



Mallard Pass

Solar Farm

Mallard Pass Solar Farm

Environmental Statement Volume 2 Appendix 9.4: Highways and Access - Transport Assessment

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MALLARD PASS SOLAR FARM

ES APPENDIX 9.4 TRANSPORT ASSESSMENT

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1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 This document provides the Transport Assessment (TA) which will be provided as an Appendix to the Environmental Statement (ES) as part of the Development Consent Order (DCO) application for the Mallard Pass Solar Farm project (hereafter referred to as 'the Proposed Development').
- 1.1.2 The Order limits are described in Chapter 3: Description of Order limits of the ES [EN010127/APP/6.1].
- 1.1.3 The Order limits comprise the Solar Farm Site, the Grid Connection Route, the Substation Site, and some areas for highways works or access referred to as the Site Access Works.
- 1.1.4 The Order limits falls within the administrative boundaries of South Kesteven District Council (SKDC), with Lincolnshire County Council (LCC) as highway authority for the western extent of the Order limits, and Rutland County Council (RCC), who form the highway authority for the eastern extent of the Order limits. National Highways (NH) form the highway authority for the Strategic Road Network (SRN) in close proximity to the Order limits.
- 1.1.5 The Proposed Development is described in Chapter 5: Project Description of the ES [EN010127/APP/6.1].

1.2 REPORT PURPOSE

- 1.2.1 This TA is prepared as an Appendix to the Highways and Access assessment of the environmental impacts of the Proposed Development, located at Chapter 9 of the ES. In addition to the TA, the ES Chapter 9 Highways and Access is supported by an Outline Construction Traffic Management Plan (oCTMP) and Outline Travel Plan (oTP).
- 1.2.2 Due to the nature of the Proposed Development, it is noted that the primary transport impacts are associated with the construction phase, with a minimal amount of transport activity associated with the operational phases. It is assumed that the decommissioning phase would be no more than the construction phase.
- 1.2.3 This TA has been prepared to set out the transport strategy for the Proposed Development, including an assessment of the relevant transport impacts and where appropriate, suitable mitigation.

1.3 CONSULTATION

- 1.3.1 Prior to the submission of the application, there have been ongoing discussions with the key local stakeholders, namely LCC, RCC and NH. A summary of the scoping discussions is included within Appendix 9.3 of the ES Chapter 9.
- 1.3.2 For completeness, the scoping correspondence with the key stakeholders is included at **APPENDIX A** of this TA. Where relevant, key matters that have been agreed and discuss with stakeholders will be presented within this TA.

1.4 DOCUMENT STRUCTURE

- 1.4.1 Following this Introduction, the remainder of this TA is structured as follows:



- ④ Section 2 - Planning Policy;
- ④ Section 3 - Baseline Conditions;
- ④ Section 4 - Proposed Development;
- ④ Section 5 - Transport Impacts;
- ④ Section 6 - Conclusion



2 PLANNING POLICY

2.1 POLICY CONTEXT

2.1.1 This TA has been produced in accordance with the following policy documents:

- ⊙ Overarching National Policy Statement for Energy (EN-1, 2011);
- ⊙ National Policy Statement for Renewable Energy Infrastructure (EN-3, 2011);
- ⊙ National Planning Policy Framework ('NPPF', 2021);
- ⊙ RCC Core Development Plan (2011);
- ⊙ LCC Local Transport Plan (2013); and
- ⊙ South Kesteven District Council (SKDC) Local Plan (2020).

2.2 OVERARCHING NATIONAL POLICY STATEMENT FOR ENERGY (2011)

2.2.1 The Overarching National Policy Statement for Energy ('NPS EN-1', 2011) sets out the Government's planning policies towards energy. With respect to Transport, paragraph 15.3.3. states:

"If a project is likely to have significant transport implications, the applicant's ES (see Section 4.2) should include a transport assessment, using the NATA/WebTAG methodology stipulated in Department for Transport guidance, or any successor to such methodology. Applicants should consult the Highways Agency and Highways Authorities as appropriate on the assessment and mitigation."

2.2.2 This TA has therefore been produced in direct response to this policy requirement. In addition, paragraphs 5.13.6 to 5.13.8 state:

"A new energy NSIP may give rise to substantial impacts on the surrounding transport infrastructure and the IPC should therefore ensure that the applicant has sought to mitigate these impacts, including during the construction phase of the development. Where the proposed mitigation measures are insufficient to reduce the impact on the transport infrastructure to acceptable levels, the IPC should consider requirements to mitigate adverse impacts on transport networks arising from the development, as set out below. Applicants may also be willing to enter into planning obligations for funding infrastructure and otherwise mitigating adverse impacts.

Provided that the applicant is willing to enter into planning obligations or requirements can be imposed to mitigate transport impacts identified in the NATA/WebTAG transport assessment, with attribution of costs calculated in accordance with the Department for Transport's guidance, then development consent should not be withheld, and appropriately limited weight should be applied to residual effects on the surrounding transport infrastructure.

Where mitigation is needed, possible demand management measures must be considered and if feasible and operationally reasonable, required, before considering requirements for the provision of new inland transport infrastructure to deal with remaining transport impacts."

2.2.3 In addition, paragraphs 5.13.11:



“The IPC may attach requirements to a consent where there is likely to be substantial HGV traffic that:

a) control numbers of HGV movements to and from the site in a specified period during its construction and possibly on the routing of such movements;

b) make sufficient provision for HGV parking, either on the site or at dedicated facilities elsewhere, to avoid ‘overspill’ parking on public roads, prolonged queuing on approach roads and uncontrolled on-street HGV parking in normal operating conditions; and

c) ensure satisfactory arrangements for reasonably foreseeable abnormal disruption, in consultation with network providers and the responsible police force.”

2.2.4 In response to this requirement, demand management measures are proposed as part of the CTMP to control the number of HGVs during peak hours and ensure that the vehicles utilise only the appropriate construction routes. In addition, there will be sufficient parking within the Order limits to ensure there are no off-site displacement parking issues.

2.2.5 From a transport perspective, the emerging version of the NPS EN-1 (2021) is consistent with the currently adopted NPS EN-1 (2011).

2.3 NATIONAL POLICY STATEMENT FOR RENEWABLE ENERGY INFRASTRUCTURE (2011)

2.3.1 The National Policy Statement for Renewable Energy Infrastructure (‘NPS EN-3’, 2011) sets out the Government’s planning strategy for renewable energy. NPS EN-3 states in paragraph 2.4.2 that:

“Proposals for renewable energy infrastructure should demonstrate good design in respect of landscape and visual amenity, and in the design of the project to mitigate impacts such as noise and effects on ecology.”

2.3.2 Whilst not explicitly mentioned, it is considered that the statement is relevant to Transport in that the design of the scheme should be developed to mitigate against any detrimental transport impacts.

2.3.3 From a transport perspective, the emerging version of the NPS EN-3 (2021) is consistent with the currently adopted NPS EN-3 (2011).

2.4 NATIONAL PLANNING POLICY FRAMEWORK (2021)

2.4.1 The latest National Planning Policy Framework (NPPF) was adopted in July 2021 and sets out the Government’s planning policies, including how these policies should be applied, providing a framework within which locally prepared plans for housing and other development can be produced.

2.4.2 Paragraph 111 of the NPPF states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”

2.4.3 Paragraph 113 of the NPPF requires all developments that will generate traffic movements to provide a travel plan and be supported by a transport assessment so that the likely impacts of the proposal can be assessed.



2.5 RCC CORE STRATEGY DEVELOPMENT PLAN (2011)

2.5.1 The RCC Core Strategy Development Plan Document (CSDPD) was adopted on 11th July 2011, with Policy CS18 covering Sustainable Transport and Accessibility. The policy states:

“The Council will work with partners to improve accessibility and develop the transport network within and beyond Rutland and accommodate the impacts of new development by focusing on:

a) supporting new development in the towns and local service centres in line with the locational strategy in Policy CS4 which are accessible by range of sustainable forms of transport and minimise the distance people need to travel to shops, services and employment opportunities;

b) supporting development proposals that include a range of appropriate mitigating transport measures aimed improved transport choice and encourage travel to work and school safely by public transport, cycling and walking, including travel plans;

c) providing safe and well designed transport infrastructure;

d) improving bus routes, services and passenger facilities around the key transport hubs of Oakham and Uppingham and linkages to the larger service villages and nearby cities and towns, such as Leicester, Peterborough, Corby and Stamford;

e) improving passenger rail services and facilities to Oakham and other parts of the region and bus, pedestrian and cycle links to the rail station;

f) supporting opportunities for sustainable freight movement by rail where possible;

g) Integration between the different modes particularly bus and rail services through provision of a sustainable transport interchange in Oakham;

h) providing adequate levels of car parking in line with Council’s published car parking standards;

i) co-ordination and joint working between the education, public, business, voluntary and community sectors to achieve affordable and sustainable transport, wherever possible; and

j) the delivery of highways and transport improvements as guided by the Local Transport Plan through joint working with neighbouring authorities and transport providers, where necessary.”

2.5.2 In summary, the Proposed Development is considered to accord with the RCC CS18 policy requirements by providing suitable mitigation measures and improvements, that have been discussed and agreed with RCC prior to the DCO application.

2.6 LCC LOCAL TRANSPORT PLAN 4 2013/14 TO 2022/23 (2013)

2.6.1 The LCC Local Transport Plan (2013) was adopted in April 2013, with Section 14 covering Transport and the Environment. Section 14 which discusses reducing the traffic impacts on local communities states:

“Reducing the impact of traffic on communities has been an important part of earlier LTPs and will continue to be so in LTP4. Initiatives include :

- *reducing vehicle speeds through traffic calming and improved signing as appropriate. Further national guidance on setting speed limits has recently been produced and this will be considered when setting appropriate speed limits across the county.*



- *the use of temporary and permanent reactive speed signs to encourage drivers to slow down*
- *routeing HGVs away from communities (where a suitable alternative exists) through appropriate weight restrictions “*

2.6.2 The document is supported by the more recent LCC Transport Strategy 2020-2036 (2020), which sets out wider initiatives to ensure that Lincolnshire is able to accommodate any future shifts in mobility and technological advances.

2.7 SKDC LOCAL PLAN 2011 TO 2036 (2020)

2.7.1 The SKDC Local Plan 2011 to 2036 was adopted on 30th January 2020, with Policy ID2 covering Transport and Strategic Transport Infrastructure. Policy ID2 states:

“South Kesteven District Council and its delivery partners will support and promote an efficient and safe transport network which offers a range of transport choices for the movement of people and goods reduces the need to travel by car and encourages use of alternatives, such as walking, cycling, and public transport. New development will be required to contribute to transport improvements in line with appropriate evidence, including the Infrastructure Delivery Schedule, the Local Transport Plan and local transport strategies. All new developments should demonstrate that they have applied the following principles:

- a. Are located where travel can be minimised and the use of sustainable transport modes maximised;*
- b. Reduce additional travel demand through the use of measures such as travel planning, safe and convenient public transport, dedicated walking and cycling links and cycle storage/parking links and integration with existing infrastructure;*
- c. Seek to generate or support the level of demand required to improve, introduce or maintain public transport services, such as rail and bus services;*
- d. Do not severely impact on the safety and movement of traffic on the highway network or that any such impacts can be mitigated through appropriate improvements, including the provision of new or improved highway infrastructure; and*
- e. Ensure that transport is accessible to all, including appropriate provision for vehicle, powered two wheeler and cycle parking is made for residents, visitors, employees, customers, deliveries and for people with impaired mobility.*

Compliance with the criteria of this policy should be demonstrated through the provision of a transport Statement/Assessment and/or a travel plan as appropriate.”

2.8 POLICY SUMMARY

2.8.1 Overall, the Proposed Development is considered to be in accordance with the National, Regional and Local policy requirements, by embedding transport mitigation into the design and seeking to mitigate against any potential highway impacts within the extent of the Order limits. This is discussed further in Appendix 9.1 of the Environmental Statement.



3 SITE BASELINE AND ACCESSIBILITY

3.1 OVERVIEW

- 3.1.1 This section sets out the baseline transport conditions of the surrounding area. It considers the site and its immediate surroundings, with an emphasis on walking, cycling and public transport use.

3.2 ACCESSIBILITY

- 3.2.1 Due to the rural nature of the Proposed Development, there is a limited provision of footways alongside the carriageways of the roads in the vicinity of the Order limits. However, there are footways that run along the northern and southern kerblines of the A6121 through Essendine, the southern side of the road through Ryhall and on both sides of the road through Great Casterton.
- 3.2.2 Outside of the villages and 'A' roads, there is a limited provision for pedestrians although outside of recreational use it is unlikely that the area would generate experience a high level of pedestrian activity.
- 3.2.3 The Macmillan Way recreational route follows the south-western boundary before crossing the Solar PV Site and continues along the northern boundary of the south-western extent of the Solar PV Site.
- 3.2.4 There is an off-street shared footway/cycleway that runs along the southern kerb of the A1621, linking Ryhall to Carlby.
- 3.2.5 As per the review of collision data within this section, there is not considered to be a significant accident risk to cyclists, as there is no evidence of collisions with cyclists taking place over the latest 3-year period.

3.3 PUBLIC RIGHTS OF WAY

- 3.3.1 It is also noted that there are a number of Public Rights of Way (PRoW) that pass either through the site or alongside the boundaries between the parcels.
- 3.3.2 The existing PRoW that cross the Solar PV Site and Mitigation and Enhancement Areas have been retained and incorporated within multifunctional green corridors
- 3.3.3 The four PRoW which cross or run adjacent to the site are:
- ⦿ Footpath BrAW/7/1 routes through the easternmost extent of the site in a general north-east to south-west alignment;
 - ⦿ Footpath BrAW/3/1 crosses into the north-eastern extent on the site in the vicinity of Grange Farm;
 - ⦿ Footpath BrAW/9/1, which routes parallel to the north of PRoW footpath BrAW/3/1, crosses the solar PV Site east-west into the Open Access Land of Braceborough Wood, located immediately adjacent to the north-eastern boundary of the site; and
 - ⦿ Footpath Uffi/5/1 crosses the south-western extent of the site in an east-west direction.
- 3.3.4 With respect to equestrians, there are two bridleways located within the Solar PV Site:
- ⦿ PRoW bridleway BrAW/1/1 crosses the eastern extent of the Solar PV Site in a general north-south alignment; and



- ④ PRoW bridleway E169/1 routes through the north-western extent of the Solar PV Site between the A6121 and B1176 in a general north-west to south-east alignment.

3.4 BUS NETWORK

- 3.4.1 There is an established bus network in the vicinity of the site connecting a number of the villages to one another.
- 3.4.2 The closest bus stop to the site is located in front of Essendine Village Hall and provides access to three routes, namely the 4, 201 and 202 services. **Table 3-1** below provides a summary of the route destinations and frequency.

Table 3-1: Bus Route Destinations and Frequency

SERVICE NO.	ROUTE	FREQUENCY	
		AM Peak	PM Peak
4	Grantham - Corby Glen - Stamford	1	0
201	Bourne - Stamford - Peterborough	1	0
202	Bourne - Stamford - Peterborough	0	1

3.5 RAIL NETWORK

- 3.5.1 There are no active passenger railway stations within the vicinity of the site.
- 3.5.2 Stamford Station is the closest railway station in the area and is located approximately 7.4km from Essendine village at the centre of the site.
- 3.5.3 A second station, Peterborough Railway Station is located to the south east of the site. It is served by the East Coast Main Line that provides routes from London to Edinburgh, stopping in a number of locations along the east coast of England.

3.6 LOCAL HIGHWAY NETWORK

- 3.6.1 Baseline traffic flows for the surrounding highway network are provided within Appendix 9.5 of the ES. A description of the roads is provided below.

A6121

- 3.6.2 The A6121, which connects Ryhall, Essendine and Carlby, separates the north-western extent of the Order limits from the remainder, routing on a general north-east to south-west alignment. The A6121 provides connection to the A1 via Stamford to the south-west of the Order limits and to the A15 via Bourne to the north-east of the Order limits.

B1176

- 3.6.3 The B1176 segments the north-westernmost extent of the site and is routed in a general north to south direction. It provides a link between Ryhall village, west of the site and Little Bytham to the east of the site. It is noted that the B1176 it does not feature a footway within vicinity of the site.



A1

- 3.6.4 The A1 forms part of the strategic road network (SRN) and is situated to the west of the site. The A1 connects to a number of strategic roads within the SRN, including the A47, M1 and M20.

UFFINGTON LANE

- 3.6.5 Uffington Lane is a single-track road that runs in an east to southwest direction and acts as an access route for several agricultural fields. The road connects to the A6121 on its western end and Greatford Road on its southern end. Uffington Lane does not benefit from any footways or cycle routes.

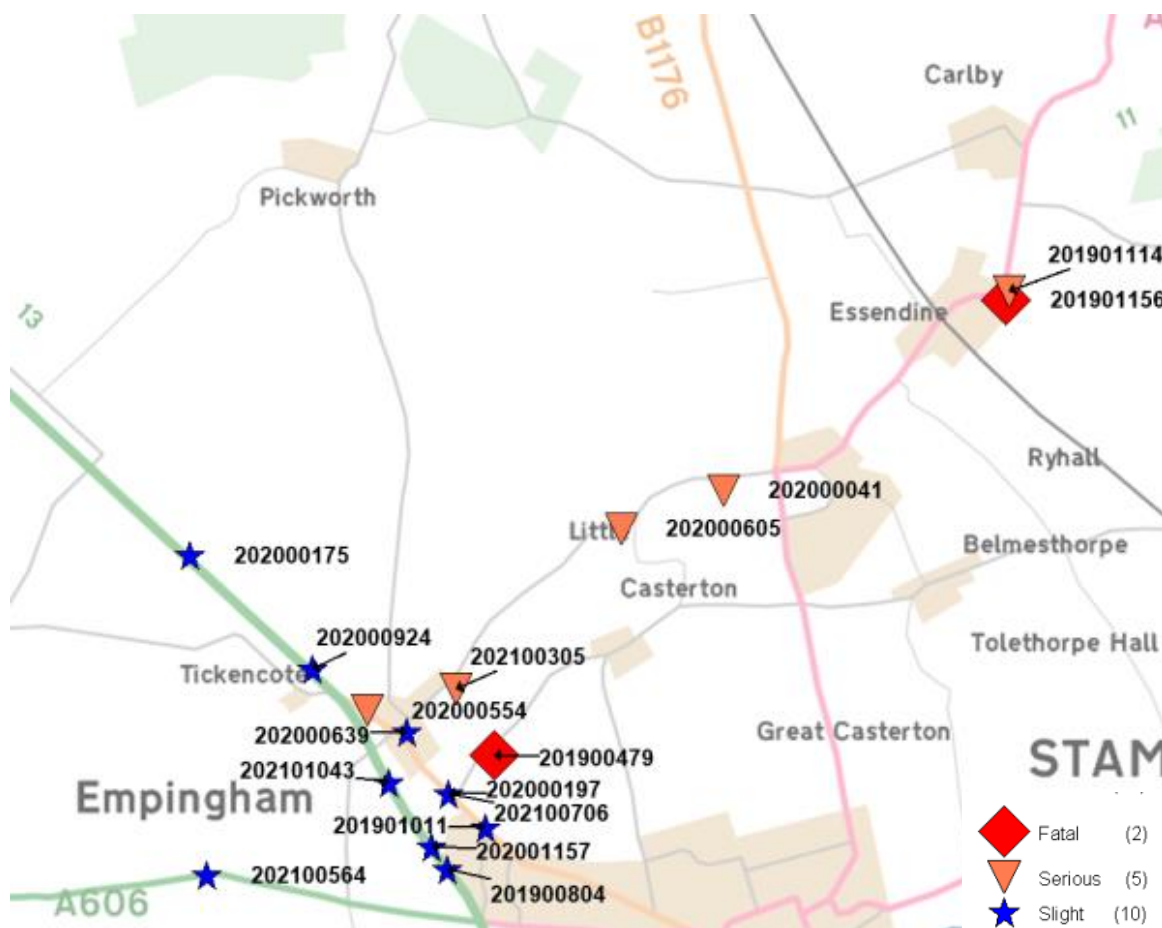
3.7 COLLISION DATA REVIEW

- 3.7.1 In accordance with discussions with RCC and LCC prior to the submission the DCO application, a review of the collision data for the latest 3-year period for the access routes to the site has been undertaken.
- 3.7.2 A review of the collision data for each local highway authority is provided below.

RUTLAND NETWORK

- 3.7.3 The collision data was obtained from the RCC on 28th June 2022 for the latest 3-year period up to March 2022. An extract of the collision data received is provided below in **Figure 3-1**.

Figure 3-1: RCC Collision Data Overview (Latest 3-year Period)

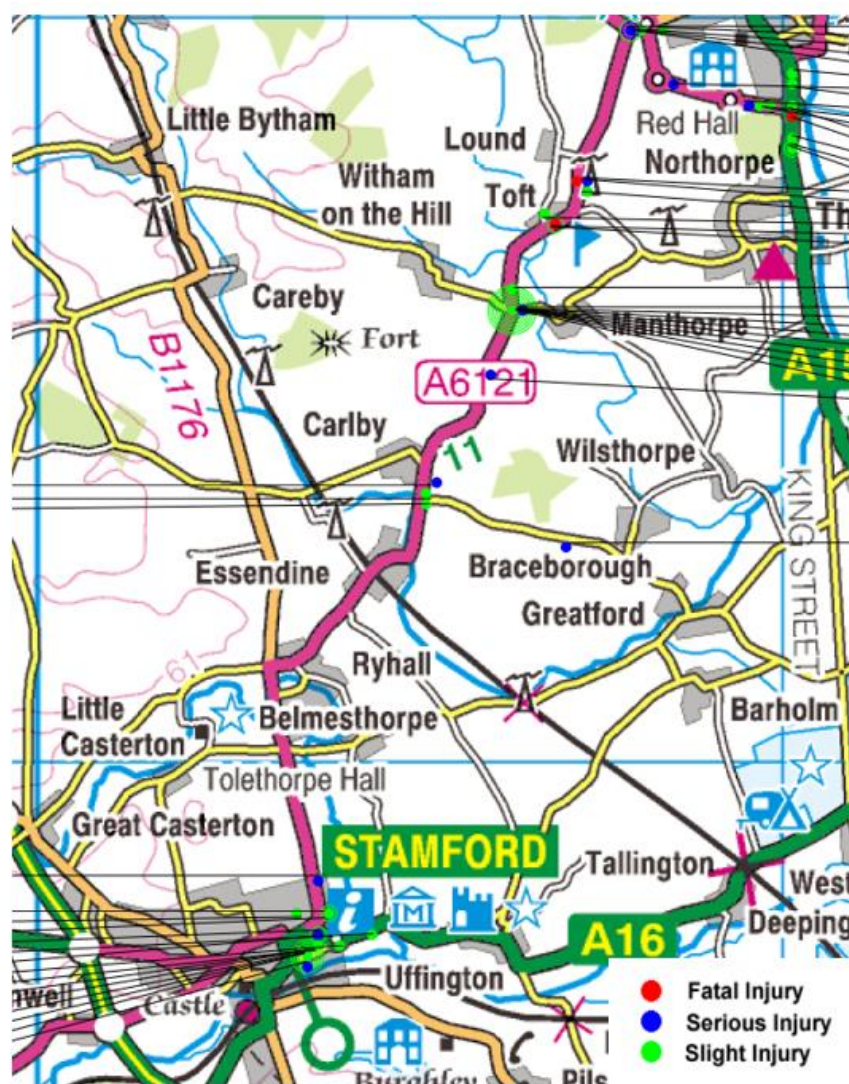


- 3.7.4 Within the area under the control of RCC, the collision data showed there were 10 slight, five serious and two fatal accidents within the three-year period.
- 3.7.5 However, it is noted that there are no clusters evident along the extent of Route 1 - linking the A1 to the Proposed Development, via the A6121 Essendine Road.
- 3.7.6 In relation to the fatal collision close to Essendine on the A1621 Bourne Road, it is noted that this involved an elderly driver and was not considered to be associated with an existing highways issue.
- 3.7.7 Whilst collisions are unfortunate, it is not considered that the number of collisions recorded along the length of Route 1 is indicative of any existing highways safety concern.

LINCOLNSHIRE NETWORK

- 3.7.8 The collision data was obtained from LCC on 10th August 2022 for the latest 3-year period up to July 2022. An extract of the collision data received is provided in **Figure 3-2**.

Figure 3-2: LCC Collision Data Overview (Latest 3-year Period)



- 3.7.9 The closest collisions relevant to the Proposed Development are located at the junction of the A1621 Bourne Road / Carlby Road, with two slight and one serious collision recorded, which forms part of 'Route 3' - the egress route from the Proposed Development and primary compound towards Bourne and the A15.
- 3.7.10 The collision record suggests that the collisions in this location occurred due to driver error and loss of control, rather than suggesting a highways safety concern. The contributory factors for the other collisions along the A1621 are associated with careless driving, driver error and a failure to look properly.
- 3.7.11 Whilst collisions are unfortunate, it is not considered that the number of collisions recorded along the length of Route 3 is indicative of any existing highways safety concern.

SUMMARY

- 3.7.12 In conclusion, the review of the collision data suggests that there are no existing highway safety concerns that result in an increased propensity for collisions to take place.
- 3.7.13 The full accident data reports and maps can be viewed at **APPENDIX B**.



4 PROPOSED DEVELOPMENT

4.1 OVERVIEW

- 4.1.1 The Proposed Development is described in Chapter 5: Project Description of the ES [EN010127/APP/6.1].
- 4.1.2 The Proposed Development comprises the construction, operation and maintenance, and decommissioning of a solar photovoltaic (PV) array electricity generating facility with a total capacity exceeding 50 megawatts (MW) and export connection to the National Grid.
- 4.1.3 The Order limits comprise the Solar Farm Site, the Grid Connection Route, the Substation Site, and some areas for highways works or access referred to as the Site Access Works.

4.2 SITE ACCESS WORKS

- 4.2.1 The access proposals for the Proposed Development are summarised as follows:

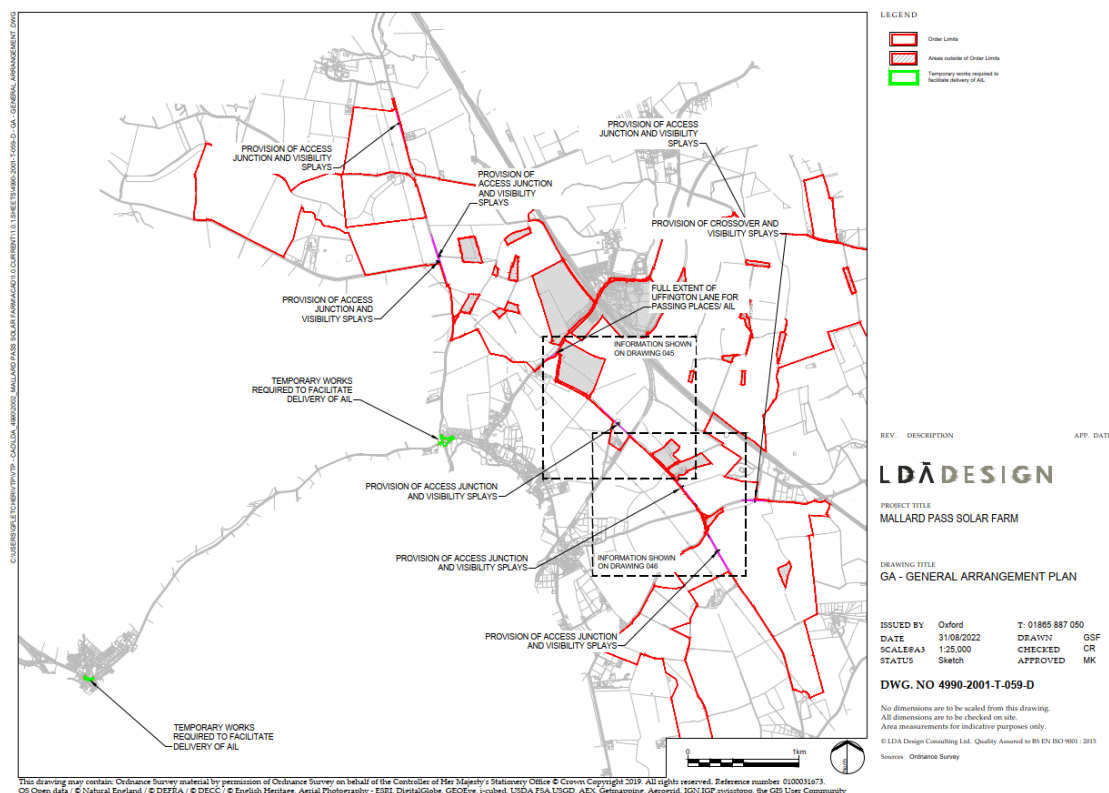
- ⦿ **Access A:** Provides access to the primary compound, using the existing field access with minor works proposed, including new kerbs, carriageway surfacing and the provision of a gate. The road width for this access point has been based on swept path analysis to accommodate two-way HGV flows.
- ⦿ **Access B:** Provides access to Field 25, using the existing field access with minor works proposed, including new kerbs, carriageway surfacing and the provision of a gate.
- ⦿ **Access C:** Provides access to Field 49, using the existing field access with minor works proposed, including new kerbs, carriageway surfacing and the provision of a gate.
- ⦿ **Access D:** Provides access to Field 48, using the existing field access with minor works proposed, including new kerbs, carriageway surfacing and the provision of a gate.
- ⦿ **Access E:** Provides access to Field 33, relocating the existing point of vehicular field access from Carlby Road further to the east to ensure the access benefits from suitable visibility. The existing point of access to the field to the west will be closed.
- ⦿ **Access F:** Provides access to Field 6, using the existing field access with minor works proposed, including new kerbs, carriageway surfacing and the provision of a gate.
- ⦿ **Access G:** Provides access to Field 2, using the existing field access and amending the priority of the existing junction with 'The Drift' with minor works proposed, including new kerbs, carriageway surfacing and the provision of a gate.
- ⦿ **Access H:** Provides access to Field 4, with the access located 110m south of the existing field access following comments received from the Stage 1 Road Safety Audit.
- ⦿ **Access I:** provides a new north to south access across Main Street between Parcel 24 and Parcel 49.

- 4.2.2 In addition to the access proposals, there will be highway improvements made at the junction of the A1621 / Uffington Lane junction to accommodate two-way HGV flows, as well as the provision of temporary passing places along Uffington Lane to be in place for the construction period.
- 4.2.3 The bend in Uffington Lane that joins the north to south arm and east to west arm of Uffington Lane will also be widened to assist in accommodating HGVs.



- 4.2.4 All of the access and highway works are to be included within the Order limits.
- 4.2.5 A plan showing the access junctions and highway proposals is included below in **Figure 4-1**, with the General Arrangement and Highway works plans included at **APPENDIX C**. All swept path analysis for the construction access points is included within the supporting CTMP.

Figure 4-1: Proposed Access and Highway Works Overview



4.3 VISIBILITY

- 4.3.1 The visibility for each access junction has been designed according to the maximum speed limit of the road, which in most instances is unrestricted (60mph) and leads to a visibility requirement of 2.4m x 215m in accordance with the Design Manual for Roads and Bridges (DMRB) requirements. However there are two instances where visibility has been taken to the observed 85th percentile speeds, using the Manual for Streets (MfS) Visibility Splay calculator.
- 4.3.2 In the instances where visibility is based on the observed 85th percentile speeds, DMRB 'CA 185' wet weather factors have been applied (+2.5 mph) and the resultant splay calculated based on this speed. The recorded 85th percentile speeds and visibility requirements are summarised below:

ACCESS E

- ⊙ Westbound (eastern splay): recorded speed: 44.7 mph (with CA 185 factors - 47.2 mph) - visibility requirement - 147.6m.
- ⊙ Southbound (northern splay): recorded speed: 47.8 mph (with CA 185 factors - 50.3 mph) - visibility requirement - 163.3m.



ACCESS H

- ⦿ Northbound (southern splay): recorded speed: 51.9 mph (with CA 185 factors - 54.4 mph) - visibility requirement - 185m.
- ⦿ Southbound (northern splay): recorded speed: 54.4 mph (with CA 185 factors – 56.9 mph) - visibility requirement - 199m.

4.3.3 Further details on the visibility splays are included within the individual construction access plans that are submitted as part of the CTMP (EN010127/APP/7.11).

4.4 ROAD SAFETY

4.4.1 In order to determine whether the access proposals are suitable with respect to highways safety, a Stage 1 Road Safety Audit (RSA) has been undertaken on the proposals.

4.4.2 The RSA was split into two separate audits, with one covering the proposed access junctions and the other covering the proposals along Uffington Lane.

4.4.3 The Stage 1 RSA was undertaken by an independent and qualified auditor.

4.4.4 For completeness a copy of the RSA and associated Designer's Response is included at **APPENDIX D**.

4.4.5 A summary of the key points raised within the RSA and response the comments is provided below:

- ⦿ **Parcel 4 visibility over crest in road:** the RSA noted that the access to Parcel 4 was adjacent to a crest in the road which may impact forward visibility for southbound vehicles. In response to this comment, the access was relocated approximately 110m further south (as currently shown) to ensure there is sufficient forward visibility. The RSA comment is therefore considered to have been appropriately addressed.
- ⦿ **Visibility splays and maintenance:** it was noted that there is the possibility that the hedgerows and grass verges may grow and obstruct the visibility splays. In response to this, it is agreed that a cyclic and routine inspection regime over the visibility splays will be employed at the access points, with this maintenance and inspection regime secured.
- ⦿ **Passing places:** the RSA stated that there may be a competition for road space in areas where passing bays are implemented. In response to this, it is proposed to implement signage, give appropriate driver training and utilise banksmen where required. This detail will be provided within the final CTMP, secured by way of requirement on the DCO.



- 4.4.6 The highway works are included as an Appendix to the CTMP with powers to deliver the works set out in the DCO and accompanying Access and Rights of Way Plans.

4.5 ABNORMAL INDIVISIBLE LOADS

- 4.5.1 It is anticipated that construction of the Proposed Development would require the delivery of Abnormal Indivisible Loads (AIL), amounting to less than around 10 AIL deliveries over the construction programme.
- 4.5.2 Swept path analysis of the largest anticipated AIL vehicle has been undertaken, which is included at **APPENDIX E**.
- 4.5.3 In order to accommodate the AIL vehicle, two areas for potential temporary highway works have been identified, which would potentially require the removal of street furniture and reinforcement of verges.
- 4.5.4 The first location where works could be required is the B1081 Old Great North Road / Ryhall Road junction, where minor works will be required to remove the street furniture, reinforce the kerbs and reinforce the verge with hardstanding to accommodate the AIL vehicle.
- 4.5.5 The second location will be at the Ryhall Road / B1176 junction, where street furniture will need to be removed and the kerbs and verge will need to be reinforced with hardstanding to accommodate the AIL vehicle.
- 4.5.6 The AIL vehicles will also benefit from the permanent highway works proposed at the A6121 / Uffington Lane junction.
- 4.5.7 Details on the potential AIL vehicles and loads are provided within Chapter 5 of the ES.

4.6 CYCLE PARKING FACILITIES

- 4.6.1 Cycle parking will be provided within the Order limits within both the primary construction compound and the secondary compounds, where practical. Due to the bespoke nature of the Proposed Development, there are no set cycle parking standards within the local policy documents.
- 4.6.2 At present, it is assumed that the construction of the Proposed Development will require an average of 100 to 150 staff to be across the Order limits at one time, with potential for up to 400 staff.
- 4.6.3 On that basis, it is initially proposed to provide a total of 15 cycle parking spaces (equivalent to 1 per 10 staff typically at one time) from the outset.
- 4.6.4 Thereafter, it is proposed to provide cycle parking on a demand led basis, which will be later informed by the travel surveys undertaken by the TPC. These measures are secured through the oTP (EN010127/APP/7.14).

4.7 CAR PARKING

- 4.7.1 Car parking will be provided within the Order limits; however, the total quantum will be limited to reduce the number of staff trips to the extent of the Order limits. As with cycle parking, due to the bespoke nature of the Proposed Development, there are no set car parking standards within the local policy documents.
- 4.7.2 Based on the anticipated numbers of staff throughout the construction programme, it is proposed to provide up to 150 car parking spaces when the greatest number of staff are present.



- 4.7.3 Construction workforce car parking will be co-located with primary construction compound. Workers will then be shuttled to the temporary construction compounds and area of work.
- 4.7.4 Subject to the details of the shuttle bus service, the Applicant will also investigate the feasibility for providing a car sharing scheme for staff, which will be provided on the local intranet or equivalent. Further detail on this is set out in the oTP (EN010127/APP/7.14).

4.8 PUBLIC RIGHTS OF WAY

- 4.8.1 A standalone Public Rights of Way Management Plan (PRoWMP) will be provided alongside Chapter 6 Access and Recreation of the ES, which details, as well as the three new sections of permissive paths that will be created within the Order limits to enhance connectivity for non-motorised users.
- 4.8.2 An Outline Landscape and Ecology Management Plan (OLEMP) will be submitted to manage the use of the permissive paths, as well as the Construction Environmental Management Plan (CEMP) which will manage any diversions or closures that are required.

4.9 MANAGEMENT PLANS AND SUPPORTING MEASURES

- 4.9.1 To support the Proposed Development, the following management plans will be implemented and secured by way of requirement on the DCO:
- 4.9.2 Further details on the supporting measures set out within the oCTMP and oTP are provided within the respective supporting documents.
- 4.9.3 In addition to the proposed management plans, the following transport measures will be implemented:
- ⦿ **Consolidation:** use of a centralised primary construction compound for deliveries to allow direct access to the Solar PV Site and reduce the need for larger deliveries to impact the LRN. From this centralised primary compound, the deliveries will be distributed out via smaller, local vehicles to the secondary construction compounds. This allows for extra control over the timings of any construction deliveries, such as the use of tidal inbound/outbound trips, where vehicles arrive/depart in platoons to minimise the likelihood of construction vehicles needing to pass one another.
 - ⦿ **Internal Routing:** where possible, internal access routes will be provided within the Solar PV Site to avoid vehicles needing to use the LRN.
 - ⦿ **Vehicle routing:** construction vehicles will only utilise the permitted access routes, which is secured by a requirement on the DCO application requiring compliance with CTMPs.
 - ⦿ **Staff Shuttle:** a staff shuttle service will be deployed from the primary construction compound to transport staff to the relevant area where works are required, which will be subject to phasing. Subject to where staff are accommodated, the Applicant will investigate the scope for a shuttle directly from staff's accommodation to the Order limits.
- 4.9.4 As the measures are primarily related to the construction effects of the Proposed Development, the measures are secured within the oCTMP, which will be updated into a final version prior to construction.



5 TRANSPORT IMPACTS

5.1 DEVELOPMENT IMPACTS

5.1.1 The Proposed Development comprises three phases including:

- ⦿ Construction;
- ⦿ Operational; and
- ⦿ Decommissioning.

5.1.2 Each respective phase is discussed further within Chapter 5 of the ES. The relevant transport aspects and impacts of each phase are discussed further below.

5.2 OPERATIONAL

5.2.1 Once operational, it is anticipated that there would typically be up to four permanent staff onsite during the operational phase of the Proposed Development, with additional staff attending when required for maintenance, replacement of solar equipment and cleaning, up to a total of 20 staff per day.

5.2.2 This level of operational trip generation equates to a very limited number of vehicle trips during the peak hours and each day to/from the Order limits. Assuming as a worst-case that all 20 staff arrive and depart from the Order limits by car each day, this equates to a worst-case of 40 daily two-way car trips on the local network over the duration of the day. The types of vehicles for staff will also be mostly smaller cars or vans.

5.2.3 Given the low level of staff and likely low levels of trip generation, the transport impacts of the operational phase of the Proposed Development are likely to be negligible.

5.3 CONSTRUCTION

5.3.1 Based on the nature of the Proposed Development, the primary transport impacts are associated with construction and access for the associated construction vehicles.

5.3.2 It is anticipated that the construction phase will require an average of between 100 - 150 workers on-site with a maximum of up to 400 construction staff at the peak construction period.

5.3.3 At this stage, it is not possible to determine (or fix) the point of arrival within the United Kingdom for the PV panels and other components of the Proposed Development. On that basis, an initial feasibility exercise was undertaken to determine potential access routes along the Local Road Network (LRN) to the Site, from the Strategic Road Network (SRN).

5.3.4 The three routes that were identified through this feasibility review are identified below:

- ⦿ Route 1 proposes to access the Solar PV Site from the A1, which forms part of the SRN via the B1081 Old Great North Road, Ryhall Road, the A6121 Essendine Road and Uffington Lane.
- ⦿ Route 2 proposed to access the Solar PV Site from the A47, before routing along the A15, the A1175 Main Road and the A6121 (via Stamford).
- ⦿ Route 3 proposes to access the Solar PV Site via the A47 and A15, before routing along Raymond Mays Way (south of Bourne) and the A6121.



- 5.3.5 The construction methodology will seek to apply a consolidation approach, whereby all deliveries are delivered directly to the primary construction compound. From the primary construction compound, the materials will be transported appropriately towards the secondary compound(s), as required.
- 5.3.6 Through consultation with LCC and RCC regarding the access routing strategy, it has been agreed that HGVs will arrive via Route 1 from the west, before accessing the primary construction compound located opposite of the existing Ryhall Substation on Uffington Lane, then finally departing via Route 3 towards the east.
- 5.3.7 It is acknowledged that LGVs could reasonably utilise Routes 1-3 to access the Order limits. On that basis, it is assumed that LGV trips will utilise Routes 1, 2 and 3 evenly.
- 5.3.8 As agreed with key stakeholders prior to the submission of the DCO application, construction trip rates have been developed and extracted from comparable DCO Solar Farm projects. The methodology and assumptions utilised to develop these construction trip rates are included at **APPENDIX F**

TRIP GENERATION

- 5.3.9 Based on the information currently available, indicative estimates for the number of construction vehicles are provided in **Table 5-1** across the extent of the order limits.

Table 5-1: Estimated Construction Vehicle Summary

DAILY TWO-WAY TOTAL VEHICLE PEAK		DAILY TWO-WAY HGV PEAK	AVERAGE DAILY TWO-WAY VEHICLES	
LGV	HGV	HGV	LGV	HGV
105	41	54	58	42

- 5.3.10 As a robust assumption and for the purposes of the supporting environmental assessments, it will be assumed that the Proposed Development will require the peak in LGV activity and peak in HGV activity at all times throughout the two-year programme. In reality, the total number of vehicles will be below this.
- 5.3.11 The Proposed Development will therefore generate up to 54 two-way daily HGV trips and 105 two-way daily LGV trips.
- 5.3.12 A sensitivity test is provided within the supporting ES Chapter 9 which assesses an additional scenario where trips from the primary construction compound to the secondary construction compounds are in addition to the trip generation noted above. The conclusion of this assessment is that the impacts of the Proposed Development remain non-significant.
- 5.3.13 As agreed with LCC and RCC prior to the submission of the application (see **APPENDIX A**) as there will be no peak hour traffic impacts associated with the Proposed Development and the impact will be less than 30 two-way vehicle movements during the AM peak (08:00-09:00) and PM peak (17:00-18:00), there is no need to undertake any detailed junction capacity assessments.
- 5.3.14 In terms of uplift in daily vehicles, the Proposed Development construction traffic will result in an uplift of less than 2% from the future baseline scenario across all roads excluding Uffington Lane, which is discussed further within the supporting Highways and Access chapter. Overall, this daily uplift is considered to be negligible.
- 5.3.15 Whilst there is an increase in daily HGVs on the surrounding road network by up to 11% (excluding Uffington Lane), this is considered to be appropriately mitigated through the provision of the mitigation measures within the CTMP.



- 5.3.16 As there is an increase on Uffington Lane in terms of daily total vehicles (48%) and daily HGVs (167%), this will be mitigated through the provision of the temporary passing places. In addition, this uplift is only considered to be more apparent in percentage terms due to the low levels of background traffic currently using Uffington Lane (estimated 390 daily vehicle movements in 2026).
- 5.3.17 Within the supporting Highways and Access chapter, an additional sensitivity test is presented which assesses the impacts associated with construction of the Proposed Development, whereby Uffington Lane is temporarily closed and the traffic using Uffington Lane is displaced onto the A6121. The findings of this sensitivity test are that this will result in an uplift in daily traffic of around 5% the total number of vehicles, which is considered as negligible.
- 5.3.18 Further information on the measures to mitigate construction, are included within the oCTMP. A summary of the measures is outlined below:
- ⦿ Staff would arrive at the Order limits before 07:00 and leave after 19:00 Monday to Saturday. As such, it is not expected that there would be an impact on the SRN or the LRN during traditional AM (08:00-09:00) and PM peak (17:00-18:00) hours.
 - ⦿ HGV deliveries will be restricted to avoid school start and end time. HGVs will therefore only deliver to the primary construction compound between the hours of 09:00 to 15:00, giving an effective six-hour window for HGV deliveries to take place.
 - ⦿ All construction vehicles associated with the Proposed Development would be easily identifiable, with contact details available to report any issues.
 - ⦿ Construction vehicles to only utilise the agreed routes prescribed within the CTMP.
 - ⦿ Provision of a shuttle bus from the primary construction compound to transport staff to the relevant parcel of work. Subject to where staff are accommodated, the Applicant will investigate the scope for a shuttle directly from staff's accommodation to the Order limits.

5.4 DECOMMISSIONING

- 5.4.1 It is assumed that the decommissioning phase would be no worse than the construction phase in transport terms; and would be managed through a decommissioning transport management plan which would form part of the wider Decommissioning Environmental Management Plan, secured by DCO Requirement.



6 CONCLUSION

6.1 OVERVIEW

- 6.1.1 This document provides the Transport Assessment (TA) which will be provided as an Appendix to the Environmental Statement (ES) as part of the Development Consent Order (DCO) application for the Mallard Pass Solar Farm project (hereafter referred to as ‘the Proposed Development’).

6.2 PROPOSED DEVELOPMENT

- 6.2.1 The Proposed Development comprises the construction, operation and maintenance, and decommissioning of a solar photovoltaic (PV) array electricity generating facility with a total capacity exceeding 50 megawatts (MW) and export connection to the National Grid.
- 6.2.2 The Order limits comprise the Solar Farm Site, the Grid Connection Route, the Substation Site, and some areas for highways works or access referred to as the Site Access Works.
- 6.2.3 In transport terms, the main impacts associated with the Proposed Development are primarily associated with construction and associated construction vehicles.

6.3 POLICY

- 6.3.1 Overall, the Proposed Development is considered to be in accordance with the National, Regional and Local policy requirements, by embedding transport mitigation into the design and seeking to mitigate against any potential highway impacts within the extent of the Order limits.

6.4 CONNECTIVITY AND ACCESS

- 6.4.1 The site benefits from being in close proximity to the Strategic Road Network, in the form of the A1 to the west and the A47 to the south east.
- 6.4.2 A review of the access routes for construction vehicles to the site has been undertaken, with it being agreed with the key stakeholders that construction vehicles should access the site via ‘Route 1’ from the west and the A1, before travelling along Ryhall Road and the A6121 before joining onto Uffington Lane and the primary construction compound.
- 6.4.3 To egress from the site, vehicles will depart along Uffington Lane and travel east along the A6121, towards Bourne, joining the A15 and the A47 as part of the Strategic Road Network.
- 6.4.4 The construction methodology will seek to apply a consolidation approach, whereby all deliveries are delivered directly to the primary construction compound. From the primary construction compound, the materials will be transported appropriately towards the secondary compound(s), as required.

6.5 HIGHWAY WORKS

- 6.5.1 Where possible, it is proposed to retain the existing access points to the fields, which will be upgraded to accommodate the required vehicles.
- 6.5.2 The proposed one-way routing arrangement will seek to reduce the likelihood for construction vehicle conflicts, which will be further managed through the supporting Construction Traffic Management Plan.



- 6.5.3 To further mitigate the impacts of construction vehicles, passing places will be introduced along Uffington Lane to help facilitate two-way flows for the construction phase, as well as minor widening works to the A6121 / Uffington Lane priority junction.

6.6 TRIP IMPACT

- 6.6.1 As agreed with key stakeholders prior to the submission of the DCO application, construction trip rates have been developed and extracted from comparable DCO Solar Farm projects.
- 6.6.2 The Proposed Development will generate up to 54 two-way daily HGV trips and 105 two-way daily LGV trips over the two-year construction programme.
- 6.6.3 As agreed with key stakeholders prior to the submission of the application, there will be no peak hour traffic impacts associated with the Proposed Development and the impact will be less than 30 two-way vehicle movements during the AM peak (08:00-09:00) and PM peak (17:00-18:00), there is no need to undertake any detailed junction capacity assessments. This is due to staff arriving prior to the morning peak and departing after the PM peak.
- 6.6.4 The transport impacts of the Proposed Development will be mitigated further through the provision of a Construction Traffic Management Plan and supporting Travel Plan, which will be secured by way of requirement on the DCO application.

6.7 CONCLUSION

- 6.7.1 In conclusion, there are considered to be no highways or transport measures present that mean the Proposed Development should not be granted consent.



APPENDIX A

SCOPING CORRESPONDENCE



[REDACTED]

From:
Sent:
To:
Subject:

[EXTERNAL] This message was sent from outside your organization

Hi [REDACTED]
This seems a reasonable approach and the most practical way of dealing with contractor uncertainties at this stage.
Happy for you to proceed on this basis.
Regards
[REDACTED]

Lincolnshire County Council
County Offices, Newland, Lincoln LN1 1YL

Phone: [REDACTED]
Email: [REDACTED]
Teams: [REDACTED]
Website: www.lincolnshire.gov.uk



From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Transport Scoping - Mallard Pass Solar Farm, Essendine

Morning [REDACTED]

I trust you're well.

Just wondered if I could pick your brain on a construction query and the need for potential traffic management works down the line.

As part of the laying of cables for the Solar Farm and other construction works, there will be a need for some traffic management measures to facilitate these works e.g. temporary road closure, traffic signals etc.

As there is not yet a contractor on board and will not be prior to submission of the DCO, the details within our initial Construction Traffic Management Plan will not have exact specifics within the initial DCO submission. For the purposes of our 'Traffic Management Plans', we would base these on reasonable assumptions as to what works are likely required.

However, the precise detail on works, timings etc. would instead be secured by way of required within the detailed Construction Traffic Management Plan (with contractor input) and agreed with all relevant stakeholders (Lincolnshire, Rutland etc).

Does that sound like an acceptable approach to you?

Many thanks,

[REDACTED]

[REDACTED]

Principal Transport Planner, Velocity Transport Planning

Mob: [REDACTED]

Ddi: [REDACTED]

VELOCITY
Transport Planning

Unit B, Taper Studios, The Leather Market, 120 Weston Street, London, SE1 4GS



From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: RE: Transport Scoping - Mallard Pass Solar Farm, Essendine

[EXTERNAL] This message was sent from outside your organization

Hi [REDACTED]

Yes, we accept RSAs from any suitably qualified auditors.

Regards

Ian

[REDACTED]

Growth Manager (Special Projects)

Lincolnshire County Council
County Offices, Newland, Lincoln LN1 1YL

Phone: [REDACTED]

Email: [REDACTED]

Teams: [REDACTED]

Website: www.lincolnshire.gov.uk

Lincolnshire
COUNTY COUNCIL
Working for a better future

From: [REDACTED]
Sent: [REDACTED]

To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Transport Scoping - Mallard Pass Solar Farm, Essendine

Hi [REDACTED]

I trust you're well? We're intending on getting a Stage 1 RSA undertaken for our access/highway works and I just wanted to confirm that we can use our normal independent qualified auditor.

I only ask as some authorities have recently started only accepting audits from a select few auditors.

Many thanks,

[REDACTED]

[REDACTED]

Principal Transport Planner, Velocity Transport Planning

Mob: [REDACTED]

Ddi: [REDACTED]

VELOCITY
Transport Planning

Unit B, Taper Studios, The Leather Market, 120 Weston Street, London, SE1 4GS



From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: RE: Transport Scoping - Mallard Pass Solar Farm, Essendine

[EXTERNAL] This message was sent from outside your organization

Hi [REDACTED]

Contact Lincolnshire Road Safety Partnership at: stayingalive@lincolnshire.gov.uk

Regards

[REDACTED]

[REDACTED]

Growth Manager (Special Projects)

Lincolnshire County Council
County Offices, Newland, Lincoln LN1 1YL

Phone: [REDACTED]

Email: [REDACTED]

Teams: [REDACTED]

Website: www.lincolnshire.gov.uk

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Transport Scoping - Mallard Pass Solar Farm, Essendine

Hi [REDACTED]

I trust you are well.

Can I ask a quick query? Do you have a contact within Lincolnshire that we can purchase accident data from?

Thanks,

[REDACTED]

[REDACTED]

Principal Transport Planner, Velocity Transport Planning

Mob: [REDACTED]

Ddi: [REDACTED]

VELOCITY
Transport Planning

Unit B, Taper Studios, The Leather Market, 120 Weston Street, London, SE1 4GS



From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Transport Scoping - Mallard Pass Solar Farm, Essendine

[EXTERNAL] This message was sent from outside your organization

Hi [REDACTED]

Apologies, I missed this on my return from leave.

Yes, I'm happy to confirm the Minutes are acceptable, I've made a couple of suggested edits below in red.

Regards

[REDACTED]

[REDACTED]

Growth Manager (Special Projects)

Lincolnshire County Council
County Offices, Newland, Lincoln LN1 1YL

Phone: [REDACTED]
Email: [REDACTED]
Teams: [REDACTED]
Website: www.lincolnshire.gov.uk



From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: Transport Scoping - Mallard Pass Solar Farm, Essendine

Morning [REDACTED]

I hope you're well.

Just wondered if you are able to confirm receipt of my minutes below from our meeting last month and confirm that you find them acceptable. I note you were on leave when I emailed previously.

Many thanks,

[REDACTED]

[REDACTED]

Senior Transport Planner, Velocity Transport Planning

Mob: [REDACTED]

Ddi: [REDACTED]

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: Transport Scoping - Mallard Pass Solar Farm, Essendine

Morning [REDACTED]

Hope you're well? Thank you for your time on Thursday - it was good to catch up and get your input.

As requested, please find attached a copy of the presentation we presented.

Since the meeting, we have had some input from the project team and now have some more details relating to the proposed number of panels, modules and inverters etc. We consider this is a more appropriate metric than site area to derive 'trip rates', as it would be more closely related to the expected number of deliveries, rather than working on site area only.

Contrary to what we originally anticipated within our initial robust assessment, there will be less panels at our scheme than Cleve Hill, despite the larger area and comparable output. This is due to the advances in Solar

technology since Cleve Hill was consented, the scheme having a different physical orientation (Cleve Hill was east/west facing), as well as the proposed scheme having extra spacing between the panels and buffers within the masterplan. We have revised our trip rates/trip assessment to reflect these changes so would welcome your thoughts on this.

We have also updated the illustrative layout and access strategy plan to present the latest position and so you have the latest information available.

Please see below a record of our meeting minutes. I would be grateful if you are able to confirm you find them an appropriate record of our meeting.

Mallard Pass Solar Farm: Transport Meeting with LCC - 8th February 2022

Attendees

- Ian Field (IF) - Lincolnshire County Council (LCC)
- Mark Kirby - Velocity Transport Planning (VTP)
- Claudio Ricci (CR) - VTP

Minutes

Trip Generation

- CR went through 'Transport Presentation to Lincolnshire County Council - 10th February 2022' (attached for reference).
- CR presented construction trip generation methodology using consented Cleeve Hill (EN010085) numbers, to derive construction trip rates, in absence of contractor input
- IF noted that this methodology is acceptable in principle, providing that Cleeve Hill is a comparable site in terms of use, panel coverage, number of batteries etc.
- MK noted that Cleeve Hill is considered as representative and also there are a limited number of consented schemes of this nature/scale that can be used as a comparison.
- CR stated trip rates would be validated once contractor input provided.

Construction Access

- CR presented construction arrangement, including 7am-7pm operational hours with 6 hour window for HGV deliveries as per Cleeve Hill (9:30am to 3:30pm)
- CR discussed assumption that LGV/staff trips could use either of the 3 potential routes. IF noted this was reasonable assumption.
- CR presented construction traffic sensitivity test and use of IEMA 'Guidelines for the Environmental Assessment of Road Traffic' Rule 1, with 30% threshold the trigger for assessment. The majority of the links are rural and not deemed as sensitive, therefore 30% threshold and Rule 1 considered as appropriate.
- CR noted that whilst Route 1 is the preferred route, there are constraints in terms of allowing two-way HGV vehicle flows. CR presented swept path plan showing constraints for two-way flows.
- CR presented mitigation strategy, which includes HGVs arriving via Route 1 and departing via Route 3.
- IF noted that whilst in technical terms use of Route 3 would be acceptable, there would be strong resistance from local residents and probably their political representatives as well against it due to existing concerns about safety – particularly the section of the A15 south of Bourne .
- IF noted Route 1 would be preferred due to being the shortest distance from strategic network and it should be explored if there are alternative ways to make Route 1 work.
- IF also noted that use of Route 3 would be subject to location of ports and need to be weighed up against other factors such as sustainability and increasing driving distance.
- IF questioned whether tidal arrangement would work e.g. all vehicles arriving at once and all vehicles departing at once, with limited numbers along Route 3 if needing to go against the tidal arrangement.
- IF stated that an alternative possibility would be use of 'Stamford North' bypass. VTP to review.
- MK acknowledged that Route 1 is subject to other environmental constraints e.g. SSSIs, Local Wildlife Sites, lack of highway land.

- IF questioned 24 month programme and if this was realistic. CR noted that 24 month is a worst-case, as if the programme was longer there would likely be less daily vehicles and less percentage impact

Local Access

- IF stated that use of main compound to consolidate and distribute was acceptable, subject to number of vehicles
- IF noted that 'Type 3 – Tarmac' access points would be preferred approach.
- IF stated that individual access parameters would be subject to tracking and types of vehicles.

Other Comments and Actions

- IF requested that all consultation plans going forward highlight any County/Borough boundaries so responsibilities are clear.
- CR noted that once confirmed with team and following PEIR review, a scoping note would be issued to LCC to confirm assessment methodology.
- Construction trip rates, programme and methodology to be confirmed once contractor input available.

Many thanks,

[Redacted]

[Redacted]

Senior Transport Planner

Tel: [Redacted]

VELOCITY
Transport Planning

Unit A, Taper Studios, The Leather Market, 120 Weston Street, London, SE1 4GS



From: [Redacted]
Sent: [Redacted]
To: [Redacted]
Cc: [Redacted]
Subject: RE: Transport Scoping - Mallard Pass Solar Farm, Essendine

Hi [Redacted]

Happy new year. Hope you're well and had a good Christmas break?

Just wanted to touch base with you again on the Mallard Pass Solar Farm scheme as we are now in a position to get things moving and have some more formal discussions.

We were hoping we could get a meeting in the diary with you in the next few weeks so we can discuss our thoughts and go through some of the numbers in more detail. Are you able to confirm if you have any availability w/c 17th January or w/c 24th January?

Look forward to hearing back from you.

Many thanks,

[REDACTED]

[REDACTED]

Senior Transport Planner

Tel: [REDACTED]



Unit A, Taper Studios, The Leather Market, 120 Weston Street, London, SE1 4GS



From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Transport Scoping - Mallard Pass Solar Farm, Essendine

Hi [REDACTED]

Thank you for your time earlier and for meeting with me - the discussion was very useful and informative.

Please see below a record of our discussion, I would be grateful if you are able to confirm that it forms an accurate record of the points we covered.

Attendees

- Ian Field (IF) - Lincolnshire County Council (LCC)
- Claudio Ricci (CR) - Velocity Transport Planning (VTP)

Introduction

- CR summarised application context, including the scope of the DCO application and intended end of year 2022 submission.
- CR noted that at present, there is little information available with respect to the number of vehicles, types of vehicles and anticipated construction programme.
- IF stated that for sites of this nature no concerns are typically raised with operational aspects. IF suggested main consideration would be construction.
- CR highlighted that the application is still highly confidential and the red line is draft – so there is a chance the site extent could change by the time the application is submitted next year.

Access Strategy and Routeing

- CR presented survey plans and suggested access routes to the site, as well as the Traffic Survey Specification document.
- CR presented the access strategy of utilising one centralised parcel to act as a logistics/distribution centre. From this main parcel, smaller local vehicles e.g. tractors would be used to reach other parcels. IF stated this strategy was acceptable in principle, subject to further details on number of vehicles and any abnormal loads.

- IF noted one key comment on the routes, being that Route 3 would likely be constrained and should be avoided if possible. IF raised no concern with Route 1, however suggested that Rutland raised concerns for Stamford North application and traffic passing through Great Casterton. IF provided details of Rutland DC officer.
- IF suggested no main concerns with Route 2, however this would be subject to number of vehicles and mix. IF suggested level crossing on this route can cause significant delays and wait times – so vehicles timings could be coordinated with level crossing/rail times if possible. IF summarised the two key existing network constraints, including level crossing on A1175 and A6121 near Morrisons.
- IF noted local resident concerns with use of A15, so whilst fine in LCC capacity terms – use of this route likely to receive local objection.
- CR presented survey plan showing extent of ATC counts. IF agreed was acceptable in principle.

Temporary Works

- CR referred to abnormal loads study for nearby development (2013/0291/FUL) and temporary works required to facilitate access.
- IF suggested that LCC preference would be to avoid temporary works to facilitate construction access where possible, as the preference would be to use a route which does not require enabling works.
- IF referenced the Viking Link application and that a number of construction access points were made which would become redundant in future.
- IF noted that LCC preference would be to minimise number of fully constructed construction access points and seek to preserve the rural nature of the area where possible.
- IF suggested that swept path analysis should be provided for any rural access points to demonstrate that the required vehicles/loads can access the sites.
- IF noted that capacity is generally not a major concern within LCC, however noted that safety was the main concern and would be paramount.
- IF noted that localised capacity assessments typically not required for construction, subject to the number of vehicles. IF suggested an indicative 5% threshold, subject to the type of road and type of construction vehicles.

Actions

- CR to obtain further information from the client team regarding the expected number of construction vehicles, types of construction vehicles, expected construction programme/duration and any abnormal load requirements.
- VTP to provide the detailed information with a Transport Scoping Note / Draft TA for LCC review.
- CR to make contact with Rutland (Robyn Greene) to discuss their requirements.

Thank you again for your time and enjoy the weekend.

Many thanks,

██████████

██████████████████

Senior Transport Planner

Tel: ████████████████████

VELOCITY
Transport Planning

Unit A, Taper Studios, The Leather Market, 120 Weston Street, London, SE1 4GS





From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: RE: Transport Scoping - Mallard Pass Solar Farm, Essendine

[EXTERNAL] This message was sent from outside your organization

Hi [REDACTED]
I'm available all this Friday morning 9-1pm, send me a Teams invite if it's suitable with you.
Regards
[REDACTED]

[REDACTED]
Growth Manager (Special Projects)

Lincolnshire County Council
County Offices, Newland, Lincoln LN1 1YL

Phone: [REDACTED]
Email: [REDACTED]
Teams: [REDACTED]
Website: www.lincolnshire.gov.uk



From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: Transport Scoping - Mallard Pass Solar Farm, Essendine

Hi [REDACTED]

Hope this email finds you well?

We've been provided your details by Marc Willis at Lincolnshire in relation to a proposal for a 320MW Solar Farm in Essendine.

As part of a future DCO application, we are looking to discuss with you our thoughts on the construction access routes and how we see the site logistics operating.

Due to our programme timescales, we have commissioned a number of traffic surveys (ATC surveys) to take place prior to the Rutland/Lincolnshire October half terms. Attached is the traffic survey specification we worked up to inform the scope of the surveys, as well as to set out how we arrived at each of the potential access routes.

Please note, at this stage the red line boundary is draft and we are still determining which access point(s) to the site would be the most appropriate.

Claudio Ricci

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Mallard Pass Solar Farm

[EXTERNAL] This message was sent from outside your organization

Thanks [REDACTED] noted.

[REDACTED]
Interim Highways Engineer (Highway Control)
Rutland County Council
Catmose House, Catmos Street, Oakham, Rutland LE15 6HP
e: [REDACTED]
m: [REDACTED]
www.rutland.gov.uk

Please note my working days are Tues & Thurs.

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Mallard Pass Solar Farm

Hi [REDACTED]

Thank you for getting back to me and noted on your request below – I have added the detail on passing bays/widening along the route from the A6121 to the primary compound into the next steps for us to action.

Many thanks,

[REDACTED]

[REDACTED]

Principal Transport Planner, Velocity Transport Planning

Mob: [REDACTED]
Ddi: [REDACTED]

VELOCITY
Transport Planning

Unit B, Taper Studios, The Leather Market, 120 Weston Street, London, SE1 4GS



From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]

Cc: [REDACTED]
Subject: RE: Mallard Pass Solar Farm

[EXTERNAL] This message was sent from outside your organization

Hi [REDACTED]

Apologies for the delay in responding....

Thank you for all of the information.

I can confirm I am happy with the minutes from the meeting, however I would like a little further detail adding in relation to the need for widening on the bends and installation of passing bays on the route from the A6121 to the main site compound please. This is in keeping with the comments made at our meeting, which were acknowledged by yourselves, so I am sure you will have no objection.

Kindest regards

[REDACTED]

[REDACTED]

Interim Highways Engineer (Highway Control)

Rutland County Council

Catmose House, Catmos Street, Oakham, Rutland LE15 6HP

e: [REDACTED]

m: [REDACTED]

www.rutland.gov.uk

Please note my working days are Tues & Thurs.

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Mallard Pass Solar Farm

Hi [REDACTED]

Hope you're well.

Sorry to chase again – just wondered if you're able to confirm the minutes of our previous meeting? We're looking to move onto the next phase of consultation as part of the DCO process so getting these minutes signed off is key for us moving forward.

Many thanks,

[REDACTED]

[REDACTED]

Principal Transport Planner, Velocity Transport Planning

Mob: [REDACTED]

Ddi: [REDACTED]



From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Mallard Pass Solar Farm
Importance: High

Hi [REDACTED]

Thank you again for your time last week - we both found it really useful.

As we discussed, please find attached a copy of the slides that we went through, as well as a copy of the meeting minutes below. I would be grateful if you're able to confirm you're in agreement with the minutes and our intended next steps.

Thank you again,

Mallard Pass Solar Farm: Transport Meeting (12/05/22)

Meeting Attendees:

- Julie Smith - Rutland CC
- Mark Kirby - Velocity Transport Planning (VTP)
- Claudio Ricci - VTP

Trip Generation

- RCC not concerned with operational trip generation on the basis that operational flows will be minimal. Primary concern is construction/decommissioning impacts. Confirmation required on number of admin/operational staff.
- Principle of developing 'construction trip rates' using comparable sites is in-principle an acceptable methodology. Providing Cleeve Hill is a comparable site, this methodology is accepted.
- RCC supportive of restricting construction vehicle hours to avoid network peak/school peaks.
- RCC in agreement with approach of using primary construction compound to act as main point for deliveries to the site. VTP to provide further information on this in due course once available.
- RCC requested further information on shuttle service once that information is available.
- RCC questioned whether there will be scope in future for direct shuttle service from accommodation to site. VTP noted that this detail could be explored in future but staff details not yet confirmed and will not be confirmed until prior to construction.
- RCC happy that based on indicative construction trip generation values, junction modelling not required for AM/PM peak hours. The (now superseded) DfT threshold for 30 two-way vehicle movements in a peak hour regarded as suitable threshold to determine whether modelling is required.
- Abnormal loads not an issue if less than circa 10. Velocity to confirm.

Construction Routing

Claudio Ricci

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: National Highways response - Transport Scoping - Mallard Pass Solar Farm, Essendine

[EXTERNAL] This message was sent from outside your organization

Hi [REDACTED]

Thanks for this clarification. I can confirm that this is acceptable.

Kind regards

[REDACTED]
Spatial Planner
Operations Directorate (Midlands) – *Nottinghamshire, Derbyshire, Lincolnshire & Rutland*

Mobile: [REDACTED]
Web: www.nationalhighways.co.uk

My working days are Monday to Thursday

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: National Highways response - Transport Scoping - Mallard Pass Solar Farm, Essendine

Hi [REDACTED]

Thank you for your response and points below, all noted and accepted.

Just to clarify on the construction access strategy, we are proposing a one-way circulation with vehicles accessing and travelling towards the site via the A1 / B1081 Old Great North Road, joining onto the A1621 to serve the relevant construction compounds. Vehicles will then egress from the site via the A1621 towards Bourne and the A15.

We are still proposing to use this route for construction vehicles as this is the most feasible access point to the SRN from the site.

It is not feasible for us to use the A1 / B668 junction for general construction vehicles due to the proximity of this junction to our site.

The A1 / Grantham lane junction was previously within the red line due to anticipated works to accommodate AIL vehicles travelling northbound. However, we are instead proposing that any AIL vehicles travelling northbound could instead use the A1 / B668 junction to turn and rejoin the A1.

Hopefully that's all clear but let me know if you have any queries.

Many thanks,

[REDACTED]

[REDACTED]

Principal Transport Planner, Velocity Transport Planning

Mob: [REDACTED]

Ddi: [REDACTED]



Unit B, Taper Studios, The Leather Market, 120 Weston Street, London, SE1 4GS



From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: National Highways response - Transport Scoping - Mallard Pass Solar Farm, Essendine

[EXTERNAL] This message was sent from outside your organization

Good morning [REDACTED]

I hope you're well. Thank you for your patience whilst we considered your below email. We have now reviewed the information provided and have the following comments.

Construction Traffic Access Strategy

We note the below states that the construction access strategy will follow a one-way circulation approach. Access to the site will be via the A1 / B1081 Old Great North Road. Vehicles will exit the site to the East via the A6121 and onto the A15. We have since heard via Pinsent Masons (please see attached email) that an access further north (A1 / B668) is to be used instead of the A1 / B1081. We find this approach more acceptable and ask for confirmation that this is indeed the access route to be taken.

Operation and Decommissioning Phases

We agree with the assumption that the impacts on the SRN during the operational phase are likely to be negligible and that the construction phase could be a worse case for the decommissioning stage. We would welcome further information on the decommissioning impacts at a later stage.

Vehicle Trip Generation

We note that the construction period will take approximately 24 months and that construction vehicles (LGVs and HGVs) will operate outside peak hours. Given consideration to the information provided, we do not consider this proposal is likely to have a material impact on the Strategic Road Network (SRN) in the area. Therefore we can confirm that the proposed trip rates are acceptable and junction capacity assessments will not be required.

Construction Traffic Management Plan (CTMP)

The Construction Traffic Management Plan (CTMP) detailing time period(s) during which construction activities will take place, the numbers of trips likely to be generated on SRN junctions in the AM and PM peaks, the vehicle type and, diversion route to minimise local impacts will still be required for our review.

Abnormal Indivisible Loads (AIL)

To arrange passage of abnormal indivisible loads on our network, please contact the below inbox, or the Route Manager for this location. Stephen Warren

We trust the above is useful in progressing this application. Should you have any questions in the meantime please do not hesitate to get in touch.

Kind regards

Spatial Planner
Operations Directorate (Midlands) – *Nottinghamshire, Derbyshire, Lincolnshire & Rutland*

Mobile: [REDACTED]
Web: www.nationalhighways.co.uk

My working days are Monday to Thursday

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Transport Scoping - Mallard Pass Solar Farm, Essendine
Hi [REDACTED]

I hope you're well.

Just wanted to touch base with you on the Mallard Pass Solar Farm project to give you an update on where we are at and the transport position.

In terms of vehicle trip generation, the operational impacts of the Solar Farm are likely to be negligible - with only a few maintenance vehicles expected per week. The majority of the impacts are to be associated with construction and decommissioning. However, we are working on the assumption that decommissioning would be no worse than construction and are proposing to secure an assessment of decommissioning at a suitable point in the future (once decommissioning details are known). This would likely form a requirement on the DCO.

In relation to construction, the programme is to be over 24 months. The two-way daily trip generation is presented below.

Table 1-2: Proposed Mallard Pass Construction Trip Generation

SCHEME	TOTAL VEHICLE DAILY PEAK		TOTAL DAILY HGV PEAK	AVERAGE DAILY FLOWS	
	HGV	LGV		HGV	LGV
Mallard Pass	41	105	54	42	58

For the purposes of the Environmental Statement and subsequent environmental assessments, it is proposed to assume that the peak in LGV trips and HGV trips overlap. On that basis, the proposed development would generate

a worst-case of 54 two-way HGVs and 105 two-way LGVs (total of 159 two-way vehicle trips) across the 24-month construction programme.

The LGV trips would primarily be associated with staff, who would be required to attend the site prior to start up (pre 7am) and depart after site close up (post 7pm). On that basis, these trips would be outside of typical AM/PM peak hours. The HGV trips would be restricted to avoid peak and school peak hours, so would only take place between 09:00 to 15:00.

We are proposing a one-way circulation, with vehicles arriving at the site from the A1 (SRN), travelling along Ryhall Road to the site (referred to as Route 1), before departing to the east and the A15 (referred to as Route 3). I've attached a diagram showing this routing.

Based on the information provided above, are you able to confirm that no assessment of the impacts of the SRN is required?

We have agreed with the LHA's that as the site is below the threshold of 30 two-way vehicle movements during a peak hour, no junction modelling is required.

There will be a need for the delivery of Abnormal Indivisible Loads (AIL) and I understand that we will need to make contact with Stephen Warren within the Network Management team to agree the details of this, once they are available.

Look forward to hearing back from you.

Many thanks,

[REDACTED]

[REDACTED]

Principal Transport Planner, Velocity Transport Planning

Mob: [REDACTED]

Ddi: [REDACTED]

VELOCITY
Transport Planning

Unit B, Taper Studios, The Leather Market, 120 Weston Street, London, SE1 4GS



From: [REDACTED]

Sent: [REDACTED]

To: [REDACTED]

Subject: RE: Transport Scoping - Mallard Pass Solar Farm, Essendine

[EXTERNAL] This message was sent from outside your organization

Hi [REDACTED]

Thank you for your email, providing us with the Technical Note: Survey Specification for the Mallard Pass Solar Farm development in Essendine.

We understand that the proposal is still in its early stages and there is limited information to provide to us. However, due to the size of this development, it is likely the applicant will need to submit a Transport Assessment (TA) and a Construction Traffic Management Plan (CTMP) to understand the likely impacts of the proposal on the SRN during construction and operational stages.

We have the following advice and guidance for the development of a Transport Assessment (TA) to determine the potential impact on the Strategic Road Network (SRN):

General Aspects

- An assessment of transport related impacts of the proposal should be carried out and reported as described in the Department for Transport 'Guidance on Transport Assessment (GTA)' and following Circular 02/2013. It is noted that this guidance has been archived; however, it still provides a good practice guide in preparing a Transport Assessment (TA). In addition, the Ministry of Housing, Communities and Local Government also provides guidance on preparing Transport Assessments.
- The assessment of construction traffic should identify the time period(s) during which construction activities will take place, the numbers of trips likely to be generated, the vehicle

type and, for heavy construction traffic, an appropriate diversion route or a traffic management plan to minimise local impacts.

Specific

After reviewing the TN there are a few matters we would need to know to understand the impact of this proposal and progress matters forward.

We note that you currently have limited information regarding the operational impact of the site, including the expected number of HGVs that will arrive on site, the specific ports materials will be arriving from and the time of day that they will arrive (AM, PM, Interpeak). Also, the planned construction period for the development likely to take place and any phasing of construction. This is relevant to understand the Trip Generation and Distribution methodology and calculations you propose to undertake to assess the impacts of the site on the SRN.

Once you have more information, we recommend this is included in a Technical Note for us to review and agree on methodology and next steps.

Depending on the results of the trip generation and distribution we will be able to advise on the junctions that will need to be assessed including modelling methodology.

With regards to the traffic survey specification, we note that the surveys conducted in during the first week of October are compliant with TAG UNIT M1.2 in terms of the time of year chosen. The locations of the survey points are also suitable. However, in the future, it may be necessary to carry out further surveys on the SRN once we have a better understanding of the routes most likely to be used and subsequently impacted by the development.

We recommend that all the elements of the DCO application are agreed in a staged approach, namely the overall methodology such as trip generation and distribution, traffic growth rates, etc. be agreed prior to further assessment work being carried out. This approach should avoid any abortive work.

I hope the above is useful in progressing this application and we welcome a meeting to further discuss the proposed development.

Kind regards

[REDACTED]
National Highways | The Cube | 199 Wharfside Street | Birmingham | B1 1RN

Tel: [REDACTED] | Mobile [REDACTED]

Web: <http://www.highwaysengland.co.uk>

GTN: [REDACTED]

From: [REDACTED]

Sent: [REDACTED]

To: [REDACTED] [uk](#)>

Cc: [REDACTED]

Subject: Transport Scoping - Mallard Pass Solar Farm, Essendine

Hi,

Hope this email finds you well?

We're contacting you regarding proposals for a 320MW Solar Farm in Essendine, Lincolnshire.

As part of a future DCO application, we are looking to discuss with you our thoughts on the construction access routes from the Strategic Road Network and how we see the site logistics operating.

Due to our programme timescales, we have commissioned a number of traffic surveys (ATC surveys) to take place prior to the Rutland/Lincolnshire October half terms. Attached is the traffic survey specification we worked up to inform the scope of the surveys, as well as to set out how we arrived at each of the potential access routes.

Please note, at this stage the red line boundary is draft and we are still determining which access point(s) to the site would be the most appropriate.

Are you able to provide the details of who we can contact to discuss the proposals?

Look forward to hearing from you.

Many thanks,

[REDACTED]

[REDACTED]

Senior Transport Planner

Tel: [REDACTED]

Claudio Ricci

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: RE: Transport Scoping - Mallard Pass Solar Farm, Essendine

Follow Up Flag: Follow up
Flag Status: Flagged

[EXTERNAL] This message was sent from outside your organization

Hi [REDACTED]

Thank you for your email, providing us with the Technical Note: Survey Specification for the Mallard Pass Solar Farm development in Essendine.

We understand that the proposal is still in its early stages and there is limited information to provide to us. However, due to the size of this development, it is likely the applicant will need to submit a Transport Assessment (TA) and a Construction Traffic Management Plan (CTMP) to understand the likely impacts of the proposal on the SRN during construction and operational stages.

We have the following advice and guidance for the development of a Transport Assessment (TA) to determine the potential impact on the Strategic Road Network (SRN):

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We recommend that all the elements of the DCO application are agreed in a staged approach, namely the overall methodology such as trip generation and distribution, traffic growth rates, etc. be agreed prior to further assessment work being carried out. This approach should avoid any abortive work.

I hope the above is useful in progressing this application and we welcome a meeting to further discuss the proposed development.

Kind regards

[REDACTED]
National Highways | The Cube | 199 Wharfside Street | Birmingham | B1 1RN

Tel: [REDACTED] Mobile: [REDACTED]

Web: [REDACTED]

GTN: 0300 470 3345

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: Transport Scoping - Mallard Pass Solar Farm, Essendine

Hi,

Hope this email finds you well?

We're contacting you regarding proposals for a 320MW Solar Farm in Essendine, Lincolnshire.

As part of a future DCO application, we are looking to discuss with you our thoughts on the construction access routes from the Strategic Road Network and how we see the site logistics operating.

Due to our programme timescales, we have commissioned a number of traffic surveys (ATC surveys) to take place prior to the Rutland/Lincolnshire October half terms. Attached is the traffic survey specification we worked up to inform the scope of the surveys, as well as to set out how we arrived at each of the potential access routes.

Please note, at this stage the red line boundary is draft and we are still determining which access point(s) to the site would be the most appropriate.

Are you able to provide the details of who we can contact to discuss the proposals?

Look forward to hearing from you.

Many thanks,

[REDACTED]

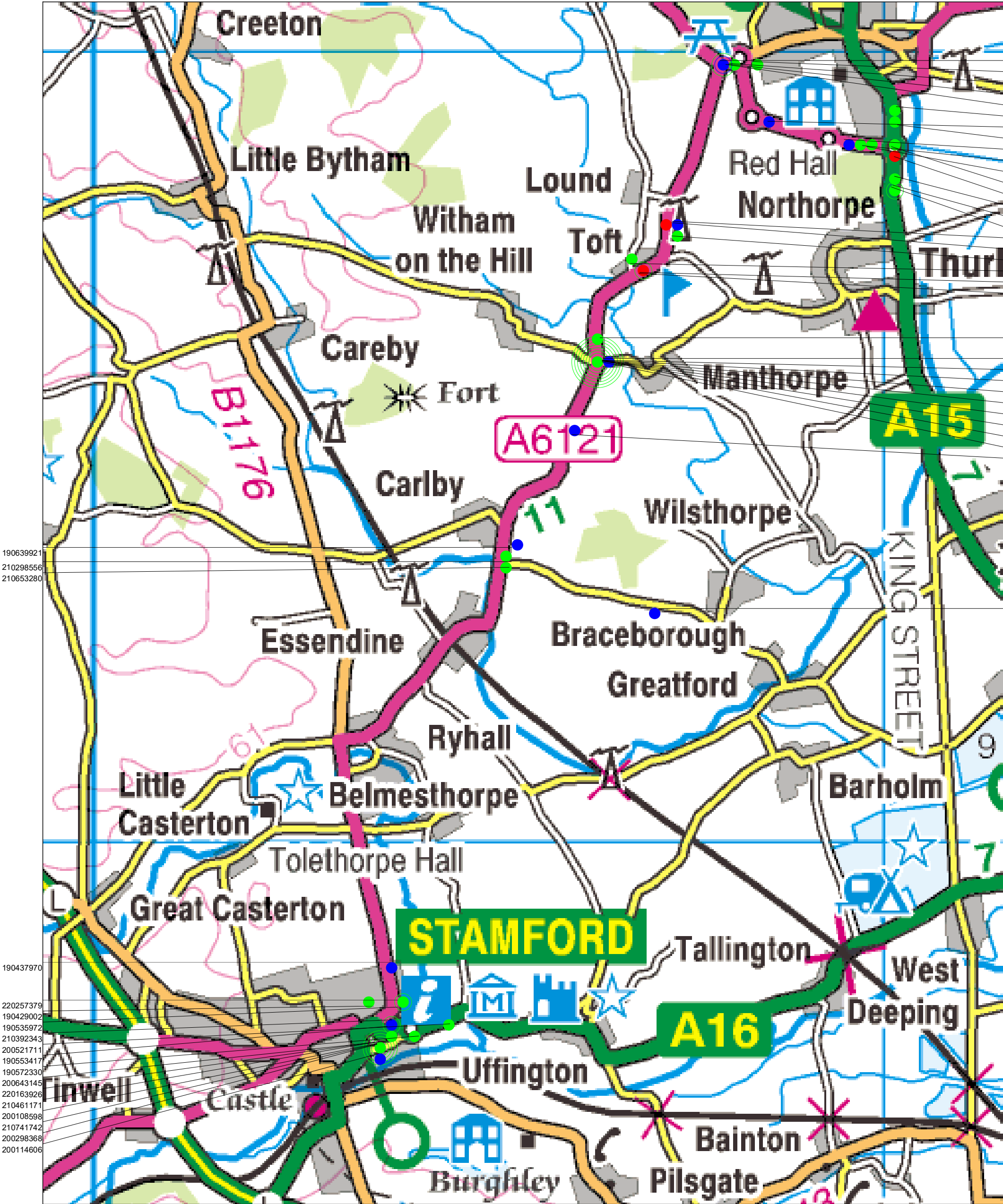
[REDACTED]

Senior Transport Planner

APPENDIX B

COLLISION DATA





220214685
210552287
210582953
200144343
220396643
210718769
200383065
200400675
200356618
220258453
200132583
200397829
210704458
200179181
220024540
200335972
190626490
200364642
220098914
200508837
190691732
210754344

200385598

210470485
190651437
200098077
210429052
210333270
200501451
200148004
210157840
220310238
190419927

190639921
210298556
210653280

220382208

190437970

220257379
190429002
190535972
210392343
200521711
190553417
190572330
200643145
220163926
210461171
200108598
210741742
200298368
200114606

- Fatal Injury
- Serious Injury
- Slight Injury

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200383065

Road Number : A151 GRID REF: 508524,319096 SPEED LIMIT: 60
Road 2 Number : D

PARISH : BOURNE DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Serious
POLICE DIVISION : South

LOCATION : A151/ MUSSELBURGH WAY ROUNDABOUT BOURNE

DESCRIPTION : VEH2 HAS BEEN TRAVELLING TOWARDS THE ROUNDABOUT FROM THE A151, AS
HE HAS REACHED AND ENTERED THE ROUNDABOUT VEH1 HAS BEEN AT THE
ROUNDABOUT EXITING FROM MUSSELBURGH WAY INTO THE PATH OF VEH2. VEH2
HAS THEN COLLIDED WITH VEH1 CAUSING RIDER TO COME OFF THE BIKE AND
INTO THE ROAD

DATE : 25/07/2020 - Saturday TIME: 1715

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: 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.V2 Very Likely Rider wearing dark clothing
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Turning Right South East To North East No Skdng /Jck-Knfg /Ovrtrng Driver:
Female 62 Breath Test: Negative
2 Motorcycle over 50cc and up to 125cc Going ahead North To South East No Skdng
/Jck-Knfg /Ovrtrng Driver: Male 17 Breath Test: Negative

CASUALTIES:

1 Driver 17 Male Serious In Vehicle 2

PAGE: 1
DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200144343

Road Number : A151 GRID REF: 508023,319817 SPEED LIMIT: 60
Road 2 Number : A6121

PARISH : BOURNE DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Serious
POLICE DIVISION : South

LOCATION : NEAR JUNCTION OF A151 AND A6121

DESCRIPTION : VEH1 HAS BEEN TRAVELLING AROUND A LEFT HAND BEND. IT HAS THEN
TRAVELLED ON THE WRONG SIDE OF THE ROAD, COLLIDING WITH VEH2 HEAD
ON

DATE : 14/03/2020 - Saturday TIME: 1310

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.V1 Possible Impaired by alcohol
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead left hand bend North West To East No Skdng /Jck-Knfg /Ovrtrng
Driver: Male 33 Breath Test: Positive
2 Goods vehicle 3.5 tonnes and under 7.5 tonnes mgw Going ahead East To West No
Skdng /Jck-Knfg /Ovrtrng Driver: Male 35 Breath Test: Negative

CASUALTIES:

1 Driver 33 Male Serious In Vehicle 1
2 Driver 35 Male Slight In Vehicle 2

PAGE: 2
DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210552287

Road Number : A151 GRID REF: 508332,319850 SPEED LIMIT: 30
Road 2 Number : A151

PARISH : BOURNE DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Slight
POLICE DIVISION : South

LOCATION : GOING AROUND THE ROUNDABOUT

DESCRIPTION : HGV NEGOTIATING ROUNDABOUT AFTER GIVING WAY. AS IT MOVED OFF AROUND
THE ROUNDABOUT THE TRAILER BEGAN TO TURN ON ITS SIDE AND THE DRIVER
COULDN'T STOP IT. DRIVER FELT A LARGE CLUNK IN THE TRAILER WHICH
WAS FULL OF MEDICAL SUPPLIES

DATE : 22/09/2021 - Wednesday TIME: 1845

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Roundabout
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Goods vehicle 7.5 tonnes mgw and over Going ahead right hand bend North To South
East Overturned Driver: Male 53 Breath Test: Negative

CASUALTIES:

1 Driver 53 Male Slight In Vehicle 1

PAGE: 3
DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210582953

Road Number : A6121 GRID REF: 508041,319826 SPEED LIMIT: 60
Road 2 Number :

PARISH : BOURNE DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Slight
POLICE DIVISION : South

LOCATION : RURAL LOCATION, SINGLE CARRIAGEWAY

DESCRIPTION : WITNESS WAS DRIVING ON A6121 FROM TOFT TOWARDS BOURNE WHEN HE SAW
VEH 2 COMING TO A STOP DUE TO A WORKS VAN BEING STOPPED ON THE
ROADSIDE. WITNESS DROVE PAST VEH 2 AND NOTICED VEH 1 APPROACHING
VEH 2 AND NOT SLOWING DOWN. HE WITNESSED VEH 1 HIT THE REAR OFFSIDE
OF VEH 2 AT SLOW SPEED AND FALL OF TO THE SIDE. RIDER OF MOTORCYCLE
HAS MINOR INJURIES AND ADMITTED FAULT TO DRIVER OF VEH 2.

DATE : 07/10/2021 - Thursday TIME: 1130

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 Failed to judge other person's path or speed
2.
3.
4.
5.
6.

VEHICLES:

1 Motorcycle over 50cc and up to 125cc Going ahead right hand bend North East To
South West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 18 Breath Test: Not Requested
2 Car Stopping North East To South West No Skdng /Jck-Knfg /Ovrtrng Driver: Female
35 Breath Test: Not Requested

CASUALTIES:

1 Driver 18 Male Slight In Vehicle 1

PAGE: 4
DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 220214685

Road Number : A151 GRID REF: 507920,319863 SPEED LIMIT: 60
Road 2 Number : D

PARISH : BOURNE DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Serious
POLICE DIVISION : South

LOCATION : MAIN CARRIAGEWAY AT PRIVATE ENTRANCE

DESCRIPTION : VEH 1 TRAVELLING BEHIND VEH 2. THERE WAS A SLOW MOVING VEH AHEAD OF BOTH VEH'S. DRIVER OF VEH 2 REALISED HE TOOK A WRONG TURN AND SEES AN ENTRANCE ON THE OFFSIDE AND INDICATES TO TURN RIGHT. VEH 1 BELIEVED VEH 2 WAS GOING TO OVERTAKE AND PULLED OUT TO OVERTAKE AND JOIN HIM. VEH 2 TURNED RIGHT INTO THE ENTRANCE AND VEH 1 STRUCK THE OFFSIDE OF VEH 2.

DATE : 15/04/2022 - Friday TIME: 1750

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

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 Failed to judge other person's path or speed
2.
3.
4.
5.
6.

VEHICLES:

1 Motorcycle over 50cc and up to 125cc Ovrtrng movg Veh on offside South East To North West Overturned Driver: Male 33 Breath Test: Negative
2 Car Turning Right South East To North East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 38 Breath Test: Negative

CASUALTIES:

1 Driver 33 Male Serious In Vehicle 1

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DATE PRINTED: 10/08/2022
CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 220396643

Road Number : A151
Road 2 Number : A6121

GRID REF: 507993,319816

SPEED LIMIT: 60

PARISH : BOURNE

DIVISION:

DISTRICT: South

POLICE SECTOR : Stamford
POLICE DIVISION : South

SEVERITY: Slight

LOCATION : SINGLE CARRIAGEWAY ON A BEND AT JUNCTION

DESCRIPTION : VEH 1 HAS COLLIDED INTO THE REAR OF VEH 2 AFTER IT BRAKED HEAVILY.

DATE : 10/07/2022 - Sunday

TIME: 1215

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 judge other person's path or speed
2.
3.
4.
5.
6.

VEHICLES:

1 Motorcycle over 500cc (Combination before 2004) Going ahead rght hand bend South
West To North East Skidding Driver: Male 60 Breath Test: Negative
2 Car Stopping South West To North East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 36
Breath Test: Negative

CASUALTIES:

1 Driver 60 Male Slight In Vehicle 1

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190626490

Road Number : A6121 GRID REF: 507314,317833 SPEED LIMIT: 60
Road 2 Number :

PARISH : TOFT WITH LOUND DIVISION: DISTRICT: South
& MANTHORPE

POLICE SECTOR : Stamford SEVERITY: Serious
POLICE DIVISION : South

LOCATION : NORTHBOUND BETWEEN TOFT AND BOURN JUST BEFORE FIRST SET OF MAJOR
POWERLINES

DESCRIPTION : VEH 1 NEGOTIATED OFFSIDE BEND AND LEFT CARRIAGEWAY ONTO VERGE. V1
HS THEN COLLIDED WITH A TREE

DATE : 22/11/2019 - Friday TIME: 1200

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

VEHICLES:

1 Goods Vehicle - unknown weight Going ahead South East To North No Skdng /Jck-Knfg
/Ovrtrng Driver: Male 40 Breath Test: Not Requested

CASUALTIES:

1 Driver 40 Male Serious In Vehicle 1

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200364642

Road Number : A6121 GRID REF: 507309,317812 SPEED LIMIT: 60
Road 2 Number :

PARISH : TOFT WITH LOUND DIVISION: DISTRICT: South
& MANTHORPE

POLICE SECTOR : Stamford SEVERITY: Fatal
POLICE DIVISION : South

LOCATION : A6121 BETWEEN BOURNE AND TOFT

DESCRIPTION : VEH1 WAS TRAVELLING FROM BOURNE TOWARDS TOFT ON THE A6121. VEH2 HAS BEEN TRAVELLING FROM TOFT TOWARDS BOURNE. IT WOULD APPEAR VEH1 HAS LOST CONTROL ON THE BEND AND IMPACTED WITH VEH2. VEH1 HAS BEEN DRAGGED UNDERNEATH VEH2 FOR APPROX 50 METRES. THE RIDER OF VEH1 HAS ENDED UP APPROX 4 METERS FROM THE ORIGINAL POINT OF IMPACT IN THE OPPOSITE DIRECTION OF WHERE THE VEHICLES HAVE STOPPED

DATE : 16/07/2020 - Thursday TIME: 1100

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 Motorcycle over 500cc (Combination before 2004) Going ahead left hand bend North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 59 Breath Test: Not provided(Medical reasons)
2 Goods vehicle 3.5 tonnes mgw and under Going ahead rght hand bend South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 54 Breath Test: Negative

CASUALTIES:

1 Driver 59 Male Fatal In Vehicle 1

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 220098914

Road Number : A6121 GRID REF: 507314,317647 SPEED LIMIT: 60
Road 2 Number :

PARISH : TOFT WITH LOUND DIVISION: DISTRICT: South
& MANTHORPE

POLICE SECTOR : Stamford SEVERITY: Slight
POLICE DIVISION : South

LOCATION : LOUND ROAD IN BOURNE. TOFT HILL BOURNE SIDE OF TOFT

DESCRIPTION : VEH 1 TRAVELLING FROM BOURNE TOWARDS TOFT, HIGH WINDS AND RAIN
CAUGHT HOLD OF THE VEH AND BLEW IT OFF THE ROAD. DAMAGE TO ROAD
SIGN AND VEH. VEH FLIPPED OVER. MINOR INJURIES TO DRIVER.

DATE : 18/02/2022 - Friday TIME: 1330

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine With High Winds

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Goods vehicle 3.5 tonnes mgw and under Going ahead North East To South West
Overturned Driver: Male 53 Breath Test: Negative

CASUALTIES:

1 Driver 53 Male Slight In Vehicle 1

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200508837

Road Number : A6121 GRID REF: 506788,317298 SPEED LIMIT: 60
Road 2 Number :

PARISH : TOFT WITH LOUND DIVISION: DISTRICT: South
& MANTHORPE

POLICE SECTOR : Stamford SEVERITY: Slight
POLICE DIVISION : South

LOCATION : SINGLE CARRIAGEWAY IN RURAL LOCATION

DESCRIPTION : VEH 1 HAS OVERTAKEN AND VEH 1 HAS GONE TOO QUICK AROUND A LARGE
SWEEPING CORNER ALMOST HIT VEH 2 WHO HAD TO BREAK TO AVOID VEH 1.
VEH 1 HAS COME OFF THE ROAD AND COME TO A STOP IN A DITCH.

DATE : 27/09/2020 - Sunday TIME: 1630

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Motorcycle over 500cc (Combination before 2004) Going ahead South To South No
Skdng /Jck-Knfg /Ovrtrng Driver: Male 52 Breath Test: Negative
2 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 55 Breath
Test: Negative

CASUALTIES:

1 Veh Passenger 54 Female Slight In Vehicle 1

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190691732

Road Number : A6121 GRID REF: 506907,317187 SPEED LIMIT: 60
Road 2 Number : C433

PARISH : TOFT WITH LOUND DIVISION: DISTRICT: South
& MANTHORPE

POLICE SECTOR : Stamford SEVERITY: Fatal
POLICE DIVISION : South

LOCATION : MAJOR A ROAD BETWEEN BOURNE AND STAMFORD. ROUND IS UNLIT AND IS
UNDULGATE IN NATURE

DESCRIPTION : VEH 1 AND 2 HAS COLLIDED BEFORE VEH 2 HAS COLLIDED HEAD ON WITH VEH
3. DRIVER OF VEH 3 SUFFERED FATAL INJURIES AND PRONOUNCED DEAD AT
THE SCENE.

DATE : 27/12/2019 - Friday TIME: 1751

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 : 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 Very Likely Dazzling headlights
2.
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 61
Breath Test: Negative
2 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 25 Breath
Test: Negative
3 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 20
Breath Test: Not Requested

CASUALTIES:

1 Driver 25 Male Slight In Vehicle 2
2 Driver 20 Female Fatal In Vehicle 3

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210754344

Road Number : A6121 GRID REF: 506895,317173 SPEED LIMIT: 60
Road 2 Number :

PARISH : TOFT WITH LOUND DIVISION: DISTRICT: South
& MANTHORPE

POLICE SECTOR : Stamford SEVERITY: Slight
POLICE DIVISION : South

LOCATION : LOUND ROAD, JUST BEFOR TOFT IF YOU ARE TRAVELLING TO BOURNE

DESCRIPTION : CAR HAS LEFT THE ROAD ON THE NEAR SIDE AND COME TO REST IN A HEDGE

DATE : 29/12/2021 - Wednesday TIME: 1802

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

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

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

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Going ahead South West To North East Overturned Driver: Male 28 Breath Test:
Negative

CASUALTIES:

1 Veh Passenger 28 Female Slight In Vehicle 1

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DATE PRINTED: 10/08/2022

CURRENT DATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200356618

Road Number : A151 GRID REF: 509488,318867 SPEED LIMIT: 60
Road 2 Number : D

PARISH : BOURNE DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Serious
POLICE DIVISION : South

LOCATION : JUST PAST A151 ROUNDABOUT WITH THE GABLES BOURNE

DESCRIPTION : VEH1 HAS BEEN SLOWING DOWN TO WAIT FOR OTHER MEMBERS OF RIDING GROUP
TO CATCH UP, AS OTHERS HAVE CAUGHT UP, RIDER HAS BEGUN TO APPLY THE
THROTTLE AND THIS HAS CAUSED THE REAR PILLION TO LEAVE THE BIKE AND
FALL TO THE FLOOR. IT IS BELIEVED THAT THE PILLION HAS FALLEN ASLEEP
AS THEY HAVE MADE NO ATTEMPT TO STOP THEMSELVES FROM FALLING OFF THE
BACK

DATE : 12/07/2020 - Sunday TIME: 1240

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Roundabout
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Motorcycle over 500cc (Combination before 2004) Going ahead West To South East No
Skidng /Jck-Knfg /Ovrtrng Driver: Male 37 Breath Test: Negative

CASUALTIES:

1 Veh Passenger 10 Female Serious In Vehicle 1

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DATE PRINTED: 10/08/2022

CURRENT DATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200132583

Road Number : A151 GRID REF: 509774,318777 SPEED LIMIT: 60
Road 2 Number :

PARISH : BOURNE DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Slight
POLICE DIVISION : South

LOCATION : SINGLE CARRIAGEWAY ROAD WITH NO STREET LIGHTING

DESCRIPTION : I.P.HAS BEEN TRAVLLING WEST BOUND WHEN THE MOPED HAS PULLED TO THE
NEARSIDE THIS HAS CAUSED THE BIKE TO CROSS A PATCH OF WET MUD ON
THE EDGE OF THE CARRIAGEWAY AND AS THE RIDER HAS TRIED TO CORRECT
THE MOPED HAS LOST TRACTION AND BEEN THROWN FROM THE MOPED CAUSING
HIM TO ROLL SEVERAL TIMES ALING THE GRASS VERGE

DATE : 08/03/2020 - Sunday TIME: 2250

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 Loss of control
2.
3.
4.
5.
6.

VEHICLES:

1 Motorcycle 50 cc and under Going ahead East To West No Skdng /Jck-Knfg /Ovrtrng
Driver: Male 16 Breath Test: Negative

CASUALTIES:

1 Driver 16 Male Slight In Vehicle 1

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DATE PRINTED: 10/08/2022
CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 220258453

Road Number : A151
Road 2 Number : D

GRID REF: 509721,318789

SPEED LIMIT: 60

PARISH : BOURNE

DIVISION:

DISTRICT: South

POLICE SECTOR : Stamford
POLICE DIVISION : South

SEVERITY: Slight

LOCATION : RAYMONDS MAYS WAY, SINGLE CARRIAGEWAY, LARGE VERGE ON EITHER SIDE

DESCRIPTION : VEH 1 AND VEH 2 TRAVELLING EASTBOUND ALONG RAYMONDS MAYS WAY. VEH 2
SLOWED AND CAME TO A STOP IN THE ROAD INDICATING TO TURN RIGHT INTO
A PADDOCK GATEWAY. VEH 1 FAILED TO STOP AND COLLIDED WITH REAR OF
VEH 2.

DATE : 06/05/2022 - Friday

TIME: 1820

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 Failed to look properly
2.V1 Possible Careless/Reckless/In a hurry
3.V1 Possible Distraction in vehicle
4.V2 Possible Failed to signal/ Misleading signal
5.V1 Possible Exceeding speed limit
6.

VEHICLES:

1 Car Ovrtrng movg Veh on offside North West To South East No Skdng /Jck-Knfg
/Ovrtrng Driver: Female 22 Breath Test: Negative
2 Car Turning Right North West To South West No Skdng /Jck-Knfg /Ovrtrng Driver:
Female 49 Breath Test: Negative

CASUALTIES:

1 Driver 49 Female Slight In Vehicle 2
2 Driver 22 Female Slight In Vehicle 1

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210718769

Road Number : A15
Road 2 Number : B1193

GRID REF: 510147,319283

SPEED LIMIT: 30

PARISH : BOURNE

DIVISION:

DISTRICT: South

POLICE SECTOR : Stamford
POLICE DIVISION : South

SEVERITY: Slight

LOCATION : JUST BEFORE JUNCTION WITH CHERRY HOLT ROAD

DESCRIPTION : PEDESTRIAN HAS WALKED IN FRONT OF A CAR

DATE : 08/12/2021 - Wednesday

TIME: 1000

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : 'T' or Staggered 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.
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead South To North West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 33
Breath Test: Not Requested

CASUALTIES:

1 Pedestrian 15 Male Slight In Vehicle 1

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200397829

Road Number : A151 GRID REF: 510083,318775 SPEED LIMIT: 60
Road 2 Number : A15

PARISH : BOURNE DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Slight
POLICE DIVISION : South

LOCATION : A151 ROUNDABOUT WITH A15 BOURNE

DESCRIPTION : V1 HAS BEEN TRAVELLING ALONG THE BOURNE BY-PASS TOWARDS A15
ROUNDABOUT AS V1 HAS REACHED THE ROUNDABOUT IT HAS FAILED TO
NEGOTIATE IT AND DRIVEN STRAIGHT OVER THE ROUNDABOUT CAUSING THE
VEHICLE TO BECOME AIRBORNE WHERE IT HAS THEN FLIPPED AND ENDED UP
UPSIDE DOWN ON THE EDGE OF A DITCH. WHICH MADE DRIVER LOSE CONTROL
AND VEHICLE ROLLED INTO DITCH ON OPPOSITE SIDE OF ROAD

DATE : 02/08/2020 - Sunday TIME: 701

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Roundabout
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Careless/Reckless/In a hurry
2.V1 Very Likely Exceeding speed limit
3.V1 Very Likely Impaired by alcohol
4.
5.
6.

VEHICLES:

1 Car Going ahead West To East Skidding Driver: Male 43 Breath Test: Positive

CASUALTIES:

1 Driver 43 Male Slight In Vehicle 1

PAGE: 17
DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200400675

Road Number : A15 GRID REF: 510160,319053 SPEED LIMIT: 30
Road 2 Number : D

PARISH : BOURNE DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Slight
POLICE DIVISION : South

LOCATION : AT JUNCTION WITH EAGLE ROAD BOURNE

DESCRIPTION : VEH 1 TRAVELLING SOUTH BOUND FROM BOURNE. VEH 2 TRAVELLING NORTH
BOUND TOWARDS BOURNE. VEH 1 LOST CONTROL AND DRIFTED OVER TO THE
OTHER CARRIAGEWAY WHERE IT HAS THEN COLLIDED WITH VEH 2 AND THEN
ENDED UP IN THE MIDDLE OF THE ROAD/JUNCTION.

DATE : 03/08/2020 - Monday TIME: 1845

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 Exceeding speed limit
2.V1 Very Likely Aggressive driving
3.V1 Possible Defective steering or suspension
4.V1 Very Likely Loss of control
5.
6.

VEHICLES:

1 Motorcycle over 500cc (Combination before 2004) Going ahead North To South
Skidding Driver: Male 41 Breath Test: Negative
2 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 48 Breath
Test: Negative

CASUALTIES:

1 Driver 41 Male Slight In Vehicle 1

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200179181

Road Number : A15 GRID REF: 510127,318399 SPEED LIMIT: 60
Road 2 Number :

PARISH : THURLBY DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Slight
POLICE DIVISION : South

LOCATION : A15 AT PUBLIC FOOTPATH ELSEA WOODS BOURNE

DESCRIPTION : PEDESTRIAN CAME OUT OF PUBLIC FOOTPATH ONTO THE ROAD IN ORDER TO
CROSS AND VEH1 CAME AROUND BLIND BEND IN 60MPH ZONE AND MAY HAVE
BRUSHED THE PEDESTRIAN CAUSING HER TO FALL OVER.A

DATE : 06/04/2020 - Monday TIME: 725

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.C1 Possible Failed to look properly (Pedestrian)
2.
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 46
Breath Test: Negative

CASUALTIES:

1 Pedestrian 68 Female Slight In Vehicle 1

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210704458

Road Number : A15 GRID REF: 510121,318650 SPEED LIMIT: 60
Road 2 Number :

PARISH : THURLBY DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Fatal
POLICE DIVISION : South

LOCATION : W3W CRUMB.ACTING.SHAKES

DESCRIPTION : VEH 1 HAS COLLIDED INTO REAR OF ANOTHER VEH, VEH 2 (4X4 LANDROVER
?) AND VEH 3 HAS COLLIDED INTO REAR OF VEH 1. VEH 2 HAS MADE OFF
FROM THE SCENE.

DATE : 03/12/2021 - Friday TIME: 1600

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: 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 Following too close
2.V1 Possible Failed to judge other person's path or speed
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 85 Breath
Test: Negative
2 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Not known
Breath Test: Not Requested
3 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 68 Breath
Test: Not Requested

CASUALTIES:

1 Driver 85 Male Serious In Vehicle 1
2 Veh Passenger 87 Female Fatal In Vehicle 1

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200335972

Road Number : A15 GRID REF: 510087,318265 SPEED LIMIT: 60
Road 2 Number :

PARISH : THURLBY DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Slight
POLICE DIVISION : South

LOCATION : HALF A MILE SOUTH OF ELSEA PARK ROUNDABOUT

DESCRIPTION : VEH1 HAS LEFT ROAD INTO TREES TO THE NEAR SIDE

DATE : 02/07/2020 - Thursday TIME: 205

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 Impaired by alcohol
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead right hand bend South To North Overturned Driver: Male 27 Breath
Test: Positive

CASUALTIES:

1 Driver 27 Male Slight In Vehicle 1

PAGE: 21
DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 220024540

Road Number : A15 GRID REF: 510106,318287 SPEED LIMIT: 60
Road 2 Number :

PARISH : THURLBY DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Slight
POLICE DIVISION : South

LOCATION : A15 TRAVELLING OUT OF BOURNE TOWARDS MARKET DEEPING

DESCRIPTION : DRIVER WAS ADJUSTING CRUISE CONTROL AND THROUGH PARACETAMOL ONTO
THE SEAT WHICH KNOCKED HI PHONE AND HE LOOKED DOWN TO GRAB IT.
DRIVER LOST CONTROL, WENT ONTO GRASS VERGE THEN ROLLED ONTO SIDE
AND SKIDDED ALONG THE ROAD.

DATE : 13/01/2022 - Thursday TIME: 2027

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: 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.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Goods vehicle 3.5 tonnes mgw and under Going ahead North East To South West
Skidding & Overturned Driver: Male 34 Breath Test: Not Requested

CASUALTIES:

1 Driver 34 Male Slight In Vehicle 1

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190419927

Road Number : A6121 GRID REF: 506048,315133 SPEED LIMIT: 60
Road 2 Number :

PARISH : WITHAM ON THE HILL DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Serious
POLICE DIVISION : South

LOCATION : BETWEEN CARLBY VILLAGE AND WITHAM ON THE HILL

DESCRIPTION : THE DRIVER OF V1 FOR SOME UNKNOWN REASON HAS DRIFTED ACROSS THE
ROAD TO THE OFFSIDE INTO A DITCH AND ROLLED OVER AND ENDED UP ON
ITS ROOF.

DATE : 06/08/2019 - Tuesday TIME: 1945

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 Poor turn or manoeuvre
2.
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 31
Breath Test: Negative

CASUALTIES:

1 Driver 31 Female Serious In Vehicle 1

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190651437

Road Number : A6121 GRID REF: 506432,316073 SPEED LIMIT: 60
Road 2 Number : D

PARISH : WITHAM ON THE HILL DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Slight
POLICE DIVISION : South

LOCATION : CROSSROADS OF WITHAM ON THE HILL/MANTHORPE ON A1621

DESCRIPTION : V2 HAS BEEN STATIONARY IN THE ROAD INDICATING TO TURN RIGHT TOWARDS
MANTHORPE. V3 HAS BEEN STATIONARY IN THE ROAD INDICATING TO TURN
LEFT TOWARDS MANTHORPE. V1 HAS BEEN TRAVELLING STRAIGHT FROM THE
DIRECTION OF STAMFORD TOWARDS TOFT AND HAS HIT V2 FROM BEHIND
CAUSING IT TO HIT V3

DATE : 05/12/2019 - Thursday TIME: 1454

NUMBER OF VEHICLES : 3
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Junction more than four arms (not RAB)
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.
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 82
Breath Test: Negative
2 Car Turning Right South To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 65 Breath
Test: Not Requested
3 Car Waiting to turn Left North To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 28
Breath Test: Negative

CASUALTIES:

1 Driver 65 Male Slight In Vehicle 2
2 Veh Passenger 63 Female Slight In Vehicle 2

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200098077

Road Number : A6121 GRID REF: 506438,316071 SPEED LIMIT: 60
Road 2 Number : D

PARISH : WITHAM ON THE HILL DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Slight
POLICE DIVISION : South

LOCATION : CROSSROADS A6121/ELM AVENUE AND WITHAM ON HILL WHAT 3 WORDS =
EXPANSION/SPEARED/BALLOONED

DESCRIPTION : V1 HAS BEEN TRAVELLING ON MAIN CARRIAGEWAY. V2 HAS BEEN TURNING
INTO MINOR ROAD ASCROSS PATH OF V2 FROM MAIN ROAD IN OPPOSITE
DIRECTION. V3 HAS BEEN STATIC AT JUNCTION GOING STRAIGHT OVER
CROSSROADS.
UNKNOWN OTHER VEHICLES INVOLVED ON MAIN ROAD AND OTHER SIDE ROAD
INVOLVED MAY HAVE FLASHED FOR VEHICLES TO COMPLETE THIER MONEUVERS
BUT DID NOT APPEAR TO STOP POST-COLLISION (IF THEY WERE INDEED
AWARE OF A COLLISION OCCOURING AFTER THEY HAS PASSED THROUGH)
V2 HAS BEGUN TURN INTO MINOR ROAD TURNING RIGHT, SEEING ROAD TO BE
CLEAR. V3 HAS BEEN STATIC. V1 ON APPROACH TO JUNCTION OVER THE BROW
OF A HILL ON MAIN ROAD HAS NOT STOPPED IN TIME AND HAS TRIED TO
TAKE ACTION TO AVOID V2. IN DOING SO V1 HAS COLLIDED WITH V2 AND
V3.
ALL THREE DRIVERS RECIEVED MINOR INJURIES

DATE : 20/02/2020 - Thursday TIME: 823

NUMBER OF VEHICLES : 3
NUMBER OF CASUALTIES: 3

JUNCTION DETAIL : Crossroads
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine With High Winds

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 look properly
- 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 Turning Right South To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 51 Breath
Test: Negative
3 Car Going ahead East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Female 61 Breath
Test: Negative

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

CASUALTIES:

1 Driver 35 Female Slight In Vehicle 1
2 Driver 51 Male Slight In Vehicle 2
3 Driver 61 Female Slight In Vehicle 3

ACCIDENT REFERENCE: 200385598

Road Number : A6121 GRID REF: 506404,316360 SPEED LIMIT: 60
Road 2 Number :

PARISH : TOFT WITH LOUND DIVISION: DISTRICT: South
& MANTHORPE

POLICE SECTOR : Stamford SEVERITY: Slight
POLICE DIVISION : South

LOCATION : RURAL ROAD WITH FIELDS EITHER SIDE BETWEEN 2 SMALL VILLAGES

DESCRIPTION : DEER IN ROAD HIT BY VEHICLE

DATE : 26/07/2020 - Sunday TIME: 425

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: 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.
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 34 Breath
Test: Negative

CASUALTIES:

1 Driver 34 Male Slight In Vehicle 1

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200148004

Road Number : A6121 GRID REF: 506432,316066 SPEED LIMIT: 60
Road 2 Number : C432

PARISH : WITHAM ON THE HILL DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Slight
POLICE DIVISION : South

LOCATION : ALSO KNOWN AS WITHAM ON THE HILL JUNCTION

DESCRIPTION : VEH 1 TRAVELLING BEHIND VEH 2 APPROACHING JUNCTION ON 60MPH RD. VEH
2 SLOWED DOWN AT JUNCTION AND INDICATED RIGHT. VEH 1 HS NOT SLOWED
DOWN ENOUGH AND COLLIDED WITH REAR OF VEH 2.

DATE : 16/03/2020 - Monday TIME: 1530

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

VEHICLES:

1 Car Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 18 Breath
Test: Negative
2 Car Turning Right West To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 58
Breath Test: Negative

CASUALTIES:

1 Driver 58 Female Slight In Vehicle 2

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200501451

Road Number : A6121 GRID REF: 506434,316066 SPEED LIMIT: 60
Road 2 Number : C432

PARISH : WITHAM ON THE HILL DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Slight
POLICE DIVISION : South

LOCATION : ON THE JUNCTION OF A6121, WITHAM IN THE HILL AND MANTHORPE

DESCRIPTION : VEH 2 HAS BEEN STATIONARY IN MAIN ROAD WAITING TO TURN RIGHT. VEH 1
HAS TRIED TO BRAKE AND SKIDDED INTO THE BACK OF VEH 2.

DATE : 23/09/2020 - Wednesday TIME: 1630

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 Deposit on road (eg. oil, mud, chippings)
- 2.V1 Possible Careless/Reckless/In a hurry
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Goods vehicle 3.5 tonnes mgw and under Going ahead North To South No Skdng
/Jck-Knfg /Ovrtrng Driver: Male 47 Breath Test: Negative
2 Car Turning Right North To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 73 Breath
Test: Negative

CASUALTIES:

- 1 Driver 47 Male Slight In Vehicle 1
- 2 Driver 73 Male Slight In Vehicle 2

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210157840

Road Number : A6121 GRID REF: 506432,316065 SPEED LIMIT: 60
Road 2 Number : C432

PARISH : WITHAM ON THE HILL DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Slight
POLICE DIVISION : South

LOCATION : WITHAM ON THE HILL CROSSROADS

DESCRIPTION : VEH 1 HAS EMERGED FROM THE WITHAM ON THE HILL JUNCTION IN THE
DIRECTION OF MANTHORPE. AS IT HAS EXITED THE JUNCTION VEH 2 HAS
BEEN TRAVELLING ALONG THE A6121 AND COLLIDED WITH THE PASSENGER
SIDE OF THE VEH.

DATE : 21/03/2021 - Sunday TIME: 1010

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Crossroads
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Unknown

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 Car Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 73 Breath
Test: Negative
2 Car Going ahead rght hand bend North East To South West No Skdng /Jck-Knfg
/Ovrtrng Driver: Female 33 Breath Test: Negative

CASUALTIES:

1 Driver 33 Female Slight In Vehicle 2

PAGE: 29
DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210333270

Road Number : A6121 GRID REF: 506433,316067 SPEED LIMIT: 60
Road 2 Number : C432

PARISH : WITHAM ON THE HILL DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Slight
POLICE DIVISION : South

LOCATION : AT CROSSROADS , BOURNE ROAD WITHAM ON THE HILL

DESCRIPTION : VEH 1 HAS PULLED OUT INTO THE PATH OF VEH 2A

DATE : 15/06/2021 - Tuesday TIME: 1730

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 3

JUNCTION DETAIL : Crossroads
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 27 Breath
Test: Negative
2 Car Going ahead North East To South West No Skdng /Jck-Knfg /Ovrtrng Driver:
Female 19 Breath Test: Negative

CASUALTIES:

1 Driver 27 Male Slight In Vehicle 1
2 Driver 19 Female Slight In Vehicle 2
3 Veh Passenger 17 Female Slight In Vehicle 2

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210429052

Road Number : C432 GRID REF: 506436,316067 SPEED LIMIT: 60
Road 2 Number : A6121

PARISH : WITHAM ON THE HILL DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Slight
POLICE DIVISION : South

LOCATION : CROSSROADS OF THE A6121 & C432

DESCRIPTION : VEH 1 PULLED OUT OF JUNCTION FROM MAIN STREET ONTO THE A6121 AND
COLLIDED WITH VEH 2

DATE : 31/07/2021 - Saturday TIME: 1405

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

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.
3.
4.
5.
6.

VEHICLES:

1 Car Starting West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 30 Breath Test:
Negative
2 Car Going ahead North To South Skidding Driver: Male 46 Breath Test: Negative

CASUALTIES:

1 Driver 46 Male Slight In Vehicle 2
2 Veh Passenger 13 Male Slight In Vehicle 2

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210470485

Road Number : A6121 GRID REF: 506443,316097 SPEED LIMIT: 60
Road 2 Number : C432

PARISH : WITHAM ON THE HILL DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Serious
POLICE DIVISION : South

LOCATION : BLIND CREST OF HILL WHICH HAS A RIGHT HAND BEND GOING DOWN HILL
TOWARDS THE CROSS ROAD

DESCRIPTION : VEH 1 TRAVELLING ALONG A6121 TOWARDS CARLBY AS RIDER CAME OVER
CREST OF A BLIND HILL WITH RIGHT HAND BEND A DEER RAN OUT IN FRONT
OF RIDER WHO HAS TRIED TO AVOID BUT STRUCK THE DEER WHICH HAS
THROWN HIM FROM THE BIKE ALONG THE ROAD

DATE : 21/08/2021 - Saturday TIME: 520

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

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 Animal or object in carriageway
2.
3.
4.
5.
6.

VEHICLES:

1 Motorcycle over 50cc and up to 125cc Going ahead right hand bend North To South
West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 36 Breath Test: Not Requested

CASUALTIES:

1 Driver 36 Male Serious In Vehicle 1

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 220310238

Road Number : A6121 GRID REF: 506432,316050 SPEED LIMIT: 60
Road 2 Number : C432

PARISH : WITHAM ON THE HILL DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Slight
POLICE DIVISION : South

LOCATION : CROSSROADS

DESCRIPTION : VEH 2 HAS APPROACHED ENTRANCE FOR A FARM TRACK AND VEH 1 HAS GONE INTO THE REAR OF VEH 1. DRIVER OF VEH 1 HAS GONE OVER HANDLE BARS OF HIS MOTORBIKE.

DATE : 29/05/2022 - Sunday TIME: 1100

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? 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 Motorcycle over 500cc (Combination before 2004) Going ahead North East To South West Overturned Driver: Male 35 Breath Test: Driver not contacted at time
2 Car Turning Left North East To South East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 31 Breath Test: Driver not contacted at time

CASUALTIES:

1 Driver 35 Male Slight In Vehicle 1

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190639921

Road Number : A6121 GRID REF: 505289,313708 SPEED LIMIT: 60
Road 2 Number : C447

PARISH : CARLBY DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Serious
POLICE DIVISION : South

LOCATION : STRAIGHT PART OF ROAD CLOSE TO JUNCTION INTO CARLBY VILLAGE.

DESCRIPTION : V1 DRIVING TOWARDS BOURNE FROM STAMFORD AT APPROX 60MPH. IP BEGAN
TO CROSS ROAD FROM BUS STOP IN RIGHT HAND SIDE OF THE A6121. FEMALE
UNABLE TO FULLY CROSS THE ROAD AND HAS HIT THE FRONT OFF SIDE OF V1

DATE : 29/11/2019 - Friday TIME: 1218

NUMBER OF VEHICLES : 1
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.C1 Very Likely Failed to judge vehicle's path or speed
2.
3.
4.
5.
6.

VEHICLES:

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

CASUALTIES:

1 Pedestrian 60 Female Serious In Vehicle 1

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210298556

Road Number : A6121 GRID REF: 505284,313526 SPEED LIMIT: 60
Road 2 Number : D

PARISH : CARLBY DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Slight
POLICE DIVISION : South

LOCATION : A6121 JUNCTION TO BRACEBOROUGH AND GREATFORD

DESCRIPTION : VEH1 HAS COLLIDED WITH THE REAR OF VEH2 WHICH WAS STATIONARY AND
WAITING TO TURN RIGHT

DATE : 30/05/2021 - Sunday TIME: 1100

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.
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Female 81
Breath Test: Negative
2 Goods vehicle 3.5 tonnes mgw and under Waiting to turn Right South To East No
Skdng /Jck-Knfg /Ovrtrng Driver: Male 57 Breath Test: Negative

CASUALTIES:

1 Driver 81 Female Slight In Vehicle 1

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210653280

Road Number : A6121 GRID REF: 505258,313454 SPEED LIMIT: 60
Road 2 Number :

PARISH : CARLBY DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Slight
POLICE DIVISION : South

LOCATION : BETWEEN ESSENDINE AND CARLBY, JUST AT THE UPHILL SECTION PRIOR TO
THE LEFT TURNING TO GREATFORD

DESCRIPTION : V1 HAS BRAKED CAUSING V2 TO BRAKE SUDDENLY. V3 HAS THEN COLLIDED
WITH THE REAR OF V2. D3 HAS THEN SUFFERED A MEDICAL EPISODE AT THE
ROADSIDE

DATE : 09/11/2021 - Tuesday TIME: 915

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 Aggressive driving
2.V2 Possible Following too close
3.V3 Possible Vehicle travelling along pavement
4.
5.
6.

VEHICLES:

1 Car Going ahead South West To North East No Skdng /Jck-Knfg /Ovrtrng Driver: Male
Breath Test: Driver not contacted at time
2 Car Going ahead South West To North East No Skdng /Jck-Knfg /Ovrtrng Driver:
Female 58 Breath Test: Negative
3 Car Going ahead South West To North East No Skdng /Jck-Knfg /Ovrtrng Driver: Male
44 Breath Test: Negative

CASUALTIES:

1 Driver 44 Male Slight In Vehicle 3

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 220382208

Road Number : C447 GRID REF: 507145,312936 SPEED LIMIT: 60
Road 2 Number :

PARISH : BRACEBOROUGH & DIVISION: DISTRICT: South
WILSTHORPE

POLICE SECTOR : Stamford SEVERITY: Serious
POLICE DIVISION : South

LOCATION : CARLBY ROAD, RURAL COUNTRY ROAD OFF THE MAIN A6121, FIELDS AND
DITCHES BOTH SIDES

DESCRIPTION : VEH 1 TRAVELLING SOUTH EAST ON CARLBY ROAD AND VEH HAS VEERED OFF
THE ROAD ON THE OFFSIDE AND COLLIDED WITH A TREE CAUSING THE VEH TO
ROTATE AND FACE THE OPPOSITE DIRECTION

DATE : 03/07/2022 - Sunday TIME: 1520

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

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

WEATHER : Unknown

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 North West To South East No Skdng /Jck-Knfg /Ovrtrng Driver:
Female 77 Breath Test: Not provided(Medical reasons)

CASUALTIES:

1 Veh Passenger 80 Male Serious In Vehicle 1

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190429002

Road Number : D GRID REF: 503546,307905 SPEED LIMIT: 30
Road 2 Number : D

PARISH : STAMFORD DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Slight
POLICE DIVISION : South

LOCATION : DRIFT ROAD OUTSIDE STAMFORD LEISURE POOL

DESCRIPTION : V1 WAS TRAVELLING AT SPEED DOWN DRIFT ROAD TOWARDS RYHALL ROAD AND
DID NOT SLOW DOWN TO ALLOW ANOTHER VEHICLE TO CONTINUE ITS JOURNEY.
V1 SWERVED TO THE LEFT HARSHLY AND COLLIDED WITH THE REAR OFFSIDE
OF V2. V1 THEN ROLLED ONTO ITS OFFSIDE ONTO A FOOTPATH. DRIVER OF
V1 GOT OUT OF VEHICLE AND LEFT THE SCENE.

DATE : 13/08/2019 - Tuesday TIME: 1345

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 Aggressive driving
2.
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead West To East Overturned Driver: Male Breath Test: Driver not
contacted at time
2 Car Parked Parked To Parked No Skdng /Jck-Knfg /Ovrtrng Driver: Male 20 Breath
Test: Not Requested

CASUALTIES:

1 Veh Passenger 33 Male Slight In Vehicle 2
2 Veh Passenger 7 Female Slight In Vehicle 2

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210461171

Road Number : A6121 GRID REF: 503563,307449 SPEED LIMIT: 30
Road 2 Number : A1175

PARISH : STAMFORD DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Slight
POLICE DIVISION : South

LOCATION : JUST AFTER ROUNDABOUT FROM ST PAUL'S STREET ONTO UFFINGTON ROAD

DESCRIPTION : VEH 1 STOPPED JUST AFTER ROUNDABOUT AS VEH IN FRONT WAS TURNING
RIGHT AND WAITING FOR TRAFFIC. VEH 2 HAS COME OFF THE ROUNDABOUT
AND NOT SEEN VEH WAS STOPPED AND HIT REAR OF VEH AND HIT THE REAR
OF THE VEH

DATE : 14/08/2021 - Saturday TIME: 1740

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Mini Roundabout
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 81 Breath
Test: Not Requested
2 Car Waitng to go ahead, held up North To South No Skdng /Jck-Knfg /Ovrtrng Driver:
Female 54 Breath Test: Not Requested

CASUALTIES:

1 Driver 54 Female Slight In Vehicle 2

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 220163926

Road Number : A16 GRID REF: 503560,307450 SPEED LIMIT: 30
Road 2 Number : A6121

PARISH : STAMFORD DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Slight
POLICE DIVISION : South

LOCATION : ROUNDABOUT, WHERE 3 ROADS MEET OUTSIDE STAMFORD HOSPITAL

DESCRIPTION : CYCLIST AND VEH 1 HAS COLLIDED AT MID POINT ON THE ROUNDABOUT

DATE : 22/03/2022 - Tuesday TIME: 800

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 Possible Dazzling sun
2.V1 Very Likely Failed to look properly
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead North East To South West No Skdng /Jck-Knfg /Ovrtrng Driver:
Female 40 Breath Test: Negative
2 Pedal Cycle Turning Right South East To North East Overturned Driver: Male 40
Breath Test: Not provided(Medical reasons)

CASUALTIES:

1 Driver 40 Male Slight In Vehicle 2

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200298368

Road Number : A16 GRID REF: 503587,307423 SPEED LIMIT: 30
Road 2 Number : D

PARISH : STAMFORD DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Slight
POLICE DIVISION : South

LOCATION : 2M AFTER MINI ROUNDABOUT BEFORE JUNCTION WITH PINFOLD LANE

DESCRIPTION : VEH 2 TRAVELLING IN DIRECTION OF UFFINGTON ON UFFINGTO ROAD. IT WAS
STATIONARY WAITING TO TURN RIGHT ONTO PINFOLD LANE. VEH 1 HAS COME
AROUND THE CORNER ON THE MOVE ONE ROUNDABOUT FROM RYHALL ROAD IN
DIRECTION OF UFFINGTON ROAD. IT HAS FAILED TO STOP IN TIME AND
COLLIDED WITH REAR OF VEH 2

DATE : 12/06/2020 - Friday TIME: 1333

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Mini 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 Possible Careless/Reckless/In a hurry
2.V1 Very Likely Failed to judge other person's path or speed
3.V2 Possible Failed to signal/ Misleading signal
4.
5.
6.

VEHICLES:

1 Car Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 43 Breath
Test: Negative
2 Goods vehicle 3.5 tonnes and under 7.5 tonnes mgw Turning Right South West To East
No Skdng /Jck-Knfg /Ovrtrng Driver: Male 58 Breath Test: Negative

CASUALTIES:

1 Driver 58 Male Slight In Vehicle 2

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200108598

Road Number : A1175 GRID REF: 503584,307430 SPEED LIMIT: 30
Road 2 Number : D

PARISH : STAMFORD DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Slight
POLICE DIVISION : South

LOCATION : OPPOSITE PINFOLD LANE JUNCTION

DESCRIPTION : V1 TRAVELLING OFF OF THE ROUNDABOUT ONTO UFFINGTON ROAD AND
COLLIDED WITH V2 WHO WAS WAITING TO TURN RIGHT ONTO PINFOLD LANE

DATE : 25/02/2020 - Tuesday TIME: 1610

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 Inexperienced or learner driver/rider
2.
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 17 Breath
Test: Negative
2 Car Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 33 Breath
Test: Negative

CASUALTIES:

1 Driver 33 Female Slight In Vehicle 2

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210741742

Road Number : A16 GRID REF: 503588,307426 SPEED LIMIT: 30
Road 2 Number : D

PARISH : STAMFORD DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Slight
POLICE DIVISION : South

LOCATION : JUNCTION OF UFFINGTON ROAD AND PINFOLD LANE

DESCRIPTION : VEH 1 PULLED UP TO THE OFFICER OF VEH 2 WHILST IT WAS STATIONARY
WAITING TO TURN RIGHT AT A JUNCTION. RIDER OF VEH 2 BANGED ON
WINDOW OF VEH 2 TO INDICATE HE WAS THERE AND FOR VEH 1 TO START TO
MOVE AWAY. VEH 1 HAS THEN PULLED FORWARD INSTEAD OF TURNING RIGHT
AND HIT VEH 2 KNOCKING RIDER OFF.

DATE : 21/12/2021 - Tuesday TIME: 1410

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 Aggressive driving
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead North West To South East No Skdng /Jck-Knfg /Ovrtrng Driver: Male
72 Breath Test: Negative
2 Motorcycle over 50cc and up to 125cc Turning Right North West To South East No
Skdng /Jck-Knfg /Ovrtrng Driver: Male 18 Breath Test: Negative

CASUALTIES:

1 Driver 18 Male Slight In Vehicle 2

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200114606

Road Number : D
Road 2 Number : B1175

GRID REF: 503612,307306

SPEED LIMIT: 30

PARISH : STAMFORD

DIVISION:

DISTRICT: South

POLICE SECTOR : Stamford
POLICE DIVISION : South

SEVERITY: Serious

LOCATION :

DESCRIPTION : VEH2 TRAVELLING ALONG PRIORY ROAD AND VEH 1 PULLS OUT OF PINFOLD
LANE CAUSING VEH2 TO GO INTO VEH1

DATE : 28/02/2020 - Friday

TIME: 1456

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: 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 Turning Right Parked To South Overturned Driver: Male 68 Breath Test: Not Requested
2 Car Going ahead South West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 59 Breath Test: Not Requested

CASUALTIES:

1 Driver 68 Male Serious In Vehicle 1
2 Driver 59 Female Serious In Vehicle 2

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190437970

Road Number : D GRID REF: 503757,308464 SPEED LIMIT: 30
Road 2 Number : A6121

PARISH : STAMFORD DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Serious
POLICE DIVISION : South

LOCATION : INDUSTRIAL ESTATE

DESCRIPTION : VICOMING OUT OF GWASH WAY DROPPED HIS BIKE AND SLID ACROSS RYHALL
ROAD COLLIDING WITH THE CURB

DATE : 18/08/2019 - Sunday TIME: 1138

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Motorcycle over 500cc (Combination before 2004) Turning Left East To West No Skdng
/Jck-Knfg /Ovrtrng Driver: Male 34 Breath Test: Negative

CASUALTIES:

1 Driver 34 Male Serious In Vehicle 1

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 220257379

Road Number : A6121 GRID REF: 503853,307984 SPEED LIMIT: 30
Road 2 Number : D

PARISH : STAMFORD DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Slight
POLICE DIVISION : South

LOCATION : RYHALL ROAD A JUNCTION WITH DRIFT ROAD

DESCRIPTION : VEH 2 A CYCLIST WAS CYCLING ON THE PATH TOWARDS STAMFORD TOWN
CENTRE , AS HE APPROACHED THE DRIVEWAY VEH 1 HAS APPEARED FROM
NOWHERE AND COLLIDED WITH THE CYCLIST.

DATE : 06/05/2022 - Friday TIME: 1140

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

VEHICLES:

1 Car Turning Right West To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 36 Breath
Test: Negative
2 Pedal Cycle Going ahead North To South Overturned Driver: Male 52 Breath Test: Not
Applicable

CASUALTIES:

1 Driver 52 Male Slight In Vehicle 2

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190535972

Road Number : A6121 GRID REF: 503848,307891 SPEED LIMIT: 30
Road 2 Number : D

PARISH : STAMFORD DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Slight
POLICE DIVISION : South

LOCATION : EXIT FROM RETAIL PARK WITH MACDONALDS ONTO RYHALL ROAD

DESCRIPTION : CYCLIST TRAVELLING ON RYHALL ROAD, STAMFORD

DATE : 23/09/2019 - Monday TIME: 1230

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

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

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

1 Car Turning Right North East To South West No Skdng /Jck-Knfg /Ovrtrng Driver:
Male 17 Breath Test: Not Requested
2 Pedal Cycle Going ahead North East To South West No Skdng /Jck-Knfg /Ovrtrng
Driver: Male 62 Breath Test: Not Requested

CASUALTIES:

1 Driver 62 Male Slight In Vehicle 2

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190553417

Road Number : A16 GRID REF: 503717,307647 SPEED LIMIT: 30
Road 2 Number : X

PARISH : STAMFORD DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Serious
POLICE DIVISION : South

LOCATION : RYHALL ROAD

DESCRIPTION : V1 PULLED OFF PAYMENT AND COLLIDED WITH V2 V1 HAS THEN COLLIDED
WITH A WALL

DATE : 16/10/2019 - Wednesday TIME: 940

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

VEHICLES:

1 Car Going ahead East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Female 81 Breath
Test: Not provided(Medical reasons)
2 Car Going ahead East To West No Skdng /Jck-Knfg /Ovrtrng Driver: Female 69 Breath
Test: Not Requested

CASUALTIES:

1 Driver 81 Female Serious In Vehicle 1

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200643145

Road Number : A16 GRID REF: 503729,307463 SPEED LIMIT: 30
Road 2 Number :

PARISH : STAMFORD DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Slight
POLICE DIVISION : South

LOCATION : SINGLE CARRIAGEWAY OUTSIDE STAMFORD HOSPITAL WITH PUBLIC FOOTPATH
TO THE SIDE

DESCRIPTION : VEH 1 DRIVING ON UFFINGTON ROAD IN STAMFORD WHEN SHE CRASHED INTO
LAMPOST ON NEAR SIDE OF THE VEH. WITNESS REPORTS THE DRIVER WAS
WEAVING IN AND OUT OF ROAD AT APPROX 25MPH BEFORE SHE HIT THE
LAMPOST. THE WITNESS ATTENDED THE VEH AND THE WINDOW SCREEN WAS
MISTED UP EXCEPT FOR A SMALL SECTION THAT LOOKED TO HAVE BEEN WIPED
SO SHE COULD SEE TO DRIVE. DRIVER SAID TO WITNESS "I COULDN'T SEE"
THEREFORE ASSUMPTION IS THAT DRIVER DID NOT CLEAR WINDOW SCREEN
BEFORE DRIVING.

DATE : 05/12/2020 - Saturday 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: 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 Dazzling sun
- 2.V1 Very Likely Visor or windscreen dirty, scratched or frosted etc.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 86 Breath
Test: Negative

CASUALTIES:

1 Driver 86 Female Slight In Vehicle 1

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210392343

Road Number : A6121 GRID REF: 503775,307729 SPEED LIMIT: 30
Road 2 Number : D

PARISH : STAMFORD DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Slight
POLICE DIVISION : South

LOCATION : 10-20 METRES NORTH OF DRIFT ROAD OUTSIDE NUMBER 41 RYHALL ROAD

DESCRIPTION : VEH 1 TRAVELLING TOWARDS STAMFORD ON RYHALL ROAD AND APPROACHING
THE TRAFFIC LIGHT SYSTEM OF DRIFT ROAD. VEH 2 TRAVELLING FROM
STAMFORD HAD GONE THROUGH TRAFFIC LIGHT JUNCTION. VEH 1 SWERVED TO
AVOID CRASHING INTO A PARKED SILVER VW WAITING AT THE RED LIGHTS
AND HAS DRIVEN INTO THE PATH OF VEH 2.

DATE : 13/07/2021 - Tuesday TIME: 1515

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 3

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Automatic Traffic Signal

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

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

2005+ CONTRIBUTORY FACTORS

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

VEHICLES:

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

CASUALTIES:

1 Driver 41 Male Slight In Vehicle 1
2 Driver 59 Male Slight In Vehicle 2
3 Veh Passenger 57 Female Slight In Vehicle 2

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DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190572330

Road Number : A1175 GRID REF: 504114,307527 SPEED LIMIT: 30
Road 2 Number : D

PARISH : STAMFORD DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Slight
POLICE DIVISION : South

LOCATION : UFFINGTON ROAD (A1175), JUNCTION WITH HUDDS MILL LANE

DESCRIPTION : V1 HAS BEEN APPROACHING A PARKED VEHICLE (V2) ON THE OFFSIDE WHEN A
PEDESTRIAN HAS RUN OUT FROM THE OFFSIDE IN FRONT OF V1, CAUSING V1
TO COLLIDE WITH THE PEDESTRIAN

DATE : 25/10/2019 - Friday TIME: 1949

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.C1 Very Likely Careless/Reckless/In a hurry (Pedestrian)
- 2.
- 3.
- 4.
- 5.
- 6.

VEHICLES:

1 Car Going ahead West To East No Skdng /Jck-Knfg /Ovrtrng Driver: Female 66 Breath
Test: Negative
2 Car Parked Parked To Parked No Skdng /Jck-Knfg /Ovrtrng Driver: Male 39 Breath
Test: Not Requested

CASUALTIES:

1 Pedestrian 32 Female Slight In Vehicle 1

PAGE: 51
DATE PRINTED: 10/08/2022

CURRENT DATADATE: 31/07/2022

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 200521711

Road Number : A1175 GRID REF: 504509,307681 SPEED LIMIT: 50
Road 2 Number :

PARISH : STAMFORD DIVISION: DISTRICT: South

POLICE SECTOR : Stamford SEVERITY: Slight
POLICE DIVISION : South

LOCATION : BUSY SEMI RURAL ROAD WITH PAVEMENT TO ONE SIDE AND PETROL STATION
TO OTHER

DESCRIPTION : MOTORCYCLIST SWERVED TO AVOID A CAR IN FRONT OF HIM TURNING INTO A
FILLING STATION ON OFFSIDE OF THE ROAD. THE MOTORCYCLE LOST TRACTION
IN THE DAMP CONDITIONS AND BIKE SLIPPED FROM UNDER THE RIDER
CAUSING HIM TO FALL OFF. NO OTHER VEH WAS HIT.

DATE : 04/10/2020 - Sunday TIME: 1145

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: 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 Motorcycle over 50cc and up to 125cc Going ahead West To East Skidding &
Overturned Driver: Male 21 Breath Test: Not Requested

CASUALTIES:

1 Driver 21 Male Slight In Vehicle 1

PAGE: 52
DATE PRINTED: 10/08/2022

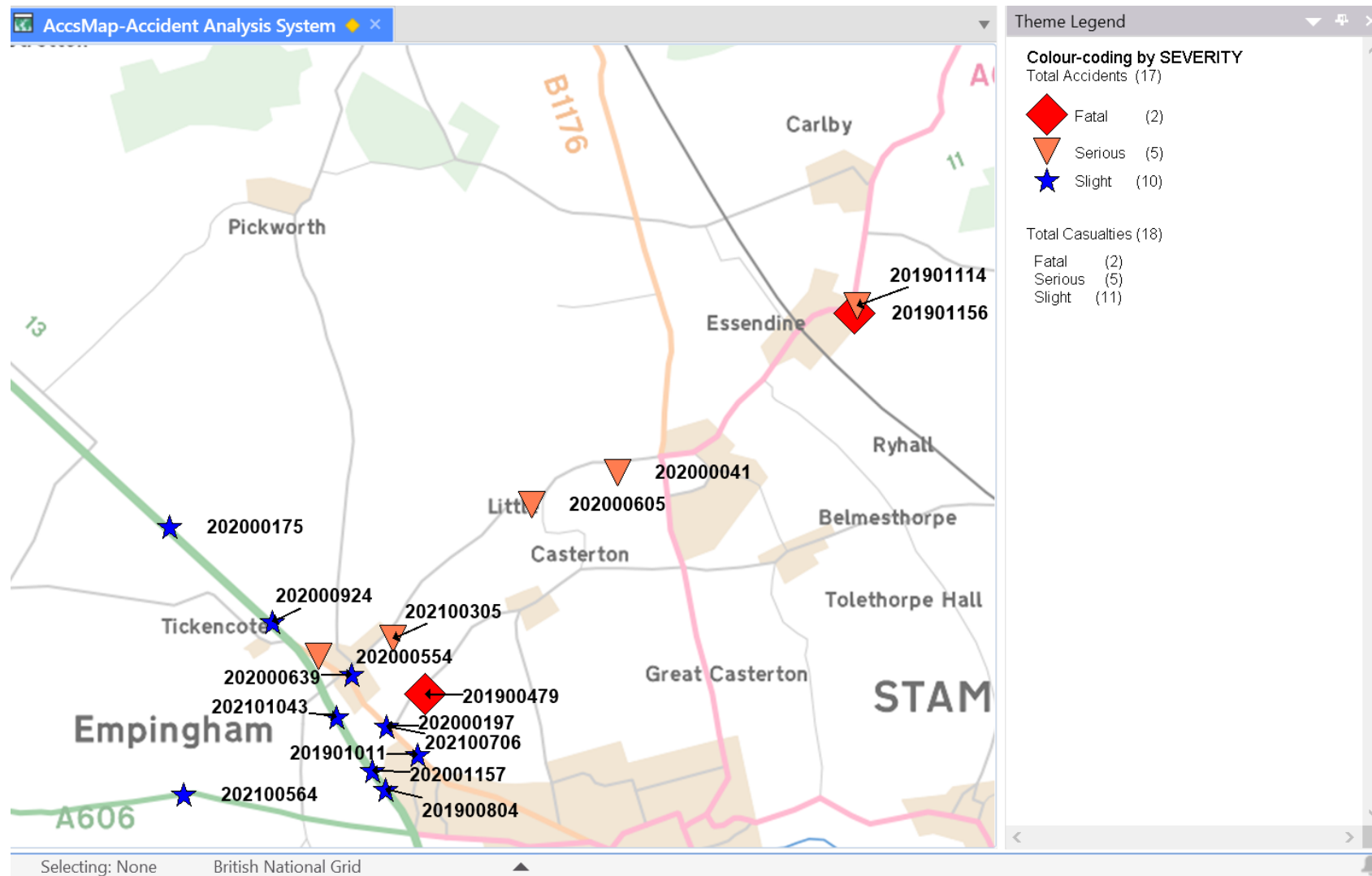
CURRENT DATADATE: 31/07/2022

All Accidents

Map of your requested area showing accident data within Rutland County borders.

Accidents between 01/04/2019 – 31/03/2022

Accs Maps data printed on 28/6/2022



Accidents between dates **01/04/2019** and **31/03/2022** (36) months

Selection: **Notes:**

Selected using Manual Selection

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
201900479	02/06/2019	1	Fatal	1	0	0	0	0	Light	No turn	Dry	1000	ROAD BETWEEN TOLL BAR AND LITTLE CASTERTON APPROX 470M
201900804	29/07/2019	1	Slight	0	0	0	0	0	Light	No turn	Dry	1502	GREAT NORTH ROAD (A1) RUTLAND
201901011	06/10/2019	1	Slight	0	0	0	0	0	Light	Right	Dry	1014	B1081 CASTERTON ROAD LITTLE CASTERTON JW SYDNEY FARM LA
201901114	09/12/2019	1	Serious	1	0	0	0	0	Light	No turn	Wet/Damp	0941	A6121 BOURNE ROAD ESSENDINE EXACT LOCATION NOT PROVIDED
201901156	29/12/2019	1	Fatal	0	0	0	0	1	Light	No turn	Dry	1530	A6121 BOURNE ROAD ESSENDINE 350M E MANOR FARM LANE.
202000041	15/01/2020	1	Serious	1	0	0	0	1	Light	No turn	Dry	1325	C9304 RYHALL ROAD, RYHALL
202000175	14/04/2020	1	Slight	0	0	0	0	0	Dark	No turn	Dry	1954	A1 SOUTHBOUND TICKENCOTE AT MARKER 49/5.
202000197	23/04/2020	1	Slight	0	1	0	0	1	Light	Right	Dry	1400	B1081 OLD GREAT NORTH ROAD GREAT CASTERTON JW TOLL BAR.
202000554	13/03/2020	1	Serious	0	0	0	0	0	Light	Right	Dry	0855	B1081 GREAT CASTERTON JW A1 SOUTHBOUND SLIPROAD
202000605	13/08/2020	1	Serious	1	0	0	0	0	Light	No turn	Wet/Damp	1715	C9304 RYHALL ROAD LITTLE CASTERTON ON BEND NR SALTERS LA
202000639	23/08/2020	1	Slight	0	0	0	0	0	Dark	No turn	Dry	2122	B1081 GREAT CASTERTON JW RYHALL ROAD.
202000924	28/11/2020	1	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	0600	A1 SOUTHBOUND TICKENCOTE EXACT LOCATION NOT GIVEN.
202001157	21/09/2020	1	Slight	0	0	0	0	0	Light	No turn	Dry	1718	A1 TINWELL EXACT LOCATION & DIRECTIONS UNKNOWN.
202100305	12/05/2021	1	Serious	0	0	0	0	0	Light	No turn	Dry	1745	C9304 RYHALL ROAD GREAT CASTERTON OUTSIDE COLLEGE.
202100564	27/07/2021	1	Slight	0	0	0	0	1	Dark	No turn	Dry	2149	A606 STAMFORD ROAD TINWELL BETWEEN NORMANTON PARK RO
202100706	14/09/2021	1	Slight	1	0	0	0	0	Light	Right	Wet/Damp	0957	B1081 OLD GREAT NORTH ROAD LITTLE CASTERTON JW TOLL BAR.
202101043	21/12/2021	2	Slight	0	0	0	0	2	Light	No turn	Wet/Damp	1459	A1 NORTHBOUND TINWELL APPROX 250M S WATER LANE BRIDGE.
Column Totals		18		5	1	0	0	6					
No. of Accidents				5	1	0	0	5					

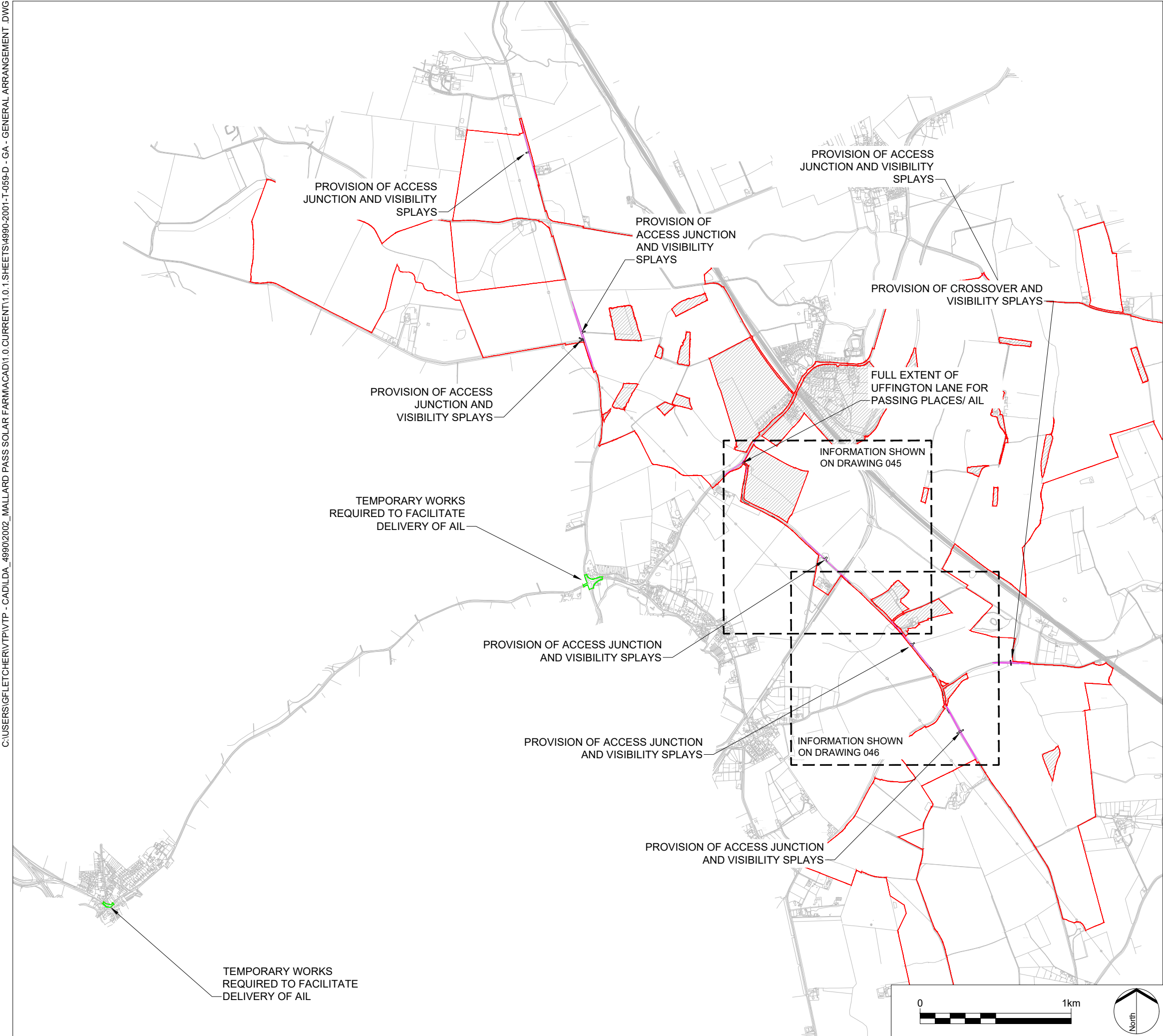
Total number of accidents listed: 17

APPENDIX C

GENERAL ARRANGEMENT AND HIGHWAY WORKS



C:\USERS\GFLETC\HERV\TP\TP - CAD\LDA_4990\2002_MALLARD PASS SOLAR FARM\CAD\1.0 CURRENT\1.0.1 SHEETS\4990-2001-T-059-D - GA - GENERAL ARRANGEMENT.DWG



LEGEND

- Order limits
- Areas outside of Order limits
- Temporary works required to facilitate delivery of AIL

REV. DESCRIPTION APP. DATE

LD&DESIGN

PROJECT TITLE
MALLARD PASS SOLAR FARM

DRAWING TITLE
GA - GENERAL ARRANGEMENT PLAN

ISSUED BY	Oxford	T: 01865 887 050
DATE	31/08/2022	DRAWN GSF
SCALE@A3	1:25,000	CHECKED CR
STATUS	Sketch	APPROVED MK

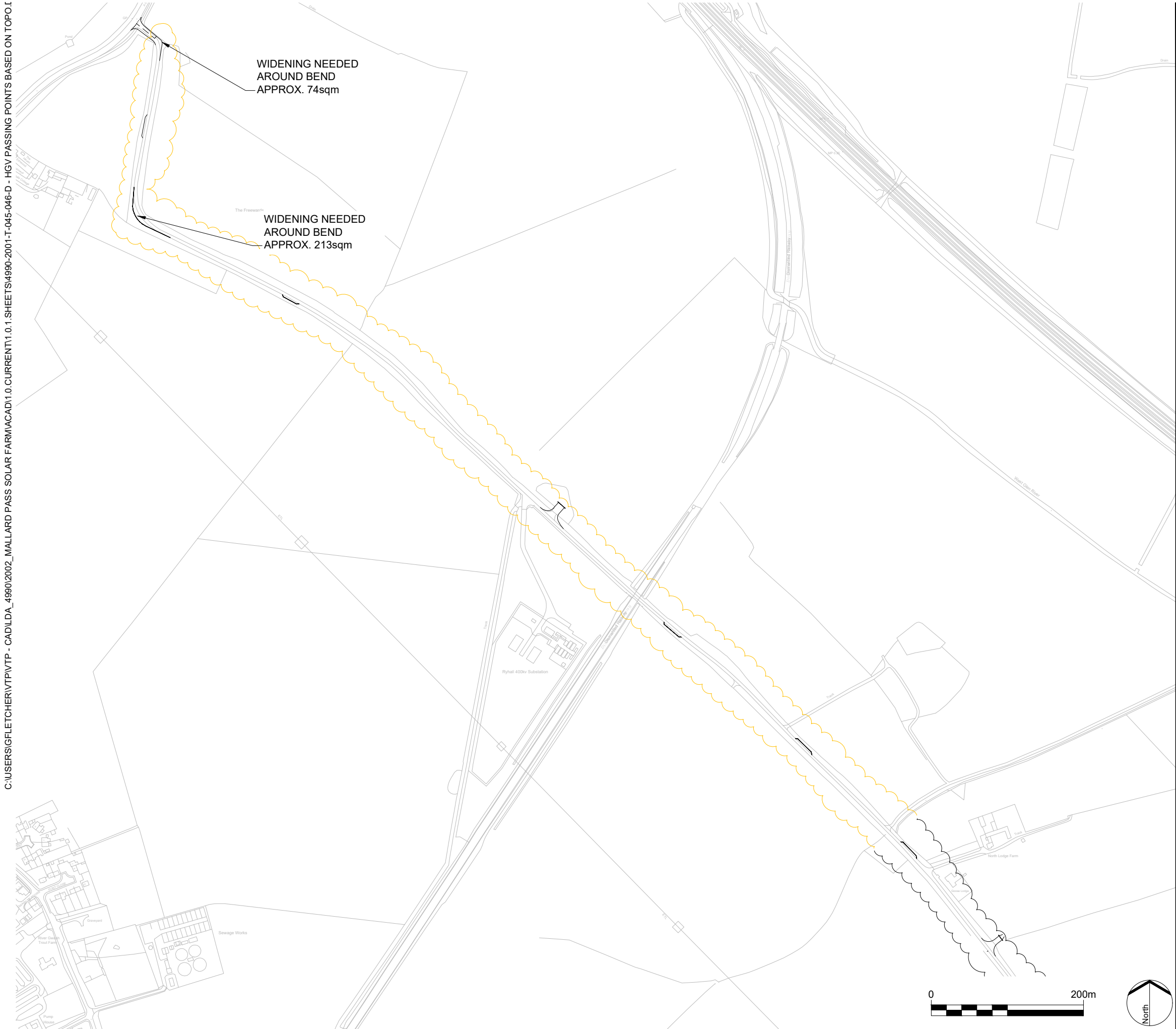
DWG. NO 4990-2001-T-059-D

No dimensions are to be scaled from this drawing.
All dimensions are to be checked on site.
Area measurements for indicative purposes only.

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Sources Ordnance Survey

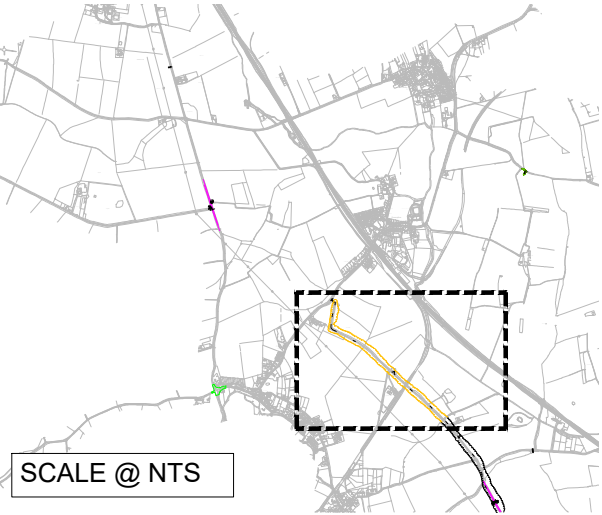
C:\USERS\GFLETCHE\RV\TP\TP - CAD\LDA_4990\2002_MALLARD PASS SOLAR FARM\ACAD\1.0\CURRENT\1.0.1\SHEETS\4990-2001-T-045-046-D - HGV PASSING POINTS BASED ON TOPOI



PASSING BAY LOCATIONS:

PASSING BAY LOCATIONS WITHIN LOCAL WILDLIFE SITE (LWS)
- 5 (230 Sqm)

TOTAL PASSING BAY LOCATIONS INCLUDING LOCAL WILDLIFE SITE (LWS)
- 6 (276 Sqm)



KEY:

- AREAS WHERE PASSING PLACES REQUIRED
- AREAS WHERE PASSING PLACES REQUIRED - LOCAL WILDLIFE SITE (LWS)

REV.	DESCRIPTION	APP.	DATE
------	-------------	------	------

LDĀDESIGN

PROJECT TITLE
MALLARD PASS SOLAR FARM

DRAWING TITLE
PASSING POINT LOCATIONS

ISSUED BY	Oxford	T: 01865 887 050
DATE	13/07/22	DRAWN GSF
SCALE@A3	1:5,000	CHECKED CR
STATUS	Sketch	APPROVED MK

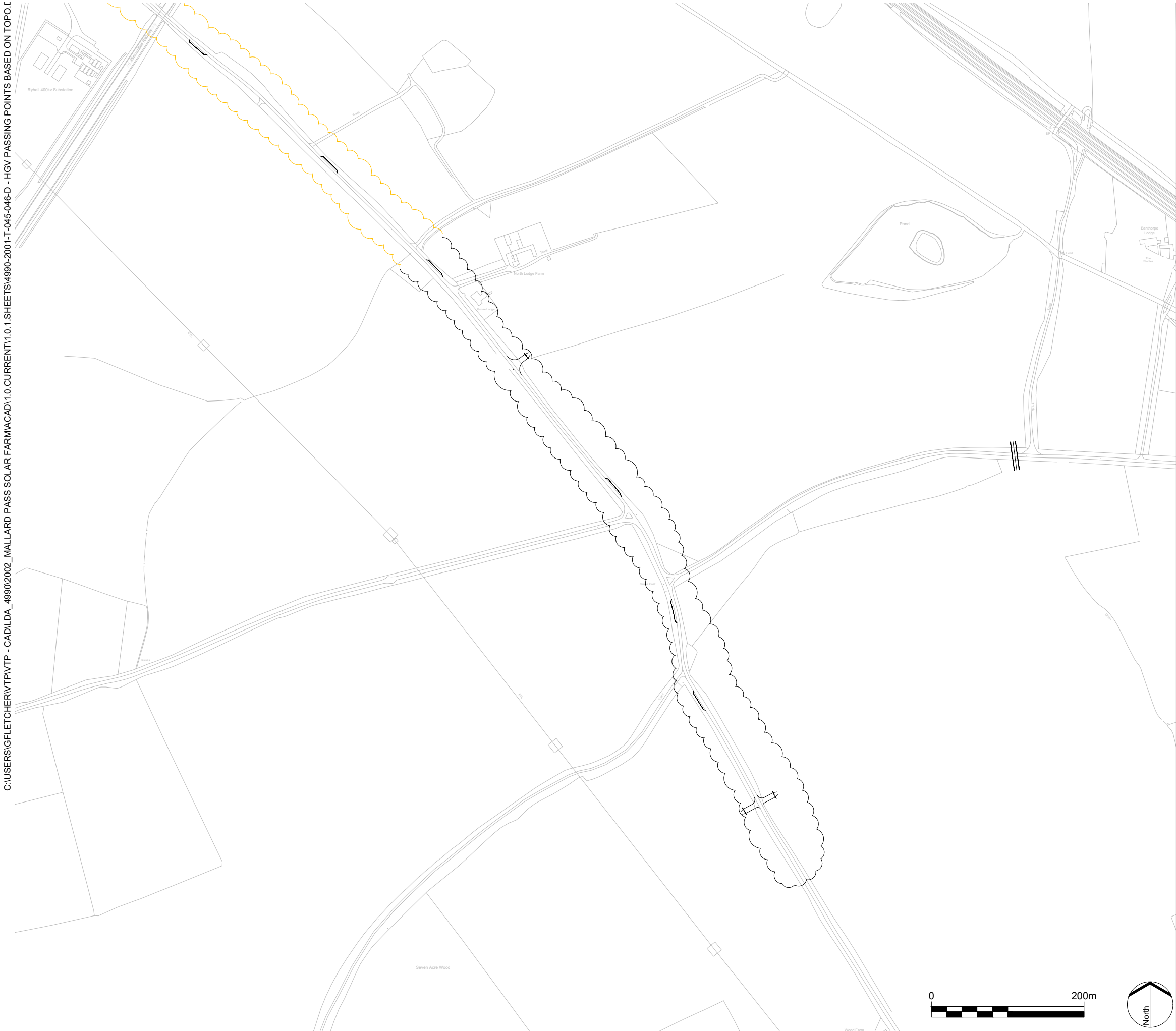
DWG. NO 4990-2001-T-045-D

No dimensions are to be scaled from this drawing.
All dimensions are to be checked on site.
Area measurements for indicative purposes only.

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Sources Ordnance Survey

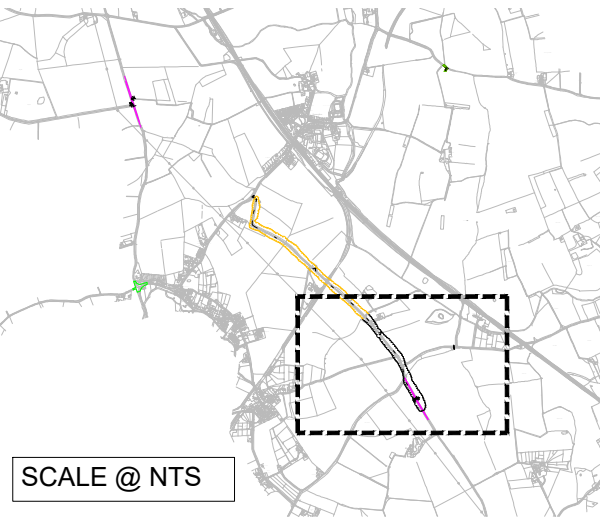
C:\USERS\GFLETCHER\VT\PIV\TP - CAD\LDA_4990\2002_MALLARD PASS SOLAR FARM\CAD\1.0 CURRENT\1.0.1.SHEETS\4990-2001-T-045-046-D - HGV PASSING POINTS BASED ON TOPO.G



PASSING BAY LOCATIONS:

PASSING BAY LOCATIONS WITHIN LOCAL WILDLIFE SITE (LWS)
- 2 (92 Sqm)

TOTAL PASSING BAY LOCATIONS INCLUDING LOCAL WILDLIFE SITE (LWS)
- 6 (276 Sqm)



SCALE @ NTS

KEY:



AREAS WHERE PASSING PLACES REQUIRED



AREAS WHERE PASSING PLACES REQUIRED - LOCAL WILDLIFE SITE (LWS)

REV.	DESCRIPTION	APP.	DATE
------	-------------	------	------

LDĀDESIGN

PROJECT TITLE
MALLARD PASS SOLAR FARM

DRAWING TITLE
PASSING POINT LOCATIONS

ISSUED BY	Oxford	T: 01865 887 050
DATE	13/07/22	DRAWN GSF
SCALE@A3	1:5,000	CHECKED CR
STATUS	Sketch	APPROVED MK

DWG. NO 4990-2001-T-046-D

No dimensions are to be scaled from this drawing.
All dimensions are to be checked on site.
Area measurements for indicative purposes only.

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Sources Ordnance Survey



APPENDIX D

STAGE 1 RSA AND DESIGNERS RESPONSE



MALLARD PASS SOLAR FARM

STAGE 1 RSA DESIGNER'S RESPONSE

PROJECT NO. 4990/2001 DOC NO. D015

DATE: OCTOBER 2022

VERSION: 0.1

CLIENT: MALLARD PASS SOLAR FARM LTD

Velocity Transport Planning Ltd

www.velocity-tp.com



VELOCITY
Transport Planning

TABLE OF CONTENTS

1	DESIGNER'S STATEMENT	1
2	INTRODUCTION	2
3	DESIGNER'S RESPONSE TABLES: RSA 1 - PROPOSED ACCESS JUNCTIONS	3
4	DESIGNER'S RESPONSE TABLES: RSA 2 - UFFINGTON LANE PROPOSALS	6

APPENDICES

APPENDIX A	STAGE 1 RSA BRIEF
APPENDIX B	STAGE 1 RSA



1 DESIGNER'S STATEMENT

1.1 INTRODUCTION

- 1.1.1 This document provides the Stage 1 Designer's Response as part of the Development Consent Order (DCO) application the Mallard Pass Solar Farm project (hereafter referred to as 'the Proposed Development').
- 1.1.2 The Order Limits comprise the Solar Farm Site, the Grid Connection Route, the Substation Site, and some areas for highways works or access referred to as the Site Access Works.
- 1.1.3 The Order limits falls within the administrative boundaries of South Kesteven District Council (SKDC), with Lincolnshire County Council (LCC) as highway authority for the western extent of the Order limits, and Rutland County Council (RCC), who form the highway authority for the eastern extent of the Order limits. National Highways (NH) form the highway authority for the Strategic Road Network (SRN) in close proximity to the Order limits.
- 1.1.4 As part of the access proposals, it is proposed to upgrade the existing agricultural field access points to accommodate the construction traffic associated with the Proposed Development. In addition to this, a highways scheme has been developed for the improvement of the A1621 / Uffington Lane junction and along the length of Uffington Lane, which comprises carriageway widening and the provision of intermittent visibility splays.
- 1.1.5 The Stage 1 Road Safety Audit (RSA) was carried out by an independent audit company of the access and highway proposals, Acorns Projects Ltd, and a number of comments were raised to which this Designer's Response seeks to respond to.
- 1.1.6 I have considered the issues and problems raised in the Stage 1 RSA and my comments are set out within this Designer's Response.

Date: 4th October 2022



2 INTRODUCTION

2.1 INTRODUCTION

- 2.1.1 Acorns Projects Ltd (APL) were commissioned by VTP to carry out a Stage 1 RSA of the access proposals and highway works along Uffington Lane.
- 2.1.2 APL provided two separate Stage 1 RSAs, with one relating to the access junctions and the other relating solely to the works along Uffington Lane.
- 2.1.3 The Stage 1 RSAs considered the following drawings:
- ⊙ **4990-2001-T-045 Rev A** – Uffington Lane and A1621 improvements and passing places;
 - ⊙ **4990-2001-T-046 Rev A** – Uffington Lane passing places;
 - ⊙ **4990-2001-T-049 Rev A** – Parcel 4 / B1176 Access Proposals;
 - ⊙ **4990-2001-T-050 Rev A** – Parcel 6 / B1176 Access Proposals;
 - ⊙ **4990-2001-T-051 Rev A** – B1176 / The Drift Access Proposals;
 - ⊙ **4990-2001-T-053 Rev A** – Parcel 19 / Uffington Lane Access Proposals;
 - ⊙ **4990-2001-T-054 Rev A** – Parcel 24 / Uffington Lane Access Proposals;
 - ⊙ **4990-2001-T-055 Rev A** – Carlby Road Access Proposals;
 - ⊙ **4990-2001-T-056 Rev A** – Parcel 48 / Uffington Lane Access Proposals;
 - ⊙ **4990-2001-T-057 Rev A** – Parcel 49 / Uffington Lane Access Proposals; and
 - ⊙ **4990-2001-T-058 Rev A** – Main Street Access Proposals for Parcels 24 and 49.
- 2.1.4 In addition to the above-mentioned drawings, the Stage 1 RSA Brief also the Construction Traffic Management Plan to give a summary of the proposed development and further details on construction.
- 2.1.5 The Stage 1 RSA Brief is included at **Appendix A**.
- 2.1.6 The signed Stage 1 RSAs prepared by APL are included at **Appendix B**.
- 2.1.7 This Designer's Response addresses the problems raised in the Stage 1 RSAs and draws together the following documents and information:
- ⊙ Column 1 – identifies the item number in the Stage 1 RSA;
 - ⊙ Column 2 – summarises the problem identified within the Stage 1 RSA;
 - ⊙ Column 3 – sets out the Auditor's recommendation;
 - ⊙ Column 4 – sets out the Designer's Response; and
 - ⊙ Column 5 – allows for comments from the Local Highway Authority.



DESIGNER'S RESPONSE TABLES: RSA 1 - PROPOSED ACCESS JUNCTIONS

Item	Problem	Auditor's Recommendation	Designer's Response	Overseeing Authority Response
2.3.1	<p>Location: Location 1 - The proposed Parcel 4 site access junction onto the B1176</p> <p>Summary: The presence of the existing hedgerows and tall verge side grass, combined with the vertical crest in the carriageway on the south bound approach to the Parcel 4 site access junction, could lead to a potential increased risk of side impact vehicular collisions occurring, whereby vehicle occupants could sustain personal injury.</p> <p>Detail: The site visit has established the presence of existing hedgerows and tall verge side grass on both sides of the proposed Parcel 4 site access junction. During the growth seasons, the presence of the existing hedgerows and tall verge side grass on both sides of the proposed Parcel 4 site access junction could impact upon the proposed visibility splays.</p> <p>Concern arises that this could lead to a potential increased risk of side impact vehicular collisions occurring between vehicles emerging from the Parcel 4 site access junction and north bound and south bound B1176 vehicular traffic, whereby vehicle occupants could sustain personal injury. This is of particular concern when slow accelerating large goods vehicles are emerging from the Parcel 4 site access junction into the B1176 vehicular carriageway.</p> <p>Of equal concern is the presence of the vertical crest in the carriageway which will impact upon a south bound</p>	<p>It is recommended that the existing hedgerows and tall verge side grass become the subject of cyclic maintenance and routine inspection for the duration of the anticipated 24-month construction period, particularly during the growth seasons.</p> <p>It is also recommended that the Parcel 4 site access junction should be relocated to a position where suitable and adequate forward visibility can be provided for south bound B1176 vehicular traffic without the vertical crest in the carriageway having a potentially detrimental impact upon operational road safety.</p>	<p>The first RSA recommendation on the hedgerows and verges being subject to a cyclic maintenance and routine inspection programme for the duration of the construction programme is accepted. It is anticipated that this will form a legal requirement of the DCO.</p> <p>The second RSA recommendation is also accepted. The access to Parcel 4 has been relocated approximately 110m further south to remove any issues associated with the vertical crest in the carriageway.</p>	

	drivers forward visibility to vehicles emerging from the Parcel 4 site access junction, particularly when slow accelerating large goods vehicles are entering into the B1176 vehicular carriageway. Concern arises that this situation could lead to a potential increased risk of side impact vehicular collisions occurring, whereby vehicle occupants could sustain personal injury			
2.3.2	<p>Location: Locations 2, 3 & 4 - The proposed Parcel 6, B1176/The Drift and Main Street site access junctions</p> <p>Summary: The presence of the existing hedgerows and tall verge side grass could lead to a potential increased risk of side impact vehicular collisions occurring, whereby vehicle occupants could sustain personal injury.</p> <p>Detail: The site visit has established the presence of existing hedgerows and tall verge side grass at the proposed Parcel 6, B1176/The Drift and Main Street site access junctions. During the growth seasons, the presence of the existing hedgerows and tall verge side grass at the proposed Parcel 6, B1176/The Drift and Main Street site access junctions could impact upon the proposed visibility splays.</p> <p>Concern arises that this could lead to a potential increased risk of side impact vehicular collisions occurring between vehicles emerging from the proposed Parcel 6, B1176/The Drift and Main Street site access junctions, whereby vehicle occupants could sustain personal injury. This is of particular concern when slow accelerating large goods vehicles are emerging from the proposed Parcel 6, B1176/The Drift and Main Street site access junctions.</p>	It is recommended that the existing hedgerows and tall verge side grass become the subject of cyclic maintenance and routine inspection for the duration of the anticipated 24-month construction period, particularly during the growth seasons.	The RSA recommendation on the hedgerows and verges being subject to a cyclic maintenance and routine inspection programme for the duration of the construction programme is accepted. It is anticipated that this will form a legal requirement of the DCO.	

<p>2.3.3</p>	<p>Location: Locations 5, 6, 7, 8 & 9 - The proposed Parcel 19, Parcel 24/25, Parcel 29, Parcel 48 and Parcel 49 site access junctions</p> <p>Summary: The presence of the existing tall verge side grass could lead to a potential increased risk of side impact vehicular collisions occurring, whereby vehicle occupants could sustain personal injury.</p> <p>Detail: The site visit has established the presence of existing tall verge side grass at the proposed Parcel 19, Parcel 24/25, Parcel 29, Parcel 48 and Parcel 49 site access junctions. During the growth seasons, the presence of the existing tall verge side grass at the proposed Parcel 19, Parcel 24/25, Parcel 29, Parcel 48 and Parcel 49 site access junctions could impact upon the proposed visibility splays.</p> <p>Concern arises that this could lead to a potential increased risk of side impact vehicular collisions occurring between vehicles emerging from the proposed Parcel 19, Parcel 24/25, Parcel 29, Parcel 48 and Parcel 49 site access junctions, whereby vehicle occupants could sustain personal injury. This is of particular concern when slow accelerating large goods vehicles are emerging from the proposed Parcel 19, Parcel 24/25, Parcel 29, Parcel 48 and Parcel 49 site access junctions.</p>	<p>It is recommended that the existing hedgerows and tall verge side grass become the subject of cyclic maintenance and routine inspection for the duration of the anticipated 24-month construction period, particularly during the growth seasons.</p>	<p>The RSA recommendation on the hedgerows and verges being subject to a cyclic maintenance and routine inspection programme for the duration of the construction programme is accepted. It is anticipated that this will form a legal requirement of the DCO.</p>	
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4

DESIGNER'S RESPONSE TABLES: RSA 2 - UFFINGTON LANE PROPOSALS

Item	Problem	Auditor's Recommendation	Designer's Response	Overseeing Authority Response
2.1.1	<p>Location: Locations 1 & 2 - The proposed passing places along the alignment of Uffington Lane.</p> <p>Summary: Lack of positive traffic control where passing places will be provided could result in a potential increased risk of offside to offside vehicular collisions occurring, whereby vehicle occupants could sustain personal injury.</p> <p>Detail: The scheme proposals include proposed passing places along the linear length of Uffington Lane where the existing narrow carriageway widths would seem to be insufficient to be able to safely accommodate large goods vehicles associated with the construction of the solar farm project, a process which is anticipated to take approximately 24 months. Within the May 2022 Draft Outline Construction Traffic Management Plan document, there does not appear to be any reference to the management of large goods vehicles negotiating Uffington Lane where passing places are proposed.</p> <p>Concern arises that should opposing flows of vehicles attempt to compete with large goods vehicles for road space where the passing places are proposed, there could be a potential increased risk of offside to offside vehicular collisions occurring, whereby vehicle occupants could sustain personal injury.</p>	<p>It is recommended that when large goods vehicles are anticipated to be travelling along Uffington Lane where the passing places are proposed, a positive form of vehicular traffic control should be in place, particularly as the Draft Outline Construction Traffic Management Plan indicates that construction traffic movements will be scheduled and thus their presence within Uffington Lane will be known in advance.</p> <p>The recommended positive traffic control could take the form of the use of stop/go boards with banksmen and, such measures should be included within the Draft Outline Construction Traffic Management Plan and be incorporated into the eventual final Construction Traffic Management Plan.</p>	<p>The RSA recommendation on the management of heavy goods vehicles is accepted. Further details on these measures will be incorporated within the Final Construction Traffic Management Plan. It is anticipated that the measures will include the use of signage, driver training and banksmen (where necessary).</p>	

APPENDIX A

STAGE 1 RSA BRIEF



MALLARD PASS SOLAR FARM

TECHNICAL NOTE: STAGE 1 RSA BRIEF

CLIENT: MALLARD PASS SOLAR FARM LTD

DATE: SEPTEMBER 2022

Table 1: Project Summary

Date:	01 September 2022
Document Reference:	4990/2001 Doc: 008 V0.1
Prepared by:	Velocity Transport Planning
On behalf of:	Mallard Pass Solar Farm Ltd
AUTHORISATION SHEET	
Project:	Mallard Pass Solar Farm
Report title:	Stage 1 RSA Brief
PREPARED BY	
Name:	Mark Kirby
Signed:	
Organisation:	Velocity Transport Planning
Date:	01 September 2022

Table 2: General Details

Highway scheme name and road number:		Mallard Pass Access Proposals			
Type of scheme:	Proposed improvements at a number of existing access points to serve the proposed development. In addition to a highways scheme along the road known as 'Uffington Lane' for the provision of a number of passing places.				
RSA Stage (tick as appropriate)	1 ✓	2	3	4	
	Interim				
Overseeing Organisation Details		Design Organisation Details			
Lincolnshire County Council Rutland County Council		Velocity Transport Planning. Unit B, Taper Studios, The Leather Market, 120 Weston Street, London, SE1 4GS			
Police Contact Details:		Maintaining Agent Contact Details:			
(Required for Stage 3 RSAs)		Lincolnshire County Council and Rutland County Council			
RSA Team Membership					
Acorns Projects Ltd					



MALLARD PASS SOLAR FARM

TECHNICAL NOTE: STAGE 1 RSA BRIEF

CLIENT: MALLARD PASS SOLAR FARM LTD

DATE: SEPTEMBER 2022

Terms of Reference

Table 3: Scheme Details

General
<ul style="list-style-type: none">Proposed improvements at a number of existing access points to serve the proposed development. In addition to a highways scheme along the road known as 'Uffington Lane' for the provision of a number of passing places.
Design Standards Applied to the Scheme
MfS/MfS2 and DMRB CD116 & CD109
Design Speed
Majority of roads are subject to National Speed Limit
Speed Limits
Majority of roads are subject to National Speed Limit
Pedestrian, Cyclist and Equestrian Desire Lines
The proposals do not prejudice the existing desire lines for pedestrians, cyclists and equestrians
Environmental Constraints
N/A

Table 4: Locality

General Description:
The proposals involve upgrades to the existing field access points to accommodate construction of the proposed development. The area is predominantly rural and the roads are subject to low flows. There is an existing level of HGV activity on the roads within the study area.
Relevant Factors which may Affect Road Safety
N/A

Table 5: Analysis

Collision Data Analysis
Crashmap data provided. The detailed collision data obtained from LCC and RCC is being reviewed as part of the Transport Assessment and will be provided in detail once available, following the findings of the RSA.



MALLARD PASS SOLAR FARM

TECHNICAL NOTE: STAGE 1 RSA BRIEF

CLIENT: MALLARD PASS SOLAR FARM LTD

DATE: SEPTEMBER 2022

Departures from Standards:
N/A
Previous Road Safety Audit Stage Reports, Road Safety Audit Responses and Evidence of Agreed Actions
N/A
Strategic Decisions:
N/A
List of Included Documents & Drawings:
Documents: <ul style="list-style-type: none">• Construction Traffic Management Plan (Draft)
Drawings: <ul style="list-style-type: none">• 4990-2001-T-045 Rev A – Uffington Lane and A1621 improvements and passing places• 4990-2001-T-046 Rev A – Uffington Lane passing places• 4990-2001-T-049 Rev A – Parcel 4 / B1176 Access Proposals• 4990-2001-T-050 Rev A – Parcel 6 / B1176 Access Proposals• 4990-2001-T-051 Rev A – B1176 / The Drift Access Proposals• 4990-2001-T-053 Rev A – Parcel 19 / Uffington Lane Access Proposals• 4990-2001-T-054 Rev A – Parcel 24 / Uffington Lane Access Proposals• 4990-2001-T-055 Rev A – Carlby Road Access Proposals• 4990-2001-T-056 Rev A – Parcel 48 / Uffington Lane Access Proposals• 4990-2001-T-057 Rev A – Parcel 49 / Uffington Lane Access Proposals• 4990-2001-T-058 Rev A – Main Street Access Proposals for Parcels 24 and 49.



APPENDIX B

STAGE 1 RSA





**ACORNS
PROJECTS
LIMITED**



Mallard Pass Solar Farm, Essendine, Lincolnshire

Proposed Site Accesses

Stage 1 Road Safety Audit

For Velocity Transport Planning

Prepared by Acorns Projects Limited

Safety Traffic Project Management & Highway Engineering Consultants

SEPTEMBER 2022

Acorns Projects Limited

Safety Traffic Project Management & Highway Engineering Consultants
Redwood House
3 Eaton Park
Eaton Bray
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Version No: 1.0

Document Location

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Revision History

This document has the following history:

Version No.	Version Date	Summary of Changes	Changes marked
1.0	20/09/2022	N/A	N/A

Approvals

This document requires the following approvals:

Name	Title
[REDACTED]	Audit Team Leader
[REDACTED]	Audit Team Member

Distribution

This document has also been distributed to:

Name	Title & Organisation
[REDACTED]	Principal Transport Planner - Velocity Transport Planning
[REDACTED]	Associate Director - Velocity Transport Planning

1.0 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit carried out on the Mallard Pass Solar Farm, Essendine, Lincolnshire, Proposed Site Accesses Project, at the request of the Overseeing Organisations, i.e. the Local Highway Authorities, Lincolnshire County Council, County Offices, Newland, Lincoln, Lincolnshire, LN1 1YL and Rutland County Council, Catmose House, Catmos Street, Oakham, Rutland, LE15 6HP. The Design Organisations are Velocity Transport Planning, Unit B, Taper Studios, The Leather Market, 120 Weston Street, London, SE1 4GS and, LDA Design Consulting Limited, Worton Rectory Park, Oxford, Oxfordshire, OX29 4SX. The Third Party Organisation is Mallard Pass Solar Farm Limited, S10 Blyth Workspace Commissioners Quay, Quay Road, Blyth, England, NE24 3AG.

1.2 The scheme proposals comprises the installation, maintenance of photovoltaic (PV) modules, energy storage, and accompanying electric cables, transformers, inverters and associated access, environmental and construction works, for the generation and export of approximately 350 megawatts (MW) at land at Mallard Pass, Essendine, Lincolnshire.

In order to facilitate the movement of construction vehicles associated with the project, minor works will be required to the junction of the A1621 Essendine Road and Uffington Lane priority junction, the installation of passing places will be required and the provision and improvements to existing field accesses, together with one relocated/new field access, will be undertaken including new kerbs, carriageway surfacing and the provision of security gates. Construction of the proposed solar farm development is anticipated to take approximately 24 months.

This Stage 1 Road Safety Audit addresses the road safety implications of the element of the scheme where site access junctions will be provided. The provision of passing places is addressed within a separate accompanying Stage 1 Road Safety Audit Report.

1.3 The Road Safety Audit Team Membership was as follows:

██████████ IEng, FIHE, MCIHT, MSoRSA, HA RSA Certificate of Competency
(Audit Team Leader) Director, Acorns Projects Limited

██████████ MSc, BEng (Hons), MCIHT, MSoRSA, HA RSA Certificate of Competency
(Audit Team Member) Associate Consultant, Acorns Projects Limited

- 1.4** The Audit took place at the Eaton Bray office of Acorns Projects Limited during September 2022. The Audit was undertaken in accordance with the Road Safety Audit Instruction contained in the Velocity Transport Planning Limited E-Mail to Acorns Projects Limited dated the 30th August 2022. The Audit comprised an examination of the drawings and document provided by Velocity Transport Planning Limited and, are listed in Appendix A.
- 1.5** The drawings and document consisted of a copy of the construction routes from the primary compound, passing point locations (2 No. sheets) and, the May 2022 Velocity Transport Planning Draft Outline Construction Traffic Management Plan. Copies of the drawings at both A3 and A4 size were provided for the Audit Team's use. Pedestrian and pedal cycle flow data and, public transport information has not been supplied for the purposes of this Stage 1 Road Safety Audit.
- 1.6** A visit to the site was undertaken between 12.25 pm and 14.40 pm during the afternoon of the 2nd September 2022 by both Audit Team Members together. During the afternoon site visit the weather was warm and sunny with some cloud cover and the existing carriageway surfaces throughout the extents of the proposals were dry. Vehicular traffic conditions, at the time of the afternoon site visit were observed to be light throughout the extents of the proposals. Two pedestrians and five pedal cyclists were observed during the afternoon site visit.
- 1.7** The terms of reference of the Audit are as described in DMRB GG 119 Road Safety Audit. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and, has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation made to resolve the identified problem, the Audit Team may, on occasion, have referred to a Design Standard without touching on technical audit.
- 1.8** No Departures from Design Standards have been reported by the Design Organisation.
- 1.9** All Problems and Recommendations are referenced to the design drawings and the locations have been indicated on the A4 plan supplied for use by the Audit Team in Annex B.
- 1.10** Issues identified or observations made during this Stage 1 Road Safety Audit and site inspection which the Terms of Reference exclude from this report, but which the Audit Team wishes to draw to the attention of the Overseeing Organisation's, i.e. the Local Highway Authorities, Lincolnshire County Council and Rutland County Council, will be set out in a separate letter. These issues could include maintenance items and operational issues. The Audit Team has not identified any issues during this Stage 1 Road Safety Audit and site inspection that are considered to be outside the Terms of Reference.

2.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

2.1 LOCAL ALIGNMENT

2.1.1 No Problems identified in this category at this Stage 1 Road Safety Audit.

2.2 GENERAL

2.2.1 No Problems identified in this category at this Stage 1 Road Safety Audit.

2.3 JUNCTIONS

2.3.1 PROBLEM

Location 1 - The proposed Parcel 4 site access junction onto the B1176 (Drawing No. 4990-2001-T-049-A).

Summary - The presence of the existing hedgerows and tall verge side grass, combined with the vertical crest in the carriageway on the south bound approach to the Parcel 4 site access junction, could lead to a potential increased risk of side impact vehicular collisions occurring, whereby vehicle occupants could sustain personal injury.

Detail - The site visit has established the presence of existing hedgerows and tall verge side grass on both sides of the proposed Parcel 4 site access junction. During the growth seasons, the presence of the existing hedgerows and tall verge side grass on both sides of the proposed Parcel 4 site access junction could impact upon the proposed visibility splays.

Concern arises that this could lead to a potential increased risk of side impact vehicular collisions occurring between vehicles emerging from the Parcel 4 site access junction and north bound and south bound B1176 vehicular traffic, whereby vehicle occupants could sustain personal injury. This is of particular concern when slow accelerating large goods vehicles are emerging from the Parcel 4 site access junction into the B1176 vehicular carriageway.

Of equal concern is the presence of the vertical crest in the carriageway which will impact upon a south bound drivers forward visibility to vehicles emerging from the Parcel 4 site access junction, particularly when slow accelerating large goods vehicles are entering into the B1176 vehicular carriageway. Concern arises that this situation could lead to a potential increased risk of side impact vehicular collisions occurring, whereby vehicle occupants could sustain personal injury

RECOMMENDATION

It is Recommended that the existing hedgerows and tall verge side grass become the subject of cyclic maintenance and routine inspection for the duration of the anticipated 24 month construction period, particularly during the growth seasons.

It is also Recommended that the Parcel 4 site access junction should be relocated to a position where suitable and adequate forward visibility can be provided for south bound B1176 vehicular traffic without the vertical crest in the carriageway having a potentially detrimental impact upon operational road safety.

2.3.2 PROBLEM

Locations 2, 3 & 4 - The proposed Parcel 6, B1176/The Drift and Main Street site access junctions (Drawing Nos. 4990-2001-T-050-A, 4990-2001-T-051-A & 4990-2001-T-058-A).

Summary - The presence of the existing hedgerows and tall verge side grass could lead to a potential increased risk of side impact vehicular collisions occurring, whereby vehicle occupants could sustain personal injury.

Detail - The site visit has established the presence of existing hedgerows and tall verge side grass at the proposed Parcel 6, B1176/The Drift and Main Street site access junctions. During the growth seasons, the presence of the existing hedgerows and tall verge side grass at the proposed Parcel 6, B1176/The Drift and Main Street site access junctions could impact upon the proposed visibility splays.

Concern arises that this could lead to a potential increased risk of side impact vehicular collisions occurring between vehicles emerging from the proposed Parcel 6, B1176/The Drift and Main Street site access junctions, whereby vehicle occupants could sustain personal injury. This is of particular concern when slow accelerating large goods vehicles are emerging from the proposed Parcel 6, B1176/The Drift and Main Street site access junctions.

RECOMMENDATION

It is Recommended that the existing hedgerows and tall verge side grass become the subject of cyclic maintenance and routine inspection for the duration of the anticipated 24 month construction period, particularly during the growth seasons.

2.3.3 PROBLEM

Locations 5, 6, 7, 8 & 9 - The proposed Parcel 19, Parcel 24/25, Parcel 29, Parcel 48 and Parcel 49 site access junctions (Drawing Nos. 4990-2001-T-053-A, 4990-2001-T-054-A, 4990-2001-T-055-A, 4990-2001-T-056-B & 4990-2001-T-057-B).

Summary - The presence of the existing tall verge side grass could lead to a potential increased risk of side impact vehicular collisions occurring, whereby vehicle occupants could sustain personal injury.

Detail - The site visit has established the presence of existing tall verge side grass at the proposed Parcel 19, Parcel 24/25, Parcel 29, Parcel 48 and Parcel 49 site access junctions. During the growth seasons, the presence of the existing tall verge side grass at the proposed Parcel 19, Parcel 24/25, Parcel 29, Parcel 48 and Parcel 49 site access junctions could impact upon the proposed visibility splays.

Concern arises that this could lead to a potential increased risk of side impact vehicular collisions occurring between vehicles emerging from the proposed Parcel 19, Parcel 24/25, Parcel 29, Parcel 48 and Parcel 49 site access junctions, whereby vehicle occupants could sustain personal injury. This is of particular concern when slow accelerating large goods vehicles are emerging from the proposed Parcel 19, Parcel 24/25, Parcel 29, Parcel 48 and Parcel 49 site access junctions.

RECOMMENDATION

It is Recommended that the existing tall verge side grass become the subject of cyclic maintenance and routine inspection for the duration of the anticipated 24 month construction period, particularly during the growth seasons.

2.4 WALKING, CYCLING AND HORSE RIDING

2.4.1 No Problems identified in this category at this Stage 1 Road Safety Audit.

2.5 TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING

2.5.1 No Problems identified in this category at this Stage 1 Road Safety Audit.

END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS OFFERED IN THIS STAGE 1 ROAD SAFETY AUDIT

3.0 ROAD SAFETY AUDIT TEAM STATEMENT

We certify that this Road Safety Audit has been carried out in accordance with DMRB GG 119.

ROAD SAFETY AUDIT TEAM LEADER

██████████ IEng, FIHE, MCIHT, MSoRSA, HA RSA Certificate of Competency

Signed : ██████████

Associate Consultant

Acorns Projects Limited

Safety Traffic Project Management & Highway Engineering Consultants

Redwood House

3 Eaton Park

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Bedfordshire

LU6 2SP

Date : 21st November 2022

ROAD SAFETY AUDIT TEAM MEMBER

██████████ MSc, BEng (Hons), MCIHT, MSoRSA, HA RSA Certificate of Competency

Signed : ██████████

Associate Consultant

Acorns Projects Limited

Safety Traffic Project Management & Highway Engineering Consultants

Redwood House

3 Eaton Park

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Bedfordshire

LU6 2SP

Date : 21st November 2022

APPENDIX A

APPENDIX A

MALLARD PASS SOLAR FARM, ESSENDINE, LINCOLNSHIRE

PROPOSED SITE ACCESSES

STAGE 1 ROAD SAFETY AUDIT

LIST OF LDA DESIGN CONSULTING LIMITED DRAWINGS SUBMITTED FOR AUDITING

DRAWING NO.	TITLE
Appendix E - CTMP	Construction Routes from Primary Compound
4990-2001-T-049-A	Site Access Junction
4990-2001-T-050-A	Site Access Junction
4990-2001-T-051-A	Site Access Junction - Option 1
4990-2001-T-053-A	Site Access Junction
4990-2001-T-054-A	Site Access Junction
4990-2001-T-055-A	Site Access Junction
4990-2001-T-056-B	Site Access Junction
4990-2001-T-057-B	Site Access Junction
4990-2001-T-058-A	Internal Site Access Junction

LIST OF DOCUMENT REVIEWED AT THIS STAGE 1 ROAD SAFETY AUDIT

Velocity Transport Planning - Mallard Pass Solar Farm - Draft Outline Construction Traffic Management Plan - May 2022
--



**ACORNS
PROJECTS
LIMITED**



Mallard Pass Solar Farm, Essendine, Lincolnshire

Proposed Passing Places

Stage 1 Road Safety Audit

For Velocity Transport Planning

Prepared by Acorns Projects Limited

Safety Traffic Project Management & Highway Engineering Consultants

SEPTEMBER 2022

Acorns Projects Limited

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1.0	15/09/2022	N/A	N/A

Approvals

This document requires the following approvals:

Name	Title
Adriano B. Cappella	Audit Team Leader
Lisa Allen	Audit Team Member

Distribution

This document has also been distributed to:

Name	Title & Organisation
Claudio Ricci	Principal Transport Planner - Velocity Transport Planning
Mark Kirby	Associate Director - Velocity Transport Planning

1.0 INTRODUCTION

- 1.1** This report results from a Stage 1 Road Safety Audit carried out on the Mallard Pass Solar Farm, Essendine, Lincolnshire, Proposed Passing Places Project, at the request of the Overseeing Organisations, i.e. the Local Highway Authorities, Lincolnshire County Council, County Offices, Newland, Lincoln, Lincolnshire, LN1 1YL and Rutland County Council, Catmose House, Catmos Street, Oakham, Rutland, LE15 6HP. The Design Organisations are Velocity Transport Planning, Unit B, Taper Studios, The Leather Market, 120 Weston Street, London, SE1 4GS and, LDA Design Consulting Limited, Worton Rectory Park, Oxford, Oxfordshire, OX29 4SX. The Third Party Organisation is Mallard Pass Solar Farm Limited, S10 Blyth Workspace Commissioners Quay, Quay Road, Blyth, England, NE24 3AG.
- 1.2** The scheme proposals comprises the installation, maintenance of photovoltaic (PV) modules, energy storage, and accompanying electric cables, transformers, inverters and associated access, environmental and construction works, for the generation and export of approximately 350 megawatts (MW) at land at Mallard Pass, Essendine, Lincolnshire.

In order to facilitate the movement of construction vehicles associated with the project, minor works will be required to the junction of the A1621 Essendine Road and Uffington Lane priority junction, the installation of passing places will be required and the provision and improvements to existing field accesses, together with one relocated/new field access, will be undertaken including new kerbs, carriageway surfacing and the provision of security gates. Construction of the proposed solar farm development is anticipated to take approximately 24 months.

This Stage 1 Road Safety Audit addresses the road safety implications of the element of the scheme where passing places will be provided. The provision and improvements to existing/new field accesses is addressed within a separate accompanying Stage 1 Road Safety Audit Report.

- ### 1.3 The Road Safety Audit Team Membership was as follows:

██████████ IEng, FIHE, MCIHT, MSoRSA, HA RSA Certificate of Competency
(Audit Team Leader) Director, Acorns Projects Limited

Associate Consultant, Acorns Projects Limited

- 1.4** The Audit took place at the Eaton Bray office of Acorns Projects Limited during September 2022. The Audit was undertaken in accordance with the Road Safety Audit Instruction contained in the Velocity Transport Planning Limited E-Mail to Acorns Projects Limited dated the 30th August 2022. The Audit comprised an examination of the drawings and document provided by Velocity Transport Planning Limited and, are listed in Appendix A.
- 1.5** The drawings and document consisted of a copy of the construction routes from the primary compound, passing point locations (2 No. sheets) and, the May 2022 Velocity Transport Planning Draft Outline Construction Traffic Management Plan. Copies of the drawings at both A3 and A4 size were provided for the Audit Team's use. Pedestrian and pedal cycle flow data and, public transport information has not been supplied for the purposes of this Stage 1 Road Safety Audit.
- 1.6** A visit to the site was undertaken between 12.25 pm and 14.40 pm during the afternoon of the 2nd September 2022 by both Audit Team Members together. During the afternoon site visit the weather was warm and sunny with some cloud cover and the existing carriageway surfaces throughout the extents of the proposals were dry. Vehicular traffic conditions, at the time of the afternoon site visit were observed to be light throughout the extents of the proposals. Two pedestrians and five pedal cyclists were observed during the afternoon site visit.
- 1.7** The terms of reference of the Audit are as described in DMRB GG 119 Road Safety Audit. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and, has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation made to resolve the identified problem, the Audit Team may, on occasion, have referred to a Design Standard without touching on technical audit.
- 1.8** No Departures from Design Standards have been reported by the Design Organisation.
- 1.9** All Problems and Recommendations are referenced to the design drawings and the locations have been indicated on the A4 plan supplied for use by the Audit Team in Annex B.
- 1.10** Issues identified or observations made during this Stage 1 Road Safety Audit and site inspection which the Terms of Reference exclude from this report, but which the Audit Team wishes to draw to the attention of the Overseeing Organisation's, i.e. the Local Highway Authorities, Lincolnshire County Council and Rutland County Council, will be set out in a separate letter. These issues could include maintenance items and operational issues. The Audit Team has not identified any issues during this Stage 1 Road Safety Audit and site inspection that are considered to be outside the Terms of Reference.

2.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

2.1 LOCAL ALIGNMENT

2.1.1 PROBLEM

Locations 1 & 2 - The proposed passing places along the alignment of Uffington Lane (Drawing Nos. 4990-2001-T-045-B & 4990-2001-T-046-B).

Summary - Lack of positive traffic control where passing places will be provided could result in a potential increased risk of offside to offside vehicular collisions occurring, whereby vehicle occupants could sustain personal injury.

Detail - The scheme proposals include proposed passing places along the linear length of Uffington Lane where the existing narrow carriageway widths would seem to be insufficient to be able to safely accommodate large goods vehicles associated with the construction of the solar farm project, a process which is anticipated to take approximately 24 months. Within the May 2022 Draft Outline Construction Traffic Management Plan document, there does not appear to be any reference to the management of large goods vehicles negotiating Uffington Lane where passing places are proposed.

Concern arises that should opposing flows of vehicles attempt to compete with large goods vehicles for road space where the passing places are proposed, there could be a potential increased risk of offside to offside vehicular collisions occurring, whereby vehicle occupants could sustain personal injury.

RECOMMENDATION

It is Recommended that when large goods vehicles are anticipated to be travelling along Uffington Lane where the passing places are proposed, a positive form of vehicular traffic control should be in place, particularly as the Draft Outline Construction Traffic Management Plan indicates that construction traffic movements will be scheduled and thus their presence within Uffington Lane will be known in advance.

The Recommended positive traffic control could take the form of the use of stop/go boards with banksmen and, such measures should be included within the Draft Outline Construction Traffic Management Plan and be incorporated into the eventual final Construction Traffic Management Plan.

2.2 GENERAL

2.2.1 No Problems identified in this category at this Stage 1 Road Safety Audit.

2.3 JUNCTIONS

2.3.1 No Problems identified in this category at this Stage 1 Road Safety Audit.

2.4 WALKING, CYCLING AND HORSE RIDING

2.4.1 No Problems identified in this category at this Stage 1 Road Safety Audit.

2.5 TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING

2.5.1 No Problems identified in this category at this Stage 1 Road Safety Audit.

END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS OFFERED IN THIS STAGE 1 ROAD SAFETY AUDIT

3.0 ROAD SAFETY AUDIT TEAM STATEMENT

We certify that this Road Safety Audit has been carried out in accordance with DMRB GG 119.

ROAD SAFETY AUDIT TEAM LEADER

██████████ Cappella IEng, FIHE, MCIHT, MSoRSA, HA RSA Certificate of Competency

Signed : ██████████

Associate Consultant

Acorns Projects Limited

Safety Traffic Project Management & Highway Engineering Consultants

Redwood House

3 Eaton Park

Eaton Bray

Bedfordshire

LU6 2SP

Date : 21st November 2022

ROAD SAFETY AUDIT TEAM MEMBER

██████████ MSc, BEng (Hons), MCIHT, MSoRSA, HA RSA Certificate of Competency

Si ██████████

Associate Consultant

Acorns Projects Limited

Safety Traffic Project Management & Highway Engineering Consultants

Redwood House

3 Eaton Park

Eaton Bray

Bedfordshire

LU6 2SP

Date : 21st November 2022

APPENDIX A

APPENDIX A

MALLARD PASS SOLAR FARM, ESSENDINE, LINCOLNSHIRE

PROPOSED PASSING PLACES

STAGE 1 ROAD SAFETY AUDIT

LIST OF LDA DESIGN CONSULTING LIMITED DRAWINGS SUBMITTED FOR AUDITING

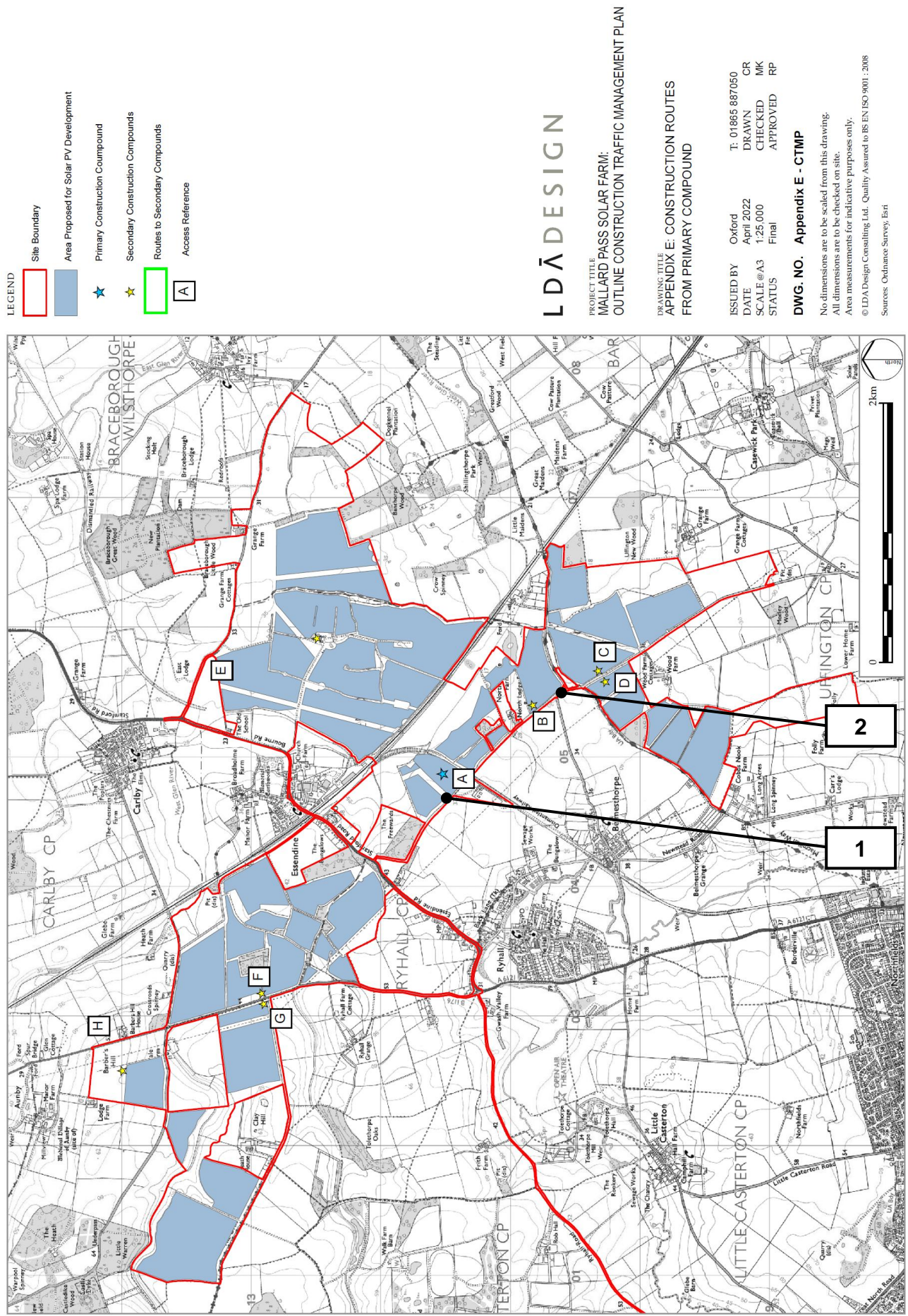
DRAWING NO.	TITLE
Appendix E - CTMP	Construction Routes from Primary Compound
4990-2001-T-045-B	Passing Point Locations
4990-2001-T-046-B	Passing Point Locations

LIST OF DOCUMENT REVIEWED AT THIS STAGE 1 ROAD SAFETY AUDIT

Velocity Transport Planning - Mallard Pass Solar Farm - Draft Outline Construction Traffic Management Plan - May 2022
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APPENDIX B

APPENDIX B - PROBLEM LOCATION PLAN



LEGEND

- Site Boundary
- Area Proposed for Solar PV Development
- Primary Construction Compound
- Secondary Construction Compounds
- Routes to Secondary Compounds
- Access Reference

LD&D DESIGN

PROJECT TITLE
MALLARD PASS SOLAR FARM:
OUTLINE CONSTRUCTION TRAFFIC MANAGEMENT PLAN

DRAWING TITLE
APPENDIX E: CONSTRUCTION ROUTES
FROM PRIMARY COMPOUND

ISSUED BY Oxford T: 01865 887050
DATE April 2022 DRAWN CR
SCALE @A3 1:25,000 CHECKED MK
STATUS Final APPROVED RP

DWG. NO. Appendix E - CTMP

No dimensions are to be scaled from this drawing.
All dimensions are to be checked on site.
Area measurements for indicative purposes only.

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Sources: Ordnance Survey, Esri

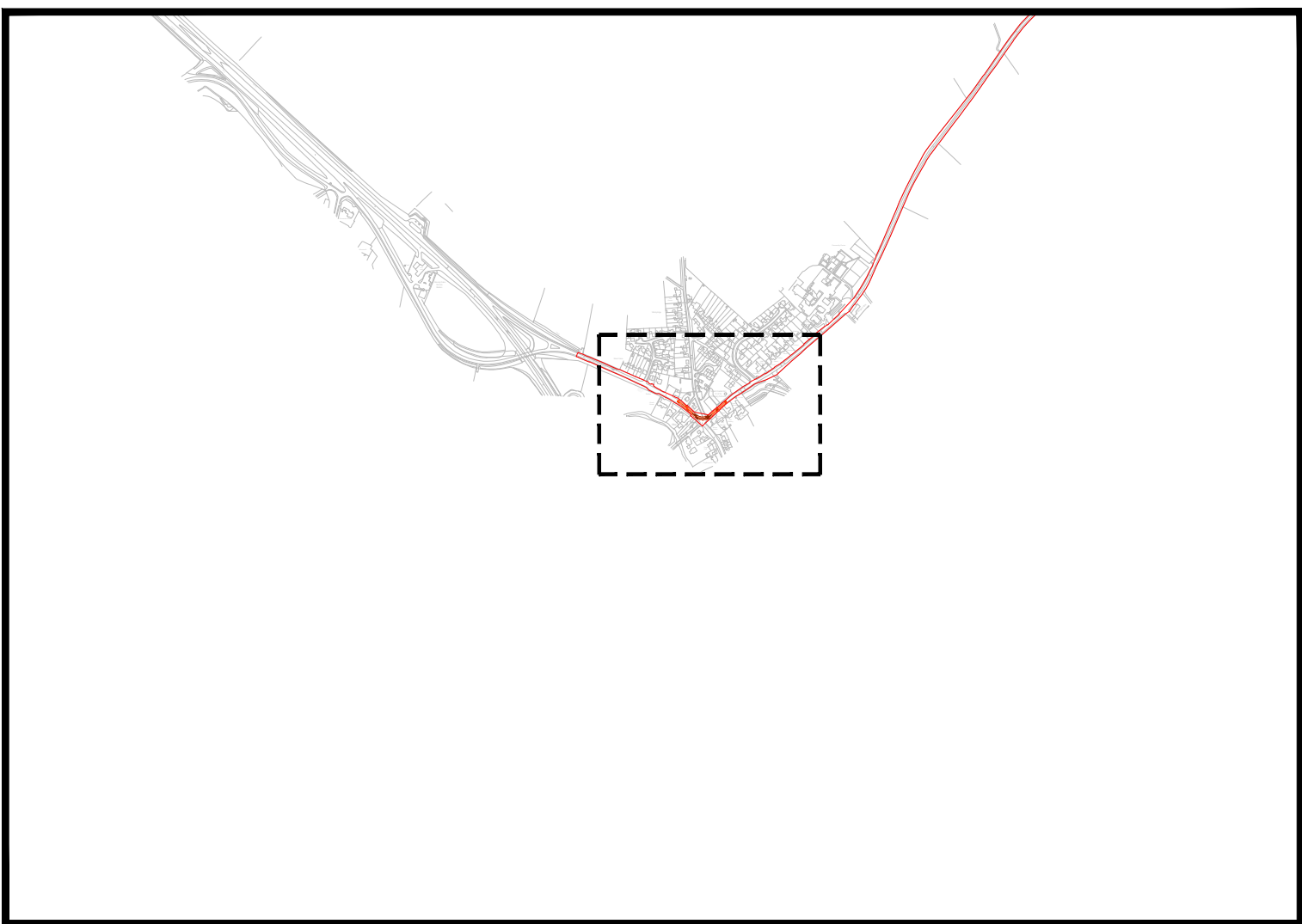
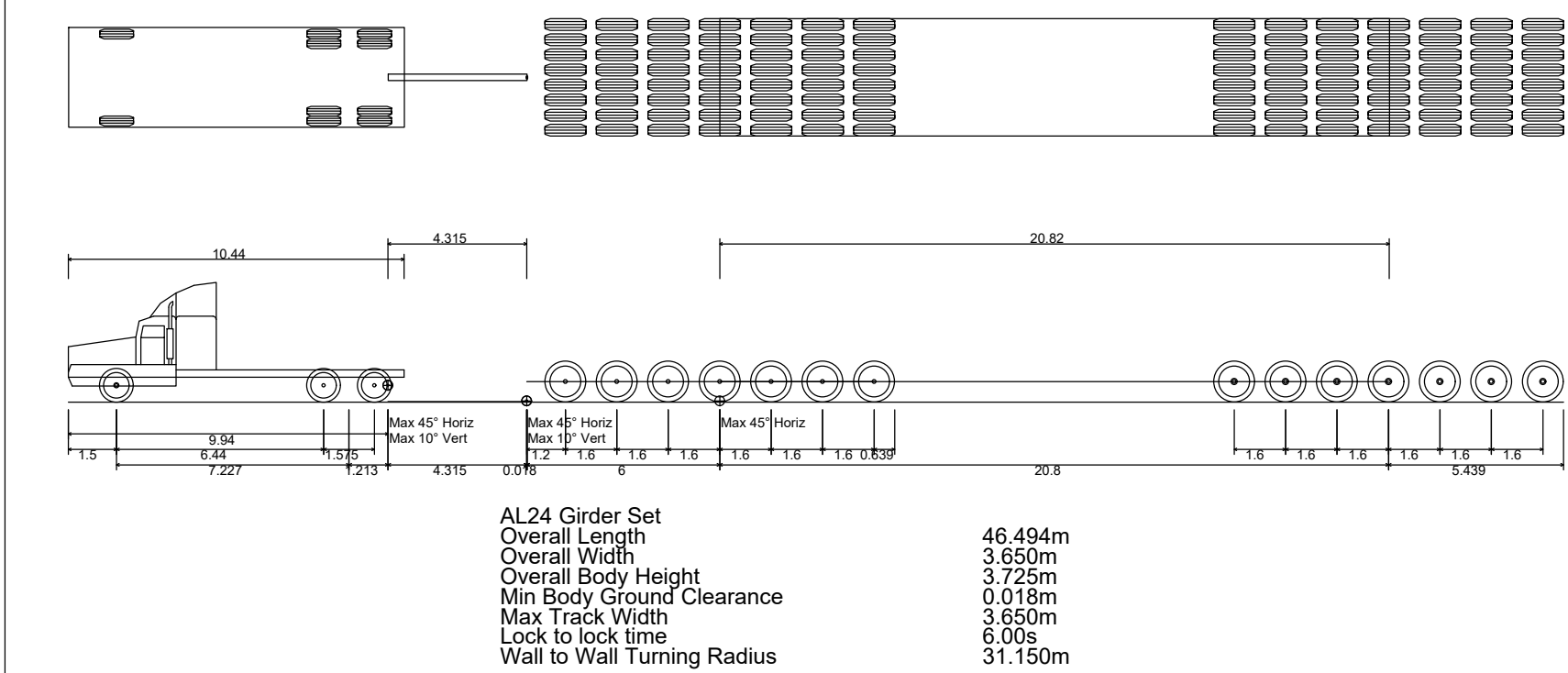
APPENDIX E

SWEPT PATH ANALYSIS





Great Casterton C of E Primary School



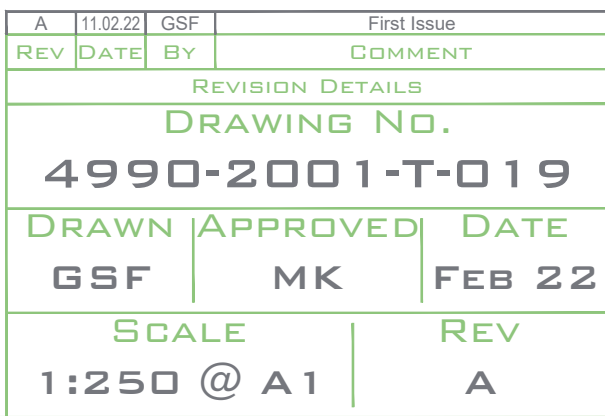
TEMPORARY
REINFORCEMENT
REQUIRED TO
VERGE AND UTILITY
COVERS, REMOVAL/
RELOCATION OF
STREET FURNITURE
AND LIGHTING

TEMPORARY
REINFORCEMENT
REQUIRED TO KERB



REV	DATE	BY	COMMENT
A	11.02.22	GSF	First Issue
REVISION DETAILS			
DRAWING NO.			
4990-2001-T-018			
DRAWN		APPROVED	DATE
GSF		MK	FEB 22
SCALE		REV	
1:250 @ A1		A	





DRAWING TITLE

SWEPT PATH OF AL24 GIRDER SET (46.5M)



APPENDIX F

CONSTRUCTION TECHNICAL NOTE



TECHNICAL NOTE

Client LDA
Project Mallard Pass Solar Farm
Subject Construction Trip Generation Note
Prepared By E.N Checked and Authorised By CR

VELOCITY

Page No. 1 of 4
Project No. 4990/2001
Document No TN04
Date July 2022

1 INTRODUCTION

1.1 NOTE PURPOSE

- 1.1.1 Velocity Transport Planning (VTP) has been appointed on behalf of Mallard Pass Solar Farm Ltd (the Applicant) to provide transport planning advice for the proposed development of the Mallard Pass Solar Farm near Essendine, Stamford (the site).
- 1.1.2 The Local Highway Authorities relevant to the site are Rutland County Council (RCC), who are responsible for the western section of the site, and Lincolnshire County Council (LCC), who are responsible for the eastern section of the site.
- 1.1.3 This Technical Note (TN) has been prepared to provide details on the construction trip generation for the proposed development for the purposes of the Development Consent Order (DCO) submission.

1.2 METHODOLOGY

- 1.2.1 In the absence of input from a contractor on the number of construction vehicles required, it is proposed to generate construction 'trip rates' for the DCO submission and associated environmental assessments.
- 1.2.2 As a means of generating construction trip rates, a review of other comparable DCO Solar Farms has been undertaken to compare the anticipated levels of construction vehicle activity against the number of modules - to pro-rata against and to generate trip rates per 1,000 modules.
- 1.2.3 It is assumed that the trip rates, whilst linked to the number of modules, would also capture the other aspects of construction of a Solar Farm. These might include the framework that modules will be located upon, the cabling that will need to be installed to service the site, the importation of materials to create the access road tracks, and other associated enabling works.
- 1.2.4 Whilst it is acknowledged that the construction requirements of each DCO Solar Farm would be bespoke and there may be slight variations between the schemes, it is considered that the daily peaks would be comparable in terms of the peaks in vehicle activity. Any differences would then be accounted for within the programme; whereby the peak number of vehicles remains the same, albeit the length of the peak may increase or decrease accordingly.
- 1.2.5 The Applicant would then commit to accommodating the anticipated peak for construction vehicles within the programme, which would be developed further by the contractor, once appointed.

1.3 COMPARABLE SCHEMES

- 1.3.1 In accordance with industry best practice (similar to a 'TRICS' based assessment), other Solar Farm schemes will be reviewed in terms of their suitability and whether they are considered appropriate to develop trip rates from. This approach has been discussed and agreed with RCC and LCC during pre-submission discussions.
- 1.3.2 A summary of the comparable schemes that have been reviewed is set out below:



- ⊙ Cleve Hill Solar Park: a 350MW Solar Park in Faversham that was consented on 28th May 2020, with the new substation located within Graveney. Generated a peak of 162 LGV and 80 HGV trips across different respective months over a 24-month programme.
- ⊙ Longfield Solar Farm: a Solar Park exceeding 50MW within Essex, with works to provide an extension to the Bulls Lodge substation, that is currently under review by the Planning Inspectorate (PINS). Generated a maximum of 96 daily HGV trips, equivalent to a peak of 192 two-way trips. The Longfield Solar Farm scheme was also over a 24-month programme and included Battery Energy Storage System (BESS).
- ⊙ Sunnica Energy Farm: an energy farm exceeding 50MW on the border of Suffolk and Cambridgeshire, which includes an extension to the Burwell National Grid Extension and three on-site substations connecting to the grid. There would be a peak of 155 HGV deliveries per day across the cumulative phases of construction. The Sunnica Energy Farm scheme was over a 24-month programme and included BESS.
- ⊙ Little Crow Solar Park: a solar park exceeding 50MW within North Lincolnshire that was consented by PINS on 5th April 2022. It was predicted that there would be 16 two-way daily HGV trips each month over an 11-month construction programme. It is noted that the Transport and Access Chapter for this scheme referred to a total of 356,670 modules requiring 14 two-way HGV movements per day over the 11-month programme, for the modules alone. The Little Crow Solar Park scheme also included BESS.

1.3.3 In addition to the above, it is also identified that the nearby Gate Burton 500 MW Solar Farm in West Lindsey, Lincolnshire, is predicted to generate a peak of 60 daily two-way HGV trips. Whilst there is not sufficient information available within the supporting documentation for the Gate Burton Solar Farm to incorporate within this assessment, it provides a sensitivity test and is generally consistent with the levels of construction trip generation predicted to be generated by the proposals at Essendine referred to above.

SITE JUSTIFICATION

- 1.3.4 It is acknowledged that both the Longfield Solar Farm and Sunnica Energy Farm proposals include a significant amount of works and construction vehicle activity that is associated with the additional substations, grid connections and options for additional grid connections - which is not considered to be relevant to the proposed development given the proximity of the Mallard Pass scheme to the Ryhall Substation. Both these aforementioned schemes also included the provision of BESS.
- 1.3.5 The Little Crow scheme was not considered appropriate to include as the programme only lasted 11 months and the scheme only generated a very low level of HGV activity. Although as above, it is noted that the scheme referred to a total of 356,670 modules requiring 14 two-way HGV movements per day over the 11-month programme for the modules alone (87% of the total HGV activity associated with modules).
- 1.3.6 On that basis, the Cleve Hill Solar Park was deemed to be the most suitable in terms of the proposals and works required.
- 1.3.7 As stated previously, whilst there may be differences in the individual schemes in other aspects, such as the amount of cabling required for the layout of a specific scheme or the amount of material to be imported to construct the on-site access roads, it is considered that the overall peaks in construction would be comparable.
- 1.3.8 The Applicant would then commit to accommodating the anticipated peak for construction vehicles within the programme, which would be developed further by the contractor, once appointed.

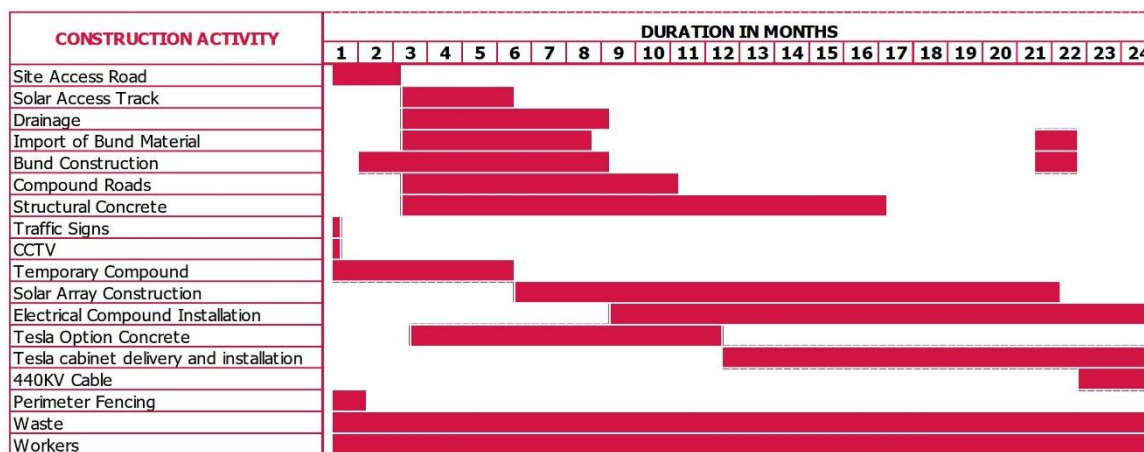


- 1.3.9 Any deviations would then be accounted for within the programme; whereby the peak number of vehicles remains the same, albeit the length of the peak may increase or decrease accordingly.

PROGRAMME

- 1.3.10 A review of the Cleve Hill Solar Park construction programme identified a total construction period of 24-months. Assuming that the Mallard Pass Solar Farm would be constructed over a similar period, the traffic generation per activity identified for the Cleve Hill Solar Park is generally considered to be consistent.
- 1.3.11 An extract of the Cleve Hill Solar Park programme is included in **Figure 1-1**, which was presented within 'Chapter 14 - Access and Traffic' of the Environmental Statement that supported the Cleve Hill Solar Park.

Figure 1-1: Cleve Hill Solar Park Construction Programme



- 1.3.12 The trip generation and subsequent construction 'trip rates' associated with the Cleve Hill Solar Park are presented below in **Table 1-1**.

Table 1-1: Cleve Hill Trip Generation and Construction Vehicle Trip Rates

SCHEME	MODULES	TOTAL VEHICLE DAILY PEAK		TOTAL DAILY HGV PEAK	AVERAGE DAILY FLOWS	
		HGV	LGV		HGV	LGV
Cleve Hill	884,388	60	162	80	62	90
Trip Rate per 1,000 Modules		0.0678	0.1832	0.0905	0.0701	0.1018

- 1.3.13 The Cleve Hill, peak daily construction traffic flows were identified as occurring in week 100 of the construction programme.
- 1.3.14 This comprised a total of 222 two-way total vehicle movements, of which 162 two-way movements were identified as being LGVs and 60 two-way movements were associated with HGVs.
- 1.3.15 For robustness within the supporting ES chapter, it is proposed to assume that the peak in HGV activity and peak in normal vehicle activities will overlap, to provide the most robust assessment in traffic terms.

1.4 PROPOSED DEVELOPMENT QUANTUM

- 1.4.1 For the purposes of this TN, it is assumed that the proposed development comprises the following:

- ☉ 566,760 modules



- 1.4.2 The difference in the number of modules required is considered to be significantly lower than Cleve Hill (circa 35%) due to the advances in solar technology and the infrastructure required to generate similar outputs.
- 1.4.3 It is noted that within the Preliminary Environmental Impact Review (PEIR), a worst-case of 54 two-way HGVs and 105 two-way LGVs was presented (159 two-way total vehicle trips), which included two additional trips to account for a shuttle bus. Whilst the number of modules proposed is now less than what was presented within the PEIR, it is proposed to apply a contingency factor to the current trip generation values to be robust.
- 1.4.4 On that basis, it is proposed to apply a contingency factor of 3%, increasing the total vehicle flows to reach the levels presented within the PEIR. The trip generation below will also include two additional HGV trips to account for a shuttle bus that is proposed to transport staff from the local area to and from the site.
- 1.4.5 With the addition of the contingency factor and in accordance with the PEIR, the construction vehicle activity for the proposed development, assumed to be direct to the primary compound, is presented within **Table 1-2**.

Table 1-2: Proposed Mallard Pass Construction Trip Generation

SCHEME	TOTAL VEHICLE DAILY PEAK		TOTAL DAILY HGV PEAK	AVERAGE DAILY FLOWS	
	HGV	LGV		HGV	LGV
Mallard Pass	41	105	54	42	58

- 1.4.6 For the purposes of the Environmental Statement and subsequent environmental assessments, as per the PEIR, it is proposed to assume that the peak in LGV trips and HGV trips overlap. On that basis, the proposed development would generate a worst-case of 54 two-way HGVs and 105 two-way LGVs (total of 159 two-way vehicle trips) across the 24-month construction programme.
- 1.4.7 Whilst in reality there will be phasing and it is unlikely this number of vehicles will consistently be required, for the purposes of the Environmental Statement it will be assumed there will be no phasing and the number of vehicles generated will be consistent across the construction programme.



