

ENVIRONMENTAL STATEMENT (VOLUME III)

Appendix 17.3 Personal Injury Accident Summary

HyNet Carbon Dioxide Pipeline DCO

Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 –
Regulations 5(2)(a)

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1. INTRODUCTION

- 1.1.1. This Appendix to the Environmental Statement (ES) **Chapter 17 – Traffic and Transport (Volume II)** considers the impact of DCO Proposed Development construction traffic on Highway Safety.

1.2. METHOD

- 1.2.1. In considering highway safety a methodology has been adopted in which clusters are identified on construction traffic routes based upon the density (clustering) and severity of reported collisions within the most recent 60 months for which data is available.
- 1.2.2. All effects on Highway Safety arising from the DCO Proposed Development would be temporary. Rather than consider only those locations where pre-mitigation effects are calculated to be significant, the adopted method considers PIA history on all of the proposed Construction Traffic routes.
- 1.2.3. Where accident clusters existing, or fatal accidents have occurred, the likely effects of construction traffic are then considered on the basis of the location specific contributory factors and a professional judgement of the likelihood of environmental effects arising from the proposed increases in construction traffic.
- 1.2.4. Mitigation is subsequently proposed to address any locations where the effects on Highways Safety may be significant. It should be noted that this Appendix does not detail all proposed mitigation on Construction Traffic Routes; only those proposed to address identified Highway Safety effects.
- 1.2.5. Full details of mitigation [are](#) presented in the **Outline Construction Traffic Management Plan (OCTMP) (Document Reference: D.6.5.3)**.

1.3. DATA SOURCES

- 1.3.1. Highway safety considers PIA data obtained from CrashMap for the last five years (2017-2021 inclusive) at junctions and links along the proposed construction traffic routes. These have been used to assess whether the additional traffic during construction of the DCO Proposed Development would be likely to have a detrimental effect of road safety.
- 1.3.2. Proposed construction traffic routes for LGVs and HGVs are presented in **Figure 17.4 Construction Traffic Routes (Volume IV)**.
- 1.3.3. Data has been sourced from CrashMap for the most recent 60 month period for which data is available (2017-2021 Inclusive) along all of the identified construction traffic routes. CrashMap provides Personal Injury Accident (PIA) information from recorded collisions on the roads of Great Britain.

2. BASELINE

2.1.1. **Table 1** summarises the total number of PIAs – by severity - on construction traffic routes for the DCO Proposed Development.

Table 1 - Personal Injury Accidents Summary

Slight	Serious	Fatal	Total
63	10	2	75

2.1.2. A total of 75 PIAs occurred on construction traffic routes for the DCO Proposed Development during the most recent 60 months for which data is available. This included 63 accidents where the severity was slight, 10 where it was serious, and 2 PIAs which resulted in fatalities.

2.1.3. [Table 2 Table 2](#) presents the number of reported PIAs on each of the construction traffic links for the DCO Proposed Development. Some PIAs are present on more than one route due to the routes overlapping, therefore the totals from this table are higher than the actual total number of PIAs.

Table 2 - Personal Injury Accidents by Construction Traffic Route

CTR Reference	Slight	Serious	Fatal	Total
CTR AGI 1	1	-	-	1
CTR AGI 2	1	-	-	1
CTR AGI 3A	-	1	-	1
CTR AGI 3B	4	1	-	5
CTR AGI 4	1	1	-	2
CTR BVS 1	11	1	-	12
CTR BVS 2	19	4	1	24
CTR BVS 3	2	-	-	2
CTR BVS 4	1	-	-	1
CTR BVS 5	2	-	-	2
CTR BVS 6	1	1	-	2
CTR CC 1	1	-	-	1

CTR Reference	Slight	Serious	Fatal	Total
CTR CC 2	8	-	-	8
CTR CC 3	11	1	-	12
CTR CC 5	6	1	1	8
CTR CC 6	3	-	-	3
CTR CC 7	-	-	-	0
CTR CC 8A	-	1	-	1
CTR CC 8B	4	1	-	5

Table 3 - Personal Injury Accidents by Highway Link

Reference	Link	Relevant CTRs	Slight	Serious	Fatal	Total
1	A5117 1	CC CTR 1, AGI CTR 1, AGI CTR 2	6	-	-	6
2	A5117 2	CC CTR 2, CC CTR 3, BVS CTR 1	7	-	-	7
3	B5132 Cryers Lane	CC CTR1	-	-	-	0
4	Little Stanney Lane	CC CTR 2	3	-	-	3
5	Picton Lane	CC CTR 2	2	-	-	2
6	Rake Lane	CC CTR 3, BVS CTR 1	4	1	-	5
7	A548 Sealand Road	CC CTR 4, CC CTR 5	6	1	1	8
8	B5129	CC CTR 6	3	-	-	3

Reference	Link	Relevant CTRs	Slight	Serious	Fatal	Total
9	B5125-1	CC CTR 7	-	4	-	4
10	B5125 2	CC CTR 8a, AGI CTR 3a	-	-	-	0
11	B5126	CC CTR 8b, AGI CTR 3b	3	1	-	4
12	A5119 1	CTR AGI 3B, CTR CC 8B	1	-	-	1
13	Ince Lane	AGI CTR 1	-	-	-	0
14	Ash Road	AGI CTR 1	1	-	-	1
15	Pool Lane	AGI CTR 2	-	-	-	0
16	Starkey Lane	AGI CTR 4	-	-	-	0
17	Allt Goch Lane	AGI CTR 4	-	-	-	0
18	Chorlton Lane	CC CTR 3, BVS CTR 1	-	-	-	0
19	A540	BVS CTR 2	18	4	1	23
20	Upper Aston Hill BVS Lane	BVS CTR 3	-	-	-	0
21	Lower Aston Hill BVS Lane	BVS CTR 3	2	-	-	2
22	B5123	BVS CTR 4, BVS CTR 5	2	-	-	2
23	Bryntyri on Road	BVS CTR 4	-	-	-	0

Reference	Link	Relevant CTRs	Slight	Serious	Fatal	Total
24	Lleprog Lane	BVS CTR 4	-	-	-	0
25	Bryn Emlyn	BVS CTR 5	-	-	-	0
26	Ffordd Groes	BVS CTR 5	1	-	-	1
27	B5121	BVS CTR 5	-	-	-	0
28	B5122	BVS CTR 6	1	1	-	2
29	A5104	CC CTR 6	-	-	-	0
30	Manor Lane	CC CTR 6	-	-	-	0
31	Little Rake Lane	CC CTR 3, BVS CTR 1	1	-	-	1
32	Brookside	CC CTR 8a, AGI CTR 3a	-	-	-	0
33	A5117 4	BVS CTR 2	1	1	-	2
34	Overwood Lane	BVS CTR 2	-	-	-	0
35	Racecourse Lane	BVS CTR 6	-	-	-	0
36	B5125 4	BVS CTR 3	-	-	-	0
37	A5119 2	AGI CTR 4	1	1	-	2

3. PIA ANALYSIS COMMENTARY

3.1. PIA CLUSTERS

- 3.1.1. This section presents an analysis of PIA clusters on construction traffic routes. Clusters are identified as locations where four or more PIAs have been reported within a 100m radius in the most recent 60 month period for which data is available.
- 3.1.2. A total of four clusters have been identified on proposed construction traffic routes within the Traffic and Transport Zone of Influence, as follows:
- **Cluster Reference 1** – A5117 1/ Rake lane junction.
Construction Traffic Route(s): [BVS_CTR BVS-1](#), [CC_CTR CC-3](#).
 - **Cluster Reference 2** – Rake Lane/Little Rake Lane Junction.
Construction Traffic Route(s): [BVS_CTR BVS-1](#), [CC_CTR CC-3](#).
 - **Cluster Reference 3** – A540 Parkgate Road.
Construction Traffic Route(s): [BVS_CTR BVS-2](#).
 - **Cluster Reference 4** – A540 Parkgate Road Roundabout.
Construction Traffic Route(s): [BVS_CTR BVS-2](#).
- 3.1.3. Each cluster is considered under separate subheading. The contributory factors, road and weather conditions, severity, and road users(s) are all considered in determining the likelihood and extent to which additional construction traffic arising from the DCO Proposed Development will contribute to existing Highway Safety concerns.

3.2. CLUSTER REFERENCE 1 – A5117 1/RAKE LANE JUNCTION

GRID REFERENCE: -320943, 7031215

- 3.2.1. There was a cluster of four incidents around the A5117 1/Rake Lane junction over the study period. The references and associated severity for each are listed below and presented in [Annex A Annex A](#).
- 2017077254372 – Slight
 - 2018070060481 – Slight
 - 2018070322763 – Slight
 - 2019070216306 – Slight
- 3.2.2. All reported PIAs in this location were slight in severity and occurred during daylight hours.
- 3.2.3. PIA Reference **2017077254372** involved a young (16-20 years old) motorcyclist who lost control making a left turn into Rake Lane from the A5117.

- 3.2.4. PIA **Reference 2018070060481** involved three vehicles and appears to have been a 'rear-end shunt' type incident where a vehicle turning left into the Rake Lane from the A5117 was struck from behind by a vehicle that had failed to slow in proper time.
- 3.2.5. PIA **Reference 2018070322763** involved a motorcyclist who was struck proceeding westbound on the A5117 by a driver turning right into Rake Lane.
- 3.2.6. The final PIA (**Reference: 2019070216306**) happened while there were roadworks in place and involved an LGV striking the rear end of a car when moving off.
- 3.2.7. 50% of the reported PIAs in this time involved motorcyclists. However, one of these (**Reference 2017077254372**) involved only one driver who lost control of the vehicle when manoeuvring. The second incident (**Reference 2018070322763**) occurred between a right turning vehicle and a motorcyclist.
- 3.2.8. The proposed Construction Traffic Routes ([BVS CTR](#) ~~BVS~~-1 and [CC CTR](#) ~~CC~~ 3) would require construction traffic to turn left into Rake Lane, and right out onto the A5117 towards M53 J10. The DCO proposed development would not contribute to right turning traffic in this location.
- 3.2.9. It is therefore not proposed to introduce any location-specific mitigation at this junction. The DCO Proposed Development would, however, require the contractor to ensure that HGVs are fitted with side guards and mirrors to enhance safety for cyclists and motorcyclists. Similarly, in order to reduce the risk of loss of control type incidents on Construction Traffic Routes, wheel cleansing and street cleaning facilities would be provided at all working locations to ensure that dirt and debris from construction locations is not carried into the highway.

3.3. CLUSTER REFERENCE 2 - RAKE LANE/LITTLE RAKE LANE JUNCTION

GRID REFERENCE: -321710, 7028490

- 3.3.1. There was a cluster of four incidents around the Rake Lane/Little Rake Lane junction over the last 60 months. The references and associated severity for each are listed below and presented in [Annex A Annex A](#).
- 2017077416113 - Slight
 - 2019070038178 - Slight
 - 2019070230436 - Serious
 - 2021070312336 - Slight
- 3.3.2. Three of the incidents had a severity of slight, and one of them was serious (**Reference 2019070230436**).

- 3.3.3. PIA Reference 2017077416113 occurred during a period of frost and ice. It involved a single car which left the carriageway making a right turn. It subsequently hit a telegraph pole. The PIA was slight in severity.
- 3.3.4. PIA Reference 2019070038178 again involved a single vehicle losing control when making a right turning. Whilst weather conditions were dry, the PIA occurred during darkness. No street lighting is present on approach to the junction. The PIA was slight in severity.
- 3.3.5. PIA Reference 2019070230436 resulted in serious injuries. Again, it occurred during darkness. Road conditions were wet at the time of the incident. The driver lost control proceeding westbound on Rake Lane and left the carriageway.
- 3.3.6. PIA Reference 2021070312336 occurred in daylight during dry conditions and resulted in slight injuries. Vehicle and casualty records are not available for this PIA Reference.
- 3.3.7. Mitigation measures have been identified to safely manage construction traffic on Construction Traffic Routes CC CTR 3 and BVS CTR 1; to the Chorlton Lane Compound and Rock Bank BVS. This will involve the use of temporary traffic lights, reduced speed limits, and a one-way system between Chorlton Lane, Rake Lane, and Little Rake Lane.

3.4. CLUSTER REFERENCE 3 – A540 PARKGATE ROAD/ LONG LANE JUNCTION

GRID REFERENCE: -327835, 7026540

- 3.4.1. There was a cluster of seven incidents on Parkgate Road around the junctions with Long Lane and Coalpit Lane over the last 60 months. The references and associated severity for each are listed below and presented in [Annex A Annex A](#).

- 2018070184548 – Slight
- 2018070216672 – Slight
- 2019070432554 – Slight
- 2019070693725 – Slight
- 2020070117327 – Slight
- 2020070631088 – Slight
- 2020070712723 – Fatal

- 3.4.2. Of the seven PIAs recorded during this period, six of the incidents were slight in severity. Regrettably, one fatal PIA occurred during this period. Five of the incidents happened during daylight, and the road conditions were wet or damp on one occasion (2020070117327). In all the slight incidents one of the vehicles was making a manoeuvre, all of these incidents were associated with the Long Lane junction and involved either turning or slowing down or moving off.
- 3.4.3. The Fatal PIA (Reference: 2020070712723) occurred during darkness and involved a head-on collision between a motorcyclist and an overtaking vehicle. An analysis of fatal PIAs on Construction Traffic Routes is presented in the following sub-section.
- 3.4.4. The proposed Construction Traffic Route (BVS CTR 2) would not introduce turning vehicles at the Long Lane junction. It would, however, increase passing traffic on the A540 north of Overwood Lane.
- 3.4.5. During the Project Peak Month (August 2024) it is anticipated that increase in traffic flows on the A540 arising from the DCO Proposed Development would be 1% for all traffic and 7% for HGVs. This is considered to be negligible or low in magnitude.
- 3.4.6. No location-specific mitigation is proposed. This location is however included within the **Outline Construction Traffic Management Plan (OCTMP)** (**Document Reference: D.6.5.3**) as part of the Construction Traffic Route Risk Register. This will form part of the package handed to the contractor who will be required to communicate risk locations to suppliers and workers using Construction Traffic Routes.

3.5. CLUSTER REFERENCE 4 – A540 PARKGATE ROUNDABOUT

GRID REFERENCE: -328417, 7027325

- 3.5.1. There was a cluster of six incidents around Parkgate Roundabout over the last 60 months. The references and associated severity for each are listed below and presented in [Annex A Annex A](#).
- 2018070075790 – Slight
 - 2018070107650 – Serious
 - 2018070155784 – Serious
 - 2019070673636 – Slight
 - 2020070061931 – Slight
 - 2021070018037 – Slight

- 3.5.2. Three of these incidents were on Parkgate Road on the junction approach (2019070673636, 2020070061931 and 2021070018037), and three were on the roundabout near the off slip from the A494 (2018070075790, 2018070107650 and 2018070155784). The three incidents around the off slip all involved a pedal cycle and either a car or light goods vehicle, two of these resulted in serious injuries and the other was slight. Two of the incidents on the approach to the roundabout involved one of the vehicles making a manoeuvre, either slowing down or turning, and all three incidents on the approach result in slight injuries.
- 3.5.3. During the Project Peak Month (August 2024) it is anticipated that increase in traffic flows on the A540 arising from the DCO Proposed Development would be 1% for all traffic and 7% for HGVs. This is considered to be negligible or low in magnitude.
- 3.5.4. It is therefore not proposed to introduce any location-specific mitigation at this junction. The DCO Proposed Development would, however, require the contractor to ensure that HGVs are fitted with side guards and mirrors to enhance safety for cyclists and motorcyclists.

3.6. FATAL PIA

- 3.6.1. This sections considers locations where Fatal PIAs have occurred on proposed construction traffic routes. It considers likely contributory factors associated with each collision using professional judgement and discusses conditions at the time, and any other relevant considerations that may identify a sensitivity in each location to increases in construction traffic associated with the DCO Proposed Development.

REFERENCE: 201860W014858

- 3.6.2. This crash occurred during daylight while it was snowing, causing the road surface to be wet or damp. The incident does not form part of a cluster. One of the two vehicles involved was an HGV, and the fatality was in the other vehicle; a car. It appears that the conditions have led to the two vehicles meeting head-on on the A548.
- 3.6.3. Given the conditions at the time and isolated nature of this regrettable incident it is not considered necessary to implement location-specific mitigation.

REFERENCE: 2020070712723

- 3.6.4. This crash occurred in the evening when the lighting was dark without streetlighting, but the weather was fine, and the road surface was dry. This incident is part of Cluster Reference 3. There have been a total of seven incidents within 100m in the most recent 60 months in this area.

- 3.6.5. The Fatal PIA occurred during darkness and involved a head-on collision between a motorcyclist and an overtaking vehicle. Conditions at the time were fine. It is unclear what specific contributory factors led to the incident.
- 3.6.6. No location-specific mitigation is proposed. This location is however included within the **Outline Construction Traffic Management Plan (OCTMP)** (**Document Reference: D.6.5.3**) as part of the Construction Traffic Route Risk Register. This will form part of the package handed to the contractor who will be required to communicate risk locations to suppliers and workers using Construction Traffic Routes.

4. RESULTS

- 4.1.1. This section considered likely residual environmental effects arising from the DCO Proposed Development. Where clusters or fatal PIA are identified, it is considered that there is the potential for significant effects arising from the Proposed Development.
- 4.1.2. In determining residual effects, duration of impacts and proposed mitigation are considered. This is summarised in the latter sections of this document.

4.2. DURATION

- 4.2.1. Duration is considered when assessing the overall significance of residual effects. DMRB LA104 (**Ref. 5**) states that:
- “The assessment of the significance of environmental effects shall cover the following factors:*
- 3) The duration (long or short term); permanence (permanent or temporary) and changes in significance (increase or decrease).”*
- 4.2.2. It is anticipated that the overall construction programme for the DCO Proposed Development would last approximately 18 months.
- 4.2.3. All of the Traffic and Transport effects associated with the DCO Proposed Development would therefore be temporary effects. Some temporary effects would be likely to last longer than others, and this is considered when reporting final residual effects.

5. HIGHWAY SAFETY MITIGATION

- 5.1.1. The **Outline Construction Traffic Management Plan (OCTMP) (Document Reference: D.6.5.3)** includes within it a range of measures designed to reduce the risk of PIAs as a consequence of the DCO Proposed Development. These include measures such as the implementation of temporary speed restrictions, prohibited traffic movements on certain links, advanced warning signage, and timing restrictions on HGV movements.
- 5.1.2. Location specific mitigation identified to ensure that the residual effects of increases in construction traffic arising from the DCO Proposed Development at existing cluster locations is not significant, is summarised below. This section also discusses any other relevant mitigation that has been identified to mitigate potential effects of the DCO Proposed Development on highway safety.

5.2. MITIGATION SUMMARY

CLUSTER REFERENCE 1 – A5117 1 / RAKE LANE JUNCTION

- 5.2.1. No location-specific mitigation is proposed in this location. It is anticipated with the general mitigation measures proposed within the **Outline Construction Traffic Management Plan (OCTMP) (Document Reference: D.6.5.3)** that the residual environmental effects would not be significant in this location.

CLUSTER REFERENCE 2 – RAKE LANE/ LITTLE RAKE LANE JUNCTION

- 5.2.2. Mitigation measures have been identified to safely manage construction traffic on Construction Traffic Routes CC CTR 3 and BVS CTR 1; to the Chorlton Lane Compound and Rock Bank BVS.

- 5.2.3. During the Project Peak Month (August 2024) it is anticipated that total AADT will increase by 10%. HGV AADT will increase by 332% (from eight to 37no. HGV per day). Access will be required to the Chorlton Lane compound along this route for the duration of the programme, although traffic volumes will fluctuate.
- 5.2.4. Given the presence of a PIA accident cluster in this location, extended use of this route by DCO Proposed Development traffic, and physical constraints of the roads on these Construction Traffic Routes, location-specific measures have been identified to mitigate any likely effects on Highway Safety.
- 5.2.5. The proposals include the following:
- Advanced warning signage on Little Rake Lane on approach to the Rake Lane junction;
 - Use of temporary traffic signals on Rake Lane and Little Rake Lane;
 - A one-way system operating clockwise on Little Rake Lane, Chorlton Lane, and Rake Lane; and
 - Introduction of a temporary 20mph speed limit on all roads comprising the one-way system.
- 5.2.6. Full details are presented in the **Outline Construction Traffic Management Plan (OCTMP) (Document Reference: D.6.5.3)**.

CLUSTER REFERENCE 3 – A540 PARKGATE ROAD / LONG LANE JUNCTION

- 5.2.7. No location-specific mitigation is proposed. This location is however included within the **Outline Construction Traffic Management Plan (OCTMP) (Document Reference: D.6.5.3)** as part of the Construction Traffic Route Risk Register. This will form part of the package handed to the contractor who will be required to communicate risk locations to suppliers and workers using Construction Traffic Routes. It is therefore anticipated that residual environmental effects would not be significant in this location.

CLUSTER REFERENCE 4 – A540 PARKGATE ROAD ROUNDABOUT

- 5.2.8. No location-specific mitigation is proposed in this location. It is anticipated with the general mitigation measures proposed within the **Outline Construction Traffic Management Plan (OCTMP) (Document Reference: D.6.5.3)** that the residual environmental effects would not be significant in this location.

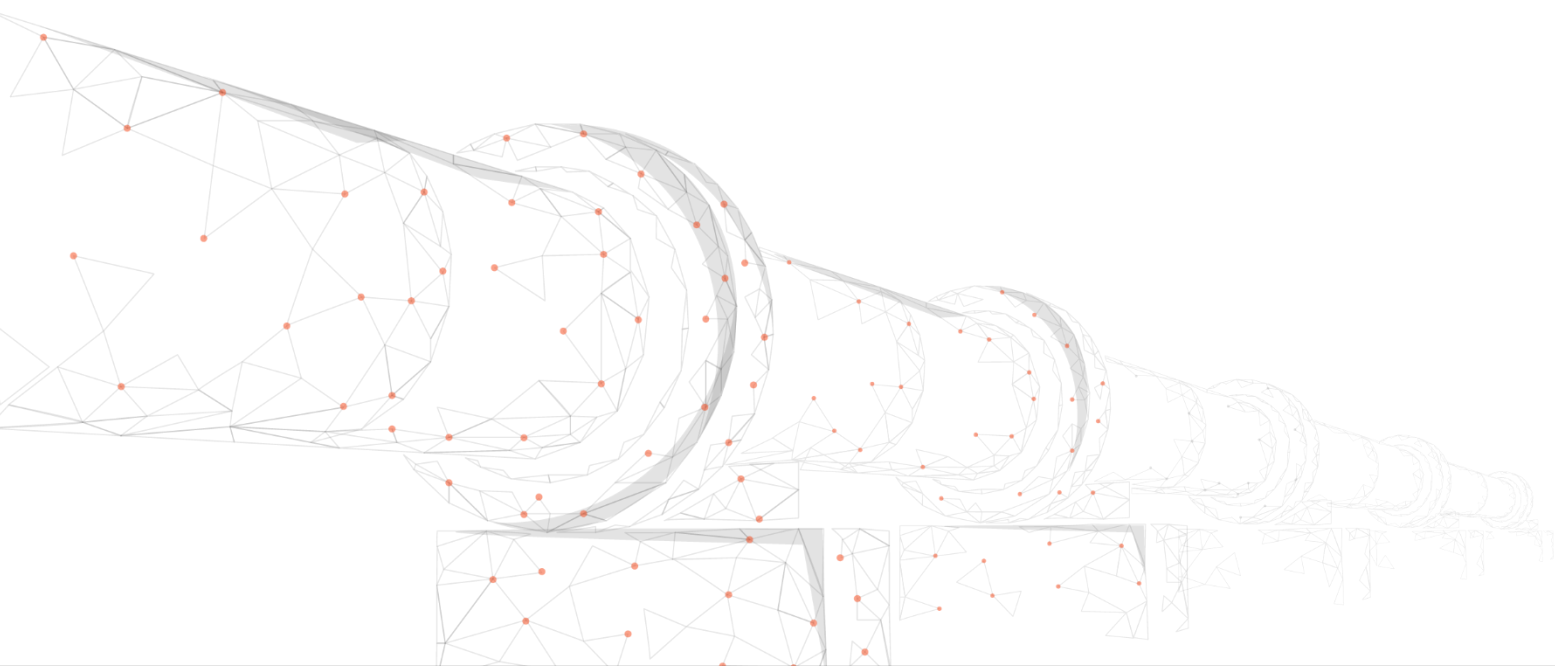
OTHER MITIGATION

- 5.2.9. Analysis of existing highway safety conditions along proposed Construction Traffic Routes has identified the need for mitigation measures that respond to particular trends in the types of PIA, road users involved in PIA, and likely contributory factors and road conditions at the time of PIA.
- 5.2.10. Whilst the PIA history on all routes has not necessarily caused these measures to be proposed, it is considered that they would be applied across the DCO Proposed Development and comprise part of the suite of mitigation measures set out in the **Outline Construction Traffic Management Plan (OCTMP) (Document Reference: D.6.5.3)**.
- 5.2.11. These are as follows:
- Communication of accident cluster locations to suppliers and workforce;
 - Contractor to ensure that HGVs are fitted with side guards and mirrors to enhance safety for cyclists and motorcyclists; and
 - Wheel cleansing and street cleaning facilities to be provided at all working locations to ensure that dirt and debris from construction locations is not carried into the highway.

6. CONCLUSIONS

- 6.1.1. In considering highway safety a methodology has been adopted in which clusters are identified on construction traffic routes based upon the density and severity (clustering) of reported collisions within the most recent 60 months for which data is available. Where clusters or fatal PIA are identified, it is considered that there is the potential for significant effects arising from the DCO Proposed Development.
- 6.1.2. The likely impacts of construction traffic are then considered on the basis of the location specific contributory factors and a professional judgement of the likelihood of environmental effects arising from the proposed increases in construction traffic.
- 6.1.3. In determining residual effects, duration of impacts and proposed mitigation have been considered.
- 6.1.4. On the basis of the assessment and identified mitigation it is not considered that any significant Highway Safety effects are likely to occur.

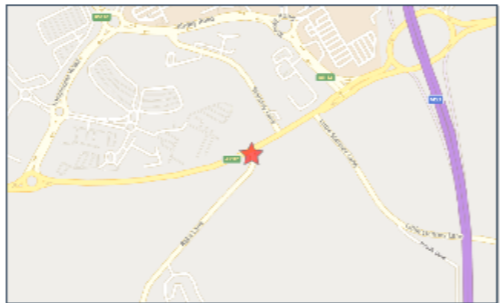
Annexures



Annex A

PIA CLUSTER REPORTS

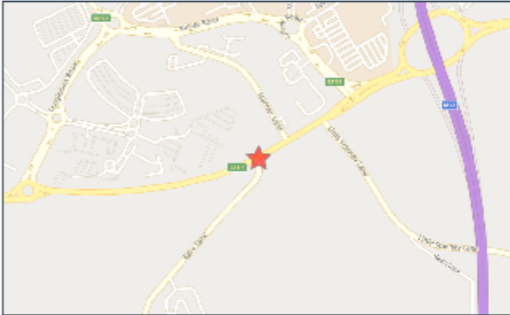
Validated Data

Crash Date:	Tuesday, August 08, 2017	Time of Crash:	2:10:00 PM	Crash Reference:	2017077254372
Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	West Cheshire			Number of Vehicles:	1
Local Authority:	Cheshire West and Chester (from 2009)			OS Grid Reference:	341191 374004
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				

For more information about the data please visit: www.crashmap.co.uk/home/Faq
 To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Crash Date:	Tuesday, March 06, 2018	Time of Crash:	8:40:00 AM	Crash Reference:	2018070060481
Highest Injury Severity:	Slight	Road Number:	A5117	Number of Casualties:	1
Highway Authority:	West Cheshire			Number of Vehicles:	3
Local Authority:	Cheshire West and Chester (from 2009)			OS Grid Reference:	341193 374020
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				

For more information about the data please visit: www.crashmap.co.uk/home/Faq
 To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services





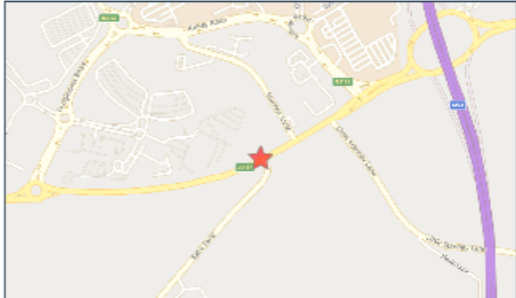
Validated Data

Crash Date:	Sunday, October 14, 2018	Time of Crash:	4:45:00 PM	Crash Reference:	2018070322763
Highest Injury Severity:	Slight	Road Number:	A5117	Number of Casualties:	1
Highway Authority:	West Cheshire	Number of Vehicles:	2	OS Grid Reference:	341188 374013
Local Authority:	Cheshire West and Chester (from 2009)				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				

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Validated Data

Crash Date:	Thursday, May 02, 2019	Time of Crash:	6:10:00 AM	Crash Reference:	2019070216306
Highest Injury Severity:	Slight	Road Number:	A5117	Number of Casualties:	1
Highway Authority:	West Cheshire	Number of Vehicles:	2	OS Grid Reference:	341177 374018
Local Authority:	Cheshire West and Chester (from 2009)				
Weather Description:	Other				
Road Surface Description:	Wet or Damp				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				

For more information about the data please visit: www.crashmap.co.uk/home/Faq
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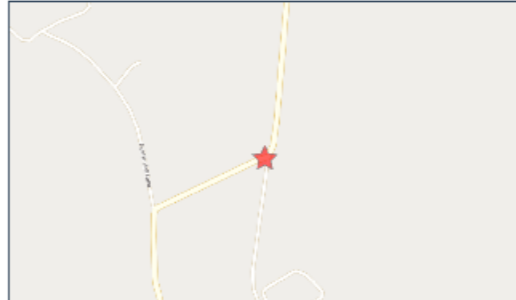


Validated Data

Crash Date:	Thursday, December 28, 2017	Time of Crash:	8:45:00 AM	Crash Reference:	2017077416113
Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	West Cheshire			Number of Vehicles:	1
Local Authority:	Cheshire West and Chester (from 2009)			OS Grid Reference:	340697 372413
Weather Description:	Other				
Road Surface Description:	Frost or Ice				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				

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Validated Data

Crash Date:	Tuesday, February 05, 2019	Time of Crash:	5:25:00 PM	Crash Reference:	2019070038178
Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	West Cheshire			Number of Vehicles:	1
Local Authority:	Cheshire West and Chester (from 2009)			OS Grid Reference:	340688 372409
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Other junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				

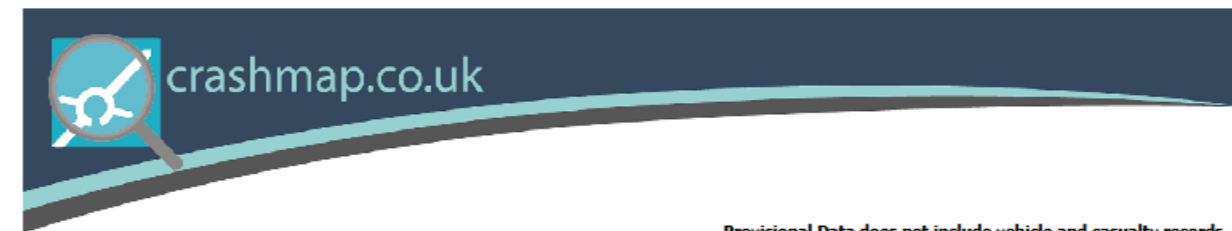
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Validated Data

Crash Date:	Wednesday, May 08, 2019	Time of Crash:	10:35:00 PM	Crash Reference:	2019070230436
Highest Injury Severity:	Serious	Road Number:	U0	Number of Casualties:	1
Highway Authority:	West Cheshire	Number of Vehicles:	1	OS Grid Reference:	340685 372406
Local Authority:	Cheshire West and Chester (from 2009)				
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				

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Provisional Data does not include vehicle and casualty records

Crash Date:	Saturday, May 15, 2021	Time of Crash:	4:47:00 PM	Crash Reference:	2021070312336
Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	West Cheshire	Number of Vehicles:	1	OS Grid Reference:	340681 372403
Local Authority:	Cheshire West and Chester (from 2009)				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				

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Validated Data

Crash Date:	Thursday, June 21, 2018	Time of Crash:	4:40:00 PM	Crash Reference:	2018070184548
Highest Injury Severity:	Slight	Road Number:	A540	Number of Casualties:	1
Highway Authority:	West Cheshire	Number of Vehicles:	4	OS Grid Reference:	336998 371313
Local Authority:	Cheshire West and Chester (from 2009)				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				

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Validated Data

Crash Date:	Monday, July 16, 2018	Time of Crash:	3:00:00 PM	Crash Reference:	2018070216672
Highest Injury Severity:	Slight	Road Number:	A540	Number of Casualties:	1
Highway Authority:	West Cheshire	Number of Vehicles:	2	OS Grid Reference:	337029 371257
Local Authority:	Cheshire West and Chester (from 2009)				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				

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Validated Data			
Crash Date:	Monday, August 05, 2019	Time of Crash: 7:40:00 PM	Crash Reference: 2019070432554
Highest Injury Severity:	Slight	Road Number: A540	Number of Casualties: 1
Highway Authority:	West Cheshire		Number of Vehicles: 2
Local Authority:	Cheshire West and Chester (from 2009)		OS Grid Reference: 337033 371262
Weather Description:	Fine without high winds		
Road Surface Description:	Dry		
Speed Limit:	50		
Light Conditions:	Daylight: regardless of presence of streetlights		
Carriageway Hazards:	None		
Junction Detail:	T or staggered junction		
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres		
Road Type:	Single carriageway		
Junction Control:	Give way or uncontrolled		


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Validated Data			
Crash Date:	Wednesday, November 27, 2019	Time of Crash: 6:40:00 AM	Crash Reference: 2019070693725
Highest Injury Severity:	Slight	Road Number: A540	Number of Casualties: 1
Highway Authority:	West Cheshire		Number of Vehicles: 2
Local Authority:	Cheshire West and Chester (from 2009)		OS Grid Reference: 337032 371262
Weather Description:	Fine without high winds		
Road Surface Description:	Dry		
Speed Limit:	60		
Light Conditions:	Darkness: no street lighting		
Carriageway Hazards:	None		
Junction Detail:	T or staggered junction		
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres		
Road Type:	Single carriageway		
Junction Control:	Give way or uncontrolled		

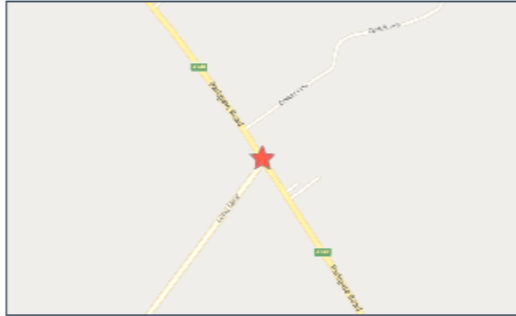
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Validated Data


Crash Date:	Sunday, February 23, 2020	Time of Crash:	4:05:00 PM	Crash Reference:	2020070117327
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Highest Injury Severity:	Slight	Road Number:	A540	Number of Casualties:	3
Highway Authority:	West Cheshire	Number of Vehicles:	2	OS Grid Reference:	337028 371262
Local Authority:	Cheshire West and Chester (from 2009)				
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Stop sign				

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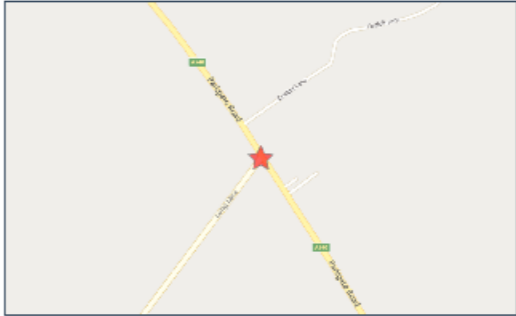
Page 1 of 2 30/06/2022 12:07 PM






Validated Data

Crash Date:	Sunday, October 18, 2020	Time of Crash:	1:15:00 PM	Crash Reference:	2020070631088
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Highest Injury Severity:	Slight	Road Number:	B1	Number of Casualties:	1
Highway Authority:	West Cheshire	Number of Vehicles:	2	OS Grid Reference:	337028 371256
Local Authority:	Cheshire West and Chester (from 2009)				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				

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Validated Data

Crash Date:	Monday, November 23, 2020	Time of Crash:	6:07:00 PM	Crash Reference:	2020070712723
Highest Injury Severity:	Fatal	Road Number:	A540	Number of Casualties:	2
Highway Authority:	West Cheshire	Number of Vehicles:	3	OS Grid Reference:	337054 371225
Local Authority:	Cheshire West and Chester (from 2009)				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	50				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				

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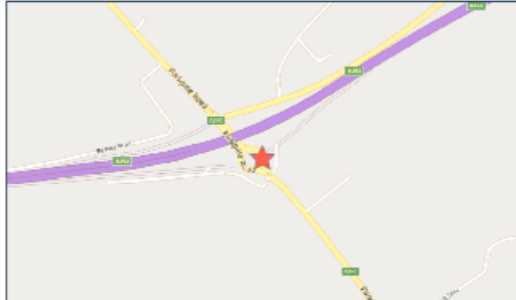
Validated Data

Crash Date:	Tuesday, March 20, 2018	Time of Crash:	9:43:00 AM	Crash Reference:	2018070075790
Highest Injury Severity:	Slight	Road Number:	A540	Number of Casualties:	1
Highway Authority:	West Cheshire	Number of Vehicles:	2	OS Grid Reference:	336648 371796
Local Authority:	Cheshire West and Chester (from 2009)				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				

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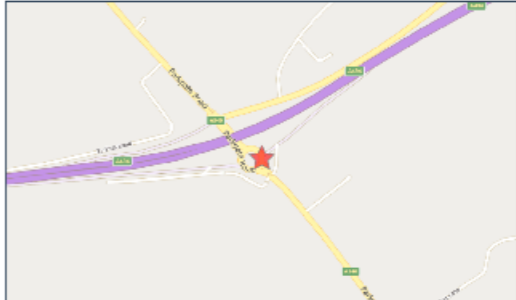


Validated Data

Crash Date:	Wednesday, April 18, 2018	Time of Crash:	12:10:00 PM	Crash Reference:	2018070107650
Highest Injury Severity:	Serious	Road Number:	A540	Number of Casualties:	1
Highway Authority:	West Cheshire	Number of Vehicles:	2	OS Grid Reference:	336646 371790
Local Authority:	Cheshire West and Chester (from 2009)				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				

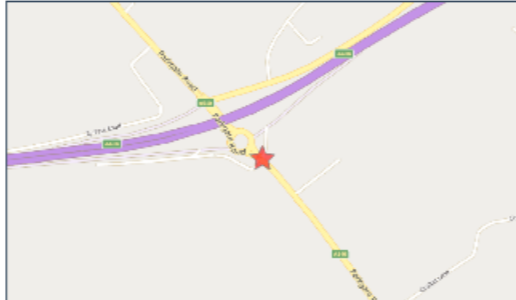
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Validated Data

Crash Date:	Monday, May 28, 2018	Time of Crash:	5:52:00 PM	Crash Reference:	2018070155784
Highest Injury Severity:	Serious	Road Number:	A540	Number of Casualties:	1
Highway Authority:	West Cheshire	Number of Vehicles:	2	OS Grid Reference:	336644 371796
Local Authority:	Cheshire West and Chester (from 2009)				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				

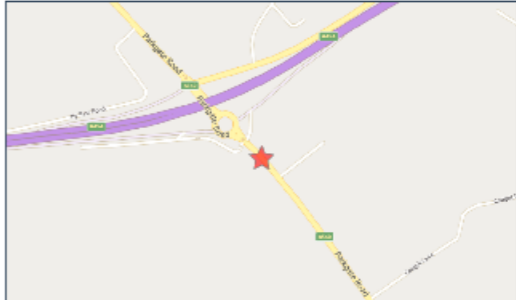
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Validated Data

Crash Date:	Tuesday, November 05, 2019	Time of Crash:	2:45:00 PM	Crash Reference:	2019070673636
Highest Injury Severity:	Slight	Road Number:	A540	Number of Casualties:	1
Highway Authority:	West Cheshire	Number of Vehicles:	2	OS Grid Reference:	336671 371751
Local Authority:	Cheshire West and Chester (from 2009)				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Other junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				

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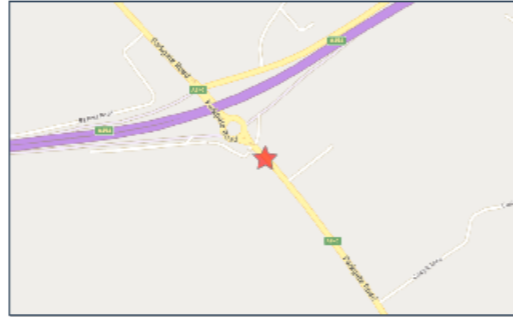
Validated Data

Crash Date:	Wednesday, January 29, 2020	Time of Crash:	10:45:00 AM	Crash Reference:	2020070061931
Highest Injury Severity:	Slight	Road Number:	A540	Number of Casualties:	1
Highway Authority:	West Cheshire	Number of Vehicles:	2	OS Grid Reference:	336709 371709
Local Authority:	Cheshire West and Chester (from 2009)				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Using private drive or entrance				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				

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Provisional Data does not include vehicle and casualty records

Crash Date:	Saturday, January 09, 2021	Time of Crash: 12:09:00 PM	Crash Reference: 2021070018037
Highest Injury Severity:	Slight	Road Number: A540	Number of Casualties: 2
Highway Authority:			Number of Vehicles: 4
Local Authority:			OS Grid Reference: 336697 371720
Weather Description:	Fine without high winds		
Road Surface Description:	Dry		
Speed Limit:	50		
Light Conditions:	Daylight: regardless of presence of streetlights		
Carriageway Hazards:	None		
Junction Detail:	Not at or within 20 metres of junction		
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres		
Road Type:	Single carriageway		
Junction Control:	Not Applicable		

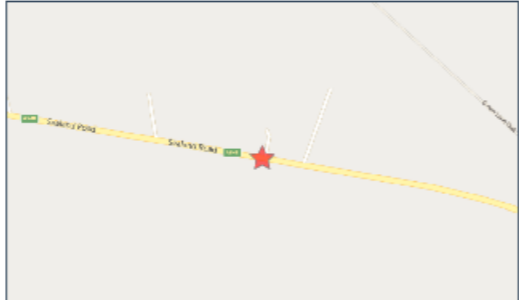


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Annex B

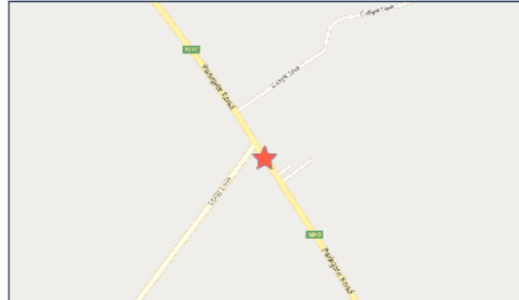
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Validated Data

Crash Date:	Tuesday, February 06, 2018	Time of Crash:	11:50:00 AM	Crash Reference:	201860W014858
Highest Injury Severity:	Fatal	Road Number:	A548	Number of Casualties:	3
Highway Authority:	Flintshire	Number of Vehicles:	2	OS Grid Reference:	334435 368977
Local Authority:	Flintshire County				
Weather Description:	Snowing without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				

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Validated Data

Crash Date:	Monday, November 23, 2020	Time of Crash:	6:07:00 PM	Crash Reference:	2020070712723
Highest Injury Severity:	Fatal	Road Number:	A540	Number of Casualties:	2
Highway Authority:	West Cheshire	Number of Vehicles:	3	OS Grid Reference:	337054 371225
Local Authority:	Cheshire West and Chester (from 2009)				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	50				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				

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