



BEACON FEN ENERGY PARK

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Quality information

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Table of Contents

1.	INTRODUCTION	1
1.1	Overview.....	1
1.2	Transport Scoping Consultation.....	2
1.3	Supporting Documentation	2
1.4	Structure of Report	2
2.	POLICY AND GUIDELINES	4
2.1	National Policy and Guidance.....	4
2.2	Local Planning Policy.....	5
3.	BASELINE CONDITIONS	8
3.1	General Location	8
3.2	Local Road Network.....	8
3.3	Traffic Data	12
3.4	Collision History	13
3.5	Pedestrian and Cycle Network.....	15
3.6	Public Transport Network.....	17
4.	PROPOSED DEVELOPMENT	18
4.2	Proposed Site Access Arrangements.....	18
4.3	Cable Route Access via Bicker Village	27
4.4	Parking Provision.....	27
4.5	Proposed Construction Traffic Routing	27
4.6	Proposed Traffic Composition.....	28
4.7	Proposed Construction Programme.....	30
4.8	Proposed Working Hours.....	31
4.9	Proposed Construction Traffic Peak Generation.....	31
4.10	Major Accident Hazard Pipeline	32
4.11	Proposed Operational Traffic Generation.....	33
4.12	Measures to Encourage Sustainable Travel	34
5.	TRAFFIC IMPACT	36
5.2	Traffic Data	36
5.3	Growth Factors	36
5.4	Cumulative Developments.....	36
5.5	Generated Traffic	37
5.6	Distribution of Peak Construction Generated Trips	37
5.7	Traffic Impact	37
5.8	Impact on Level Crossing at Great Hale Drove.....	39
5.9	Impact on the Strategic Road Network (SRN) and Level Crossing at Swineshead Bridge	39
5.10	Summary	40
6.	SUMMARY AND CONCLUSIONS.....	41

Appendices

Appendix A	Traffic Data Summaries
Appendix B	LCC Traffic Regulation Order (TRO) 18 (East Heckington-A17)
Appendix C	Collision Plot and Summary Reports
Appendix D	Public Rights of Way (PRoW) plan
Appendix E	Proposed Access Arrangements and Swept Path Analysis (SPA): Bespoke Access Road
Appendix F	Proposed Access Arrangements and SPA: Solar Array Area (Construction and Emergency/Operational)
Appendix G	Proposed Access Arrangements and SPA: Cable Route Construction Compounds
Appendix H	Swept Path Analysis: Access to Bicker Fen National Grid Substation
Appendix I	Proposed Construction Traffic Routes
Appendix J	Table 5.2- Cumulative Schemes Summary

1. INTRODUCTION

1.1 Overview

- 1.1.1 This Transport Assessment (TA) has been prepared on behalf of Beacon Fen Energy Park Ltd (the 'Applicant') in support of an application for a Development Consent Order (DCO) for Beacon Fen Energy Park (the 'Proposed Development') near Sleaford, Lincolnshire. This TA is prepared in accordance with Planning Practice Guidance (PPG), Guidance on Travel Plans, Transport Assessments and Statements (March 2014), and Department for Transport (DfT) Circular 01/2022, Guidance on Strategic Road Network and the Delivery of Sustainable Development.
- 1.1.2 The proposals comprise of above ground Solar Photovoltaic (PV) and Battery Energy Storage System (BESS) infrastructure connected by a cable route of around 13 km length to Bicker Fen National Grid (NG) Substation. The Proposed Development would have a generation capacity of approximately 400 Megawatts (MW) of electricity and, as such, is recognised as a Nationally Significant Infrastructure Project (NSIP).
- 1.1.3 The Site comprises three key areas including the Solar Array Area (comprising solar PV and BESS infrastructure), the Cable Route Corridor (connecting the Solar Array Area to the Bicker Fen National Grid 400kV substation), and the Bespoke Access Corridor (for a bespoke site access referred to herein as the Bespoke Access Road). Most of the Site is within the administrative boundary of North Kesteven District Council (NKDC), with the southern extent of the Cable Route corridor within Boston Borough Council (BBC). Lincolnshire County Council (LCC) is the local highway authority.
- 1.1.4 To accommodate the proposed connection from the Site to the NG, upgrade and extension works at Bicker Fen Substation will be required. This will comprise an extension to the existing substation to the south-west of the substation and require delivery of new equipment, groundworks to extend existing infrastructure (including possible concrete pours for the base) and electrical works. A description of the substation upgrade and extension works is provided in **Chapter 2: Proposed Development (Document Ref: 6.2 ES Vol 1: 6.2.2)**.
- 1.1.5 A Bespoke Access Road from A17 to the main development is proposed to minimise the impacts on local communities and roads users during development construction, equipment replacement and decommissioning phases.

1.2 Transport Scoping Consultation

- 1.2.1 An Environmental Impact Assessment (EIA) Scoping Report was submitted to the Planning Inspectorate (PINS) in April 2023. The Scoping Report sets out that a TA will inform the Access and Traffic chapter of the Environmental Statement (ES). Scoping Responses were provided by NKDC and LCC in May 2023. **Chapter 9: Access and Traffic (Document Ref: 6.2 ES Vol 1, 6.2.9)** provides a summary list of consultees and consultation responses. This report formalises information to address these consultee comments.

1.3 Supporting Documentation

- 1.3.1 This TA report assesses the transport impacts of the Proposed Development during its construction phase and is an appendix to **Chapter 9: Access and Traffic (Document Ref: 6.2 ES Vol 1, 6.2.9)** which is submitted as part of the DCO application for the Proposed Development.
- 1.3.2 An outline Construction Traffic Management Plan (oCTMP) including outline Delivery Management Plan (oDMP), outline Abnormal Indivisible Load (AIL) DMP and outline Construction Staff Travel Plan (oCSTP) is prepared as a standalone document to support the planning submission and is **Appendix 9.3 of the Access and Traffic Chapter of the ES (Document Ref: 6.3 ES Vol. 2, 6.3.78)**.
- 1.3.3 The oCTMP (**Appendix 9.3: Outline Construction Traffic Management Plan (CTMP) (Document Ref: 6.3 ES Vol. 2, 6.3.78)**) will outline proposed measures to manage traffic associated with the construction of the development. The oDMP, which forms part of the oCTMP will set out the principles of traffic management and mitigation measures required to ensure safe and efficient transport of construction loads (via conventional Heavy Goods Vehicle (HGV) and Abnormal Indivisible Load (AIL) vehicles). This will form the basis of a future detailed CTMP incorporating a detailed DMP. The oCSTP outlines proposed measures to minimise the impact of construction staff travel to/from the Site and maximise use of shared transport. This will form the basis of a detailed CSTP.

1.4 Structure of Report

- 1.4.1 Following this introductory section, the remaining structure of this TA is as follows:
- Section 2 provides a review of existing policy and guidelines at a national and local level relevant to the development;

- Section 3 provides a description of the baseline conditions, including an overview of the local road network, accessibility by sustainable travel modes and collision analysis;
- Section 4 describes the Proposed Development, including Site access arrangements and construction traffic routing;
- Section 5 sets out the traffic impact of the proposals on the local highway network, including the Proposed Development generated traffic;
- Section 6 provides a summary of the assessment.

2. POLICY AND GUIDELINES

2.1 National Policy and Guidance

2.1.1 National Policy Statement (NPS) for Energy (EN-1) contains a chapter within the 'Generic Impacts' on Traffic and Transport, which states the: *"transport of materials, goods and personnel to and from a development during all project phases can have a variety of impacts on the surrounding transport infrastructure and potentially on connecting transport networks"*. The statement emphasises the importance of consideration and mitigation of transport effects. Explaining these is an essential part of wider policy objectives and sustainable development goals.

2.1.2 NPS for Renewable Energy Infrastructure (EN-3) is also applicable to the proposals and should be read in conjunction with NPS EN-1. Relating to traffic and transport EN-3 states:

"Applicants will need to consider the suitability of the access routes to the proposed site for both the construction and operation of the solar farm with the former likely to raise more issues." (para 2.10.35)

2.1.3 Paragraph 2.10.123 and 2.10.124 goes on to say; *"Applicants should assess the various potential routes to the site for delivery of materials and components where the source of the materials is known at the time of the application, and select the route that is the most appropriate."*

Where the exact location of the source of construction materials, such as crushed stone or concrete is not be known at the time of the application, applicants should assess the worst-case impact of additional vehicles on the likely potential routes."

2.1.4 The National Planning Policy Framework (NPPF) was published in December 2024 and sets out the government's planning policies for England and how these are expected to be applied. The NPPF continues to encourage development through the planning system, with a presumption in favour of sustainable development. 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, following mitigation, would be severe, taking into account all reasonable future scenarios"* (Paragraph 116).

2.1.5 In relation to transport and access matters, Paragraph 115 states that:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”*

2.2 Local Planning Policy

Central Lincolnshire Local Plan 2018-2040

2.2.1 As mentioned in section 1, most of the Proposed Development is within NKDC. The relevant local planning policy for NKDC is the adopted Central Lincolnshire Local Plan (CLLP) 2018-2040. The plan replaces the 2017 version of the CLLP as the development plan for City of Lincoln, West Lindsey and North Kesteven District Councils, and was adopted in April 2024. CLLP comprises policies to guide future development within the three council areas. With respect to transport and access, policies S47 and S49 are relevant.

2.2.2 Policy S47: Accessibility and Transport describes how “*development proposals which contribute towards an efficient and safe transport network that offers a range of transport choices for the movement of people and goods will be supported...*

To demonstrate that developers have considered and taken into account the requirements of this policy, an appropriate Transport Statement/ Assessment and/ or Travel Plan should be submitted with proposals, with the precise form dependent on the scale and nature of development and agreed through early discussion with the local planning or highway authority and external bodies where relevant.

Any development that has severe transport implications will not be granted planning permission unless deliverable mitigation measures have been identified, and arrangements secured for their implementation, which will make the development acceptable in transport terms.”

2.2.3 Policy S49: Parking Provision sets out the requirements for non-residential development.

“All other types of development should incorporate a level of car parking that is suitable for the proposed development taking into account its location, its size and its proposed use, including the expected number of employees, customers or visitors.”

South East Lincolnshire Local Plan 2011-2036

- 2.2.4 The southern extent of the Cable Route Corridor for the Proposed Development falls within BBC. The relevant local planning policy for BBC is South East Lincolnshire Local Plan, adopted in March 2019 and also covers South Holland District Council. The local plan guides development and use of land in South East Lincolnshire to 31st March 2036, and sets out the policies which will help to deliver sustainable development over the plan period. Policy 33: Delivering a More Sustainable Transport Network *“reinforces the national approach promoting sustainable alternatives to the car through new development, whilst recognising that as a predominantly rural area, the private car will remain the dominant form of transport, and as such, improvements to the highway network will be needed.”*

Lincolnshire County Council Local Transport Plan (LTP) 5

- 2.2.5 Lincolnshire County Council Local Transport Plan (LTP) 5 was adopted in 2022 and sets out the short-, medium- and long-term aspirations for transport and highways across the county up to 2033/34. The LTP comprises six key themes within which the key objectives of the LTP are set out. The below align with the objectives of the Local Plan and its policies.

1) “Supporting Economic Growth

- a) *Improve connectivity throughout Lincolnshire and to the East Midlands, the rest of the UK and beyond.*
- b) *Ensure a resilient and reliable transport system for the movement of people, goods and services.*
- c) *Support the vitality and viability of our town centres and rural communities.*
- d) *Improve connectivity to jobs and employment opportunities.*
- e) *Provide a transport system that supports the priority sectors identified in the LIS.*

2) Future ready, green transport

- a) *Support the introduction of low-carbon technologies and thus reduce reliance on fossil fuels.*

- b) *Develop and support communities to flourish locally and thereby helping reduce the need to travel.*
- c) *Deliver sustainable development by ensuring that new developments are designed to reduce the need to travel, minimise car use and support the use of more sustainable modes.*
- d) *Ensure the transport network is made resilient to climate change.*

3) Promote thriving environments

- a) *Develop opportunities to both protect and enhance the built and natural environment.*
- b) *Minimise waste and make the best use of available resources.*
- c) *Provide sustainable access to Lincolnshire's wonderful environment and heritage.*

4) Supporting safety, security and a healthy lifestyle

- a) *Improve road safety.*
- b) *Increase confidence in a safer and more secure transport network.*
- c) *Reduce the impacts of air quality, noise and light pollution.*
- d) *Improve the health of our communities through the provision for active travel.*

5) Promoting high aspirations.

- a) *Improve connectivity and access to education, healthcare and leisure.*
- b) *Improve the accessibility of the transport system and in particular access onto public transport.*
- c) *Encourage wider community participation in developing and delivering transport services.*

6) Improve quality of life.

- a) *To deliver on the first five objectives above.*
- b) *To improve the quality of place and reduce the overall negative impacts of transport on people's lives."*

3. BASELINE CONDITIONS

3.1 General Location

- 3.1.1 The Proposed Development is located approximately 6.5km north-east of the market town of Sleaford and 2.5km north of Heckington. The nearest settlements to the Solar Array Area are Howell to the south and Ewerby Thorpe to the west.
- 3.1.2 The Solar Array Area has frontage on Car Dyke along the eastern boundary, Howell Fen Drove along the southern boundary, Heckington Road along the western boundary and Halfpenny Toll Lane and Ferry Lane along the northern boundary.
- 3.1.3 There are several roads included with the Order Limits which intersect the Bespoke Access Road or will facilitate access to cable route compounds, including Heckington Road, Ferry Lane, Howell Fen Drove, Asgarby Road, Littleworth Drove, Carterplot Road, Great Hale Drove, Triton Knoll Substation Access Road, Doubletwelves Drove, Bicker Drove, Vicarage Drove and A17.

3.2 Local Road Network

Heckington Road

- 3.2.1 Heckington Road is aligned along the western boundary of the Solar Array Area and is a single carriageway single track road measuring circa 4.0m wide. The speed limit is derestricted (60mph) and there is no footway or street lighting present.
- 3.2.2 WA commissioned an Automatic Traffic Count (ATC) survey on Heckington Road to determine existing traffic flows and speeds. The ATC survey was undertaken from the 27.06.23 to 03.07.23 inclusive and recorded vehicle speeds, volumes, and classifications for a full 24-hour period of each survey day. The survey results are in Appendix A. A summary of key statistics from data collected is included in Table 3.1 below.

Ferry Lane

- 3.2.3 Ferry Lane provides a route from A153 and B1395 to the Site, and measures circa 4.0m wide. There are no passing places along the road. There is signage to indicate a 3-tonne weight restriction (Except for access) on Ferry Lane, which is thought to be in place due to deficiencies in the carriageway structure.

Howell Fen Drove

- 3.2.4 Howell Fen Drove is aligned along the southern boundary of the Solar Array Area. Howell Fen Drove is a cul-de-sac and comprises a single carriageway single track road typically measuring circa 3.5m wide. There is a speed limit transition from 30mph to derestricted (60mph) approximately 100m from the junction with Heckington Road.
- 3.2.5 WA commissioned an ATC survey on Howell Fen Drove to determine existing traffic flows and speeds. The ATC survey was undertaken from the 27.06.23 to 03.07.23 inclusive and recorded vehicle speeds, volumes, and classifications for a full 24-hour period of each survey day. The survey results are in Appendix A. A summary of key statistics from data collected is included in Table 3.1 below.

Asgarby Road

- 3.2.6 Asgarby Road intersects the Order Limits where the Bespoke Access Corridor is proposed. Asgarby Road is a single carriageway road typically measuring circa 3.5m wide. The speed limit on Asgarby Road is derestricted (60mph) and there is no footway or street lighting present.
- 3.2.7 WA commissioned an ATC survey on Asgarby Road to determine existing traffic flows and speeds. The ATC survey was undertaken from the 07.02.24 to 13.02.24 inclusive and recorded vehicle speeds, volumes, and classifications for a full 24-hour period of each survey day. The survey results are in Appendix A. A summary of key statistics from data collected is included in Table 3.1 below.

Littleworth Drove

- 3.2.8 Littleworth Drove intersects the Order Limits where the Cable Route Corridor is proposed. Littleworth Drove is a single-track road typically measuring circa 3.8m and has no passing places. Approximately 260m east of the junction with Heckington Road, Littleworth Drove widens to a single carriageway road with one lane in each direction. The speed limit on Littleworth Drove is derestricted (60mph).
- 3.2.9 WA commissioned an ATC survey on Littleworth Drove to determine existing traffic flows and speeds. The ATC survey was undertaken from the 07.07.23 to 13.07.23 inclusive and recorded vehicle speeds, volumes, and classifications for a full 24-hour period of each survey day. The survey results are in Appendix A. A summary of key statistics from data collected is included in Table 3.1 below.

Carterplot Road/Great Hale Drove

- 3.2.10 Carterplot Road and part of Great Hale Drove are situated within the Order Limits. Carterplot Road is a single carriageway road typically measuring circa 3.8m wide and is within a derestricted (60mph) speed limit. There are few passing places on Carterplot Road and no footway or street lighting.
- 3.2.11 Carterplot Road is aligned north to south from A17 and meets Great Hale Drove as a priority-controlled T-junction to the south. Great Hale Drove provides a route eastward to a small number of dwellings and to the settlement of Great Hale in the west.
- 3.2.12 Great Hale Drove is a single-track road measuring approximately 3.5m wide and is also within a derestricted speed limit (60mph). There is an existing level crossing on Great Hale Drove which is controlled by automatic barriers. There are warning signals on both sides of the crossing and signage to advise drivers of large or slow vehicles, the protocols required to gain permission to cross. Use of this crossing will only be required for construction access to Cable Route Compound 4. The number of construction vehicles required to cross the level crossing during peak construction is quantified in section 5.
- 3.2.13 WA commissioned an ATC survey on Carterplot Road to determine existing traffic flows and speeds. The ATC survey was undertaken from the 17.01.25 to 23.01.25 inclusive and recorded vehicle speeds, volumes, and classifications for a full 24-hour period of each survey day. The survey results are in Appendix A. A summary of key statistics from data collected is included in Table 3.1 below.

Triton Knoll Substation Access Road

- 3.2.14 Triton Knoll substation access road is a single carriageway road typically measuring circa 5.0m wide and circa 35m wide at the bellmouth where it meets A17 as a priority T-junction. There are no footways or street lighting along the road. The road provides a route to the NG Substation at Bicker Fen.

Doubletwelves Drove

- 3.2.15 The length of Doubletwelves Drove between Triton Knoll Substation Access Road and Bicker Drove, to the west of Triton Knoll Substation is a single-track road measuring approximately 3.2m wide. There are no footways or street lighting along the road. The road provides a route to the NG Substation at Bicker Fen.

Bicker Drove/Vicarage Drove

- 3.2.16 Bicker Drove is a single carriageway road typically measuring circa 2.8m wide. There are no footways or street lighting present. Bicker Drove meets Vicarage

Drove as a priority T-junction, with Vicarage Drove providing a direct route to the Bicker Fen NG Substation. Vicarage Drove is circa 3.3m wide. There is no footway or street lighting present.

A17

- 3.2.17 The A17 is the principal road near the Proposed Development and comprises a single carriageway with a derestricted (60mph) speed limit between Sleaford and east Heckington to the junction with B1395 Sidebar Lane. Between B1395 Sidebar Lane and Swineshead Bridge, the speed limit on A17 varies between 40mph and 50mph. More recently, a change to the speed limit between B1395 Sidebar Lane and East Heckington has been imposed by Traffic Regulation Order (TRO) 185 “East Heckington- A17” which came into force on 24th May 2024. The TRO applies to a 1.45km stretch of A17 from a point 678m east of B1395 Sidebar Lane going eastwards. The Statement of Reasons (SoR) provided by LCC highways states that; *“When comparing the conditions to the current speed limit policy, a 40mph speed limit is recommended.”* A copy of the Order, consultation plan and SoR is included in Appendix B.
- 3.2.18 The speed limit transitions back to derestricted (60mph) south of Swineshead Bridge and continues south-east to the roundabout junction of A17/A52. There is an existing level crossing on A17 at Swineshead Bridge which is controlled by automatic barriers, with warning signals on both sides of the crossing. On the north side of the crossing, there is signage to advise drivers of long low vehicles and the protocols required to gain permission to cross. On the south side of the crossing, there is signage to advise drivers of large or slow vehicles and the protocols required to gain permission to cross. There are waiting areas on both sides of the crossing to accommodate these types of vehicles. There are no height or weight restrictions on the A17 near the Site. The number of construction vehicles required to cross the level crossing during peak construction is quantified in section 5.
- 3.2.19 The A17 is aligned south-east to north-west along the extents of the Order Limits where the proposed Bespoke Access Road meets the A17 layby to the south-west of Asgarby. The layby has a typical width in excess of 7m and a length of approximately 175m (from and to the A17 main carriageway). The layby is at present also used for access to an unsurfaced farm access.
- 3.2.20 The A17 also intersects the Order Limits where the Cable Route Corridor is proposed and will facilitate access to the Proposed Development.
- 3.2.21 A range of traffic data for the A17 is available via various sources, as follows:

- Department for Transport (DfT) A17 manual count 2021 (site reference 16215), approximately 6km west of Heckington (source: <https://roadtraffic.dft.gov.uk/manualcountpoints/16215>);
- Heckington Fen Energy Park ATC 2022 on A17, approximately 5.5km east of Heckington and west of Heckington Fen site access (source: *Pegasus Group oCTMP for Heckington Fen Solar Park EN010123, February 2024*);
- LCC manual count data 2021 on A17 at East Heckington.

3.2.22 The recent automatic and manual count data at nearby locations was reviewed to inform daily traffic flows and HGV%, shown in Table 3.1 below. All three data sources for the A17 are considered reliable and representative of typical traffic flows on the A17. The variation in recorded flow reflect that there is daily, monthly and seasonal fluctuation in traffic flow.

3.3 Traffic Data

3.3.1 As set out in section 3.3, various traffic data has been obtained or collected for the local highway network. The key statistics from the data collected are shown in Table 3.1 below.

Table 3.1 Data Summary				
DATA SOURCE	ROAD	Mean Daily Traffic Flow	% HGV	85th PERCENTILE SPEED (mph)
WA ATC (2023)	Heckington Road	233	19.3	44.7
WA ATC (2023)	Howell Fen Drove	48	43.8	36.2
WA ATC (2023)	Littleworth Drove	471	22.9	55.6
WA ATC (2024)	Asgarby Road	137 ⁽¹⁾	21.7	42.3
WA ATC (2025)	Carterplot Road	258	20.2	41.3
DfT Manual Count Site 16215 (2021)	A17	17,922	15.8	Unknown
Heckington Fen ATC (2022)	A17	20,373	20.5	52.0
LCC Manual Count (2021)	A17	16,867	12.5	Unknown

Notes:

1. Data for Monday and Tuesday 12.02.24-13.02.24 was excluded because it was significantly different from the other days, for unknown reasons, in both directions.

3.3.2 WA also collected traffic data for the A17 layby to the south-west of Asgarby, from where access to the Bespoke Access Road is proposed. The surveys were undertaken from 07.02.24 to 13.02.24 inclusive. The survey found that a total of 430 vehicles used the layby during the survey period, with an average occupancy of 2.1 vehicles and a maximum occupancy of 6 vehicles. The average dwell time was 16 minutes 41 seconds and HGV composition was 48%. A summary of data collected by WA is provided in Appendix A.

3.4 Collision History

3.4.1 WA has contacted Lincolnshire Road Safety Partnership (the multi-agency centre including Lincolnshire County Council's Road Safety team) to request collision data for the local highway network, however, at the time of writing this report, no response has been received.

3.4.2 Therefore, the online source www.crashmap.co.uk is used to investigate the collision history on the road network near the Proposed Development for the 5-year period 2019-2023. Analysis of the data found:

- A total of 60 collisions (of which four were fatalities) on the A17 between Kirkby la Thorpe and A52 interchanges;
- 9 collisions (8 slight, 1 serious) on the A17 and its slips at Kirkby la Thorpe interchange;
- 3 collisions (1 slight, 1 serious and 1 fatal) on A17 near existing layby to the south-west of Asgarby;
- 15 collisions on the A17 through East Heckington (12 slight, 2 serious and 1 fatal) (between B1395 and Shell Garage);
- 8 collisions (7 slight and 1 serious) on A17 near Swineshead Bridge junction with A1121;
- For minor rural roads north of the A17 and south of the Proposed Development there were 2 slight collisions and 1 serious collision;
- No collisions are recorded on minor rural roads south of A17 along cable route compounds access routes and at the A17/Triton Knoll Substation Access or along the route to the NG Substation.

3.4.3 A plot of collisions is shown on **Drawing ST19595-172, Appendix C.**

3.4.4 The A17/Kirkby la Thorpe interchange, A17 through East Heckington and A17 near Swineshead Bridge have experienced concentrations of collisions. There are also 3 recorded collisions close to the A17 layby south-west of Asgarby where access to the Bespoke Access Road is proposed to join the A17. In contrast, the rural roads within the proximity of the Proposed Development have a notably low number of collisions. No other patterns or common issues are observed.

3.4.5 Crashmap collision reports have been obtained for areas where clusters of collisions are recorded. Table 3.2 provides a summary of collisions for the four locations, and collision reports are included in Appendix C.

Table 3.2 Collision Data Summary (Number of collisions)						
ROAD	2019	2020	2021	2022	2023	TOTAL
A17/Kirkby la Thorpe Interchange	2	1	3	2	1	9
A17/A17 Layby South-west of Asgarby	1	1	0	0	1	3
A17 East Heckington	2	2	5	2	4	15
A17 near Swineshead Bridge	2	0	2	0	4	8

3.4.6 As summarised above, there are 9 recorded collisions at the A17/Kirkby la Thorpe Interchange, with 8 classified as slight and 1 serious. The main cluster of collisions is recorded on the eastbound on and off slips with Mount Lane and A17, where 5 slight collisions are recorded. These 5 collisions occurred in 2019, 2020, 2021, 2022 and 2023 respectively. The collision reports do not suggest that there is a common theme or cause for the collisions. Notably the 2019 collision, weather conditions were 'raining with high winds' and the road surface was 'flood (surface water over 3cm deep)', involved one vehicle. The collision records do not indicate there is a collision problem at the A17/Kirkby la Thorpe Interchange which requires remedial measures.

3.4.7 There are 3 collisions recorded on A17 in the vicinity of the layby which is proposed to form the junction of the A17 and Bespoke Access Road. The collision severities are 1 slight, 1 serious and 1 fatal recorded over the 5-year period. Analysis of the collision reports confirm the fatal collision recorded in 2019 involved three cars and one LGV4 causing one fatality and a serious injury. None of the vehicles were turning to or from the layby when the collision occurred. The serious collision occurred east of the layby and involved two vehicles. The collision records do not indicate a recurring collision problem in the vicinity of the layby.

3.4.8 There are 15 recorded collisions on A17 at East Heckington between B1395 Sidebar Lane and the Shell Garage near Six Hundreds Drove. As shown in Table 3.2, 2 collisions occurred in each year, with the exception of 2021, when 5 collisions occurred and 2023, when 4 collisions occurred. The two serious and one fatal collisions occurred in 2019, 2020 and 2023 respectively. The fatal collision involved 2 vehicles: a car and good vehicles resulting in a single fatality. One serious collision involved 2 vehicles; a car and goods vehicle

during wet road conditions, with the good vehicles slowing or stopping and the car colliding with the back of it, resulting in serious injury. The other serious collision involved 2 vehicles; a car and goods vehicle, resulting in 2 casualties, one of which was serious. Both vehicles were 'proceeding normally along the carriageway, not on a bend'. It is unclear what the causation factors of the collision are.

- 3.4.9 As explained in section 3.2, a change to the speed limit on A17 between B1395 Sidebar Lane and East Heckington has recently been imposed by LCC. The Traffic Regulation Order (TRO) 185 "East Heckington- A17" came into force in May 2024 (post 2023) and covers the area in which the 15 collisions have previously been recorded. Whilst limited reasoning is provided for enforcement of the speed limit change, the SoRs provided by LCC highways states that; *"When comparing the conditions to the current speed limit policy, a 40mph speed limit is recommended"* (refer Appendix A). It is concluded that the speed limit change is reasonable mitigation to decrease incidence and severity of accidents on this part of the A17.
- 3.4.10 There are 8 recorded collisions on A17 near Swineshead Bridge, of which there is a cluster of 7 collisions at the A17/A1121 junction. The collisions (6 slight and 1 serious) occurred in 2019, 2021 and 2023 respectively, and involved right-turning vehicles at the junction. Two of the collisions occurred during wet or damp road conditions, and fog or mist, and three collisions occurred during darkness conditions, which may be contributory factors. Development generated traffic will not intensify right-turning manoeuvres at this junction and will not materially affect straight ahead movements on A17.

3.5 Pedestrian and Cycle Network

Pedestrian Provision

- 3.5.1 There is a general absence of footway on roads near to the Order Limits, which is typical of the rural character of the local area. There is a network of Public Rights of Way (PRoW) within and near to the Site, illustrated on Drawing **ST19595-384, Appendix D**. It is notable that there are no PRoW on the ground within the Solar Array Area, although a short section of a footpath appears on the definitive map in the north east corner.
- 3.5.2 It is evident from **Drawing ST19595-384** that PRoWs interact with the Order Limits for the Proposed Development. With regard to the Bespoke Access Corridor, footpath KkLT/6/1 is aligned south-west to north-east from the existing A17 layby where access for the Bespoke Access Road is proposed north to Asgarby. Footpath KkLT/4/2 and KkLT/5/1 cross the proposed Bespoke Access Corridor (the latter is not connected to any other public

highway). Bridleway Ewer/1103/1 is aligned east to west and connects to public highway approximately 100m north of the Bespoke Access Corridor.

3.5.3 Footpath Ewer/12/1 is aligned north-east to south-west within the Solar Array Area to the north-east corner near Car Dyke, and footpath Ewer/9/1 is aligned north to south within the Order Limits, adjacent to the River Slea.

3.5.4 Finally, the following PRoWs interact with the Order Limits for the proposed Cable Route Corridor;

- Footpath Heck/12/1;
- Footpath Heck/14/1;
- Footpath Heck/2/4;
- Footpath Swhd/14/1;
- Bridleway Swhd/13/1; and
- Bridleway Bick/1/1.

3.5.5 There are three footpaths which are aligned near to the Order Limits. Footpath GtHa/3/1 is aligned east to west north of Great Hale Drove. Footpath GtHa/2/1 is aligned east to west along the Order Limits to the east of Great Hale. And footpath Bick/2/1 is aligned north to south close to the Order Limits to the east of Bicker Fen NG Substation.

3.5.6 Short-term closures of PRoWs KkLT/4/2 and KkLT/5/1 will be required to facilitate construction of the Bespoke Access Road. However, wherever practicable, management measures will be used to keep the PRoW open, and to minimise the duration of short-term closures.

3.5.7 Management of PRoWs Ewer/12/1 and Ewer/9/1 may be required to facilitate construction of the Solar Array Area. Management of PRoW Heck/14/1 may be required to facilitate construction of the Cable Route Corridor. Measures are likely to include clearly signed crossing points to manage construction vehicle/plant interactions with crossing pedestrians, and marshals/banksmen during more intense periods of activity. Once construction is completed, signage will be retained at crossing points to ensure the safety of PRoW users and drivers of Site related vehicles.

Cycle Provision

3.5.8 There is no cycle infrastructure or signed cycle routes near to the Proposed Development. However, there is a local cycle route advertised by LCC, which provides between 16km and 26km circular route close to the Site, via Sleaford, Kirkby la Thorpe, Ewerby/Ewerby Thorpe, Howell, Heckington, Helpringham, Burton Pedwardine, Silk Willoughby and Sleaford. The route is described as *“Circular, mostly on quiet roads and cycle paths. Some town roads. The route is mostly level”* (source: <https://www.lincolnshire.gov.uk/>).

3.6 Public Transport Network

- 3.6.1 There are no dedicated public transport facilities in the vicinity of the Proposed Development. The nearest bus stops are located on Thorpe Road (to the north of the Solar Array Area), and the nearest rail station is in Heckington (circa 1km and 4km south respectively from the Solar Array Area). Due to lack of footway provision, it is not considered that public transport is a viable option for staff travelling to/from the Proposed Development without organised onward transport between the Site and bus stops/rail stations.

4. PROPOSED DEVELOPMENT

4.1.1 The proposed development comprises the construction, operation (and maintenance), and decommissioning of a solar photovoltaic (PV) electricity generating facility and battery energy storage system (BESS), with associated export and connection infrastructure to, and above and below ground works at the National Grid Bicker Fen 400kV Substation. The principal operational components of the Proposed Development are:

- Solar Arrays;
- Inverters;
- Transformers;
- Battery Energy Storage System (BESS);
- Onsite Substation;
- Onsite Cabling;
- Fencing;
- Water supply and drainage infrastructure;
- Cable Route: and
- Bespoke Access Road.

4.1.2 The Applicant has provided information about quantities of materials, estimates of vehicle deliveries and of personnel required for construction of the Solar Array Area and Cable Route Corridor. Information also details on-site welfare facilities that are proposed for staff during construction and operation.

4.1.3 WA has estimated the quantities of materials, and estimates of vehicle deliveries required for construction of the Bespoke Access Road. Estimates of vehicle deliveries and personnel required to construct NG substation extension at Bicker Fen are derived from estimates provided by NG to Heckington Fen Solar Park (EN010123). A 20% uplift was applied to the assumptions and this was confirmed as reasonable by NG.

4.2 Proposed Site Access Arrangements

4.2.1 Access arrangements to the Proposed Development are described below. Access directly from the A17 during the construction phase will comprise a left-in/left-out arrangement. It is generally accepted and understood that there is a high incidence of collisions associated with right-turning vehicles on high-speed roads. The proposed left-in/left-out protocol will ensure access is as safe as practicable, and is agreed with LCC. This is consistent with the access strategy for Heckington Fen Solar Park (EN010123).

Bespoke Access Corridor

- 4.2.2 Primary Construction access to the Site will be via a new Bespoke Access Road from the A17. This will be formed from the existing layby to the south-west of Asgarby. An occupancy survey of the layby (refer section 3) recorded that a maximum of 6 vehicles occupied the layby on any single day. Uncontrolled use of this layby will likely negatively impact construction vehicle use of the proposed access to the detriment of Site safety and operational efficiency. Therefore, full closure of the layby is proposed to general traffic during construction of the Proposed Development, to maintain safety and operational efficiency. This will be secured via a Temporary Traffic Regulation Order (TTRO) which will be agreed with LCC.
- 4.2.3 There are alternative layby facilities within 7km of the proposed Bespoke Access Road, as follows;

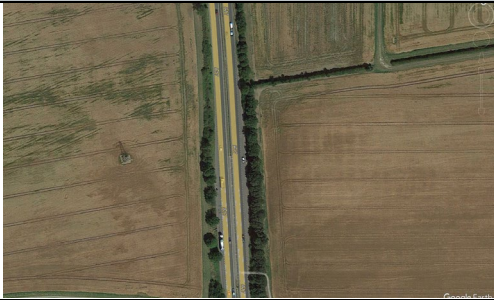
Table 4.1 Alternative Layby Facilities			
LOCATION	APPROXIMATE CAPACITY	DISTANCE FROM SITE ACCESS	IMAGE
Between Kirkby La Thorpe and A153	8 vehicles	2.7km (west)	
Between A153 and A15	8 vehicles	5.2km (west)	
'The Picnic Bar' west of A17/Carterplot Road	16 vehicles	6.0km (east)	

Table 4.1 Alternative Layby Facilities			
LOCATION	APPROXIMATE CAPACITY	DISTANCE FROM SITE ACCESS	IMAGE
West of A17/A15 roundabout junction (VOSA weighbridge)	18 vehicles	6.8km (west)	
Garwick Café between Carterplot Road and B1395 junction	6 vehicles (plus 6 cars in café car park)	7.0km (east)	

- 4.2.4 Given the availability of other layby facilities within relatively close proximity, no replacement layby facilities are proposed during the closure. However, mitigation should be provided in the form of signage on the eastbound approach to the layby between Kirkby La Thorpe and the A153, to warn drivers of no further layby facilities for 6 miles. The layby closure to general traffic will be formalised through a Temporary Traffic Regulation Order (TTRO). Signage will be required at the layby itself to indicate the layby is closed to general traffic, and to formalise the TTRO. Enforcement of the TTRO will comprise traffic marshals at the access to the Bespoke Access Road during operational hours to ensure that no unauthorised traffic can use the layby. Outside of the operational hours, the signage will inform general traffic of the restrictions. Traffic marshals provide a mechanism for reporting to LCC of any non-compliance which impacts construction operation or safety.
- 4.2.5 The proposed Bespoke Access Road/A17 junction arrangements are shown on **Drawing ST19595-389, Appendix E** and comprises a priority T-junction arrangement with an existing layby from the A17, to the south-west of Asgarby. 2.4m x 215m visibility splays are shown at the exit of the layby with A17. This is the desirable minimum based on DMRB standards for a design speed of 120kph (60mph). The Bespoke Access Road will comprise a 6.0m wide carriageway with 8.0m radii on the east of the junction and 6.0m radii on the west side of the junction, with overrun areas provided for Abnormal Indivisible Loads (AILs).

- 4.2.6 A waiting area will be provided and left clear on the access to vehicles arriving to the Site can turn directly into the Bespoke Access Road, to avoid blocking on the local highway network.
- 4.2.7 Swept Path Analysis (SPA) of a 16.5m articulated HGV, 27.6m lowbed trailer AIL (for transport of cable drums to cable route compound) and 16-axle girder trailer AIL has been undertaken for the Bespoke Access Road junction arrangements with A17 layby. The drawings are included in Appendix E and demonstrate that the vehicles can enter/egress the Site safely.
- 4.2.8 For the avoidance of doubt, AIL design vehicles used for SPA align with those proposed in a separate AIL assessment undertaken by Wynns Independent Transport Engineers and forms part of the oCTMP at **Appendix 9.3: Outline Construction Traffic Management Plan (CTMP) (Document Ref: 6.3 ES Vol. 2, 6.3.78)**. Vehicle specifications and profiles can be found within the oCTMP.
- 4.2.9 The Bespoke Access Road will cross Asgarby Road and Heckington Road (as outlined in section 3 of this TA). **Drawings ST19595-392 and ST19595-394, Appendix E and F** show the proposed junction arrangements for the two locations.
- 4.2.10 The Bespoke Access Road / Asgarby Road arrangements comprise a priority-controlled crossroads, with priority given to Asgarby Road. Turning manoeuvres will not be permitted at the junction, and this forms a crossing point of Asgarby Road for the Bespoke Access Road only. The Bespoke Access Road will comprise 6.0m wide carriageway with 3.0m radii on both sides on the junction. ATC data collected on Asgarby Road (refer Appendix A) indicates 85th percentile speeds of 42.3mph (68.1kph). Therefore 2.4m x 120m visibility splays are shown in both directions on both sides of the road, which is the desirable minimum based on a design speed of 70kph (40mph).
- 4.2.11 SPA of a 16.5m articulated HGV, 27.6m lowbed trailer AIL and 16-axle girder trailer AIL has been undertaken for the Bespoke Access Road junction arrangements with Asgarby Road. The drawings are included in Appendix E and demonstrate that the vehicles can enter/egress the Site safely.
- 4.2.12 The proposed Bespoke Access Road can commence construction at the same time as the Cable Route and is anticipated to take 6 to 12 months to construct. The Bespoke Access Road will become operational in advance construction phase of the Solar Array Area, although Site establishment activities as defined by Permitted Preliminary Works in the DCO may be undertaken in conjunction with construction of the Bespoke Access Road. Furthermore, construction on the cable route which can be facilitated by Cable Route Corridor Compounds 2-6, refer **Works Plan (Document Ref: 2.4)**, can be

undertaken in advance of, or in conjunction with construction of the Bespoke Access Road, as they are not reliant on the road for access. The Bespoke Access Road will remain in place through the construction, operation and decommissioning phases. The overall lifespan for the Bespoke Access Road is anticipated to be approximately 45 years.

- 4.2.13 Fencing will be required along the boundary of the Bespoke Access Road working area during construction and gates will be installed at the entry points to prevent unauthorised access, the details of which are subject to detailed design. Gates will also be present where the road crosses Asgarby Road and Heckington Road. There will be controlled by banksmen during its construction and both construction and operational phases of the Solar Array Area and Cable Route.
- 4.2.14 Additional access gates will be sited where access to private fields is required. This will ensure that the Bespoke Access Road is used only by the Applicant, and its contractors. The Applicant will also seek to introduce appropriate crossing locations along the Bespoke Access Road to enable continued agricultural access to adjacent fields.
- 4.2.15 The light vehicle trips associated with operational staff will also use to the bespoke access road to access the Site.

Construction Access to Solar Array Area

- 4.2.16 The primary access arrangements to the Solar Array Area comprises a priority-controlled crossroads junction with Heckington Road and the proposed Bespoke Access Road described above. The proposed primary access arrangements to the Solar Array Area are shown on **Drawing ST19595-394, Appendix F** and shows a 6.0m wide carriageway with 6m radii on both sides of the road on the eastern side of the junction (i.e. Site side) and 6.0m wide carriageway with 3.0m radii on both sides of the road the western side of the junction.
- 4.2.17 ATC data collected on Heckington Road in the vicinity of the primary construction access arrangements indicates 85th percentile speeds of 44.7mph (71.9kph). Therefore, 2.4m x 120m visibility splays are shown on both sides of the junction, which is the desirable minimum based on a design speed of 70kph.
- 4.2.18 SPA of a 16.5m articulated HGV 27.6m lowbed trailer AIL and 16-axle girder trailer AIL has been undertaken has been undertaken for the primary construction access arrangements. The drawings are included in Appendix F and demonstrate that the vehicles can enter/egress the Site safely.

- 4.2.19 The Solar Array Area will have construction compounds located across the Site. The exact details of these compounds are not confirmed, but it is envisaged each will comprise welfare facilities, a hardstanding area, storage and parking and possibly be fenced. For the avoidance of doubt, all compounds will be accessed via the primary access on Heckington Road with traffic directed internally to the compounds.
- 4.2.20 There is an access to the north-east corner of the Solar Array Area with Ferry Lane. This is not a formal access for construction of the Solar Array Area, rather it is required for a small number of vehicles, to facilitate construction of pedestrian footbridge where footpath EWER/12/1 crosses the Midfodder Dike.

Emergency and Operational Access to Solar Array Area

- 4.2.21 Three secondary access points will be provided to facilitate emergency and operational vehicular access to the Solar Array Area as follows;
- Halfpenny Toll Lane near Catchwater Drain, along the northern boundary of the Site (for emergency and operational access);
 - Halfpenny Toll Lane, approximately 60m east of the junction with Thorpe Road (for operational access only); and
 - Howell Fen Drove (for operational access only).
- 4.2.22 These accesses are intended for use by only emergency and small operational vehicles such as vans.
- 4.2.23 **Drawings ST19595-361 to 366, Appendix F** show the secondary access arrangements and Swept Path Analysis (SPA).
- 4.2.24 The secondary access from Halfpenny Toll Lane, along the northern boundary of the Site comprises a 5.0m wide access road with 9m radii on the eastern side of the junction and 6m radii on the western side of the junction. 2.4m x 160m visibility splays are shown in both directions, which is one-step below desirable minimum based on a design speed of 100kph (60mph). Operational accesses will accommodate a negligible number of vehicle trips per day during the operational phase. Therefore, the level of visibility proposed on Halfpenny Toll Lane is considered suitable. SPA has been undertaken for a 7.7m fire tender vehicle and a 8.0m box van and is presented on **Drawing ST19595-362, Appendix F** and demonstrates that the vehicles can enter/egress the Site safely.
- 4.2.25 The secondary access from Halfpenny Toll Lane, near to the junction with Thorpe Road, comprises a 5.0m wide access road with 10m radii on the northern side of the junction and 13m radii on the southern side of the junction. 2.4m x 25m visibility splays are shown to the left and 2.4m x 43m visibility splays are shown to the right. This is the maximum visibility that can be

achieved in this location. The proposed access is located at an existing farm access and Crashmap collision data shows no recorded collisions near the junction. As noted above, operational accesses will accommodate negligible numbers of vehicle trips per day during the operational phase. Therefore, the traffic at the access on Halfpenny Toll Lane will not materially intensify beyond the existing agricultural use and is therefore suitable. SPA has been undertaken for an 8.0m box van and is presented on **Drawing ST19595-364, Appendix F** and demonstrates that the vehicle can enter/egress the Site safely.

- 4.2.26 The secondary access from Howell Fen Drove, comprises a 5.0m wide access road with 9m radii on the eastern side of the junction and 12m radii on the western side of the junction. ATC data collected on Howell Fen Drove indicates 85th percentile speeds of 36.2mph (58.3kph). Therefore, 2.4m x 90m visibility splays are shown on both sides of the junction, which is the desirable minimum based on a design speed of 60kph. SPA has been undertaken for a box van and is presented on **Drawing ST19595-366, Appendix F** and demonstrates that the vehicle can enter/egress the Site safely.
- 4.2.27 As part of the detailed design of the Solar Array Area, the following criteria should be met, as required by Approved Document B, Volume 2, Requirement B5 – Access and Facilities for the Fire Service:
- Minimum width of the access road is 3.7 metres along the entire length;
 - Minimum width of any gateways is 3.1 metres;
 - Minimum height clearance is 3.7 metres;
 - Minimum carrying capacity is 12.5 tonnes;
- 4.2.28 For a fire appliance to gain access to within 45 metres of all points within the footprint of each building or in accordance with table 15.1 of ADB, Volume 2;
- Every elevation to which vehicle access is provided should have a door, a minimum of 750mm wide, to give access into the building. The maximum distance between doors, or between a door and the end of the elevation, is 60m;
 - Dead-end access routes longer than 20m require turning facilities; and
 - Turning circles should be a minimum of 16.8m between kerbs or 19.2m between walls.
- 4.2.29 In addition, guidance issued by the National Fire Chiefs Council for BESS sites seeks at least two separate site access points to account for opposite wind conditions/direction.
- 4.2.30 The Proposed Development access strategy provides two operational accesses, the principal access being from a west-south-west direction and the

secondary access from the north-east, each with dedicated setup or staging areas. This provides twin accesses in broadly opposite compass directions.

- 4.2.31 The retention of the Bespoke Access Road during the operational phase of the development, while intended for the maintenance of the operational development, could be made available to the Fire Service (e.g. keys or other controls to gates) to allow usage by Sleaford based crews to reduce distance travelled on rural roads.

Construction Access to Cable Route Corridor Compounds

- 4.2.32 There are six main temporary construction compounds that are spread proportionately along the cable route to facilitate proper construction management, with temporary roadways to facilitate access to all land within the Site. Access to these compounds is proposed as follows:

- Compound 1: from the A17, via the Bespoke Access Road and the Solar Array Site;
- Compound 2: from the A17 and a private farm access;
- Compound 3: from the A17 and Carterplot Rd/Great Hale Drove (West);
- Compound 4: from the A17 and Carterplot Rd/Great Hale Drove (East);
- Compound 5: from A17 and Triton Knoll Substation Access;
- Compound 6: from A17 and Triton Knoll Substation Access.

- 4.2.33 **Drawings ST19595-351 to 360, Appendix G**, show the proposed access arrangements to the cable route compounds. All compounds will facilitate access for HGVs and AILs associated with delivery of cable drums to the compounds.

- 4.2.34 Access to Compound 1 comprises a priority-controlled crossroads with Howell Fen Drove. The construction compound access roads measure 6.0m wide with 3.0m radii on both sides of the junction. As noted in section 3 above, ATC data collected on Howell Fen Drove recorded 85th percentile speeds of 36.2mph (58.3kph). Therefore, 2.4m x 90m visibility splays are shown in both directions on both sides of the carriageway, which is the desirable minimum based on a design speed of 60kph.

- 4.2.35 Access to Compound 2 comprises a priority T-junction with A17. The access road measures 3.3m wide with 17.0m radii on both sides of the junction. 2.4m x 160m visibility splays are shown in both directions, which is one-step below the desirable minimum for a 100kph (60mph) speed limit. The level of visibility shown is considered suitable for the temporary access to accommodate relatively low numbers of vehicles. A TTRO to change the speed limit to 40mph should also be considered as a complementary safety measure during the construction phase when this access is in use. Vehicle movements to/from this

access will be limited to left in/left out only. It is possible that some AIL deliveries could enter from the south via PoE at Sutton Bridge. Control of vehicle movements at this access will be managed as part of the CTMP (refer **Appendix 9.3: Outline Construction Traffic Management Plan (CTMP) (Document Ref: 6.3 ES Vol. 2, 6.3.78).**

- 4.2.36 Access to Compound 3 comprises a priority T-junction with Carterplot Road. The access road measures 6.5m wide with 15m radii on the north side of the junction and 5m radii on the south side of the junction. 2.4m x 120m visibility splay is shown to the left, which is the desirable minimum for a 70kph (40mph) speed limit. 2.4m x 60m visibility splay is shown to the right, which is the maximum distance that can be achieved to the junction with Great Hale Drove.
- 4.2.37 Access to Compound 4 is anticipated to comprise use of an existing agricultural access track at the eastern termination of Great Hale Drove, as indicated on **Drawing ST19595-357, Appendix G**. This will require construction vehicles to cross the existing level crossing on Great Hale Drove. The estimated peak construction traffic associated with Cable Route Construction Compound 4 is quantified in Table 4.3 and section 5.
- 4.2.38 Access to Compounds 5 & 6 will utilise the existing A17/Triton Knoll Substation Access. No changes are proposed to the existing arrangements as part of the proposals. Vehicle movements to/from this access are limited to left in/left out only for HGVs (refer para 4.2.1). It is possible that some AIL deliveries could enter from the north from Sleaford. These movements will be managed as part of the detailed CTMP based on **Appendix 9.3: Outline Construction Traffic Management Plan (CTMP) (Document Ref: 6.3 ES Vol. 2, 6.3.78).**
- 4.2.39 Access for cable route construction will also require crossing of Littleworth Drove, to the west of Star Fen Road. The proposed access arrangements are priority-controlled crossroads with Littleworth Drove and are presented on **Drawing ST19595-487, Appendix G**. The cable route construction access roads measure 6.0m wide with 3.0m radii on both sides of the junction. ATC data collected on Littleworth Drove recorded 85th percentile speeds of 55.6mph (89.5kph). Therefore, 2.4m x 160m visibility splays are shown in both directions on both sides of the carriageway, which is one-step below desirable minimum based on a design speed of 100kph, which is considered suitable for the temporary accesses.
- 4.2.40 SPA of a 16.5m articulated HGV and 27.6m lowbed trailer AIL (for transport of cable drums to cable route compounds), has been undertaken for the proposed accesses to cable route corridor compounds. The drawings are included in Appendix G and demonstrate that the vehicles can enter, and in the case of articulated HGVs, egress the compounds safely.

4.3 Cable Route Access via Bicker Village

- 4.3.1 There have been formal requests from local councillors that Cowbridge Road is not to be used as it is narrow, in poor condition, and expected to be heavily used by National Grid for substation expansion. Roads surrounding Bicker Village, including Cowbridge Road are considered unsuitable for construction traffic, which is understood to be the view of BBC. The applicant does not intend to use Cowbridge Road for construction traffic related to the cable route.

Construction Access to Bicker Fen National Grid Substation

- 4.3.2 As above, the applicant has assured stakeholders that that it does not intend to use Cowbridge Road for construction traffic related to the cable route.
- 4.3.3 Primary access to the Bicker Fen NG Substation from the A17 will be via Triton Knoll Substation Access Road, Bicker Drove, Doubletwelves Drove and Vicarage Drove. This is the same strategy to that adopted by the consented Heckington Fen project, for which agreement was reached with NGET to utilise Triton Knoll access road. It is confirmed by NGET that no AILs will be required to access the substation during the extension works.
- 4.3.4 SPA for a standard HGV (16.5m length) has been undertaken. **Drawing ST19595-428, Appendix H** shows that a 16.5m HGV can negotiate the existing carriageway to the NG substation.

4.4 Parking Provision

- 4.4.1 Sufficient parking for staff and visitors will be provided on the Solar Array Area control building and various construction compounds. More detailed information on parking provision will be provided as part of the detailed CTMP. Measures to manage staff and visitor vehicle trips will be included within the detailed Construction Staff Travel Plan which will be based on the outline Construction Staff Travel Plan within **Appendix 9.3: Outline Construction Traffic Management Plan (CTMP) (Document Ref: 6.3 ES Vol. 2, 6.3.78)**.

4.5 Proposed Construction Traffic Routing

- 4.5.1 The source of imported construction materials is not confirmed, but it is anticipated that construction components for the Bespoke Access Road, Solar Array Area, Cable Route Corridor and Bicker Fen Substation extension will arrive from either Immingham Port to the north of the Site or Port Sutton Bridge to the south-east of the Site.
- 4.5.2 As noted in section 3, the A17 is the principal road near the Site which will accommodate construction vehicle movements from the wider road network

and access for HGVs will be restricted to left-in/left-out, as agreed with LCC (refer to paragraph 4.2.1).

- 4.5.3 The roundabout junction of A17/A52 to the north-east of Bicker Bar is to be utilised as a turning point for vehicles travelling to/from the west. A17/Kirkby-la-Thorpe interchange to the south of Kirkby-la-Thorpe is to be utilised as a turning point for vehicles travelling to/from the east. This will require development generated traffic to cross the existing level crossing at Swineshead Bridge. As noted in section 3, the crossing is barrier controlled with warning lights, and there are protocols in place for long, low and large or slow vehicles to phone before crossing. There are waiting areas on both sides of the crossing to accommodate these types of vehicles.
- 4.5.4 Construction access to the Solar Array Area via the bespoke access road from A17 will intersect Asgarby Road and Heckington Road. In addition, access to cable route compound 1 will intersect Howell Fen Drove.
- 4.5.5 Access to the remaining cable route compounds and Bicker Fen NG Substation will utilise existing local roads comprising Carterplot Road, Great Hale Drove, Triton Knoll substation access road, Doubletwelves Drove, Bicker Drove and Vicarage Drove. These roads are not subject to any weight or height restrictions and are suitable to accommodate all types of vehicles including maximum articulated delivery vehicles. **Drawing ST19595-386, Appendix I**, shows the proposed construction traffic routes.

4.6 Proposed Traffic Composition

- 4.6.1 The construction vehicle composition and construction programme will be dependent on a range of factors including choice of contractor, availability of components, and location of material suppliers. However, at this stage construction traffic movements have been comprehensively estimated for all phases of development. Construction traffic will be managed to ensure that vehicle movements utilise the prescribed routes, arrive and depart within operation hours, and are kept to a practical minimum. Further details relating to this can be found in the oCTMP, **Appendix 9.3: Outline Construction Traffic Management Plan (Document Ref: 6.3 ES Vol. 2, 6.3.78)**.
- 4.6.2 Based on information on vehicle movements provided by the Applicant for the Solar Array Area and Cable Route Corridor and estimates of traffic for the Bespoke Access Road by WA and NG Substation upgrades, it is estimated that a total of 18,615 HGV loads will be required to deliver all materials and equipment to the Site over the total construction period. This includes 312 abnormal loads for delivery of cable drums for construction of the cable route.

4.6.3 A summary of the total number of HGV traffic movements required to facilitate construction of the Proposed Development are set out in Table 4.2.

Table 4.2 Proposed Construction Traffic HGV Movements			
Activity	Detailed Activity	Access Route	Total HGV Movements (Two-way)
Construct Bespoke Access Road	Delivery of materials, fencing, plant, drainage, etc	A17	6,372
Construct Solar Array Area	General deliveries (excluding AIL), compound & Solar Array Area construction	A17 & Bespoke Access Road	21,038
Construct Cable Route (including AILs)	Cable Route Compound 1	A17 & Bespoke Access Road	806
	Cable Route Compound 2	A17 & Private Farm Access	806
	Cable Route Compound 3 & 4	A17, Carterplot Road & Great Hale Drove	1,612
	Cable Route Compound 5 & 6	A17, Triton Knoll Substation Access	1,612
	General deliveries, compound & corridor works	(Total of trips to 6 compounds)	4,836
National Grid Substation Upgrades	Deliveries	A17, Triton Knoll Access Road, Bicker Drove, Vicarage Drove	4,984
Total			37,230

4.6.4 It is assumed that trips associated with construction of the cable route will be distributed equally between the six main temporary construction compounds.

4.6.5 It is also anticipated that approximately 4 AILs will be required to transport transformers to the Solar Array Area. Furthermore, a total of 312 AILs are estimated to be required to transport cable reels to the cable route compounds. The AIL figures are included in the HGV estimates in Table 4.2. Access for AILs from Port of Entry (PoE) to the Proposed Development are subject to a separate AIL assessment undertaken by Wynns Independent Transport Engineers, **Appendix 9.3: Outline Construction Traffic Management Plan (CTMP) (Document Ref: 6.3 ES Vol. 2, 6.3.78).**

4.7 Proposed Construction Programme

- 4.7.1 The Applicant has provided information about proposed construction activities. The programme of works will be refined at detailed design stage but in summary is anticipated to commence in 2027 and last for 2.5 to 5 years. However, the construction programme will be dependent on environmental and market factors. The Bespoke Access Road and Cable Route Corridor can commence construction at the same time and are anticipated to last between:
- Bespoke Access Road: 6-12 months;
 - Cable Route Corridor: 12 to 24 months.
- 4.7.2 All material construction of the Solar Array Area will follow the completion of the Bespoke Access Road and last between 24 to 36 months. Some limited preparatory works may be carried out on the Solar Array Area simultaneously to the construction of the Bespoke Access Road.
- 4.7.3 The construction of the Bicker Fen substation extension will be undertaken separately by National Grid and is expected to last 60 weeks.
- 4.7.4 As described above, access to the Solar Array Area during material construction in this area will be provided via a Bespoke Access Road from the A17. A small number of vehicles may need to access the Solar Array Area before the completion of the Bespoke Access Road for limited preparatory works. Given the very small number of vehicles required for preparatory works, and the low intensity of these works, these vehicles will use the existing local road network. This traffic will be within the daily variation of flow on the local network, and the change in traffic will be imperceptible. Once construction has been completed, the Bespoke Access Road will remain in place to facilitate operational maintenance access and if requested to first responders, and in particular for decommissioning. The peak construction year is assumed to be August 2027 to July 2028 inclusive. This is assumed a reasonable worst-case as it is when peak construction activity is expected to take place on the Proposed Development, and when peak average daily traffic flows will be on the existing highway network.
- 4.7.5 As noted earlier in the chapter, the Bespoke Access Road will become operational during the construction phase of the Solar Array Area and Cable Route Corridor and will remain in operation through to the decommissioning phase. The lifespan of the Bespoke Access Road is expected to be approximately 45 years and approximately 40 years for the Solar Array Area and Cable Route. The decommissioning phase of the Proposed Development is anticipated to last between 12 to 36 months.

4.8 Proposed Working Hours

4.8.1 The core working hours during construction as specified in **Appendix 2.4: Outline Construction Environment Management Plan (Document Ref: 6.3 ES Vol 2, 6.3.7)** are:

- 0700 – 1900 Monday to Friday;
- 0800 – 1300 Saturdays;

4.8.2 No works will take place on Sundays or Bank Holidays. However, these working hours may be reduced during winter months reflective of seasonal daylight hours. It is also possible that some activities may need to occur outside of these hours due to activities which need to be undertaken continuously (such as HDD and cable jointing). Where work outside of times is necessary, prior notification will be provided to the relevant local planning authority. Further detail will form part of a detailed CTMP to be submitted at a later date.

4.9 Proposed Construction Traffic Peak Generation

4.9.1 In addition to traffic movements associated with delivery of construction components, additional trips are anticipated from construction workers. The assumption is that 55% of staff will travel to Site by minibus and 45% by single occupancy vehicle (car).

4.9.2 The average number of weekday movements (two-way) at peak construction is expected to be approximately 342 light vehicles (LGV, Staff Minibus and Staff Car) and 82 HGVs. It is recognised that there will be significant daily variation in construction traffic over the total construction period. Table 4.3 provides a summary of estimated peak construction traffic movements. There will also be a small number of ALL movements associated with transformer components for the Solar Array Area (refer to section 4.5 of this report).

Table 4.3 Estimated Peak Construction Traffic Movements			
Construction Area	Route	Type	Total Peak Construction Vehicle Movements (Two-way)
Solar Array Area	A17, Bespoke Access Road	HGVs	62
		Light Vehicles	312
		Total	374
Cable Route	Cable Route Compound 1 (A17 & Bespoke Access Road)	HGVs	1
		Light Vehicles	4
		Total	5
	Cable Route Compound 2 (A17	HGVs	1
		Light Vehicles	4

Table 4.3 Estimated Peak Construction Traffic Movements				
Construction Area	Route	Type	Total Peak Construction Vehicle Movements (Two-way)	
	& Private Farm Access)	Total	5	
	Cable Route Compound 3 & 4 (A17, Carterplot Road & Great Hale Drove)	HGVs	2	
		Light Vehicles	8	
		Total	10	
	Cable Route Compound 5 & 6	HGVs	2	
		Light Vehicles	8	
		Total	10	
	Total All A17 and Various (see above)	HGVs	6	
		Light Vehicles	24	
		Total	30	
	National Grid Substation Upgrades	A17, Triton Knoll Access Road, Bicker Drive, Vicarage Drive	HGVs	14
			Light Vehicles	6
		Total	20	
Total			424	

4.9.3 Based on the indicative construction programme provided by the applicant, construction of the Bespoke Access Road will not occur during the peak construction year, hence this information is not provided in Table 4.3. The traffic estimates for the peak construction year presented in Table 4.3 are considered a reasonable worst-case scenario for construction traffic on the local highway network.

4.9.4 This level of construction traffic over the construction period is expected to have no material impact on the operation of the local highway network. The traffic impact of the proposals during the peak construction year is summarised in section 5.

4.9.5 For comparison the total average daily flow for the peak construction month (assumed to be October 2027) is a total of 509 vehicles (two-way), comprising 130 HGVs, 15 LGVs, 32 minibuses and 332 staff cars.

4.10 Major Accident Hazard Pipeline

4.10.1 There is a Major Accident Hazard Pipeline (MAHP) which crosses the DCO Order Limits within the Cable Route Corridor. The Triton Knoll access road passes over the pipeline. Construction traffic accessing compounds 5 and 6, and Bicker Fen National Grid Substation will therefore cross the MAHP. The worst-case estimate of daily traffic crossing this route, assuming works at both compounds and the National Grid Substation is undertaken simultaneously, comprises 32 HGV movements and 10 staff minibus movements. This is likely

to be less than maximum daily flows during the Triton Knoll substation project for which the access road is designed.

- 4.10.2 A small number of movements will be abnormal loads for the delivery of cable drums to the Cable Route compounds. The total gross weight of these loads is 78 tonnes. However, the load per axle line of the cable drum vehicles is less than 11 tonnes, and materially different to a conventional 44 tonne HGV. It is therefore likely that the Triton Knoll access road is of sufficient construction to convey these loads safely across the pipeline. Due diligence will be undertaken by the Cable Route contractor to ensure conveyance methods for all equipment and materials are suitable for the present condition of the road.

4.11 Proposed Operational Traffic Generation

- 4.11.1 It is anticipated that once operational, the Site will typically generate up to approximately 24 two-way light vehicle (light van, car or 4x4 type vehicle) trips per day, comprising 12 arrivals and 12 departures (assuming 12 full-time staff are employed, with 6 present at any one time). These will accommodate staff trips for multiple shifts and will therefore be distributed throughout the day. As referred to in section 4.2, there are three operational accesses proposed to the Solar Array Area. It is therefore likely that operational traffic will be distributed on multiple routes, and any traffic using each individual access during the operational phase will be negligible and not materially greater than existing agricultural use of the Site. Such movements will have no material impact on the operation of the local highway network.
- 4.11.2 There may be a requirement for periodic replacement of elements of the Proposed Development. The level of vehicle trips associated with component replacement (e.g. batteries and panels) is expected to be considerably lower than the level of vehicle trips generated during the peak construction phase. Where equipment replacement requires multiple HGVs per day to access the Site, the Bespoke Access Road will be available to construction traffic to further minimise the impact on local roads. Such traffic movements will have no material impact on the local road network.
- 4.11.3 The Bespoke Access Road will be available for the 40-year life of the project to minimise impacts on local roads. Removing the volume of construction traffic associated with the Proposed Development and AILs from the existing highway network would be a major benefit of a bespoke access road. Namely, a bespoke access road removes the potential for adverse impacts occurring to local communities and other road users.
- 4.11.4 This is particularly important when considering the required abnormal loads necessary for the Proposed Development. A bespoke access road provides a

reliable means of accessing onsite equipment, such as transformers, in the event of equipment failure. This removes the need to rely on nearby public roads for transportation and repair purposes. Since public roads in the vicinity are not designed to support the weight and demands of heavy equipment, their use may result in damage, leading to costly maintenance and repairs. By utilising a bespoke access road, maintenance activities can be carried out efficiently while preserving the condition of public roads and avoiding unnecessary disruptions.

- 4.11.5 This is a key consideration given the 40-year operational lifespan of the Proposed Development during which it is likely that at least one transformer will require replacement. While the exact frequency of such occurrences is variable, the bespoke access road offers a more sustainable, robust, and reliable solution for accessing and servicing critical infrastructure.

4.12 Measures to Encourage Sustainable Travel

- 4.12.1 A Construction Staff Travel Plan (CSTP) will be implemented to minimise the impact of construction staff travel to/from the Site and the resultant impact on existing road users. An outline Construction Staff Travel Plan (oCSTP) will form part of the **Appendix 9.3: Outline Construction Traffic Management Plan (CTMP) (Document Ref: 6.3 ES Vol. 2, 6.3.78)**, with a detailed CSTP to be agreed by LCC, BBC and NKDC before commencement of the Proposed Development.
- 4.12.2 The TP will achieve sustainable travel through provision of minibuses from local pick-up points for construction workers, to maximise use of shared transport.
- 4.12.3 It is proposed to explore the potential to arrange on demand local minibus pick-up/drop-off points including at Heckington rail station and other transport/population hubs such as Sleaford and Boston. The details of pick/up and drop/off locations will be determined once more is known about the composition and home/accommodation location of the construction workforce. However, routes have to be suitably attractive and convenient to ensure suitable staff recruitment and retention during construction. Details will be confirmed in the subsequent CTSP to be submitted for approval (as part of the detailed CTMP) pursuant to a requirement of the DCO.
- 4.12.4 Car sharing is an effective means of reducing the number of car trips generated by a site, especially for commuting trips, and is considered a sustainable travel choice. Car sharing will be promoted to staff through the CSTP. Sufficient parking will be provided within construction compounds and the operations building to accommodate car trips for staff and visitors. Use of

the parking will be monitored by the appointed Travel Plan Coordinator (TPC), who is the individual responsible for implementation of the CSTP as set out in Section 6.8, **Appendix 9.3: Outline Construction Traffic Management Plan (CTMP) (Document Ref: 6.3 ES Vol. 2, 6.3.78)** to ensure no unauthorised use. Single occupancy vehicle trips will only be permitted on site where reasonable alternatives are not available.

- 4.12.5 The appointed TPC will act as the promoter of the CSTP to staff and visitors, and is the key point of contact. General duties of the TPC include; identifying transport initiatives, arranging monitoring surveys and analysing findings, preparing Annual Monitoring and Review reports and liaising with staff, local authority and other key stakeholders.
- 4.12.6 A staff travel induction pack will be provided to all workers prior to commencement at the Site and will include information on sustainable travel options and facilities provided.
- 4.12.7 Ultra-low and zero emission vehicles are defined as a sustainable travel mode in the NPPF and can help to reduce a development's impact on air quality in its vicinity. Once operational, the Applicant will consider providing EV charging provisions at the Solar Array Area, which will enable staff journeys to be undertaken by EV and helps to encourage the transition to low and zero-emission vehicles. Similarly, cycle parking will be provided, which is most likely to be attractive (given the nature of quiet unlit rural roads) to local staff in months when commuting can be undertaken in daylight hours.

5. TRAFFIC IMPACT

- 5.1.1 The traffic impact of the construction phase of development is considered in the context of the local highway network and Strategic Road Network (SRN) regarding the A17/A52 Bicker Bar Roundabout.

5.2 Traffic Data

- 5.2.1 As set out in chapter 3, the existing traffic data is available for the following links;
- Heckington Road;
 - Howell Fen Drove;
 - Littleworth Drove;
 - Asgarby Road;
 - Carterplot Road;
 - A17.
- 5.2.2 Peak construction periods are not yet known for the Site. Rather than refer to AM & PM peak periods, daily traffic data is considered to analyse the development impact on local highway links.

5.3 Growth Factors

- 5.3.1 A future year of 2028 for construction is considered in terms of traffic growth on local highway links. This is deemed suitable as construction of the bespoke access road is predicted to begin in 2027, with construction of the main Solar Array Area in 2028.
- 5.3.2 Local traffic growth factors based on the National Transport Model (NTM), factored by TEMPro, are derived for Heckington (Middle Layer Super Output Area or MSOA level, data reference E02005464). The resultant growth factors comprise:
- 2021-2028 1.036;
 - 2023-2028 1.026;
 - 2024-2028 1.021;
 - 2025-2028 1.016.
- 5.3.3 Traffic growth factors are applied to count data in table 3.1 to provide 2028 base traffic flows. These are summarised in the Table 5.3 below.

5.4 Cumulative Developments

- 5.4.1 Cumulative sites have been considered which may have potential to impact the operation of the local highway network. Details of the sites considered are

presented in Table 5.2, Appendix J. In summary, there are schemes identified with potential to impact on construction processes of the Proposed Development. These include Heckington Fen (planning reference EN010123) and various smaller scale schemes in the vicinity of Bicker Fen Substation, Bicker (planning references B/21/0121, B/23/0423, B/24/0231, B/24/0245, B/24/0363, B/24/0415). In these cases, the CTMP and wider project planning will ensure effective liaison to minimise impacts on local roads.

5.5 Generated Traffic

- 5.5.1 The estimated development generated trips for peak construction are set out in Table 4.3.

5.6 Distribution of Peak Construction Generated Trips

- 5.6.1 As noted in earlier chapters, all construction traffic associated with the Solar Array Area will travel via the A17/Bespoke Access Road. All construction traffic associated with the cable route will travel to 6 primary compounds via 4 different accesses which are described earlier in the report. The detailed breakdown of these trips will not be known until detailed design stage, but the traffic generation and profile is likely to be similar for each compound. For the purposes of distribution and assignment, an equal split is assumed between each compound. Where two compounds utilise the same access route, a robust worst case of both compounds being used simultaneously is assumed for the purpose of assessment. All trips to the NG substation at Bicker Fen will use A17/Triton Knoll Substation Access.
- 5.6.2 As noted in section 4, all HGV construction traffic using A17 will utilise the roundabout junction of A17/A52 to the north-east of Bicker Bar as a turning point travelling to/from the west. And A17/Kirkby-la-Thorpe interchange to the south of Kirkby-la-Thorpe is to be utilised as the turning point for vehicles travelling to/from the east.

5.7 Traffic Impact

- 5.7.1 The average weekday traffic generated by the proposals during the peak construction year on Heckington Road, Howell Fen Drove and Asgarby Road are quantified in Table 5.3. These are links where traffic generated by the Proposed Development will cross an existing road.

Table 5.3 2028 Base & Development Generated Traffic (Two-way)				
Link	2028 Base		Development Generated Traffic Crossing Links	
	All Traffic	HGVs	All Traffic	HGVs
Heckington Road	239	46	379	63
Howell Fen Drove	49	22	24	4
Asgarby Road	140	30	379	63

5.7.2 It is evident from Table 5.3 that daily Site generated traffic is low, and the traffic flows Site traffic will give-way to are also low. Therefore, it is not considered that capacity assessment of these junctions is required, nor implementation of signal control. Traffic movements will occur during the temporary construction period only, and traffic movements will be managed through the detailed CTMP. There are also few receptors (both road users and local residents) that will be impacted by this temporary change.

5.7.3 The average weekday traffic impact generated by the development during the peak construction year on local highway links is set out in Table 5.4 below.

Table 5.4 Traffic Impact (Two-way), Average Weekday, Peak Construction Year						
Link	2028 Base		Development Generated Traffic		Traffic Impact	
	All Traffic	HGVs	All Traffic	HGVs	All Traffic	HGVs
Carterplot Road	262	53	10	2	3.8%	3.8%
A17	18,567	2934	424	82	2.3%	2.8%

5.7.4 It is clear from Table 5.4 that the impact of proposed construction traffic on Carterplot Road is a 3.8% increase for all vehicles and a 3.8% increase for HGVs. Daily average traffic flows are low and the level of generated traffic estimated to use Carterplot Road during the temporary construction period is not expected to have a material adverse impact on the operation of the road. Traffic movements will occur during the temporary construction period only, and traffic movements will be managed through the detailed CTMP.

5.7.5 During the peak construction period, the traffic impact on A17 is negligible, with 2.3% increase for all traffic and 2.8% increase in HGVs.

5.7.6 The traffic impact of NG substation upgrades on Triton Knoll Substation Access Road, Doubletwelves Drove, Bicker Drove and Vicarage Drove is 20 two-way vehicle trips comprising 14 HGVs and 6 light vehicles. The level of traffic generated by proposed construction of NG substation upgrades is not anticipated to have a material impact on the operation of Bicker Drove and Vicarage Drove. Vehicle movements will be managed to ensure there is no

vehicle conflict between arriving and departing vehicles. This will be through the detailed CTMP based on **Appendix 9.3: Outline Construction Traffic Management Plan (CTMP) (Document Ref: 6.3 ES Vol. 2, 6.3.78)**.

5.8 Impact on Level Crossing at Great Hale Drove

- 5.8.1 Development generated construction traffic associated with construction of Cable Route Compound 4 will interact with the existing level crossing on Great Hale Drove. Table 4.3 quantifies the estimated number of development generated HGVs during peak construction that will be required to cross this location. As a worst-case during peak hours, 1 two-way HGV trip will use the level crossing. As explained in paragraph 5.2.2, the peak periods for construction are not yet known, therefore, to estimate the development impact for peak hours, it is assumed that daily development generated traffic is split equally over a typical 10-hour working day. Hence, the estimated development generated traffic impact on Great Hale Drove during the peak hours equates to approximately 1 HGV movement per hour (rounded up). There will likely be daily variation in construction traffic throughout the day depending on timing of deliveries etc. There will also be 4 two-way light vehicle trips associated with LGV and staff trips travelling to/from the Site.
- 5.8.2 Great Hale Drove is anticipated to be lightly trafficked and with a lack of dedicated waiting areas for HGVs, there is potential for small delays to any traffic whilst a small number of abnormal loads for the delivery of cable drums wait for Network Rail authorisation to use the crossing. Nevertheless, the level of generated traffic estimated to use Great Hale Drove during the temporary construction period is not expected to have a material adverse impact on the operation of the road.

5.9 Impact on the Strategic Road Network (SRN) and Level Crossing at Swineshead Bridge

- 5.9.1 The SRN overlaps with the study network at A17/A52 Bicker Bar Roundabout. As noted above, this will be the turning point for HGVs travelling to/from the Site directly from A17. Table 5.4 quantifies the estimated number of development generated HGVs during peak construction year that will use the A17. As a worst-case during the daily peak 41 HGVs are estimated to use the A17/A52 roundabout (a one-way manoeuvre) and 82 HGVs (two-way) will use the Swineshead Bridge level crossing.
- 5.9.2 As explained in paragraph 5.2.2, the peak periods for construction are not yet known. However, to estimate the development impact for peak hours, it is assumed that daily development generated traffic is split equally over a typical

10-hour working day. Hence, the estimated development generated traffic impact at the A17/A52 Bicker Bar Roundabout during the peak hours equates to approximately 4 HGV movements per hour. The likely maximum level of use of the Swineshead Bridge level crossing is 8 HGVs per hour (two-way trips). There will likely be daily variation in construction traffic throughout the day depending on timing of deliveries etc.

- 5.9.3 It is also estimated that 342 light vehicle trips (two-way) will be required per day including 5 Light Goods Vehicle deliveries, 30 staff minibuses and 307 staff cars. Whilst it is assumed some construction staff will live locally or stay in local accommodation, the distribution/assignment of these trips is currently unknown. Similarly, the origin of construction materials is not confirmed. Our assumptions take a reasonable estimated scenario of 50:50 distribution beyond the east and west of the traffic study area, with no provision for travel originating within the study area. It also assumes 50% of staff car travel is outside the AM and PM peak hours which is a robust assumption as construction start and finish times often fall outside the AM and PM peak hour. In summary, the AM peak total hourly vehicular impact on SRN at A17/A52 Bicker Bar Roundabout is estimated to be 50 vehicles comprising 5 HGVs and 45 light vehicles. The peak hourly impact is estimated to double during the PM peak as all exiting traffic is required to depart to the east regardless of eventual direction of travel. This is a low and time limited impact.
- 5.9.4 The above traffic will also pass through the Swineshead Bridge Level Crossing. Liaison with National Highways and Network Rail will be undertaken as part of the abnormal loads DMP and the usual ESDAL processes to address any abnormal loads passing through the A17/A52 roundabout and Swineshead Bridge level crossing.

5.10 Summary

- 5.10.1 In summary, the impact of development generated daily construction traffic during the peak construction year is expected to have no significant adverse impact on the operation of the local highway network.

6. SUMMARY AND CONCLUSIONS

- 6.1.1 This report assesses the transport implications of the Proposed Development during its construction.
- 6.1.2 Primary construction access to the Proposed Development will be provided via introduction of a Bespoke Access Road from A17, to the south-west of Asgarby. Access directly from A17 will be limited to left-in/left-out at the request of LCC. The access strategy for the Proposed Development is described in the report.
- 6.1.3 SPA of proposed access arrangements to the Bespoke Access Road, Solar Array Area and cable route construction compounds has been undertaken and shows that the design of the junctions can accommodate maximum length HGVs and AILs required to facilitate construction.
- 6.1.4 A number of staff will be required to facilitate construction of the proposed development. Staff will be transported to/from Site in minibuses to minimise impact on the local highway network. Sufficient parking will be provided within construction compounds for light vehicle trips.
- 6.1.5 The impact of the proposed level of construction traffic on local links, during peak construction is expected to have no significant adverse impact on the operation of the local highway network, with an estimated weekday peak of 424 daily traffic movements (two-way) comprising 82 HGVs and 342 light vehicles. The proportional split of development generated trips is quantified in Table 4.3. The primary means of controlling construction vehicular traffic will be through an approved Construction Traffic Management Plan (CTMP) formed through engagement with NKDC, BBC and LCC. An outline CTMP is included in Appendix 9.3 of the Access and Traffic Chapter of the ES (refer **Appendix 9.3: Outline Construction Traffic Management Plan (CTMP) (Document Ref: 6.3 ES Vol. 2, 6.3.78)**).
- 6.1.6 A small number of staff will be required on Site each day during the operational phase. These trips are quantified within the TA, and it is concluded there will be no material impact on the local highway network as a result of these trips.

Appendices

Appendix A Traffic Data Summaries

A17 layby near Sleaford - Wednesday, 07 February 2024

Produced by Streetwise Services Ltd.

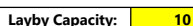


Layby Capacity:	10
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Vehicle type	Arrival Time	Arrival Bin	Departure Time	Departure Bin	Dwell Time
OGV2	05:51:15 (06-02-2024)	#VALUE!	06:31:11	6:30:00	#VALUE!
OGV2	05:51:04 (06-02-2024)	#VALUE!	07:34:30	7:30:00	#VALUE!
CAR	05:54:00	5:45:00	06:00:25	6:00:00	00:06:25
LGV	05:58:25	5:45:00	05:59:16	5:45:00	00:00:51
CAR	06:25:07	6:15:00	06:28:19	6:15:00	00:03:12
OGV2	06:40:33	6:30:00	07:11:34	7:00:00	00:31:01
OGV1	07:12:44	7:00:00	07:59:42	7:45:00	00:46:58
OGV2	07:16:22	7:15:00	07:47:43	7:45:00	00:31:21
OGV2	08:33:05	8:30:00	08:41:10	8:30:00	00:08:05
OGV1	08:40:52	8:30:00	09:01:21	9:00:00	00:20:29
CAR	08:41:11	8:30:00	08:45:32	8:45:00	00:04:21
OGV2	08:42:20	8:30:00	09:28:20	9:15:00	00:46:00
OGV2	08:45:38	8:45:00	09:40:27	9:30:00	00:54:49
OGV1	08:50:47	8:45:00	09:22:41	9:15:00	00:31:54
CAR	09:04:30	9:00:00	09:07:35	9:00:00	00:03:05
OGV1	09:28:39	9:15:00	09:29:03	9:15:00	00:00:24
OGV2	09:29:29	9:15:00	09:48:49	9:45:00	00:19:20
OGV2	09:38:04	9:30:00	09:46:26	9:45:00	00:08:22
LGV	09:42:14	9:30:00	09:43:56	9:30:00	00:01:42
CAR	09:50:55	9:45:00	09:57:22	9:45:00	00:06:27
LGV	09:52:40	9:45:00	10:05:25	10:00:00	00:12:45
LGV	09:58:21	9:45:00	09:59:22	9:45:00	00:01:01
OGV1	09:58:47	9:45:00	10:51:05	10:45:00	00:52:18
LGV	10:10:15	10:00:00	10:27:14	10:15:00	00:16:59
OGV1	10:13:43	10:00:00	10:29:32	10:15:00	00:15:49
OGV1	10:41:34	10:30:00	11:29:42	11:15:00	00:48:08
CAR	10:43:04	10:30:00	10:56:32	10:45:00	00:13:28
LGV	10:46:14	10:45:00	10:46:30	10:45:00	00:00:16
LGV	11:09:29	11:00:00	11:24:21	11:15:00	00:14:52
OGV2	11:15:37	11:15:00	11:34:34	11:30:00	00:18:57
OGV2	11:18:35	11:15:00	12:19:24	12:15:00	01:00:49
CAR	11:27:43	11:15:00	11:42:51	11:30:00	00:15:08
OGV1	11:39:01	11:30:00	12:17:07	12:15:00	00:38:06
OGV2	11:58:48	11:45:00	12:51:00	12:45:00	00:52:12
OGV1	11:59:11	11:45:00	12:29:44	12:15:00	00:30:33
OGV2	11:59:34	11:45:00	12:31:40	12:30:00	00:32:06
OGV2	12:25:13	12:15:00	12:55:37	12:45:00	00:30:24
OGV1	12:25:24	12:15:00	13:05:04	13:00:00	00:39:40
CAR	12:26:20	12:15:00	12:28:05	12:15:00	00:01:45
OGV2	12:35:58	12:30:00	4:32:00 (08-02-2024)	#VALUE!	#VALUE!
OGV2	13:17:32	13:15:00	14:05:17	14:00:00	00:47:45
LGV	13:30:15	13:30:00	13:31:32	13:30:00	00:01:17
OGV1	13:38:42	13:30:00	13:40:22	13:30:00	00:01:40
OGV2	13:59:39	13:45:00	15:14:17	15:00:00	01:14:38
OGV2	14:01:50	14:00:00	14:48:26	14:45:00	00:46:36
OGV2	14:18:05	14:15:00	14:26:30	14:15:00	00:08:25
OGV1	14:27:50	14:15:00	14:31:21	14:30:00	00:03:31
CAR	14:43:01	14:30:00	14:53:26	14:45:00	00:10:25
OGV1	14:46:04	14:45:00	14:50:37	14:45:00	00:04:33
LGV	14:46:14	14:45:00	15:00:31	15:00:00	00:14:17
LGV	14:53:31	14:45:00	15:15:21	15:15:00	00:21:50
OGV2	14:54:22	14:45:00	15:24:45	15:15:00	00:30:23
CAR	15:08:27	15:00:00	15:13:52	15:00:00	00:05:25
OGV2	15:09:06	15:00:00	15:56:38	15:45:00	00:47:32
LGV	15:19:56	15:15:00	15:23:39	15:15:00	00:03:43
CAR	15:28:37	15:15:00	15:33:41	15:30:00	00:05:04
OGV2	15:41:39	15:30:00	16:14:45	16:00:00	00:33:06
CAR	15:45:40	15:45:00	16:28:32	16:15:00	00:42:52
LGV	16:02:36	16:00:00	16:20:55	16:15:00	00:18:19
CAR	16:03:02	16:00:00	16:08:24	16:00:00	00:05:22
OGV1	16:14:32	16:00:00	16:34:56	16:30:00	00:20:24
LGV	16:27:35	16:15:00	17:06:39	17:00:00	00:39:04
CAR	16:31:40	16:30:00	16:34:21	16:30:00	00:02:41
CAR	16:32:10	16:30:00	16:37:38	16:30:00	00:05:28
CAR	16:34:01	16:30:00	16:34:36	16:30:00	00:00:35
LGV	16:43:51	16:30:00	16:47:08	16:45:00	00:03:17
CAR	16:57:56	16:45:00	17:20:53	17:15:00	00:22:57
OGV2	16:58:49	16:45:00	17:14:05	17:00:00	00:15:16
OGV2	17:08:06	17:00:00	17:41:22	17:30:00	00:33:16
LGV	17:08:17	17:00:00	17:17:41	17:15:00	00:09:24
CAR	17:11:30	17:00:00	17:15:19	17:15:00	00:03:49
OGV2	17:26:03	17:15:00	7:28:16 (08-02-2024)	#VALUE!	#VALUE!
CAR	17:38:46	17:30:00	17:40:06	17:30:00	00:01:20
CAR	17:50:55	17:45:00	18:20:20	18:15:00	00:29:25
OGV1	18:15:13	18:15:00	18:20:08	18:15:00	00:04:55
OGV2	18:37:08	18:30:00	4:32:00 (08-02-2024)	#VALUE!	#VALUE!
OGV2	18:53:25	18:45:00	19:26:59	19:15:00	00:33:34
OGV2	19:01:00	19:00:00	19:02:44	19:00:00	00:01:44
CAR	19:11:22	19:00:00	19:23:14	19:15:00	00:11:52
LGV	19:30:27	19:30:00	19:34:09	19:30:00	00:03:42
OGV2	19:36:35	19:30:00	4:57:15 (08-02-2024)	#VALUE!	#VALUE!

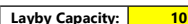
	In @ Start	2		
Arrival Bin	No. Of Arrivals	No. of departures	Occupancy	% Occupancy
00:00 - 00:15			2	20%
00:15 - 00:30			2	20%
00:30 - 00:45			2	20%
00:45 - 01:00			2	20%
01:00 - 01:15			2	20%
01:15 - 01:30			2	20%
01:30 - 01:45			2	20%
01:45 - 02:00			2	20%
02:00 - 02:15			2	20%
02:15 - 02:30			2	20%
02:30 - 02:45			2	20%
02:45 - 03:00			2	20%
03:00 - 03:15			2	20%
03:15 - 03:30			2	20%
03:30 - 03:45			2	20%
03:45 - 04:00			2	20%
04:00 - 04:15			2	20%
04:15 - 04:30			2	20%
04:30 - 04:45			2	20%
04:45 - 05:00			2	20%
05:00 - 05:15			2	20%
05:15 - 05:30			2	20%
05:30 - 05:45			2	20%
05:45 - 06:00	2	1	3	30%
06:00 - 06:15		1	2	20%
06:15 - 06:30	1	1	2	20%
06:30 - 06:45	1	1	2	20%
06:45 - 07:00			2	20%
07:00 - 07:15	1	1	2	20%
07:15 - 07:30	1		3	30%
07:30 - 07:45		1	2	20%
07:45 - 08:00		2	0	0%
08:00 - 08:15			0	0%
08:15 - 08:30			0	0%
08:30 - 08:45	4	1	3	30%
08:45 - 09:00	2	1	4	40%
09:00 - 09:15	1	2	3	30%
09:15 - 09:30	2	3	2	20%
09:30 - 09:45	2	2	2	20%
09:45 - 10:00	4	4	2	20%
10:00 - 10:15	2	1	3	30%
10:15 - 10:30		2	1	10%
10:30 - 10:45	2		3	30%
10:45 - 11:00	1	3	1	10%
11:00 - 11:15	1		2	20%
11:15 - 11:30	3	2	3	30%
11:30 - 11:45	1	2	2	20%
11:45 - 12:00	3		5	50%
12:00 - 12:15			5	50%
12:15 - 12:30	3	4	4	40%
12:30 - 12:45	1	1	4	40%
12:45 - 13:00		2	2	20%
13:00 - 13:15		1	1	10%
13:15 - 13:30	1		2	20%
13:30 - 13:45	2	2	2	20%
13:45 - 14:00	1		3	30%
14:00 - 14:15	1	1	3	30%
14:15 - 14:30	2	1	4	40%
14:30 - 14:45	1	1	4	40%
14:45 - 15:00	4	3	5	50%
15:00 - 15:15	2	3	4	40%
15:15 - 15:30	2	3	3	30%
15:30 - 15:45	1	1	3	30%
15:45 - 16:00	1	1	3	30%
16:00 - 16:15	3	2	4	40%
16:15 - 16:30	1	2	3	30%
16:30 - 16:45	4	4	3	30%
16:45 - 17:00	2	1	4	40%
17:00 - 17:15	3	2	5	50%
17:15 - 17:30	1	3	3	30%
17:30 - 17:45	1	2	2	20%
17:45 - 18:00	1		3	30%
18:00 - 18:15			3	30%
18:15 - 18:30	1	2	2	20%
18:30 - 18:45	1		3	30%
18:45 - 19:00	1		4	40%
19:00 - 19:15	2	1	5	50%
19:15 - 19:30		2	3	30%
19:30 - 19:45	2	1	4	40%
19:45 - 20:00			4	40%
20:00 - 20:15			4	40%
20:15 - 20:30			4	40%
20:30 - 20:45			4	40%
20:45 - 21:00			4	40%
21:00 - 21:15			4	40%
21:15 - 21:30			4	40%
21:30 - 21:45			4	40%
21:45 - 22:00			4	40%
22:00 - 22:15			4	40%
22:15 - 22:30			4	40%
22:30 - 22:45			4	40%
22:45 - 23:00			4	40%
23:00 - 23:15			4	40%
23:15 - 23:30			4	40%
23:30 - 23:45			4	40%
23:45 - 00:00			4	40%
		MAX	5	50%

Produced by Streetwise Services Ltd



	In @ Start	4		
Arrival Bin	No. Of Arrivals	No. of departures	Occupancy	% Occupancy
00:00 - 00:15			4	40%
00:15 - 00:30			4	40%
00:30 - 00:45			4	40%
00:45 - 01:00			4	40%
01:00 - 01:15			4	40%
01:15 - 01:30			4	40%
01:30 - 01:45			4	40%
01:45 - 02:00			4	40%
02:00 - 02:15			4	40%
02:15 - 02:30			4	40%
02:30 - 02:45			4	40%
02:45 - 03:00			4	40%
03:00 - 03:15			4	40%
03:15 - 03:30			4	40%
03:30 - 03:45			4	40%
03:45 - 04:00			4	40%
04:00 - 04:15			4	40%
04:15 - 04:30			4	40%
04:30 - 04:45		1	3	30%
04:45 - 05:00			3	30%
05:00 - 05:15		1	2	20%
05:15 - 05:30			2	20%
05:30 - 05:45	1		3	30%
05:45 - 06:00		1	2	20%
06:00 - 06:15	1		3	30%
06:15 - 06:30	1	1	3	30%
06:30 - 06:45	1	1	3	30%
06:45 - 07:00	1	2	2	20%
07:00 - 07:15			2	20%
07:15 - 07:30	2	1	3	30%
07:30 - 07:45	2	2	3	30%
07:45 - 08:00	1	2	2	20%
08:00 - 08:15	1	1	2	20%
08:15 - 08:30			2	20%
08:30 - 08:45	1	1	2	20%
08:45 - 09:00			2	20%
09:00 - 09:15		1	1	10%
09:15 - 09:30	1		2	20%
09:30 - 09:45	2	1	3	30%
09:45 - 10:00	3	1	5	50%
10:00 - 10:15	2	1	6	60%
10:15 - 10:30	2	4	4	40%
10:30 - 10:45	1	3	2	20%
10:45 - 11:00	3	3	2	20%
11:00 - 11:15	3	2	3	30%
11:15 - 11:30	1	2	2	20%
11:30 - 11:45	2	2	2	20%
11:45 - 12:00	1		3	30%
12:00 - 12:15	3		6	60%
12:15 - 12:30			6	60%
12:30 - 12:45	1	2	5	50%
12:45 - 13:00	2	1	6	60%
13:00 - 13:15	3	4	5	50%
13:15 - 13:30	1	4	2	20%
13:30 - 13:45	1		3	30%
13:45 - 14:00	1	2	2	20%
14:00 - 14:15			2	20%
14:15 - 14:30	1	1	2	20%
14:30 - 14:45	3	1	4	40%
14:45 - 15:00	4	3	5	50%
15:00 - 15:15		3	2	20%
15:15 - 15:30	1	1	2	20%
15:30 - 15:45			2	20%
15:45 - 16:00	1	1	2	20%
16:00 - 16:15	1		3	30%
16:15 - 16:30	1		4	40%
16:30 - 16:45	3	4	3	30%
16:45 - 17:00	2	2	3	30%
17:00 - 17:15	1		4	40%
17:15 - 17:30		1	3	30%
17:30 - 17:45	1		4	40%
17:45 - 18:00		1	3	30%
18:00 - 18:15			3	30%
18:15 - 18:30			3	30%
18:30 - 18:45			3	30%
18:45 - 19:00			3	30%
19:00 - 19:15	1		4	40%
19:15 - 19:30			4	40%
19:30 - 19:45			4	40%
19:45 - 20:00			4	40%
20:00 - 20:15			4	40%
20:15 - 20:30		1	3	30%
20:30 - 20:45			3	30%
20:45 - 21:00			3	30%
21:00 - 21:15			3	30%
21:15 - 21:30			3	30%
21:30 - 21:45			3	30%
21:45 - 22:00			3	30%
22:00 - 22:15			3	30%
22:15 - 22:30			3	30%
22:30 - 22:45	1	1	3	30%
22:45 - 23:00			3	30%

Produced by Streetwise Services Ltd



	In @ Start	3		
Arrival Bin	No. Of Arrivals	No. of Departures	Occupancy	% Occupancy
00:00 - 00:15			3	30%
00:15 - 00:30			3	30%
00:30 - 00:45			3	30%
00:45 - 01:00			3	30%
01:00 - 01:15			3	30%
01:15 - 01:30			3	30%
01:30 - 01:45			3	30%
01:45 - 02:00	1		4	40%
02:00 - 02:15	1		5	50%
02:15 - 02:30		2	3	30%
02:30 - 02:45			3	30%
02:45 - 03:00			3	30%
03:00 - 03:15			3	30%
03:15 - 03:30			3	30%
03:30 - 03:45			3	30%
03:45 - 04:00			3	30%
04:00 - 04:15			3	30%
04:15 - 04:30	1		4	40%
04:30 - 04:45			4	40%
04:45 - 05:00		1	3	30%
05:00 - 05:15	1		4	40%
05:15 - 05:30			4	40%
05:30 - 05:45		2	2	20%
05:45 - 06:00		1	1	10%
06:00 - 06:15	1		2	20%
06:15 - 06:30		1	1	10%
06:30 - 06:45	1	1	1	10%
06:45 - 07:00	4	1	4	40%
07:00 - 07:15	2	4	2	20%
07:15 - 07:30		2	0	0%
07:30 - 07:45			0	0%
07:45 - 08:00	1	1	0	0%
08:00 - 08:15			0	0%
08:15 - 08:30	2	2	0	0%
08:30 - 08:45	3	1	2	20%
08:45 - 09:00	1		3	30%
09:00 - 09:15		2	1	10%
09:15 - 09:30		1	0	0%
09:30 - 09:45	2	1	1	10%
09:45 - 10:00	1	2	0	0%
10:00 - 10:15	1		1	10%
10:15 - 10:30	2	1	2	20%
10:30 - 10:45			2	20%
10:45 - 11:00	2	1	3	30%
11:00 - 11:15	1	1	3	30%
11:15 - 11:30	1	1	3	30%
11:30 - 11:45		1	2	20%
11:45 - 12:00	5	3	4	40%
12:00 - 12:15	3	4	3	30%
12:15 - 12:30	1		4	40%
12:30 - 12:45	2	2	4	40%
12:45 - 13:00		2	2	20%
13:00 - 13:15	3	4	1	10%
13:15 - 13:30	4	1	4	40%
13:30 - 13:45	2	1	5	50%
13:45 - 14:00	1	2	4	40%
14:00 - 14:15	1	3	2	20%
14:15 - 14:30	1	2	1	10%
14:30 - 14:45	1	1	1	10%
14:45 - 15:00		1	0	0%
15:00 - 15:15	1	1	0	0%
15:15 - 15:30	1	1	0	0%
15:30 - 15:45	2	1	1	10%
15:45 - 16:00			1	10%
16:00 - 16:15			1	10%
16:15 - 16:30	3	3	1	10%
16:30 - 16:45	5	5	1	10%
16:45 - 17:00	2	2	1	10%
17:00 - 17:15		1	0	0%
17:15 - 17:30	2	1	1	10%
17:30 - 17:45			1	10%
17:45 - 18:00	1		2	20%
18:00 - 18:15		2	0	0%
18:15 - 18:30			0	0%
18:30 - 18:45	1	1	0	0%
18:45 - 19:00	1		1	10%
19:00 - 19:15		1	0	0%
19:15 - 19:30			0	0%
19:30 - 19:45			0	0%
19:45 - 20:00			0	0%
20:00 - 20:15			0	0%
20:15 - 20:30			0	0%
20:30 - 20:45	1		1	10%
20:45 - 21:00		1	0	0%
21:00 - 21:15	1		1	10%
21:15 - 21:30			1	10%
21:30 - 21:45	1	1	1	10%
21:45 - 22:00		1	0	0%
22:00 - 22:15			0	0%
22:15 - 22:30	1		1	10%
22:30 - 22:45			1	10%
22:45 - 23:00			1	10%

Produced by Streetwise Services Ltd

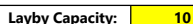


Layby Capacity:	10
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[illegible]

	In @ Start	1		
Arrival Bin	No. Of Arrivals	No. of departures	Occupancy	% Occupancy
00:00 - 00:15			1	10%
00:15 - 00:30			1	10%
00:30 - 00:45		1	0	0%
00:45 - 01:00			0	0%
01:00 - 01:15			0	0%
01:15 - 01:30			0	0%
01:30 - 01:45			0	0%
01:45 - 02:00			0	0%
02:00 - 02:15			0	0%
02:15 - 02:30			0	0%
02:30 - 02:45			0	0%
02:45 - 03:00			0	0%
03:00 - 03:15			0	0%
03:15 - 03:30			0	0%
03:30 - 03:45			0	0%
03:45 - 04:00			0	0%
04:00 - 04:15			0	0%
04:15 - 04:30			0	0%
04:30 - 04:45			0	0%
04:45 - 05:00			0	0%
05:00 - 05:15			0	0%
05:15 - 05:30			0	0%
05:30 - 05:45			0	0%
05:45 - 06:00	1	1	0	0%
06:00 - 06:15			0	0%
06:15 - 06:30			0	0%
06:30 - 06:45			0	0%
06:45 - 07:00			0	0%
07:00 - 07:15			0	0%
07:15 - 07:30			0	0%
07:30 - 07:45	1		1	10%
07:45 - 08:00			1	10%
08:00 - 08:15		1	0	0%
08:15 - 08:30			0	0%
08:30 - 08:45			0	0%
08:45 - 09:00	3		3	30%
09:00 - 09:15	1	2	2	20%
09:15 - 09:30		2	0	0%
09:30 - 09:45			0	0%
09:45 - 10:00	1		1	10%
10:00 - 10:15			1	10%
10:15 - 10:30		1	0	0%
10:30 - 10:45	2	1	1	10%
10:45 - 11:00	2	2	1	10%
11:00 - 11:15	1		2	20%
11:15 - 11:30			2	20%
11:30 - 11:45			2	20%
11:45 - 12:00		2	0	0%
12:00 - 12:15	1		1	10%
12:15 - 12:30	1	2	0	0%
12:30 - 12:45	2	1	1	10%
12:45 - 13:00	3	4	0	0%
13:00 - 13:15	4	3	1	10%
13:15 - 13:30		1	0	0%
13:30 - 13:45			0	0%
13:45 - 14:00	1	1	0	0%
14:00 - 14:15	1	1	0	0%
14:15 - 14:30	1		1	10%
14:30 - 14:45	1		2	20%
14:45 - 15:00	1		3	30%
15:00 - 15:15	1	4	0	0%
15:15 - 15:30			0	0%
15:30 - 15:45	1	1	0	0%
15:45 - 16:00	1	1	0	0%
16:00 - 16:15			0	0%
16:15 - 16:30	2		2	20%
16:30 - 16:45		2	0	0%
16:45 - 17:00			0	0%
17:00 - 17:15	1	1	0	0%
17:15 - 17:30	1	1	0	0%
17:30 - 17:45	1	1	0	0%
17:45 - 18:00			0	0%
18:00 - 18:15			0	0%
18:15 - 18:30			0	0%
18:30 - 18:45			0	0%
18:45 - 19:00			0	0%
19:00 - 19:15			0	0%
19:15 - 19:30			0	0%
19:30 - 19:45			0	0%
19:45 - 20:00			0	0%
20:00 - 20:15			0	0%
20:15 - 20:30			0	0%
20:30 - 20:45			0	0%
20:45 - 21:00			0	0%
21:00 - 21:15			0	0%
21:15 - 21:30			0	0%
21:30 - 21:45			0	0%
21:45 - 22:00			0	0%
22:00 - 22:15			0	0%
22:15 - 22:30	1	1	0	0%
22:30 - 22:45			0	0%
22:45 - 23:00			0	0%
23:00 - 23:15			0	0%
23:15 - 23:30			0	0%
23:30 - 23:45			0	0%
23:45 - 00:00			0	0%
		MAX	3	30%

Produced by Streetwise Services Ltd



	In @ Start	0		
Arrival Bin	No. Of Arrivals	No. of departures	Occupancy	% Occupancy
00:00 - 00:15			0	0%
00:15 - 00:30			0	0%
00:30 - 00:45	1		1	10%
00:45 - 01:00			1	10%
01:00 - 01:15		1	0	0%
01:15 - 01:30			0	0%
01:30 - 01:45			0	0%
01:45 - 02:00			0	0%
02:00 - 02:15			0	0%
02:15 - 02:30			0	0%
02:30 - 02:45			0	0%
02:45 - 03:00			0	0%
03:00 - 03:15			0	0%
03:15 - 03:30			0	0%
03:30 - 03:45			0	0%
03:45 - 04:00			0	0%
04:00 - 04:15			0	0%
04:15 - 04:30			0	0%
04:30 - 04:45	1	1	0	0%
04:45 - 05:00			0	0%
05:00 - 05:15			0	0%
05:15 - 05:30			0	0%
05:30 - 05:45			0	0%
05:45 - 06:00			0	0%
06:00 - 06:15			0	0%
06:15 - 06:30			0	0%
06:30 - 06:45			0	0%
06:45 - 07:00	2	2	0	0%
07:00 - 07:15			0	0%
07:15 - 07:30			0	0%
07:30 - 07:45			0	0%
07:45 - 08:00			0	0%
08:00 - 08:15			0	0%
08:15 - 08:30			0	0%
08:30 - 08:45	1	1	0	0%
08:45 - 09:00			0	0%
09:00 - 09:15			0	0%
09:15 - 09:30	1		1	10%
09:30 - 09:45	1	2	0	0%
09:45 - 10:00			0	0%
10:00 - 10:15			0	0%
10:15 - 10:30			0	0%
10:30 - 10:45			0	0%
10:45 - 11:00			0	0%
11:00 - 11:15	1		1	10%
11:15 - 11:30	2	1	2	20%
11:30 - 11:45	3	3	2	20%
11:45 - 12:00		2	0	0%
12:00 - 12:15	1		1	10%
12:15 - 12:30	4	2	3	30%
12:30 - 12:45	1	3	1	10%
12:45 - 13:00	1	2	0	0%
13:00 - 13:15	1		1	10%
13:15 - 13:30	2	2	1	10%
13:30 - 13:45		1	0	0%
13:45 - 14:00			0	0%
14:00 - 14:15			0	0%
14:15 - 14:30			0	0%
14:30 - 14:45	1		1	10%
14:45 - 15:00	1	1	1	10%
15:00 - 15:15	1	2	0	0%
15:15 - 15:30	2		2	20%
15:30 - 15:45		1	1	10%
15:45 - 16:00		1	0	0%
16:00 - 16:15			0	0%
16:15 - 16:30	2		2	20%
16:30 - 16:45	1	2	1	10%
16:45 - 17:00	1		2	20%
17:00 - 17:15	1	2	1	10%
17:15 - 17:30			1	10%
17:30 - 17:45		1	0	0%
17:45 - 18:00			0	0%
18:00 - 18:15			0	0%
18:15 - 18:30			0	0%
18:30 - 18:45	1		1	10%
18:45 - 19:00			1	10%
19:00 - 19:15			1	10%
19:15 - 19:30			1	10%
19:30 - 19:45			1	10%
19:45 - 20:00			1	10%
20:00 - 20:15			1	10%
20:15 - 20:30			1	10%
20:30 - 20:45	1	1	1	10%
20:45 - 21:00			1	10%
21:00 - 21:15			1	10%
21:15 - 21:30	1	1	1	10%
21:30 - 21:45			1	10%
21:45 - 22:00			1	10%
22:00 - 22:15			1	10%
22:15 - 22:30	1		2	20%
22:30 - 22:45			2	20%
22:45 - 23:00			2	20%
23:00 - 23:15		1	1	10%
23:15 - 23:30			1	10%
23:30 - 23:45			1	10%
23:45 - 00:00			1	10%
		MAX	3	30%

Produced by Streetwise Services Ltd



Layby Capacity:	10
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Vehicle type	Arrival Time	Arrival Bin	Departure Time	Departure Bin	Dwell Time
CAR	05:55:25	5:45:00	06:45:42	6:45:00	00:50:17
OGV2	06:24:01	6:15:00	06:28:04	6:15:00	00:04:03
CAR	07:03:14	7:00:00	07:03:59	7:00:00	00:00:45
LGV	07:12:47	7:00:00	07:31:56	7:30:00	00:19:09
CAR	07:15:18	7:15:00	07:18:34	7:15:00	00:03:16
OGV2	07:25:50	7:15:00	07:32:48	7:30:00	00:06:58
OGV2	08:23:37	8:15:00	08:26:55	8:15:00	00:03:18
OGV2	08:28:32	8:15:00	08:32:35	8:30:00	00:04:03
LGV	08:38:15	8:30:00	08:40:02	8:30:00	00:01:47
LGV	08:51:31	8:45:00	09:05:17	9:00:00	00:13:46
OGV1	09:03:00	9:00:00	09:28:44	9:15:00	00:25:44
OGV2	09:05:29	9:00:00	09:09:06	9:00:00	00:03:37
CAR	09:10:44	9:00:00	09:10:55	9:00:00	00:00:11
OGV1	09:13:21	9:00:00	09:23:27	9:15:00	00:10:06
OGV2	09:19:19	9:15:00	09:22:10	9:15:00	00:02:51
OGV2	09:19:19	9:15:00	09:22:08	9:15:00	00:02:49
OGV1	09:48:14	9:45:00	10:34:19	10:30:00	00:46:05
OGV1	09:50:47	9:45:00	10:38:58	10:30:00	00:48:11
OGV1	09:50:50	9:45:00	10:38:58	10:30:00	00:48:08
OGV2	10:05:52	10:00:00	10:08:19	10:00:00	00:02:27
CAR	10:11:55	10:00:00	10:31:18	10:30:00	00:19:23
LGV	10:25:14	10:15:00	10:26:10	10:15:00	00:00:56
OGV1	10:25:18	10:15:00	10:26:02	10:15:00	00:00:44
CAR	10:30:02	10:30:00	10:36:32	10:30:00	00:06:30
OGV2	10:35:16	10:30:00	11:11:31	11:00:00	00:36:15
OGV1	10:43:00	10:30:00	10:43:48	10:30:00	00:00:48
OGV2	10:51:26	10:45:00	10:51:38	10:45:00	00:00:12
OGV2	10:51:49	10:45:00	11:22:53	11:15:00	00:31:04
OGV2	10:52:06	10:45:00	12:03:53	12:00:00	01:11:47
OGV2	10:57:36	10:45:00	11:50:18	11:45:00	00:52:42
LGV	11:04:09	11:00:00	11:09:10	11:00:00	00:05:01
LGV	11:33:26	11:30:00	11:35:30	11:30:00	00:02:04
CAR	11:34:31	11:30:00	11:36:40	11:30:00	00:02:09
OGV2	11:39:11	11:30:00	12:39:02	12:30:00	00:59:51
OGV2	11:39:13	11:30:00	12:39:02	12:30:00	00:59:49
OGV1	11:39:33	11:30:00	12:24:31	12:15:00	00:44:58
CAR	11:42:28	11:30:00	11:44:08	11:30:00	00:01:40
OGV2	11:43:03	11:30:00	11:47:03	11:45:00	00:04:00
LGV	11:52:26	11:45:00	11:54:14	11:45:00	00:01:48
OGV2	12:11:08	12:00:00	12:57:48	12:45:00	00:46:40
OGV1	12:11:40	12:00:00	12:13:33	12:00:00	00:01:53
OGV1	12:21:01	12:15:00	13:11:16	13:00:00	00:50:15
LGV	12:30:32	12:30:00	12:31:14	12:30:00	00:00:42
OGV2	12:36:40	12:30:00	12:56:06	12:45:00	00:19:26
LGV	12:40:51	12:30:00	12:41:42	12:30:00	00:00:51
OGV2	12:40:58	12:30:00	13:29:31	13:15:00	00:48:33
OGV2	12:43:30	12:30:00	13:08:31	13:00:00	00:25:01
CAR	12:56:12	12:45:00	12:57:31	12:45:00	00:01:19
CAR	12:56:18	12:45:00	13:02:49	13:00:00	00:06:31
OGV2	12:57:39	12:45:00	13:27:51	13:15:00	00:30:12
CAR	12:58:12	12:45:00	12:59:18	12:45:00	00:01:06
OGV2	13:04:16	13:00:00	13:44:38	13:30:00	00:40:22
CAR	13:22:13	13:15:00	13:23:02	13:15:00	00:00:49
OGV2	14:31:37	14:30:00	14:31:52	14:30:00	00:00:15
CAR	14:59:06	14:45:00	15:19:30	15:15:00	00:20:24
CAR	15:02:36	15:00:00	16:15:09	16:15:00	01:12:33
OGV2	15:04:36	15:00:00	15:10:41	15:00:00	00:06:05
CAR	15:31:22	15:30:00	15:48:30	15:45:00	00:17:08
CAR	16:28:07	16:15:00	16:32:31	16:30:00	00:04:24
OGV1	16:29:22	16:15:00	16:49:33	16:45:00	00:20:11
CAR	16:30:56	16:30:00	16:36:02	16:30:00	00:05:06
CAR	17:03:16	17:00:00	17:08:51	17:00:00	00:05:35
OGV2	17:04:40	17:00:00	17:08:55	17:00:00	00:04:15
OGV2	17:26:15	17:15:00	6:29:18 (13-02-2024)	#VALUE!	#VALUE!
OGV1	18:15:18	18:15:00	7:25:09 (13-02-2024)	#VALUE!	#VALUE!

	In @ Start	1		
Arrival Bin	No. Of Arrivals	No. of departures	Occupancy	% Occupancy
00:00 - 00:15			1	10%
00:15 - 00:30			1	10%
00:30 - 00:45			1	10%
00:45 - 01:00			1	10%
01:00 - 01:15			1	10%
01:15 - 01:30			1	10%
01:30 - 01:45			1	10%
01:45 - 02:00			1	10%
02:00 - 02:15			1	10%
02:15 - 02:30			1	10%
02:30 - 02:45			1	10%
02:45 - 03:00			1	10%
03:00 - 03:15			1	10%
03:15 - 03:30			1	10%
03:30 - 03:45			1	10%
03:45 - 04:00			1	10%
04:00 - 04:15			1	10%
04:15 - 04:30			1	10%
04:30 - 04:45			1	10%
04:45 - 05:00			1	10%
05:00 - 05:15			1	10%
05:15 - 05:30			1	10%
05:30 - 05:45			1	10%
05:45 - 06:00	1		2	20%
06:00 - 06:15			2	20%
06:15 - 06:30	1	2	1	10%
06:30 - 06:45			1	10%
06:45 - 07:00		1	0	0%
07:00 - 07:15	2	1	1	10%
07:15 - 07:30	2	1	2	20%
07:30 - 07:45		2	0	0%
07:45 - 08:00			0	0%
08:00 - 08:15			0	0%
08:15 - 08:30	2	1	1	10%
08:30 - 08:45	1	2	0	0%
08:45 - 09:00	1		1	10%
09:00 - 09:15	4	3	2	20%
09:15 - 09:30	2	4	0	0%
09:30 - 09:45			0	0%
09:45 - 10:00	3		3	30%
10:00 - 10:15	2	1	4	40%
10:15 - 10:30	2	2	4	40%
10:30 - 10:45	3	6	1	10%
10:45 - 11:00	4	1	4	40%
11:00 - 11:15	1	2	3	30%
11:15 - 11:30		1	2	20%
11:30 - 11:45	7	3	6	60%
11:45 - 12:00	1	3	4	40%
12:00 - 12:15	2	2	4	40%
12:15 - 12:30	1	1	4	40%
12:30 - 12:45	5	4	5	50%
12:45 - 13:00	4	4	5	50%
13:00 - 13:15	1	3	3	30%
13:15 - 13:30	1	3	1	10%
13:30 - 13:45		1	0	0%
13:45 - 14:00			0	0%
14:00 - 14:15			0	0%
14:15 - 14:30			0	0%
14:30 - 14:45	1	1	0	0%
14:45 - 15:00	1		1	10%
15:00 - 15:15	2	1	2	20%
15:15 - 15:30		1	1	10%
15:30 - 15:45	1		2	20%
15:45 - 16:00		1	1	10%
16:00 - 16:15			1	10%
16:15 - 16:30	2	1	2	20%
16:30 - 16:45	1	2	1	10%
16:45 - 17:00		1	0	0%
17:00 - 17:15	2	2	0	0%
17:15 - 17:30	1		1	10%
17:30 - 17:45			1	10%
17:45 - 18:00			1	10%
18:00 - 18:15			1	10%
18:15 - 18:30	1		2	20%
18:30 - 18:45			2	20%
18:45 - 19:00			2	20%
19:00 - 19:15			2	20%
19:15 - 19:30			2	20%
19:30 - 19:45			2	20%
19:45 - 20:00			2	20%
20:00 - 20:15			2	20%
20:15 - 20:30			2	20%
20:30 - 20:45			2	20%
20:45 - 21:00			2	20%
21:00 - 21:15			2	20%
21:15 - 21:30			2	20%
21:30 - 21:45			2	20%
21:45 - 22:00			2	20%
22:00 - 22:15			2	20%
22:15 - 22:30			2	20%
22:30 - 22:45			2	20%
22:45 - 23:00			2	20%
23:00 - 23:15			2	20%
23:15 - 23:30			2	20%
23:30 - 23:45			2	20%
23:45 - 00:00			2	20%
		MAX	6	60%

Produced by Streetwise Services Ltd



Arrival Bin	In @ Start	2	Occupancy	% Occupancy
	No. Of Arrivals	No. of departures		
00:00 - 00:15			2	20%
00:15 - 00:30			2	20%
00:30 - 00:45			2	20%
00:45 - 01:00			2	20%
01:00 - 01:15	1	1	2	20%
01:15 - 01:30			2	20%
01:30 - 01:45			2	20%
01:45 - 02:00			2	20%
02:00 - 02:15			2	20%
02:15 - 02:30			2	20%
02:30 - 02:45			2	20%
02:45 - 03:00			2	20%
03:00 - 03:15			2	20%
03:15 - 03:30			2	20%
03:30 - 03:45			2	20%
03:45 - 04:00			2	20%
04:00 - 04:15			2	20%
04:15 - 04:30			2	20%
04:30 - 04:45	1		3	30%
04:45 - 05:00			3	30%
05:00 - 05:15			3	30%
05:15 - 05:30		1	2	20%
05:30 - 05:45			2	20%
05:45 - 06:00	1		3	30%
06:00 - 06:15			3	30%
06:15 - 06:30		1	2	20%
06:30 - 06:45			2	20%
06:45 - 07:00			2	20%
07:00 - 07:15	2	1	3	30%
07:15 - 07:30		1	2	20%
07:30 - 07:45		1	1	10%
07:45 - 08:00	1	1	1	10%
08:00 - 08:15	2	2	1	10%
08:15 - 08:30	1		2	20%
08:30 - 08:45	1		3	30%
08:45 - 09:00	1		4	40%
09:00 - 09:15	1	1	4	40%
09:15 - 09:30		2	2	20%
09:30 - 09:45	1		3	30%
09:45 - 10:00	2	1	4	40%
10:00 - 10:15			4	40%
10:15 - 10:30			4	40%
10:30 - 10:45	1		5	50%
10:45 - 11:00	1	3	3	30%
11:00 - 11:15	3	1	5	50%
11:15 - 11:30	3	4	4	40%
11:30 - 11:45	2	2	4	40%
11:45 - 12:00	4	2	6	60%
12:00 - 12:15	1	3	4	40%
12:15 - 12:30	1	1	4	40%
12:30 - 12:45		2	2	20%
12:45 - 13:00			2	20%
13:00 - 13:15	1	1	2	20%
13:15 - 13:30	3	2	3	30%
13:30 - 13:45	2	3	2	20%
13:45 - 14:00	2	1	3	30%
14:00 - 14:15	2	3	2	20%
14:15 - 14:30	3	2	3	30%
14:30 - 14:45	1		4	40%
14:45 - 15:00	5	4	5	50%
15:00 - 15:15	1	2	4	40%
15:15 - 15:30	1	2	3	30%
15:30 - 15:45	1		4	40%
15:45 - 16:00	1	3	2	20%
16:00 - 16:15		1	1	10%
16:15 - 16:30			1	10%
16:30 - 16:45	1	1	1	10%
16:45 - 17:00	1	1	1	10%
17:00 - 17:15			1	10%
17:15 - 17:30			1	10%
17:30 - 17:45	1	1	1	10%
17:45 - 18:00			1	10%
18:00 - 18:15	1		2	20%
18:15 - 18:30			2	20%
18:30 - 18:45	1		3	30%
18:45 - 19:00	2	3	2	20%
19:00 - 19:15	1	2	1	10%
19:15 - 19:30	1		2	20%
19:30 - 19:45	1		3	30%
19:45 - 20:00			3	30%
20:00 - 20:15	2		5	50%
20:15 - 20:30			5	50%
20:30 - 20:45			5	50%
20:45 - 21:00			5	50%
21:00 - 21:15	1		6	60%
21:15 - 21:30			6	60%
21:30 - 21:45			6	60%
21:45 - 22:00			6	60%
22:00 - 22:15			6	60%
22:15 - 22:30			6	60%
22:30 - 22:45			6	60%
22:45 - 23:00			6	60%
23:00 - 23:15			6	60%
23:15 - 23:30	1	1	6	60%
23:30 - 23:45			6	60%
23:45 - 00:00			6	60%
		MAX	6	60%

A17 Layby near Sleaford - ATC 1 - Asgarby Road

Produced by Streetwise Services Ltd.



Channel - Northbound

	07/02/2024 Wednesday	08/02/2024 Thursday	09/02/2024 Friday	10/02/2024 Saturday	11/02/2024 Sunday	12/02/2024 Monday	13/02/2024 Tuesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	68	73	80	97	37	243	225	138	118
Mean Speed	35.5	33.7	34.6	33.8	32.8	33.2	30.4	33.5	33.4
85%ile Speed	42.3	42.4	43.0	42.7	42.1	41.9	38.9	41.7	41.9
No. Vehicles > 60 MPH Limit	0	0	0	0	0	1	0	1	1
% Vehicles > 60 MPH Limit	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.4	0.4
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	-	-
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-

Channel - Southbound

	07/02/2024 Wednesday	08/02/2024 Thursday	09/02/2024 Friday	10/02/2024 Saturday	11/02/2024 Sunday	12/02/2024 Monday	13/02/2024 Tuesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	75	65	64	79	49	378	461	209	167
Mean Speed	35.2	32.9	36.0	34.0	32.2	32.7	31.9	33.7	33.6
85%ile Speed	43.3	41.2	44.1	43.1	40.1	40.9	40.0	41.9	41.8
No. Vehicles > 60 MPH Limit	0	0	0	0	0	1	0	1	1
% Vehicles > 60 MPH Limit	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3	0.3
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	-	-
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-

Northbound & Southbound

	07/02/2024 Wednesday	08/02/2024 Thursday	09/02/2024 Friday	10/02/2024 Saturday	11/02/2024 Sunday	12/02/2024 Monday	13/02/2024 Tuesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	143	138	144	176	86	621	686	346	285
Mean Speed	35.3	33.3	35.2	33.9	32.5	32.9	31.4	33.6	33.5
85%ile Speed	42.6	41.5	43.6	43.0	40.9	41.3	39.8	41.7	41.8
No. Vehicles > 60 MPH Limit	0	0	0	0	0	2	0	2	2
% Vehicles > 60 MPH Limit	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3	0.3
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	-	-
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-

Class No	Vehicle Description	Class No	Vehicle Description
1	Car, Light Van Taxi 	5	Rigid 2 Axle HGV + 2 Axle (Close coupled) Trailer 
1	Light Goods Vehicle 	6	Rigid 3 Axle HGV + 2 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 1 Axle Caravan or Trailer 	6	Rigid 3 Axle HGV + 3 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 2 Axle Caravan or Trailer 	7	Artic, 2 Axle Tractor + 1 Axle Semi-Trailer 
2	Rigid 2 Axle Heavy Goods Vehicle 	8	Artic, 2 Axle Tractor + 2 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	9	Artic, 2 Axle Tractor + 3 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 1 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 2 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	11	Artic, 3 Axle Tractor + 3 Axle Semi-Trailer 
5	Rigid 2 Axle HGV + 2 Axle Drawbar Trailer 	12	Bus or Coach, 2 Axle 
5	Rigid 2 Axle HGV + 3 Axle Drawbar Trailer 	12	Bus or Coach, 3 Axle 
5	Rigid 2 Axle HGV + 1 Axle Caravan or Trailer 	13	Vehicle with 7 or more Axles 

Sleaford - ATC 1 - Carterplot Road

Produced by Streetwise Services Ltd.



Channel - Northbound

	17/01/2025 Friday	18/01/2025 Saturday	19/01/2025 Sunday	20/01/2025 Monday	21/01/2025 Tuesday	22/01/2025 Wednesday	23/01/2025 Thursday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	137	111	93	103	151	120	135	129	121
Mean Speed	36.2	36.3	35.7	37.1	36.2	34.1	36.0	35.9	35.9
85%ile Speed	42.8	42.4	41.0	43.9	42.1	39.9	41.9	42.1	42.0
No. Vehicles > 60 MPH Limit	0	0	0	0	0	0	0	-	-
% Vehicles > 60 MPH Limit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	-	-
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-

Channel - Southbound

	17/01/2025 Friday	18/01/2025 Saturday	19/01/2025 Sunday	20/01/2025 Monday	21/01/2025 Tuesday	22/01/2025 Wednesday	23/01/2025 Thursday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	153	133	87	123	175	141	146	148	137
Mean Speed	35.3	34.9	35.1	35.5	34.9	34.3	34.7	34.9	35.0
85%ile Speed	40.6	40.7	40.1	41.5	40.4	39.9	39.2	40.3	40.3
No. Vehicles > 60 MPH Limit	1	0	0	0	0	0	0	1	1
% Vehicles > 60 MPH Limit	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	-	-
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-

Northbound & Southbound

	17/01/2025 Friday	18/01/2025 Saturday	19/01/2025 Sunday	20/01/2025 Monday	21/01/2025 Tuesday	22/01/2025 Wednesday	23/01/2025 Thursday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	290	244	180	226	326	261	281	277	258
Mean Speed	35.7	35.5	35.4	36.2	35.5	34.2	35.3	35.4	35.4
85%ile Speed	41.9	41.8	40.8	42.4	41.7	39.9	40.7	41.3	41.3
No. Vehicles > 60 MPH Limit	1	0	0	0	0	0	0	1	1
% Vehicles > 60 MPH Limit	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	-	-
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-

Class No	Vehicle Description	Class No	Vehicle Description
1	Car, Light Van Taxi 	5	Rigid 2 Axle HGV + 2 Axle (Close coupled) Trailer 
1	Light Goods Vehicle 	6	Rigid 3 Axle HGV + 2 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 1 Axle Caravan or Trailer 	6	Rigid 3 Axle HGV + 3 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 2 Axle Caravan or Trailer 	7	Artic, 2 Axle Tractor + 1 Axle Semi-Trailer 
2	Rigid 2 Axle Heavy Goods Vehicle 	8	Artic, 2 Axle Tractor + 2 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	9	Artic, 2 Axle Tractor + 3 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 1 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 2 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	11	Artic, 3 Axle Tractor + 3 Axle Semi-Trailer 
5	Rigid 2 Axle HGV + 2 Axle Drawbar Trailer 	12	Bus or Coach, 2 Axle 
5	Rigid 2 Axle HGV + 3 Axle Drawbar Trailer 	12	Bus or Coach, 3 Axle 
5	Rigid 2 Axle HGV + 1 Axle Caravan or Trailer 	13	Vehicle with 7 or more Axles 

Sleaford, Lincolnshire - ATC 8 - Unnamed Road

Produced by Streetwise Services Ltd.



Channel - Northbound

	27/06/2023 Tuesday	28/06/2023 Wednesday	29/06/2023 Thursday	30/06/2023 Friday	01/07/2023 Saturday	02/07/2023 Sunday	03/07/2023 Monday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	106	129	128	117	82	78	111	118	107
Mean Speed	37.0	37.6	39.4	37.4	38.5	36.8	39.4	38.1	38.0
85%ile Speed	44.9	46.1	46.5	45.0	45.7	44.4	48.0	46.1	45.8
No. Vehicles > 60 MPH Limit	0	0	0	0	0	1	0	-	1
% Vehicles > 60 MPH Limit	0.0	0.0	0.0	0.0	0.0	1.3	0.0	-	1.3
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	-	-
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-

Channel - Southbound

	27/06/2023 Tuesday	28/06/2023 Wednesday	29/06/2023 Thursday	30/06/2023 Friday	01/07/2023 Saturday	02/07/2023 Sunday	03/07/2023 Monday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	142	146	158	138	87	85	124	142	126
Mean Speed	35.8	36.6	37.0	36.4	35.8	36.3	36.9	36.5	36.4
85%ile Speed	43.4	44.6	44.0	43.5	42.0	42.9	43.5	43.8	43.4
No. Vehicles > 60 MPH Limit	0	0	0	0	1	0	0	-	1
% Vehicles > 60 MPH Limit	0.0	0.0	0.0	0.0	1.1	0.0	0.0	-	1.1
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	-	-
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-

Northbound & Southbound

	27/06/2023 Tuesday	28/06/2023 Wednesday	29/06/2023 Thursday	30/06/2023 Friday	01/07/2023 Saturday	02/07/2023 Sunday	03/07/2023 Monday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	248	275	286	255	169	163	235	260	233
Mean Speed	36.3	37.0	38.1	36.9	37.1	36.6	38.1	37.3	37.1
85%ile Speed	44.4	45.6	45.6	44.1	44.1	43.7	45.6	45.1	44.7
No. Vehicles > 60 MPH Limit	0	0	0	0	1	1	0	-	1
% Vehicles > 60 MPH Limit	0.0	0.0	0.0	0.0	0.6	0.6	0.0	-	0.6
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	-	-
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-

Class No	Vehicle Description	Class No	Vehicle Description
1	Car, Light Van Taxi 	5	Rigid 2 Axle HGV + 2 Axle (Close coupled) Trailer 
1	Light Goods Vehicle 	6	Rigid 3 Axle HGV + 2 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 1 Axle Caravan or Trailer 	6	Rigid 3 Axle HGV + 3 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 2 Axle Caravan or Trailer 	7	Artic, 2 Axle Tractor + 1 Axle Semi-Trailer 
2	Rigid 2 Axle Heavy Goods Vehicle 	8	Artic, 2 Axle Tractor + 2 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	9	Artic, 2 Axle Tractor + 3 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 1 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 2 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	11	Artic, 3 Axle Tractor + 3 Axle Semi-Trailer 
5	Rigid 2 Axle HGV + 2 Axle Drawbar Trailer 	12	Bus or Coach, 2 Axle 
5	Rigid 2 Axle HGV + 3 Axle Drawbar Trailer 	12	Bus or Coach, 3 Axle 
5	Rigid 2 Axle HGV + 1 Axle Drawbar Trailer 	13	Vehicle with 7 or more Axles 

Sleaford, Lincolnshire - ATC 9 - Howell Fen Drove

Produced by Streetwise Services Ltd.



Channel - Eastbound

	27/06/2023 Tuesday	28/06/2023 Wednesday	29/06/2023 Thursday	30/06/2023 Friday	01/07/2023 Saturday	02/07/2023 Sunday	03/07/2023 Monday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	23	34	18	42	16	20	19	27	25
Mean Speed	27.8	29.0	30.2	28.9	19.4	26.1	31.8	29.6	27.6
85%ile Speed	35.0	35.4	38.0	36.8	29.1	31.0	38.1	36.7	34.8
No. Vehicles > 60 MPH Limit	0	0	0	0	0	0	0	-	-
% Vehicles > 60 MPH Limit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	-	-
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-

Channel - Westbound

	27/06/2023 Tuesday	28/06/2023 Wednesday	29/06/2023 Thursday	30/06/2023 Friday	01/07/2023 Saturday	02/07/2023 Sunday	03/07/2023 Monday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	23	32	20	36	16	15	19	26	23
Mean Speed	29.8	30.9	32.3	29.6	26.6	30.3	31.0	30.7	30.1
85%ile Speed	37.0	37.6	39.9	38.6	34.1	33.2	38.9	38.4	37.0
No. Vehicles > 60 MPH Limit	0	0	0	0	0	0	0	-	-
% Vehicles > 60 MPH Limit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	-	-
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-

Eastbound & Westbound

	27/06/2023 Tuesday	28/06/2023 Wednesday	29/06/2023 Thursday	30/06/2023 Friday	01/07/2023 Saturday	02/07/2023 Sunday	03/07/2023 Monday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	46	66	38	78	32	35	38	53	48
Mean Speed	28.8	29.9	31.3	29.2	23.0	27.9	31.4	30.1	28.8
85%ile Speed	35.9	36.7	39.0	37.3	33.0	33.2	38.3	37.5	36.2
No. Vehicles > 60 MPH Limit	0	0	0	0	0	0	0	-	-
% Vehicles > 60 MPH Limit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	-	-
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-

Class No	Vehicle Description	Class No	Vehicle Description
1	Car, Light Van Taxi 	5	Rigid 2 Axle HGV + 2 Axle (Close coupled) Trailer 
1	Light Goods Vehicle 	6	Rigid 3 Axle HGV + 2 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 1 Axle Caravan or Trailer 	6	Rigid 3 Axle HGV + 3 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 2 Axle Caravan or Trailer 	7	Artic, 2 Axle Tractor + 1 Axle Semi-Trailer 
2	Rigid 2 Axle Heavy Goods Vehicle 	8	Artic, 2 Axle Tractor + 2 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	9	Artic, 2 Axle Tractor + 3 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 1 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 2 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	11	Artic, 3 Axle Tractor + 3 Axle Semi-Trailer 
5	Rigid 2 Axle HGV + 2 Axle Drawbar Trailer 	12	Bus or Coach, 2 Axle 
5	Rigid 2 Axle HGV + 3 Axle Drawbar Trailer 	12	Bus or Coach, 3 Axle 

Sleaford, Lincolnshire ATC 02, Littleworth Drove

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

	07/07/2023 Friday	08/07/2023 Saturday	09/07/2023 Sunday	10/07/2023 Monday	11/07/2023 Tuesday	12/07/2023 Wednesday	13/07/2023 Thursday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	368	189	166	235	226	223	241	259	235
Mean Speed	44.9	44.1	43.3	44.4	46.6	44.8	44.8	45.1	44.7
85%ile Speed	58.1	53.8	53.1	58.5	58.5	58.9	58.0	58.4	57.0
No. Vehicles > 60 MPH Limit	15	3	6	9	14	14	7	12	10
% Vehicles > 60 MPH Limit	4.1	1.6	3.6	3.8	6.2	6.3	2.9	4.7	4.1
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	0	0
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Channel 2 - Westbound

	07/07/2023 Friday	08/07/2023 Saturday	09/07/2023 Sunday	10/07/2023 Monday	11/07/2023 Tuesday	12/07/2023 Wednesday	13/07/2023 Thursday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	308	192	184	244	226	250	248	255	236
Mean Speed	42.7	42.4	43.4	43.1	43.9	42.3	42.1	42.8	42.8
85%ile Speed	53.6	53.2	53.2	53.5	58.6	53.7	53.8	54.6	54.2
No. Vehicles > 60 MPH Limit	8	9	4	7	9	10	7	8	8
% Vehicles > 60 MPH Limit	2.6	4.7	2.2	2.9	4.0	4.0	2.8	3.3	3.3
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	0	0
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Channels 1+2 - Eastbound & Westbound

	07/07/2023 Friday	08/07/2023 Saturday	09/07/2023 Sunday	10/07/2023 Monday	11/07/2023 Tuesday	12/07/2023 Wednesday	13/07/2023 Thursday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	676	381	350	479	452	473	489	514	471
Mean Speed	43.8	43.3	43.4	43.8	45.3	43.6	43.5	44.0	43.8
85%ile Speed	55.8	53.5	53.1	56.0	58.5	56.3	55.9	56.5	55.6
No. Vehicles > 60 MPH Limit	23	12	10	16	23	24	14	20	17
% Vehicles > 60 MPH Limit	3.4	3.1	2.9	3.3	5.1	5.1	2.9	4.0	3.7
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	0	0
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Class No	Vehicle Description	Class No	Vehicle Description
1	Car, Light Van Taxi 	5	Rigid 2 Axle HGV + 2 Axle (Close coupled) Trailer 
1	Light Goods Vehicle 	6	Rigid 3 Axle HGV + 2 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 1 Axle Caravan or Trailer 	6	Rigid 3 Axle HGV + 3 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 2 Axle Caravan or Trailer 	7	Artic, 2 Axle Tractor + 1 Axle Semi-Trailer 
2	Rigid 2 Axle Heavy Goods Vehicle 	8	Artic, 2 Axle Tractor + 2 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	9	Artic, 2 Axle Tractor + 3 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 1 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 2 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	11	Artic, 3 Axle Tractor + 3 Axle Semi-Trailer 
5	Rigid 2 Axle HGV + 2 Axle Drawbar Trailer 	12	Bus or Coach, 2 Axle 
5	Rigid 2 Axle HGV + 3 Axle Drawbar Trailer 	12	Bus or Coach, 3 Axle 
5	Rigid 2 Axle HGV + 1 Axle Caravan or Trailer 	13	Vehicle with 7 or more Axles 

Appendix B LCC Traffic Regulation Order (TRO) 18 (East Heckington-A17)



Key

Proposed 40mph

Existing 50mph

Rev.	Description	Drawn	Ch'kd	Auth	Date
Project East Heckington - A17					
Status		Project No.			
Drawing Title Proposed 40mph Speed Limit					
Scale NTS	Drawn TF	Date Feb 22			
Drawing No. TF/185/001		Rev. 0			
Lincolnshire COUNTY COUNCIL  Highways Alliance Lancaster House, 36 Orchard Street, Lincoln, LN1 1XX					

ROAD TRAFFIC REGULATION ACT 1984
LINCOLNSHIRE COUNTY COUNCIL
(EAST HECKINGTON – A17)
(40MPH SPEED LIMIT) ORDER 2024

The LINCOLNSHIRE COUNTY COUNCIL in exercise of their powers under Sections 84 (1) and (2) and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984, (hereinafter referred to as "the Act") and of all other enabling powers, after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act hereby make the following Order:-

1. This Order may be cited as the Lincolnshire County Council (East Heckington – A17) (40mph Speed Limit) Order 2024 and shall come into operation on **24th May 2024**.
2. No person shall drive any motor vehicle at a speed exceeding 40mph on the length of road specified in the Schedule to this Order.
3. No speed limit imposed by this Order applies to vehicles falling within regulation 3 (4) of the Road Traffic Exemptions (Special Forces) (Variation and Amendment) Regulations 2011 when used in accordance with regulation 3 (5) of those regulations.
4. Any existing restriction or requirement made or having effect as if made under the Act of 1984 is hereby revoked insofar as it relates to the lengths and sides of the roads specified in this Order.

THE COMMON SEAL of the LINCOLNSHIRE)

COUNTY COUNCIL was hereunto affixed)

in the presence of:-)

Authorised Officer

SCHEDULE - 40MPH

A17

From a point 678 metres east of its junction with Sidebar Lane in an easterly direction for a distance of 1450 metres

DATED – 20TH MAY 2024

ROAD TRAFFIC REGULATION ACT 1984

LINCOLNSHIRE COUNTY COUNCIL

(EAST HECKINGTON – A17)

(40MPH SPEED LIMIT) ORDER 2024

Lincolnshire County Council

County Offices

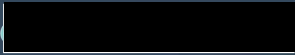
Lincoln

**LINCOLNSHIRE COUNTY COUNCIL
(EAST HECKINGTON – A17)
(40MPH SPEED LIMIT) ORDER 2024**

STATEMENT OF REASONS

- When comparing the conditions to the current speed limit policy, a 40mph speed limit is recommended.
- Therefore, in accordance with the County Council's Policy, it is proposed to introduce a speed limit as per the schedule in the Order.
- The Chief Constable, East Heckington Parish Council, Great Hale Parish Council and North Kesteven District Council have been consulted, along with other local groups/companies.

Appendix C Collision Plot and Summary Reports



Validated Data

Crash Date: Thursday, February 21, 2019

Time of Crash: 18:23:00

Crash Reference: 2019320092020

Highest Injury Severity: Slight

Road Number: A17

Casualties: 1

Highway Authority: Lincolnshire

Vehicles: 2

Local Authority: Boston

OS Grid Reference: 521742 342936

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 60

Light Conditions: Darkness: street lights present and lit

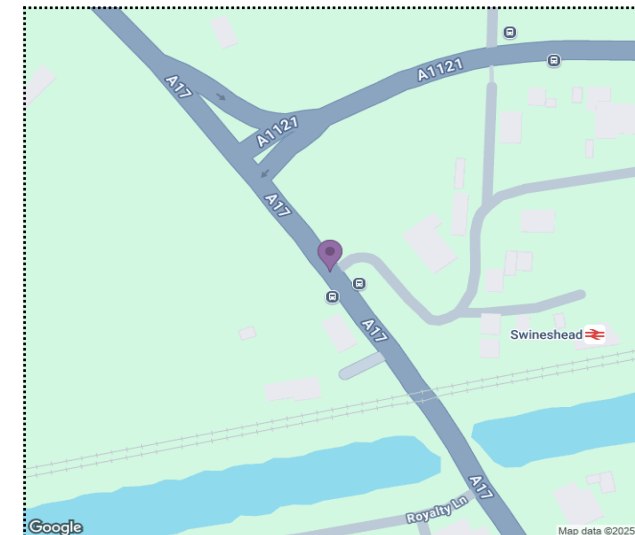
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit [\[Redacted\]](#)

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[Redacted]

Validated Data

Crash Date:

Thursday, February 21, 2019

Time of Crash:

18:23:00

Crash Reference: 2019320092020

Vehicles Involved

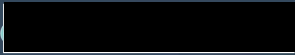
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Male	26 - 35	Vehicle is in the act of turning right	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	2	Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other

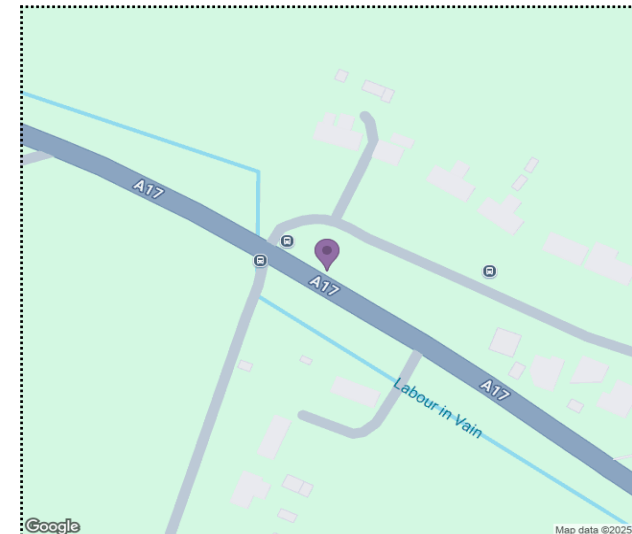
For more information about the data please visit [Redacted]

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Validated Data

Crash Date:	Wednesday, January 16, 2019	Time of Crash:	01:30:00	Crash Reference:	2019320024430
Highest Injury Severity:	Slight	Road Number:	A17	Casualties:	2
Highway Authority:	Lincolnshire			Vehicles:	1
Local Authority:	North Kesteven			OS Grid Reference:	520167 343906
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	50				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	Any animal in carriageway (except ridden horse)				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit [\[Redacted\]](#)

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



[Redacted]

Validated Data

Crash Date:

Wednesday, January 16, 2019

Time of Crash:

01:30:00

Crash Reference: 2019320024430

Vehicles Involved

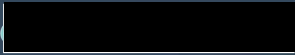
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Good vehicles of unknown weight	-1	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	Bollard/Refuge	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit [Redacted]

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Validated Data

Crash Date: Thursday, February 21, 2019

Time of Crash: 18:23:00

Crash Reference: 2019320092020

Highest Injury Severity: Slight

Road Number: A17

Casualties: 1

Highway Authority: Lincolnshire

Vehicles: 2

Local Authority: Boston

OS Grid Reference: 521742 342936

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 60

Light Conditions: Darkness: street lights present and lit

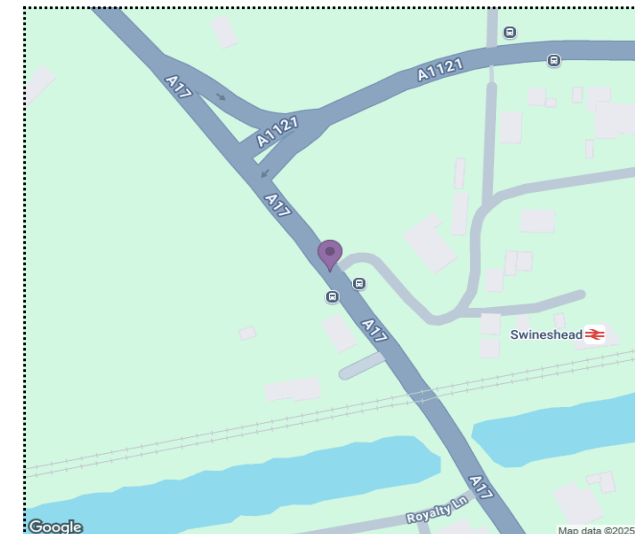
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit 

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



[Redacted]

Validated Data

Crash Date:

Thursday, February 21, 2019

Time of Crash:

18:23:00

Crash Reference: 2019320092020

Vehicles Involved

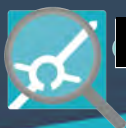
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Male	26 - 35	Vehicle is in the act of turning right	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	2	Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other

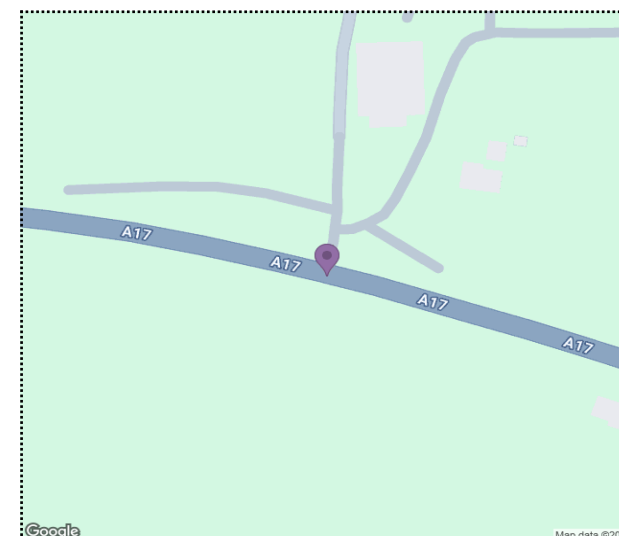
For more information about the data please visit [Redacted]

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Validated Data

Crash Date:	Wednesday, March 6, 2019	Time of Crash:	12:55:00	Crash Reference:	2019320115936
Highest Injury Severity:	Serious	Road Number:	A17	Casualties:	1
Highway Authority:	Lincolnshire	Vehicles:	2	OS Grid Reference:	518976 344431
Local Authority:	North Kesteven				
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Using private drive or entrance				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit [\[Redacted\]](#)

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Validated Data

Crash Date:

Wednesday, March 6, 2019

Time of Crash: 12:55:00

Crash Reference: 2019320115936

Vehicles Involved

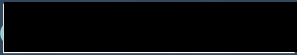
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	Parked vehicle	Entered ditch
2	Goods vehicle 7.5 tonnes mgw and over	5	Male	46 - 55	Vehicle is slowing down or stopping	Back	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

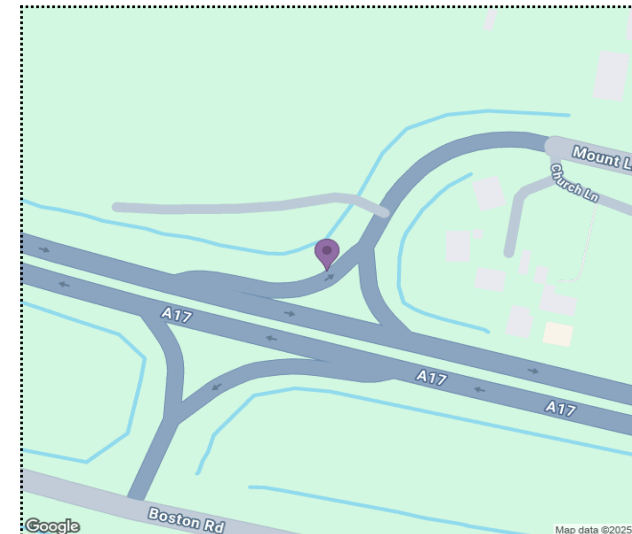
For more information about the data please visit 

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Validated Data

Crash Date:	Tuesday, June 11, 2019	Time of Crash:	21:30:00	Crash Reference:	2019320303165
Highest Injury Severity:	Slight	Road Number:	A17	Casualties:	1
Highway Authority:	Lincolnshire			Vehicles:	1
Local Authority:	North Kesteven			OS Grid Reference:	509725 345653
Weather Description:	Raining with high winds				
Road Surface Description:	Flood (surface water over 3cm deep)				
Speed Limit:	70				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Slip road				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit [\[Redacted\]](#)

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[Redacted]

Validated Data

Crash Date:

Tuesday, June 11, 2019

Time of Crash:

21:30:00

Crash Reference: 2019320303165

Vehicles Involved

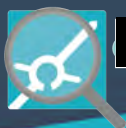
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	15	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	Kerb	Entered ditch

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit [Redacted]

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Validated Data

Crash Date: Friday, June 21, 2019

Time of Crash: 13:49:00

Crash Reference: 2019320321161

Highest Injury Severity: Fatal

Road Number: A17

Casualties: 2

Highway Authority: Lincolnshire

Vehicles: 4

Local Authority: North Kesteven

OS Grid Reference: 511204 345130

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 60

Light Conditions: Daylight: regardless of presence of streetlights

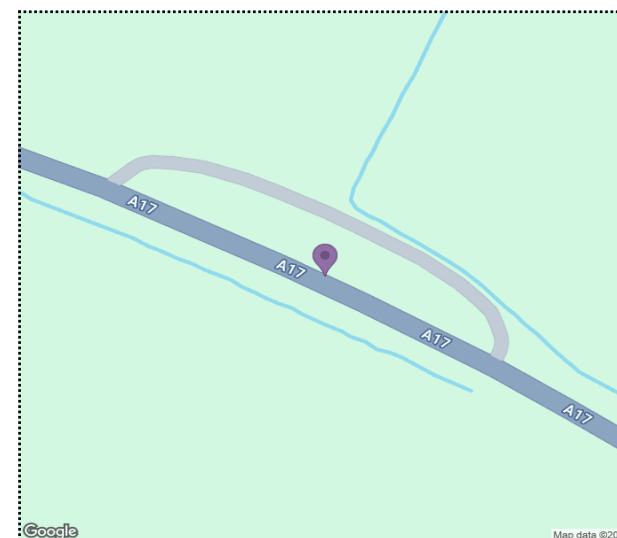
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Not Applicable



For more information about the data please visit [\[Redacted\]](#)

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[Redacted]

Validated Data

Crash Date:

Friday, June 21, 2019

Time of Crash: 13:49:00

Crash Reference: 2019320321161

Vehicles Involved

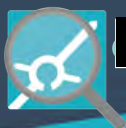
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	7	Male	Over 75	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None
2	Car (excluding private hire)	8	Male	Over 75	Vehicle is slowing down or stopping	Offside	Unknown	None	None
3	Car (excluding private hire)	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
4	Van or goods vehicle 3.5 tonnes mgw and under	2	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Fatal	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other
1	2	Serious	Driver or rider	Male	Over 75	Unknown or other	Unknown or other

For more information about the data please visit [Redacted]

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Sunday, September 1, 2019

Time of Crash: 14:45:00

Crash Reference: 2019320465309

Highest Injury Severity: Serious

Road Number: U0

Casualties: 1

Highway Authority: Lincolnshire

Vehicles: 3

Local Authority: North Kesteven

OS Grid Reference: 509894 345507

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 60

Light Conditions: Daylight: regardless of presence of streetlights

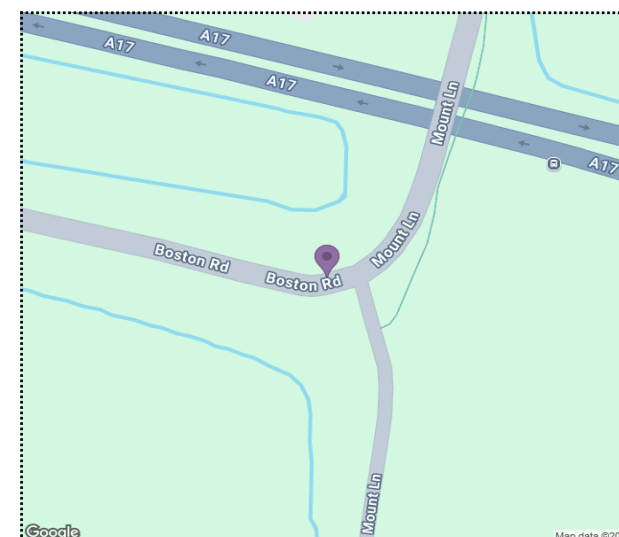
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit 

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[Redacted]

Validated Data

Crash Date:

Sunday, September 1, 2019

Time of Crash: 14:45:00

Crash Reference: 2019320465309

Vehicles Involved

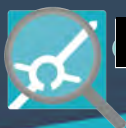
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 500cc	9	Male	36 - 45	Vehicle proceeding normally along the carriageway, on a right hand bend	Offside	Unknown	None	Road sign/Traffic signal
2	Car (excluding private hire)	3	Male	56 - 65	Vehicle proceeding normally along the carriageway, on a left hand bend	Nearside	Unknown	None	None
3	Motorcycle over 500cc	3	Male	21 - 25	Vehicle proceeding normally along the carriageway, on a right hand bend	Did not impact	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit [Redacted]

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Validated Data

Crash Date: Wednesday, March 25, 2020

Time of Crash: 16:09:00

Crash Reference: 2020320162917

Highest Injury Severity: Slight

Road Number: A17

Casualties: 1

Highway Authority: Lincolnshire

Vehicles: 1

Local Authority: North Kesteven

OS Grid Reference: 517413 344175

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 60

Light Conditions: Daylight: regardless of presence of streetlights

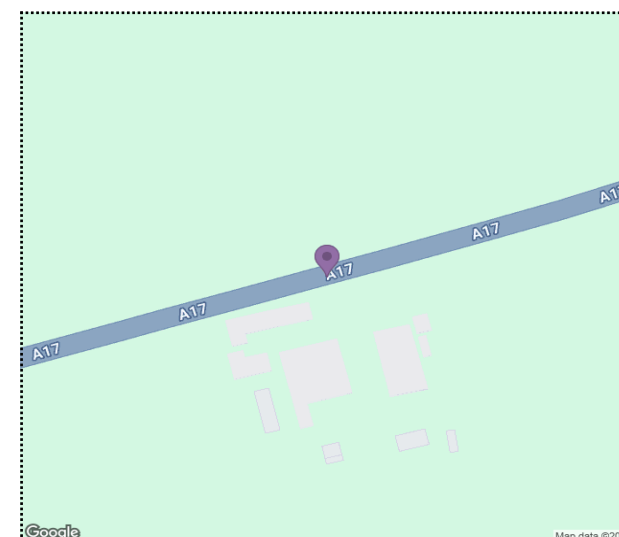
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Not Applicable



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[Redacted]

Validated Data

Crash Date:

Wednesday, March 25, 2020

Time of Crash:

16:09:00

Crash Reference: 2020320162917

Vehicles Involved

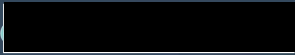
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	46 - 55	Unknown or other	Unknown or other

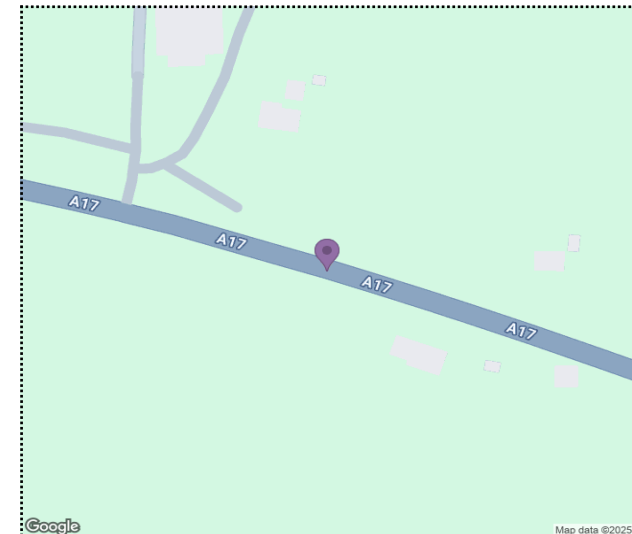
For more information about the data please visit [Redacted]

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Validated Data

Crash Date:	Thursday, April 16, 2020	Time of Crash:	10:00:00	Crash Reference:	2020320195427
Highest Injury Severity:	Fatal	Road Number:	A17	Casualties:	1
Highway Authority:	Lincolnshire			Vehicles:	2
Local Authority:	North Kesteven			OS Grid Reference:	519052 344410
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit 

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Validated Data

Crash Date:

Thursday, April 16, 2020

Time of Crash: 10:00:00

Crash Reference: 2020320195427

Vehicles Involved

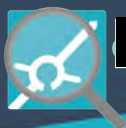
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	2	Male	Over 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Goods vehicle 7.5 tonnes mgw and over	4	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Fatal	Driver or rider	Male	Over 75	Unknown or other	Unknown or other

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Validated Data

Crash Date: Sunday, July 5, 2020
Highest Injury Severity: Slight
Highway Authority: Lincolnshire
Local Authority: North Kesteven
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 70
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Slip road
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Slip Road
Junction Control: Give way or uncontrolled

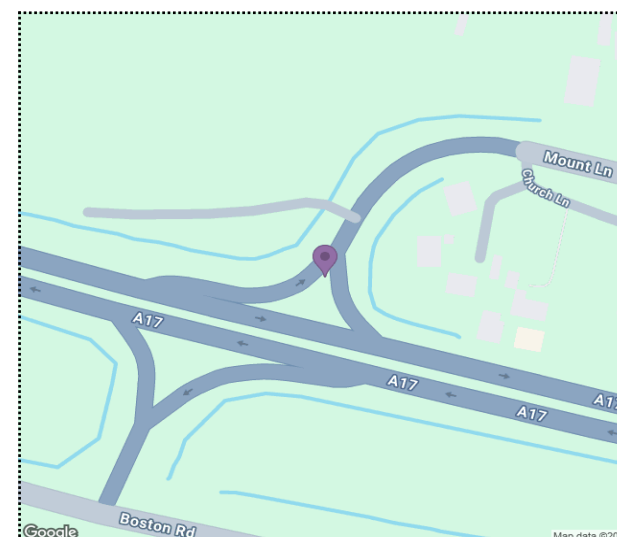
Time of Crash: 18:00:00
Road Number: A17

Crash Reference: 2020320343387

Casualties: 1

Vehicles: 1

OS Grid Reference: 509735 345653



For more information about the data please visit [\[Redacted\]](#)

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[Redacted]

Validated Data

Crash Date:

Sunday, July 5, 2020

Time of Crash:

18:00:00

Crash Reference: 2020320343387

Vehicles Involved

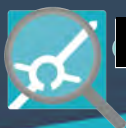
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Male	46 - 55	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Unknown	Kerb	Road sign/Traffic signal

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit [Redacted]

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Validated Data

Crash Date: Thursday, August 20, 2020

Time of Crash: 17:50:00

Crash Reference: 2020320434968

Highest Injury Severity: Slight

Road Number: A17

Casualties: 1

Highway Authority: Lincolnshire

Vehicles: 1

Local Authority: North Kesteven

OS Grid Reference: 517343 344160

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 60

Light Conditions: Daylight: regardless of presence of streetlights

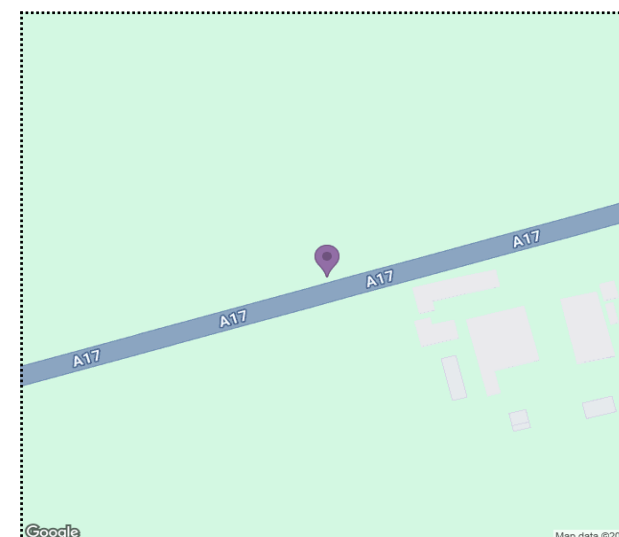
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Not Applicable



For more information about the data please visit [\[Redacted\]](#)

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[Redacted]

Validated Data

Crash Date:

Thursday, August 20, 2020

Time of Crash:

17:50:00

Crash Reference: 2020320434968

Vehicles Involved

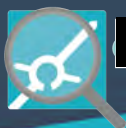
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Commuting to/from work	None	Telegraph pole/Electricity pole

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit [Redacted]

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Validated Data

Crash Date: Tuesday, August 25, 2020

Time of Crash: 09:29:00

Crash Reference: 2020320444120

Highest Injury Severity: Serious

Road Number: A17

Casualties: 1

Highway Authority: Lincolnshire

Vehicles: 2

Local Authority: North Kesteven

OS Grid Reference: 511382 345029

Weather Description: Raining without high winds

Road Surface Description: Wet or Damp

Speed Limit: 60

Light Conditions: Daylight: regardless of presence of streetlights

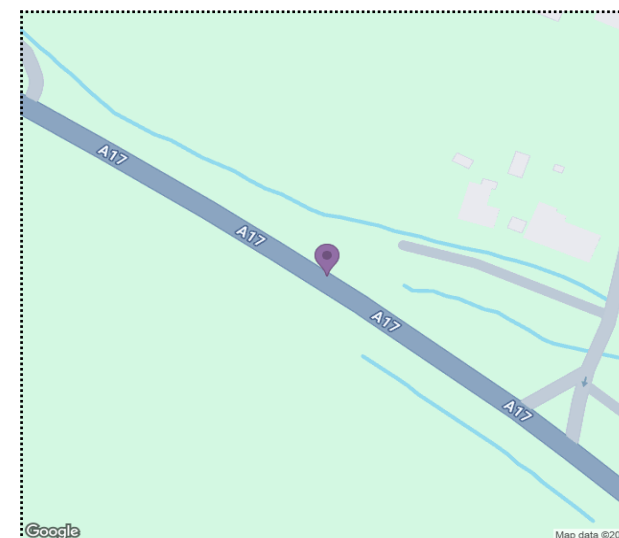
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Not Applicable



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Validated Data

Crash Date:

Tuesday, August 25, 2020

Time of Crash: 09:29:00

Crash Reference: 2020320444120

Vehicles Involved

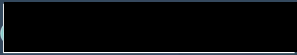
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	1	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Journey as part of work	None	None
2	Goods vehicle 7.5 tonnes mgw and over	4	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

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Validated Data

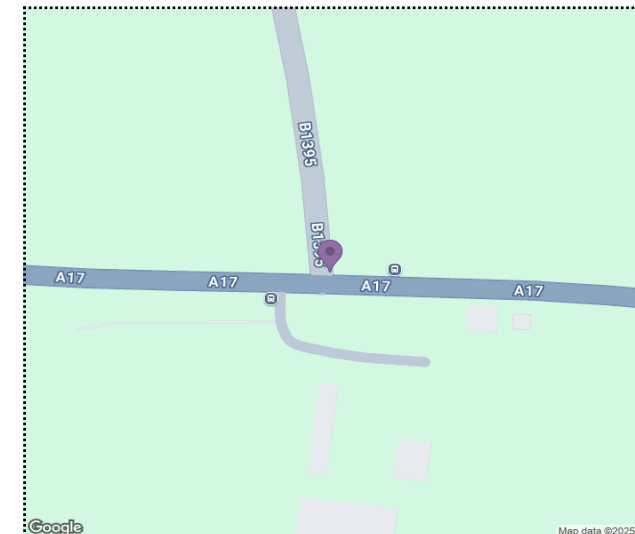
Highest Injury Severity: Slight
Highway Authority: Lincolnshire
Local Authority: North Kesteven
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 60
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: A17

Casualties: 3

Vehicles: 2

OS Grid Reference: 518715 344462



For more information about the data please visit [\[Redacted\]](#)

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Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	15	Female	46 - 55	Vehicle is in the act of turning right	Offside	Unknown	None	None
2	Car (excluding private hire)	15	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Female	36 - 45	Unknown or other	Unknown or other

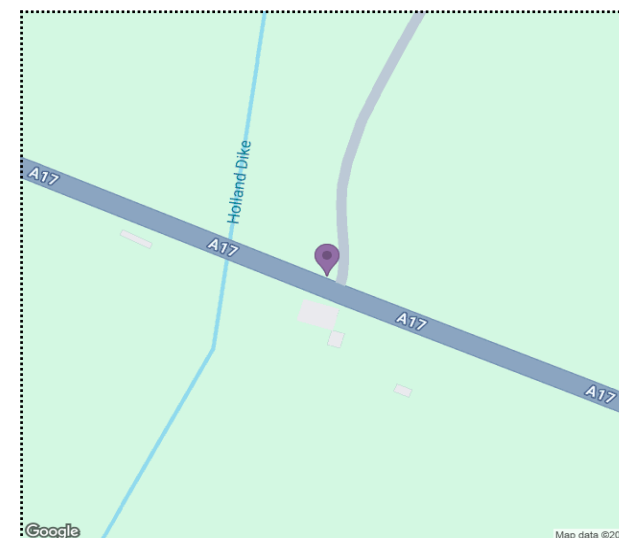
For more information about the data please visit 

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Validated Data

Crash Date:	Thursday, December 3, 2020	Time of Crash:	15:10:00	Crash Reference:	2020320640620
Highest Injury Severity:	Slight	Road Number:	A17	Casualties:	1
Highway Authority:	Lincolnshire			Vehicles:	2
Local Authority:	Boston			OS Grid Reference:	520820 343579
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Using private drive or entrance				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit [\[Redacted\]](#)

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[Redacted]

Validated Data

Crash Date:

Thursday, December 3, 2020

Time of Crash:

15:10:00

Crash Reference: 2020320640620

Vehicles Involved

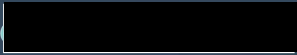
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	6	Female	56 - 65	Vehicle is in the act of turning left	Offside	Unknown	None	None
2	Goods vehicle 7.5 tonnes mgw and over	2	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other

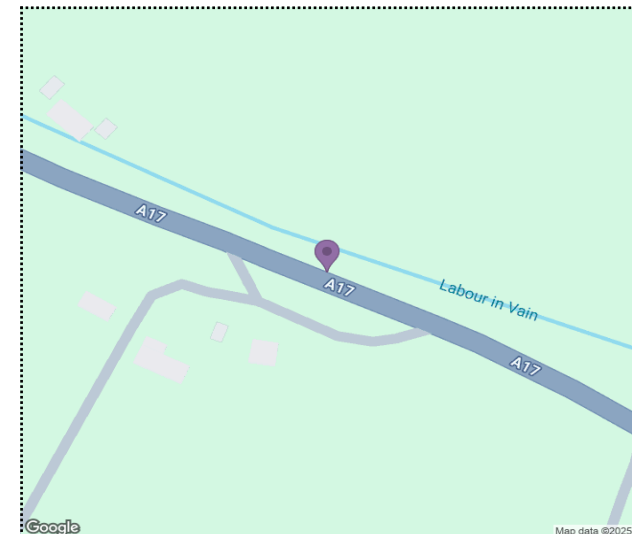
For more information about the data please visit [Redacted]

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Validated Data

Crash Date:	Sunday, April 18, 2021	Time of Crash:	13:00:00	Crash Reference:	2021320211827
Highest Injury Severity:	Slight	Road Number:	A17	Casualties:	1
Highway Authority:	Lincolnshire			Vehicles:	2
Local Authority:	North Kesteven			OS Grid Reference:	520024 343974
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit [\[Redacted\]](#)

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Validated Data

Crash Date:

Sunday, April 18, 2021

Time of Crash: 13:00:00

Crash Reference: 2021320211827

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 500cc	2	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	5	Male	21 - 25	Vehicle is waiting to proceed normally but is held up	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

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Validated Data

Crash Date: Friday, April 23, 2021

Time of Crash: 08:00:00

Crash Reference: 2021320222130

Highest Injury Severity: Slight

Road Number: A17

Casualties: 2

Highway Authority: Lincolnshire

Vehicles: 3

Local Authority: North Kesteven

OS Grid Reference: 520292 343819

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 60

Light Conditions: Daylight: regardless of presence of streetlights

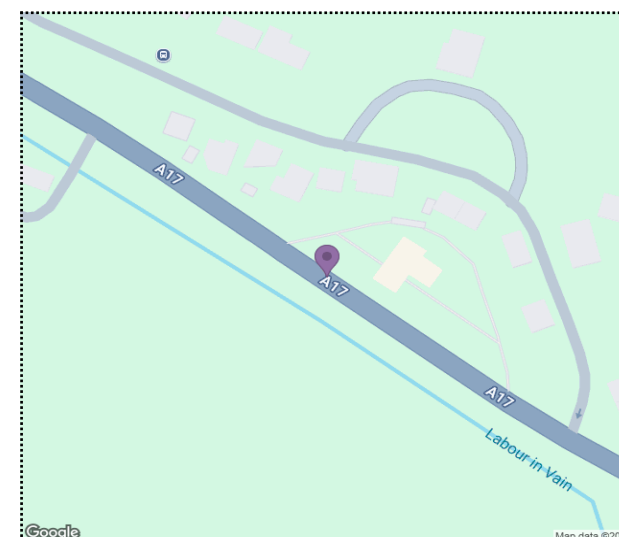
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Not Applicable



For more information about the data please visit 

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[Redacted]

Validated Data

Crash Date:

Friday, April 23, 2021

Time of Crash: 08:00:00

Crash Reference: 2021320222130

Vehicles Involved

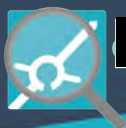
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	5	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	11	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Back	Commuting to/from work	None	None
3	Goods vehicle 7.5 tonnes mgw and over	2	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Back	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

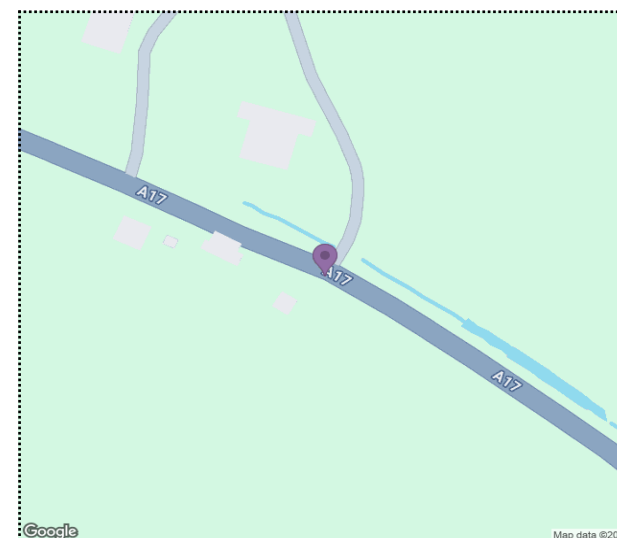
For more information about the data please visit [Redacted]

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Validated Data

Crash Date:	Thursday, July 29, 2021	Time of Crash:	19:15:00	Crash Reference:	2021320425853
Highest Injury Severity:	Serious	Road Number:	A17	Casualties:	2
Highway Authority:	Lincolnshire			Vehicles:	1
Local Authority:	Boston			OS Grid Reference:	521204 343417
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Using private drive or entrance				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit [\[Redacted\]](#)

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[Redacted]

Validated Data

Crash Date:

Thursday, July 29, 2021

Time of Crash:

19:15:00

Crash Reference: 2021320425853

Vehicles Involved

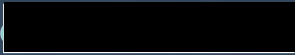
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	6	Male	21 - 25	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Unknown	None	Entered ditch

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other
1	2	Serious	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit [Redacted]

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Validated Data

Crash Date: Wednesday, August 18, 2021
Highest Injury Severity: Slight
Highway Authority: Lincolnshire
Local Authority: North Kesteven
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 60
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

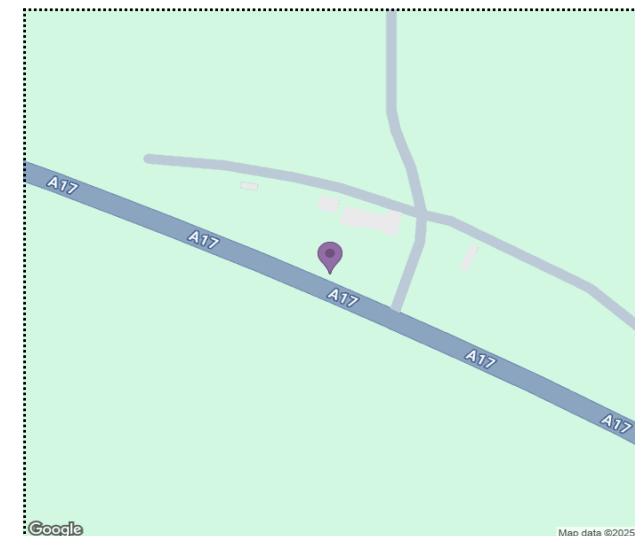
Time of Crash: 07:55:00
Road Number: A17

Crash Reference: 2021320464384

Casualties: 1

Vehicles: 1

OS Grid Reference: 519281 344335



For more information about the data please visit [\[Redacted\]](#)

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[Redacted]

Validated Data

Crash Date:

Wednesday, August 18, 2021

Time of Crash:

07:55:00

Crash Reference: 2021320464384

Vehicles Involved

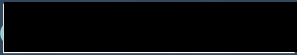
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 50cc and up to 125cc	4	Male	16 - 20	Vehicle is passing a stationary vehicle on its offside	Front	Journey as part of work	Kerb	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

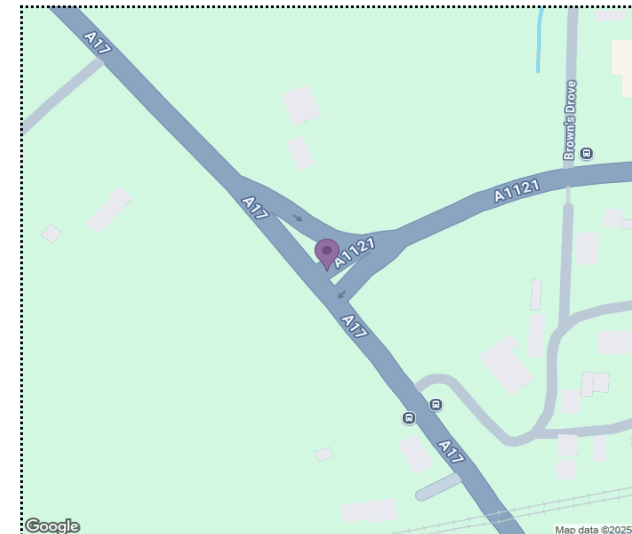
For more information about the data please visit [Redacted]

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Validated Data

Crash Date:	Wednesday, August 18, 2021	Time of Crash:	16:54:00	Crash Reference:	2021320465669
Highest Injury Severity:	Slight	Road Number:	A17	Casualties:	1
Highway Authority:	Lincolnshire			Vehicles:	2
Local Authority:	Boston			OS Grid Reference:	521711 342985
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Other junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Crash Date:

Wednesday, August 18, 2021

Time of Crash: 16:54:00

Crash Reference: 2021320465669

Vehicles Involved

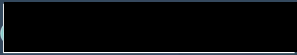
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	66 - 75	Vehicle is in the act of turning right	Front	Journey as part of work	None	None
2	Car (excluding private hire)	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

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Validated Data

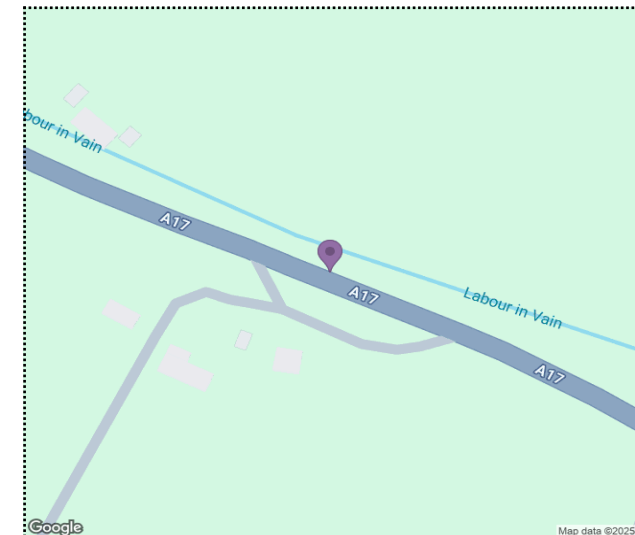
Highest Injury Severity: Slight
Highway Authority: Lincolnshire
Local Authority: North Kesteven
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 60
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: A17

Casualties: 2

Vehicles: 2

OS Grid Reference: 520016 343977



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[Redacted]

Validated Data

Vehicles Involved

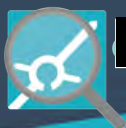
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Taking pupil to/from school	None	None
2	Goods vehicle 7.5 tonnes mgw and over	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Back	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other

For more information about the data please visit [Redacted]

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Validated Data

Crash Date: Friday, October 1, 2021

Time of Crash: 10:55:00

Crash Reference: 2021320570504

Highest Injury Severity: Slight

Road Number: A17

Casualties: 1

Highway Authority: Lincolnshire

Vehicles: 2

Local Authority: North Kesteven

OS Grid Reference: 519272 344333

Weather Description: Fine without high winds

Road Surface Description: Wet or Damp

Speed Limit: 50

Light Conditions: Daylight: regardless of presence of streetlights

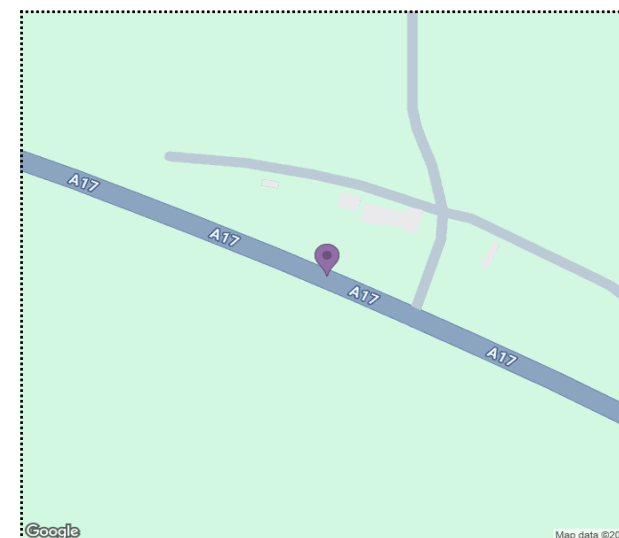
Carriageway Hazards: None

Junction Detail: Other junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit [\[Redacted\]](#)

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[Redacted]

Validated Data

Crash Date:

Friday, October 1, 2021

Time of Crash:

10:55:00

Crash Reference: 2021320570504

Vehicles Involved

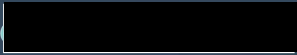
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	26 - 35	Vehicle is slowing down or stopping	Front	Journey as part of work	None	None
2	Car (excluding private hire)	0	Female	26 - 35	Vehicle is slowing down or stopping	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit [Redacted]

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Validated Data

Crash Date: Saturday, October 30, 2021

Time of Crash: 15:46:00

Crash Reference: 2021320632038

Highest Injury Severity: Serious

Road Number: A17

Casualties: 3

Highway Authority: Lincolnshire

Vehicles: 2

Local Authority: Boston

OS Grid Reference: 521717 342981

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 60

Light Conditions: Daylight: regardless of presence of streetlights

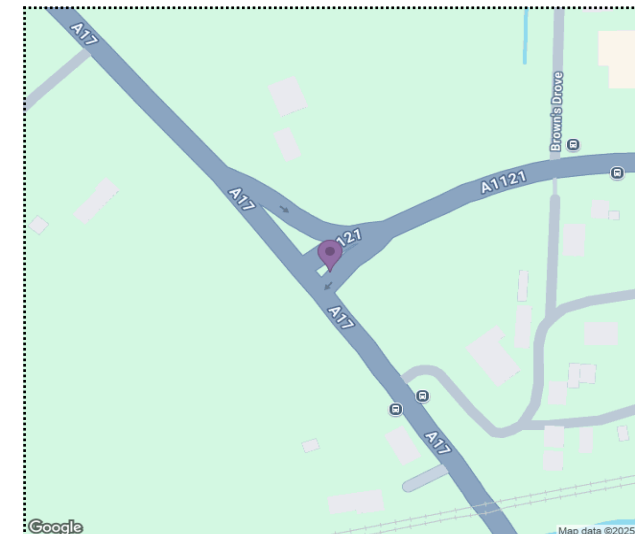
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit [\[Redacted\]](#)

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Validated Data

Crash Date:

Saturday, October 30, 2021

Time of Crash:

15:46:00

Crash Reference: 2021320632038

Vehicles Involved

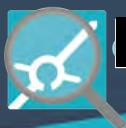
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	9	Male	Over 75	Vehicle is in the act of turning right	Nearside	Unknown	None	None
2	Car (excluding private hire)	4	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	Over 75	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	Over 75	Unknown or other	Unknown or other
2	3	Serious	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other

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Validated Data

Crash Date: Thursday, December 9, 2021

Time of Crash: 07:25:00

Crash Reference: 2021320715879

Highest Injury Severity: Slight

Road Number: A17

Casualties: 3

Highway Authority: Lincolnshire

Vehicles: 2

Local Authority: North Kesteven

OS Grid Reference: 510186 345504

Weather Description: Fine without high winds

Road Surface Description: Wet or Damp

Speed Limit: 60

Light Conditions: Daylight: regardless of presence of streetlights

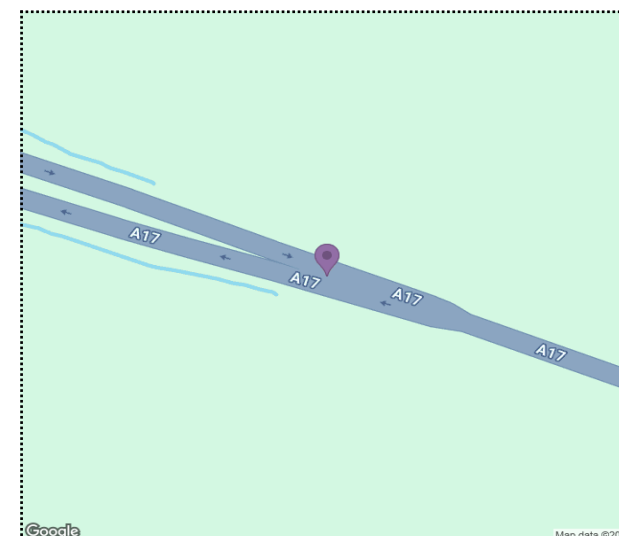
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: Central refuge - no other controls

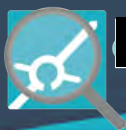
Road Type: Dual carriageway

Junction Control: Not Applicable



For more information about the data please visit [\[Redacted\]](#)

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[Redacted]

Validated Data

Crash Date:

Thursday, December 9, 2021

Time of Crash: 07:25:00

Crash Reference: 2021320715879

Vehicles Involved

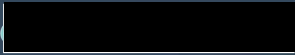
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	4	Male	26 - 35	Vehicle is passing another moving vehicle on its offside	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	-1	Male	26 - 35	Vehicle is passing another moving vehicle on its offside	Back	Commuting to/from work	None	Central crash barrier

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	26 - 35	Unknown or other	Unknown or other
1	3	Slight	Vehicle or pillion passenger	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit [Redacted]

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Validated Data

Crash Date: Friday, December 24, 2021

Time of Crash: 09:14:00

Crash Reference: 2021320747200

Highest Injury Severity: Slight

Road Number: A17

Casualties: 1

Highway Authority: Lincolnshire

Vehicles: 2

Local Authority: North Kesteven

OS Grid Reference: 509660 345558

Weather Description: Other

Road Surface Description: Wet or Damp

Speed Limit: 60

Light Conditions: Daylight: regardless of presence of streetlights

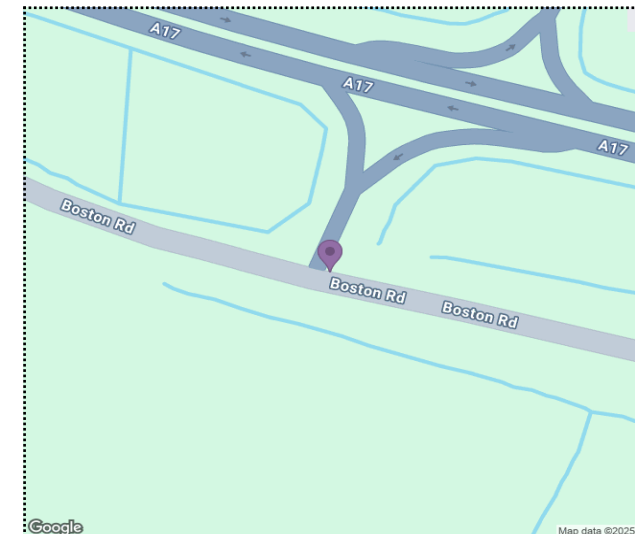
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit [\[Redacted\]](#)

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[Redacted]

Validated Data

Crash Date:

Friday, December 24, 2021

Time of Crash:

09:14:00

Crash Reference: 2021320747200

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Goods vehicle 7.5 tonnes mgw and over	9	Female	66 - 75	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Car (excluding private hire)	5	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit [Redacted]

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Validated Data

Crash Date: Monday, December 27, 2021

Time of Crash: 17:30:00

Crash Reference: 2021320751461

Highest Injury Severity: Slight

Road Number: A17

Casualties: 4

Highway Authority: Lincolnshire

Vehicles: 3

Local Authority: North Kesteven

OS Grid Reference: 509751 345634

Weather Description: Raining without high winds

Road Surface Description: Wet or Damp

Speed Limit: 70

Light Conditions: Darkness: street lights present and lit

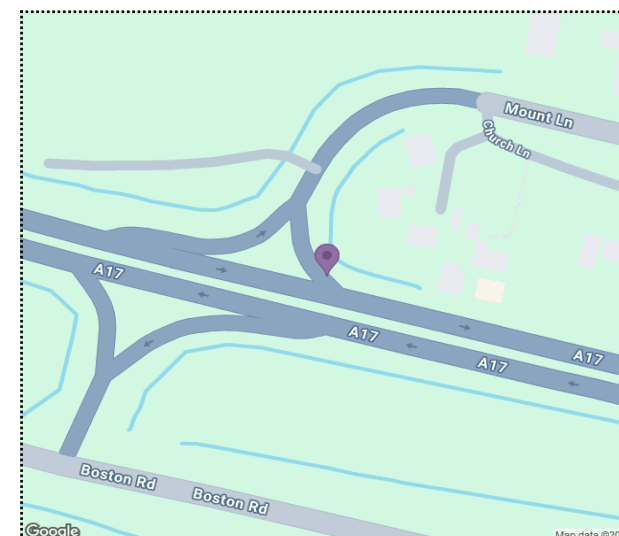
Carriageway Hazards: None

Junction Detail: Slip road

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Dual carriageway

Junction Control: Give way or uncontrolled



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Validated Data

Crash Date:

Monday, December 27, 2021

Time of Crash: 17:30:00

Crash Reference: 2021320751461

Vehicles Involved

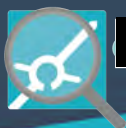
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Male	Over 75	Vehicle is in the act of turning right	Front	Unknown	None	Central crash barrier
2	Car (excluding private hire)	1	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None
3	Car (excluding private hire)	7	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	Over 75	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other
2	4	Slight	Vehicle or pillion passenger	Male	6 - 10	Unknown or other	Unknown or other

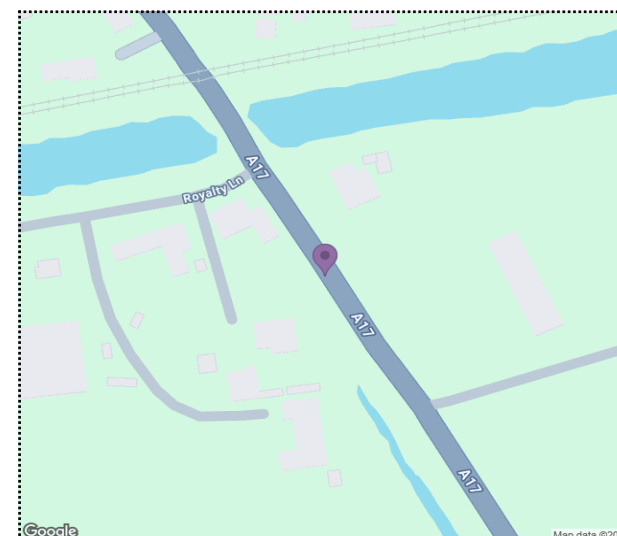
For more information about the data please visit 

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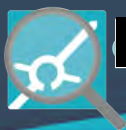
Validated Data

Crash Date:	Thursday, May 19, 2022	Time of Crash:	19:30:00	Crash Reference:	2022320286796
Highest Injury Severity:	Serious	Road Number:	A17	Casualties:	1
Highway Authority:	Lincolnshire			Vehicles:	2
Local Authority:	Boston			OS Grid Reference:	521828 342809
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit [\[Redacted\]](#)

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Validated Data

Crash Date:

Thursday, May 19, 2022

Time of Crash: 19:30:00

Crash Reference: 2022320286796

Vehicles Involved

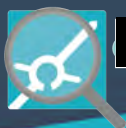
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	8	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	Lamp post

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

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Validated Data

Crash Date: Friday, September 30, 2022

Time of Crash: 14:37:00

Crash Reference: 2022320570073

Highest Injury Severity: Slight

Road Number: A17

Casualties: 2

Highway Authority: Lincolnshire

Vehicles: 3

Local Authority: North Kesteven

OS Grid Reference: 519833 344057

Weather Description: Raining without high winds

Road Surface Description: Wet or Damp

Speed Limit: 50

Light Conditions: Daylight: regardless of presence of streetlights

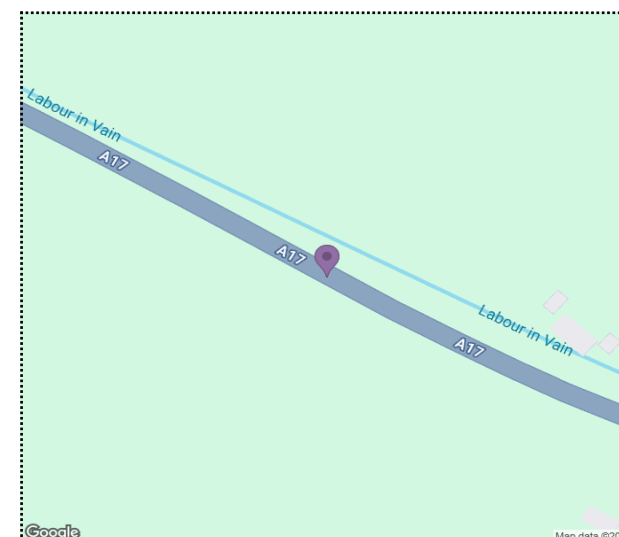
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Not Applicable



For more information about the data please visit [\[Redacted\]](#)

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Validated Data

Crash Date:

Friday, September 30, 2022

Time of Crash: 14:37:00

Crash Reference: 2022320570073

Vehicles Involved

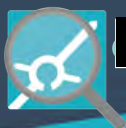
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	14	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	5	Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Commuting to/from work	None	None
3	Car (excluding private hire)	14	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	Entered ditch

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other
3	2	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

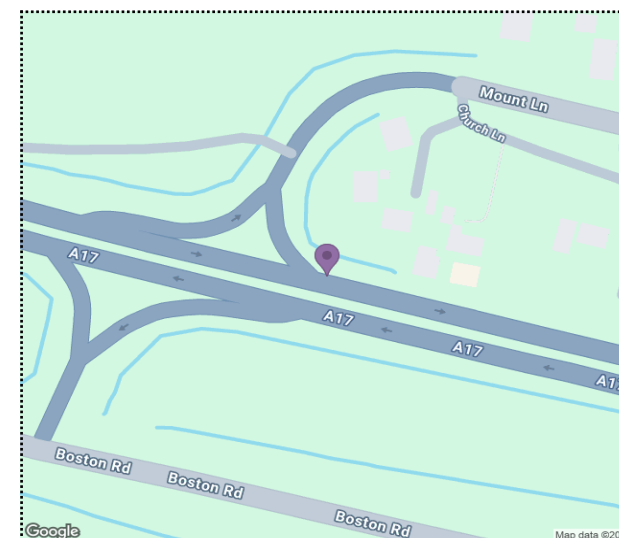
For more information about the data please visit 

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Validated Data

Crash Date:	Thursday, October 27, 2022	Time of Crash:	17:15:00	Crash Reference:	2022320636460
Highest Injury Severity:	Slight	Road Number:	A17	Casualties:	1
Highway Authority:	Lincolnshire			Vehicles:	2
Local Authority:	North Kesteven			OS Grid Reference:	509761 345630
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	70				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Slip road				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit [\[Redacted\]](#)

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[REDACTED]

Validated Data

Crash Date:

Thursday, October 27, 2022

Time of Crash: 17:15:00

Crash Reference: 2022320636460

Vehicles Involved

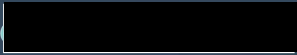
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Goods vehicle 7.5 tonnes mgw and over	-1	Unknown	Unknown	Vehicle is changing lane to the right (including slip road)	Offside	Unknown	None	None
2	Car (excluding private hire)	10	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

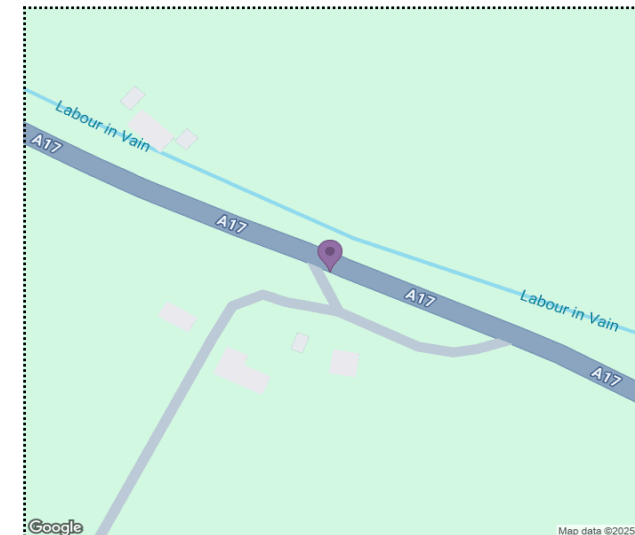
For more information about the data please visit [REDACTED]

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Validated Data

Crash Date:	Tuesday, November 22, 2022	Time of Crash:	10:55:00	Crash Reference:	2022320683766
Highest Injury Severity:	Slight	Road Number:	A17	Casualties:	1
Highway Authority:	Lincolnshire			Vehicles:	2
Local Authority:	North Kesteven			OS Grid Reference:	519995 343980
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Slip road				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit [\[Redacted\]](#)

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[Redacted]

Validated Data

Crash Date:

Tuesday, November 22, 2022

Time of Crash: 10:55:00

Crash Reference: 2022320683766

Vehicles Involved

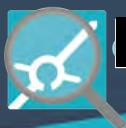
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	7	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
2	Goods vehicle 7.5 tonnes mgw and over	7	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

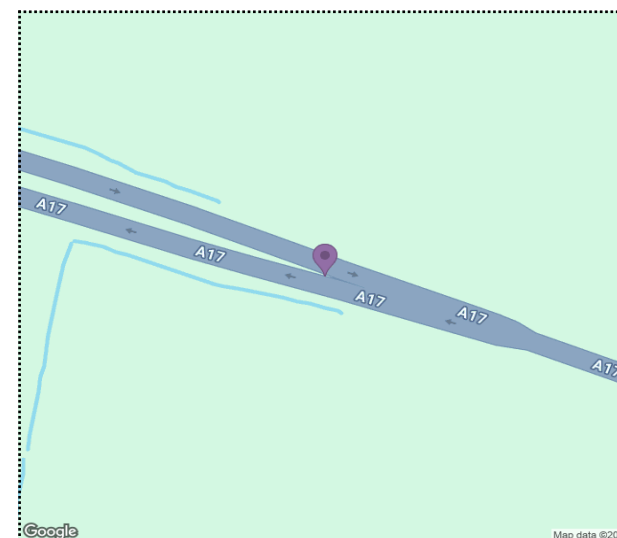
For more information about the data please visit [Redacted]

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Validated Data

Crash Date:	Sunday, December 25, 2022	Time of Crash:	09:39:00	Crash Reference:	2022320751640
Highest Injury Severity:	Slight	Road Number:	A17	Casualties:	1
Highway Authority:	Lincolnshire			Vehicles:	1
Local Authority:	North Kesteven			OS Grid Reference:	510161 345513
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit [\[Redacted\]](#)

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[Redacted]

Validated Data

Crash Date:

Sunday, December 25, 2022

Time of Crash:

09:39:00

Crash Reference: 2022320751640

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	16	Male	21 - 25	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit [Redacted]

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Validated Data

Crash Date: Thursday, March 9, 2023

Highest Injury Severity: Slight

Highway Authority: Lincolnshire

Local Authority: Boston

Weather Description: Fine without high winds

Road Surface Description: Wet or Damp

Speed Limit: 40

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled

Time of Crash: 08:15:00

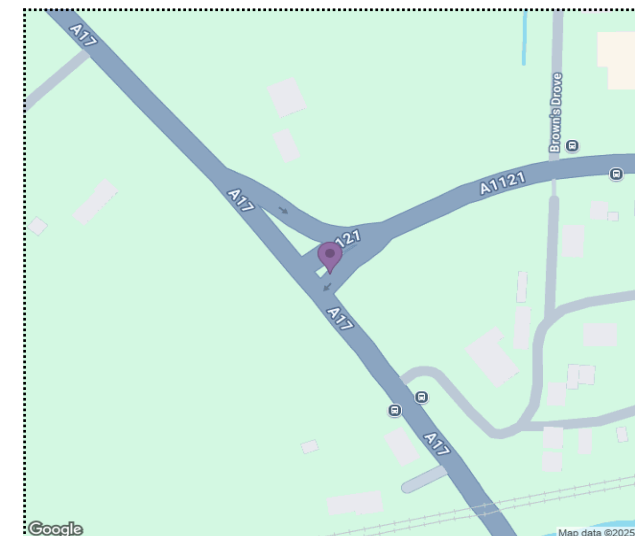
Road Number: A17

Crash Reference: 2023320146213

Casualties: 1

Vehicles: 2

OS Grid Reference: 521718 342983



For more information about the data please visit [\[Redacted\]](#)

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[Redacted]

Validated Data

Crash Date:

Thursday, March 9, 2023

Time of Crash:

08:15:00

Crash Reference: 2023320146213

Vehicles Involved

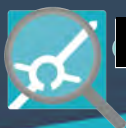
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	6	Male	26 - 35	Vehicle is in the act of turning right	Offside	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	2	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit [Redacted]

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Validated Data

Crash Date: Monday, April 24, 2023

Highest Injury Severity: Slight

Highway Authority: Lincolnshire

Local Authority: Boston

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 40

Light Conditions: Darkness: street lighting unknown

Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled

Time of Crash: 05:15:00

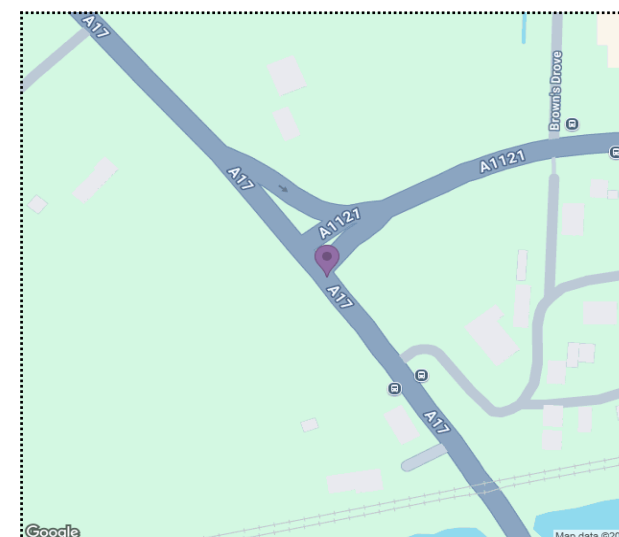
Road Number: A17

Crash Reference: 2023320244967

Casualties: 1

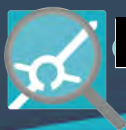
Vehicles: 2

OS Grid Reference: 521717 342973



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[Redacted]

Validated Data

Crash Date:

Monday, April 24, 2023

Time of Crash: 05:15:00

Crash Reference: 2023320244967

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	1	Male	56 - 65	Vehicle is in the act of turning left	Front	Commuting to/from work	None	None
2	Taxi/Private hire car (2005 onwards)	-1	Male	46 - 55	Vehicle is waiting to turn right	Offside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

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Validated Data

Crash Date: Friday, June 23, 2023

Time of Crash: 08:05:00

Crash Reference: 2023320385104

Highest Injury Severity: Slight

Road Number: A17

Casualties: 1

Highway Authority: Lincolnshire

Vehicles: 3

Local Authority: North Kesteven

OS Grid Reference: 520143 343916

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 50

Light Conditions: Daylight: regardless of presence of streetlights

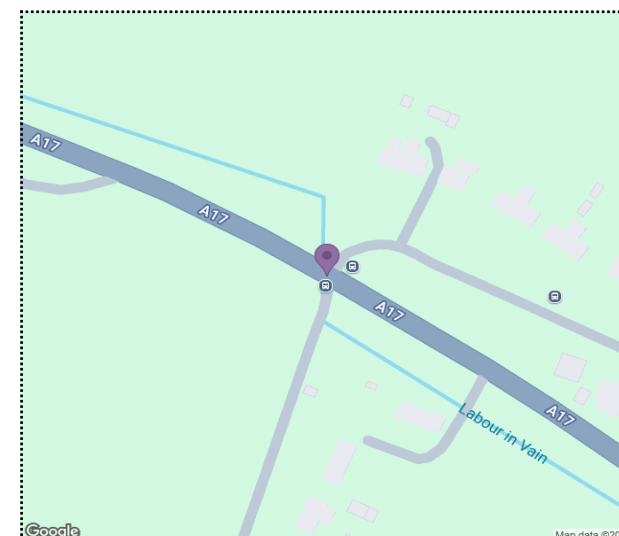
Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit [\[Redacted\]](#)

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[Redacted]

Validated Data

Crash Date:

Friday, June 23, 2023

Time of Crash: 08:05:00

Crash Reference: 2023320385104

Vehicles Involved

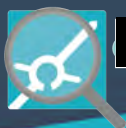
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	-1	Unknown	Unknown	Vehicle is in the act of turning right	Did not impact	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	16	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
3	Car (excluding private hire cars 2005 onwards)	2	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
3	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

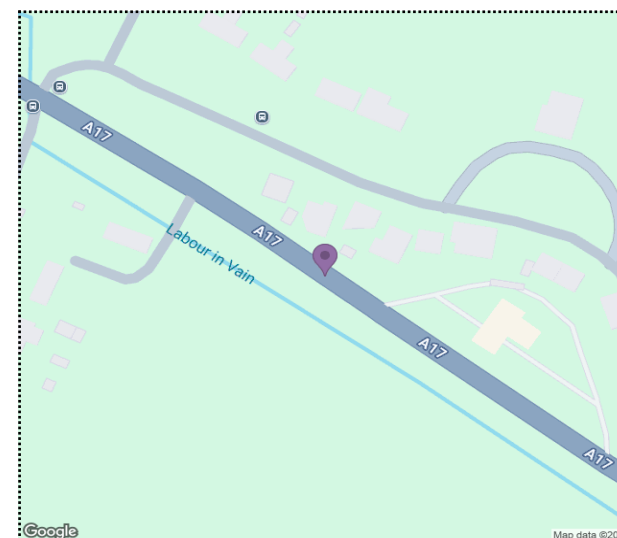
For more information about the data please visit [Redacted]

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Validated Data

Crash Date:	Sunday, July 23, 2023	Time of Crash:	17:00:00	Crash Reference:	2023320455649
Highest Injury Severity:	Slight	Road Number:	A17	Casualties:	1
Highway Authority:	Lincolnshire			Vehicles:	1
Local Authority:	North Kesteven			OS Grid Reference:	520254 343846
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Slip Road				
Junction Control:	Unknown				



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[Redacted]

Validated Data

Crash Date:

Sunday, July 23, 2023

Time of Crash: 17:00:00

Crash Reference: 2023320455649

Vehicles Involved

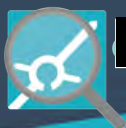
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle A over 50cc and up to 125cc (1999 onwards)	-1	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit [Redacted]

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Validated Data

Crash Date:	Friday, August 11, 2023	Time of Crash:	05:47:00	Crash Reference:	2023320496585
Highest Injury Severity:	Serious	Road Number:	A17	Casualties:	2
Highway Authority:	Lincolnshire			Vehicles:	2
Local Authority:	North Kesteven			OS Grid Reference:	519841 344054
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



For more information about the data please visit [\[Redacted\]](#)

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Validated Data

Crash Date:

Friday, August 11, 2023

Time of Crash: 05:47:00

Crash Reference: 2023320496585

Vehicles Involved

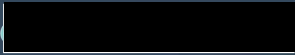
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	16	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Goods vehicle 7.5 tonnes mgw and over A (1999 onwards)	1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Male	26 - 35	Unknown or other	Unknown or other
1	2	Serious	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

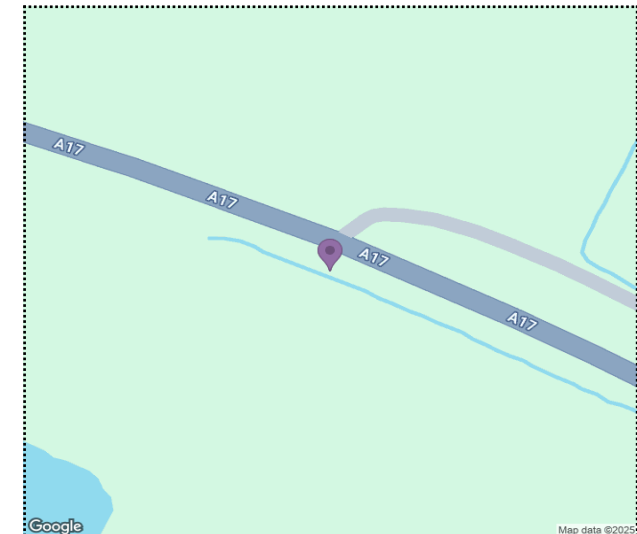
For more information about the data please visit 

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Validated Data

Crash Date:	Monday, October 23, 2023	Time of Crash:	16:45:00	Crash Reference:	2023320658906
Highest Injury Severity:	Slight	Road Number:	A17	Casualties:	2
Highway Authority:	Lincolnshire			Vehicles:	2
Local Authority:	North Kesteven			OS Grid Reference:	511119 345154
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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Validated Data

Crash Date:

Monday, October 23, 2023

Time of Crash:

16:45:00

Crash Reference: 2023320658906

Vehicles Involved

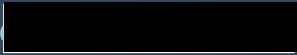
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	12	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	Road sign/Traffic signal
2	Car (excluding private hire cars 2005 onwards)	13	Female	26 - 35	Vehicle is slowing down or stopping	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Male	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit 

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Wednesday, October 25, 2023
Highest Injury Severity: Slight
Highway Authority: Lincolnshire
Local Authority: Boston
Weather Description: Fog or mist - if hazard
Road Surface Description: Wet or Damp
Speed Limit: 40
Light Conditions: Darkness: street lighting unknown
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

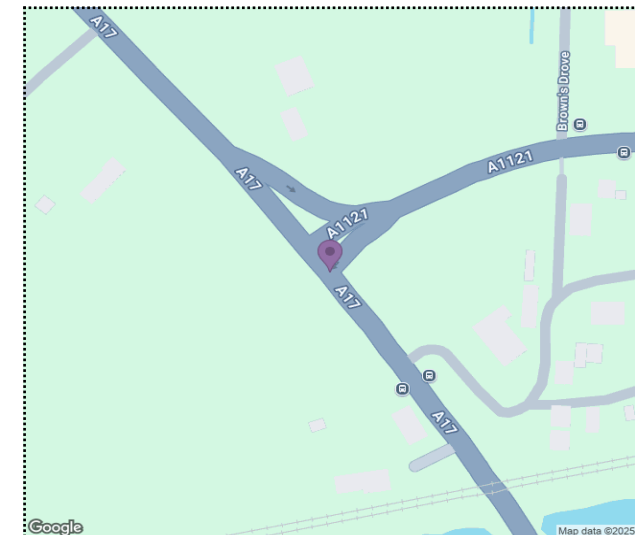
Time of Crash: 06:45:00
Road Number: A17

Crash Reference: 2023320662364

Casualties: 1

Vehicles: 2

OS Grid Reference: 521715 342975



For more information about the data please visit [\[Redacted\]](#)

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



[Redacted]

Validated Data

Crash Date:

Wednesday, October 25, 2023

Time of Crash:

06:45:00

Crash Reference: 2023320662364

Vehicles Involved

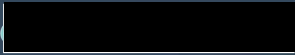
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Goods vehicle 7.5 tonnes mgw and over Å (1999 onwards)	0	Male	36 - 45	Vehicle is slowing down or stopping	Front	Journey as part of work	None	None
2	Car (excluding private hire cars 2005 onwards)	14	Male	56 - 65	Vehicle is waiting to turn right	Back	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit [Redacted]

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Saturday, October 28, 2023
Highest Injury Severity: Slight
Highway Authority: Lincolnshire
Local Authority: North Kesteven
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 50
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Using private drive or entrance
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

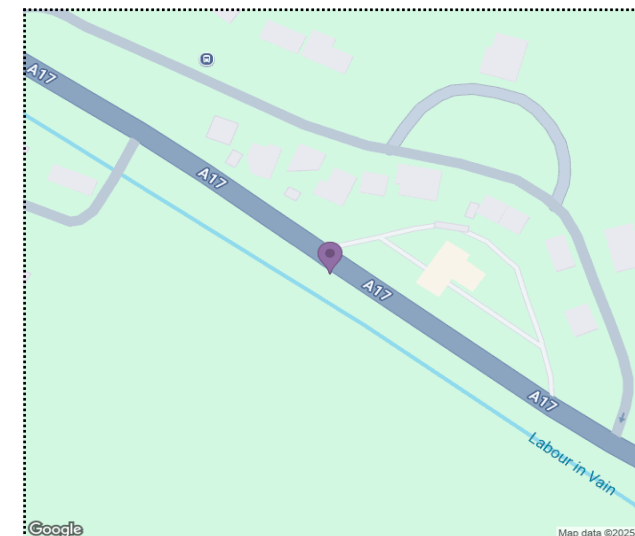
Time of Crash: 11:30:00
Road Number: A17

Crash Reference: 2023320669005

Casualties: 2

Vehicles: 2

OS Grid Reference: 520277 343824



For more information about the data please visit [\[Redacted\]](#)

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Saturday, October 28, 2023

Time of Crash: 11:30:00

Crash Reference: 2023320669005

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Goods vehicle over 3.5 tonnes and under 7.5 tonnes mgw (1999 onwards)	-1	Male	16 - 20	Vehicle is slowing down or stopping	Front	Journey as part of work	None	None
2	Car (excluding private hire cars 2005 onwards)	5	Female	66 - 75	Vehicle is in the act of turning right	Offside	Unknown	None	Tree

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	2	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other
2	1	Slight	Driver or rider	Female	66 - 75	Unknown or other	Unknown or other

For more information about the data please visit 

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Sunday, November 26, 2023

Time of Crash: 18:12:00

Crash Reference: 2023320731162

Highest Injury Severity: Slight

Road Number: A17

Casualties: 2

Highway Authority: Lincolnshire

Vehicles: 3

Local Authority: Boston

OS Grid Reference: 521719 342978

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 60

Light Conditions: Darkness: street lights present and lit

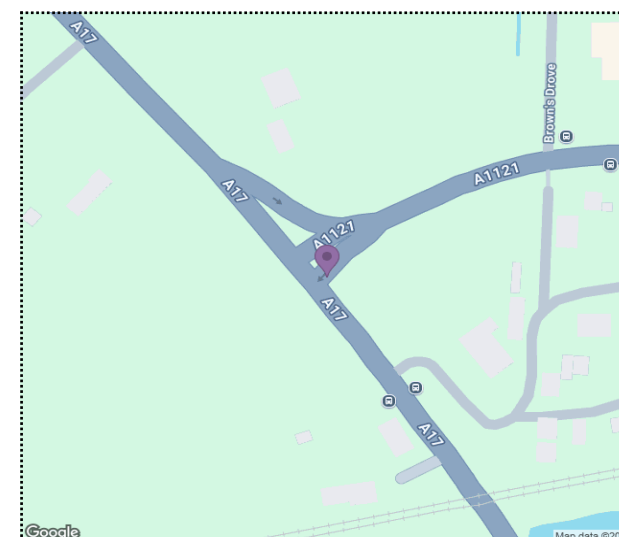
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit [\[Redacted\]](#)

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



[Redacted]

Validated Data

Crash Date:

Sunday, November 26, 2023

Time of Crash:

18:12:00

Crash Reference: 2023320731162

Vehicles Involved

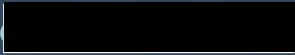
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	11	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Car (excluding private hire cars 2005 onwards)	-1	Male	26 - 35	Vehicle is in the act of turning right	Front	Unknown	None	None
3	Car (excluding private hire cars 2005 onwards)	11	Male	66 - 75	Vehicle is waiting to turn right	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	2	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit [Redacted]

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Friday, December 15, 2023

Time of Crash: 01:34:00

Crash Reference: 2023320768829

Highest Injury Severity: Slight

Road Number: U

Casualties: 1

Highway Authority: Lincolnshire

Vehicles: 1

Local Authority: North Kesteven

OS Grid Reference: 509730 345653

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 70

Light Conditions: Darkness: no street lighting

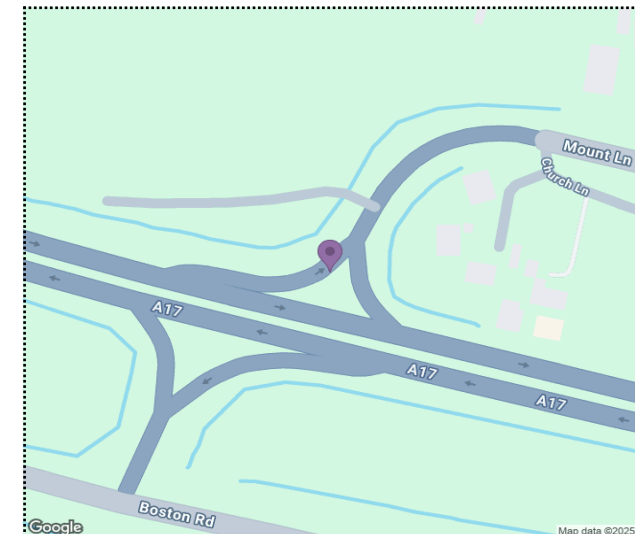
Carriageway Hazards: None

Junction Detail: Slip road

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Dual carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit 

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



[Redacted]

Validated Data

Crash Date:

Friday, December 15, 2023

Time of Crash:

01:34:00

Crash Reference: 2023320768829

Vehicles Involved

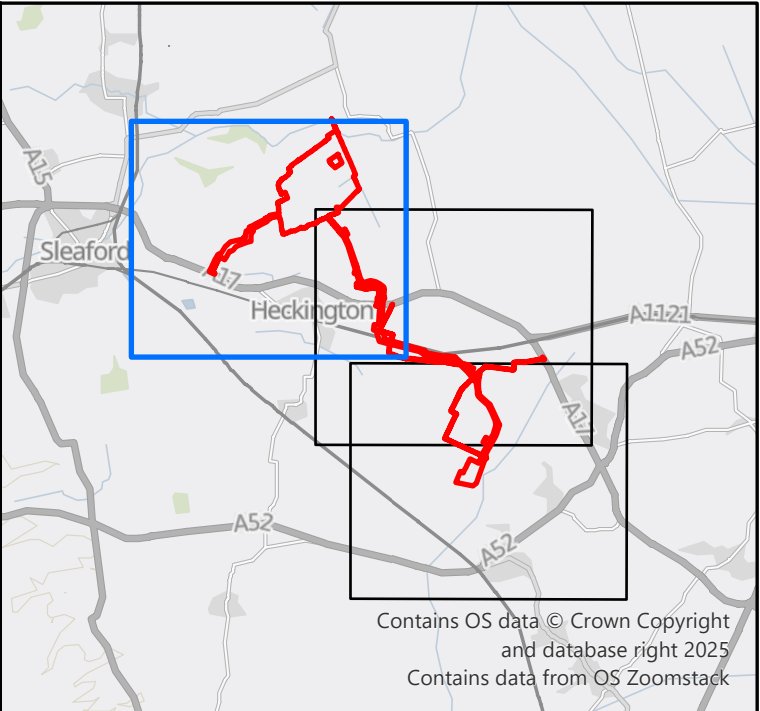
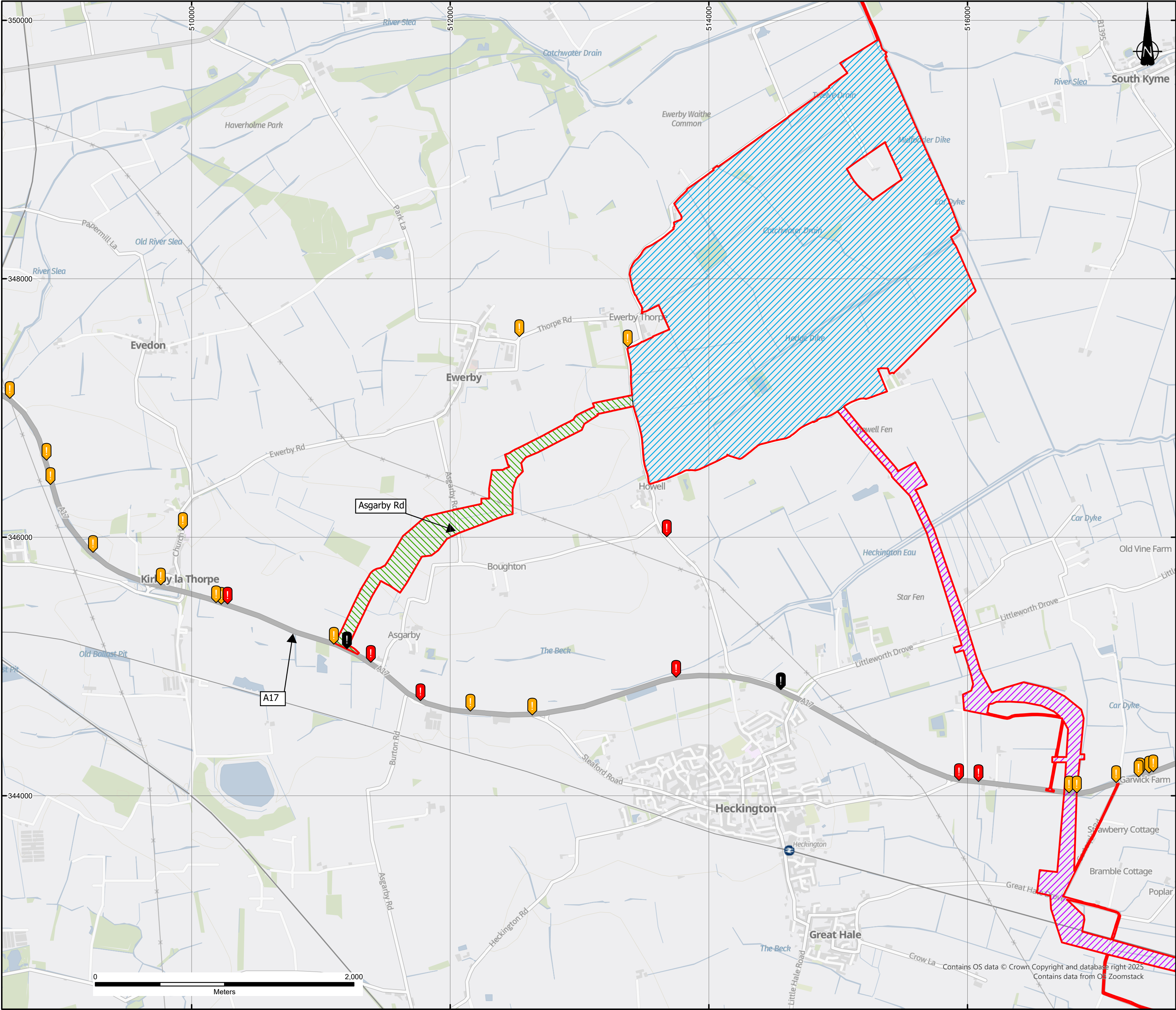
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	11	Male	21 - 25	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Unknown	None	Entered ditch

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit [Redacted]

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

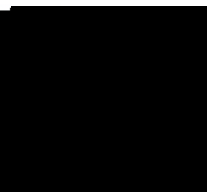


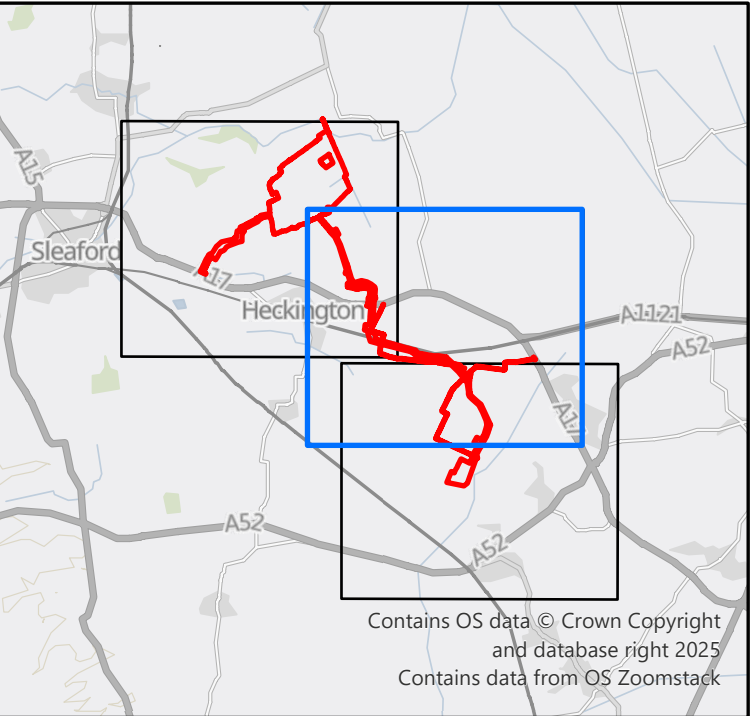
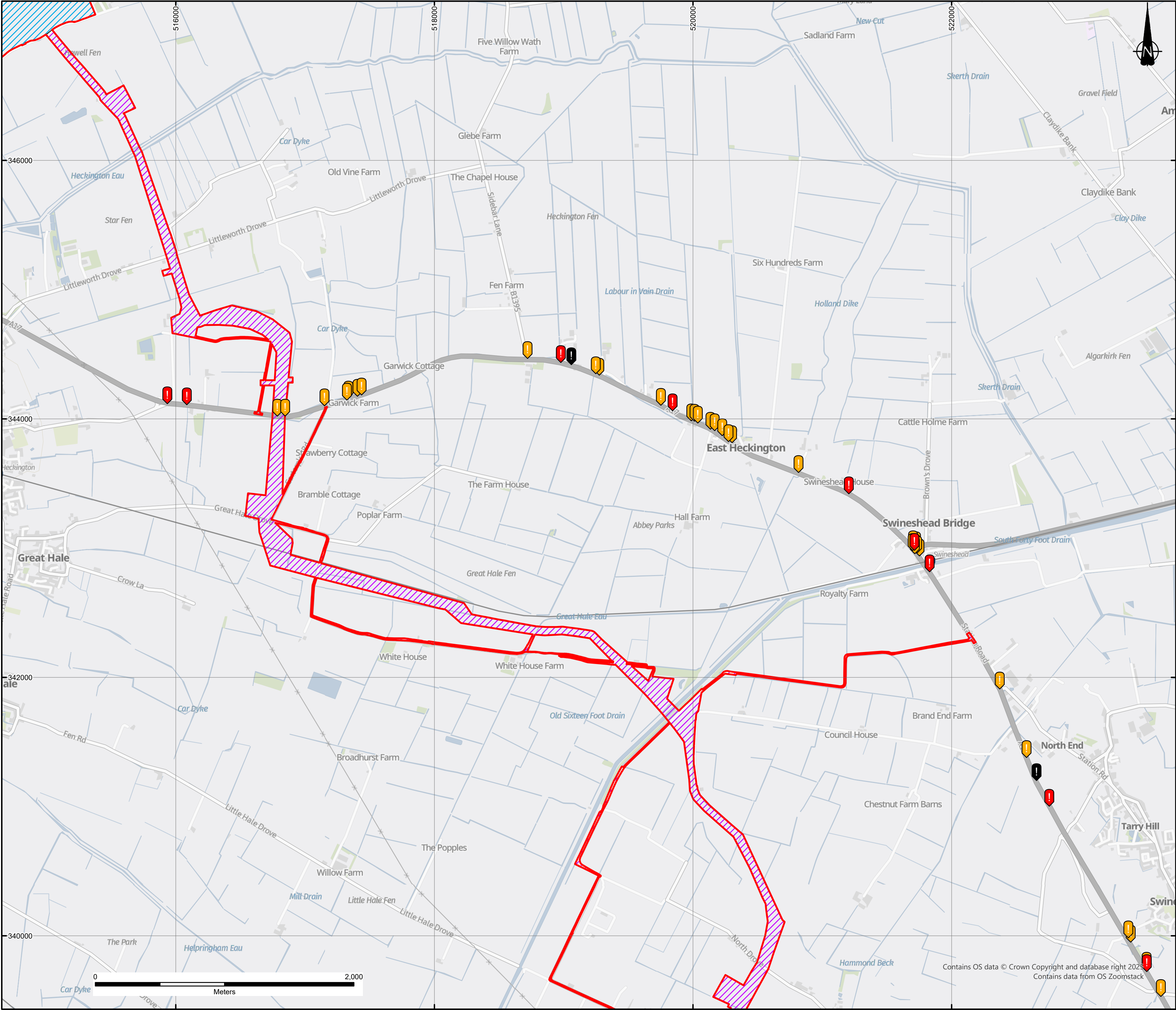
- KEY**
- DCO Order Limits
 - Access Route Corridor
 - Cable Route Corridor
 - Solar Array Area

Incident Severity

- Serious
- Slight
- Fatal

Notes:
Boundaries are indicative.
DCO Order Limits provided by Ardent Management on 15/01/2025.
Contains public sector information licensed under the Open Government Licence v3.0. obtained from Crashmap.co.uk, Locations approximate only.
Traffic data comprises Annual Average Daily Traffic (AADT) measured in units of vehicles.

C B A	NEW DCO ORDER LIMITS, DATA UPDATES AMENDED LEGEND AND NOTES FIRST ISSUE				24/01/25 04/01/24 14/12/23	BL CP CP	KI IC IC	IC IC IC	
REVISION	DETAILS					DATE	DRAWN	CHK'D	APP'D
CLIENT BEACON FEN ENERGY PARK LTD									
PROJECT BEACON FEN ENERGY PARK									
DRAWING TITLE LOCATIONS OF ROAD TRAFFIC ACCIDENTS 2019-2023 SHEET 1 OF 3									
DRG No ST19595-172						REV C	SUIT. CODE --		
DRG SIZE A2			SCALE 1:20,000			DATE 29/01/2025			
DRAWN BY RCB			CHECKED BY IC			APPROVED BY IC			
 wardell armstrong PART OF SLR									



KEY

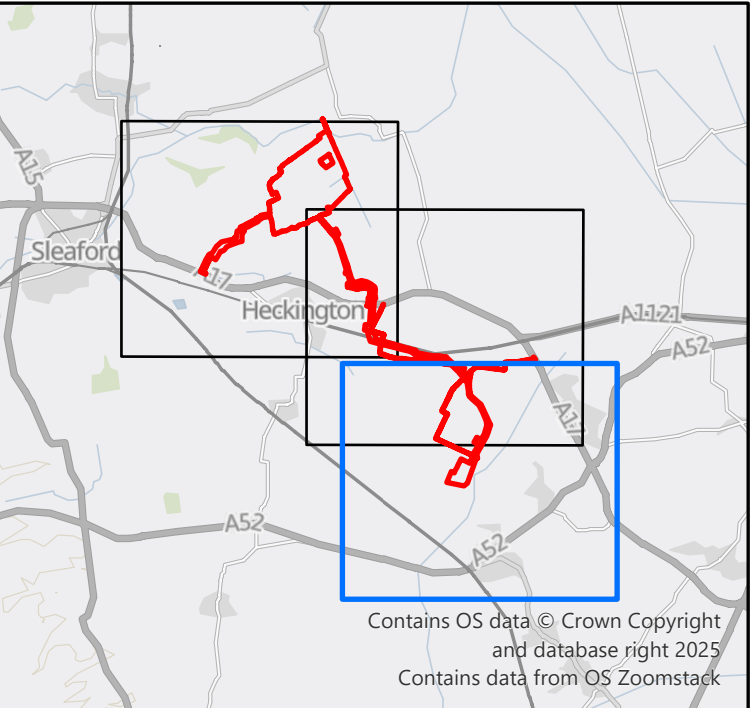
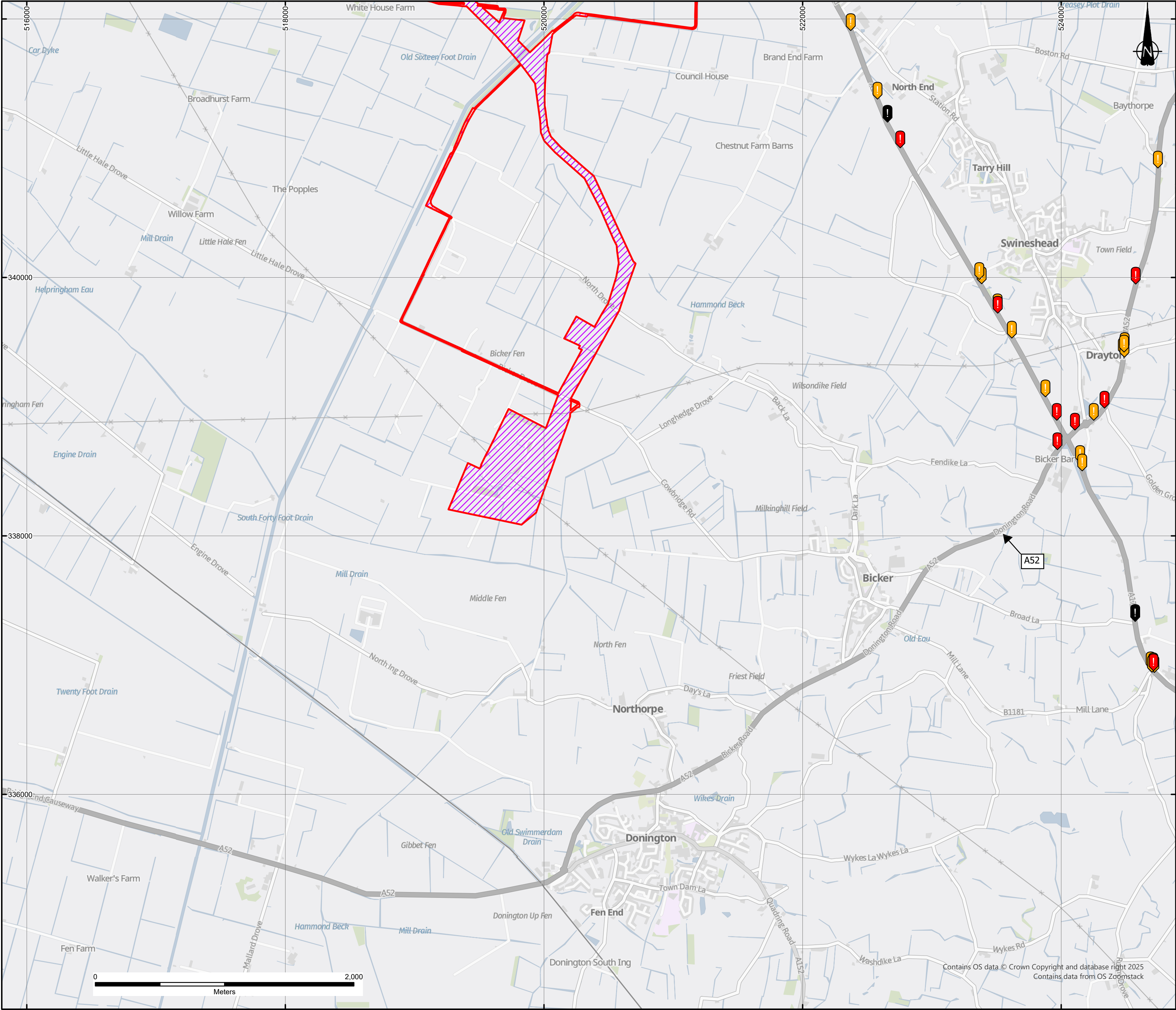
- DCO Order Limits
- Access Route Corridor
- Cable Route Corridor
- Solar Array Area

Incident Severity

- Serious
- Slight
- Fatal

Notes:
Boundaries are indicative.
DCO Order Limits provided by Ardent Management on 15/01/2025.
Contains public sector information licensed under the Open Government Licence v3.0. obtained from Crashmap.co.uk, Locations approximate only.
Traffic data comprises Annual Average Daily Traffic (AADT) measured in units of vehicles.

C B A	NEW DCO ORDER LIMITS, DATA UPDATES AMENDED LEGEND AND NOTES FIRST ISSUE		24/01/25 04/01/24 14/12/23		BL CP CP	KI IC IC	IC IC IC	
REVISION			DETAILS		DATE	DRAWN	CHKD	APPD
CLIENT								
BEACON FEN ENERGY PARK LTD								
PROJECT								
BEACON FEN ENERGY PARK								
DRAWING TITLE								
LOCATIONS OF ROAD TRAFFIC ACCIDENTS 2019-2023 SHEET 2 OF 3								
DRG No ST19595-172					REV C	SUIT. CODE --		
DRG SIZE A2			SCALE 1:20,000		DATE 29/01/2025			
DRAWN BY RCB			CHECKED BY IC		APPROVED BY IC			
 wardell armstrong  SLR PART OF								



KEY

- DCO Order Limits
- Access Route Corridor
- Cable Route Corridor
- Solar Array Area

Incident Severity

- Serious
- Slight
- Fatal

Notes:
Boundaries are indicative.

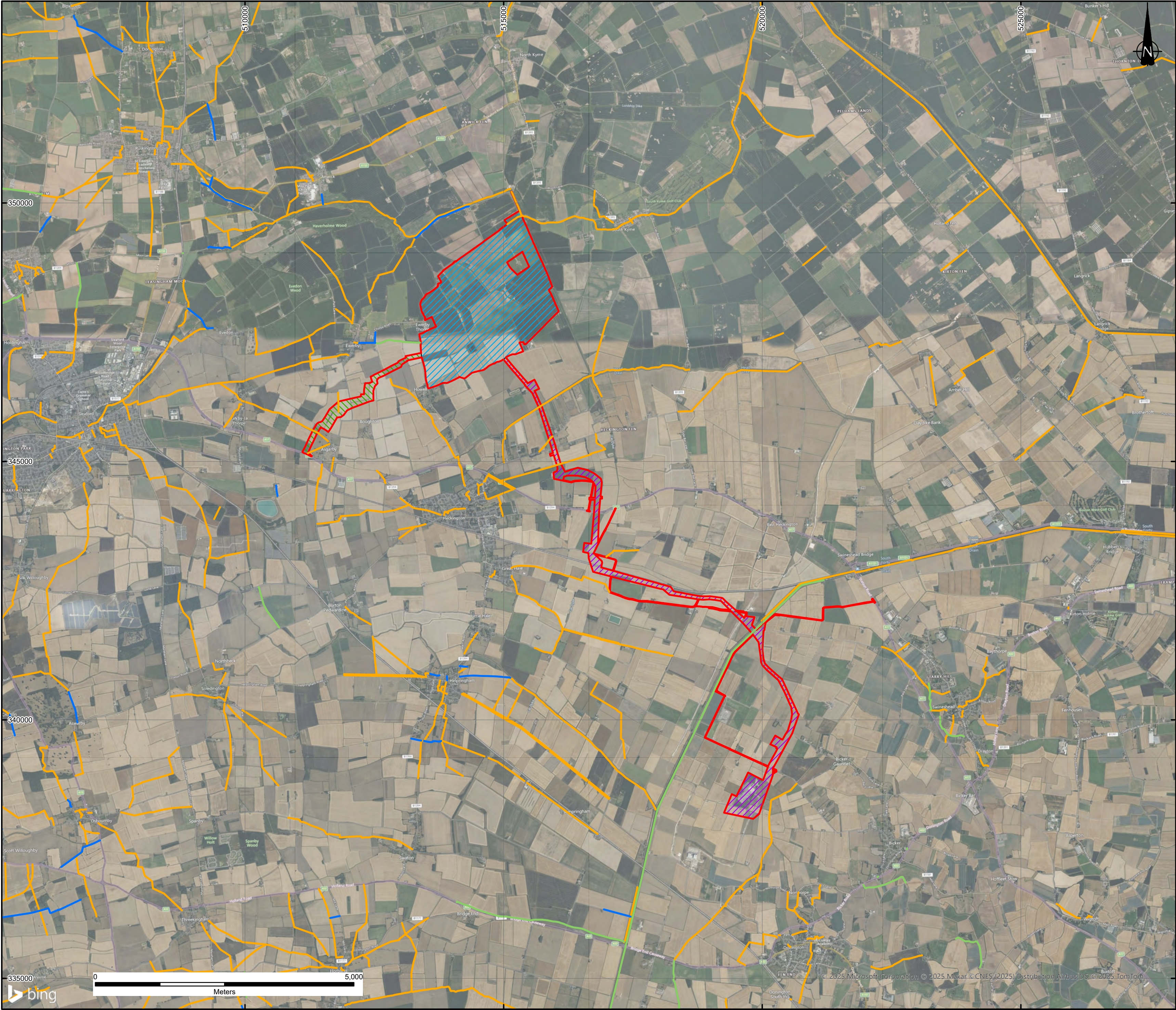
DCO Order Limits provided by Ardent Management on 15/01/2025.

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Traffic data comprises Annual Average Daily Traffic (AADT) measured in units of vehicles.

C B A	NEW DCO ORDER LIMITS, DATA UPDATES AMENDED LEGEND AND NOTES FIRST ISSUE			24/01/25 04/01/24 14/12/23	BL CP CP	KI IC IC	IC IC IC	
REVISION		DETAILS			DATE	DRAWN	CHKD	APPD
CLIENT								
BEACON FEN ENERGY PARK LTD								
PROJECT								
BEACON FEN ENERGY PARK								
DRAWING TITLE								
LOCATIONS OF ROAD TRAFFIC ACCIDENTS 2019-2023 SHEET 3 OF 3								
DRG No ST19595-172					REV C	SUIT. CODE --		
DRG SIZE A2		SCALE 1:20,000			DATE 29/01/2025			
DRAWN BY RCB		CHECKED BY IC			APPROVED BY IC			
 wardell armstrong PART OF  SLR 								

Appendix D Public Rights of Way (PRoW) plan



KEY

- DCO Order Limits
- Solar Array Area
- Bespoke Access Corridor
- Cable Route Corridor
- Public Rights of Way
 - Public footpath
 - Public Bridleway
 - Restricted Byway

Notes:

Excluding the DCO Order Limits, boundaries shown are indicative. Aerial imagery shown for context purposes only.

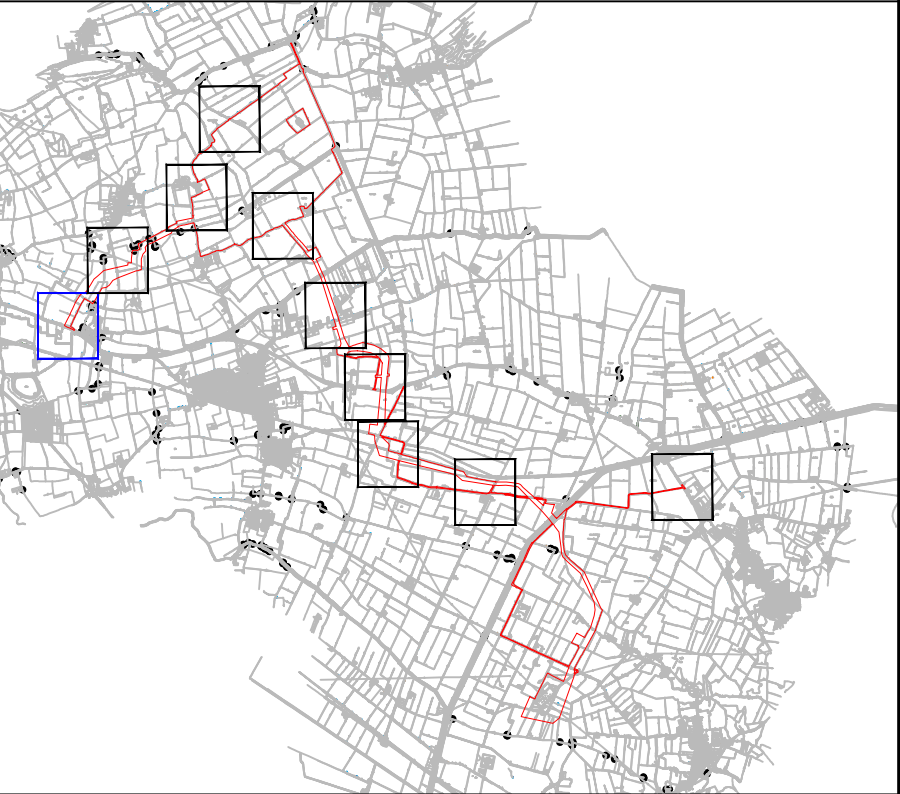
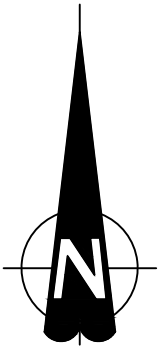
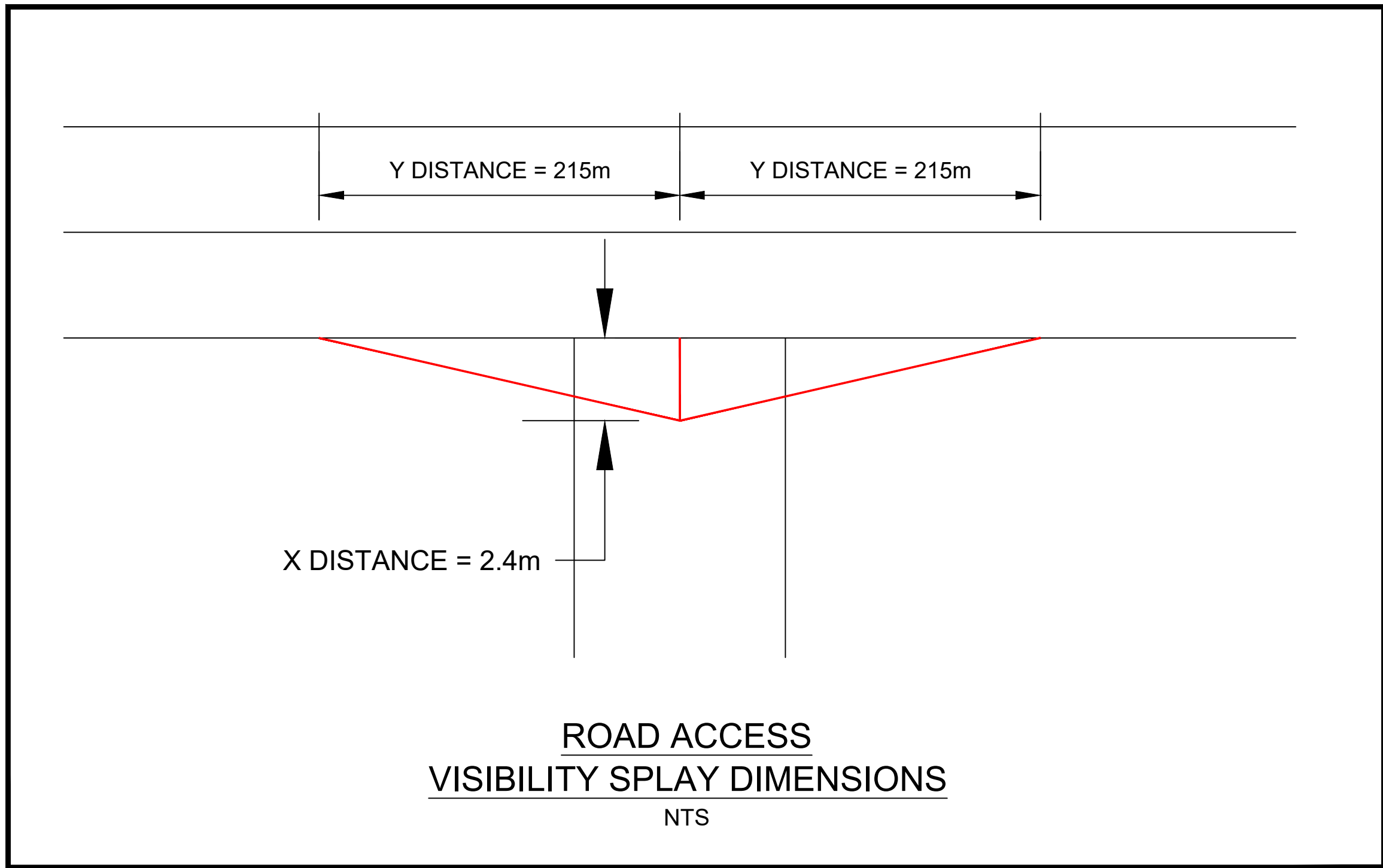
DCO Order Limits provided by Ardent Management on 04/02/2025.

Public Right of Way (PRoW) data produced by Lincolnshire County Council (LCC) and accessed on Rowmap.com in shapefile format on 24/01/2025. PRoW shapefile data dated 30/09/2024 and may therefore not be up to date. PRoW data shown may contain inaccuracies and errors regarding the location, position and/or alignment of PRoW, and is not the legal representation of the PRoW Definitive Map of Lincolnshire and should therefore not be relied upon. Contains Ordnance Survey data (C) Crown copyright and database right 2024. Contains public sector information licensed under the Open Government Licence v3.0.

1	FIRST ISSUE	06/03/25	CP	KI	IC
REVISION	DETAILS	DATE	DRAWN	CHECKED	APPROVED
CLIENT					
BEACON FEN ENERGY PARK LTD					
PROJECT					
BEACON FEN ENERGY PARK					
DRAWING TITLE					
PUBLIC RIGHTS OF WAY					
DRG No		ST19595-384		REV	1
DRG SIZE		A2	SCALE	1:50,000	DATE
DRAWN BY		BL	CHECKED BY	KI	APPROVED BY
					IC



Appendix E Proposed Access Arrangements and Swept Path Analysis (SPA): Bespoke Access Road



KEY:

VISIBILITY SPLAY (2.4m x 215m)

Proposed closure of layby
to non-site related traffic

2.40m

R6.00m

R8.00m

Lay-by

FB 4

A17

A17

FBs

Pond

Track

Drain

FB

Drain

Drain

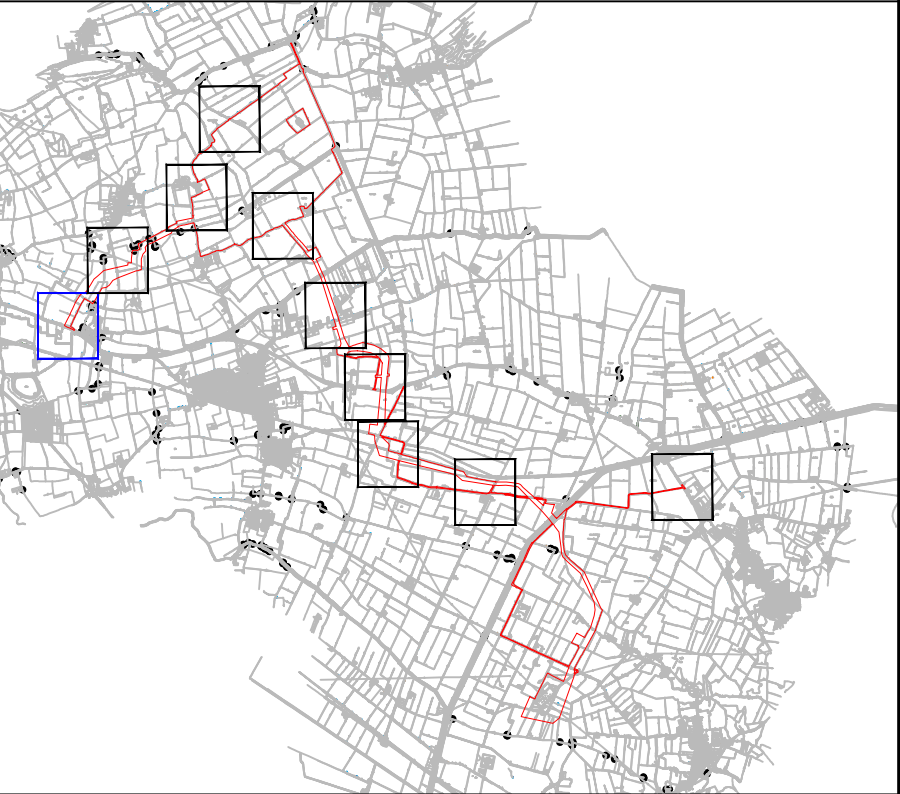
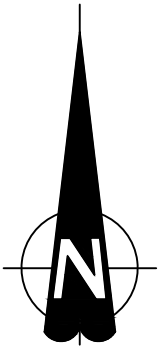
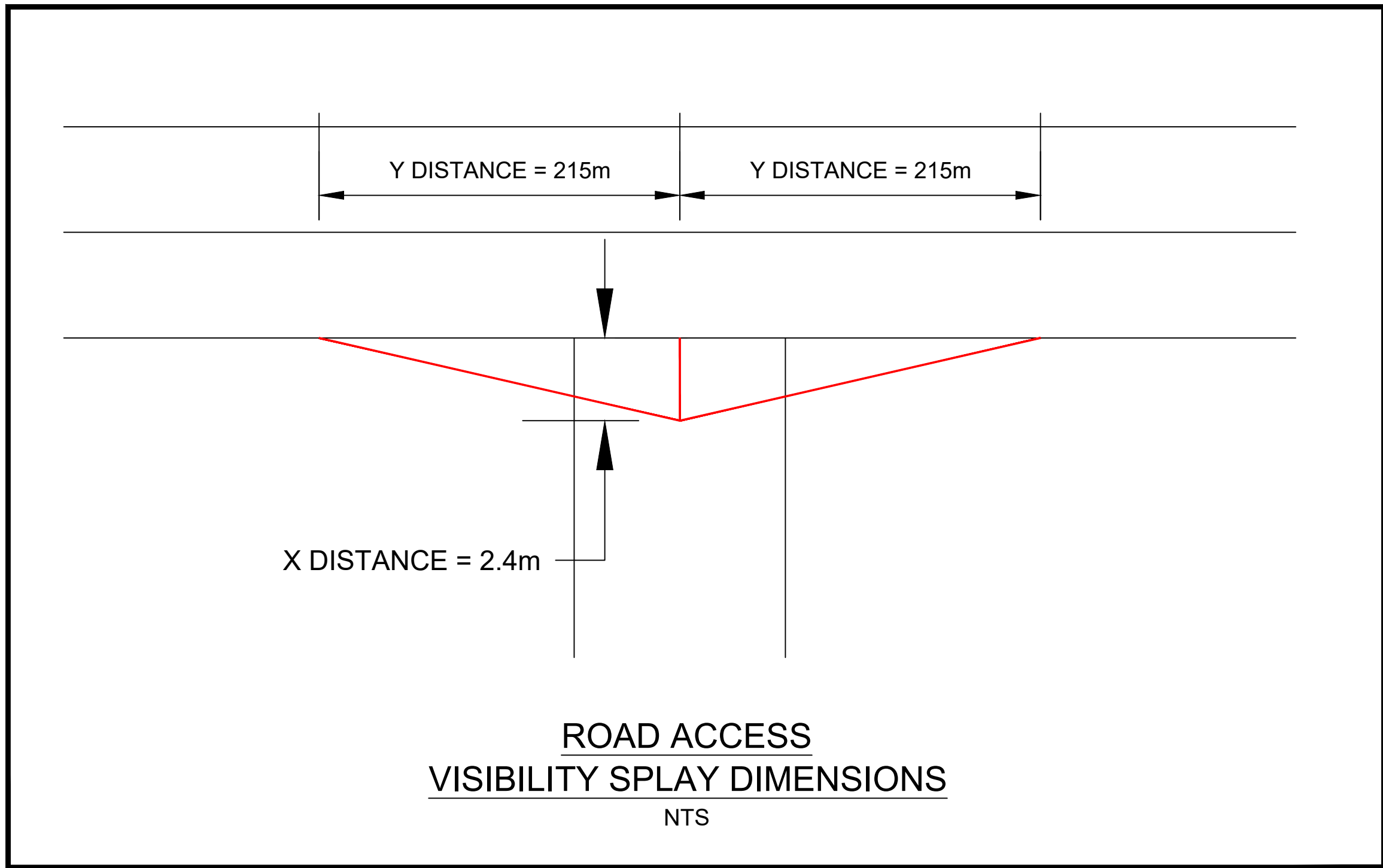
1.22m RH

Boons Cot

The Beck (drain)

B KEY PLAN UPDATE		28/01/25	RE	IC	C
DESIGNED	DRAWN	CHECKED	APPROVED	DATE	BY
CLIENT					
BEACON FEN ENERGY PARK LTD					
PROJECT					
BEACON FEN ENERGY PARK					
DRAWING TITLE					
PROPOSED ACCESS ARRANGEMENTS- BESPOKE ACCESS ROAD/A17					
DRG No. ST19555-389		REV B	DWT CODE		
DRG SIZE A0	SCALE 1:500	DATE 29/01/2025			
DRAWN BY RB	CHECKED BY KI	APPROVED BY IC			





KEY:

VISIBILITY SPLAY (2.4m x 215m)

Proposed closure of layby
to non-site related traffic

2.40m

R6.00m

R8.00m

Lay-by

FB 4

A17

A17

FBs

Pond

Track

Drain

FB

Drain

Drain

Drain

The Beck (drain)

Boons Cot

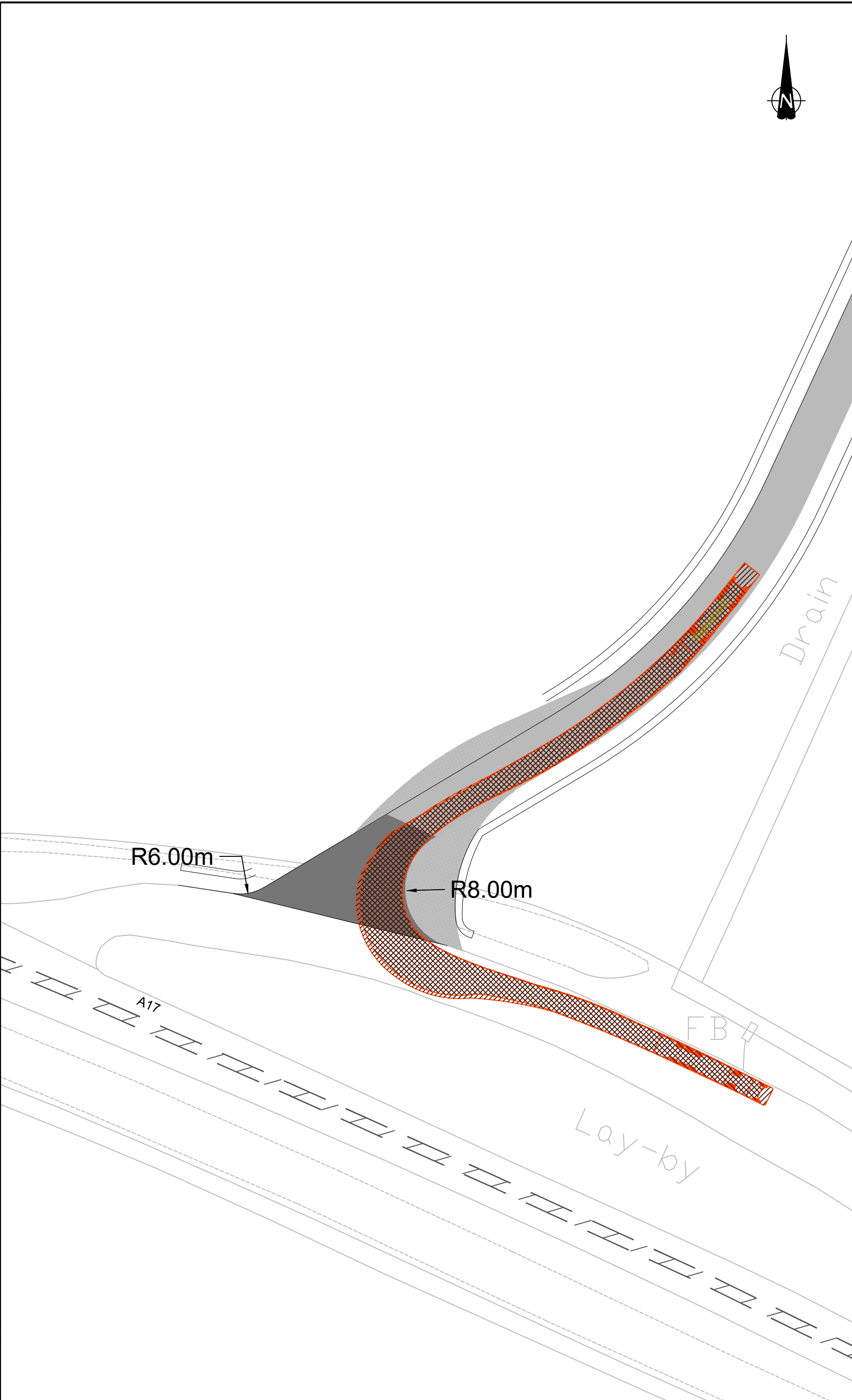
The

1:22m RH

B KEY PLAN UPDATE		28/02/25	RE	IC	C
DESIGNER	DATE	ISSUED	APPROVED	DATE	BY
BEACON FEN ENERGY PARK LTD					
PROJECT					
BEACON FEN ENERGY PARK					
DRAWING TITLE					
PROPOSED ACCESS ARRANGEMENTS- BESPOKE ACCESS ROAD/A17					
DRG No.	ST19555-389	REV	B	DWT CODE	
DRG SIZE	A0	SCALE	1:500	DATE	29/01/2025
DRAWN BY	RB	CHECKED BY	KI	APPROVED BY	IC



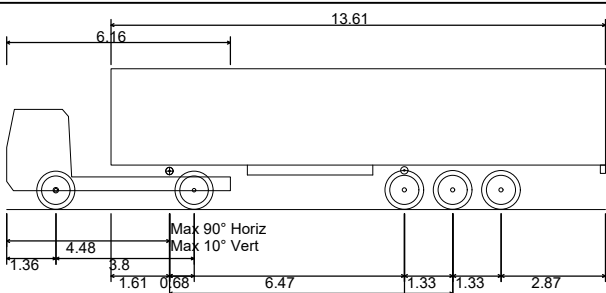
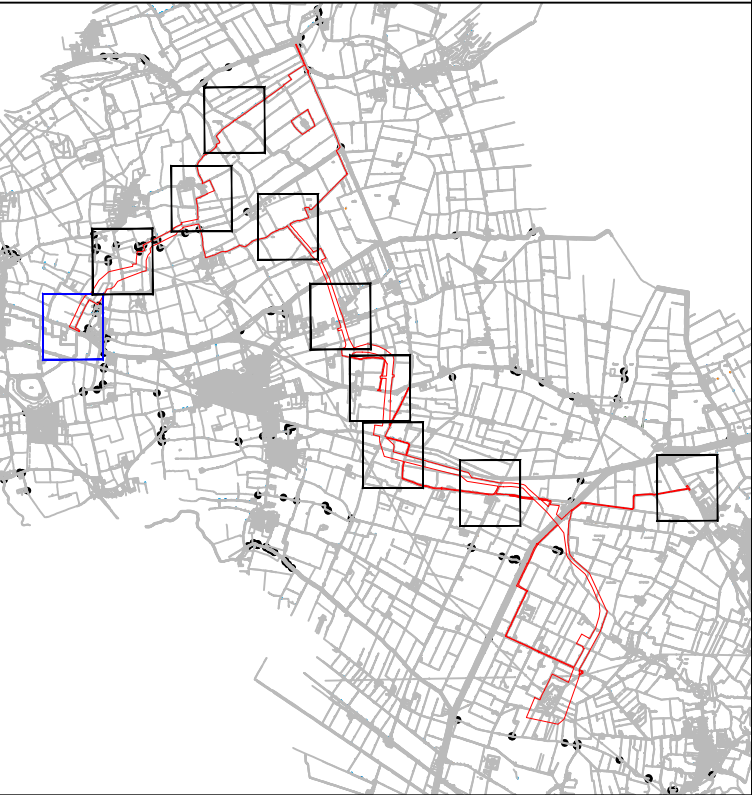
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Ordnance Survey 100009281/22



DO NOT SCALE FROM THIS DRAWING

NOTES:

1. ALL LEVELS IN METERS ABOVE ORDNANCE DATUM AND ALL DIMENSIONS IN METERS UNLESS STATED OTHERWISE.
2. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER ENGINEERING DRAWINGS AND DETAILS AND CONTRACT DOCUMENTATION.
3. SWEPT PATH ANALYSIS AND VISIBILITY SPLAYS AT SITE ACCESS BASED ON OS MASTERMAP AND SUBJECT TO DETAILED DESIGN.



FTA Design Articulated Vehicle (2016)	
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

B	KEY PLAN UPDATE	28-03-25	RB	IC	IC
REVISION	DETAILS	DATE	DRAWN	CHKD	APPD

CLIENT
BEACON FEN ENERGY PARK LTD

PROJECT
BEACON FEN ENERGY PARK

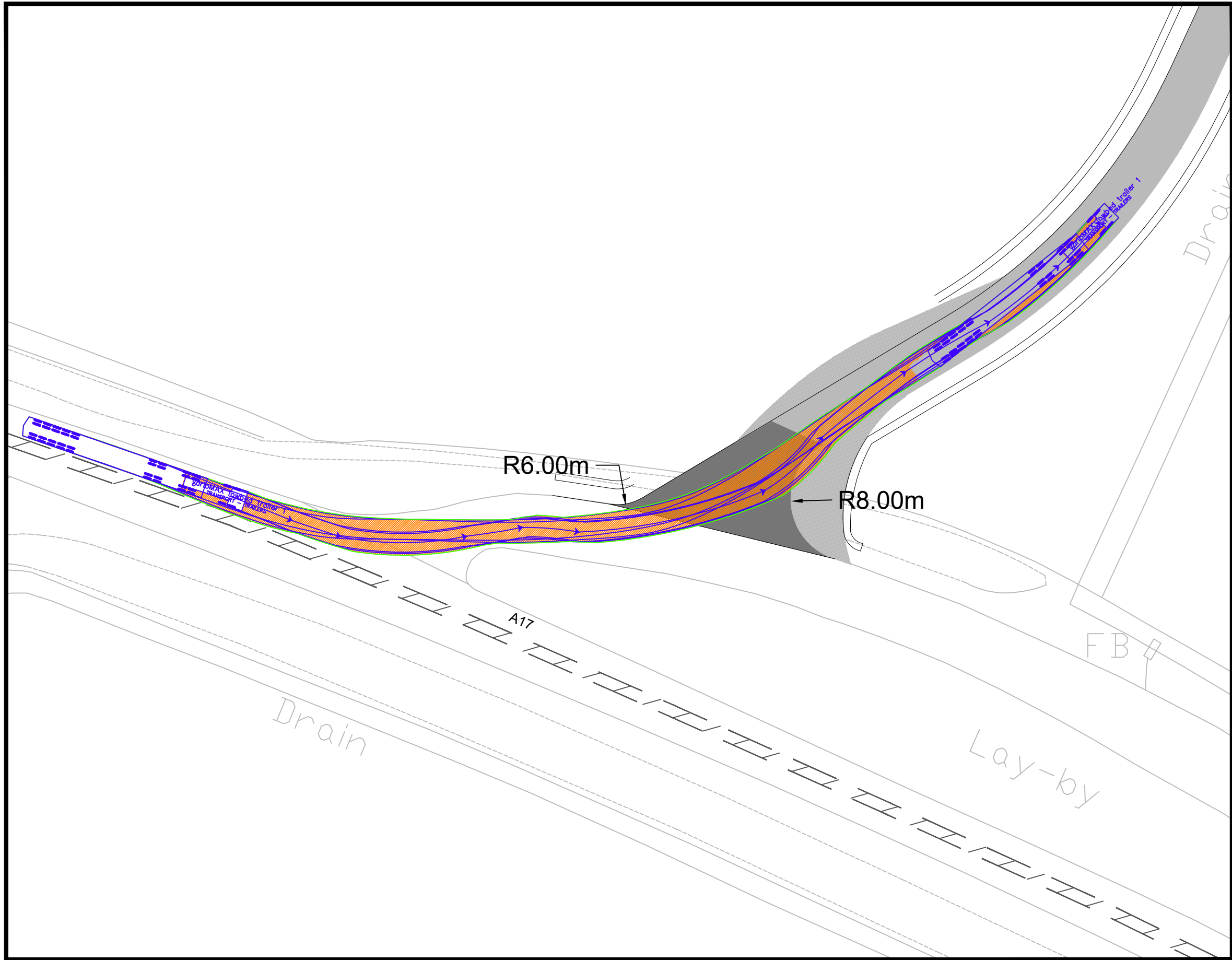
DRAWING TITLE
SWEPT PATH ANALYSIS (HGV'S)-
BEASPOKE ACCESS ROAD/A17

DRG No.	ST19595-390	REV	B	SUIT. CODE
DRG SIZE	A2	SCALE	1:500	DATE
DRAWN BY	RB	CHECKED BY	KI	APPROVED BY
				IC

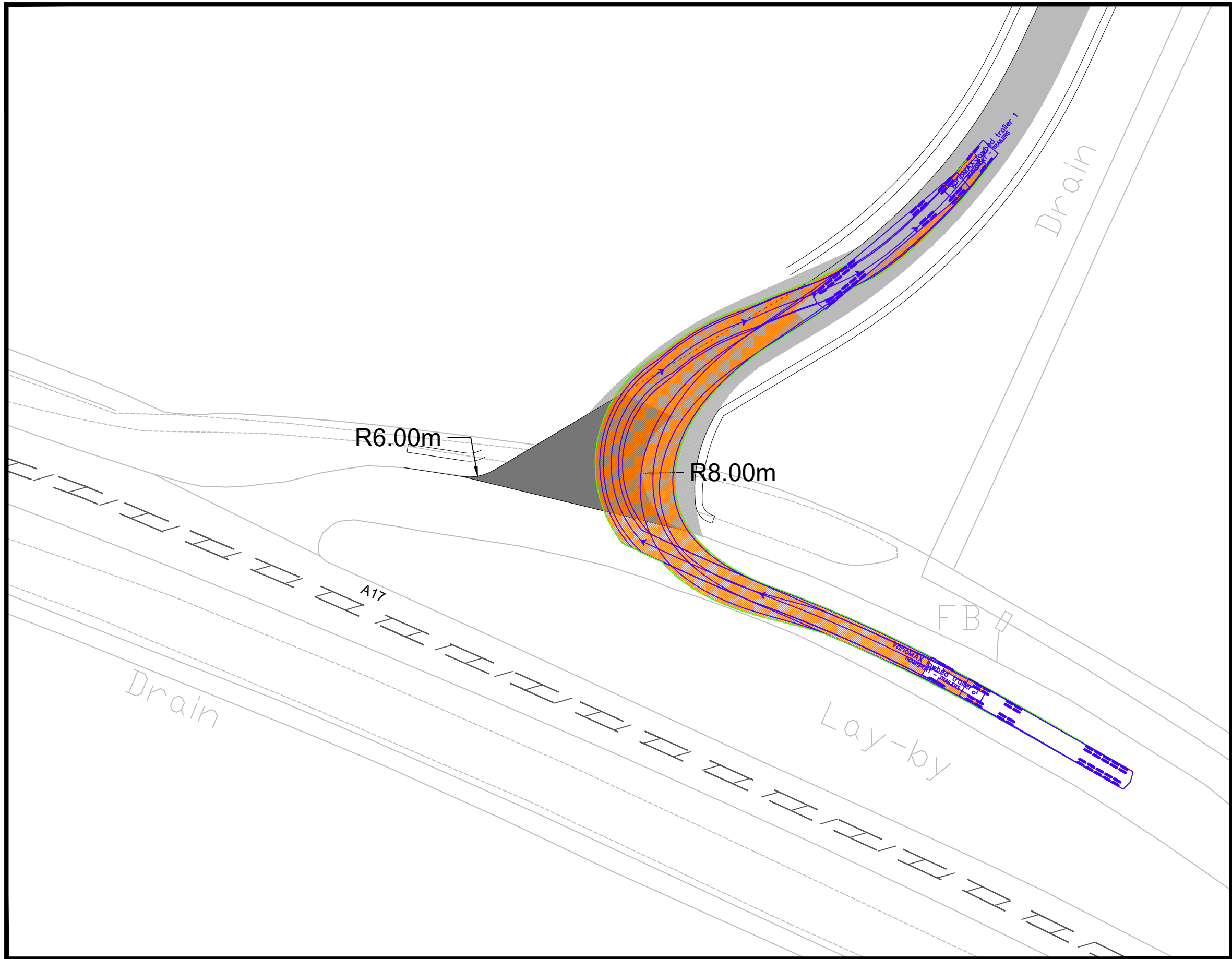


SWEPT PATH ANALYSIS: ARTICULATED VEHICLE-16.5M: INBOUND
SCALE: 1:500

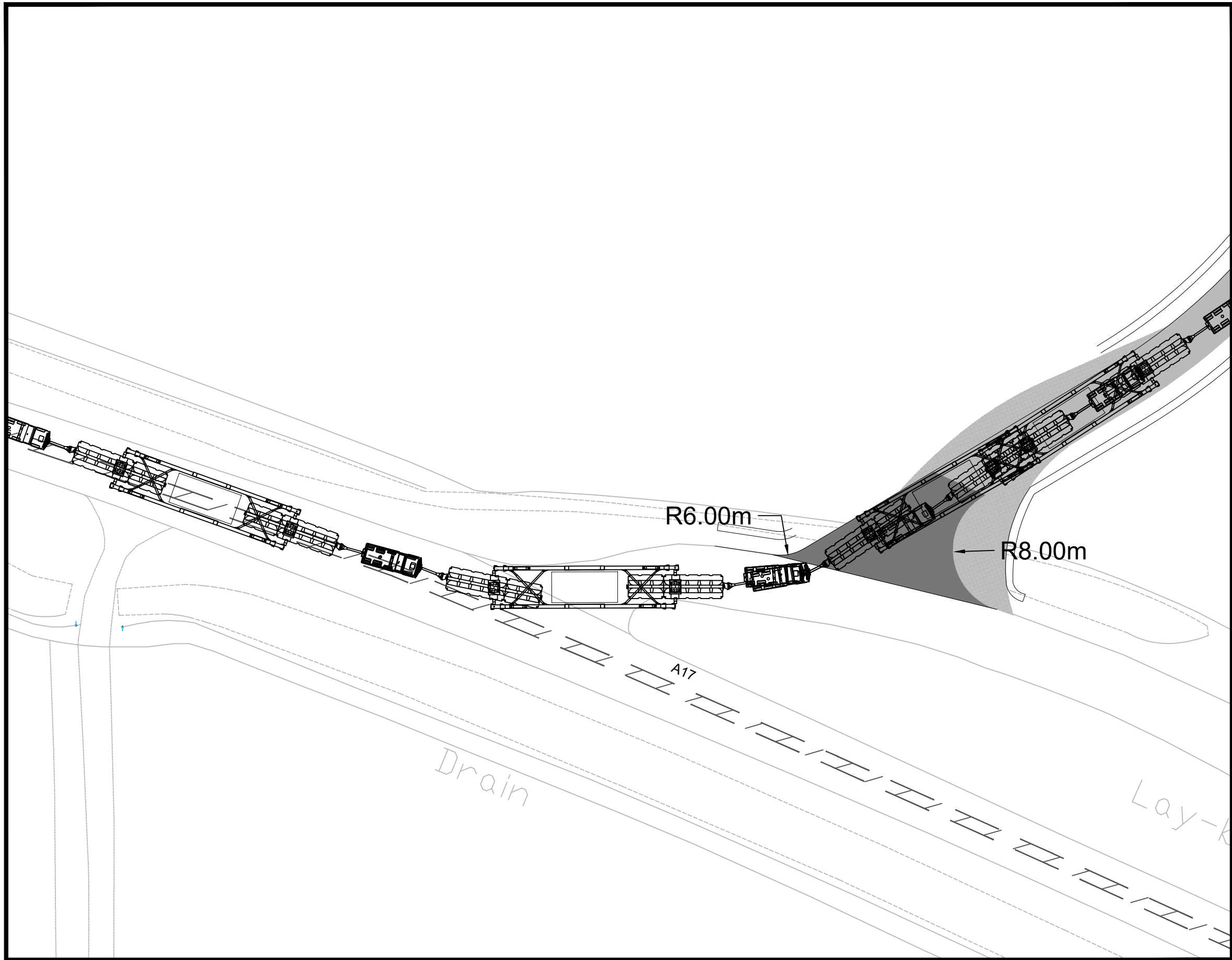
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SCALE: 1:500



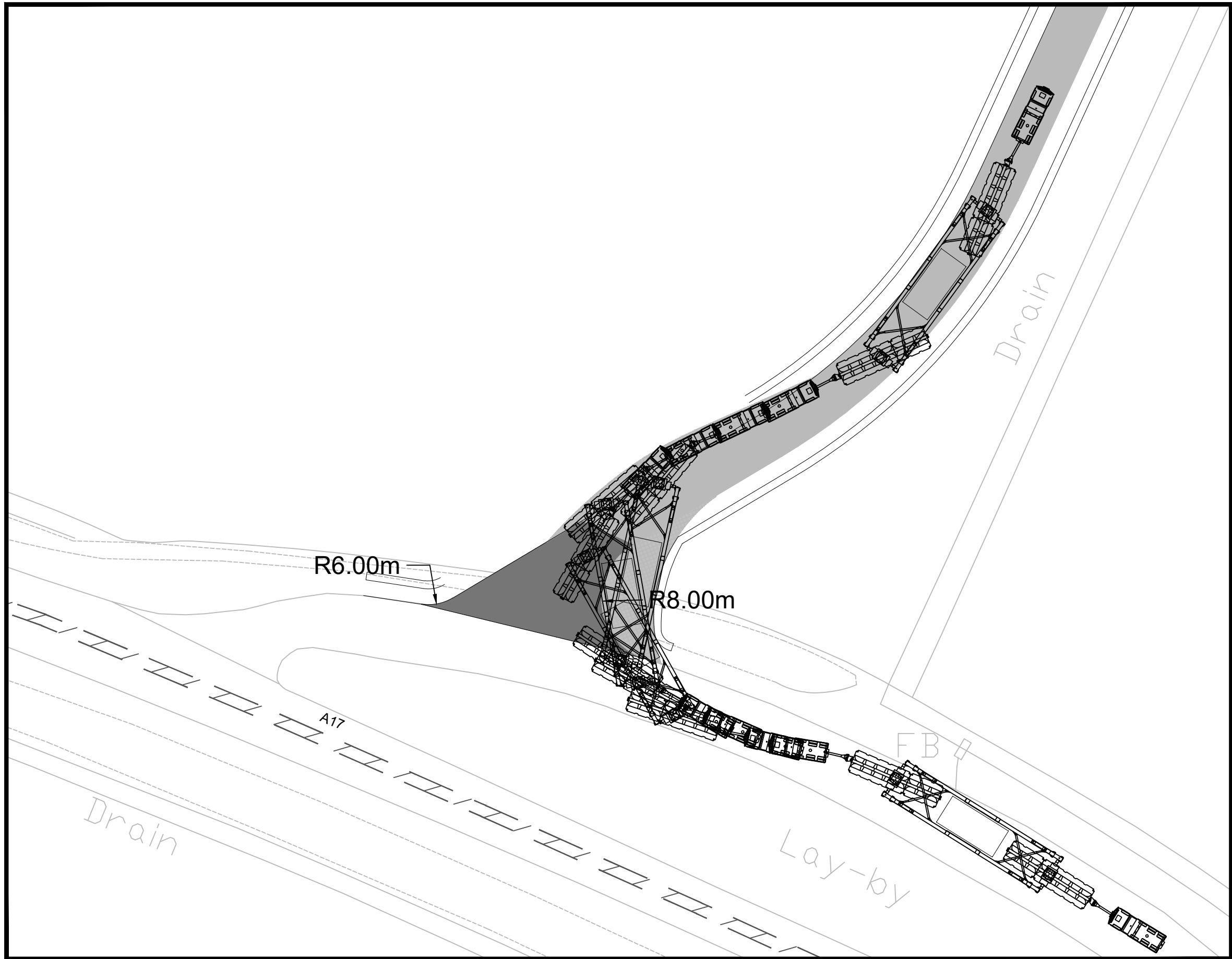
SWEPT PATH ANALYSIS: LOWBED TRAILER 27.63M: LEFT TURN
SCALE: 1:500



SWEPT PATH ANALYSIS: LOWBED TRAILER 27.63M: RIGHT TURN
SCALE: 1:500



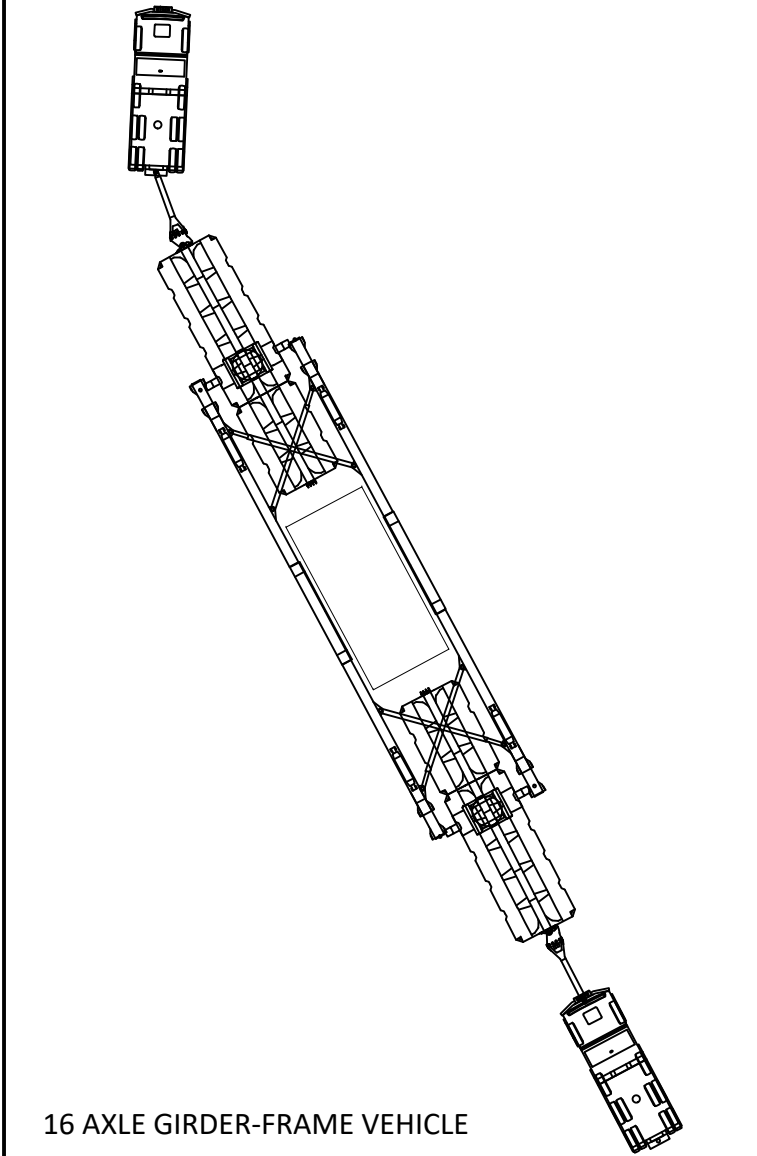
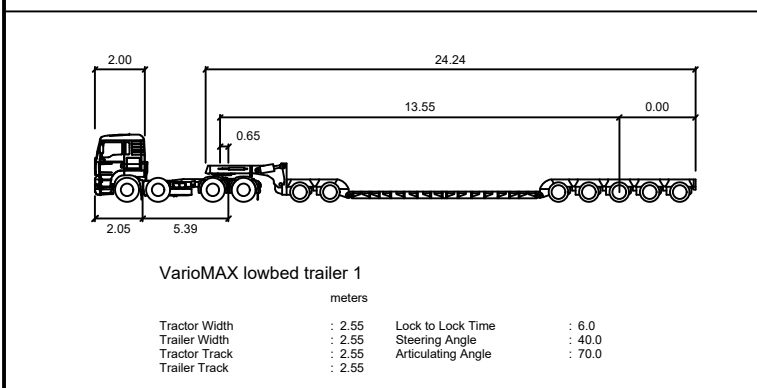
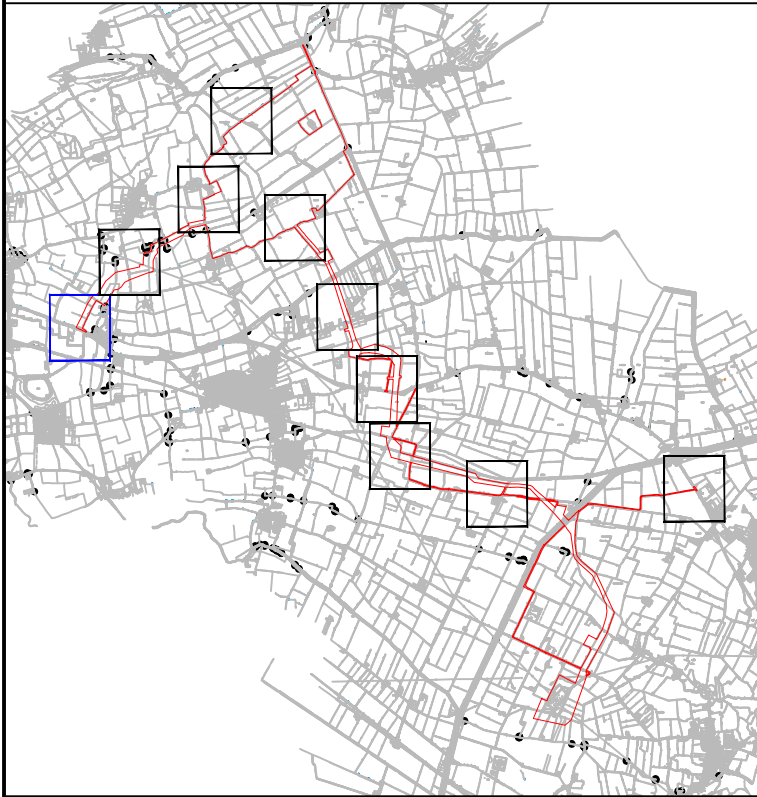
SWEPT PATH ANALYSIS: 16 AXLE GIRDER TRAILER: INBOUND (LEFT TURN)
SCALE: 1:500



SWEPT PATH ANALYSIS: 16 AXLE GIRDER TRAILER: INBOUND (RIGHT TURN)
SCALE: 1:500

DO NOT SCALE FROM THIS DRAWING

- NOTES:
1. ALL LEVELS IN METERS ABOVE ORDNANCE DATUM AND ALL DIMENSIONS IN METERS UNLESS STATED OTHERWISE.
 2. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER ENGINEERING DRAWINGS AND DETAILS AND CONTRACT DOCUMENTATION.
 3. SWEPT PATH ANALYSIS AND VISIBILITY SPLAYS AT SITE ACCESS BASED ON OS MASTERMAP AND SUBJECT TO DETAILED DESIGN.



C	KEY PLAN UPDATE	28-03-25	RB	IC	IC
B	UPDATED AIL SHOWING FROM A17	05-3-25	RB	KI	IC
REVISION	DETAILS	DATE	DESIGN	CHECK	APPRO

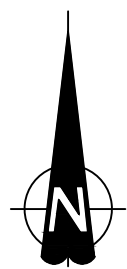
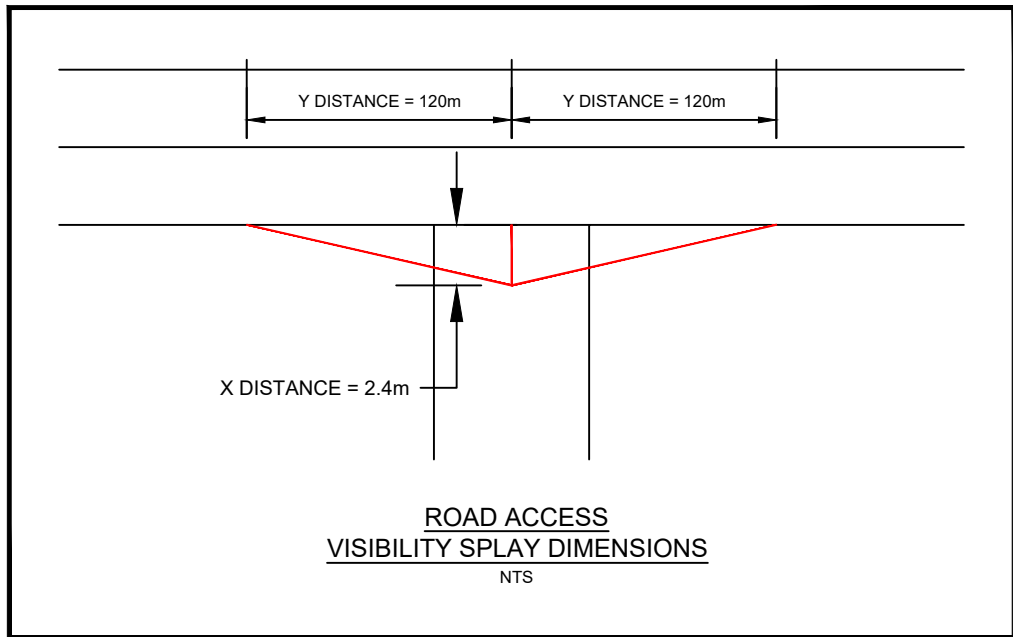
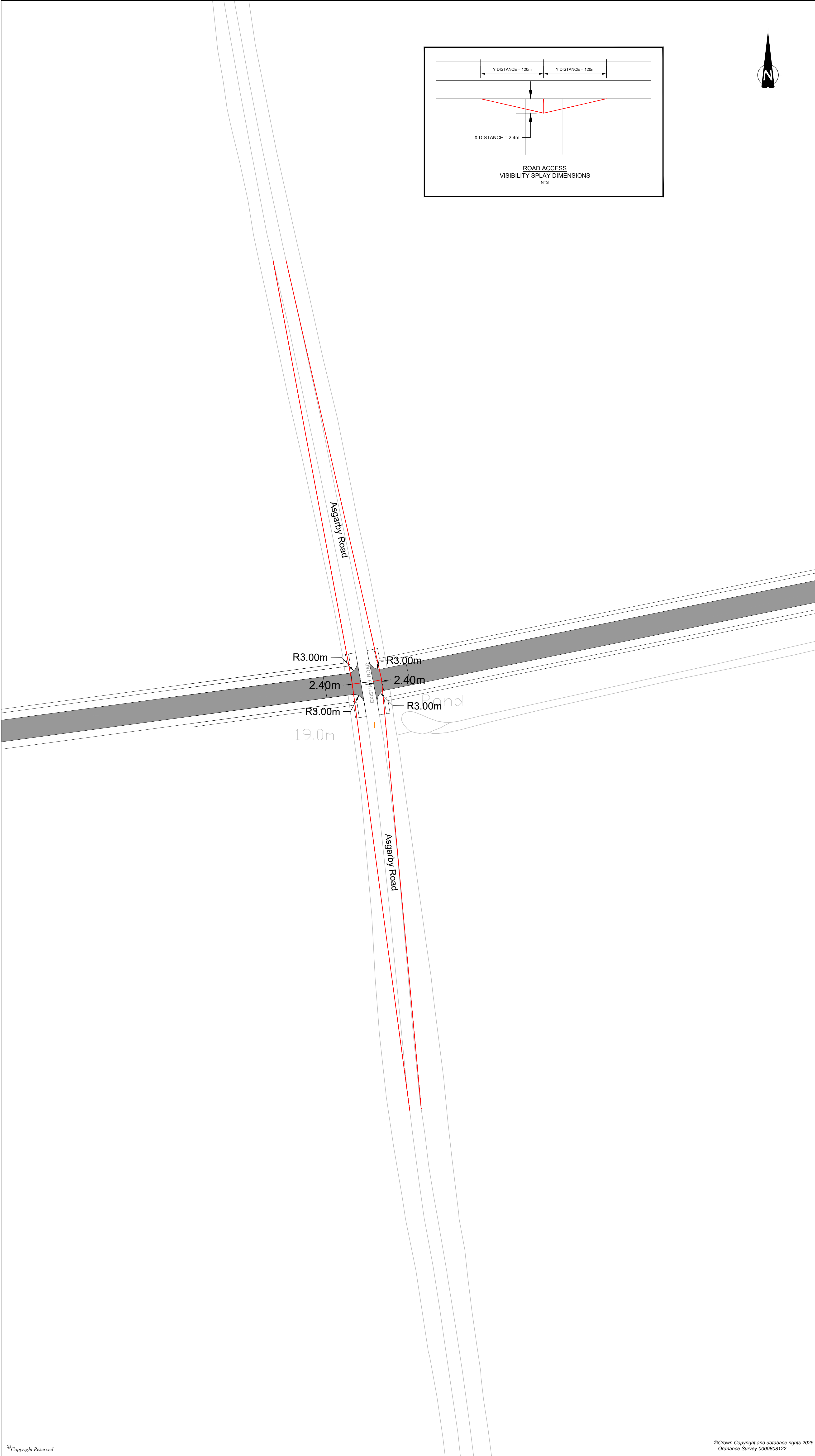
CLIENT
BEACON FEN ENERGY PARK LTD

PROJECT
BEACON FEN ENERGY PARK

DRAWING TITLE
SWEPT PATH ANALYSIS (AIL) -
BESPOKE ACCESS ROAD/A17

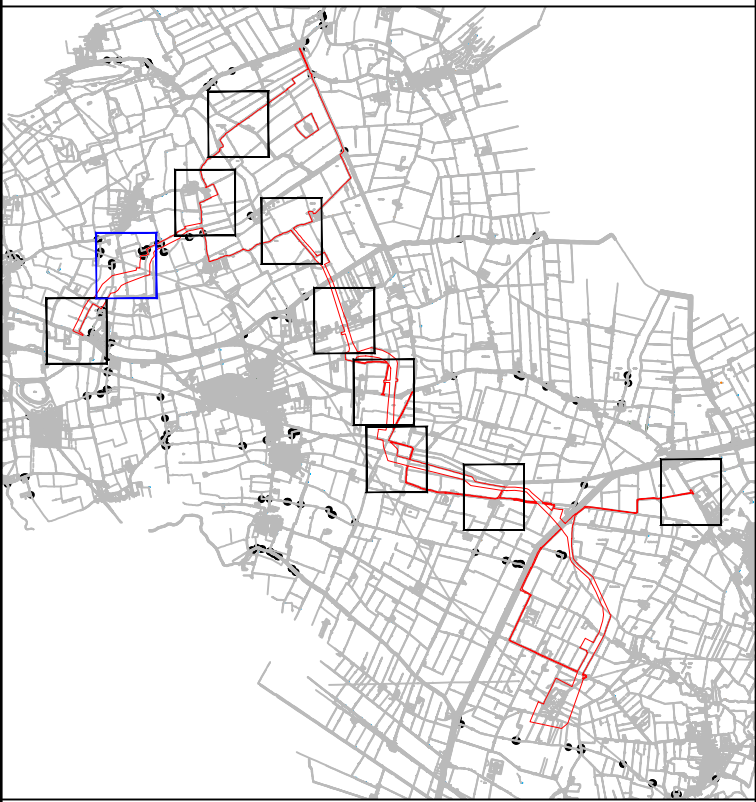
DRG No.	ST19595-391	REV	C	SUIT. CODE
DRG SIZE	A1	SCALE	1:500	DATE
DRAWN BY	RB	CHECKED BY	KI	APPROVED BY
				IC





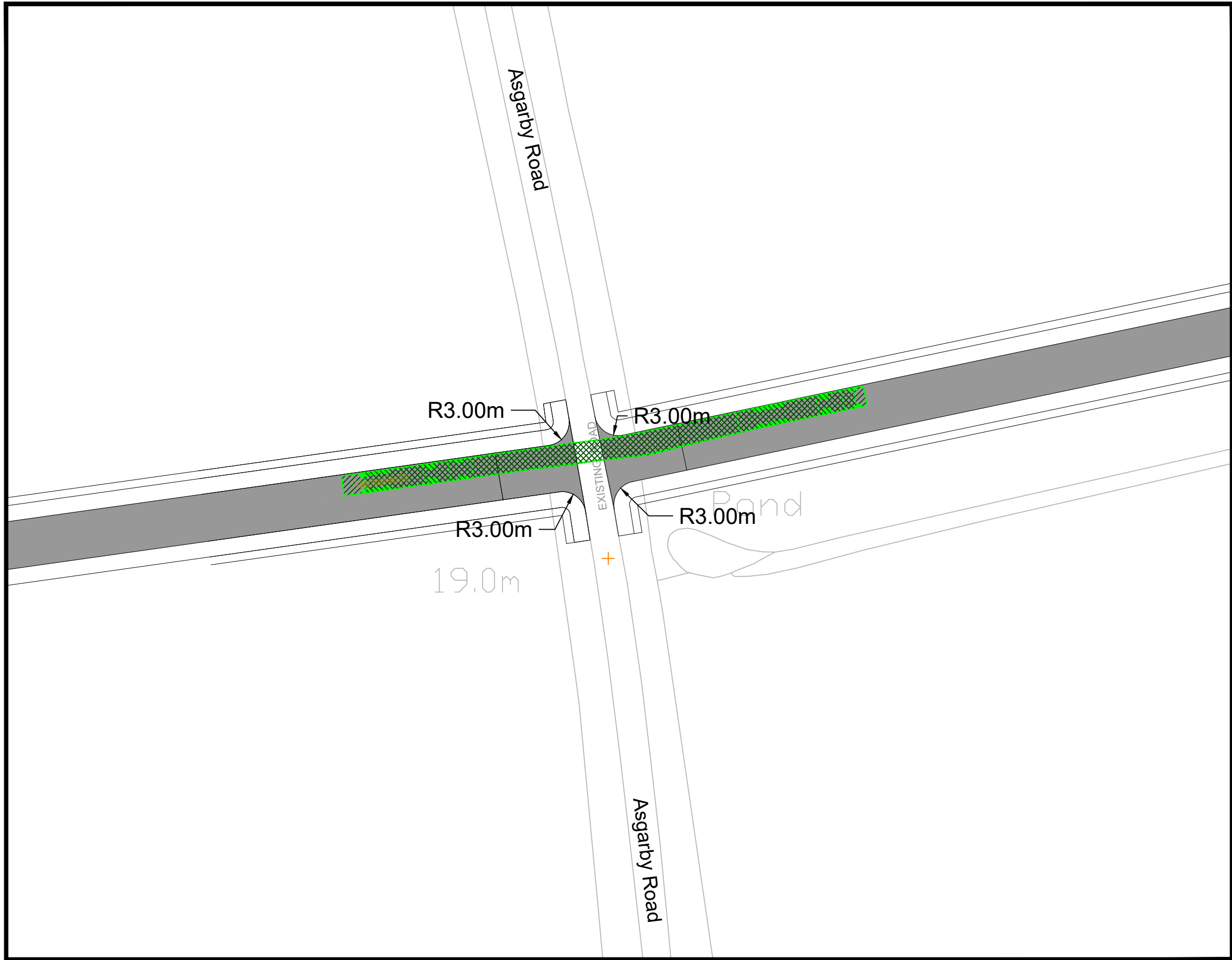
DO NOT SCALE FROM THIS DRAWING

- NOTES:
1. ALL LEVELS IN METERS ABOVE ORDNANCE DATUM AND ALL DIMENSIONS IN METERS UNLESS STATED OTHERWISE.
 2. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER ENGINEERING DRAWINGS AND DETAILS AND CONTRACT DOCUMENTATION.
 3. SWEPT PATH ANALYSIS AND VISIBILITY SPLAYS AT SITE ACCESS BASED ON OS MASTERMAP AND SUBJECT TO DETAILED DESIGN.

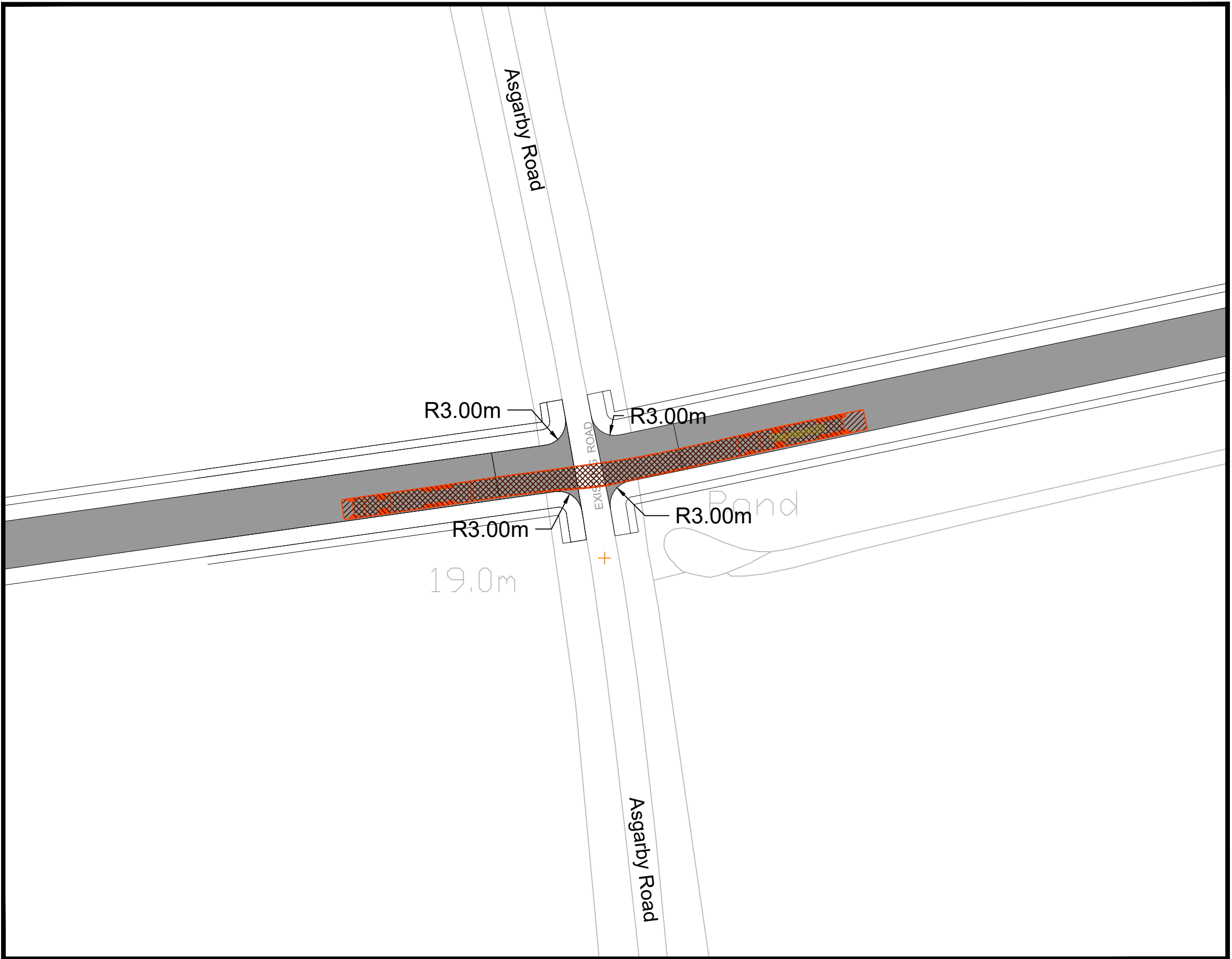


KEY:
VISIBILITY SPLAY (2.4m x 120m)

B	KEY PLAN UPDATE			28-03-25	RB	IC	IC
	REVISION	DETAILS	DATE	ISSUED	CHANGED	APPROVED	
CLIENT							
BEACON FEN ENERGY PARK LTD							
PROJECT							
BEACON FEN ENERGY PARK							
DRAWING TITLE							
PROPOSED ACCESS ARRANGEMENTS- BESPOKE ACCESS ROAD/ ASGARBY ROAD							
DRG No.				REV		SUIT. CODE	
ST19595-392				B			
DRG SIZE		SCALE		DATE			
A1		1:500		29/01/2025			
DRAWN BY		CHECKED BY		APPROVED BY			
RB		KI		IC			



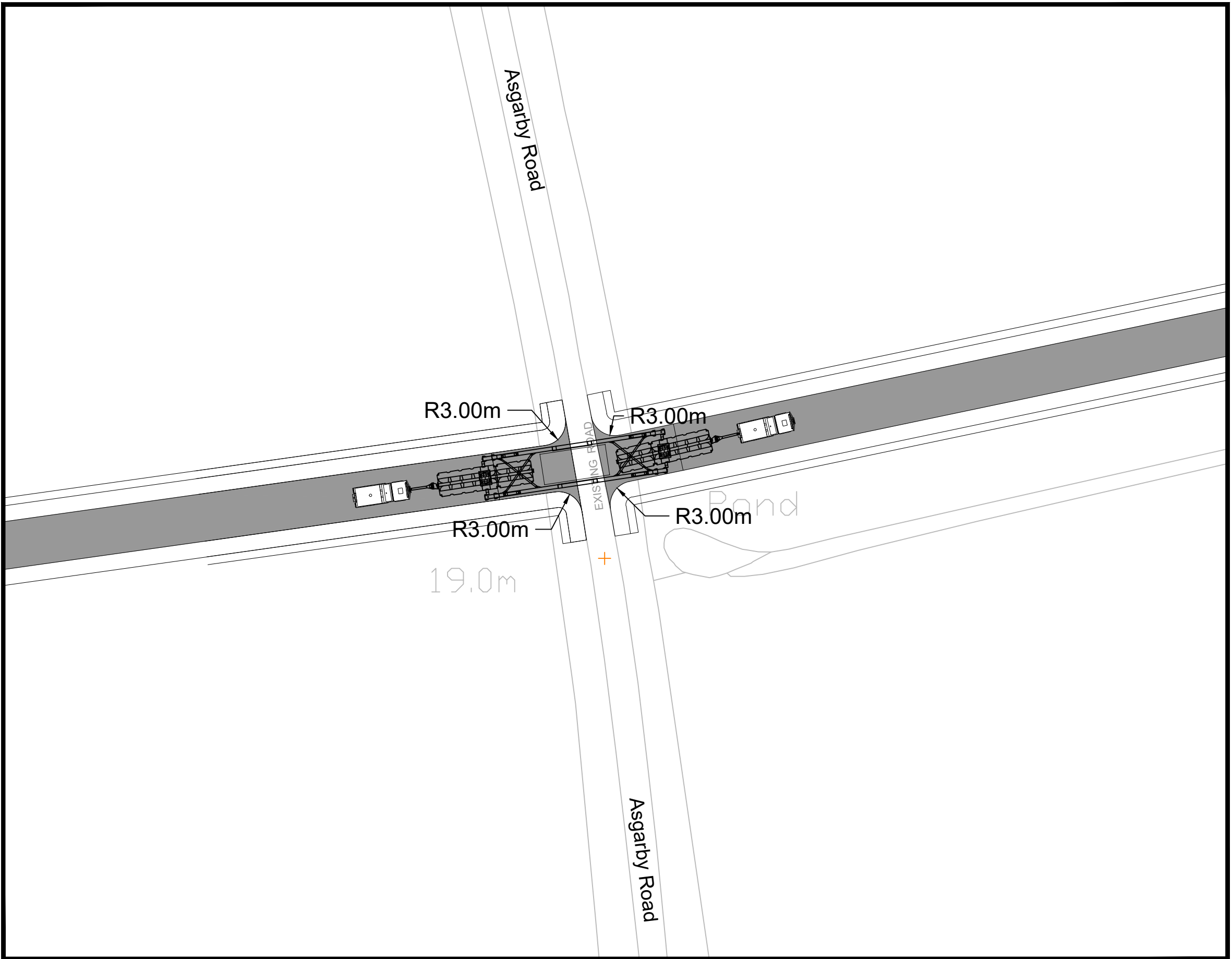
SWEPT PATH ANALYSIS: ARTICULATED VEHICLE 16.5M: INBOUND
SCALE: 1:500



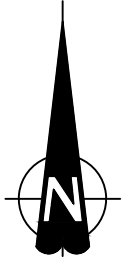
SWEPT PATH ANALYSIS: ARTICULATED VEHICLE 16.5M: OUTBOUND
SCALE: 1:500



SWEPT PATH ANALYSIS: LOWBED TRAILER- 27.63M
SCALE: 1:500



SWEPT PATH ANALYSIS: 16 AXLE GIRDER TRAILER
SCALE: 1:500



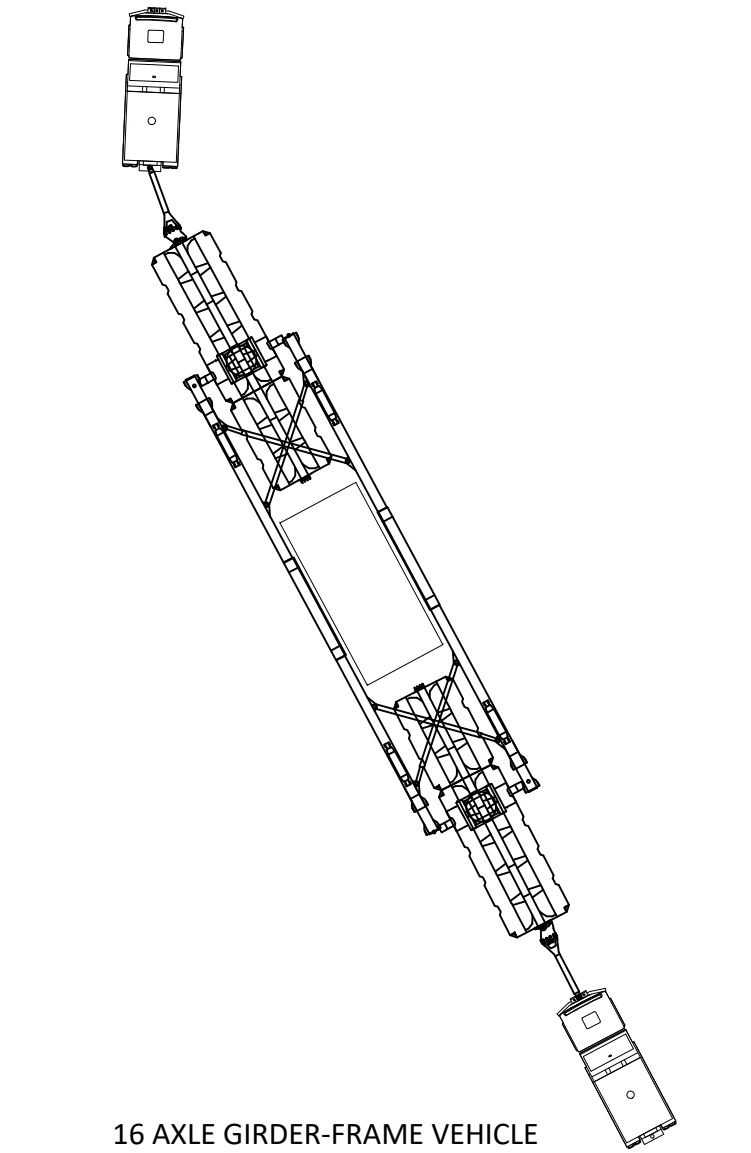
DO NOT SCALE FROM THIS DRAWING

- NOTES:
- ALL LEVELS IN METERS ABOVE ORDNANCE DATUM AND ALL DIMENSIONS IN METERS UNLESS STATED OTHERWISE.
 - THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER ENGINEERING DRAWINGS AND DETAILS AND CONTRACT DOCUMENTATION.
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FTA Design Articulated Vehicle (2016)	16.480m
Overall Length	2.550m
Overall Width	3.870m
Overall Body Height	0.515m
Min Body Ground Clearance	2.470m
Max Track Width	3.00m
Lock to lock time	6.600m
Kerb to Kerb Turning Radius	

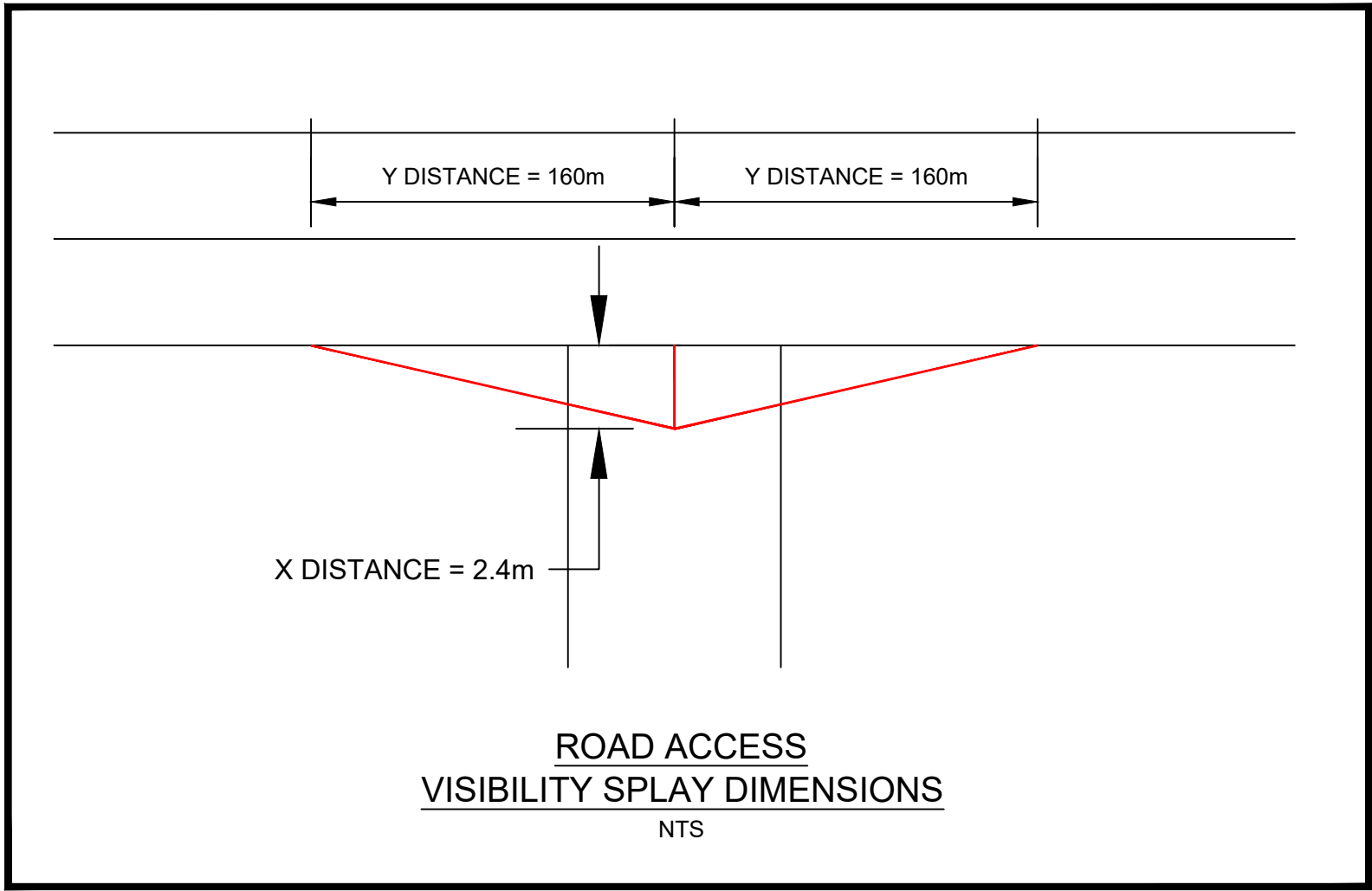
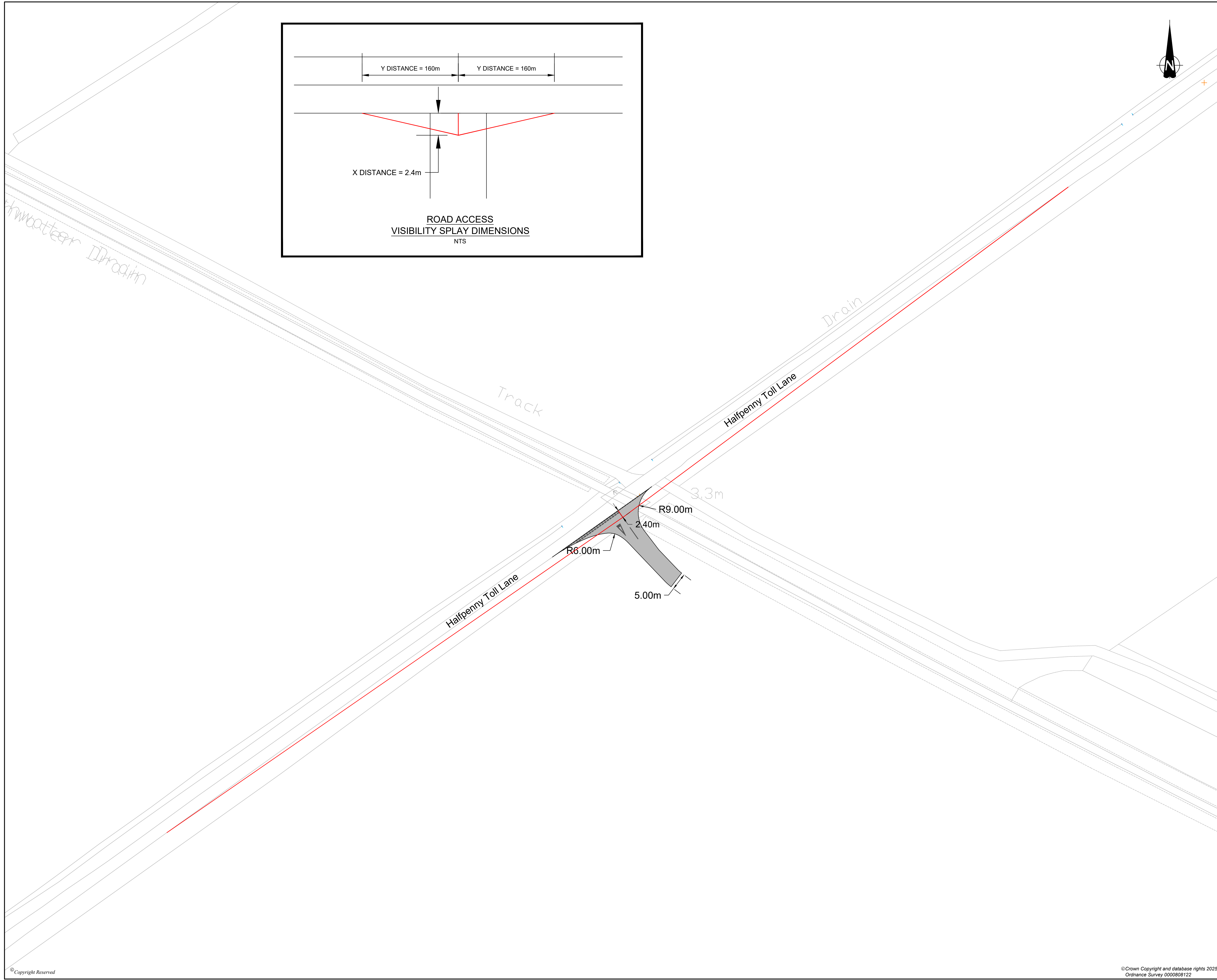
VarioMAX lowbed trailer 1	27.63m
Tractor Width	2.55
Tractor Length	2.55
Tractor Track	2.55
Tractor Turns	2.55
Lock to Lock Time	6.0
Swinging Angle	40.0
Articulating Angle	70.0



B	KEY PLAN UPDATE	28-03-25	RB	IC	IC
REVISION	DETAILS	DATE	DRAWN	CHECKED	APPROVED
CLIENT	BEACON FEN ENERGY PARK LTD				
PROJECT	BEACON FEN ENERGY PARK				
DRAWING TITLE	SWEPT PATH ANALYSIS (HGV'S AND AIL)- BESPOKE ACCESS ROAD/ASGARBY ROAD				
DRG No.	ST19595-393	REV	B	SUIT. CODE	
DRG SIZE	A1	SCALE	1:500	DATE	29/01/2025
DRAWN BY	RB	CHECKED BY	KJ	APPROVED BY	IC



Appendix F Proposed Access Arrangements and SPA: Solar Array Area (Construction and Emergency/Operational)



DO NOT SCALE FROM THIS DRAWING

NOTES:

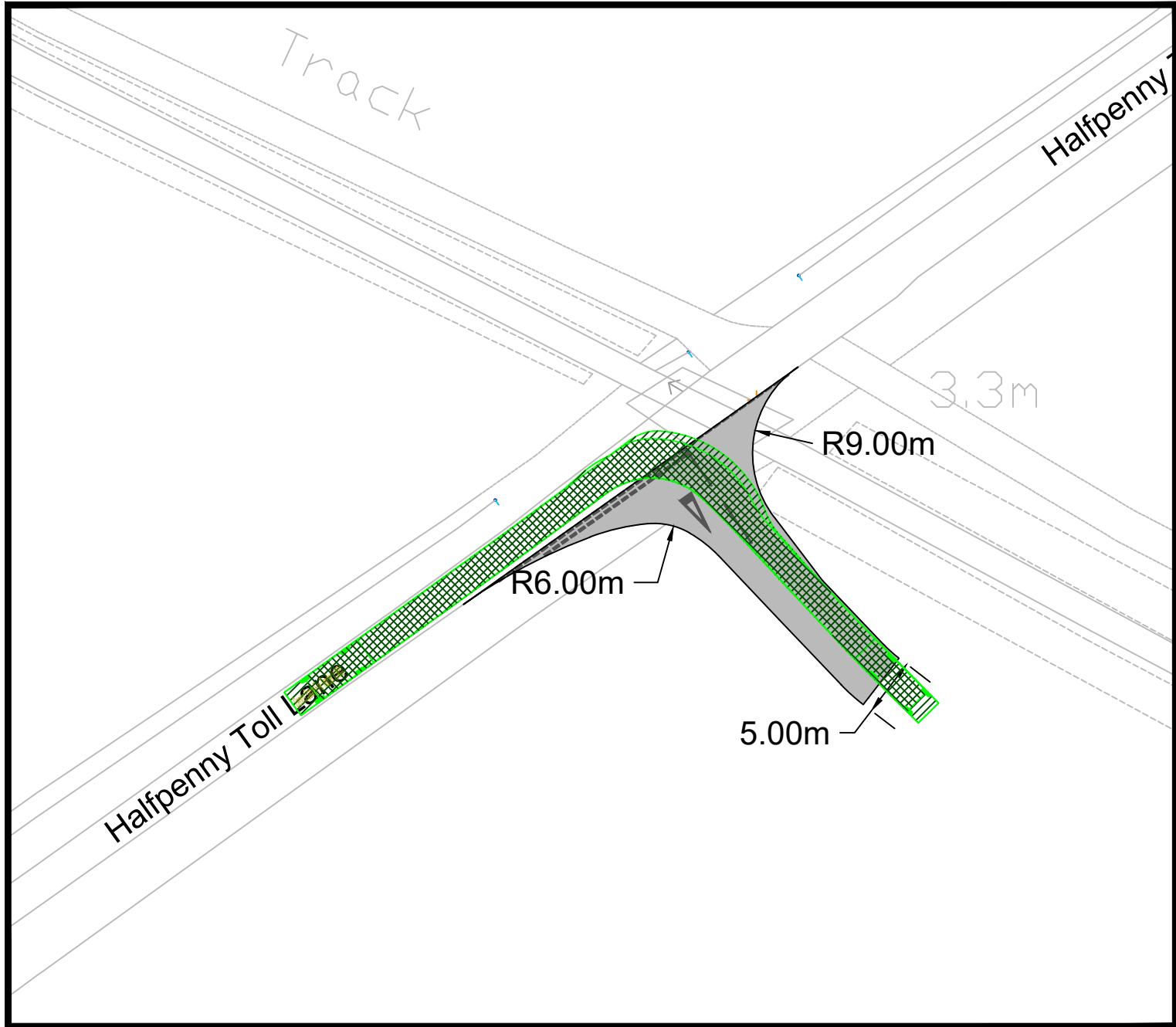
- ALL LEVELS IN METERS ABOVE ORDNANCE DATUM AND ALL DIMENSIONS IN METERS UNLESS STATED OTHERWISE.
- THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER ENGINEERING DRAWINGS AND DETAILS AND CONTRACT DOCUMENTATION.
- SWEPT PATH ANALYSIS AND VISIBILITY SPLAYS AT SITE ACCESS BASED ON OS MASTERMAP AND SUBJECT TO DETAILED DESIGN.

KEY:

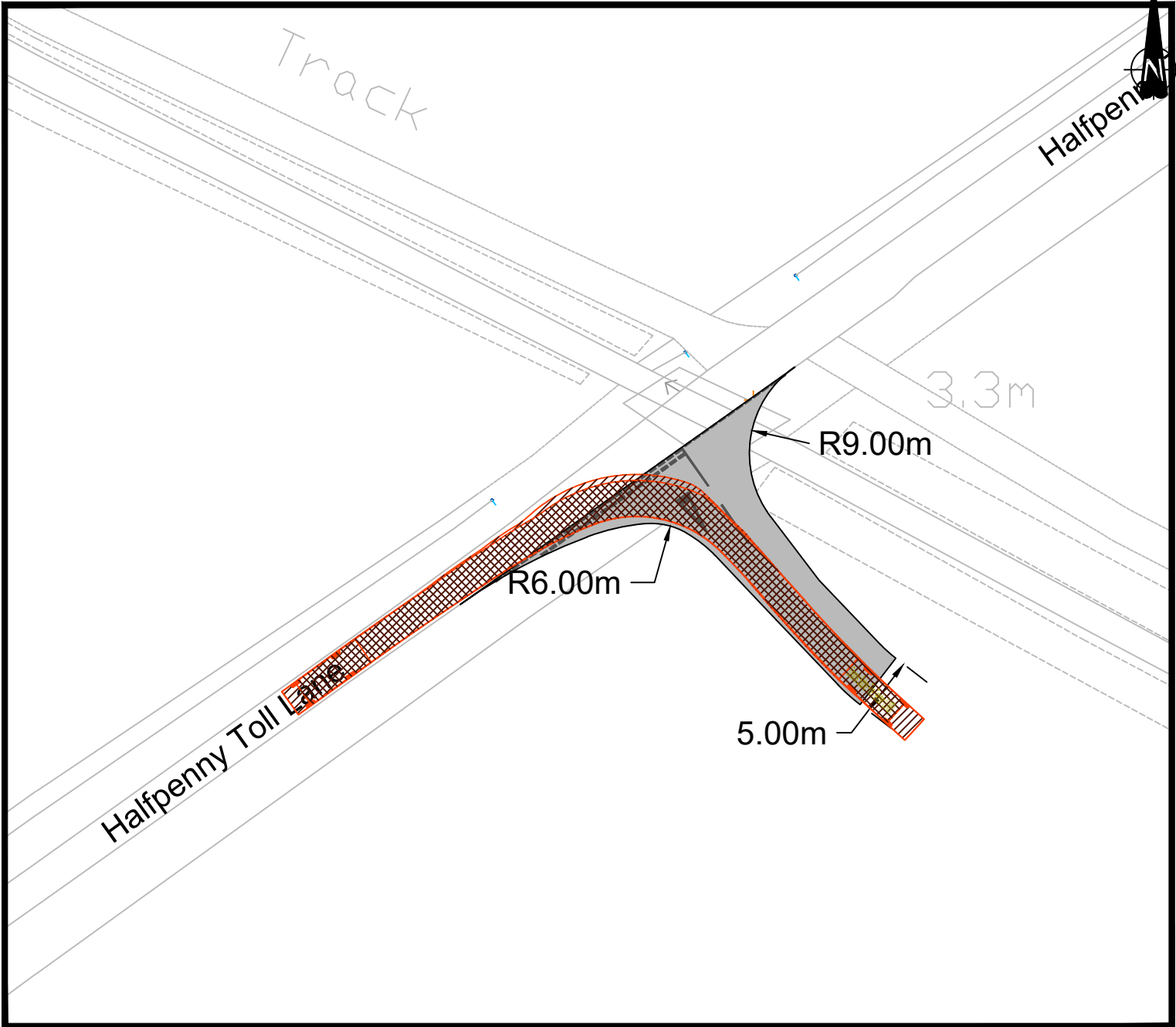
VISIBILITY SPLAY (2.4m x 160m)

C	KEY PLAN UPDATE	28-03-25	RB	IC	IC
B	UPDATED ACCESS GEOMETRY AND SPA	05-03-25	RB	KJ	IC
REVISION	DETAILS	DATE	DRAWN	CHECK	APPRO
CLIENT					
BEACON FEN ENERGY PARK LTD					
PROJECT					
BEACON FEN ENERGY PARK					
DRAWING TITLE					
PROPOSED EMERGENCY/OPERATIONAL ACCESS ARRANGEMENTS (HALFPENNY TOLL LANE NORTH)					
DRG No.		ST19595-361		REV	C
DRG SIZE		A1		SCALE	1:500
DRAWN BY		RB		DATE	29/01/2025
CHECKED BY		KJ		APPROVED BY	IC

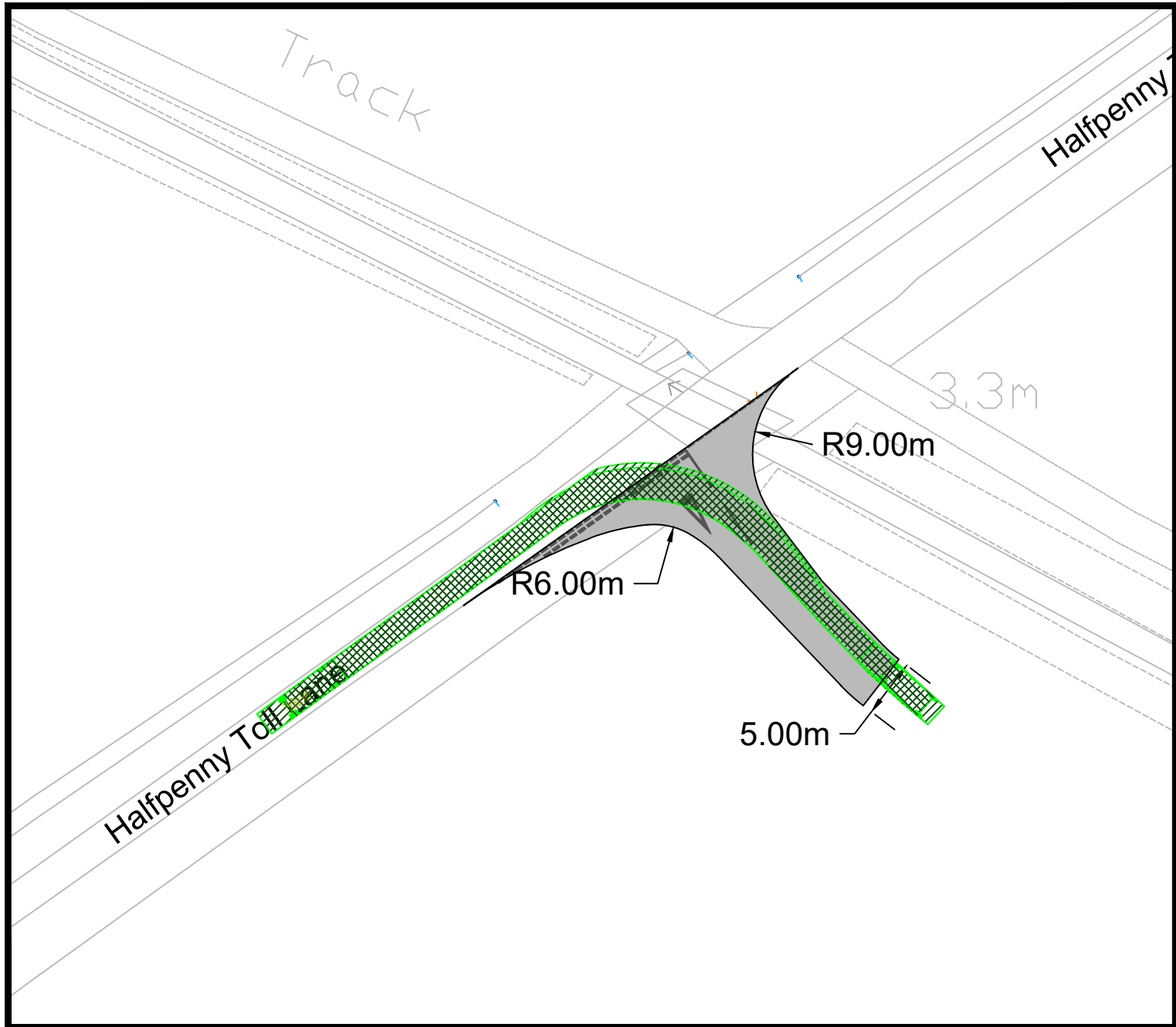
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Ordnance Survey 0000808122



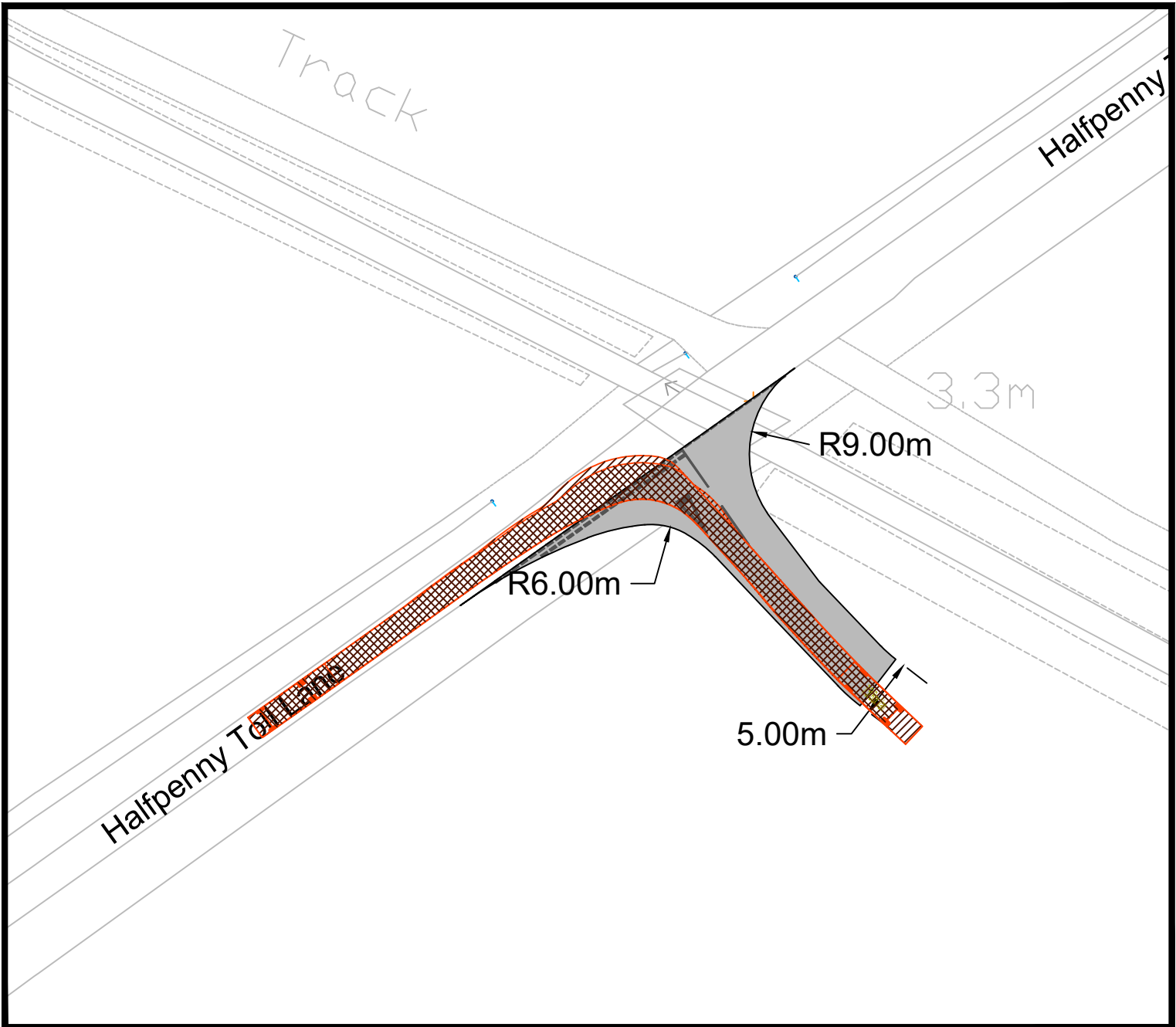
SWEPT PATH ANALYSIS: FIRE TENDER VEHICLE 7.7M: INBOUND
SCALE: 1:500



SWEPT PATH ANALYSIS: FIRE TENDER VEHICLE 7.7M: OUTBOUND
SCALE: 1:500



SWEPT PATH ANALYSIS: 7.5T BOX VAN 8.0M: INBOUND
SCALE: 1:500

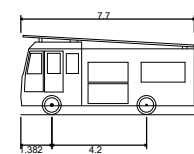
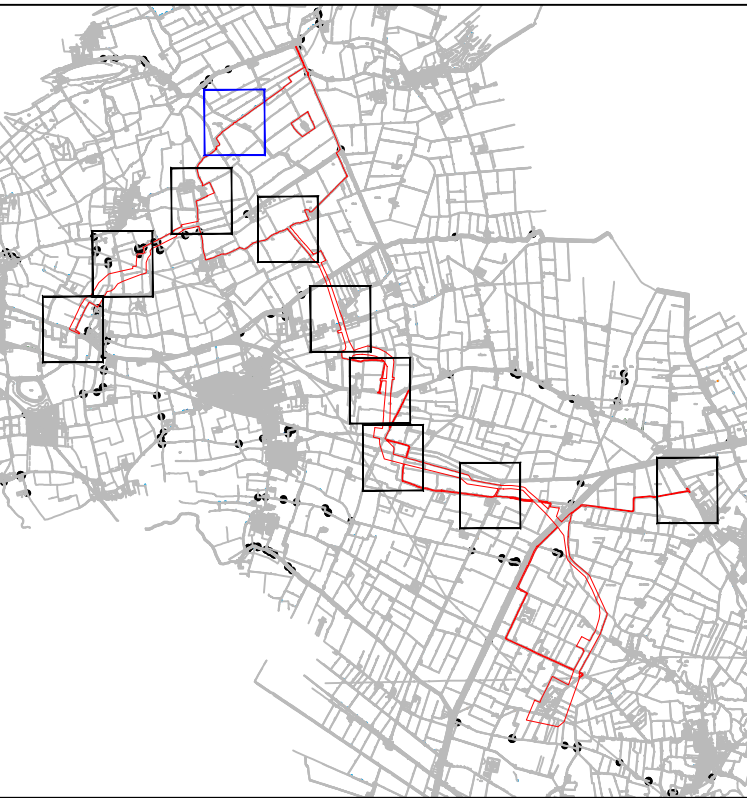


SWEPT PATH ANALYSIS: 7.5T BOX VAN 8.0M: OUTBOUND
SCALE: 1:500

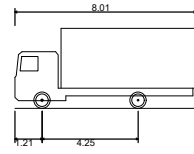
DO NOT SCALE FROM THIS DRAWING

NOTES:

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2. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER ENGINEERING DRAWINGS AND DETAILS AND CONTRACT DOCUMENTATION.
3. SWEEP PATH ANALYSIS AND VISIBILITY SPLAYS AT SITE ACCESS BASED ON OS MASTERMAP AND SUBJECT TO DETAILED DESIGN.



Dennis Sabre Fire Tender (LWB)
Overall Length 7.700m
Overall Width 2.430m
Overall Body Height 3.512m
Min Body Ground Clearance 0.397m
Track Width 2.380m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 7.400m



7.5t Box Van
Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 3.556m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

C	KEY PLAN UPDATE	28-03-25	RB	IC	IC
B	UPDATED ACCESS GEOMETRY AND SPA	05-03-25	RB	KI	IC
REVISION	DETAILS	DATE	DRAWN	CHKD	APPD

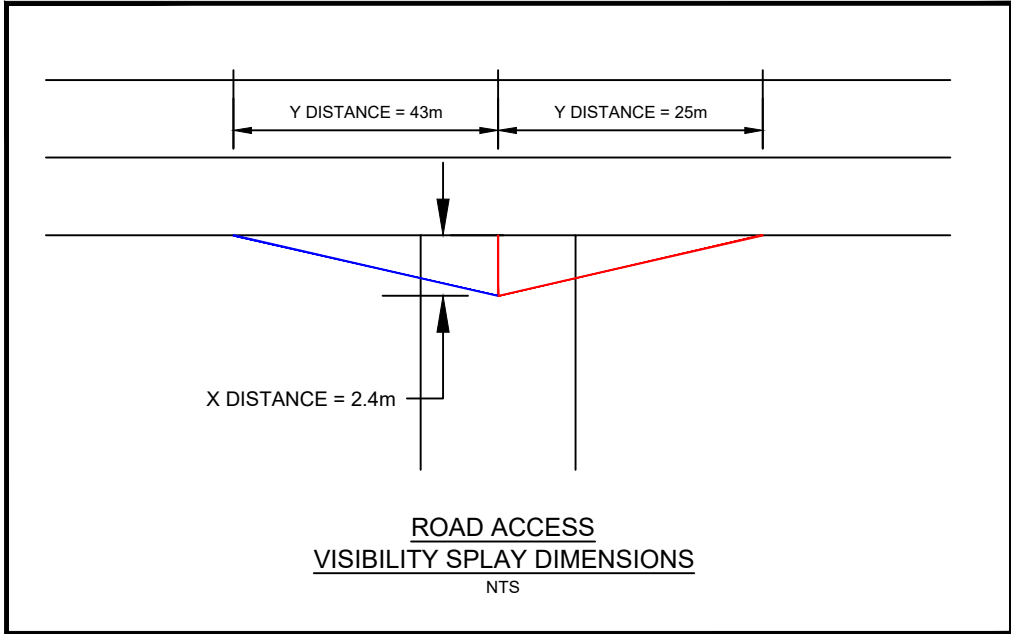
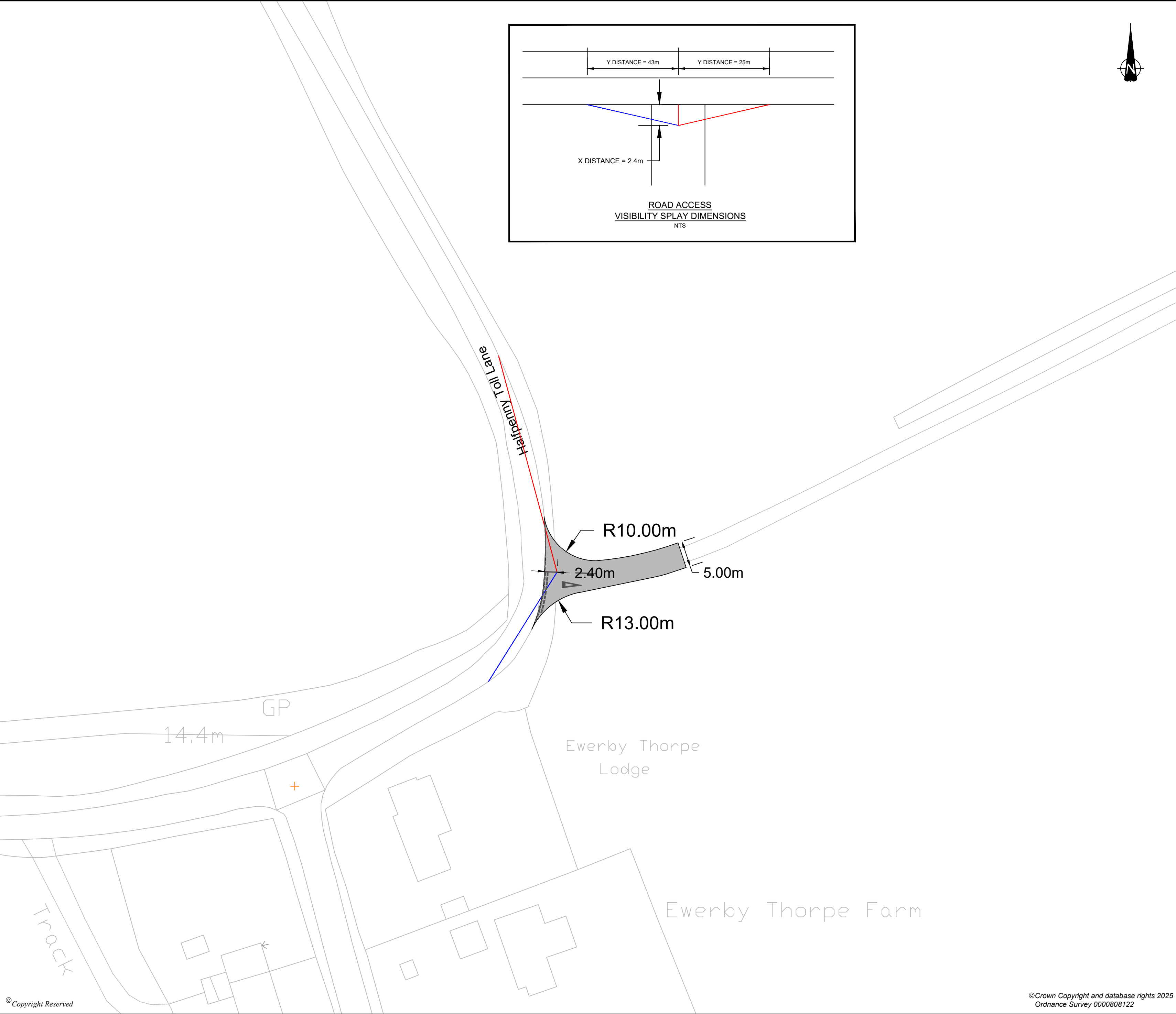
CLIENT
BEACON FEN ENERGY PARK LTD

PROJECT
BEACON FEN ENERGY PARK

DRAWING TITLE
SWEPT PATH ANALYSIS -
(HALFPENNY TOLL LANE NORTH)

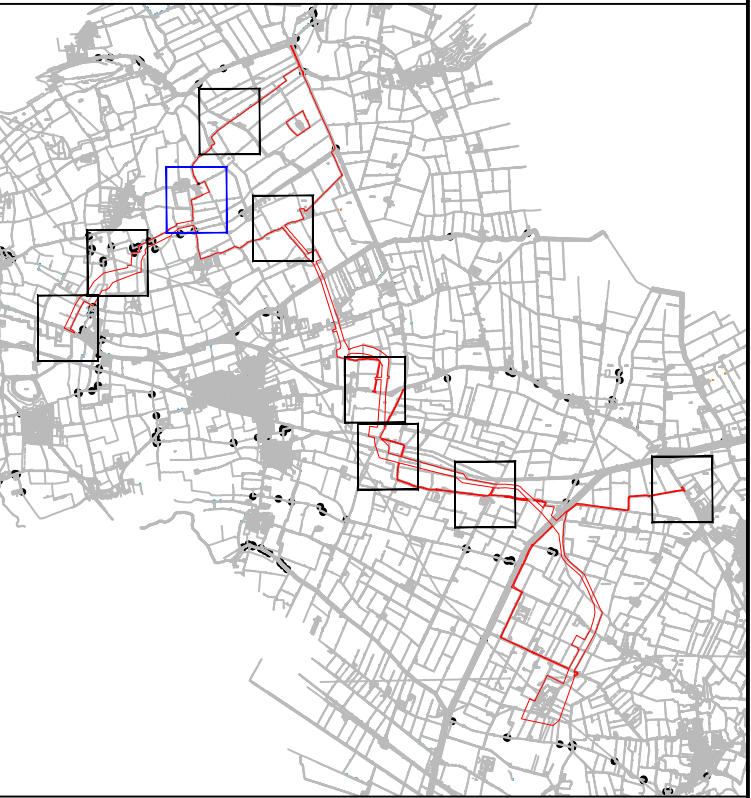
DRG No.	ST19595-362	REV	C	SUIT. CODE
DRG SIZE	A2	SCALE	1:500	DATE
DRAWN BY	RB	CHECKED BY	KI	APPROVED BY
				IC





DO NOT SCALE FROM THIS DRAWING

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KEY:

	VISIBILITY SPLAY (2.4m x 43m)
	VISIBILITY SPLAY (2.4m x 25m)

C	KEY PLAN UPDATE	28-03-25	RB	IC	IC
B	UPDATED ACCESS GEOMETRY AND SPA	05-03-25	RB	KI	IC
REVISION	DETAILS	DATE	DRAWN	CHKD	APPD

CLIENT
BEACON FEN ENERGY PARK LTD

PROJECT
BEACON FEN ENERGY PARK

DRAWING TITLE
PROPOSED OPERATIONAL ACCESS ARRANGEMENTS (HALFPENNY TOLL LANE SOUTH)

DRG No.	ST19595-363	REV	C	SUIT. CODE	
DRG SIZE	A2	SCALE	1:500	DATE	29/01/2025
DRAWN BY	RB	CHECKED BY	KI	APPROVED BY	IC

