

**Tillbridge Solar Project  
EN010142**

**Volume 6  
Environmental Statement  
Appendix 16-2: Transport Assessment  
Document Reference: EN010142/APP/6.2**

**Regulation 5(2)(a)  
Infrastructure Planning (Applications: Prescribed Forms and  
Procedure) Regulations 2009**

**April 2024  
Revision Number: 00**

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# 1. Introduction

## 1.1 Context

- 1.1.1 The Tillbridge Solar Project (the Scheme) will comprise the construction, operation (including maintenance), and decommissioning of ground-mounted solar photovoltaic (PV) arrays. The Scheme will also include associated development to support the solar PV arrays.
- 1.1.2 The Scheme is made up of the Principal Site, the Cable Route Corridor and works to the existing National Grid Cottam Substation. The Principal Site comprises the solar PV arrays, electrical substations, grid balancing infrastructure, cabling and areas for landscaping and ecological enhancement.
- 1.1.3 The associated development element of the Scheme includes but is not limited to access provision; a Battery Energy Storage System (BESS), to support the operation of the ground mounted solar PV arrays; the development of on-site substations; underground cabling between the different areas of solar PV arrays; and areas of landscaping and biodiversity enhancement.
- 1.1.4 The Scheme also includes a 400kV underground Cable Route Corridor of approximately 18.5km in length connecting the Principal Site to the National Electricity Transmission System (NETS) at the existing National Grid Cottam Substation. The Scheme will export and import electricity to the NETS.
- 1.1.5 A full description of the Scheme is included in **Chapter 3: Scheme Description** of the Environmental Statement [EN010142/APP/6.1]. An overview of the Scheme and its environmental impacts is provided in the Environmental Statement **Non-Technical Summary** [EN010142/APP/6.4].

## 1.2 Document Purpose

- 1.2.1 The purpose of this Transport Assessment (TA) is to demonstrate that the Scheme will be acceptable in transport and highway terms. It follows pre-application discussions held with Lincolnshire County Council and Nottinghamshire County Council on 19 January 2023 and 14 December 2023 as the Local Highways Authority (LHA). The TA has been prepared in accordance with national and local guidance relating to Transport Assessments and is a supporting document to **Chapter 16: Transport and Access** of this ES [EN010142/APP/6.1].

## 1.3 Consultation

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

## Initial Consultation (EIA Scoping Report)

- 1.3.2 An Environmental Impact Assessment (EIA) Scoping Report (**Appendix 1-1** of this ES [**EN010142/APP/6.2**]) was submitted by the Applicant in September 2022 to formally request an EIA Scoping Opinion, which was received from the Planning Inspectorate on behalf of the Secretary of State in November 2022 (**Appendix 1-2** of this ES [**EN010142/APP/6.2**]).
- 1.3.3 A summary of the comments received from the Planning Inspectorate which include the LHAs as well as National Highways, with respect to traffic and transport, including the Applicant's responses, are provided in Table 16-5 within **Chapter 16: Transport and Access** of this ES [**EN010142/APP/6.1**].

## National Highways

- 1.3.4 A response from National Highways was provided in the EIA Scoping Opinion (**Appendix 1-2** of this ES [**EN010142/APP/6.2**]), with the key points summarised below:
- a. No comments regarding site access or boundary matters were raised;
  - b. No concerns relating to traffic impacts on the Strategic Road Network (SRN) during the operational phase were raised but the likely impacts should still be clearly evidenced in a Transport Statement/Assessment;
  - c. Additional information on the number of Heavy Goods Vehicles (HGVs) necessary to transport materials and equipment to/ from the Scheme, their arrival and departure profiles and their routing on the SRN is detailed as a requirement. Information on the arrival and departure profiles and routing of construction staff during the construction phase is also required;
  - d. It is indicated that the TA should include sections on the development proposal details, trip generation, trip assignment and depending on the scale and distribution of new trips, an indication of how traffic associated with the development will impact the SRN during the peak hours; and
  - e. A separate Travel Plan should also be produced to indicate how staff trips by private vehicle will be minimised as far as possible.
- 1.3.5 Based on the above, this TA includes the likely traffic impacts of the construction, operational and decommissioning phases, the access and routing strategy for the Scheme and the trip attraction, distribution and assignment of HGV and staff trips.
- 1.3.6 A combined **Framework Construction Traffic Management Plan (CTMP)** [**EN010142/APP/7.11**] and Travel Plan has been prepared in support of this ES, which outlines how staff trips by private vehicles will be minimised as far as possible. If the DCO is granted, it is expected that the contractor will produce a Detailed CTMP and Travel Plan, as one or two separate documents, prior to the beginning of the construction phase as part of a Requirement.

## Local Highway Authorities

- 1.3.7 A summary outlining the initial comments received from Lincolnshire County Council and Nottinghamshire County Council as part of this EIA Scoping Opinion Report (**Appendix 1-2** of this ES [EN010142/APP/6.2]) is available in Table 16-5 within **Chapter 16: Transport and Access** of this ES [EN010142/APP/6.1]. Pre-application meetings were held with the LHAs on 19 January 2023 and 14 December 2023 to review the routing and access strategy for the Scheme, as well as the scope and methodology set out within this document. A copy of the meeting notes from the meetings with the LHAs is held within **Annex A** of this TA. The following key points were discussed at the meeting held on 19 January 2023:
- a. Trip generation, access and routing strategy for the Scheme;
  - b. The scope and methodology for the transport deliverables;
  - c. The Study Area for the collision review (separate Study Areas for each Highway Authority) and traffic survey locations;
  - d. Approach taken to Public Right of Way (PRoW) and abnormal loads management;
  - e. Measures to include within the Framework CTMP; and
  - f. Cumulative schemes to include as part of the assessment such as the Island Green Power solar farm schemes 'Cottam Solar Project' and 'West Burton Solar Project' and Low Carbon's solar farm scheme 'Gate Burton Energy Park'.
- 1.3.8 The following issues were discussed at the meeting held on 14 December 2023:
- a. Cable Route Corridor access strategy;
  - b. Access design parameters;
  - c. Coordination with access strategies for other solar schemes;
  - d. Compound locations;
  - e. Abnormal Indivisible Load access strategy; and
  - f. Collaboration with other solar schemes regarding shared use of Cable Route Corridor.
- 1.3.9 Based on the above, the TA includes a review of collision data and reports on a number of principles agreed with Lincolnshire and Nottinghamshire County Council's with respect to vehicle routing, survey approach and supporting assessment work. A full cumulative impact assessment is included within **Chapter 18: Cumulative Effects and Interactions** of this ES [EN010142/APP/6.1].

## 1.4 Statutory Consultation

- 1.4.1 The Applicant conducted statutory consultation on the Scheme between 30 May 2023 and 11 July 2023. A summary of the comments relating to transport and access, as well as AECOM's responses (demonstrating how

these comments have been addressed where required) are within Table 16-7 of **Chapter 16: Transport and Access** of this ES [EN010142/APP/6.1].

## 1.5 Additional Reports

1.5.1 The following (transport-related) documents have been prepared to accompany **Chapter 16: Transport and Access** of this ES [EN010142/APP/6.1]:

- a. **Appendix 16-1 Traffic and Transport Legislation and Policy** [EN010142/APP/6.2];
- b. **Framework Construction Traffic Management Plan (CTMP)** [EN010142/APP/7.11];
- c. **Framework Public Rights of Way (PRoW) Management Plan** [EN010142/APP/7.16];
- d. **Streets, Rights of Way and Access (SRoWA) Plans** [EN010142/APP/2.4]; and
- e. **Traffic Regulation Measures Plans** [EN010142/APP/2.5].

## 1.6 Report Structure

1.6.1 The remainder of this TA is structured as follows:

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

## 2. Site Location and Study Area

### 2.1 Site Location

- 2.1.1 As shown in **Figure 16-1** of this ES [EN010142/APP/6.3], the Scheme comprises two distinct sections:
- a. The 'Principal Site', which is the location where ground mounted solar PV panels, electrical Substations and energy storage facilities will be installed; and
  - b. The 'Cable Route Corridor', which will comprise the underground electrical infrastructure required to connect the Principal Site to the existing National Grid Substation located at Cottam Power Station.
- 2.1.2 The Scheme lies to the east and south-east of Gainsborough in Lincolnshire. The Principal Site is located approximately 5km to the east of Gainsborough and approximately 13km to the north of Lincoln. The Principal Site covers an area of approximately 1,350 ha and is located to the south of Harpswell Lane (A631), to the west of Middle Street (B1398), largely to the north of Kexby Road and to the east of Springthorpe.
- 2.1.3 The Scheme will connect the Principal Site to the NETS at the existing National Grid Substation, which is located at the decommissioned Cottam Power Station in Cottam near the Lincolnshire/ Nottinghamshire border.

### 2.2 Surrounding Area

#### Principal Site

- 2.2.1 The areas surrounding the Principal Site comprise several small rural villages, including Harpswell and Glentworth approximately 500m and 1km to the east of the Order limits respectively, and Springthorpe and Heapham approximately 500m and 1.5km to the west of the Order limits respectively.
- 2.2.2 The Principal Site is located approximately 13km to the north of Lincoln. The A631 (High Street/ Harpswell Lane) and B1398 Middle Street run along the northern and eastern boundaries of the Principal Site respectively and the A15 (Ermine Street) also runs parallel to the eastern boundary of the Principal Site. Several minor roads cross the Principal Site, including Springthorpe Road/ Hill Road, Common Lane, Kexby Road and Willingham Road.
- 2.2.3 There are two PRowS located within the Principal Site. Claimed Glentworth and Harpswell Public Bridleway 1209 is situated within the eastern extent of the Principal Site, running in a north westerly direction between Glentworth and Harpswell. PRow Gltw/85/1 is situated within the southern extent of the Principal Site, running in a north-south direction from Kexby Road to the west of Glentworth village.

## Cable Route Corridor

- 2.2.4 The Cable Route Corridor will run in a southwest direction from the Principal Site to the Point of Connection at National Grid Cottam Substation, as shown in **Figure 16-1** of this ES [EN010142/APP/6.3]. Starting from the Principal Site, the Cable Route Corridor will cross Cow Lane, Glentworth Road and Fillingham Lane which are all narrow rural single lane roads. From east to west, it will cross the B1241 (Normandy Road), the A1500 (Stow Park Road) and the A156 (High Street), which are two-way single carriageway roads with a single lane in each direction, as well as the railway line running between Gainsborough and Lincoln. Willingham Road (to the east of the A156 between Gate Burton and Marton), Marton Road, High Street (through Willingham by Stow) and Fillingham Lane have been included within the Order limits for the Cable Route Corridor. They are proposed as access roads and it is not expected that the Cable Route Corridor will actually cross them. These aforementioned routes are all narrow rural single lane roads. High Street, which will also be used as part of the access route, is a single carriageway road with a single lane in each direction.
- 2.2.5 The villages of Upton, Kexby and Willingham by Stow are located approximately 2km to the west of the Cable Route Corridor.
- 2.2.6 Within Nottinghamshire, the Cable Route Corridor is expected to cross agricultural land, the disused railway track to the northwest of Cottam Power Station, the River Trent and Town Road/Headstead Bank, Cottam Road/Outgang Lane and Torksey Ferry Road, before reaching the Point of Connection at National Grid Cottam Substation.
- 2.2.7 A list of all PRow which could potentially be impacted by the proposed Cable Route Corridor (both in Lincolnshire and Nottinghamshire) is provided in **Framework Public Rights of Way (PRow) Management Plan (MP)** [EN010142/APP/7.16].

## 2.3 Study Area

- 2.3.1 The Transport and Access Study Area shown in **Figure 16-1** of this ES [EN010142/APP/6.3] includes the extents of the highway network shown in **Figure 16-4** of this ES [EN010142/APP/6.3] and the PRow network shown in **Figure 16-5** of this ES [EN010142/APP/6.3]. Based on professional judgement and experience of other Solar Farm DCO (i.e Gate Burton Energy Project), this is the Study Area considered to be potentially at risk from direct and indirect impacts arising from the Scheme. This was agreed with the LHAs during a scoping meeting held in January 2023.
- 2.3.2 Due to the nature of the Scheme, consideration has been given to a number of locations within the surrounding highway network which could potentially be impacted by an increase in traffic as a result of the Scheme, including both the network within the vicinity of the Principal Site as well the Cable Route Corridor, as identified below:
- a. A631/ B1398 Middle Street Roundabout;
  - b. A631/ A15 Roundabout;

- c. A631;
- d. A15;
- e. B1398 Middle Street;
- f. A1500 (Till Bridge Lane);
- g. B1241 (Willingham Road);
- h. A156;
- i. Pilham Lane;
- j. School Lane;
- k. Springthorpe Road;
- l. Common Lane;
- m. Kexby Road;
- n. Willingham Road;
- o. Headstead Bank;
- p. Cow Pasture Lane; and
- q. Cottam Road/Outgang Lane.

2.3.3 The Study Area relating to the Principal Site and the Cable Route Corridor was subject to discussion and agreement with Lincolnshire and Nottinghamshire County Council as Highway Authorities for the Local Road Network (LRN). This Study Area has also been used for the assessment of the Personal Injury Collision (PIC) data for the extent of the Scheme.

2.3.4 The PRoW to be considered within this TA are those that are directly impacted by the Scheme. These have been identified in **Figure 16-5** of this ES [EN010142/APP/6.3].

### 3. Policy and Guidance Context

- 3.1.1 **Appendix 16-1** of this ES [EN010142/APP/6.2] identifies the legislation, policy and guidance of relevance to the assessment of likely significant transport and access effects of the Scheme.

## 4. Accessibility Appraisal and Existing Conditions

### 4.1 Introduction

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

### 4.2 Highway Network

- 4.2.1 The strategic and local highway network is discussed below and shown in **Figure 16-4** of this ES [EN010142/APP/6.3].
- 4.2.2 The A631 is a single-carriageway road which links with the A15 in the east and the A638 past Gainsborough in the west. To the west the A631 provides a connection to the A159 and the A156 which are both routes through Gainsborough to the north and south respectively.
- 4.2.3 The A15 is a key route located to the east of the Principal Site running in a north to south direction. To the north the A15 provides a connection to the M180 and the A46 to the south. The A15 provides a key route to/ from Lincoln to the south of the Principal Site.
- 4.2.4 The A57 is a single carriageway road which links the A1(M) to the A46 to the west of Lincoln. The A57 is classified by the DfT as part of the SRN and provides access to the A15 from the south. The A57 also provides access to Laneham Road, which joins with Rampton Road and provides access to Cottam Road from the west.

#### Principal Site

- 4.2.5 The A631 is a key route that runs along the northern boundary of the Principal Site in an east-west direction. Three access points into the Principal Site are proposed along the A631. The road does not have footways or street lighting within the vicinity of the Principal Site and is rural in character.
- 4.2.6 The B1398 Middle Street is a local route that runs along the eastern extent of the Principal Site, and provides Site access points. A small section of the Order limits fronts the B1398 between the villages of Harpswell and Glentworth and includes an existing farm track access road into the Principal Site. The B1398 connects with the A631 to the north and the A1500 (Till Bridge Lane) to the south. The B1398 provides connections to local villages including Harpswell, Glentworth and Fillingham. The road does not have



footways or street lighting within the vicinity of the Principal Site and is rural in character.

- 4.2.7 The A1500 (Till Bridge Lane) is located to the south of the Principal Site and runs in an east-west direction through Sturton by Stow and connects to the A156 to the west and the A15 in the east. The A1500 also runs within the vicinity of the Cable Route Corridor, and the Cable Route Corridor will cross the A1500 Stow Park Road between Marton and Sturton by Stow.
- 4.2.8 The B1241 (Willingham Road) runs in a north-south direction along the western extent of the Principal Site through Normanby by Stow, Willingham by Stow, Kexby and Upton. It is known by several different names including Gainsborough Road, Stow Road, Normanby Road, Sturton Road and High Street. It connects to Kexby Lane and Fillingham Lane. Where the B1241 runs through a number of villages the speed limit is 30mph, and outside these areas the national speed limit applies (60mph).
- 4.2.9 School Lane is a narrow rural road that runs between Springthorpe to the west and the A631 to the east. The Principal Site lies either side of School Lane at its junction with the A631. School Lane will form one of the access points to the Principal Site, with internal access points to the east and west from it.
- 4.2.10 Common Lane is a narrow rural road which runs in an east-west direction towards Heapham to the west and Harpswell to the east. Common Lane is located within the Principal Site, providing access to the A631 in the east and the B1241 in the west.
- 4.2.11 Kexby Road is a narrow rural road which runs in an east-west direction towards Upton to the west and Glentworth to the east. Kexby Road is located within the Principal Site, providing access to the B1398 (Middle Street).
- 4.2.12 Willingham Road is a narrow rural road which runs in an east-west direction towards Willingham by Stow to the west and Fillingham to the east.
- 4.2.13 All of the above routes are single carriageway roads with a single lane in each direction. Speed limits on the routes vary from 30mph to 40mph, where they pass through residential areas, up to the national speed limit (60mph) outside towns/villages.
- 4.2.14 Within the Study Area there are a number of other local roads which run through, alongside or in close proximity to the Principal Site. These include:
- a. Springthorpe Road/Hill Road is a single carriageway road with one lane in each direction but no road markings. It runs north-south through Springthorpe in close proximity (500m) to the north-western border of the Principal Site and provides a link to the A631 in the north and the B1241 in the south; and
  - b. High Street/ Willingham Road runs from the B1398 Middle Street through Fillingham village. The road has a single lane in each direction but no road markings and narrows to a single-track road. The road runs east-west across the south of the site, providing access to the B1398 in the east and Willingham by Stow in the west.

## Cable Route Corridor

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

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

## 4.3 Baseline Traffic Flows

- 4.3.1 The following time periods have been reviewed to inform the assessment, based on the weekday construction working hours of 07:00-19:00. It should be noted that working hours will also include Saturdays from 07:00-13:00. There will be no work on Sundays or bank Holidays.
- a. 06:00-07:00 – arrival of construction staff in the morning (referred to as the AM development peak hour);
  - b. 19:00-20:00 – departure of construction staff in the evening (referred to as the PM development peak hour); and
  - c. Daily (24 hours).
- 4.3.2 **Table 4-1** and **Table 4-2** below provide baseline traffic flows within the Study Area based on the traffic surveys carried out between 10 July and 19 July 2022.
- 4.3.3 The results have been presented for an average weekday and include rounded values. The majority of traffic count locations are in Lincolnshire, with Automatic Traffic Count (ATC) 30, ATC 31 and Manual Classified Counts (MCC) 6 located in Nottinghamshire.
- 4.3.4 The 2022 baseline traffic flows for the Development AM and PM peak hours as well as the 24-hour traffic flows are shown in the traffic flow diagrams within **Annex B** of this TA.

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

Location		AM Dev Peak (06:00-07:00)			PM Dev Peak (19:00-20:00)			Daily (24 Hours)		
Ref	Link	Total*	HGVs*	% HGVs**	Total*	HGVs*	% HGVs**	Total*	HGVs*	% HGVs**
ATC1	A631, West of School Lane	268	33	12%	245	12	5%	7502	825	11%
ATC2	A631, West of Minor Access South	231	29	13%	218	10	5%	6472	713	11%
ATC3	A631, West of Minor Access South	241	26	11%	218	13	6%	6527	719	11%
ATC4	A631, West of B1398 Middle Street	228	30	13%	212	14	7%	6417	749	12%
ATC5	B1398 Middle Street, North of A631	148	14	10%	139	6	4%	3395	360	11%
ATC6	A631, East of B1398 Middle Street	241	34	14%	257	14	5%	6581	731	11%
ATC7	B1398 Middle Street, South of A631	130	8	6%	95	2	3%	3072	219	7%
ATC8	A631, West of A15	222	39	18%	196	12	6%	5357	700	13%
ATC9	A15, North of A631	665	181	27%	438	75	17%	13236	3221	24%
ATC10	A631, East of A15	226	37	16%	193	10	5%	5669	685	12%
ATC11	A15, South of A631	760	159	21%	450	65	14%	14682	2877	20%
ATC12	Kexby Road, East of Northlands Road	7	1	9%	10	1	10%	191	19	10%
ATC13	Common Lane, South of A631	4	0	11%	4	1	21%	88	13	15%
ATC14	School Lane, South of A631	0	0	0%	1	0	14%	43	4	8%
ATC15	Common Lane, East of Heapham	2	0	0%	3	1	29%	103	19	19%
ATC16	Cow Lane, East of Upton	1	0	17%	5	0	0%	89	8	9%

Location		AM Dev Peak (06:00-07:00)			PM Dev Peak (19:00-20:00)			Daily (24 Hours)		
		Total*	HGVs*	% HGVs**	Total*	HGVs*	% HGVs**	Total*	HGVs*	% HGVs**
ATC17	Glentworth Road, East of Kexby	3	0	0%	5	0	0%	83	5	6%
ATC18	Fillingham Lane, East of South Lane	6	1	14%	8	1	8%	169	18	11%
ATC19	High Street, East of B1241	55	8	15%	111	6	6%	2592	233	9%
ATC20	Gainsborough Road, North of High Street	65	4	6%	115	4	3%	2826	195	7%
ATC21	Marton Road, South of High Street	11	0	0%	24	0	1%	382	25	6%
ATC22	B1241, South of Cot Garth Lane	62	5	7%	110	3	3%	2524	177	7%
ATC23	B1241, North of Fleets Road	90	6	7%	145	4	3%	3424	194	6%
ATC24	A1500 Tillbridge Road, West of Thorpe Lane	202	13	7%	178	6	3%	5080	380	7%
ATC25	Saxilby Road, South of Queensway	99	7	7%	145	7	5%	3699	253	7%
ATC26	A1500 Stow Park Road, East of Adams Way	167	8	5%	140	8	5%	4115	302	7%
ATC27	A156 High Street, South of Willingham Road	379	36	9%	287	15	5%	8379	725	9%
ATC28	A156 High Street, South of Wapping Lane	247	27	11%	186	8	4%	5825	544	9%
ATC29	B1241 Kexby Lane, East of Upton Road	17	2	12%	32	1	2%	728	41	6%
ATC30	Cottam Road, East of Westbrecks Lane	95	5	5%	34	1	2%	1082	106	10%
ATC31	Headstead Bank, South of Broad Lane	4	0	6%	7	1	12%	175	26	15%

*\*Total vehicles and HGVs are rounded to the nearest whole number*

*\*\*HGV% is based on raw average weekday data.*

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

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

*\*Total vehicles and HGVs are rounded to the nearest whole number.*

*\*\*HGV% is based on raw average weekday data.*

## Vehicle Speeds

### Baseline Data (2022)

- 4.3.5 The 2022 traffic surveys included speed surveys which have been reviewed to identify existing 85<sup>th</sup> percentile vehicle speeds. The recorded speeds are set out as follows:

**Table 4-3: Summary of 85<sup>th</sup> Percentile Recorded Speeds Within Study Area**

Site Access	Survey Location	85 <sup>th</sup> Percentile Speed (Highest Recorded) (kph)*
Principal Site Access 1 (A631)	ATC1	98.5
Principal Site Access 2 (A631)	ATC2	94.4
Principal Site Access 3 (A631)	ATC3	93.0
Principal Site Access 4 (B1398 Middle Street)	ATC7	98.3
CRC Access 7: (via A156 High Street)	ATC28	86.2
CRC Access 8: (via A156 High Street)	ATC28	86.2
CRC Access 9: (via A1500 Stow Park Rd)	ATC26	99.0
CRC Access 10: (via A1500 Stow Park Rd)	ATC26	99.0
CRC Access 11: (via A1500 Tillbridge Lane) <sup>***</sup>	-	99.0
CRC Access 12A: (via A1500 Tillbridge Lane) <sup>***</sup>	-	99.0
CRC Access 13: (via B1241 Normanby Rd)	ATC22	100.4
CRC Access 14: (via B1241 Normanby Rd)	ATC22	100.4
CRC Access 15: (via South Lane) <sup>****</sup>	-	77.2
CRC Access 16A: (via South Lane) <sup>****</sup>	-	77.2
CRC Access 17: (via Fillingham Lane)	ATC18	77.2
CRC Access 18: (via Cow Lane)	ATC16	83.0

\*average daily 85<sup>th</sup>ile (seven days), worst-case direction.

\*\*Torksey Ferry Road based on ATC31 (Headstead Bank) in absence of survey data.

\*\*\*A1500 Tillbridge Lane based on ATC26 (A1500 Stow Park Road) in absence of survey data.

\*\*\*\*South Lane based on ATC18 (Fillingham Lane) in absence of survey data.

- 4.3.6 The vehicle speeds have been used to identify the required visibility splays in accordance with Design Manual for Road and Bridges (DMRB) CD 109

Highway Link Design (Ref 1), for the proposed Principal Site and Cable Route Corridor access points across the Scheme.

## 4.4 Collision Data Review

- 4.4.1 This section provides a summary of the PIC data obtained from Lincolnshire and Nottinghamshire County Councils for the highway network in the vicinity of the Scheme. Separate Study Areas were identified across Lincolnshire and Nottinghamshire, as shown in **Figure 16-7** of this ES **[EN010142/APP/6.3]**. The PIC data covers the most recently available five-year period available, which includes:
- a. Lincolnshire: 01/10/2017 to 30/09/2022 (five years); and
  - b. Nottinghamshire: 01/08/2017 to 31/07/2022 (five years).
- 4.4.2 The locations of the collisions and the corresponding reports are provided in **Annex C** of this TA.
- 4.4.3 The above PIC Study Area was reviewed and agreed by the LHAs at a consultation which took place on 19 January 2023.
- 4.4.4 Based on **Figure 16-7** of this ES **[EN010142/APP/6.3]**, a total of 127 collisions (87 slight, 34 serious and six fatal) occurred within the Study Area, for the most recent five-year period. A summary of these collisions by location and severity is set out in **Table 4-3** below (areas with five or more collisions have been highlighted in bold).



**Table 4-4: Summary of Lincolnshire County Council and Nottinghamshire County Council PIC Record**

Location	Number of Collisions			
	Slight	Serious	Fatal	Total
<b>Links (Lincolnshire)</b>				
Pilham Lane (approximately 2.9km west of Principal Site Access 1)	2	3	0	<b>5</b>
A631 Harpswell Lane – area surrounding Principal Site Access 1 (approximately 1.7km between East Lane and Templefield Lane)	5	0	0	<b>5</b>
A631 Harpswell Lane – area surrounding Principal Site Access 2 (approximately 1km between Templefield Lane and the first set of S bends)	1	0	0	1
A631 Harpswell Lane – area surrounding Principal Site Access 3 (approximately 100m of Grange Farm access road)	3	0	0	3
A631 Link – approximately 2.5km between Principal Site Access 3 and the A631/ B1398 roundabout	4	1	0	<b>5</b>
A631 Link – approximately 2km between Gibson Road junction and A631/ A15 roundabout	2	1	0	3
A15 Link – approximately 1.5km between A631/ A15 roundabout and Normanby Cliff Road	3	0	1	4
A15 Link – approximately 10.2km between Normanby Cliff Road and the A15/ A1500 roundabout	14	2	2	<b>18</b>
A1500 Link – approximately 8.5km between the A15/ A1500 roundabout and the A1500/ B1241 Sturton by Stow junction	4	1	0	<b>5</b>
A1500 Link – approximately 5.3km between the A1500/ B1241 Sturton by Stow junction and the A156/ A1500 junction	2	0	0	2
A156 Link – approximately 3km between the A156/ A1500 junction and the A156/ Station Road junction in Torksey	3	0	0	3

Location	Number of Collisions			
	Slight	Serious	Fatal	Total
A156 Link – approximately 5km between the A156/ A1500 junction and the A156/ B1241 Willingham Road junction in Lea	5	1	1	<b>7</b>
B1241 Link – approximately 600m between the A156/ B1241 Willingham Road junction and The Grove	2	0	0	2
B1241 Link – approximately 4.8km between Willingham by Stow and the B1241/ A1500 Sturton by Stow junction	2	1	0	3
Minor roads within the vicinity of the Scheme (east of Lea)	5	3	0	<b>8</b>
Ingham Road Link – approximately 6.7km between B1241 Sturton Road junction and Lincoln Road junction	2	1	0	3
B1398 Link – approximately 4.4km between A1500 junction and Cammeringham Hill junction	2	2	0	4
B1398 Link – approximately 5km between Church Hill junction (Ingham) and St George's Hill junction (Glentworth)	3	2	0	<b>5</b>
<b>Junctions (Lincolnshire)</b>				
A631/ B1398 Roundabout – area surrounding Principal Site Access 4 (approximately 550m between the roundabout and site access four)	1	2	0	3
A631/ A15 Roundabout – including the access junction to the BP Petrol Station	4	3	0	<b>7</b>
A15/ A1500 Roundabout	2	2	0	4
A1500/ B1398 Middle Street Junction	3	1	0	4
A1500/ B1241 Sturton by Stow Junction	4	1	0	<b>5</b>
A156/ A1500 Marton Junction	1	1	0	2
A156/ B1241 Willingham Road Junction	4	0	0	4

Location	Number of Collisions			
	Slight	Serious	Fatal	Total
B1398/ Ingham Lane Junction	1	3	0	4
<b>Links (Nottinghamshire)</b>				
Westbrecks Lane Link – approximately 1.2km between Broad Lane (north) and Cottam Road (south)	0	1	0	1
Leverton Road Link – approximately 500m between Beckingham Lane (north) and Town Street (south)	1	0	0	1
Cocking Lane Link – approximately 650m between Town Street (north) and Laneham Road (south)	1	0	0	1
Retford Road Link – approximately 1.6km between Laneham Road (west) and Main Street (east)	1	1	0	2
<b>Junctions (Nottinghamshire)</b>				
Town Street/ Leverton Road Junction	0	1	0	1
Laneham Road/ Cocking Lane Junction	0	0	1	1
Laneham Road/ Retford Road Junction	0	0	1	1

- 4.4.5 The collision analysis focuses on the junctions and links surrounding the Scheme, including the A631, A15, B1398 Middle Steet, A1500, B1241 and A156 and identifies potential clusters of collisions recorded during the most recent five-year period.
- 4.4.6 Based on the above table, 10 locations have been identified as potential collision clusters (areas where five or more collisions have occurred over a five-year period, equating to more than one collision per year). The potential collision clusters are further investigated below as well as the locations of the six fatal incidents noted within the Study Area. Collisions which have occurred within close proximity of the Principal Site and Cable Route Corridor Accesses are also detailed.

### **Pilham Lane**

- 4.4.7 A total of five collisions, two serious and three slight, were recorded on Pilham Lane during the five-year study period and are summarised as follows:
- a. One serious collision occurred in dark and wet conditions just south of the railway bridge when a car hit black ice and rolled;
  - b. One serious collision occurred in light and dry conditions and involved a car travelling down Pilham Lane towards the junction with Corringham Road swerving into a grass verge and colliding with another car;
  - c. One slight collision occurred in dark and dry conditions when a car travelling along Pilham Lane lost control and collided with a telegraph pole;
  - d. One slight collision occurred in light and wet conditions at the junction with Corringham Road. The car was unable to stop at the junction due to heavy rain and crossed two live lanes, colliding with another car and a road sign; and
  - e. One slight collision occurred in dark and wet conditions when a car travelling towards Corringham Road missed the junction and travelled straight over the road through a hedge and into a field.
- 4.4.8 It is noted that three of the collisions occurred at different locations along Pilham Lane (over a distance of approximately 3.3km) and two occurred at the junction with Corringham Road. All collisions appear to have been caused by different contributory factors in different locations along Pilham Lane and is not considered to constitute a cluster or pattern.

### **A631 Harpswell Lane – Area Surrounding Principal Site Access 1**

- 4.4.9 A total of five slight collisions were recorded in the vicinity of Principal Site Access 1 (over a distance of approximately 2.8km) during the five-year study period and are summarised as follows. It is noted that a 2.8km vicinity is considered to be a large area covered compared to a typical professional assessment which would normally consider the area 100-200m either side of a junction in order to identify a cluster or trend. However, this wider area has been assessed so as to apply a conservative approach. The five slight collisions are:

- a. One slight collision occurred during dark and wet conditions when a motorcyclist collided with the side of a car as it pulled out of East Lane (approximately 1.2km west of Principal Site Access 1) onto the A631;
  - b. One slight collision occurred during light and dry conditions on the A631 just before the junction with Templefield Lane (approximately 300m east of Principal Site Access 1). A car was travelling at speed whilst the driver was vaping. No further details were provided;
  - c. One slight collision occurred during light and dry conditions adjacent to the junction with Templefield Lane (approximately 450m east of Principal Site Access 1). A goods vehicle travelling ahead to Hemswell collided with the rear wheel of a cyclist travelling in the same direction, causing the cyclist to hit the windscreen;
  - d. One slight collision occurred during light and wet conditions approximately 450m west of the School Lane junction (Principal Site Access 1). A car drifted off the road to the nearside and collided with a tree stump, causing it to cartwheel and come to rest on its roof. The suspected cause was driver intoxication; and
  - e. One slight collision occurred during dark and wet conditions on the A631 between East Lane and School Lane (approximately 1km west of Principal Site Access 1). A car lost control on the left-hand bend and collided head on with another car.
- 4.4.10 All five collisions occurred at different locations on the A631 Harpswell Lane and none occurred directly at the Principal Site Access 1 junction. All collisions appear to have been caused by different contributory factors and across a distance of almost 3km, therefore it is not considered to constitute a cluster or pattern at Principal Site Access 1.

#### **A631 Harpswell Lane – Area Surrounding Principal Site Access 2**

- 4.4.11 One slight collision was recorded in the vicinity of Principal Site Access 2 (over a distance of approximately 1km) during the five-year study period and is summarised as follows:
- a. One slight collision occurred during light and dry conditions at the first set of S-shaped bends on Harpswell Lane (approximately 350m east of Principal Site Access 2). An agricultural vehicle malfunctioned, and hydraulic oil spilled onto the carriageway, causing a motorcyclist to come off their bike.
- 4.4.12 No cluster (of five or more incidents over five years) or pattern is identified at Principal Site Access 2.

#### **A631 Harpswell Lane – Area Surrounding Principal Site Access 3**

- 4.4.13 A total of three slight collisions were recorded within 100m of Principal Site Access 3 during the five-year study period and are summarised as follows:
- a. One slight collision occurred during light and dry conditions approximately 100m east of Principal Site Access 3. A motorcyclist clipped the soft verge and fell off their bike. No other vehicles were involved;

- b. One slight collision occurred during dark and wet conditions approximately 100m east of Principal Site Access 3. A car overturned in a ditch after skidding and losing control. No other vehicles were involved; and
  - c. One slight collision occurred during light and dry conditions directly adjacent to the Grange Farm access road, which is to be used as Principal Site Access 3. A car travelling in a queue of traffic experienced a rear end shunt when it slowed down and stopped to turn into the farm access road.
- 4.4.14 Within the vicinity of Principal Site Access 3, the collision rate is 0.6 per year. This collision rate was discussed with the LHAs during a consultation on 19 January 2023. It was agreed that if no commonalities were found between the collisions, no additional safety concerns or additional mitigation would need to be raised.
- 4.4.15 All three collisions were caused by different contributory factors and therefore it is not considered to constitute a cluster or pattern at Principal Site Access 3.

#### **A631 Link – Between Principal Site Access 3 and the A631/ B1398 Middle Street Roundabout**

- 4.4.16 A total of five collisions, four slight and one serious, were recorded on this approximately 2.5km stretch of road during the five-year study period and are summarised as follows:
- a. One serious collision occurred during light and dry conditions just before the junction with Hemswell Lane (approximately 400m east of Principal Site Access 3). A car was overtaking a tractor, causing a motorcyclist on the other side of the road to brake heavily and fall off their bike;
  - b. One slight collision occurred during light and dry conditions at the junction with Hemswell Lane, approximately 450m east of Principal Site Access 3. A car turning right from Hemswell Lane onto the A631 pulled out in front of a car travelling ahead along the road;
  - c. One slight collision occurred during light and dry conditions on the S bends approximately 750m east of Principal Site Access 3. A car skidded sideways and overturned onto its roof in a ditch. No other vehicles were involved;
  - d. One slight collision occurred during light and wet conditions on the S bends approximately 1.6km east of Principal Site Access 3. A car turning right out of Hemswell Business Park onto the A631 collided with another car which was incorrectly indicating; and
  - e. One slight collision occurred during light and dry conditions on the S bends approximately 1.7km east of Principal Site Access 3. A motorcyclist took the bend too fast and slid off their bike.
- 4.4.17 All five collisions occurred at different locations across a distance of 2.5km along the A631 and they all appear to have been caused by different

contributory factors, therefore no cluster (of five or more incidents over five years) or pattern has been identified.

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

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

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

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

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

4.4.20 A total of seven collisions, four slight and three serious, were recorded within 200m of the A631/ A15 roundabout including the access junction to the BP petrol station, during the five-year study period and are summarised as follows:

- a. One serious collision occurred during light and dry conditions at the BP garage access on Ermine Street, just north of the roundabout. A motorcycle collided with the rear end of a stationary car waiting to turn into the petrol station;
- b. One slight collision occurred during dark and wet conditions at the BP garage access on Ermine Street, just north of the roundabout. A car emerged from the petrol station into the path of another car;
- c. One serious collision occurred during dark and dry conditions when a single car travelling northbound failed to stop at the roundabout, hit a tree and overturned onto its roof. The driver was under the influence of alcohol;
- d. One serious collision occurred during light and dry conditions on the A631, approximately 550m east of the roundabout. Whilst in the act of overtaking, a motorcyclist was hit by a van turning into private driveway;

- e. One slight collision occurred during light and wet conditions close to the Spital Lane junction with the A15, approximately 500m north of the roundabout. A goods vehicle swerved across the oncoming lane and off the road, coming to a stop on a grass verge. The driver was under the influence of alcohol;
- f. One slight collision occurred during light and dry conditions on the A15 (approximately 130m south of the roundabout) when an HGV left the carriageway. No further details were provided; and
- g. One slight collision occurred during dark and dry conditions on the approach to the roundabout from the A631 west. A car lost control and overturned into a ditch. The driver was under the influence of alcohol.

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

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

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

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

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

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

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

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



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

#### **A1500 Link – Between the A15/ A1500 Roundabout and the A1500/ B1241 Sturton by Stow Junction**

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

#### **A1500/ B1241 Sturton by Stow Junction**

4.4.27 A total of five collisions, four slight and one serious, were recorded within 200m of the A1500/ B1241 junction during the five-year study period and are summarised as follows:

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

4.4.28 All five collisions occurred at similar locations in the vicinity of the A1500/ B1241 Sturton by Stow junction. This junction is therefore considered to represent a cluster site for the purposes of this TA and has been considered as part of the highway impact assessment within Section 8 of this TA. It should however be noted that a low number of construction staff development trips (a peak of 143 construction worker vehicles travelling to/ from the Scheme per day) have been distributed through this junction along the A1500 to arrive at Principal Site Access 4.

### **A1500 Link – Between the A1500/ B1241 Sturton by Stow Junction and the A156/ A1500 Junction**

- 4.4.29 Two slight collisions were recorded on this circa 5.3km section of carriageway during the five-year study period, equating to a collision rate of 0.4 per year and less than one collision per km. Cable Route Corridor Accesses 9, 10, 11 and 12 are located along this section of the A1500. The slight collision summarised below, occurred at the junction with Stow Park Road, where Cable Route Corridor Access 12 is located.
- a. One slight collision occurred during dark and dry conditions on the A1500 at the junction of Stow Park Road. A vehicle turned right out of the junction into the path of another vehicle travelling eastbound along the A1500.

- 4.4.30 This is considered to be an isolated incident and therefore no additional safety concerns at Cable Route Corridor Access 12 need to be raised. The second collision occurred at a different location so no cluster or pattern of collisions on this link has been identified.

### **A156/ A1500 Marton Junction**

- 4.4.31 A total of two collisions, one slight and one serious, were recorded within 300m of the A156/ A1500 junction during the five-year study period. Cable Route Corridor accesses 7 and 8 are located approximately 600m to the south of this junction and Cable Route Corridor accesses 9 and 10 are located approximately 850m to the east of this junction. The collisions occurred at different locations with different contributory factors and are therefore not considered to constitute a cluster or pattern.

### **A156 Link – Between the A156/ A1500 junction and the A156 Station Road junction in Torksey**

- 4.4.32 Three slight collisions were recorded on this circa 3km section of carriageway during the five-year study period, equating to a collision rate of 0.6 per year and one collision per km. Cable Route Corridor Access 6 is located between 1.8 and 3km to the north of the collision sites. The collisions occurred at different locations with different contributory factors and are therefore not considered to constitute a cluster or pattern.

### **A156 Link – Between the A156/ A1500 Junction and the A156/ B1241 Willingham Road Junction in Lea**

- 4.4.33 Seven collisions, five slight, one serious and one fatal, were recorded on this 5km section of carriageway during the five-year study period. The fatal incident is summarised as follows:
- a. The collision occurred during dark and wet conditions on the A156, approximately 700m north of the junction with the A1500 Stow Park Road. A car travelling southbound collided head on with a car traveling in the opposite direction whilst in the act of overtaking a bus.
- 4.4.34 The collisions equate to a rate of 1.4 per year and over a relatively long (5km) stretch of road, or approximately 0.28 collisions per km per year. All

seven collisions occurred at different locations along the road and therefore it is not considered to constitute a cluster or pattern.

### **Minor Roads Within the Vicinity of the Scheme**

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

### **B1241 Link – Between Willingham by Stow and the B1241/ A1500 Sturton by Stow Junction**

- 4.4.36 A total of three collisions, two slight and one serious, were recorded on the B1241 Sturton Road through the village of Stow during the five-year study period, equating to a collision rate of less than one per year. Cable Route Corridor accesses 13 and 14 are located on the B1241, between 450m and 1.1km, to the north of the collision sites. The collisions occurred at different locations with different contributory factors and are therefore not considered to constitute a cluster or pattern.

### **B1398 Link – Between Church Hill Junction (Ingham) and St George's Hill Junction (Glentworth)**

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

### **Westbrecks Lane Link – Between Broad Lane and Cottam Road, north-west of Cottam Power Station**

- 4.4.38 One serious collision was recorded on Westbrecks Lane (located approximately 1km to the north of Cable Route Corridor Accesses 3 and 4 on Cottam Road) during the five-year study period. Therefore, no cluster or pattern has been identified at this location.

### **Retford Road Link – Between Laneham Road and Main Street, south-west of Cottam Power Station**

- 4.4.39 A total of two collisions, one slight and one serious, were recorded on Retford Road (located approximately 1.5km to the west of Cable Route Corridor Access 2 on Torksey Ferry Road) during the five-year study period. The collisions occurred at different locations with different contributory factors and are therefore not considered to constitute a cluster or pattern.

### **Laneham Road/ Cocking Lane Junction**

- 4.4.40 One fatal collision was recorded at the Laneham Road/ Cocking Lane junction (located approximately 2.3km south-west of Cable Route Corridor

Accesses 3 and 4 on Cottam Road) during the five-year study period and is summarised as follows:

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

4.4.41 Therefore, no cluster or pattern has been identified at this location.

#### **Laneham Road/ Retford Road Junction**

4.4.42 One fatal collision was recorded at the Laneham Road/ Retford Road junction (located approximately 2.7km west of Cable Route Corridor Access 2 on Torksey Ferry Road) during the five-year study period and is summarised as follows:

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

4.4.43 Therefore, no cluster or pattern has been identified at this location.

## **4.5 Walking Facilities**

4.5.1 ProW within the vicinity of the Scheme have been identified using the Lincolnshire and Nottinghamshire County Council interactive ProW maps, which provide details on the location, name and type of PRow. The PRow in relation to the future baseline includes proposed and amended rights of way to be established as part of other projects (Claimed ProW), as set out in the **Streets, Rights of Way and Access (SRoWA) Plans [EN010142/APP/2.4]**.

### **Principal Site**

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

- a. Along the northern boundary of the Principal Site, a narrow footway is provided along the northern side of the A631 from Pilham Lane through Corringham, where the footway widens, until the junction with Springthorpe Lane (approximately 850m).
- b. A footway is provided along the south side of the A631 through Corringham, ending at the Beckett Arms bus stop. Just after the Caravan Park homes off the northern side of the A631, a footway is provided until the sign for Harpswell, where provision changes to the southern side of the carriageway until the junction with Common Lane (approximately 500m);
- c. To the west of the Principal Site, the junction between the A631 and Springthorpe Road provides access to Springthorpe where approximately 450m of footway fronts onto residential properties on the eastern side of the carriageway, providing access to the Church and New Inn bus stops in Springthorpe;

- d. To the east of the Principal Site, the junction between the A631 and Common Lane provides access to Harpswell where approximately 150m of footway is provided on the eastern side of the carriageway fronting onto residential properties and providing access to St Chad's Church;
  - e. To the east of the Principal Site, the junction between the B1398 Middle Street and Hanover Hill provides access to Glentworth where approximately 650m of footway is provided along the northern side of the carriageway until it becomes a narrow single lane track after the village. The footway widens when fronting residential properties through Glentworth;
  - f. To the east of the Principal Site along the B1398 Middle Street, approximately 600m of narrow unkept footways varying between the eastern and western sides of the road exist between the junction with Hanover Hill providing access into Glentworth and residential buildings to the south. The footway widens on the eastern side of the carriageway when fronting the residential properties. Approximately 400m of narrow footway is also provided on the eastern side of the carriageway located north of the junction with the B1398 and Ingham Lane; and
  - g. To the east of the Principal Site, the junction between the B1398 Middle Street and High Street provides access to Fillingham where approximately 1km of footway is provided along the northern side of the road until it becomes a narrow single lane track after the village.
- 4.5.3 There is one confirmed PRow and one claimed PRow located within the Principal Site, as discussed below and displayed in **Figure 16-5: Local Public Rights of Way (PRow) Network** of this ES [EN010142/APP/6.3] and detailed in the **Framework PRow Management Plan [EN010142/APP/7.16]**.
- 4.5.4 **PRow Gltw/85/1** is a bridleway which runs for approximately 515m within the southern extent of the Principal Site running in a north-south direction between Kexby Road in the north and joining with PRow Fill/85/1 to the south along the Principal Site southern boundary.
- 4.5.5 It should be noted that PRow Gltw/85/1 is located within an area of the Principal Site designated as an area of ecological mitigation and enhancement, therefore, it is not expected that any works related to the construction of the Scheme will have an impact on this PRow.
- 4.5.6 The **Glentworth and Harpswell Public Bridleway 1209** is a claimed bridleway which is assumed to become a definitive route in due course. It will run through the eastern extent of the Principal Site, running in a north westerly direction for approximately 535m from Northlands Road in Glentworth to Hermitage Farm in Harpswell. It will link within PRow Harp/92/1 to the north and PRow Gltw/90/1 to the south.

## Cable Route Corridor

- 4.5.7 As above, due to the rural location of the Cable Route Corridor, there is limited footway provision in the surrounding area. Footways are limited to the northern side of Cottam Road and the western side of Town Street both near and through the village of Cottam, as well as both sides of Torksey Ferry Road within the village of Rampton.
- 4.5.8 All PRow which could be potentially impacted by the proposed Cable Route Corridor (both in Lincolnshire and Nottinghamshire)) are shown in **Figure 16-5** of this ES [EN010142/APP/6.3] and detailed in the **Framework PRow Management Plan** submitted alongside the DCO application [EN010142/APP/7.16]

## 4.6 Cycling Facilities

### Principal Site

- 4.6.1 There are no on- or off-road dedicated/ marked cycling facilities within the immediate vicinity of the Principal Site and whilst relatively fast vehicle speeds and high traffic flows on the A631 and A15 may deter cyclists, the B1241 Willingham Road to the west of the Principal Site, the B1398 Middle Street to the east of the Principal site and the smaller roads within the Order limits itself are likely to be attractive to leisure cycling.
- 4.6.2 The nearest National Cycle Network route (between Harby and Lincoln) is located approximately 25km to the south of the Principal Site. There is also a narrow footway/cycle path on the eastern side of the A15 running for approximately 5.1km between RAF Scampton and Lincoln, to the south of the Principal Site.
- 4.6.3 The Principal Site could potentially be accessed by cyclists from Corringham, Hemswell and Springthorpe as all are located within an approximate 3km-4km cycle distance (approximately 10 minutes' cycle) of one of the proposed accesses along the A631.

### Cable Route Corridor

- 4.6.4 There are no on or off-road dedicated/ marked cycling facilities within the immediate vicinity of the Cable Route Corridor. The eastern extent of the Cable Route Corridor connects to the Principal Site and therefore as previously mentioned above, the relatively fast vehicle speeds and high traffic flows on the A631 and A15 may deter cyclists within the vicinity of the Cable Route Corridor in Lincolnshire.
- 4.6.5 There are a number of minor roads within the western extents of the Cable Route Corridor in Nottinghamshire which are likely to be attractive to leisure cyclists, including Cottam Road which is relatively lightly trafficked. Additionally, this area could potentially be accessed by cyclists from Coates, South Leverton, Rampton and Treswell, all within a 2.5km cycle distance.
- 4.6.6 Approximately 2.6km (approximately 9 minutes' cycle) to the west of Cottam Power Station is the National Byway (a leisure cycling route covering parts of

England, Scotland and Wales) which runs in a north-south direction through Gainsborough and Treswell. The route includes some off-carriageway facilities.

## 4.7 Equestrian Facilities

### Principal Site

- 4.7.1 There are two formal equestrian facilities (bridleways) within the Principal Site as mentioned earlier in Section 4.5.3, and set out within **Figure 16-5** of this ES [EN010142/APP/6.3]. Some of the roads within and surrounding the Principal Site are generally lightly trafficked and therefore it is considered that they could be used by equestrians on this basis.
- 4.7.2 There are several equestrian facilities in the local area, including Laughton Wood Equestrian Centre which is located approximately 11km (approximately 12 minutes' drive) from the Principal Site to the north of Gainsborough. There are also two liveries located to the south of the Principal Site in the villages of Ingleby and South Carlton approximately 16km and 25km from the Principal Site respectively.

### Cable Route Corridor

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

## 4.8 Public Transport

- 4.8.1 A detailed summary of the local bus and rail facilities in the vicinity of the Scheme is provided below and includes the frequency of the bus and rail services within the arrival and departure hours of the construction staff. The bus stops and railway stations discussed below are locations identified in **Figure 16-8** and **Figure 16-9** of this ES [EN010142/APP/6.3].

### Bus

- 4.8.2 Bus services 100, 103, 106 and 354 serve the Principal Site and run in close proximity to the Cable Route Corridor within Lincolnshire. Bus stops are located on the A631, B1398 Middle Street and B1241 Willingham Road which are in close proximity to the Site. The bus stops closest to the Principal Site Accesses are listed in **Table 4-4** to **Table 4-7** with key information regarding service frequency provided. Other bus stops along the routes which are close to the Principal Site are also listed. The closest bus stops to the Scheme are also shown in **Figure 16-8** of this ES [EN010142/APP/6.3].
- 4.8.3 Bus service 190 and bus stops on Cottam Lane serve the western extent of the Cable Route Corridor within Nottinghamshire. The service frequency is

provided in **Table 4-8** and other bus stops along the routes which are close to the Cable Route Corridor are also listed.

- 4.8.4 As shown in the frequencies detailed below, there are a limited number of bus services before 07:00 and after 19:00. It is therefore considered unlikely that the existing bus services in the vicinity of the Scheme will provide a viable option for construction staff to travel to and from the Scheme to suit the construction working hours of 07:00-19:00 on weekdays and 07:00-13:00 on Saturdays.



**Table 4-5: Bus Service 100 - Monday to Saturday Excluding Bank Holidays**

Route & Operator	Bus Stop Name & Location (Closest to Principal Site Access)	Figure 16-8 Reference	Facilities Provided	Service Frequency	Other Stop Locations along the Bus Route
Service 100 Scunthorpe / Gainsborough to Lincoln	Kexby House (B1241 Kexby Lane)	19 Northbound 20 Southbound	Northbound: footway and shelter  Southbound: flag and footway	Northbound AM: 07:59, 09:04 Northbound PM: 17:49, 18:34 Southbound AM: 06:48, 07:41, 08:53, 09:48 Southbound PM: 17:26  Approximately an hourly service between 10:00-16:00	<ul style="list-style-type: none"> <li>• Gainsborough Lea Road Station</li> <li>• Lea Green (A156 Lea Road)</li> <li>• Knaith Park Stags Head (B1241 Willingham Rd)</li> <li>• Willingham by Stow Church (B1241 High Street)</li> <li>• Stow Church (B1241 Sturton Road)</li> <li>• Sturton by Stow (B1241 High Street)</li> </ul>

**Table 4-6: Bus Service 103 - Monday to Saturday Excluding Bank Holidays**

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

Route & Operator	Bus Stop Name & Location (Closest to Principal Site Access)	Figure 16-8 Reference	Facilities Provided	Service Frequency	Other Stop Locations along the Bus Route
				Approximately a service every two hours between 10:00-16:00	

**Table 4-7: Bus Service 106 - Monday to Saturday Excluding Bank Holidays**

Route & Operator	Bus Stop Name & Location (Closest to Principal Site Access)	Figure 16-8 Reference	Facilities Provided	Service Frequency	Other Stop Locations along the Bus Route
Service 106 Gainsborough to Lincoln (via Springthorpe)	Beckett Arms PH (A631 Corringham)	2 Northbound	Northbound: flag, layby and shelter with seating	Northbound AM: 08:25 Southbound PM: 15:55	<ul style="list-style-type: none"> <li>• Stow Church (B1241 Sturton Road)</li> <li>• Willingham by Stow Church (B1241 High Street)</li> <li>• Kexby Chapel (B1241 Upton Road)</li> <li>• Upton Rose &amp; Crown PH (Hight Street, Upton)</li> <li>• Heapham (Common Lane)</li> </ul>
		1 Southbound	Southbound: footway only	One daily service in each direction	
Stagecoach	New Inn (Hill Road, Springthorpe)	15 Northbound	Northbound: footway only	Northbound AM: 08:21 Southbound PM: 15:59	
		16 Southbound	Southbound: footway only	One daily service in each direction	

**Table 4-8: Bus Service 354 - Schooldays Only**

<b>Route &amp; Operator</b>	<b>Bus Stop Name &amp; Location (Closest to Principal Site Access)</b>	<b>Figure 16-8 Bus Route Reference</b>	<b>Facilities Provided (<i>The Stagecoach website confirms all stops are in operation and served by service 354</i>)</b>	<b>Service Frequency</b>	<b>Other Stop Locations along the Bus Route</b>
Service 354	Yawthorpe Lane End (A631)	4 Northbound	Northbound: no facilities	Northbound AM: 08:06 Southbound PM: 15:59  One daily service in each direction	
		3 Southbound	Southbound: no facilities		
Gainsborough Queen Elizabeth School to Lincoln (via Corringham)  Stagecoach	Harpswell Grange (A631)	6 Northbound	Northbound: no facilities	Northbound AM: 08:03 Southbound PM: 16:01  One daily service in each direction	<ul style="list-style-type: none"> <li>• Scampton Village School (B1398)</li> <li>• Ingham High Street</li> <li>• Corringham</li> </ul>
		5 Southbound	Southbound: no facilities		
	Hill Top Lodge (B1398/ A631 Roundabout)	9 Northbound	Northbound: footway only	Northbound AM: 08:03 Southbound PM: 16:05	
		10 Southbound	Southbound: layby with no road markings		

<b>Route &amp; Operator</b>	<b>Bus Stop Name &amp; Location (Closest to Principal Site Access)</b>	<b>Figure 16-8 Bus Route Reference</b>	<b>Facilities Provided (<i>The Stagecoach website confirms all stops are in operation and served by service 354</i>)</b>	<b>Service Frequency</b>	<b>Other Stop Locations along the Bus Route</b>
				One daily service in each direction	
	St George's Hill (B1398 Glentworth)	11 Northbound 12 Southbound	Northbound: flag and shelter with seating  Southbound: footway and flag	Northbound AM: 07:59 Southbound PM: 16:09  One daily service in each direction	
	Church Street (Kexby Road, Glentworth)	14 Northbound and Southbound	Northbound and Southbound: footway only	Northbound AM: 07:57 Southbound PM: 16:11  One daily service in each direction	

**Table 4-9: Bus Service 190 - Monday to Saturday Excluding Bank Holidays**

Route & Operator	Bus Stop Name & Location (Closest to Principal Site Access)	Figure 16-8 Bus Route Reference	Facilities Provided	Service Frequency	Other Stop Locations along the Bus Route
Service 190 Retford to Tuxford Gem Mini Travel	Cottam Lane (Treswell)	18 Northbound 17 Southbound	Northbound: footway and flag Southbound: no facilities	<p>The service is demand responsive through Nottsbus On Demand.</p> <p>At the rural stops, there is no set timetable the bus will only serve the stop if there is demand is requested.</p> <p>Passengers can book the service up to a maximum of 14 days in advance of their trip and at least two hours before the time of travel.</p>	<ul style="list-style-type: none"> <li>• Treswell Town Street</li> <li>• Woodbeck Chadwick Walk (Woodbeck, Retford)</li> </ul>

## Rail

- 4.8.5 Gainsborough is located to the west of the Principal Site and has two railway stations, Gainsborough Central and Gainsborough Lea Road. These stations could be used as locations to pick-up/ drop-off construction staff via a shuttle service.
- 4.8.6 Retford Station and Saxilby Station are located to the west and south of the Cable Route Corridor (circa 10km from the Cable Route Corridor). These stations could be used as locations to pick-up/ drop-off construction staff via a shuttle service.
- 4.8.7 **Figure 16-9** of this ES [EN010142/APP/6.3] provides the location of each railway station in relation to the Principal Site and Cable Route Corridor Accesses. **Table 4-9** lists the rail services operating within the vicinity of the Scheme. Key information regarding service frequency between 06:00-10:00 and 17:00-20:00 is also provided as this covers the time periods construction staff will arrive/ depart the Scheme. Drive times are also shown, given that the stations may provide a pick-up point for a staff shuttle service.
- 4.8.8 As shown in the frequencies detailed below, there are a limited number of rail services before 07:00 and after 19:00. It is therefore considered unlikely that the existing rail services in the vicinity of the Scheme will provide a viable option for construction staff to travel to and from the Scheme during the construction working hours of 07:00-19:00 on weekdays and 07:00-13:00 on Saturdays.
- 4.8.9 In terms of potentially utilising the railway for deliveries during the construction phase, whilst the existing Cottam Power Station is served by a rail station, it is understood that this section of track is no longer in use and therefore this station is not in operation. Discussions have been held with Network Rail who confirmed that the disused section of track still remains in their ownership. Network Rail advised that the cost to reinstate the line and ensure it is safe for use would outweigh any associated benefits.

**Table 4-10: Rail Services Operating Within the Vicinity of the Scheme**

<b>Train Station</b>	<b>Location</b>	<b>Operator</b>	<b>Route</b>	<b>Service Frequency</b>
Gainsborough Central Station	Approximately 8.5km (approximately 10 minutes' drive) to the west of the Principal Site Accesses	Northern Rail	Sheffield to Gainsborough to Lincoln/ Cleethorpes	Northbound PM: 14:18 Southbound AM: 10:43
	Approximately 18km (approximately 23 minutes' drive) to the north of Cottam Power Station			One morning southbound and one afternoon northbound service only
Gainsborough Lea Road Station	Approximately 9km (approximately 10 minutes' drive) to the west of the Principal Site Accesses	Northern Rail	Leeds/ Sheffield to Lincoln/ Cleethorpes	Northbound AM: 07:03, 07:43, 08:46, 09:11, 09:35 Northbound PM: 17:46, 18:02, 18:43, 19:49, 19:58 Southbound AM: 06:40, 07:32, 08:33, 09:37 Southbound PM: 17:34, 18:34, 19:11, 19:39
				Approximately 17km (approximately 21 minutes' drive) to the north of Cottam Power Station
			East Midland Trains	Peterborough to Doncaster



<b>Train Station</b>	<b>Location</b>	<b>Operator</b>	<b>Route</b>	<b>Service Frequency</b>
				Approximately three services between 10:00-16:00
	Approximately 19.5km (approximately 25 minutes' drive) to the south of the Principal Site Accesses	Northern Rail	Leeds/ Sheffield to Lincoln/ Cleethorpes	Northbound AM: 06:52, 07:32, 08:35, 08:54, 09:24 Northbound PM: 17:35, 17:50, 18:32, 19:38, 19:46 Southbound AM: 06:52, 07:43, 07:44, 08:44, 09:49 Southbound PM: 17:46, 18:45, 19:22, 19:50
Saxilby Station	Approximately 19km (approximately 20 minutes' drive) to the south of Cottam Power Station			Approximately two services an hour between 10:00-16:00
	Approximately 12-13 minutes' drive between Saxilby Station and Gainsborough Lea Road Station	East Midland Trains	Peterborough to Doncaster	Northbound AM: 08:54, 09:00 Northbound PM: 17:50, 19:46, 19:53 Southbound AM: No service before 10:00 Southbound PM: 19:22
				Approximately three services between 10:00-16:00
Retford Station (Nottinghamshire)	Approximately 27km (approximately 30 minutes' drive) to the south-west of the Principal Site Accesses	Northern Rail	Leeds/ Sheffield To Lincoln/ Cleethorpes	Northbound AM: 06:13, 06:56, 07:17, 07:57, 09:00, 09:51 Northbound PM: 18:00, 18:57 Southbound AM: 06:24, 06:46, 07:17, 08:18, 09:20 Southbound PM: 17:19, 18:18, 19:23

<b>Train Station</b>	<b>Location</b>	<b>Operator</b>	<b>Route</b>	<b>Service Frequency</b>
	Approximately 14km (approximately 18 minutes' drive) to the west of Cottam Power Station			Approximately one service an hour between 10:00-16:00
		London North Eastern Railway	London Kings Cross to Edinburgh/ York/ Leeds	Northbound AM: 07:34, 07:57, 08:47 Northbound PM: 18:05, 19:29 Southbound AM: 06:51, 08:35 Southbound PM: 18:00, 18:41
				Approximately one service every two hours between 10:00-16:00
		Hull Trains	London Kings Cross To Hull/ Beverley	Northbound AM: 08:52 Northbound PM: 17:12 Southbound AM: 07:41, 09:39 Southbound PM: 18:18
				Approximately one service every two hours between 10:00-16:00

## **5. The Scheme**

### **5.1 Introduction**

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

### **5.2 Overview**

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

### **5.3 Programme**

#### **Summary**

5.3.1 The main construction phase is anticipated to commence in late 2025 and will last from between 24 and 36 months, although the DCO will allow construction to begin up to five years after consent and will not restrict the construction programme duration. The anticipated construction, operational and decommissioning periods are as follows:

- a. Construction Period (late 2025 to late 2027);
- b. Operational Period (2028 for 60 years); and
- c. Decommissioning Period (60 year consent, anticipated to be 2088).

#### **Construction**

5.3.2 The nature of the Scheme is such that the greatest impact will occur during the construction and decommissioning phases.

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

#### **Operation**

5.3.4 The Scheme is expected to be operational in early 2028.

5.3.5 During the operational phase, routine activity on-site will be minimal and would be restricted principally to vegetation management, equipment

maintenance and servicing (including battery maintenance), replacement of any components that fail, and monitoring to ensure the continued effective operation of the Scheme. Trips associated with the operational phase will be infrequent and of a much lower intensity than those assessed for the construction phase.

- 5.3.6 It is anticipated that, as a reasonable worst-case, there will be 10 to 12 staff on-site daily during the operational phase. This would generate up to 12 vehicles (24 movements per day). In addition, there is forecast to be an average of five visits per week (one trip per day) from four-wheel drive vehicles, HGVs or transit vans for maintenance.
- 5.3.7 Solar panels typically have a lifespan of 40 years and may therefore need to be replaced during the operational life of the Scheme. Even in the instance that full panel replacement is required, this would be programmed in stages over a longer period than the construction phase (when the panels will be rapidly installed), in order to maximise the number of panels which are kept 'live' at any given time and avoid compromising the electricity generating capacity of the Principal Site. The replacement of Battery Energy Storage System (BESS) will also be undertaken on the same basis. The **Framework OEMP** submitted alongside the DCO application [EN010142/APP/7.9] provides that every 12 months from the date of final commissioning, the Applicant will submit a planned maintenance schedule for the year ahead to the relevant planning authorities (excluding unforeseen emergencies that require maintenance throughout the year).
- 5.3.8 Full replacement of solar panels is expected to generate up to a maximum of 40 HGVs (or 80 two-way HGV movements) per day, and up to 75 staff car trips (150 two-way movements) per day. It is not anticipated that any AILs will be required. This is considerably lower than the level of vehicle trips generated during the peak construction phase, equating to approximately 10% of both the HGV/coach and car/LGV movements generated during peak construction of the Principal Site and Cable Route Corridor.

## Decommissioning

- 5.3.9 The design life of the Scheme is assumed to be 60 years and therefore the decommissioning assessment year is assumed to be 2088. Once decommissioned, this would allow the land (that has previously been intensively farmed) to become productive again, ultimately safeguarding the agricultural usage of this land for future generations.
- 5.3.10 When the operational phase ends, the Scheme will require decommissioning. All PV panels, mounting poles, on-site cabling, inverters and transformers would be removed from the Principal Site and recycled or disposed of in accordance with good practice and market conditions at that time. Whether or not the 400kV cable will remain in situ is still to be determined. The future of the Substations and control building would be agreed with the relevant Local Planning Authority (LPA) prior to commencement of decommissioning.
- 5.3.11 Decommissioning is expected to take between 12 and 24 months and would be undertaken in phases. The effects of decommissioning are often similar

to, or of a lesser magnitude than, construction effects. However, as engineering approaches and technologies evolve over the operational life of the Scheme, the specific method of decommissioning is unknown.

5.3.12 A **Framework Decommissioning Environmental Management Plan (DEMP) [EN010142/APP/7.10]** has been submitted alongside the DCO application which demonstrates how the mitigation measures will be implemented and monitored.

5.3.13 The decommissioning year is not considered in the TA in terms of the highway impact assessment as it is considered too far in the future to be able to accurately predict traffic flows and in any case is expected to be similar or no worse in impact to the impacts of the construction phase which is being assessed.

## 5.4 Vehicular Access Arrangements

### Introduction

5.4.1 **Figure 16-2** of this ES **[EN010142/APP/6.3]** identifies the proposed Principal Site Access locations, with further details provided below. It should be noted that during the construction phase of the Scheme, the existing vehicular site access to Cottam Power Station will remain in operation. The vehicle types expected are listed in the **Framework CTMP** submitted alongside the DCO application **[EN010142/APP/7.11]**.

### Principal Site

5.4.2 The proposed accesses for the Principal Site are as follows:

- a. Principal Site Access 1 (also referred to as Cable Route Corridor Access 21) – A631 Harpswell Lane/ School Lane T-Junction;
- b. Principal Site Access 2 (also referred to as Cable Route Corridor Access 20) – A631 Harpswell Lane/ Unnamed road leading to Harpswell Low Farm (T-Junction);
- c. Principal Site Access 3 – A631 Harpswell Lane/ Unnamed road leading to Harpswell Grange (T-Junction); and
- d. Principal Site Access 4 (also referred to as Cable Route Corridor Access 19) – B1398 Middle Street / Unnamed road T-Junction (located between Coachroad Hill and Harpswell).

5.4.3 Principal Site Accesses 1 to 3 will primarily serve the northern section of the Principal Site utilising the existing internal tracks, and Principal Site Access 4 (Middle Street) will primarily serve the southern section of the Principal Site.

5.4.4 The Principal Site Accesses offer the following benefits:

- a. Direct access from the A631 and B1398 Middle Street utilising existing T-junctions (to be improved as part of the Scheme);
- b. Utilising existing tracks/ routes within the Principal Site which minimises the need to construct additional access tracks or for large amounts of vegetation removal;

- c. The accesses will be located on parts of the highway network which do not pose any problems in terms of highway safety (see Section 4, no serious accidents noted in the vicinity of the proposed access points);
  - d. The accesses will be located on sections of the carriageway where the required visibility splays will be provided in both directions (visibility splay requirements are shown in the **Framework CTMP [EN010142/APP/7.11]**); and
  - e. The accesses will be used within the HGV routing strategy, to avoid narrow rural roads (where possible) and to utilise the close proximity (circa five to ten minutes' drive) to/ from the A15.
- 5.4.5 During the operational phase, all four Principal Site Accesses used during the construction phase will remain in use for maintenance purposes.
- 5.4.6 In addition, there will be four secondary accesses for construction, operation and decommissioning, two off School Lane and two off Common Lane, and two access provided for emergency use only during operation, both off Common Lane. Details are provided in **Chapter 3 – Scheme Description** of the ES **[EN010142/APP/6.1]**.
- 5.4.7 Further to the above, several existing private access points into the Principal Site will be closed as part of the proposals for the Scheme, including in instances where an alternative (new) access is to be provided in support of the Scheme or where an existing access will be redundant (no longer required) with the Scheme in place (such as accesses to a field which will now hold Solar PV and be fenced). Further details relating to the above are shown on the **Streets, Rights of Way and Access (SroWA) Plans [EN010142/APP/2.4]**.

## Cable Route Corridor

- 5.4.8 For the Cable Route Corridor 27 site accesses are proposed. This includes Principal Site accesses 1, 2 and 4. The site accesses are as follows and are also shown in **Figure 16-2** of this ES **[EN010142/APP/6.3]**:
- a. Cable Route Corridor Site Access 1 (Torksey Ferry Road Access to EDF Site);
  - b. Cable Route Corridor Site Access 1B (via Shortley's Road to south of Torksey Ferry Road);
  - c. Cable Route Corridor Site Access 2 (Torksey Ferry Road to Contractor Compound);
  - d. Cable Route Corridor Site Access 3 (Cottam Road);
  - e. Cable Route Corridor Site Access 4 (Cottam Road to Contractors Compound));
  - f. Cable Route Corridor Site Access 5A (Headstead Bank heading west)
  - g. Cable Route Corridor Site Access 5B (Headstead Bank heading east);
  - h. Cable Route Corridor Site Access 6 (A156 Lea Road);
  - i. Cable Route Corridor Site Access 7 (A156); and

- j. Cable Route Corridor Site Access 8 (High Street)
- k. Cable Route Corridor Access 9 (A1500 Stow Park Road)
- l. Cable Route Corridor Access 10 (A1500 Stow Park Road)
- m. Cable Route Corridor Access 11 (A1500 Till Bridge Lane)
- n. Cable Route Corridor Access 12A (Stow Park Road)
- o. Cable Route Corridor Access 12B (Stow Park Road / Existing farm access track)
- p. Cable Route Corridor Access 12C (Wooden Lane)
- q. Cable Route Corridor Access 12D (Wooden Lane)
- r. Cable Route Corridor Access 13 (Normanby Road, heading west)
- s. Cable Route Corridor Access 14 (Normanby Road, heading east)
- t. Cable Route Corridor Access 15 (South Lane, heading west)
- u. Cable Route Corridor Access 16 (South Lane)
- v. Cable Route Corridor Access 16B (Fillingham Lane)
- w. Cable Route Corridor Access 17 (Willingham Road)
- x. Cable Route Corridor Access 18 (Cow Lane)
- y. Principal Site Access 1 (A631 Harpswell Lane / School Lane)
- z. Principal Site Access 2 (Harpswell Lane)
- aa. Principal Site Access 4 (B1398)

5.4.9 An overview of the Scheme Order limits, including the Cable Route Corridor, is shown in **Figure 16-1** of this ES [EN010142/APP/6.3].

## 5.5 Additional Construction Considerations

### Vehicle Routing

#### Principal Site

5.5.1 The HGV routing to/ from the Principal Site is identified in **Figure 16-3** of this ES [EN010142/APP/6.3], which shows the routes to/ from the four Principal Site Accesses along the A631 and B1398 Middle Street. The HGV routes utilise the A15, A631 and B1398. These routes provide wider connection towards the M180 to the north and the A46 and A57 to the south.

#### Cable Route Corridor

5.5.2 The Cable Route Corridor will be accessed via a number of points along the corridor. New accesses created for construction of the Cable Route Corridor will be temporary and reinstated after construction, except for the access to the Substation which will be retained for the operation phase (CRC Access 1). The proposed HGV routing to/ from the Cable Route Corridor is identified in **Figure 16-3** of this ES [EN010142/APP/6.3]. The HGV routes utilise the A15, A631, A1500, A156, A57, B1241, Fillingham Lane, Kexby Lane, Cow Lane, Laneham Road and Cottam Road.

## 6. Proposed Trip Attraction and Distribution

### 6.1 Introduction

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

### 6.2 Operational Phase (assumed to be from 2028 for 60 years)

- 6.2.1 As identified previously, it is anticipated that as a reasonable worst-case, there will be 10 to 12 staff on-site daily during the operational phase for routine activity. Car sharing will be encouraged, where possible, to reduce the number of daily vehicles travelling to/ from the Scheme during the operational phase; however (in the worst-case) if all the operational staff travelled to/ from the Scheme in separate vehicles this would only generate 12 vehicles (24 movements) per day. Therefore, the operational staff are forecast to generate minimal daily vehicle trips on the local highway network.
- 6.2.2 The operational staff will use the internal tracks constructed during the construction phase to travel around the Principal Site when required to carry out maintenance which therefore reduces the need to use the local highway network.
- 6.2.3 In addition, it is anticipated that there could be an average of five visits per week with four-wheel drive vehicles, HGVs or transit vans for maintenance purposes such as replacing battery cells and repairing broken equipment throughout the operational lifetime of the Scheme. The additional vehicles associated with maintenance is therefore forecast to be approximately one trip per day and it is not anticipated that any AILs will be required. The maintenance staff will use one of the existing four Principal Site Accesses identified in **Figure 16-2** of this ES [EN010142/APP/6.3].
- 6.2.4 Solar panels typically have a lifespan of 40 years and may therefore need to be replaced during the operational life of the Scheme. Even in the instance that full panel replacement is required, this would be programmed in stages over a much longer period than the construction phase (when the panels will be rapidly installed). This would be done in order to maximise the number of panels which are kept 'live' at any given time and avoid compromising the electricity generating capacity of the Site. The replacement of Battery Electric Storage System (BESS) will also be undertaken on the same basis. The management of the site during the operational phase is set out within the **Framework Operational Environmental Management Plan (OEMP)** [EN010142/APP/7.9] submitted alongside the DCO application.



- 6.2.5 As a result of the minimal number of permanent staff and visitor trips forecast during the operational phase, no further assessment of the transport network has been considered as no significant impact is forecast on the highway network during the operational phase.

## 6.3 Decommissioning Phase (assumed to be 2088)

- 6.3.1 When the operational phase ends, the Principal Site will require decommissioning. The lifetime of the Scheme will be 60 years. For the purposes of this assessment the decommissioning assessment year is assumed to be no later than 2088 (60 years from opening) and will be addressed through a **Framework DEMP** submitted alongside the DCO application [EN010142/APP/7.10].
- 6.3.2 The Principal Site would be reinstated and returned to the landowner after decommissioning and would be available for its original use.
- 6.3.3 The future of the substations and associated control buildings would be agreed with the relevant LPA prior to commencement of decommissioning.
- 6.3.4 Decommissioning is expected to take between 12 and 24 months and is likely to be undertaken in phases. The specific method of decommissioning the Scheme at the end of its operational life is uncertain at present as the engineering approaches to decommissioning will evolve over the operational life of the Scheme.
- 6.3.5 The decommissioning scenario is considered to be too far into the future to be able to accurately predict traffic flows or junction layouts at that time. Furthermore, the decommissioning period is expected to be similar to the construction phase but with fewer vehicle trips over a shorter time period. It is therefore broadly accurate and robust to assume that the impacts will be the same as, or less than, the construction phase impacts. As a result, for the purposes of this TA, the assessment of the construction phase has been used as a proxy, to broadly determine the anticipated impacts of the Scheme during its decommissioning phase.

## 6.4 Construction Phase (2025 to 2027)

### Introduction

- 6.4.1 It is noted that there is very limited information within the TRICS (Trip Rate Information Computer System) trip generation database for standalone energy parks and a first principles approach has therefore been adopted to derive the anticipated vehicle trip attraction based on professional judgement, experience on other Solar Farm projects and information received from the Project team. An assessment of the likely employment generation is presented in **Chapter 14: Socio-Economics and Land Use** of this ES [EN010142/APP/6.1]
- 6.4.2 The nature of the Scheme is such that the greatest impact is likely to occur during the construction and decommissioning phases. The peak construction period is anticipated to take place during 2026 on the basis that the Scheme is built out over a 24-month period.

- 6.4.3 The trip attraction and distribution provided below for the construction phase is based on the information available at this stage of the Scheme.

## Principal Site

### Construction Staff Vehicle Forecast and Mode Shares

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

- a. Peak – 120 HGV deliveries (240 two-way movements per day);
- b. Average – 65-70 HGV deliveries (130-140 two-way movements per day);
- c. Peak – 60 LGV deliveries (120 two-way movements per day);
- d. Average – 30-35 LGV deliveries (60-70 two-way movements per day);
- e. Peak – 1,225 construction staff; and
- f. Average – approximately 800 construction staff.

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

- a. Based on information provided by the Project team and as agreed with the respective LHAs, during the construction peak, it is anticipated that 575 construction staff (47% of persons at the construction peak) would be transferred to/from the Principal Site by shuttle service (e.g. coach).
- b. It is expected that each of the shuttle services will have a capacity for 50 construction staff, meaning a peak of 14 shuttle services will be required to pick-up construction staff in the morning and drop-off construction staff in the evening (accounting for a typical occupancy of 80% to 90%).
- c. To provide a robust assumption of vehicle movements for the purposes of this assessment, it is assumed that the shuttle services will originate from the Principal Site in both the development AM and PM peak hours, equating to 28 vehicle movements in the AM and PM (14 outbound movements and 14 inbound movements, with a daily total of 56 vehicle movements associated with the shuttle service). The number of shuttle services required at each of the four Principal Site Accesses are identified below:
  - i. Principal Site Access 1 = four shuttle services (eight vehicle movements in each of the AM and PM, with 16 daily vehicle movements);
  - ii. Principal Site Access 2 = three shuttle services (six vehicle movements in each of the AM and PM, with 12 daily vehicle movements);

- iii. Principal Site Access 3 = three shuttle services (six vehicle movements in each of the AM and PM, with 12 daily vehicle movements); and
  - iv. Principal Site Access 4 = four shuttle services (eight vehicle movements in each of the AM and PM, with 16 daily vehicle movements).
- d. It is assumed that during the construction peak, 650 construction staff (53% of persons at the peak of construction) would travel by private vehicle with an average vehicle occupancy of 1.3 staff per vehicle, resulting in 500 staff vehicles (1,000 daily movements). This approach was agreed with the LHAs during consultation on 19 January 2023 and is based on previous large scale Solar Farm/ Energy Park experience and professional judgement.
- 6.4.6 The above mode shares have been used to forecast the number of construction staff vehicles, based on previous experience of Solar Farm/ Energy Park projects and professional judgement. Measures to manage staff travel are included in the **Framework CTMP [EN010142/APP/7.11]**. The document includes both management and monitoring of traffic movements and use of site marshals throughout the construction period.

### **Shuttle Service**

- 6.4.7 Monitoring of the external shuttle bus service will be undertaken as part of the **Framework CTMP [EN010142/APP/7.11]** and if additional demand is identified, the shuttle bus service will be increased to help further reduce the number of private construction staff vehicles using the local highway network.
- 6.4.8 The external shuttle bus service will primarily be provided for transporting staff between the Principal Site and temporary accommodation and residential centres in the vicinity of the Scheme, considered likely to be Gainsborough (north), Scunthorpe (north), Doncaster (north), Lincoln (south), Retford (west) and Newark on Trent (south). A detailed assessment of the locations of temporary accommodation (for non-local staff) and staff residential locations is presented in **Chapter 14: Socio-Economics and Land Use** of this ES **[EN010142/APP/6.1]** to identify urban areas and locations where higher proportions of staff are based. Areas with the greatest concentration of staff will be targeted to maximise the number of staff being transferred by shuttle service. The exact pick-up/drop-off locations of construction staff will be confirmed once known prior to the beginning of construction.
- 6.4.9 With regards to the shuttle bus service, the following assumptions have been adopted:
- a. The shuttle buses, which it has been assumed will be stored at the Principal Site, will travel between the four Principal Site Accesses and temporary accommodation/ residential centres to transport all non-local staff to/ from the Principal Site;
  - b. The shuttle buses will depart from the Principal Site, travel to the temporary accommodation/ residential centres to pick-up the

construction staff and return to the Site within the hour prior to the start of the working day;

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

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

6.4.11 Within the Principal Site, an internal shuttle service will use the existing internal tracks/ routes to transport staff between the main compound and the secondary compounds. This will help prevent additional trips between the Principal Site Accesses on the surrounding highway network.

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

### Construction Traffic Distribution

6.4.13 The forecast distribution of HGVs, LGVs and construction staff vehicles across the four Principal Site Accesses is presented below in **Table 6-1**. The HGV and LGV routes to/ from the Principal Site Accesses are shown in **Figure 16-3** of this ES [EN010142/APP/6.3].

6.4.14 To provide a robust assessment, it has been assumed that all HGVs and LGVs will access the Principal Site from the east via the A15 (50% from the A15 north and 50% from the A15 south)..

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

Site Access	Description	Construction Staff, LGV and HGV
Principal Site Access 1 (A631)	Three accesses serving primarily the northern section of the Principal Site	30%
Principal Site Access 2 (A631)		20%
Principal Site Access 3 (A631)		20%

Site Access	Description	Construction Staff, LGV and HGV
Principal Site Access 4 (B1398 Middle Street)	Access serving the southern section of the Principal Site	30%
<b>Total</b>	-	<b>100%</b>

### Peak Daily Vehicle Forecast

- 6.4.15 Based on the trip generation and distribution outlined above, the forecast peak daily trip generation for each of the Principal Site Accesses during the construction period (in terms of vehicles) is set out in **Table 6-2**.
- 6.4.16 For HGVs, LGVs and construction staff vehicles the number of vehicles would be doubled to identify movements i.e. the vehicle arrives and departs the Principal Site during the same day.
- 6.4.17 In contrast, each shuttle service is expected to make two movements in the AM to pick-up staff and transport them to the Principal Site, as well as two movements in the PM to transport staff out of the Principal Site with the shuttle service returning to the Principal Site. Therefore, each of the shuttle services would make four movements per day.

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

Site Access	HGVs	LGVs	Staff Vehicles	Shuttle Service**	Total Vehicles
Principal Site Access 1 (A631)	36	18	157	4	215
Principal Site Access 2 (A631)	24	12	96	3	135
Principal Site Access 3 (A631)	24	12	96	3	135
Principal Site Access 4 (B1398)	36	18	151	4	209
<b>Total</b>	<b>120</b>	<b>60</b>	<b>500</b>	<b>14</b>	<b>694</b>

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

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

- 6.4.18 A daily profile of overall construction vehicle movements (arrivals and departures) for the Principal Site is presented in **Table 6-3** which includes

construction staff vehicles, shuttle services, LGVs and HGVs based on the anticipated travel patterns across the day.

6.4.19 The distribution of LGV and HGV movements across the day is based on an even distribution of arrivals and departures across eight hours. This is based on professional judgement and previous experience on Solar Farm projects, and considered a reasonable assumption given the information available at this stage. It is noted that the construction staff working hours are from 07:00-19:00 (12-hours) on weekdays, and Saturday 07:00-13:00 however the distribution of the LGVs and HGVs is based on an eight-hour delivery period (i.e. excluding the actual highway network peak hours 07:30-08:30 and 16:30-17:30) to provide for a robust hourly forecast of LGV and HGV movements.

6.4.20 The traffic surveys undertaken in July 2022 demonstrate a natural variation in the peak hours across the network. An assessment of the peak hours recorded at the ATCs the LGVs and HGVs are proposed to travel through showed actual highway network peak hours of 07:30-08:30 and 16:30-17:30. These peak hours have therefore been considered as most appropriate for the LGV and HGV delivery period to avoid. Based on management of LGV and HGV movements to avoid the actual highway network peak hours of 07:30-08:30 and 16:30-17:30 as far as practicable, there will be no impact on the local SRN (M180 for LGVs and HGVs using the A15 north and A46 for LGVs and HGVs using the A15 south) during the construction phase.

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

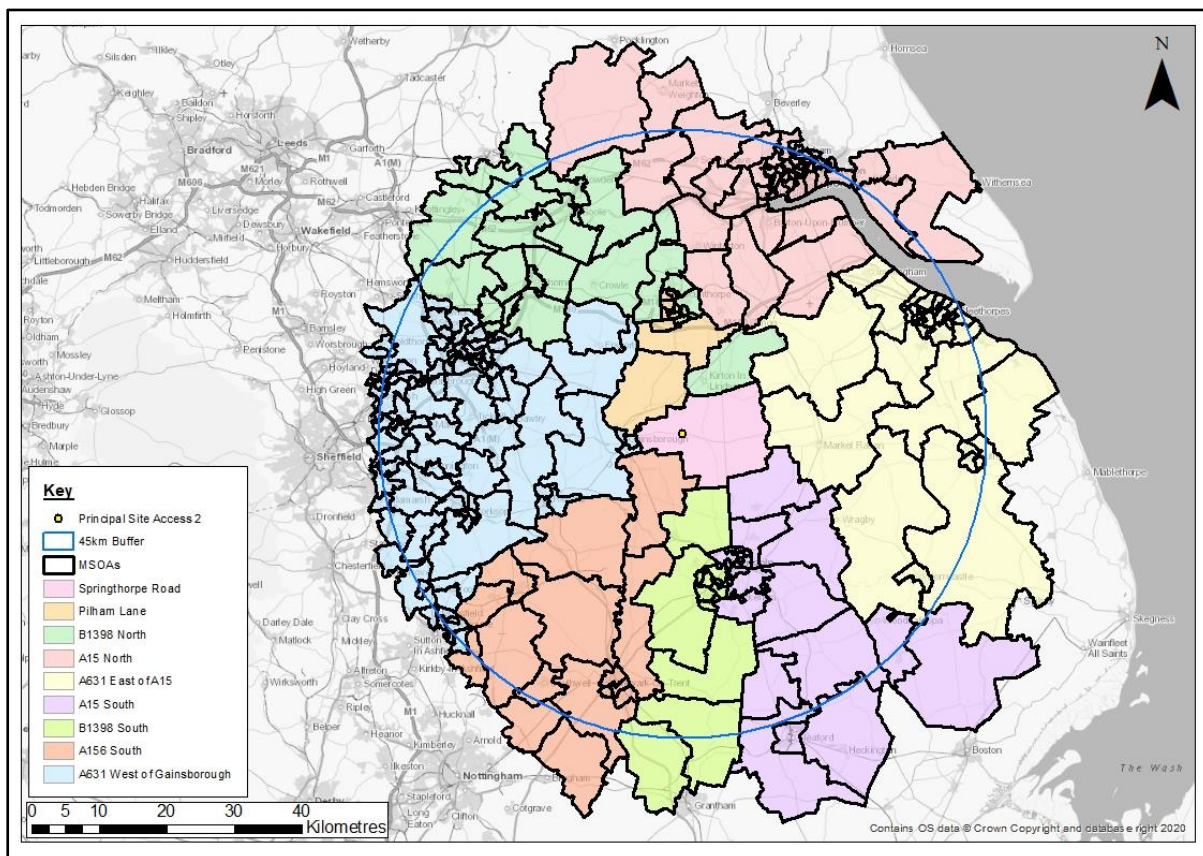
Hour	HGVs		LGVs		Private Vehicles		Shuttle Service		Total Vehicles	
	In	Out	In	Out	In	Out	In	Out	In	Out
06:00-07:00	0	0	0	0	500	0	14	14	514	14
07:00-08:30	0	0	0	0	0	0	0	0	0	0
08:30-09:30	15	15	8	8	0	0	0	0	23	23
09:30-10:30	15	15	8	8	0	0	0	0	23	23
10:30-11:30	15	15	8	8	0	0	0	0	23	23
11:30-12:30	15	15	8	8	0	0	0	0	23	23
12:30-13:30	15	15	8	8	0	0	0	0	23	23
13:30-14:30	15	15	8	8	0	0	0	0	23	23
14:30-15:30	15	15	8	8	0	0	0	0	23	23
15:30-16:30	15	15	8	8	0	0	0	0	23	23
16:30-19:00	0	0	0	0	0	0	0	0	0	0
19:00-20:00	0	0	0	0	0	500	14	14	14	514
<b>Total</b>	<b>120</b>	<b>120</b>	<b>60</b>	<b>60</b>	<b>500</b>	<b>500</b>	<b>28</b>	<b>28</b>	<b>708</b>	<b>708</b>

*\*Differences in totals due to rounding.*

### **Distribution and Assignment of Construction Staff Vehicles**

- 6.4.21 Mid-year (2020) population estimates were extracted from all Middle Layer Super Output Areas (MSOAs) within or partially within a 45km radius (approximately 60 minutes' drive time) of the Principal Site, using Principal Site Access 2 on the A631 as the centre point. MSOAs are geographical zones that represent areas across England and Wales with a total population between 5,000 and 15,000 people or total number of households between 2,000 and 6,000.
- 6.4.22 The 45km construction staff travel distance is based on professional judgement, experience from other DCO Solar schemes and is in line with **Chapter 14: Socio-Economics and Land Use** of this ES [EN010142/APP/6.1]. The above data was used to identify the likely locations of residence of the construction staff and forecast the trip distribution. **Chapter 14: Socio-Economics and Land Use** of this ES [EN010142/APP/6.1] provides a detailed assessment of the most suitable locations for temporary accommodation required to house non-local staff.
- 6.4.23 Route planning software (Google Maps) was used to determine the most direct and functional routes that will be used by construction staff to travel to/from the Principal Site Accesses. The MSOAs used are displayed in the **Plate 6-1** below and the different colours represent the routes staff from each MSOA are likely to take to reach the Principal Site.

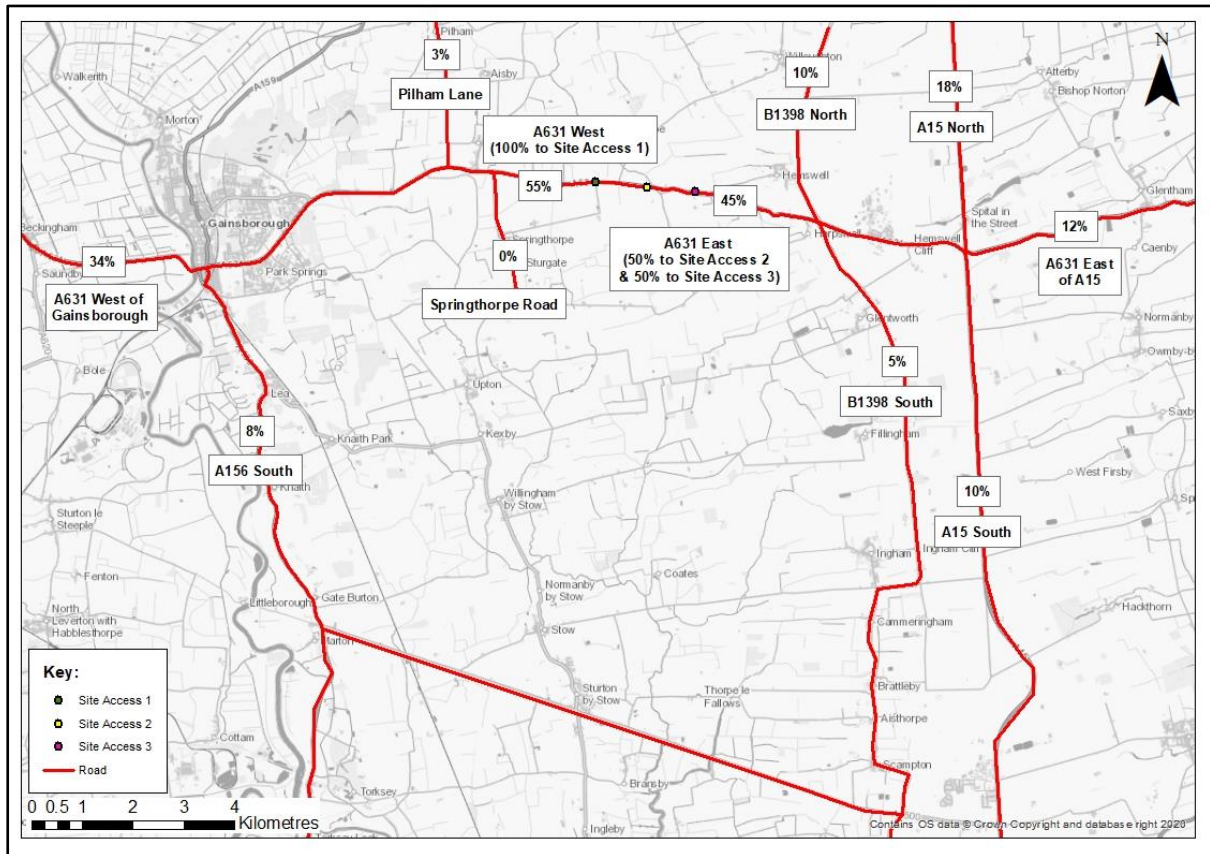
### Plate 6-1: 45km Radius and MSOAs



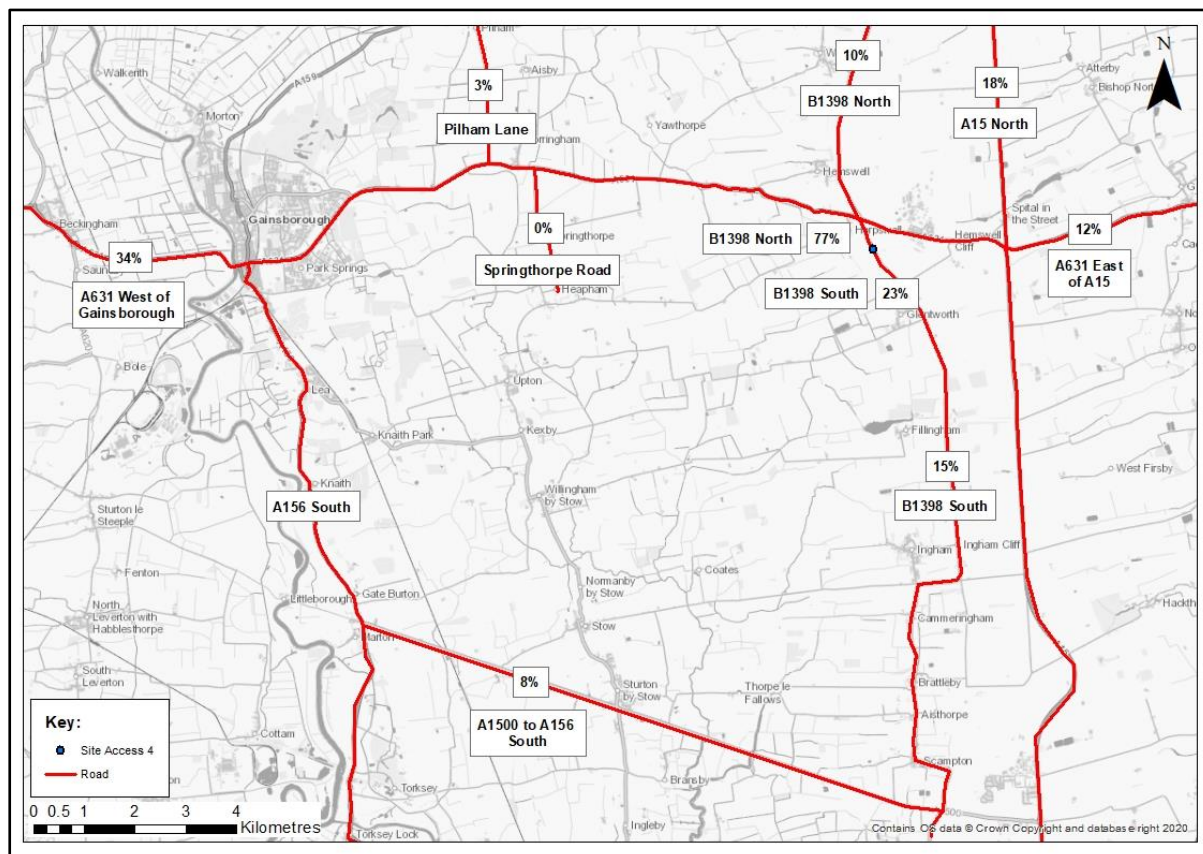
- 6.4.24 The distribution of construction staff vehicle trips to/ from the three Principal Site accesses on the A631 is identified in **Plate 6-2**. The variation in assignment proportions between the accesses is established via the use of a route finder. The distribution of construction staff vehicle trips to/ from Principal Site Access 4 on the B1398 Middle Street is identified in **Plate 6-3**.
- 6.4.25 The external shuttle services have been distributed onto the local highway network with the same distribution as the construction staff vehicles in order to serve the same or similar locations.



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



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



### Distribution and Assignment of HGVs and LGVs

6.4.26 To provide a reasonable worst-case assessment of the peak daily HGVs and LGVs, the following assumptions have been made:

- a. The HGVs and LGVs utilise the A15 which is located to the east of the Principal Site as it is the most direct/ realistic route to/ from the strategic highway network. 50% are to utilise the A15 north and 50% are to utilise the A15 south.
- b. For the purposes of this assessment all HGVs or LGVs are assumed to arrive or depart to/ from the east of the Principal Site along the A631. This is to provide a robust assessment of the impact of HGV and LGV trips on the local highway network by concentrating the vehicle movements onto a small number of highway links rather than across a greater number of highway links. Access for HGVs via the A631 to the west of the Principal Site will be permitted, however. As the eight-hours HGV and LGV delivery period also avoids the actual highway network peak hours (07:30-08:30 and 16:30-17:30), the hourly peak of 30 inbound and outbound HGV movements is not expected to have a significant impact on the local highway network. Impacts on the A631 to the west of the Principal Site would be no worse than to the east based on the assumptions above.
- c. HGVs and LGVs accessing Principal Site Access 4 located on B1398 Middle Street arrive and depart via the A631/ B1398 Middle Street Roundabout, as per the routes identified in **Figure 16-3** of this ES

**[EN010142/APP/6.3]**. HGVs and LGVs will not arrive or depart Principal Site Access 4 from the south as per the routing plan.

- 6.4.27 The peak daily (24-hour) HGV and LGV movements on the local highway network are provided within **Annex D** of this TA. It is noted that HGV and LGV movements will be managed to ensure they avoid arriving at or departing from the Principal Site at the same time as the construction staff, or during peak hours. Management of HGV and LGV movements and their timings (outside the peak hours) will form a commitment within the **Framework CTMP** submitted alongside the DCO application **[EN010142/APP/7.11]**.
- 6.4.28 A separate routing plan for AILs travelling to the Principal Site is identified in **Figure 16-10** of this ES **[EN010142/APP/6.3]**. A specialised haulage service is anticipated to be employed to allow AILs to transport components with the necessary escort, permits and traffic management, with the contractor consulting with the relevant highway authorities to ensure the correct permits are obtained. The police will also be given advanced notification under the Road Vehicle Authorisation of Special Types Order 2003. AILs are expected to be required to transport the transformers to the Principal Site for the two on-site substations and to transport cable drums to/ from the Cable Route Corridor via seven different accesses. Details of local off-site highway improvements to accommodate AILs travelling to the Principal Site and Cable Route Corridor (e.g. pavement protection, temporary removal of street furniture and vegetation clearance including overhanging trees and lifting overhead cables) are identified within Appendix C (AIL Management Plan) of the **Framework CTMP** submitted alongside the DCO application **[EN010142/APP/7.11]**.

## Cable Route Corridor

### Construction Vehicle Forecast and Mode Shares

- 6.4.29 Based on the information provided by the Project team as part of the submission and derived from experience of other similar Solar Farm/ Energy Park schemes, the peak and average daily number of HGVs and construction staff required for the Cable Route Corridor are identified below.
- Peak – 272 HGV deliveries (544 movements per day);
  - Average – 186 HGV deliveries (372 movements per day);
  - Peak – 170 construction staff; and
  - Average – 120 construction staff.
- 6.4.30 The forecast numbers of peak construction staff vehicles included as part of this assessment are identified below:
- Four groups of 30 construction staff will travel to/ from any one of the site accesses/ cable contractor compounds per day and two groups of 25 construction staff will travel to/ from any one of the compounds per day for trenchless crossings. This equates to a total of 170 construction staff for the Cable Route Corridor and trenchless crossing works. An average occupancy of 1.3 staff per vehicle has been adopted for all

construction staff trips, meaning at peak there will be a total of 131 LGVs associated with the 170 construction workers (262 two-way vehicle movements). These would be distributed across any of the Cable Route Corridor and Site compounds for trenchless crossings.

- b. In line with the 12-hour working day for the Principal Site, the Cable Route Corridor construction staff are expected to arrive between 06:00-07:00 and depart between 19:00-20:00, therefore avoiding the highway network peak hours.
- c. At peak, there will be up to 65 HGVs travelling to/ from any of the four Site accesses/ cable contractor compounds per day and up to seven HGVs travelling to/ from each of the two trenchless crossing compounds per day. This equates to a total peak of 272 HGVs (544 two-way vehicle movements) for the Cable Route Corridor and trenchless crossing works combined.
- d. In line with the eight-hour HGV delivery window for the Principal Site, the HGVs associated with the construction of the Cable Route Corridor are expected to be staggered across the working day between 08:30-16:30, thereby avoiding the actual highway network peak hours of 07:30-08:30 and 16:30-17:30.
- e. It is not expected that any additional LGVs will be required for the construction of the Cable Route Corridor.

6.4.31 The above traffic flows and timings are considered to provide a worst-case assessment in terms of the forecast number of construction staff vehicles forecast based on previous experience of Solar Farm/ Energy Park projects and professional judgement. Measures to manage staff travel are included in the **Framework CTMP [EN010142/APP/7.11]**.

### **Construction Traffic Distribution**

6.4.32 The distribution of construction staff vehicles and HGVs for the Cable Route Corridor uses a similar methodology as for the Principal Site. At any one time during the peak construction phase (2026), staff and HGVs will be distributed across four of the cable contractor compounds and two of the trenchless crossing compounds.. It should be noted that should overlap of construction traffic for two or more Cable Route Corridor sites occur on any road this will only be for a relatively short period within the construction phase.

### **Peak Daily Vehicle Forecast**

6.4.33 A daily profile of overall construction vehicle movements (arrivals and departures) for the Cable Route Corridor is presented in **Table 6-4**.

6.4.34 and includes construction staff vehicles and HGVs based on the anticipated travel patterns across the day. As per the Principal Site, the construction staff working hours are 07:00-19:00 (12-hours) and HGVs are distributed across an eight-hour delivery period between 08:30-16:30.

**Table 6-4: Forecast Peak Daily and Hourly Construction Vehicle Movements for the Cable Route Corridor**

Hour	HGVs		Staff Vehicles (LGVs)		Total Vehicles	
	In	Out	In	Out	In	Out
06:00-07:00	0	0	131	0	131	0
07:00-08:30	0	0	0	0	0	0
08:30-09:30	34	34	0	0	34	34
09:30-10:30	34	34	0	0	34	34
10:30-11:30	34	34	0	0	34	34
11:30-12:30	34	34	0	0	34	34
12:30-13:30	34	34	0	0	34	34
13:30-14:30	34	34	0	0	34	34
14:30-15:30	34	34	0	0	34	34
15:30-16:30	34	34	0	0	34	34
16:30-19:00	0	0	0	0	0	0
19:00-20:00	0	0	0	131	0	131
<b>Total</b>	<b>272</b>	<b>272</b>	<b>131</b>	<b>131</b>	<b>403</b>	<b>403</b>

*\*Differences in totals due to rounding*

#### **Distribution and Assignment of Construction Staff Vehicles**

6.4.35 For the purposes of the assessment, all construction staff vehicles have been assigned across the following parts of the network to access the cable contractor compounds and trenchless crossing sites:

- a. Accesses 1 and 2 (Torksey Ferry Road): Routing avoids Torksey Ferry Road and is via the A57; Laneham Road; Cottam Road and the Cable Route Corridor haul road;
- b. Accesses 3A, 3B and 4 (Cottam Road): A57; Laneham Road and Cottam Road;
- c. Accesses 5A and 5B (Headstead Bank, heading west and east): A57; Laneham Road; Cottam Road and Headstead Bank;
- d. Access 6 (High Street): A15 south; A1500 and A156;
- e. Accesses 7 and 8 (High Street, heading west and east): A15 south; A1500 and A156;
- f. Accesses 9 and 10 (A1500 Stow Park Road): A15 south; A1500 and A156;
- g. Accesses 11 and 12A, 12B, 12C and 12D (A1500 Tillbridge Lane/ Stow Park Road/ Wooden Lane): A15 south and A1500;

- h. Accesses 13 and 14 (Normanby Road, heading west and east): A15 south; A1500 and B1241;
- i. Accesses 15 and 16 (South Lane, heading west and east): A15 south; A1500; B1241 and Fillingham Lane;
- j. Access 17 (Willingham Road): A15 south; A1500; B1241 and Fillingham Lane;
- k. Access 18 (Cow Lane): 50% of vehicles assumed to travel via the A15 North; A631; A156; B1241; Kexby Lane and Cow Lane. 50% of vehicles assumed to travel via the A15 south; A1500; A156; B1241; Kexby Lane and Cow Lane;
- l. Access 19 (Middle Street (Principal Site Access 4)): 50% of vehicles assumed to travel via the A15 North; A631 and B1398. 50% of vehicles assumed to travel via the A15 south; A631 and B1398; and
- m. Accesses 20 and 21 (Harpwell Lane/ School Lane (Principal Site Accesses 1 and 2)): 50% of vehicles assumed to travel via the A15 North and A631. 50% of vehicles assumed to travel via the A15 south and A631.

6.4.36 The traffic flow diagrams available in **Annex D** of this TA identify the distribution and assignment of construction staff vehicles to the Cable Route Corridor accesses.

#### **Distribution and Assignment of HGVs**

6.4.37 As shown in **Figure 16-3** of this ES [**EN010142/APP/6.3**], HGVs have been distributed across all the Cable Route Corridor accesses to provide a reasonable worst-case assessment of the peak daily HGVs travelling to/from the Cable Route Corridor. Similar vehicle routing as shown above has been assumed.

6.4.38 The peak daily (24-hour) HGV movements on the local highway network are provided within **Annex D** of this TA. HGV movements will be managed as part of the **Framework CTMP [EN010142/APP/7.11]** to ensure they avoid arriving at or departing from the Cable Route Corridor at the same time as the construction staff or during network peaks.

6.4.39 A separate routing plan for AILs travelling to the Cable Route Corridor is identified in **Figure 16-10** of this ES [**EN010142/APP/6.3**], with management details identified within Appendix C (AIL Management Plan) of the **Framework CTMP** submitted alongside the DCO application [**EN010142/APP/7.11**].

## **6.5 Construction Phase Assessments**

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

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

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

- a. Bus services operating from the local bus stops in close proximity to the Scheme have limited frequency during the arrival and departure times of the construction staff and therefore are unlikely to constitute a reliable method of travel for staff to access the Principal Site or Cable Route Corridor;
  - b. The nearest railway station (Gainsborough Central Station) is located approximately 8.5km from the Principal Site and it is therefore not considered that a significant number of staff will utilise rail to access the Principal Site;
  - c. The nearest railway station (Retford Station) is located approximately 14.1km to the west of the Cable Route Corridor and it is therefore not considered that a significant number of staff will utilise rail to access the Cable Route Corridor;
  - d. 100% of construction staff (as a reasonable worst-case scenario) are anticipated to travel to/ from the Cable Route Corridor by private car assuming an average vehicle occupancy of 1.3 persons per construction vehicle; and
  - e. A public transport mode share is not being relied upon as part of the vehicular trip attraction and distribution of construction staff to transport staff to/ from the Scheme.
- 6.5.3 The Scheme is therefore not anticipated to have an impact on existing local public transport services and no additional assessments have been undertaken as part of this TA.

## 7. Cumulative Developments and Other Local Solar Farm Schemes

- 7.1.1 **Figure 18-1** of this ES [EN010142/APP/6.3] provides an overview of the DCO boundaries in the vicinity of the Scheme and an assessment of cumulative effects is provided in **Chapter 18: Cumulative Effects and Interactions** of this ES [EN010142/APP/6.1].

## 8. Highway Assessment

### 8.1 Assessment Scenarios

- 8.1.1 The following scenarios have been examined in detail as part of the highway assessment:
- a. Existing Baseline (2022);
  - b. Future Baseline (2026); and
  - c. Future Baseline + Peak Construction Staff (2026).
- 8.1.2 The following scenarios have been examined qualitatively:
- a. Operational Phase (2028 for 60 years); and

b. Decommissioning Period (60 year lifespan, anticipated to be 2088).

8.1.3 As mentioned previously in Section 5, a quantitative assessment has not been undertaken for the operational phase due to the relatively small number of vehicular movements expected.

8.1.4 The construction phase has been used to identify the expected impacts and required mitigations of the decommissioning phase as the effects are likely to be of a similar magnitude and the decommissioning scenario is considered to be too far into the future to accurately predict traffic flows or junction layouts at that time.

## 8.2 Existing Baseline (2022)

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

## 8.3 Future Baseline (2026)

### Background Traffic Growth

8.3.1 Forecast traffic growth has been applied to the surveyed traffic flows to represent conditions during the future construction peak assessment year of 2026.

8.3.2 Traffic growth has been calculated using National Transport Model (NTM) adjustments applied within the Trip Ends Model Program (TEMPro). This utilised National Trip Ends Model (NTEM) Core Scenario v8.0 to reflect local factors in Bassetlaw district (Bassetlaw factors were greater than those calculated for West Lindsey) and to determine the forecast increases in future baseline car driver trips during each weekday peak period. This represents the latest dataset available, covering the period up to 2051.

8.3.3 A summary of the growth factors is set out in **Table 8-1**.

**Table 8-1: TEMPro Traffic Growth Factors**

Growth Period	Road Type	Traffic Growth Factors (Bassetlaw)		
		AM Peak	PM Peak	Average Weekday
2022 to 2026 (Construction)	All Roads	1.024	1.023	1.024

### Future Baseline Traffic Flows

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



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

Location		AM Dev Peak (06:00-07:00)			PM Dev Peak (19:00-20:00)			Daily (24 Hours)		
Ref	Link	Total	HGVs	% HGVs	Total	HGVs	% HGVs	Total	HGVs	% HGVs
ATC1	A631, West of School Lane	274	34	12%	251	12	5%	7,685	845	11%
ATC2	A631, West of Minor Access South	236	30	13%	223	11	5%	6,630	731	11%
ATC3	A631, West of Minor Access South	247	27	11%	223	13	6%	6,687	736	11%
ATC4	A631, West of B1398 Middle Street	234	31	13%	217	14	7%	6,574	767	12%
ATC5	B1398 Middle Street, North of A631	152	15	10%	142	6	4%	3,478	368	11%
ATC6	A631, East of B1398 Middle Street	247	34	14%	263	14	5%	6,742	749	11%
ATC7	B1398 Middle Street, South of A631	133	8	6%	98	2	3%	3,147	225	7%
ATC8	A631, West of A15	227	40	18%	200	12	6%	5,488	718	13%
ATC9	A15, North of A631	681	185	27%	448	77	17%	13,559	3,300	24%
ATC10	A631, East of A15	231	38	16%	197	10	5%	5,807	702	12%
ATC11	A15, South of A631	778	163	21%	460	66	14%	15,040	2,948	20%
ATC12	Kexby Road, East of Northlands Road	7	1	9%	10	1	10%	196	19	10%

Location		AM Dev Peak (06:00-07:00)			PM Dev Peak (19:00-20:00)			Daily (24 Hours)		
		Ref	Link	Total	HGVs	% HGVs	Total	HGVs	% HGVs	Total
ATC13	Common Lane, South of A631	4	0	11%	4	1	21%	90	14	15%
ATC14	School Lane, South of A631	0	0	0%	1	0	14%	44	4	8%
ATC15	Common Lane, East of Heapham	2	0	0%	3	1	29%	106	20	19%
ATC16	Cow Lane, East of Upton	1	0	17%	5	0	0%	91	9	9%
ATC17	Glentworth Road, East of Kexby	3	0	0%	5	0	0%	85	5	6%
ATC18	Fillingham Lane, East of South Lane	6	1	14%	8	1	8%	173	18	11%
ATC19	High Street, East of B1241	56	8	15%	113	6	6%	2,655	238	9%
ATC20	Gainsborough Road, North of High Street	67	4	6%	118	4	3%	2,895	200	7%
ATC21	Marlon Road, South of High Street	11	0	0%	25	0	1%	392	25	6%
ATC22	B1241, South of Cot Garth Lane	63	5	7%	113	3	3%	2,585	181	7%
ATC23	B1241, North of Fleets Road	92	7	7%	148	4	3%	3,508	199	6%
ATC24	A1500 Tillbridge Road, West of Thorpe Lane	207	14	7%	182	6	3%	5,205	390	7%

Location		AM Dev Peak (06:00-07:00)			PM Dev Peak (19:00-20:00)			Daily (24 Hours)		
Ref	Link	Total	HGVs	% HGVs	Total	HGVs	% HGVs	Total	HGVs	% HGVs
ATC25	Saxilby Road, South of Queensway	101	7	7%	148	7	5%	3,790	259	7%
ATC26	A1500 Stow Park Road, East of Adams Way	171	9	5%	143	8	5%	4,216	309	7%
ATC27	A156 High Street, South of Willingham Road	388	36	9%	294	16	5%	8,584	743	9%
ATC28	A156 High Street, South of Wapping Lane	253	27	11%	190	8	4%	5,967	557	9%
ATC29	B1241 Kexby Lane, East of Upton Road	17	2	12%	33	1	2%	745	42	6%
ATC30	Cottam Road, East of Westbrecks Lane (located in Nottinghamshire)	97	5	5%	35	1	2%	1,109	109	10%
ATC31	Headstead Bank, South of Broad Lane (located in Nottinghamshire)	4	0	6%	7	1	12%	179	26	15%

*Note: Total vehicles and HGVs are rounded to the nearest whole number.*

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

Location		AM Dev Peak (06:00-07:00)			PM Dev Peak (19:00-20:00)		
		Total	HGVs	% HGVs	Total	HGVs	% HGVs
MCC1	A631/B1398 Roundabout	393	49	13%	342	11	3%
MCC2	A15/A631 Roundabout	935	269	29%	623	94	15%
MCC3	A1500 Marton Road/Tillbridge Road/B1241 High Street/Saxilby Road staggered junction (Sturton by Stow)	299	13	4%	372	6	2%
MCC4	Gainsborough Road/Marton Road/High Street T-junction (Willingham by Stow)	74	3	4%	148	5	3%
MCC5	A156/A1500 Stow Park Road/Littleborough Lane staggered junction (Marton)	428	32	7%	376	15	4%
MCC6	Cottam Road/Power Station Access (located in Nottinghamshire)	105	6	6%	36	0	0%

*Note: Total vehicles and HGVs are rounded to the nearest whole number*

## Cumulative Schemes

- 8.3.5 The future year traffic flows set out above do not specifically include any traffic generated by other solar schemes. As set out in **Chapter 18: Cumulative Effects and Interactions** of this ES [EN010142/APP/6.1], an assessment of the cumulative effects of these other schemes has been undertaken and has confirmed that some overlap between the construction vehicle trips associated with the Scheme and the West Burton Solar Project, Cottam Solar Project, Gate Burton Energy Park and Glentworth Oil Extraction Site may occur. The impacts of this are however concluded to be not significant in terms of the overall cumulative effect on traffic and transport receptors.

## 8.4 Construction Phase (2026 Peak Construction Year)

### Principal Site

- 8.4.1 As previously set out within Section 5, the Principal Site will be served by three access points off the A631 (situated between Springthorpe Road and Common Lane) and one access point off the B1398 Middle Street (approximately 550m to the south of the junction with the A631). Drawings showing the indicative access designs are provided in the **Framework CTMP** submitted alongside the DCO application [EN010142/APP/7.11]. Further details of the proposed access designs, visibility splays and vehicle swept paths are provided below.

### Visibility Splays

- 8.4.2 DMRB CD 109 (Highway Link Design) (Ref 1) identifies desirable minimum Stopping Sight Distances (SSDs) based on the design speed of the road. These values are adopted within DMRB CD 123 (Geometric design of at-grade priority and signal-controlled junctions) (Ref 2) in order to determine the visibility requirements (the 'y' distance) at priority junctions, measured along the edge of the major road carriageway from the centreline of the minor arm at the junction. These requirements are shown in **Table 8-4** below.

**Table 8-4: Desirable Minimum SSDs based on Design Speed**

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

- 8.4.3 The minimum distance from which the visibility splays are measured at simple priority junctions is at a 2.4m setback (the 'x' distance) from the give-way line. For junctions where AILs are expected to be required, a 4.5m setback has been utilised.
- 8.4.4 The 'Desirable Minimum' SSDs in the DMRB are based on a driver perception/ reaction time of two seconds and a deceleration rate of 0.25g (2.45m/s<sup>2</sup>). The 'Absolute Minimum' (one step below Desirable Minimum) SSD values use the same reaction time and a deceleration rate of 0.375g (3.68m/s<sup>2</sup>).
- 8.4.5 The 85<sup>th</sup> percentile speed of traffic represents the appropriate speed measurement for an existing major road when determining visibility splay requirements. The above parameters have been adopted to calculate the desirable minimum and absolute minimum visibility requirements for the roads where the proposed Principal Site accesses are located, based on the highest recorded 85<sup>th</sup> percentile speeds from the surveys carried out in July 2022. The results are shown below in **Table 8-5**.

**Table 8-5: SSD Requirements for Proposed Principal Site Access Points (DMRB)**

Site Access	Survey Location	85 <sup>th</sup> Percentile Speed (Highest Recorded (kph))*	DMRB Requirement (SSD/ 'Y' Distance)	
			Desirable Minimum (m)	Absolute Minimum (m)
Access 1 (A631)	ATC1	98.5	208	157
Access 2 (A631)	ATC2	94.4	193	146
Access 3 (A631)	ATC3	93.0	188	143
Access 4 (B1398 Middle Street)	ATC7	98.3	207	156

*\*average daily 85<sup>th</sup> percentile (seven days), worst-case direction*

- 8.4.6 The actual visibility splays adopted at each Principal Site Access are shown in **Table 8-6** below.

**Table 8-6: Adopted SSDs for Proposed Principal Site Access Points**

Site Access	Survey Location	85 <sup>th</sup> Percentile Speed (Highest Recorded (kph))*	Visibility Splay Setback (m)	SSD Adopted (m)	Justification
Access 1 (A631)	ATC1	98.5	4.5	208	
Access 2 (A631)	ATC2	94.4	4.5	146	Based on observed speeds. Some localised vegetation clearance may be required to achieve the required SSD.
Access 3 (A631)	ATC3	93.0	4.5	143m	
Access 4 (B1398 Middle Street)	ATC7	98.3	4.5	156	

*\*average daily 85<sup>th</sup> percentile (seven days), worst-case direction*

8.4.7 Drawings showing the visibility splays are provided within the **Framework CTMP [EN010142/APP/7.11]**.

#### **Vehicle Swept Paths**

8.4.8 As previously set out within Section 5, the proposed routing strategy to/ from the four Principal Site accesses for HGVs and LGVs (non-abnormal vehicles) is via the A15, A631 and B1398. The location of accesses and proposed routes will ensure that larger vehicles take the most direct route to and from the Principal Site, while minimising the number of turning movements.

8.4.9 Drawings showing vehicle swept paths for a transformer transporter (49m in length), cable drum transporter (23m in length) or a 16.5m maximum legal articulated vehicle (where relevant) are provided within the **Framework CTMP [EN010142/APP/7.11]** and Appendix C (AIL Management Plan) of the **Framework CTMP**.

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

#### **Vehicle Movements**

8.4.11 The site access roads have been designed to accommodate two-way movements as shown by the proposed access layouts and vehicle swept paths held within the **Framework CTMP [EN010142/APP/7.11]**.

8.4.12 As per the provisions within the **Framework CTMP [EN010142/APP/7.11]**, there will be no HGVs or LGVs arriving at or departing from the Principal Site during the development peak hours, however staff vehicles and shuttle buses will access and egress the Principal Site during each peak hour as set out in **Table 8-7**.

**Table 8-7: Principal Site Access Flows (Construction Phase)**

Construction Access	Direction	Number of Vehicles			
		Staff - AM	Staff - PM	Shuttle Services - AM	Suttle Services - PM
Access 1 – A631	In	157		8	8
	Out		157	8	8
Access 2 – A631	In	96		6	6
	Out		96	6	6
Access 3 – A631	In	96		6	6
	Out		96	6	6
Access 4 – B1398 Middle Street	In	151		8	8
	Out		151	8	8

8.4.13 The most significant flow during the peak hours will be at Principal Site Access 1 on the A631, where 173 vehicles would enter or exit the Principal Site during the AM and PM peak hours respectively, equivalent to almost three vehicles per minute. The proposed layout of the access and access road is considered to be appropriate for accommodating this level of activity.

## Cable Route Corridor

8.4.14 As previously set out within Section 5, the Cable Route Corridor will be served by 26 access points, including Principal Site Accesses 1, 2 and 4. Drawings showing the indicative access designs are provided in the **Framework CTMP** submitted alongside the DCO application **[EN010142/APP/7.11]**. Further details of the proposed access designs, visibility splays and vehicle swept paths are provided below.

### Visibility Splays

8.4.15 The desirable minimum and absolute minimum visibility requirements for the roads where the proposed Cable Route Corridor accesses are located, based on the highest recorded 85<sup>th</sup> percentile speeds from the surveys carried out in July 2022 are provided in **Table 8-8** below.



**Table 8-8: SSD Requirements for Proposed Cable Route Corridor Access Points (DMRB)**

Site Access	Survey Location	85 <sup>th</sup> Percentile Speed (Highest Recorded (kph))*	DMRB Requirement (SSD/ 'Y' Distance)	
			Desirable Minimum (m)	Absolute Minimum (m)
Access 1: (via Torksey Ferry Road)**	-	59.4	89	70
Access 1B: (via Torksey Ferry Road)**	-	59.4	89	70
Access 2: (via Torksey Ferry Road)**	-	59.4	89	70
Access 3: (via Cottam Road)	ATC30	104.1	229	172
Access 4: (via Cottam Road)	ATC30	104.1	229	172
Access 5A: (via Headstead Bank)	ATC31	59.4	89	70
Access 5B: (via Headstead Bank)	ATC31	59.4	89	70
Access 6: (via A156 High Street)	ATC28	86.2	166	126
Access 7: (via A156 High Street)	ATC28	86.2	166	126
Access 8: (via A156 High Street)	ATC28	86.2	166	126
Access 9: (via A1500 Stow Park Road)	ATC26	99.0	210	158
Access 10: (via A1500 Stow Park Road)	ATC26	99.0	210	158
Access 11: (via A1500 Tillbridge Lane)***	-	99.0	210	158
Access 12: (via A1500 Tillbridge Lane)***	-	99.0	210	158
Access 13: (via B1241 Normanby Road)	ATC22	100.4	215	162
Access 14: (via B1241 Normanby Road)	ATC22	100.4	215	162
Access 15: (via South Lane)****	-	77.2	137	106

Site Access	Survey Location	85 <sup>th</sup> Percentile Speed (Highest Recorded (kph))*	DMRB Requirement (SSD/ 'Y' Distance)	
			Desirable Minimum (m)	Absolute Minimum (m)
Access 16: (via South Lane)****	-	77.2	137	106
Access 17: (via Fillingham Lane)	ATC18	77.2	137	106
Access 18: (via Cow Lane)	ATC16	83.0	155	119

\*average daily 85<sup>th</sup> percentile (seven days), worst-case direction.

\*\*Torksey Ferry Road based on ATC31 (Headstead Bank) in absence of survey data.

\*\*\*A1500 Tillbridge Lane based on ATC26 (A1500 Stow Park Road) in absence of survey data.

\*\*\*\*South Lane based on ATC18 (Fillingham Lane) in absence of survey data.

8.4.16 The visibility splays for the Cable Route Corridor accesses have been calculated using either the relevant DMRB standards or using 85<sup>th</sup> percentile speeds obtained from survey data used in the Gate Burton Energy Park DCO submission. It is deemed to be more appropriate to utilise the absolute minimum visibility splays from the Gate Burton Energy Park (where relevant) as they have already been agreed with the LHAs. If requested by the LHAs, additional visibility splays, using the 85<sup>th</sup> percentile speeds from the July 2022 survey data for example, can be provided post-submission.

8.4.17 The visibility splays adopted at each of the Cable Route Corridor accesses are shown in **Table 8-9** below.

**Table 8-9: Adopted SSDs for Proposed Cable Route Corridor Access Points**

Site Access	Survey Location	85 <sup>th</sup> Percentile Speed (kph)*	Visibility Splay Setback (m)	SSDs Adopted	
				SSD	Justification
Access 1: (via Torksey Ferry Road)	-	-	2.4	70m	Based on Torksey Ferry Road having a speed limit of 30mph as per Rampton Village. This is in line with the Gate Burton proposals where no objections were raised. Visibility based on DMRB requirements for 50kph.
Access 1B: (via Torksey Ferry Road)	-	-	2.4	70m	As above for Access 1.
Access 2: (via Torksey Ferry Road)	-	-	2.4	70m	As above for Access 1.
Access 3: (via Cottam Road)	ATC30	104.1	2.4	215m	Desirable minimum in accordance with DMRB for a 100kph road.
Access 4: (via Cottam Road)	ATC30	104.1	2.4	215m	As above for Access 3.
Access 5A: (via Headstead Bank)	ATC31	59.4	2.4	NB: 71m SB: 90m	Maximum achievable distances based on the physical limitations of the road.
Access 5B: (via	ATC31	59.4	2.4	NB: 71m SB: 90m	As above for Access 5B.

Site Access	Survey Location	85 <sup>th</sup> Percentile Speed (kph)*	Visibility Splay Setback (m)	SSDs Adopted	
				SSD	Justification
Headstead Bank)					
Access 6: (via A156 High Street)	ATC28	86.2	2.4	126m	Based on absolute minimum required for the highest recorded 85 <sup>th</sup> percentile speed during the traffic speed surveys.
Access 7: (via A156 High Street)	ATC28	86.2	2.4	126m	As above for Access 6.
Access 8: (via A156 High Street)	ATC28	86.2	2.4	126m	As above for Access 6.
Access 9: (via A1500 Stow Park Road)	ATC26	99.0	2.4	153m	Based on absolute minimum required for the highest recorded 85 <sup>th</sup> percentile speed during the traffic speed surveys.
Access 10: (via A1500 Stow Park Road)	ATC26	99.0	2.4	153m	As above for Access 9.
Access 11: (via A1500 Tillbridge Lane)**	ATC26	99.0	2.4	160m	Based on absolute minimum required for the highest recorded 85 <sup>th</sup> percentile speed during the traffic speed surveys.

Site Access	Survey Location	85 <sup>th</sup> Percentile Speed (kph)*	Visibility Splay Setback (m)	SSDs Adopted	
				SSD	Justification
Access 12A: (via Stow Park Road)	-	-	2.4	215m	Desirable minimum in accordance with DMRB for a 100kph road.
Access 12B: (via Stow Park Road)	-	-	2.4	EB: 145m WB: 215m	Based on DMRB desirable minimum visibility for a national speed limit road unless the physical limitations of the road horizontal alignment prevent this being achieved.
Access 12C: (via Wooden Lane)	-	-	2.4	NB: 159m SB: 215m	Based on DMRB desirable minimum visibility for a national speed limit road unless the physical limitations of the road horizontal alignment prevent this being achieved.
Access 12D: (via Wooden Lane)	-	-	2.4	NB: 159m SB: 215m	As above for Access 12C.
Access 13: (via B1241 Normanby Road)	ATC22	100.4	2.4	NB: 159m SB: 215m	Based on highest recorded 85 <sup>th</sup> percentile speed during the traffic speed surveys. Visibility is limited in this area due to the physical limitations existing road horizontal alignment.
Access 14: (via B1241 Normanby Road)	ATC22	100.4	2.4	NB: 160m SB: 100m	Based on highest recorded 85 <sup>th</sup> percentile speed during the traffic speed surveys. Visibility is limited in this area due to the physical limitations existing road horizontal alignment.
Access 15: (via South Lane)	-	-	2.4	215m	Desirable minimum in accordance with DMRB for a 100kph road.

Site Access	Survey Location	85 <sup>th</sup> Percentile Speed (kph)*	Visibility Splay Setback (m)	SSDs Adopted	
				SSD	Justification
Access 16: (via South Lane)	-	-	2.4	215m	Desirable minimum in accordance with DMRB for a 100kph road.
Access 17: (via Fillingham Lane)	ATC18	77.2	2.4	EB: 91m WB: 215m	Visibility based on DMRB desirable visibility for a national speed limit road unless the physical limitations of the road horizontal alignment prevent this being achieved.
Access 18: (via Cow Lane)	ATC16	83.0	2.4	215m	Desirable minimum in accordance with DMRB for a 100kph road.

\*average daily 85<sup>th</sup>ile (seven days), worst-case direction.

\*\*A1500 Tillbridge Lane based on ATC26 (A1500 Stow Park Road) in absence of survey data.

8.4.18 Drawings showing the required areas to be kept clear to achieve the desirable, absolute or maximum achievable visibility splays (where relevant) are provided within the **Framework CTMP** submitted alongside the DCO application [EN010142/APP/7.11]. These drawings demonstrate that the visibility splays (identified in **Table 8-9** above) can be achieved through the clearance of vegetation etc. within the highway boundary and the land included within the Order limits.

### **Vehicle Swept Paths**

8.4.19 As previously set out within Section 5, the proposed routing strategy to/ from the Cable Route Corridor accesses for HGVs (non-abnormal vehicles) is via the A15, A631, A1500, A156, A57, B1241, Fillingham Lane, Kexby Lane, Cow Lane, Laneham Road and Cottam Road. The location of accesses and proposed routes will ensure that larger vehicles take the most direct route to and from the Cable Route Corridor, while minimising the number of turning movements. Some works will be required to improve existing roads, such as providing passing bays on narrow roads leading to the accesses, and these are shown on the **SRoWA Plans [EN010142/APP/2.4]**.

8.4.20 Drawings showing vehicle swept paths for a cable drum transporter (23m in length) or a 16.5m maximum legal articulated vehicle (where relevant) at the proposed access points are provided within the **Framework CTMP [EN010142/APP/7.11]**.

8.4.21 The vehicle swept paths demonstrate that construction vehicles will be able to turn in/ out of the proposed Cable Route Corridor accesses without overrunning any kerb lines. It should be noted that banksmen will be in place to control HGV movements at the accesses to ensure these movements are carried out safely. An appropriate level of visibility will be achievable to/ from each access as set out above.

### **Vehicle Movements**

8.4.22 The Cable Route Corridor accesses are expected to serve up to a maximum of 272 HGVs and 131 staff vehicles (split across any four compounds and multiple accesses) per day during the peak construction period.

## **Highway Capacity**

### **Forecast Increases in Traffic Movements**

8.4.23 The anticipated impacts of construction vehicle movements have been determined by reviewing the forecast traffic movements during the construction peak hours (06:00-07:00 and 19:00-20:00) against the existing baseline peak traffic flows on the local highway network (ref. Table 4-2). This includes a review of the increase in two-way vehicle movements during the proposed AM and PM development peak hours, both in terms of actual increases and percentage increases. The existing baseline flows, taken from the 2022 traffic surveys, are observed flows and therefore the capacity of the network will be at least equal to these flows at each survey location. The results are shown in the tables below and are also presented diagrammatically by the traffic flow diagrams for the Development AM and PM peak hours as well as 24-hours within **Annex D** of this TA.

8.4.24 It should be noted that the assessment considers trips associated with both the Principal Site and the Cable Route Corridor. **Table 8-10** below outlines the 2026 construction traffic impact on the local highway network surrounding the Scheme. The 2026 base year flows represent the two-way traffic flows on the links and on the approaches to the junctions. **Table 8-11** displays the existing baseline (2022) overall highway network peak across the Study Area and compares this to the total trips forecast to occur during the AM and PM development peak hours. The highway network peak hours analysed are specific to each junction, for example the peak hour identified at ATC 1 is 16:30-17:30 and the peak hour identified at ATC 5 is 07:30-08:30.



**Table 8-10: 2026 Construction Traffic Impact - Link and Junction Flows**

Location		AM Development Peak (06:00-07:00)				PM Development Peak (19:00-20:00)				Daily (24 Hours)			
		Base	Dev	Base + Dev	Change	Base	Dev	Base + Dev	Change	Base	Dev	Base+ Dev	Change
ATC1	A631, West of School Lane	274	338	611	123%	251	338	588	134%	7,685	740	8,425	10%
ATC2	A631, West of Minor Access South	236	190	426	80%	223	190	413	85%	6,630	609	7,240	9%
ATC3	A631, West of Minor Access South	247	292	539	118%	223	292	515	131%	6,687	966	7,652	14%
ATC4	A631, West of B1398 Middle Street	234	393	627	168%	217	393	610	181%	6,574	1,193	7,767	18%
ATC5	B1398 Middle Street, North of A631	152	67	219	44%	142	67	209	47%	3,478	134	3,613	4%
ATC6	A631, East of B1398 Middle Street	247	244	491	99%	263	244	507	93%	6,742	1,059	7,801	16%
ATC7	B1398 Middle Street, South of A631	133	167	300	125%	98	167	265	171%	3,147	499	3,646	16%
ATC8	A631, West of A15	227	244	470	107%	200	244	444	122%	5,488	1,059	6,546	19%
ATC9	A15, North of A631	681	116	797	17%	448	116	564	26%	13,559	550	14,109	4%
ATC10	A631, East of A15	231	80	312	35%	197	80	278	41%	5,807	161	5,968	3%
ATC11	A15, South of A631	778	74	852	10%	460	74	535	16%	15,040	402	15,442	3%
ATC12	Kexby Road, East of Northlands Road	7	0	7	0%	10	0	10	0%	196	0	196	0%
ATC13	Common Lane, South of A631	4	0	4	0%	4	0	4	0%	90	0	90	0%
ATC14	School Lane, South of A631	0	0	0	0%	1	0	1	0%	44	0	44	0%
ATC15	Common Lane, East of Heapham	2	0	2	0%	3	0	3	0%	106	0	106	0%
ATC16	Cow Lane, East of Upton	1	23	24	1,879%	5	23	28	434%	91	175	267	192%

Location	Link	AM Development Peak (06:00-07:00)				PM Development Peak (19:00-20:00)				Daily (24 Hours)			
		Base	Dev	Base + Dev	Change	Base	Dev	Base + Dev	Change	Base	Dev	Base+ Dev	Change
ATC17	Glentworth Road, East of Kexby	3	0	3	0%	5	0	5	0%	85	0	85	0%
ATC18	Fillingham Lane, East of South Lane	6	42	48	738%	8	42	50	530%	173	486	659	280%
ATC19	High Street, East of B1241	56	42	99	75%	113	42	155	37%	2,655	486	3,141	18%
ATC20	Gainsborough Road, North of High Street	67	0	67	0%	118	0	118	0%	2,895	0	2,895	0%
ATC21	Marton Road, South of High Street	11	0	11	0%	25	0	25	0%	392	0	392	0%
ATC22	B1241, South of Cot Garth Lane	63	42	106	67%	113	42	155	37%	2,585	486	3,071	19%
ATC23	B1241, North of Fleets Road	92	85	177	92%	148	85	233	57%	3,508	714	4,222	20%
ATC24	A1500 Tillbridge Road, West of Thorpe Lane	207	94	301	46%	182	94	276	52%	5,205	732	5,937	14%
ATC25	Saxilby Road, South of Queensway	101	0	101	0%	148	0	148	0%	3,790	0	3,790	0%
ATC26	A1500 Stow Park Road, East of Adams Way	171	143	314	83%	143	143	286	100%	4,216	830	5,045	20%
ATC27	A156 High Street, South of Willingham Road	388	159	547	41%	294	158	452	54%	8,584	382	8,965	4%
ATC28	A156 High Street, South of Wapping Lane	253	78	331	31%	190	77	267	41%	5,967	574	6,541	10%
ATC29	B1241 Kexby Lane, East of Upton Road	17	23	40	134%	33	23	56	71%	745	175	921	23%
ATC30	Cottam Road, East of Westbrecks Lane (located in Nottinghamshire)	97	85	182	88%	35	85	120	244%	1,109	714	1,823	64%

Location		AM Development Peak (06:00-07:00)				PM Development Peak (19:00-20:00)				Daily (24 Hours)			
		Base	Dev	Base + Dev	Change	Base	Dev	Base + Dev	Change	Base	Dev	Base+ Dev	Change
ATC31	Headstead Bank, South of Broad Lane (located in Nottinghamshire)	4	38	42	1,044%	7	38	45	553%	179	363	542	202%
MCC1	A631/B1398 Middle Street Roundabout	393	457	850	116%	342	457	798	134%	-	-	-	-
MCC2	A15/A631 Roundabout	935	244	1,178	26%	623	244	866	39%	-	-	-	-
MCC3	A1500 Marton Road/Tillbridge Road/B1241 High Street/Saxilby Road staggered junction (Sturton by Stow)	299	143	442	48%	372	143	515	38%	-	-	-	-
MCC4	Gainsborough Road/Marton Road/High Street T-junction (Willingham by Stow)	74	0	74	0%	148	0	148	0%	-	-	-	-
MCC5	A156/A1500 Stow Park Road/Littleborough Lane staggered junction (Marton)	428	171	599	40%	376	170	547	45%	-	-	-	-
MCC6	Cottam Road/Power Station Access (located in Nottinghamshire)	105	38	144	36%	36	38	74	107%	-	-	-	-

**Table 8-11: 2022 Overall Highway Network Peak and 2026 Development Peak Hour Comparison - Link and Junction Flows**

<b>Location</b>		<b>Base + Dev Total Trips</b>		<b>Baseline Highway Network Peak Hour (2022)</b>	<b>Difference Between Development Peak Hours and Highway Network Peak</b>	
<b>Ref</b>	<b>Link</b>	<b>AM Development Peak Hour (06:00-07:00)</b>	<b>PM Development Peak Hour (19:00-20:00)</b>	<b>Total Trips</b>	<b>AM Difference</b>	<b>PM Difference</b>
ATC1	A631, West of School Lane	611	588	661	-50	-73
ATC2	A631, West of Minor Access South	426	413	573	-147	-160
ATC3	A631, West of Minor Access South	539	515	577	-38	-62
ATC4	A631, West of B1398 Middle Street	627	610	570	56	40
ATC5	B1398 Middle Street, North of A631	219	209	339	-120	-130
ATC6	A631, East of B1398 Middle Street	491	507	599	-108	-92

<b>Location</b>		<b>Base + Dev Total Trips</b>		<b>Baseline Highway Network Peak Hour (2022)</b>	<b>Difference Between Development Peak Hours and Highway Network Peak</b>	
<b>Ref</b>	<b>Link</b>	<b>AM Development Peak Hour (06:00-07:00)</b>	<b>PM Development Peak Hour (19:00-20:00)</b>	<b>Total Trips</b>	<b>AM Difference</b>	<b>PM Difference</b>
ATC7	B1398 Middle Street, South of A631	300	265	322	-21	-57
ATC8	A631, West of A15	470	444	474	-3	-30
ATC9	A15, North of A631	797	564	1,007	-210	-442
ATC10	A631, East of A15	312	278	504	-192	-226
ATC11	A15, South of A631	852	535	1,168	-316	-634
ATC12	Kexby Road, East of Northlands Road	7	10	20	-13	-10
ATC13	Common Lane, South of A631	4	4	10	-6	-6
ATC14	School Lane, South of A631	0	1	5	-5	-4
ATC15	Common Lane, East of Heapham	2	3	13	-12	-10
ATC16	Cow Lane, East of Upton	24	28	11	13	17

<b>Location</b>		<b>Base + Dev Total Trips</b>		<b>Baseline Highway Network Peak Hour (2022)</b>	<b>Difference Between Development Peak Hours and Highway Network Peak</b>	
<b>Ref</b>	<b>Link</b>	<b>AM Development Peak Hour (06:00-07:00)</b>	<b>PM Development Peak Hour (19:00-20:00)</b>	<b>Total Trips</b>	<b>AM Difference</b>	<b>PM Difference</b>
ATC17	Glentworth Road, East of Kexby	3	5	9	-5	-3
ATC18	Fillingham Lane, East of South Lane	48	50	16	32	34
ATC19	High Street, East of B1241	99	155	266	-167	-110
ATC20	Gainsborough Road, North of High Street	67	118	265	-198	-147
ATC21	Marton Road, South of High Street	11	25	38	-27	-14
ATC22	B1241, South of Cot Garth Lane	106	155	236	-131	-81
ATC23	B1241, North of Fleets Road	177	233	347	-170	-114
ATC24	A1500 Tillbridge Road, West of Thorpe Lane	301	276	513	-212	-237

<b>Location</b>		<b>Base + Dev Total Trips</b>		<b>Baseline Highway Network Peak Hour (2022)</b>	<b>Difference Between Development Peak Hours and Highway Network Peak</b>	
<b>Ref</b>	<b>Link</b>	<b>AM Development Peak Hour (06:00-07:00)</b>	<b>PM Development Peak Hour (19:00-20:00)</b>	<b>Total Trips</b>	<b>AM Difference</b>	<b>PM Difference</b>
ATC25	Saxilby Road, South of Queensway	101	148	352	-251	-204
ATC26	A1500 Stow Park Road, East of Adams Way	314	286	404	-90	-118
ATC27	A156 High Street, South of Willingham Road	547	452	845	-298	-393
ATC28	A156 High Street, South of Wapping Lane	331	267	532	-201	-264
ATC29	B1241 Kexby Lane, East of Upton Road	40	56	61	-21	-6
ATC30	Cottam Road, East of Westbrecks Lane (located in Nottinghamshire)	182	120	188	-6	-68

<b>Location</b>		<b>Base + Dev Total Trips</b>		<b>Baseline Highway Network Peak Hour (2022)</b>	<b>Difference Between Development Peak Hours and Highway Network Peak</b>	
<b>Ref</b>	<b>Link</b>	<b>AM Development Peak Hour (06:00-07:00)</b>	<b>PM Development Peak Hour (19:00-20:00)</b>	<b>Total Trips</b>	<b>AM Difference</b>	<b>PM Difference</b>
ATC31	Headstead Bank, South of Broad Lane (located in Nottinghamshire)	42	45	18	24	28
MCC1	A631/B1398 Middle Street Roundabout	850	798	1,082	-232	-284
MCC2	A15/A631 Roundabout	1178	866	1,759	-581	-893
MCC3	A1500 Marton Road/Tillbridge Road/B1241 High Street/Saxilby Road staggered junction (Sturton by Stow)	442	515	1,092	-650	-577
MCC4	Gainsborough Road/Marton Road/High Street T-junction	74	148	320	-246	-172



<b>Location</b>		<b>Base + Dev Total Trips</b>		<b>Baseline Highway Network Peak Hour (2022)</b>	<b>Difference Between Development Peak Hours and Highway Network Peak</b>	
<b>Ref</b>	<b>Link</b>	<b>AM Development Peak Hour (06:00-07:00)</b>	<b>PM Development Peak Hour (19:00-20:00)</b>	<b>Total Trips</b>	<b>AM Difference</b>	<b>PM Difference</b>
	(Willingham by Stow)					
MCC5	A156/A1500 Stow Park Road/Littleborough Lane staggered junction (Marton)	599	547	1,199	-600	-652
MCC6	Cottam Road/Power Station Access (located in Nottinghamshire)	144	74	330	-186	-256

- 8.4.25 The results shown in **Table 8-10** and **Table 8-11** are discussed below.
- 8.4.26 As a result of three of the Scheme Accesses being located off the A631, up to an additional 1,708 two-way vehicle trips are expected to utilise the A631 during each of the AM and PM development peak hours. In the AM peak, the increase from the future baseline traffic flows ranges from 35%-168% and in the PM peak it ranges from 41%-181%. The future baseline flows with development traffic remain below the highest existing baseline flows without development traffic recorded on the A631. Therefore, the Scheme is not anticipated to generate traffic flows above the highway capacity on this part of the network during the AM and PM development peak hours.
- 8.4.27 An additional 234 two-way vehicle trips are expected to utilise the B1398 Middle Street north/ south of the A631 during each of the AM and PM development peak hours. The baseline traffic flows are relatively low at 133-152 vehicles in the AM development peak and 98-142 vehicles in the PM development peak. The additional trips resulting from the Scheme therefore equate to large percentage increases. Traffic flows increase by 44%-125% in the AM development peak and 47-171% in the PM development peak, but this still equates to between 21-120 fewer two-way trips in the AM development peak and 57-130 fewer two-way trips in the PM development peak than are recorded on the B1398 during the existing baseline highway network peak hour. Therefore, the Scheme is not anticipated to generate traffic flows above the highway capacity on this part of the network during the AM and PM development peak hours.
- 8.4.28 A total of 190 additional two-way vehicle trips are expected to utilise the A15 north/ south during both the AM and PM development peak hours. In the AM peak, the increase from future baseline traffic flows ranges from 10%-17% and in the PM peak it ranges from 16%-26%. Both the AM and PM future baseline flows with development traffic remain below the existing baseline flows without development traffic during the highway network peak hour. Therefore, the Scheme is not anticipated to generate traffic flows above the highway capacity on this part of the network during the AM and PM development peak hours.
- 8.4.29 Twenty three additional two-way vehicle trips are expected to utilise Cow Lane (east of Common Lane) during both the AM and PM development peak hours. Although this increase is less than 30 vehicles, the percentage change is high (1879% in the AM peak and 434% in the PM peak). Such large percentage changes are caused by very low baseline flows recorded on this link (one trip in the AM peak and five trips in the PM peak). Whilst the AM and PM future baseline flows with development traffic are slightly greater than the existing baseline highway network peak hour flows recorded on Cow Lane (13 excess trips in the AM and 17 excess trips in the PM), this link will only be utilised during the construction of the Cable Route Corridor in the vicinity of Cow Lane and therefore the increase in traffic will only occur for a short period during the peak construction phase. In addition, fewer than 30 additional two-way vehicle trips during both the AM and PM development peak hours is not considered to be significant as an increase of less than one vehicle every two minutes would be unlikely to cause any material impacts.

- 8.4.30 Up to 42 additional two-way vehicle trips are expected to utilise Fillingham Lane (east of farm track) during both the AM and PM development peak hours. In the AM peak, the increase from future baseline traffic flows is 738% and in the PM peak it is 530%. However, these large percentage changes are caused by very low baseline flows recorded on this link (six trips in the AM peak and eight trips in the PM peak). Whilst the AM and PM future baseline flows with development traffic are slightly greater than the existing baseline highway network peak hour flows recorded on Fillingham Lane, the increase of 42 two-way trips is not considered to be significant and would be unlikely to cause any material impacts. It should also be noted that this link will only be utilised during the construction of the Cable Route Corridor in the vicinity of Fillingham Lane and therefore the increase in traffic will only occur for a short period during the construction phase.
- 8.4.31 Up to 42 additional two-way vehicle trips are expected to utilise High Street (west of B1241) during both the AM and PM development peak hours. In the AM peak, the increase from future baseline traffic flows is 75% and in the PM peak, the increase is 37%. Both the AM and PM future baseline flows with development traffic remain below the existing baseline highway network peak hour flows. Therefore, the Scheme is not anticipated to generate traffic flows above the highway capacity on this part of the network during the AM and PM development peak hours.
- 8.4.32 Up to 127 additional two-way vehicle trips are expected to utilise the B1241 (north of Fleets Road and south of Cot Garth Lane) during both the AM and PM development peak hours. In the AM peak, the increase from future baseline traffic flows ranges from 67%-92% and in the PM peak it ranges from 37%-57%. Both the AM and PM future baseline flows with development traffic remain below the existing baseline highway network peak hour flows. Therefore, the Scheme is not anticipated to generate traffic flows above the highway capacity on this part of the network during the AM and PM development peak hours.
- 8.4.33 Up to 237 additional two-way vehicle trips are expected to utilise the A1500 during both the AM and PM development peak hours. In the AM peak, the increase from future baseline traffic flows ranges from 46%-83% and in the PM peak it ranges from 52%-100%. Both the AM and PM future baseline flows with development traffic remain below the existing baseline highway network peak hour flows. Therefore, the Scheme is not anticipated to generate traffic flows above the highway capacity on this part of the network during the AM and PM development peak hours.
- 8.4.34 Up to 237 additional two-way vehicle trips are expected to utilise the A156 (south of Willingham Road and south of Wapping Lane) during each of the AM and PM development peak hours. In the AM peak, the increase from future baseline traffic flows ranges from 31%-41% and in the PM peak it ranges from 41%-54%. Both the AM and PM future baseline flows with development traffic remain below the existing baseline highway network peak hour flows. Therefore, the Scheme is not anticipated to generate traffic flows above the highway capacity on this part of the network during the AM and PM development peak hours.

- 8.4.35 Up to 23 additional two-way vehicle trips are expected to utilise Kexby Lane (east of Upton Road) during both the AM and PM development peak hours. Although this increase is less than 30 vehicles, the percentage change is greater than 10% (134% in the AM peak and 71% in the PM peak). Such large percentage changes are caused by very low baseline flows recorded on this link (17 trips in the AM peak and 33 trips in the PM peak). Both the AM and PM future baseline flows with development traffic remain below the existing baseline highway network peak hour flows. Therefore, the Scheme is not anticipated to generate traffic flows above the highway capacity on this part of the network during the AM and PM development peak hours. In addition, fewer than 30 additional two-way vehicle trips during both the AM and PM development peak hours is not considered to be significant as an increase of less than one vehicle every two minutes would be unlikely to cause any material impacts.
- 8.4.36 Up to 85 additional two-way vehicle trips are expected to utilise Cottam Road (east of Westbrecks Lane) during each of the AM and PM development peak hours. In the AM peak, the increase from future baseline traffic flows is 88% and in the PM peak, the increase is 244%. Both the AM and PM future baseline flows with development traffic remain below the existing baseline highway network peak hour flows. Therefore, the Scheme is not anticipated to generate traffic flows above the highway capacity on this part of the network during the AM and PM development peak hours.
- 8.4.37 Up to 38 additional two-way vehicle trips are expected to utilise Headstead Bank (south of Broad Lane) during each of the AM and PM development peak hours. In the AM peak, the increase from future baseline traffic flows is 1,044% and in the PM peak, the increase is 553%. Such large percentage changes are caused by very low baseline flows recorded on this link (four trips in the AM peak and seven trips in the PM peak). Whilst the AM and PM future baseline flows with development traffic are slightly greater than the existing baseline highway network peak hour flows, the increase of 38 two-way trips in an hour is not considered to be significant and would be unlikely to cause any material impacts. It should also be noted that this link will only be utilised during the construction of the Cable Route Corridor in the vicinity of Headstead Bank and therefore the increase in traffic will only occur for a short period during the construction phase.
- 8.4.38 In terms of junctions, the increased trips along the A631, B1398 Middle Street and A15 contribute towards the % increase in AM and PM development peak baseline traffic flows being greater than 10% at the A631/ B1398 Middle Street roundabout and the A15/ A631 roundabout. The future baseline flows with development traffic remain below the existing baseline flows without development traffic during the highway network peak hour. Therefore, the Scheme is not anticipated to generate traffic flows above the highway capacity on this part of the network during the AM and PM development peak hours.
- 8.4.39 Up to 143 additional two-way vehicle trips are expected to utilise the A1500 Marton Road/ Tillbridge Road/ B1241 High Street/ Saxilby Road junction during both the AM and PM development peak hours. In the AM peak, the increase from future baseline traffic flows is 48% and in the PM peak, the

increase is 38%. Both the AM and PM future baseline flows with development traffic remain below the existing baseline highway network peak hour flows. Therefore, the Scheme is not anticipated to generate traffic flows above the highway capacity on this part of the network during the AM and PM development peak hours.

- 8.4.40 Up to 171 additional two-way vehicle trips are expected to utilise the A156/ Stow Park Road/ A1500 Littleborough Lane junction during both the AM and PM development peak hours. In the AM peak, the increase from future baseline traffic flows is 40% and in the PM peak, the increase is 45%. Both the AM and PM future baseline flows with development traffic remain below the existing baseline highway network peak hour flows. Therefore, the Scheme is not anticipated to generate traffic flows above the highway capacity on this part of the network during the AM and PM development peak hours.
- 8.4.41 Up to 38 additional two-way vehicle trips are expected to utilise the Cottam Road/ Power Station Access junction during both the AM and PM development peak hours. Traffic flows increase by 36% in the AM peak and 107% in the PM peak, but this still equates to 186 fewer two-way trips in the AM and 256 fewer two-way trips in the PM than are recorded at the junction during the existing baseline highway network peak hour. Therefore, the Scheme is not anticipated to generate traffic flows above the highway capacity on this part of the network during the AM and PM development peak hours.
- 8.4.42 The above analysis demonstrates that additional traffic movements resulting from the Scheme are within the overall capacity of the highway network and consequently, no additional junction modelling has been undertaken in support of this TA.

## Highway Safety

### Collision Record

- 8.4.43 A review of the existing collision record for the surrounding highway network is set out within Section 4 of this TA. An assessment of accidents and safety has been carried out and is summarised as follows:
- a. A total of 10 locations were identified as potential collision clusters, where five or more collisions occurred over the five-year study period, equating to more than one collision per year;
  - b. A total of five collisions, four slight and one serious, were recorded in the vicinity of the A1500/ B1241 Sturton by Stow junction during the five-year study period, equivalent to one collision per year. All five collisions occurred at similar locations and as such, this part of the highway network is considered to be sensitive in terms of accidents and safety;
  - c. During the AM and PM development peak hours, there is expected to be a 38%-48% increase in traffic flows at the A1500/ B1241 Sturton by Stow junction as a result of the Scheme. This equates to a slight

magnitude of change and therefore the Scheme is not expected to adversely affect the collision record on this part of the highway network;

- d. At the remaining nine junctions or links between junctions with more than five collisions, the collisions occurred in different locations and were caused by different contributory factors. Therefore, no additional cluster sites or patterns have been identified and these parts of the highway network are not considered to be sensitive in terms of accidents and safety; and
- e. For the remainder of the network within the Study Area, fewer than five collisions occurred at any junction or link between junctions within the five-year study period, equivalent to less than one collision per year. As such, these parts of the highway network are not considered to be sensitive in terms of accidents and safety.

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

### **Temporary Traffic Management Impacts**

- 8.4.45 Temporary partial or full road closures may be required in some locations to complete the works associated with the Scheme, including construction of new access points, improvements to existing accesses, highway improvements such as passing bays and installation of the cable where it crosses existing roads.
- 8.4.46 Any partial or full road closures are expected to be for a short duration to minimise impacts on the local highway network. Full closures would only be required where and when necessary on narrow roads where options for retaining public access through the use of two-way traffic signals is not feasible. In addition, wherever possible access for emergency vehicles, pedestrians and cyclists will be maintained during the temporary closures. Advance warning will be provided in line with local highway authority guidance and diversion routes will be put in place. No permanent road closures will be required. Management measures will be finalised and set out in the Detailed CTMPs.
- 8.4.47 Where a full closure is required, the works will be carefully planned to ensure that the durations of any closures are minimised, and any full closure will include consideration of the continued access of any local residents or commercial businesses that fall within the area of the closure. The exact duration of any partial or full closure would be secured as part of the Detailed CTMP.
- 8.4.48 Temporary full closures are only anticipated to be required on minor unclassified roads with relatively low traffic flows, and it is not expected that there would be multiple closures at the same time or in close proximity to each other. As the temporary closures will be for very short periods within the construction phase and alternative routes will be provided the effects on driver and passenger delay and severance are considered not significant.

8.4.49 A summary of the anticipated type of closures and durations by location is provided in the Table 16.23 of **Chapter 16: Transport and Access** of this ES [EN010142/APP/6.2].

## **Glint and Glare Assessment**

8.4.50 A **Glint and Glare Assessment** has been prepared in support of the DCO submission which is provided within **Appendix 17-2** of this ES [EN010142/APP/6.2].

## **Mitigation and Management Measures**

8.4.51 A wide range of measures have been included as embedded mitigation within Section 16.7 of **Chapter 16: Transport and Access** of this ES [EN010142/APP/6.2] and will be implemented to minimise the traffic impacts of the Scheme on the highway network during the construction (and decommissioning) phases. The measures will be secured through the DCO, primarily by the **Framework CTMP [EN010142/APP/7.11]** as well as via the **Framework CEMP [EN010142/APP/7.8]** or the **Framework DEMP [EN010142/APP/7.10]**.

8.4.52 The mitigation and management measures include the following:

- a. Providing suitable points of access, designed with adequate visibility, for construction vehicles to accommodate swept paths. Supporting improvements (e.g. local carriageway widening and vegetation clearance) to take place within the highway boundary and/ or Order limits if required;
- b. Utilising the existing access arrangements for Cottam Power Station to access the National Grid Cottam Substation via Torksey Ferry Road;
- c. Providing a haul road to facilitate the construction of the Grid Connection Corridor;
- d. Providing an internal shuttle service, which utilises internal routes through the Principal Site, to allow construction staff to access all areas via the four Principal Site accesses;
- e. Working hours of 07:00-19:00 resulting in construction staff travelling to/ from the Scheme outside of the network peak hours;
- f. Implementing an external shuttle service to transfer staff to/ from nearby catchment areas to reduce vehicle trips on the surrounding highway network;
- g. Providing sufficient, but capped, on-site car parking within four of the five Principal Site compounds to accommodate the expected peak parking demand of construction staff within the Principal Site;
- h. A Car Share Scheme will be implemented to match potential sharers and to help staff identify any colleagues who could potentially be collected along their route to/ from the Site;
- i. Providing cycle parking spaces within the Principal Site to encourage construction staff to travel by bicycle where viable;

- j. Restricting HGV, and LGV movements and abnormal loads to certain routes, as outlined in **Figure 16-3: Proposed HGV Routes - Principal Site and Cable Route Corridor** of this ES [EN010142/APP/6.3] and **Figure 16-10 : Abnormal Load Routes - Principal Site and Cable Route Corridor** of this ES [EN010142/APP/6.3];
- k. Restricting HGV and LGV movements throughout the day to an eight-hour window between 08:30-16:30, to avoid increasing traffic levels on the surrounding highway network during the peak hours;
- l. Implementing a Delivery Management System (DMS) to control the bookings of HGV and LGV deliveries from the start of the construction period;
- m. Implementing a monitoring system to record HGVs and LGVs travelling to and from the Scheme, to record any non-compliance with the agreed routing plan/ delivery hours and to communicate any issues to the relevant suppliers to ensure the correct routes are followed;
- n. Developing a communications strategy including regular meetings with sub-contractors to review and address any issues associated with travel to/ from the Scheme, as well as to relay information including any restrictions and requirements which should be followed;
- o. Carrying out road condition surveys pre-construction, during construction and post-construction, to identify any defects on highway assets/ verges that have arisen during the construction phase of the Scheme for re-instatement;
- p. Implementing TTM where required during the period when the Cables are installed crossing the highway to connect National Grid Cottam Substation with the Principal Site;
- q. Positioning of suitably qualified banksmen at the proposed accesses for the Principal Site and Cable Route Corridor, to allow all vehicle arrivals and departures to be safely controlled during the construction period.
- r. Should emergency access be required, the four site accesses located across the Principal Site and the 24 additional Site accesses along the Cable Route Corridor can be utilised. Two additional emergency accesses are proposed at the Principal Site off Common Lane; and
- s. Implementing local off-site highway improvements to accommodate ALLs travelling to the Principal Site and Cable Route Corridor (e.g. pavement protection, temporary removal of street furniture and vegetation clearance including overhanging trees and lifting overhead cables), if required. Such improvements are outlined in Appendix C (All Management Plan) of the **Framework CTMP** submitted alongside the DCO application [EN010142/APP/7.11].



## **9. Walking and Cycling Review**

### **9.1 Assessment Scenarios**

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

- a. Existing Baseline (2022);
- b. Future Baseline (2026);
- c. Peak Construction Year (2026);
- d. Operational Phase (2028 for 60 years); and
- e. Decommissioning Period (60 year lifespan, anticipated to be 2088).

### **9.2 Existing Baseline (2022)**

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

### **9.3 Future Baseline (2026)**

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

### **9.4 Construction Phase (2025-2027)**

#### **PRoW**

9.4.1 The Byway Open to All Traffic BOAT13, located adjacent to Torksey Ferry Road, is the only PRoW that will be temporarily closed, for up to 4 weeks, during construction without a suitable diversion in place. Access to all other existing PRoW and Claimed PRoW will be maintained during the construction phase, with no closures and a limited number of temporary diversions around the Cable Route Corridor works area when the cables are installed. The PRoW and Claimed PRoW will be managed throughout the construction phase to ensure that routes can continue to be used as safely as possible. The existing PRoW widths will be maintained for all PRoW throughout the construction phase. Claimed PRoW have been assessed on the basis that they are of equal status to confirmed rights of way, given that rights emerge as time elapses.

9.4.2 The following PRoW are expected to be closed temporarily without a suitable diversion route in place:

- a. PRoW NT|Rampton|BOAT13

9.4.3 The following PRoW are expected to be temporarily stopped up and diverted:

- a. Claimed PRoW Kexby and Willingham DMMO 680

- b. Claimed PRow DMMO 591
  - c. PRow LL|Bram|66/1 (footway)
  - d. PRow NT|Cottam|FP3 (footway)
  - e. PRow NT|Cottam|RB4 (restricted byway)
  - f. PRow NT|SouthLeverton|BOAT16 (byway open to all traffic)
  - g. PRow NT|Rampton|FP5 (footway)
  - h. PRow NT|Rampton|FP6 (footway)
  - i. PRow NT|Rampton|FP20 (footway)
  - j. PRow NT|Rampton|BOAT12 (byway open to all traffic)
- 9.4.4 The following PRow are expected to be managed during construction:
- a. Claimed Glentworth and Harpswell Public Bridleway 1209
  - b. PRow Gltw/85/1 (bridleway)
  - c. PRow LL|Mton|68/1 (footway)
  - d. PRow NT|Cottam|FP1 (footway)
- 9.4.5 The following PRow are not expected to be impacted during construction:
- a. Claimed PRow DMMO 683 (footway)
  - b. PRow LL|Mton|66/4 (footway)
- 9.4.6 Impacts on individual PRow are set out in the **Framework Public Rights of Way (PRow) Management Plan [EN010142/APP/7.16]**.

## Mitigation and Management Measures

- 9.4.7 A range of measures have been included as embedded mitigation within Section 16.7 of **Chapter 16: Transport and Access** of this ES **[EN010142/APP/6.2]** and will be implemented to minimise impacts of the Scheme on existing PRow during the construction (and decommissioning) phases. The measures will be secured through the DCO, primarily by the **Framework Public Rights of Way (PRow) Management Plan [EN010142/APP/7.16]** as well as via the **Framework CEMP [EN010142/APP/7.8]** or the **Framework DEMP [EN010142/APP/7.10]**.
- 9.4.8 The mitigation and management measures include the following:
- a. Maintaining access to/ along PRow, or otherwise providing temporary PRow diversion routes where necessary to avoid any PRow closures or potential conflicts with the Scheme;
  - b. Providing sufficient protection/ separation between existing PRow and construction routes where necessary;

## Impact Assessment

- 9.4.9 The Scheme is not expected to have any significant adverse impacts on pedestrians and cyclists during the construction phase, with the mitigation

and management set out in the **Framework Public Rights of Way (PRoW) Management Plan [EN010142/APP/7.16]** in place.

## 9.5 Operational Phase (2028 for 60 years)

- 9.5.1 The existing PRoW which pass through or run adjacent to the Order limits are expected to be unaffected during the operational phase. **Chapter 14: Socio-Economics and Land Use** of the ES [EN010142/APP/6.1] concludes that there will be **no effect** on users of PRoW arising from the Scheme during the operational phase.
- 9.5.2 It is not expected that any Temporary Traffic Management, PRoW diversions or closures will be required and the majority of vehicles accessing the Scheme will be maintenance vehicles/ LGVs and will be nominal in number.
- 9.5.3 It should be noted that two permissive paths are proposed during the operational phase. The **Framework Public Rights of Way (PRoW) Management Plan [EN010142/APP/7.16]** sets out proposed mitigation relating to PRoW and permissive paths during the operational phase.

## 9.6 Decommissioning Phase (60-year lifespan, anticipated to be 2088)

- 9.6.1 During the decommissioning phase, it is anticipated that the PRoW will be managed in a similar way to the construction phase. There are not expected to be any PRoW closures although some minor diversions are likely to be required to provide safe access across the Scheme whilst decommissioning activities are taking place. These diversions will be temporary and are expected to be similar in nature and duration to those during the construction phase.
- 9.6.2 A **Framework DEMP [EN010142/APP/7.10]** has been prepared which provides further details of the proposed mitigation relating to PRoW during the decommissioning phase.
- 9.6.3 As part of the decommissioning phase, walking and cycling routes will be returned to their existing baseline conditions i.e. prior to any changes made in relation to the Scheme during previous phases, which will include the removal of the permissive paths established during the operational phase.

## 10. Summary and Conclusion

- 10.1.1 The main construction phase of the Scheme is predicted to commence in late 2025 and will last 24 to 36 months. The assessment has been based on a 24 month construction period, as this generates the highest daily trip generation. The anticipated construction, operational and decommissioning periods are as follows:
- Construction Period (late 2025 to late 2027);
  - Operational Period (2028 for 60 years); and
  - Decommissioning Period (60 year lifespan, anticipated to be 2088).
- 10.1.2 It is anticipated that there will be up to 10 to 12 staff on-site daily during the operational phase, although the average would be much lower. This would generate up to 12 vehicles (24 movements per day). In addition, there is forecast to be an average of five visits per week (one trip per day) from four-wheel drive vehicles, HGVs or transit vans for maintenance.
- 10.1.3 Solar panels typically have a lifespan of 40 years and may therefore need to be replaced during the operational life of the Scheme. Even in the instance that full panel replacement is required, this would be programmed in stages over a longer period than the construction phase in order to maximise the number of panels which are kept 'live' at any given time. The replacement of BESS will also be undertaken on the same basis. Full replacement of solar panels is expected to generate up to a maximum of 80 two-way HGV movements per day, and up to 150 two-way staff movements per day. This equates to approximately 10% of both the HGV/coach and car/LGV movements generated during peak construction of the Principal Site and Cable Route Corridor.
- 10.1.4 The design life of the Scheme is expected to be 60 years and therefore the decommissioning assessment year is assumed to be 2088. Decommissioning is expected to take between 12 and 24 months. The effects of decommissioning are considered to be similar to, or of a lesser magnitude than, construction effects, however as engineering approaches and technologies evolve over the operational life of the Scheme, the specific method of decommissioning is unknown.
- 10.1.5 During the construction phase, the peak and average daily number of HGVs and construction staff required for the Principal Site are identified below. To provide a robust assessment, the peak forecast numbers account for daily variation and peak daily movements:
- Peak – 120 HGV deliveries (240 movements per day); 60 LGV deliveries (120 two-way movements per day); and 1,225 construction staff; and
  - Average – 65-70 HGV deliveries (130-140 movements per day); 30-35 LGV deliveries (60-70 two-way movements per day); and approximately 800 construction staff.
- 10.1.6 During the construction peak, it is assumed that 575 construction staff (47% of persons at the peak construction) would be transferred to/ from the

- Principal Site by shuttle service (e.g. mini-bus and/ or coach). 650 construction staff (53% of persons at the peak of construction) would travel by private vehicle with an average vehicle occupancy of 1.3 staff per vehicle, which results in 500 staff vehicles (1,000 daily movements).
- 10.1.7 Four accesses are identified to be utilised for the Principal Site via the A631 and B1398 Middle Street. In addition, Site accesses are to be provided along the Cable Route Corridor. Tracks will be provided throughout the Principal Site and will be utilised as internal routes to move construction vehicles and staff internally between different areas during the construction period.
- 10.1.8 The peak and average daily number of HGVs and construction staff required for the Cable Route Corridor are identified below:
- a. Peak – 272 HGV deliveries (544 movements per day); and 170 construction staff; and
  - b. Average – 186 HGV deliveries (372 movements per day); and 120 construction staff.
- 10.1.9 An average vehicle occupancy of 1.3 staff per vehicle has been assumed, which results in up to a peak of 131 staff vehicles (262 daily movements). These would be distributed across any of the Cable Route Corridor Site compounds.
- 10.1.10 At this stage of the project, marshals are expected to be used to manage the crossing by construction vehicles over the local highways which are within the Scheme, such as School Lane and Common Lane. Utilising existing internal routes also minimises the need for construction vehicles to use the local rural roads such as Common Lane and Kexby Lane as HGV routes and minimises the need to build any new road infrastructure within the Principal Site.
- 10.1.11 The Cable Route Corridor runs through the counties of Lincolnshire and Nottinghamshire, separated by the River Trent. The Cable Route Corridor runs in a southwest direction from the Principal Site to the Point of Connection at National Grid Cottam Substation.
- 10.1.12 This TA accords with various policies and guidance, including the NPS EN-1 (Ref. 3), NPS EN-3 (Ref. 4) and NPPF (Ref. 5), as referred to in **Appendix 16-1** of the ES [EN010142/APP/6.2], to assess the likely impacts of the Scheme and identify any required mitigation. In accordance with the NPS EN-1, NPS EN-3 and the NPPF, this TA demonstrates that the Scheme would not result in an unacceptable impact on highway safety. An assessment of the residual cumulative impacts of the development on the road network is included in **Chapter 18: Cumulative Effects and Interactions** of this ES [EN010142/APP/6.1].
- 10.1.13 A number of traffic surveys (ATCs and MCCs) were undertaken to identify the existing (2022) and future baseline (2026) traffic flows on the highway network surrounding the Order limits, including the A631, A15, B1398 Middle Street as well as the highway network surrounding the Cable Route Corridor such as A1500 and Cottam Road.

- 10.1.14 The Scheme has been designed to minimise vehicle trips on the local highway network through the working hours of 07:00-19:00 on weekdays and 07:00-13:00 on Saturdays, with construction staff to arrive and depart the Scheme outside of the actual highway network peak hours and therefore using spare capacity on the highway network outside of the peak times. The Scheme is to provide shuttle bus services to transfer staff to and from the Principal Site and provides an appropriate level of construction staff car parking on site to minimise the number of construction staff vehicles on the highway network.
- 10.1.15 In accordance with the peak parking demand identified, during the construction period the construction staff car parking spaces will be capped at 500 spaces across the Scheme across the four Principal Site accesses. Twelve cycle parking spaces will be provided within the Principal Site for construction staff and operational staff to use. Additional car parking will be provided at the Cable Route Corridor compounds to provide sufficient capacity based on the above forecast construction staff vehicles.
- 10.1.16 There are a limited number of bus and rail services before 07:00 and after 19:00 and the nearest rail station is located some distance from the Order limits. It is therefore considered unlikely that the existing bus services in the vicinity of the Scheme (or rail in general) will provide viable options for construction staff to travel to and from the Scheme during the construction working hours of 07:00-19:00.
- 10.1.17 The TA identifies the potential impacts of the development on the transport networks during the construction, operational and decommissioning stages of the Scheme. This has been informed by a review of both the existing capacity and safety record of the surrounding highway network.
- 10.1.18 The analysis provided within this TA demonstrates that additional traffic movements as a result of the Scheme are within the overall capacity of the highway network and consequently, no junction modelling has been undertaken in support of this TA.
- 10.1.19 PRoWs considered as part of this TA have been identified in **Figure 16-5** of this ES [EN010142/APP/6.3].
- 10.1.20 Access to all existing PRoW will be maintained during the construction phase, with no PRoW closures and a limited number of temporary PRoW diversions around the Cable Route Corridor works area when the cables are installed. The PRoW will be managed throughout the construction phase to ensure that routes can continue to be used safely. Impacts on individual PRoW and how these will be managed are set out in the **Framework Public Rights of Way (PRoW) Management Plan [EN010142/APP/7.16]**.
- 10.1.21 In view of the above, with respect to transport and access, the Scheme is considered to be in accordance with relevant national and local policy as demonstrated within this TA, by providing mitigation to avoid any adverse impacts on highway safety or any 'severe' impacts on the road and PRoW networks.

## References

- Ref.1 Highways England; Design Manual for Roads and Bridges, CD 109 Highway Link Design (March 2020)
- Ref. 2 Highways England; Design Manual for Roads and Bridges, CD 123 Geometric Design of At-grade Priority and Signal-controlled Junctions (Nov 2021)
- Ref. 3 Department for Energy Security and Net Zero; Overarching National Policy Statement for Energy (EN-1) (November 2023)
- Ref. 4 Department for Energy Security and Net Zero; National Policy Statement for Renewable Energy Infrastructure (EN-3) (November 2023)
- Ref. 5 Department for Levelling Up, Housing and Communities; National Planning Policy Framework (December 2023)

## **Annex A. Consultation with LHAs**



<b>Title</b>	Tillbridge Solar Consultation with Lincolnshire County Council and Nottinghamshire County Council	
<b>Date</b>	19/01/2023	
<b>Location</b>	Microsoft Teams	
<b>Meeting Chair</b>	[REDACTED]	
<b>Tillbridge Solar attendees</b>	<b>Role/Organisation</b>	<b>Abbreviation</b>
[REDACTED]		
[REDACTED]		
[REDACTED]		
[REDACTED]		
<b>Lincolnshire District Council attendees</b>		
[REDACTED]		
<b>Nottinghamshire District Council attendees</b>		
[REDACTED]		

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

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

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

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

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

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

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

**Slide 5; Staff Distribution - Discussion Points:**

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

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

**Slide 6; Site Access Arrangements - Discussion Points:**

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

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

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

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

A) IF stated he is happy with the approach, but slightly surprised HGVs are restricted to coming from the east as other schemes do use the west. He stated that it is likely for some vehicles to come from the west from, for example, Doncaster. IF stated that he does not have a problem with some traffic coming from the west through Gainsborough if it remains on the A-roads.

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

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

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

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

**Slide 8; Traffic Survey Locations - Discussion Points:**

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

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

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

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

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

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

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

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

**Slide 13; Cable Route Corridor Access – Discussion Points:**

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

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

**Slide 14; TA Approach – Discussion Points:**

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

**Slide 15; EIA Methodology – Discussion Points:**

SOC talked through the EIA methodology used for our assessment.

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

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

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



	<p>A) IF reiterated that the main concern is that this is a big scheme and what will happen when it is combined with the other three schemes. Junction modelling may be required for the cumulative effects.</p> <p>A) WR reiterated that there will be 12 HGVs per hour split across the four different site accesses. Even if the other schemes use the same roads, it is unlikely to generate a large number of trips. We are also proposing different working hours. CRC construction trips are very low, and discussions with parties involved in the other solar schemes is ongoing with a view to managing cumulative impacts.</p> <p>A) MG stated that once one scheme gets consent, the others should treat it as committed and add it to their assessment as there is still some uncertainty on the cumulative impact.</p> <p><b>Action: Take the approach that once one scheme gets consent, it must be treated as committed and included within our assessment.</b></p> <p><b>Slide 16; Q&amp;A – Discussion Points:</b></p> <p>Q) OR asked about collisions reported outside site access 3. Is any mitigation necessary?</p> <p>A) IF asked if there are any commonalities in the collisions recorded? If they are just random occurrences, then it should be fine without additional mitigation.</p> <p><b>Action: Investigate the detail of the collisions at site access three. If there are any commonalities it will need addressing with mitigations.</b></p> <p>Q) WR asked if LCC and NCC are looking for anything specific in the travel plan section of the F-CTMP.</p> <p>A) IF stated that he would like a commitment to the shuttle service as it is essential that these are provided. There is a potential risk of cars parking on verges outside the scheme boundary as a result of limiting the car parking spaces. To prevent this the F-CTMP needs to include firm commitments on management of staff vehicles.</p>	<p>AECOM Action</p> <p>AECOM Action</p>
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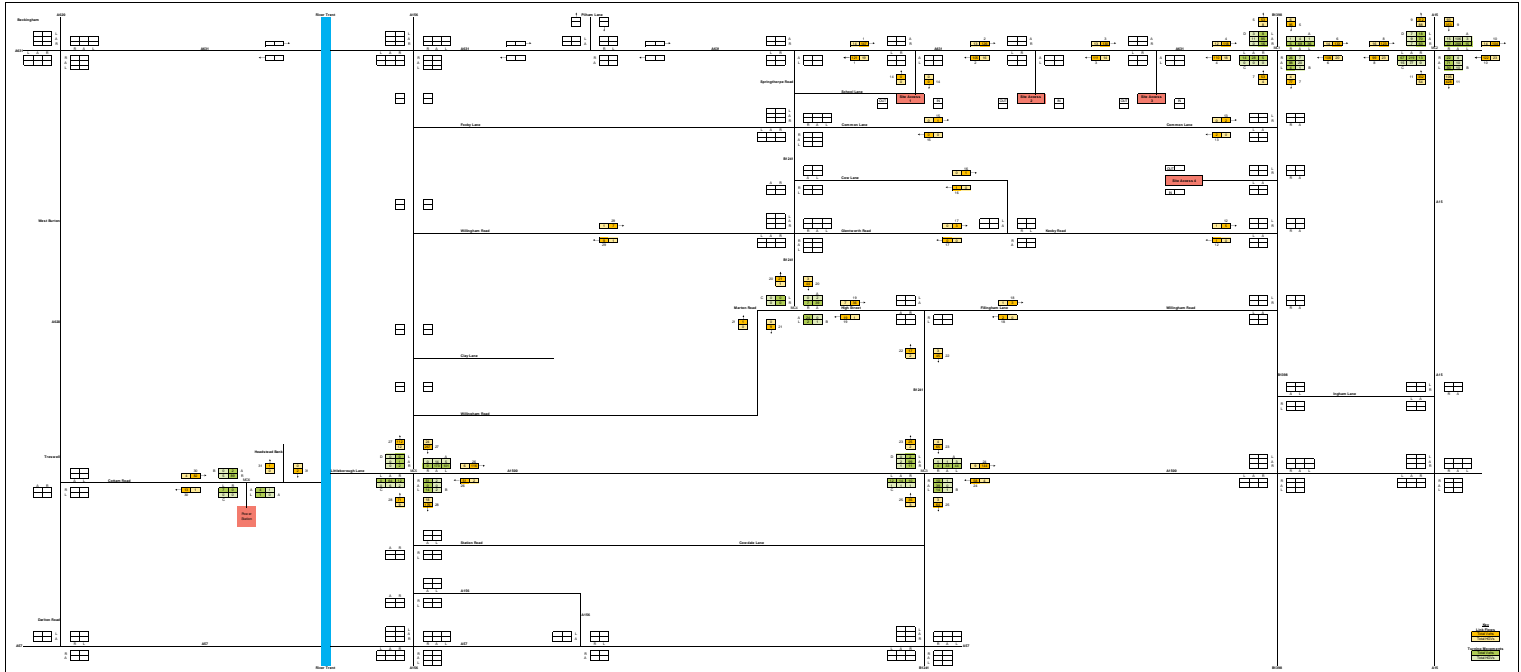
	<p><b>Action: The F-CTMP needs to include a clear approach on how the shuttle services will work and ensure that no one parks off site due to the car park being capped at 500 spaces.</b></p> <p>No further questions were raised. SOC stated that the presentation and minutes will be circulated with all attendees in due course.</p> <p><b>Action: SOC to circulate the presentation and minutes.</b></p>	<p><b>AECOM Action</b></p> <p><b>AECOM Action</b></p>
4	<p><b>Actions</b></p> <ol style="list-style-type: none"> <li>1. LHAs have requested the inclusion of vehicle swept path analysis and visibility splays for the Principal Site Accesses in the F-CTMP and vehicle swept path analysis, visibility splays and RSAs for the CRC in the F-CTMP.</li> <li>2. Consider sensitivity test with some HGVs distributed from the west. Assess whether additional traffic surveys are required in Gainsborough.</li> <li>3. Discuss the potential of providing permissive paths within the Scheme with the client and CR to get in touch with the PRow officer at LCC.</li> <li>4. Take the approach that once one scheme gets consent, it must be treated as committed and included within our assessment.</li> <li>5. Investigate the detail of the collisions at site access three. If there are any commonalities it will need addressing with mitigations.</li> <li>6. The F-CTMP needs to include a clear approach on how the shuttle services will work and ensure that no one parks off site due to the car park being capped at 500 spaces.</li> <li>7. SOC to circulate the presentation and minutes.</li> </ol>	

<b>Title</b>	Tillbridge Solar – Meeting in relation to Local Highways Authority	
<b>Date</b>	14 December 2023	
<b>Location</b>	Microsoft Teams	
<b>Meeting Chair</b>	[REDACTED]	
<b>Tillbridge Solar attendees</b>	<b>Role/Organisation</b>	<b>Abbreviation</b>
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
<b>Stakeholder attendees</b>	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]

<b>Background</b>		
01	<p><b>Proposed temporary access locations</b></p> <p>24 accesses across whole site (23 to support CRC).            7 access points are in NCC (all minus 1 are temporary).            17 new access points proposed in LCC (13 are temporary).</p>	[REDACTED]
02	<p><b>Design Parameters</b></p> <p>Traffic speed surveys have been undertaken.            To minimise the impact, the aim is to utilise as many of the same access routes as possible along the joint cable route for the 4 proposed schemes.            Various public road improvements are proposed to and from the access points.</p>	[REDACTED]
03	<p><b>Temporary Compounds</b></p> <p>Compounds are placed in strategic location to reduce impacts to local residents / unfavourable conditions.            Located at the top end of the Principal Site.</p>	[REDACTED]
04	<p><b>Abnormal Indivisible Load (AIL)</b></p> <p>Mainly transformers and reactors for the substations (as well as cable drums) are considered AIL.</p>	[REDACTED]

	<p>Strategy is to bring drums to cable compound and store them there for whenever they are needed.</p> <p>Various AILs will use specific delivery routes to minimise impact on the local setting – these will aim to utilise existing routes (as per the 4 proposed solar schemes in the area) where possible.</p>	
05	<p><b>Estimated AILs</b></p> <p>The final configuration for the transformer, reactor and cable drum will be ironed out at detailed design stage.</p> <p>Targeted consultation (started today) as a result of these estimated AILs.</p>	
<b>Actions</b>		
06	<p><b>Shared use of cable corridor</b></p> <p>IF stated that the shared use is reliant on good will – how will we prevent each project doing its own work?</p> <p>SP stated that collaboration extends further than the alignment of routes.</p> <p>GM has reassured there are various reports which support the need for a shared corridor. There are also regular calls with Tribus and legal representatives in terms of Tillbridge specifically which is shared across all developers to align the cable corridor and vehicle movements with sensitive areas. There are lots of ongoing works in the background to ensure Tillbridge can use the same cable route to reduce impacts as far as possible.</p> <p>NC stated that all applicants are aware of this issue. There is further work being done in relation to how this can be made a buildable project.</p> <p>NC will share the exemplar design as to what reports / drawings have been completed. JH to send through to GM to provide to IF.</p>	
07	<p><b>Adopted Roads</b></p> <p>Additional information on adopted roads necessary – ZM / GM to contact Lincolnshire County Council to request additional info.</p>	
08	<p><b>Identification of publicly accessible roads</b></p> <p>GM queried a specific road as the public database is not clear.</p> <p>JH had advised the context of the road – GM to send an email confirming implications of this.</p>	

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

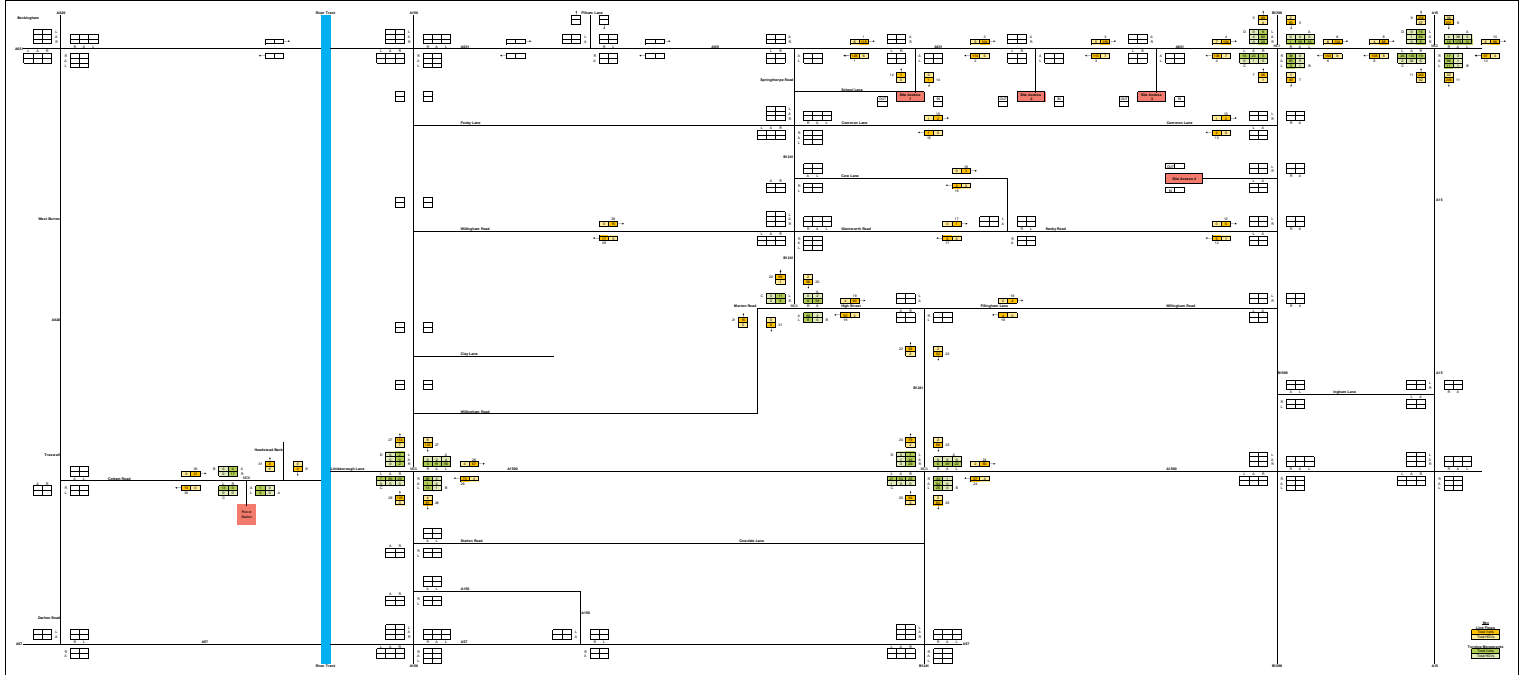


Working Area Only

200 Manningham Drive - 200-2000-0000-0000

**AECOM**

Project Name	200-2000-0000-0000
Client	200-2000-0000-0000
Location	200-2000-0000-0000
Scale	200-2000-0000-0000
Revision	200-2000-0000-0000
Date	200-2000-0000-0000

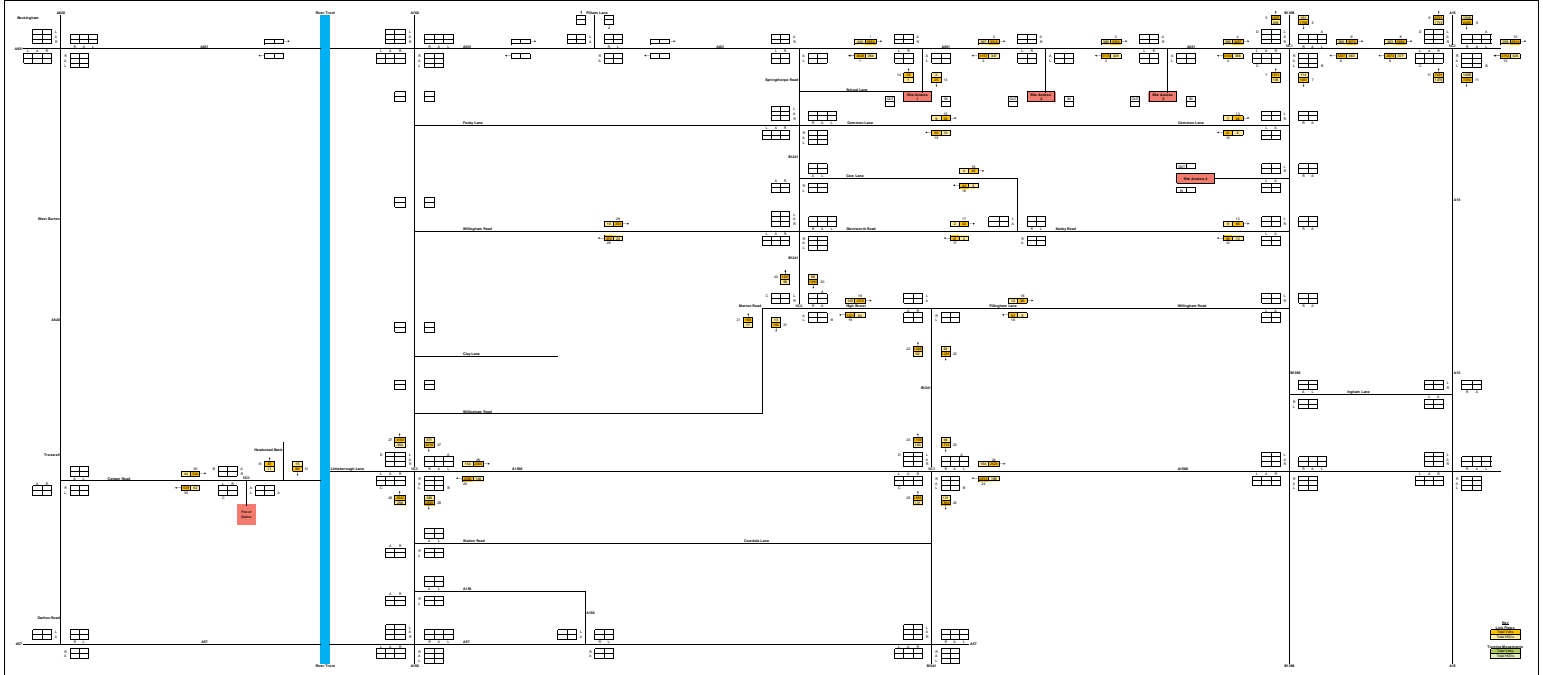


Working Area

100 MW Power Plant - 115 kV Busbar System

**AECOM**

Project Name	100 MW Power Plant - 115 kV Busbar System
Client	100 MW Power Plant - 115 kV Busbar System
Location	100 MW Power Plant - 115 kV Busbar System
Scale	100 MW Power Plant - 115 kV Busbar System
Date	100 MW Power Plant - 115 kV Busbar System
Author	100 MW Power Plant - 115 kV Busbar System
Checked	100 MW Power Plant - 115 kV Busbar System
Approved	100 MW Power Plant - 115 kV Busbar System



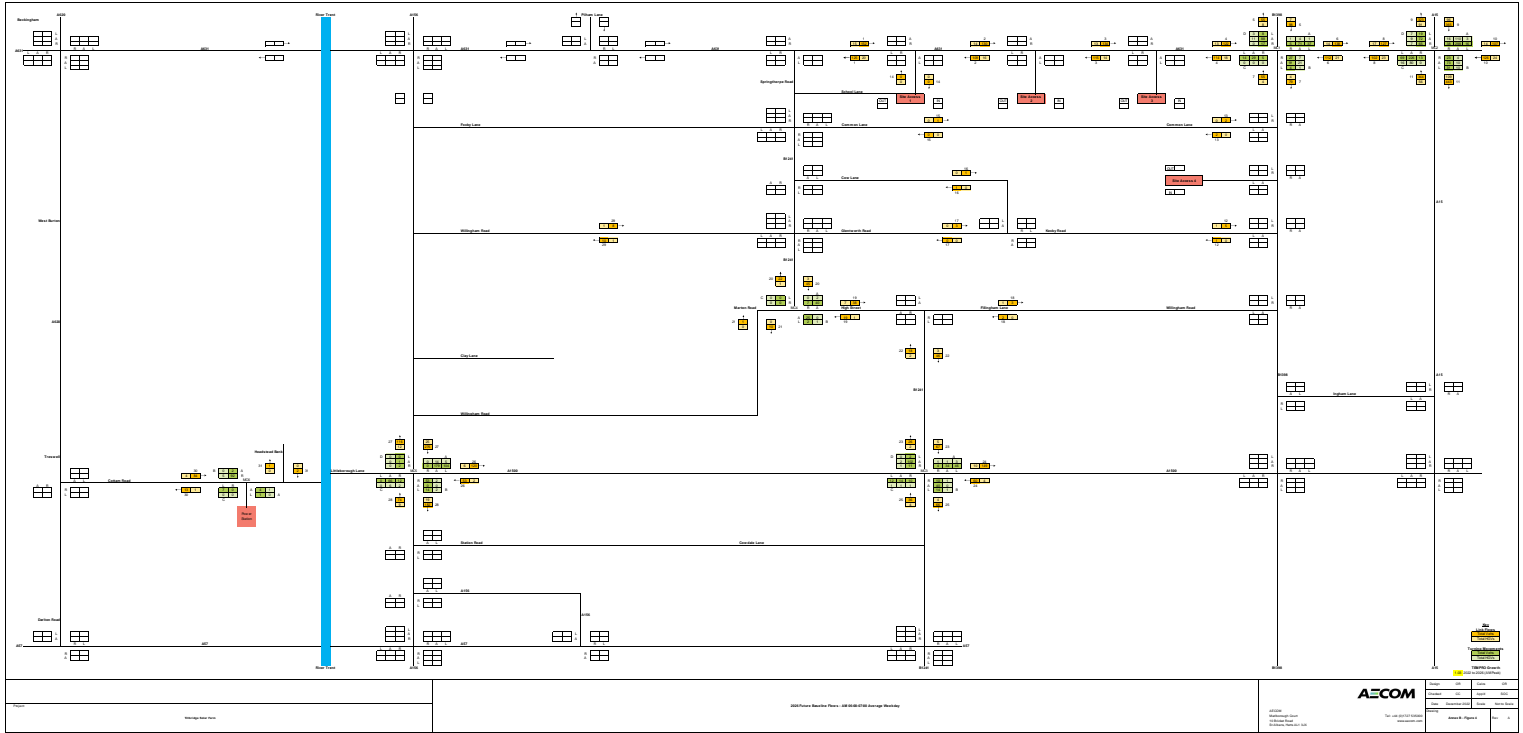
Project:   
 Parking Lot Plan

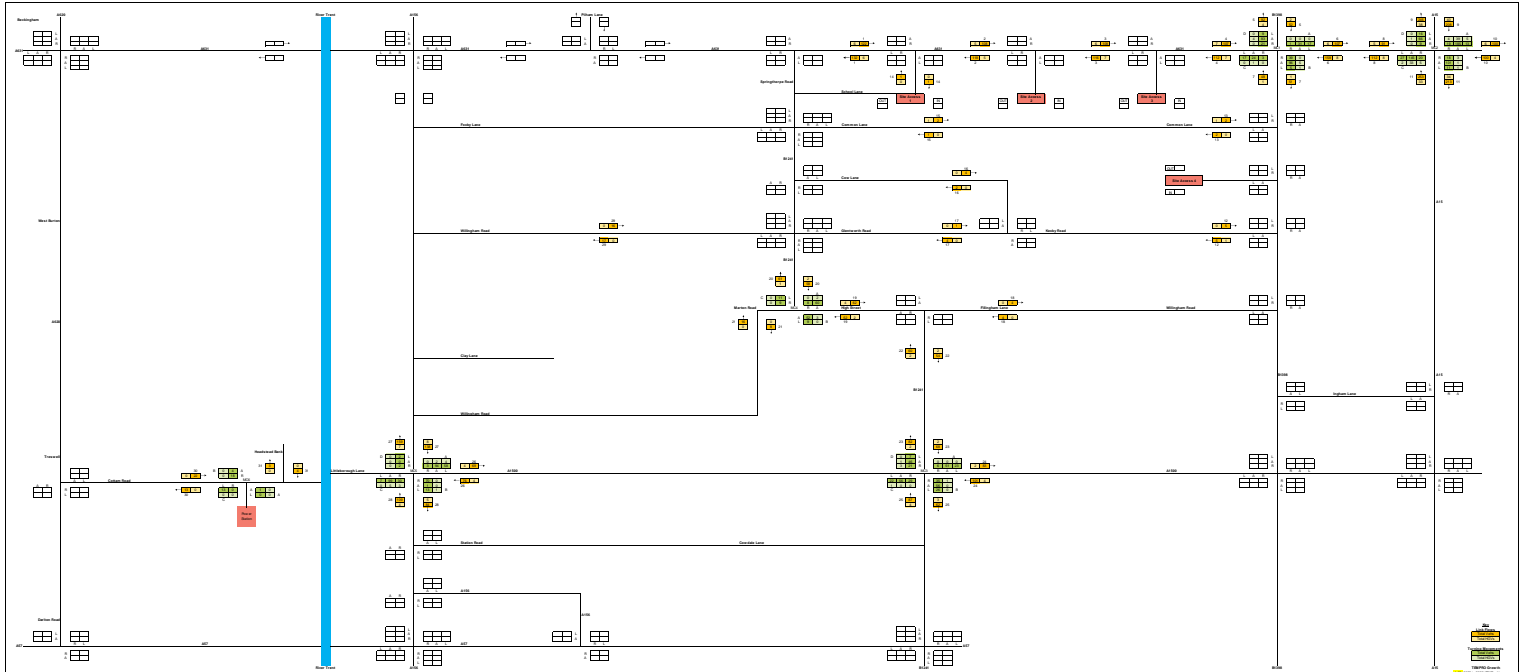
Site:   
 1000 Main Drive, 10 New Garage Building

**AECOM**

DATE:   
 PROJECT NO:   
 SHEET NO:   
 SHEET TOTAL:   
 PROJECT & SHEET NO:   
 1







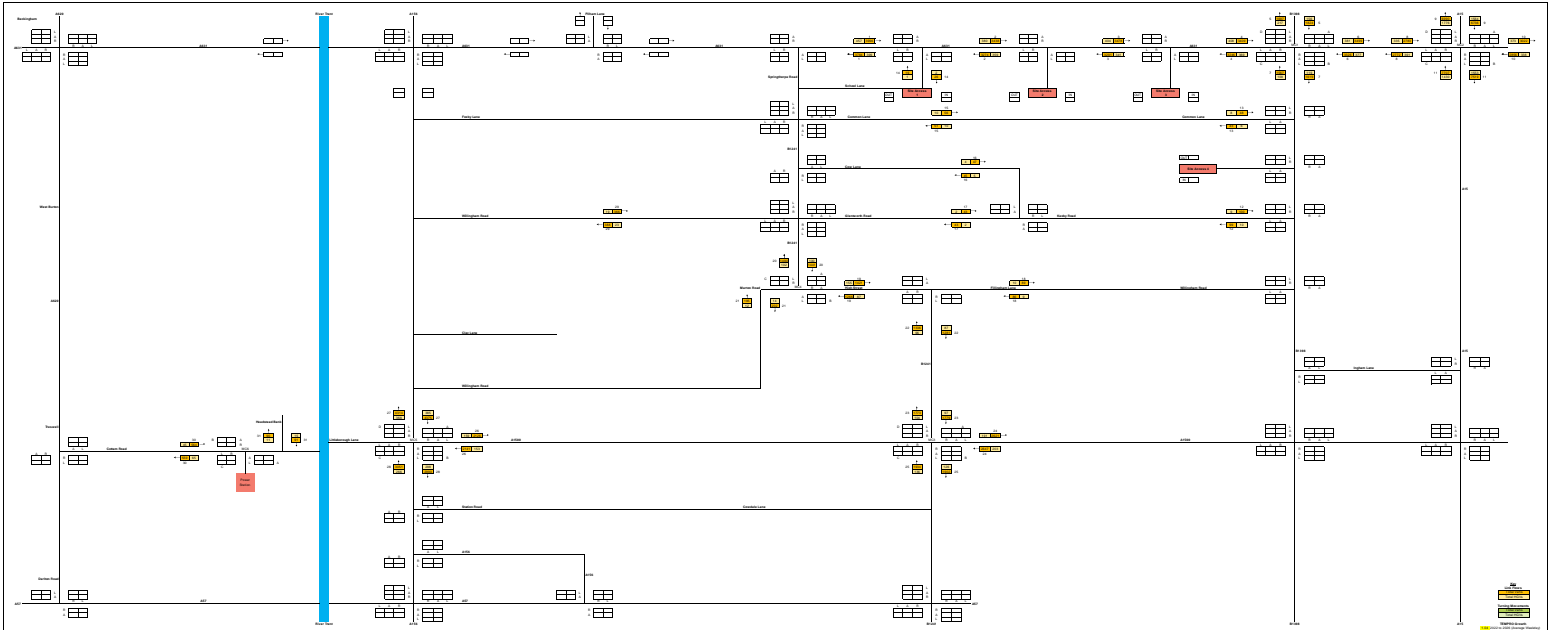
Working Area Only

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**AECOM**

Project	Client	Date
120V AC	120V AC	120V AC
480V AC	480V AC	480V AC
120V AC	120V AC	120V AC
480V AC	480V AC	480V AC

Legend:  
120V AC  
480V AC



Title Block  
 Project Name: [Blank]  
 Drawing No.: [Blank]  
 Revision: [Blank]

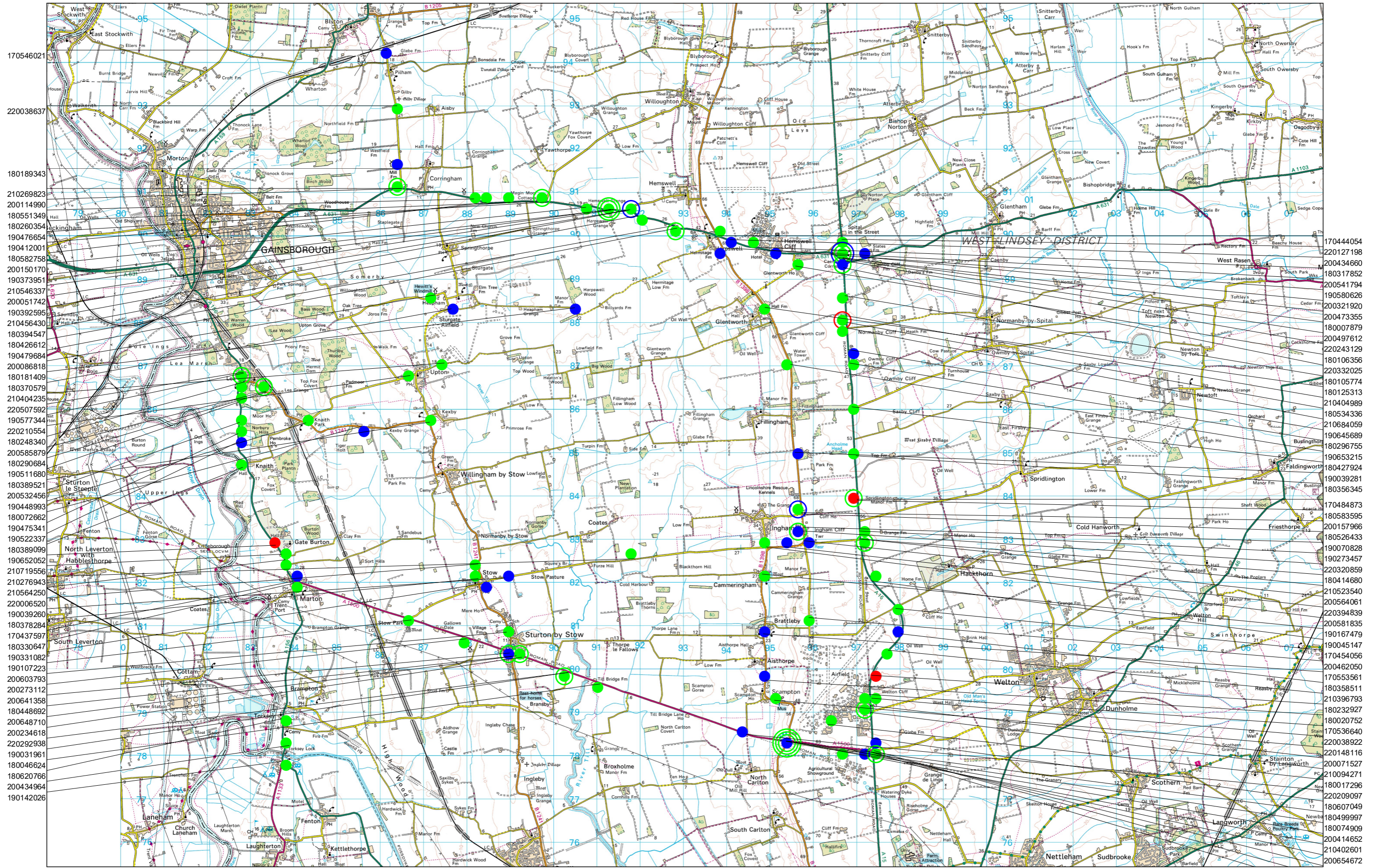
Scale: [Blank]  
 Date: [Blank]  
 Author: [Blank]  
 Checked: [Blank]  
 Approved: [Blank]

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 Phone: (303) 733-2000  
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 Email: aecom@aecom.com  
 Website: www.aecom.com

Project No.	Sheet No.	Sheet Title

## **Annex C. Lincolnshire County Council and Nottinghamshire County Council PIC Data**





- Fatal Injury
- Serious Injury
- Slight Injury

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- 17044054
- 220127198
- 200434660
- 180317852
- 200541794
- 190580626
- 200321920
- 200473355
- 180078779
- 200497612
- 220243129
- 180106356
- 220320205
- 180105774
- 180125313
- 210404989
- 180534336
- 210684059
- 190645689
- 180296755
- 190653215
- 180427924
- 190039281
- 180356345
- 170484873
- 180583595
- 200157966
- 180526433
- 190070828
- 190273457
- 220320859
- 180414680
- 210523540
- 200564061
- 220394839
- 200581835
- 190167479
- 190045147
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- 180358511
- 210396793
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- 180020752
- 170536640
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- 220148116
- 200071527
- 210094271
- 180017296
- 220209097
- 180607049
- 180499997
- 180074909
- 200414652
- 210402601
- 200654672
- 200547622
- 200108292
- 200046288



LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170546021

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

PARISH : BLYTON DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Serious  
POLICE DIVISION : West

LOCATION : JUST PAST RAILWAY BRIDGE

DESCRIPTION : VEHICLE HIT BLACK ICE AND ROLLED

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

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 1

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

WEATHER : Other

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Frost or Ice

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 25 Female Serious In Vehicle 1

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

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 220038637  
-----

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

PARISH : PILHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight  
POLICE DIVISION : West

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

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

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

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 27 Female Slight In Vehicle 1

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

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180189343

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

PARISH : CORRINGHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Serious  
 POLICE DIVISION : West

LOCATION : BETWEEN PILHAM AND CORRINGHAM, GAINSBOROUGH

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

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

NUMBER OF VEHICLES : 2  
 NUMBER OF CASUALTIES: 4

JUNCTION DETAIL : Crossroads  
 JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

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

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



LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200114990  
-----

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

PARISH : CORRINGHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight  
POLICE DIVISION : West

LOCATION : UNLIT COUNTRY ROAD JUNCTION WITH A631

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

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

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Crossroads  
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Unknown  
LIGHT CONDITIONS : Dark - No street lighting  
SURFACE CONDITIONS: Wet or Damp  
DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 38 Female Slight In Vehicle 1

PAGE: 4  
DATE PRINTED: 24/11/2022  
CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210269823  
-----

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

PARISH : CORRINGHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight  
POLICE DIVISION : West

LOCATION : T JUNCTION WITH PILHAM LANE

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

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

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 1

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

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 72 Female Slight In Vehicle 2

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

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180551349

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

PARISH : CORRINGHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight  
POLICE DIVISION : West

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

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

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

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Crossroads  
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Other  
LIGHT CONDITIONS : Dark - No street lighting  
SURFACE CONDITIONS: Wet or Damp  
DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 27 Male Slight In Vehicle 1

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

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180582758  
-----

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

PARISH : SPRINGTHORPE DIVISION: DISTRICT: West Lindsey

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

LOCATION : HARPSWELL LANE, ON LEFT HAND CORNER

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

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

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 1

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

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 19 Female Slight In Vehicle 2

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DATE PRINTED: 24/11/2022

CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190412001  
-----

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

PARISH : CORRINGHAM DIVISION: DISTRICT: West Lindsey

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

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

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

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

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 22 Male Slight In Vehicle 1

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DATE PRINTED: 24/11/2022

CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180260354  
-----

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

PARISH : CORRINGHAM DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight  
POLICE DIVISION : West

LOCATION : SINGLE CARRIAGEWAY RURAL LOCATION

DESCRIPTION : DRIVING AT SPEED WHILST VAPING

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

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 2

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

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

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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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CURRENT DATADATE: 30/09/2022



LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180394547  
-----

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

PARISH : HARPSWELL DIVISION: DISTRICT: West Lindsey

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

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

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

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

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 19 Male Slight In Vehicle 1

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CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190373951  
-----

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

PARISH : HEMSWELL DIVISION: DISTRICT: West Lindsey

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

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

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

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

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 56 Female Slight In Vehicle 1

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

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190392595  
-----

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

PARISH : HEMSWELL DIVISION: DISTRICT: West Lindsey

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

LOCATION : JUNCTION OF HEMSWELL LANE AND A631

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

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

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 2

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

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

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

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

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210456430  
-----

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

PARISH : HARPSWELL DIVISION: DISTRICT: West Lindsey

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

LOCATION : SINGLE CARRIAGEWAY WITH BEND AND TREES EITHER SIDE

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

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

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 58 Male Serious In Vehicle 2

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## LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210546337  
-----

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

PARISH : HEMSWELL DIVISION: DISTRICT: West Lindsey

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

LOCATION : SINGLE CARRIAGEWAY, OUTSIDE GRANGE FARM, HARPESWELL

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

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

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 2

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

## PRE 2005 CONTRIBUTORY FACTORS

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

## 2005+ CONTRIBUTORY FACTORS

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

## VEHICLES:

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

## CASUALTIES:

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

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

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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DATE PRINTED: 24/11/2022

CURRENT DATADATE: 30/09/2022

All Accidents



LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190479684

-----

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

PARISH : HEMSWELL DIVISION: DISTRICT: West Lindsey

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

LOCATION : ON MAIN A631 OUTSIDE HARPSWELL HILL CARAVAN PARK

DESCRIPTION : SINGLE MOTORCYCLE TOOK BEND TOO FAST AND SLID OFF

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

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 28 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170444054

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

PARISH : HEMSWELL DIVISION: DISTRICT: West Lindsey

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

LOCATION : ROUNDABOUT OF JUNCTION WITH A631 AND B1398

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

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

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Roundabout  
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 17 Male Slight In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200434660

-----

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

PARISH : HEMSWELL DIVISION: DISTRICT: West Lindsey

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

LOCATION : AT JUNCTION WITH AIRFIELD ROAD

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

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

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 29 Male Serious In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200541794  
-----

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

PARISH : HARPSWELL DIVISION: DISTRICT: West Lindsey

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

LOCATION : SINGLE CARRIAGEWAY

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

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

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 55 Male Serious In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180106356  
-----

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

PARISH : GLENTWORTH DIVISION: DISTRICT: West Lindsey

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

LOCATION : CLOSE TO MEADOW VIEW HOSPITAL. MARKET RASEN

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

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

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 30 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180317852  
-----

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

PARISH : HEMSWELL DIVISION: DISTRICT: West Lindsey

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

LOCATION : A631 NEAR HEMSWELL AIRFIELD

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

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

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 2

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

Test: Negative

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

Test: Negative

CASUALTIES:

1 Driver 48 Male Slight In Vehicle 2

2 Veh Passenger 11 Female Slight In Vehicle 2

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CURRENT DATADATE: 30/09/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190580626  
-----

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

PARISH : HEMSWELL DIVISION: DISTRICT: West Lindsey

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

LOCATION : JUNCTION OF A631 AND CAPPER AVENUE

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

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

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 2

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

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

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 220127198  
-----

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

PARISH : GLENTHAM DIVISION: DISTRICT: West Lindsey

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

LOCATION : SPITAL IN THE STREET AT T JUNCTION

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

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

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 1

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

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 50 Male Slight In Vehicle 1

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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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All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200497612  
-----

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

PARISH : GLENTHAM DIVISION: DISTRICT: West Lindsey

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

LOCATION : ROUNDABOUT ON A15

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

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

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Roundabout  
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - Lit Street Lights

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 29 Male Serious In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 220243129  
-----

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

PARISH : GLENTHAM DIVISION: DISTRICT: West Lindsey

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

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

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

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

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Roundabout  
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 41 Male Serious In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 220332025  
-----

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

PARISH : CAENBY DIVISION: DISTRICT: West Lindsey

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

LOCATION : CAENBY COPRNER NEAR ATTERBY JUNCTION

DESCRIPTION : HGV HAS LEFT THE ROAD TO THE NEARSIDE

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

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 55 Female Slight In Vehicle 1

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## LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200321920  
-----

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

PARISH : GLENTHAM DIVISION: DISTRICT: West Lindsey

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

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

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

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

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 2

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

## PRE 2005 CONTRIBUTORY FACTORS

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

## 2005+ CONTRIBUTORY FACTORS

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

## VEHICLES:

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

## CASUALTIES:

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

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

ACCIDENT REFERENCE: 180248340  
-----

Road Number : A156 GRID REF: 482864,386628 SPEED LIMIT: 30  
Road 2 Number : B1241  
  
PARISH : LEA DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight  
POLICE DIVISION : West

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

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

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

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 2

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

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

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

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

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190475341

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

PARISH : LEA DIVISION: DISTRICT: West Lindsey

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

LOCATION : KNAITH

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

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

NUMBER OF VEHICLES : 3  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 22 Female Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190511680

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

PARISH : LEA DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight  
POLICE DIVISION : West

LOCATION : SINGLE CARRIAGEWAY

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

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

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 1

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

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 17 Female Slight In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190577344

Road Number : A156 GRID REF: 482841,386828 SPEED LIMIT: 40  
Road 2 Number :

PARISH : LEA DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight  
POLICE DIVISION : West

LOCATION : GAINSBOROUGH ROAD, LEA

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

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

NUMBER OF VEHICLES : 3  
NUMBER OF CASUALTIES: 3

JUNCTION DETAIL : Other Junction  
JUNCTION CONTROL:

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

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

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200532456  
-----

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

PARISH : LEA DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight  
POLICE DIVISION : West

LOCATION : LEA ROAD APPROX 100 METRES NORTH OF CREMATORIUM

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

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

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 3

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

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

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 220507592

Road Number : A156 GRID REF: 482834,386851 SPEED LIMIT: 40  
Road 2 Number :  
PARISH : LEA DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight  
POLICE DIVISION : West

LOCATION : MAIN ROAD THROUGH LEA VILLAGE

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

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

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 41 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180389099  
-----

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

PARISH : KNAITH DIVISION: DISTRICT: West Lindsey

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

LOCATION : BETWEEN KNAITH AND GAINSBOROUGH

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

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

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 1

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

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 46 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190522337  
-----

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

PARISH : KNAITH DIVISION: DISTRICT: West Lindsey

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

LOCATION : BETWEEN LEA AND KNAITH PARK

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

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

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 2

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

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

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180370579  
-----

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

PARISH : HEAPHAM DIVISION: DISTRICT: West Lindsey

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

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

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

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

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Veh Passenger 17 Female Serious In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200086818  
-----

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

PARISH : HEAPHAM DIVISION: DISTRICT: West Lindsey

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

LOCATION : OUTSIDE OF WINDMILL

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

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

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 57 Female Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180290684

Road Number : D  
Road 2 Number : B1241

GRID REF: 483366,386389

SPEED LIMIT: 30

PARISH : LEA

DIVISION:

DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough  
POLICE DIVISION : West

SEVERITY: Slight

LOCATION : JUNCTION OF THE GROVE AND WILLINGHAM ROAD

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

DATE : 23/06/2018 - Saturday

TIME: 1053

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Other Junction  
JUNCTION CONTROL: Automatic Traffic Signal

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 47 Female Slight In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190448993  
-----

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

PARISH : KNAITH DIVISION: DISTRICT: West Lindsey

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

LOCATION : OUTSIDE 63 WILLINGHAM ROAD

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

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

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 72 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200585879

Road Number : D GRID REF: 483368,386414 SPEED LIMIT: 30  
 Road 2 Number :  
 PARISH : LEA DIVISION: DISTRICT: West Lindsey

POLICE SECTOR : Gainsborough SEVERITY: Slight  
 POLICE DIVISION : West

LOCATION : THE GROVE, SMALL CUL DE SAC

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

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

NUMBER OF VEHICLES : 1  
 NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Pedestrian 60 Female Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180072662  
-----

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

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

LOCATION : OUTSIDE 2 KLONDYKE COTTAGES ON KEXBY LANE

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

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

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 2

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

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

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 81 Breath Test: Negative  
2 Car Reversing South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 67 Breath Test: Negative

CASUALTIES:

1 Driver 81 Female Serious In Vehicle 1  
2 Driver 67 Female Slight In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 220210554  
 -----

Road Number : C202 GRID REF: 486688,386770 SPEED LIMIT: 30  
 Road 2 Number :  
 PARISH : UPTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : VILLAGE ROAD OUTSIDE NUMBER 9 PADMOOR LANE

DESCRIPTION : VEH 1 HAS VEERED ACROSS THE ROAD TO THE RIGHT HAND SIDE MOUNTING  
 THE KERB HITTING VEH 2 HEAD ON NEAR SIDE TO NEAR SIDE.

DATE : 13/04/2022 - Wednesday TIME: 1620

NUMBER OF VEHICLES : 2  
 NUMBER OF CASUALTIES: 1

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

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

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Going ahead North East To South West No Skdng /Jck-Knfg /Ovrtrng Driver: Male  
 26 Breath Test: Not Requested  
 2 Car Going ahead North West To North East No Skdng /Jck-Knfg /Ovrtrng Driver:  
 Female 81 Breath Test: Not Requested

CASUALTIES:

1 Driver 81 Female Slight In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180389521  
-----

Road Number : B1241 GRID REF: 487143,385699 SPEED LIMIT: 60  
Road 2 Number :

PARISH : KEXBY DIVISION: DISTRICT: West Lindsey

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

LOCATION : OUTSIDE OF PROPERTY CALLED THE SMALL HOLDING JUST AFTER SHARP  
BEND.

DESCRIPTION : VEHICLE 1 HAS LOST CONTROL ON THE BEND ON A SLIPPERY WET SURFACE.  
VEHICLE 1 HAS LEFT THE CARRIAGEWAY ON THE NEARSIDE AND COLLIDED  
WITH A TELEGRAPH POLE. THE VEHICLE HAS FRONT OFFSIDE WING DAMAGE.  
THE VEHICLE ENDED UP IN THE GARDEN OF A PROPERTY FACING IN THE  
OPPOSITE DIRECTION TO WHICH IT WAS TRAVELLING. THE DRIVER WAS ALONE  
AND HAD A MINOR CUT/GRAZE ON HER LEFT FOREARM.  
SHE WAS CHECKED OVER BY AMBULANCE PARAMEDICS AND DID NOT  
ATTEND HOSPITAL. A WITNESS WHO WAS FOLLOWING THE VEHICLE STATED  
SHE WAS NOT DRIVING TOO FAST AND JUST SIMPLY LOST CONTROL OF THE  
CAR.

DATE : 16/08/2018 - Thursday TIME: 1050

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

1 Driver 76 Female Slight In Vehicle 1

ACCIDENT REFERENCE: 210404235

Road Number : D GRID REF: 487478,387063 SPEED LIMIT: 60
Road 2 Number :

PARISH : UPTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : COW LANE, NEAR GRAVEL PITS

DESCRIPTION : VEH 1 AND VEH 2 TRAVELLING OPPOSITE DIRECTION ALONG COW LANE JUST
OUTSIDE UPTON. DRIVER OF VEH 2 STATED COW LANE IS NARROW AND VEH 1
WAS TRAVELLING AT SPEED AND COLLIDED WITH VEH 2. THE LOCATION IS
DESCRIBED AS NEAR THE GRAVEL PITS

DATE : 18/07/2021 - Sunday TIME: 1240

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Going ahead East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Not known 40
Breath Test: Not Requested
2 Car Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 42 Breath
Test: Not Requested

CASUALTIES:

1 Driver 42 Female Slight In Vehicle 2
2 Veh Passenger 19 Male Slight In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170437597  
-----

Road Number : A156 GRID REF: 483978,382018 SPEED LIMIT: 30  
Road 2 Number : A1500

PARISH : MARTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : HIGH STREET JUNCTION WITH STOW PARK ROAD

DESCRIPTION : APPARENTLY DRIVER OF VEHICLE 1 INFORMED PARENT HE INTENDED TO  
POSSIBLY INJURE/COMMIT SUICIDE. HE HAS DRIVEN INTO STOP SIGN  
DELIBERATELY

DATE : 10/10/2017 - Tuesday TIME: 2028

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - Lit Street Lights

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Going ahead North To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 19 Breath  
Test: Not provided(Medical reasons)

CASUALTIES:

1 Driver 19 Male Serious In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180330647  
-----

Road Number : A156 GRID REF: 483983,381974 SPEED LIMIT: 60  
Road 2 Number :

PARISH : MARTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : HIGH STREET, MARTON, GAINSBOROUGH

DESCRIPTION : SINGLE VEHICLE RTC. MOTOR CYCLIST SLID OFF THE ROAD INTO DITCH FOR UNKNOWN REASONS.

DATE : 14/07/2018 - Saturday TIME: 1645

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Motor cycle - cc unknown Starting North To South No Skdng /Jck-Knfg /Ovrtrng  
Driver: Male 45 Breath Test: Positive

CASUALTIES:

1 Driver 45 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190652052

Road Number : A156 GRID REF: 483586,382854 SPEED LIMIT: 60  
 Road 2 Number :  
 PARISH : GATE BURTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : BETWEEN LEA AND MARTON ON THE BROW OF A HILL BEFORE ENTERING THE VILLAGE OF MARTON

DESCRIPTION : VEH 1 TRAVELLING SB HAS OVERTAKEN VEH 2 AND GONE HEAD ON INTO VEH 3

DATE : 05/12/2019 - Thursday TIME: 1701

NUMBER OF VEHICLES : 3  
 NUMBER OF CASUALTIES: 3

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

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

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Ovrtdg movg Veh on offside South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 54 Breath Test: Not provided(Medical reasons)  
 2 Bus or coach (17 or more Passenger Seats) Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 40 Breath Test: Negative  
 3 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 46 Breath Test: Not provided(Medical reasons)

CASUALTIES:

1 Driver 54 Female Slight In Vehicle 1  
 2 Driver 46 Male Fatal In Vehicle 3  
 3 Veh Passenger 39 Female Fatal In Vehicle 3

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210564250  
-----

Road Number : A156 GRID REF: 483803,382515 SPEED LIMIT: 60  
Road 2 Number :

PARISH : GATE BURTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : GAINSBOROUGH ROAD

DESCRIPTION : VEH 1 LOST CONTROL ON A BEND ON WET ROAD AND HIT A TREE

DATE : 28/09/2021 - Tuesday TIME: 1618

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 1

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

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Going ahead rght hand bend North West To South East Skidding Driver: Male 29  
Breath Test: Negative

CASUALTIES:

1 Driver 29 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210719556

Road Number : A159 GRID REF: 483721,382648 SPEED LIMIT: 60  
Road 2 Number :

PARISH : GATE BURTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : MAIN ROAD THROUGH GATE BURTON

DESCRIPTION : VEH 2 HAS OVERTAKEN VEH 1 ON A DOUBLE WHITE LINES ON A BLIND BEND,  
VEH 1 HAS THEN FLASHED NUMEROUS TIMES A VEH 2 IN ANGER. THIS HAS  
CAUSED VEH 2 TO LOOSE CONTROL AND ROLL INTO A FIELD CAUSING INJURY  
TO OCCUPANTS.

DATE : 10/12/2021 - Friday TIME: 2315

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 2

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Aggressive driving
- 2.V2 Very Likely Careless/Reckless/In a hurry
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead North West To South East No Skdng /Jck-Knfg /Ovrtrng Driver:  
Female 70 Breath Test: Negative  
2 Car Going ahead North West To South East Overturned Driver: Female 21 Breath Test:  
Negative

CASUALTIES:

1 Veh Passenger 20 Male Slight In Vehicle 2  
2 Driver 21 Female Slight In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180181409  
-----

Road Number : D GRID REF: 490488,388340 SPEED LIMIT: 60  
Road 2 Number :

PARISH : HARPSWELL DIVISION: DISTRICT: West Lindsey

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

LOCATION : COLLISION OCCURRED BETWEEN GAINSBOROUGH AND HEAPHAM. COMMON LANE  
GAINSBOROUGH

DESCRIPTION : SINGLE MOTORCYCLE HAS LOST CONTROL ON BEND

DATE : 22/04/2018 - Sunday TIME: 1305

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

- 1.V1 Possible Loss of control
- 2.V1 Possible Inexperienced or learner driver/rider
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead left hand bend South To North No Skdng /Jck-Knfg /Ovrtrng Driver:  
Male 17 Breath Test: Negative

CASUALTIES:

1 Driver 17 Male Serious In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180378284  
-----

Road Number : B1241 GRID REF: 488267,382083 SPEED LIMIT: 60  
Road 2 Number :

PARISH : STOW DIVISION: DISTRICT: West Lindsey

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

LOCATION : SINGLE CARRIAGEWAY ROAD ON SHARP BEND, NORMANBY ROAD

DESCRIPTION : V1 WAS TRAVELLING FROM NORMANBY TO STOW, WHEN IT LOST CONTROL ON SHARP NEARSIDE BEND. V1 EXITED THE ROAD TO ITS OFFSIDE AND CAME TO A REST, IN A DRY DITCH.

DATE : 05/08/2018 - Sunday TIME: 1230

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

- 1.V1 Possible Careless/Reckless/In a hurry
- 2.V1 Very Likely Deposit on road (eg. oil, mud, chippings)
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Motor cycle - cc unknown Going ahead left hand bend North To South Skidding  
Driver: Male 57 Breath Test: Negative

CASUALTIES:

1 Driver 57 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190039260  
-----

Road Number : C213 GRID REF: 488878,382103 SPEED LIMIT: 60  
Road 2 Number :

PARISH : STOW DIVISION: DISTRICT: West Lindsey

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

LOCATION : BETWEEN STOW VILLAGE AND INGHAM VILLAGE

DESCRIPTION : V1 MOTORCYCLE HAS SLIPPED ON BLACK ICE AND RIDER HAS FALLEN OFF  
CAUSING INJURIES

DATE : 24/01/2019 - Thursday TIME: 825

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 1

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

WEATHER : Other

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Frost or Ice

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Motorcycle over 125cc and up to 500cc Going ahead West To East Skidding Driver:  
Male 30 Breath Test: Not Requested

CASUALTIES:

1 Driver 30 Male Serious In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190331082  
-----

Road Number : C213 GRID REF: 488346,381962 SPEED LIMIT: 60  
Road 2 Number :

PARISH : STOW DIVISION: DISTRICT: West Lindsey

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

LOCATION : STOW ROAD BETWEEN INGAM AND STOW

DESCRIPTION : BIN LORRY TRAVELLING ALONG STOW ROAD FROMINGAM TOWARDS STOW. MOVED  
OVER TO GIVE WAY TO ONCOMING VEH. HIT SOFT VERGE AND FELL SIDEWAYS  
INTO A DITCH

DATE : 26/06/2019 - Wednesday TIME: 1549

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Other Vehicle Stopping East To West Overturned Driver: Male 52 Breath Test:  
Negative

CASUALTIES:

1 Veh Passenger 49 Male Serious In Vehicle 1

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

ACCIDENT REFERENCE: 210276943  
-----

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

PARISH : STOW DIVISION: DISTRICT: West Lindsey

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

LOCATION : STOW LANE, SINGLE TRACK LANE

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

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

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 33 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 220006520  
-----

Road Number : B1241 GRID REF: 488258,382421 SPEED LIMIT: 60  
Road 2 Number :

PARISH : STOW DIVISION: DISTRICT: West Lindsey

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

LOCATION : BENDY ROAD

DESCRIPTION : CAR HAS SLID OFF THE ROAD AND GONE INTO A DITCH AND FLIPPED OVER.

DATE : 04/01/2022 - Tuesday TIME: 2000

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Going ahead left hand bend North West To South East Overturned Driver: Male 26  
Breath Test: Not Requested

CASUALTIES:

1 Driver 26 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180125313  
-----

Road Number : B1398 GRID REF: 494880,388349 SPEED LIMIT: 60  
Road 2 Number : D

PARISH : GLENTWORTH DIVISION: DISTRICT: West Lindsey

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

LOCATION : MIDDLE STREET JUNCTION WITH ST GEORGE'S HILL, GLENTWORTH

DESCRIPTION : VEHICLE 1 FAILED TO SEE VEHICLE 2 BRAKING AND COLLIDED WITH REAR OF  
VEHICLE 2

DATE : 19/03/2018 - Monday TIME: 1155

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 3

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Taxi / Private Hire Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng  
Driver: Male 39 Breath Test: Negative  
2 Car Stopping North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 40 Breath  
Test: Negative

CASUALTIES:

- 1 Driver 40 Female Slight In Vehicle 2
- 2 Veh Passenger 68 Female Slight In Vehicle 2
- 3 Veh Passenger 44 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180105774  
 -----

Road Number : A15 GRID REF: 496732,388622 SPEED LIMIT: 60  
 Road 2 Number :

PARISH : GLENTWORTH DIVISION: DISTRICT: West Lindsey

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

LOCATION : NEAR FOX PLANT JUNCTON. MARKET RASEN.

DESCRIPTION : ALL 3 VEHICLES WERE TRAVELLING NORTH ALONG THE A15, BETWEEN FOX  
 PLANT AND CAENBY CORNER. TRAFFIC BRAKED SHARPLY IN FRONT OF VEH 3  
 WHO SUBSEQUENTLY BRAKED AND CAME TO A STOP. VEH ALSO BRAKED AND  
 STOPPED. VEH 1 BRAKED NOT NOT QUICKLY ENOUGH. VEH RAN INTO THE BACK  
 OF VEH 2 WHO WAS THEN KNOCKED INTO VEH 3. NECK AND BACK INJURIES  
 FROM THE FRONT SEAT PASSENGER OF VEH 2. NOT THOUGHT TO BE SERIOUS  
 AT THE SCENE AND SHE GOT HERSELF OUT OF THE VEHICLE.

DATE : 05/03/2018 - Monday TIME: 1355

NUMBER OF VEHICLES : 3  
 NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Sudden braking
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

- 1 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 38 Breath Test: Negative
- 2 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 30 Breath Test: Negative
- 3 Goods Vehicle - unknown weight Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 72 Breath Test: Negative

CASUALTIES:

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

1 Veh Passenger 50 Female Slight In Vehicle 2

ACCIDENT REFERENCE: 190645689

Road Number : A15 GRID REF: 496805,387376 SPEED LIMIT: 60  
Road 2 Number :

PARISH : OWMBY DIVISION: DISTRICT: West Lindsey

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

LOCATION : APPROX 100M SOUTH OF OWNBY BY SPITAL TURNOFF

DESCRIPTION : V2 WAS STOPPED IN TRAFFIC. V1 HAS NOT REALISED AND COLLIDED WITH  
REAR OF V2

DATE : 11/11/2019 - Monday TIME: 1655

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 1

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

WEATHER : Unknown

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Failed to look properly
- 2.V2 Very Likely Stationary or parked vehicle(s)
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Goods vehicle 3.5 tonnes mgw and under Going ahead South To North No Skdng  
/Jck-Knfg /Ovrtrng Driver: Male 27 Breath Test: Negative  
2 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 34 Breath  
Test: Negative

CASUALTIES:

1 Driver 34 Male Serious In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180534336

Road Number : A15 GRID REF: 496770,387999 SPEED LIMIT: 60  
 Road 2 Number :  
 PARISH : GLENTWORTH DIVISION: DISTRICT: West Lindsey

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

LOCATION : CAENBY CORNER- A15 (GRID REF: 496763, 388001).

DESCRIPTION : V1 TRAVELLING TOWARDS CAENBY CORNER AND OVERTAKEN V3, CAUSING V2  
 HEADING TOWARDS LINCOLN TO TAKE EVASIVE ACTION. V1 HAS THEN LOST  
 CONTROL AND ROLLED. DV1 HAS SUSTAINED MINOR INJURIES. NO DAMAGE TO  
 V2 AND V3.

DATE : 05/11/2018 - Monday TIME: 2333

NUMBER OF VEHICLES : 3  
 NUMBER OF CASUALTIES: 1

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

WEATHER : Fog or Mist if a hazard

LIGHT CONDITIONS : Dark - Street Lighting

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Careless/Reckless/In a hurry
- 2.V1 Very Likely Failed to judge other person's path or speed
- 3.
- 4.
- 5.
- 6.

VEHICLES:

- 1 Car Going ahead South To North Overturned Driver: Male 29 Breath Test: Not Requested
- 2 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 32 Breath Test: Not Requested
- 3 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 20 Breath Test: Not Requested

CASUALTIES:

- 1 Driver 29 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210404989

Road Number : A15 GRID REF: 496756,388150 SPEED LIMIT: 60  
 Road 2 Number :

PARISH : GLENTWORTH DIVISION: DISTRICT: West Lindsey

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

LOCATION : A15 MARKET RASEN

DESCRIPTION : VEH 1 OVERTAKING VEH 3 HAS COLLIDED HEAD ON WITH VEH 2. INJURIES  
 RECEIVED TO DRIVER OF VEH 1 PROVE FATAL

DATE : 20/07/2021 - Tuesday TIME: 550

NUMBER OF VEHICLES : 3  
 NUMBER OF CASUALTIES: 2

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Ovrtdg movg Veh on offside South East To North No Skdng /Jck-Knfg /Ovrtrng  
 Driver: Male 31 Breath Test: Not provided(Medical reasons)  
 2 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 49 Breath  
 Test: Not Requested  
 3 Goods vehicle 7.5 tonnes mgw and over Going ahead South To North No Skdng  
 /Jck-Knfg /Ovrtrng Driver: Male 44 Breath Test: Negative

CASUALTIES:

1 Driver 31 Male Fatal In Vehicle 1  
 2 Driver 49 Male Serious In Vehicle 2

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## LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210684059  
-----

Road Number : A15 GRID REF: 496778,387869 SPEED LIMIT: 60  
Road 2 Number : D

PARISH : GLENTWORTH DIVISION: DISTRICT: West Lindsey

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

LOCATION : A15 JUNCTION WITH NORMANBY CLIFF ROAD

DESCRIPTION : VEH 1 TRAVELLING ON NORMANBY CLIFF ROAD, VEH 1 HAS TURNED RIGHT  
ONTO THE A15 NORTHBOUND, VEH 2 NARROWLY AVOIDED A COLLISION BY  
SWERVING TO THE LEFT. VEH 2'S AUTOMATIC BRAKING HAS BEEN APPLIED  
CAUSING VEH 2 TO STOP AND VEH 3 TRAVELLING BEHIND HAS COLLIDED WITH  
REAR OF VEH 2 CAUSING HEAVY FRONT END DAMAGE AND DEPLOYING  
AIRBAGS.

DATE : 23/11/2021 - Tuesday TIME: 1805

NUMBER OF VEHICLES : 3  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

## PRE 2005 CONTRIBUTORY FACTORS

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

## 2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Failed to look properly  
2.V3 Very Likely Following too close  
3.  
4.  
5.  
6.

## VEHICLES:

1 Car Turning Right North East To North West No Skdng /Jck-Knfg /Ovrtrng Driver:  
Male 69 Breath Test: Negative  
2 Car Going ahead North West To South East No Skdng /Jck-Knfg /Ovrtrng Driver: Male  
67 Breath Test: Negative  
3 Car Going ahead North West To South East No Skdng /Jck-Knfg /Ovrtrng Driver:  
Female 23 Breath Test: Negative

## CASUALTIES:

1 Driver 23 Female Slight In Vehicle 3

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190653215  
-----

Road Number : B1398 GRID REF: 495476,387028 SPEED LIMIT: 60  
Road 2 Number :

PARISH : FILLINGHAM DIVISION: DISTRICT: West Lindsey

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

LOCATION : JUST AFTER FILLINGHAM CHRISTMAS TREES

DESCRIPTION : V1 HAS LOST CONTROL AS COMING AROUND BEND AND ENDED UP ON THE CRASS  
VERGE

DATE : 06/12/2019 - Friday TIME: 1402

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 1

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

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Exceeding speed limit
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead left hand bend North To South Skidding Driver: Female 25 Breath  
Test: Negative

CASUALTIES:

1 Driver 25 Female Slight In Vehicle 1

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## LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180296755  
-----

Road Number : A15 GRID REF: 496834,387065 SPEED LIMIT: 60  
Road 2 Number :

PARISH : OWMBY DIVISION: DISTRICT: West Lindsey

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

LOCATION : A15 BETWEEN NORMANBY AND OWMBY TURN OFFS. ERMINE STREET, MARKET RASEN

DESCRIPTION : V1 WAS TRAVELLING SOUTH ON THE A15. V2 WAS TRAVELLING NORTH ON THE A15. V1 WAS REPORTED AS DRIFTING ACROSS THE ROAD TOWARDS THE WHITE LINE AND AS THE TWO VEHICLES PASSED EACH OTHER V1 CROSSED THE WHITE LINE AND STRUCK THE REAR OFFSIDE OF THE HGV TRAILER. DRIVER IF V2 UNINJURED. DRIVER OF V1 TAKEN TO LINCOLN HOSPITAL COMPLAINT IF BREATHING PROBLEMS SUSPECTED TO BEASTHMA RELATED. NO FURTHER UPDATE OF INJURIES AT THIS TIME.

DATE : 26/06/2018 - Tuesday TIME: 1525

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

## PRE 2005 CONTRIBUTORY FACTORS

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

## 2005+ CONTRIBUTORY FACTORS

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

## VEHICLES:

1 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 56  
Breath Test: Not provided(Medical reasons)  
2 Goods Vehicle - unknown weight Going ahead South To North No Skdng /Jck-Knfg  
/Ovrtrng Driver: Male 44 Breath Test: Negative

## CASUALTIES:

1 Driver 56 Female Slight In Vehicle 1

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All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180427924

Road Number : A15 GRID REF: 496889,386049 SPEED LIMIT: 60  
Road 2 Number : D

PARISH : OWMBY DIVISION: DISTRICT: West Lindsey

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

LOCATION : OUTSIDE FILLINGHAM CASTLE GATEHOUSE

DESCRIPTION : V2 STATIC ON 60MPH ROAD BEHIND UNKNOWN LORRY WHICH WAS WAITING TO  
TURN LEFT ONTO MINOR ROAD

DATE : 07/09/2018 - Friday TIME: 830

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Goods Vehicle - unknown weight Going ahead North To South No Skdng /Jck-Knfg  
/Ovrtrng Driver: Male 63 Breath Test: Not Requested  
2 Car Waiting to go ahead, held up North To South No Skdng /Jck-Knfg /Ovrtrng Driver:  
Male 41 Breath Test: Not Requested

CASUALTIES:

1 Driver 41 Male Slight In Vehicle 2

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## LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180526433  
-----

Road Number : B1398 GRID REF: 495724,383576 SPEED LIMIT: 60  
Road 2 Number : D

PARISH : INGHAM DIVISION: DISTRICT: West Lindsey

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

LOCATION : B1398 JUNCTION WITH CHURCH HILL INGHAM

DESCRIPTION : V1 PARKED AT GIVEWAY JUNCTION. V1 PULLED OUT AND TURNED RIGHT ONTO  
THE B1398 HEADING SOUTHBOUND TOWARDS LINCOLN. V2 WAS ALREADY  
TRAVELLING ON THE B1398 HEADING SB. V1 PULLED OUT INOT THE PATH OF  
V2 WHICH RESULTED IN V2 COLLIDING WITH REAR OF V1 HOWEVER THE  
DRIVER OF V2 WAS HEAD TO SAY IN FRONT OF WITNESSES THAT SHE WAS  
TRAVELLING AT 70MPH. PERSONS INVOLVED SUSTAINED WHIPLASH TYPE  
INURIES.

DATE : 01/11/2018 - Thursday TIME: 710

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fog or Mist if a hazard

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

## PRE 2005 CONTRIBUTORY FACTORS

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

## 2005+ CONTRIBUTORY FACTORS

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

## VEHICLES:

1 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 39 Breath  
Test: Not Requested  
2 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 36  
Breath Test: Negative

## CASUALTIES:

1 Driver 36 Female Slight In Vehicle 2

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All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190039281

Road Number : B1398 GRID REF: 495576,384998 SPEED LIMIT: 60  
 Road 2 Number :  
 PARISH : FILLINGHAM DIVISION: DISTRICT: West Lindsey

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

LOCATION : MAIN ROAD

DESCRIPTION : V1 HAS HIT THE REAR END OF V2 WHILST V2 HAS BEEN STATIONARY AND THE  
 DRIVER OF V2 HAS BEEN DELIVERING MILK TO A NEARBY HOUSE

DATE : 24/01/2019 - Thursday TIME: 700

NUMBER OF VEHICLES : 2  
 NUMBER OF CASUALTIES: 1

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

WEATHER : Other  
 LIGHT CONDITIONS : Daylight  
 SURFACE CONDITIONS: Frost or Ice  
 DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Careless/Reckless/In a hurry
- 2.V1 Very Likely Failed to look properly
- 3.V1 Very Likely Rain, sleet, snow, or fog
- 4.V2 Very Likely Stationary or parked vehicle(s)
- 5.
- 6.

VEHICLES:

1 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 38 Breath  
 Test: Negative  
 2 Goods vehicle 3.5 tonnes mgw and under Parked Parked To Parked No Skdng /Jck-Knfg  
 /Ovrtrng Driver: Male 54 Breath Test: Negative

CASUALTIES:

1 Driver 38 Male Serious In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200157966  
-----

Road Number : B1398 GRID REF: 495727,383611 SPEED LIMIT: 60  
Road 2 Number : C213

PARISH : INGHAM DIVISION: DISTRICT: West Lindsey

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

LOCATION : AT JUNCTION WITH CHURCH HILL ROAD

DESCRIPTION : VEH 1 BEHIND VEH 2 TRAVELLING SLOWLY TRYING TO FIND A PLACE TO TURN  
AROUND. VEH 1 ATTEMPTS TO OVERTAKE. VEH 2 TURNS RIGHT AND COLLIDES  
WITH VEH 1

DATE : 22/03/2020 - Sunday TIME: 1250

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 3

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Careless/Reckless/In a hurry
- 2.V2 Possible Failed to signal/ Misleading signal
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Ovrtdg stry Veh on offside South To North No Skdng /Jck-Knfg /Ovrtrng Driver:  
Male 36 Breath Test: Negative  
2 Car Stopping South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 40 Breath  
Test: Negative

CASUALTIES:

- 1 Driver 36 Male Slight In Vehicle 1
- 2 Driver 40 Female Slight In Vehicle 2
- 3 Veh Passenger 16 Female Serious In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170484873

Road Number : A15 GRID REF: 497009,383912 SPEED LIMIT: 60  
 Road 2 Number :  
 PARISH : INGHAM DIVISION: DISTRICT: West Lindsey

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

LOCATION : A15 INGHAM

DESCRIPTION : DRIVER OF V1 MAY HAVE BEEN USING MOBILE PHONE. SWERVED INTO VEH 3  
 GOING IN OPPOSITE DIRECTION. FRONT OF V2 HIT

DATE : 08/11/2017 - Wednesday TIME: 654

NUMBER OF VEHICLES : 3  
 NUMBER OF CASUALTIES: 3

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

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

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Fatigue
- 2.V1 Possible Driver using mobile phone
- 3.V1 Possible Illness or disability, mental or physical
- 4.V1 Very Likely Swerved
- 5.V1 Very Likely Nervous/Uncertain/ Panic
- 6.V1 Very Likely Failed to look properly

VEHICLES:

1 Car Going ahead South To North Skidding Driver: Male 19 Breath Test: Negative  
 2 Goods vehicle 3.5 tonnes mgw and under Going ahead South To North Skidding Driver:  
 Male 38 Breath Test: Not Requested  
 3 Goods vehicle 7.5 tonnes mgw and over Going ahead North To South Jack-Knifed &  
 Overturned Driver: Male 48 Breath Test: Negative

CASUALTIES:

1 Driver 38 Male Fatal In Vehicle 2  
 2 Driver 19 Male Slight In Vehicle 1  
 3 Driver 48 Male Slight In Vehicle 3

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180356345

Road Number : A15 GRID REF: 496990,384916 SPEED LIMIT: 60  
Road 2 Number :

PARISH : WEST FIRSBY DIVISION: DISTRICT: West Lindsey

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

LOCATION : 1 MILE NORTH OF RAF SCAMPTON. ERMINE STREET

DESCRIPTION : V2 IS A MOPED WHICH WAS TRAVELLING SOUTH ON THE A15 WHEN A LORRY V1  
STARTED AN OVERTAKE MANOUVRED WHEN AN ONCOMING VEHICLE CAUSED THE  
LORRY TO MOVE IN TOWARDS V2 COLLIDING WITH  
THE REAR OF V2 CAUSING THE RIDER TO FALL OFF.

DATE : 27/07/2018 - Friday TIME: 731

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Goods Vehicle - unknown weight Ovrtrng movg Veh on offside South To North No Skdng  
/Jck-Knfg /Ovrtrng Driver: Not known Breath Test: Driver not contcted at time  
2 Motor cycle - cc unknown Going ahead rght hand bend South To North No Skdng  
/Jck-Knfg /Ovrtrng Driver: Male 18 Breath Test: Driver not contcted at time

CASUALTIES:

1 Driver 18 Male Slight In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180583595  
-----

Road Number : A15 GRID REF: 497017,383893 SPEED LIMIT: 60  
Road 2 Number :

PARISH : INGHAM DIVISION: DISTRICT: West Lindsey

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

LOCATION :

DESCRIPTION : VEH 1 TRAVELLING ALONG A15. TYRE HAS BLOWN OUT AND CAUSED CAR TO  
SKID ONTO OPPOSITE SIDE OF THE ROAD, INTO DITCH AND OVERTURNED

DATE : 02/12/2018 - Sunday TIME: 1525

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 48  
Breath Test: Not Requested

CASUALTIES:

1 Driver 48 Female Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190070828  
-----

Road Number : B1398 GRID REF: 495756,383276 SPEED LIMIT: 60  
Road 2 Number :

PARISH : INGHAM DIVISION: DISTRICT: West Lindsey

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

LOCATION : INFRONT OF THE WINDMILL PUB

DESCRIPTION : V1 WAS TURNING RIGHT OF THE MAIN ROAD WHEN IT WAS OVERTAKEN BY V2  
CAUSING BOTH BEHICLES TO LEAVE THE ROAD NEARSIDE

DATE : 10/02/2019 - Sunday TIME: 1735

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

- 1.V2 Very Likely Careless/Reckless/In a hurry
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Goods vehicle 3.5 tonnes and under 7.5 tonnes mgw Turning Right South To North No  
Skdng /Jck-Knfg /Ovrtrng Driver: Male 49 Breath Test: Negative  
2 Car Ovrtdg movg Veh on offside South To North No Skdng /Jck-Knfg /Ovrtrng Driver:  
Male 28 Breath Test: Negative

CASUALTIES:

1 Driver 28 Male Serious In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190167479

Road Number : B1398 GRID REF: 494819,382187 SPEED LIMIT: 40  
Road 2 Number : D

PARISH : CAMMERINGHAM DIVISION: DISTRICT: West Lindsey

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

LOCATION : MAIN ROAD AT CAMMERINGHAM

DESCRIPTION : V2 HAS SLOWED DOWN INDICATED TO TURN LEFT. V1 HAS HIT V2 IN THE REAR

DATE : 02/04/2019 - Tuesday TIME: 945

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 1

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

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Slippery road (due to weather)
- 2.V1 Very Likely Rain, sleet, snow, or fog
- 3.V1 Very Likely Deposit on road (eg. oil, mud, chippings)
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 41  
Breath Test: Negative  
2 Car Stopping North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 46 Breath  
Test: Negative

CASUALTIES:

1 Driver 41 Female Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200564061  
-----

Road Number : B1398  
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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## LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 220320859  
-----

Road Number : B1398 GRID REF: 495758,383188 SPEED LIMIT: 60  
Road 2 Number : D

PARISH : INGHAM DIVISION: DISTRICT: West Lindsey

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

LOCATION : MIDDLE STREET

DESCRIPTION : VEH 1 A ROYAL MAIL DELIVERY VAN HAS PULLED UP AT THE SIDE OF MIDDLE LANE AT THE JUNCTION WITH CLIFF FARM LOOKING AT HIS NEXT DELIVERY DROP. VEH 2 WAS TRAVELLING BEHIND IN A NORTHERLY DIRECTION. AS VEH 2 SAW VEH 1 WAS STATIONARY AND INDICATING TO THE NEAR SIDE, VEH 2 DECIDED TO OVERTAKE . AS VEH 2 STARTED TO OVERTAKE VEH 1 BEGAN TO TURN RIGHT. VEH 2 SWEERVED ACROSS THE ONCOMING GLANE OFF ROAD ONTO THE GRASS VERGE AND HIT A BRICK WALL.

DATE : 05/06/2022 - Sunday TIME: 1030

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 2

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

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

## PRE 2005 CONTRIBUTORY FACTORS

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

## 2005+ CONTRIBUTORY FACTORS

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

## VEHICLES:

1 Goods vehicle 3.5 tonnes mgw and under Turning Right South To East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 33 Breath Test: Not provided(Medical reasons)  
2 Car Ovrtrng movg Veh on offside South East To North West Skidding Driver: Female 36 Breath Test: Not provided(Medical reasons)

## CASUALTIES:

1 Veh Passenger 13 Male Slight In Vehicle 2  
2 Driver 36 Female Slight In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 220394839

Road Number : C1398 GRID REF: 495326,382826 SPEED LIMIT: 60  
Road 2 Number :

PARISH : INGHAM DIVISION: DISTRICT: West Lindsey

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

LOCATION : RURAL ROAD BETWEEN INGHAM LANE TO A15 JUNCTION TO INGHAM VILLAGE

DESCRIPTION : CONVERTED MOTORCYCLE TO TRIKE HAS LEFT THE ROAD ON A RURAL SINGLE  
CARRIAGWAY. NO OTHER VEHICLES INVOLVED.

DATE : 09/07/2022 - Saturday TIME: 1208

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Motorcycle over 500cc (Combination before 2004) Going ahead West To East Skidding  
& Overturned Driver: Male 33 Breath Test: Not Requested

CASUALTIES:

1 Driver 33 Male Serious In Vehicle 1

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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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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190273457  
-----

Road Number : A15 GRID REF: 497057,383188 SPEED LIMIT: 60  
Road 2 Number :

PARISH : INGHAM DIVISION: DISTRICT: West Lindsey

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

LOCATION : HALF WAY BETWEEN INGHAM AND SPRINDLINGTON

DESCRIPTION : DV1 FELL ASLEEP AT THE WHEEL AND DRIFTED ACROSS THE ROAD AND LEFT  
THE CARRIAGEWAY TO THE OFFSIDE HITTING A ROAD SIGN.

DATE : 28/05/2019 - Tuesday TIME: 1910

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 1

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

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Veh Passenger 18 Female Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210523540

Road Number : C213 GRID REF: 497061,382997 SPEED LIMIT: 60  
Road 2 Number : A15

PARISH : INGHAM DIVISION: DISTRICT: West Lindsey

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

LOCATION : JUNCTION WITH INGHAM LANE

DESCRIPTION : VEH 1 ENTERED FROM INGHAM LANE AND COLLIDES WITH ONCOMING VEH 2

DATE : 09/09/2021 - Thursday TIME: 920

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Turning Right West To South East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 76  
Breath Test: Not Requested  
2 Car Going ahead South East To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 50  
Breath Test: Negative

CASUALTIES:

1 Driver 76 Female Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190045147

Road Number : A15 GRID REF: 497348,382028 SPEED LIMIT: 60  
 Road 2 Number :  
 PARISH : HACKTHORN DIVISION: DISTRICT: West Lindsey

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

LOCATION : NEAR HACKTHORN

DESCRIPTION : V1 WAS TRAVELLING ALONG THE A 15 TOWARDS LINCOLN V1 DRIFTED INTO ONCMING CARRIAGEWAY INTO THE PATH OF V2. V2 TOOK AVOIDING ACTION TO THE NEARSIDE VERGE BUT WAS CLIPPED ON THE OFFSIDE BY V1 V1 THEN COLLIDED HEAD ON WITH V3 WHICH WAS TRAVELLING BEHIND V2

DATE : 27/01/2019 - Sunday TIME: 1541

NUMBER OF VEHICLES : 3  
 NUMBER OF CASUALTIES: 3

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

WEATHER : Fine With High Winds

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

- 1 Car Going ahead left hand bend North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 62 Breath Test: Not provided(Medical reasons)
- 2 Goods Vehicle - unknown weight Going ahead right hand bend South To North Skidding Driver: Male 54 Breath Test: Negative
- 3 Car Going ahead right hand bend South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 36 Breath Test: Not provided(Medical reasons)

CASUALTIES:

- 1 Driver 62 Female Slight In Vehicle 1
- 2 Driver 54 Male Slight In Vehicle 2
- 3 Driver 36 Female Slight In Vehicle 3

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190107223

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

PARISH : STOW DIVISION: DISTRICT: West Lindsey

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

LOCATION : JUNCTION OF STOW PARK LANE

DESCRIPTION : VEH 2 TRAVELLING ALONG TILL BRIDGE LANE IN THE DIRECTION OF STURTON  
BY STOW. VEH 1 ON STOW PARK ROAD WAITING AT JUNCTION PULLS OUT ONTO  
TILL BRIDGE LANE INTO THE PATH OF VEH 2 CUASING A COLLISION

DATE : 01/03/2019 - Friday TIME: 2027

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 21 Female Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200273112  
-----

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

PARISH : STURTON BY STOW DIVISION: DISTRICT: West Lindsey

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

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

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

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

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 63 Female Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180620766  
-----

Road Number : A156 GRID REF: 483721,378852 SPEED LIMIT: 30  
Road 2 Number :

PARISH : TORKSEY DIVISION: DISTRICT: West Lindsey

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

LOCATION : TORKSEY BENDS

DESCRIPTION : V1 HAS CROSSED THE WHITE LINE IN THE ROAD INTO THE PATH OF V2

DATE : 22/12/2018 - Saturday TIME: 1645

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 2

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - Lit Street Lights

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 57  
Breath Test: Negative  
2 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 33  
Breath Test: Negative

CASUALTIES:

1 Driver 57 Female Slight In Vehicle 1  
2 Veh Passenger 63 Female Slight In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200434964

-----

Road Number : D GRID REF: 483898,378229 SPEED LIMIT: 30  
Road 2 Number : D

PARISH : TORKSEY DIVISION: DISTRICT: West Lindsey

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

LOCATION : NEAR JUNCTION WITH LIME CLOSE IN TORKSEY, NEW DEVELOPMENT NOT ON WINGS

DESCRIPTION : PED STOOD NEAR WORKS VAN NEAR JUNCTION WITH LIME CLOSE AND MALE IN VEH HAS PULLED OUT AND BEEN DOING ABOUT 15MPH AND THE FRONT NEARSIDE HS COLLIDED WITH WORKMAN HITTING HIS RIGH THIGH AND PALM. CAR DRIVER GOT OUT SAID SORRY AND STATED DID NOT SEE HIM AND HIS FOOT SLIPPED

DATE : 20/08/2020 - Thursday TIME: 940

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

- 1.V1 Possible Failed to look properly
- 2.V1 Possible Other - Please specify below
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Turning Right North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 40  
Breath Test: Not Requested

CASUALTIES:

1 Pedestrian 52 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190142026  
-----

Road Number : A156 GRID REF: 483718,377861 SPEED LIMIT: 50  
Road 2 Number : A1133  
  
PARISH : FENTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : TORKSEY AT THE JUNCTION OF A1133

DESCRIPTION : V1 HAS PULLED OUT OF JUNCTION WITHOUT LOOKING PROPERLY AND HAS  
COLLIDED WITH V2

DATE : 20/03/2019 - Wednesday TIME: 1130

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 3

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

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

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Turning Right North To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 72 Breath  
Test: Negative  
2 Car Going ahead East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Female 48 Breath  
Test: Negative

CASUALTIES:

1 Driver 48 Female Slight In Vehicle 2  
2 Veh Passenger 20 Male Slight In Vehicle 2  
3 Veh Passenger 71 Female Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200234618  
-----

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

PARISH : STURTON BY STOW DIVISION: DISTRICT: West Lindsey

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

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

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

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

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - Street Lights

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Veh Passenger 42 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180448692  
-----

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

PARISH : STURTON BY STOW DIVISION: DISTRICT: West Lindsey

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

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

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

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

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 30 Female Slight In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200603793  
-----

Road Number : B1241 GRID REF: 488913,380846 SPEED LIMIT: 30  
Road 2 Number : D

PARISH : STURTON BY STOW DIVISION: DISTRICT: West Lindsey

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

LOCATION : TWO WAY MAIN ROAD IN AND OUT OF VILLAGE, NO STREET LIGHTING AT  
SCENE OF ACCIDENT. 20 METRES FROM CROSSROADS

DESCRIPTION : VEH 1 COLLIDED WITH VEH 2 WHICH WAS PARKED CAUSING VEH TO FLIP OVER  
AND COME TO A STAND STILL

DATE : 14/11/2020 - Saturday TIME: 1800

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Crossroads  
JUNCTION CONTROL: Give Way or Uncontrolled

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

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Animal or object in carriageway
- 2.V1 Very Likely Distraction in vehicle
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 60  
Breath Test: Negative  
2 Goods vehicle 3.5 tonnes mgw and under Parked Parked To Parked Overturned Driver:  
Male 45 Breath Test: Not Requested

CASUALTIES:

1 Driver 60 Female Slight In Vehicle 1  
2 Veh Passenger 88 Female Slight In Vehicle 1

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

ACCIDENT REFERENCE: 200641358

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

PARISH : STURTON BY STOW DIVISION: DISTRICT: West Lindsey

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

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

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

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

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 2

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

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

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

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200648710  
-----

Road Number : B1241 GRID REF: 489033,380289 SPEED LIMIT: 30  
Road 2 Number :

PARISH : STURTON BY STOW DIVISION: DISTRICT: West Lindsey

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

LOCATION : SAXILBY ROAD LINCOLN. SINGLE CARRIAGEWAY WITH HOUSES EITHER SIDE

DESCRIPTION : VEH 2 TRAVELLING NORTH THROUGH STURTON BY STOW ON SAXILBY ROAD. VEH  
1 HS BEEN TRAVELLING IN OPPOSITE DIRECTION. VEH 2 HAS PULLED  
SLIGHTLY TO THE LEFT TO AVOID COLLIDING WITH VEH 1. VEH 1 HAS THEN  
HIT THE OFFSIDE FRONT OF VEH 2 WITH ITS FRONT OFFSIDE ALSO CAUSING  
VEH 1 TO ROLL ON ITS SELF. BOTH AIRBAGS DEPLOYED. DRIVER OF VEH 1  
TESTED POSITVE , ARRESTED AND TRANSPORTED TO CUSTODY.

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

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 2

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

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Dark - Lit Street Lights

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

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

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## LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190031961  
-----

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

PARISH : STURTON BY STOW DIVISION: DISTRICT: West Lindsey

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

LOCATION : TILLBRIDGE LANE

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

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

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

## PRE 2005 CONTRIBUTORY FACTORS

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

## 2005+ CONTRIBUTORY FACTORS

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

## VEHICLES:

1 Car Ovrtdg 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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All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 220292938  
 -----

Road Number : A1500 GRID REF: 490341,379915 SPEED LIMIT: 60  
 Road 2 Number : C207

PARISH : STURTON BY STOW DIVISION: DISTRICT: West Lindsey

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

LOCATION : JUNCTION OF A1500 AND ROAD FOR BRANSBY ON THE RIGHT

DESCRIPTION : VEH 2 HAS BEEN TRAVELLING EASTBOUND ALONG THE A1500. VEH 1 HAS  
 PULLED OUT OF THE JUNCTION FROM BRANSBY TURNING RIGHT ONTO THE  
 A1500 EASTBOUND IN FRONT OF VEH 2. VEH 2 HAS ATTEMPTED TO SWERVE TO  
 THE RIGHT AND OVERTAKE VEH 1 IN ORDER TO AVOID THE COLLISION BUT  
 COLLIDED WITH THE REAR OF VEH 1.

DATE : 22/05/2022 - Sunday TIME: 1748

NUMBER OF VEHICLES : 2  
 NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Turning Right South West To South East No Skdng /Jck-Knfg /Ovrtrng Driver:  
 Male 88 Breath Test: Negative  
 2 Car Going ahead North West To South East No Skdng /Jck-Knfg /Ovrtrng Driver:  
 Female 23 Breath Test: Negative

CASUALTIES:

1 Driver 88 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180046624  
-----

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

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

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

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

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

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

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 42 Female Slight In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170553561  
-----

Road Number : B1398 GRID REF: 494843,380811 SPEED LIMIT: 40  
Road 2 Number :

PARISH : BRATTLEBY DIVISION: DISTRICT: West Lindsey

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

LOCATION : BRATTLEBY

DESCRIPTION : BOTH VEHICLES WERE TRAVELLING TOWARDS EACH OTHER ON THE B1398 AT  
BRATTLEBY. THE TWO VEHICLES WERE TRAVELLING WITHIN THE SPEED LIMIT  
AND THEY COLLIDED, ALMOST HEAD ON. BOTH DRIVERS DENY CROSSING OVER  
THE WHITE LINE AND CAUSING THE COLLISION.

DATE : 19/12/2017 - Tuesday TIME: 1750

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 2

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 34  
Breath Test: Negative  
2 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 52 Breath  
Test: Negative

CASUALTIES:

1 Veh Passenger 6 Male Serious In Vehicle 2  
2 Driver 34 Female Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200462050

Road Number : D GRID REF: 495892,381182 SPEED LIMIT: 60  
 Road 2 Number :  
 PARISH : BRATTLEBY DIVISION: DISTRICT: West Lindsey

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

LOCATION : MIDDLE STREET IN LINCOLN

DESCRIPTION : CYCLIST RIDING ON NARROW SINGLE TRACK ROAD. A VEH WAS COMING IN THE  
 OPPOSITE DIRECTION. ANOTHER VEH TRAVELLING BEHIND THE CYCLIST  
 INTENDED TO OVERTAKE BUT SAW THE ONCOMING VEH AT THE LAST MINUTE  
 AND NUDGED THE CYCLIST CAUSING THE CYCLIST TO FALL OFF. DRIVER OF  
 VEH STOPPED AND MADE SURE THE CYCLIST WAS OK BEFORE DRIVING AWAY.  
 NO DETAILS OF THE OFFENDING VEH TAKEN.

DATE : 02/09/2020 - Wednesday TIME: 815

NUMBER OF VEHICLES : 2  
 NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Overtaking on nearside East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Not  
 known 40 Breath Test: Not Requested  
 2 Pedal Cycle Going ahead East To West Overturned Driver: Male 18 Breath Test:  
 Driver not contcted at time

CASUALTIES:

1 Driver 18 Male Slight In Vehicle 2

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170454056

Road Number : A15 GRID REF: 497903,381397 SPEED LIMIT: 60  
 Road 2 Number : D  
 PARISH : HACKTHORN DIVISION: DISTRICT: West Lindsey

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

LOCATION : A15

DESCRIPTION : V3 HAS BEEN DRIVING ALONG THE A15 SOUTHBOUND AND HAS INDICATED AND SLOWED TO TURN RIGHT ONTO THE OLD A15 JUST NORTH OF HACKTHORN. V2 HAS SLOWED AND COME TO A STOP HOWEVER V1 HAS NOT SLOWED OR STOPPED IN TIME AND HAS DRIVEN INTO THE REAR OF V2 WHICH IN TURN HAS PUSHED V2 INTO V3 VERY SLIGHTLY.

DATE : 19/10/2017 - Thursday TIME: 1040

NUMBER OF VEHICLES : 3  
 NUMBER OF CASUALTIES: 1

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

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 44 Breath Test: Driver not contcted at time  
 2 Goods Vehicle - unknown weight Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 56 Breath Test: Negative  
 3 Goods Vehicle - unknown weight Turning Right North To West No Skdng /Jck-Knfg /Ovrtrng Driver: Not known Breath Test: Driver not contcted at time

CASUALTIES:

1 Driver 44 Male Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180358511  
 -----

Road Number : A15 GRID REF: 498023,380809 SPEED LIMIT: 60  
 Road 2 Number :

PARISH : HACKTHORN DIVISION: DISTRICT: West Lindsey

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

LOCATION : A15 AT HACKTHORN CLIFF. LINCOLN

DESCRIPTION : VEHICLE 1 HAS VEERED ONTO THE WRONG SIDE OF THE ROAD AND COLLIDED WITH VEHICLE 2 TRAVELLING IN THE OPPOSITE DIRECTION. VEHICLE 4 WAS FOLLOWING VEHICLE 1 AT THE TIME OF THE COLLISION AND BRAKED SHARPLY, VEHICLE 3 HAS BEEN UNABLE TO BRAKE IN TIME AND HAS COLLIDED WITH THE REAR OF VEHICLE 4. DRIVER OF VEHICLE 1 ALLEGES THAT HE HAD A MECHANICAL DEFECT OF SOME KIND AND OFFSIDE TYRE OF THE VEHICLE HAS DAMAGE CONSISTENT WITH A BLOW OUT.

DATE : 30/07/2018 - Monday TIME: 605

NUMBER OF VEHICLES : 4  
 NUMBER OF CASUALTIES: 2

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Loss of control
- 2.V1 Possible Swerved
- 3.V1 Possible Other - Please specify below
- 4.
- 5.
- 6.

VEHICLES:

- 1 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 24 Breath Test: Negative
- 2 Goods Vehicle - unknown weight Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 43 Breath Test: Negative
- 3 Goods Vehicle - unknown weight Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 41 Breath Test: Negative
- 4 Goods Vehicle - unknown weight Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 61 Breath Test: Negative

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CASUALTIES:

1 Driver 24 Male Serious In Vehicle 1  
2 Driver 43 Male Slight In Vehicle 2

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All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210396793

-----

Road Number : A15 GRID REF: 497727,380432 SPEED LIMIT: 60  
Road 2 Number :

PARISH : HACKTHORN DIVISION: DISTRICT: West Lindsey

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

LOCATION : BETWEEN RAF SCAMPTON AND INGHAM LANE

DESCRIPTION : VEH 1 HEADING SOUTH ON A15 HAS VEERED FROM HIS LANE COLLIDING WITH  
VEH 2 WHO WAS TRAVELLING NORTH. DRIVER OF VEH 1 STATED HE WAS  
DAZZLED BY THE SUN. DRIVER OF VEH 2 NOT INJURED, DRIVER VEH 1 HAS  
INFLAMMATION ON HER ELBOW.

DATE : 15/07/2021 - Thursday TIME: 1852

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 2

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Going ahead North East To South West Skidding Driver: Male 86 Breath Test:  
Negative  
2 Goods vehicle 7.5 tonnes mgw and over Going ahead South West To North East No  
Skdng /Jck-Knfg /Ovrtrng Driver: Female 56 Breath Test: Negative

CASUALTIES:

1 Driver 86 Male Slight In Vehicle 1  
2 Veh Passenger 84 Female Slight In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 220209097

Road Number : A1500 GRID REF: 494451,378489 SPEED LIMIT: 60  
Road 2 Number : D

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : SINGLE CARRIAGEWAY, NATIONAL SPEED LIMIT, FIELDS AND DITCHES EITHER SIDE

DESCRIPTION : VEH 1 APPEARS TO HAVE BEEN TRAVELLING FROM GAINSBOROUGH TO LINCOLN ON STRAIGHT DAMP ROAD. VEH HAS LOST CONTROL AND ENTERED A DITCH ON THE NEAR SIDE FLIPPING AND RESTING ON IT'S ROOF.

DATE : 13/04/2022 - Wednesday TIME: 400

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

- 1.V1 Possible Aggressive driving
- 2.V1 Possible Animal or object in carriageway
- 3.V1 Very Likely Careless/Reckless/In a hurry
- 4.V1 Very Likely Exceeding speed limit
- 5.V1 Very Likely Impaired by alcohol
- 6.V1 Very Likely Impaired by drugs (illicit or medicinal)

VEHICLES:

1 Car Going ahead North West To South East Skidding & Overturned Driver: Male 42  
Breath Test: Not Requested

CASUALTIES:

1 Driver 42 Male Serious In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180020752

Road Number : B1398 GRID REF: 494891,379737 SPEED LIMIT: 30  
Road 2 Number : D

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : OUTSIDE THE REAR OF THE BUNGALOW

DESCRIPTION : VEHICLE HEADED FROM SCAMPTON VILLAGE DOWN THE HILL AND LEFT THE  
ROAD INTO A HEDGE. DRIVER CLIMBS OUT OF THE CAR AND FLAGS DOWN  
PASSING POLICE CAR

DATE : 13/01/2018 - Saturday TIME: 2310

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - Lit Street Lights

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Going ahead rght hand bend South To North Overturned Driver: Male 38 Breath  
Test: Positive

CASUALTIES:

1 Driver 38 Male Serious In Vehicle 1

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180074909  
-----

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

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

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

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

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

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

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 2

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

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

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180499997  
 -----

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

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : TILL BRIDGE LANE LINCOLN

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

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

NUMBER OF VEHICLES : 2  
 NUMBER OF CASUALTIES: 2

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

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

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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  
Road 2 Number : A1500

GRID REF: 495451,378327

SPEED LIMIT: 60

PARISH : SCAMPTON

DIVISION:

DISTRICT: West Lindsey

POLICE SECTOR : Market-Rasen  
POLICE DIVISION : West

SEVERITY: Slight

LOCATION : T JUNCTION OF B1398 & A1500

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

DATE : 18/07/2021 - Sunday

TIME: 1940

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 3

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

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

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

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 220148116  
-----

Road Number : B1398 GRID REF: 495099,379276 SPEED LIMIT: 30  
Road 2 Number :

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : HIGH STREET, OUTSIDE OF A SCHOOL PICK UP DROP OFF AREA

DESCRIPTION : VEH 1 HAS BEEN WAITING IN A QUE OF TRAFFIC PICKING UP A CHILD FROM  
SCHOOL AS SHE PULLED OUT OF THE SPACE HAS CAUGHT A MOTORBIKE COMING  
FROM THE OPPOSITE DIRECTION

DATE : 14/03/2022 - Monday TIME: 1223

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

- 1.V1 Very Likely Spray from other vehicles
- 2.V1 Possible Vehicle blind spot
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Stopping South East To North West No Skdng /Jck-Knfg /Ovrtrng Driver: Female  
41 Breath Test: Negative  
2 Motorcycle over 50cc and up to 125cc Starting North West To South East No Skdng  
/Jck-Knfg /Ovrtrng Driver: Male 22 Breath Test: Negative

CASUALTIES:

1 Driver 22 Male Slight In Vehicle 2

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DATE PRINTED: 24/11/2022

CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180017296  
-----

Road Number : D GRID REF: 496328,378724 SPEED LIMIT: 30  
Road 2 Number :

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : NORTHUMBERLAND AVENUE, SCAMPTON

DESCRIPTION : RIDER OF MOPED SLID ON ICE AND FELL OFF

DATE : 28/11/2017 - Tuesday TIME: 900

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 1

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

WEATHER : Raining With High Winds

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Frost or Ice

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Motor cycle - cc unknown Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng  
Driver: Female 16 Breath Test: Not Requested

CASUALTIES:

1 Driver 16 Female Slight In Vehicle 1

PAGE: 114  
DATE PRINTED: 24/11/2022  
CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200654672  
-----

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

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : ENTRANCE TO SHOWGROUND

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

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

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 1

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

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Dark - Street Lighting

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Pedestrian 50 Male Slight In Vehicle 1

PAGE: 115  
DATE PRINTED: 24/11/2022  
CURRENT DATADATE: 30/09/2022



LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170536640  
-----

Road Number : A15 GRID REF: 497281,379412 SPEED LIMIT: 50  
Road 2 Number :

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : OUTSIDE RAF SCAMPTON

DESCRIPTION : DRIVER OF VEHICLE 1 VEERED INTO THE PATH OF VEHICLE 2

DATE : 09/12/2017 - Saturday TIME: 700

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - Lit Street Lights

SURFACE CONDITIONS: Frost or Ice

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Goods Vehicle - unknown weight Going ahead North To South No Skdng /Jck-Knfg  
/Ovrtrng Driver: Male 21 Breath Test: Negative  
2 Goods Vehicle - unknown weight Going ahead South To North No Skdng /Jck-Knfg  
/Ovrtrng Driver: Male 24 Breath Test: Negative

CASUALTIES:

1 Driver 21 Male Slight In Vehicle 1

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DATE PRINTED: 24/11/2022

CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180232927  
-----

Road Number : A15 GRID REF: 497338,379851 SPEED LIMIT: 60  
Road 2 Number :

PARISH : WELTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : HACKTHORN CLIFFE

DESCRIPTION : BMW HAS MADE CONTACT WITH HGV TRAVELLING IN THE OPPOSITE DIRECTION  
CAUSING THE HGV TO OVERTURN AND THE BMW DRIVER TO DIE SUBSEQUENTLY  
IN HOSPITAL

DATE : 21/05/2018 - Monday TIME: 1648

NUMBER OF VEHICLES : 3  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

- 1 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 37 Breath Test: Not Requested
- 2 Bus or coach (17 or more Passenger Seats) Going ahead South To North Overturned Driver: Male 57 Breath Test: Negative
- 3 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 42 Breath Test: Negative

CASUALTIES:

- 1 Driver 37 Male Fatal In Vehicle 1

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

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180607049

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

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : MAIN ROAD

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

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

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - Street Lights

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 62 Female Serious In Vehicle 1

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DATE PRINTED: 24/11/2022

CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200071527  
-----

Road Number : A15 GRID REF: 497299,379155 SPEED LIMIT: 50  
Road 2 Number : D

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : OUTSIDE RAF SCAMPTON

DESCRIPTION : V3 BRAKED AS VEHICLE IN FRONT BRAKED. V2 ALSO BRAKED. V1 RAN INTO  
THE REAR OF V2 WHICH IN TURN RAN INTO THE BACK OF VEHICLE 3.

DATE : 06/02/2020 - Thursday TIME: 1230

NUMBER OF VEHICLES : 3  
NUMBER OF CASUALTIES: 2

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Changing Lane to Right North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male  
32 Breath Test: Negative  
2 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 30 Breath  
Test: Negative  
3 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 42  
Breath Test: Negative

CASUALTIES:

1 Driver 30 Male Slight In Vehicle 2  
2 Driver 42 Female Slight In Vehicle 3

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

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210094271  
-----

Road Number : A15 GRID REF: 497307,378991 SPEED LIMIT: 50  
Road 2 Number : C225

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : JUNCTION OF A15 & C225 OUTSIDE ENTRANCE TO RAF SCAMPTON

DESCRIPTION : DRIVER OF VEH 2 WAS TRAVELLING NORTHBOUND ON A15 AND INDICATING TO  
TURN LEFT. DRIVER OF VEH 1 WAS WAITING TO TURN OUT OF RAF SCAMPTON  
BASE AND PULLED OUT IN FRONT OF VEH 2, BELIEVING THEY WERE TURNING  
INTO THE BASE.

DATE : 16/02/2021 - Tuesday TIME: 1725

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 1

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

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Dark - Lit Street Lights

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Turning Right West To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 33 Breath  
Test: Negative  
2 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 54 Breath  
Test: Negative

CASUALTIES:

1 Driver 54 Male Slight In Vehicle 2

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

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 220038922

Road Number : A15 GRID REF: 497346,379319 SPEED LIMIT: 50  
 Road 2 Number :  
 PARISH : WELTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : STRAIGHT SECTION OF ROAD ON APPROACH TO MINOR OFFSIDE BEND FOR VEH  
 3

DESCRIPTION : VEH 1 AND VEH 2 WERE ON THE A15 TOWARDS LINCOLN. VEH 1 OVERTOOK VEH  
 2 AS VEH 3 WAS ONCOMING. VEH 3 SWERVED TO AVOID VEH 1 BUT HIT  
 OFFSIDE OF VEH 1, VEH 3 EXITED ROAD ON ITS OFFSIDE AND GOT STUCK IN  
 A FIELD. AT SOME STAGE VEH 2 HIT VEH 1. VEH 1 AND VEH 3 DRIVERS  
 SUSTAINED MINOR INJURY. DRIVER OF VEH 2 NOT INJURED.

DATE : 20/01/2022 - Thursday TIME: 545

NUMBER OF VEHICLES : 3  
 NUMBER OF CASUALTIES: 2

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Ovrtrng movg Veh on offside North To South No Skdng /Jck-Knfg /Ovrtrng Driver:  
 Male 18 Breath Test: Negative  
 2 Goods vehicle 7.5 tonnes mgw and over Going ahead North To South No Skdng  
 /Jck-Knfg /Ovrtrng Driver: Male 58 Breath Test: Negative  
 3 Goods vehicle 7.5 tonnes mgw and over Going ahead South To North No Skdng  
 /Jck-Knfg /Ovrtrng Driver: Male 62 Breath Test: Negative

CASUALTIES:

1 Driver 62 Male Slight In Vehicle 3  
 2 Driver 18 Male Slight In Vehicle 1

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 DATE PRINTED: 24/11/2022

CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200547622

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

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : STRAIGHT ROAD

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

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

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 46 Male Serious In Vehicle 1

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DATE PRINTED: 24/11/2022

CURRENT DATADATE: 30/09/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200046288

Road Number : A15  
Road 2 Number : A1500

GRID REF: 497365,378074

SPEED LIMIT: 60

PARISH : SCAMPTON

DIVISION:

DISTRICT: West Lindsey

POLICE SECTOR : Lincoln-Rural  
POLICE DIVISION : West

SEVERITY: Slight

LOCATION : JUNCTION OF A15 AND A1500

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

DATE : 24/01/2020 - Friday

TIME: 1750

NUMBER OF VEHICLES : 2  
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Crossroads  
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - Street Lighting

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

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

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



LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200108292

-----

Road Number : D GRID REF: 497400,378111 SPEED LIMIT: 50  
Road 2 Number :

PARISH : SCAMPTON DIVISION: DISTRICT: West Lindsey

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

LOCATION : SINGLE CARRIAGEWAY APPROACHING RA

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

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

NUMBER OF VEHICLES : 1  
NUMBER OF CASUALTIES: 1

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

WEATHER : Other

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Flood (Water 3cm / 1" Deep)

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

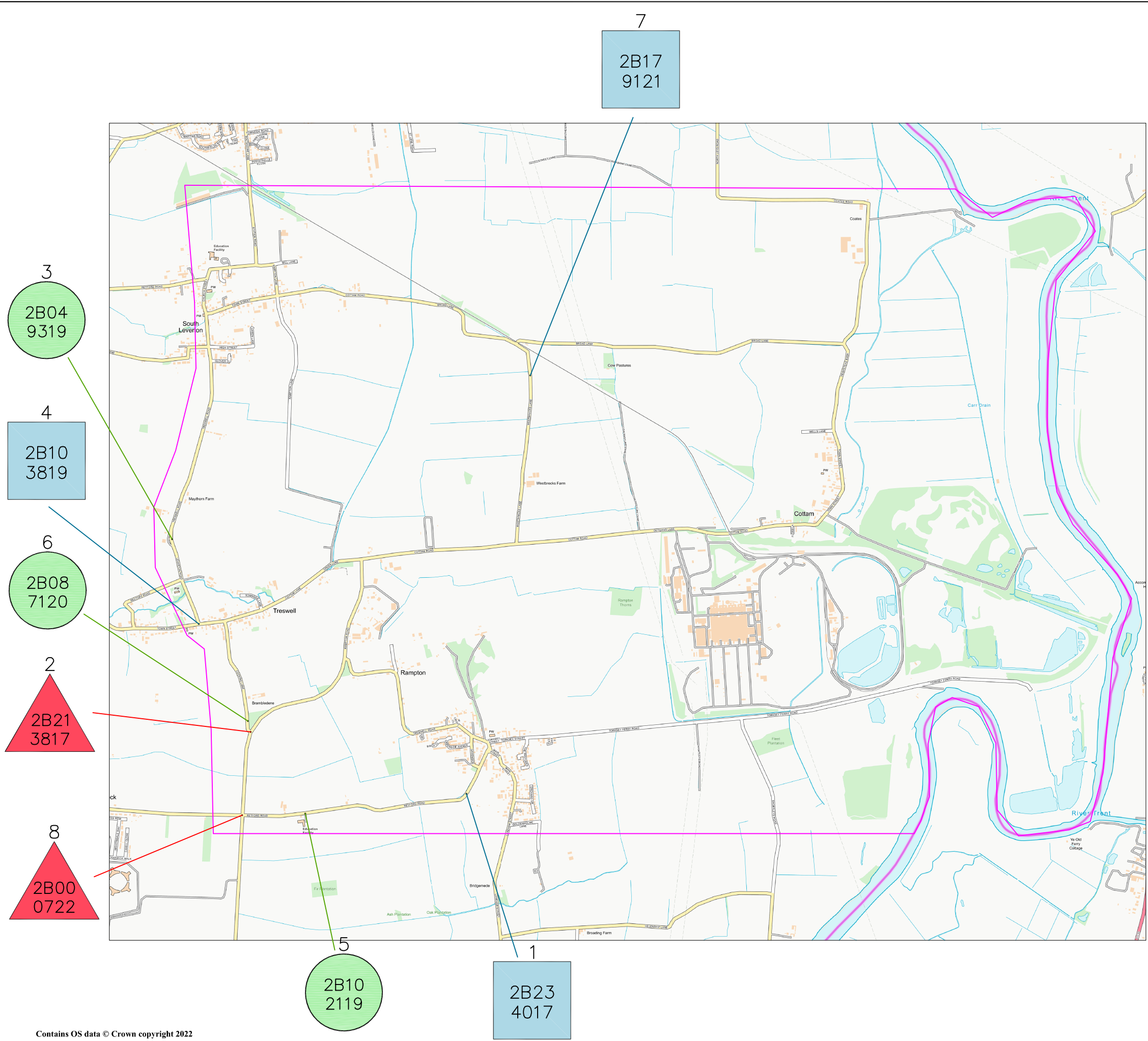
VEHICLES:

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

CASUALTIES:

1 Driver 44 Male Slight In Vehicle 1

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CURRENT DATADATE: 30/09/2022



7  
2B17  
9121

3  
2B04  
9319

4  
2B10  
3819

6  
2B08  
7120

2  
2B21  
3817

8  
2B00  
0722

5  
2B10  
2119

1  
2B23  
4017

Severity	Fatal	Serious	Slight	Total
Year				
Aug17	1	1	0	2
18	0	0	0	0
19	0	1	2	3
20	0	0	1	1
21	0	1	0	1
Jul 22	1	0	0	1
Total	2	3	3	8



on: Date Range: Search

### Key

64  
2B21  
0616

Slight

6  
2A23  
7816

Slight

involving pedestrian

59  
2B06  
5118

Serious

37  
2B24  
9614

Fatal

Last two digits of the accident number refers to the year of the accident

Rev Status	Description	Drawn	Chkd	Auth	Date

## Area Around Cottam in Nottinghamshire

Property No. Project No.  
PIER Environ Statement 3.09

## Collision Severity Plot Period 1-8-17 to 31-7-22 For AECOM

Scale	Drawn	PG	Date
N.T.S.			22-11-22
	Chkd		Date
	Auth	Traced	

Drawing No. Rev

DR4750



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Bilsthorpe, Nottinghamshire NG22 8ST

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## Accident Details Report

Area Around Cottam in Nottinghamshire - Period 1-8-17 to 31-7-22 DR4750

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Total number of reports = 8

Total number of pages (including this page) = 9

**ROAD TRAFFIC INJURY ACCIDENT RECORDS - DISCLAIMER**

These details are a record of the personal injury accidents reported to the Police. Every endeavour is made to ensure the accuracy and completeness of these records, which have been transcribed from the original Police Reports. The data is then entered and held on computer.

Occasions may arise when information from the Police, relevant to a particular accident, may not be available for several months and will therefore not be included.

No. 1	District Bassetlaw	<h1>Accident Details</h1>	VRUs	Grid Reference 479805 / 378248
SEVERITY <b>SERIOUS</b>	Ref.No 2B234017		Police Officer Attend: Yes	
Date 06/10/2017 Day Friday	ROAD U	LOCATION U/C RETFORD ROAD, 155 metres southwest of /GREENSIDE, RAMPTON		
Time 20:05				
Weather Fine				
Road Surface Dry				
Street Lighting Dark/lights lit				
Speed Limit 30 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS		
Carriageway Single c'way		None		
Lane markings Centre/hazard line				
Junction Detail Not at or within 20m of junction				
Junction Control		CARRIAGEWAY HAZARDS		
2nd Road Number		None		
Pedestrian Facilities No Human control within 50m and No crossing facility within 50m				
<b>VEHICLES INVOLVED 2</b>		<b>CASUALTIES INVOLVED 2</b>		
Veh.No. 1 Vehicle type Car	Manoeuvre Going ahead other	Cas No 1 Cas Class Driver or Rider Veh ref No 2	Severity <b>SLIGHT</b> Age 20 yrs Sex Male	
Direction from North east to South west Towing? No	Skidded No	Car Passenger? No PSV Passenger? No	Ped Movement Not a pedestrian	
Veh location at impact (restricted lane) On main carriageway	Junct. location of veh. at 1st impact Not at junction	Ped location Not a pedestrian	Ped Direction to Not a pedestrian	
Veh left carriageway? Did not leave c'way	Hit object in c'way? None	School Pupil Other	Roadworker injured No	
Hit object off c'way? None	First point of impact Front	Cas No 2 Cas Class Passenger Veh ref No 2	Severity <b>SERIOUS</b> Age 20 yrs Sex Male	
Drivers age 32 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No	Foreign vehicle Not foreign Breath test Negative	Car Passenger? Front PSV Passenger? No	Ped Movement Not a pedestrian	
Journey purpose		Ped location Not a pedestrian	Ped Direction to Not a pedestrian	
Veh.No. 2 Vehicle type Car	Manoeuvre Going ahead left hand bend	School Pupil Other	Roadworker injured No	
Direction from West to North east Towing? No	Skidded No			
Veh location at impact (restricted lane) On main carriageway	Junct. location of veh. at 1st impact Not at junction			
Veh left carriageway? Did not leave c'way	Hit object in c'way? None			
Hit object off c'way? None	First point of impact Front			
Drivers age 20 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No	Foreign vehicle Not foreign Breath test Negative			
Journey purpose Journey as part of work				

<b>No. 2</b>	District Bassetlaw	<h1>Accident Details</h1>	VRUs	Grid Reference 478577 / 378600
SEVERITY <b>FATAL</b>	Ref.No 2B213817		Police Officer Attend: Yes	
Date 06/11/2017 Day Monday	ROAD U	LOCATION U/C LANEHAM ROAD, at its Junction with U/C COCKING LANE, TRESWELL		
Time 06:16				
Weather Fine				
Road Surface Ice				
Street Lighting Dark/no lights				
Speed Limit 60 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS		
Carriageway Single c'way		None		
Lane markings Centre/hazard line				
Junction Detail T or Staggered junction				
Junction Control Give way sign or uncontrolled		CARRIAGEWAY HAZARDS		
2nd Road Number U		None		
Pedestrian Facilities No Human control within 50m and No crossing facility within 50m				
<b>VEHICLES INVOLVED 2</b>		<b>CASUALTIES INVOLVED 1</b>		
Veh.No. 1 Vehicle type Car	Manoeuvre Turning right	Cas No 1 Cas Class Driver or Rider Veh ref No 1	Severity <b>FATAL</b> Age 29 yrs Sex Male	
Direction from North to South west	Towing? No	Car Passenger? No	PSV Passenger? No	
Skidded No		Ped Movement	Not a pedestrian	
Veh location at impact (restricted lane) On main carriageway		Ped location	Not a pedestrian	
Junct. location of veh. at 1st impact Entering main road		Ped Direction to	Not a pedestrian	
Veh left carriageway? Left c'way near-side		School Pupil	Other	
Hit object in c'way? None		Roadworker injured	No	
Hit object off c'way? Road sign or signal				
First point of impact Offside				
Drivers age 29 yrs Sex Male	Other veh.hit (ref.) 2	Hit and run	No	
Foreign vehicle Not foreign		Breath test	Not provided	
Journey purpose Commuting to/from work				
Veh.No. 2 Vehicle type Goods > 7.5t	Manoeuvre Going ahead other			
Direction from South west to North east	Towing? No			
Skidded No				
Veh location at impact (restricted lane) On main carriageway				
Junct. location of veh. at 1st impact Mid junction				
Veh left carriageway? Did not leave c'way				
Hit object in c'way? None				
Hit object off c'way? None				
First point of impact Front				
Drivers age 47 yrs Sex Male	Other veh.hit (ref.) 1	Hit and run	No	
Foreign vehicle Not foreign		Breath test	Negative	
Journey purpose Journey as part of work				

<b>No. 3</b>	District Bassetlaw	<h1>Accident Details</h1>	VRUs	Grid Reference 478130 / 379696
<b>SEVERITY</b> <b>SLIGHT</b>	Ref.No 2B049319		Police Officer Attend: No - reported over the counter	
Date 23/02/2019 Day Saturday	ROAD U	LOCATION U/C TRESWELL ROAD (BEND), at its Junction with U/C BECKINGHAM LANE, SOUTH LEVERTON		
Time 06:55				
Weather Fine				
Road Surface Dry				
Street Lighting Daylight				
Speed Limit 60 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS		
Carriageway Single c'way		None		
Lane markings Centre/hazard line				
Junction Detail Not at or within 20m of junction		CARRIAGEWAY HAZARDS		
Junction Control		None		
2nd Road Number				
Pedestrian Facilities No Human control within 50m and No crossing facility within 50m				
<b>VEHICLES INVOLVED 1</b>		<b>CASUALTIES INVOLVED 1</b>		
Veh.No. 1 Vehicle type Car		Cas No 1 Cas Class Driver or Rider Veh ref No 1		
Manoeuvre Going ahead left hand bend		Severity <b>SLIGHT</b> Age 20 yrs Sex Male		
Direction from North east to South east Towing? No		Car Passenger? No PSV Passenger? No		
Skidded Yes		Ped Movement Not a pedestrian		
Veh location at impact (restricted lane) On main carriageway		Ped location Not a pedestrian		
Junct. location of veh. at 1st impact Not at junction		Ped Direction to Not a pedestrian		
Veh left carriageway? Left c'way near-side		School Pupil Other		
Hit object in c'way? None		Roadworker injured No		
Hit object off c'way? Entered ditch				
First point of impact Front				
Drivers age 20 yrs Sex Male Other veh.hit (ref.) 0 Hit and run No				
Foreign vehicle Not foreign Breath test Negative				
Journey purpose Commuting to/from work				

No. 4	District Bassetlaw	<h1>Accident Details</h1>	VRUs Motorcycle	Grid Reference 478282 / 379214
SEVERITY <b>SERIOUS</b>	Ref.No 2B103819		Police Officer Attend: Yes	
Date 31/05/2019 Day Friday	ROAD U	LOCATION U/C TOWN STREET, at its Junction with U/C LEVERTON ROAD, TRESWELL		
Time 07:30				
Weather Fine				
Road Surface Dry				
Street Lighting Daylight				
Speed Limit 30 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS		
Carriageway Single c'way		None		
Lane markings Centre/hazard line				
Junction Detail T or Staggered junction				
Junction Control Give way sign or uncontrolled		CARRIAGEWAY HAZARDS		
2nd Road Number U		None		
Pedestrian Facilities No Human control within 50m and No crossing facility within 50m				
VEHICLES INVOLVED 2		CASUALTIES INVOLVED 1		
Veh.No. 1 Vehicle type Car	Manoeuvre Turning right	Cas No 1 Cas Class Driver or Rider Veh ref No 2	Severity <b>SERIOUS</b>	Age 39 yrs Sex Male
Direction from North west to West	Towing? No	Car Passenger? No	PSV Passenger? No	
Skidded No		Ped Movement Not a pedestrian		
Veh location at impact (restricted lane) On main carriageway		Ped location Not a pedestrian		
Junct. location of veh. at 1st impact Entering main road		Ped Direction to Not a pedestrian		
Veh left carriageway? Did not leave c'way		School Pupil Other		
Hit object in c'way? None		Roadworker injured No		
Hit object off c'way? None				
First point of impact Offside				
Drivers age 48 yrs Sex Male	Other veh.hit (ref.) 2			Hit and run No
Foreign vehicle Not foreign				Breath test Negative
Journey purpose Commuting to/from work				
Veh.No. 2 Vehicle type M/cycle 125 - 500cc	Manoeuvre Going ahead other			
Direction from West to East	Towing? No			
Skidded No				
Veh location at impact (restricted lane) On main carriageway				
Junct. location of veh. at 1st impact Mid junction				
Veh left carriageway? Did not leave c'way				
Hit object in c'way? None				
Hit object off c'way? None				
First point of impact Front				
Drivers age 39 yrs Sex Male	Other veh.hit (ref.) 1			Hit and run No
Foreign vehicle Not foreign				Breath test Negative
Journey purpose Commuting to/from work				



<b>No. 5</b>	District Bassetlaw	<h1>Accident Details</h1>	VRUs	Grid Reference 478888 / 378135
SEVERITY <b>SLIGHT</b>	Ref.No 2B102119		Police Officer Attend: Yes	
Date 05/06/2019 Day Wednesday	ROAD U	LOCATION U/C RETFORD ROAD, at its Junction with U/C PTE ENT/EXT TO RAMPTON PRIMARY SCHOOL, RAMPTON		
Time 08:55				
Weather Fine				
Road Surface Dry				
Street Lighting Daylight				
Speed Limit 30 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS		
Carriageway Single c'way		None		
Lane markings Centre/hazard line				
Junction Detail Using private drive or entrance				
Junction Control Give way sign or uncontrolled		CARRIAGEWAY HAZARDS		
2nd Road Number U		None		
Pedestrian Facilities No Human control within 50m and No crossing facility within 50m				
<b>VEHICLES INVOLVED 2</b>		<b>CASUALTIES INVOLVED 1</b>		
Veh.No. 1	Vehicle type Car	Cas No 1	Cas Class	Driver or Rider Veh ref No 2
Manoeuvre Going ahead other		Severity <b>SLIGHT</b>	Age 63 yrs	Sex Female
Direction from West to North east	Towing? No	Car Passenger? No	PSV Passenger? No	
Skidded Yes		Ped Movement Not a pedestrian		
Veh location at impact (restricted lane) On main carriageway		Ped location Not a pedestrian		
Junct. location of veh. at 1st impact Approaching or parked on approach to junction		Ped Direction to Not a pedestrian		
Veh left carriageway? Did not leave c'way		School Pupil Other		
Hit object in c'way? None		Roadworker injured No		
Hit object off c'way? None				
First point of impact Front				
Drivers age 25 yrs Sex Male	Other veh.hit (ref.) 2	Hit and run No		
Foreign vehicle Not foreign		Breath test Negative		
Journey purpose Commuting to/from work				
Veh.No. 2	Vehicle type Car			
Manoeuvre Waiting to go ahead but held up				
Direction from West to North east	Towing? No			
Skidded No				
Veh location at impact (restricted lane) On main carriageway				
Junct. location of veh. at 1st impact Entering main road				
Veh left carriageway? Did not leave c'way				
Hit object in c'way? None				
Hit object off c'way? None				
First point of impact Back				
Drivers age 63 yrs Sex Female	Other veh.hit (ref.) 1	Hit and run No		
Foreign vehicle Not foreign		Breath test Negative		
Journey purpose Taking pupil to/from school				

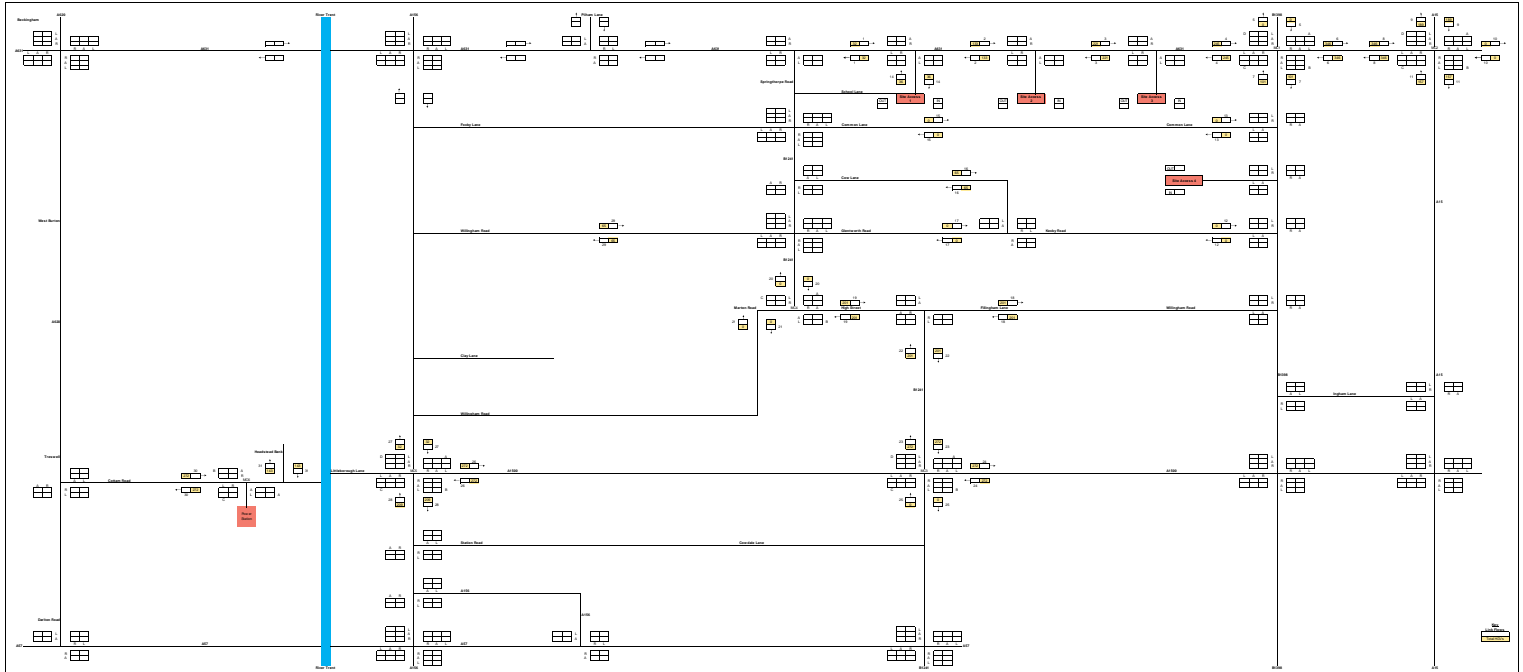


<b>No. 6</b>	District Bassetlaw	<h1>Accident Details</h1>	VRUs	Grid Reference 478561 / 378662
SEVERITY <b>SLIGHT</b>	Ref.No 2B087120		Police Officer Attend: Yes	
Date 07/07/2020 Day Tuesday	ROAD U	LOCATION U/C COCKING LANE, 50 metres north of U/C LANEHAM ROAD, TRESWELL		
Time 21:30				
Weather Rain				
Road Surface Wet				
Street Lighting Daylight				
Speed Limit 60 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS		
Carriageway Single c'way		None		
Lane markings Centre/hazard line				
Junction Detail Not at or within 20m of junction		CARRIAGEWAY HAZARDS		
Junction Control		None		
2nd Road Number				
Pedestrian Facilities No Human control within 50m and No crossing facility within 50m				
<b>VEHICLES INVOLVED 1</b>		<b>CASUALTIES INVOLVED 1</b>		
Veh.No. 1	Vehicle type Car	Cas No 1	Cas Class Driver or Rider	Veh ref No 1
Manoeuvre Going ahead other		Severity <b>SLIGHT</b>	Age 25 yrs Sex Male	
Direction from North to South	Towing? No	Car Passenger? No	PSV Passenger? No	
Skidded Yes		Ped Movement Not a pedestrian		
Veh location at impact (restricted lane) On main carriageway		Ped location Not a pedestrian		
Junct. location of veh. at 1st impact Not at junction		Ped Direction to Not a pedestrian		
Veh left carriageway? Left c'way near-side		School Pupil Other		
Hit object in c'way? None		Roadworker injured No		
Hit object off c'way? Other permanent object				
First point of impact Nearside				
Drivers age 25 yrs Sex Male	Other veh.hit (ref.) 0	Hit and run Yes		
Foreign vehicle Not foreign		Breath test Negative		
Journey purpose Commuting to/from work				

No. <b>7</b>	District Bassetlaw	<h1>Accident Details</h1>	VRUs	Grid Reference 480168 / 380628
SEVERITY <b>SERIOUS</b>	Ref.No 2B179121		Pedal Cycle	Police Officer Attend: Yes
Date 25/11/2021 Day Thursday	ROAD U	LOCATION U/C WESTBRECKS LANE, 131 metres southeast of BROAD LANE, SOUTH LEVERTON		
Time 17:01				
Weather Fine Wind				
Road Surface Wet				
Street Lighting Dark/no lights				
Speed Limit 50 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS		
Carriageway Single c'way	None			
Lane markings Centre/hazard line				
Junction Detail Not at or within 20m of junction				
Junction Control	CARRIAGEWAY HAZARDS			
2nd Road Number	None			
Pedestrian Facilities No Human control within 50m and No crossing facility within 50m				
<b>VEHICLES INVOLVED 2</b>		<b>CASUALTIES INVOLVED 1</b>		
Veh.No. 1 Vehicle type Car	Cas No 1 Cas Class Driver or Rider Veh ref No 2			
Manoeuvre Going ahead other	Severity <b>SERIOUS</b> Age 51 yrs Sex Male			
Direction from South to North Towing? No	Car Passenger? No PSV Passenger? No			
Skidded No	Ped Movement Not a pedestrian			
Veh location at impact (restricted lane) On main carriageway	Ped location Not a pedestrian			
Junct. location of veh. at 1st impact Not at junction	Ped Direction to Not a pedestrian			
Veh left carriageway? Did not leave c'way	School Pupil Other			
Hit object in c'way? None	Roadworker injured No			
Hit object off c'way? None				
First point of impact Front				
Drivers age U/K yrs Sex Not traced Other veh.hit (ref.) 2 Hit and run Yes				
Foreign vehicle Not foreign Breath test Not contacted				
Journey purpose				
Veh.No. 2 Vehicle type Pedal Cycle				
Manoeuvre Going ahead other				
Direction from North to South Towing? No				
Skidded No				
Veh location at impact (restricted lane) On main carriageway				
Junct. location of veh. at 1st impact Not at junction				
Veh left carriageway? Left c'way near-side				
Hit object in c'way? None				
Hit object off c'way? Other permanent object				
First point of impact Front				
Drivers age 51 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No				
Foreign vehicle Not foreign Breath test Not applicable				
Journey purpose Commuting to/from work				

<b>No. 8</b>	District Bassetlaw	<h1>Accident Details</h1>	VRUs	Grid Reference 478529 / 378126
SEVERITY <b>FATAL</b>	Ref.No 2B000722		Police Officer Attend: Yes	
Date 19/01/2022 Day Wednesday	ROAD U	LOCATION U/C LANEHAM ROAD, at its Junction with U/C RETFORD ROAD, WOODBECK		
Time 13:07				
Weather Fine				
Road Surface Dry				
Street Lighting Daylight				
Speed Limit 60 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS		
Carriageway Single c'way		None		
Lane markings Centre/hazard line				
Junction Detail Crossroads				
Junction Control Give way sign or uncontrolled		CARRIAGEWAY HAZARDS		
2nd Road Number U		None		
Pedestrian Facilities No Human control within 50m and No crossing facility within 50m				
<b>VEHICLES INVOLVED 2</b>		<b>CASUALTIES INVOLVED 2</b>		
Veh.No. 1 Vehicle type Car	Manoeuvre Going ahead other	Cas No 1 Cas Class Driver or Rider Veh ref No 2	Severity <b>SLIGHT</b> Age 38 yrs Sex Female	
Direction from West to East	Towing? No	Car Passenger? No	PSV Passenger? No	
Skidded No		Ped Movement	Not a pedestrian	
Veh location at impact (restricted lane) On main carriageway		Ped location	Not a pedestrian	
Junct. location of veh. at 1st impact Mid junction		Ped Direction to	Not a pedestrian	
Veh left carriageway? Left c'way Offside		School Pupil	Other	
Hit object in c'way? None		Roadworker injured	No	
Hit object off c'way? Road sign or signal		Cas No 2 Cas Class Driver or Rider Veh ref No 1	Severity <b>FATAL</b> Age 77 yrs Sex Male	
First point of impact Offside		Car Passenger? No	PSV Passenger? No	
Drivers age 77 yrs Sex Male Other veh.hit (ref.) 2	Hit and run No	Ped Movement	Not a pedestrian	
Foreign vehicle Not foreign	Breath test Not provided	Ped location	Not a pedestrian	
Journey purpose		Ped Direction to	Not a pedestrian	
Veh.No. 2 Vehicle type Car	Manoeuvre Going ahead other	School Pupil	Other	
Direction from North to South	Towing? No	Roadworker injured	No	
Skidded No				
Veh location at impact (restricted lane) On main carriageway				
Junct. location of veh. at 1st impact Mid junction				
Veh left carriageway? Left c'way near-side				
Hit object in c'way? None				
Hit object off c'way? None				
First point of impact Front				
Drivers age 38 yrs Sex Female Other veh.hit (ref.) 1	Hit and run No			
Foreign vehicle Not foreign	Breath test Negative			
Journey purpose Commuting to/from work				

## **Annex D. Construction Staff and HGV Traffic Flow Diagrams**

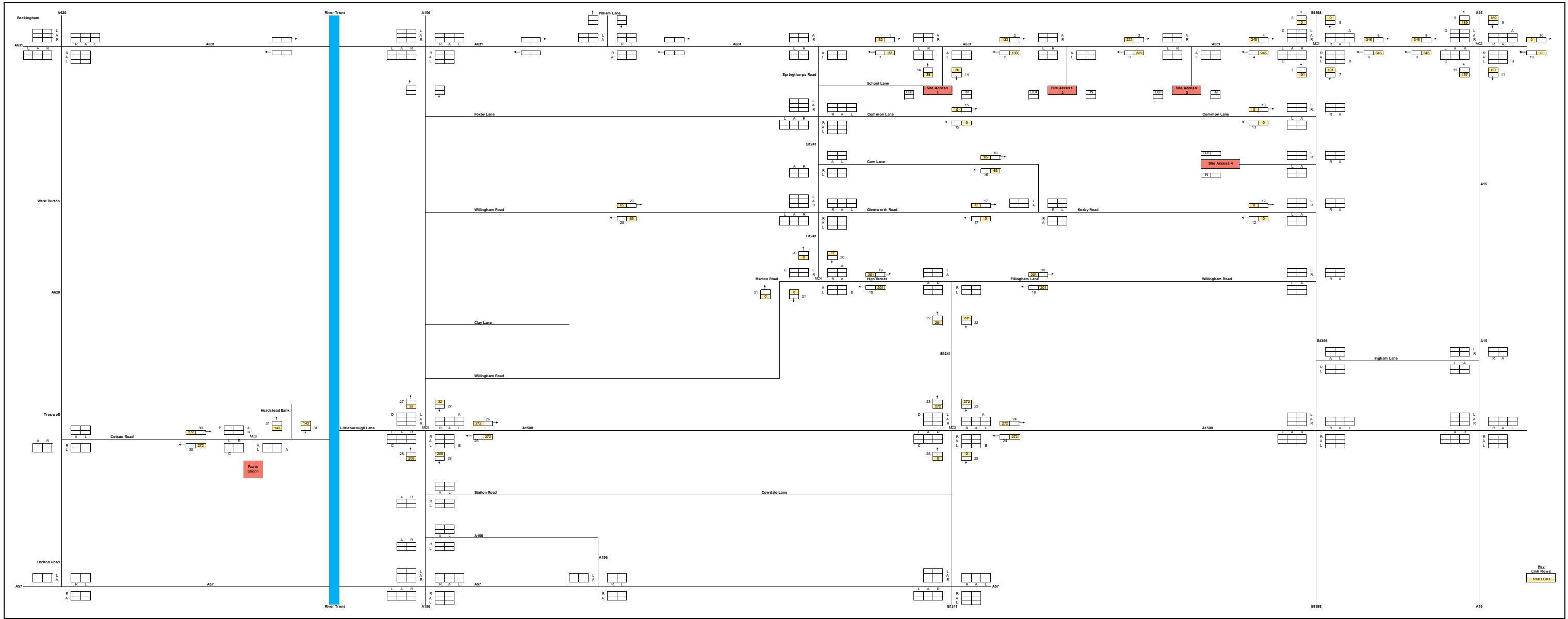


Working Area Only

Site Plan (Conceptual) Traffic Movement - 2024

**AECOM**

Project Name	2024	2024
Project Number	2024	2024
Project Location	2024	2024
Project Status	2024	2024
Project Manager	2024	2024
Project Engineer	2024	2024



Project: **Willbridge Solar Farm**

Daily (24 hour) Construction Traffic Movements - HDVs

<b>AECOM</b> Mantonleigh Court 10 Birchall Road St Albans, Herts AL1 3JX T: +44 (0)1727 550000 www.aecom.com		Design: OR	Calc: DA
		Checked: CC	Appr: SSC
Date: December 2023		Scale: Not to Scale	
Drawing: <b>Annex D - Figure 2</b>		Rev: A	

HDV  
Link Flows