



# Botley West Solar Farm

Environmental Statement

**Volume 3**

**Appendix 12.9: Personal Injury Accident (PIA) clusters**

November 2024

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APFP Regulation 5(2)(a); Planning Act 2008; and Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations

## Approval for issue

Jonathan Alsop

15 November 2024

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## Glossary

Term	Meaning
Environmental Statement	The document presenting the results of the Environmental Impact Assessment process.
Personal Injury Accident	An accident that results in personal injury occurring on the public highway (including footways) in which at least one road vehicle was involved.
Study Area	This is an area which is defined for each environmental topic which includes the Order Limits as well as potential spatial and temporal considerations of the impacts on relevant receptors. The study area for each topic is intended to cover the area within which an impact can be reasonably expected.
The Site or Order Limits	The area of land encompassing the Project development and shown on the Site Location and Order Limits plan (Volume 2, Figure 1.1 of the ES [EN010147/APP/6.4]).
The Applicant	SolarFive Ltd
The Project	The Botley West Solar Farm

## Abbreviations

Abbreviation	Meaning
DfT	Department for Transport
ES	Environmental Statement
PIA	Personal Injury Accident
PVDP	Photovolt Development Partners GmbH

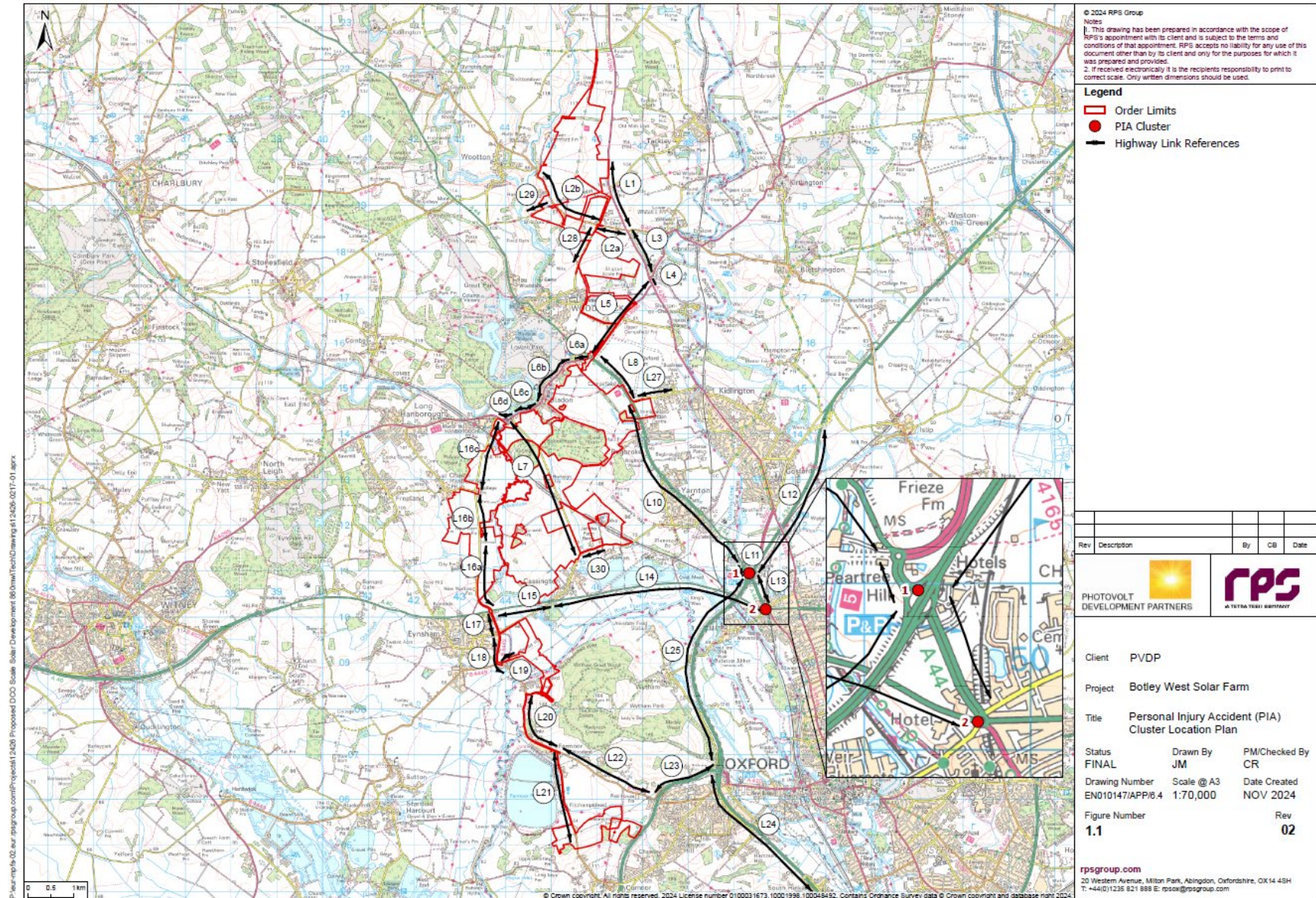
# 1 Personal Injury Accident (PIA) clusters

## 1.1 Introduction

### Overview

- 1.1.1 This Appendix of the Environmental Statement (ES) has been prepared by RPS on behalf of Photovolt Development Partners GmbH. (PVDP) for the Applicant, SolarFive Ltd. (SolarFive). This Appendix supports Volume 1, Chapter 12: Traffic and transport of the ES.
- 1.1.2 **Section 12.6** of Volume 1, Chapter 12: Traffic and transport of the ES provides an analysis of road safety for the area comprising the highway links in the traffic and transport study area, shown at Volume 3, Appendix 12.1: Description of network links and sensitivity of the ES. The Personal Injury Accidents (PIAs) have been obtained from [www.crashmap.co.uk](http://www.crashmap.co.uk) which is a database using official data published by the Department for Transport (DfT) based on records submitted to them by police forces. Data has been obtained over the five-year period 2018 to 2022 inclusive, which is the latest period over which data is available.
- 1.1.3 The Crashmap database has been interrogated to identify clusters of PIAs which are determined as areas with four or more injury accidents in one location (or within 25 m of each other).
- 1.1.4 Two clusters of PIAs have been identified within the traffic and transport study area during the five-year period. The locations of these are shown graphically on **Figure 1.1**, with further details provided in **Section 12.6** of Volume 1, Chapter 12: Traffic and transport of the ES.

**Figure 1.1: Personal Injury Accident (PIA) clusters**



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- Legend**
- Order Limits
  - PIA Cluster
  - Highway Link References

Rev	Description	By	CB	Date

PHOTOVOLT DEVELOPMENT PARTNERS

Client	PVDP		
Project	Botley West Solar Farm		
Title	Personal Injury Accident (PIA) Cluster Location Plan		
Status	Drawn By	PM/Checked By	
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## 1.2 References

Crashmap (2024) [Online] Available at <https://www.crashmap.co.uk/> [Accessed October 2024]