction.
- 8.19 It is expected that PRoWs will remain open throughout the construction period with management to ensure the safety of all PRoW users so far as is practicable to do so.
- 8.20 The exception is for [a section of](#) Torksey Ferry Road, where [resurfacing](#) works will require the temporary closure of part of a circa. 1.7km section of PRoW NT|Rampton|BOAT13 for a maximum period of four weeks. [This will principally be in the area at the eastern end of the Order limits near the Cottam Power Station access.](#) Prior to construction, [the extent and](#) the duration of the closure will be reviewed depending on existing road condition, construction sequencing, final design and weather conditions during the works, to reduce this as far as possible. [Where practicable, access on foot will be maintained or diverted throughout the period of the temporary road closure. Advisory signage will be in place to notify users. Notifications will be provided as early as possible. The contractor will work with local landowners to minimise disruption as much as possible.](#)
- 8.21 Beyond this, 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 **DCO Core Plan 1** [\[EX5/ C2.5 E EN010133/APP/C2.5\]](#). 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.

- 8.22 When the cable is installed, there will be some instances where the PRoW needs to be closed to users for a short period. This will not occur at all PRoWs, as directional drilling will be used in some places. Where there is a requirement to temporarily close the PRoW, works will be undertaken over-night so far as is practicable to do so, when there are unlikely to be any PRoW users. It is anticipated that the installation of cables over short sections where the PRoW is located can be undertaken in a single overnight period. The PRoW will remain open, and managed, during the daytime period so far as is practicable to do so.
- 8.23 Where a temporary stopping up/diversion of PRoW is required, prior notices to the PRoW officers at the local highway authority will be provided so far as possible.
- 8.24 If any Definitive Map Modification Order (DMMO) is made that affects the Site, any new PRoW will be managed during operation of the Scheme where practicable to do so. However, as the final location of the proposed PRoW is not currently known, it may be necessary to close and/or divert any new PRoWs during operation if required to ensure deliverability of the Scheme.
- 8.25 The final Public Rights of Way Management Plan submitted for approval will incorporate mitigation measures for any new PRoWs.

Summary

- 8.26 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** [[EX5/C6.3.14.2](#) ~~EN010133/APP/C6.3.14.2~~]; 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** [[EX5/C6.3.14.3](#) ~~EN010133/APP/C6.3.14.3~~].

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: Cottam 1, 2, 3a and 3b

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	2,116	13,364	2,233
Till Bridge Lane (A1500)	4,521	782	4,772	826
Thorpe Lane	83	31	87	33
Stow Lane	688	170	727	180
Ingham Road	759	153	802	161
Fleets Lane	63	16	67	17
Coates Lane	5	1	5	1
Willingham Road	122	30	129	32
South Lane	122	30	129	32
A631	6,310	655	6,660	691
Access Road (North of A631)	70	2	74	2
Kirton Road	1,606	301	1,695	318
Station Road	2,159	391	2,279	412

*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	581	115	13,945	2,349	4%	5%
Till Bridge Lane (A1500)	96	15	4,868	841	2%	2%
Thorpe Lane	86	12	173	44	98%	36%
Stow Lane	286	53	1,013	233	39%	30%
Ingham Road	39	7	840	169	5%	4%
Fleets Lane	29	4	95	21	43%	23%
Coates Lane	10	3	15	4	196%	523%
Willingham Road	147	34	276	66	114%	107%
South Lane	80	26	209	59	62%	83%
A631	67	15	6,727	706	1%	2%
Access Road (North of A631)	67	15	142	17	90%	628%
Kirton Road	132	32	1,827	350	8%	10%
Station Road	48	13	2,326	426	2%	3%

- 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 A631 (less than 5% change) as a result of construction traffic.
- 9.9 Other main roads in the network, including Kirton Road and Station Road will also not see a significant change in daily traffic flows (less than 10% change).
- 9.10 Stow Lane, which will accommodate the most construction vehicles on the local highway network will see a change of around 39% across the daily period. Here, total vehicle flows will increase from 727 to 1,013, an increase of 286 vehicles.
- 9.11 Smaller, rural roads, will see a higher percentage increase in daily traffic flows. However, these typically have low baseline traffic flows. For example, Willingham Road only recorded 129 daily vehicle movements in the 2025 base. Coates Lane, which will be used to access part of Cottam 1 West, only has five daily vehicle movements in the 2025 base.

- 9.12 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

- 9.13 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.
- 9.14 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

- 9.15 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.
- 9.16 Therefore, construction vehicles associated with the cable route corridor are not expected to have any significant effect on the local highway network.

Abnormal Load Movements

- 9.17 As set out in Section 7, 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.
- 9.18 The abnormal load movements will be co-ordinated with the local highway authority and police prior to being undertaken. However, they will be heavily managed, and are likely to take place during quieter periods on the local highway network. Therefore, the effect on the local highway network will be temporary and reduced.

Decommissioning Phase

9.19 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. An Outline Decommissioning [Statement Plan \[REP3-014EN010133/APP/APP/C7.2\]](#) 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.

Summary

9.20 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 local area and have been reviewed as part of this cumulative assessment.

- West Burton 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 Study Area.

- **West Burton Solar Project** - A Solar NSIP broken down into three areas. West Burton 1 and 3 are located off the A1500 Till Bridge Lane with West Burton 2 located off the A57;
- **EDF West Burton C** – A gas fired power project at West Burton Power Station. Vehicles will access via the A631 and Saundby Road;
- **Wood Lane Solar Farm** – A 49.9MW solar power project, located to the south of West Burton Power Station. Vehicles will access via the A631 and Saundby Road;
- **Gate Burton Energy Park** – A solar NSIP scheme on land near Gate Burton. Accesses are located on the A156, away from the Cottam Site. However, 24% of construction traffic is expected to use the A1500 Till Bridge Lane; and
- **Tillbridge Solar** - A solar NSIP scheme on land to the south, east and south east of Gainsborough. All three accesses are located on the A631.

10.3 **Table 10.1** sets out the additional traffic flows associated with these schemes, based on information within the public domain. These assumptions are subject to change as more information becomes available.

Table 10.1 Daily Traffic Flows Associated with Cumulative Scheme

	West Burton ¹	EDF West Burton C ²	Wood Lane Solar Farm ³	Gate Burton ⁴	Tillbridge Solar ⁵	Total
A15	363	338	40	182	578	1,501
Till Bridge Lane (A1500)	363	-	-	118	-	481
Thorpe Lane	-	-	-	-	-	-
Stow Lane	-	-	-	-	-	-
Ingham Road	-	-	-	-	-	-
Fleets Lane	-	-	-	-	-	-
Coates Lane	-	-	-	-	-	-
Willingham Road	-	-	-	-	-	-
South Lane	-	-	-	-	-	-
A631	-	338	40	90	578	1,020
Access Road (North of A631)	-	-	-	-	-	-
Kirton Road	-	-	-	-	-	-
Station Road	-	-	-	-	-	-

1. Taken from West Burton PEIR. Only flows on the A15 and A1500 follow the same route as the Cottam Scheme;
2. Taken from West Burton C Transport and Access ES Table 7.3 – 226 worker movements plus 112 HGV movements all on A631;
3. Taken from Wood Lane Solar Farm Transport Assessment;
4. Taken from Gate Burton PEIR – 24% of 488 vehicle movements on A1500 and 13% on A631;
5. Taken from Tillbridge Solar ES Scoping Opinion – Peak of 64 HGVs stated (128 total). No information on construction worker vehicles. Assumed to be 450 in line with the Cottam Scheme

10.4 In the event that all schemes are built out at the same time as the Scheme, **Table 10.2** summarises the traffic flows on each link, and the change compared to the assessment in Table 9.3.

Table 10.2 Daily Traffic Flows: Cumulative Assessment

	Base 2025	Plus Cottam	Plus Cottam plus Cumulative	% Change*
A15	13,364	13,945	15,446	11%
Till Bridge Lane (A1500)	4,772	4,868	5,349	10%
Thorpe Lane	87	173	173	0%
Stow Lane	727	1,013	1,013	0%
Ingham Road	802	840	840	0%
Fleets Lane	67	95	95	0%
Coates Lane	5	15	15	0%
Willingham Road	129	276	276	0%
South Lane	129	209	209	0%
A631	6,660	6,727	7,747	15%
Access Road (North of A631)	74	142	142	0%
Kirton Road	1,695	1,827	1,827	0%
Station Road	2,279	2,326	2,326	0%

*Change from Base 2025 plus Cottam to Base 2025 plus Cottam plus Cumulative

- 10.5 Table 10.1 and Table 10.2 indicates that the cumulative schemes only affect the main 'A'-roads within the local highway network, namely the A15, A1500, and A631. These roads are less sensitive to change compared to the more local/rural roads within the network, which will not be affected by the cumulative schemes.

Joint CTMP

- 10.6 In the event that the construction schedules associated with this Scheme and other schemes in the area overlap (being the West Burton 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 West Burton and Gate Burton projects. The Joint CTMP would be agreed with the relevant authorities prior to commencement of construction.

Operational Period

- 10.7 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. Similar conclusions are made for all cumulative schemes. Therefore, there will be no material cumulative effect once all Scheme are operational.

Decommissioning Phase

- 10.8 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. An Outline Decommissioning [Statement Plan](#) [REP3-014EN010133/APP/APP/C7.2] 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' [[EN010133/APP/C6.2.14APP-049](#)].
- 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 Facility (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 Cottam Power Station. The Scheme is split into four key areas, namely Cottam 1, Cottam 2, Cottam 3a and Cottam 3b. 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 17 accesses for Cottam 1, 2, 3a and 3b for the construction and operational phase. In addition, there will be 32 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:
- Cottam 1, 2, 3a and 3b
 - HGV – 58 (116 total movements)
 - Car/Shuttle associated with construction workers – 233 (466 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** [[EX5/C6.3.14.2](#) ~~EN010133/APP/C6.3.14.2~~]; 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** [[EX5/C6.3.14.3](#) ~~EN010133/APP/C6.3.14.3~~].

11.9 There will be a total of 10 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.

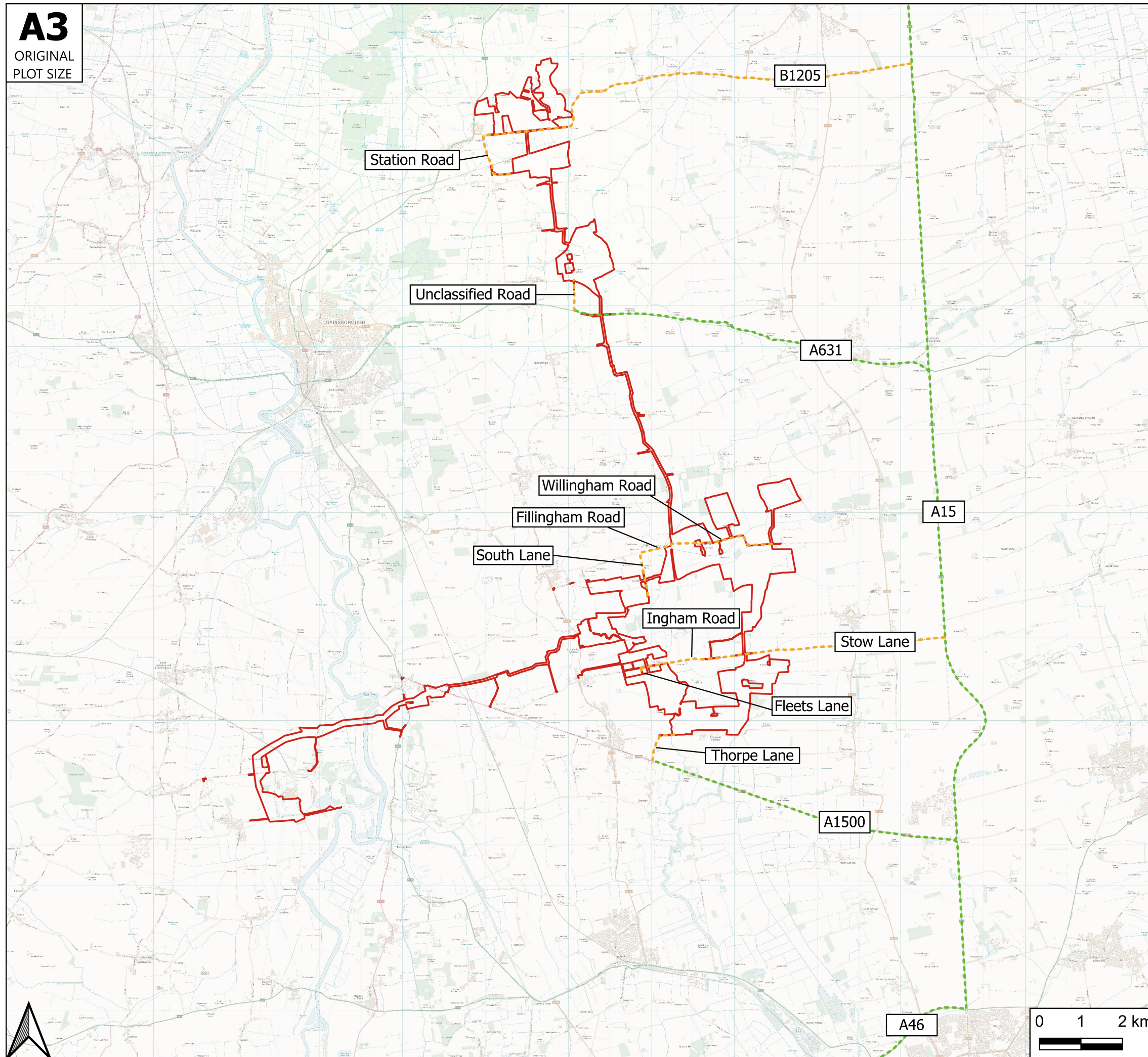
11.10 The number of vehicles associated with the decommissioning phase are not anticipated to exceed the number set out for the construction phase. An Outline Decommissioning ~~Plan~~ [Statement](#) [[REP3-014](#) ~~EN010133/APP/APP/C7.2~~] has been prepared and a final Decommissioning Plan will be submitted 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

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Bristol
Cambridge
London
Oxford
Welwyn Garden City

25 King Street
Bristol
BS1 4PB

0117 925 9400
www.tpa.uk.com



CLIENT:
Cottam Solar Projects Limited

PROJECT:
Cottam Solar Project

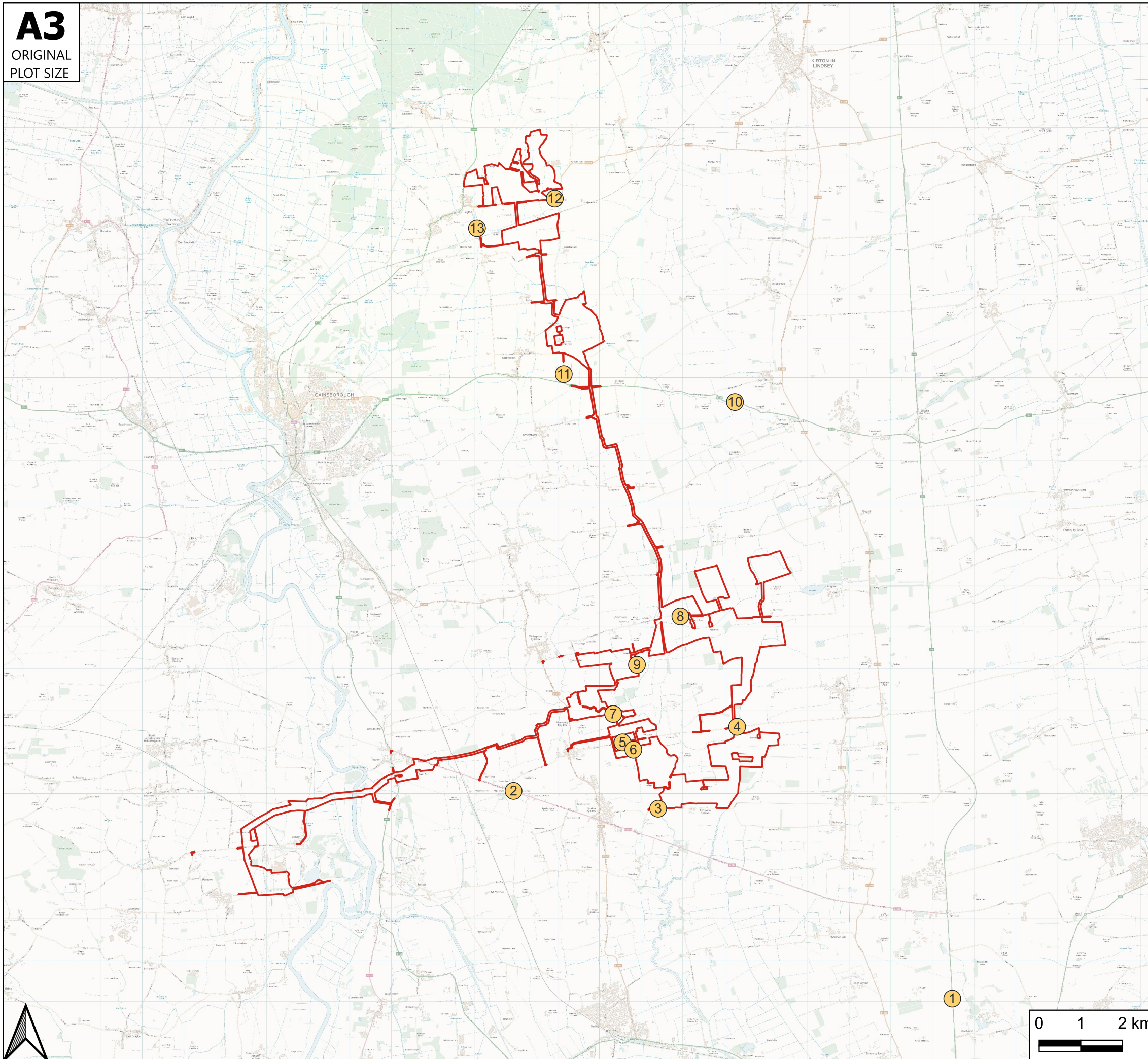
TITLE:
Highway Network

STATUS:
FOR INFORMATION

SCALE: NTS	DATE: 23/01/24	DRAWN: AC	CHECKED: RR	APPROVED: JD
JOB NO: 2107-062		DRAWING NO: Figure 2.1		REVISION: -

A3

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- Site Boundary
- ATC Locations

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CLIENT:

Cottam Solar Projects Limited

PROJECT:

Cottam Solar Project

TITLE:

Traffic Survey Locations

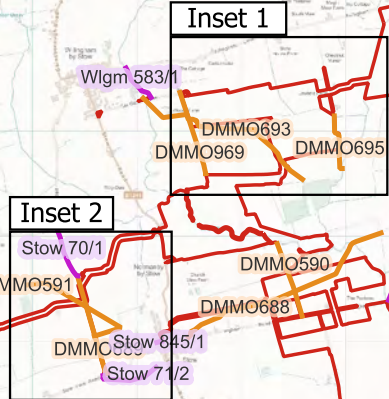
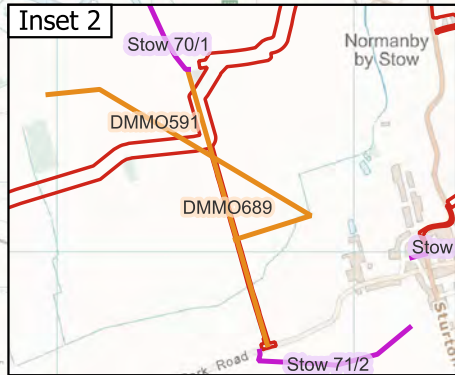
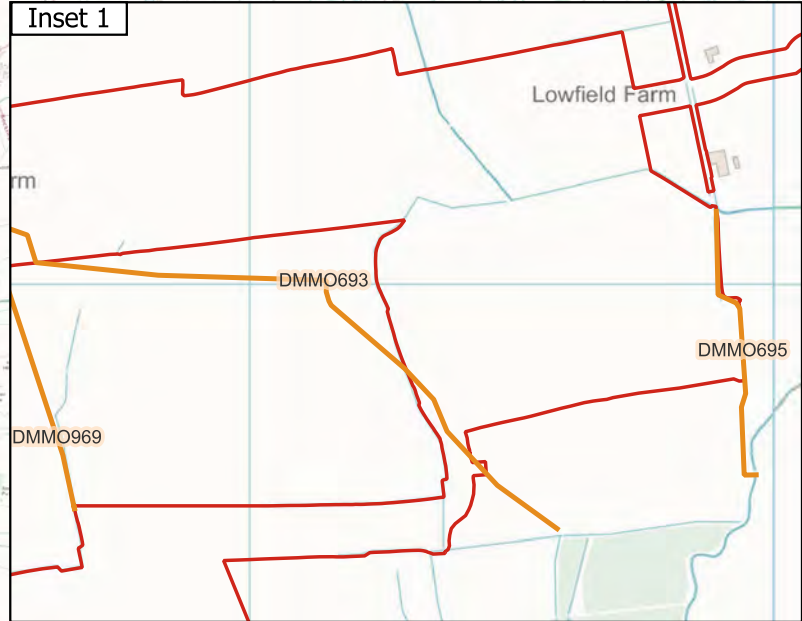
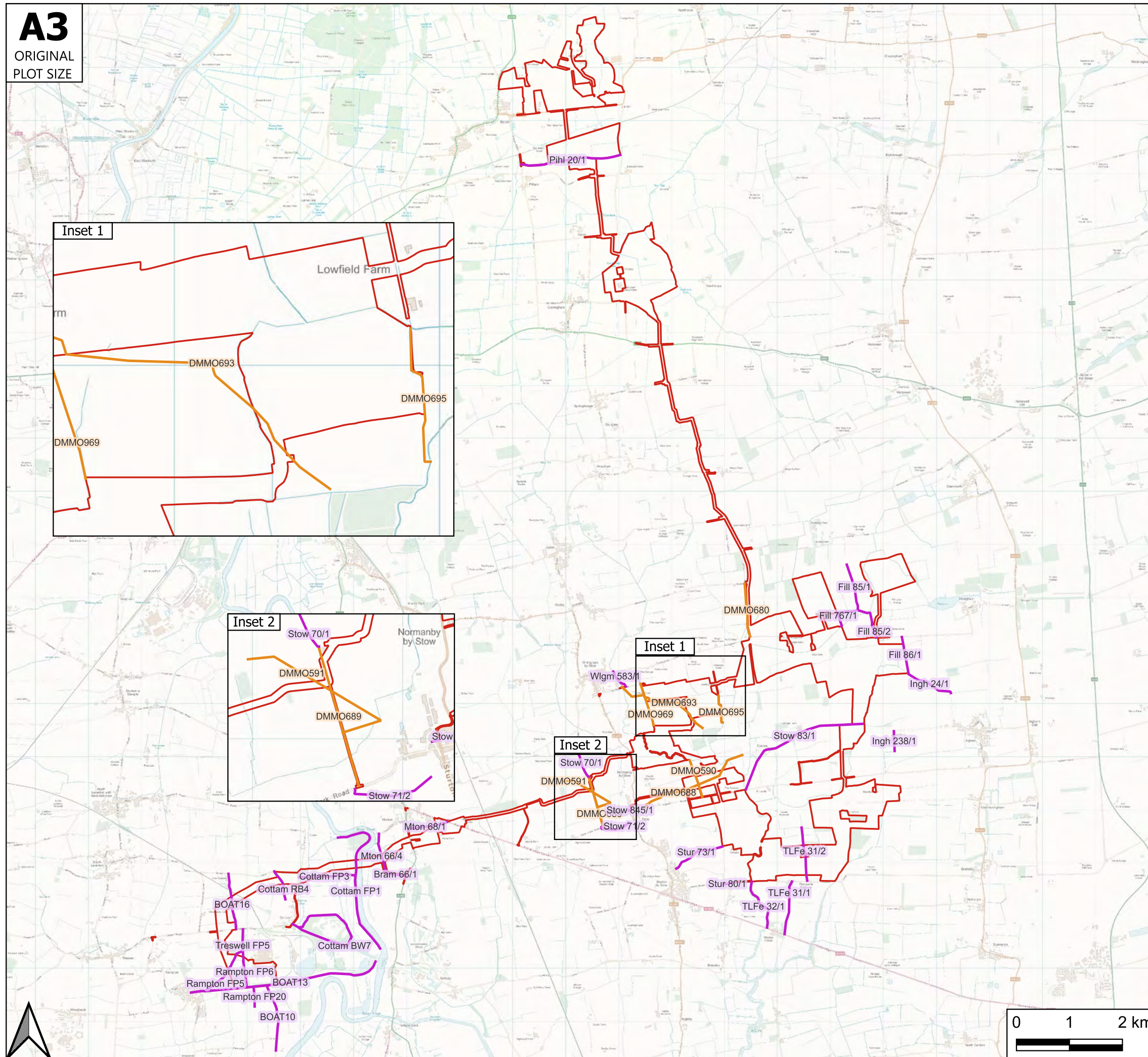
STATUS:

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SCALE: NTS	DATE: 23/01/24	DRAWN: AC	CHECKED: RR	APPROVED: JD
JOB NO: 2107-062		DRAWING NO: Figure 2.2		REVISION: -

A3

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Key

- Site Boundary
- Public Rights of Way
- DMMOs

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Transport Planning Associates

25 King Street
Bristol
BS1 4PB

0117 925 9400
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CLIENT:
Cottam Solar Projects Limited

PROJECT:
Cottam Solar Project

TITLE:
Public Rights of Way and DMMOs

STATUS:
FOR INFORMATION

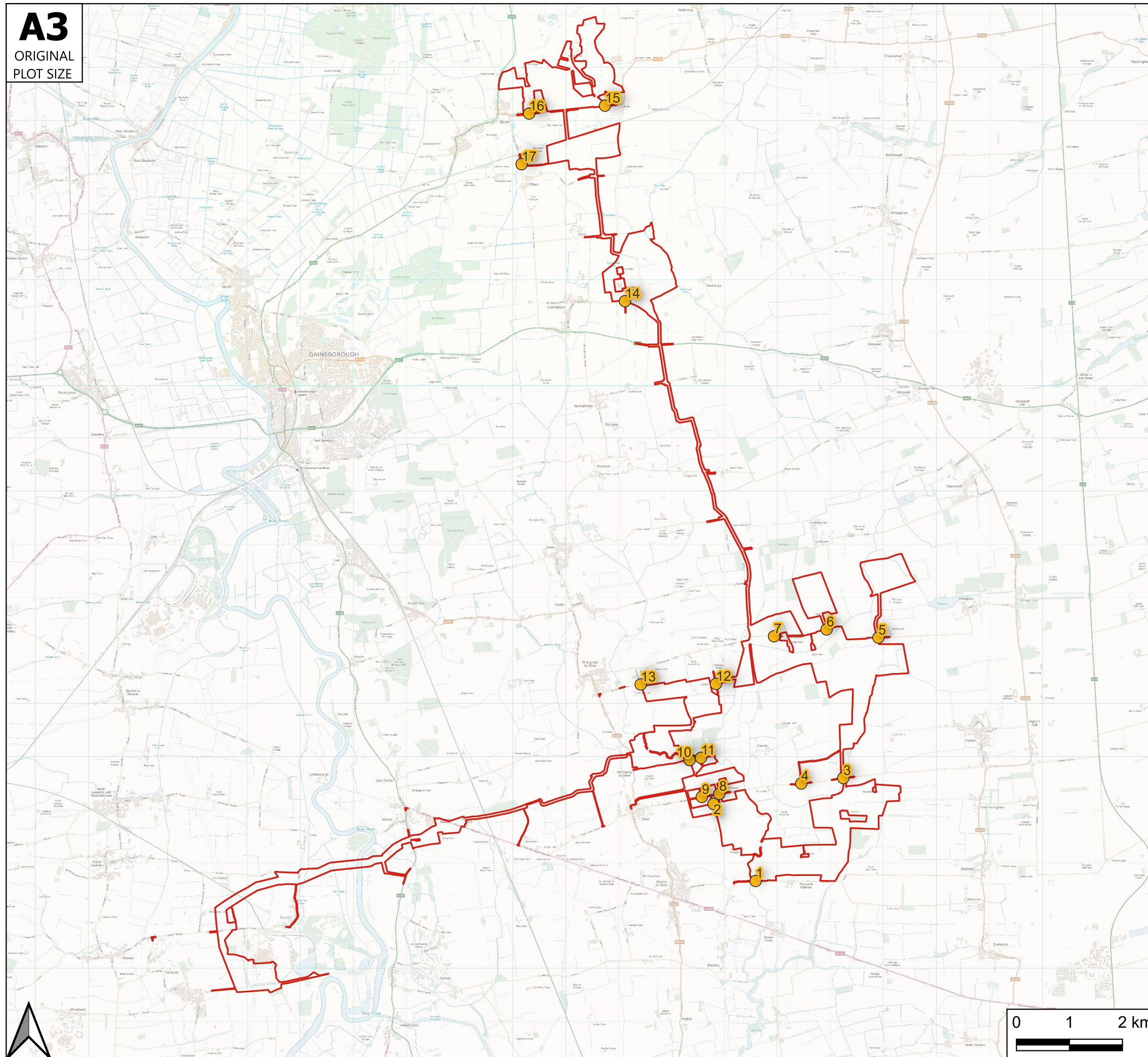
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NTS	11/10/23	AC	RR	JD

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2107-062	Figure 2.3	-

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A3

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Key

- Site Boundary
- Cottam Solar Farm Access Locations

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TITLE:
**Access Locations - Cottam
1, 2 and 3**

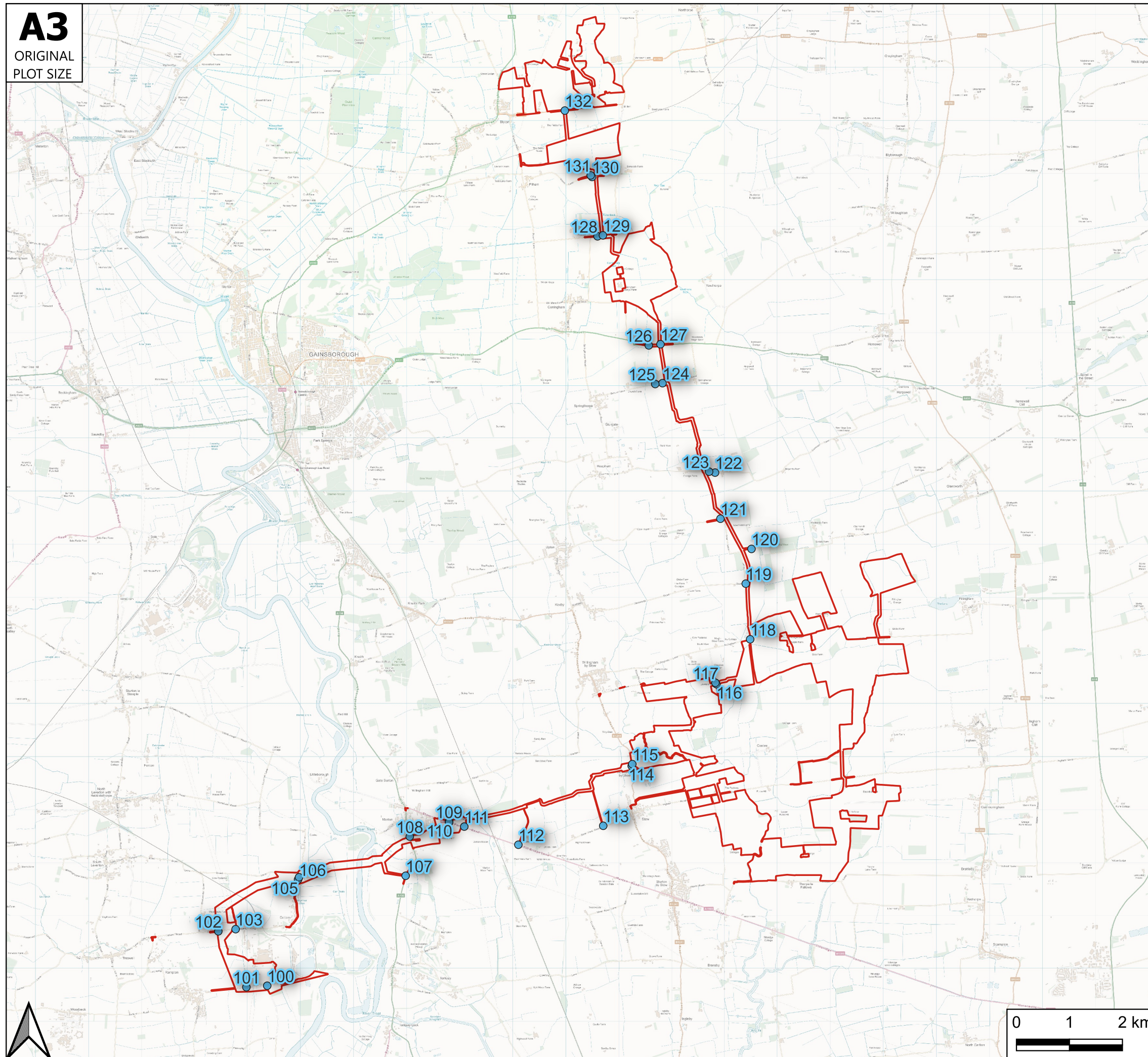
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FOR INFORMATION

SCALE: NTS	DATE: 23/01/24	DRAWN: AC	CHECKED: RR	APPROVED: JD
JOB NO: 2107-062		DRAWING NO: Figure 4.1		REVISION: -



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TITLE:

Access Locations - Cable Route Corridor

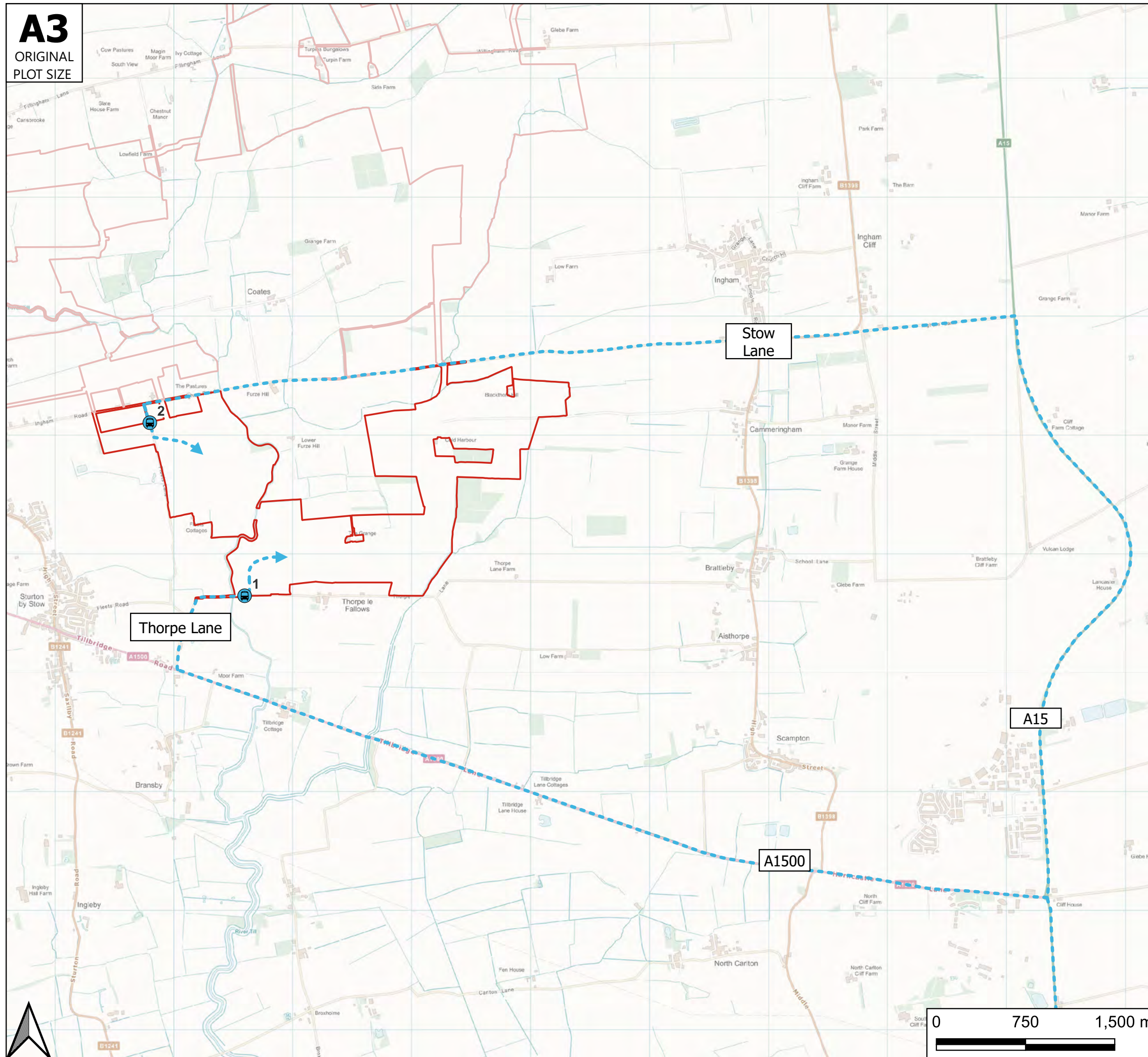
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FOR INFORMATION

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JOB NO: 2107-062	DRAWING NO: Figure 4.2		REVISION: -	

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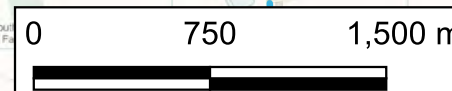
CLIENT:
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PROJECT:
Cottam Solar Project

TITLE:
**Construction Vehicle Route -
Cottam 1 South**

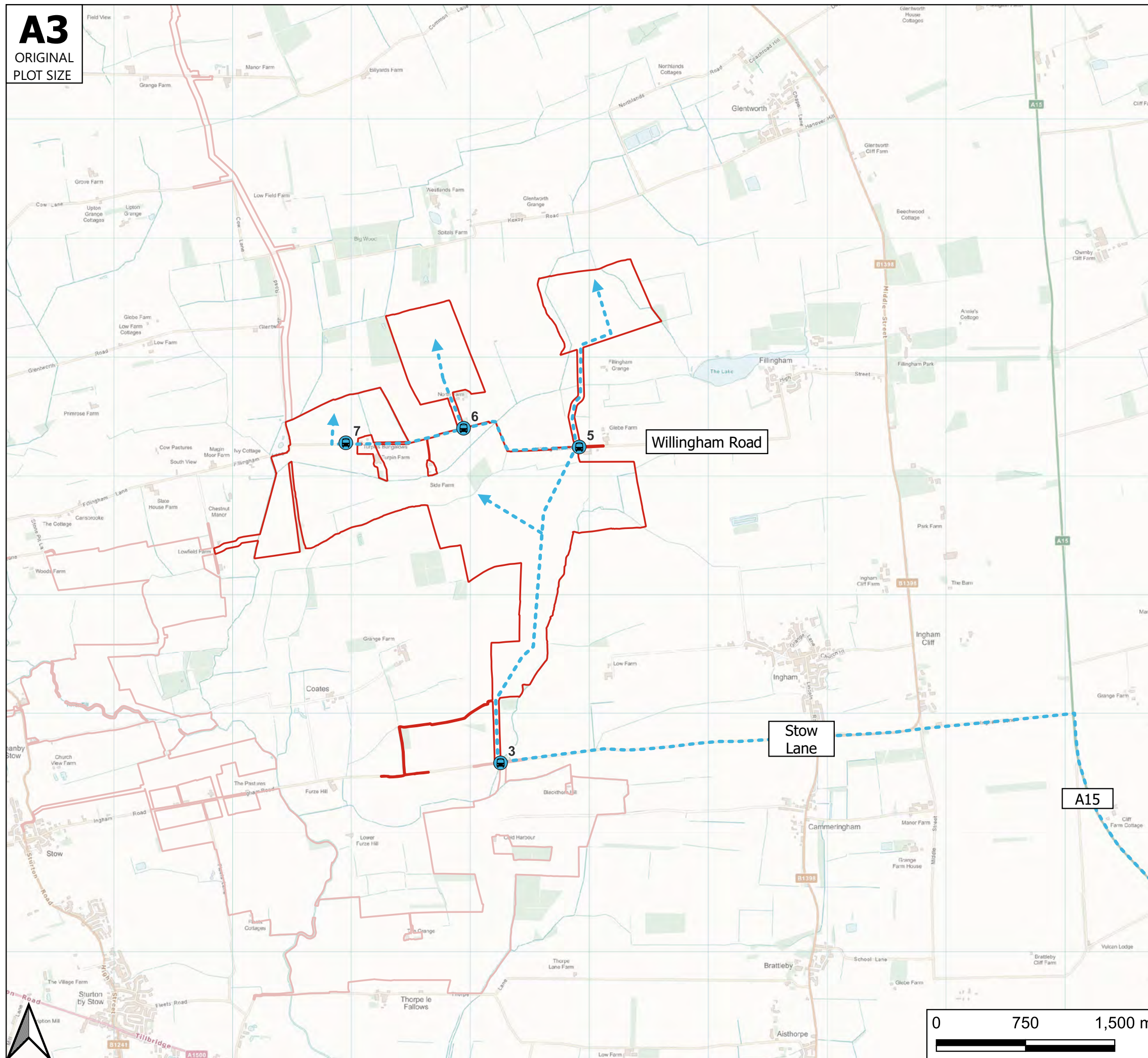
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FOR INFORMATION

SCALE: NTS	DATE: 14/12/22	DRAWN: AC	CHECKED: RR	APPROVED: JD
JOB NO: 2107-062		DRAWING NO: Figure 6.1		REVISION: -



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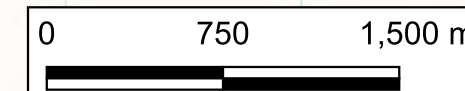
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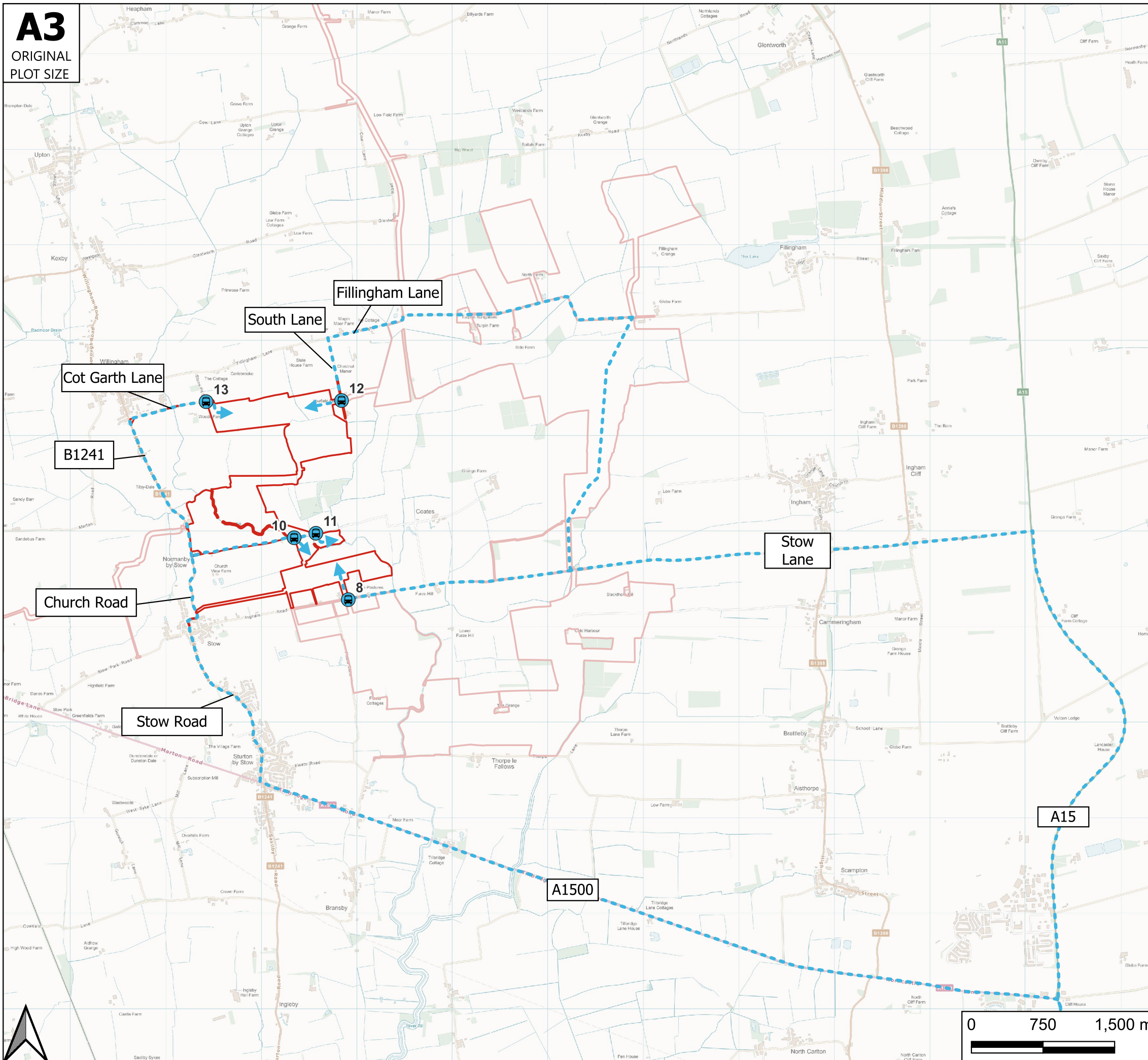
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STATUS:
FOR INFORMATION

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JOB NO: 2107-062		DRAWING NO: Figure 6.2		REVISION: -



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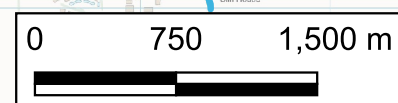
CLIENT:
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PROJECT:
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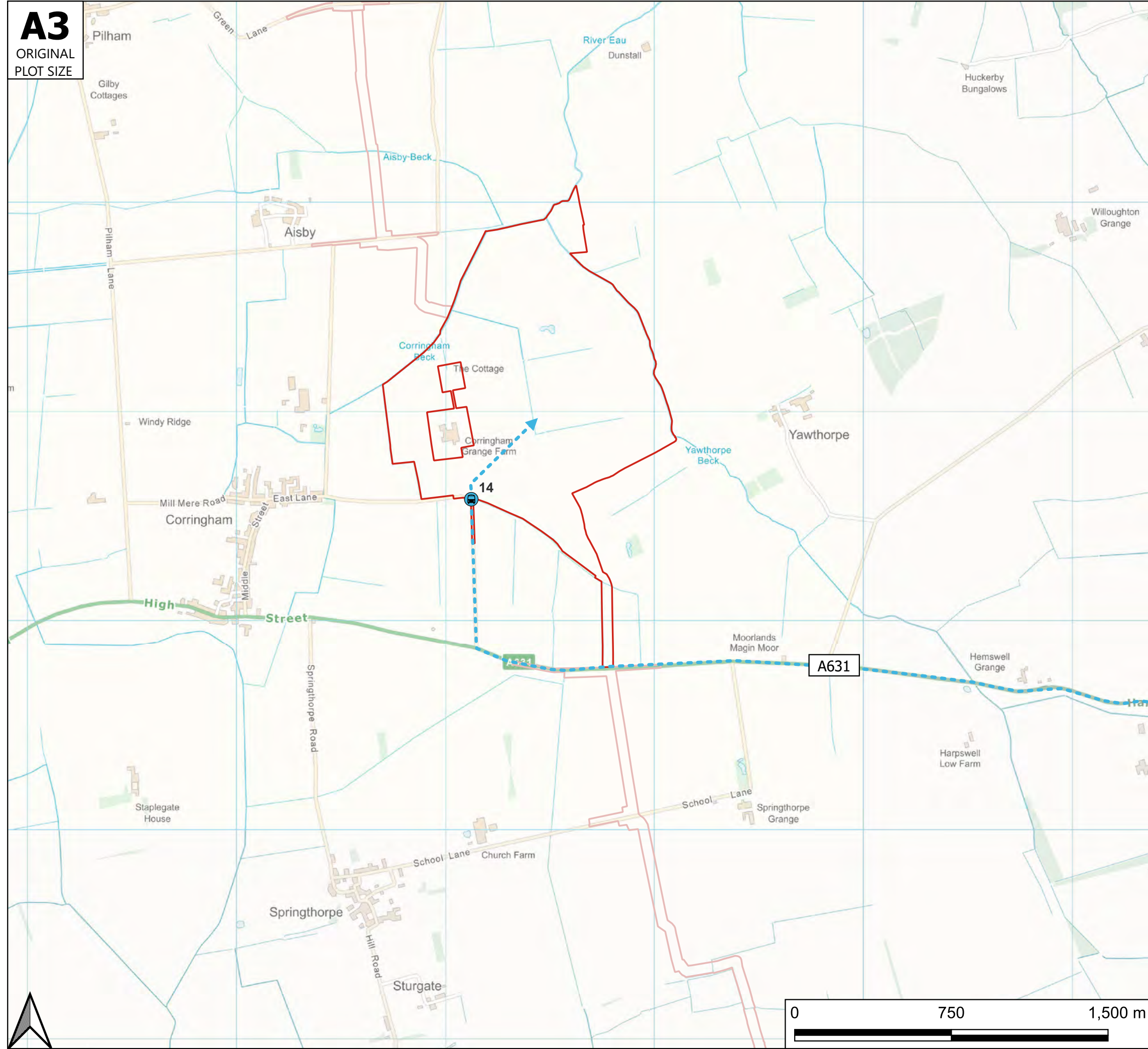
TITLE:
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STATUS:
FOR INFORMATION

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JOB NO: 2107-062		DRAWING NO: Figure 6.3		REVISION: -



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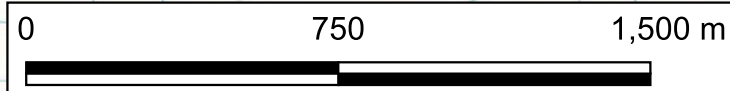
CLIENT:
Cottam Solar Projects Limited

PROJECT:
Cottam Solar Project

TITLE:
Construction Vehicle Route - Cottam 2

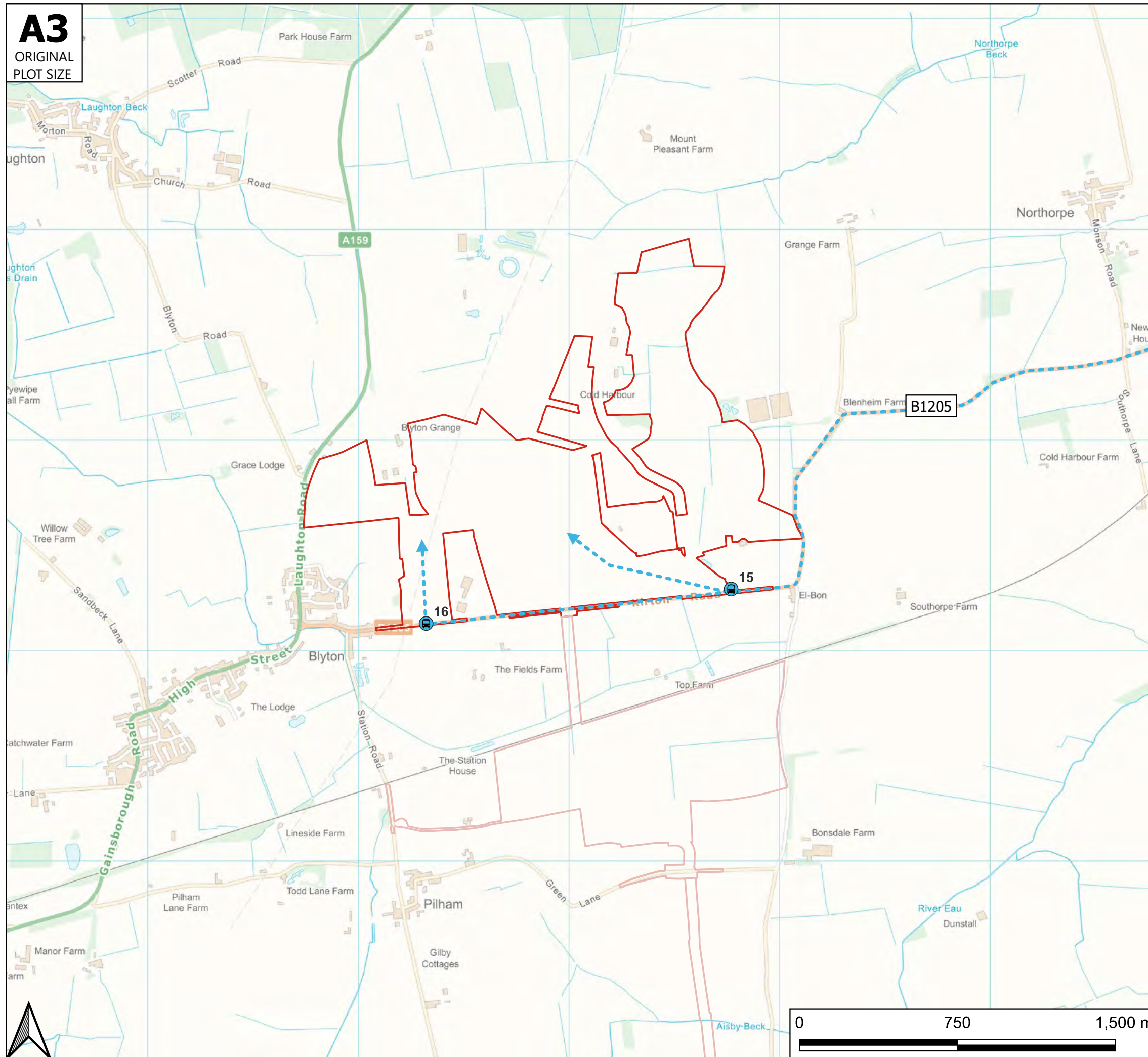
STATUS:
FOR INFORMATION

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JOB NO: 2107-062		DRAWING NO: Figure 6.4		REVISION: -



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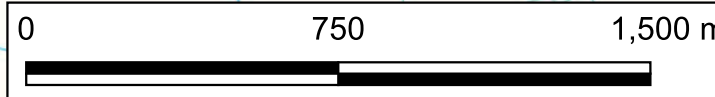
CLIENT:
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PROJECT:
Cottam Solar Project

TITLE:
Construction Vehicle Route - Cottam 3A

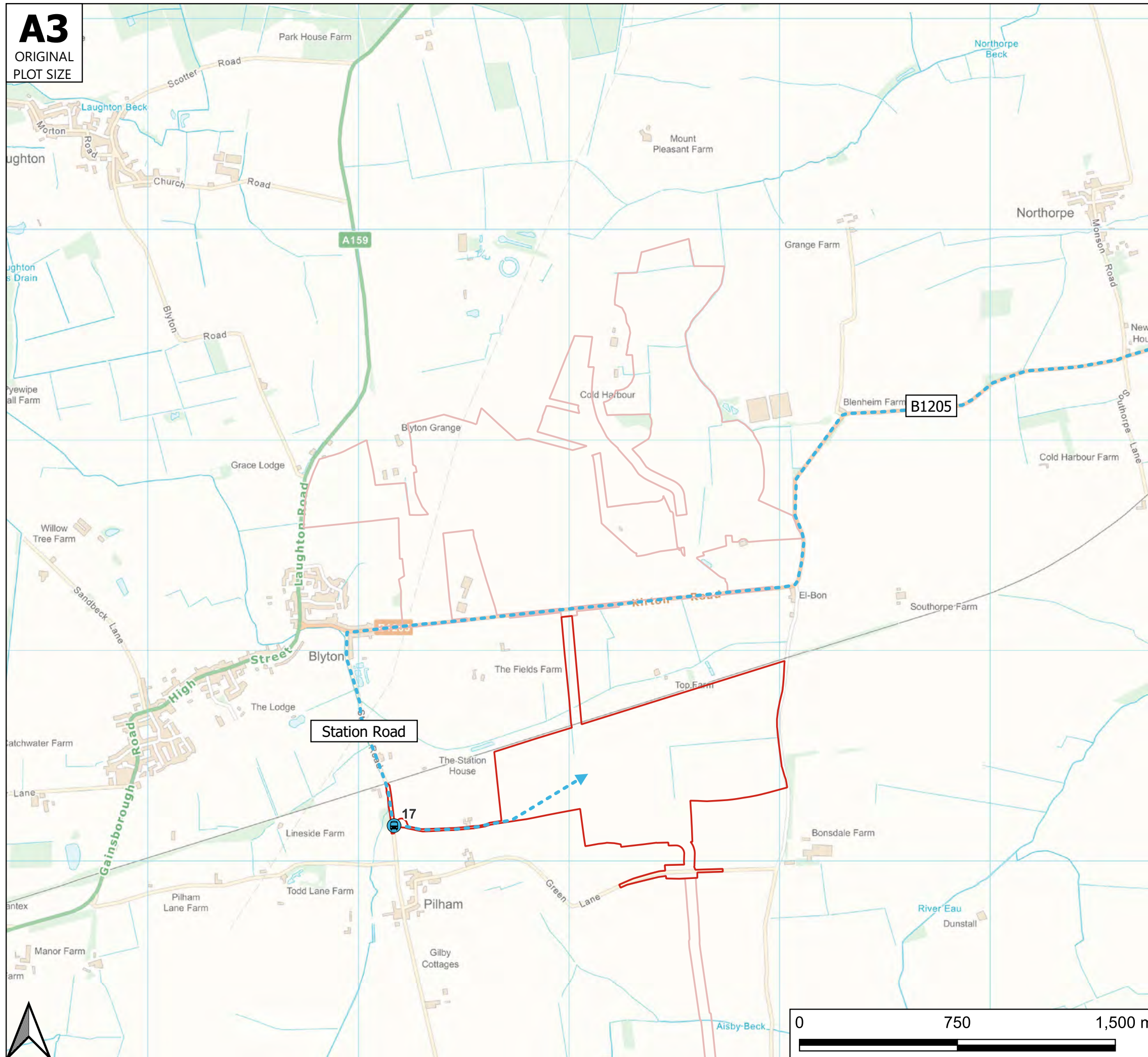
STATUS:
FOR INFORMATION

SCALE: NTS	DATE: 14/12/22	DRAWN: AC	CHECKED: RR	APPROVED: JD
JOB NO: 2107-062	DRAWING NO: Figure 6.5		REVISION: -	



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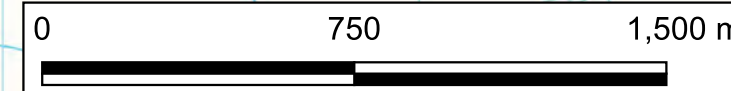
CLIENT:
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PROJECT:
Cottam Solar Project

TITLE:
Construction Vehicle Route - Cottam 3B

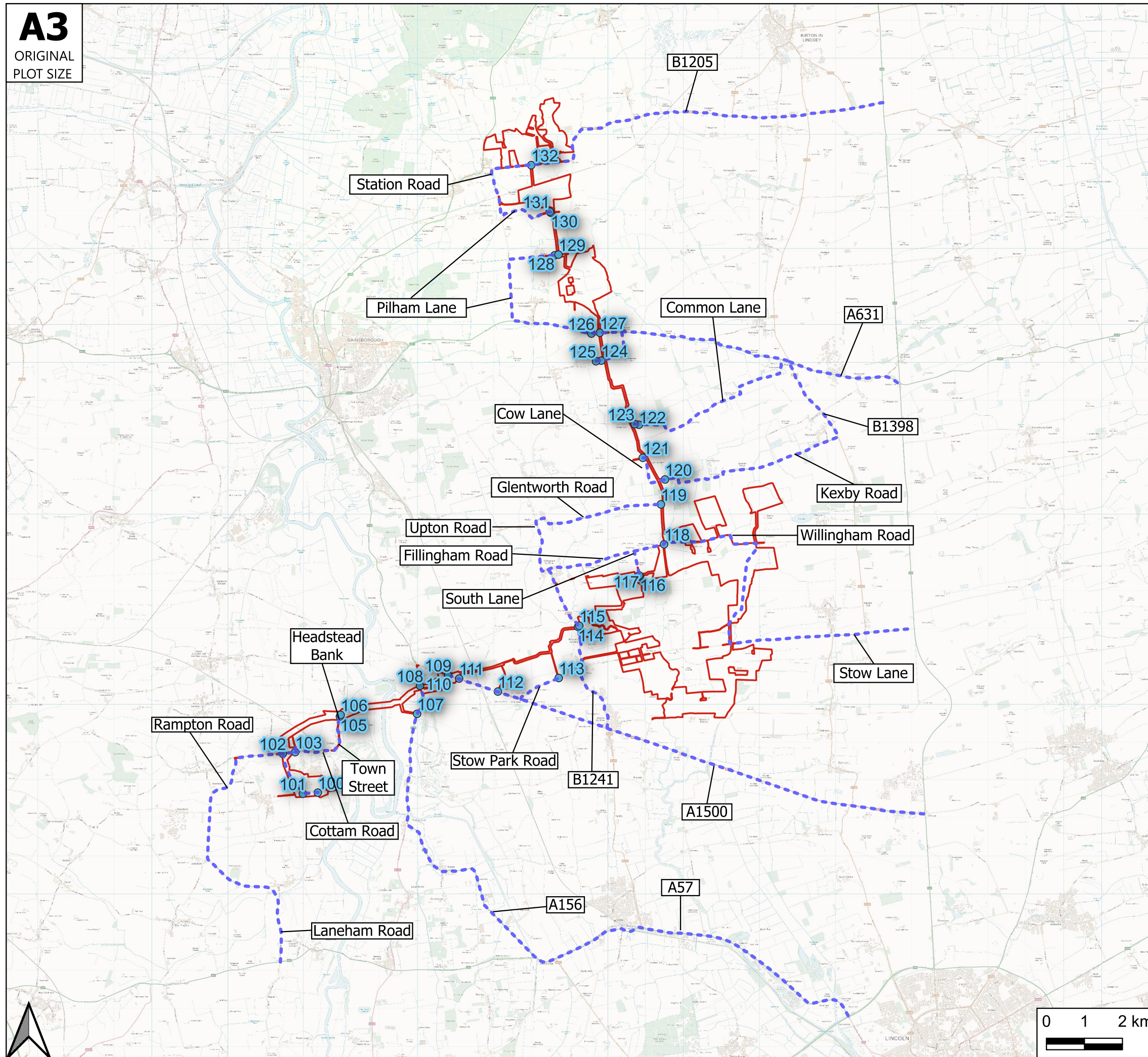
STATUS:
FOR INFORMATION

SCALE: NTS	DATE: 14/12/22	DRAWN: AC	CHECKED: RR	APPROVED: JD
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CLIENT:
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PROJECT:
Cottam Solar Project

TITLE:
Construction Vehicle Route - Cable Route Corridor

STATUS:
FOR INFORMATION

SCALE: NTS	DATE: 23/01/24	DRAWN: AC	CHECKED: RR	APPROVED: JD
JOB NO: 2107-062		DRAWING NO: Figure 6.7		REVISION: -

APPENDIX A

Key
 Order Limits

Layers: Lanpro, 2023, IGR, 2023
 Base map: Reproduced from Ordnance Survey digital map data © Crown copyright 2021. All rights reserved. License number 0100031673

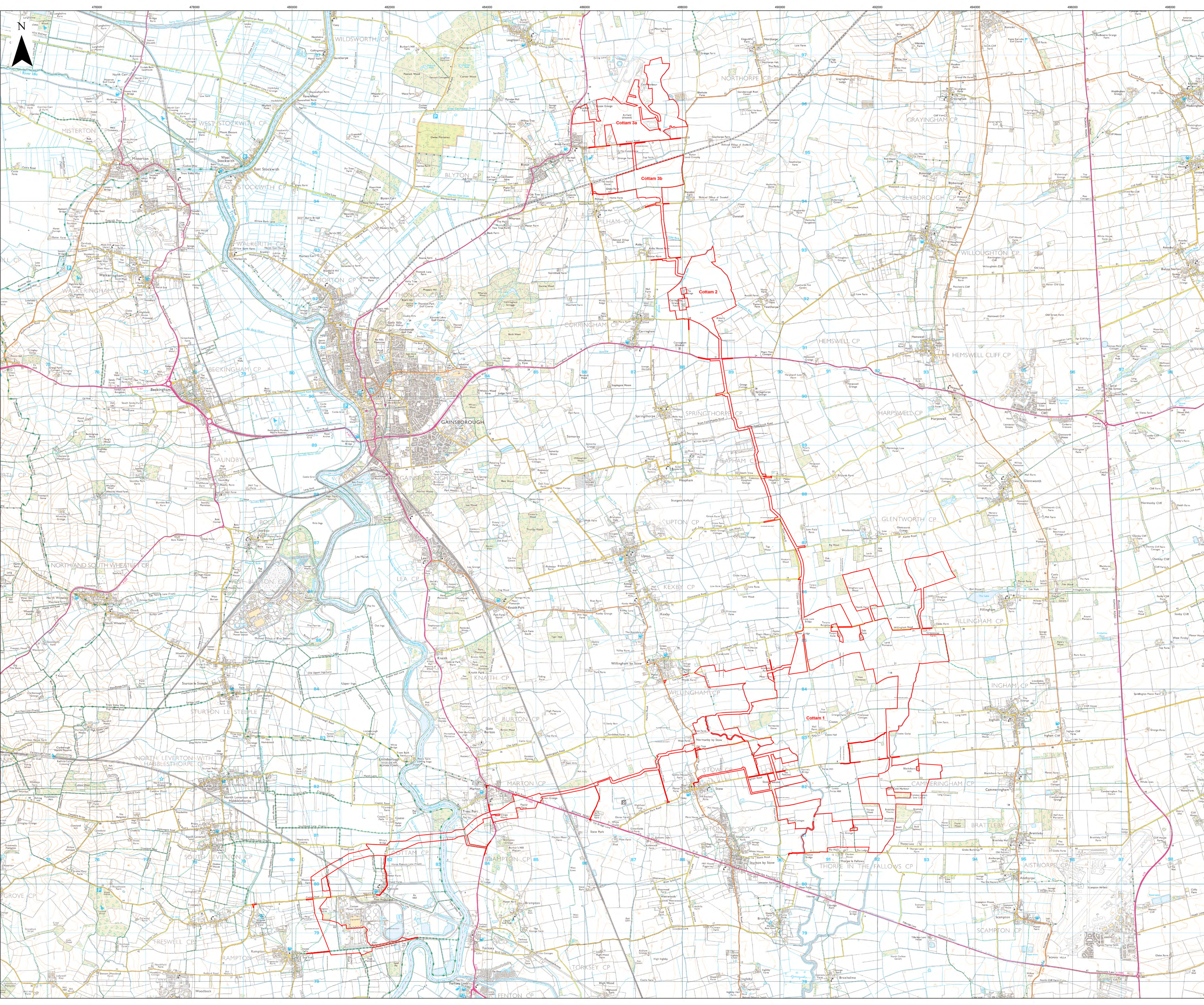


0 1 2 3 Kilometres
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APFP Regulation: 5(2)(o)	Application Doc No. C2.1_A_CR
Ref: P2981_LPR_ZZ_ON_DR_Z_0088	Date: 04/12/2023
Drawn by: AZ	Checked by: BR

Location Plan
Revision A

COTTAM SOLAR PROJECT



APPENDIX B

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

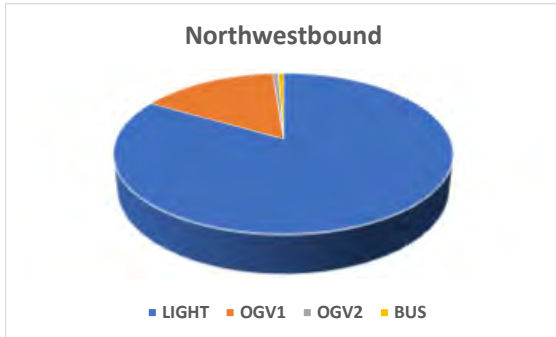
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Tue 2 Nov	4532	3740	722	36	34
Wed 3 Nov	4220	3513	633	40	34
Thu 4 Nov	4597	3827	710	28	32
Fri 5 Nov	4802	3939	771	45	47
Sat 6 Nov	3607	3247	342	9	9
Sun 7 Nov	2866	2607	248	6	5
Mon 8 Nov	4455	3676	708	44	27
5 Day Ave.	4521	3739	709	39	35
7 Day Ave.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

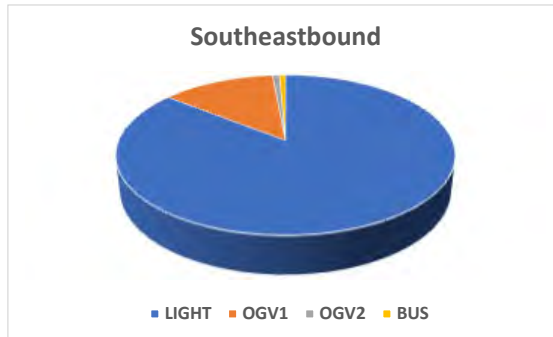
	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	100.0%	84.0%	14.3%	0.8%	0.8%
Wed 3 Nov	100.0%	85.1%	13.0%	1.0%	0.8%
Thu 4 Nov	100.0%	84.6%	14.1%	0.6%	0.7%
Fri 5 Nov	100.0%	82.4%	15.3%	1.1%	1.1%
Sat 6 Nov	100.0%	91.8%	7.7%	0.3%	0.2%
Sun 7 Nov	100.0%	92.4%	7.4%	0.1%	0.1%
Mon 8 Nov	100.0%	83.0%	15.1%	1.2%	0.7%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

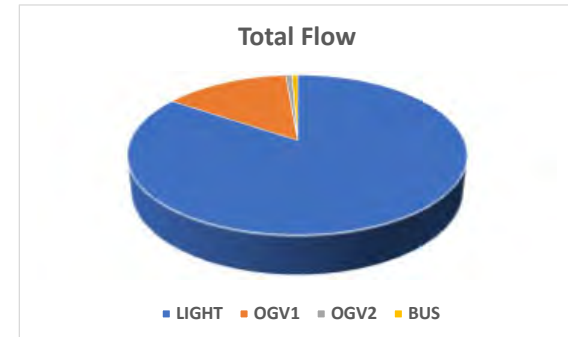
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Cottam ATC 10, Thorpe Lane

Direction: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	37	23	14	0	0
Wed 3 Nov	47	18	28	1	0
Thu 4 Nov	47	25	18	2	2
Fri 5 Nov	58	34	24	0	0
Sat 6 Nov	37	24	12	1	0
Sun 7 Nov	27	22	5	0	0
Mon 8 Nov	34	22	12	0	0
5 Day Ave.	45	24	19	1	0
7 Day Ave.	41	24	16	1	0

Direction: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	32	25	7	0	0
Wed 3 Nov	38	16	20	2	0
Thu 4 Nov	39	30	7	2	0
Fri 5 Nov	53	41	12	0	0
Sat 6 Nov	33	29	3	1	0
Sun 7 Nov	25	23	2	0	0
Mon 8 Nov	29	25	4	0	0
5 Day Ave.	38	27	10	1	0
7 Day Ave.	36	27	8	1	0

Direction: Total Flow

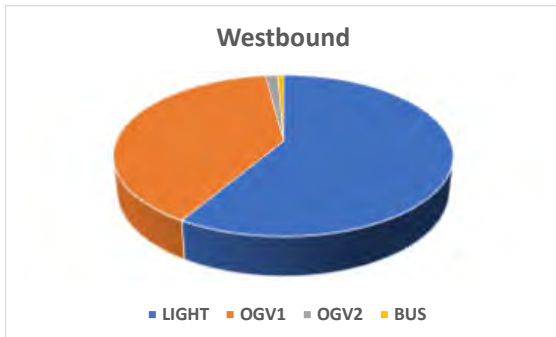
	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	69	48	21	0	0
Wed 3 Nov	85	34	48	3	0
Thu 4 Nov	86	55	25	4	2
Fri 5 Nov	111	75	36	0	0
Sat 6 Nov	70	53	15	2	0
Sun 7 Nov	52	45	7	0	0
Mon 8 Nov	63	47	16	0	0
5 Day Ave.	83	52	29	1	0
7 Day Ave.	77	51	24	1	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	100.0%	62.2%	37.8%	0.0%	0.0%
Wed 3 Nov	100.0%	38.3%	59.6%	2.1%	0.0%
Thu 4 Nov	100.0%	53.2%	38.3%	4.3%	4.3%
Fri 5 Nov	100.0%	58.6%	41.4%	0.0%	0.0%
Sat 6 Nov	100.0%	64.9%	32.4%	2.7%	0.0%
Sun 7 Nov	100.0%	81.5%	18.5%	0.0%	0.0%
Mon 8 Nov	100.0%	64.7%	35.3%	0.0%	0.0%
5 Day Ave.	100.0%	54.7%	43.0%	1.3%	0.9%
7 Day Ave.	100.0%	58.5%	39.4%	1.4%	0.7%

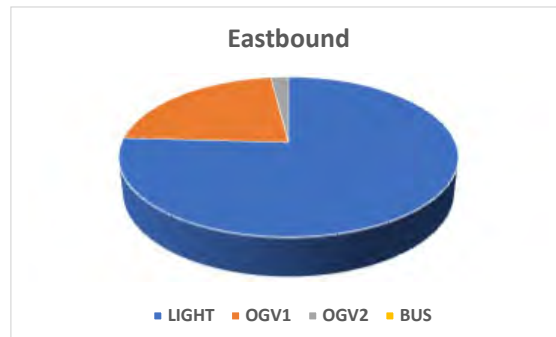
	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	100.0%	78.1%	21.9%	0.0%	0.0%
Wed 3 Nov	100.0%	42.1%	52.6%	5.3%	0.0%
Thu 4 Nov	100.0%	76.9%	17.9%	5.1%	0.0%
Fri 5 Nov	100.0%	77.4%	22.6%	0.0%	0.0%
Sat 6 Nov	100.0%	87.9%	9.1%	3.0%	0.0%
Sun 7 Nov	100.0%	92.0%	8.0%	0.0%	0.0%
Mon 8 Nov	100.0%	86.2%	13.8%	0.0%	0.0%
5 Day Ave.	100.0%	71.7%	26.2%	2.1%	0.0%
7 Day Ave.	100.0%	75.9%	22.1%	2.0%	0.0%

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	100.0%	69.6%	30.4%	0.0%	0.0%
Wed 3 Nov	100.0%	40.0%	56.5%	3.5%	0.0%
Thu 4 Nov	100.0%	64.0%	29.1%	4.7%	2.3%
Fri 5 Nov	100.0%	67.6%	32.4%	0.0%	0.0%
Sat 6 Nov	100.0%	75.7%	21.4%	2.9%	0.0%
Sun 7 Nov	100.0%	86.5%	13.5%	0.0%	0.0%
Mon 8 Nov	100.0%	74.6%	25.4%	0.0%	0.0%
5 Day Ave.	100.0%	62.6%	35.3%	1.7%	0.5%
7 Day Ave.	100.0%	66.6%	31.3%	1.7%	0.4%

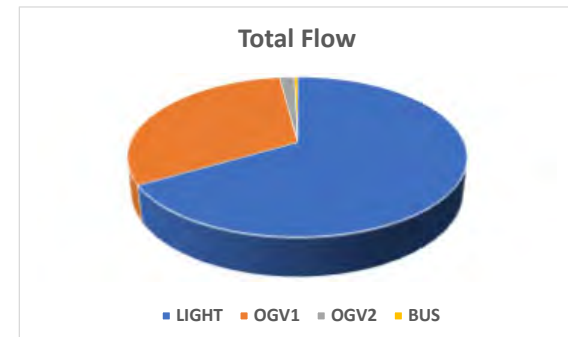
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Cottam ATC 8, Stow Lane

Direction: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	354	292	62	0	0
Wed 3 Nov	319	247	70	0	2
Thu 4 Nov	322	254	66	1	1
Fri 5 Nov	381	309	70	1	1
Sat 6 Nov	242	205	36	1	0
Sun 7 Nov	223	199	24	0	0
Mon 8 Nov	341	262	76	2	1
5 Day Ave.	343	273	69	1	1
7 Day Ave.	312	253	58	1	1

Direction: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	340	245	83	2	10
Wed 3 Nov	325	230	89	0	6
Thu 4 Nov	295	198	90	0	7
Fri 5 Nov	431	320	104	1	6
Sat 6 Nov	210	160	48	0	2
Sun 7 Nov	240	189	47	0	4
Mon 8 Nov	334	233	88	2	11
5 Day Ave.	345	245	91	1	8
7 Day Ave.	311	225	78	1	7

Direction: Total Flow

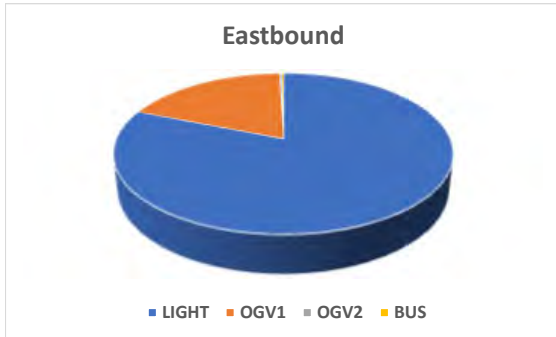
	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	694	537	145	2	10
Wed 3 Nov	644	477	159	0	8
Thu 4 Nov	617	452	156	1	8
Fri 5 Nov	812	629	174	2	7
Sat 6 Nov	452	365	84	1	2
Sun 7 Nov	463	388	71	0	4
Mon 8 Nov	675	495	164	4	12
5 Day Ave.	688	518	160	2	9
7 Day Ave.	622	478	136	1	7

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	100.0%	82.5%	17.5%	0.0%	0.0%
Wed 3 Nov	100.0%	77.4%	21.9%	0.0%	0.6%
Thu 4 Nov	100.0%	78.9%	20.5%	0.3%	0.3%
Fri 5 Nov	100.0%	81.1%	18.4%	0.3%	0.3%
Sat 6 Nov	100.0%	84.7%	14.9%	0.4%	0.0%
Sun 7 Nov	100.0%	89.2%	10.8%	0.0%	0.0%
Mon 8 Nov	100.0%	76.8%	22.3%	0.6%	0.3%
5 Day Ave.	100.0%	79.4%	20.0%	0.2%	0.3%
7 Day Ave.	100.0%	81.0%	18.5%	0.2%	0.2%

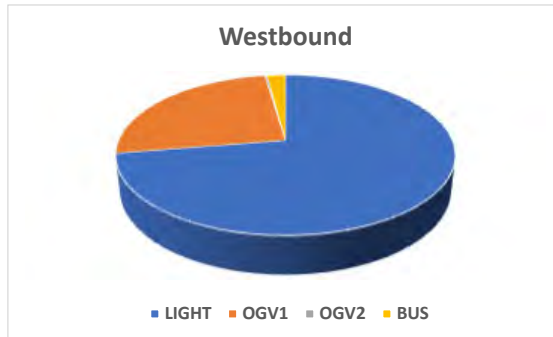
	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	100.0%	72.1%	24.4%	0.6%	2.9%
Wed 3 Nov	100.0%	70.8%	27.4%	0.0%	1.8%
Thu 4 Nov	100.0%	67.1%	30.5%	0.0%	2.4%
Fri 5 Nov	100.0%	74.2%	24.1%	0.2%	1.4%
Sat 6 Nov	100.0%	76.2%	22.9%	0.0%	1.0%
Sun 7 Nov	100.0%	78.8%	19.6%	0.0%	1.7%
Mon 8 Nov	100.0%	69.8%	26.3%	0.6%	3.3%
5 Day Ave.	100.0%	71.1%	26.3%	0.3%	2.3%
7 Day Ave.	100.0%	72.4%	25.2%	0.2%	2.1%

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	100.0%	77.4%	20.9%	0.3%	1.4%
Wed 3 Nov	100.0%	74.1%	24.7%	0.0%	1.2%
Thu 4 Nov	100.0%	73.3%	25.3%	0.2%	1.3%
Fri 5 Nov	100.0%	77.5%	21.4%	0.2%	0.9%
Sat 6 Nov	100.0%	80.8%	18.6%	0.2%	0.4%
Sun 7 Nov	100.0%	83.8%	15.3%	0.0%	0.9%
Mon 8 Nov	100.0%	73.3%	24.3%	0.6%	1.8%
5 Day Ave.	100.0%	75.2%	23.2%	0.3%	1.3%
7 Day Ave.	100.0%	76.7%	21.9%	0.2%	1.2%

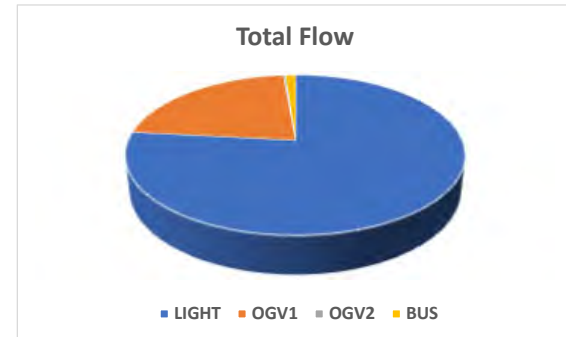
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Cottam ATC 1, Ingham Road

Direction: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	390	340	49	0	1
Wed 3 Nov	352	288	63	0	1
Thu 4 Nov	361	310	51	0	0
Fri 5 Nov	431	374	56	1	0
Sat 6 Nov	285	262	22	1	0
Sun 7 Nov	254	232	22	0	0
Mon 8 Nov	384	325	57	1	1
5 Day Ave.	384	327	55	0	1
7 Day Ave.	351	304	46	0	0

Direction: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	372	274	86	3	9
Wed 3 Nov	346	257	85	0	4
Thu 4 Nov	333	241	87	0	5
Fri 5 Nov	460	358	97	1	4
Sat 6 Nov	247	200	45	1	1
Sun 7 Nov	272	223	47	0	2
Mon 8 Nov	368	265	94	1	8
5 Day Ave.	376	279	90	1	6
7 Day Ave.	343	260	77	1	5

Direction: Total Flow

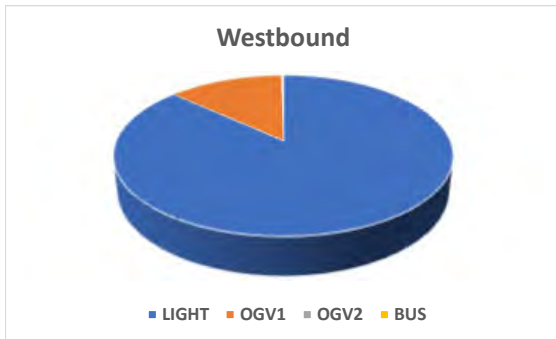
	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	762	614	135	3	10
Wed 3 Nov	698	545	148	0	5
Thu 4 Nov	694	551	138	0	5
Fri 5 Nov	891	732	153	2	4
Sat 6 Nov	532	462	67	2	1
Sun 7 Nov	526	455	69	0	2
Mon 8 Nov	752	590	151	2	9
5 Day Ave.	759	606	145	1	7
7 Day Ave.	694	564	123	1	5

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	100.0%	87.2%	12.6%	0.0%	0.3%
Wed 3 Nov	100.0%	81.8%	17.9%	0.0%	0.3%
Thu 4 Nov	100.0%	85.9%	14.1%	0.0%	0.0%
Fri 5 Nov	100.0%	86.8%	13.0%	0.2%	0.0%
Sat 6 Nov	100.0%	91.9%	7.7%	0.4%	0.0%
Sun 7 Nov	100.0%	91.3%	8.7%	0.0%	0.0%
Mon 8 Nov	100.0%	84.6%	14.8%	0.3%	0.3%
5 Day Ave.	100.0%	85.3%	14.4%	0.1%	0.2%
7 Day Ave.	100.0%	86.7%	13.0%	0.1%	0.1%

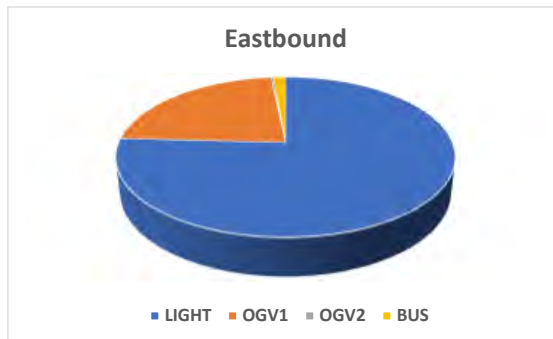
	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	100.0%	73.7%	23.1%	0.8%	2.4%
Wed 3 Nov	100.0%	74.3%	24.6%	0.0%	1.2%
Thu 4 Nov	100.0%	72.4%	26.1%	0.0%	1.5%
Fri 5 Nov	100.0%	77.8%	21.1%	0.2%	0.9%
Sat 6 Nov	100.0%	81.0%	18.2%	0.4%	0.4%
Sun 7 Nov	100.0%	82.0%	17.3%	0.0%	0.7%
Mon 8 Nov	100.0%	72.0%	25.5%	0.3%	2.2%
5 Day Ave.	100.0%	74.2%	23.9%	0.3%	1.6%
7 Day Ave.	100.0%	75.8%	22.6%	0.3%	1.4%

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	100.0%	80.6%	17.7%	0.4%	1.3%
Wed 3 Nov	100.0%	78.1%	21.2%	0.0%	0.7%
Thu 4 Nov	100.0%	79.4%	19.9%	0.0%	0.7%
Fri 5 Nov	100.0%	82.2%	17.2%	0.2%	0.4%
Sat 6 Nov	100.0%	86.8%	12.6%	0.4%	0.2%
Sun 7 Nov	100.0%	86.5%	13.1%	0.0%	0.4%
Mon 8 Nov	100.0%	78.5%	20.1%	0.3%	1.2%
5 Day Ave.	100.0%	79.9%	19.1%	0.2%	0.9%
7 Day Ave.	100.0%	81.3%	17.7%	0.2%	0.7%

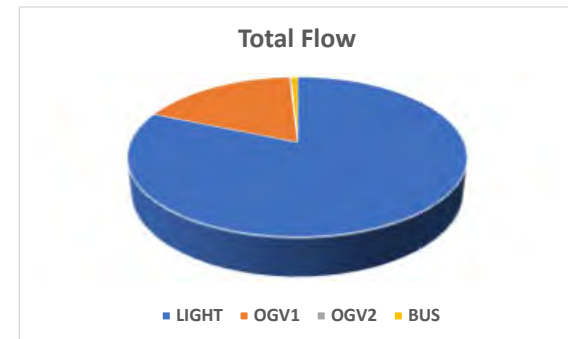
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Cottam ATC 2, Fleets Lane

Direction: Southbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	26	20	6	0	0
Wed 3 Nov	29	22	6	0	1
Thu 4 Nov	46	35	11	0	0
Fri 5 Nov	26	20	5	0	1
Sat 6 Nov	31	25	6	0	0
Sun 7 Nov	16	13	3	0	0
Mon 8 Nov	21	17	4	0	0
5 Day Ave.	30	23	6	0	0
7 Day Ave.	28	22	6	0	0

Direction: Northbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	30	21	8	0	1
Wed 3 Nov	35	25	10	0	0
Thu 4 Nov	40	24	16	0	0
Fri 5 Nov	37	31	6	0	0
Sat 6 Nov	34	29	5	0	0
Sun 7 Nov	17	16	1	0	0
Mon 8 Nov	26	21	5	0	0
5 Day Ave.	34	24	9	0	0
7 Day Ave.	31	24	7	0	0

Direction: Total Flow

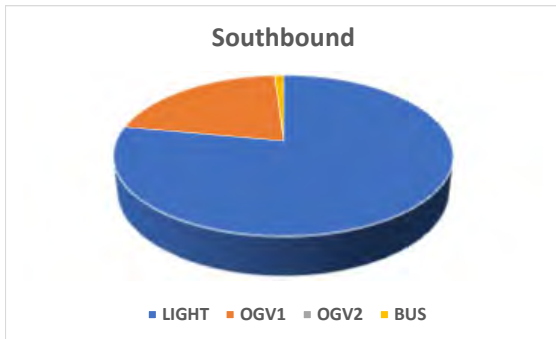
	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	56	41	14	0	1
Wed 3 Nov	64	47	16	0	1
Thu 4 Nov	86	59	27	0	0
Fri 5 Nov	63	51	11	0	1
Sat 6 Nov	65	54	11	0	0
Sun 7 Nov	33	29	4	0	0
Mon 8 Nov	47	38	9	0	0
5 Day Ave.	63	47	15	0	1
7 Day Ave.	59	46	13	0	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	100.0%	76.9%	23.1%	0.0%	0.0%
Wed 3 Nov	100.0%	75.9%	20.7%	0.0%	3.4%
Thu 4 Nov	100.0%	76.1%	23.9%	0.0%	0.0%
Fri 5 Nov	100.0%	76.9%	19.2%	0.0%	3.8%
Sat 6 Nov	100.0%	80.6%	19.4%	0.0%	0.0%
Sun 7 Nov	100.0%	81.3%	18.8%	0.0%	0.0%
Mon 8 Nov	100.0%	81.0%	19.0%	0.0%	0.0%
5 Day Ave.	100.0%	77.0%	21.6%	0.0%	1.4%
7 Day Ave.	100.0%	77.9%	21.0%	0.0%	1.0%

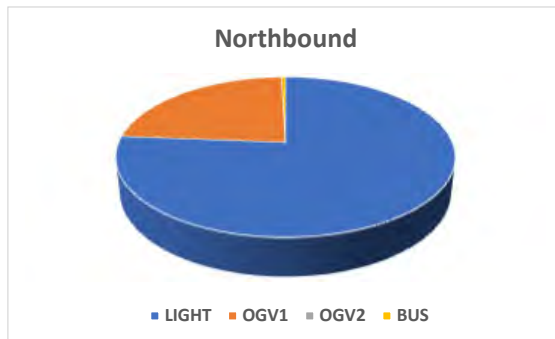
	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	100.0%	70.0%	26.7%	0.0%	3.3%
Wed 3 Nov	100.0%	71.4%	28.6%	0.0%	0.0%
Thu 4 Nov	100.0%	60.0%	40.0%	0.0%	0.0%
Fri 5 Nov	100.0%	83.8%	16.2%	0.0%	0.0%
Sat 6 Nov	100.0%	85.3%	14.7%	0.0%	0.0%
Sun 7 Nov	100.0%	94.1%	5.9%	0.0%	0.0%
Mon 8 Nov	100.0%	80.8%	19.2%	0.0%	0.0%
5 Day Ave.	100.0%	72.6%	26.8%	0.0%	0.6%
7 Day Ave.	100.0%	76.3%	23.3%	0.0%	0.5%

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	100.0%	73.2%	25.0%	0.0%	1.8%
Wed 3 Nov	100.0%	73.4%	25.0%	0.0%	1.6%
Thu 4 Nov	100.0%	68.6%	31.4%	0.0%	0.0%
Fri 5 Nov	100.0%	81.0%	17.5%	0.0%	1.6%
Sat 6 Nov	100.0%	83.1%	16.9%	0.0%	0.0%
Sun 7 Nov	100.0%	87.9%	12.1%	0.0%	0.0%
Mon 8 Nov	100.0%	80.9%	19.1%	0.0%	0.0%
5 Day Ave.	100.0%	74.7%	24.4%	0.0%	0.9%
7 Day Ave.	100.0%	77.1%	22.2%	0.0%	0.7%

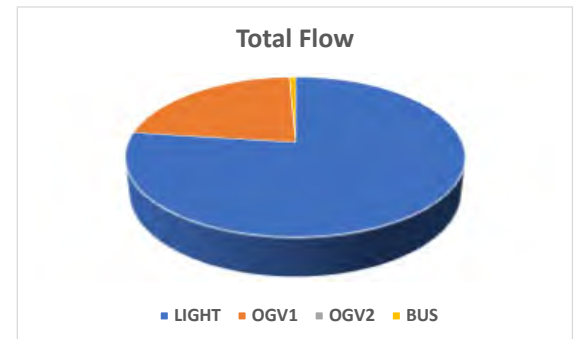
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Cottam ATC 4

Direction: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	0	0	0	0	0
Wed 3 Nov	3	2	1	0	0
Thu 4 Nov	1	0	1	0	0
Fri 5 Nov	1	0	1	0	0
Sat 6 Nov	2	2	0	0	0
Sun 7 Nov	0	0	0	0	0
Mon 8 Nov	2	2	0	0	0
5 Day Ave.	1	1	1	0	0
7 Day Ave.	1	1	0	0	0

Direction: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	1	1	0	0	0
Wed 3 Nov	3	3	0	0	0
Thu 4 Nov	2	2	0	0	0
Fri 5 Nov	6	6	0	0	0
Sat 6 Nov	0	0	0	0	0
Sun 7 Nov	2	2	0	0	0
Mon 8 Nov	5	5	0	0	0
5 Day Ave.	3	3	0	0	0
7 Day Ave.	3	3	0	0	0

Direction: Total Flow

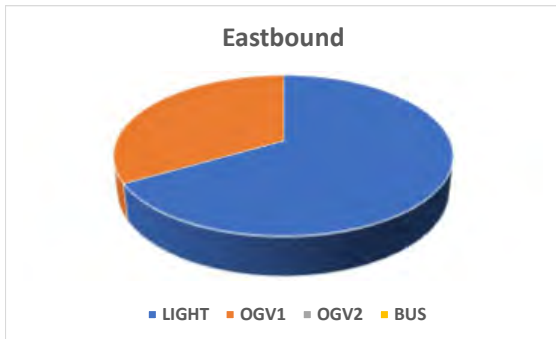
	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	1	1	0	0	0
Wed 3 Nov	6	5	1	0	0
Thu 4 Nov	3	2	1	0	0
Fri 5 Nov	7	6	1	0	0
Sat 6 Nov	2	2	0	0	0
Sun 7 Nov	2	2	0	0	0
Mon 8 Nov	7	7	0	0	0
5 Day Ave.	5	4	1	0	0
7 Day Ave.	4	4	0	0	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	-	-	-	-	-
Wed 3 Nov	100.0%	66.7%	33.3%	0.0%	0.0%
Thu 4 Nov	100.0%	0.0%	100.0%	0.0%	0.0%
Fri 5 Nov	100.0%	0.0%	100.0%	0.0%	0.0%
Sat 6 Nov	100.0%	100.0%	0.0%	0.0%	0.0%
Sun 7 Nov	-	-	-	-	-
Mon 8 Nov	100.0%	100.0%	0.0%	0.0%	0.0%
5 Day Ave.	100.0%	57.1%	42.9%	0.0%	0.0%
7 Day Ave.	100.0%	66.7%	33.3%	0.0%	0.0%

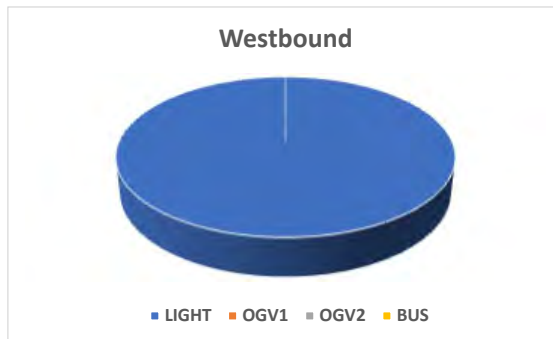
	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	100.0%	100.0%	0.0%	0.0%	0.0%
Wed 3 Nov	100.0%	100.0%	0.0%	0.0%	0.0%
Thu 4 Nov	100.0%	100.0%	0.0%	0.0%	0.0%
Fri 5 Nov	100.0%	100.0%	0.0%	0.0%	0.0%
Sat 6 Nov	-	-	-	-	-
Sun 7 Nov	100.0%	100.0%	0.0%	0.0%	0.0%
Mon 8 Nov	100.0%	100.0%	0.0%	0.0%	0.0%
5 Day Ave.	100.0%	100.0%	0.0%	0.0%	0.0%
7 Day Ave.	100.0%	100.0%	0.0%	0.0%	0.0%

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	100.0%	100.0%	0.0%	0.0%	0.0%
Wed 3 Nov	100.0%	83.3%	16.7%	0.0%	0.0%
Thu 4 Nov	100.0%	66.7%	33.3%	0.0%	0.0%
Fri 5 Nov	100.0%	85.7%	14.3%	0.0%	0.0%
Sat 6 Nov	100.0%	100.0%	0.0%	0.0%	0.0%
Sun 7 Nov	100.0%	100.0%	0.0%	0.0%	0.0%
Mon 8 Nov	100.0%	100.0%	0.0%	0.0%	0.0%
5 Day Ave.	100.0%	87.5%	12.5%	0.0%	0.0%
7 Day Ave.	100.0%	89.3%	10.7%	0.0%	0.0%

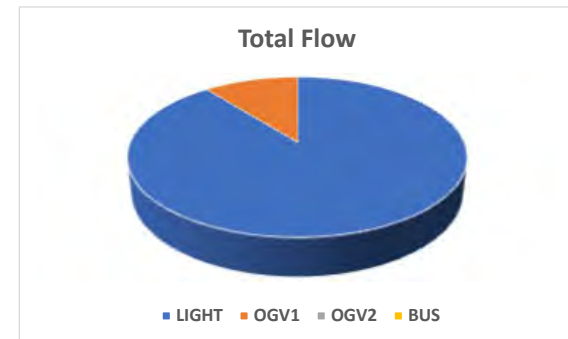
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Cottam ATC 5, Willingham Road

Direction: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	76	55	17	1	3
Wed 3 Nov	66	51	15	0	0
Thu 4 Nov	71	55	15	0	1
Fri 5 Nov	40	30	9	0	1
Sat 6 Nov	33	29	4	0	0
Sun 7 Nov	30	26	4	0	0
Mon 8 Nov	57	43	11	0	3
5 Day Ave.	62	47	13	0	2
7 Day Ave.	53	41	11	0	1

Direction: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	69	50	15	1	3
Wed 3 Nov	71	51	17	1	2
Thu 4 Nov	71	55	15	0	1
Fri 5 Nov	39	29	9	0	1
Sat 6 Nov	34	31	3	0	0
Sun 7 Nov	31	29	2	0	0
Mon 8 Nov	52	41	9	0	2
5 Day Ave.	60	45	13	0	2
7 Day Ave.	52	41	10	0	1

Direction: Total Flow

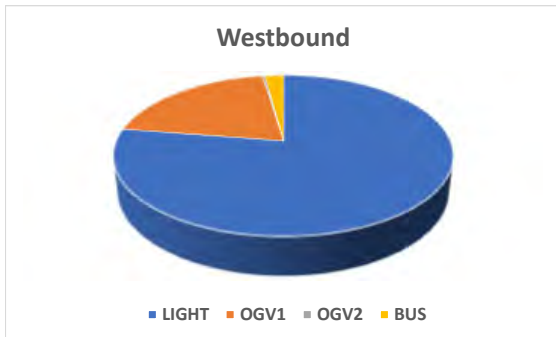
	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	145	105	32	2	6
Wed 3 Nov	137	102	32	1	2
Thu 4 Nov	142	110	30	0	2
Fri 5 Nov	79	59	18	0	2
Sat 6 Nov	67	60	7	0	0
Sun 7 Nov	61	55	6	0	0
Mon 8 Nov	109	84	20	0	5
5 Day Ave.	122	92	26	1	3
7 Day Ave.	106	82	21	0	2

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	100.0%	72.4%	22.4%	1.3%	3.9%
Wed 3 Nov	100.0%	77.3%	22.7%	0.0%	0.0%
Thu 4 Nov	100.0%	77.5%	21.1%	0.0%	1.4%
Fri 5 Nov	100.0%	75.0%	22.5%	0.0%	2.5%
Sat 6 Nov	100.0%	87.9%	12.1%	0.0%	0.0%
Sun 7 Nov	100.0%	86.7%	13.3%	0.0%	0.0%
Mon 8 Nov	100.0%	75.4%	19.3%	0.0%	5.3%
5 Day Ave.	100.0%	75.5%	21.6%	0.3%	2.6%
7 Day Ave.	100.0%	77.5%	20.1%	0.3%	2.1%

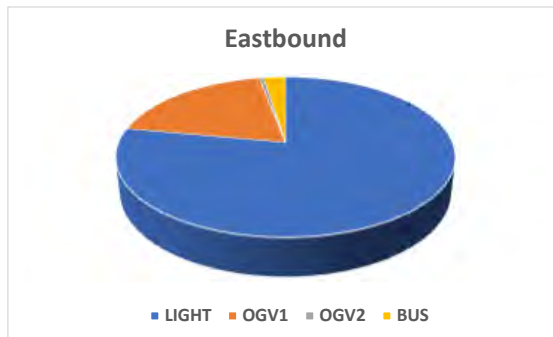
	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	100.0%	72.5%	21.7%	1.4%	4.3%
Wed 3 Nov	100.0%	71.8%	23.9%	1.4%	2.8%
Thu 4 Nov	100.0%	77.5%	21.1%	0.0%	1.4%
Fri 5 Nov	100.0%	74.4%	23.1%	0.0%	2.6%
Sat 6 Nov	100.0%	91.2%	8.8%	0.0%	0.0%
Sun 7 Nov	100.0%	93.5%	6.5%	0.0%	0.0%
Mon 8 Nov	100.0%	78.8%	17.3%	0.0%	3.8%
5 Day Ave.	100.0%	74.8%	21.5%	0.7%	3.0%
7 Day Ave.	100.0%	77.9%	19.1%	0.5%	2.5%

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	100.0%	72.4%	22.1%	1.4%	4.1%
Wed 3 Nov	100.0%	74.5%	23.4%	0.7%	1.5%
Thu 4 Nov	100.0%	77.5%	21.1%	0.0%	1.4%
Fri 5 Nov	100.0%	74.7%	22.8%	0.0%	2.5%
Sat 6 Nov	100.0%	89.6%	10.4%	0.0%	0.0%
Sun 7 Nov	100.0%	90.2%	9.8%	0.0%	0.0%
Mon 8 Nov	100.0%	77.1%	18.3%	0.0%	4.6%
5 Day Ave.	100.0%	75.2%	21.6%	0.5%	2.8%
7 Day Ave.	100.0%	77.7%	19.6%	0.4%	2.3%

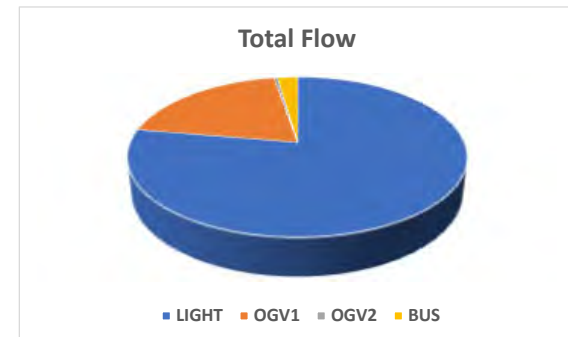
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Cottam ATC 11

Direction: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	39	39	0	0	0
Wed 3 Nov	37	37	0	0	0
Thu 4 Nov	27	26	1	0	0
Fri 5 Nov	27	27	0	0	0
Sat 6 Nov	10	10	0	0	0
Sun 7 Nov	8	8	0	0	0
Mon 8 Nov	36	36	0	0	0
5 Day Ave.	33	33	0	0	0
7 Day Ave.	26	26	0	0	0

Direction: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	42	38	4	0	0
Wed 3 Nov	49	48	1	0	0
Thu 4 Nov	20	19	1	0	0
Fri 5 Nov	29	27	2	0	0
Sat 6 Nov	12	12	0	0	0
Sun 7 Nov	13	12	1	0	0
Mon 8 Nov	46	44	2	0	0
5 Day Ave.	37	35	2	0	0
7 Day Ave.	30	29	2	0	0

Direction: Total Flow

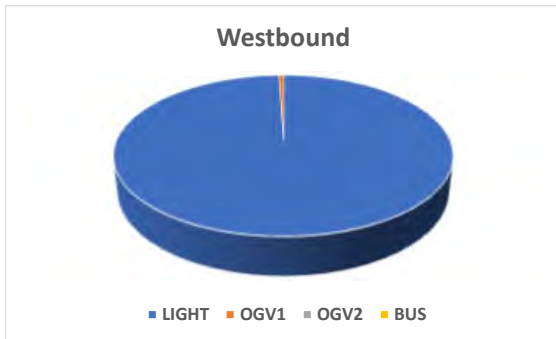
	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	81	77	4	0	0
Wed 3 Nov	86	85	1	0	0
Thu 4 Nov	47	45	2	0	0
Fri 5 Nov	56	54	2	0	0
Sat 6 Nov	22	22	0	0	0
Sun 7 Nov	21	20	1	0	0
Mon 8 Nov	82	80	2	0	0
5 Day Ave.	70	68	2	0	0
7 Day Ave.	56	55	2	0	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	100.0%	100.0%	0.0%	0.0%	0.0%
Wed 3 Nov	100.0%	100.0%	0.0%	0.0%	0.0%
Thu 4 Nov	100.0%	96.3%	3.7%	0.0%	0.0%
Fri 5 Nov	100.0%	100.0%	0.0%	0.0%	0.0%
Sat 6 Nov	100.0%	100.0%	0.0%	0.0%	0.0%
Sun 7 Nov	100.0%	100.0%	0.0%	0.0%	0.0%
Mon 8 Nov	100.0%	100.0%	0.0%	0.0%	0.0%
5 Day Ave.	100.0%	99.4%	0.6%	0.0%	0.0%
7 Day Ave.	100.0%	99.5%	0.5%	0.0%	0.0%

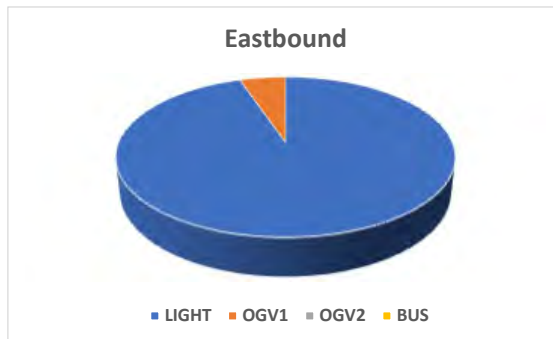
	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	100.0%	90.5%	9.5%	0.0%	0.0%
Wed 3 Nov	100.0%	98.0%	2.0%	0.0%	0.0%
Thu 4 Nov	100.0%	95.0%	5.0%	0.0%	0.0%
Fri 5 Nov	100.0%	93.1%	6.9%	0.0%	0.0%
Sat 6 Nov	100.0%	100.0%	0.0%	0.0%	0.0%
Sun 7 Nov	100.0%	92.3%	7.7%	0.0%	0.0%
Mon 8 Nov	100.0%	95.7%	4.3%	0.0%	0.0%
5 Day Ave.	100.0%	94.6%	5.4%	0.0%	0.0%
7 Day Ave.	100.0%	94.8%	5.2%	0.0%	0.0%

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	100.0%	95.1%	4.9%	0.0%	0.0%
Wed 3 Nov	100.0%	98.8%	1.2%	0.0%	0.0%
Thu 4 Nov	100.0%	95.7%	4.3%	0.0%	0.0%
Fri 5 Nov	100.0%	96.4%	3.6%	0.0%	0.0%
Sat 6 Nov	100.0%	100.0%	0.0%	0.0%	0.0%
Sun 7 Nov	100.0%	95.2%	4.8%	0.0%	0.0%
Mon 8 Nov	100.0%	97.6%	2.4%	0.0%	0.0%
5 Day Ave.	100.0%	96.9%	3.1%	0.0%	0.0%
7 Day Ave.	100.0%	97.0%	3.0%	0.0%	0.0%

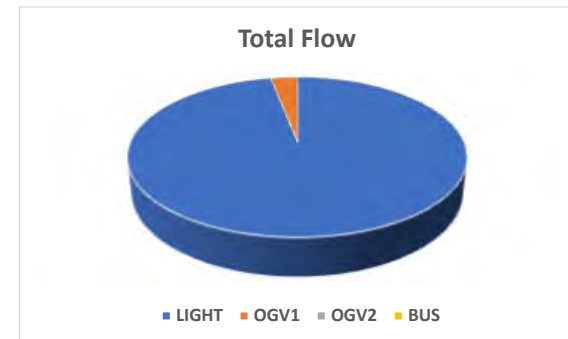
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Cottam ATC 13, B1205 Kirton Road

Direction: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 10 Nov	876	713	140	12	11
Thu 11 Nov	769	632	120	8	9
Fri 12 Nov	825	697	111	3	14
Sat 13 Nov	666	612	54	0	0
Sun 14 Nov	542	493	48	0	1
Mon 15 Nov	723	604	100	5	14
Tue 16 Nov	728	586	114	17	11
5 Day Ave.	784	646	117	9	12
7 Day Ave.	733	620	98	6	9

Direction: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 10 Nov	869	699	146	10	14
Thu 11 Nov	795	627	143	11	14
Fri 12 Nov	874	714	140	9	11
Sat 13 Nov	718	626	90	0	2
Sun 14 Nov	613	537	75	1	0
Mon 15 Nov	794	639	132	8	15
Tue 16 Nov	778	614	137	13	14
5 Day Ave.	822	659	140	10	14
7 Day Ave.	777	637	123	7	10

Direction: Total Flow

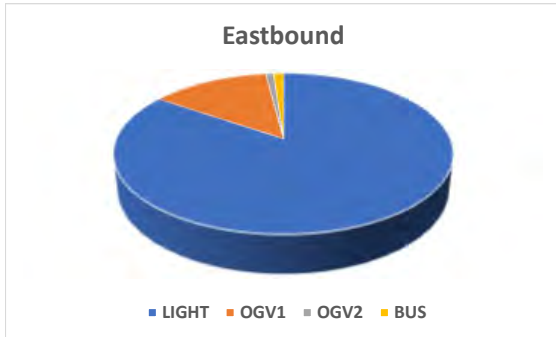
	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 10 Nov	1745	1412	286	22	25
Thu 11 Nov	1564	1259	263	19	23
Fri 12 Nov	1699	1411	251	12	25
Sat 13 Nov	1384	1238	144	0	2
Sun 14 Nov	1155	1030	123	1	1
Mon 15 Nov	1517	1243	232	13	29
Tue 16 Nov	1506	1200	251	30	25
5 Day Ave.	1606	1305	257	19	25
7 Day Ave.	1510	1256	221	14	19

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 10 Nov	100.0%	81.4%	16.0%	1.4%	1.3%
Thu 11 Nov	100.0%	82.2%	15.6%	1.0%	1.2%
Fri 12 Nov	100.0%	84.5%	13.5%	0.4%	1.7%
Sat 13 Nov	100.0%	91.9%	8.1%	0.0%	0.0%
Sun 14 Nov	100.0%	91.0%	8.9%	0.0%	0.2%
Mon 15 Nov	100.0%	83.5%	13.8%	0.7%	1.9%
Tue 16 Nov	100.0%	80.5%	15.7%	2.3%	1.5%
5 Day Ave.	100.0%	82.4%	14.9%	1.1%	1.5%
7 Day Ave.	100.0%	84.6%	13.4%	0.9%	1.2%

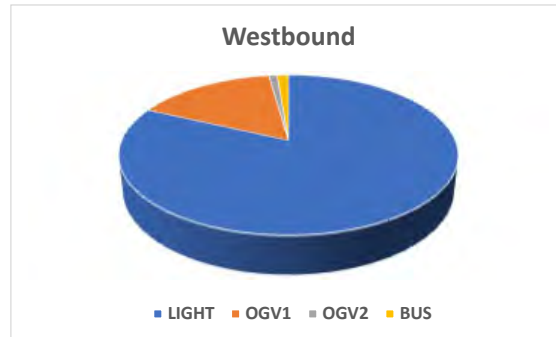
	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 10 Nov	100.0%	80.4%	16.8%	1.2%	1.6%
Thu 11 Nov	100.0%	78.9%	18.0%	1.4%	1.8%
Fri 12 Nov	100.0%	81.7%	16.0%	1.0%	1.3%
Sat 13 Nov	100.0%	87.2%	12.5%	0.0%	0.3%
Sun 14 Nov	100.0%	87.6%	12.2%	0.2%	0.0%
Mon 15 Nov	100.0%	80.5%	16.6%	1.0%	1.9%
Tue 16 Nov	100.0%	78.9%	17.6%	1.7%	1.8%
5 Day Ave.	100.0%	80.1%	17.0%	1.2%	1.7%
7 Day Ave.	100.0%	81.9%	15.9%	1.0%	1.3%

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 10 Nov	100.0%	80.9%	16.4%	1.3%	1.4%
Thu 11 Nov	100.0%	80.5%	16.8%	1.2%	1.5%
Fri 12 Nov	100.0%	83.0%	14.8%	0.7%	1.5%
Sat 13 Nov	100.0%	89.5%	10.4%	0.0%	0.1%
Sun 14 Nov	100.0%	89.2%	10.6%	0.1%	0.1%
Mon 15 Nov	100.0%	81.9%	15.3%	0.9%	1.9%
Tue 16 Nov	100.0%	79.7%	16.7%	2.0%	1.7%
5 Day Ave.	100.0%	81.2%	16.0%	1.2%	1.6%
7 Day Ave.	100.0%	83.2%	14.7%	0.9%	1.2%

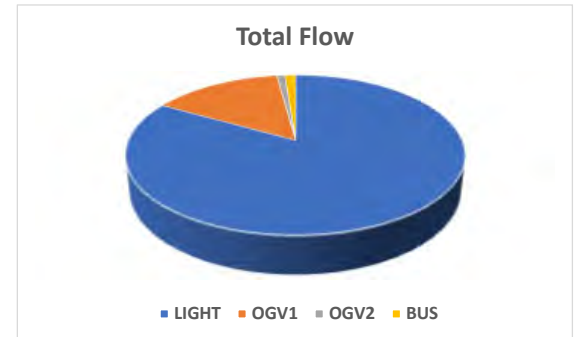
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Cottam ATC 15, Station Road

Direction: Southbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	1060	899	153	3	5
Wed 3 Nov	1004	841	155	1	7
Thu 4 Nov	1010	849	157	1	3
Fri 5 Nov	1141	992	142	2	5
Sat 6 Nov	802	725	77	0	0
Sun 7 Nov	718	647	68	2	1
Mon 8 Nov	1068	909	155	0	4
5 Day Ave.	1057	898	152	1	5
7 Day Ave.	972	837	130	1	4

Direction: Northbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	1066	866	189	4	7
Wed 3 Nov	1071	869	188	2	12
Thu 4 Nov	1087	851	226	2	8
Fri 5 Nov	1165	935	211	2	17
Sat 6 Nov	819	676	139	1	3
Sun 7 Nov	703	568	131	0	4
Mon 8 Nov	1122	830	272	3	17
5 Day Ave.	1102	870	217	3	12
7 Day Ave.	1005	799	194	2	10

Direction: Total Flow

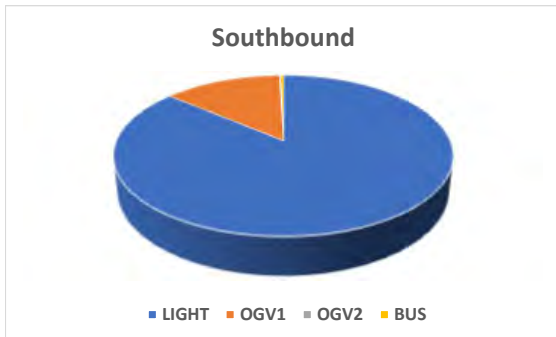
	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	2126	1765	342	7	12
Wed 3 Nov	2075	1710	343	3	19
Thu 4 Nov	2097	1700	383	3	11
Fri 5 Nov	2306	1927	353	4	22
Sat 6 Nov	1621	1401	216	1	3
Sun 7 Nov	1421	1215	199	2	5
Mon 8 Nov	2190	1739	427	3	21
5 Day Ave.	2159	1768	370	4	17
7 Day Ave.	1977	1637	323	3	13

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	100.0%	84.8%	14.4%	0.3%	0.5%
Wed 3 Nov	100.0%	83.8%	15.4%	0.1%	0.7%
Thu 4 Nov	100.0%	84.1%	15.5%	0.1%	0.3%
Fri 5 Nov	100.0%	86.9%	12.4%	0.2%	0.4%
Sat 6 Nov	100.0%	90.4%	9.6%	0.0%	0.0%
Sun 7 Nov	100.0%	90.1%	9.5%	0.3%	0.1%
Mon 8 Nov	100.0%	85.1%	14.5%	0.0%	0.4%
5 Day Ave.	100.0%	85.0%	14.4%	0.1%	0.5%
7 Day Ave.	100.0%	86.2%	13.3%	0.1%	0.4%

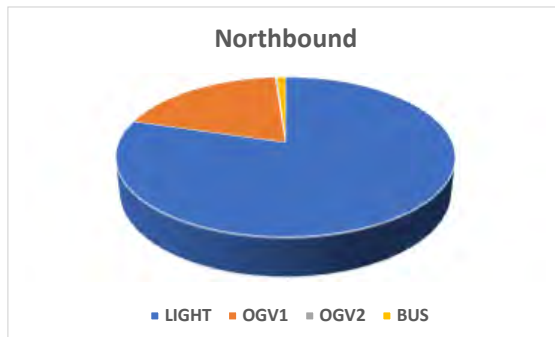
	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	100.0%	81.2%	17.7%	0.4%	0.7%
Wed 3 Nov	100.0%	81.1%	17.6%	0.2%	1.1%
Thu 4 Nov	100.0%	78.3%	20.8%	0.2%	0.7%
Fri 5 Nov	100.0%	80.3%	18.1%	0.2%	1.5%
Sat 6 Nov	100.0%	82.5%	17.0%	0.1%	0.4%
Sun 7 Nov	100.0%	80.8%	18.6%	0.0%	0.6%
Mon 8 Nov	100.0%	74.0%	24.2%	0.3%	1.5%
5 Day Ave.	100.0%	79.0%	19.7%	0.2%	1.1%
7 Day Ave.	100.0%	79.6%	19.3%	0.2%	1.0%

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 2 Nov	100.0%	83.0%	16.1%	0.3%	0.6%
Wed 3 Nov	100.0%	82.4%	16.5%	0.1%	0.9%
Thu 4 Nov	100.0%	81.1%	18.3%	0.1%	0.5%
Fri 5 Nov	100.0%	83.6%	15.3%	0.2%	1.0%
Sat 6 Nov	100.0%	86.4%	13.3%	0.1%	0.2%
Sun 7 Nov	100.0%	85.5%	14.0%	0.1%	0.4%
Mon 8 Nov	100.0%	79.4%	19.5%	0.1%	1.0%
5 Day Ave.	100.0%	81.9%	17.1%	0.2%	0.8%
7 Day Ave.	100.0%	82.8%	16.4%	0.2%	0.7%

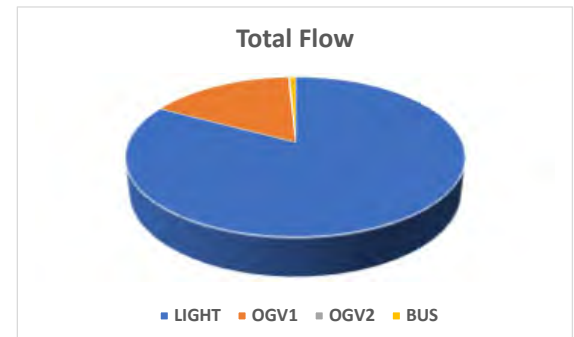
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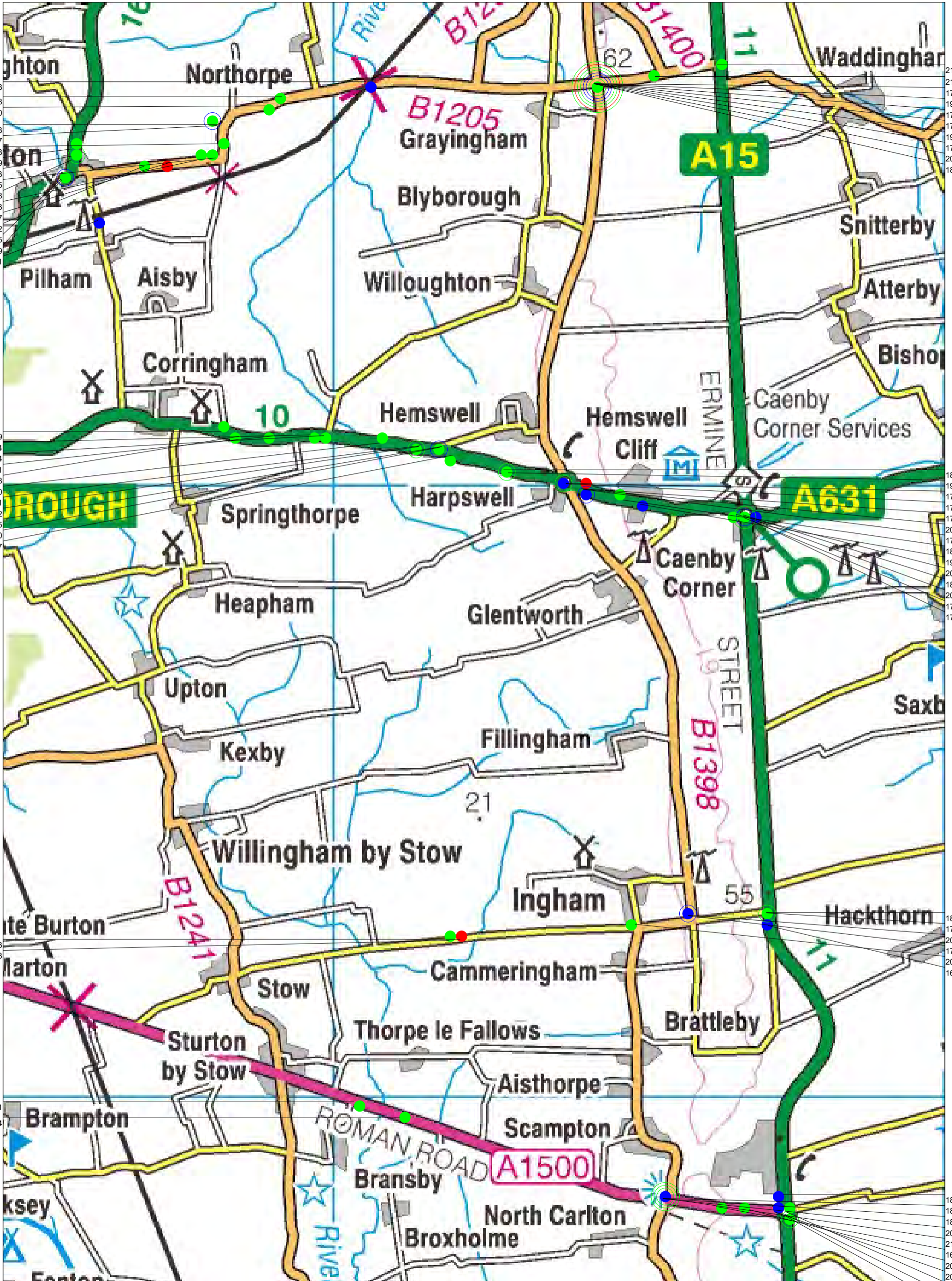
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APPENDIX C



- Fatal Injury
- Serious Injury
- Slight Injury

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18022238
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200046288
170385774

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190366088

Road Number : B1205 GRID REF: 489150,396319 SPEED LIMIT: 60
Road 2 Number :

PARISH : NORTHORPE DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight
POLICE DIVISION : West

LOCATION : ON THE BENDS JUST PAST THE NORTHORPE TURNING

DESCRIPTION : V1 HAS BEEN TRAVELLING ALONG THE ROAD WHEN IT HAS LOST CONTROL ON A
BEND. V1 HAS GONE ONTO A VERGE, FLIP OVER AND LAND IN A DITCH

DATE : 11/07/2019 - Thursday TIME: 2300

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 2

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? No

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

- 1.V1 Possible Careless/Reckless/In a hurry
- 2.V1 Very Likely Exceeding speed limit
- 3.V1 Very Likely Inexperienced or learner driver/rider
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead South To North Overturned Driver: Male 17 Breath Test: Driver not
contacted at time

CASUALTIES:

1 Veh Passenger 17 Female Slight In Vehicle 1
2 Veh Passenger 17 Female Slight In Vehicle 1

PAGE: 1
DATE PRINTED: 21/09/2021

CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180222238

Road Number : B1205 GRID REF: 490520,396554 SPEED LIMIT: 60
Road 2 Number :

PARISH : NORTHORPE DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Serious
POLICE DIVISION : West

LOCATION : SINGLE LANE CARRIAGEWAY. GAINSBOROUGH ROAD, GAINSBOROUGH

DESCRIPTION : VEHICLE 01 HAS BEEN APPROACHING THE LEVEL CROSSING. AFTER
NEGOTIATING A HUMP IN THE ROAD DRIVER HAS LOST CONTROL AND VEHICLE
HAS LEFT THE CARRIAGEWAY TO THE OFFSIDE, ROLLING ONCE AND COMING TO
REST ON THE GRASS VERGE.

DATE : 14/05/2018 - Monday TIME: 2202

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Going ahead East To West Overturned Driver: Male 26 Breath Test: Driver not
contacted at time

CASUALTIES:

1 Driver 26 Male Serious In Vehicle 1

PAGE: 2
DATE PRINTED: 21/09/2021

CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170042188

Road Number : B1398 GRID REF: 494253,396529 SPEED LIMIT: 60
Road 2 Number : B1205

PARISH : GRAYINGHAM DIVISION: DISTRICT: West Lindsey

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

LOCATION : JUNCTION BETWEEN B1398 AND B1205

DESCRIPTION : V1 TRAVELLING ALONG B1205 WEST BOUND TOWARDS THE JUNCTION WITH
B1398 AT GRAYINGHAM. DUE TO FOGY CONDITIONS AND INEXPERIENCE OF
ROAD V1 DROVE STRAIGHT ACROSS THE JUNCTION WITHOUT GIVING WAY. V2
WAS TRAVELLING SOUTHBOUND ON THE B1398 AND DROVE INTO OFFSIDE OF
V1.

DATE : 30/01/2017 - Monday TIME: 700

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 3

JUNCTION DETAIL : Crossroads
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fog or Mist if a hazard
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 Rain, sleet, snow, or fog
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Goods vehicle 7.5 tonnes mgw and over Going ahead East To West No Skdng /Jck-Knfg
/Ovrtrng Driver: Male 45 Breath Test: Negative
2 Goods vehicle 3.5 tonnes mgw and under Going ahead North To South Skidding Driver:
Male 49 Breath Test: Not provided(Medical reasons)

CASUALTIES:

1 Driver 45 Male Slight In Vehicle 1
2 Driver 49 Male Slight In Vehicle 2
3 Veh Passenger 36 Male Slight In Vehicle 2

PAGE: 3
DATE PRINTED: 21/09/2021
CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170089161

Road Number : B1398 GRID REF: 494254,396525 SPEED LIMIT: 60
Road 2 Number : B1205

PARISH : GRAYINGHAM DIVISION: DISTRICT: West Lindsey

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

LOCATION : CROSSROAD B1398 AND B1205

DESCRIPTION : V1 HAS DRIVEN OUT OF JUNCTION AT CROSSROADS WITH B1398 AND B1205
INTO THE PATH OF V2 THAT WAS TRAVELLING NORTH

DATE : 02/03/2017 - Thursday TIME: 535

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Crossroads
JUNCTION CONTROL: Give Way or Uncontrolled

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

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Going ahead East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 20 Breath
Test: Negative
2 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 41 Breath
Test: Negative

CASUALTIES:

1 Driver 20 Male Slight In Vehicle 1
2 Driver 41 Male Slight In Vehicle 2

PAGE: 4
DATE PRINTED: 21/09/2021
CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170445762

Road Number : B1398 GRID REF: 494253,396524 SPEED LIMIT: 60
Road 2 Number : B1205

PARISH : GRAYINGHAM DIVISION: DISTRICT: West Lindsey

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

LOCATION : JUNCTION OF THE B1398 AND B1205

DESCRIPTION : VEHICLE ONE WAS TRAVELLING ALONG THE B1205 IN THE DIRECTION OF THE
JUNCTION WITH THE B1398. VEHICLE TWO WAS TRAVELLING ALONG THE B1398
IN THE GENERAL DIRECTION OF HEMSWELL. VEHICLE ONE FAILED TO STOP AT
THE JUNCTION WITH THE B1398 AND PULLED OUT IN FRONT OF VEHICLE TWO.
VEHICLE TWO COLLIDED WITH THE OFFSIDE OF VEHICLE ONE

DATE : 15/10/2017 - Sunday TIME: 2005

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: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 52 Breath
Test: Negative
2 Taxi / Private Hire Car Going ahead East To West No Skdng /Jck-Knfg /Ovrtrng
Driver: Male 62 Breath Test: Negative

CASUALTIES:

1 Veh Passenger 18 Male Slight In Vehicle 1
2 Driver 52 Male Serious In Vehicle 1
3 Veh Passenger 52 Male Serious In Vehicle 2

PAGE: 5
DATE PRINTED: 21/09/2021

CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170474032

Road Number : B1398 GRID REF: 494253,396526 SPEED LIMIT: 60
Road 2 Number : B1205

PARISH : GRAYINGHAM DIVISION: DISTRICT: West Lindsey

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

LOCATION : CROSSROADS GRAYINGHAM

DESCRIPTION : V1 HAS PULLED OUT OF JUNCTION HITTING V2

DATE : 31/10/2017 - Tuesday TIME: 1824

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Crossroads
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: 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 Exceeding speed limit
- 2.V1 Very Likely Failed to judge other person's path or speed
- 3.V1 Possible Impaired by drugs (illicit or medicinal)
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 24 Breath Test: Not provided(Medical reasons)
2 Goods vehicle 7.5 tonnes mgw and over Going ahead East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 53 Breath Test: Negative

CASUALTIES:

1 Driver 24 Male Serious In Vehicle 1
2 Veh Passenger 24 Male Serious In Vehicle 1

PAGE: 6
DATE PRINTED: 21/09/2021
CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180429284

Road Number : B1398 GRID REF: 494257,396521 SPEED LIMIT: 60
Road 2 Number : B1205

PARISH : GRAYINGHAM DIVISION: DISTRICT: West Lindsey

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

LOCATION : AT JUNCTION IWTH B1205

DESCRIPTION : V2 HAS BEEN IN THE CARRIAGEWAY WITH THE INTENTION OF TURNING RIGHT.
V2 HAS BEEN HELD BY ONCOMING VEH AND V1 HAS COLLIDED WITH THE REAR
OF V2.

DATE : 08/09/2018 - Saturday TIME: 950

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 3

JUNCTION DETAIL : Crossroads
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

- 1 Car Going ahead North To North Skidding Driver: Male 26 Breath Test: Positive
- 2 Car Turning Right North To North East Skidding Driver: Female 29 Breath Test: Negative

CASUALTIES:

- 1 Veh Passenger 23 Female Slight In Vehicle 2
- 2 Veh Passenger 22 Male Slight In Vehicle 2
- 3 Driver 29 Female Slight In Vehicle 2

PAGE: 7
DATE PRINTED: 21/09/2021
CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190341873

Road Number : B1398 GRID REF: 494255,396524 SPEED LIMIT: 60
Road 2 Number : B1205

PARISH : GRAYINGHAM DIVISION: DISTRICT: West Lindsey

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

LOCATION : CROSSROADS JUNCTION OF B1398 & B1205

DESCRIPTION : V1 WAS GOING DIRECTILY OVER A CROSSROADS AND HAS MADE MINOR CONTACT
WITH A PEDAL CYCLIST WHO WAS TRAVELLING ACROSS V1'S PATH

DATE : 02/07/2019 - Tuesday TIME: 710

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Crossroads
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Dazzling sun
- 2.V1 Possible Failed to look properly
- 3.C1 Possible Failed to judge vehicle's path or speed
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 48 Breath
Test: Negative
2 Pedal Cycle Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 35
Breath Test: Not Requested

CASUALTIES:

1 Driver 35 Male Slight In Vehicle 2

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DATE PRINTED: 21/09/2021

CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190586038

Road Number : B1398 GRID REF: 494259,396526 SPEED LIMIT: 60
Road 2 Number : B1205

PARISH : GRAYINGHAM DIVISION: DISTRICT: West Lindsey

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

LOCATION : JUNCTION WITH B1205

DESCRIPTION : DRIVER OF VEH 1 FAILED TO GIVE WAY AT MARKED CROSS ROADS AND WAS
HIT ON THE OFFSIDE BY FRONT OF V2

DATE : 01/11/2019 - Friday TIME: 2236

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 4

JUNCTION DETAIL : Crossroads
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Disobeyed Give Way or Stop sign or markings
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead West To East Skidding Driver: Male 20 Breath Test: Not provided(Medical reasons)
2 Car Going ahead South To North Skidding Driver: Male 54 Breath Test: Negative

CASUALTIES:

1 Driver 20 Male Fatal In Vehicle 1
2 Veh Passenger 17 Female Serious In Vehicle 1
3 Veh Passenger 18 Female Slight In Vehicle 1
4 Veh Passenger 17 Male Slight In Vehicle 1

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DATE PRINTED: 21/09/2021

CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200482658

Road Number : B1205 GRID REF: 494259,396522 SPEED LIMIT: 60
Road 2 Number : B1398

PARISH : GRAYINGHAM DIVISION: DISTRICT: West Lindsey

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

LOCATION : CROSSROADS OF B1398 AND B1205

DESCRIPTION : VEH 1 TRAVELLING ON THE B1205 HEADING TOWARDS GAINSBOROUGH HAS
DRIVEN ACROSS CROSSROADS AND COLLIDED INTO PASSENGER SIDE FORCING
HER VEH OFF THE ROAD

DATE : 14/09/2020 - Monday TIME: 1600

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Crossroads
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Dazzling sun
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

- 1 Car Going ahead East To West Skidding Driver: Male 86 Breath Test: Negative
- 2 Car Going ahead North To South Skidding Driver: Female 52 Breath Test: Negative

CASUALTIES:

- 1 Driver 52 Female Slight In Vehicle 2

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DATE PRINTED: 21/09/2021
CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210288464

Road Number : B1205 GRID REF: 495246,396643 SPEED LIMIT: 60
 Road 2 Number :

PARISH : GRAYINGHAM DIVISION: DISTRICT: West Lindsey

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

LOCATION : STRAIGHT RURAL SINGLE CARRIAGEWAY ROAD

DESCRIPTION : DRIVER OF VEH 1 HEADING TO HEMSWELL INDUSTRIAL ESTATE ALONG A15 BUT SAT NAV SENT HIM OFF THE A15. HE STOPPED ON THE SIDE OF THE ROAD TO CHECK HIS ROUTE. ITS IS A STRAIGHT ROAD WITH NO OBSTRUCTIONS. DRIVER OF VEH 1 WAS DRIVING TOWARDS THE STATIONARY VEH BUT DID NOT REALISED IT WAS PARKED UNTIL THE LAST MINUTE. VEH 1 BRAKED BUT DUE TO HEAVY RAIN HE SKIDDED AND HIT THE REAR OF VEH 2.

DATE : 25/05/2021 - Tuesday TIME: 1030

NUMBER OF VEHICLES : 2
 NUMBER OF CASUALTIES: 1

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

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Loss of control
- 2.V1 Possible Sudden braking
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead North East To South West Skidding Driver: Female 20 Breath Test: Negative
 2 Goods vehicle 7.5 tonnes mgw and over Parked Parked To Parked No Skdng /Jck-Knfg /Ovrtrng Driver: Male 22 Breath Test: Negative

CASUALTIES:

1 Driver 20 Female Slight In Vehicle 1

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 CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210429752

Road Number : A15 GRID REF: 496253,396834 SPEED LIMIT: 60
Road 2 Number : B1205

PARISH : WADDINGHAM DIVISION: DISTRICT: West Lindsey

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

LOCATION : JUNCTION WITH THE B1205

DESCRIPTION : VEH 2 WAS STATIC ON THE A15 WAITING TO TURN RIGHT ONTO THE B1205.
VEH 1 TRAVELLING IN THE SAME DIRECTION FAILED TO SLOW IN TIEM AND
COLLIDED WITH REAR OF VEH 2.

DATE : 30/07/2021 - Friday TIME: 1445

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

VEHICLES:

1 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 77 Breath
Test: Negative
2 Car Waiting to turn Right North 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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DATE PRINTED: 21/09/2021

CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 160380919

Road Number : A159 GRID REF: 485560,394956 SPEED LIMIT: 30
Road 2 Number : X

PARISH : BLYTON DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight
POLICE DIVISION : West

LOCATION : HIGH STREET GAINSBOROUGH. OUTSIDE ICE CREAM PARLOUR.

DESCRIPTION : V2 HAS BEEN SLOWING DOWN AND INDICATING TO TURN LEFT. V1 HAS RAN
INTO THE REAR OF V2 PUSHING IT INTO THE CAR PARK OF THE ICE CREAM
PARLOUR.

DATE : 22/11/2016 - Tuesday TIME: 1250

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

VEHICLES:

1 Goods Vehicle - unknown weight Going ahead West To East Skidding Driver: Male 26
Breath Test: Negative
2 Car Turning Left West To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 81 Breath
Test: Negative

CASUALTIES:

1 Veh Passenger 75 Female Slight In Vehicle 2

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DATE PRINTED: 21/09/2021

CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200507155

Road Number : A158 GRID REF: 485546,394966 SPEED LIMIT: 30
 Road 2 Number :
 PARISH : BLYTON DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Serious
 POLICE DIVISION : West

LOCATION : NEARSIDE BEND OUT OF BLYTON TOWARDS SCOTTER , OUTSIDE NUMBER 71

DESCRIPTION : VEH 1 TRAVELLING A LONG HIGH ST THROUGH BLYTON IN DIRECTION OF SCOTTER. VEH 1 PULLED NEARSIDE AND STRUCK VEH THAT WAS PARKED AND UNATTENDED TO THE REAR. AFTER IMPACT VEH 1 HAS PULLED NEARSIDE AND STRUCK EXTERIOR WALL OF A RESIDENTIAL PROPERTY CAUSING A BRICK PILLAR TO BE EXTENSIVELY DAMAGED. DRIVER OF VEH 1 COMPLAINING OF CHEST PAINS. PREV HAD HEART RELATED MEDICAL ISSUES.

DATE : 24/09/2020 - Thursday TIME: 1025

NUMBER OF VEHICLES : 2
 NUMBER OF CASUALTIES: 1

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

WEATHER : Other
 LIGHT CONDITIONS : Daylight
 SURFACE CONDITIONS: 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 Poor turn or manoeuvre
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 86 Breath Test: Negative
 2 Car Parked Parked To Parked No Skdng /Jck-Knfg /Ovrtrng Driver: Female 66 Breath Test: Not Requested

CASUALTIES:

1 Driver 86 Male Serious In Vehicle 1

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 CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 160269543

Road Number : A159 GRID REF: 485718,395342 SPEED LIMIT: 30
Road 2 Number : D

PARISH : BLYTON DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight
POLICE DIVISION : West

LOCATION : BLYTON- JUNCTION OF HIGH STREET AND IRWIN ROAD (GRID REF: 484989,
394709).

DESCRIPTION : V2 HAS BEEN AT THE JUNCTION OF IRWIN ROAD AND THE A159 AT BLYTON.
V2 HAS CHECKED BOTH DIRECTIONS NOTING IT WAS CLEAR HAS GONE TO EXIT
THE JUNCTION TO LEFT TOWARDS GAINSBOROUGH. V1 HAS BEEN TRAVELLING
ALONG THE A159 AND AS SHE APPROACHED THE JUNCTION WITH IRWIN ROAS
OVERTAKEN A CAR IN THE 30MPH COLLIDING WITH THE FRONT OF V2.

DATE : 08/09/2016 - Thursday TIME: 1315

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 Ovrtdng movg Veh on offside South To North No Skdng /Jck-Knfg /Ovrtrng Driver:
Female 60 Breath Test: Negative
2 Car Starting East To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 19 Breath
Test: Negative

CASUALTIES:

1 Veh Passenger 16 Female Slight In Vehicle 2
2 Driver 19 Male Slight In Vehicle 2

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DATE PRINTED: 21/09/2021
CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170304822

Road Number : B1205 GRID REF: 486907,395183 SPEED LIMIT: 60
Road 2 Number :

PARISH : BLYTON DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight
POLICE DIVISION : West

LOCATION : BLYTON- BETWEEN BLYTON VILLAGE AND RACE TRACK (GRID REF:485754,
395116).

DESCRIPTION : TRACTOR TURNING LEFT INTO FIELD V1 HAS NOT SEEN THE INDICATORS AND
CONTINUED STRAIGHT INTO THE SODE OF THE TRACTOR.

DATE : 17/07/2017 - Monday TIME: 1730

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 Dazzling sun
- 2.V2 Possible Failed to signal/ Misleading signal
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead North East To South West No Skdng /Jck-Knfg /Ovrtrng Driver:
Female 27 Breath Test: Not Requested
2 Agricultural vehicle(includes diggers etc) Turning Left North East To South West
No Skdng /Jck-Knfg /Ovrtrng Driver: Male 42 Breath Test: Not Requested

CASUALTIES:

1 Driver 27 Female Slight In Vehicle 1

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DATE PRINTED: 21/09/2021

CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180369768

Road Number : A159 GRID REF: 485713,395281 SPEED LIMIT: 30
Road 2 Number : D

PARISH : BLYTON DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight
POLICE DIVISION : West

LOCATION : AT JUNCTION WITH WAR MEMORIAL, LAUGHTON ROAD GAINSBOROUGH

DESCRIPTION : VEHICLE 1 HAS PULLED OUT OF A JUNCTION INTO MAIN ROAD INTO THE PATH
OF VEHICLE 2, COLLIDING WITH VEHICLE 2

DATE : 05/08/2018 - Sunday TIME: 1149

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 5

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

VEHICLES:

- 1 Car Turning Right North To East Overturned Driver: Male 22 Breath Test: Not Requested
- 2 Car Going ahead East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 45 Breath Test: Not Requested

CASUALTIES:

- 1 Driver 22 Male Slight In Vehicle 1
- 2 Driver 45 Male Slight In Vehicle 2
- 3 Veh Passenger 30 Female Slight In Vehicle 2
- 4 Veh Passenger 5 Female Slight In Vehicle 2
- 5 Veh Passenger 3 Male Slight In Vehicle 2

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CURRENT DATADATE: 31/08/2021

ACCIDENT REFERENCE: 190227279
-----Road Number : A159 GRID REF: 485719,395458 SPEED LIMIT: 60
Road 2 Number :

PARISH : BLYTON DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight
POLICE DIVISION : West

LOCATION : BY SPEED REDUCTION SIGN AS ENTERING BLYTON FROM NORTHERLY DIRECTION

DESCRIPTION : V1 HAS RUN INTO THE REAR OF V2 THAT WAS STATIONARY AT TRAFFIC
LIGHTS

DATE : 04/05/2019 - Saturday TIME: 1425

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2JUNCTION 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 Distraction outside vehicle
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 51
Breath Test: Negative
2 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 61
Breath Test: Negative

CASUALTIES:

1 Driver 51 Female Slight In Vehicle 1
2 Veh Passenger 61 Female Slight In Vehicle 2PAGE: 18
DATE PRINTED: 21/09/2021

CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170459468

Road Number : B1205 GRID REF: 488110,395547 SPEED LIMIT: 60
Road 2 Number :

PARISH : NORTHORPE DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight
POLICE DIVISION : West

LOCATION : SLIGHT STRAIGHT WITH BLIND BENDS EITHER SIDE

DESCRIPTION : VEHICLE 1 TRAVELLING TOWARDS KIRTON. HAS WHILE GOING AROUND LEFT
HAND BEND SEEN VEHICLE 2 COMING OPPOSITE WAY. VEHICLE 1 HAS CUT
ACROSS FRONT OF VEHICLE 2 ONTO WRONG SIDE OF ROAD CAUSING COLLISION

DATE : 24/10/2017 - Tuesday TIME: 740

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Inexperience of driving on the left
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead South West To North East Skidding Driver: Male 47 Breath Test:
Negative
2 Car Going ahead South West To North East No Skdng /Jck-Knfg /Ovrtrng Driver:
Female 64 Breath Test: Negative

CASUALTIES:

- 1 Driver 64 Female Slight In Vehicle 2
- 2 Driver 47 Male Slight In Vehicle 1

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DATE PRINTED: 21/09/2021
CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190033038

Road Number : B1205 GRID REF: 488102,395855 SPEED LIMIT: 60
Road 2 Number :

PARISH : NORTHORPE DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight
POLICE DIVISION : West

LOCATION : BENDS NEAR TO AERODROME

DESCRIPTION : VEH 1 HAS BEEN TRAVELLING FROM BLYTON TOWARDS KIRTON. DRIVER HAS
LOST CONTROL AND ENDED UP NEAR SIDE IN DITCH AND THEN COLLUDED WITH
A TREE

DATE : 21/01/2019 - Monday TIME: 645

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

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

WEATHER : Fog or Mist if a hazard
LIGHT CONDITIONS : Dark - No street lighting
SURFACE CONDITIONS: Frost or Ice
DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Going ahead right hand bend South East To North East No Skdng /Jck-Knfg
/Ovrtrng Driver: Male 50 Breath Test: Negative

CASUALTIES:

1 Driver 50 Male Slight In Vehicle 1

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DATE PRINTED: 21/09/2021
CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190493945

Road Number : B1205 GRID REF: 488078,395314 SPEED LIMIT: 60
Road 2 Number : D

PARISH : BLYTON DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight
POLICE DIVISION : West

LOCATION : BEND IN THE ROAD. JUNCTION ON BEND. DAMP ROAD SURFACE

DESCRIPTION : APPARENTLY, V1 WAS TRAVELLING ON KIRTON ROAD B1205 FROM BLYTON TO KIRTON. V2 WAS TRAVELLING IN THE OPPOSITE DIRECTION ON THE SAME ROAD. V1 HAS LOST CONTROL ON THE LEFT HAND BEND AND SLID ACROSS ONTO THE OPPOSITE LANE COLLIDING WITH V2. IMPACT POINTS TO BOTH VEHICLES ARE OFFSIDE. BOTH PROBABLE TOTAL LOSSES DUE TO THEIR AGE. THE ROAD CONDITIONS WERE DAMP FOLLOWING A NIGHT OF RAIN. V1 HAD SINGLE DRIVER OCCUPANT. V2 CONTAINED DRIVER AND 3 CHILDREN. V2 OCCUPANTS ALL HAVE SLIGHT INJURIES CONSISTENT WITH SHOCK AND BRUISING.

DATE : 16/09/2019 - Monday TIME: 821

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 4

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

VEHICLES:

1 Car Going ahead West To East Skidding Driver: Male 20 Breath Test: Negative
2 Car Going ahead rght hand bend West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 28 Breath Test: Negative

CASUALTIES:

1 Driver 28 Female Slight In Vehicle 2

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DATE PRINTED: 21/09/2021
CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

2 Veh Passenger 4 Male Slight In Vehicle 2
3 Veh Passenger 8 Female Slight In Vehicle 2
4 Veh Passenger 11 Female Slight In Vehicle 2

ACCIDENT REFERENCE: 200627087

Road Number : B1205 GRID REF: 488090,395839 SPEED LIMIT: 60
Road 2 Number :

PARISH : NORTHORPE DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Serious
POLICE DIVISION : West

LOCATION : 400 M DUE SOUTH OF BLENHEIM FARM

DESCRIPTION : IT WOULD APPEAR THAT THE DRIVER HAS TAKEN A BEND TOO QUICKLY AND
LOST CONTROL OF THE VEH

DATE : 26/11/2020 - Thursday TIME: 1730

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 Exceeding speed limit
- 2.V1 Very Likely Loss of control
- 3.V1 Possible Slippery road (due to weather)
- 4.V1 Very Likely Travelling too fast for conditions
- 5.
- 6.

VEHICLES:

1 Car Going ahead rght hand bend South East To North East Overturned Driver: Male 22
Breath Test: Not provided(Medical reasons)

CASUALTIES:

1 Driver 22 Male Serious In Vehicle 1

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DATE PRINTED: 21/09/2021
CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210204637

Road Number : B1205 GRID REF: 487294,395230 SPEED LIMIT: 60
 Road 2 Number : D

PARISH : BLYTON DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Fatal
 POLICE DIVISION : West

LOCATION : STRAIGHT COUNTRY ROAD

DESCRIPTION : VEH WAS SIGNALLING TO TURN RIGHT ONTO A PRIVATE DRIVE AND WAS
 FOLLOWED BY VEH 3 AND VEH 4. VEH 2 HAS OVERTAKEN VEH 3 AND VEH 4
 AND COLLIDED WITH VEH 1 AS IT WAS TURNING INTO A PRIVATE DRIVE WAY,
 AT SPEED AND ON THE OPPOSITE SIDE OF THE ROAD

DATE : 14/04/2021 - Wednesday TIME: 1620

NUMBER OF VEHICLES : 4
 NUMBER OF CASUALTIES: 2

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

- 1.V2 Possible Exceeding speed limit
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

- 1 Motorcycle over 500cc (Combination before 2004) Ovrtrkg movg Veh on offside West To East Skidding Driver: Male 33 Breath Test: Not provided(Medical reasons)
- 2 Motorcycle over 50cc and up to 125cc Turning Right West To East Skidding Driver: Male 34 Breath Test: Not provided(Medical reasons)
- 3 Car Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 54 Breath Test: Negative
- 4 Car Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 74 Breath Test: Negative

CASUALTIES:

- 1 Driver 33 Male Serious In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

2 Driver 34 Male Fatal In Vehicle 2

ACCIDENT REFERENCE: 210310973

Road Number : B1205 GRID REF: 487761,395271 SPEED LIMIT: 60
 Road 2 Number : D

PARISH : BLYTON DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight
 POLICE DIVISION : West

LOCATION : STRAIGHT ROAD BETWEEN BLYTON VILLAGE AND BLYTON RACE WAY

DESCRIPTION : FROM MARKS ON THE ROAD IT APPEARS THE TRACTOR HAS BEEN APPROACHING THE RACE WAY AND DUE TO IT'S LARGE SIZE HAS BEEN ENCROACHING ON THE CENTRAL LINE. VEH 2 PULLED SLIGHTLY LEFT TO ALLOW THE VEH TO TURN AND VEH 1 OVERTOOK VEH 2. AS VEH 2 HAS ALREADY STARTED TO TURN VEH 1 HAS STRUCK THE GRABBER ON THE FRONT OF VEH 2 CAUSING MAJOR DAMAGE TO VEH 1.

DATE : 04/06/2021 - Friday TIME: 1613

NUMBER OF VEHICLES : 2
 NUMBER OF CASUALTIES: 2

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

- 1.V1 Possible Careless/Reckless/In a hurry
- 2.V2 Possible Careless/Reckless/In a hurry
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Ovrtrkg movg Veh on offside East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 25 Breath Test: Negative
 2 Agricultural vehicle (includes diggers etc) Turning Right East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 18 Breath Test: Negative

CASUALTIES:

1 Veh Passenger 55 Male Slight In Vehicle 1
 2 Driver 25 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170546021

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

PARISH : BLYTON DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Serious
POLICE DIVISION : West

LOCATION : JUST PAST RAILWAY BRIDGE

DESCRIPTION : VEHICLE HIT BLACK ICE AND ROLLED

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

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

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

WEATHER : Other

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Frost or Ice

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 25 Female Serious In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200522890

Road Number : B1205 GRID REF: 488872,396161 SPEED LIMIT: 60
Road 2 Number :

PARISH : NORTHORPE DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight
POLICE DIVISION : West

LOCATION : SINGLE CARRIAGEWAY

DESCRIPTION : SINGLE VEH TRAVELLING WEST ON DAMP ROAD FAILED TO NEGOTIATE RIGHT
HAND BEND IN ROAD, NO OTHER DAMAGE CAUSED

DATE : 05/10/2020 - Monday TIME: 740

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

- 1.V1 Possible Exceeding speed limit
- 2.V1 Possible Aggressive driving
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead right hand bend East To West No Skdng /Jck-Knfg /Ovrtrng Driver:
Female 31 Breath Test: Not Requested

CASUALTIES:

1 Driver 31 Female Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180551349

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

PARISH : CORRINGHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight
POLICE DIVISION : West

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

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

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

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Crossroads
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Other

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 27 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180582758

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

PARISH : SPRINGTHORPE DIVISION: DISTRICT: West Lindsey

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

LOCATION : HARPSWELL LANE, ON LEFT HAND CORNER

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

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

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

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

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 19 Female Slight In Vehicle 2

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All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190412001

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

PARISH : CORRINGHAM DIVISION: DISTRICT: West Lindsey

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

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

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

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

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 22 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180260354

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

PARISH : CORRINGHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight
POLICE DIVISION : West

LOCATION : SINGLE CARRIAGEWAY RURAL LOCATION

DESCRIPTION : DRIVING AT SPEED WHILST VAPING

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

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 2

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

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

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190476654

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

PARISH : CORRINGHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight
POLICE DIVISION : West

LOCATION : WEST OF THE JUNCTION WITH YAWTHORPE

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

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

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 78 Male Slight In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200150170

Road Number : A631 GRID REF: 490747,390658 SPEED LIMIT: 60
Road 2 Number :
PARISH : HARPSWELL DIVISION: DISTRICT: West Lindsey

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

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

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

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

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine With High Winds

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 71 Male Slight In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180394547

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

PARISH : HARPSWELL DIVISION: DISTRICT: West Lindsey

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

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

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

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

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 19 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190373951

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

PARISH : HEMSWELL DIVISION: DISTRICT: West Lindsey

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

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

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

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

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 56 Female Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190392595

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

PARISH : HEMSWELL DIVISION: DISTRICT: West Lindsey

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

LOCATION : JUNCTION OF HEMSWELL LANE AND A631

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

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

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

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

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200051742

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

PARISH : HEMSWELL DIVISION: DISTRICT: West Lindsey

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

LOCATION : 200 YDS FROM FARM PICKERKING F AND SON

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

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

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 22 Female Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210456430

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

PARISH : HARPSWELL DIVISION: DISTRICT: West Lindsey

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

LOCATION : SINGLE CARRIAGEWAY WITH BEND AND TREES EITHER SIDE

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

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

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 58 Male Serious In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180426612

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

PARISH : HEMSWELL DIVISION: DISTRICT: West Lindsey

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

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

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

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

NUMBER OF VEHICLES : 2
 NUMBER OF CASUALTIES: 2

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

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

CASUALTIES:

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

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CURRENT DATADATE: 31/08/2021

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190479684

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

PARISH : HEMSWELL DIVISION: DISTRICT: West Lindsey

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

LOCATION : ON MAIN A631 OUTSIDE HARPSWELL HILL CARAVAN PARK

DESCRIPTION : SINGLE MOTORCYCLE TOOK BEND TOO FAST AND SLID OFF

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

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 28 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170296213

Road Number : A631 GRID REF: 493796,390003 SPEED LIMIT: 60
Road 2 Number : B1398

PARISH : HEMSWELL DIVISION: DISTRICT: West Lindsey

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

LOCATION : HEMSWELL CLIFF- JUNCTION OF A631 AND B1398 (GRID REF:093792,
900101).

DESCRIPTION : RIDER OF THE CYCLE (I/P) WAS INVOLVED IN A ROAD TIME TRIAL ALONG 10
MILES OF B1398 FROM INGHAM TO THE ROUNDABOUT AT THE JUNCTION
A631/B1398 AT HARPSWELL AND BACK AGAIN. THE CYCLIST HAD TRAVELLED
AROUND THE ROUNDABOUT AND WAS IN THE PROCESS OF EXITING BACK ON TO
THE B1398 WHEN HE WAS INVOLVED IN A COLLISION WITH VEH 1. VEH 1
(SILVER VAUXHALL CORSA YKW1T) HAD PARTIALLY ENTERED THE ROUNDABOUT
FROM THE A631 (HEMSWELL CLIFF) DIRECTION AND HAD CROSSED THE PATH
OF THE CYCLIST, WHICH COLLIDED INTO THE O/S JUST BEHIND THE FRONT
WHEEL. RIDER FELL ACROSS THE SIDE OF THE BONNET AND LANDED ON THE
ROAD. AT THE TIME THE RIDER BELIEVED HE WAS UNINJURED, BUT
SUSEQUENTLY FOUND TO HAVE SUSTAINED A BROKEN LEFT CLAVICAL AND
SUSPECTED DISLOCATION OF
LEFT ELBOW - WHICH SUBSEQUENTLY REALIGNED, BUT LEFT SWELLING AND
BRUISING. DAMAGE TO CYCLE AT THIS TIME IS CRUMPLED FRONT WHEEL,
SRATCHES TO FRAME AND CRACKED RACING HELMET. DENT TO O/S OF CAR.

DATE : 08/07/2017 - Saturday TIME: 1428

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Roundabout
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? 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 East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 71 Breath
Test: Not Requested

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

2 Pedal Cycle Going ahead East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 45
Breath Test: Driver not contcted at time

CASUALTIES:

1 Driver 45 Male Serious In Vehicle 2

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All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170339047

Road Number : A631 GRID REF: 494041,389917 SPEED LIMIT: 60
Road 2 Number :

PARISH : HEMSWELL DIVISION: DISTRICT: West Lindsey

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

LOCATION : GAINSBOROUGH- HEMSWELL CLIFF

DESCRIPTION : NO DESCRIPTION IN BOOKLET

DATE : 07/08/2017 - Monday TIME: 2020

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 Possible Failed to judge other person's path or speed
- 2.V1 Possible Exceeding speed limit
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Motorcycle over 500cc (Combination before 2004) Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 48 Breath Test: Not provided(Medical reasons)
2 Motorcycle over 500cc (Combination before 2004) Going ahead West To East Skidding Driver: Male 47 Breath Test: Negative

CASUALTIES:

1 Driver 48 Male Fatal In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170325173

Road Number : A631 GRID REF: 494068,389907 SPEED LIMIT: 60
Road 2 Number : D

PARISH : HEMSWELL DIVISION: DISTRICT: West Lindsey

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

LOCATION : A631, JUNCTION WITH HEMSWELL MARKET

DESCRIPTION : VEHICLE 1 HAS PULLED OUT OF A JUNCTION AND TURNED RIGHT AS
VEHICLE 2, A MOTORBIKE, WAS OVERTAKING STATIONARY TRAFFIC ON THE
WRONG SIDE OF THE ROAD. VEHICLE 1 AND VEHICLE 2 HAVE COLLIDED.

DATE : 30/07/2017 - Sunday TIME: 850

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Starting North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 45 Breath
Test: Negative
2 Motorcycle over 500cc (Combination before 2004) Ovrtrng stry Veh on offside West To
East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 53 Breath Test: Negative

CASUALTIES:

1 Driver 53 Male Serious In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170444054

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

PARISH : HEMSWELL DIVISION: DISTRICT: West Lindsey

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

LOCATION : ROUNDABOUT OF JUNCTION WITH A631 AND B1398

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

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

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Roundabout
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 17 Male Slight In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200434660

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

PARISH : HEMSWELL DIVISION: DISTRICT: West Lindsey

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

LOCATION : AT JUNCTION WITH AIRFIELD ROAD

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

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

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 29 Male Serious In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180317852

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

PARISH : HEMSWELL DIVISION: DISTRICT: West Lindsey

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

LOCATION : A631 NEAR HEMSWELL AIRFIELD

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

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

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

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

CASUALTIES:

1 Driver 48 Male Slight In Vehicle 2
2 Veh Passenger 11 Female Slight In Vehicle 2

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All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190580626

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

PARISH : HEMSWELL DIVISION: DISTRICT: West Lindsey

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

LOCATION : JUNCTION OF A631 AND CAPPER AVENUE

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

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

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

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

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200473355

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

PARISH : GLENTWORTH DIVISION: DISTRICT: West Lindsey

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

LOCATION : STRAIGHT ROAD

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

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

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 2

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

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

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180007879

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

PARISH : GLENTHAM DIVISION: DISTRICT: West Lindsey

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

LOCATION : EMERGING FROM GARAGE ONTO A15

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

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

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - Lit Street Lights

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 27 Female Slight In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200497612

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

PARISH : GLENTHAM DIVISION: DISTRICT: West Lindsey

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

LOCATION : ROUNDABOUT ON A15

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

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

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Roundabout
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - Lit Street Lights

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 29 Male Serious In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170003543

Road Number : A631 GRID REF: 496833,389399 SPEED LIMIT: 60
Road 2 Number :

PARISH : GLENTHAM DIVISION: DISTRICT: West Lindsey

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

LOCATION : 100 METRES EAST OF CAENBY CORNER ROUNDABOUT

DESCRIPTION : VEHICLE APPEARS NOT TO HAVE NEGOTIATED A RIGHT BEND AND GONE
STRAIGHT ON INTO A HEAVY HEDGE

DATE : 03/01/2017 - Tuesday TIME: 1726

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

VEHICLES:

1 Goods vehicle 3.5 tonnes mgw and under Going ahead rgt hand bend East To West
Overturned Driver: Male 19 Breath Test: Negative

CASUALTIES:

1 Veh Passenger 56 Male Serious In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170167314

Road Number : A631 GRID REF: 496706,389434 SPEED LIMIT: 50
Road 2 Number : A15

PARISH : CAENBY DIVISION: DISTRICT: West Lindsey

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

LOCATION : A631 CAENBY CORNER ROUNDABOUT WITH THE A15

DESCRIPTION : VEH 1 WAS ON THE A631 APPROACHING THE ROUNDABOUT WITH THE A15 AS
THE RIDER HAS SKIDDED ON GRAVEL LOST CONTROL AND FALLEN FROM HIS
VEH.

DATE : 20/04/2017 - Thursday TIME: 1450

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Roundabout
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

- 1.U000Very Likely Deposit on road (eg. oil, mud, chippings)
- 2.V1 Possible Loss of control
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Motorcycle over 500cc (Combination before 2004) Going ahead left hand bend North
To South East Skidding Driver: Male 32 Breath Test: Negative

CASUALTIES:

1 Driver 32 Male Slight In Vehicle 1

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DATE PRINTED: 21/09/2021
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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 160279123

Road Number : C213 GRID REF: 492060,382559 SPEED LIMIT: 60
Road 2 Number :

PARISH : STOW DIVISION: DISTRICT: West Lindsey

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

LOCATION : INGHAM ROAD, STOW [GRID REF E492059 N382559]

DESCRIPTION : FOUR VEHICLE FATAL COLLISION. V4 HAS BRAKED TO A STOP ON A SINGLE TRACK ROAD DUE TO ONCOMING TRAFFIC. V3 BRAKED A LOT HARDER LOCKING HIS WHEELS BUT ALSO STOPPED. V1 AND V2 HAVE NOT STOPPED IN TIME AND COLLIDED WITH THE REAR OF V3.

DATE : 14/09/2016 - Wednesday TIME: 1804

NUMBER OF VEHICLES : 4
NUMBER OF CASUALTIES: 2

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Failed to judge other person's path or speed
- 2.V2 Very Likely Failed to judge other person's path or speed
- 3.
- 4.
- 5.
- 6.

VEHICLES:

- 1 Motorcycle over 500cc (Combination before 2004) Stopping South East To North West Skidding Driver: Male 58 Breath Test: Negative
- 2 Motorcycle over 500cc (Combination before 2004) Stopping South East To North West Skidding Driver: Male 63 Breath Test: Not provided (Medical reasons)
- 3 Car Stopping South East To North West Skidding Driver: Male 24 Breath Test: Negative
- 4 Car Stopping South East To North West Skidding Driver: Male 69 Breath Test: Negative

CASUALTIES:

1 Driver 58 Male Serious In Vehicle 1

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ACCIDENT REFERENCE: 210276943

Road Number : C213 GRID REF: 491881,382542 SPEED LIMIT: 60
Road 2 Number :

PARISH : STOW DIVISION: DISTRICT: West Lindsey

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

LOCATION : STOW LANE, SINGLE TRACK LANE

DESCRIPTION : LARGE CRANE HAS COME DOWN SINGLE TRACK AND COME OFF THE TARMAC AND
THEN DUG INTO THE GRASS AND TIPPED OVER

DATE : 19/05/2021 - Wednesday TIME: 1839

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Dazzling sun
- 2.V1 Very Likely Other - Please specify below
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Goods vehicle 7.5 tonnes mgw and over Going ahead South West To North East
Overturned Driver: Male 33 Breath Test: Negative

CASUALTIES:

1 Driver 33 Male Slight In Vehicle 1

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CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170010197

Road Number : B1398 GRID REF: 495780,382947 SPEED LIMIT: 60
Road 2 Number : B1398

PARISH : INGHAM DIVISION: DISTRICT: West Lindsey

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

LOCATION : MIDDLE STREET INGHAM. ERMINE STREET JUNCTION.

DESCRIPTION : V1 WAS TRAVELLING ALONG MIDDLE STREET B1398 FROM THE DIRECTION OF
INGHAM LANE, WEATHER WAS WET AND DAMP WITH VERY POOR VISIBILITY,
DUE TO THICK FOG. V1 HAS PULLED OUT AT T JUNCTION ONTO MIDDLE
STREET ONTO THE WRONG CARRIAGEWAY INTO THE PATH OF V2.

DATE : 07/01/2017 - Saturday TIME: 930

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 3

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

WEATHER : Fog or Mist if a hazard

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Rain, sleet, snow, or fog
- 2.V1 Very Likely Other - Please specify below
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead South To North East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 76
Breath Test: Not Requested
2 Car Going ahead North East To South West No Skdng /Jck-Knfg /Ovrtrng Driver: Male
63 Breath Test: Negative

CASUALTIES:

1 Veh Passenger 54 Female Slight In Vehicle 2
2 Driver 63 Male Slight In Vehicle 2
3 Driver 76 Female Serious In Vehicle 1

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All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200564061

Road Number : B1398
Road 2 Number : B1398

GRID REF: 495782,382958

SPEED LIMIT: 60

PARISH : INGHAM

DIVISION:

DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen
POLICE DIVISION : West

SEVERITY: Serious

LOCATION : T JUNCTION ON LONG BEND

DESCRIPTION : UNKNOWN AT THIS TIME. COLLISION OCCURED ON T JUNCTION WHERE THE ROAD TURNS TO THE RIGHT HAND SIDE

DATE : 25/10/2020 - Sunday

TIME: 1800

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

- 1.V1 Possible Careless/Reckless/In a hurry
- 2.V2 Possible Careless/Reckless/In a hurry
- 3.
- 4.
- 5.
- 6.

VEHICLES:

- 1 Car Going ahead North To South Skidding Driver: Female 23 Breath Test: Negative
- 2 Car Going ahead East To North Skidding Driver: Female 28 Breath Test: Not Requested

CASUALTIES:

- 1 Driver 23 Female Serious In Vehicle 1
- 2 Driver 28 Female Serious In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200581835

Road Number : B1398 GRID REF: 494914,382811 SPEED LIMIT: 30
Road 2 Number : C213

PARISH : INGHAM DIVISION: DISTRICT: West Lindsey

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

LOCATION : AT THE CROSSROAD INTO THE VILLAGE OF INGHAM, GIVE WAY ON THE
APPROACHING ROAD

DESCRIPTION : VEH 2 HAD COME OFF THE B1398 AND WAS HEADING INTO THE VILLAGE OF
INGHAM WHEN HE WAS OVER THE CROSSROADS WHEN VEH 1 HAS COME ACROSS
WITHOUT STOPPING AND HAS COLLIDED WITH THE PASSENGER SIDE OF HIS
VEH CAUSING VEH 1 TO SPIN AROUND AND COME TO REST ON THE PAVEMENT
AND CAUSING VEH 2 TO HIT A FENCE AND END UP IN THE TREES

DATE : 03/11/2020 - Tuesday TIME: 1600

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Crossroads
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Careless/Reckless/In a hurry
- 2.V2 Very Likely Other - Please specify below
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead South To North Skidding Driver: Female 19 Breath Test: Negative
2 Car Going ahead East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 40 Breath
Test: Negative

CASUALTIES:

1 Driver 40 Male Slight In Vehicle 2

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All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 160361569

Road Number : A15 GRID REF: 497087,382785 SPEED LIMIT: 60
Road 2 Number :

PARISH : CAMMERINGHAM DIVISION: DISTRICT: West Lindsey

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

LOCATION : SCAMPTON- A15 JUST NORTH OF RAF SCAMPTON (GRID REF\; 497509,
380390).

DESCRIPTION : V1 TRAVELLING SOUTH ON A15 JUST NORTH OF RAF SCAMPTON. TRAVELLING
TOO CLOSE TO EDGE OF CARRIAGEWAY WHEN REAR NEARSIDE WHEEL SLIPS OFF
ROAD ONTO SOFT VERGE. VEHICLE SWERVED AND DRIVER TRIES TO CORRECT
IT. VEHICLE SPINS BACK ONTO CARRIAGEWAY INTO PATH OF ONCOMING
VEHICLES TRAVELLING NORTH. V2 COLLIDES WITH V1 AND V3 THEN TRIES TO
AVOID BOTH VEHICLES BY STEERING HIS VEHICLE IN BETWEEN THEM. HE
THEN COLLIDES WITH BOTH VEHICLES.

DATE : 07/11/2016 - Monday TIME: 634

NUMBER OF VEHICLES : 3
NUMBER OF CASUALTIES: 3

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - 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 Failed to look properly
2.V1 Very Likely Loss of control
3.V1 Very Likely Slippery road (due to weather)
4.
5.
6.

VEHICLES:

1 Car Going ahead North To South Skidding Driver: Female 20 Breath Test: Negative
2 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 68
Breath Test: Negative
3 Goods Vehicle - unknown weight Going ahead South To North Skidding Driver: Male 29
Breath Test: Negative

CASUALTIES:

1 Driver 29 Male Slight In Vehicle 3

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

2 Driver 68 Female Serious In Vehicle 2
3 Driver 20 Female Serious In Vehicle 1

ACCIDENT REFERENCE: 170286830

Road Number : A15 GRID REF: 497064,382992 SPEED LIMIT: 60
Road 2 Number : C213

PARISH : INGHAM DIVISION: DISTRICT: West Lindsey

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

LOCATION : LINCOLN- JUNCTION OF A15 AND INGHAM LANE (GRID REF:497074, 384075).

DESCRIPTION : V1 TRAVELLING FROM INGHAM LANE ONTO A15. V2 TRAVELLING A15 TOWARDS
SCUNTHORPE. V1 COLLIDED WITH NEARSIDE OF V2 CAUSING V2 TO LEAVE
CARRIAGEWAY TO OFFSIDE.

DATE : 06/07/2017 - Thursday TIME: 1400

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Starting West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 55 Breath Test:
Negative
2 Goods Vehicle - unknown weight Going ahead South To North No Skdng /Jck-Knfg
/Ovrtrng Driver: Male 34 Breath Test: Not Requested

CASUALTIES:

1 Driver 34 Male Slight In Vehicle 2
2 Veh Passenger 55 Male Slight In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180414680

Road Number : A15 GRID REF: 497061,383001 SPEED LIMIT: 60
Road 2 Number : D

PARISH : INGHAM DIVISION: DISTRICT: West Lindsey

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

LOCATION : JUNCTION OF A15 INGHAM ROAD

DESCRIPTION : VEHICLE 1 HAS PULLED OUT ONTO THE MAIN CARRIAGE WAY AND COLLIDED
WITH VEHICLE 2 TRAVELLING NORTH BOUND

DATE : 30/08/2018 - Thursday TIME: 750

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Going ahead South To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 61 Breath
Test: Negative
2 Car Going ahead North To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 54 Breath
Test: Negative

CASUALTIES:

1 Driver 61 Male Slight In Vehicle 1
2 Driver 54 Male Slight In Vehicle 2

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CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190031961

Road Number : A1500 GRID REF: 490329,379913 SPEED LIMIT: 60
Road 2 Number : C207

PARISH : STURTON BY STOW DIVISION: DISTRICT: West Lindsey

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

LOCATION : TILLBRIDGE LANE

DESCRIPTION : VEH 1 HAS BEEN TRAVELLING BEHIND VEH 2. VEH 2 HAS SLOWED TO TAKE A
RIGHT HAND TURN AT JUNCTION. VEH 1 HAS NOT SEEN VEH 2 SLOWING AND
NOT GIVEN HIMSELF ENOUGH DISTANCE TO BREAK. DRIVER OF VEH 1 HAS
SWERVED TO THE RIGHT AND COLLIDED WITH VEH 2 AS THEY COMPLETED THE
TURN MANOEUVRE.

DATE : 20/01/2019 - Sunday TIME: 840

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car 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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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180046624

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

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

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

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

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

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

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 42 Female Slight In Vehicle 2

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DATE PRINTED: 21/09/2021

CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180074909

Road Number : A1500 GRID REF: 495375,378329 SPEED LIMIT: 50
Road 2 Number : B1398

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

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

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

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

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

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

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

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180499997

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

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : TILL BRIDGE LANE LINCOLN

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

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

NUMBER OF VEHICLES : 2
 NUMBER OF CASUALTIES: 2

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

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

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CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200414652

Road Number : A1500 GRID REF: 495375,378328 SPEED LIMIT: 50
Road 2 Number : B1398

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : TILLBRIDGE LANE ON BURTON B1398 JUNCTION

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

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

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

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

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210402601

Road Number : B1398 GRID REF: 495451,378327 SPEED LIMIT: 60
Road 2 Number : A1500

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : T JUNCTION OF B1398 & A1500

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

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

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 3

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

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

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 160415772

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

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200654672

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

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : ENTRANCE TO SHOWGROUND

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

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

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

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

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

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Pedestrian 50 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180607049

Road Number : A15 GRID REF: 497343,378399 SPEED LIMIT: 50
Road 2 Number :

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : MAIN ROAD

DESCRIPTION : V2 HAS SLOWED DOWN IN TRAFFIC V1 HAS STARTED TO BRAKE BUT HAS
COLLIDED INTO THE BACK OF V2.

DATE : 14/12/2018 - Friday TIME: 1615

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - Street Lights

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 62
Breath Test: Negative
2 Car Stopping North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 28 Breath
Test: Negative

CASUALTIES:

1 Driver 62 Female Serious In Vehicle 1

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CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200547622

Road Number : A1500 GRID REF: 497195,378115 SPEED LIMIT: 60
Road 2 Number :

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : STRAIGHT ROAD

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

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

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Goods vehicle 3.5 tonnes mgw and under Ovrtdg 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: 72
DATE PRINTED: 21/09/2021

CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170385774

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: 73
DATE PRINTED: 21/09/2021

CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200046288

Road Number : A15 GRID REF: 497365,378074 SPEED LIMIT: 60
Road 2 Number : A1500

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : JUNCTION OF A15 AND A1500

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

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

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Crossroads
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - Street Lighting

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

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

PAGE: 74
DATE PRINTED: 21/09/2021
CURRENT DATADATE: 31/08/2021

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200108292

Road Number : D GRID REF: 497400,378111 SPEED LIMIT: 50
Road 2 Number :

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : SINGLE CARRIAGEWAY APPROACHING RA

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

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

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

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

WEATHER : Other

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Flood (Water 3cm / 1" Deep)

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 44 Male Slight In Vehicle 1

PAGE: 75
DATE PRINTED: 21/09/2021
CURRENT DATADATE: 31/08/2021

APPENDIX D

A2
ORIGINAL
PLOT SIZE

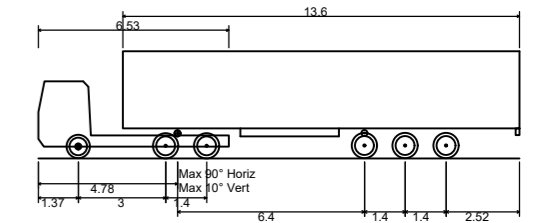
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NOTES:

1. The existing posted speed limit on Thorpe Lane is National Speed Limit (60mph).
2. Visibility Splay shown in accordance with DMRB CD 109

KEY

Approximate extent of adopted highway.



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
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CLIENT:

COTTAM SOLAR PROJECT LIMITED

PROJECT:

COTTAM SOLAR FARM

TITLE:

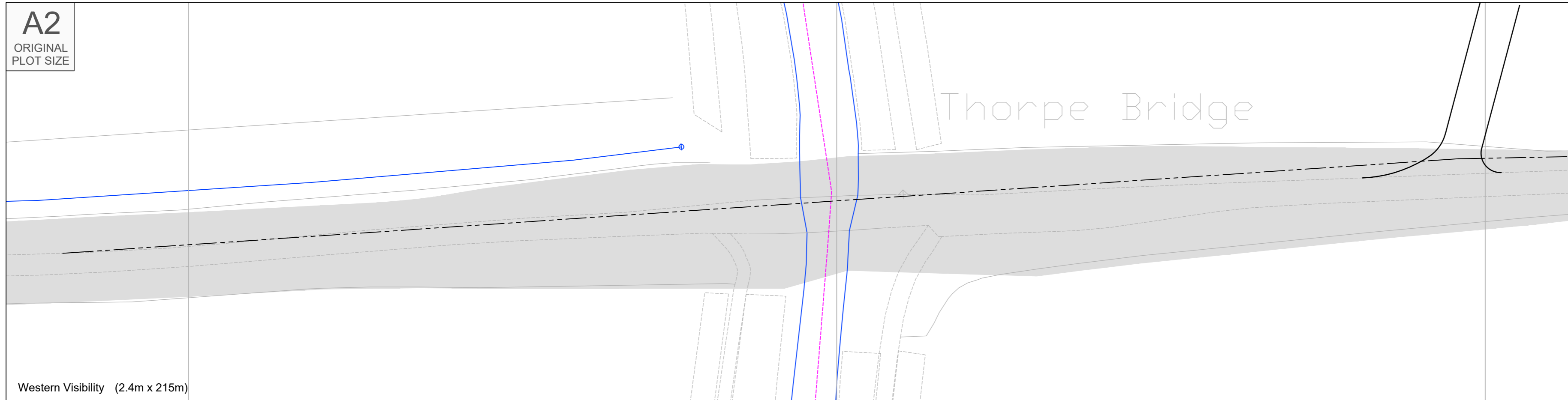
Cottam Solar Farm
 Access 1
 Thorpe Lane

STATUS:

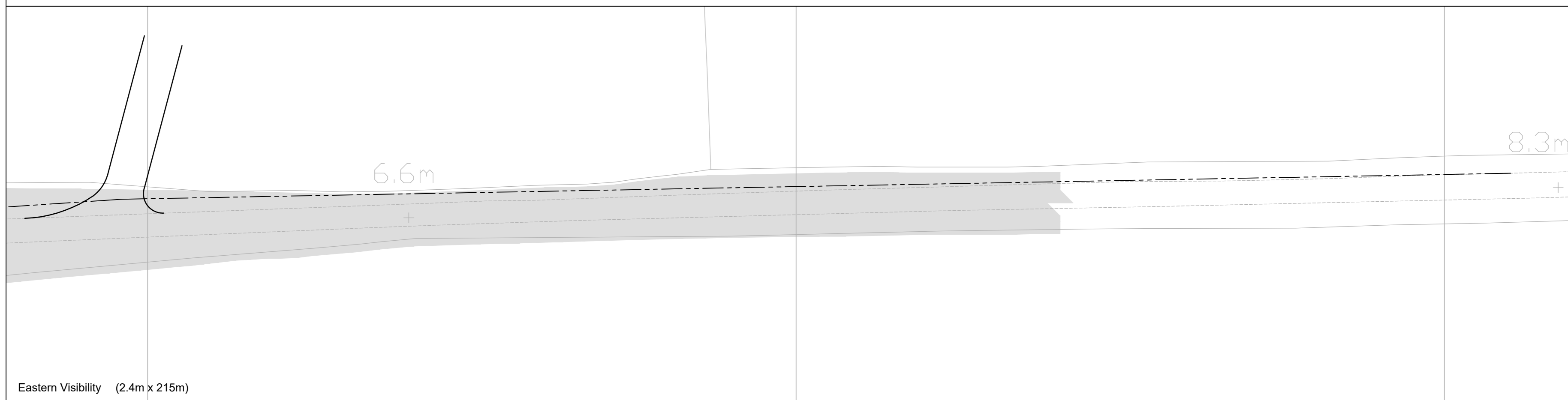
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SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	08.12.22	AJS	WG	JD

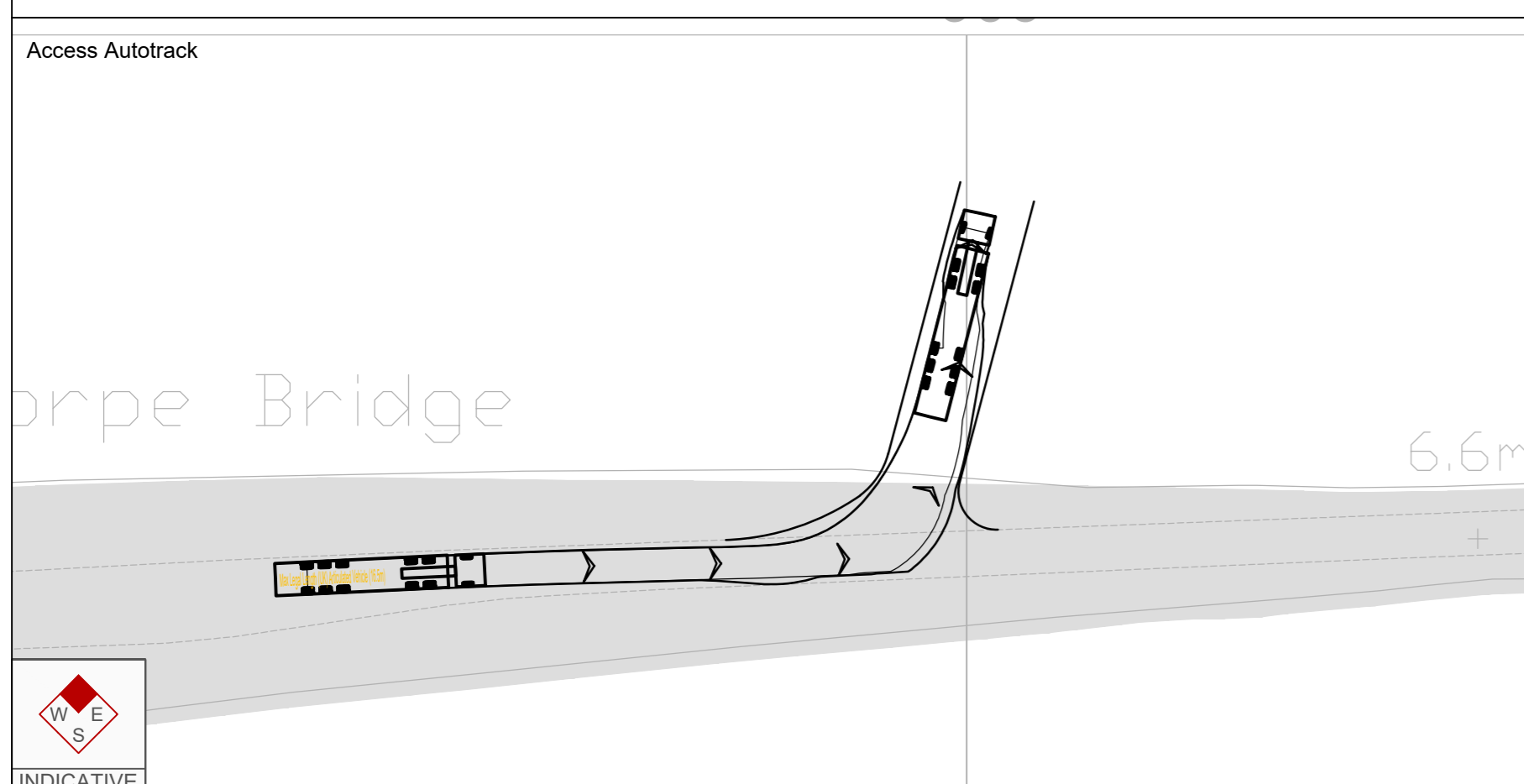
JOB NO:	DRAWING NO:	REVISION:
2107-062	SK01	-



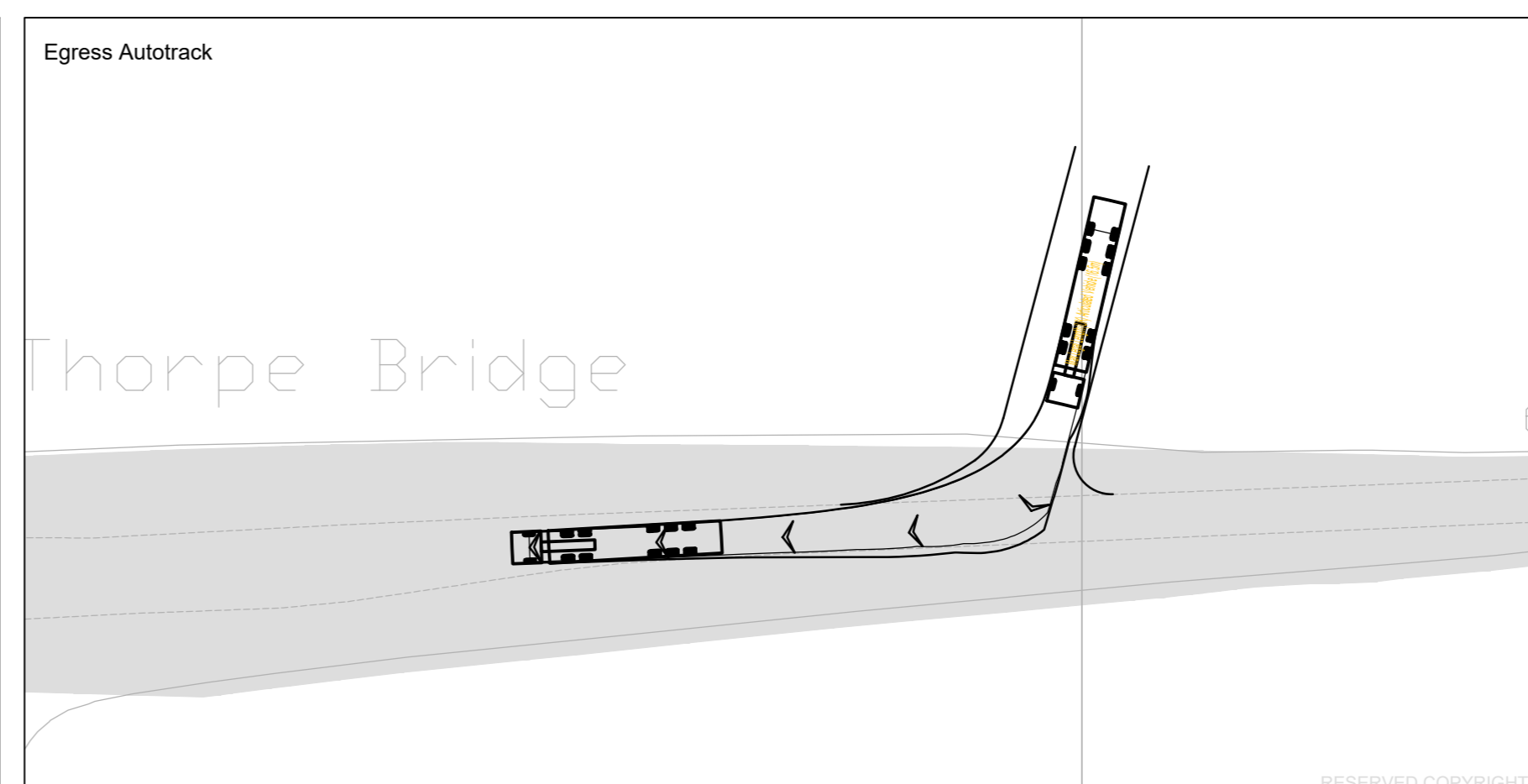
Western Visibility (2.4m x 215m)



Eastern Visibility (2.4m x 215m)



Access Autotrack



Egress Autotrack

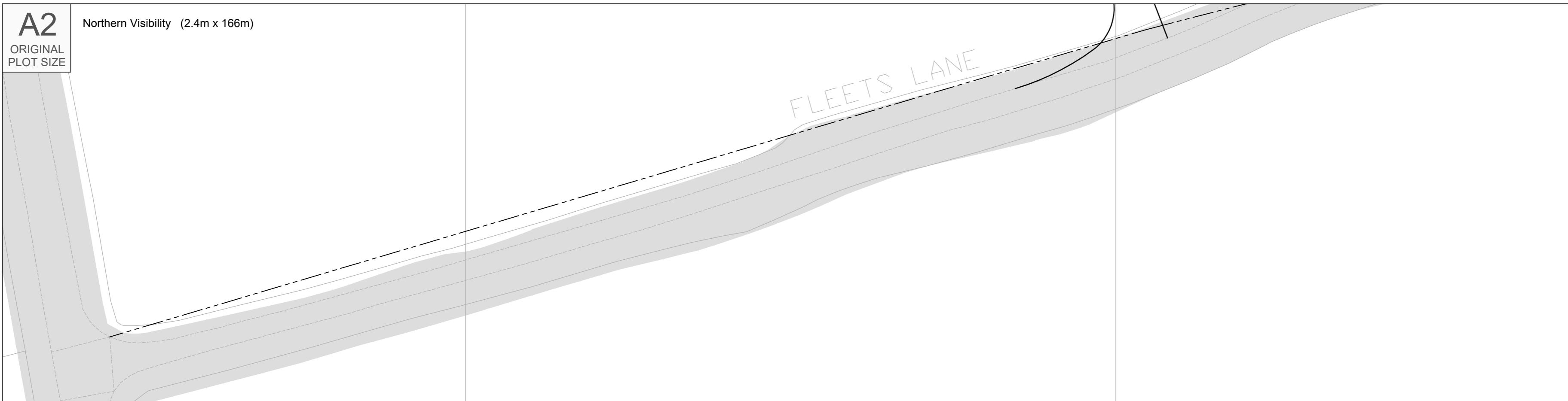


INDICATIVE

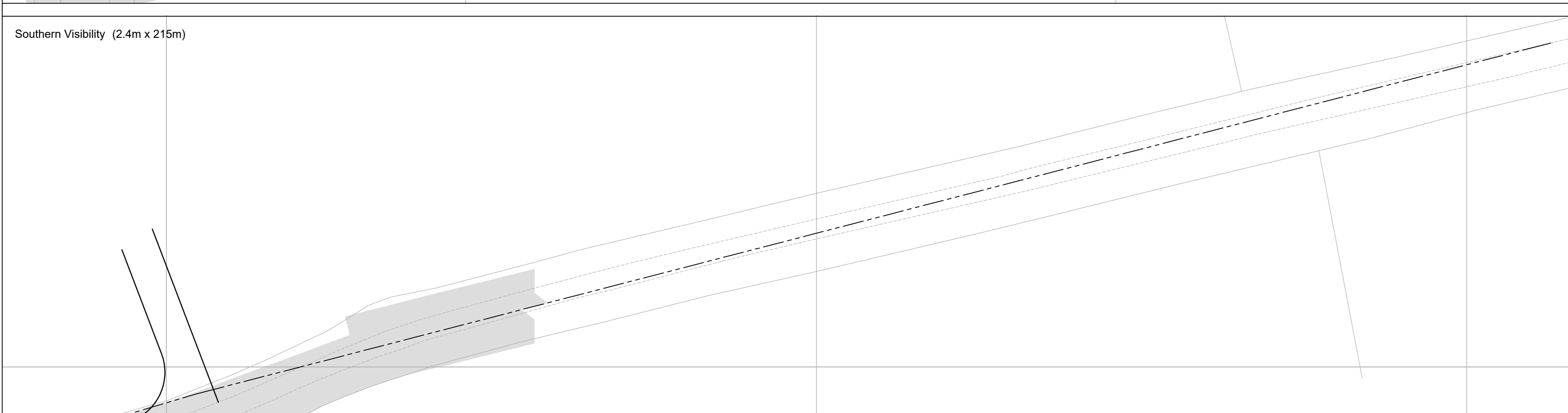
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A2
ORIGINAL
PLOT SIZE

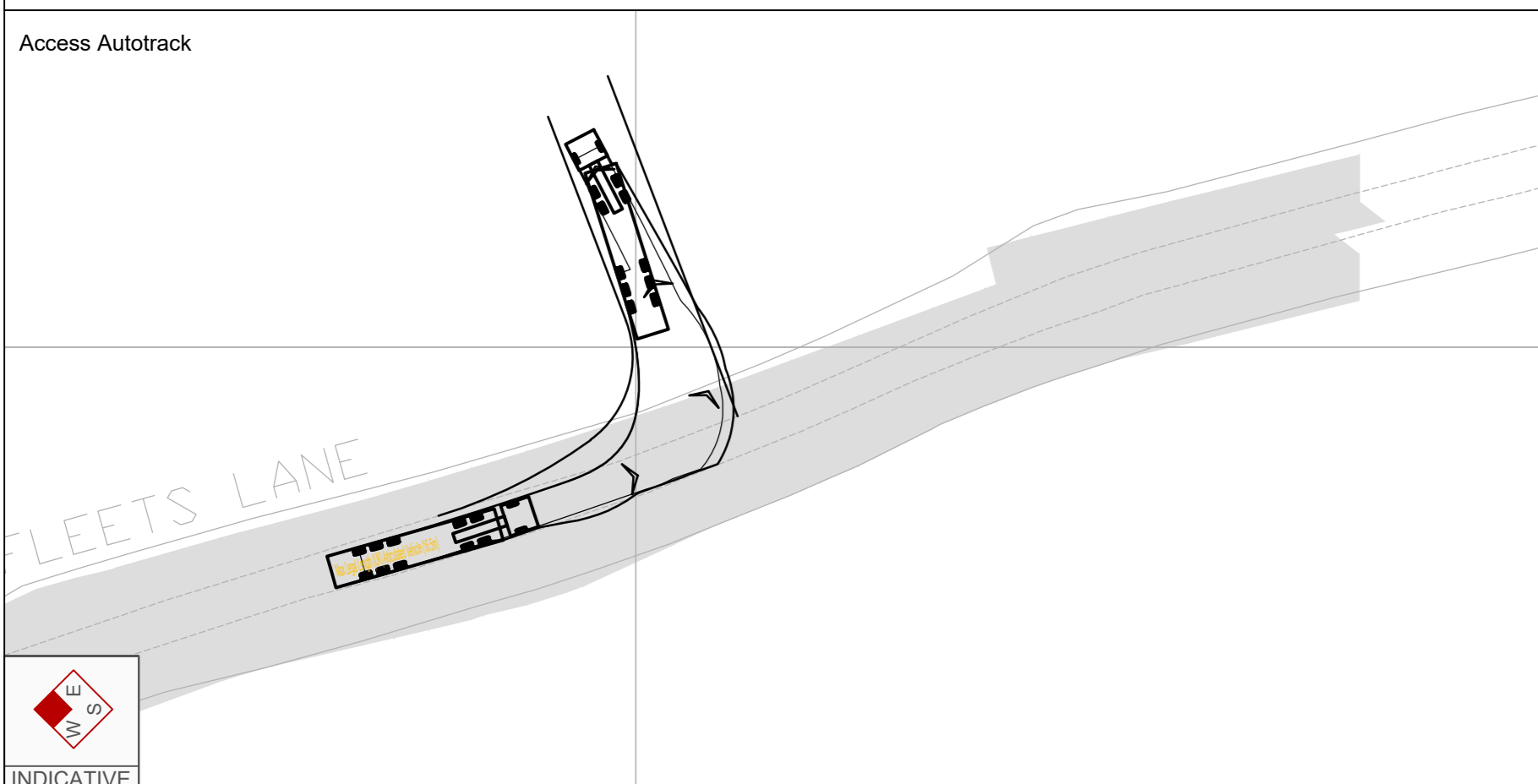
Northern Visibility (2.4m x 166m)



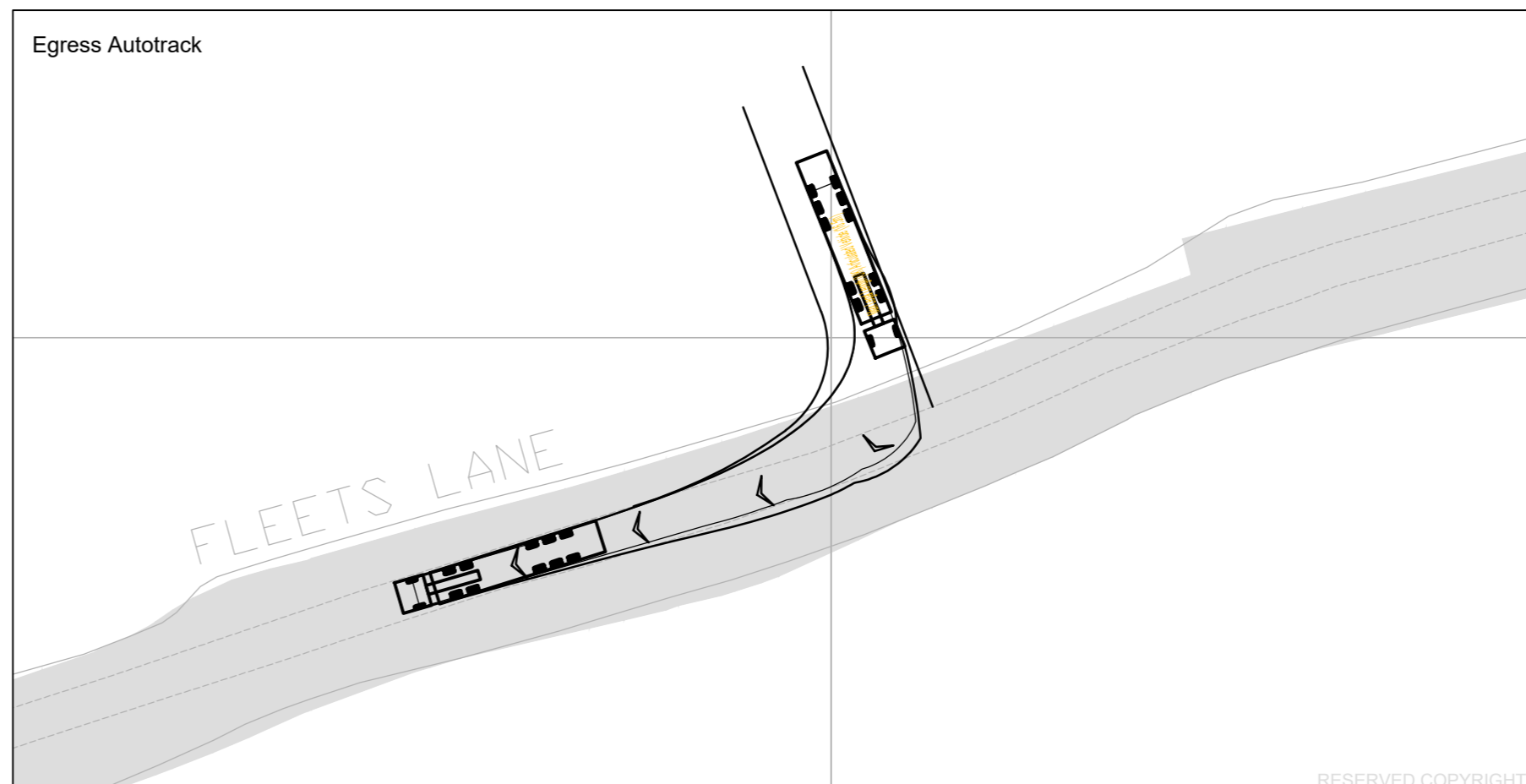
Southern Visibility (2.4m x 215m)



Access Autotrack



Egress Autotrack




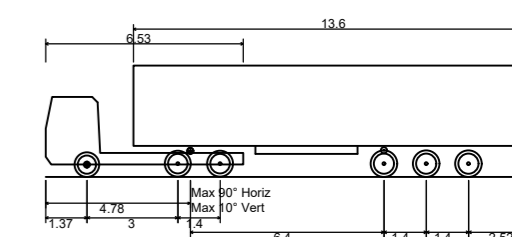
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NOTES:

1. The existing posted speed limit on Fleets Lane is National Speed Limit (60mph).
2. Visibility Splay shown in accordance with DMRB CD 109

KEY

 Approximate extent of adopted highway.



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

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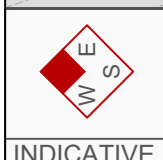
CLIENT:
COTTAM SOLAR PROJECT LIMITED

PROJECT:
COTTAM SOLAR FARM

TITLE:
**Cottam Solar Farm
 Access 2
 Fleets Lane**

STATUS:
INFORMATION

SCALE: 1:500	DATE: 08.12.22	DRAWN: AJS	CHECKED: WG	APPROVED: JD
JOB NO: 2107-062	DRAWING NO: SK02	REVISION: -		



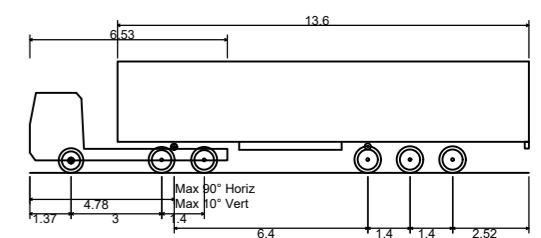
A2
ORIGINAL
PLOT SIZE

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- NOTES:
1. The existing posted speed limit on Stow Lane is National Speed Limit (60mph).
 2. Visibility Splay shown in accordance with DMRB CD 109

KEY

Approximate extent of adopted highway.



Max Legal Length (UK) Articulated Vehicle (16.5m) 16.500m
 Overall Length 2.550m
 Overall Width 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

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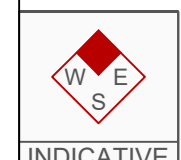
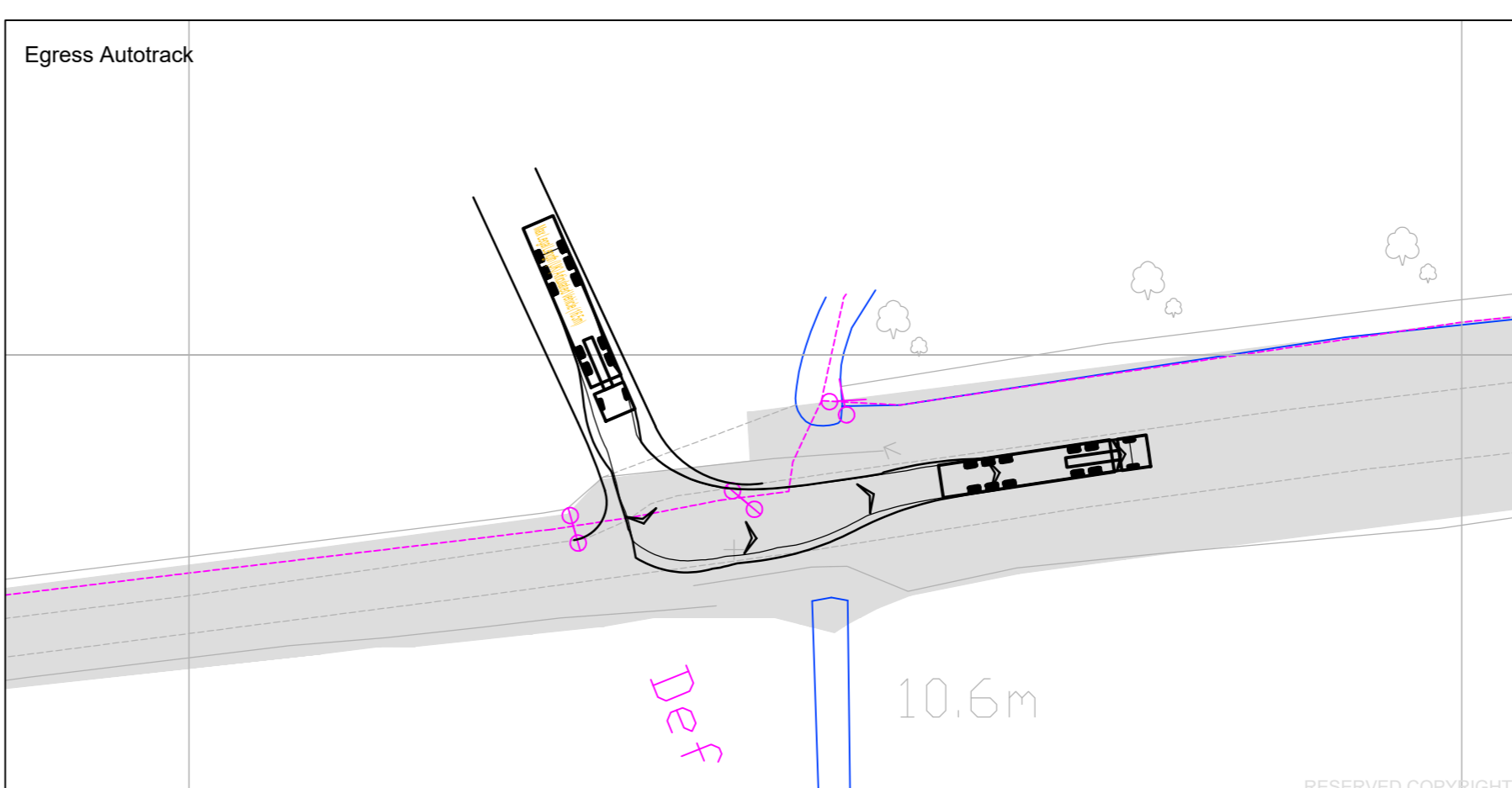
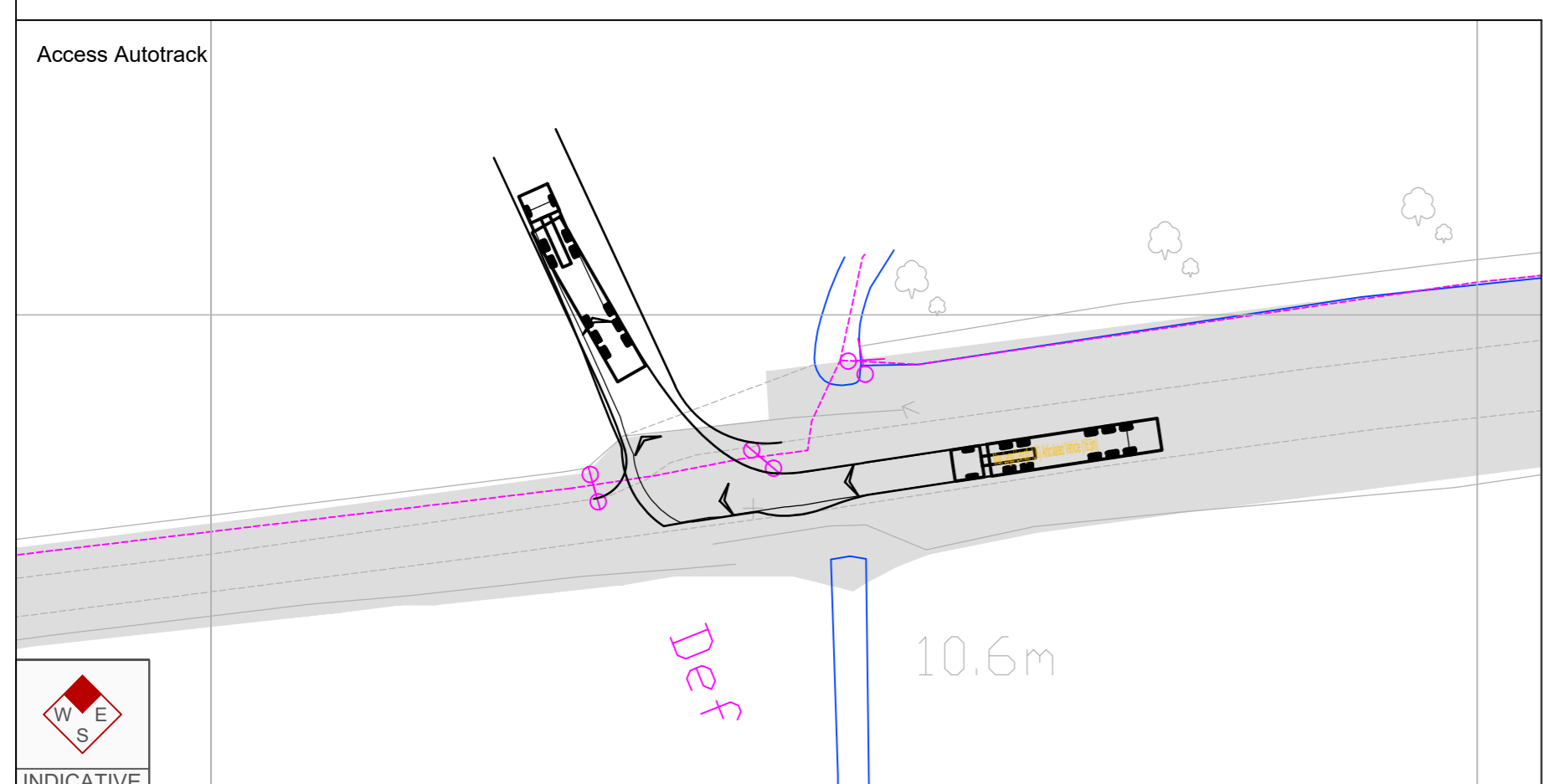
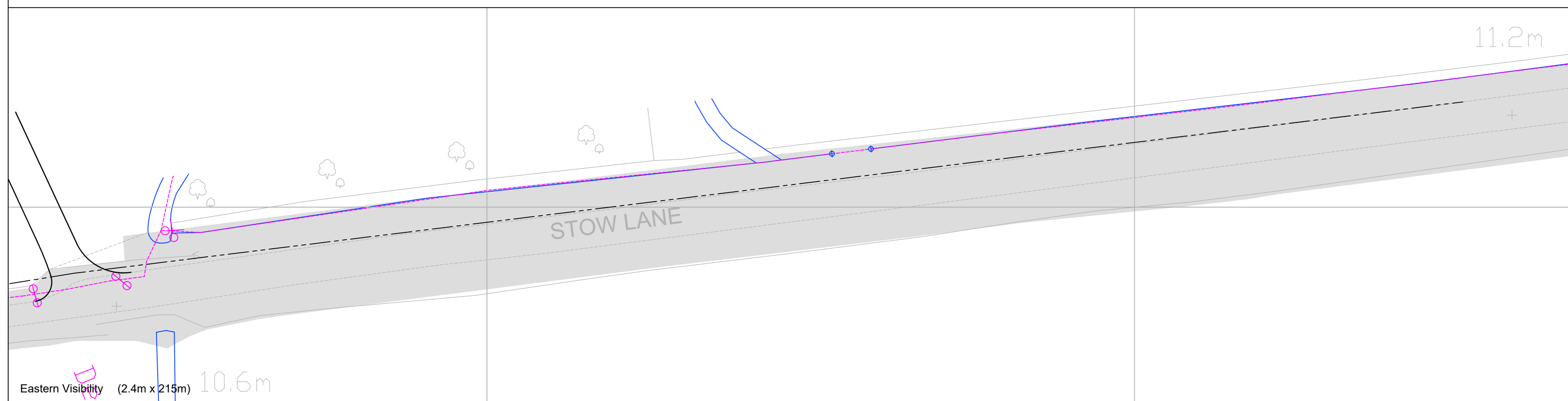
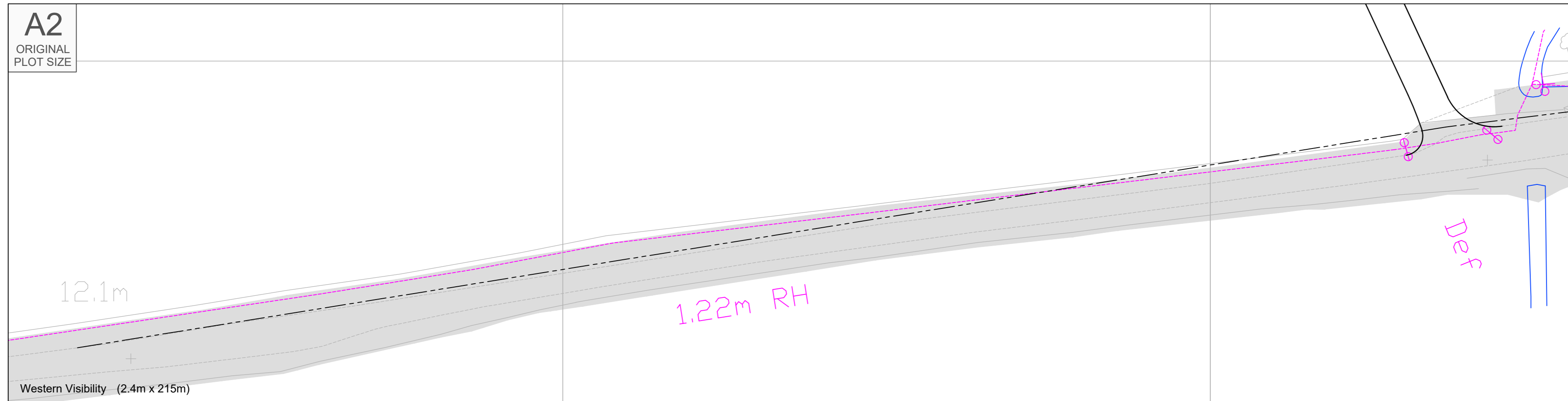
CLIENT:
COTTAM SOLAR PROJECT LIMITED

PROJECT:
COTTAM SOLAR FARM

TITLE:
**Cottam Solar Farm
 Access 3
 Stow Lane**

STATUS:
INFORMATION

SCALE: 1:500	DATE: 08.12.22	DRAWN: AJS	CHECKED: WG	APPROVED: JD
JOB NO: 2107-062	DRAWING NO: SK03	REVISION: -		



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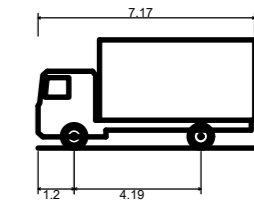
A2
ORIGINAL
PLOT SIZE

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- NOTES:
1. The existing posted speed limit on Stow Lane is National Speed Limit (60mph).
 2. Visibility Splay shown in accordance with DMRB CD 109

Drain

Western Visibility (2.4m x 215m)



FTA Design 7.5 Tonne Rigid Vehicle (2016)	
Overall Length	7.170m
Overall Width	2.300m
Overall Body Height	3.580m
Min Body Ground Clearance	0.375m
Track Width	2.120m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	7.000m

1.22m RH

9.0m

Eastern Visibility (2.4m x 215m)

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CLIENT:
COTTAM SOLAR PROJECT LIMITED

PROJECT:
COTTAM SOLAR FARM

TITLE:
**Cottam Solar Farm
Access 4 - Operational
Stow Lane**

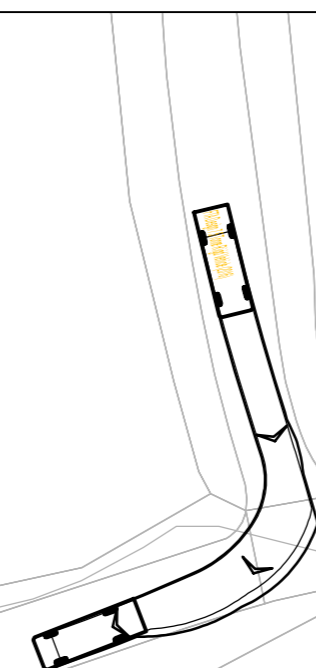
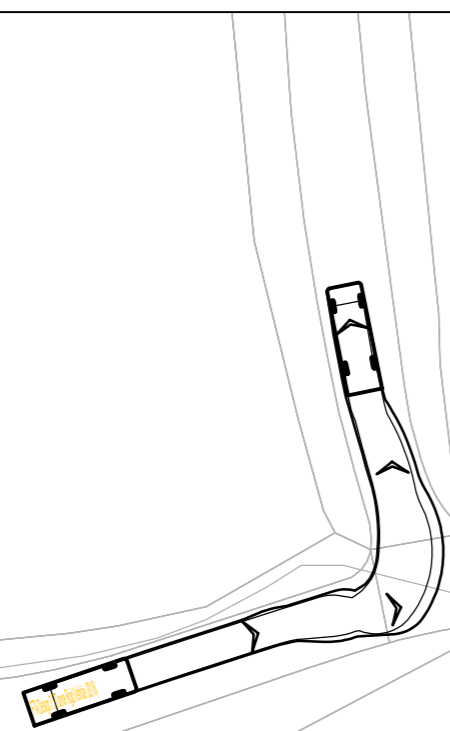
STATUS:
INFORMATION

SCALE: 1:500	DATE: 08.12.22	DRAWN: SG	CHECKED: RR	APPROVED: JD
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JOB NO: 2107-062	DRAWING NO: SK04	REVISION: -
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Access Autotrack

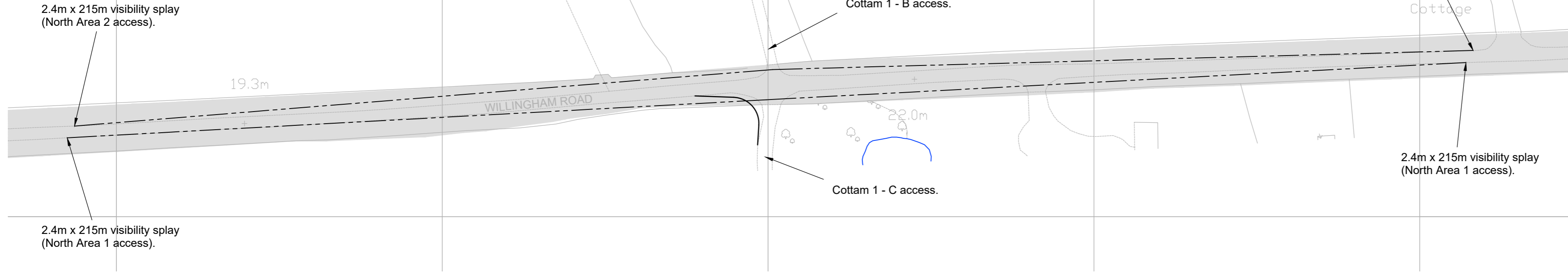
Egress Autotrack



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Site Access Arrangement

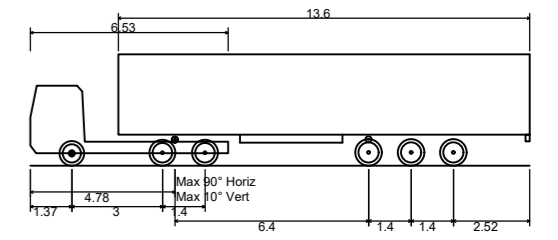
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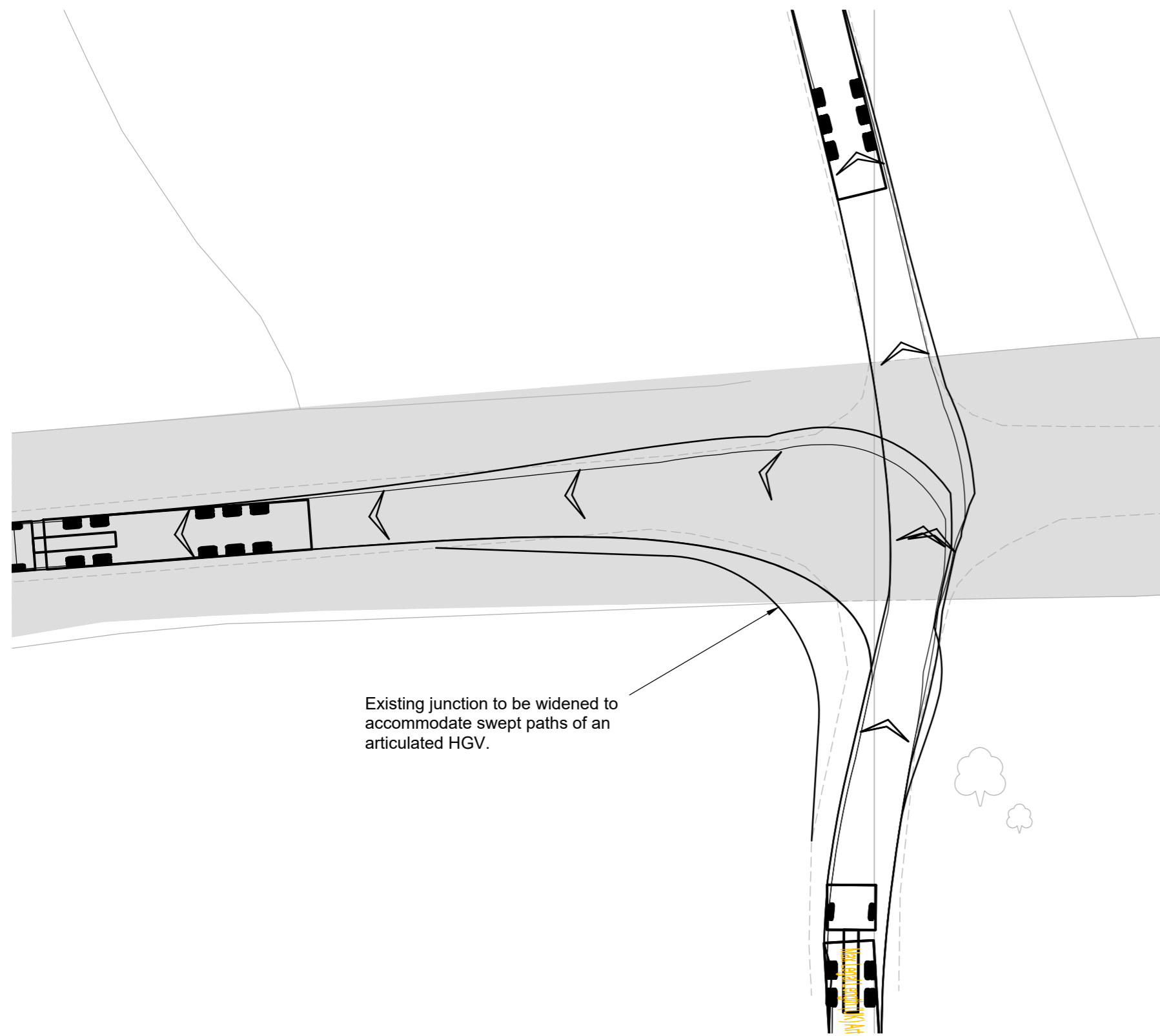
1. The existing posted speed limit on Willingham Road is National Speed Limit (60mph).

KEY

Approximate extent of adopted highway.

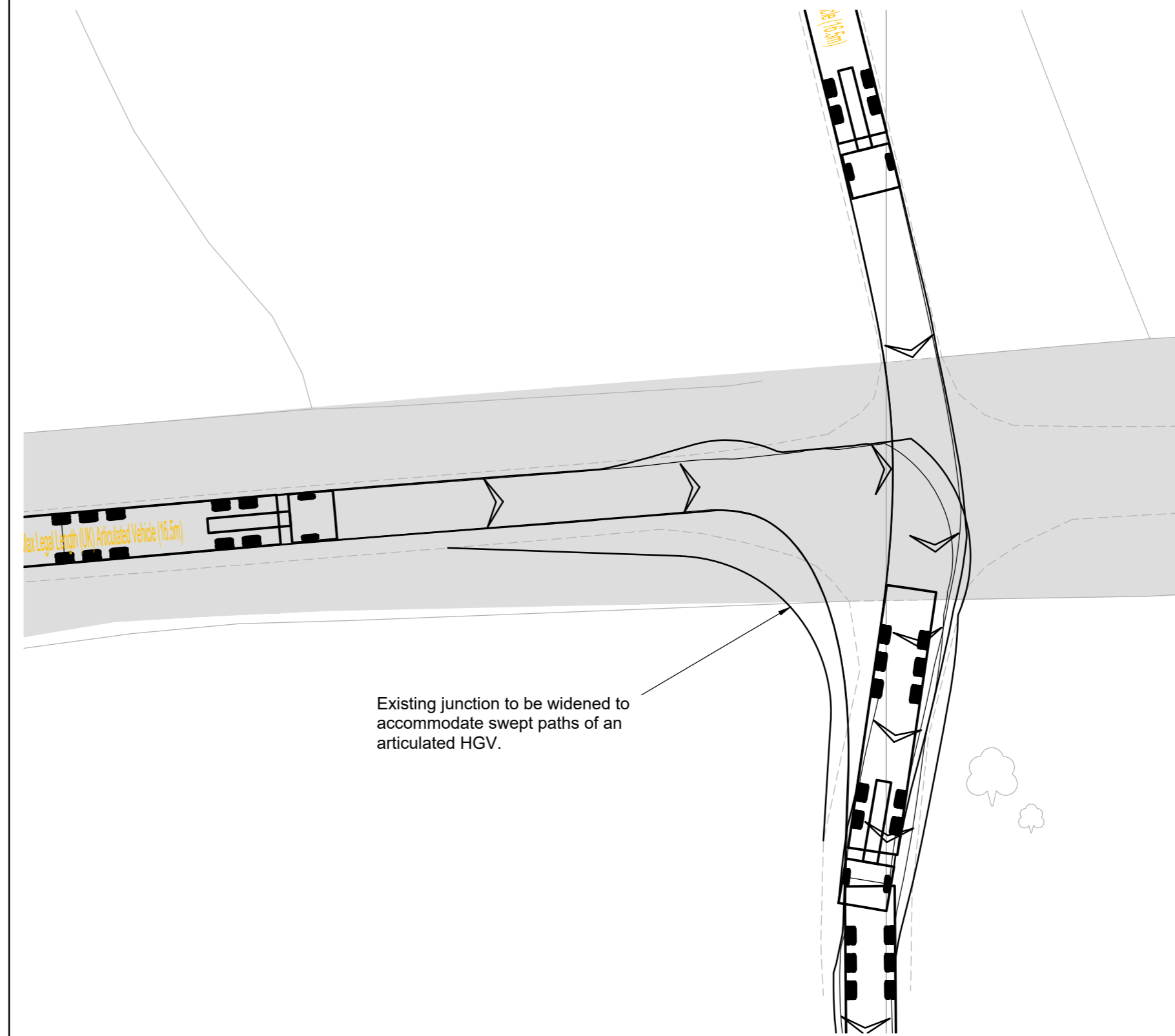


Max Legal Length (UK) Articulated Vehicle (16.5m) 16.500m
 Overall Length 2.550m
 Overall Width 3.681m
 Min Body Ground Clearance 0.411m
 Max Track Width 2.500m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.530m



Swept Paths Of 16.5m Articulated Vehicle Arriving

Scale 1:250



Swept Paths Of 16.5m Articulated Vehicle Departing

Scale 1:250

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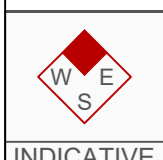
CLIENT:
COTTAM SOLAR PROJECT LIMITED

PROJECT:
COTTAM SOLAR FARM

TITLE:
**Cottam Solar Farm
 Access 5
 Willingham Road**

STATUS:
INFORMATION

SCALE: As Shown	DATE: 08.12.22	DRAWN: PSW	CHECKED: WG	APPROVED: JD
JOB NO: 2107-062	DRAWING NO: SK05		REVISION: -	

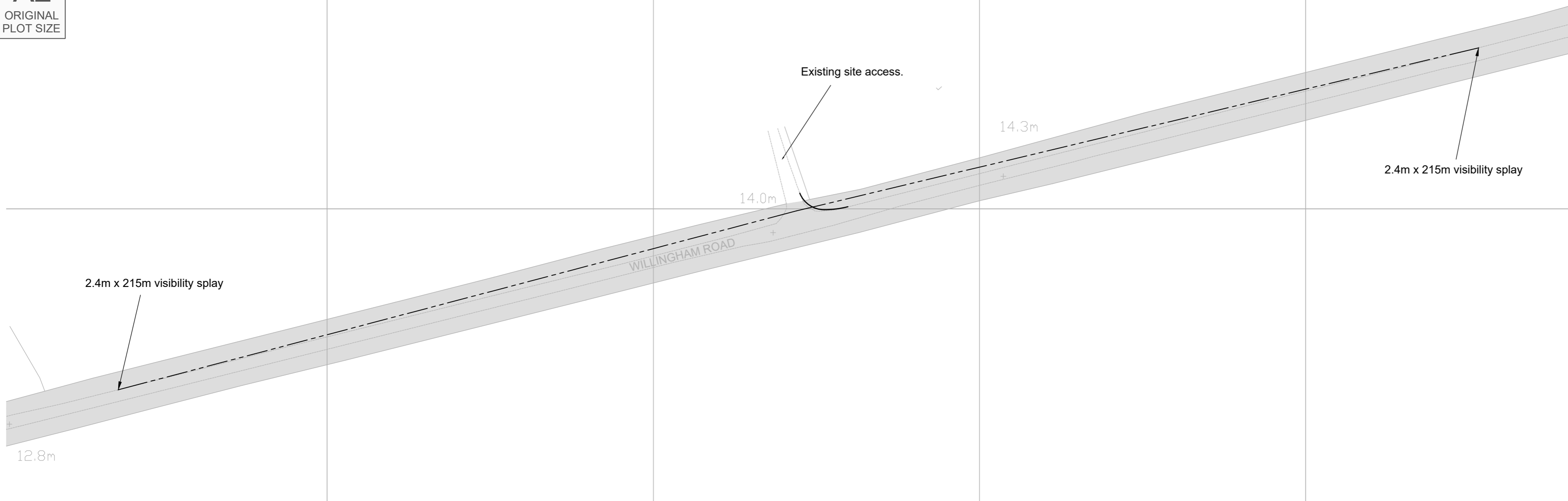


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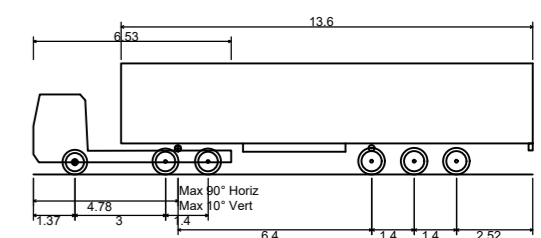
A2
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PLOT SIZE

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

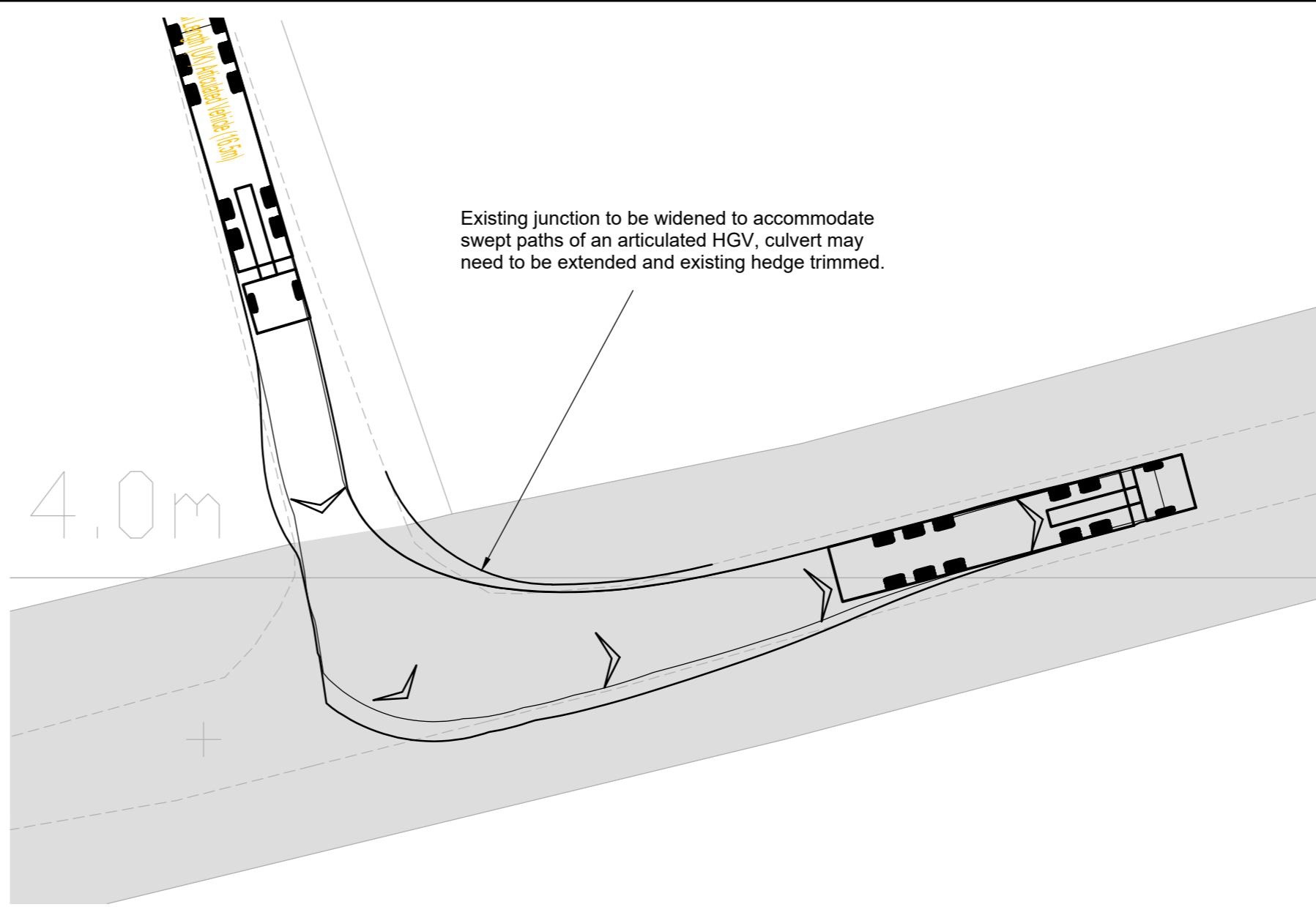
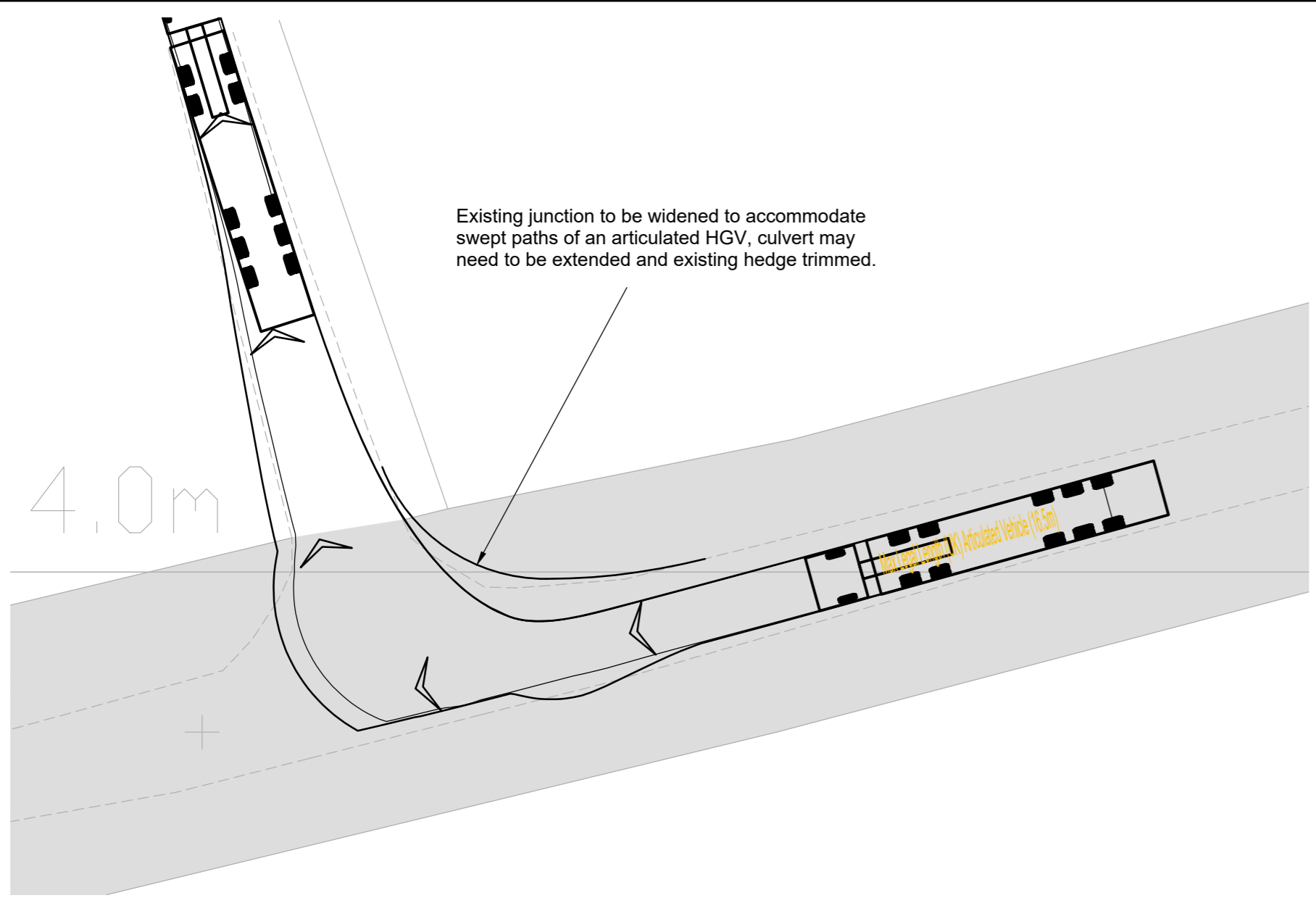


KEY
Approximate extent of adopted highway.



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

Site Access Arrangement
Scale 1:1000



16.5m Articulated Vehicle Turning Right Into Access
Scale 1:250

16.5m Articulated Vehicle Turning Left Out Of Access
Scale 1:250

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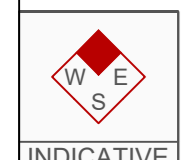
CLIENT:
COTTAM SOLAR PROJECT LIMITED

PROJECT:
COTTAM SOLAR FARM

TITLE:
Cottam Solar Farm
Access 6
Willingham Road

STATUS:
INFORMATION

SCALE: As Shown	DATE: 08.12.22	DRAWN: PSW	CHECKED: WG	APPROVED: JD
JOB NO: 2107-062	DRAWING NO: SK06	REVISION: -		

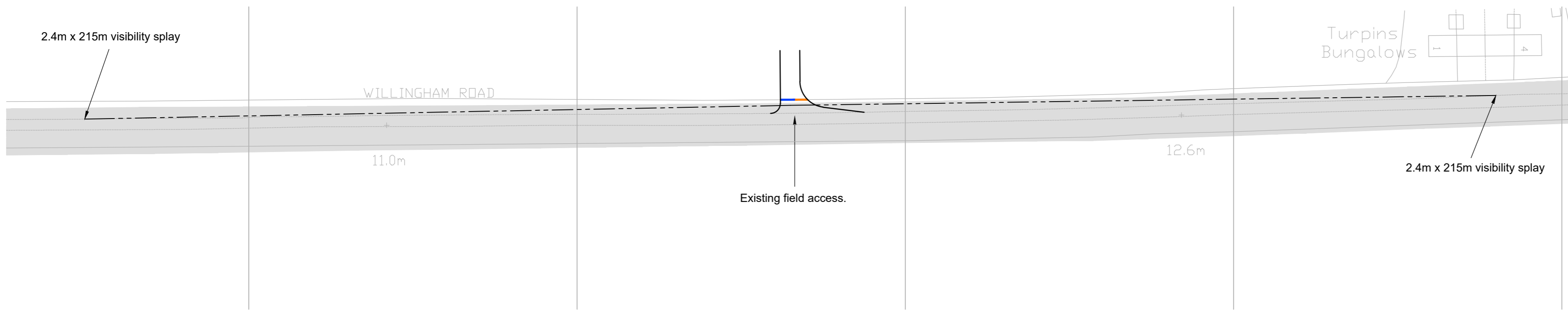


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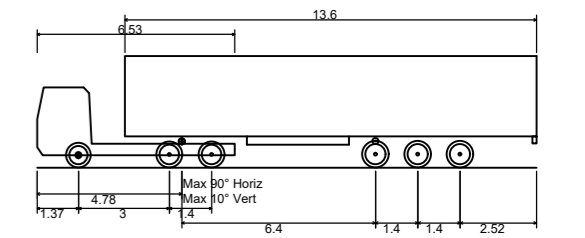
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NOTES:
1. The existing posted speed limit on Willingham Road is National Speed Limit (60mph).



KEY

- Existing field access.
- Proposed access widening.
- 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

Site Access Arrangement
Scale 1:1000

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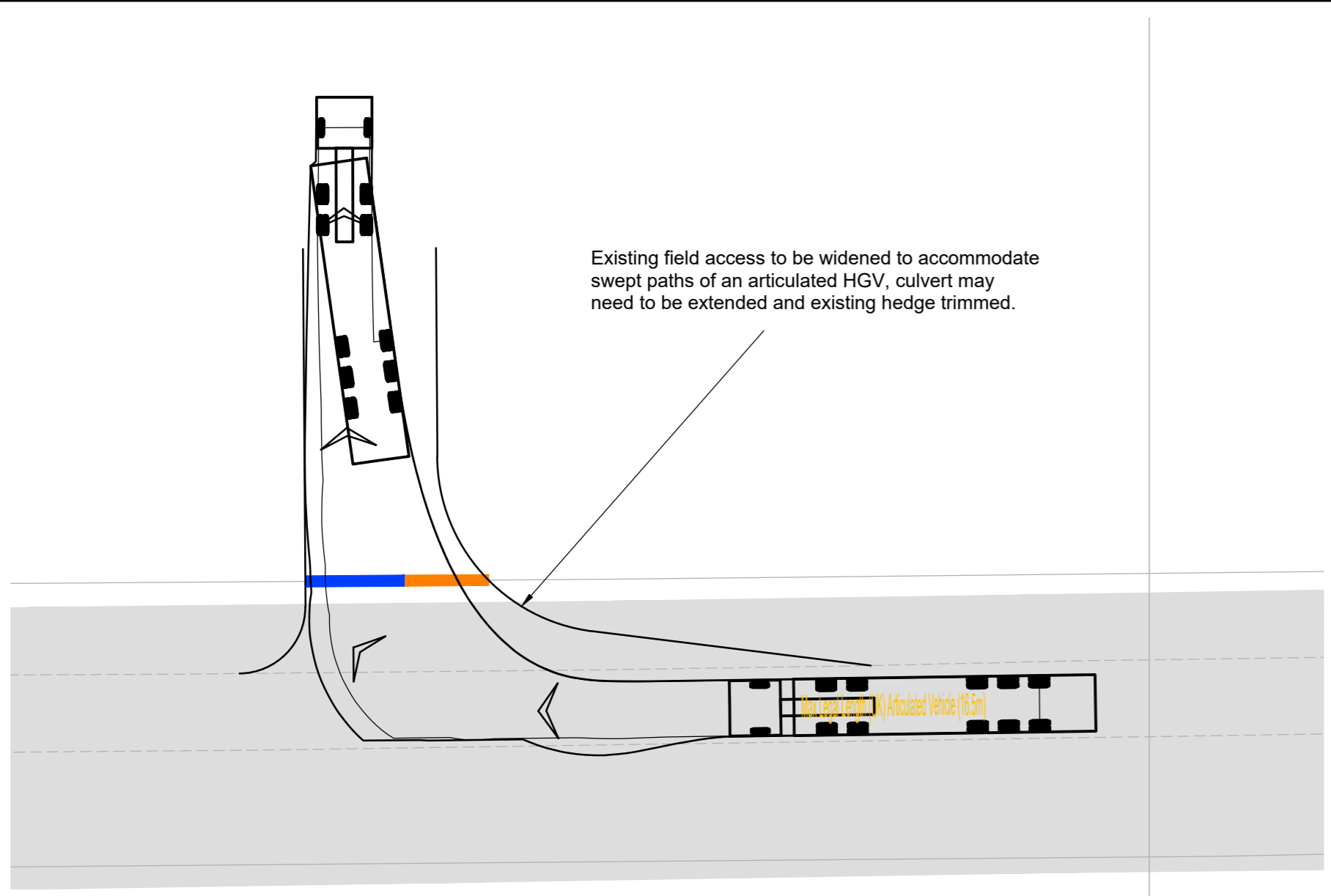
CLIENT:
COTTAM SOLAR PROJECT LIMITED

PROJECT:
COTTAM SOLAR FARM

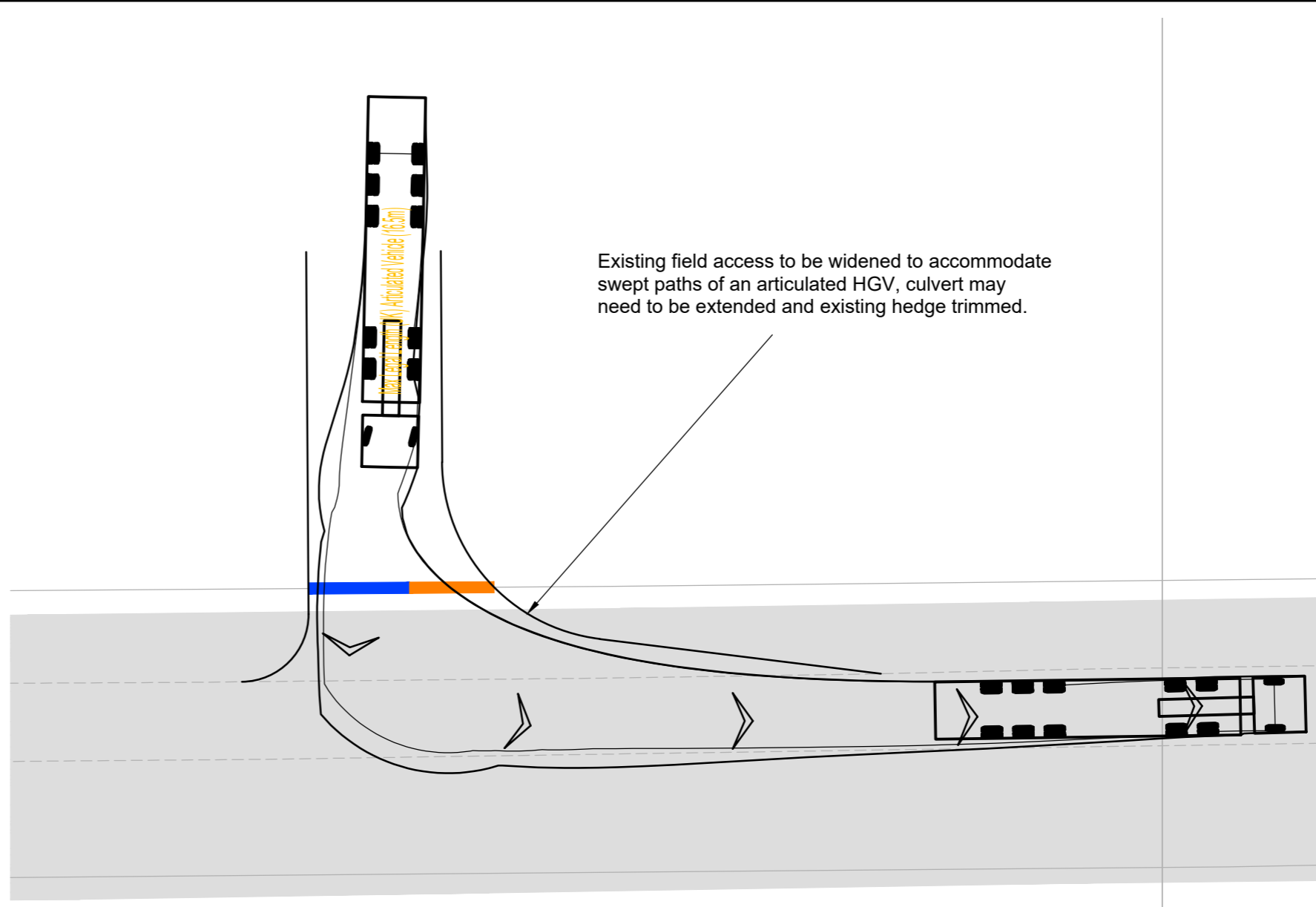
TITLE:
**Cottam Solar Farm
Access 7
Willingham Road**

STATUS:
INFORMATION

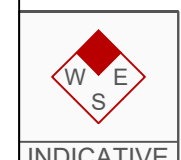
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JOB NO: 2107-062	DRAWING NO: SK07		REVISION: -	



16.5m Articulated Vehicle Turning Right Into Access
Scale 1:250



16.5m Articulated Vehicle Turning Left Out Of Access
Scale 1:250




INDICATIVE

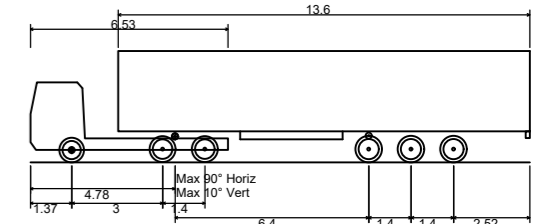
RESERVED COPYRIGHT

A2
ORIGINAL
PLOT SIZE

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- NOTES:
1. The existing posted speed limit on Ingham Road is National Speed Limit (60mph).
 2. Visibility splays shown in accordance with DMRB CD 109.

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
-	-	-	-	-	-

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www.tpa.uk.com

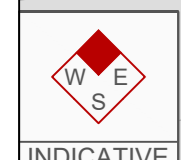
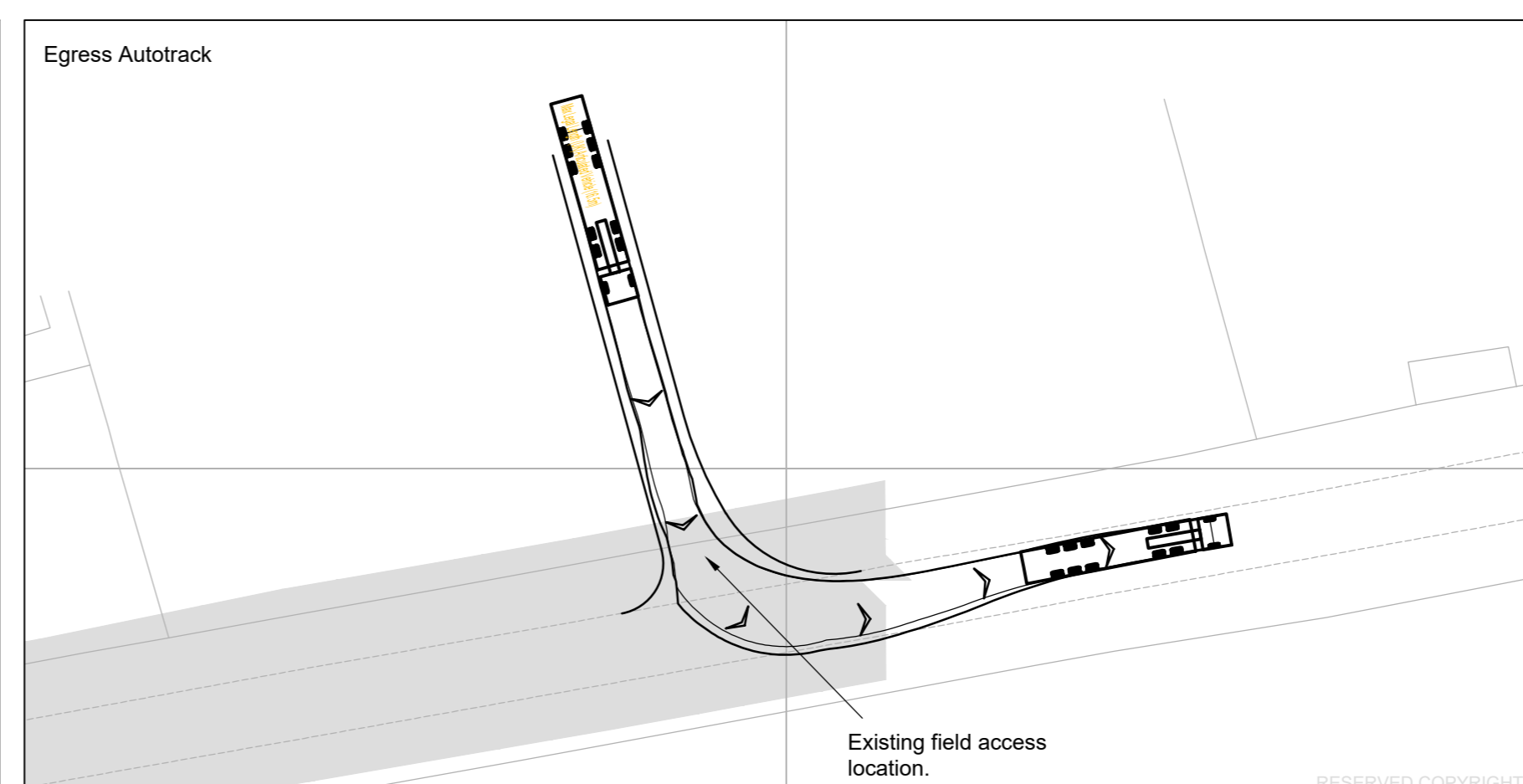
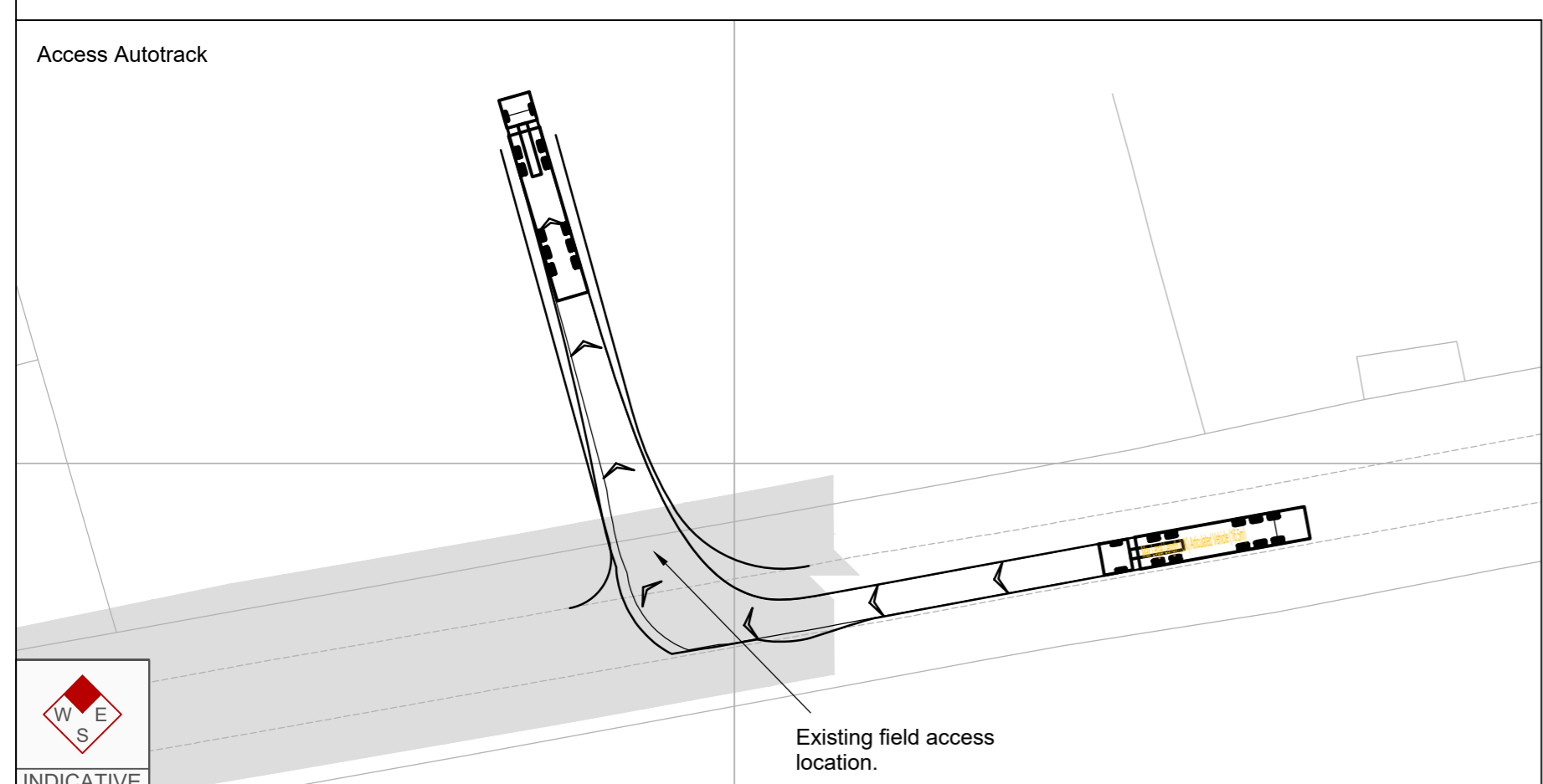
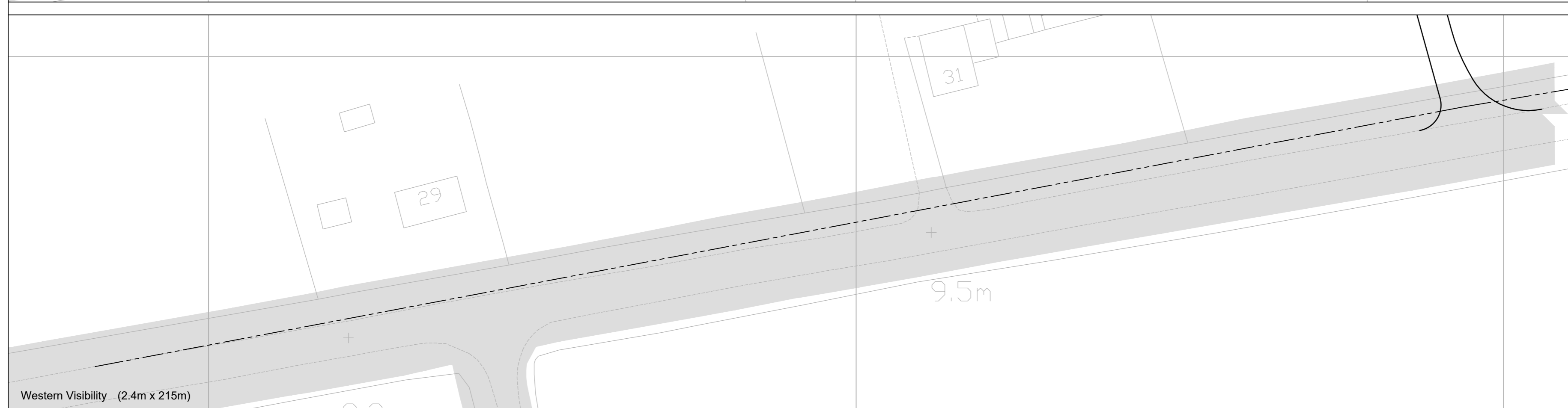
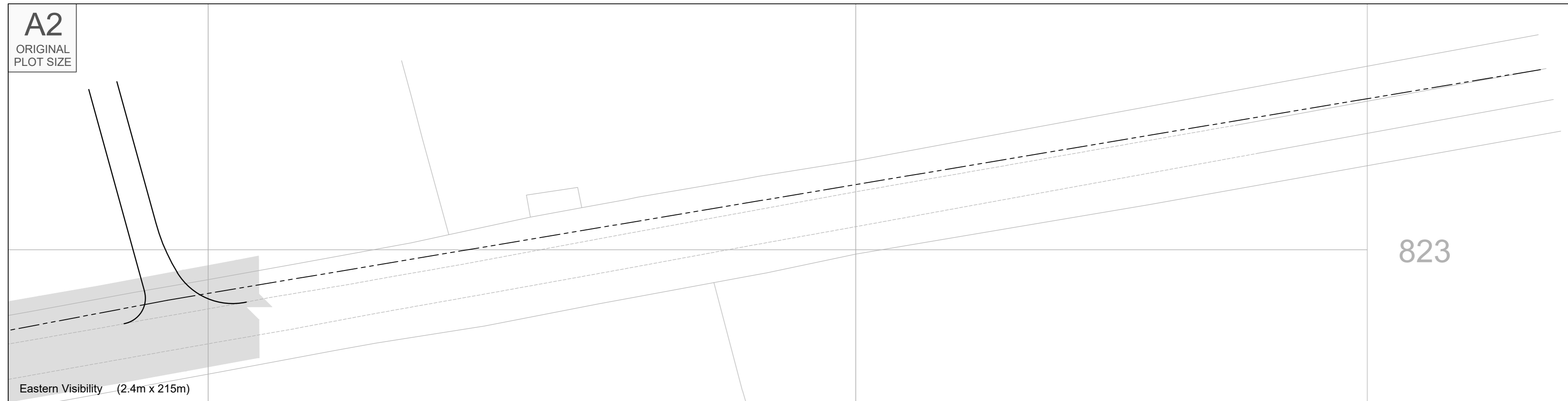
CLIENT:
COTTAM SOLAR PROJECT LIMITED

PROJECT:
COTTAM SOLAR FARM

TITLE:
**Cottam Solar Farm
 Access 8
 Ingham Road**

STATUS:
INFORMATION

SCALE: 1:500	DATE: 01.10.21	DRAWN: AJS	CHECKED: WG	APPROVED: JD
JOB NO: 2107-062	DRAWING NO: SK08		REVISION: -	




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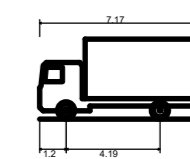
A2
ORIGINAL
PLOT SIZE

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- NOTES:**
1. The existing posted speed limit on Ingham Road is National Speed Limit (60mph).
 2. Visibility splays shown in accordance with DMRB CD 109.

KEY

 Approximate extent of adopted highway.



FTA Design 7.5 Tonne Rigid Vehicle (2016)

Overall Length	7.170m
Overall Width	2.300m
Overall Body Height	3.580m
Min Body Ground Clearance	0.375m
Track Width	2.120m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	7.000m

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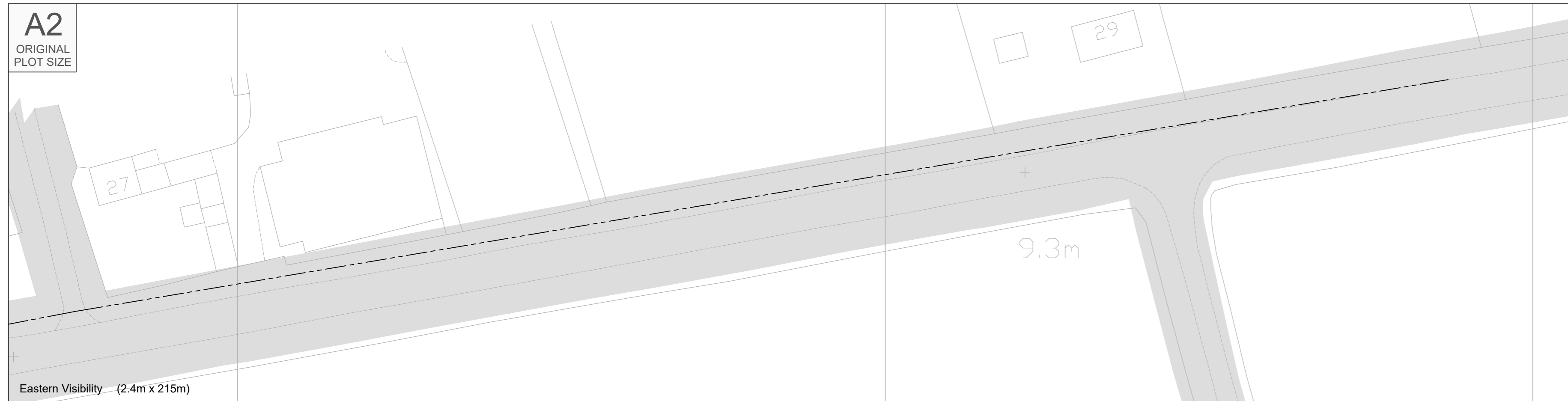
CLIENT:
COTTAM SOLAR PROJECT LIMITED

PROJECT:
COTTAM SOLAR FARM

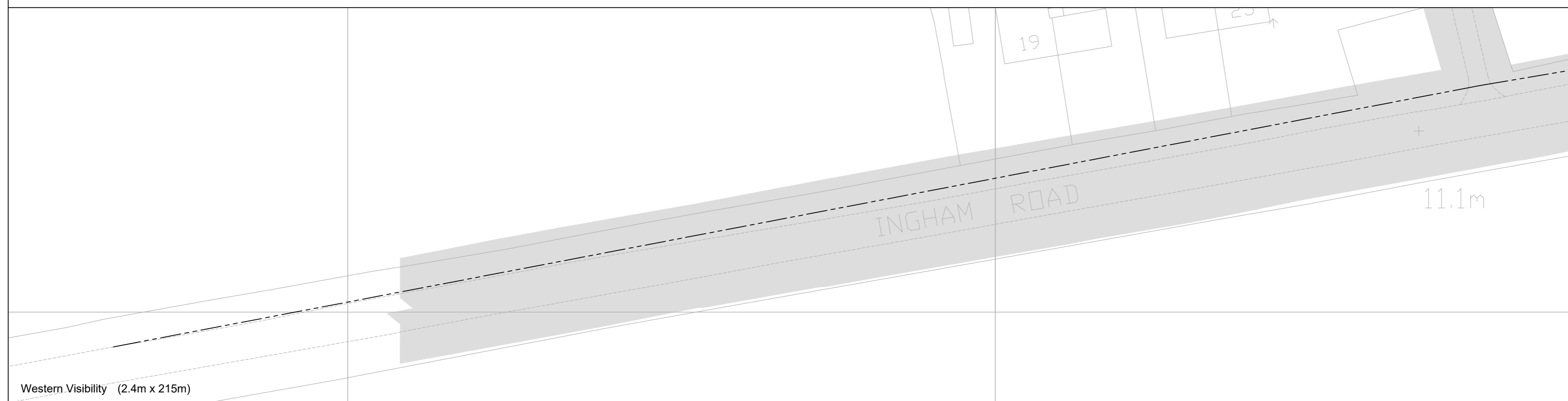
TITLE:
**Cottam Solar Farm
Access 9 - Operational
Ingham Road**

STATUS:
INFORMATION

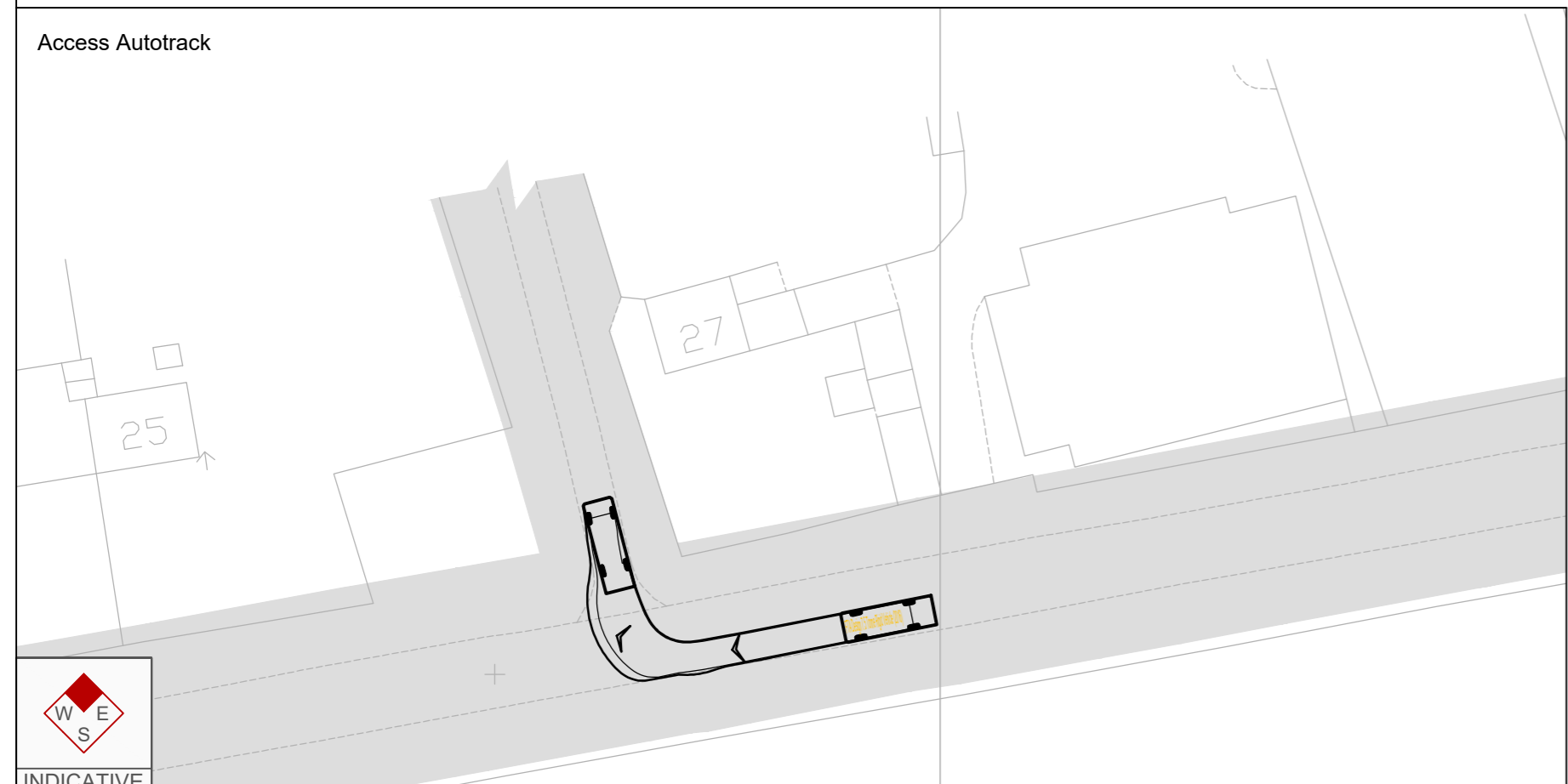
SCALE: 1:500	DATE: 08.12.22	DRAWN: SG	CHECKED: RR	APPROVED: JD
JOB NO: 2107-062		DRAWING NO: SK09		REVISION: -



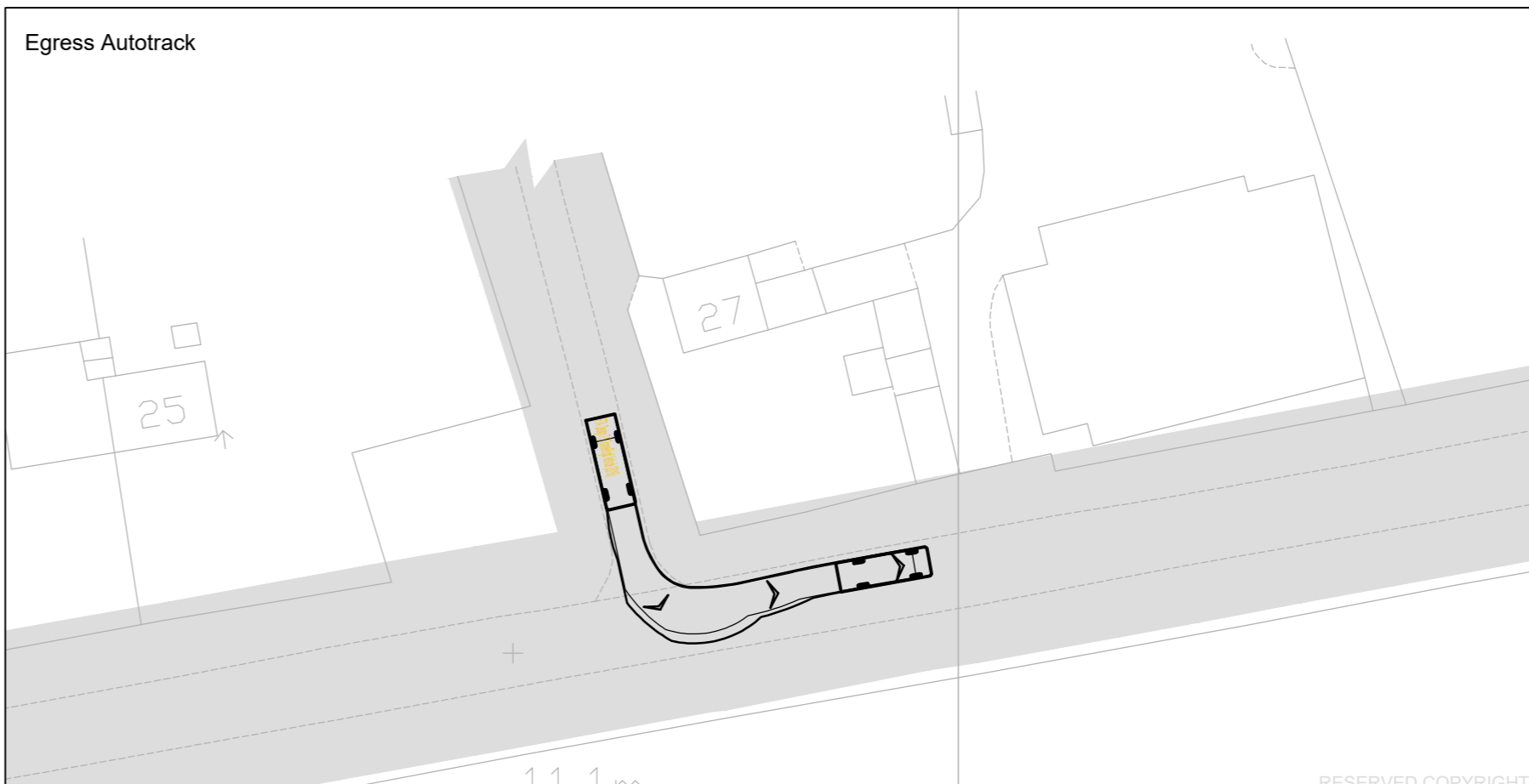
Eastern Visibility (2.4m x 215m)



Western Visibility (2.4m x 215m)



Access Autotrack



Egress Autotrack



INDICATIVE

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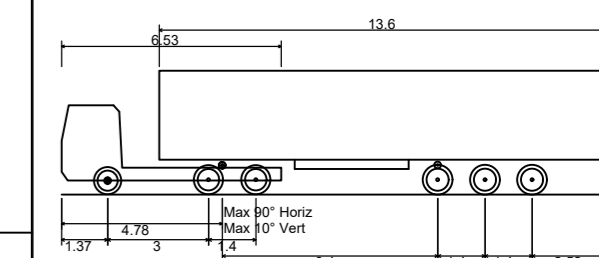
A2
ORIGINAL
PLOT SIZE

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NOTES:

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
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CLIENT:
COTTAM SOLAR PROJECT LIMITED

PROJECT:
COTTAM SOLAR FARM

TITLE:
**Cottam Solar Farm
 Access 10
 Coates Lane**

STATUS:
INFORMATION

SCALE: 1:500	DATE: 08.12.22	DRAWN: SG	CHECKED: RR	APPROVED: JD
JOB NO: 2107-062	DRAWING NO: SK10	REVISION: -		

Eastern Visibility (2.4m x 107m)

Western Visibility (2.4m x 115m)

Access Autotrack

Egress Autotrack




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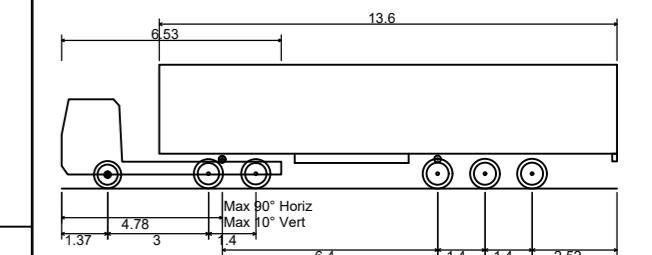
A2
ORIGINAL
PLOT SIZE

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NOTES:

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
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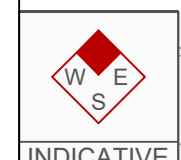
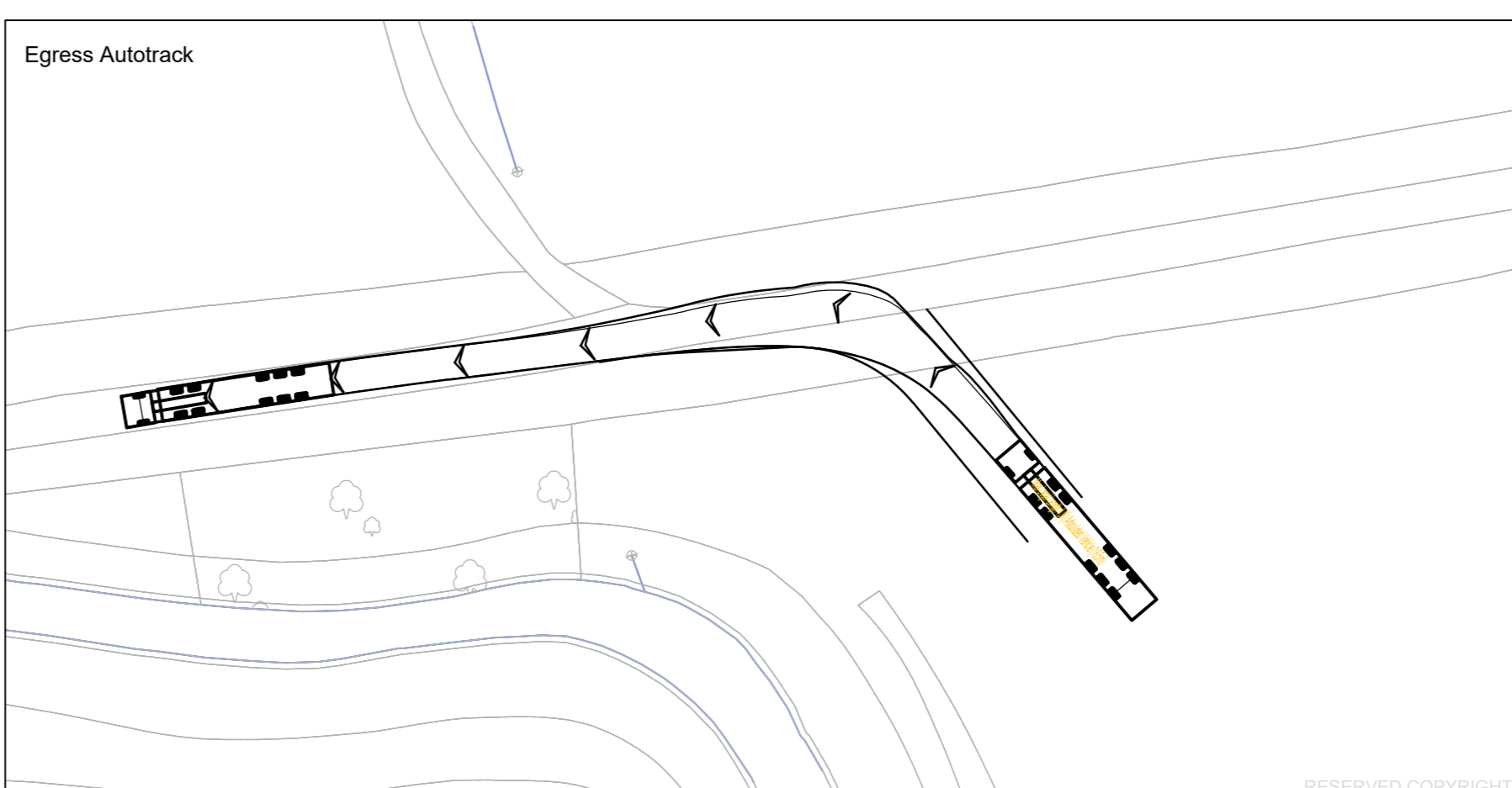
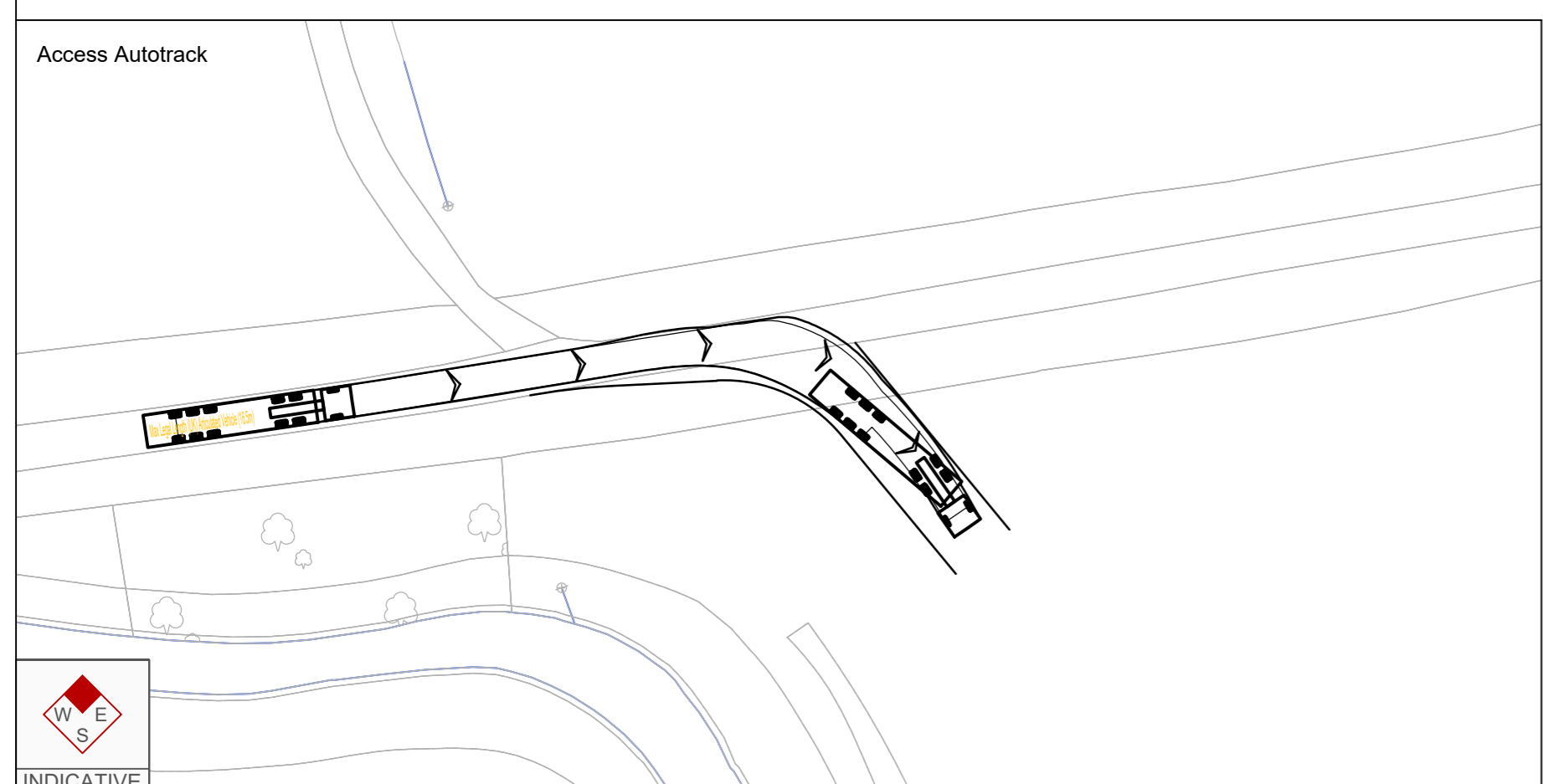
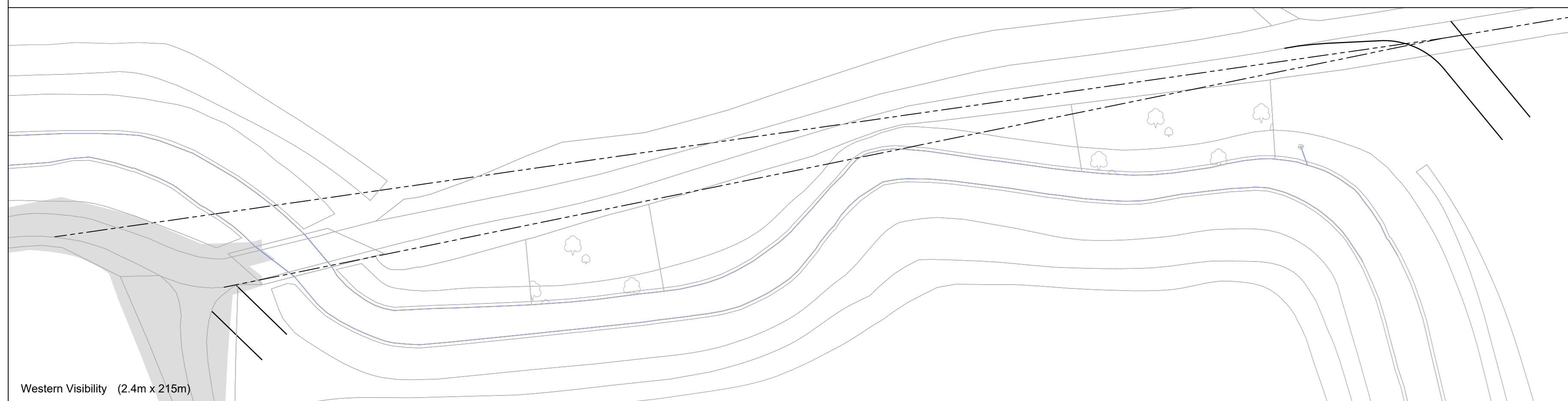
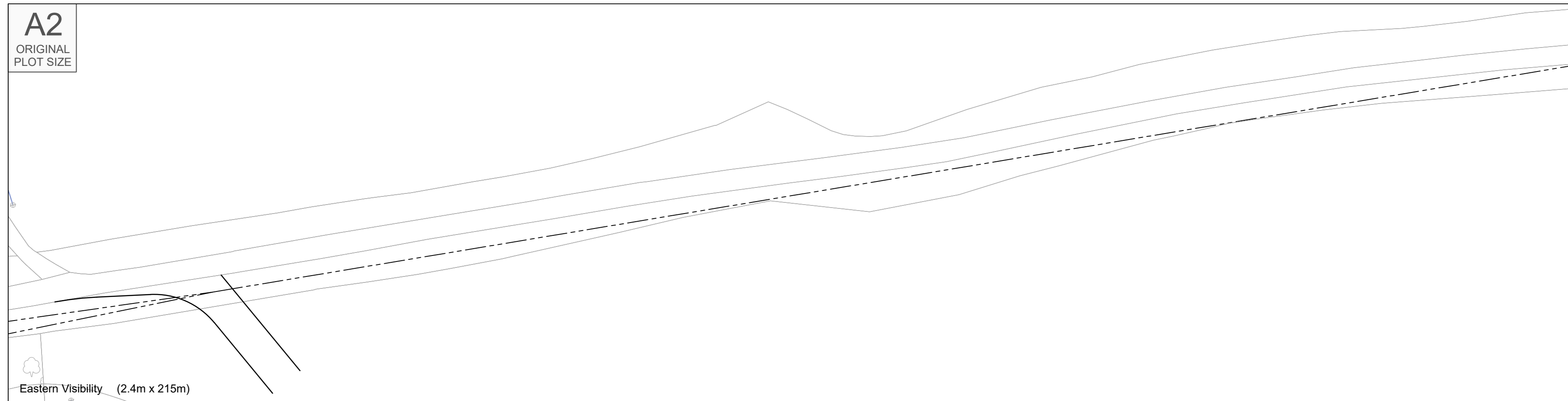
CLIENT:
COTTAM SOLAR PROJECT LIMITED

PROJECT:
COTTAM SOLAR FARM

TITLE:
**Cottam Solar Farm
 Access 11
 Coates Lane**

STATUS:
INFORMATION

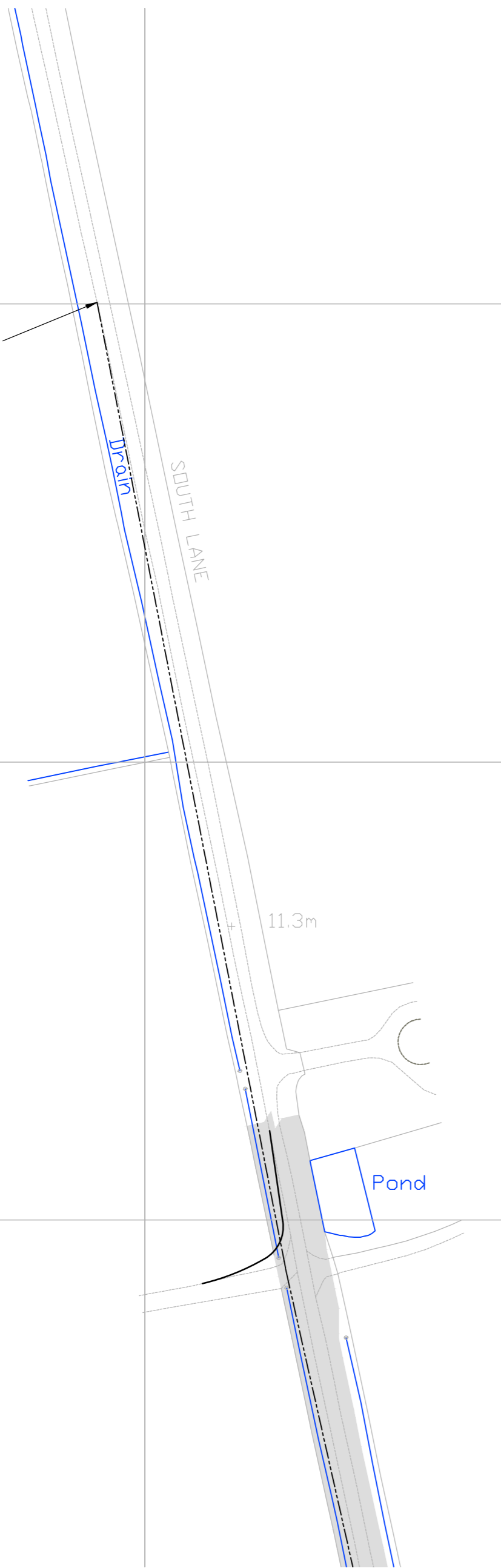
SCALE: 1:500	DATE: 08.12.22	DRAWN: SG	CHECKED: RR	APPROVED: JD
JOB NO: 2107-062	DRAWING NO: SK11		REVISION: -	



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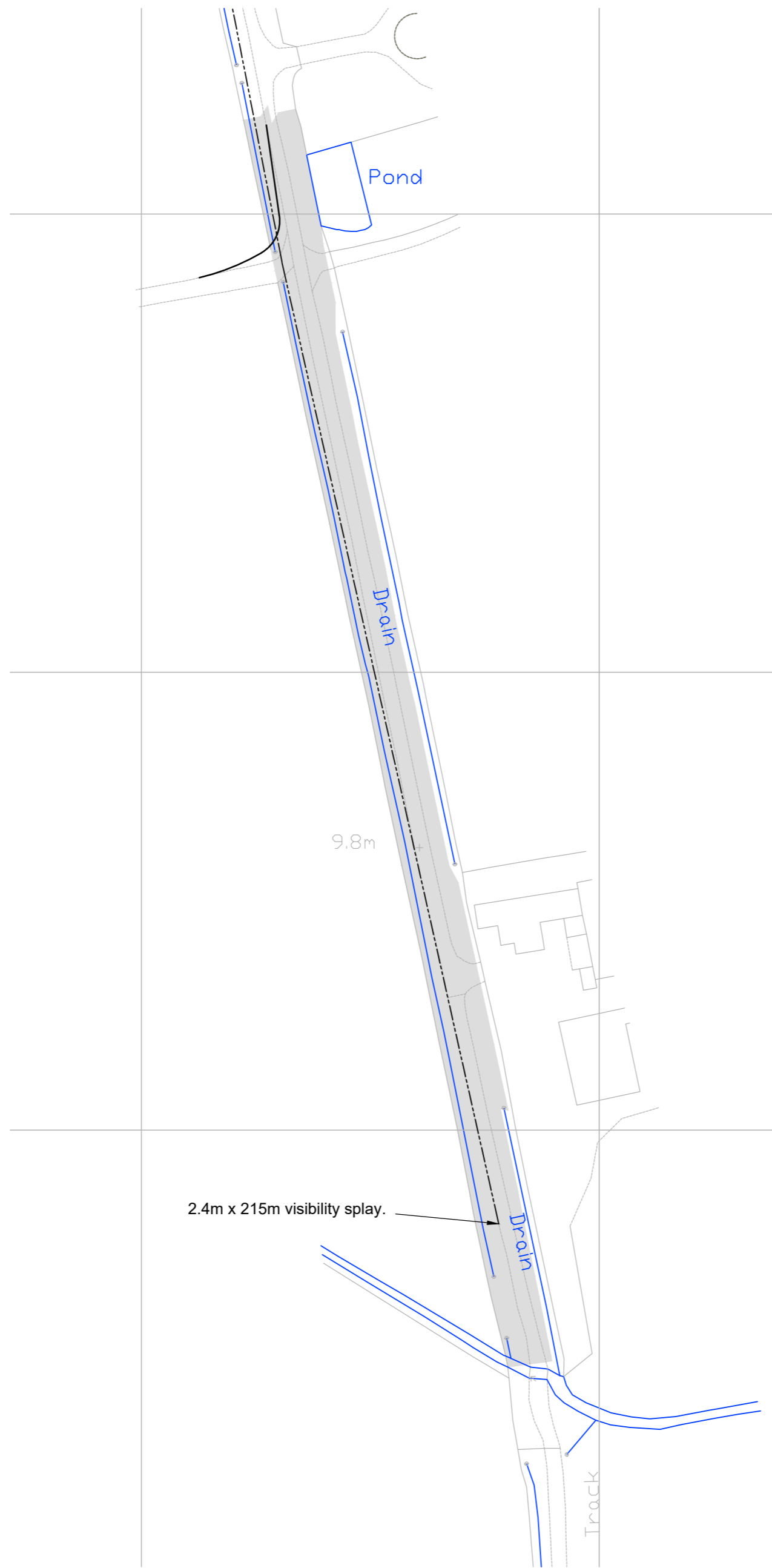
A2
ORIGINAL
PLOT SIZE

2.4m x 215m visibility splay.



**Site Access Arrangement And Visibility
Splay To The North**

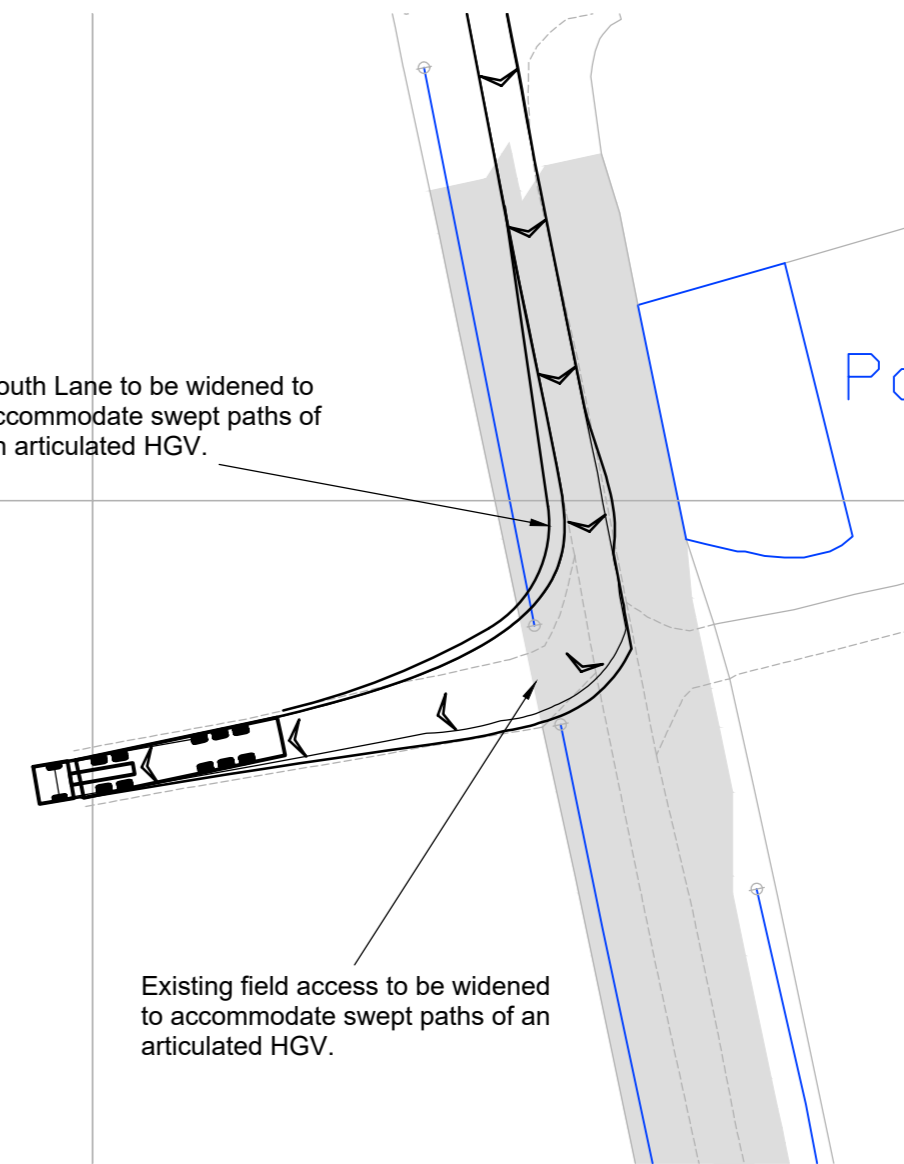
Scale 1:1,000



**Site Access Arrangement And Visibility
Splay To The North**

Scale 1:1,000

South Lane to be widened to accommodate swept paths of an articulated HGV.

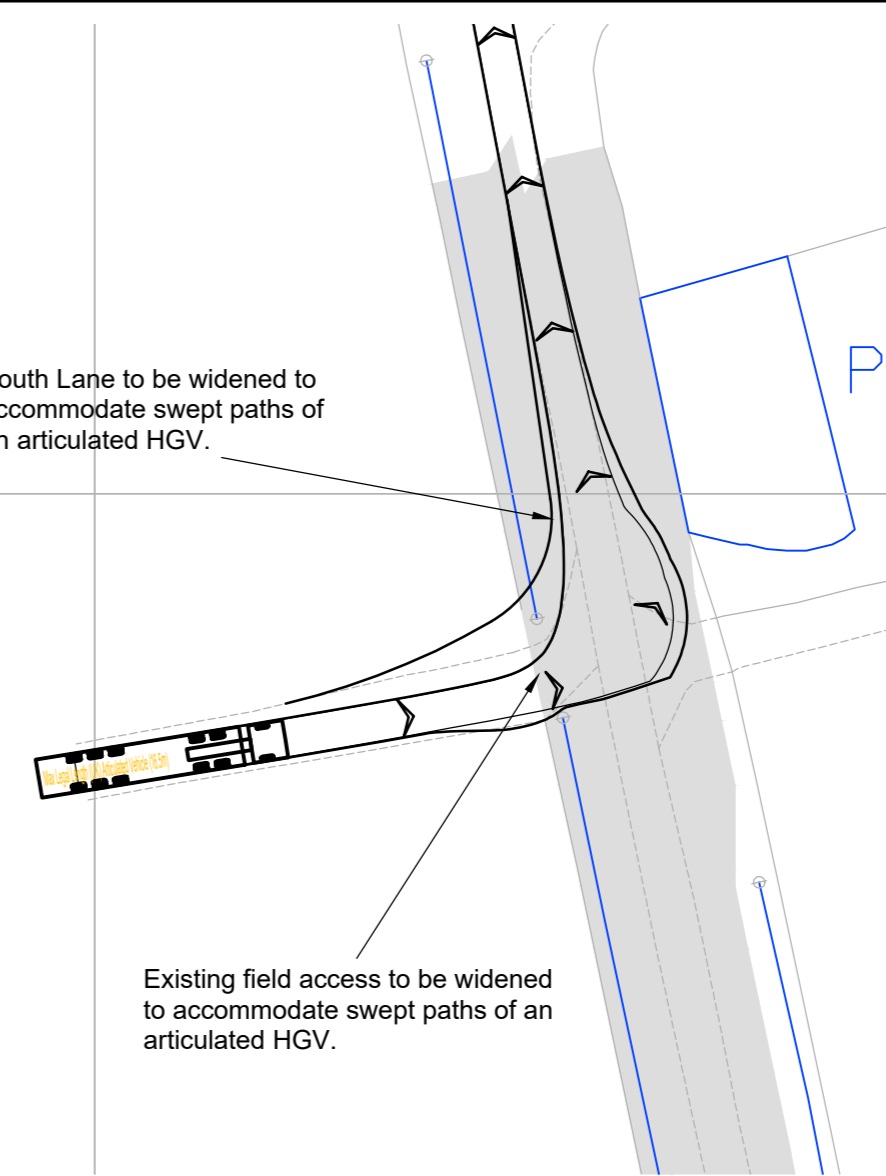


Existing field access to be widened to accommodate swept paths of an articulated HGV.

**Swept Path Of An Articulated HGV
Entering Site Access**

Scale 1:500

South Lane to be widened to accommodate swept paths of an articulated HGV.



Existing field access to be widened to accommodate swept paths of an articulated HGV.

**Swept Path Of An Articulated HGV
Egressing Site Access**

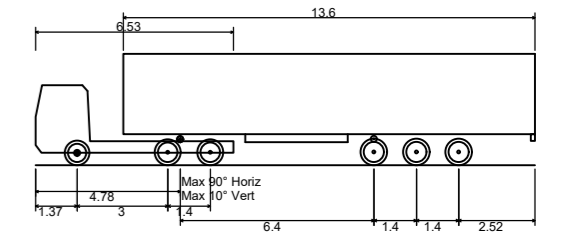
Scale 1:500

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NOTES:

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 3.881m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

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CLIENT:
COTTAM SOLAR PROJECT LIMITED

PROJECT:
COTTAM SOLAR FARM

TITLE:
**Cottam Solar Farm
Access 12
South Lane**

STATUS:
INFORMATION

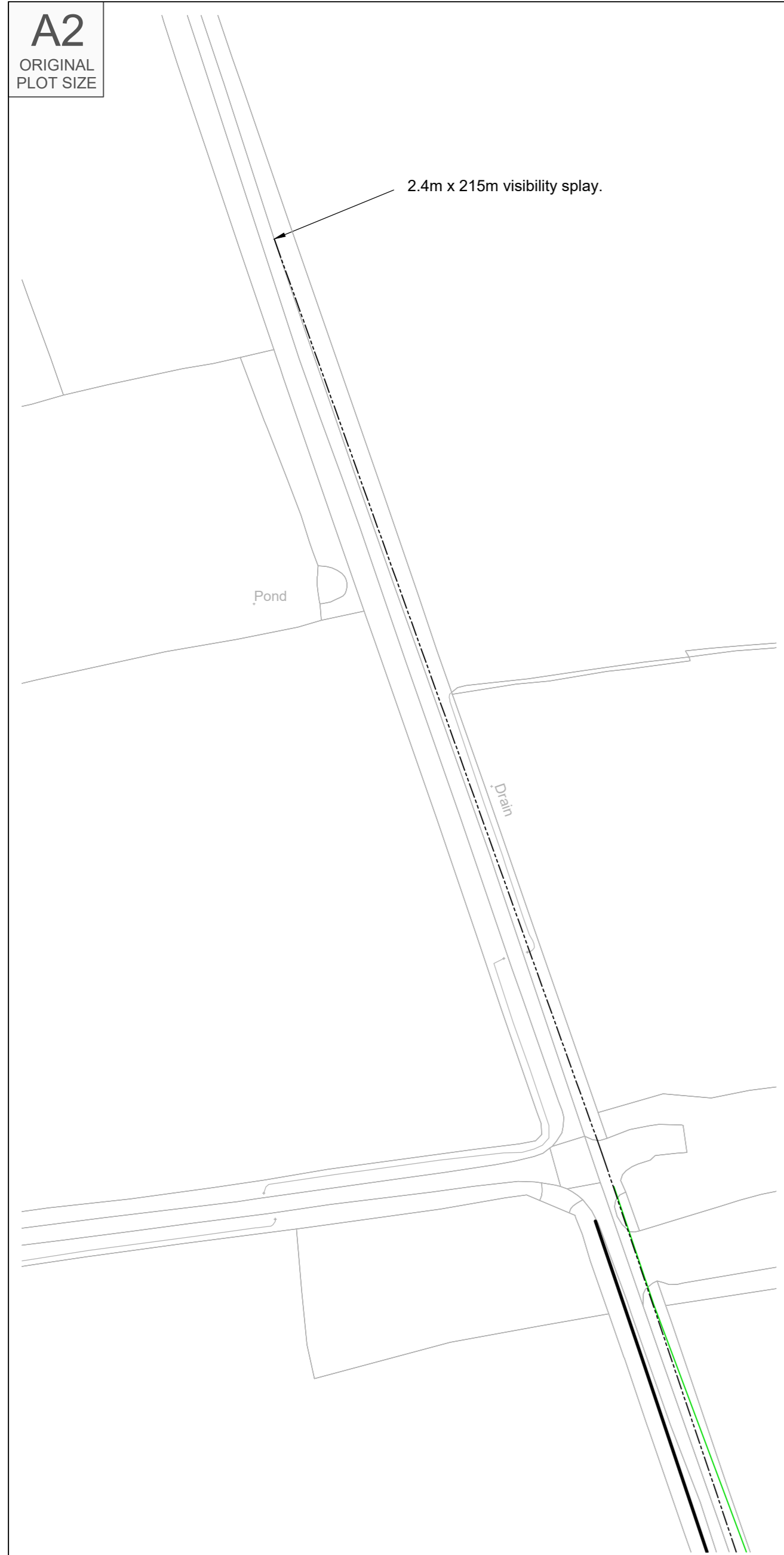
SCALE: As Shown	DATE: 08.12.22	DRAWN: AJS	CHECKED: WG	APPROVED: JD
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JOB NO: 2107-062	DRAWING NO: SK12	REVISION: -
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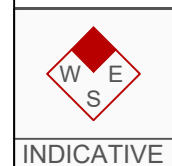
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A2
ORIGINAL
PLOT SIZE



**Site Access Arrangement And Visibility
Splay To The North**
Scale 1:1,000



**Site Access Arrangement And Visibility
Splay To The North**
Scale 1:1,000



Site Access
Scale 1:500

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NOTES:

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CLIENT:
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PROJECT:
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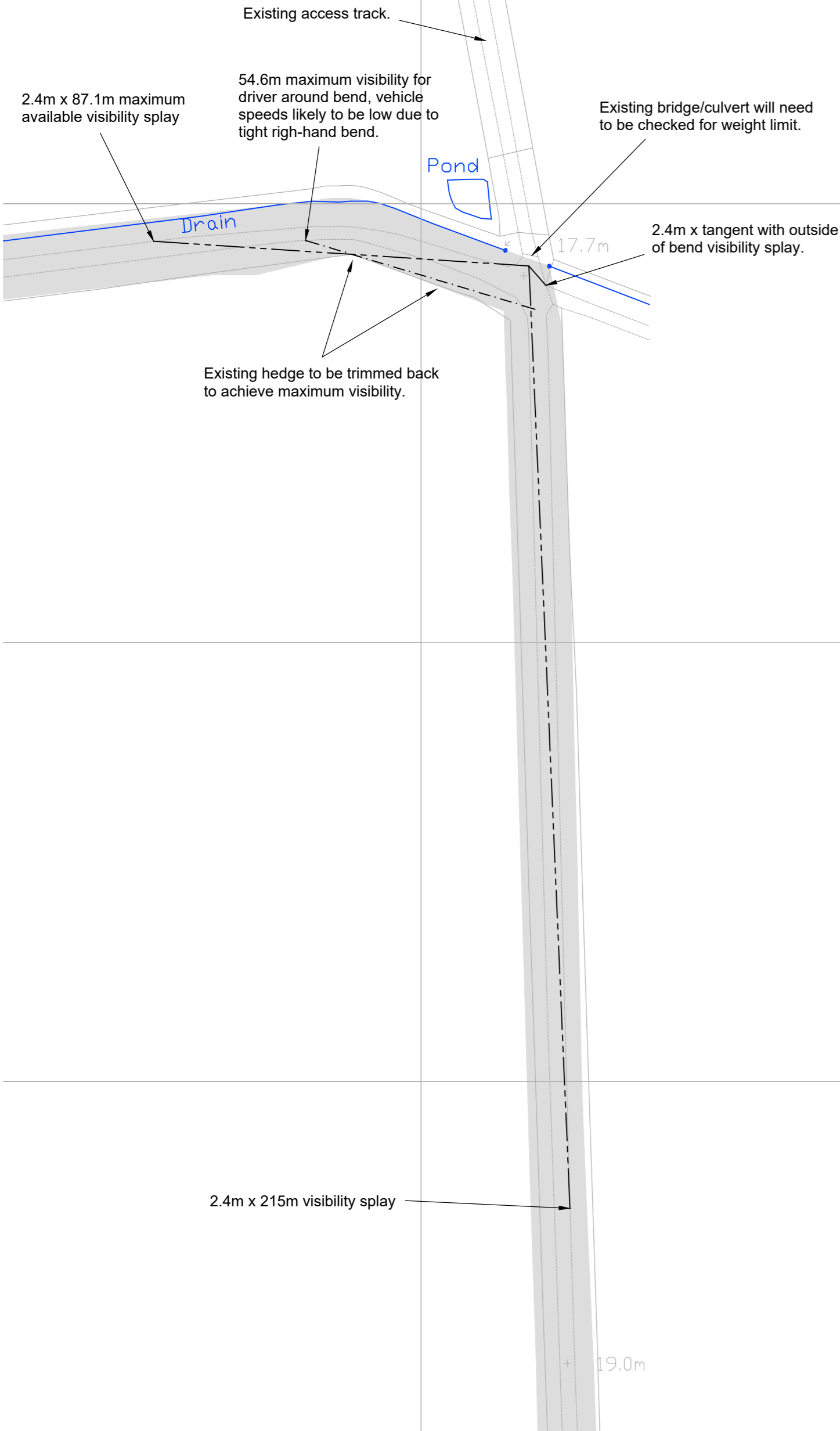
TITLE:
**Cottam Solar Farm
Access 13
Stone Pit Lane**

STATUS:
INFORMATION

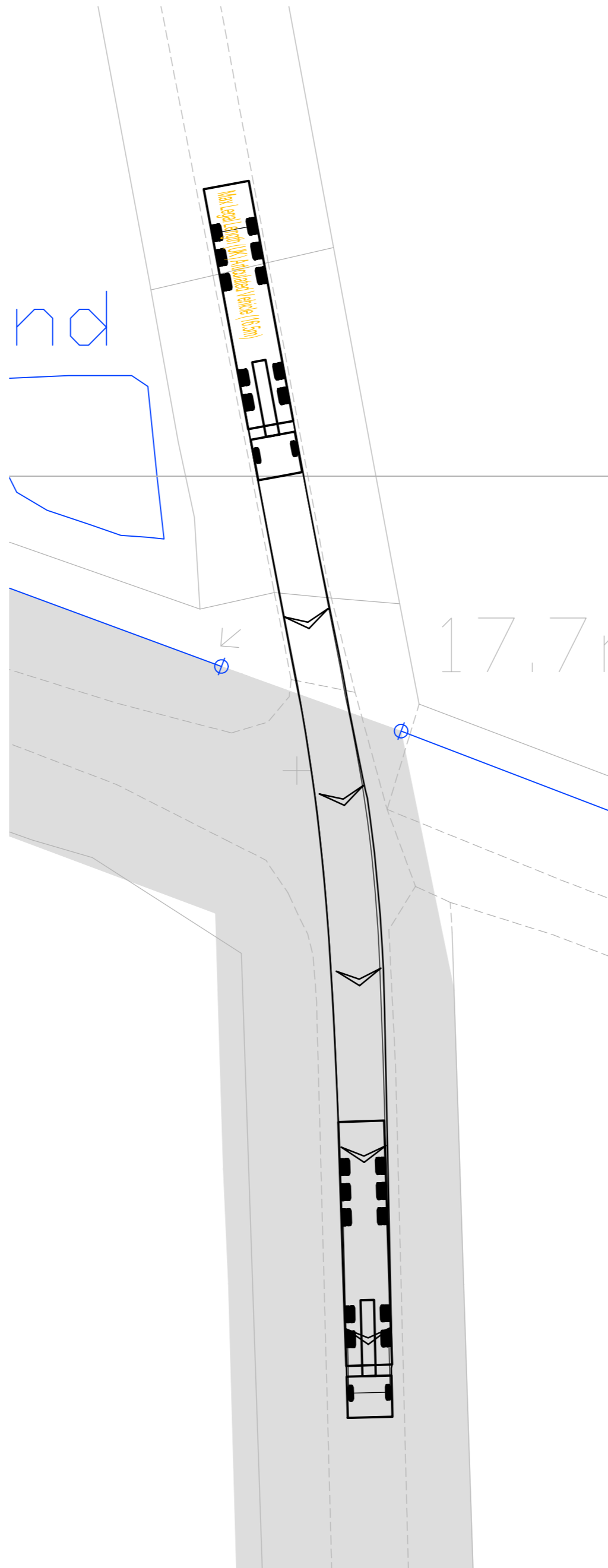
SCALE: As Shown	DATE: 14.12.22	DRAWN: SG	CHECKED: RR	APPROVED: JD
JOB NO: 2107-062	DRAWING NO: SK13	REVISION: -		

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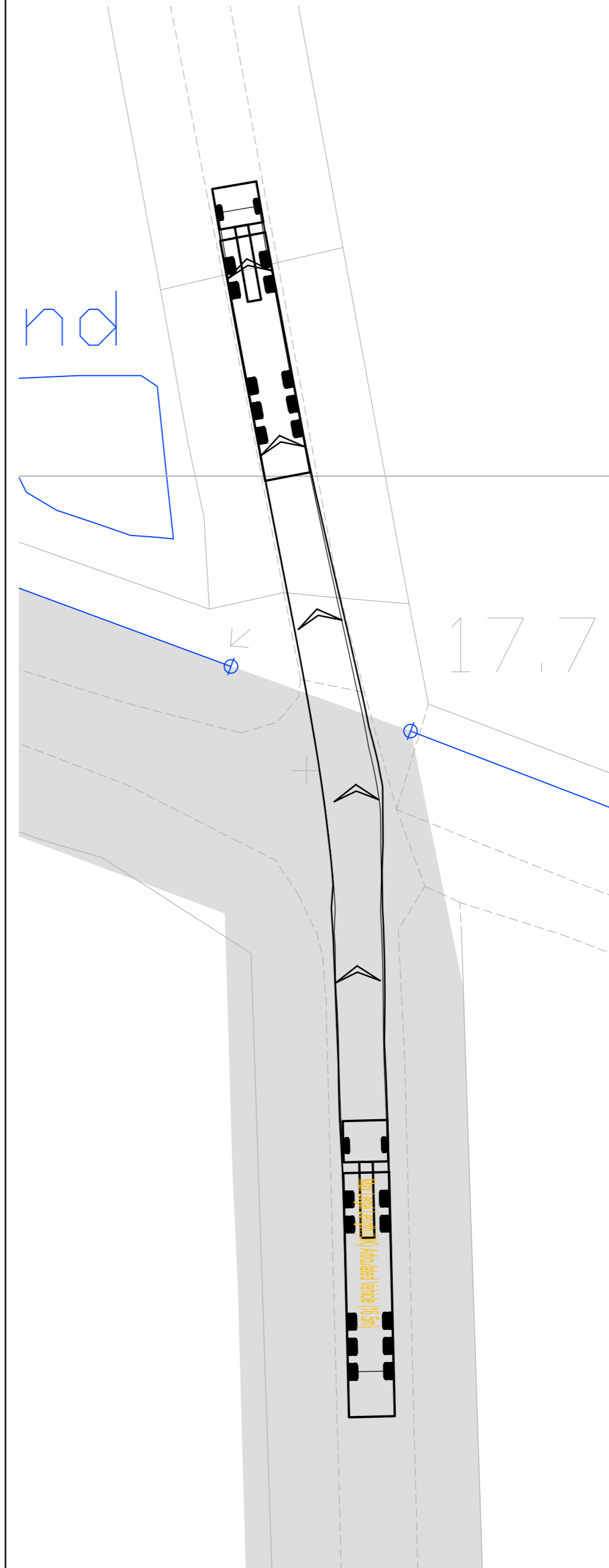
A2
ORIGINAL
PLOT SIZE



Site Access Arrangement
Scale 1:1000



16.5m Articulated Vehicle Entering Site
Scale 1:250

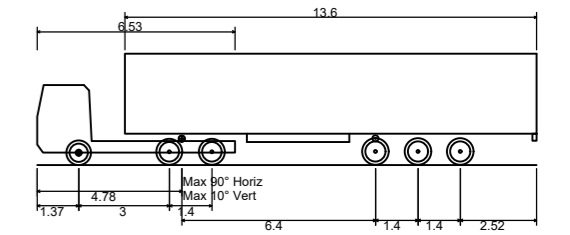


16.5m Articulated Vehicle Leaving Site
Scale 1:250

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NOTES:
1. The existing posted speed limit 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
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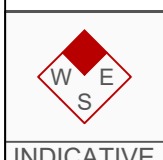
CLIENT:
COTTAM SOLAR PROJECT LIMITED

PROJECT:
COTTAM SOLAR FARM

TITLE:
**Cottam Solar Farm
 Access 14
 Un-Named Track**

STATUS:
INFORMATION

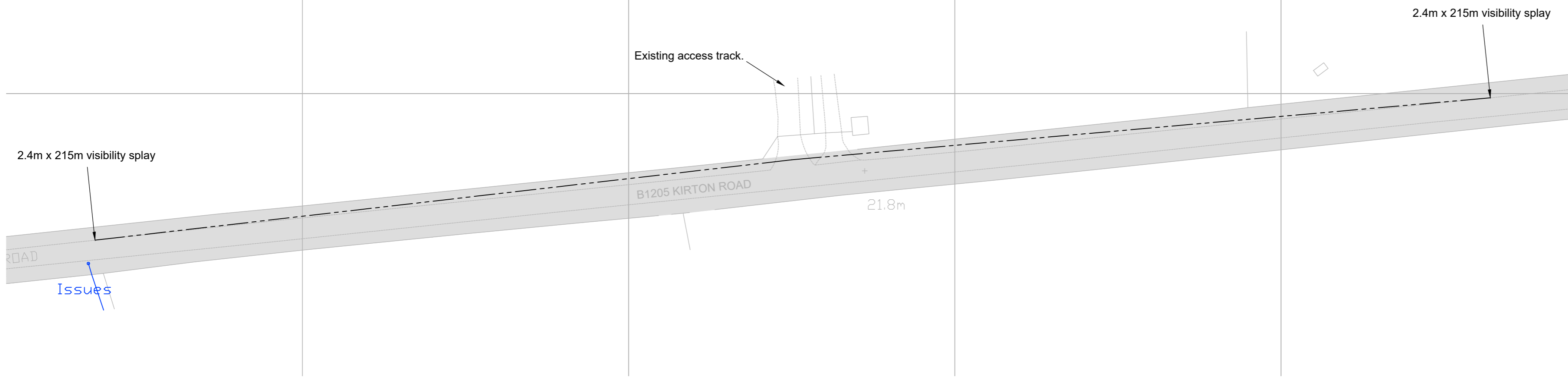
SCALE: As Shown	DATE: 08.12.22	DRAWN: PSW	CHECKED: WG	APPROVED: JD
JOB NO: 2107-062	DRAWING NO: SK14		REVISION: -	



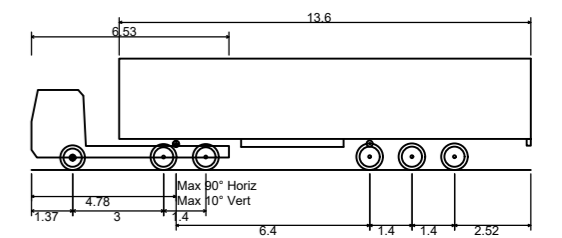
A2
ORIGINAL
PLOT SIZE

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NOTES:
1. The existing posted speed limit on B1205 Kirton Road is National Speed Limit (60mph).

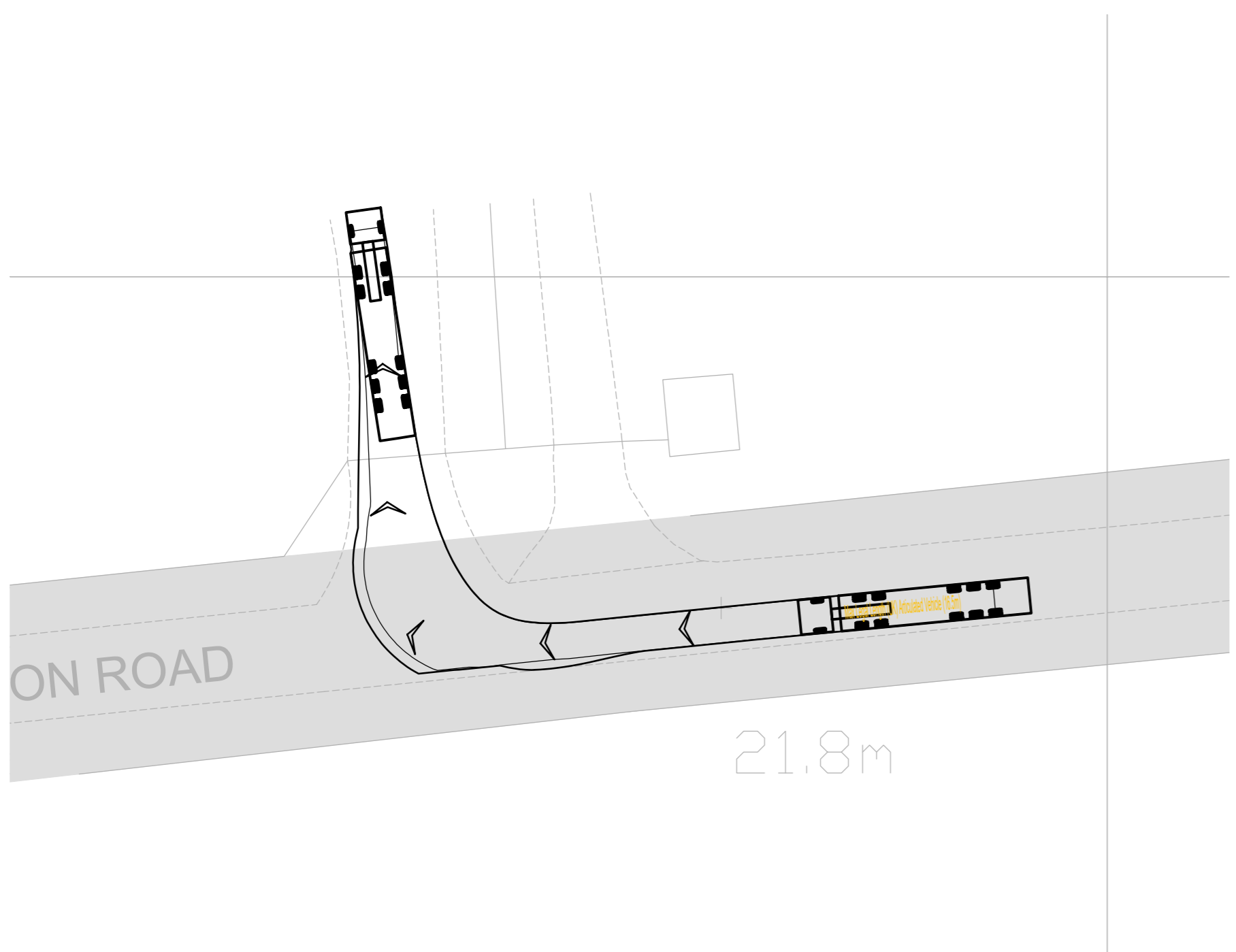


KEY
Approximate extent of adopted highway.

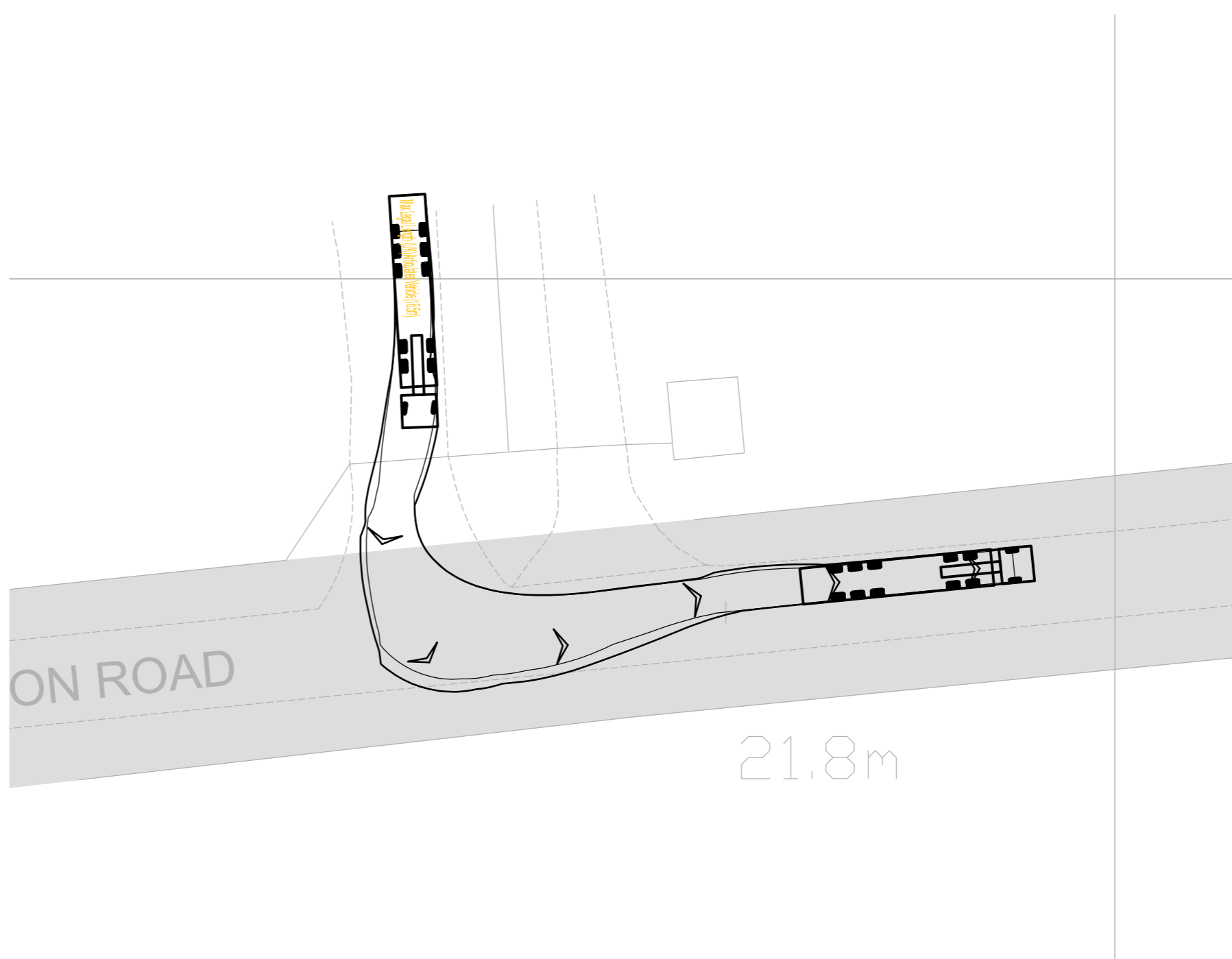


Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

Site Access Arrangement
Scale 1:1000



16.5m Articulated Vehicle Turning Right Into Access
Scale 1:250



16.5m Articulated Vehicle Turning Left Out Of Access
Scale 1:250

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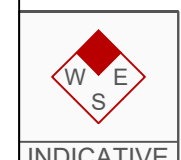
CLIENT:
COTTAM SOLAR PROJECT LIMITED

PROJECT:
COTTAM SOLAR FARM

TITLE:
**Cottam Solar Farm
Access 15
B1205 Kirton Road**

STATUS:
INFORMATION

SCALE: As Shown	DATE: 08.12.22	DRAWN: PSW	CHECKED: WG	APPROVED: JD
JOB NO: 2107-062	DRAWING NO: SK15	REVISION: -		



INDICATIVE

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A2
ORIGINAL
PLOT SIZE

2.4m x 215m visibility splay

Existing access track.

2.4m x 215m visibility splay

KIRTON ROAD

21.5m

20.6m

Site Access Arrangement

Scale 1:1000

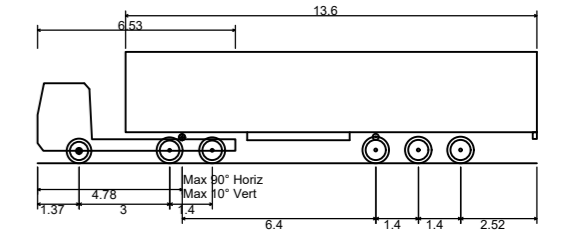
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NOTES:

1. The existing posted speed limit on B1205 Kirton 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
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CLIENT:
COTTAM SOLAR PROJECT LIMITED

PROJECT:
COTTAM SOLAR FARM

TITLE:
**Cottam Solar Farm
 Access 16
 B1205 Kirton Road**

STATUS:
INFORMATION

SCALE: As Shown	DATE: 08.12.22	DRAWN: PSW	CHECKED: WG	APPROVED: JD
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JOB NO: 2107-062	DRAWING NO: SK16	REVISION: -
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Existing access to be widened to accommodate swept paths of articulated HGV, existing culvert to be widened and hedge trimmed as required.

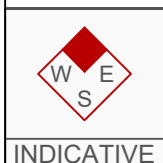
Existing access to be widened to accommodate swept paths of articulated HGV, existing culvert to be widened and hedge trimmed as required.

16.5m Articulated Vehicle Turning Right Into Access

Scale 1:250

16.5m Articulated Vehicle Turning Left Out Of Access

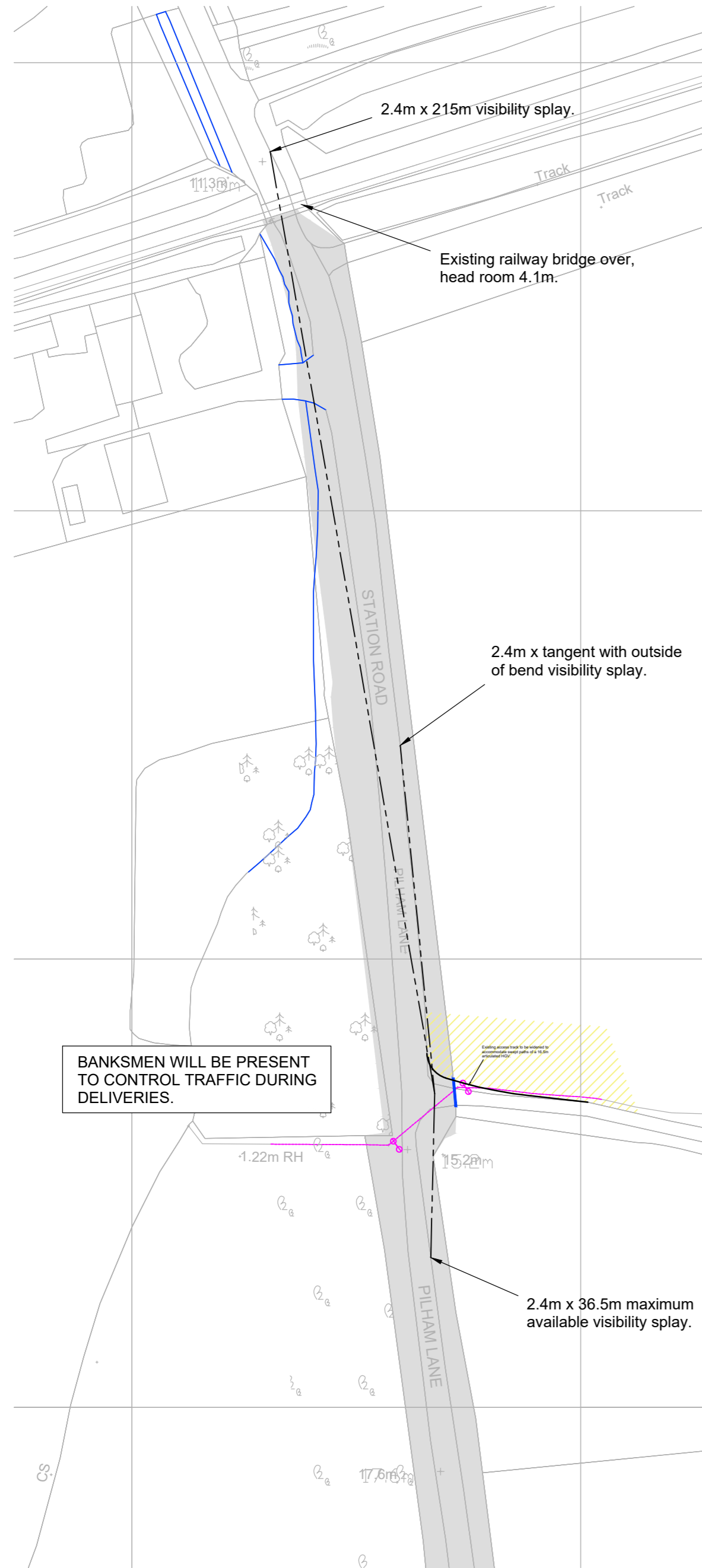
Scale 1:250



INDICATIVE

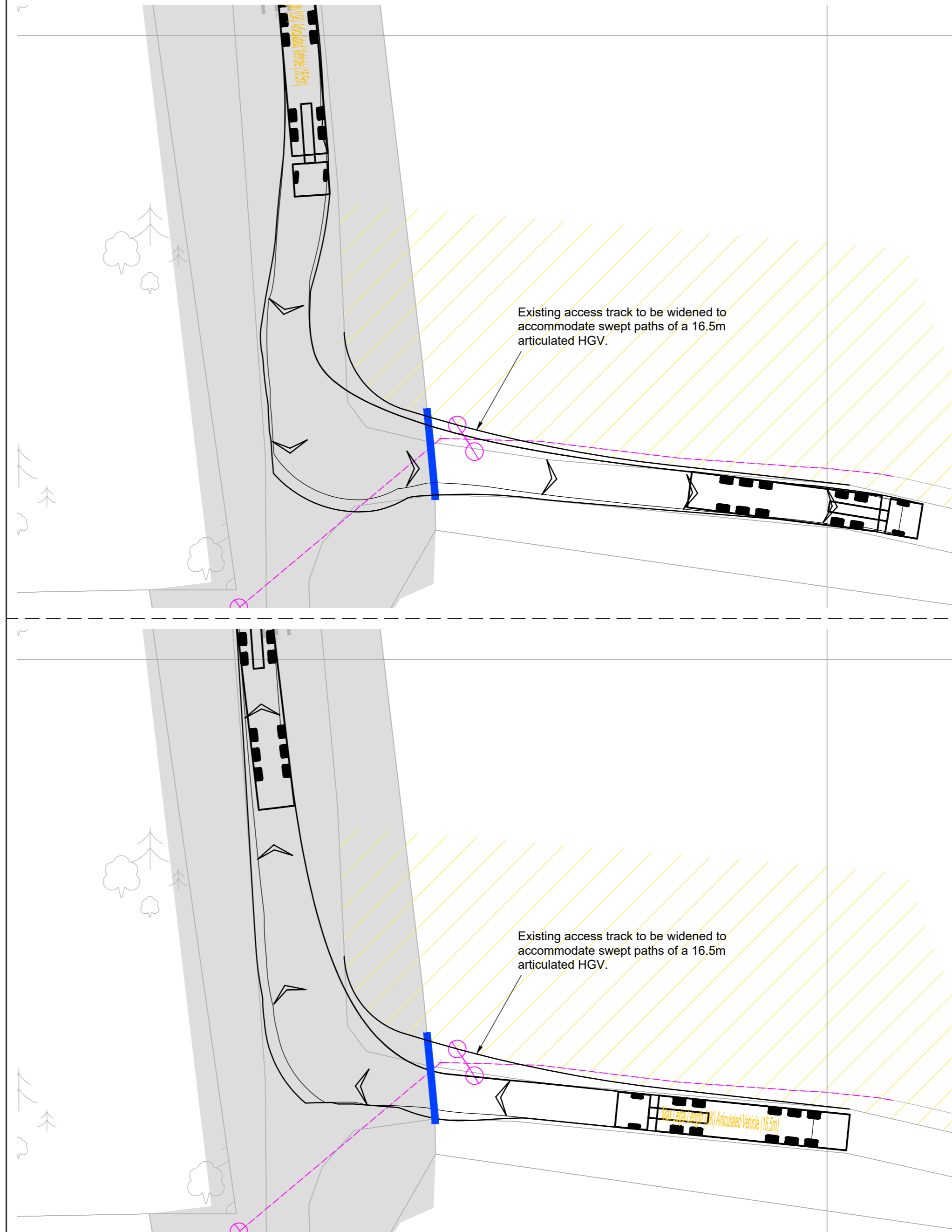
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A2
ORIGINAL
PLOT SIZE



Site Access Arrangement

Scale 1:1,000



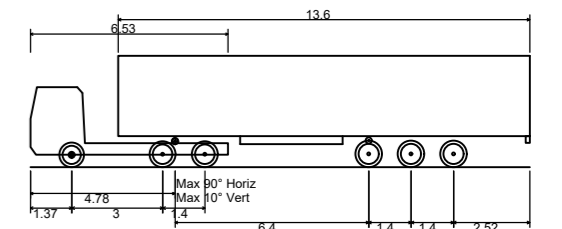
Swept Paths Of A 16.5m Articulated Vehicle

Scale 1:250

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

- KEY
- Approximate extent of adopted highway. Existing field
 - access gate.
 - Potential area required for abnormal vehicle access



Max Legal Length (UK) Articulated Vehicle (16.5m)	16.500m
Overall Length	2.550m
Overall Width	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
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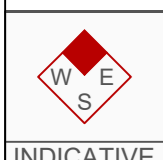
CLIENT:
COTTAM SOLAR PROJECT LIMITED

PROJECT:
COTTAM SOLAR FARM

TITLE:
**Cottam Solar Farm
Access 17
Station Road**

STATUS:
INFORMATION

SCALE: As Shown	DATE: 14.12.22	DRAWN: SG	CHECKED: RR	APPROVED: JD
JOB NO: 2107-062	DRAWING NO: SK17	REVISION: -		



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APPENDIX E

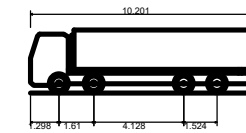
A3

ORIGINAL PLOT SIZE

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NOTES:

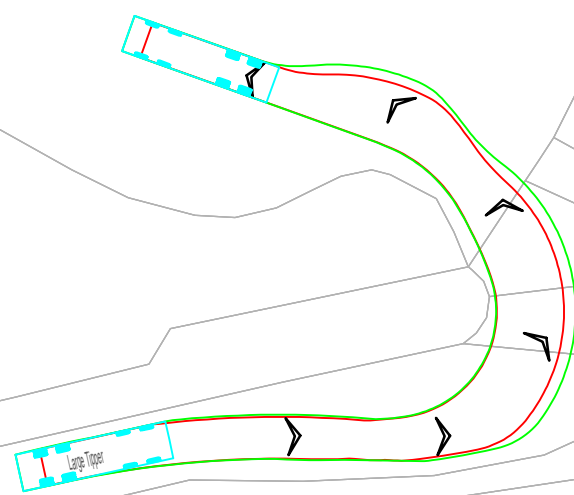
- 1. The existing posted speed limit on Torksey Ferry Road is 30mph
- 2. OS base to be confirmed with topographical survey
- 3. Highway boundary to be confirmed



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

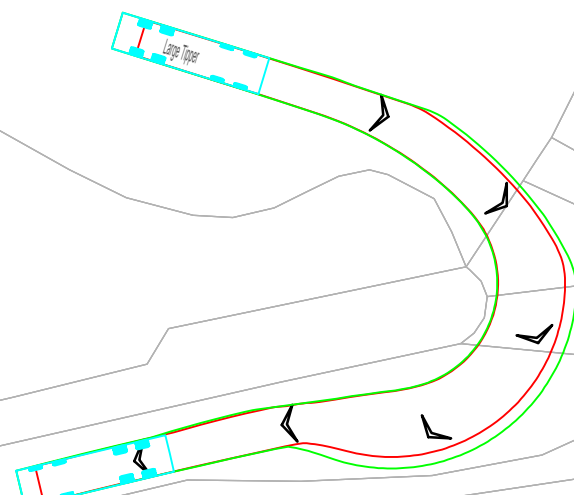
Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

Banksman to assist accessing and egressing vehicles



Tipper Vehicle Entering Site

Scale 1:500



Tipper Vehicle Exiting Site

Scale 1:500

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CLIENT:

COTTAM SOLAR PROJECT LIMITED

PROJECT:

COTTAM SOLAR FARM

TITLE:

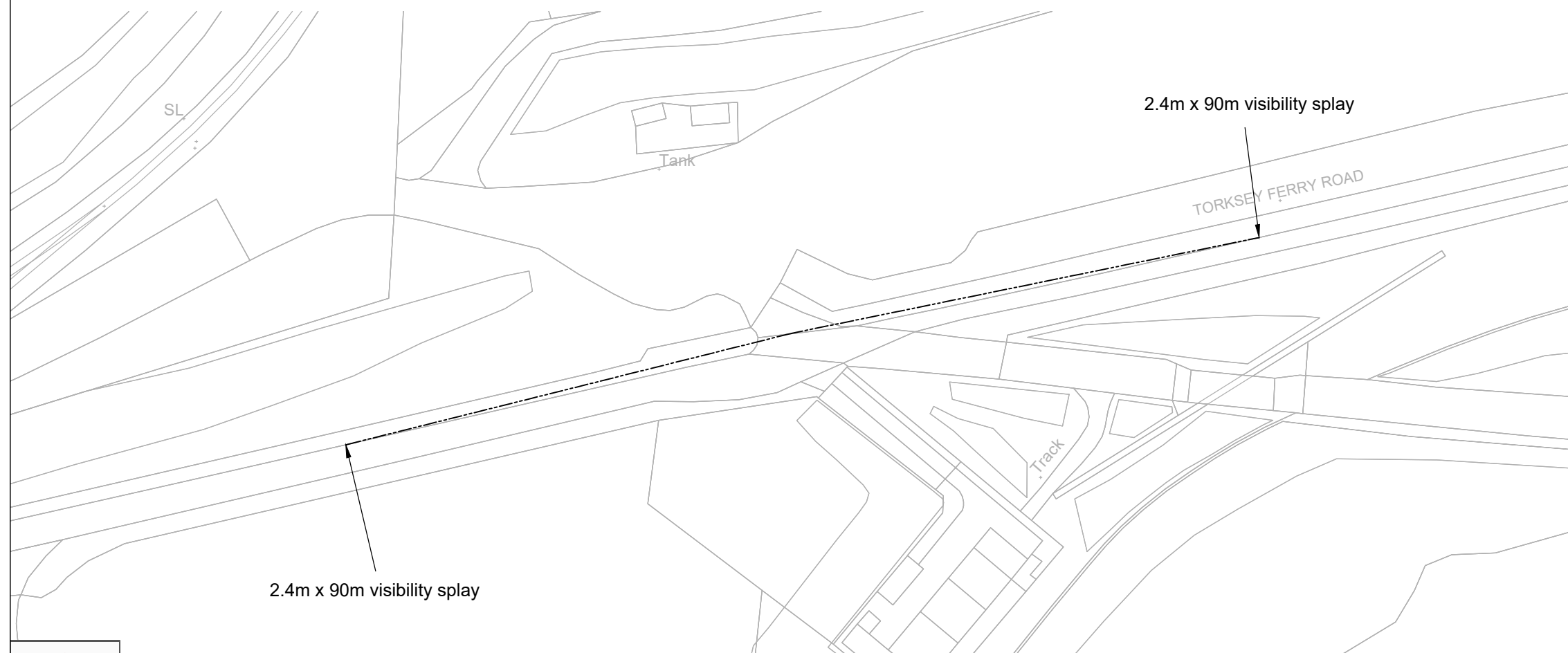
Cable Route Access Point 00-1

STATUS:

INFORMATION

SCALE: As Shown	DATE: 07.12.23	DRAWN: PSW	CHECKED: RR	APPROVED: JD
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JOB NO: 2107-062	DRAWING NO: SK 100-1	REVISION:
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Site Access Arrangement and Visibility

Scale 1:1000



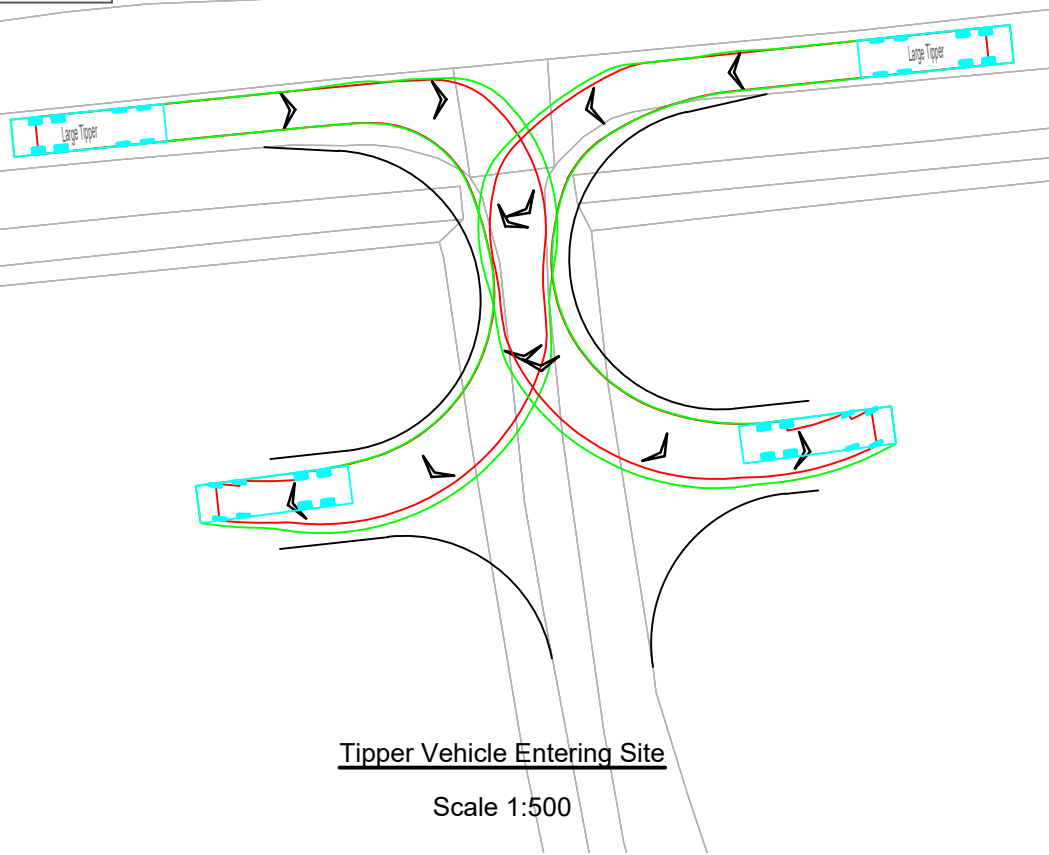
INDICATIVE

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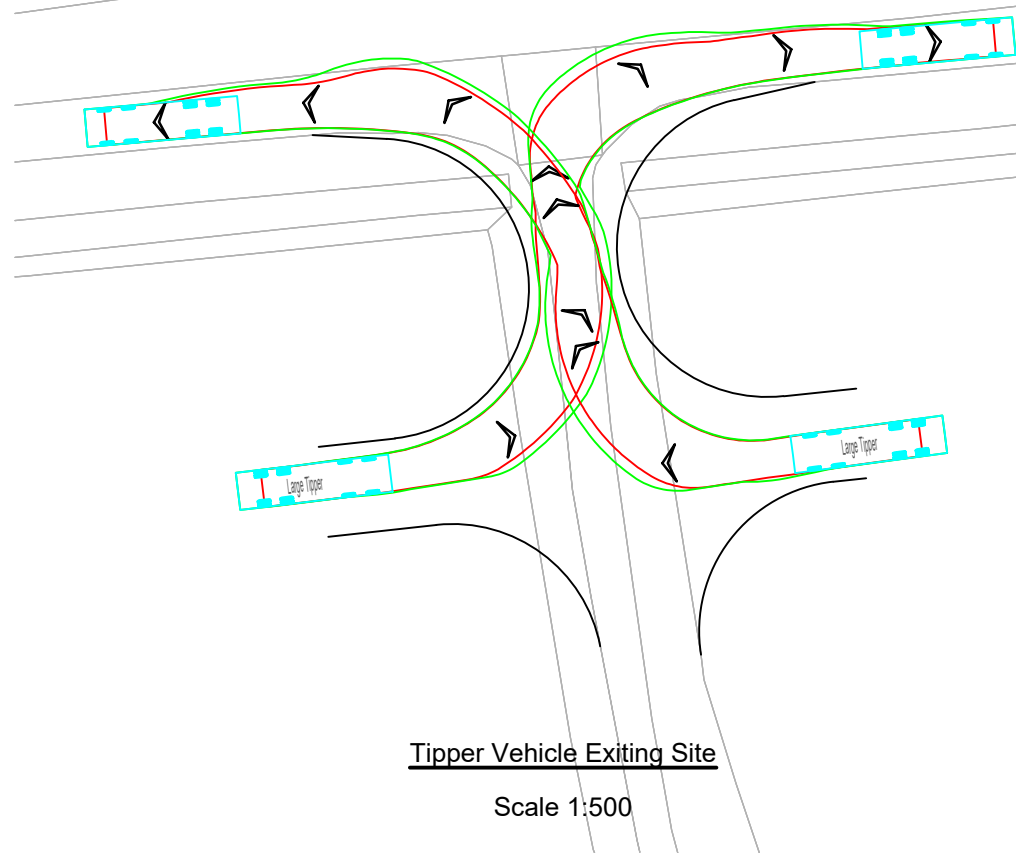
A3

ORIGINAL PLOT SIZE

Banksman to assist accessing and egressing vehicles

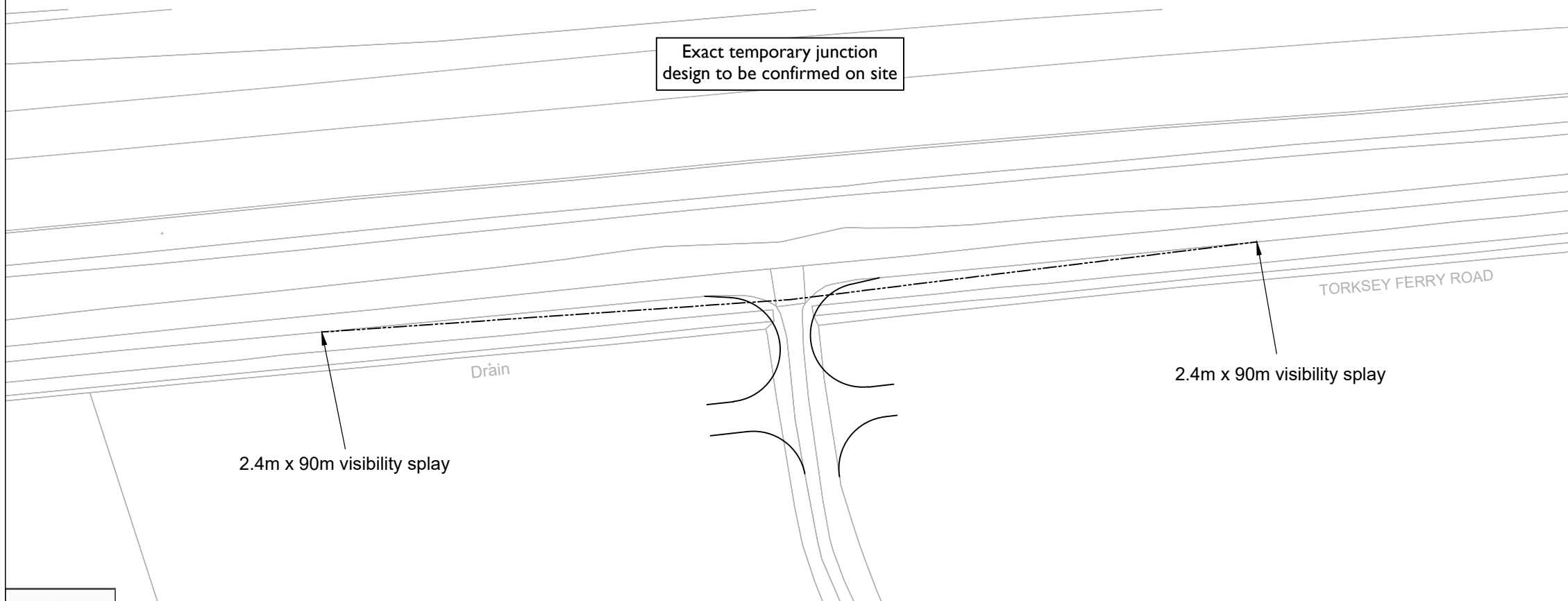


Tipper Vehicle Entering Site
Scale 1:500



Tipper Vehicle Exiting Site
Scale 1:500

Exact temporary junction design to be confirmed on site

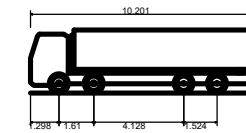


Site Access Arrangement and Visibility
Scale 1:1000

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NOTES:

1. The existing posted speed limit on Torksey Ferry Road is 30mph
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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TITLE:
Cable Route Access Point 00-2

STATUS:
INFORMATION

SCALE: As Shown	DATE: 07.12.23	DRAWN: PSW	CHECKED: RR	APPROVED: JD
--------------------	-------------------	---------------	----------------	-----------------

JOB NO: 2107-062	DRAWING NO: SK 100-2	REVISION:
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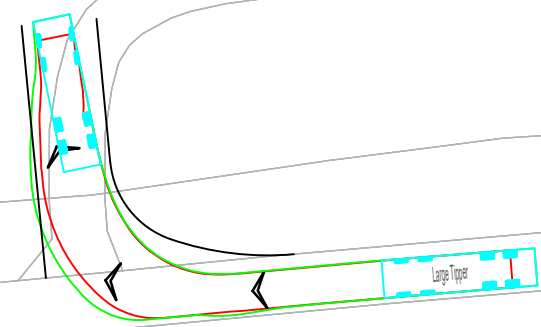


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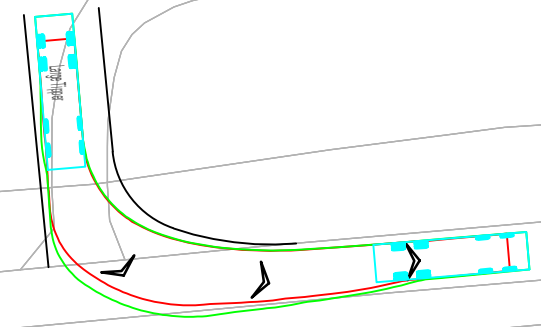
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A3
ORIGINAL
PLOT SIZE

Banksman to assist accessing
and egressing vehicles



Tipper Vehicle Entering Site
Scale 1:500



Tipper Vehicle Exiting Site
Scale 1:500

Exact temporary junction
design to be confirmed on site

2.4m x 90m visibility splay

Drain

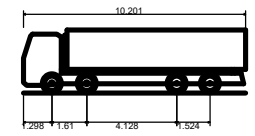
2.4m x 90m visibility splay

Site Access Arrangement and Visibility
Scale 1:1000



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- NOTES:
1. The existing posted speed limit on Torksey Ferry Road is 30mph
 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
A	07.12.23	Access handed to show vehicle driving to/from the east.	PSW	RR	JD

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PROJECT:
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TITLE:
Cable Route Access Point 01

STATUS:
INFORMATION

SCALE: As Shown	DATE: 18.10.22	DRAWN: SG	CHECKED: SM	APPROVED: JD
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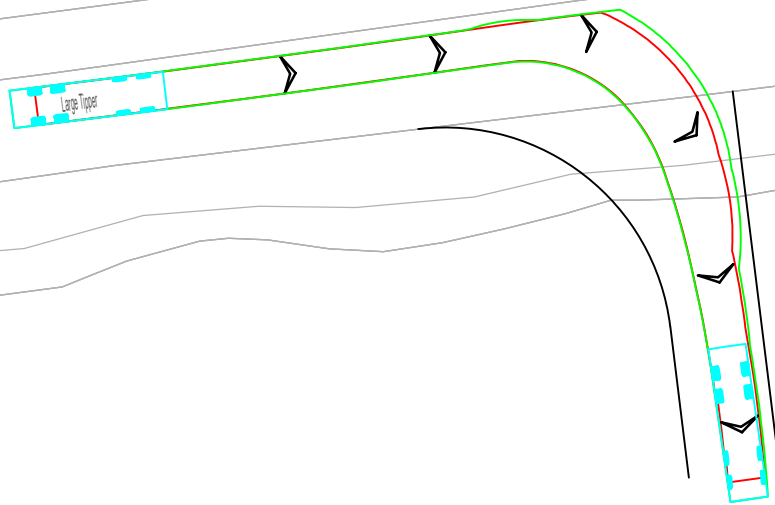
JOB NO: 2107-062	DRAWING NO: SK 101	REVISION: A
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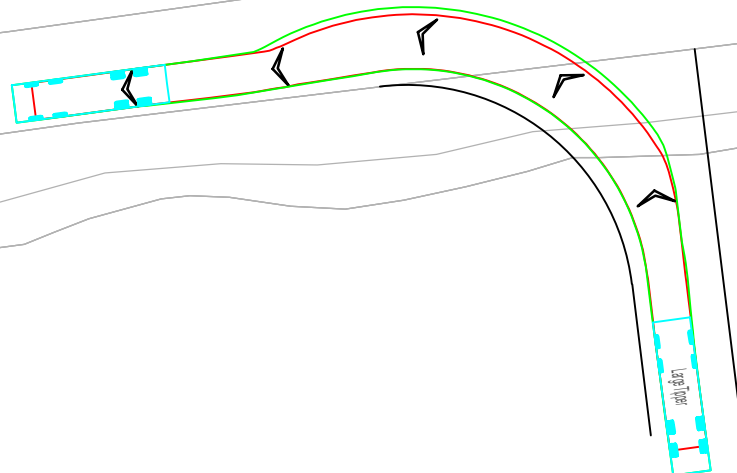
A3

ORIGINAL PLOT SIZE

Banksman to assist accessing and egressing vehicles



Tipper Vehicle Entering Site
Scale 1:500



Tipper Vehicle Exiting Site
Scale 1:500

Exact temporary junction design to be confirmed on site

2.4m x 215m visibility splay

Site Access Arrangement and Visibility
Scale 1:1000

COTTAM ROAD

2.4m x 215m visibility splay

Site Access Arrangement and Visibility
Scale 1:1000



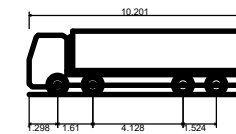
INDICATIVE

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NOTES:

1. The existing posted speed limit on Cottam 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
A	21.07.23	Access relocated to align with Gate Burton access location.	PSW	RR	JD

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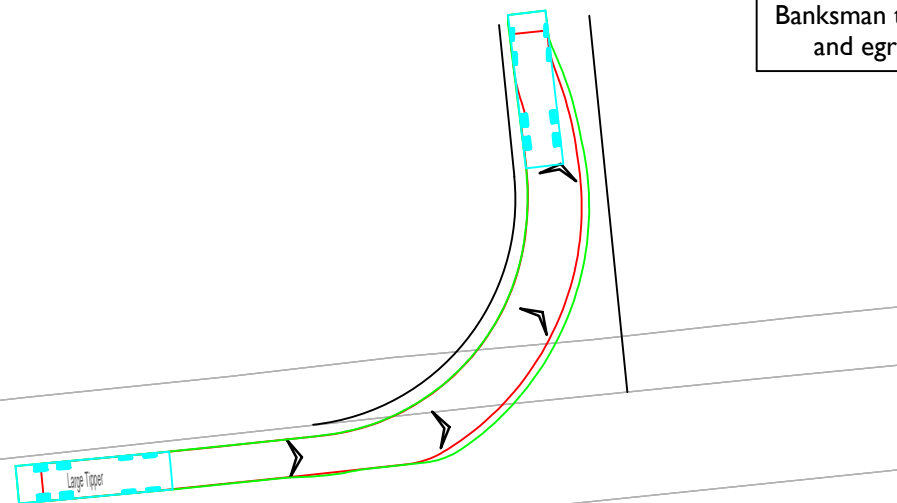
TITLE:
Cable Route Access Point 02

STATUS:
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	18.10.22	SG	SM	JD
JOB NO:	DRAWING NO:	REVISION:		
2107-062	SK 102	A		

A3

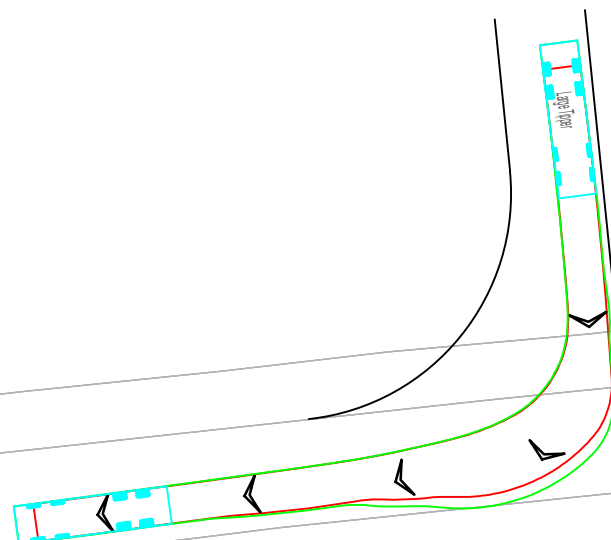
ORIGINAL PLOT SIZE



Def

Tipper Vehicle Entering Site

Scale 1:500



Def

Tipper Vehicle Exiting Site

Scale 1:500

Exact temporary junction design to be confirmed on site

2.4m x 215m visibility splay

6.4m

1.22m RH

Site Access Arrangement and Visibility

Scale 1:1000



INDICATIVE

Def

Site Access Arrangement and Visibility

Scale 1:1000

COTTAM ROAD

5.9m

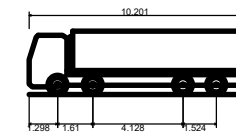
2.4m x 215m visibility splay

1.22m RH

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NOTES:

1. The existing posted speed limit on Cottam 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
A	21.07.23	Access relocated to align with Gate Burton access location.	PSW	RR	JD

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PROJECT:

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TITLE:

Cable Route Access Point 03

STATUS:

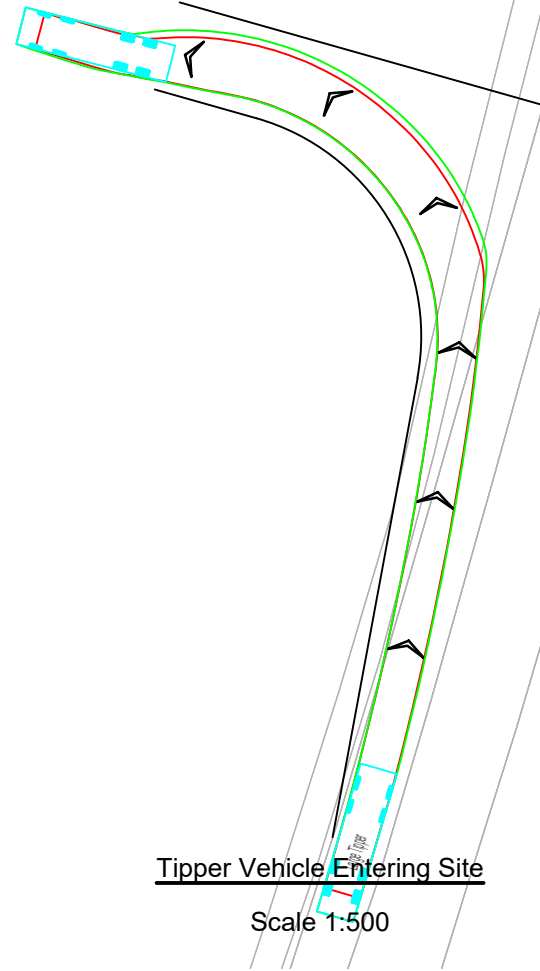
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	18.10.22	SG	SM	JD
JOB NO:	DRAWING NO:	REVISION:		
2107-062	SK 103	A		

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ORIGINAL
PLOT SIZE



INDICATIVE

2.4m x 137m visibility splay

4.4m

Site Access Arrangement and Visibility

Scale 1:1000



INDICATIVE

Exact temporary junction design to be confirmed on site

Site Access Arrangement and Visibility

Scale 1:1000

2.4m x tangential visibility splay

2.4m x 215m visibility splay

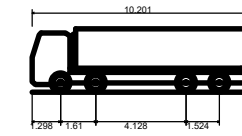


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NOTES:

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	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	20.07.23	Access relocated to align with Gate Burton access location.	PSW	RR	JD

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PROJECT:

COTTAM SOLAR FARM

TITLE:

Cable Route Access Point 05

STATUS:

INFORMATION

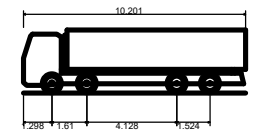
SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	18.10.22	SG	SM	JD
JOB NO:	DRAWING NO:	REVISION:		
2107-062	SK 105	A		

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A3
ORIGINAL
PLOT SIZE

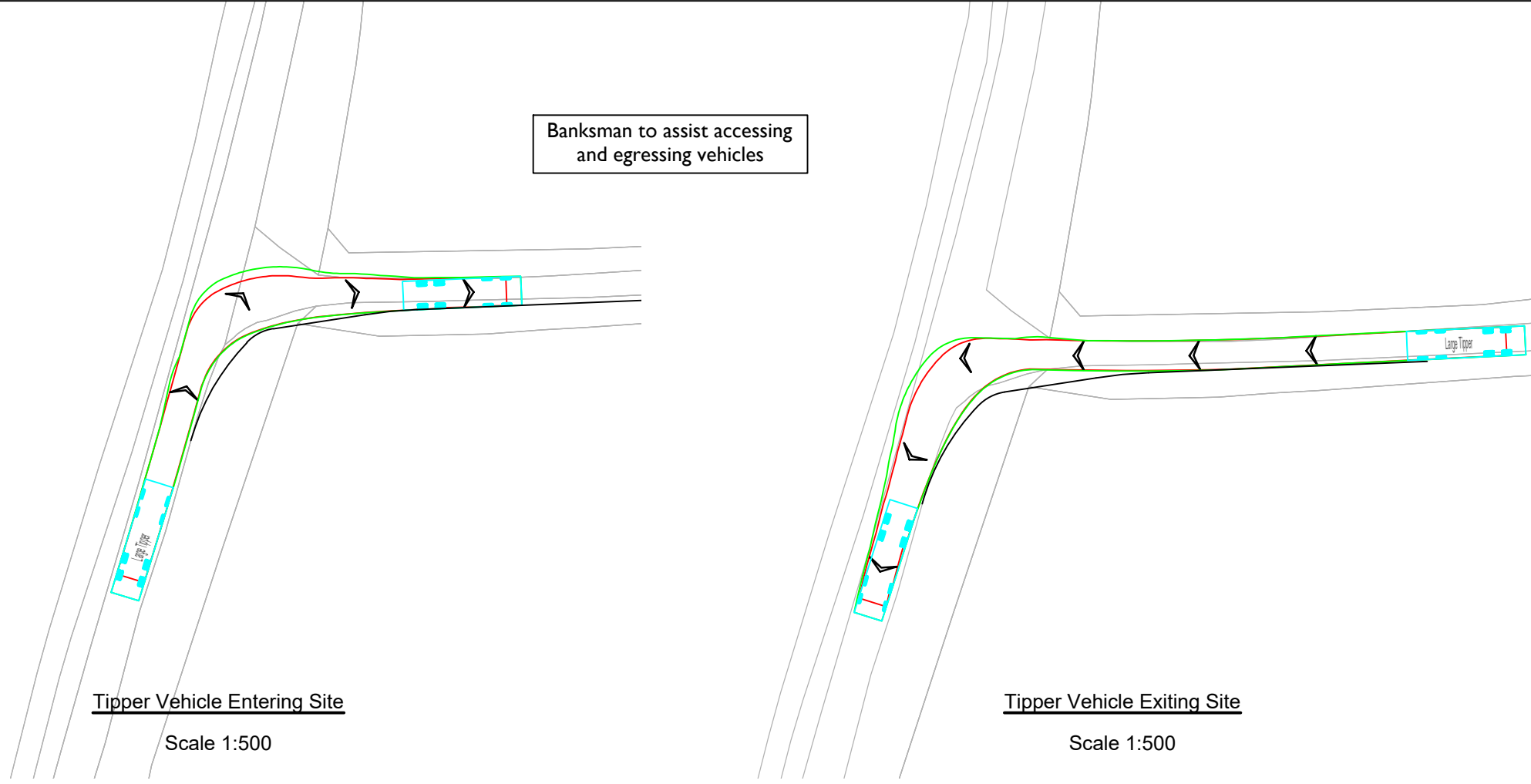
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- NOTES:
1. The existing posted speed limit on Headstead Bank is National Speed Limit (60mph)
 2. OS base to be confirmed with topographical survey
 3. Highway boundary to be confirmed



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
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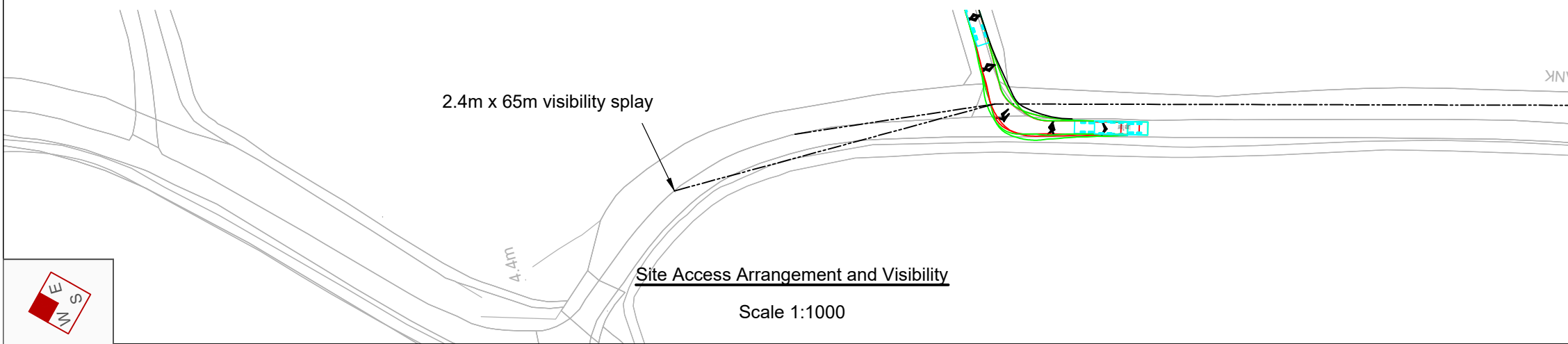
PROJECT:
COTTAM SOLAR FARM

TITLE:
Cable Route Access Point 06

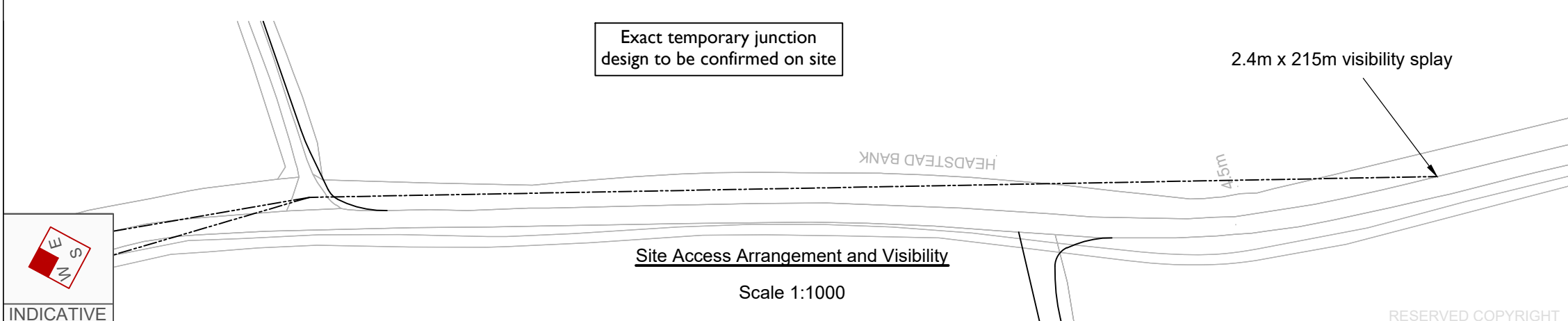
STATUS:
INFORMATION

SCALE: As Shown	DATE: 14.12.22	DRAWN: SG	CHECKED: SM	APPROVED: JD
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JOB NO: 2107-062	DRAWING NO: SK 106	REVISION: -
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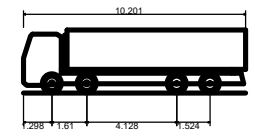
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A3
ORIGINAL
PLOT SIZE

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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	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
-	-	-	-	-	-



INDICATIVE

Tipper Vehicle Entering Site

Scale 1:500

Tipper Vehicle Exiting Site

Scale 1:500

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PROJECT:
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TITLE:
Cable Route Access Point 07

STATUS:
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	18.10.22	SG	SM	JD

JOB NO:	DRAWING NO:	REVISION:
2107-062	SK 107	-

Banksman to assist accessing and egressing vehicles

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

Site Access Arrangement and Visibility

Scale 1:1000

2.4m x 215m visibility splay

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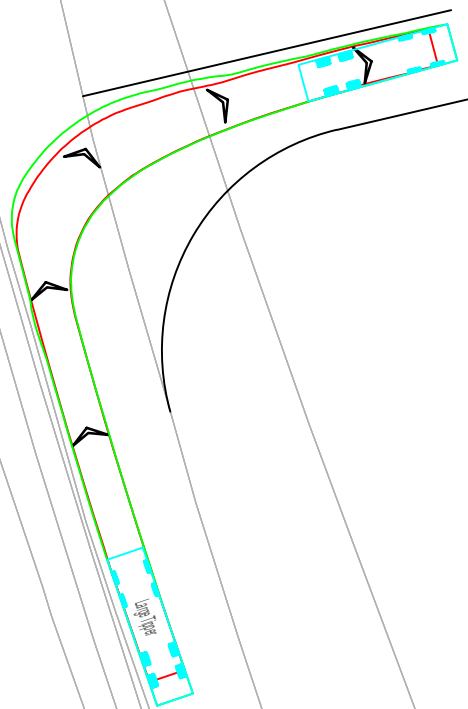
INDICATIVE



INDICATIVE

A3

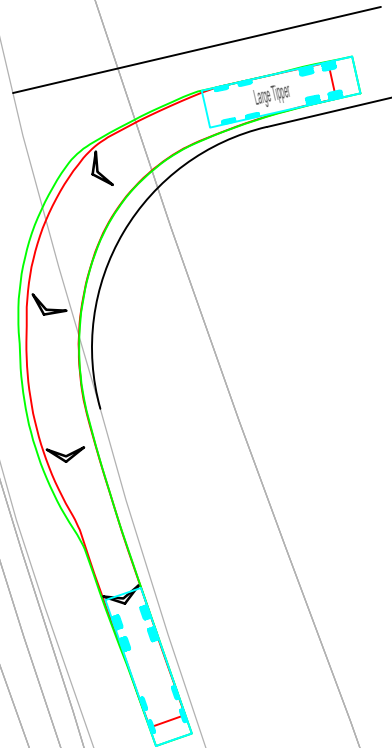
ORIGINAL PLOT SIZE



Tipper Vehicle Entering Site

Scale 1:500

Banksman to assist accessing and egressing vehicles



Tipper Vehicle Exiting Site

Scale 1:500



INDICATIVE

2.4m x 215m visibility splay

Assumed Edge of Carriageway

Site Access Arrangement and Visibility

Scale 1:1000



INDICATIVE

Exact temporary junction design to be confirmed on site

HIGH STREET

Site Access Arrangement and Visibility

Scale 1:1000

2.4m x 215m visibility splay

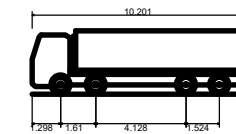


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NOTES:

1. The existing posted speed limit on A156, High Street, 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
A	20.07.23	Access relocated to align with Gate Burton access location.	PSW	RR	JD

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PROJECT:
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TITLE:
Cable Route Access Point 08

STATUS:
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	18.10.22	SG	SM	JD
JOB NO:	DRAWING NO:	REVISION:		
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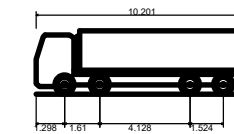
A3

ORIGINAL PLOT SIZE

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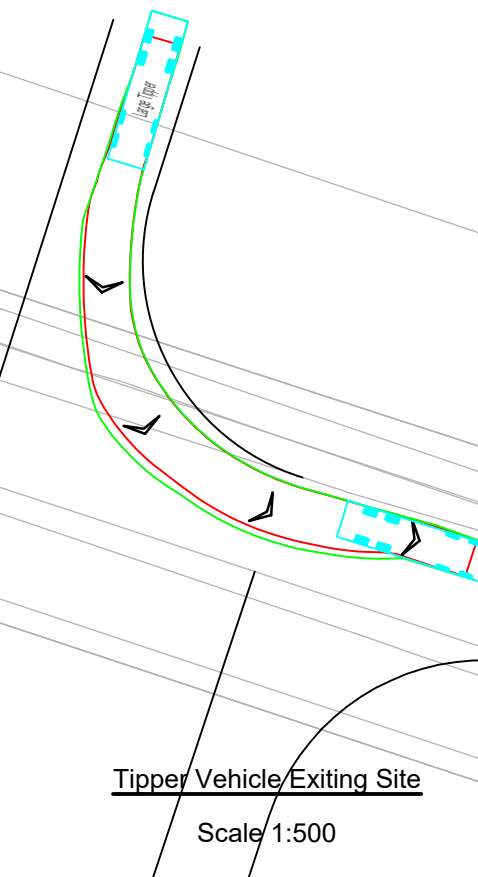
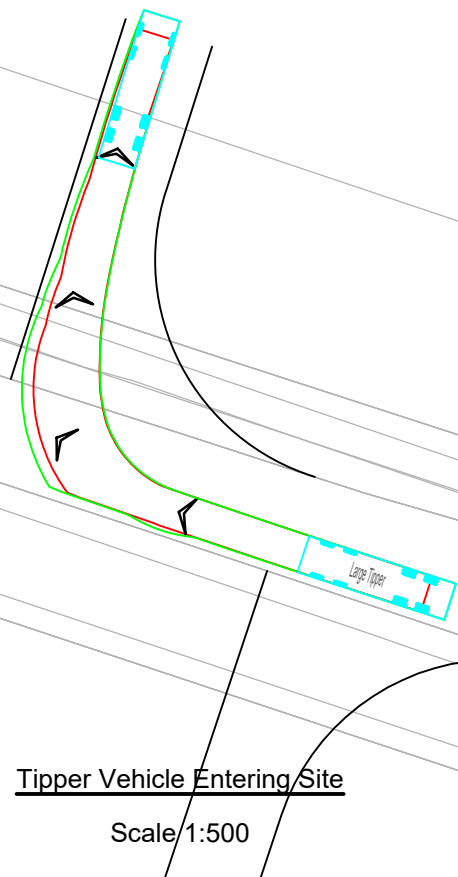
NOTES:

- 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
A	20.07.23	Access relocated to align with Gate Burton access location.	PSW	RR	JD



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TITLE:
Cable Route Access Point 09

STATUS:
INFORMATION

SCALE: As Shown	DATE: 18.10.22	DRAWN: SG	CHECKED: SM	APPROVED: JD
JOB NO: 2107-062	DRAWING NO: SK 109	REVISION: A		

2.4m x 215m visibility splay

19.4m

Site Access Arrangement and Visibility

Scale 1:1000



INDICATIVE

Exact temporary junction design to be confirmed on site

14.4m

2.4m x 215m visibility splay

Site Access Arrangement and Visibility

Scale 1:1000



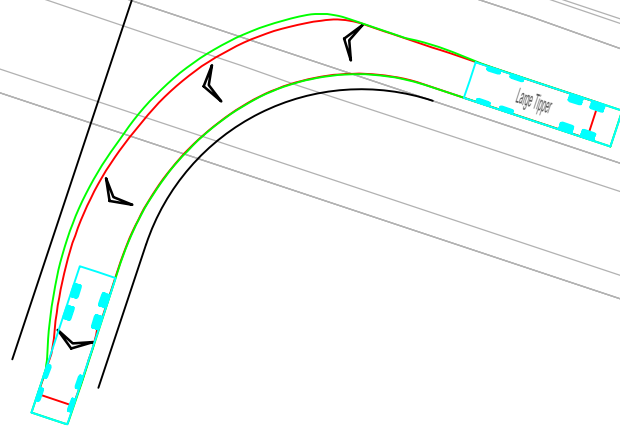
INDICATIVE

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A3

ORIGINAL PLOT SIZE

Banksman to assist accessing and egressing vehicles

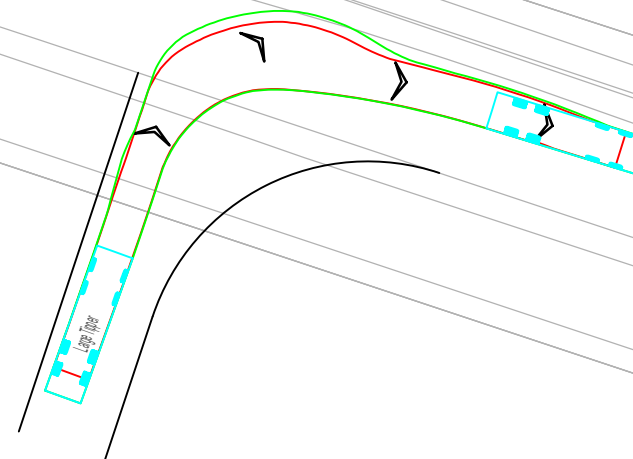


Tipper Vehicle Entering Site

Scale 1:500



INDICATIVE



Tipper Vehicle Exiting Site

Scale 1:500



INDICATIVE

2.4m x 215m visibility splay

19.4m

Site Access Arrangement and Visibility

Scale 1:1000

Exact temporary junction design to be confirmed on site

14.4m

2.4m x 215m visibility splay

Site Access Arrangement and Visibility

Scale 1:1000

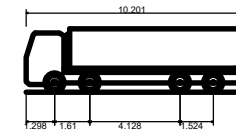


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NOTES:

- 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
A	20.07.23	Access relocated to align with Gate Burton access location.	PSW	RR	JD

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TITLE:
Cable Route Access Point 10

STATUS:
INFORMATION

SCALE: As Shown	DATE: 18.10.22	DRAWN: SG	CHECKED: SM	APPROVED: JD
JOB NO: 2107-062	DRAWING NO: SK 110	REVISION: A		

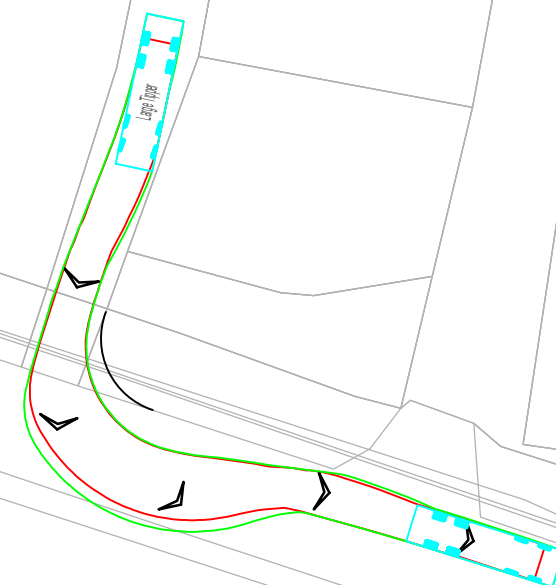
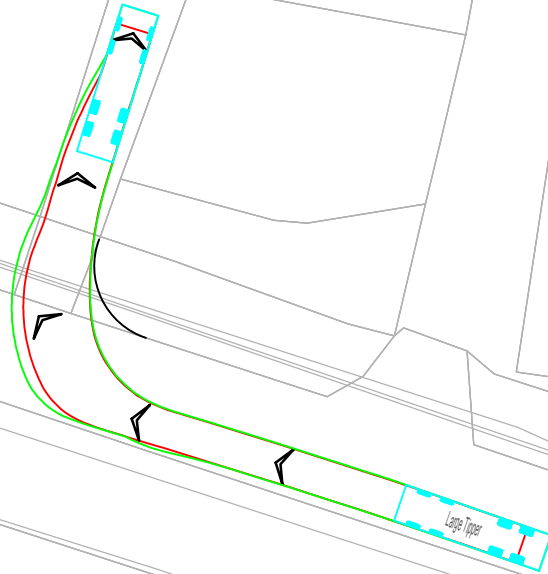
A3

ORIGINAL PLOT SIZE

on Grange Barn

Banksman to assist accessing and egressing vehicles

n Grange Barn



Tipper Vehicle Entering Site

Scale 1:500

Tipper Vehicle Exiting Site

Scale 1:500

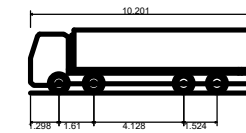


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NOTES:

- 1. The existing posted speed limit on 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	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:
COTTAM SOLAR FARM

TITLE:
Cable Route Access Point 11

STATUS:
INFORMATION

SCALE: As Shown	DATE: 18.10.22	DRAWN: SG	CHECKED: SM	APPROVED: JD
JOB NO: 2107-062	DRAWING NO: SK 111	REVISION: -		

2.4m x 215m visibility splay

Marton Grange Barn

14.4m

Site Access Arrangement and Visibility

Scale 1:1000



INDICATIVE

Exact temporary junction design to be confirmed on site

Marton Grange Barn

STOW PARK ROAD

9.1m

2.4m x 215m visibility splay

Site Access Arrangement and Visibility

Scale 1:1000



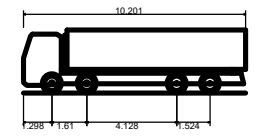
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- NOTES:
1. The existing posted speed limit on Till Bridge Lane is National Speed Limit (60mph)
 2. OS base to be confirmed with topographical survey
 3. Highway boundary to be confirmed



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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Tipper Vehicle Entering Site

Scale 1:500

Tipper Vehicle Exiting Site

Scale 1:500

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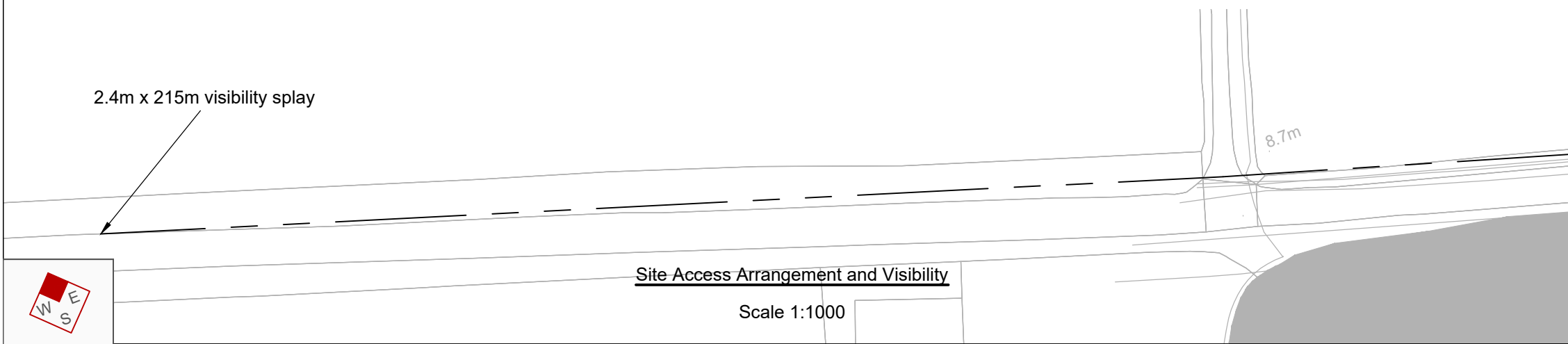
PROJECT:
COTTAM SOLAR FARM

TITLE:
Cable Route Access Point 12

STATUS:
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	18.10.22	SG	SM	JD

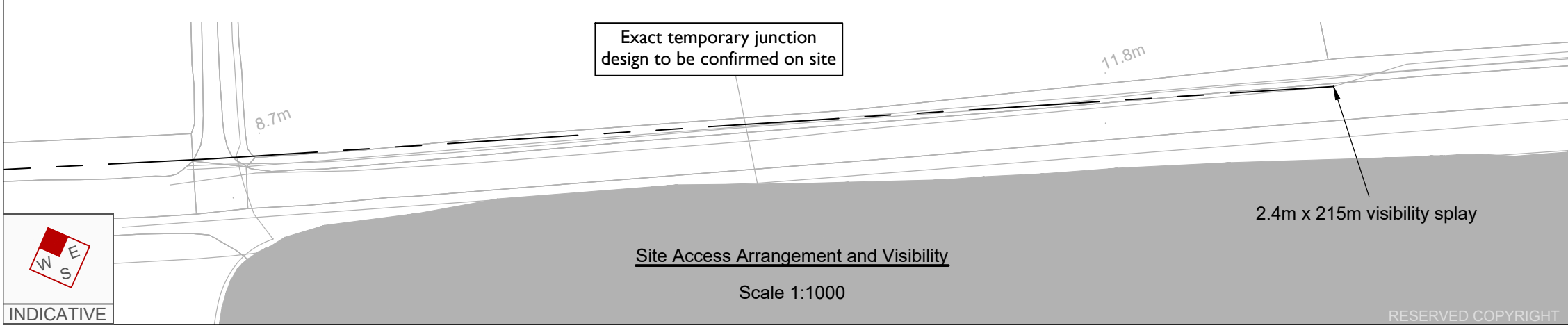
JOB NO:	DRAWING NO:	REVISION:
2107-062	SK 112	-



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Site Access Arrangement and Visibility

Scale 1:1000



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Site Access Arrangement and Visibility

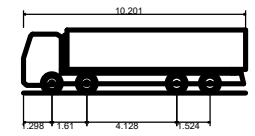
Scale 1:1000

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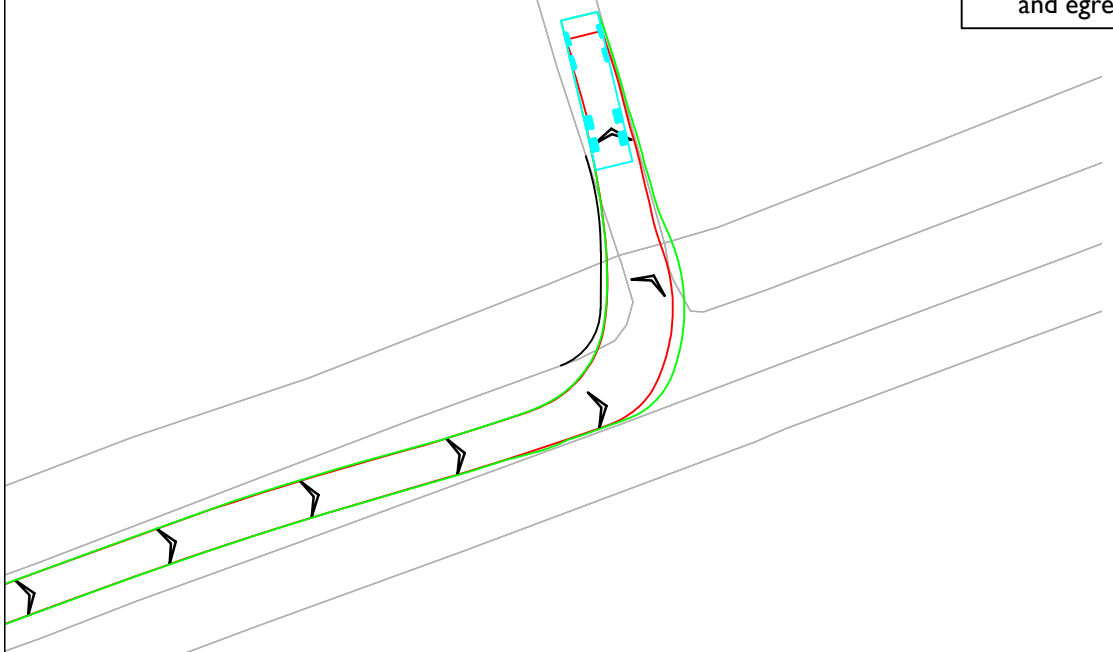
- NOTES:
1. The existing posted speed limit on Stow Park Road is National Speed Limit (60mph)
 2. OS base to be confirmed with topographical survey
 3. Highway boundary to be confirmed



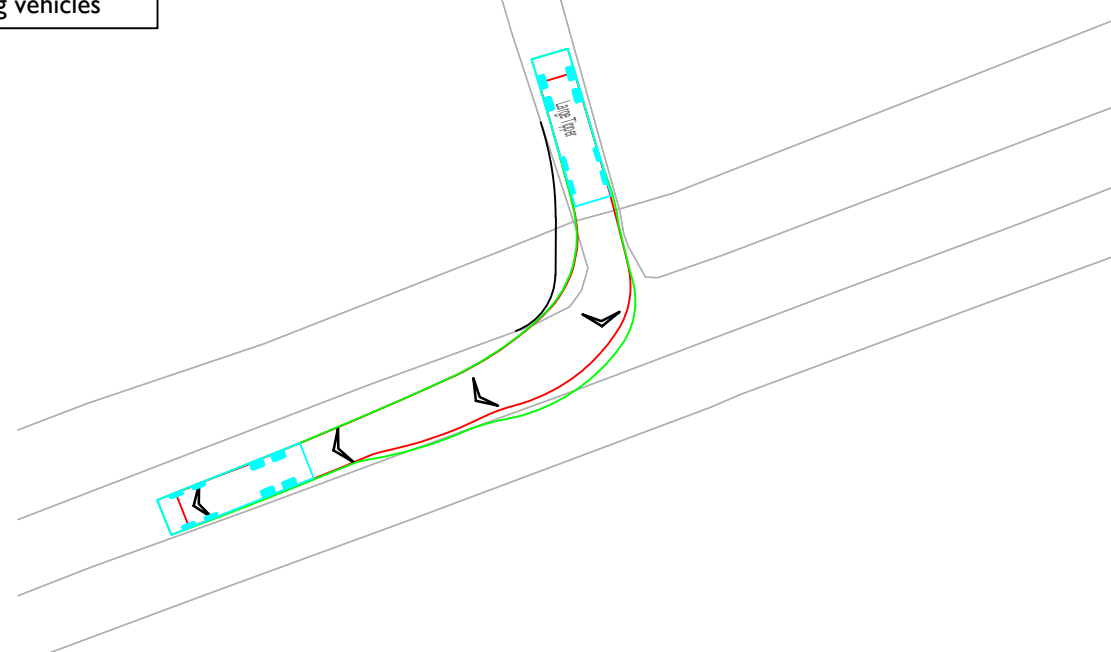
Large Tipper	10.201m
Overall Length	2.495m
Overall Width	2.890m
Overall Body Height	0.341m
Min Body Ground Clearance	2.471m
Track Width	6.00s
Lock to lock time	11.550m
Kerb to Kerb Turning Radius	

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

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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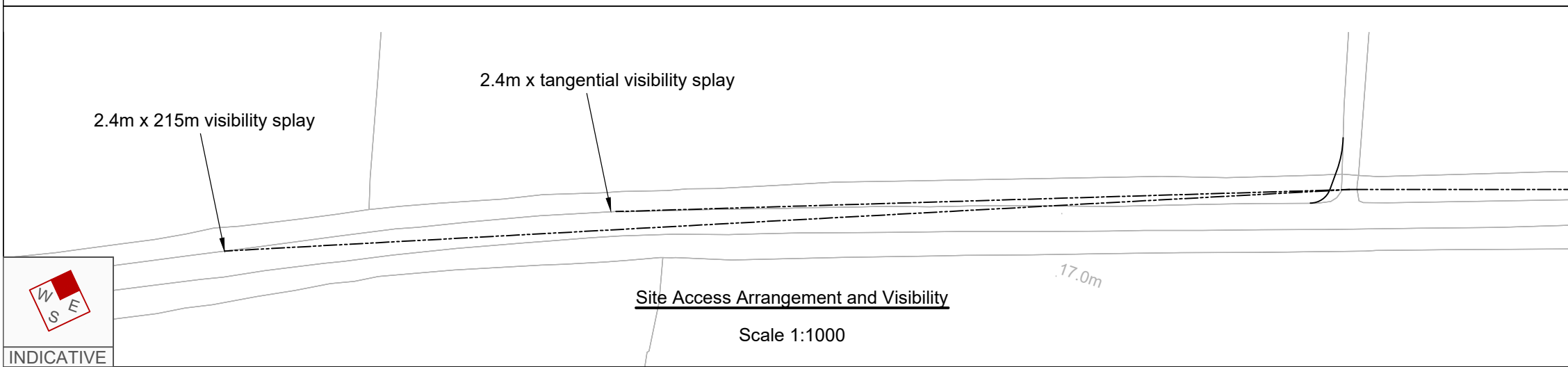
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PROJECT:
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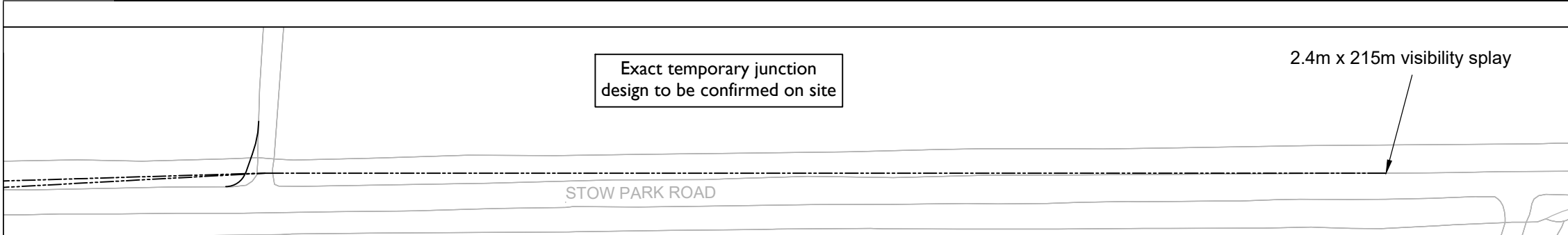
TITLE:
Cable Route Access Point 13

STATUS:
INFORMATION

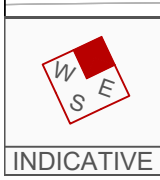
SCALE: As Shown	DATE: 18.10.22	DRAWN: SG	CHECKED: SM	APPROVED: JD
JOB NO: 2107-062		DRAWING NO: SK 113		REVISION: -



Site Access Arrangement and Visibility
Scale 1:1000



Site Access Arrangement and Visibility
Scale 1:1000

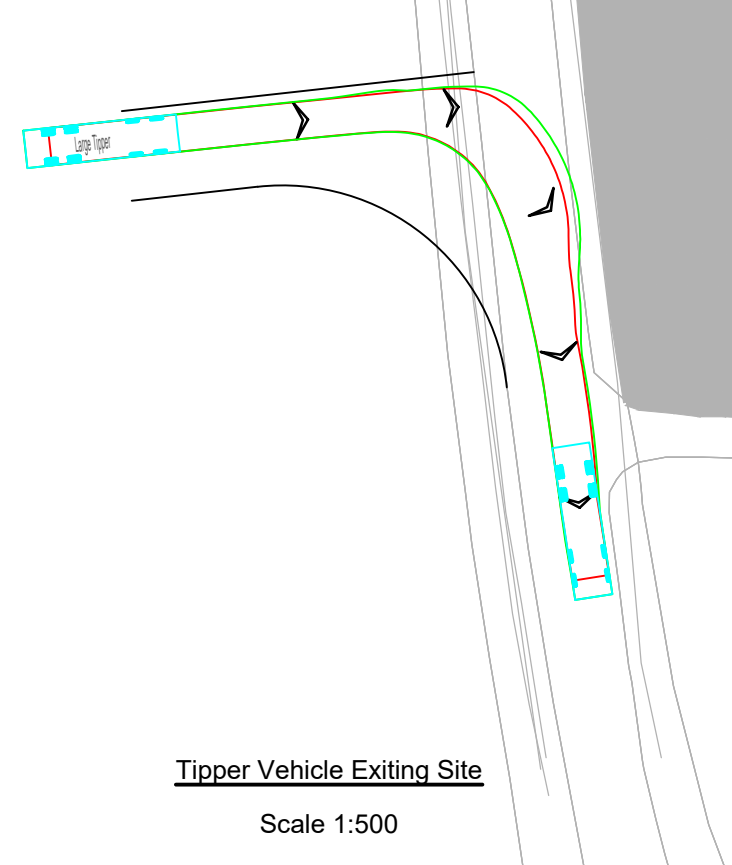
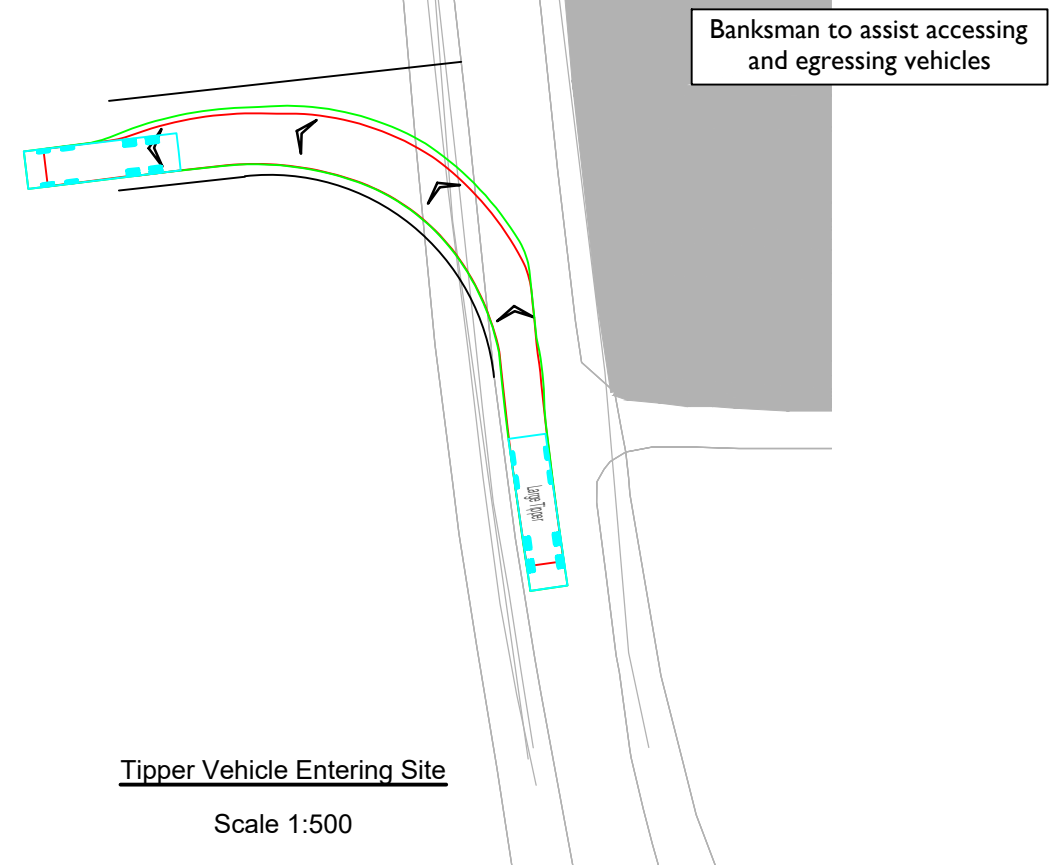


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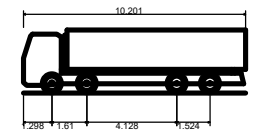
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- NOTES:
1. The existing posted speed limit on Normanby Road is National Speed Limit (60mph)
 2. OS base to be confirmed with topographical survey
 3. Highway boundary to be confirmed



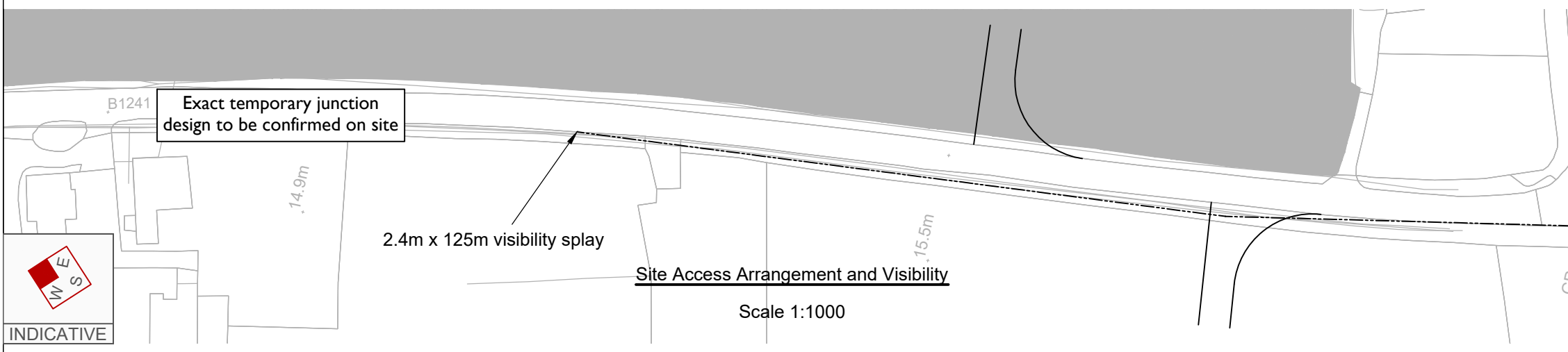
Large Tipper	10.201m
Overall Length	2.495m
Overall Width	2.890m
Overall Body Height	0.341m
Min Body Ground Clearance	2.471m
Track Width	6.00s
Lock to lock time	11.550m
Kerb to Kerb Turning Radius	

Rev	Date	Details	Drawn by	Checked by	Approved by
A	06.11.23	Access relocated to suit amended red line.	PSW	RR	JD



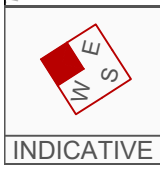
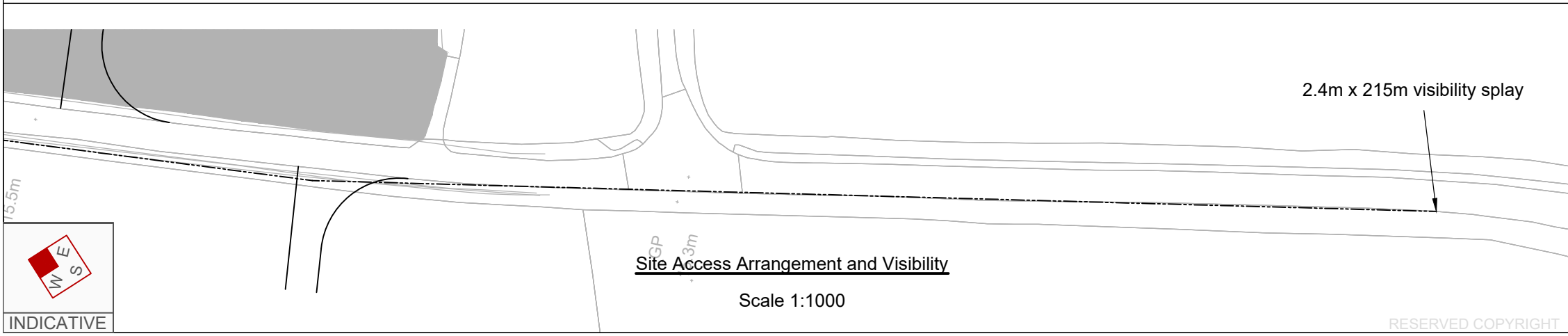
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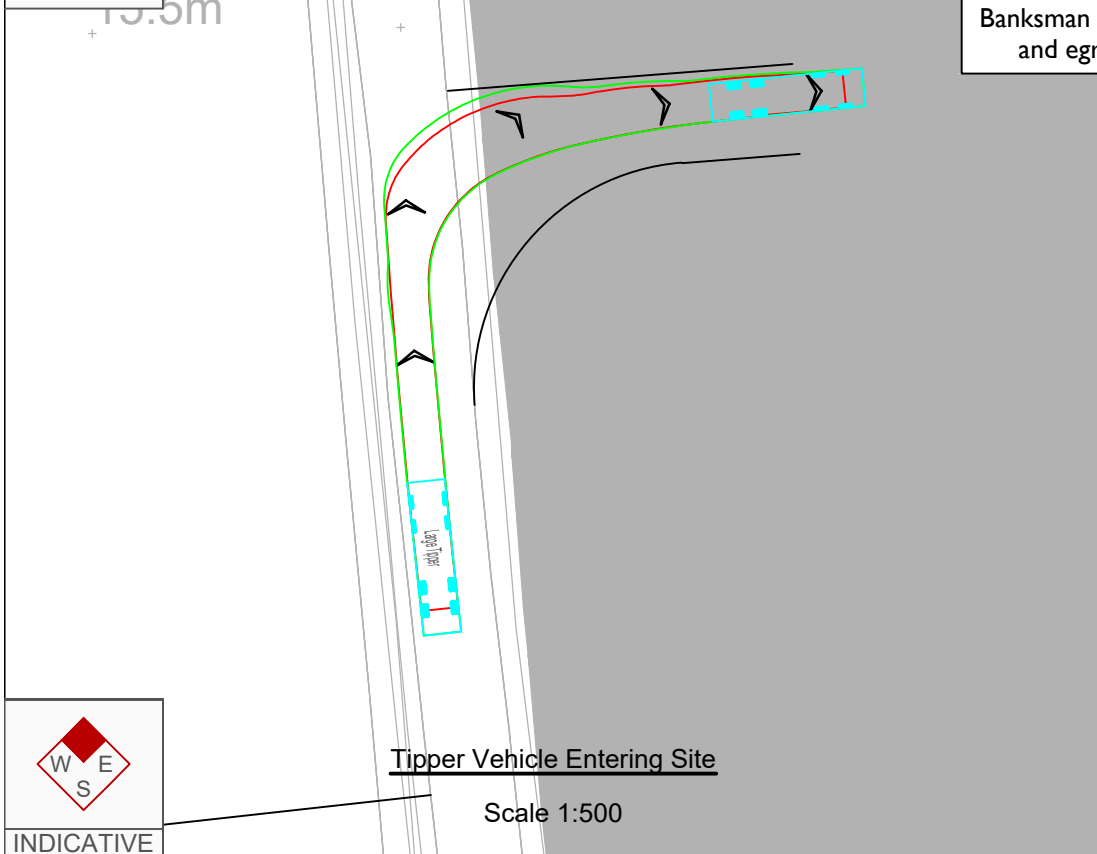
TITLE:
Cable Route Access Point 14

STATUS:
INFORMATION

SCALE: As Shown	DATE: 14.12.22	DRAWN: SG	CHECKED: SM	APPROVED: JD
JOB NO: 2107-062	DRAWING NO: SK 114	REVISION: A		

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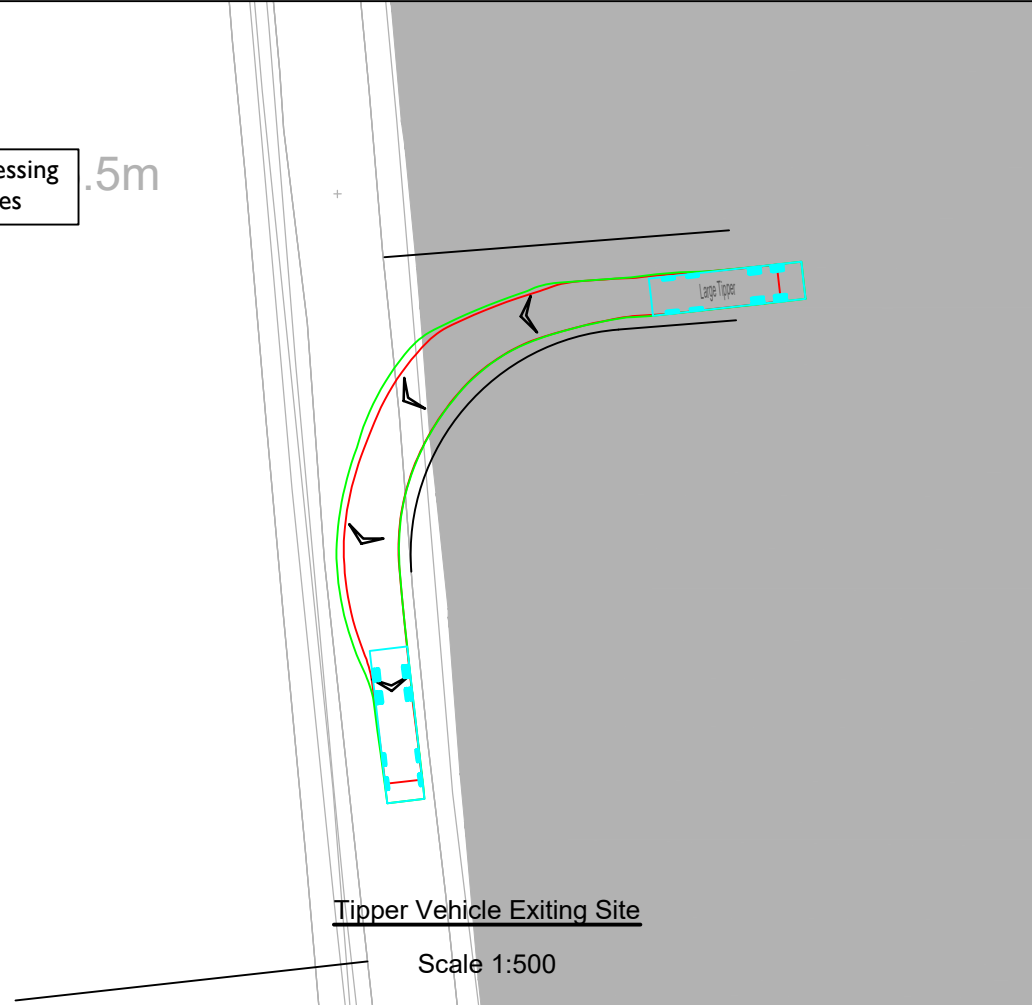
Tipper Vehicle Entering Site
Scale 1:500

Banksman to assist accessing and egressing vehicles

15.5m



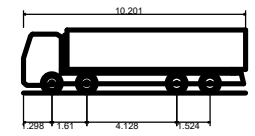
INDICATIVE



Tipper Vehicle Exiting Site
Scale 1:500

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- NOTES:
1. The existing posted speed limit on Normanby 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
A	06.11.23	Access relocated to suit amended red line.	PSW	RR	JD

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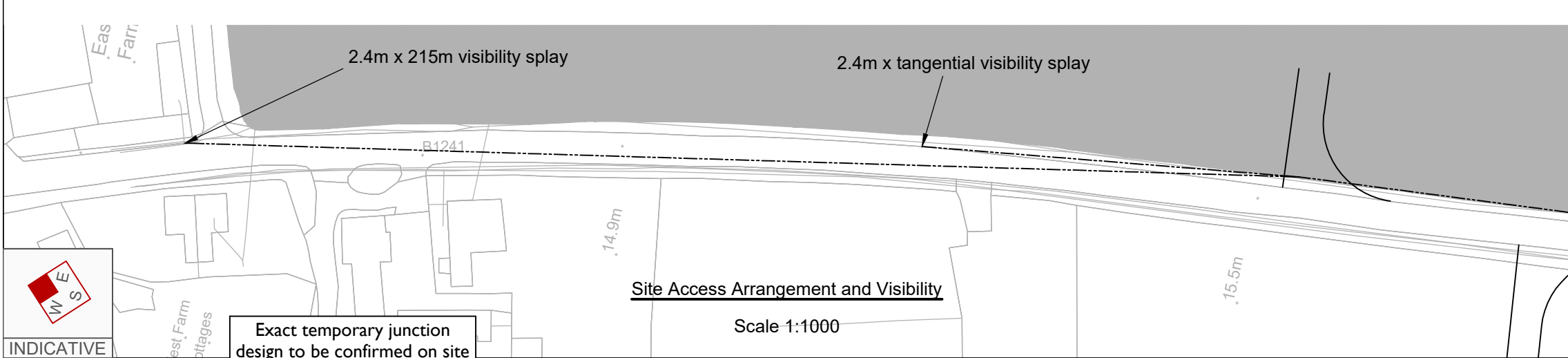
PROJECT:
COTTAM SOLAR FARM

TITLE:
Cable Route Access Point 15

STATUS:
INFORMATION

SCALE: As Shown	DATE: 18.10.22	DRAWN: SG	CHECKED: SM	APPROVED: JD
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JOB NO: 2107-062	DRAWING NO: SK 115	REVISION: A
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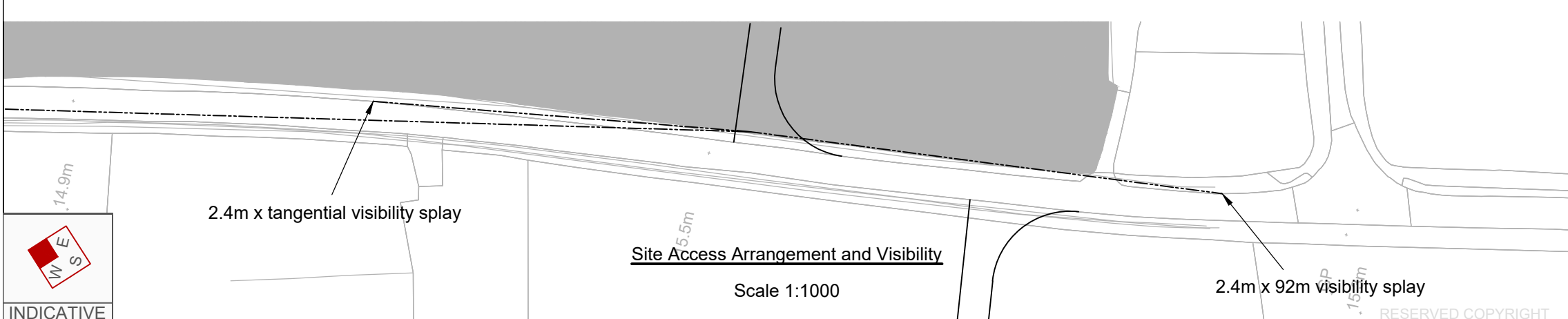


Site Access Arrangement and Visibility
Scale 1:1000

Exact temporary junction design to be confirmed on site



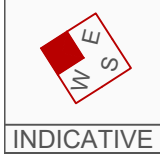
INDICATIVE



Site Access Arrangement and Visibility
Scale 1:1000

2.4m x tangential visibility splay

2.4m x 92m visibility splay



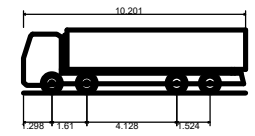
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- NOTES:
1. The existing posted speed limit on South Lane is National Speed Limit (60mph)
 2. OS base to be confirmed with topographical survey
 3. Highway boundary to be confirmed



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
-	-	-	-	-	-



Tipper Vehicle Entering Site
Scale 1:500

Tipper Vehicle Exiting Site
Scale 1:500

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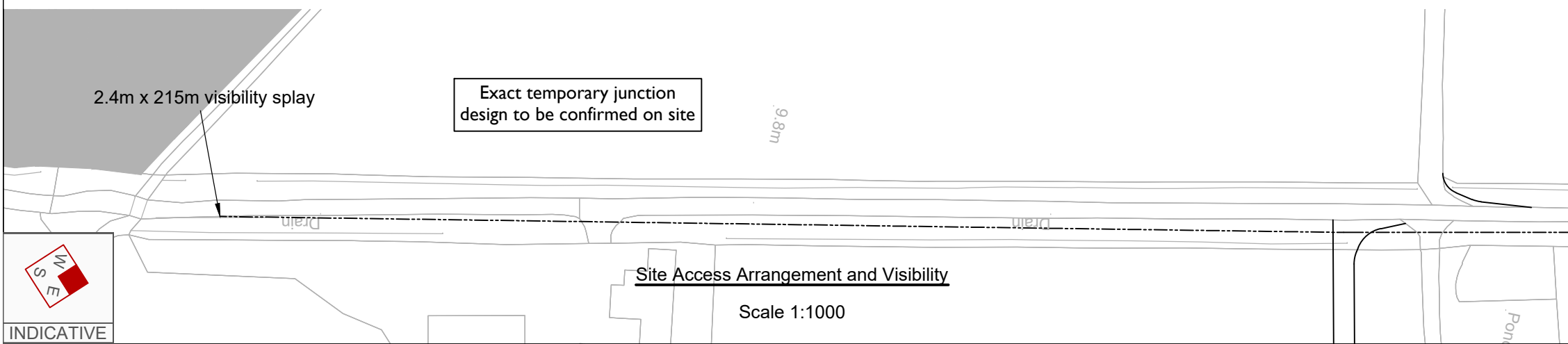
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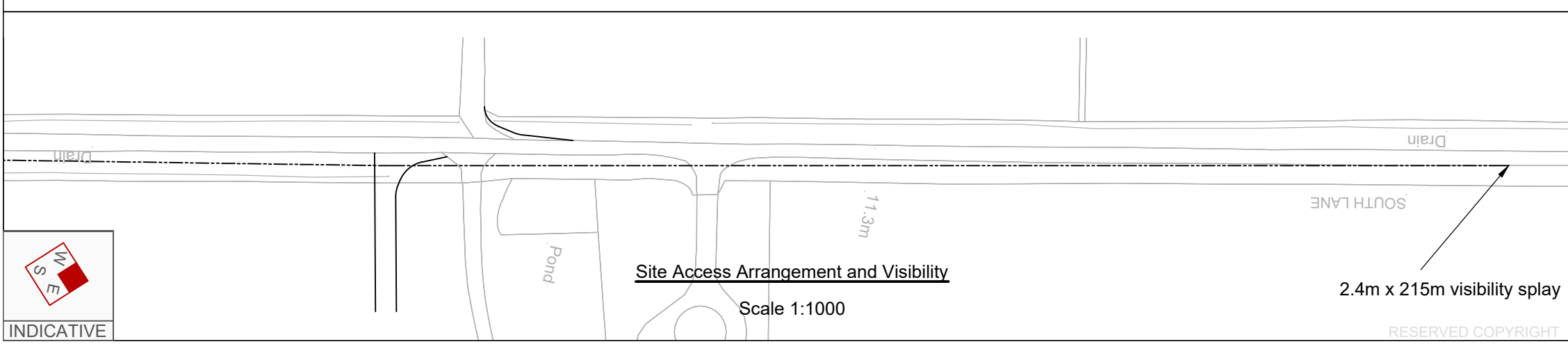
TITLE:
Cable Route Access Point 16

STATUS:
INFORMATION

SCALE: As Shown	DATE: 18.10.22	DRAWN: SG	CHECKED: SM	APPROVED: JD
JOB NO: 2107-062		DRAWING NO: SK 116		REVISION: -



Site Access Arrangement and Visibility
Scale 1:1000



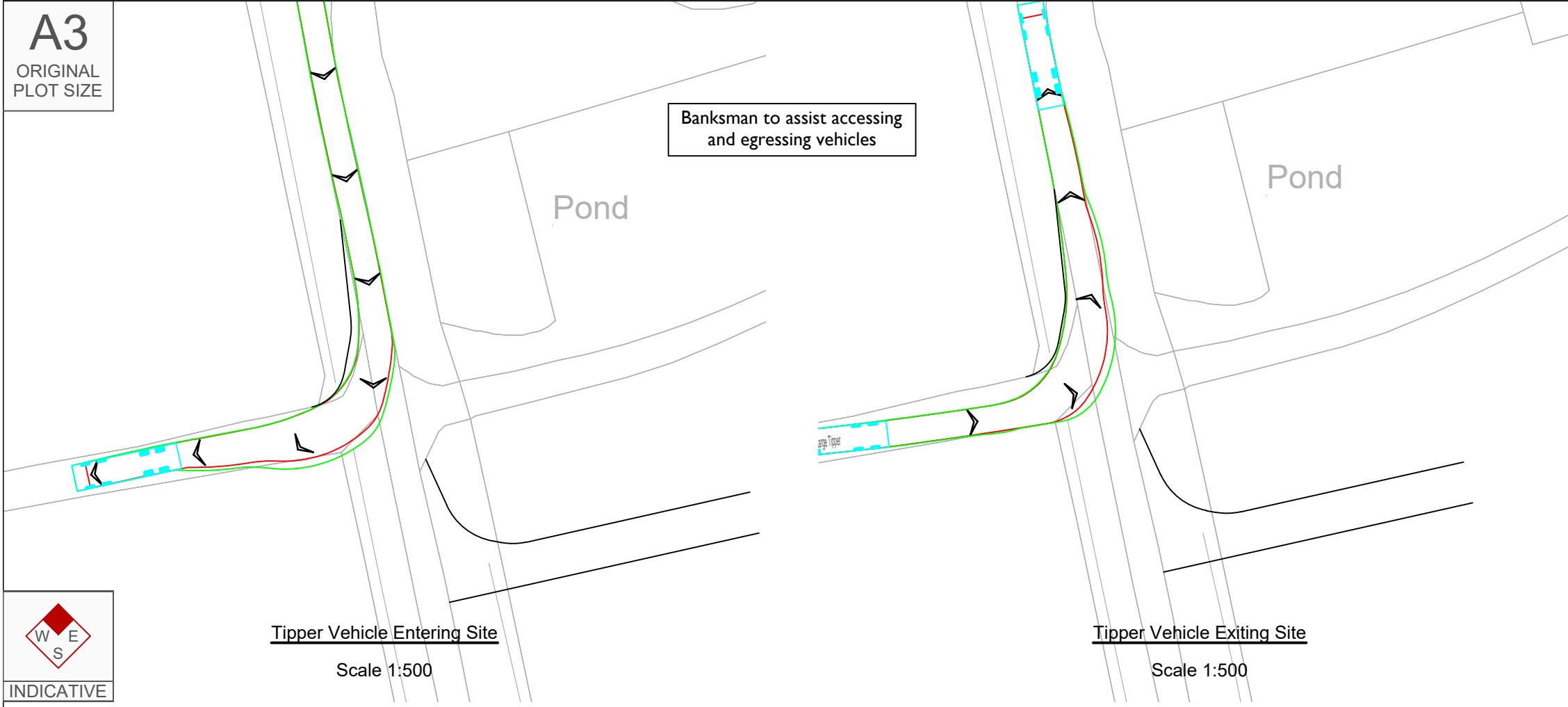
Site Access Arrangement and Visibility
Scale 1:1000

2.4m x 215m visibility splay

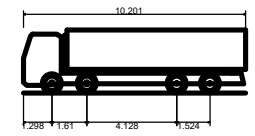
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- NOTES:**
1. The existing posted speed limit on South Lane is National Speed Limit (60mph)
 2. OS base to be confirmed with topographical survey
 3. Highway boundary to be confirmed



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
-	-	-	-	-	-



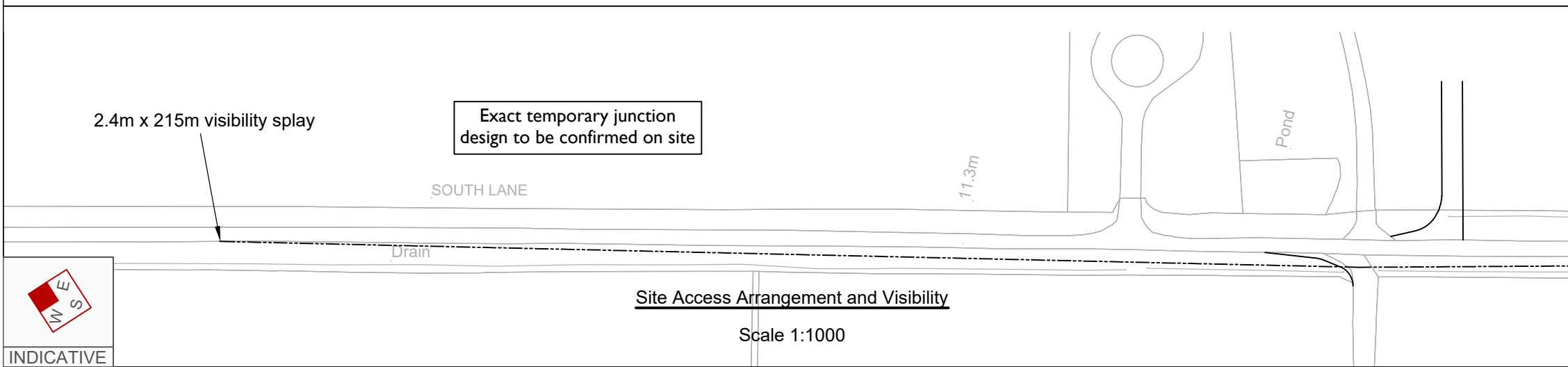
Tipper Vehicle Entering Site
Scale 1:500

Tipper Vehicle Exiting Site
Scale 1:500

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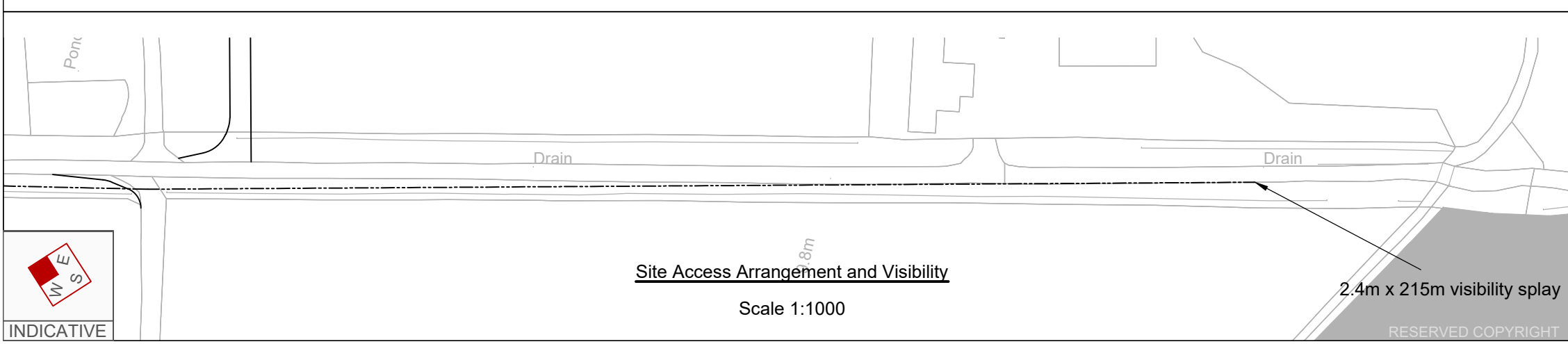
PROJECT:
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Site Access Arrangement and Visibility
Scale 1:1000

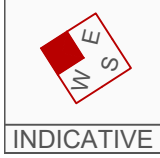
TITLE:
Cable Route Access Point 17

STATUS:
INFORMATION



Site Access Arrangement and Visibility
Scale 1:1000

SCALE: As Shown	DATE: 18.10.22	DRAWN: SG	CHECKED: SM	APPROVED: JD
JOB NO: 2107-062		DRAWING NO: SK 117		REVISION: -

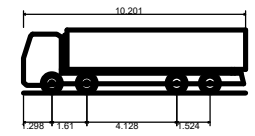


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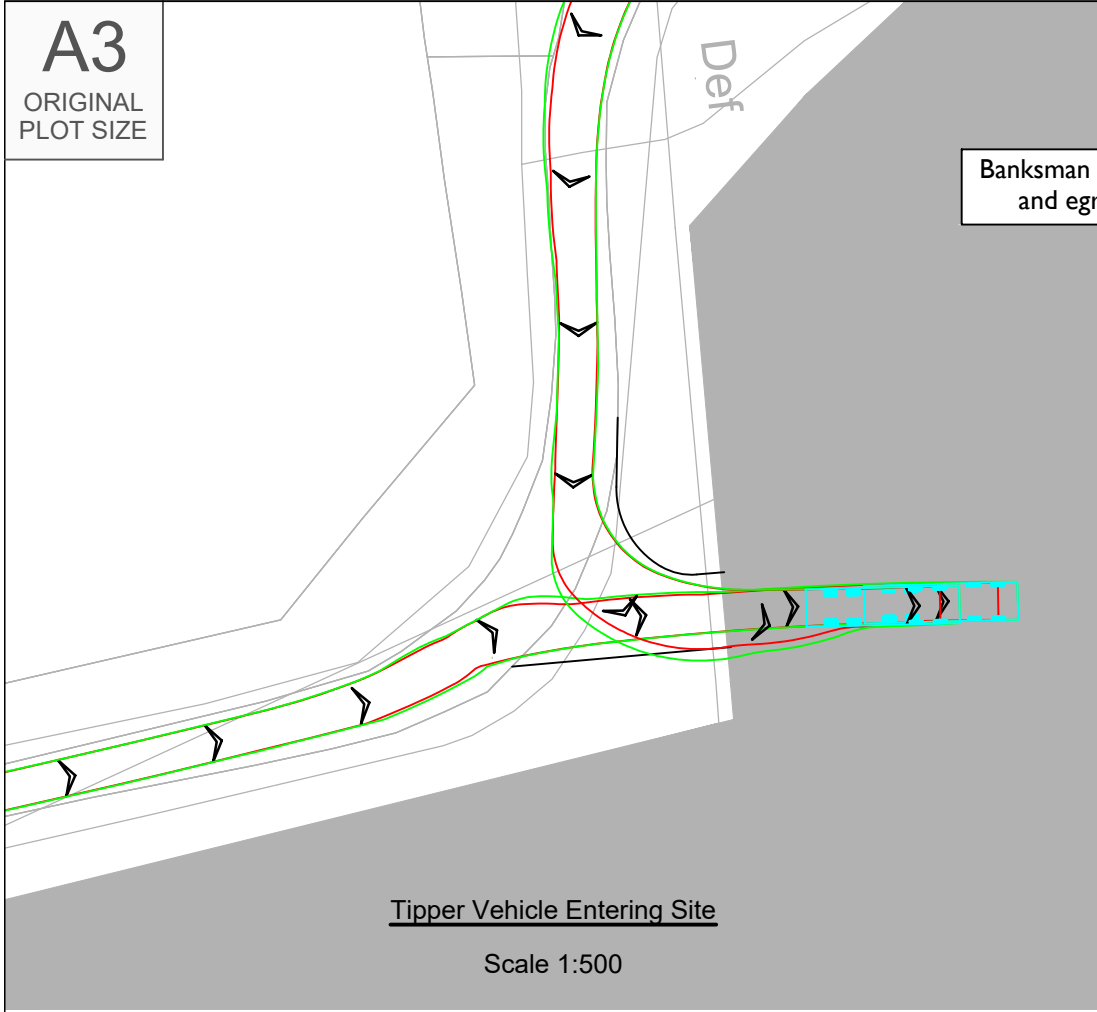
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- NOTES:
1. The existing posted speed limit on Fillingham Lane is National Speed Limit (60mph)
 2. OS base to be confirmed with topographical survey
 3. Highway boundary to be confirmed



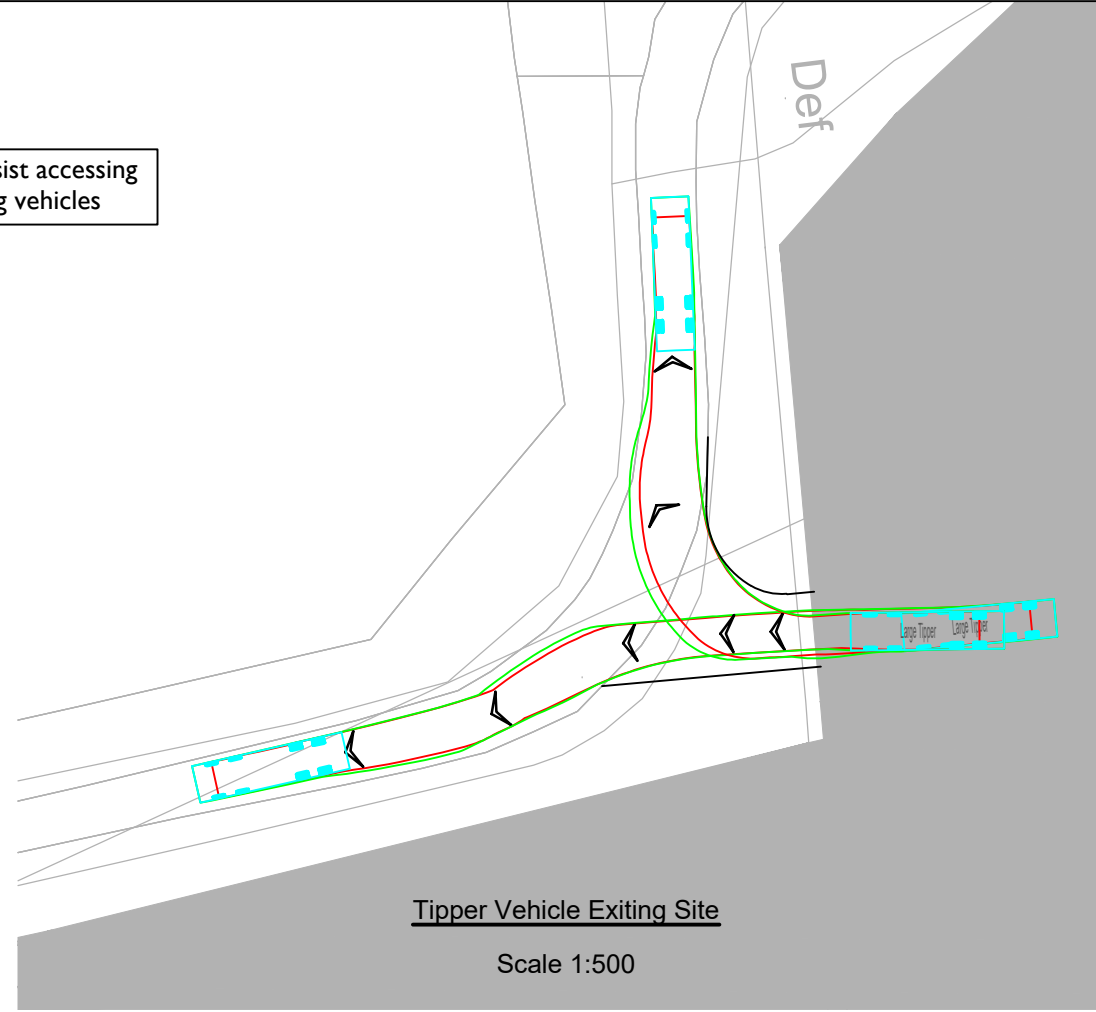
Large Tipper	10.201m
Overall Length	2.495m
Overall Width	2.890m
Overall Body Height	0.341m
Min Body Ground Clearance	2.471m
Track Width	6.00s
Lock to lock time	11.550m
Kerb to Kerb Turning Radius	

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



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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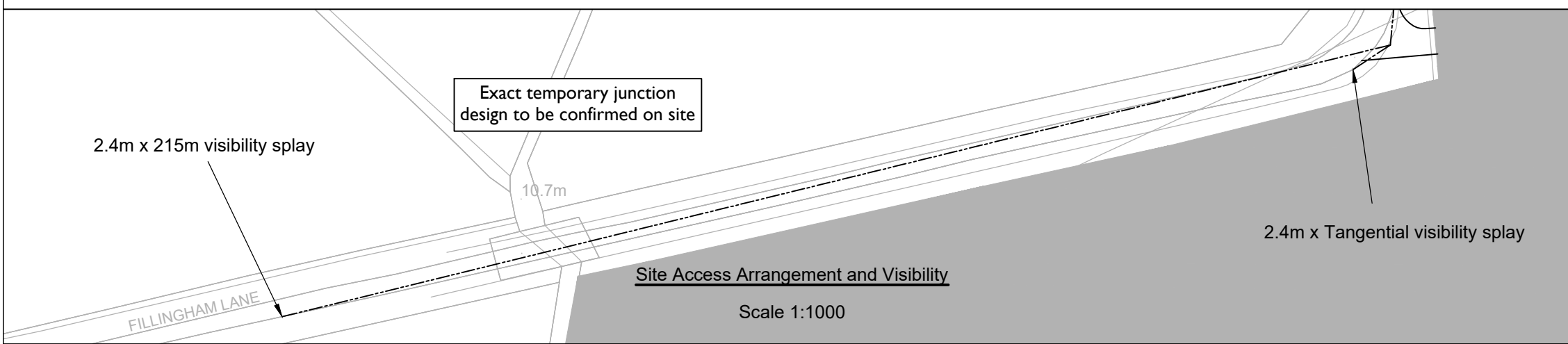
PROJECT:
COTTAM SOLAR FARM

TITLE:
Cable Route Access Point 18

STATUS:
INFORMATION

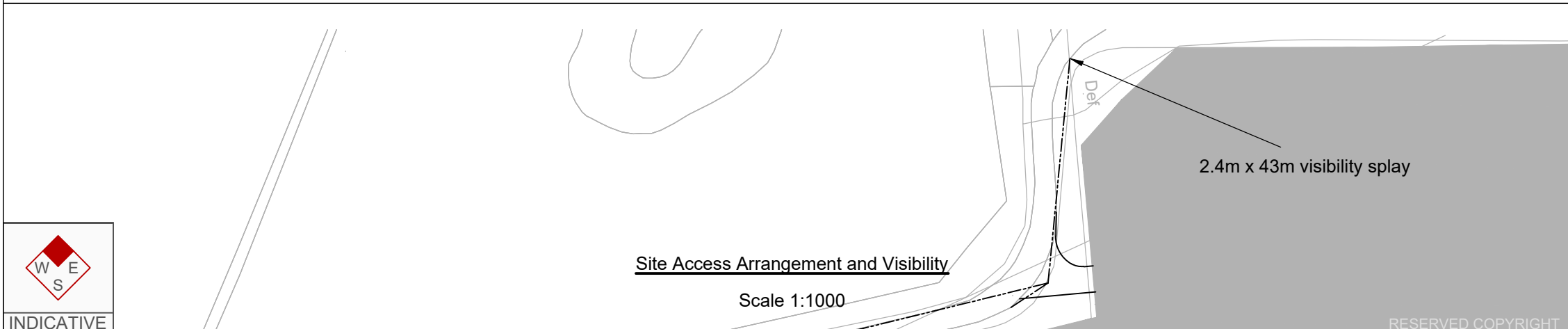
SCALE: As Shown	DATE: 14.12.22	DRAWN: SG	CHECKED: SM	APPROVED: JD
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JOB NO: 2107-062	DRAWING NO: SK 118	REVISION: -
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Exact temporary junction design to be confirmed on site

Site Access Arrangement and Visibility
Scale 1:1000



2.4m x 43m visibility splay

Site Access Arrangement and Visibility
Scale 1:1000

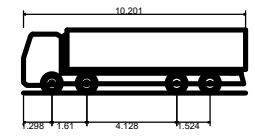


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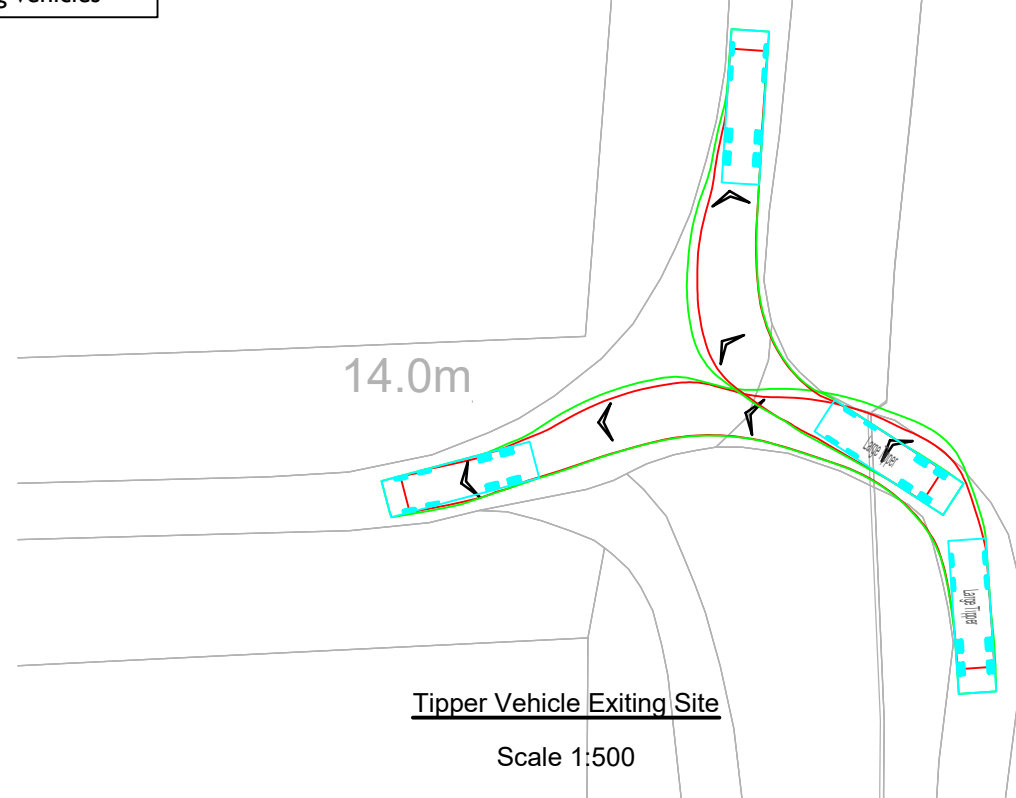
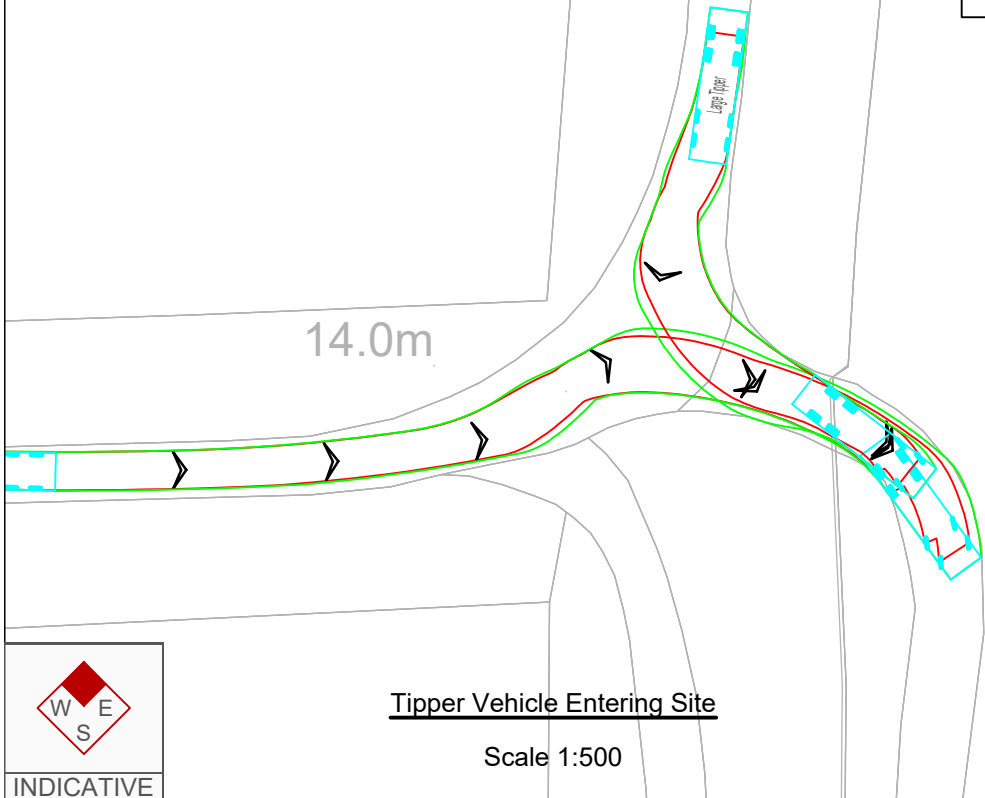
- NOTES:
1. The existing posted speed limit on Glentworth Road is National Speed Limit (60mph)
 2. OS base to be confirmed with topographical survey
 3. Highway boundary to be confirmed



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
-	-	-	-	-	-

Banksman to assist accessing and egressing vehicles



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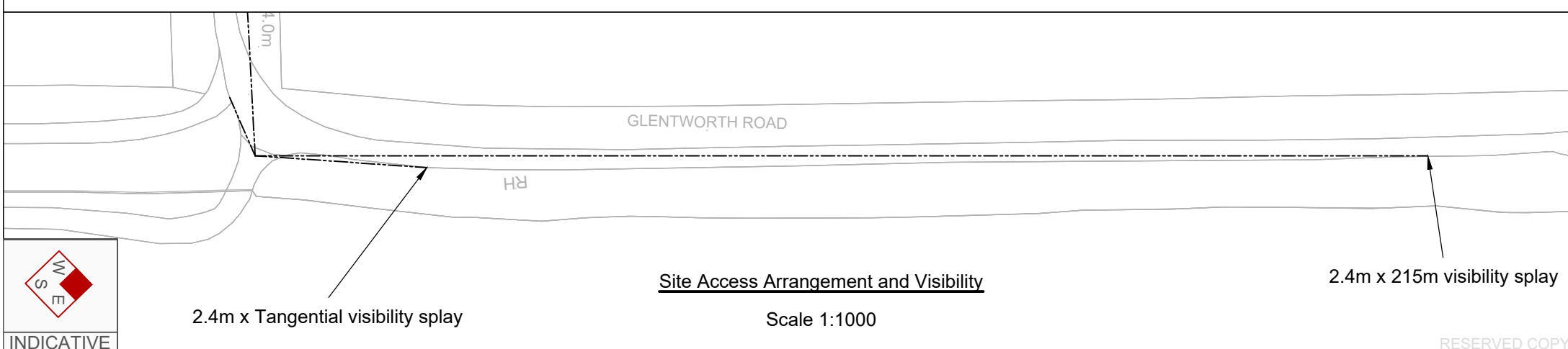
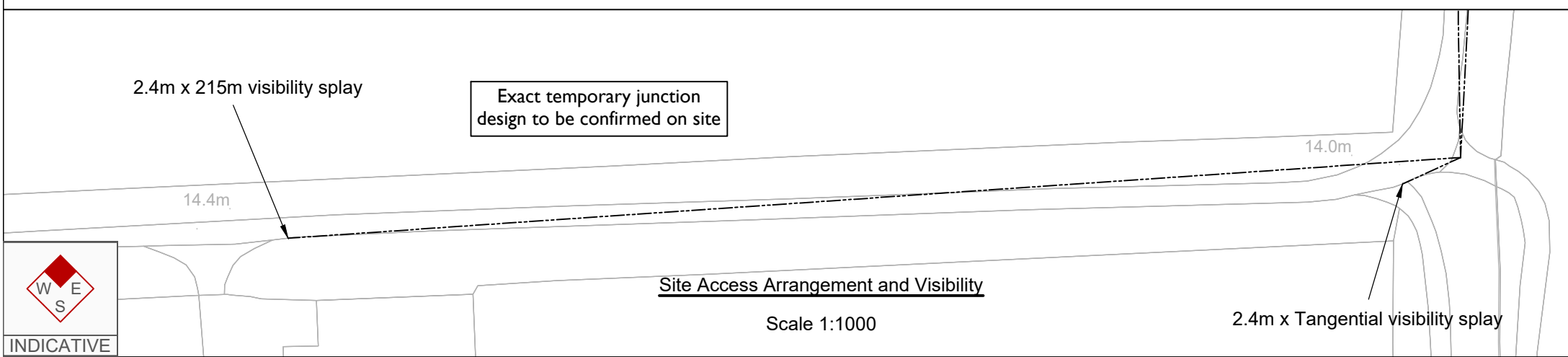
PROJECT:
COTTAM SOLAR FARM

TITLE:
Cable Route Access Point 19

STATUS:
INFORMATION

SCALE: As Shown	DATE: 18.10.22	DRAWN: SG	CHECKED: SM	APPROVED: JD
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JOB NO: 2107-062	DRAWING NO: SK 119	REVISION: -
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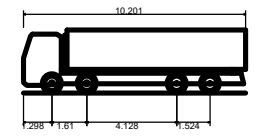


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- NOTES:
1. The existing posted speed limit on Kexby Road is National Speed Limit (60mph)
 2. OS base to be confirmed with topographical survey
 3. Highway boundary to be confirmed



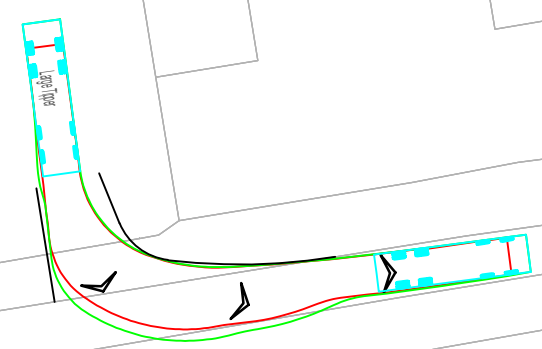
Large Tipper
Overall Length 10.201m
Overall Width 2.495m
Overall Body Height 2.890m
Min Body Ground Clearance 0.341m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.550m

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

Banksman to assist accessing and egressing vehicles



Tipper Vehicle Entering Site
Scale 1:500



Tipper Vehicle Exiting Site
Scale 1:500

2.4m x 215m visibility splay

Exact temporary junction design to be confirmed on site

2.4m x Tangential visibility splay

Drain

Guide Post

Site Access Arrangement and Visibility

Scale 1:1000

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CLIENT:
COTTAM SOLAR PROJECT LIMITED

PROJECT:
COTTAM SOLAR FARM

TITLE:
Cable Route Access Point 20

STATUS:
INFORMATION

SCALE: As Shown	DATE: 18.10.22	DRAWN: SG	CHECKED: SM	APPROVED: JD
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JOB NO: 2107-062	DRAWING NO: SK 120	REVISION: -
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INDICATIVE

16.2 Site Access Arrangement and Visibility

Scale 1:1000

KEXBY ROAD

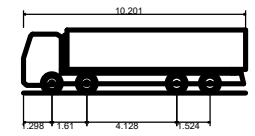
2.4m x 215m visibility splay

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A3
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PLOT SIZE

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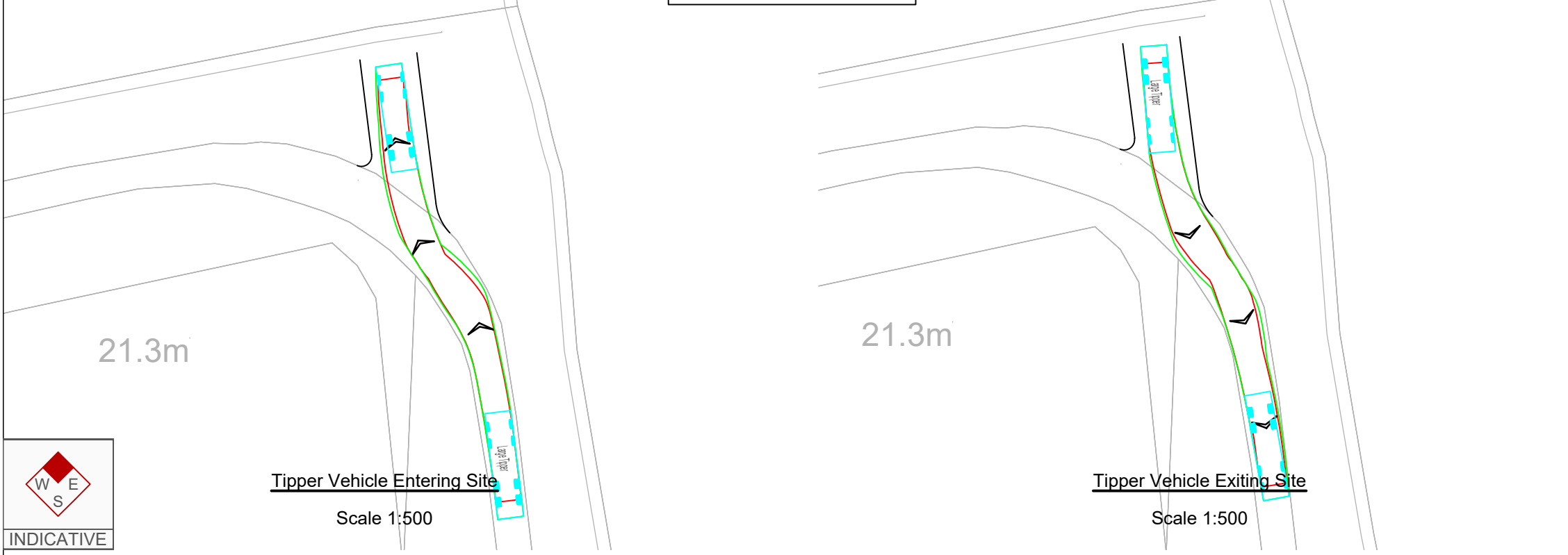
- NOTES:
1. The existing posted speed limit on Cow Lane is National Speed Limit (60mph)
 2. OS base to be confirmed with topographical survey
 3. Highway boundary to be confirmed



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
-	-	-	-	-	-

Banksman to assist accessing and egressing vehicles



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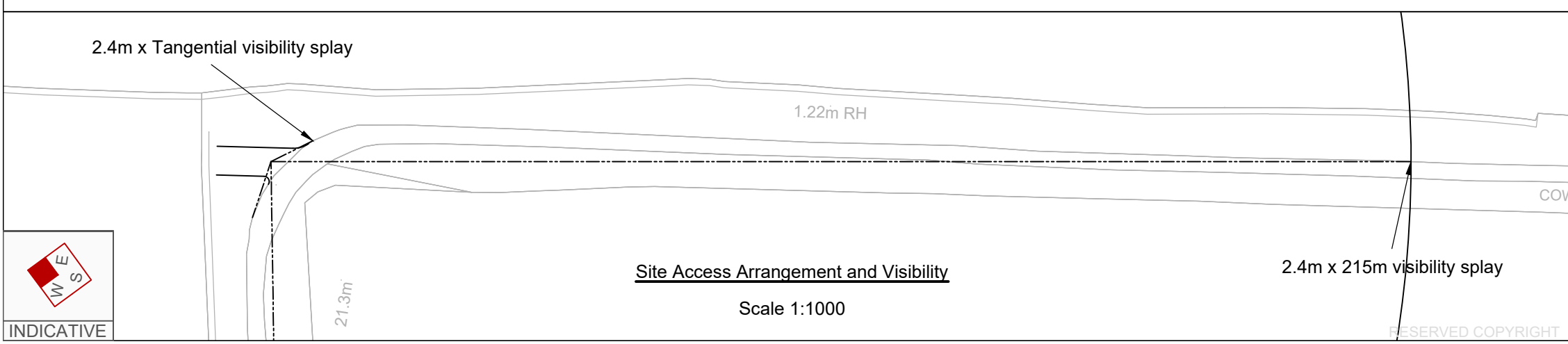
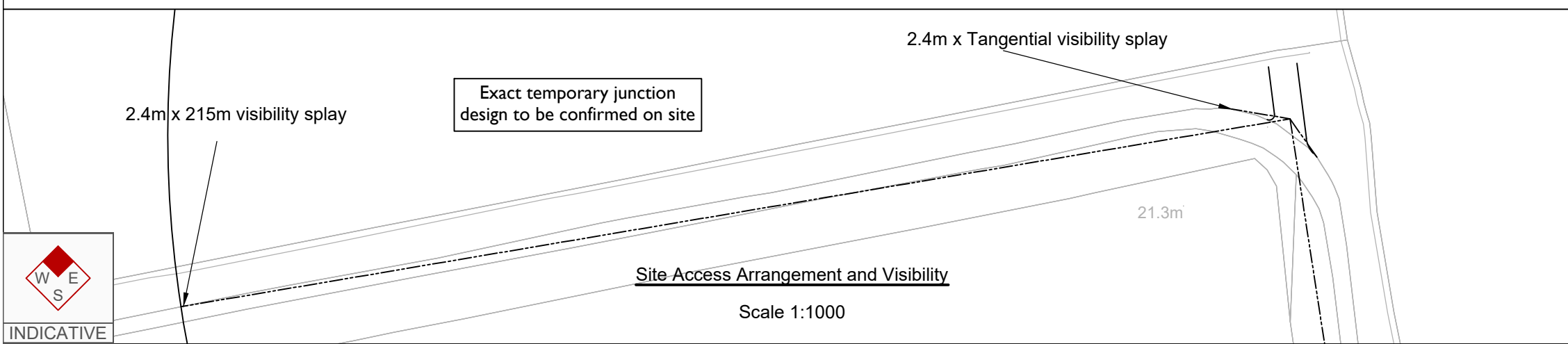
PROJECT:
COTTAM SOLAR FARM

TITLE:
Cable Route Access Point 21

STATUS:
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	14.12.22	SG	SM	JD

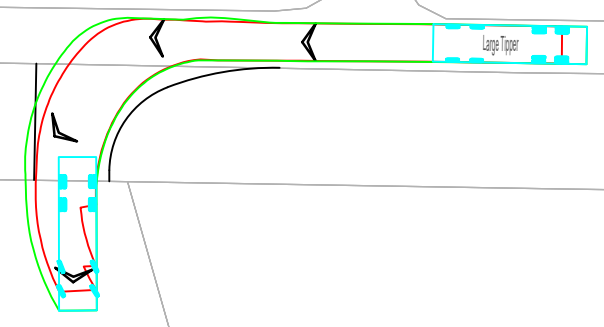
JOB NO:	DRAWING NO:	REVISION:
2107-062	SK 121	-



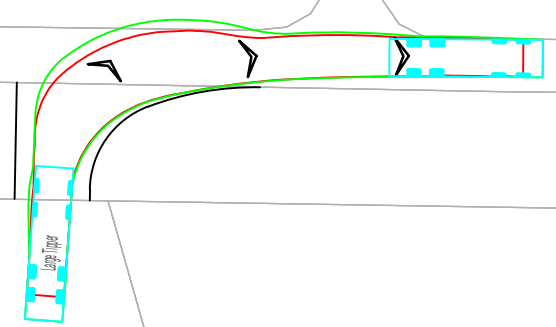
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PLOT SIZE

Banksman to assist accessing
and egressing vehicles



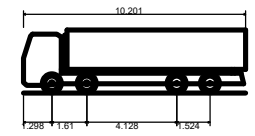
Tipper Vehicle Entering Site
Scale 1:500



Tipper Vehicle Exiting Site
Scale 1:500

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- 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	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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PROJECT:
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TITLE:
Cable Route Access Point 22

STATUS:
INFORMATION

SCALE: As Shown	DATE: 18.10.22	DRAWN: SG	CHECKED: SM	APPROVED: JD
JOB NO: 2107-062	DRAWING NO: SK 122	REVISION: -		

Exact temporary junction
design to be confirmed on site

21.2m Cattle Grid

2.4m x 215m visibility splay

Site Access Arrangement and Visibility
Scale 1:1000

24.4m

2.4m x 215m visibility splay

Site Access Arrangement and Visibility
Scale 1:1000

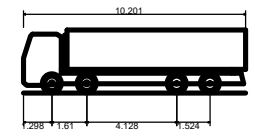


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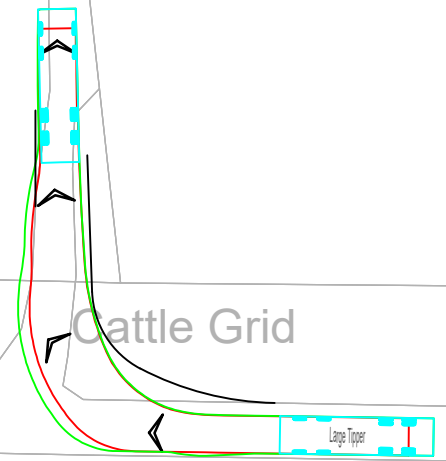
- NOTES:
1. The existing posted speed limit on Common Lane is National Speed Limit (60mph)
 2. OS base to be confirmed with topographical survey
 3. Highway boundary to be confirmed



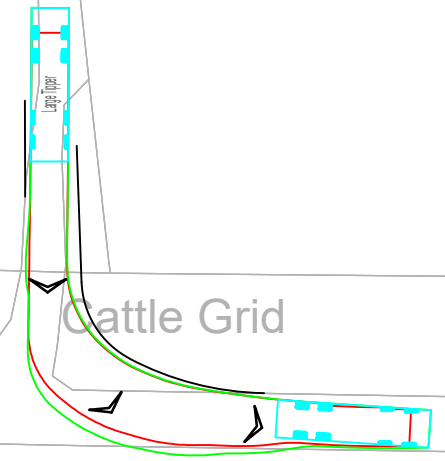
Large Tipper	10.201m
Overall Length	2.495m
Overall Width	2.890m
Overall Body Height	0.341m
Min Body Ground Clearance	2.471m
Track Width	6.00s
Lock to lock time	11.550m
Kerb to Kerb Turning Radius	

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

Banksman to assist accessing and egressing vehicles

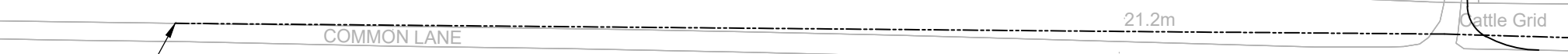


Tipper Vehicle Entering Site
Scale 1:500



Tipper Vehicle Exiting Site
Scale 1:500

Exact temporary junction design to be confirmed on site



Site Access Arrangement and Visibility
Scale 1:1000

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PROJECT:
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TITLE:
Cable Route Access Point 23

STATUS:
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	18.10.22	SG	SM	JD

JOB NO:	DRAWING NO:	REVISION:
2107-062	SK 123	-



Site Access Arrangement and Visibility
Scale 1:1000

Heapham Cliff

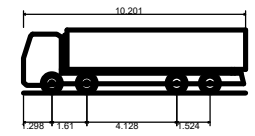
2.4m x 215m visibility splay

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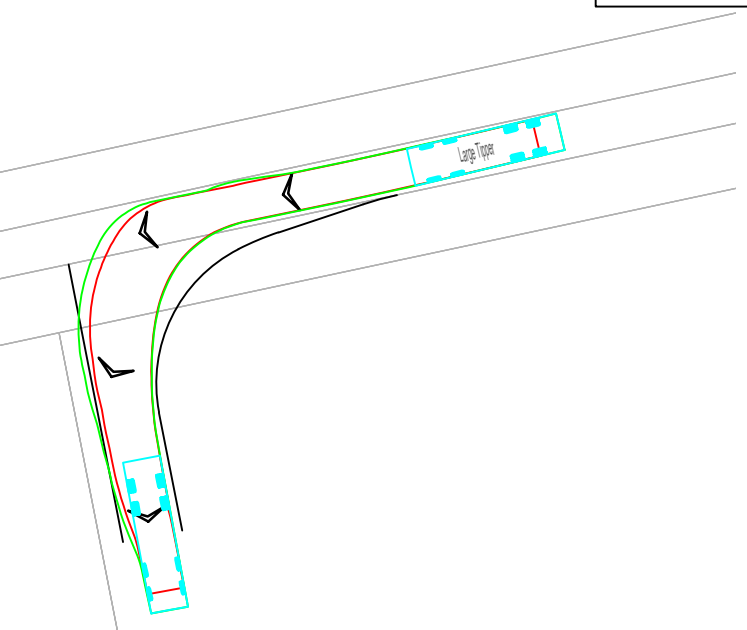
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- NOTES:
1. The existing posted speed limit on School Lane is National Speed Limit (60mph)
 2. OS base to be confirmed with topographical survey
 3. Highway boundary to be confirmed

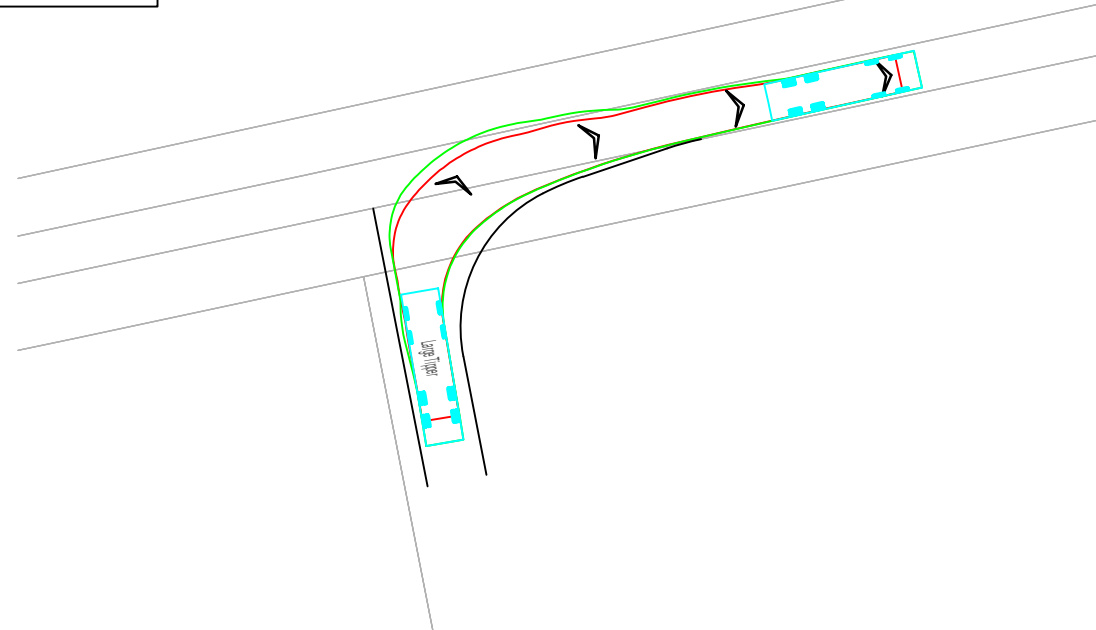


Large Tipper	10.201m
Overall Length	2.495m
Overall Width	2.890m
Overall Body Height	0.341m
Min Body Ground Clearance	2.471m
Track Width	6.00s
Lock to lock time	11.550m
Kerb to Kerb Turning Radius	

Banksman to assist accessing and egressing vehicles



Tipper Vehicle Entering Site
Scale 1:500



Tipper Vehicle Exiting Site
Scale 1:500

Rev	Date	Details	Drawn by	Checked by	Approved by
A	16.10.23	Access moved east to coincide with existing field access.	PSW	RR	JD

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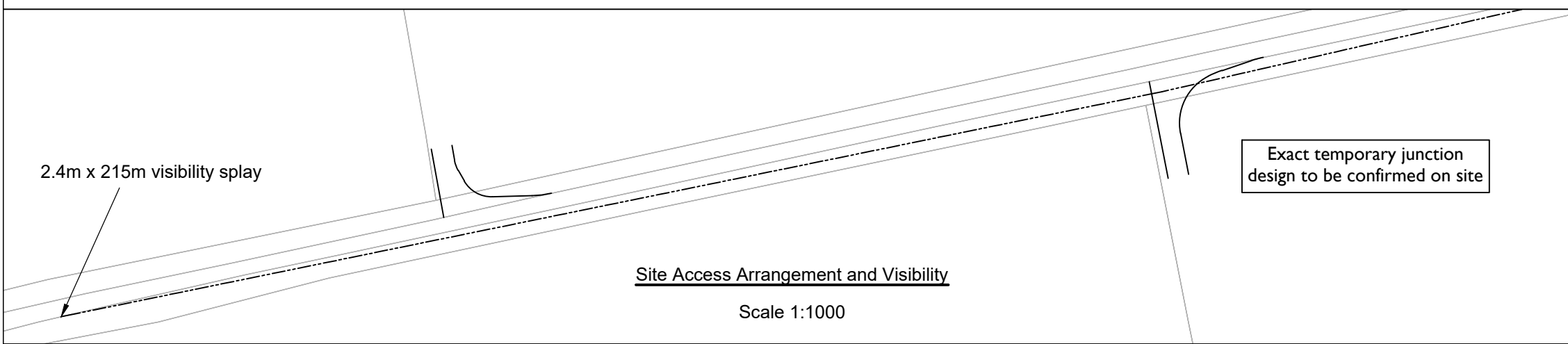
PROJECT:
COTTAM SOLAR FARM

TITLE:
Cable Route Access Point 24

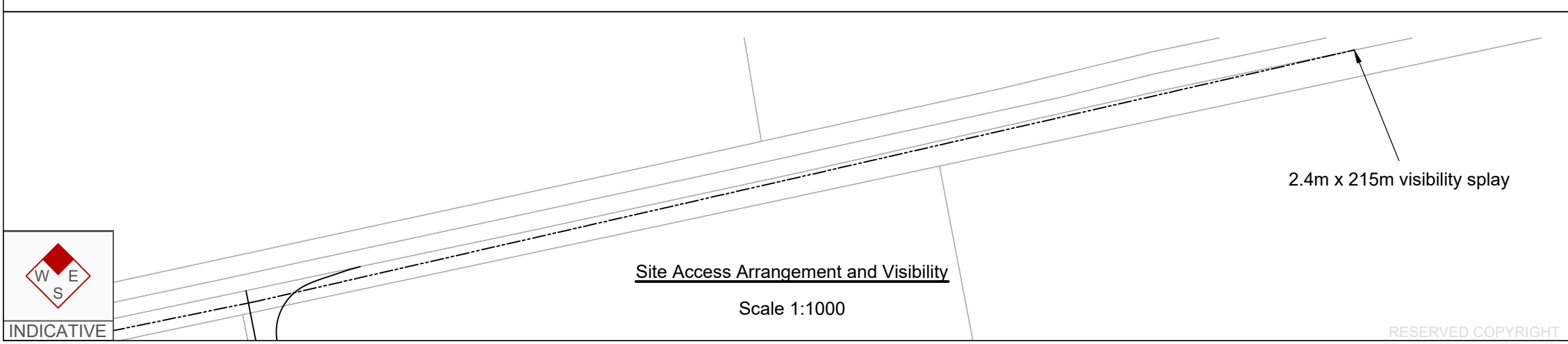
STATUS:
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	18.10.22	SG	SM	JD

JOB NO:	DRAWING NO:	REVISION:
2107-062	SK 124	A



Site Access Arrangement and Visibility
Scale 1:1000



Site Access Arrangement and Visibility
Scale 1:1000

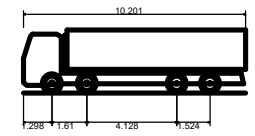


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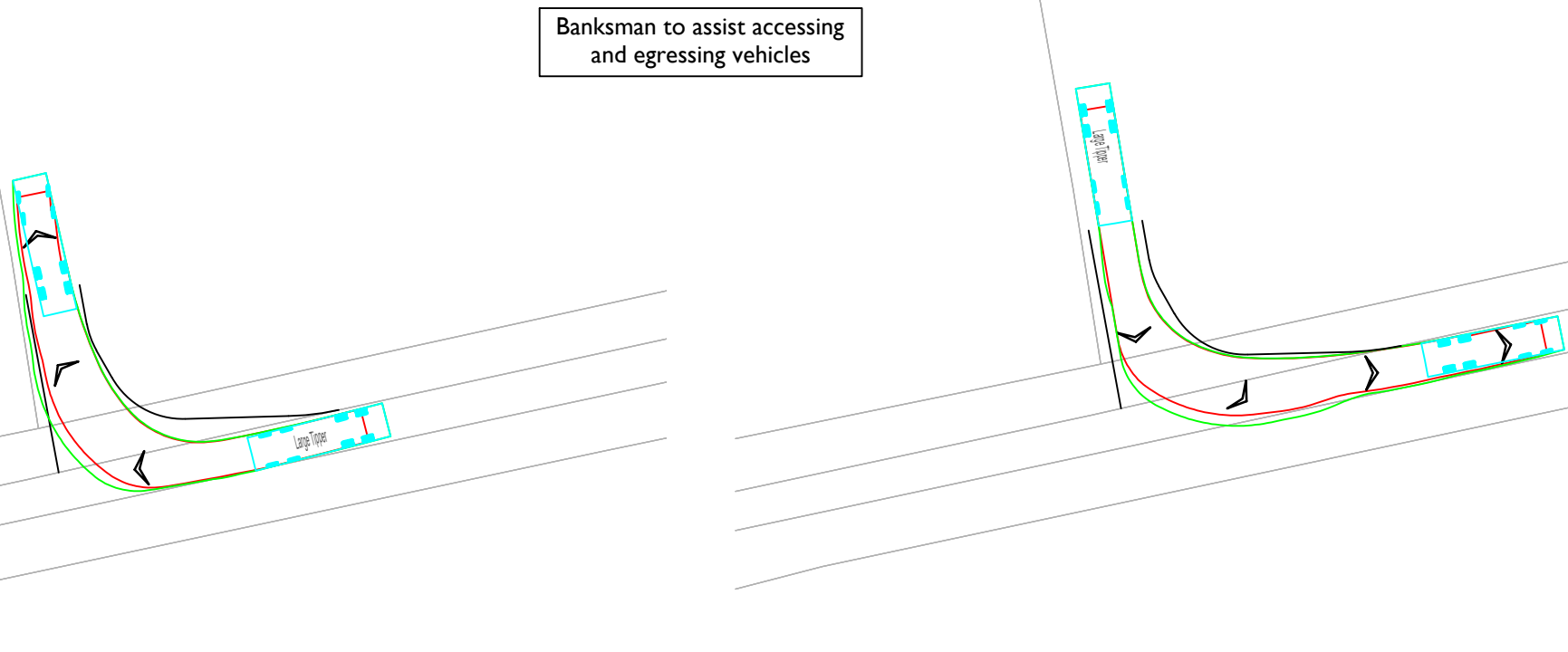
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- NOTES:
1. The existing posted speed limit on School Lane is National Speed Limit (60mph)
 2. OS base to be confirmed with topographical survey
 3. Highway boundary to be confirmed



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
-	-	-	-	-	-



Tipper Vehicle Entering Site
Scale 1:500

Tipper Vehicle Exiting Site
Scale 1:500

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PROJECT:
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TITLE:
Cable Route Access Point 25

STATUS:
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	18.10.22	SG	SM	JD

JOB NO:	DRAWING NO:	REVISION:
2107-062	SK 125	-

2.4m x 215m visibility splay

Exact temporary junction design to be confirmed on site

Site Access Arrangement and Visibility
Scale 1:1000

Site Access Arrangement and Visibility
Scale 1:1000

2.4m x 215m visibility splay



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A3

ORIGINAL PLOT SIZE

Banksman to assist accessing and egressing vehicles

1.22m RH

Tipper Vehicle Entering Site

Scale 1:500

1.22m RH

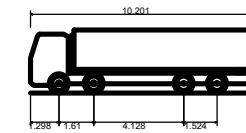
Tipper Vehicle Exiting Site

Scale 1:500

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NOTES:

- 1. The existing posted speed limit on A631 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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PROJECT:

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TITLE:

Cable Route Access Point 26

STATUS:

INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	18.10.22	SG	SM	JD

JOB NO:	DRAWING NO:	REVISION:
2107-062	SK 126	-

20.3m

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

1.22m RH

21.1m

1.22m RH

2.4m x 215m visibility splay

Site Access Arrangement and Visibility

Scale 1:1000



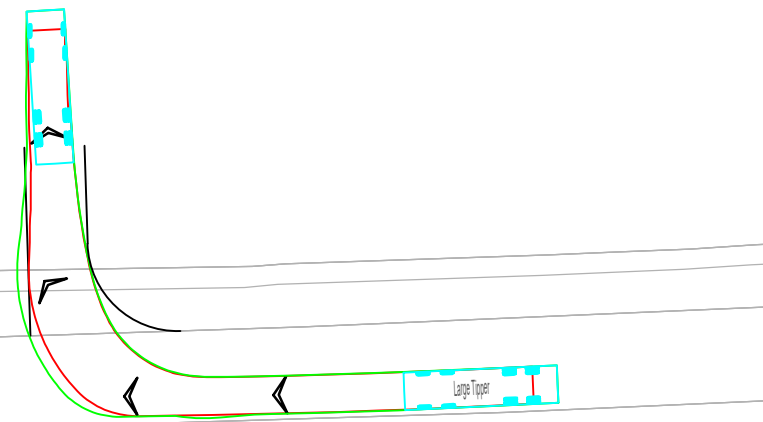
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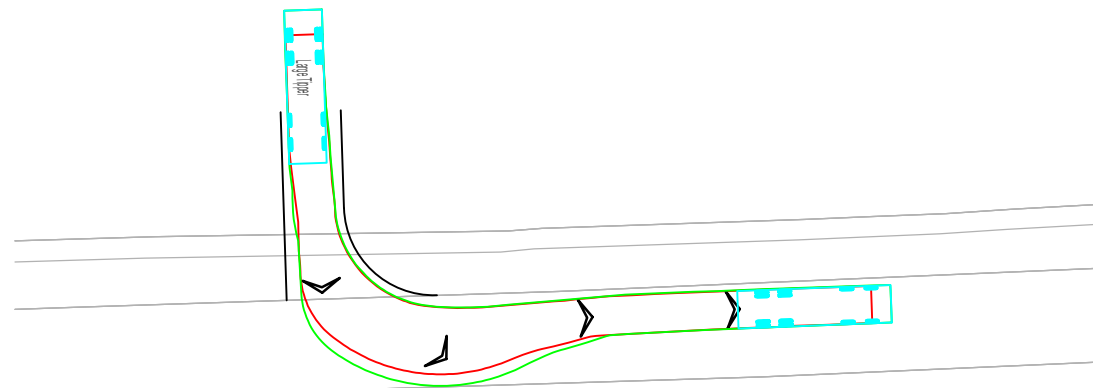
A3

ORIGINAL PLOT SIZE

Banksman to assist accessing and egressing vehicles



Tipper Vehicle Entering Site
Scale 1:500



Tipper Vehicle Exiting Site
Scale 1:500

2.4m x 215m visibility splay

Exact temporary junction design to be confirmed on site

21.1m

1.22m RH

Site Access Arrangement and Visibility
Scale 1:1000

2.4m x 215m visibility splay

A631

Site Access Arrangement and Visibility
Scale 1:1000



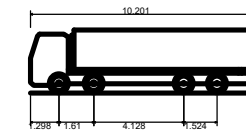
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NOTES:

- 1. The existing posted speed limit on A631 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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PROJECT:
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TITLE:
Cable Route Access Point 27

STATUS:
INFORMATION

SCALE: As Shown	DATE: 18.10.22	DRAWN: SG	CHECKED: SM	APPROVED: JD
JOB NO: 2107-062	DRAWING NO: SK 127	REVISION: -		

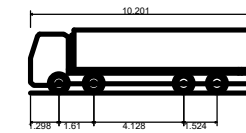
A3

ORIGINAL PLOT SIZE

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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
 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

18.7m

Large Tipper

Tipper Vehicle Entering Site

Scale 1:500

Large Tipper

Tipper Vehicle Exiting Site

Scale 1:500

2.4m x 215m visibility splay

Exact temporary junction design to be confirmed on site

18.7m

19.1m

Site Access Arrangement and Visibility

Scale 1:1000

CLIENT:
COTTAM SOLAR PROJECT LIMITED

PROJECT:
COTTAM SOLAR FARM

TITLE:
Cable Route Access Point 28

STATUS:
INFORMATION

SCALE: As Shown	DATE: 18.10.22	DRAWN: SG	CHECKED: SM	APPROVED: JD
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JOB NO: 2107-062	DRAWING NO: SK 128	REVISION: -
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INDICATIVE

Site Access Arrangement and Visibility

Scale 1:1000

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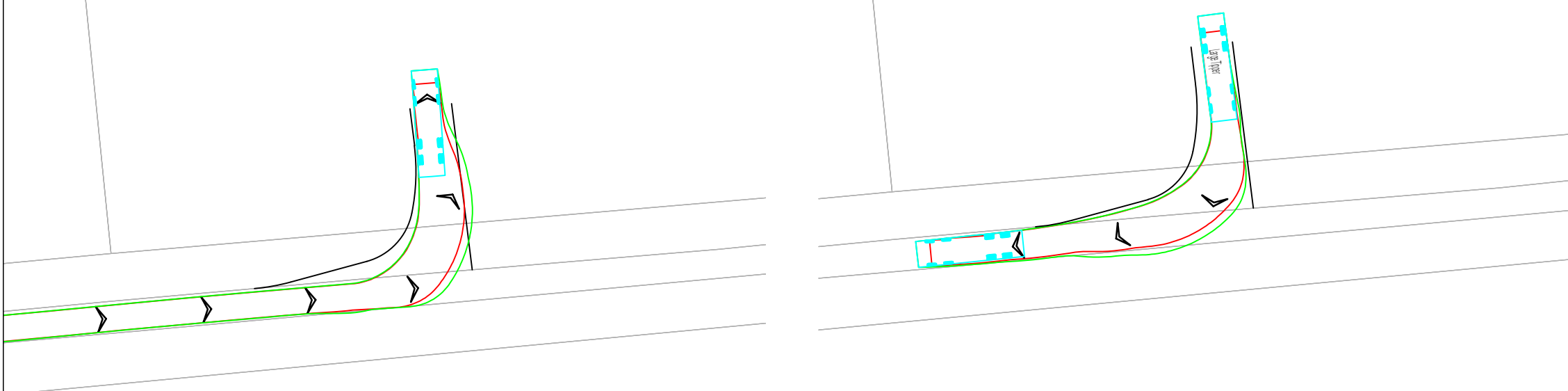


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A3
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Banksman to assist accessing and egressing vehicles

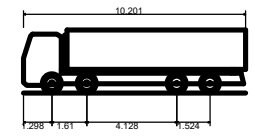


Tipper Vehicle Entering Site
Scale 1:500

Tipper Vehicle Exiting Site
Scale 1:500

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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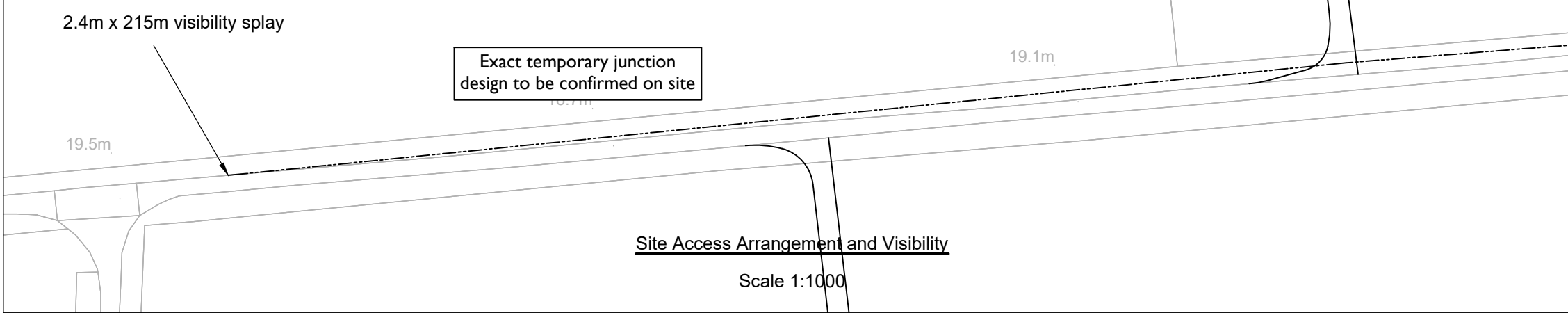
PROJECT:
COTTAM SOLAR FARM

TITLE:
Cable Route Access Point 29

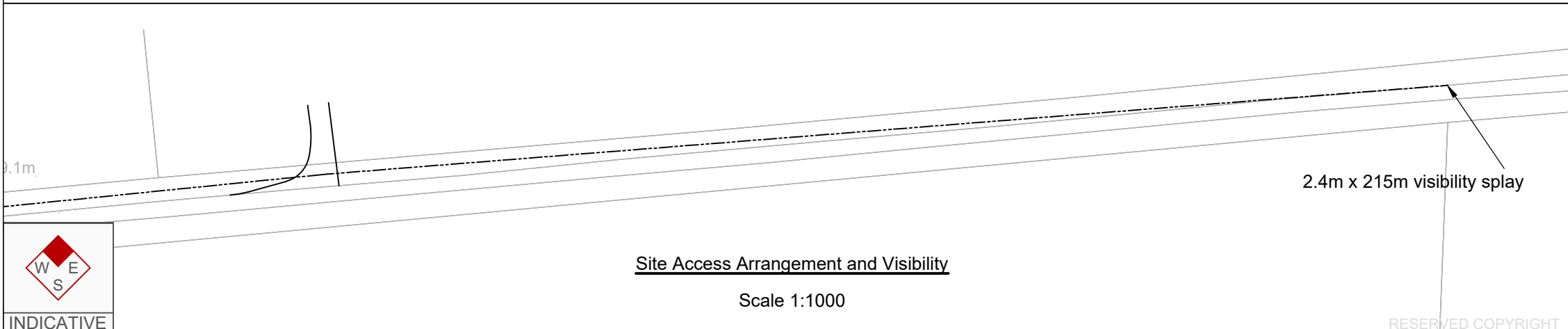
STATUS:
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	18.10.22	SG	SM	JD

JOB NO:	DRAWING NO:	REVISION:
2107-062	SK 129	-



Site Access Arrangement and Visibility
Scale 1:1000



Site Access Arrangement and Visibility
Scale 1:1000

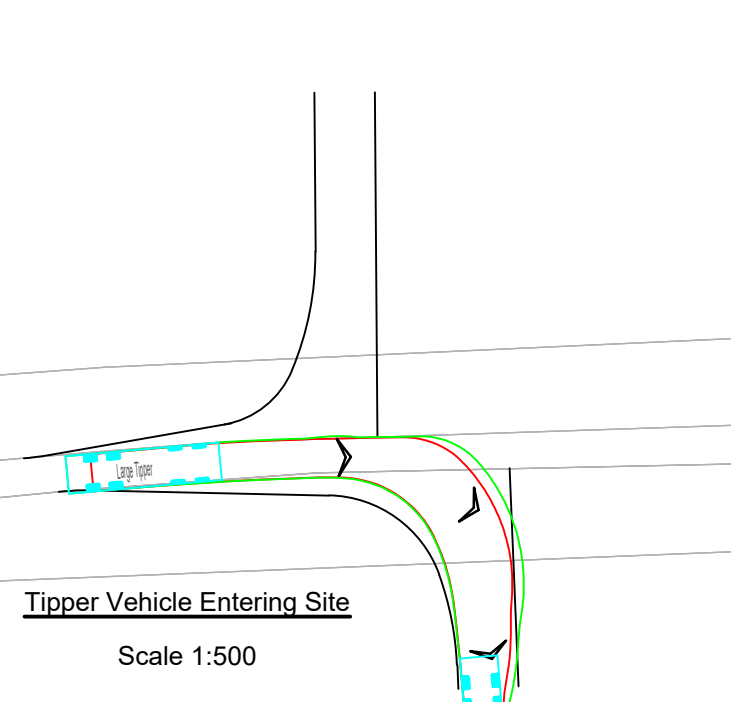


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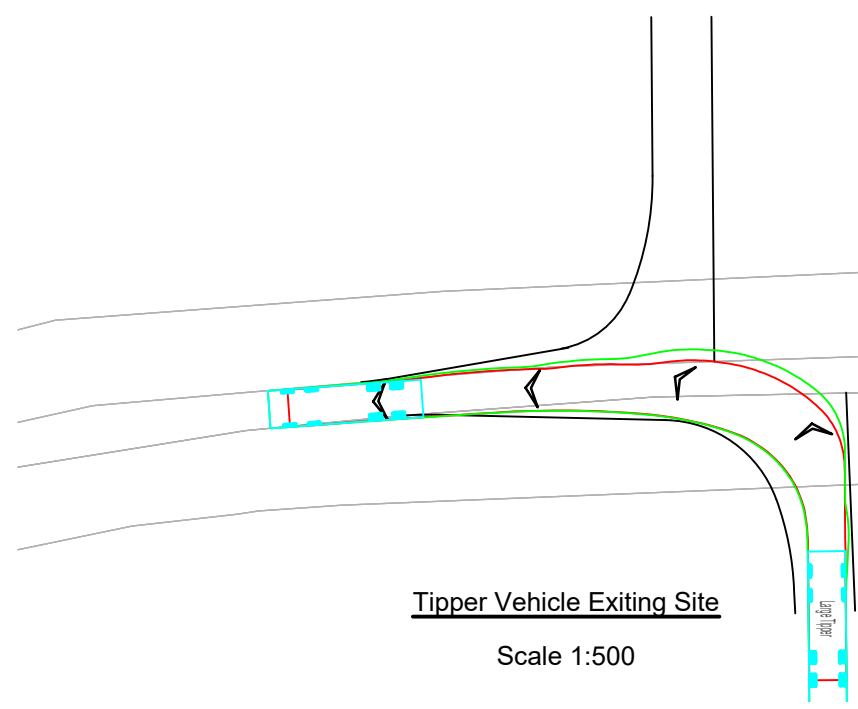
A3
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PLOT SIZE

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Banksman to assist accessing and egressing vehicles

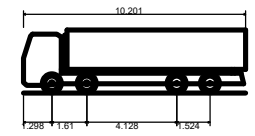


Tipper Vehicle Entering Site
Scale 1:500



Tipper Vehicle Exiting Site
Scale 1:500

- NOTES:
1. The existing posted speed limit on Green 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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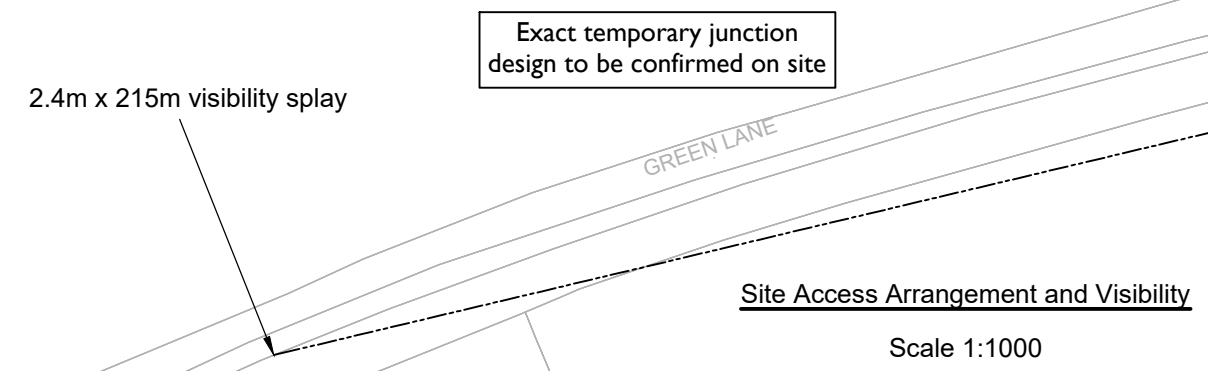
PROJECT:
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TITLE:
Cable Route Access Point 30

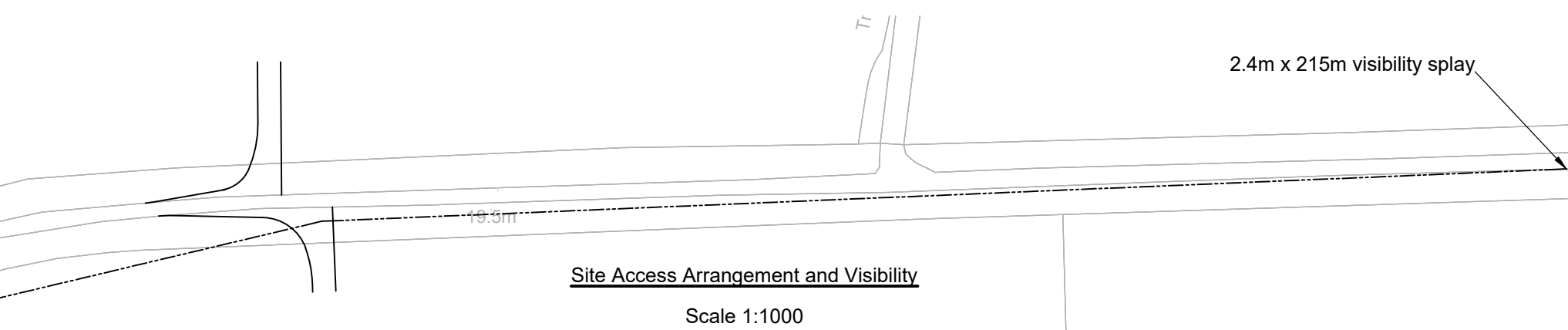
STATUS:
INFORMATION

SCALE: As Shown	DATE: 18.10.22	DRAWN: SG	CHECKED: SM	APPROVED: JD
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Site Access Arrangement and Visibility
Scale 1:1000



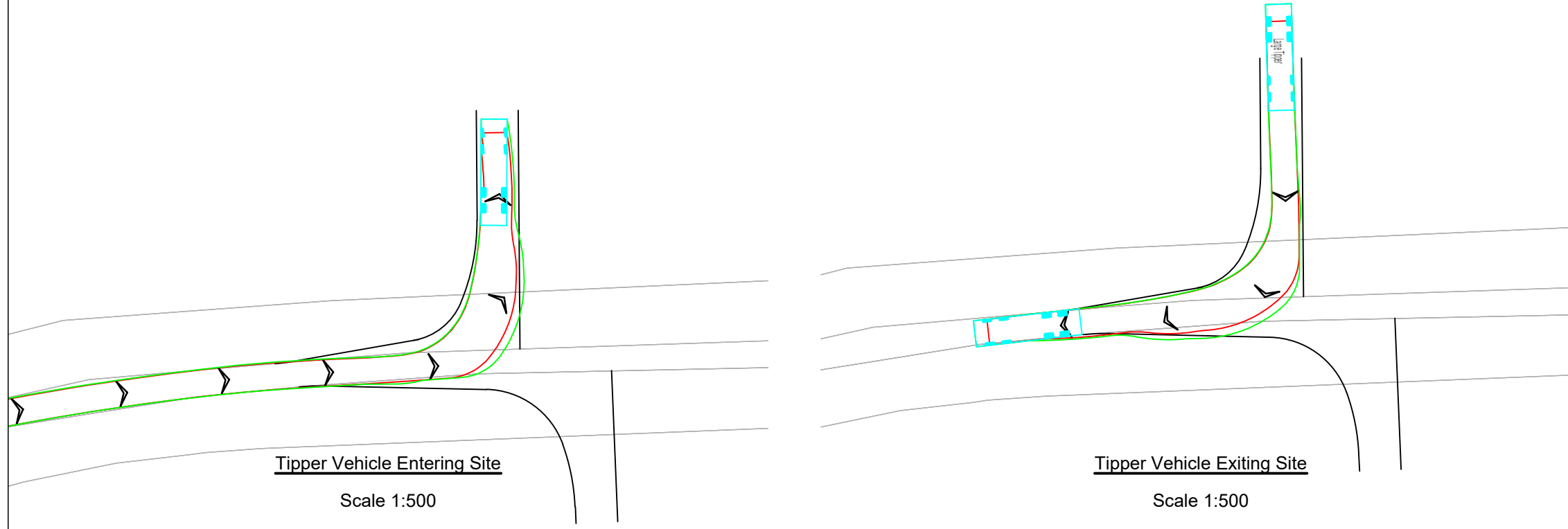
Site Access Arrangement and Visibility
Scale 1:1000



RESERVED COPYRIGHT

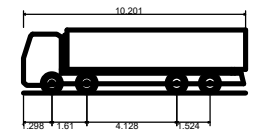
A3
ORIGINAL
PLOT SIZE

Banksman to assist accessing
and egressing vehicles



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- NOTES:
1. The existing posted speed limit on Green 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
-	-	-	-	-	-

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City



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

CLIENT:
COTTAM SOLAR PROJECT LIMITED

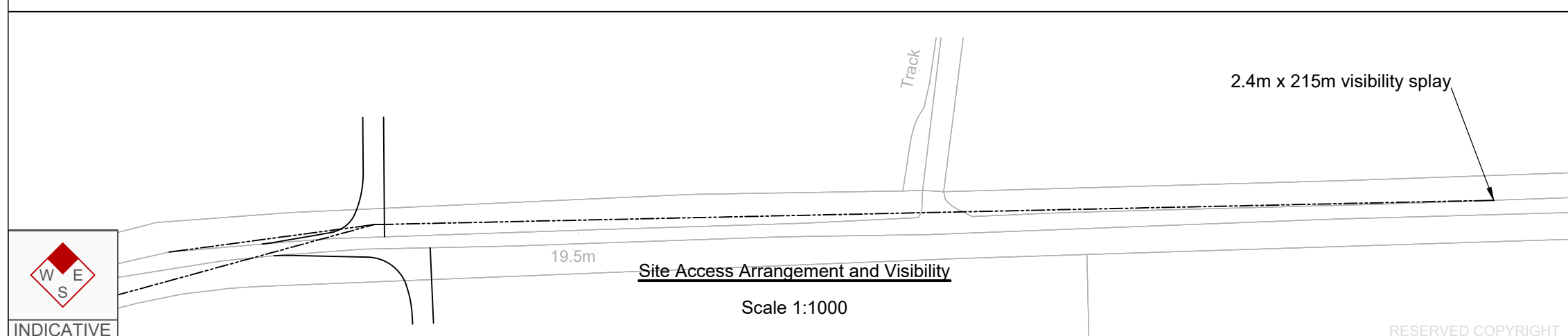
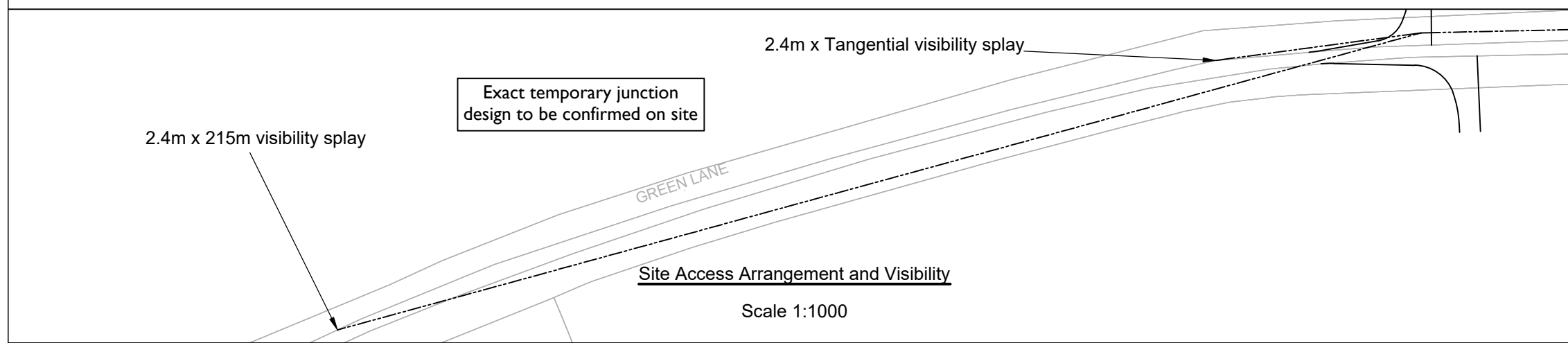
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COTTAM SOLAR FARM

TITLE:
Cable Route Access Point 31

STATUS:
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	18.10.22	SG	SM	JD

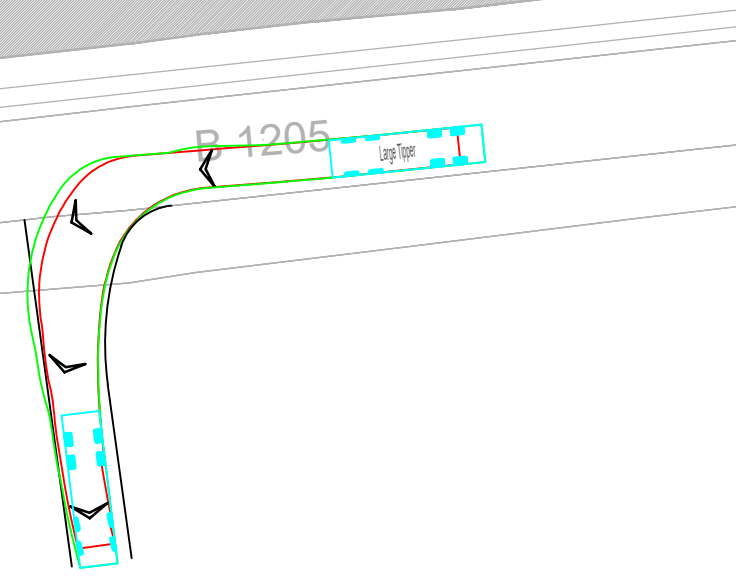
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2107-062	SK 131	-



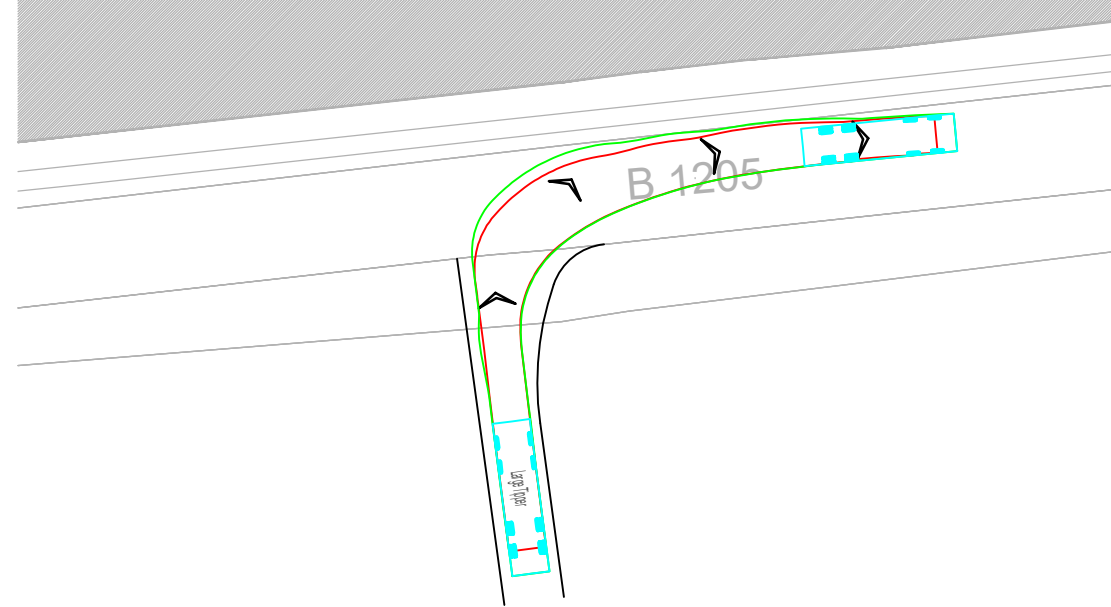
INDICATIVE

A3
ORIGINAL
PLOT SIZE

Banksman to assist accessing
and egressing vehicles



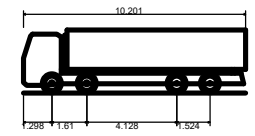
Tipper Vehicle Entering Site
Scale 1:500



Tipper Vehicle Exiting Site
Scale 1:500

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- NOTES:
1. The existing posted speed limit on B1205 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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Bristol
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CLIENT:
COTTAM SOLAR PROJECT LIMITED

PROJECT:
COTTAM SOLAR FARM

TITLE:
Cable Route Access Point 32

STATUS:
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	18.10.22	SG	SM	JD

JOB NO:	DRAWING NO:	REVISION:
2107-062	SK 132	-

Exact temporary junction
design to be confirmed on site

2.4m x 215m visibility splay

Site Access Arrangement and Visibility
Scale 1:1000

B 1205

B 1205

20.6m

2.4m x 215m visibility splay

Site Access Arrangement and Visibility
Scale 1:1000



INDICATIVE

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APPENDIX F



Abnormal Indivisible Load Access to Cottam Solar Project Substations – High Level Summary Document

Prepared for Island Green Power (IGP)





IGP | 22-1062 Cottam | AIL Access Summary | 21.10.22

NAME		SIGNATURE	DATE
Prepared by:	Andy Pearce		21.10.22
Checked by:	Peter Wynn		21.10.22
Approved by:	Andy Pearce		21.10.22

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Any conclusions, calculations or findings presented here should not be changed or altered.

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DOCUMENT REVISIONS

Issue	Date	Details
<input type="checkbox"/>	21.10.22	Revised based on updated information
<input type="checkbox"/>		
<input type="checkbox"/>		



Contents

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1. Introduction	2
2. Transport Drawings	3
3. Cottam Solar Project Substations Overview Map	4
4. Cottam Solar Project Substations Individual Summary Reports	5
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4.2. Cottam 2 (Corringham)	5
4.3. Cottam 3 (Blyton)	5
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5. Cottam 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 Cottam Solar Project. This will involve construction of new substations for connection to the National Grid at the 4 sites detailed in this report in terms of AIL transportation of the main transformer tank.
- 1.2. The sites where AIL access are required are:
 - Cottam 1 (Coates)
 - Cottam 2 (Corringham)
 - Cottam 3 (Blyton)
 - Cottam 3b (Bonsdale)
- 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. A separate summary document is to be issued 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 for transformer AILs 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 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 planning documentation. A more detailed report discussing the various issues raised and routes rejected 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.

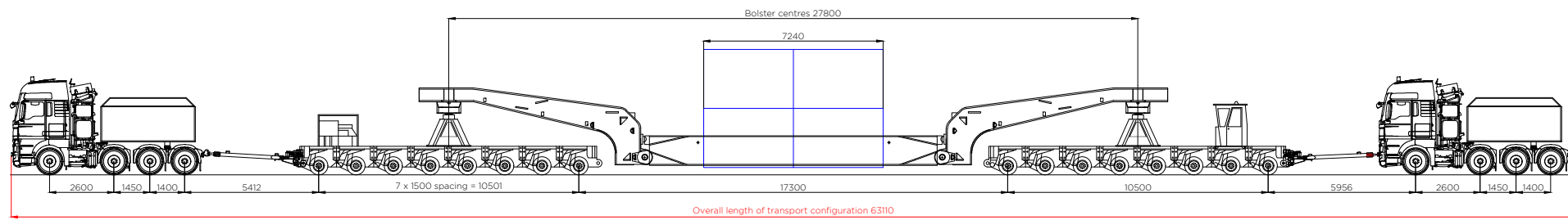


2. Transport Drawings

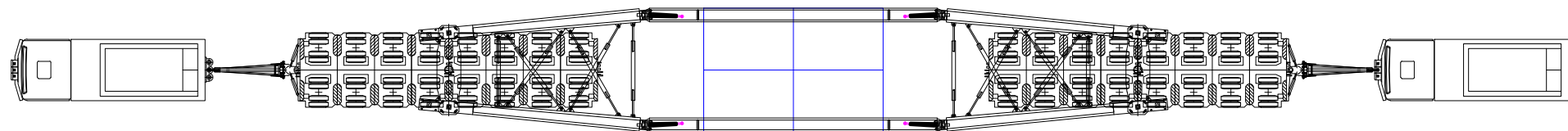
2.1. The anticipated transport dimensions of the transformers for each of the substation location are shown below in Table 1 as is the indicative AIL transport arrangement that has been used for initial consultation with highway authorities that are reproduced on the following pages. These are based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

Table 1 Transformer Transport Dimensions and Trailer Arrangements

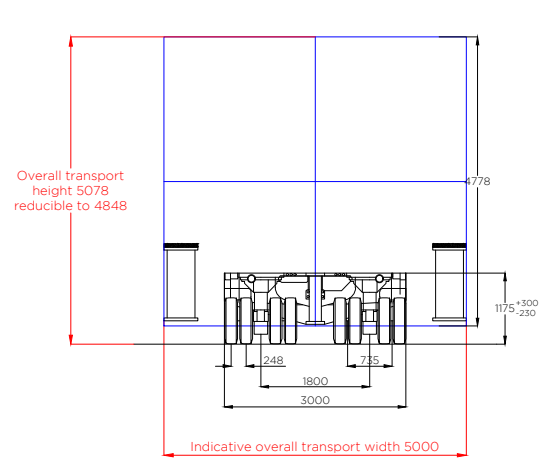
Site	Length (mm)	Width (mm)	Height (mm)	Weight (kgs)	Transport Arrangements
Cottam 1	7240	5000	4778	157,000kgs	16 axle girder frame trailers as shown in Drawing Number 22-1062.TC01/02 and 12 axle flattop trailer as shown in Drawing Number 22-1062.TC03.
Cottam 2	7900	4860	4500	100,000kgs	5 bed 5 trailer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



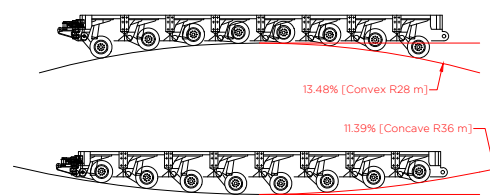
Elevation view - 16-axle girder frame trailer - concept model only
Indicative 157 te transformer
Scale 1:250



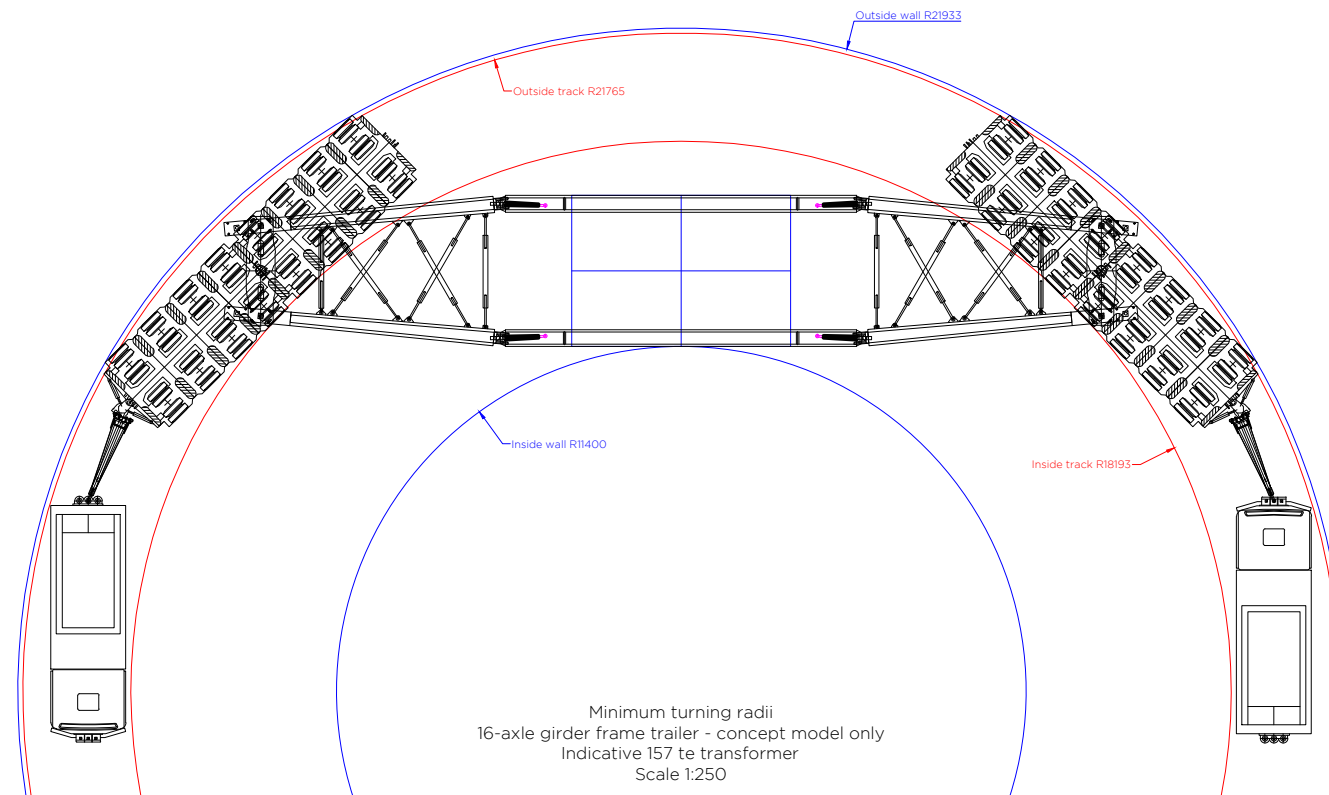
Plan view - 16-axle girder frame trailer - concept model only
Indicative 157 te transformer
Scale 1:250



Profile view
Scale 1:125



Vertical curve negotiability information
based on manufacturers literature
(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

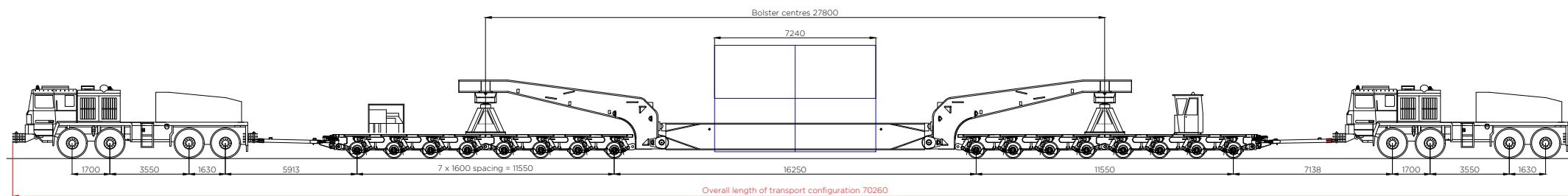
Drawing status:

Final report

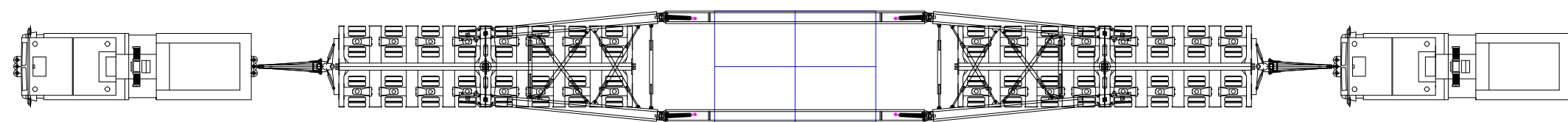
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Dwg. no: 22-1062.TC01	Sheet: 1 of 1	Rev: 0

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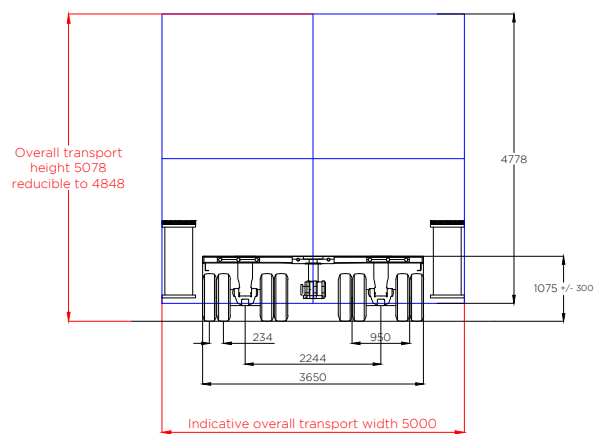
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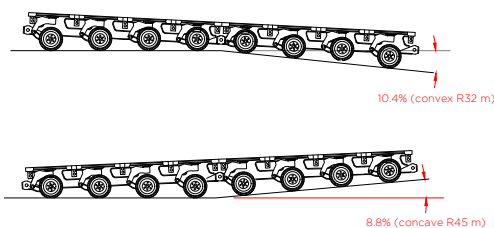
Elevation view - 16-axle girder frame trailer - concept model only
Indicative 157 te transformer
Scale 1:250



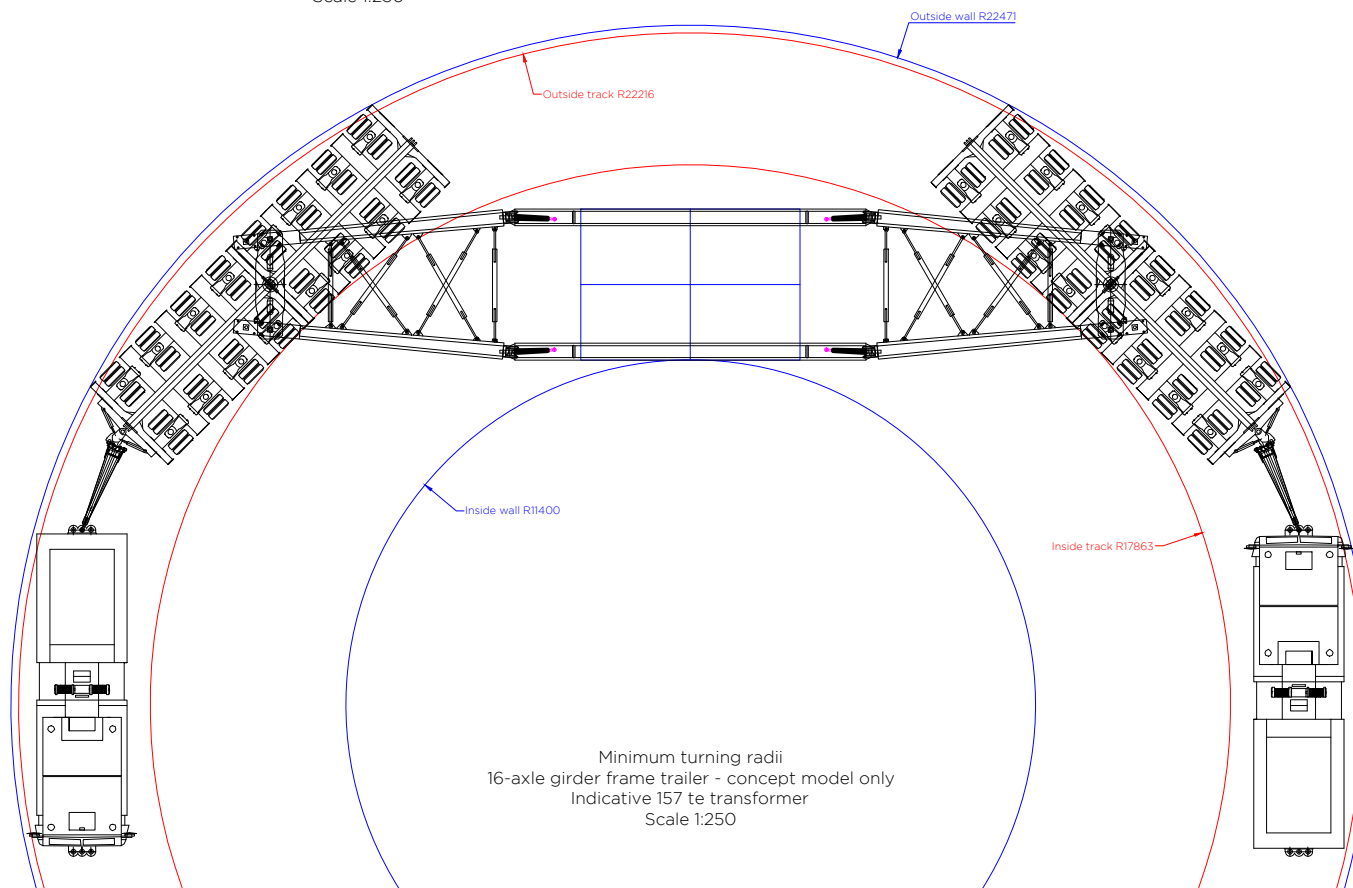
Plan view - 16-axle girder frame trailer - concept model only
Indicative 157 te transformer
Scale 1:250



Profile view
Scale 1:125



Vertical curve negotiability information
based on manufacturers literature



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	3.05 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,
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 3.65 m
track width showing minimum turning radii

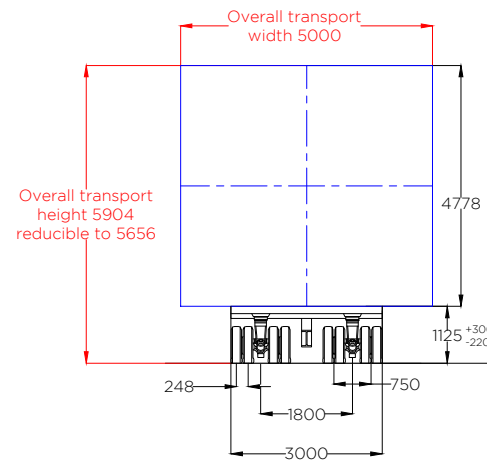
Drawing status:

Final report

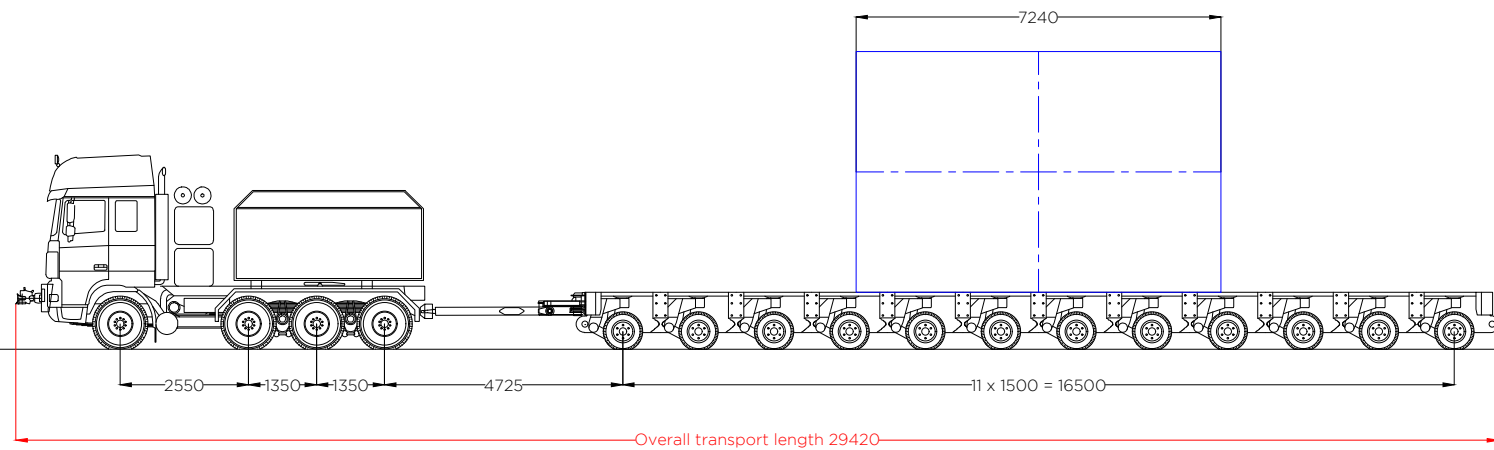
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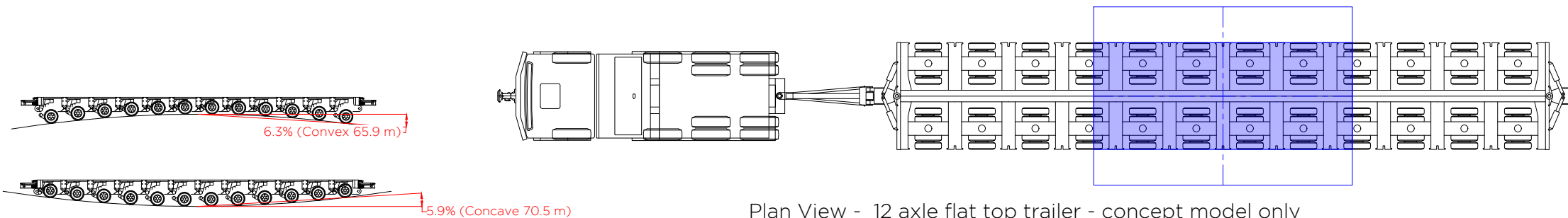
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Profile View
Scale 1:150

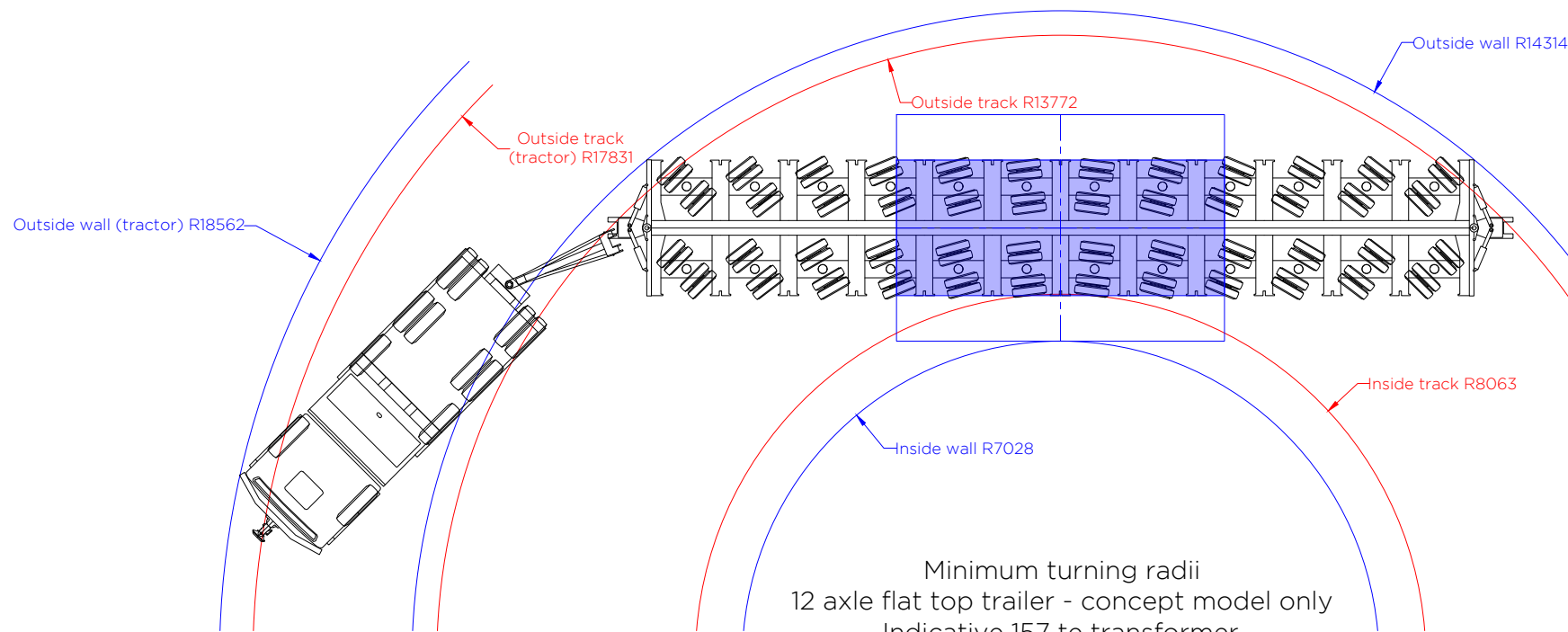


Elevation View - 12 axle flat top trailer - concept model only
Indicative 157 te transformer
Scale 1:150



Plan View - 12 axle flat top trailer - concept model only
Indicative 157 te transformer
Scale 1:150

Vertical Curve Negotiability Information
based on manufacturers literature
Scale: 1:300



Minimum turning radii
12 axle flat top trailer - concept model only
Indicative 157 te transformer
Scale 1:150

Load Table	
12 axle flat top trailer	
Self weight of load	157.0 te
Self weight of trailer	38.9 te
Total combined weight	195.9 te
Load per axle line	16.33 te
Load per axle	8.16 te
Load per wheel (4 per axle)	2.04 te
Overall ground bearing pressure	3.96 te/m ²

Tractor (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 tractor shown only.

Rev.	Date	Amendments
1	23.03.22	Amended load table
0	24.02.22	Issued for comment

Revisions

Prepared By:

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

Independent Transportation Engineers

Client:



Project:

Cottam & West Burton Solar

Title:

Indicative Transport Configuration
157 te transformer carried on
12 axle flat top trailer
showing minimum turning radii

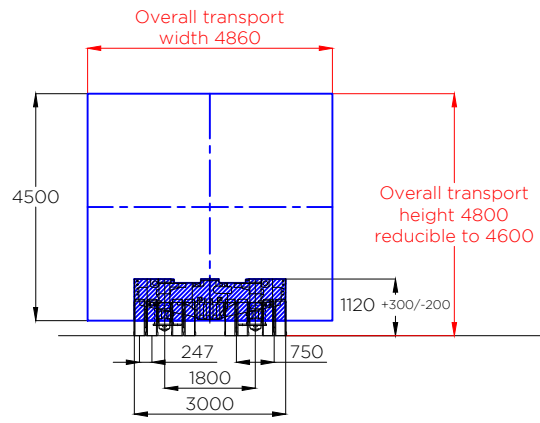
Drawing Status:

Final report

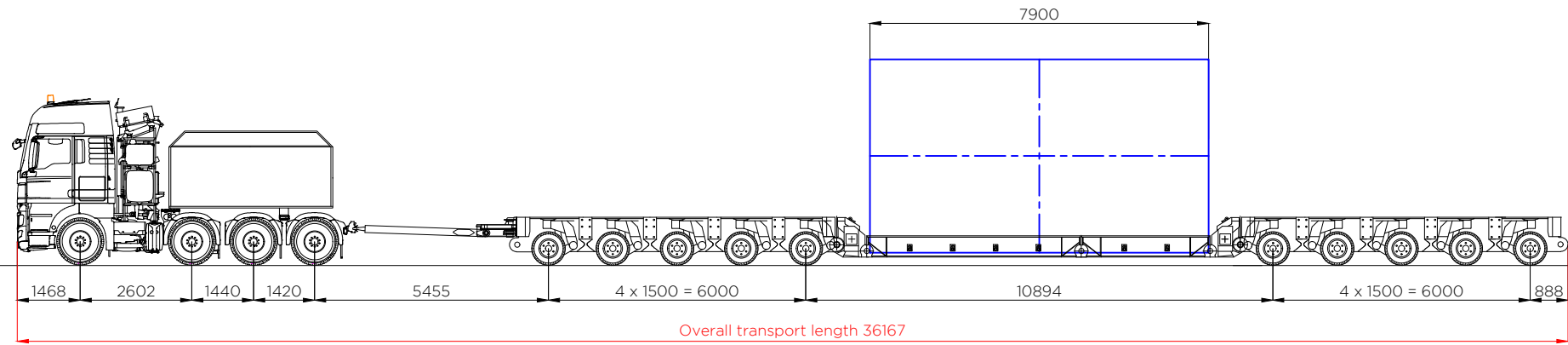
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DWG. No: 22-1062.TC03	Sheet: 1 of 1	Rev: 1

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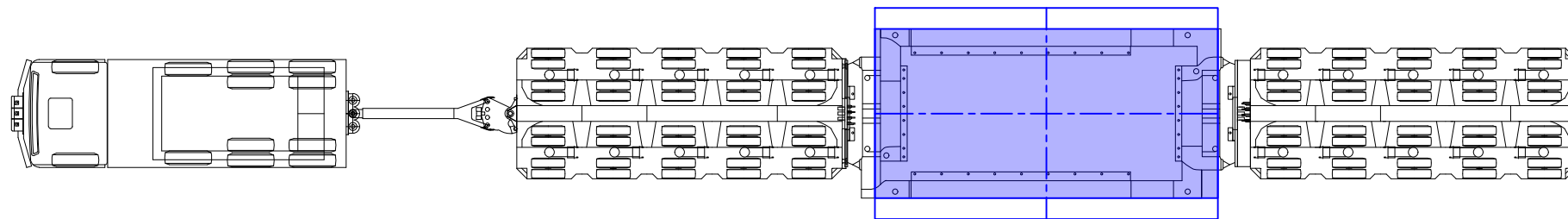
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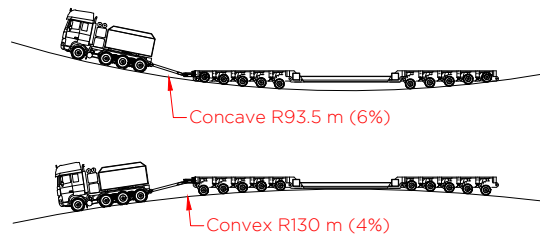
Profile view
Scale 1:150



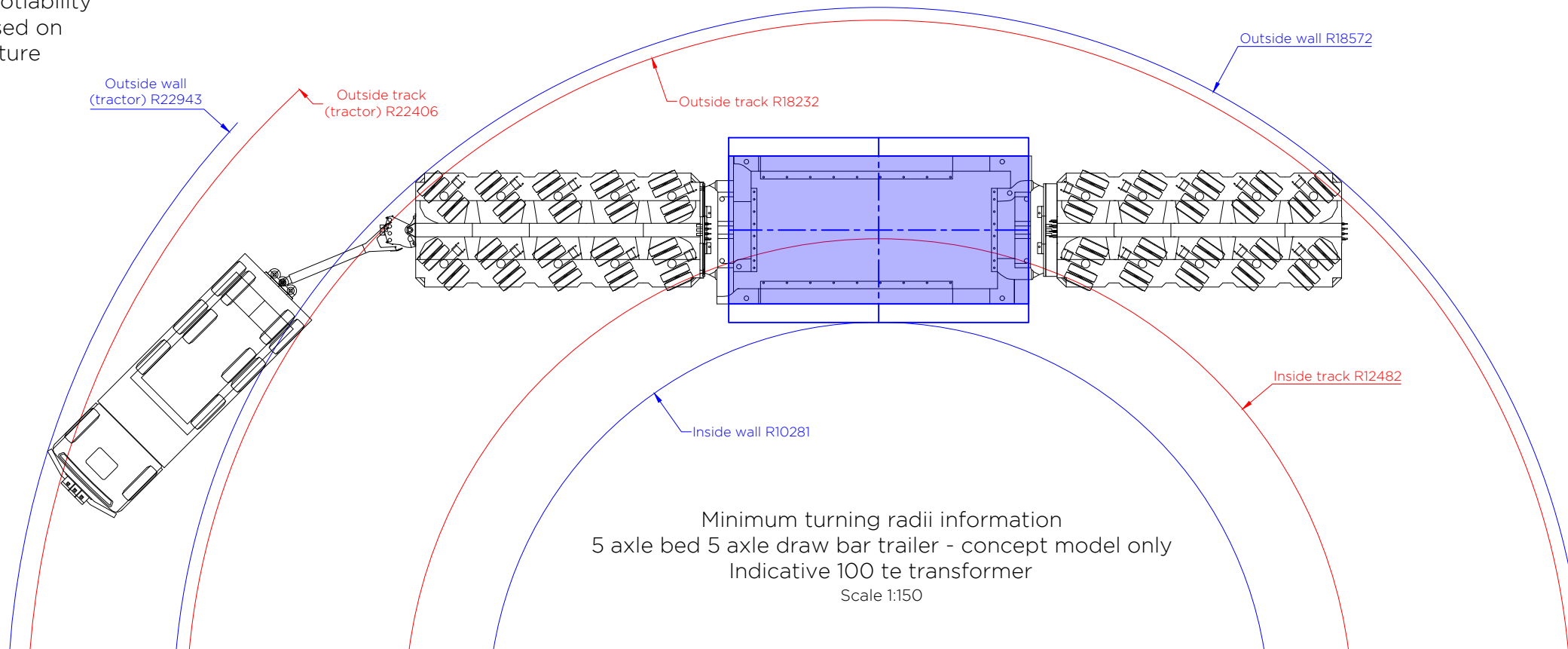
Elevation view - 5 axle bed 5 axle draw bar trailer - concept model only
Indicative 100 te transformer
Scale 1:150



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.

Rev.	Date	Amendments
1		
0	24.02.22	Issued for comment

Revisions

Prepared by:



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

Independent Transportation Engineers

Client:



Project:
Cottam & 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

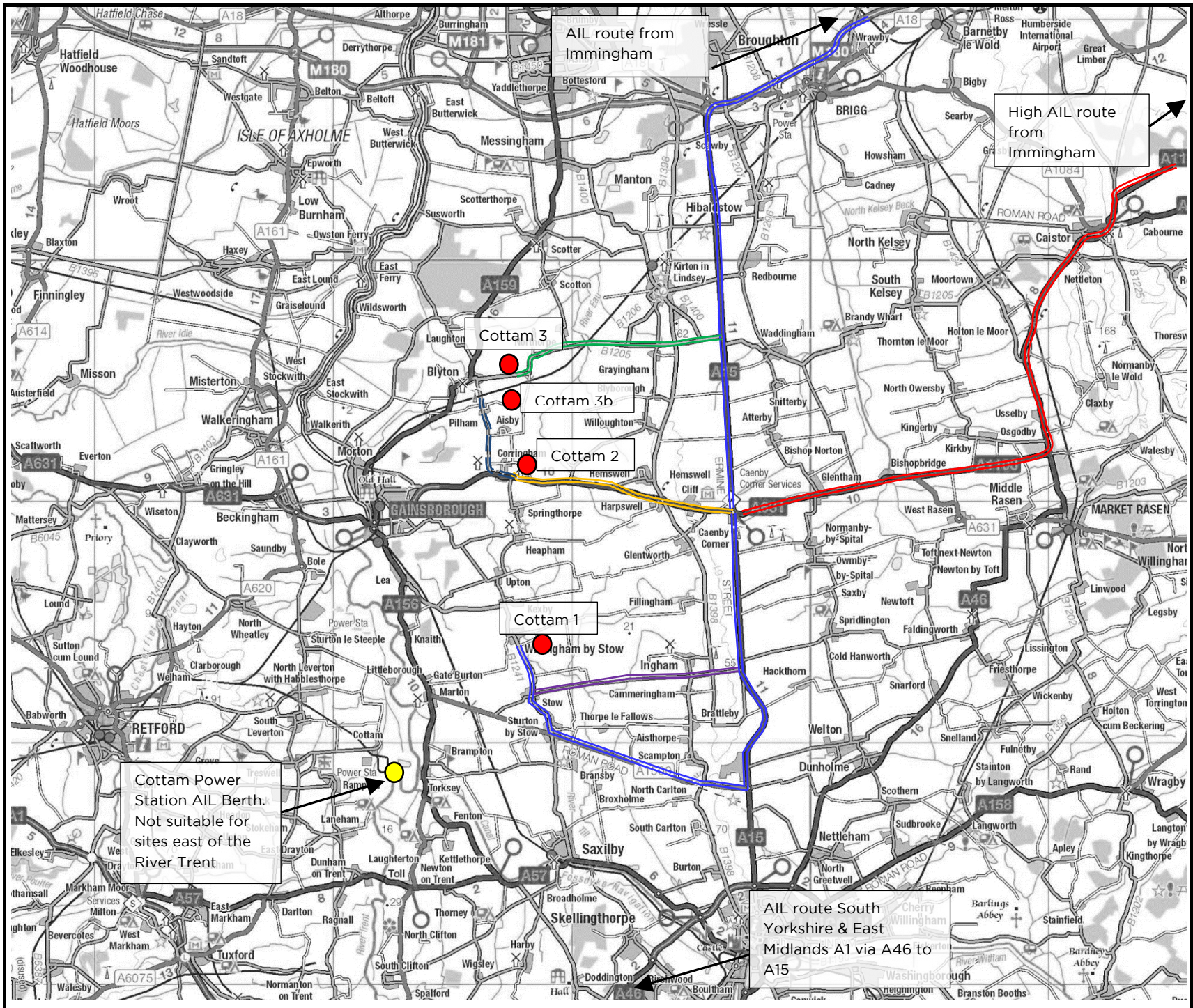
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Dwg. no: 22-1062.TC04	Sheet: 1 of 1	Rev: 0

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P:\Clients\Existing Clients\Island Green Power\22-1062 Cottam and West Burton Solar\Transport configuration\22-1062.TC04 Cottam & West Burton Solar 100 te transformer 5 bed 5 R0.dwg



3. Cottam Solar Project Substations Overview Map



Cottam Power Station AIL Berth. Not suitable for sites east of the River Trent

AIL route from Immingham

High AIL route from Immingham

AIL route South Yorkshire & East Midlands A1 via A46 to A15

Key		
	Route COT1 1 to Cottam 1 (Preferred)	
	Route COT1 2 to Cottam 1	
	Route COT2 1 to Cottam 2	
	Route COT3 1 to Cottam 3	
	Route to Cottam 3b	
	Route COT1 6HLR - High load route from Immingham to A15	
	Point of Interest	
	Substation Location (approx..)	
Revisions		
B		
A	06.10.22	Second Issue
O	13.04.22	First Issue
Rev	Date	Amendments:
Wynns Ltd. Independent Transportation Engineers Shaftesbury House, 2 High Street, Eccleshall, Stafford, ST21 6BZ. Tel: (01785) 850411		
Client:		
Project: Cottam Solar Farm		
Title: Map 1 - Overview of Cottam Sites		
Drawing Status: Final Report		
Scale (A4): NTS	Drawn by: HW	Checked by: ARP
Ref No.: 22-1062.Map1	Sheet: 1 of 1	Rev.: 0
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- 4. Cottam Solar Project Substations Individual Summary Reports
 - 4.1. *Cottam 1 (Coates)*
 - 4.2. *Cottam 2 (Corringham)*
 - 4.3. *Cottam 3 (Blyton)*
 - 4.4. *Cottam 3b (Bonsdale)*



Site	Cottam Solar Park - Cottam 1 (Coates)
<p>Route Inspection and AIL Access Report Recently undertaken by Wynns?</p>	<p>Yes.</p>
<p>Has Agreement in Principle (AIP) been provided by National Highways in line with the Department for Transport's (DfT) Water Preferred Policy</p>	<p>Yes.</p> <p>National Highways requested further information on whether AIL routes to Cottam 1 could be undertaken from the EDF Energy heavy load berth at Cottam Power Station on the River Trent. This is in consideration of the Department for Transport's Water Preferred Policy which requires that Special Order loads in excess of 150te gross weight are transported via the nearest practicable marine access delivery point to minimise the road miles travelled by large AILs. Wynns have advised that this is considered unlikely to be suitable for the following reasons.</p> <ul style="list-style-type: none"> • Lincolnshire County Council are responsible for Gainsborough Bridge over the River Trent and have advised that the structure is listed and will need to be assessed before any large loads travel over it. It has 45 units of HB capacity so has some AIL strength, but assessment is needed. • Even if Gainsborough Bridge was suitable, the A156 Lea Road, the most direct route, is restricted by a 4.2m low bridge. The lanes near Willingham by Stow are narrow and inaccessible from the north. • This would mean routes would have to be east on A631 to A15 to then come back west to site which would not save road miles in comparison to Immingham. • Cottam to West Burton and then onto Gainsborough Bridge would need to be considered. • Route via Gainsborough would pass through the town centre. • Cottam via A57, A1 and A46 to Lincoln and Immingham route is approx. 50miles



	<ul style="list-style-type: none"> Cottam via Dunham Toll Bridge is approx. 20miles but not suitable as Dunham Bridge Company have confirmed the maximum weight they can accept is 44te. <p>National Highways AIL Team have issued AIP from Immingham as the port of access for Cottam 1 Special Order loads.</p>
National Highways AIP Reference Number	AIP Ref 808 dated 20.04.22
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. The Cottam 1 transformers will be Special Order in terms of weight.</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 are due to be transported via the A15 during October/November 2022. These are Special Order AILs.</p>



<p>Suggested route based on investigations undertaken during 2022</p>	<p>Route Ref COT1 1 Exit M180 Jct 4 Turn left A15 southbound Continue A15 to Scampton Turn right A1500 Till Bridge Lane Continue A1500 to Sturton by Stow Turn right B1241 Continue B1241 via Stow At Willingham by Stow turn right Cot Garth Lane crossing over River Till Turn right Stone Pit Lane Turn left to potential site access at approx. OS Ref SK 8845 8426</p>
<p>Is a map available of the proposed route?</p>	<p>Yes - See attached Map 1 and Map 2.</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 COT1 1 On 14.10.22 LCC confirmed that further detailed structural assessment and analysis is needed on two structures.</p> <ul style="list-style-type: none"> i. Cot Garth Bridge 88/84/02 - 11m span & 30 units HB (ID 88/84/02) at OS Ref SK 8810 8430 at Willingham by Stow on the final approach to the substation site. ii. 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</p>



	<p>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 capacities of 30HB and 38HB units are well established heavy load AIL route capacities and this indicates that there is some strength in the bridges for AILs. Neither structure is 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 assessments were 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
--	---



	<p>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 route 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 (correspondence in Appendix 4) • National Highways Yorkshire and North East • Lincolnshire Police • North East Lincolnshire County Council (High load route only) • North Lincolnshire County Council (High load route only)
<p>Any Known Problems for AIL Access in terms of Negotiability and other Route Comments?</p>	<p>Yes.</p> <p>The A15 and A1500 are considered negotiable for the proposed load to the potential site access location. Caution is needed at the locations detailed below. There will be areas of the routes once off the A15 where the entire road width will be required and careful consideration of traffic management and police escort of the AIL will need to be agreed prior to delivery.</p> <p>Route Ref COT1 1</p> <ul style="list-style-type: none"> • <i>“S” bends in Stow.</i> A topographical survey and Swept Path Assessment (SPA) have been undertaken and this is shown in Drawing Number 22-1062-SPA02. • Trailer selection will be important to access. • Protection of the verge by timbers or plates needed to enable trailer



	<p>overrun within the highway.</p> <ul style="list-style-type: none"> • Third party landowner(s) permission will be required for oversail to the inside of the right hand bend along with two lamp posts needing to be removed and refitted to facilitate the vehicle. • Tree Pruning and hedge cutting may also be needed depending on growth present at the time of movement. • <i>Right turn at Willingham by Stow to Cot Garth Lane.</i> A (SPA) has been undertaken based on OS Mapping and this is shown in Drawing Number 22-1062-SPA03. This turn is not negotiable and would require remedial works to enable access. Third party landowner(s) permission will be required for oversail to the inside of the right hand
<p>Any Known Problems for AIL Access in terms of Onsite issues?</p>	<p>A site walkover has been undertaken and this was used to inform the potential routes to access the site in the most appropriate locations. In consideration of the preferred substation location where the heavy transformer is required to be installed, route COT11 would minimise the amount of road building, either of a permanent or temporary nature on site. However, it is recognised that this also requires additional consideration of access on the approaches to site from the A15 via the A1500 and B1241 and also the final entrance to the site from B1241.</p> <p>It is expected that new access from the public road network to the new substation location will be feasible subject to the site access bell mouth being constructed able to accommodate the AILs and onward internal road infrastructure being able to accommodate trailer loadings in terms of physical turning radii and also structural capacity. Site access roads can be permanent or temporary in construction but should be designed to be able to accommodate the AILs required.</p> <p>Further information on the specific</p>

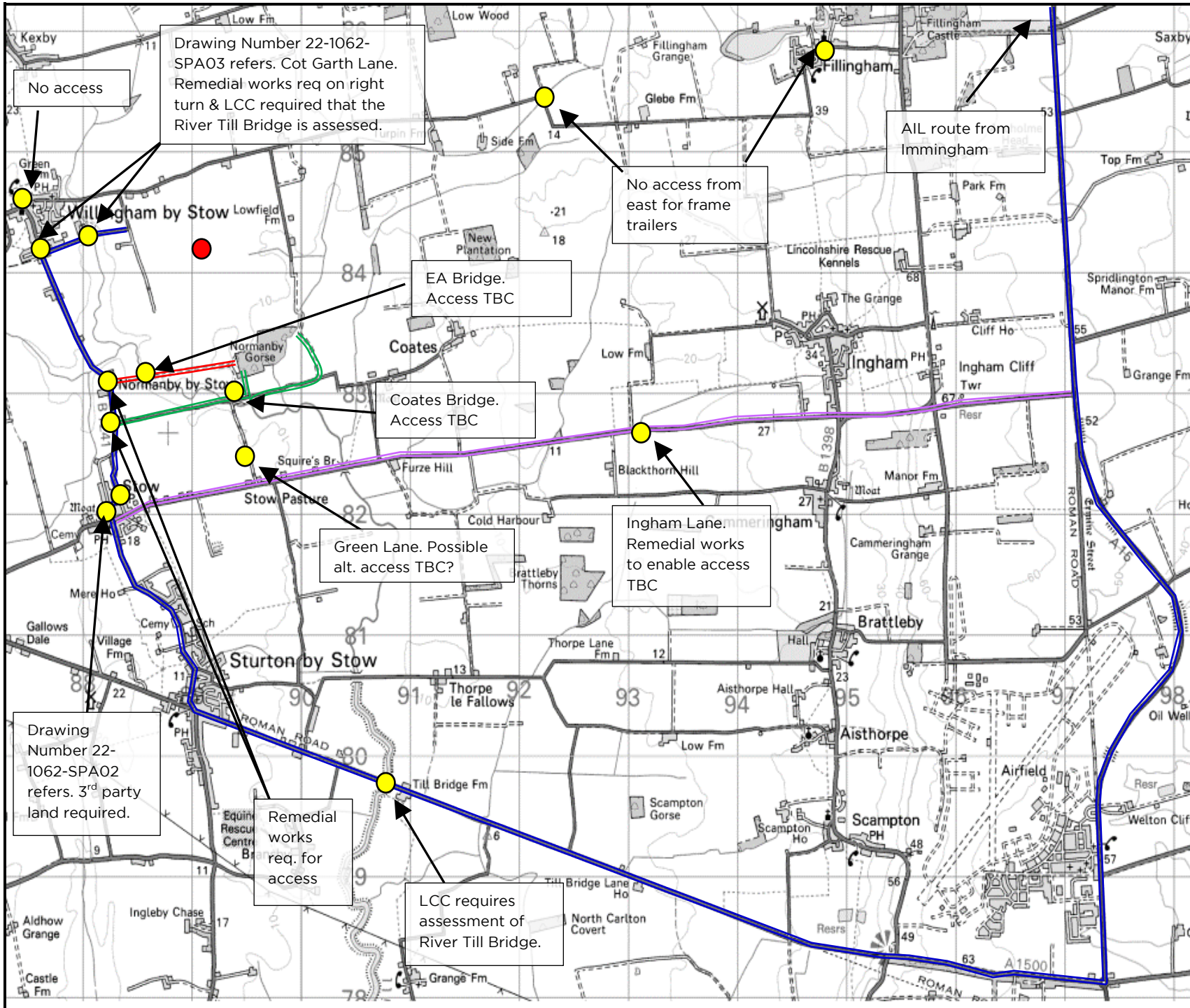


	<p>negotiability issues raised can be provided under separate cover but the main items to be addressed are:</p> <p>Route Ref COT1 1 Assuming the issues highlighted above in terms of structures and negotiability on the public road can be resolved access could be envisaged into the area where the new substation is to be located by running over Stone Pit Lane. Further works required to design suitable access.</p>
<p>Do routing issues currently present a serious risk that access to the site may be restricted?</p>	<p>There are various options available. All require further detailed works to enable AIL access, but it is expected that a technically suitable access solution could be determined subject to more detailed technical appraisal and, where necessary, third party access agreements.</p>
<p>Any other Relevant Information and Notes:</p> <p>Other routes discounted: A selection of routes have been considered to date. Several options have been rejected on grounds of either route negotiability, structural status or site access practicalities. Therefore, the route detailed is that which is considered the preferred access to Cottam 1 site. If additional information on other routes presently discounted is required, it can be provided on request although some of these routes are shown on the map attached.</p>	



Appendix 1

Map



Drawing Number 22-1062-SPA03 refers. Cot Garth Lane. Remedial works req on right turn & LCC required that the River Till Bridge is assessed.

No access

No access from east for frame trailers

AIL route from Immingham

EA Bridge. Access TBC

Coates Bridge. Access TBC

Green Lane. Possible alt. access TBC?

Ingham Lane. Remedial works to enable access TBC

Drawing Number 22-1062-SPA02 refers. 3rd party land required.

Remedial works req. for access

LCC requires assessment of River Till Bridge.

Key

	Route COT1 1 to Cottam 1 (Preferred)
	Route COT1 2 to Cottam 1
	Route COT1 3 to Cottam 1
	Route COT1 4 to Cottam 1
	Point of Interest
	Substation Location (approx..)

Rev	Date	Amendments:
C	21.10.22	Fourth Issue
B	06.10.22	Third Issue
A	16.05.22	Second Issue
O	13.04.22	First Issue

Revisions



Wynns Ltd.
Independent
Transportation
Engineers

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

Client:



Project:

Cottam Solar Farm

Title:

Map 2 - Cottam 1 AIL Access

Drawing Status:

Final Report

Scale (A4):	Drawn by:	Checked by:
NTS	HW	ARP

Ref No.:	Sheet:	Rev.:
22-1062. Map2	1 of 1	0

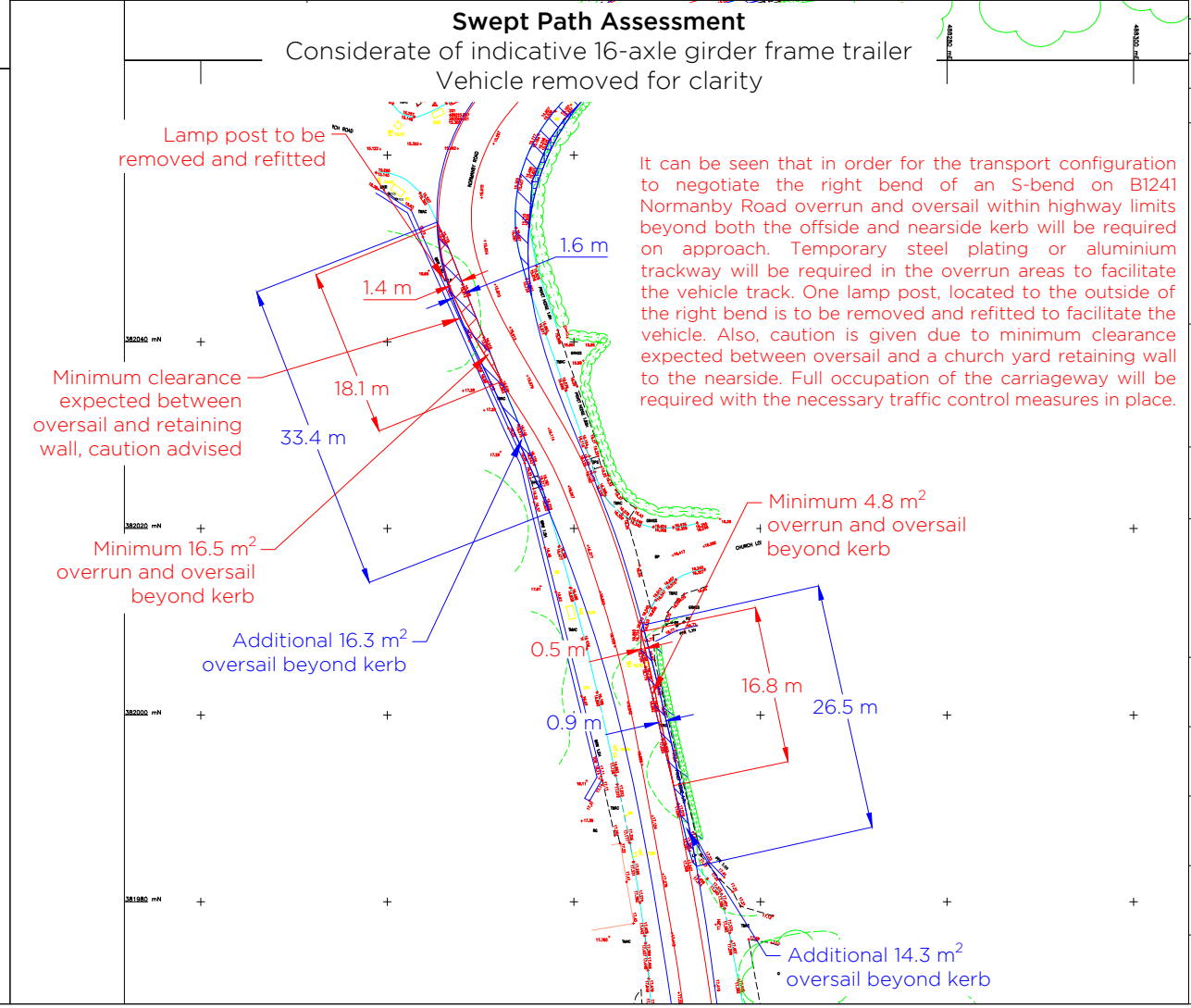
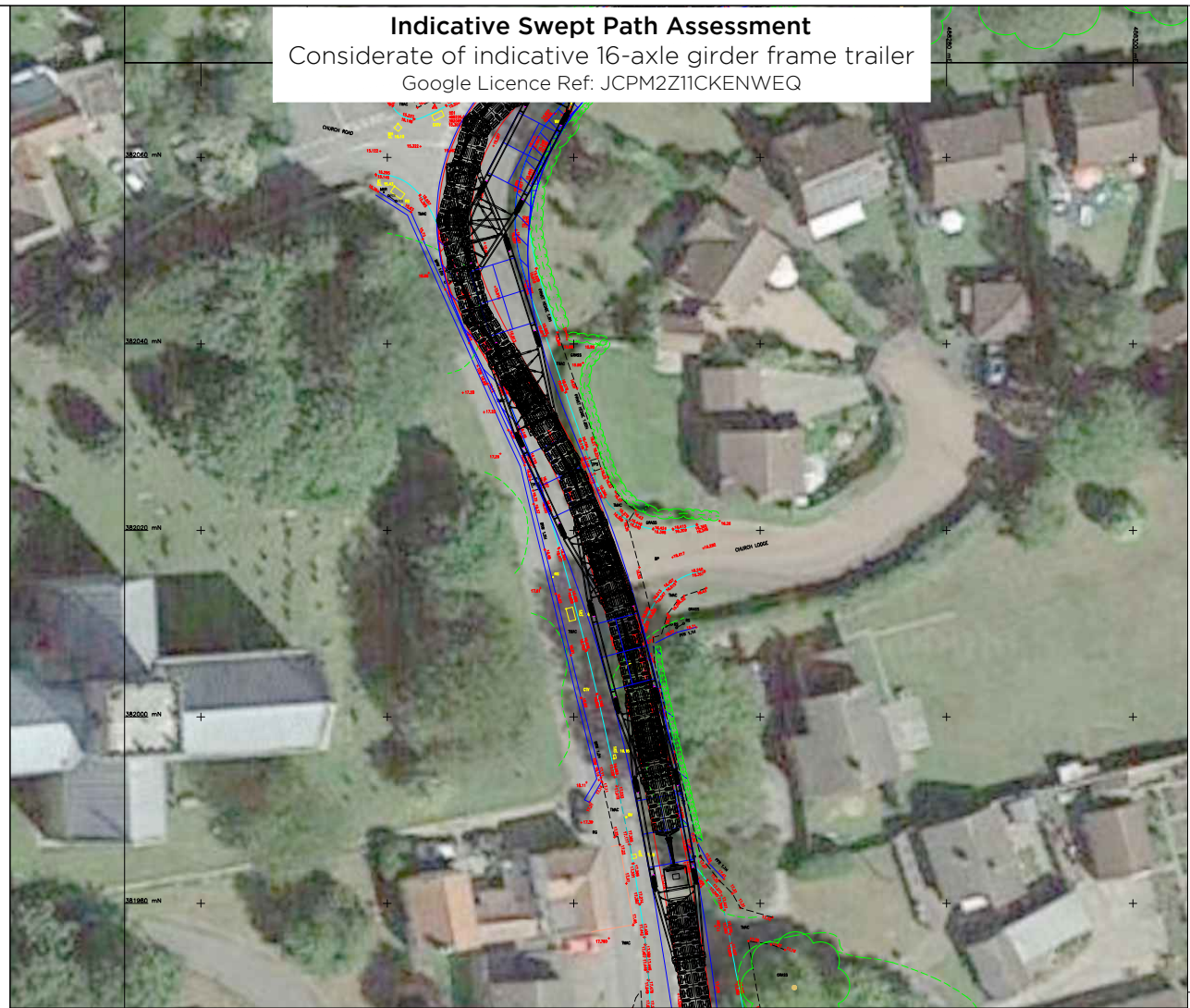
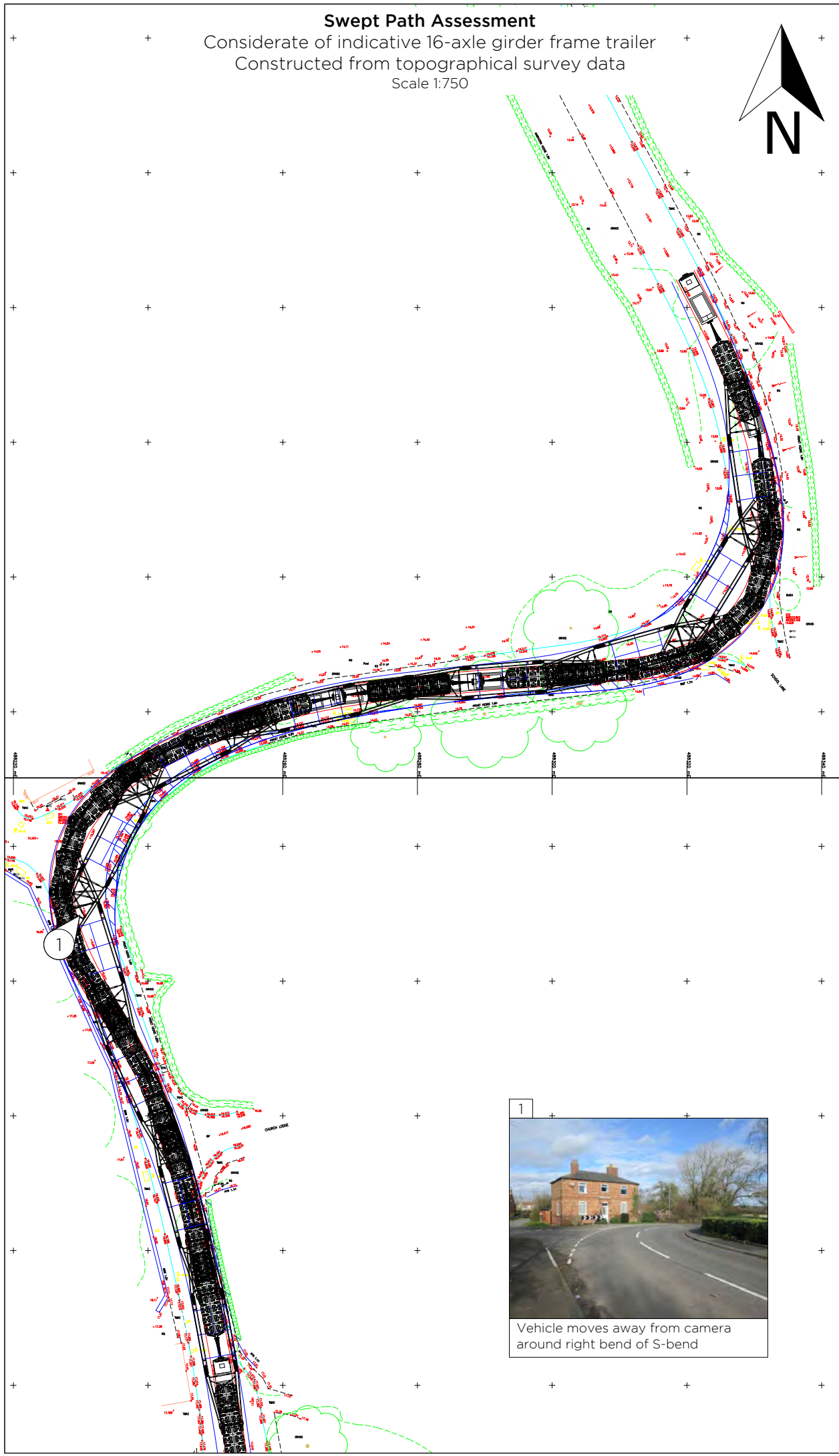
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Appendix 2

Swept Path Assessments



Legend:

- 16-axle girder frame trailer minimum turning arrangements Drawing ref. 22-1062.TC01
- 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

1	01.08.22	Topographical survey data used
0	12.04.22	Issued for comment
Rev.	Date	Amendments

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 S-bend on B1241 Normanby Road
considerate of indicative 157 te transformer carried on
16-axle girder frame trailer with 3 m track width
Approximate OS Grid Reference SK 882 820

Drawing status: **Final report**

Scale (A3): As shown	Drawn by: JCH	Checked by: SJW
Dwg. no: 22-1062.SPA02	Sheet: 1 of 3	Rev: 1

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P:\Clients\Existing Clients\Island Green Power\22-1062 Cottam and West Burton Solar\Swept path analysis\22-1062.SPA02 Cottam 157 te trans 16 axle frame 3 m track width B1241 Normanby Rd S bend R1.dwg

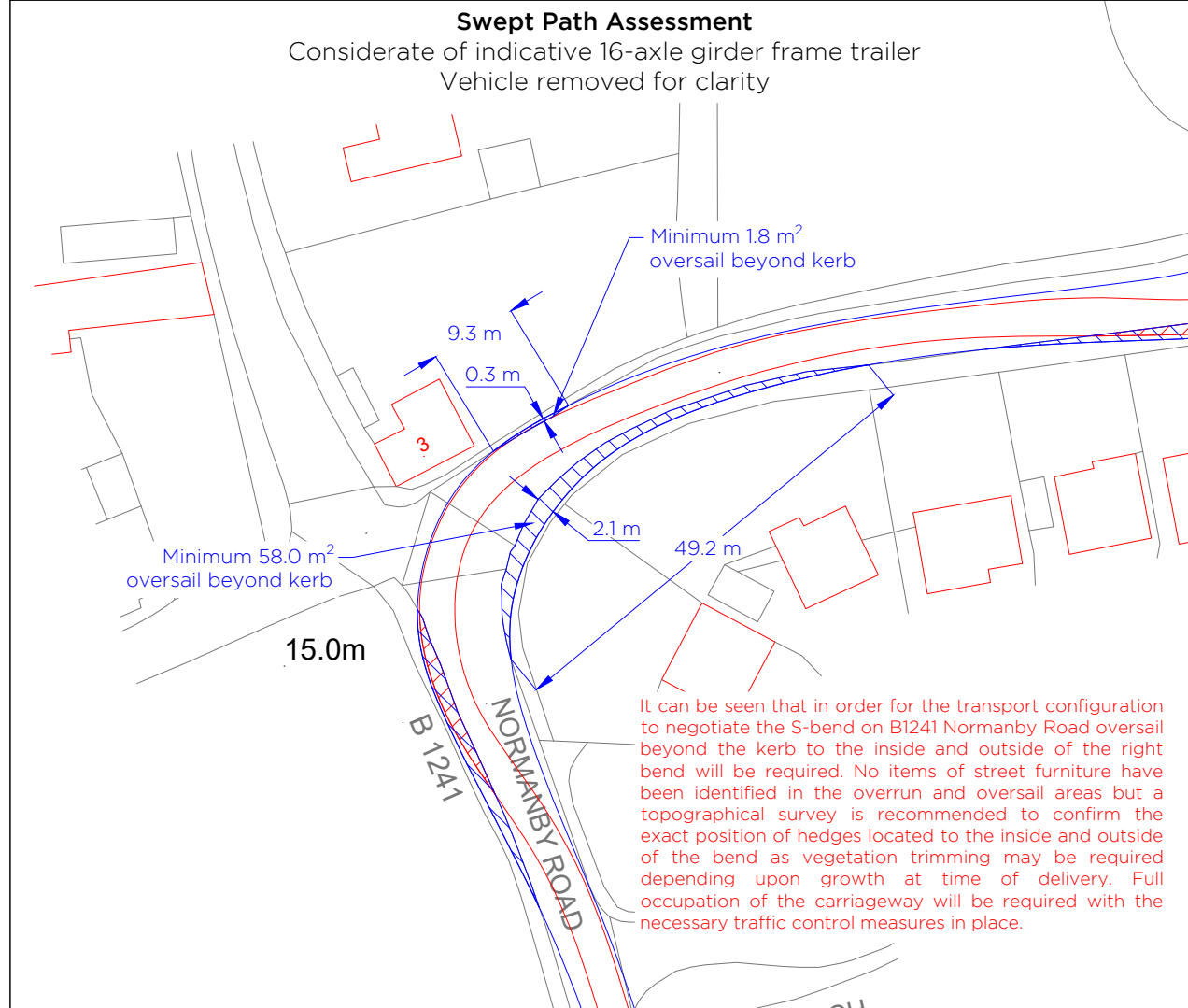
Swept Path Assessment

Considerate of indicative 16-axle girder frame trailer
 Constructed from OS Mastermap data
 Scale 1:750



Indicative Swept Path Assessment

Considerate of indicative 16-axle girder frame trailer
 Google Licence Ref: JCPM2Z11CKENWEQ



It can be seen that in order for the transport configuration to negotiate the S-bend on B1241 Normanby Road oversail beyond the kerb to the inside and outside of the right bend will be required. No items of street furniture have been identified in the overrun and oversail areas but a topographical survey is recommended to confirm the exact position of hedges located to the inside and outside of the bend as vegetation trimming may be required depending upon growth at time of delivery. Full occupation of the carriageway will be required with the necessary traffic control measures in place.

Location Plan



Legend:

- 16-axle girder frame trailer minimum turning arrangements Drawing ref. 22-1062.TC01
- 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

1		
0	12.04.22	Issued for comment
Rev.	Date	Amendments

Prepared by:

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Independent Transportation Engineers

Client:

Project: **Cottam Solar Project**

Title: **Swept Path Assessment**
 Negotiability of S-bend on B1241 Normanby Road considerate of indicative 157 te transformer carried on 16-axle girder frame trailer with 3 m track width Approximate OS Grid Reference SK 882 820

Drawing status: **Final report**

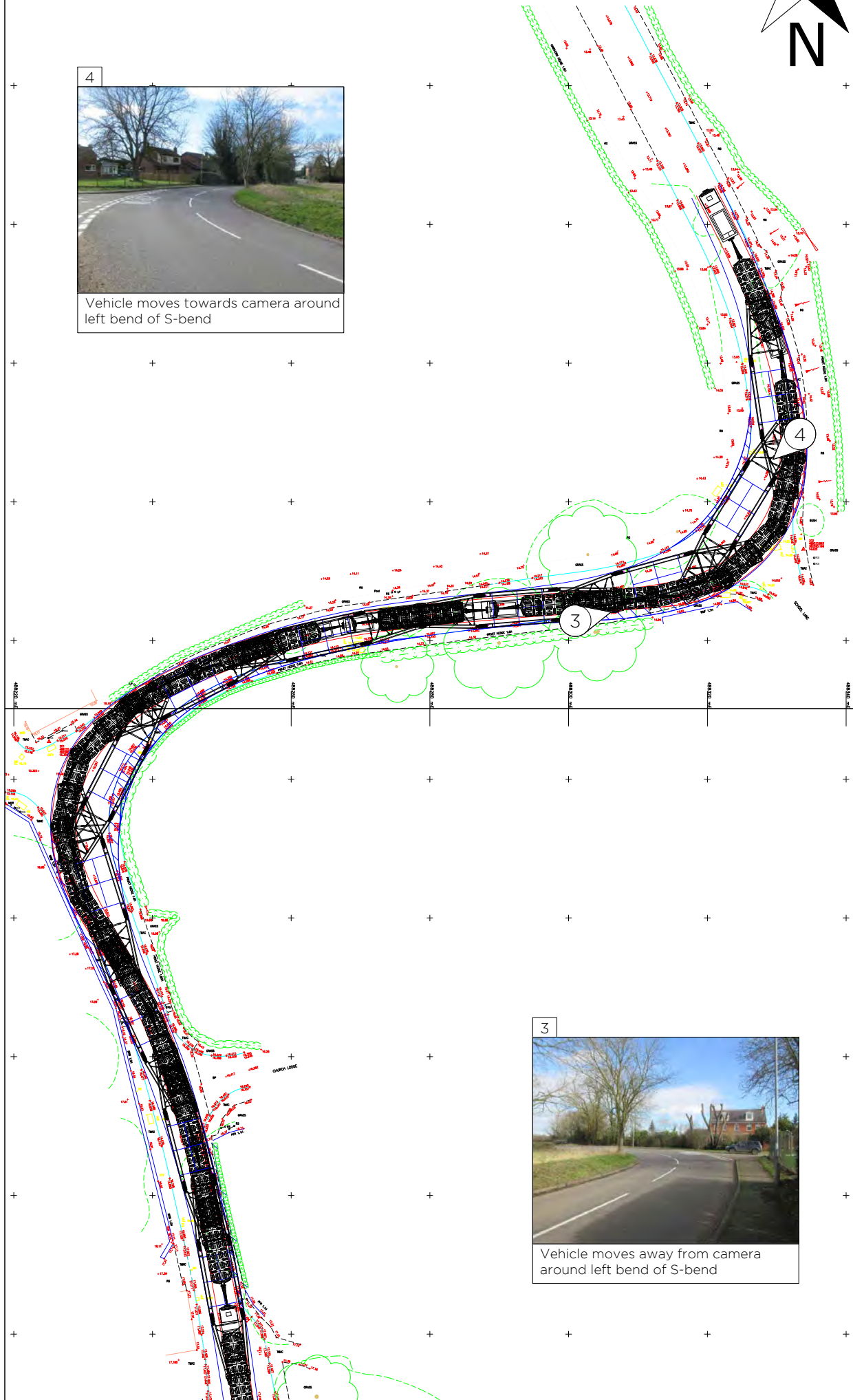
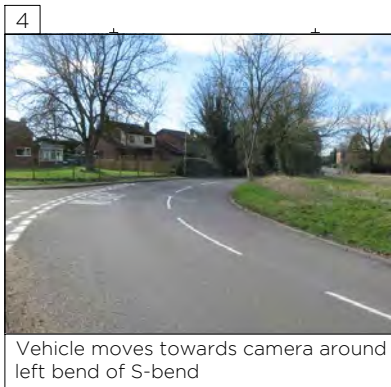
Scale (A3): As shown	Drawn by: SJW	Checked by: ARP
Dwg. no: 22-1062.SPA02	Sheet: 2 of 3	Rev: 0

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Swept Path Assessment

Considerate of indicative 16-axle girder frame trailer
Constructed from topographical survey data
Scale 1:750



Indicative Swept Path Assessment

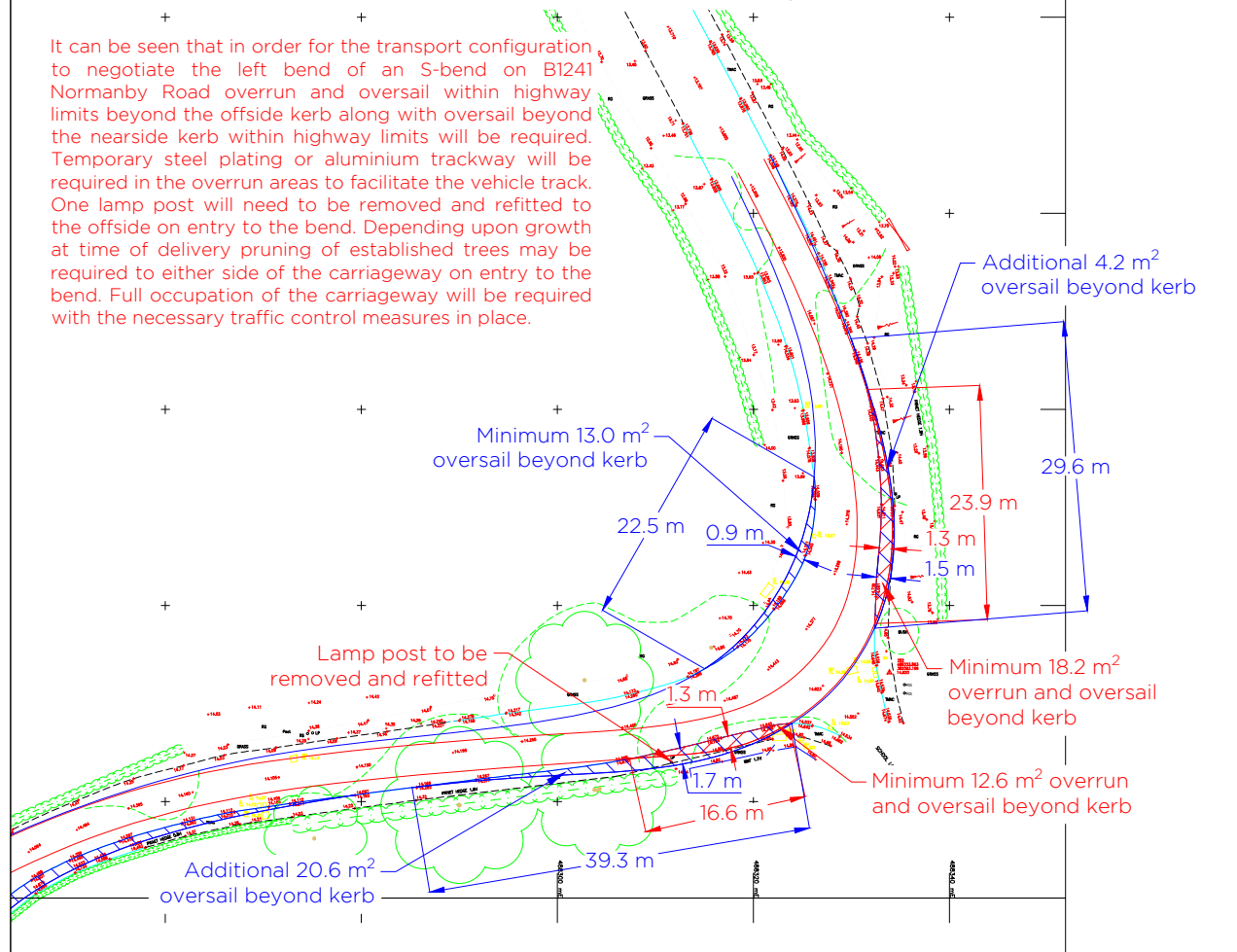
Considerate of indicative 16-axle girder frame trailer
Google Licence Ref: JCPM2Z11CKENWEQ



Swept Path Assessment

Considerate of indicative 16-axle girder frame trailer
Vehicle removed for clarity

It can be seen that in order for the transport configuration to negotiate the left bend of an S-bend on B1241 Normanby Road overrun and oversail within highway limits beyond the offside kerb along with oversail beyond the nearside kerb within highway limits will be required. Temporary steel plating or aluminium trackway will be required in the overrun areas to facilitate the vehicle track. One lamp post will need to be removed and refitted to the offside on entry to the bend. Depending upon growth at time of delivery pruning of established trees may be required to either side of the carriageway on entry to the bend. Full occupation of the carriageway will be required with the necessary traffic control measures in place.



Location Plan



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Legend:

- 16-axle girder frame trailer minimum turning arrangements Drawing ref. 22-1062.TC01
- 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

1	01.08.22	Topographical survey data used
0	12.04.22	Issued for comment
Rev.	Date	Amendments

Prepared by:

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

Independent Transportation Engineers

Client:

Project: **Cottam Solar Project**

Title: **Swept Path Assessment**
Negotiability of S-bend on B1241 Normanby Road considerate of indicative 157 te transformer carried on 16-axle girder frame trailer with 3 m track width
Approximate OS Grid Reference SK 882 820

Drawing status: **Final report**

Scale (A3): As shown	Drawn by: JCH	Checked by: SJW
Dwg. no: 22-1062.SPA02	Sheet: 3 of 3	Rev: 1

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Swept Path Assessment

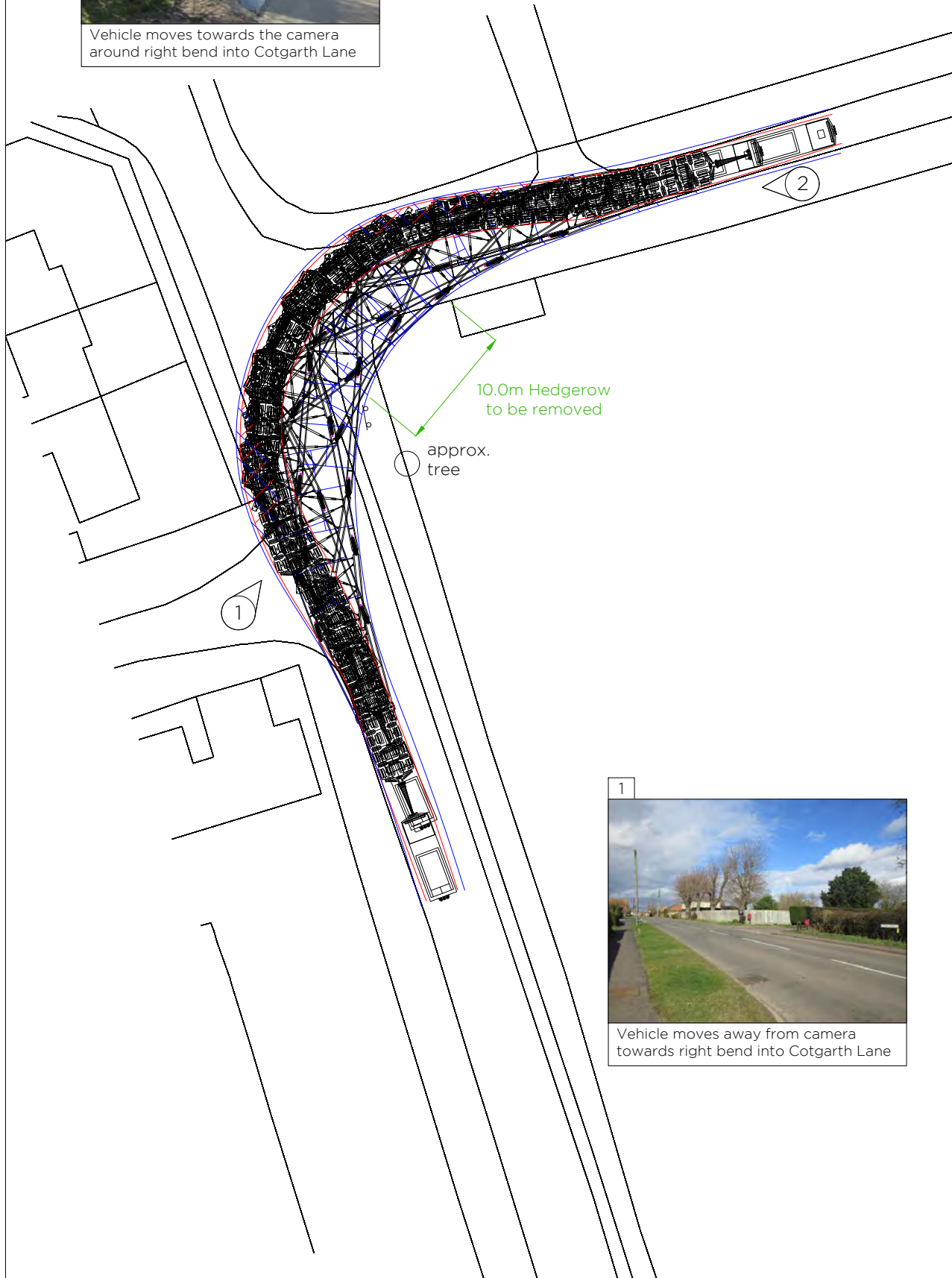
Considerate of indicative 16-axle girder frame trailer
 Constructed from OS Mastermap data
 Scale 1:500



2



Vehicle moves towards the camera around right bend into Cotgarth Lane



1



Vehicle moves away from camera towards right bend into Cotgarth Lane

Indicative Swept Path Assessment

Considerate of indicative 16-axle girder frame trailer
 Google Licence Ref: JCPM2Z11CKENWEQ

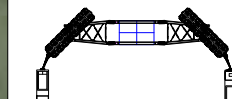








Location Plan



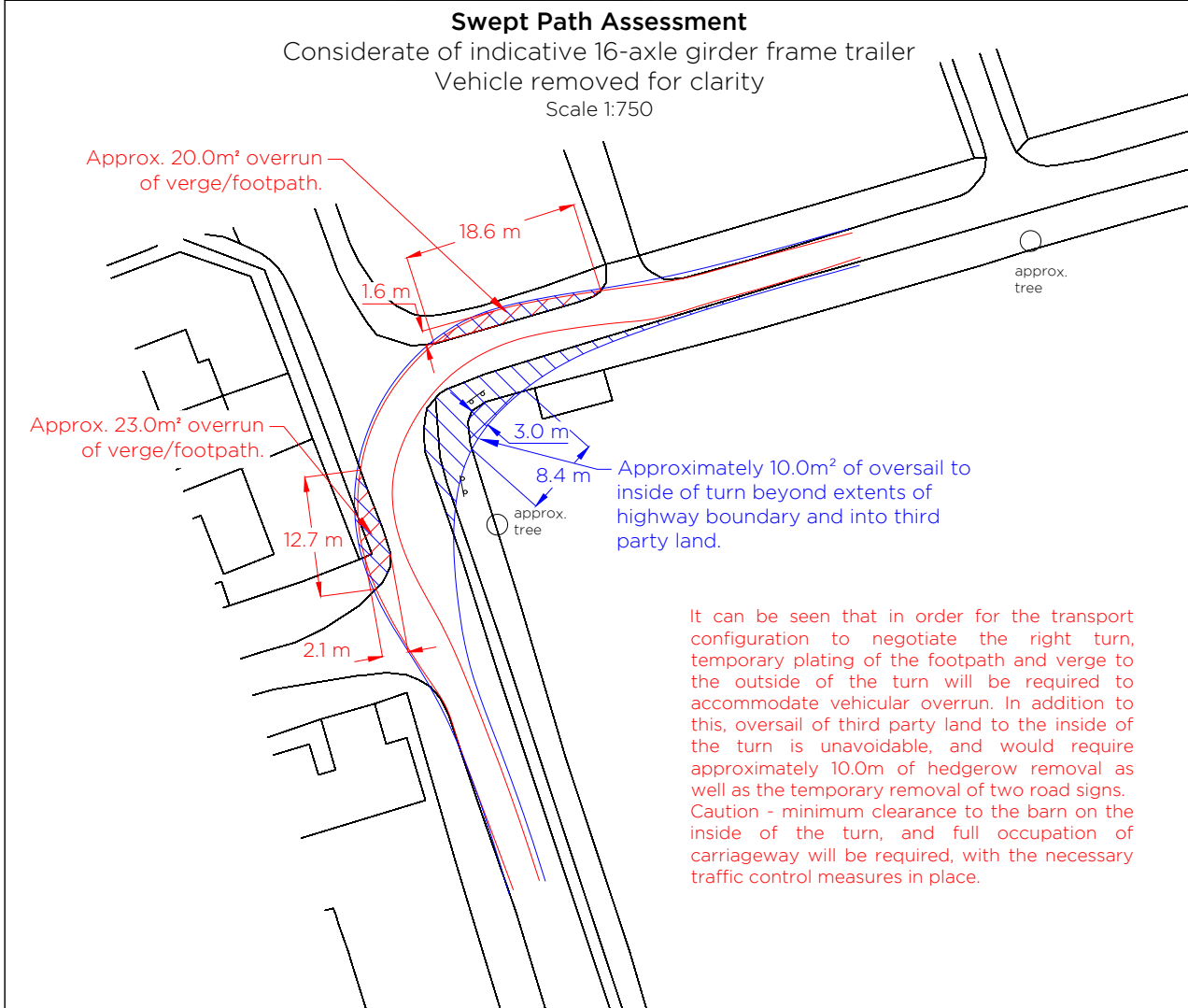
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Legend:

-  16-axle girder frame trailer minimum turning arrangements Drawing ref. 22-1062.TC01
-  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

Swept Path Assessment

Considerate of indicative 16-axle girder frame trailer
 Vehicle removed for clarity
 Scale 1:750



It can be seen that in order for the transport configuration to negotiate the right turn, temporary plating of the footpath and verge to the outside of the turn will be required to accommodate vehicular overrun. In addition to this, oversail of third party land to the inside of the turn is unavoidable, and would require approximately 10.0m of hedgerow removal as well as the temporary removal of two road signs. Caution - minimum clearance to the barn on the inside of the turn, and full occupation of carriageway will be required, with the necessary traffic control measures in place.

1	03.10.22	Sheets 1&2 merged to 1 sheet
0	02.09.22	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 at B1241/Cotgarth Lane junction considerate of indicative 157 te transformer carried on 16-axle girder frame trailer with 3 m track width
 Approximate OS Grid Reference SK 876 8410

Drawing status:

Final report

Scale (A3):	Drawn by:	Checked by:
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Dwg. no:	Sheet:	Rev:
22-1062.SPA03	1 of 1	1

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\\192.168.1.202\David Files\22-1062 Cottam and West Burton Solar\22-1062.SPA03 Cottam 157 te trans 16 axle frame 3 m track width B1241 Cotgarth Ln bend R1.dwg



Appendix 3

Agreement in Principle from National Highways



Our ref: HE Ref AIP 808
Your ref: Cottam Solar Farm, Willingham by Stow

Andy Pearce
Wynns Limited
Shaftesbury House
High Street
Eccleshall
Staffordshire
ST21 6BZ

Sarah Hollender
Abnormal Loads Team
9th Floor, The Cube
199 Wharfside Street
Birmingham B1 1RN
[REDACTED]

20th April 2022

Dear Andy,

AGREEMENT IN PRINCIPLE: - Cottam Solar Farm, Willingham by Stow

Thank you for your email dated 4th March 2022, requesting provision of an AIP for future abnormal load moves to Cottam Solar Farm, near Willingham by Stow.

I can confirm that an AIP can be provided for the movement of a Transformer from Immingham to Cottam Solar Farm near Willingham by Stow (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

[REDACTED]

Sarah Hollender
Abnormal Indivisible Loads Team
Email: [REDACTED]@highwaysengland.co.uk





Appendix 4

Selected Correspondence from Structural Authorities

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)

 wynnslimited.com



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:

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[REDACTED] [@lincolnshire.gov.uk](mailto:[REDACTED]@lincolnshire.gov.uk)
Teams: [REDACTED]
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] [y@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 <[\[redacted\]@wynnslimited.com](mailto:[redacted]@wynnslimited.com)>
Cc: Eve Browning [redacted]; Stuart Vasey [redacted] <[\[redacted\]@lincolnshire.gov.uk](mailto:[redacted]@lincolnshire.gov.uk)>
Subject: RE: AIL Access request for consultation -Lincolnshire CC

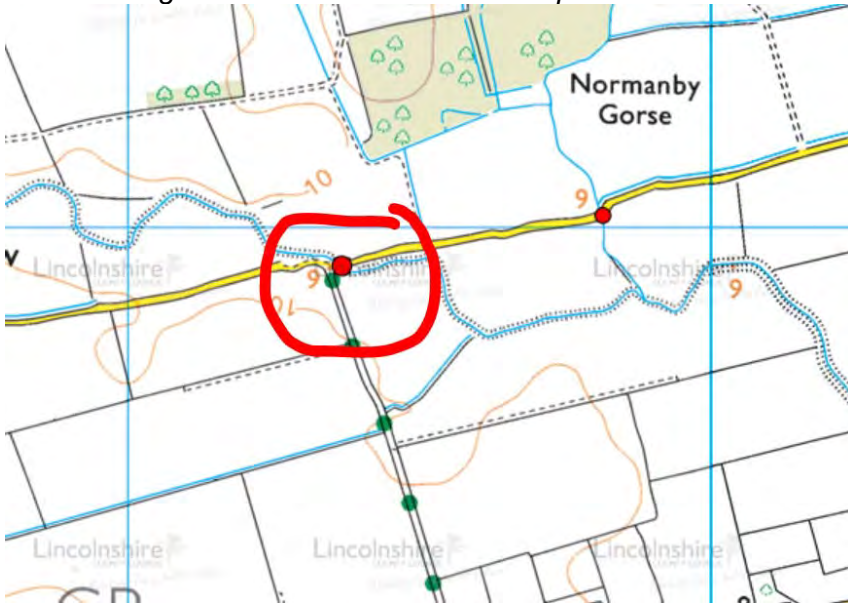
Andy,

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



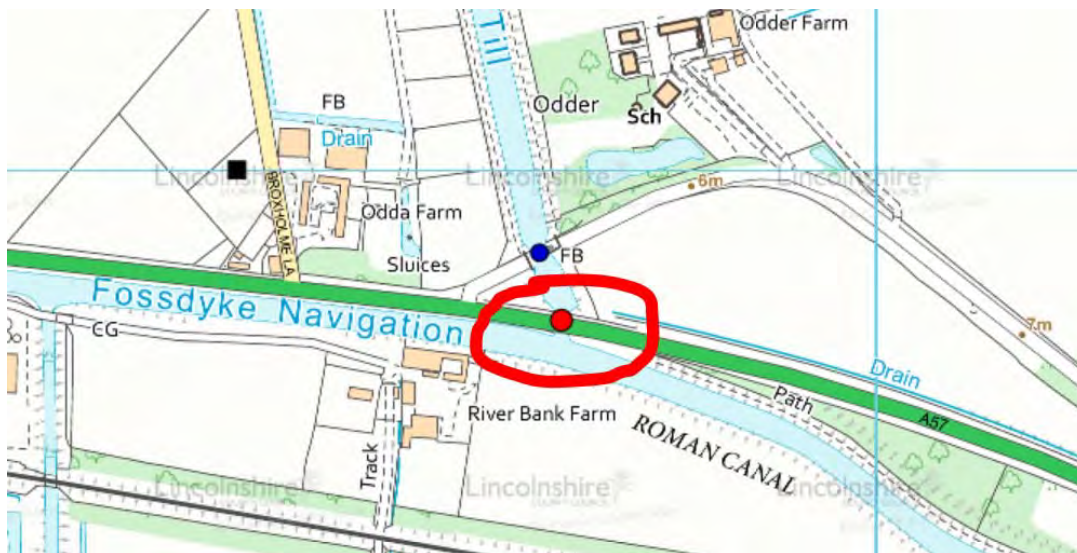
Coates Bridge – 88/92/39 – 30HB 12.5m span - on alt route to Cottam 1 south of site north east of Stowe



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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Lincoln LN1 1YL

Impending Annual Leave dates:



[\[redacted\]@lincolnshire.gov.uk](mailto: [redacted]@lincolnshire.gov.uk)

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From: Andy Pearce [redacted] [\[redacted\]@wynnslimited.com](mailto: [redacted]@wynnslimited.com)>

Sent: 02 September 2022 14:01

To: Ian Booth [redacted] [\[redacted\]@lincolnshire.gov.uk](mailto: [redacted]@lincolnshire.gov.uk)>

Cc: Eve Browning [redacted]; Stuart Vasey [redacted] [\[redacted\]@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

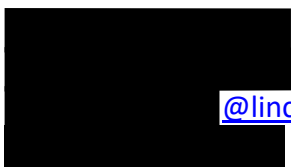
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From: Andy Pearce <[\[redacted\]@wynnslimited.com](mailto:[redacted]@wynnslimited.com)>

Sent: 01 September 2022 16:05

To: Stuart Vasey <[\[redacted\]@lincolnshire.gov.uk](mailto:[redacted]@lincolnshire.gov.uk)>; Ian Booth <[\[redacted\]@lincolnshire.gov.uk](mailto:[redacted]@lincolnshire.gov.uk)>

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)



Shaftesbury House, 2 High Street, Eccleshall, Staffordshire, ST21 6BZ

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From: Andy Pearce
Sent: 18 August 2022 11:16
To: Stuart Vasey [redacted] <[\[redacted\]@lincolnshire.gov.uk](mailto:[redacted]@lincolnshire.gov.uk)>
Cc: [redacted] <[\[redacted\]@lincolnshire.gov.uk](mailto:[redacted]@lincolnshire.gov.uk)>
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)



Shaftesbury House, 2 High Street, Eccleshall, Staffordshire, ST21 6BZ

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From: Stuart Vasey [redacted] <[\[redacted\]@lincolnshire.gov.uk](mailto:[redacted]@lincolnshire.gov.uk)>
Sent: 18 August 2022 10:10
To: Andy Pearce [redacted] <[\[redacted\]@wynnslimited.com](mailto:[redacted]@wynnslimited.com)>
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] <[\[redacted\]@wynnslimited.com](mailto:[redacted]@wynnslimited.com)>
Sent: 16 August 2022 12:10
To: Ian Booth [redacted] <[\[redacted\]@lincolnshire.gov.uk](mailto:[redacted]@lincolnshire.gov.uk)>
Cc: Stuart Vasey [redacted] <[\[redacted\]@lincolnshire.gov.uk](mailto:[redacted]@lincolnshire.gov.uk)>; 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]@lincolnshire.gov.uk>; [REDACTED]@lincolnshire.gov.uk
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).

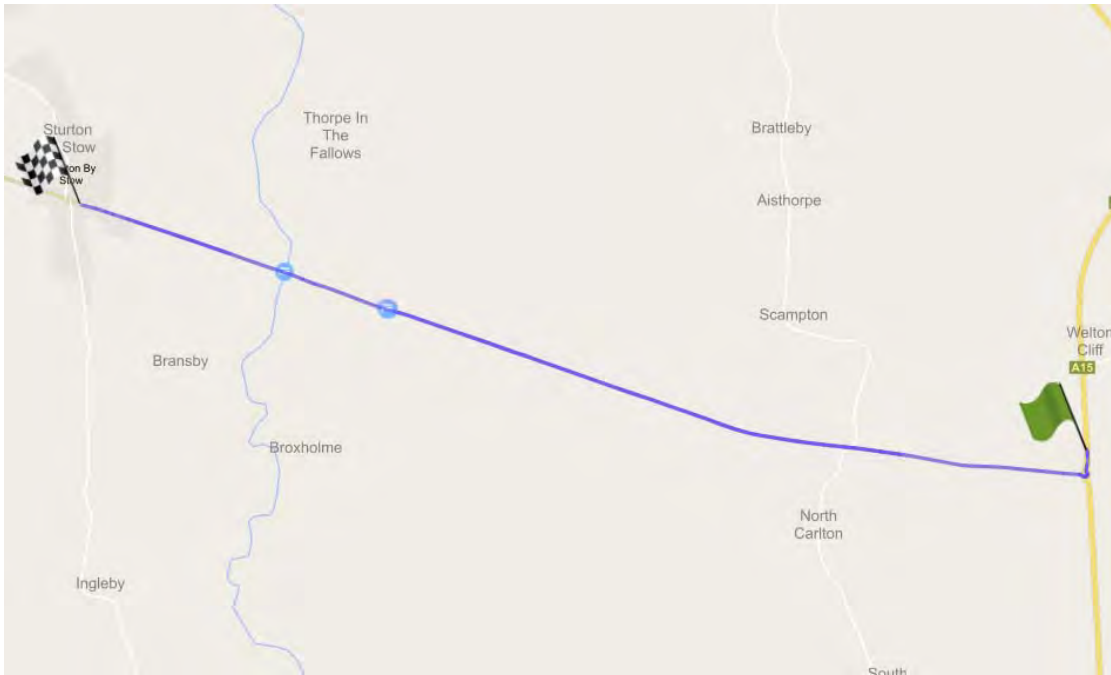
Regards

Andy

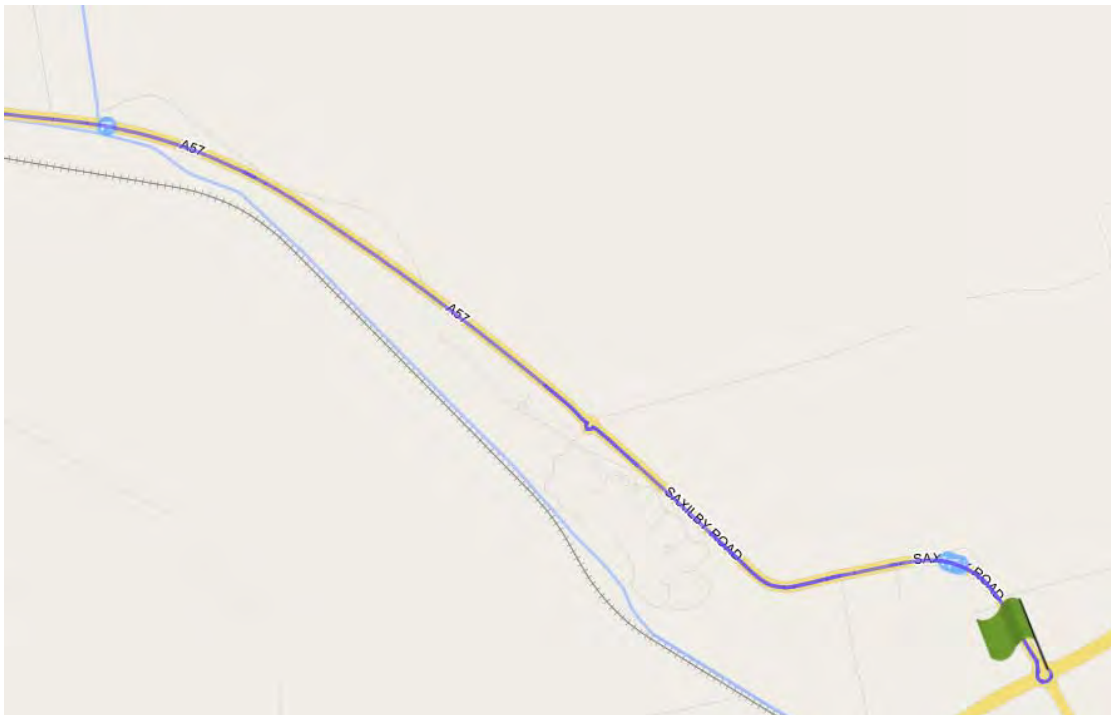
From: Andy Pearce
Sent: 22 April 2022 10:22
To: Stuart Vasey [REDACTED]@lincolnshire.gov.uk>
Cc: [REDACTED]@lincolnshire.gov.uk
Subject: FW: AIL Access request for consultation -Lincolnshire CC
Importance: High

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)

wynnslimited.com

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From: Andy Pearce

Sent: 13 April 2022 15:05

To: Stuart Vasey [redacted] [@lincolnshire.gov.uk](mailto:[redacted]@lincolnshire.gov.uk)>

Cc: Ian Booth [redacted] [@lincolnshire.gov.uk](mailto:[redacted]@lincolnshire.gov.uk)>; Eve Browning [redacted]

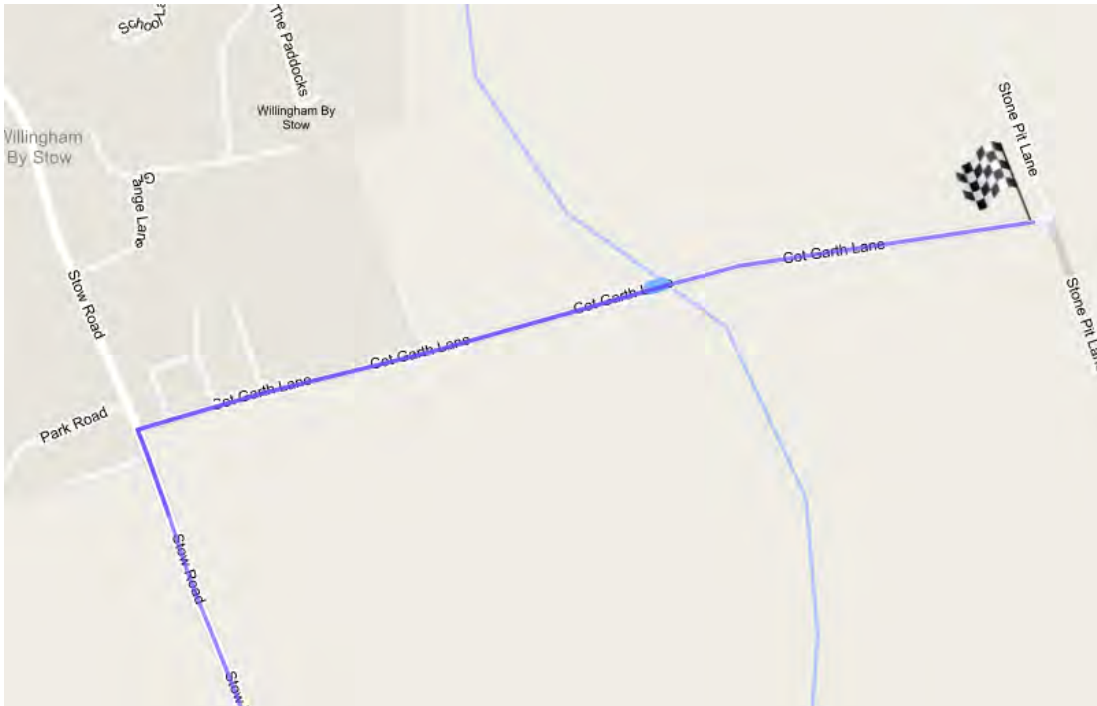
Subject: RE: AIL Access request for consultation -Lincolnshire CC

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]@lincolnshire.gov.uk>

Sent: 13 April 2022 14:01

To: Andy Pearce <[REDACTED]@wynnslimited.com>; Ian Booth <[REDACTED]@lincolnshire.gov.uk>

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]@wynnslimited.com>

Sent: 13 April 2022 10:14

To: Ian Booth <[REDACTED]@lincolnshire.gov.uk>

Cc: Stuart Vasey [REDACTED] <[\[REDACTED\]@lincolnshire.gov.uk](mailto:[REDACTED]@lincolnshire.gov.uk)>

Subject: FW: ALL Access request for consultation -Lincolnshire CC

Hi Ian,

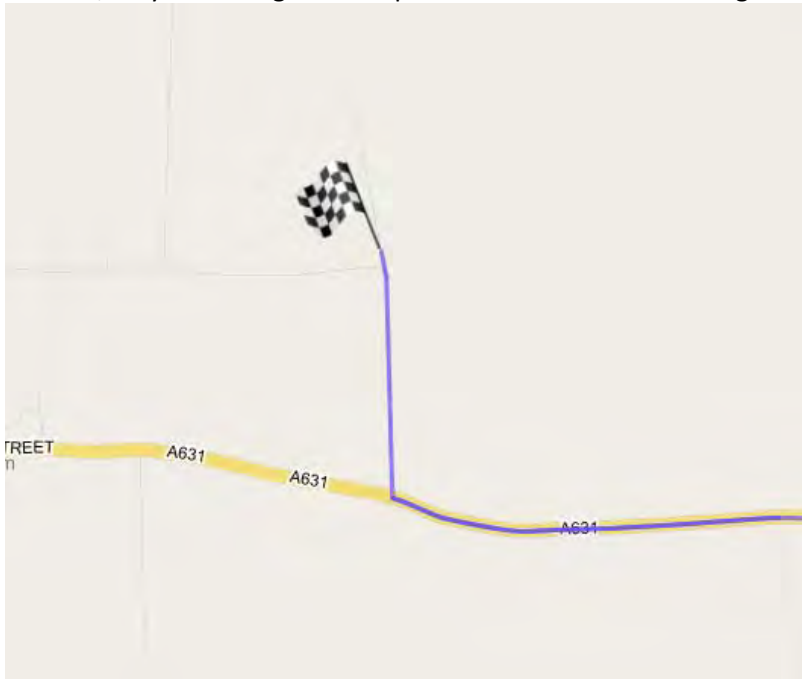
Further to my emails below I was wondering if you had any comments in terms of structures?

Also, a specific question ref the approach to the site known as Cottam 2 at Corringham. See below picture where there is a culvert which goes under the access road/public road at the farm entrance.



Approach to Cottam 2. Load moves away from camera. Note culvert under road on both sides.

ESDAL does not show the structures here, see screenshot below. I guess this may either be because it is less than 1.5m or, maybe it is regarded as private to the farm or drainage? Are you able to advise please.



I look forward to your comments.

Regards

Andy

From: Andy Pearce

Sent: 29 March 2022 13:46

[REDACTED] <[\[REDACTED\]@lincolnshire.gov.uk](mailto:[REDACTED]@lincolnshire.gov.uk)>

Cc: [redacted]@lincolnshire.gov.uk; 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
[redacted]@lincolnshire.gov.uk
Cc: Stuart Vasey [redacted]@lincolnshire.gov.uk>; 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
[redacted]@lincolnshire.gov.uk
Cc: Stuart Vasey [redacted]@lincolnshire.gov.uk>; 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]
[redacted]@ynnslimited.com



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From: Andy Pearce

Sent: 09 March 2022 16:44

To: Ian Booth [redacted] <[\[redacted\]@lincolnshire.gov.uk](mailto:[redacted]@lincolnshire.gov.uk)>

Cc: Eve Browning [redacted] <[\[redacted\]@lincolnshire.gov.uk](mailto:[redacted]@lincolnshire.gov.uk)>; Ab [redacted] <[\[redacted\]@lincolnshire.gov.uk](mailto:[redacted]@lincolnshire.gov.uk)>; Stuart Vasey [redacted] <[\[redacted\]@lincolnshire.gov.uk](mailto:[redacted]@lincolnshire.gov.uk)>

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.

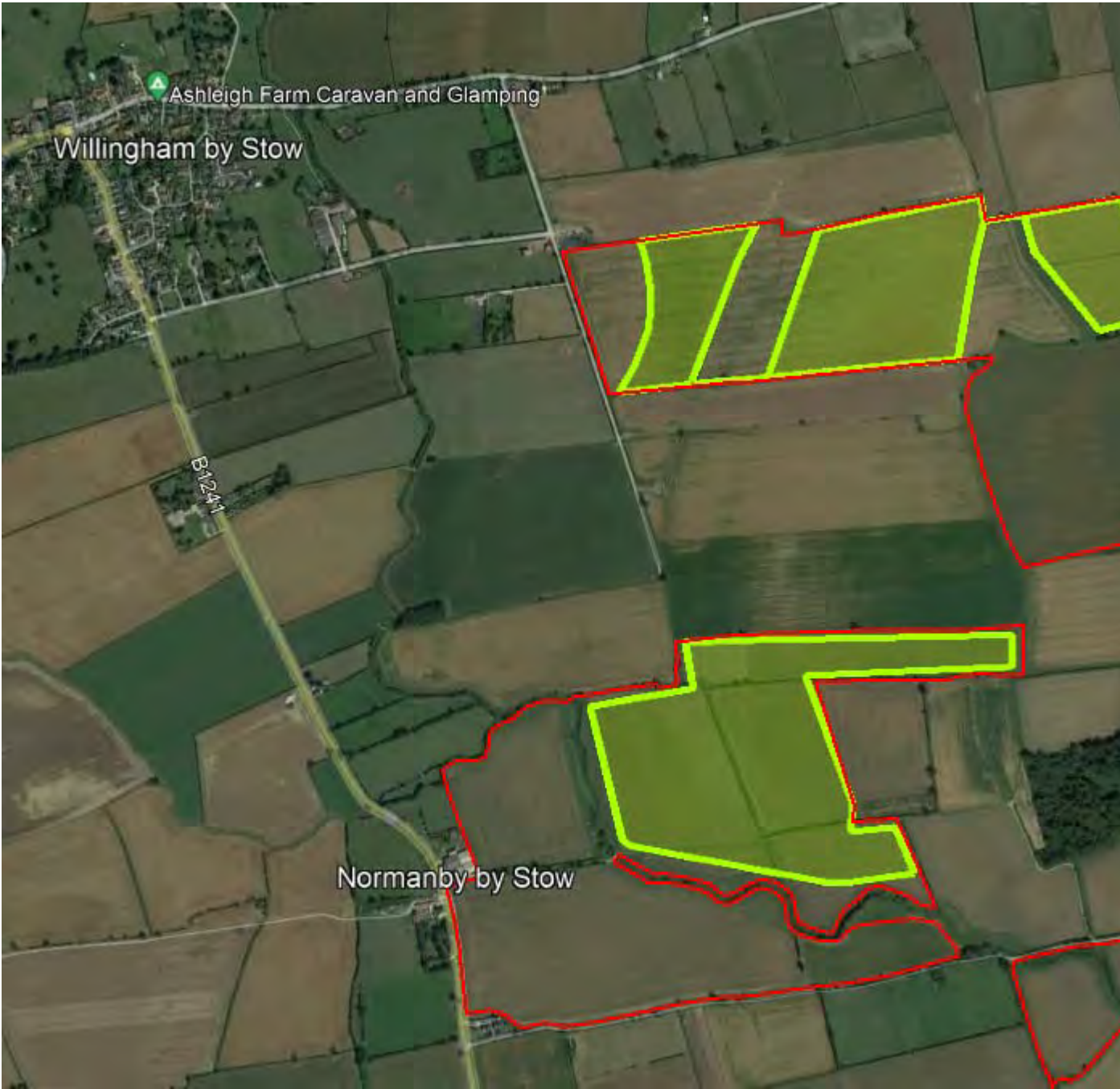
There will be multiple substations with various transformers at rural locations mainly on the east of the River within Lincolnshire. Some of these will be STGO and there are two locations, one for each project, where larger transformers that require Special Order permissions will need to be delivered. 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)

 wynnslimited.com

The Table below shows potential route and trailer information to be considered by Lincolnshire County Council to various sites where access is required for the West Burton and Cottam Solar Farms

Site Name	Load Required	Potential Route	Route Reference	Trailers to be considered	Additional Notes	LCC Comments
West Burton 1	100te nett STGO	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 at approx. OS Ref SK 9093 7847	WB1 1	5bed5 at STGO	Minor road widening on U/C final approach bends to site required.	No structures identified on route
West Burton 2	100te nett STGO	Exit M180 Jct 4 Turn left A15 southbound Continue A15 to Scampton Turn right A1500 Till Bridge Lane to Sturton by Stow Turn left B1241 Continue B1241 to Ingleby to potential site access at approx. OS Ref SK 8915 7744	WB2 1	5bed5 at STGO	Exact site access point to be confirmed and various options discussed. Will depend on site access on site also.	No structures identified on route
West Burton 2	100te nett STGO	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 at approx. OS Ref SK 8915 7744	WB2 2	5bed5 at STGO	Exact site access point to be confirmed and various options discussed. Will depend on site access on site also.	No structures identified on route
West Burton 2	100te nett STGO	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	WB2 3	5bed5 at STGO	Exact site access point to be confirmed and various options discussed. Will depend on site access on site also.	May be problems driving through Saxilby on Bridge St due to 5m width
West Burton 2	100te nett STGO	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	WB2 4	5bed5 at STGO	Exact site access point to be confirmed and various options discussed. Will depend on site access on site also.	No structures identified on route

West Burton 3	100te nett STGO	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	WB3 1	5bed5 at STGO		No structures identified on route
Cottam 1	157te nett Special Order	Exit M180 Jct 4 Turn left A15 southbound Continue A15 to Scampton Turn right A1500 Till Bridge Lane Continue A1500 to Sturton by Stow Turn right B1241 Continue B1241 via Stow At Willingham by Stow turn right Cot Garth Lane crossing over River Till Turn right Stone Pit Lane Turn left to potential site access at approx. OS Ref SK 8845 8426	COT1 1	16 axle girder frame trailer at 1.5m axle spacings 16 axle girder frame trailer at 1.6m axle spacings	Exact site access point to be confirmed and various options discussed. Will depend on site access on site also. Temporary roads on site needed and the option COT1 1 minimises new road requirements. As no access expected to be feasible from north there is requirement to cross River Till.	No structures identified on route, but Cot Garth Lane may be tight due to width
Cottam 1	157te nett Special Order	Exit M180 Jct 4 Turn left A15 southbound Continue A15 to north of Scampton Turn right Ingham Lane at OS Ref SK 9706 8297 Continue B1398 Continue Stow Lane to Stow and join route COT1 1.	COT1 2	16 axle girder frame trailer at 1.5m axle spacings 16 axle girder frame trailer at 1.6m axle spacings	Could possible access be considered via the Green Lane at OS Ref SK 8957 8224 subject to developemnt of new road access?	No structures identified on route
Cottam 1	157te nett Special Order	As Route COT1 1 to Stow Turn right from B1241 at Normanby by Stow at Flattops onto U/C road at OS Ref SK 8827 8275 Continue U/C crossing River Till Turn left potential site access at OS Ref SK 8952 8298	COT1 3	16 axle girder frame trailer at 1.5m axle spacings 16 axle girder frame trailer at 1.6m axle spacings		No structures identified on route
Cottam 1	157te nett Special Order	Turn right A15 and merge with Route COT1 1	COT1 4	16 axle girder frame trailer at 1.5m axle spacings 16 axle girder frame trailer at 1.6m axle spacings		No structures identified on route
Cottam 1	157te nett Special Order	Enter Lincolnshire from Nottinghamshire border via A631 Gainsborough River Trent Bridge Continue A631 to A15 and merge with Route COT1 1.	COT1 5	16 axle girder frame trailer at 1.5m axle spacings 16 axle girder frame trailer at 1.6m axle spacings	This is proposed as National Highways have asked that consideration is given to access from the Cottam Power Station berth on the River Trent.	Trent Bridge is listed and the bridge will need to be assessed before any large loads travel over it/LCC approve the route Bridge has 45 units of HB. Also 2 bridges on A631 Thorndike way with height restriction of 5m

Cottam 1	157te nett Special Order	Exit Immingham Docks via Humber Road Turn right Rosper Road Turn left Chase Hill Road Turn left Eastfield Road Turn left A160 Humber Road Turn right A1173 Manby Road Turn right Pelham Road Turn left B1210 Stallingborough Road Continue A1173 Turn right A1173 Riby Road Turn left then right at A18 crossroads staying on A1173 Riby Road to Caister Turn right A46 Turn right A1103 Top Road Turn right A631 At Cainby Corner turn left A15 south and join other routes COT1 1.	COT1 6HLR	12 axle Flattop Trailer high load	5.656m reducible height subject to confirmation of transformer size.	No structures identified on route
Cottam 2	100te nett STGO	Exit M180 Jct 4 Turn left A15 southbound to Caenby Corner Turn right A631 Turn right U/C at OS Ref SK 8816 9086 Turn right to new site access road OS Ref SK 8813 9159	COT2 1	5bed5 at STGO		No structures identified on route
Cottam 3	100te nett STGO	Exit M180 Jct 4 Turn left A15 southbound Turn right B1205 Continue B1205 to Blyton Park Driving Centre Turn right to new site access road from some point to be confirmed on Kirton Road	COT2 2	5bed5 at STGO		Bridge on B1205 just east of level crossing has been assessed as having 18 units of HB. Bridge will need to be assessed before any large loads travel over it/LCC approve the route



Site	Cottam Solar Park - Cottam 2 (Corringham)
Route Inspection and AIL Access Report Recently undertaken by Wynns?	Yes.
Has Agreement in Principle (AIP) been provided by National Highways 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	<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. 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.</p>
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)	<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 are due to be transported via the A15 during October/November 2022. These are Special Order AILs.</p>
Suggested route based on investigations undertaken during 2022	<p>Exit M180 Jct 4 Turn left A15 southbound to Caenby Corner Turn right A631 Turn right U/C at OS Ref SK 8816 9086 Turn right to new site access road OS Ref SK 8813 9159 at Corringham</p>
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?	Yes.



	<p>It is noted that there are 2 culverts under the junction at the approach to Corringham Grange Farm. These culverts do not show on the ESDAL AIL notification system. Confirmation of ownership and suitability has been sought from Lincolnshire County Council and advice is there are 2 bridges, one is a brick arch (1.3m span width) and another is a corrugated steel pipe (800mm span width), both owned by Lincolnshire County Council who do not have any assessment data on either detailing the weight limits of the bridges. An assessment would be required to determine the weight capacities and suitability for proposed loads.</p> <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. These discussions will remain ongoing and will be concluded before final AIL route permissions are obtained.</p> <p>The short spans of these two culverts are not expected to be a significant issue and only 1 axle will be on the culvert at any one time. Wynns experience suggests that there will most probably be a way of securing clearance, but this can only be confirmed after the assessment has been completed.</p> <p>In the unlikely event that the bridge assessments were to fail then mitigation could be expected by the following possible methods:</p> <ul style="list-style-type: none"> i. Temporary relieving measures by way of installation of steel plates or bridging units to avoid loading the culverts. <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 STGO loads.</p>
<p>Authorities consulted in respect to AIL Access</p>	<ul style="list-style-type: none"> • Lincolnshire County Council • National Highways Yorkshire and

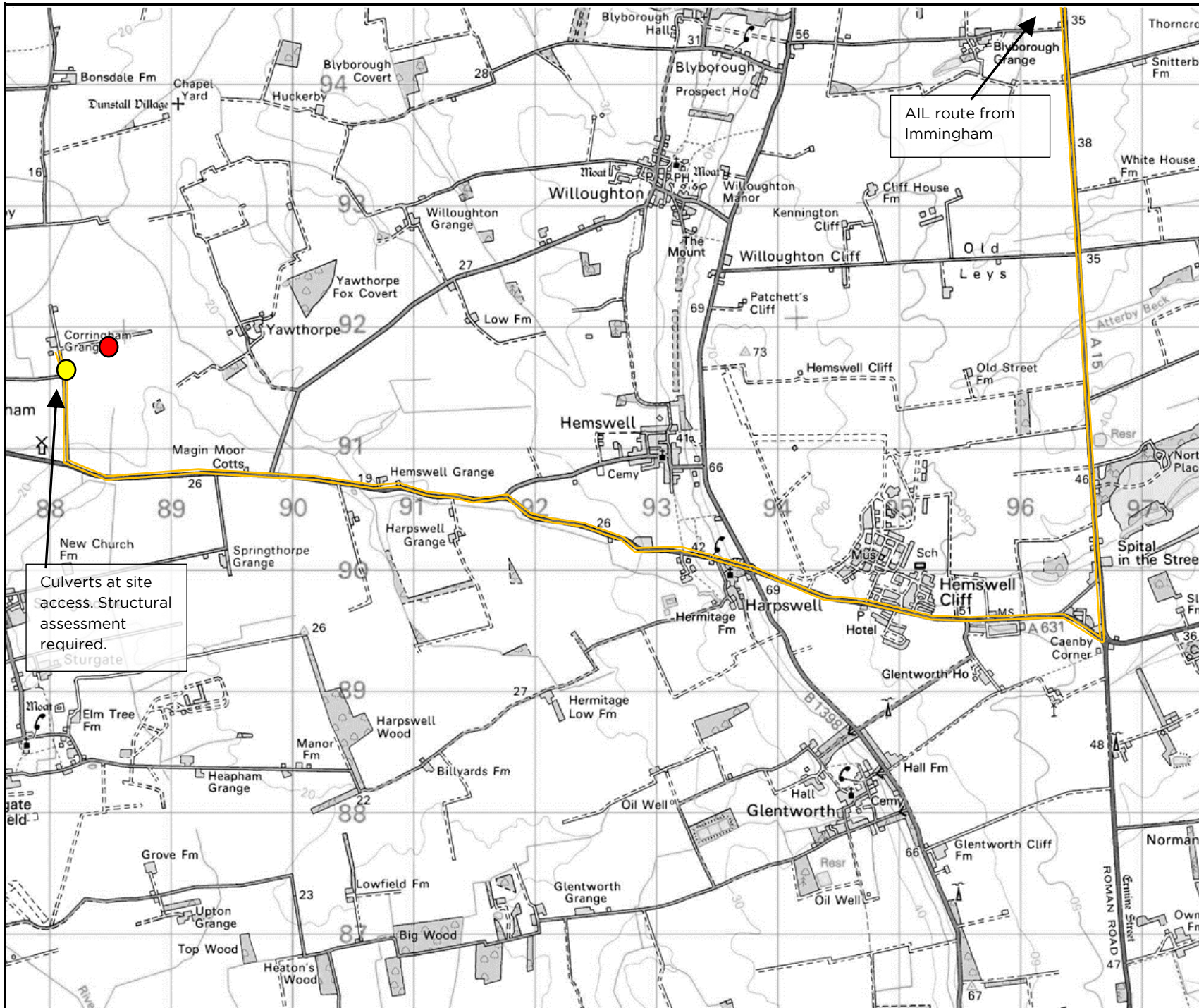


	<p>North East</p> <ul style="list-style-type: none"> Lincolnshire Police
<p>Any Known Problems for AIL Access in terms of Negotiability and other Route Comments?</p>	<p>No.</p> <p>The route from A15 to site as described above is considered negotiable for the proposed load to the potential site access location.</p> <p>There will be areas of the A631 where the entire road width will be required and careful consideration of traffic management and police escort of the AIL will need to be agreed prior to delivery.</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 point at which the public road and farm access merge 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>The point above reference the culverts on the junction at the farm entrance should be noted and clarified with Lincolnshire County Council.</p>
<p>Do routing issues currently present a serious risk that access to the site may be restricted?</p>	<p>No. Although assessments of culverts at site access is needed and may require remedial works.</p>
<p>Any other Relevant Information and Notes:</p> <p>NA</p>	



Appendix 1

Map



AIL route from Immingham

Culverts at site access. Structural assessment required.

Key		
	Route COT21 to Cottam 2	
	Point of Interest	
	Substation Location (approx..)	
B		
A		
O	13.04.22	First Issue
Rev	Date	Amendments:
Revisions		
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Client:		
Project:		
Cottam Solar Farm		
Title:		
Map 3 - Cottam 2 AIL Access		
Drawing Status:		
Final Report		
Scale (A4):	Drawn by:	Checked by:
NTS	HW	ARP
Ref No.:	Sheet:	Rev.:
22-1062.Map3	1 of 1	0
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Site	Cottam Solar Park – Cottam 3 (Blyton)
Route Inspection and AIL Access Report Recently undertaken by Wynns?	Yes.
Has Agreement in Principle (AIP) been provided by National Highways 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	<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. 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.</p>
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)	<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 are due to be transported via the A15 during October/November 2022. These are Special Order AILs.</p>
Suggested route based on investigations undertaken during 2022	<p>Exit M180 Jct 4 Turn left A15 southbound Turn right B1205 Continue B1205 to Blyton Park Driving Centre Turn right to new site access road from some point to be confirmed on Kirton Road</p>
Is a map available of the proposed route?	Yes – See attached Map 1 and Map 4.
Any Known Problems for AIL Access in terms of structures?	Yes.



	<p>Lincolnshire County Council Caution advises that they do not have enough information to confirm if the bridge on the B1205 over the River Eau (OS Ref SK 9061 9658) known as Northope Station Bridge is able to accommodate the AILs and it only has a capacity rating of 18HB. An assessment will be required to confirm access.</p> <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 structure is not a significant span at 5.49m 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 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 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. Alternative trailer arrangements to reduce axle loads or increase axle spacings, or to increase the outside track (bogie width) of the AIL.ii. Further detailed inspections and assessments by way of core sampling to confirm concrete strength.
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	<p>iii. 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>iv. 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>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 STGO 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 • 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 site as described above is considered negotiable for the proposed load to the potential site access location.</p> <p>Caution is needed at the B1205 bridge over the River Eau (OS Ref SK 9061 9658) and the level crossing at Parkside (OS Ref SK 9051 9656) where standard procedures for AIL accessing level crossings will need to be followed.</p> <p>There will be areas of the B1205 where the entire road width will be required and careful consideration of traffic management and police escort of the AIL will need to be agreed prior to delivery.</p>

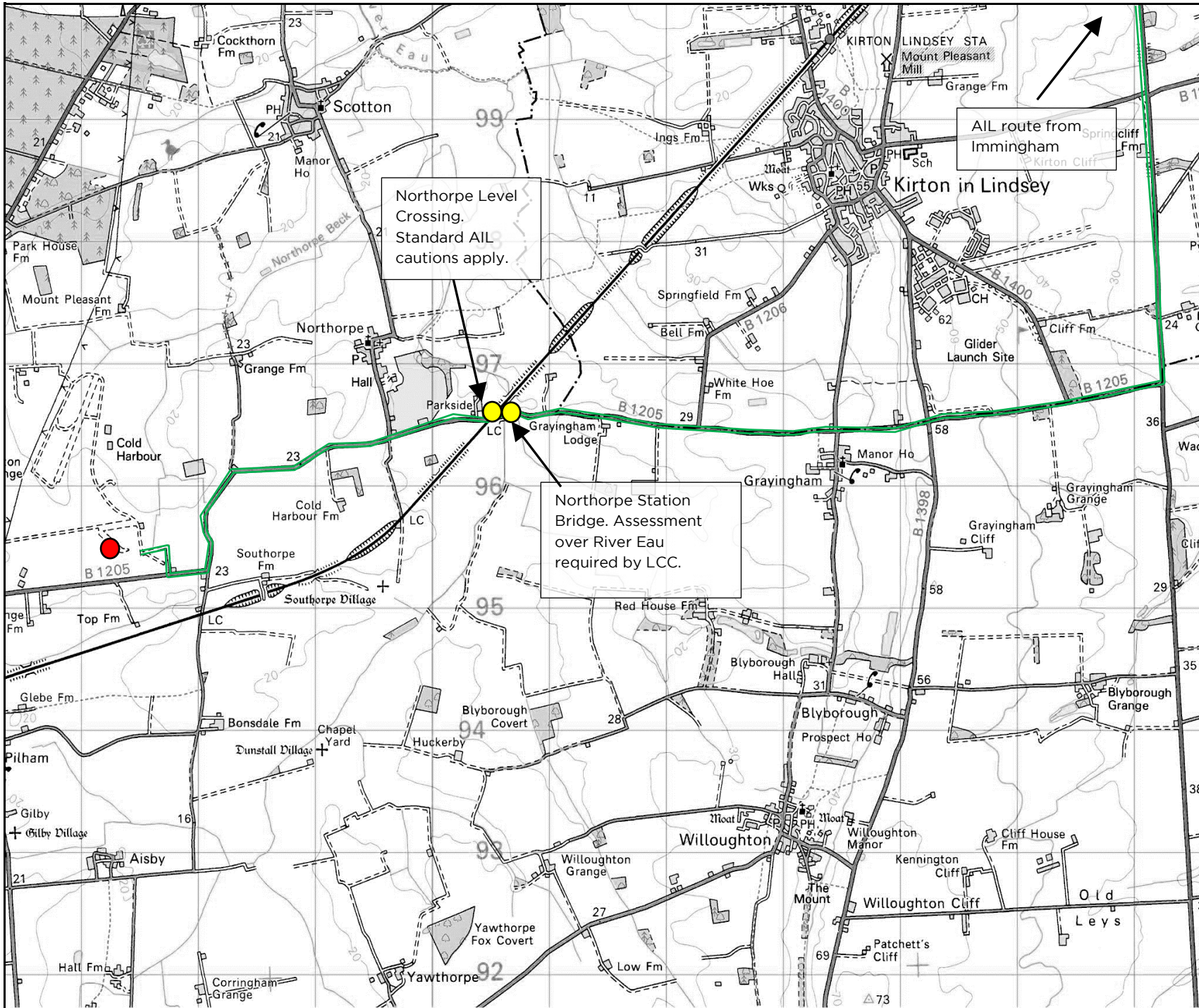


<p>Any Known Problems for AIL Access in terms of Onsite issues?</p>	<p>No detailed review of site access has been undertaken within this report and it is expected that new access from the B1205 to the new substation location will be feasible subject to bell mouth being constructed able to accommodate 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>Yes. Assessment of B1205 River Eau Bridge access is needed and may require remedial works.</p>
<p>Any other Relevant Information and Notes:</p> <p>NA</p>	



Appendix 1

Map



Northorpe Level Crossing. Standard AIL cautions apply.

Northorpe Station Bridge. Assessment over River Eau required by LCC.

AIL route from Immingham

Key		
	Route COT3 1 to Cottam 3	
	Point of Interest	
	Substation Location (approx..)	
B		
A	06.10.22	Second Issue
O	13.04.22	First Issue
Rev	Date	Amendments:
Revisions		
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Client:		
Project:		
Cottam Solar Farms		
Title:		
Map 4 - Cottam 3 AIL Access		
Drawing Status:		
Final Report		
Scale (A4):	Drawn by:	Checked by:
NTS	HW	ARP
Ref No.:	Sheet:	Rev.:
22-1062.Map4	1 of 1	0
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Site	Cottam Solar Park - Cottam 3b (Bonsdale)
Route Inspection and AIL Access Report Recently undertaken by Wynns?	Yes.
Has Agreement in Principle (AIP) been provided by National Highways 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 are due to be transported via the A15 during October/November 2022. These are Special Order AILs.
Suggested route based on investigations undertaken during 2022	Exit M180 Jct 4 Turn left A15 southbound to Caenby Corner Turn right A631 Turn right Pilham Lane Turn right to new site access road OS Ref SK 86165 94170 at Pilham to the south of the low rail bridge
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?	No. Lincolnshire County Council have not to



	<p>date confirmed whether the 2 small culverts on the A631 are able to accommodate the proposed loads. However, these are only 3.2m (Hemswell Grange) and 1.5m (High Street Culvert, Corringham) span so no major issues are expected.</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 STGO 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
<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 site as described above is considered negotiable for the proposed load to the potential site access location.</p> <p>There will be areas of the A631 and Pilham Lane where the entire road width will be required and careful consideration of traffic management and police escort of the AIL will need to be agreed prior to delivery.</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 point at which the public road and farm access merge 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>



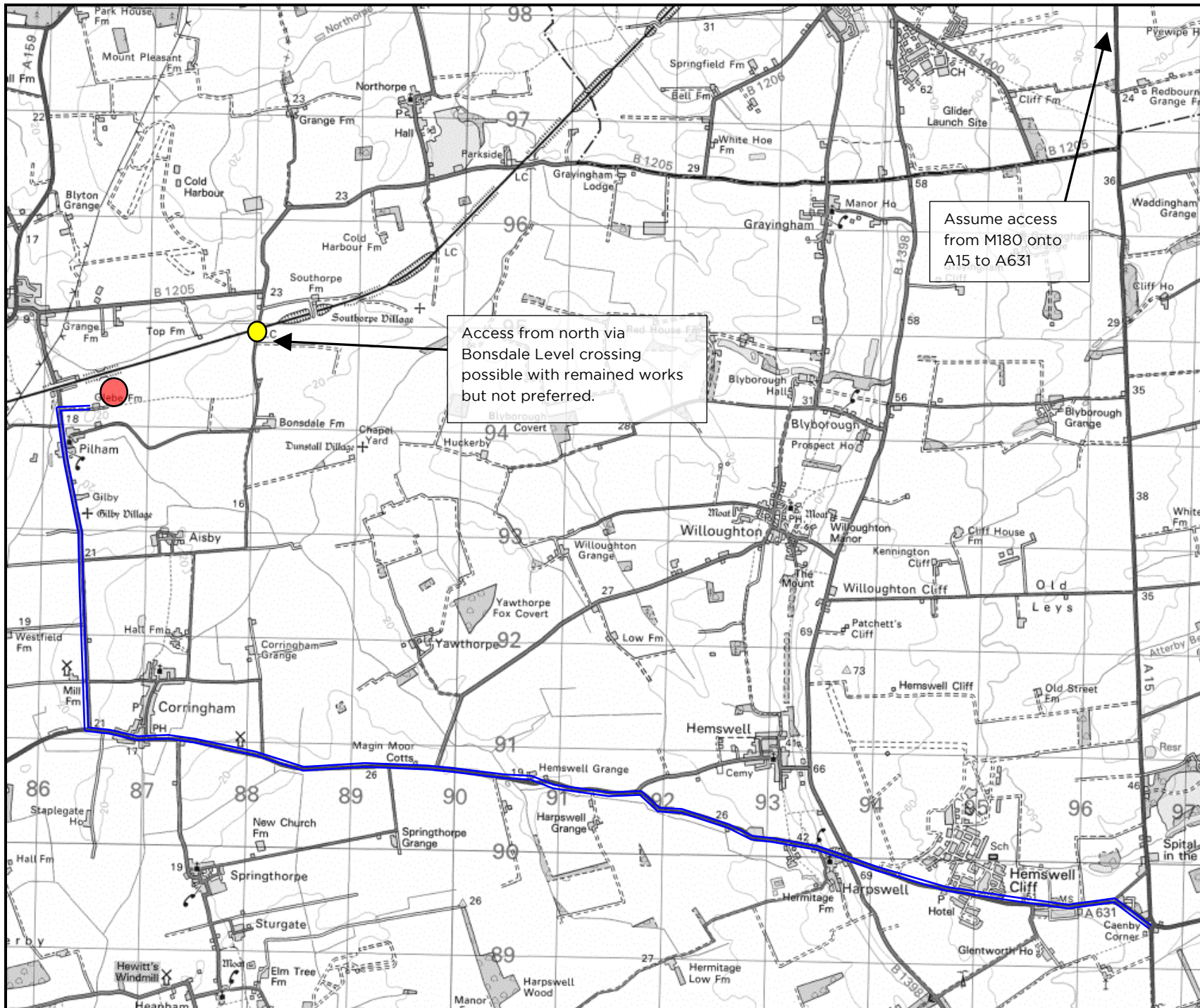
Any other Relevant Information and Notes:

NA



Appendix 1

Map



Key

	Route to Cottam 3b
	Point of Interest
	Substation Location

B		
A		
O	13.10.22	First Issue
Rev	Date	Amendments:

Revisions



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Independent
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Engineers

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Client:	
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Project:	Cottam Solar Farm
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Title:	Map 5 - Cottam 3b AIL Access
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Drawing Status:	Final Report
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Scale (A4):	Drawn by:	Checked by:
NTS	DMG	ARP

Ref No.:	Sheet:	Rev.:
22-1062. Map5	1 of 1	0

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5. Cottam Solar Project Cable Drum Access to Multiple Cable Drum Locations

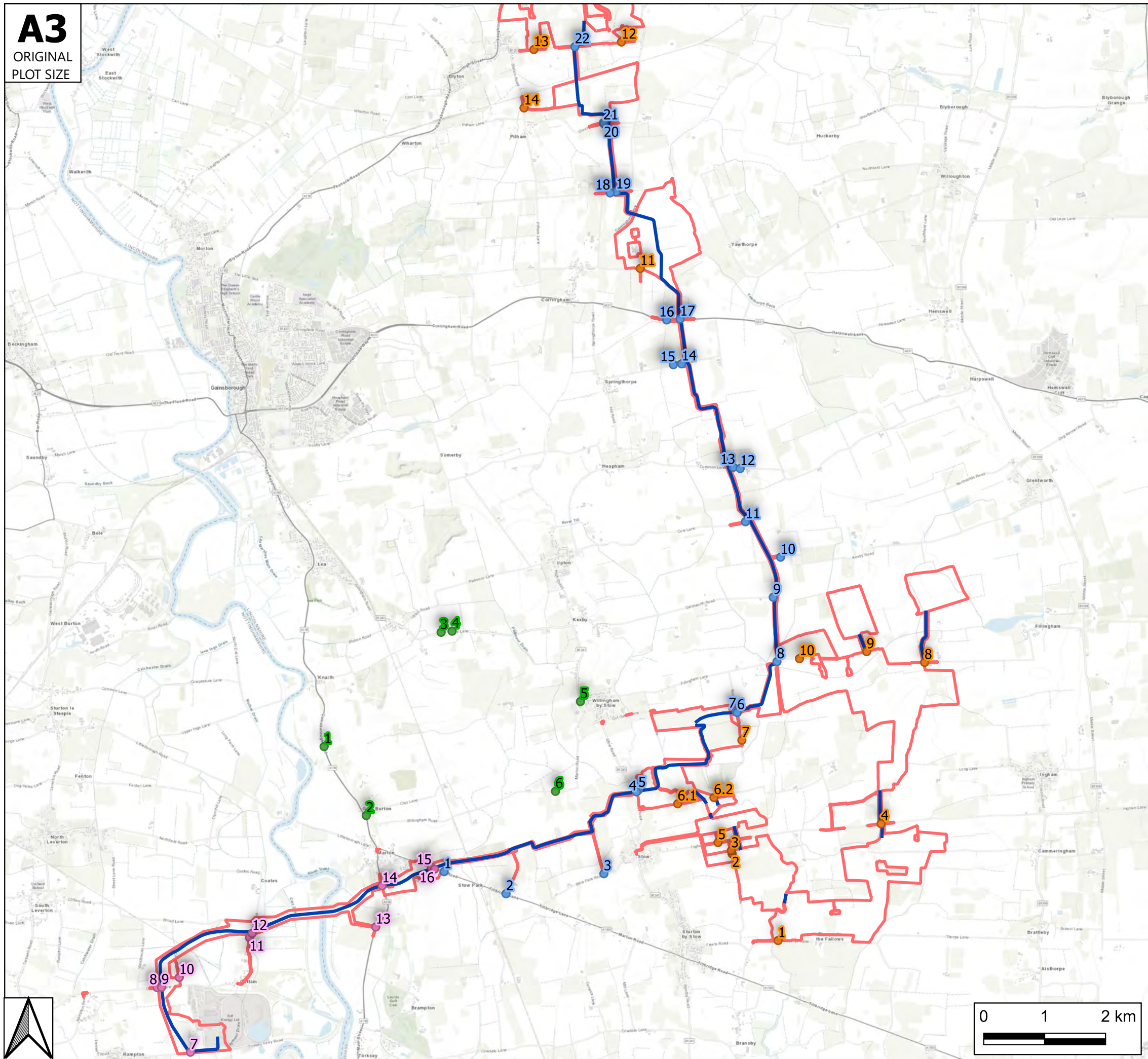
- 5.1. Although not as large as the transformer AILs previously discussed, there are also AIL transport arrangements required to access multiple sites along the cable corridor during construction. These AILs will be delivered under Special Types General Order (STGO) regulations and will not be limited to the nearest potential port of delivery and access is considered from the nearest known heavy load route, the A15 and A46.
- 5.2. Some sites in the South West of the project area are shared with the proposed Gate Barton Solar Project (Shown as PINK1 – PINK16) and others to the north east are only within the Cottam site locations (Shown as BLUE1 to BLUE22). A map of these sites is provided on the following page.
- 5.3. Surveys were undertaken during September 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.
- 5.4. The review of route is based on the preferred route for negotiability. There are structures belonging to authorities including Lincolnshire County Council and Network Rail 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.
- 5.5. Despite the above, it was noted that in respect to the PINK11 and PINK12 sites that are 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.
- 5.6. 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.
- 5.7. 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.
- 5.8. If additional clarifications on any of the issues raised, or on alternative routes inspected, but discounted, is required it can be made available.



- 5.9. 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.
- 5.10. 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.
- 5.11. 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 can not 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.

A3

ORIGINAL
PLOT SIZE



NOTE - Access point location indicative only

Key

- Site Boundary
- Cable Route
- Shared Access with Gate Burton
- Cottam Solar Farm Access Point
- Gate Burton Access Point
- Cable Route Access Location

Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City



25 King Street
Bristol
BS1 4PB

0117 925 9400
www.tpa.uk.com

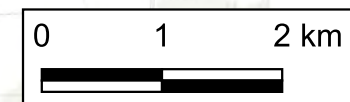
CLIENT:
Island Green Power

PROJECT:
Cottam Solar Farm

TITLE:
Cable Route and Access Location Plan

STATUS:
FOR INFORMATION

SCALE: NTS	DATE: 10.10.22	DRAWN: SG	CHECKED: SM	APPROVED: JD
JOB NO: 2107-062		DRAWING NO: SK16		REVISION: -



Blue 13	Cottam only	A57 and A156 or A1500 to Marton and then as follows: North on A156 to Lea Turn right B1241 to Kexby Turn left at Kexby towards Kexby village and Upton At Upton turn right at Cow Lane Continue to site 11 access Turn left and use new temporary haul road to site.	https://www.google.co.uk/maps/dir/A57+A156+to+Marton+and+then+as+follows%3A+North+on+A156+to+Lea+Turn+right+B1241+to+Kexby+Turn+left+at+Kexby+towards+Kexby+village+and+Upton+At+Upton+turn+right+at+Cow+Lane+Continue+to+site+11+access+Turn+left+and+use+new+temporary+haul+road+to+site.	Can access north from Access point 11 be considered via haul roads? Or could access from Cow Lane via Sturgate airfield be considered.	No	No access from west via Heapham due to limited negotiability requires significant remedial works to overcome.	Third party land	Longer alternative route via A156 and Lea would require further structures to be checked including Network Rail bridge on B1241.	Access from the A631 to the east not accessible at Harpswell.	
Blue 14	Cottam only	Exit A15 at A631 Caenby Corner Travel west A631 Turn left School Lane Turn right School Lane and continue to site access	https://www.google.co.uk/maps/dir/Exit+A15+at+A631+Caenby+Corner+Travel+west+A631+Turn+left+School+Lane+Turn+right+School+Lane+and+continue+to+site+access		To be confirmed	Right turn onto School Lane at Springthorpe Grange (OS Ref SK8947 9019). To be confirmed by Swept Path Assessment. Possible risk of third party land required but after further review initial thoughts are any work could be undertaken in the public highway.	Third party land		No access from west due to limited turn from Hill Road to School Lane in Springthorpe.	An option to avoid right turn on School Lane is to continue via temporary haul road to site from A1500.
Blue 15	Cottam only	Exit A15 at A631 Caenby Corner Travel west A631 Turn left School Lane Turn right School Lane and continue to site access	https://www.google.co.uk/maps/dir/Exit+A15+at+A631+Caenby+Corner+Travel+west+A631+Turn+left+School+Lane+Turn+right+School+Lane+and+continue+to+site+access		To be confirmed	Right turn onto School Lane at Springthorpe Grange (OS Ref SK8947 9019). To be confirmed by Swept Path Assessment. Possible risk of third party land required but after further review initial thoughts are any work could be undertaken in the public highway.	Third party land		No access from west due to limited turn from Hill Road to School Lane in Springthorpe.	An option to avoid right turn on School Lane is to continue via temporary haul road to site from A1500.
Blue 16	Cottam only	Exit A15 at A631 Caenby Corner Travel west A631 Turn left at site access location.	https://www.google.co.uk/maps/dir/Exit+A15+at+A631+Caenby+Corner+Travel+west+A631+Turn+left+at+site+access+location.		Yes					
Blue 17	Cottam only	Exit A15 at A631 Caenby Corner Travel west A631 Turn left at site access location.	https://www.google.co.uk/maps/dir/Exit+A15+at+A631+Caenby+Corner+Travel+west+A631+Turn+left+at+site+access+location.		Yes					
Blue 18	Cottam only	Exit A15 at A631 Caenby Corner Travel west A631 to Corringham village Turn right Pilham Lane Turn right towards Aisby at OS Ref SK 8461 9271 Continue to site access location.	https://www.google.co.uk/maps/dir/Exit+A15+at+A631+Caenby+Corner+Travel+west+A631+to+Corringham+village+Turn+right+Pilham+Lane+Turn+right+towards+Aisby+at+OS+Ref+SK+8461+9271+Continue+to+site+access+location.		To be confirmed	1. Turn right from Pilham Lane towards Aisby at OS Ref SK 8461 9271 - SPA required to confirm access. Street furniture removal within highway expected to be needed but not third party land.	1. Expected to be in highway - to be confirmed.		From north and B1205 via Bonsdale level crossing. Best avoid gated level crossing and narrow road if possible.	
Blue 19	Cottam only	Exit A15 at A631 Caenby Corner Travel west A631 to Corringham village Turn right Pilham Lane Turn right towards Aisby at OS Ref SK 8461 9271 Continue to site access location.	https://www.google.co.uk/maps/dir/Exit+A15+at+A631+Caenby+Corner+Travel+west+A631+to+Corringham+village+Turn+right+Pilham+Lane+Turn+right+towards+Aisby+at+OS+Ref+SK+8461+9271+Continue+to+site+access+location.	Left turn into site via existing field gate is not aligned to be approached this direction. Suggest turn into field is made further west nearer proposed laydown area.	To be confirmed	1. Turn right from Pilham Lane towards Aisby at OS Ref SK 8461 9271 - SPA required to confirm access. Street furniture removal within highway expected to be needed but not third party land.	1. Expected to be in highway - to be confirmed.		From north and B1205 via Bonsdale level crossing. Best avoid gated level crossing and narrow road if possible.	
Blue 20	Cottam only	Exit A15 at A631 Caenby Corner Travel west A631 to Corringham village Turn right Pilham Lane Turn right towards Aisby at OS Ref SK 8461 9271 Continue towards Bonsdale past site access points 18 and 19, turning left at access 19 Turn left Pilham Lane and continue to site access location.	https://www.google.co.uk/maps/dir/Exit+A15+at+A631+Caenby+Corner+Travel+west+A631+to+Corringham+village+Turn+right+Pilham+Lane+Turn+right+towards+Aisby+at+OS+Ref+SK+8461+9271+Continue+towards+Bonsdale+past+site+access+points+18+and+19,+turning+left+at+access+19+Turn+left+Pilham+Lane+and+continue+to+site+access+location.		To be confirmed	1. Turn right from Pilham Lane towards Aisby at OS Ref SK 8461 9271 - SPA required to confirm access. Street furniture removal within highway expected to be needed but not third party land. 2. Left turn at site access point 19 - expected to be into third party land but understood this is existing project landowner so no major issues expected. Hedge removal on inside of bend required. 3. Left turn at Bonsdale OS Ref SK 8800 9397	1. Expected to be in highway - to be confirmed. 2. Expected to be into third party land. 3. Expected to be in highway with overrun of verges both in the centre triangle and outside.		From west via Pilham village - not accessible From north and B1205 via Bonsdale level crossing. Best avoid gated level crossing and narrow road if possible.	
Blue 21	Cottam only	Exit A15 at A631 Caenby Corner Travel west A631 to Corringham village Turn right Pilham Lane Turn right towards Aisby at OS Ref SK 8461 9271 Continue towards Bonsdale past site access points 18 and 19, turning left at access 19 Turn left Pilham Lane and continue to site access location.	https://www.google.co.uk/maps/dir/Exit+A15+at+A631+Caenby+Corner+Travel+west+A631+to+Corringham+village+Turn+right+Pilham+Lane+Turn+right+towards+Aisby+at+OS+Ref+SK+8461+9271+Continue+towards+Bonsdale+past+site+access+points+18+and+19,+turning+left+at+access+19+Turn+left+Pilham+Lane+and+continue+to+site+access+location.		To be confirmed	1. Turn right from Pilham Lane towards Aisby at OS Ref SK 8461 9271 - SPA required to confirm access. Street furniture removal within highway expected to be needed but not third party land. 2. Left turn at site access point 26 - expected to be into third party land but understood this is existing project landowner so no major issues expected. Hedge removal on inside of bend required. 3. Left turn at Bonsdale OS Ref SK 8800 9397	1. Expected to be in highway - to be confirmed. 2. Expected to be into third party land. 3. Expected to be in highway with overrun of verges both in the centre triangle and outside.		From west via Pilham village - not accessible From north and B1205 via Bonsdale level crossing. Best avoid gated level crossing and narrow road if possible.	
Blue 22	Cottam only	Exit A15 onto B1205 at Kirton in Lindsey Continue B1205 towards Blyton as far as site access	https://www.google.co.uk/maps/dir/Exit+A15+onto+B1205+at+Kirton+in+Lindsey+Continue+B1205+towards+Blyton+as+far+as+site+access		Yes					Level crossing at Parkside. Standard Network Rail AIL procedures to be undertaken.