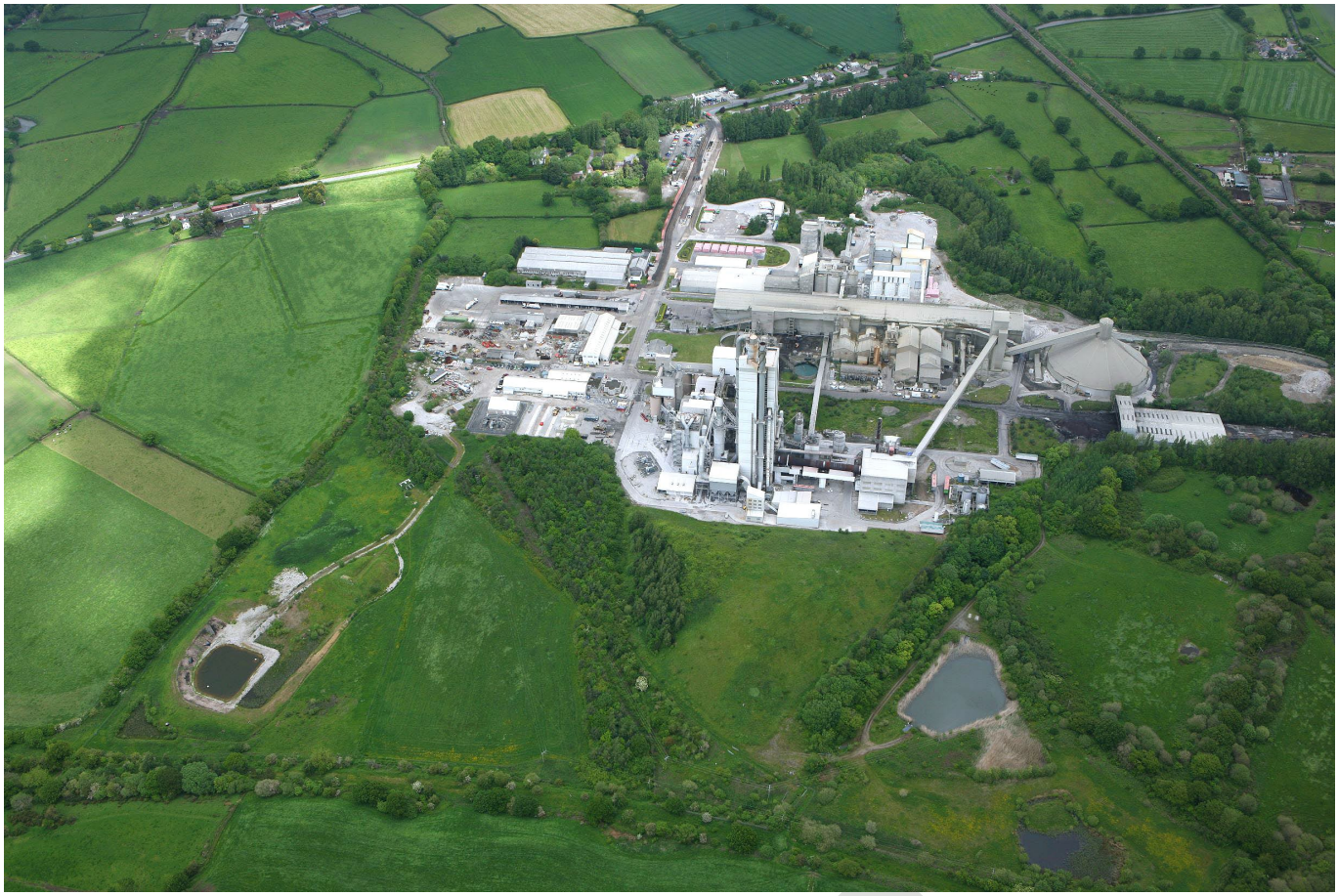

Castle Cement Limited

Carbon Capture and Storage Project – Padeswood, North Wales

Volume 4, Draft Technical Appendix 11.1

Transport Statement

RSK

JUNE 2024

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1 INTRODUCTION

1.1.1 RSK has been instructed by Castle Cement Limited (hereafter referred to as the 'Applicant') to prepare a Transport Statement for the development of a Carbon Capture and Storage project (hereafter referred to as the 'Proposed Development') at the existing Padeswood Cement Works, located north west of Penyffordd and accessed south off the A5118.

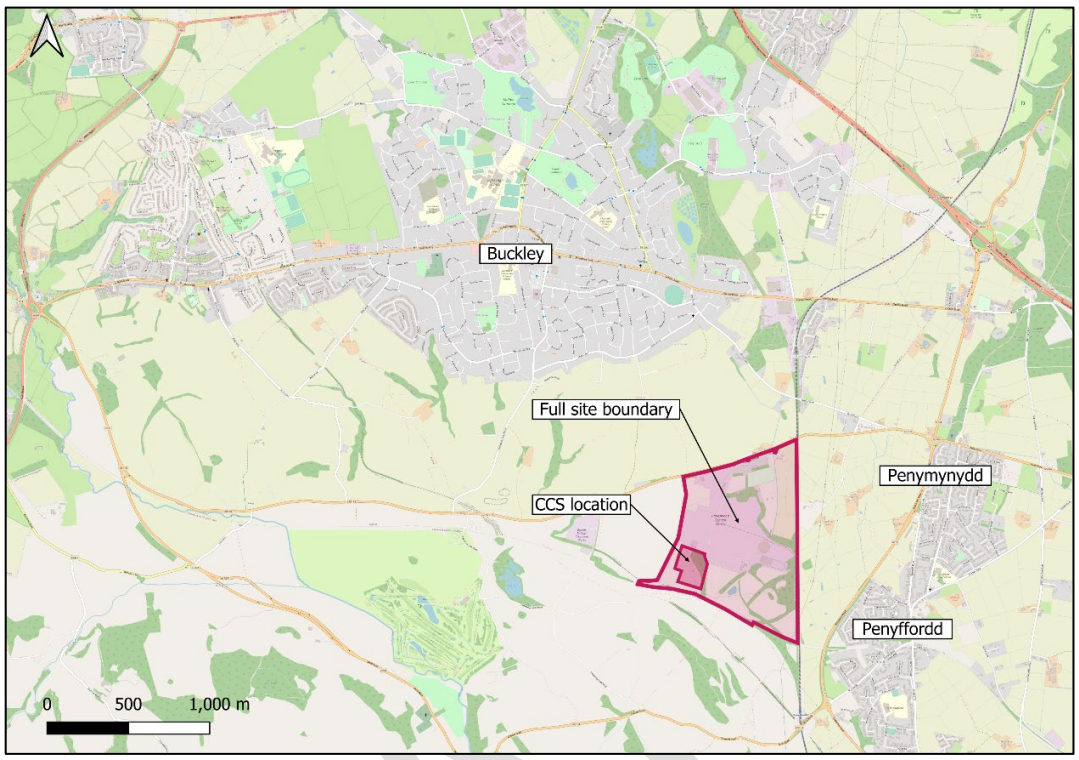
1.1.2 The aim of the Proposed Development is to integrate the Applicant's Padeswood Cement Works into the HyNet North West network through the capture, transportation, and storage of CO_2 in Liverpool Bay CCS Limited's Liverpool Bay storage facilities. Liverpool Bay CCS Limited are responsible for the consenting, construction, and operation of the CO_2 pipeline connecting the Applicant's Padeswood Cement works and the HyNet AGI at Northop Hall.

1.2 Site location

1.2.1 The Site is located approximately 1.3km north west of Penyffordd village, 13km south west of the city of Chester. Access to the Site is provided via the existing main access to the cement works off the A5118 which borders the north of the Site and connects to the A55 approximately 2.5km to the north east. The A55 then provides connections to Chester and North Wales via the strategic road network.

1.2.2 The location of the Proposed Development in relation to the wider Site is illustrated in **Figure A** below. The detailed site layout plan has been included **in Appendix A.**

Figure A Site location



Source: OpenStreetMap, 2023

1.3 Structure of the report

1.3.1 This Transport Statement has been produced to demonstrate to the Local Highway Authority, Flintshire County Council, that the existing access to the Site is satisfactory from a highways perspective and suitable for the anticipated construction and operational traffic associated with the Proposed Development. The report also aims to describe the effects that the construction and operational phases of the facility are likely to have on traffic flows within the local area during typical network peak periods, primarily and where appropriate.

1.3.2 The following sections describe the work that has been undertaken as part of this study and is structured as follows:

- **Section 2** sets out the national and local transport policy context;
- **Section 3** describes the existing highway network;
- **Section 4** considers the accessibility of the Site;
- **Section 5** details the Proposed Development;
- **Section 6** investigates the trip generation potential of the Proposed Development;
- **Section 7** provides a summary of the anticipated construction and operational traffic impacts; and
- **Section 8** provides summary and conclusions.

1.3.3 The assessments considered within this Transport Statement are supported by a draft Environmental Statement chapter which provides further details on the traffic and transport impacts associated with the Proposed Development (as provided in **Volume 2, Chapter 11: Traffic and transport**). A Travel Plan has also been produced to encourage and facilitate sustainable travel modal shift by workers and visitors to the Proposed Development (as provided in **Volume 4, Technical Appendix 11.2**).

2 POLICY CONTEXT

2.1.1 It is necessary to understand the national and local planning policies which relate to the Proposed Development. Therefore, the following section sets out relevant policies and demonstrates how the Proposed Development would meet these.

2.2 National policy

National Transport Delivery Plan, 2022

2.2.1 The National Transport Delivery Plan[1] outlines the current national policy following the new Welsh Transport Strategy, Llwbr Newydd (2021)[2]. The plan outlines the important role that transport policies must play in facilitating sustainable development, social justice and equality.

2.2.2 Section 3.1.2 of the National Transport Delivery Plan states that:

"*part of good design is avoiding the creation of car-based developments. It contributes to minimising the need to travel and reliance on the car, whilst maximising opportunities for people to make sustainable and healthy travel choices"; and*

"Where new infrastructure is necessary to mitigate transport impacts of a development and to maximise accessibility by sustainable non-car modes, it should be integrated within the development layout and beyond the boundary, as appropriate"

2.2.3 This assessment has considered and promoted the sustainability of the Proposed Development in relation to the above points and has provided an appraisal of the Site for industrial development that meets the policies of the National Transport Delivery Plan. It has reflected on how the potential impacts of the Proposed Development on the local transport network can be mitigated and how sustainable transport can be facilitated.

2.3 Local policy

North Wales Joint Local Transport Plan, 2015

2.3.1 The North Wales Joint Transport Plan[3] provides a vision for transport in North Wales which states that *"the North Wales Local Authorities aim to remove barriers to*

[1] https://www.gov.wales/sites/default/files/publications/2023-02/national-transport-delivery-plan-2022to2027.pdf

[2] https://www.gov.wales/sites/default/files/publications/2021-03/llwybr-newydd-wales-transport-strategy-2021-full-strategy_0.pdf

[3] https://www.flintshire.gov.uk/en/PDFFiles/Planning/LDP-evidence-base/Local/North-Wales-Joint-Local-Transport-Plan-2015.pdf

economic growth, prosperity and well-being by delivering safe, sustainable, affordable and effective transport networks".

2.3.2 This assessment has explored how the Proposed Development can contribute to achieving the vision for North Wales during the construction and operational phases, with an emphasis on prioritising efficient and sustainable transportation operations.

Flintshire Local Development Plan (2015-2030)

2.3.3 Strategy 5 of the Flintshire Local Development Plan (LDP)[4] outlines the importance of the transport network in the region. One of the aims surrounding "Transport and Accessibility" is that developments should *"Facilitate accessibility to employment, homes, services, and facilities by locating development in places with access to integrated transport infrastructure, thereby reducing the need to travel"*. This aim is further considered within both this report and the Travel Plan (**Volume 4, Technical Appendix 11.2**).

2.3.4 An additional aim in the Flintshire LDP is that developments should "*Adopt a sustainable approach to the design, function and layout of new development, including providing appropriate levels of parking*". The transport conditions and parking relating to the Proposed Development are further outlined in this report.

Flintshire County Council Integrated Transport Strategy, 2020

2.3.5 The Flintshire County Council Integrated Transport Strategy[5] focuses on promoting *"sustainable, affordable and environmentally friendly"* transport across Flintshire. The strategy presents six central aims:

- *"Encouraging active and sustainable transport;*
- *Transport network resilience improvements;*
- *Capacity, safety and pinch-point improvements;*
- *Access to services;*
- *Improved links to employment; and*
- *Integration with strategic public transport services"*

2.3.6 This facility will create opportunities for employment within Flintshire and this assessment has considered how employees can travel sustainably to and from the Site, particularly through the implementation of the Travel Plan. Consideration has

[4] https://www.flintshire.gov.uk/en/PDFFiles/Planning/Examination-Library-Documents/LDP-Version-8.pdf

[5] https://committeemeetings.flintshire.gov.uk/documents/s58921/Flintshire%20Integrated%20Transport%20Strategy.pdf?LLL=0

also been given to how the Proposed Development can integrate successfully with public transport services whilst also encouraging active travel.

Penyffordd Place Plan, 2017

2.3.7 The Penyffordd Place Plan[6] focuses on community development within Penyffordd and explores how to foster sustainable development within and around the village. In specific reference to transport, the plan provides certain guidelines for new development. The Plan boundary encompasses the eastern extent of the Applicant's land holding, but not the cement works itself.

2.3.8 Section 4.03 states that of 'Other Car Parking Provision' where this is exclusive of housing provision, the following is relevant: *"public, retail and commercial buildings must have a reasonable quantity of off-road parking."* Taking this into account, this assessment has suggested an appropriate amount of parking provision for the Proposed Development across standard parking, disabled parking, electric vehicle charging and cycle parking.

2.3.9 Additionally, section 4.10 notes that *"any new development proposal with measurable traffic impact will require a traffic study as part of the planning application."* As such, this assessment has provided a thorough assessment of any potential traffic impacts in conjunction within **Volume 2, Chapter 11: Traffic and transport** and has provided details of the proposed mitigation measures to be implemented.

[6] https://www.flintshire.gov.uk/en/PDFFiles/Planning/LDP-evidence-base/Local/Penyffordd-Place-Plan-2017.pdf

3 EXISTING TRANSPORT CONTEXT

3.1.1 This section considers and details the local highway network and the links which may be affected by the Proposed Development during construction and operational phases relevant at the time of writing in the present condition and layout.

3.2 Surrounding highway network

3.2.1 From the Site access point, a summary of the links considered is provided below:

A5118

3.2.2 The Site is accessed via the existing site's priority junction off the A5118. The A5118 is a two-way single carriageway that connects to the A550 and Penymynydd village via a 4-arm roundabout approximately 1.3km east of the Site access junction, and to the A514 at a priority junction c.3.8km to the west.

3.2.3 The A5118 operates at a 40mph speed limit within the vicinity of the Site, with National Speed Limit restrictions in place c.100m west of the access. The road is lined with grass verges and vegetation for most of its length with sporadic areas of footway provision in the vicinity of residential properties. Street lighting is also provided sporadically in certain areas where there are residential properties.

3.2.4 Most traffic approaching and departing the Site from the A55 will take the most direct route from the A5118 to the east, following the A550 to join the A55. However, there is a railway bridge located approximately 440m to the east of the Site access on the A5118 with a height restriction of 14'6", as illustrated in **Figure B.**

3.2.5 Particularly during the construction phase of the Proposed Development, large HGVs will need to enter and depart the Site to the west along the A5118, before taking the A541 and A494 to connect with the A55, a less direct route which avoids height restrictions. At present, the existing development traffic routes to the west where

height restrictions limit movement however most vehicles are within this height limit and do not negatively impact the bridge infrastructure.

Figure B A5118 railway bridge, view to the east

Contains Google Maps Data 2022

A550

3.2.6 The A550 runs in a north to south direction, connecting to the A55 at Dobshill Interchange approximately 1.2km to the north of its roundabout junction with the A5118 and to Penymynydd and subsequently Penyffordd to the south.

3.2.7 For c.800m north of the A5118, the A550 is a two-way single carriageway road subject to a 40mph speed limit and benefits from street lighting and a footway lining the western side of the carriageway. The remaining c.400m, after the A550 passes across another roundabout, the road becomes a two-way dual carriageway road with street lighting. On the approach to Dobshill Interchange, the speed limit increases from 40mph to the national speed limit.

A541

3.2.8 The A541 runs in a north west to south east direction, connecting to the A494 at Wylfa Roundabout approximately 1.1km to the north west of its priority junction with the A5118. The A541 is a two-way single carriageway road subject to the national speed limit with no street lighting or footway provision.

A494

3.2.9 The A494 runs in a south west to north east direction, connecting to the A55 approximately 5km north east of its junction with the A541. The A494 is subject to the

national speed limit and is largely a two-way single carriageway road with some areas of dual carriageway provision.

3.2.10 The A494 has limited footway and street lighting provision in sporadic locations across its length where it passes through more populated areas.

A55

3.2.11 The A55 runs generally in a west to east direction approximately 2.2km to the north of the Site, connecting Chester to coastal settlements in North Wales. The A55 is a two-way dual carriageway which operates at the national speed limit. Locally, the road runs in a north west to south east direction and can be accessed most directly to the east of the Site via the A5118 and A550. Alternatively, the A55 can be accessed to the west of the Site via the A5118, A541 and A494, a route without height restrictions.

3.3 Accident analysis

3.3.1 A review of the most recent five-year period available at the time of writing has been undertaken using data available from the Department for Transport (DfT). This covers the assessment Study Area across 2018-2022. A total of 37 accidents were recorded across the Study Area, two fatal, 11 serious and 24 slight. Of the fatal accidents, on the A494 the accidents in 2022 involved a pedestrian, the other involved an LGV vehicle driver. These are not considered to be a cluster nor related in nature.

Table 3.1 Accident analysis

Number of accidents				
Section	**Fatal**	**Serious**	**Slight**	**Total**
A5118: East of site access			2	2
A550: North of A5118		1	4	5
A550: South of A55		2	3	5
A55 North Wales Expressway (East)	1	5	6	12
A55 North Wales Expressway (West)		1	3	4
A494: East of A5119			2	2
A494: North of A541	1	1	1	3
A541: South of A494			1	1
A5118: West of site access		1	2	3
Total	2	11	24	37

3.3.2 The location of the accidents is presented within **Appendix B**. Overall, the data does not indicate a discernible trend in the cause of accidents associated with the road layout and there were no specific accident clusters across the Study Area, aside for a higher volume of accidents at the A55 roundabouts where an increased quantity of vehicles leads to a higher number of accidents.

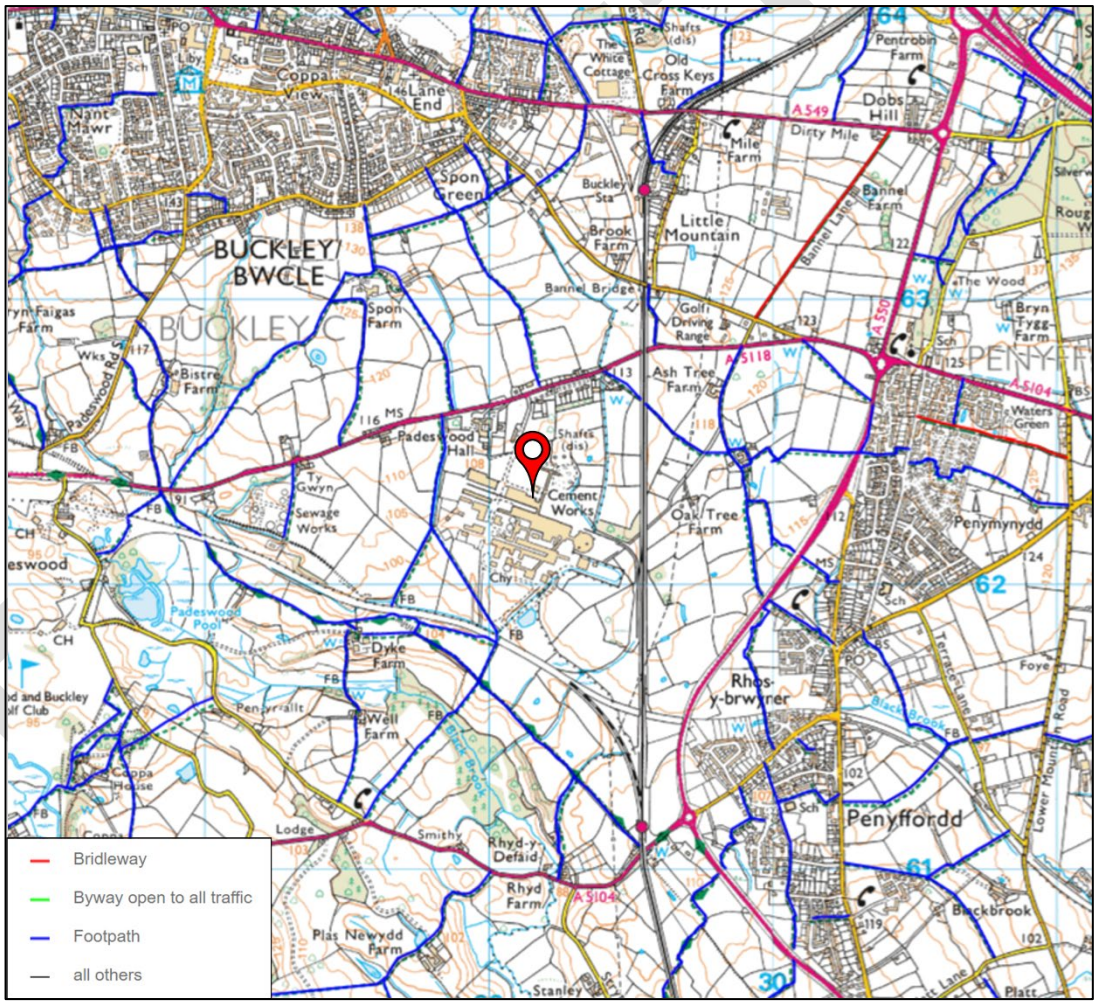
4 LOCAL ACCESSIBILITY

4.1 Pedestrian and cycle network

4.1.1 There is a reasonable pedestrian network surrounding the Site with various Public Rights of Way (PRoW) in the vicinity of the Site. The below illustrates the PRoW network in relation to the Site.

4.1.2 To the east of the Site there are sporadic areas of footway provision between the Site access and Penymynydd in areas with residential properties. Where there is no footway provision there are grass verges lining the carriageway.

Figure C Local public rights of way



Flintshire County Council PRoW Map Data

4.1.3 There are no cycle lanes or dedicated routes within the direct vicinity of the Site. However, the A5118 is a fairly wide road subject to a 40mph speed limit, so could be suitable for confident cyclists to travel to and from the Site.

4.1.4 There are no National Cycle Network (NCN) routes in the area surrounding the Site, with the closest route (NCN 5) running along the coast of North Wales into Chester.

Proposed Public Right of Way diversion

4.1.5 The Carbon Capture Plant will occupy the south western portion of the Site. As a result, the existing PRoW (301/56/20) which bisects this area of the Site in a north west to south east direction will need to be permanently relocated.

4.1.6 It is proposed that the existing footpath (PRoW 301/56/20) will be stopped up where it reaches the Site boundary, and a footpath will then be created in a west to east direction across the southern boundary of the Site in order to continue this route outside of the Site.

4.1.7 As shown in **Figure D,** approximately 500m of footpath will be removed (between points A and B on the plan), and a c.400m section of footpath will be implemented (between points A and C) so that a through-route is maintained from north to south.

4.1.8 The plan showing the full extent of the footpath diversion in relation to the Site is included in **Appendix C**.

Figure D Proposed footpath diversion

Source: OpenStreetMap, 2023

4.2 Public transport accessibility

Bus

4.2.1 The closest bus stops to the Site are located on the A5118, approximately 100m to the east of the Site access junction. These stops are known as the 'Padeswood Drive' bus stops, and they are served by the T8 TrawsCymru service. **Table 4.1** below outlines the routeing and frequency of the service available from the local bus stops.

Table 4.1 Bus timetable

Service	Route	First Bus	Last Bus	Frequency
T8 TrawsCymru	Corwen – Mold – Padeswood – Broughton - Chester	07:39 08:53	17:18 18:53	Hourly

Rail

4.2.2 The nearest railway station is Buckley Station, which is located just under 1km north of the Site. Operated by the South Western Railway Line, the station predominantly serves trains between Wrexham and Bidston, and can be accessed within a 20-minute walk, or 6-minute cycle. Buckley Railway Station offers step free access throughout and benefits from 10 cycle storage spaces and a car park with 12 spaces.

4.2.3 Alternatively, there is Penyffordd Railway Station, which is located approximately 1.2km south east of the Site. Pedestrians can use the PRoW which runs along the western boundary of the Site and towards the south east to access this station on foot in approximately 18 minutes. Alternatively, using the local highway network, the station can be accessed within a 12-minute cycle. The station offers direct services to Wrexham and Bidston and provides two cycle parking spaces and 12 car parking spaces.

4.3 Accessibility summary

4.3.1 The Site is reasonably well located and benefits from a network of local PRoW routes in the vicinity of the Site alongside some footway provision on the A5118. The local bus stops on the A5118 can be accessed on foot and Penyffordd Railway Station can be accessed using a local PRoW route. The local bus stop offers an hourly service to the surrounding areas. The Site is within 20-minutes walking distance of two railway stations which offer services to a number of locations.

4.3.2 It is noted that some of the worker shift patterns for the operation of the facility will span across 24-hour periods, which may limit the sustainable modes transport workers can use for some overnight, evening or early morning shift workers. It is recommended that a car-sharing scheme is encouraged for out of hours work. Car sharing will reduce the number of single occupancy trips to and from the Site when public transport, walking and cycling are not viable modes of travel.

5 PROPOSED DEVELOPMENT

5.1.1 The aim of the Proposed Development is to integrate the Applicant's Padeswood Cement Works into the HyNet North West network through the capture of CO_2 for transportation to and subsequent storage in Liverpool Bay CCS Limited's Liverpool Bay storage facilities.

5.2 Site access

5.2.1 The Proposed Development will be accessed from the existing Site's priority access off the A5118, located approximately 1.2km to the west of the A550. Some access alteration is envisaged and will be reported in more detail within the Planning Drawings submitted as part of the DNS application. No change to the junction type is proposed. This is a well-established access and is currently used regularly by both LGVs and HGVs for access into the existing operational cement works.

5.2.2 From the Site access, there is a c.300m road which runs into the Site, providing sufficient room for vehicles entering the Site to queue internally during busy periods to avoid any potential for queuing on the A5118. The Site access is shown in **Figure E**, whilst the internal site access road and area for internal queueing can be viewed in **Figure F**.

Figure E Existing site access, view to the west

Google Maps, 2023

Figure F Internal access road

Google Maps, 2023

5.3 Parking

5.3.1 The existing parking area associated with the Site has space for approximately 150 vehicles within a marked hardstanding car park with 10 EV spaces. There are an additional 20 car parking spaces near the Site entrance, 2 electric vehicle spaces outside the rear of the office building and a further 7 electric vehicle (EV) spaces inside the cement works. There is also one disabled parking bay within the cement works located close to the office entrance, with no disabled bays marked within the main car park.

5.3.2 Overall, across the Site, there is currently capacity for approximately 180 cars (including 19 electric vehicles and one disabled).

5.3.3 For the construction of the Proposed Development, various areas of car parking are proposed across the Site to provide the following spaces:

- Visitor car park: 72 spaces;
- Site vehicle car park: 15 spaces;
- Site, general contractor and visitor car park (extension of existing un-marked car park): 345 spaces; and
- Carbon Capture Plant parking: 4 spaces.

5.3.4 Across these new car parking areas, a total of c.436 parking spaces will be provided on-site, an increase of approximately 256 parking spaces across the Site to accommodate construction vehicles, contractor vehicles, staff and visitors during the construction period and beyond into the operation of the Proposed Development.

5.3.5 Additionally, an area of land to the east of the car park has been allocated for parking for vehicles associated with the construction of the Carbon Capture Plant and a Construction Laydown Area for plant and construction materials. This area is un-

marked as vehicles using this area for parking will vary in size, but this parking will provide ample room for vehicles associated with construction.

5.3.6 The Site layout plan included at **Appendix A** illustrates the layout of the Proposed Development including the location of car parks outlined above.

Disabled parking

5.3.7 Disabled parking will be provided in accordance with the Flintshire Parking Standards (2017)[7] which set out that *"10% of all car spaces shall be provided to 'mobility standard' (minimum width 3.6 metres). No less than 60% of these spaces shall be signed as being for the exclusive use of disabled persons"*.

5.3.8 10% of the additional 256 parking spaces will be provided to 'mobility standard', creating 26 spaces on-site with a minimum width of 3.6m of which, 16 will be signed for the exclusive use of disabled persons.

Electric vehicle charging

5.3.9 Electric vehicle charging will be provided at a rate of 10% of all car parking spaces, following guidance received during a scoping meeting with Flintshire County Council to provide a total of 26 spaces enabled for electric vehicle charging on-site.

Cycle parking

5.3.10 The Flintshire Parking Standards (2017)[8] set out a minimum standard for cycle parking spaces for general industrial development at "*1 per 500m² gross floor area (or part thereof)*". The standards also set out that all cycle parking should be located:

- *"In a convenient and prominent position which allows for natural surveillance, usually adjacent to the entrance to the building or use which they serve and be lit or positioned close to sources of light;*
- *So that they can be monitored by closed circuit television or be visible to on-site security staff and be sited; and*
- *Away from trees, to minimise damage to root structures and to prevent damage to bicycles from sap and bird droppings."*

5.3.11 The Gross Floor Area of the Carbon Capture Plant will be approximately 14,000m² and therefore will require 28 cycle parking spaces on-site for use by staff and visitors

[7] https://www.flintshire.gov.uk/en/PDFFiles/Planning/Adopted-SPGNs/SPGN-No-11.-Parking-Standards.pdf

[8] https://www.flintshire.gov.uk/en/PDFFiles/Planning/Adopted-SPGNs/SPGN-No-11.-Parking-Standards.pdf

of the Proposed Development. This cycle parking will be appropriately positioned so that it is located within a safe and convenient area for the Carbon Capture Plant.

5.4 Site construction

5.4.1 It is understood that construction of the facility will be undertaken across a 37-month period with two distinct peak periods which will both take place over two separate periods within programme:

- HGV peak (April-July 2025) covering site setup works including earthworks, civils, access track construction and parking area construction; and
- LGV peak (August 2026 – March 2027) covering intensive site works.

5.4.2 Throughout the programme, the construction of the Carbon Capture Plant will require a number of HGV deliveries and movements associated with workers travelling to and from the Site. HGV deliveries to the Site will be required for the following activities:

- Earthworks / civils;
- Access tracks and parking areas;
- Process vessels, columns and components thereof for on-site fabrication;
- Storage tanks;
- Fans, motors, compressors and pumps;
- Piping / insulation / electrical (cable);
- Scaffolding / temporary facility offices;
- Steel and concrete; and
- Heat exchangers and silos.

5.4.3 The trip generation and distribution associated with the construction phase of the Proposed Development, considering both HGV and LGV peak periods has been developed in the following sections of the Transport Statement.

5.5 Site operation

Existing operation

5.5.1 At present, the existing operational cement works on-site require 24/7 operation for manufacturing with a variety of shift patterns to cover the operational requirements of the Site. There are currently a total of 175 employees working across the Site, with 35 employees working a rotating continental shift pattern; nine employees working a rotating three shift pattern; and the remaining employees working day shifts.

5.5.2 There are 36 HGV drivers based at the cement works with approximately 28 working from the Site on any given weekday with start and finish times staggered over the 24

hour period. Deliveries from the plant operate from 06:00 Monday to 12:00 Saturday, with no deliveries on Sunday.

5.5.3 Proposed Development operation

5.5.4 The operational Carbon Capture Plant will require 24/7 operation, and with the completion of the Proposed Development an additional 54 employees will be present on-site, comprising 38 shift workers and 16 drivers. Staff will be distributed across the 24 hours to operate the facility in shifts and will be unlikely to impact the AM and PM typical network peak periods.

5.5.5 This information has been considered in further detail in the following sections in respect to the trip generation and traffic impacts**.**

6 TRIP GENERATION

6.1 Construction traffic estimates

6.1.1 It is envisaged that the construction phase of the Proposed Development would be undertaken during a 37-month period. There are two peak periods for construction traffic, one with peak HGV movements and another with peak LGV movements, as previously discussed.

6.1.2 The anticipated daily two-way trips anticipated as a result of the construction of the Proposed Development are illustrated in **Table 6.1**. Both of the peak construction periods (HGV and LGV) have been presented.

Table 6.1 Construction vehicle movements (Two-way)

Construction phase	HGV	LGV	All vehicles
4-month HGV peak (earthworks, civils, access track and parking construction)	216	480	696
7-month LGV peak average (intensive site works)	59	372	431

6.1.3 HGV and LGV movements associated with the construction of the Proposed Development will be managed to avoid the typical peak 'network' AM and PM periods, as agreed with Flintshire County Council as the Local Highways Authority.

6.1.4 It should be noted that any impacts associated with the construction phase have been considered in detail from a daily impact perspective within the associated draft Environmental Statement chapter (**Volume 4, Chapter 11: Traffic and transport**), and in **Section 7** of this report, below.

6.2 Operational traffic estimates

Existing operation

6.2.1 Based on the existing 175 employees (including drivers, permanent staff and contractors) currently working on-site and the daily HGV material movements, **Table 6.2** illustrates the existing operational two-way daily vehicle movements associated with the cement works.

Table 6.2 Existing operation vehicle movements

	Two-way daily vehicle movements		
	HGV	LGV	All vehicles
Material movements	488	-	488
HGV drivers	-	64	64

	Two-way daily vehicle movements		
	HGV	LGV	All vehicles
Staff vehicles	-	132	132
Contractors	-	80	80
Total	**488**	**276**	**764**

6.2.2 The current operation of the Site generates approximately 488 two-way daily HGV movements, 276 two-way daily LGV movements, producing a total of 764 two-way vehicular movements daily.

Proposed Development operation

6.2.3 Once the Proposed Development is operational, a small increase in traffic associated with the movement of staff to and from the Site is anticipated. This increase in staff vehicle movements would represent a minor increase in traffic flows when compared to the existing operation of the cement works at the Site.

6.2.4 The Proposed Development is anticipated to operate 24 hours a day, 7 days a week with planned shutdowns aligned with the cement plant. However, the operational process of the Carbon Capture Plant will not require a high intensity of staff on-site at any one time and relies on shift work (with changeovers expected across each 24 hour period). As such, employee arrivals and departures are not expected to be significant in terms of network impact, with most movements outside of the typical network peaks.

6.2.5 The following assumptions and considerations have been applied to data provided by the Applicant in order to provide a robust estimate of operational traffic volumes:

- The Site will operate 24 hours a day, 7 days a week;
    - 54 new members of staff will be employed at the Carbon Capture Plant;
    - 20 shift workers; 18 day workers and 16 drivers;
- 79% of shift workers are assumed to travel to Site by car, as per existing staff modal share; and
- 100% of drivers are assumed to travel to Site by car (robust estimate).

6.2.6 Based on these assumptions, **Table 6.3** illustrates the operational two-way daily vehicle movements anticipated with the operation of the Carbon Capture Plant. It is not anticipated that these movements will occur during the same periods for all

workers, with the majority of shift work starting and ending outside of the typical network peaks nor will all workers be on-site at any one time.

Table 6.3 Proposed Development operation vehicle movements

	Two-way daily vehicle movements		
	HGV	LGV	All vehicles
Staff vehicles	-	60	60
Drivers	-	32	32
Total	**-**	**92**	**92**

6.2.7 The operation of the Proposed Development is anticipated to produce a total of 92 two-way daily vehicular movements associated with the arrival and departure of workers. As a result of the worker shift patterns which will be split across 24 hour periods, according to the end operator, trips will avoid peak 'network' periods, and as such impacts are not expected to be significant.

6.3 Trip distribution

Construction

6.3.1 Full details of the construction traffic breakdown across peak periods, assumptions and distribution of traffic can be found within the associated draft Environmental Statement chapter (**Volume 2, Chapter 11: Traffic and transport**). The summary of traffic distribution is as follows:

- A55 North Wales Expressway (from Chester): 50% of all traffic;
- A55 North Wales Expressway (from Deeside): 50% of all traffic;
- A55, A550 and A5118 (east): 100% of LGVs and 80% of HGVs; and
- A494, A541 and A5118 (west): 0% of LGVs and 20% of HGVs.

Operation

6.3.2 For the operation of the Carbon Capture Plant, it is anticipated that the LGV traffic associated with worker arrivals and departures will be distributed as follows:

- A55 North Wales Expressway (from Chester): 50% of all traffic;
- A55 North Wales Expressway (from Deeside): 50% of all traffic; and
- A55, A550 and A5118 (east): 100% of LGVs.

6.3.3 By allocating the traffic movements for all members of staff to the most direct, eastern route to the Site from the A55 North Wales Expressway this provides a robust assessment for the consideration of staff LGV movements.

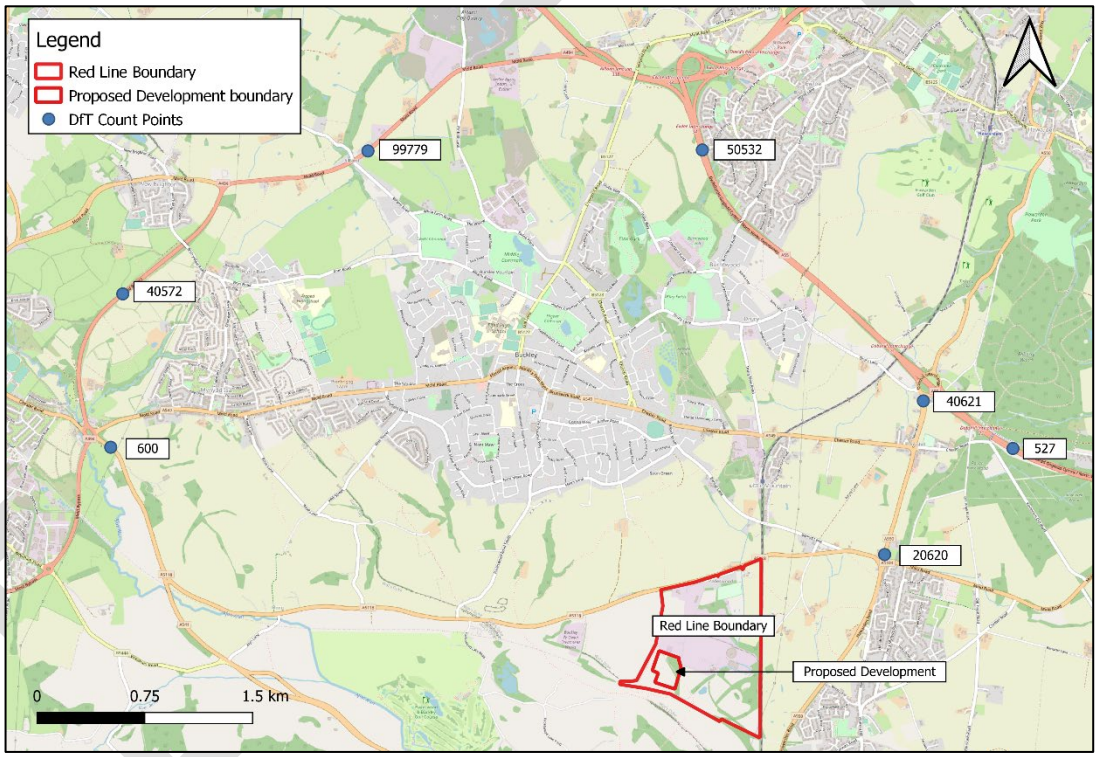
7 TRAFFIC IMPACT

7.1 Baseline

7.1.1 In order to establish a baseline to consider the possible effects of construction and operational traffic on local roads, both Department for Transport (DfT) traffic count data from 2021 and Automatic Traffic Count data from June 2023 has been assessed.

7.1.2 DfT data was recorded in seven locations (A550 north of Penymynydd, A550 south of A55, A55 east of A550, A55 west of A550, A541 south of A494, A494 north of A451 and A494 east of A5119) as shown in **Figure G**. An additional bespoke traffic survey collecting Automatic Traffic Count data was recorded on the A5118 in two locations (east of site access and west of Padeswood Road South) across a 24-hour period to project impact on this link as outlined below.

Figure G DfTCount Point location and ID



Source: OpenStreetMap, 2023

7.1.3 As discussed in **Volume 2, Chapter 2: Description of the Purpose and Nature of the Proposed Development**, the Proposed Development is assumed to be operational by 2029. Although this date is assumed, it is not confirmed nor certain at the time of assessment. With this being said, 2027 is used as the assessment year as the earliest feasible year of opening to give a worst-case scenario to be consistent with a conservative assessment. Forecast future baseline traffic growth will have the effect that should the actual opening year be later than 2027, then

Proposed Development generated traffic will comprise a smaller proportion of that increased baseline.

7.1.4 **Table 7.1** presents the baseline traffic flows which have been calculated by applying national Trip End Model Presentation Programme (TEMPro) growth factors to the 2021 Department for Transport data and 2023 Automatic Traffic Count data[9]. This enables consideration of traffic growth to a future year of 2025 to be applied for the assessment of traffic impacts associated with the construction of the Proposed Development and a future year of 2027 for the assessment of operational traffic impact.

Table 7.1 TEMPro growth factors

Year of factoring	Growth factor
2021-2025	1.0330
2023-2025	1.0150
2021-2027	1.0477
2023-2027	1.0282

7.1.5 As indicated in **Table 7.2**, the baseline HGV traffic equates to a maximum of approximately 11% of the traffic on the A5118 to the east of the Proposed Development. Following the eastern route from the Site, along the A550 and A55 (east) baseline HGV traffic was found to be between 4-7%.

7.1.6 The baseline HGV traffic equates to a maximum of approximately 8% of the traffic on the A5118 to the west of the Proposed Development. Following the western route from the Site, along the A541, A494 and A55 (west), baseline HGV traffic was found to be between 5-8%.

7.1.7 It is against these baseline traffic flows that the construction traffic impact will be considered for the Proposed Development.

Table 7.2 Baseline traffic flows (2025)

Location	Traffic count type	2025 Baseline		2027 Baseline		% HGV
		All vehicles	HGVs	All vehicles	HGVs	
A5118: East of site access	ATC	6,592	697	6,678	706	10.6%
A550: North of Penymynydd	DfT	12,357	705	12,533	715	5.7%
A550: South of A55	DfT	14,806	581	15,017	589	3.9%

[9] https://www.data.gov.uk/dataset/cb7ae6f0-4be6-4935-9277-47e5ce24a11f/road-safety-data

Location	Traffic count type	2025 Baseline		2027 Baseline		% HGV
		All vehicles	HGVs	All vehicles	HGVs	
A55 (East)	DfT	32,455	2,157	32,917	2,188	6.6%
A55 (West)	DfT	37,984	2,027	38,525	2,056	5.3%
A5118: West of site access	ATC	6,766	560	6,854	568	8.3%
A541: South of A549	DfT	8,699	447	8,823	454	5.1%
A494: North of A541	DfT	8,168	509	8,284	517	6.2%
A494: East of A5119	DfT	15,489	976	15,709	990	6.3%

7.2 Environmental assessment

Methodology

7.2.1 To assess the likely effect of the Proposed Development construction traffic on the local area, the Institute of Environmental Management and Assessment (IEMA) Guidelines: Environmental Assessment of Traffic and Movement (2023)[10] have been considered. As described in **Section 7.1**, traffic count data from the Department for Transport and Automatic Traffic Count data has been utilised as baseline data.

7.2.2 The IEMA guidelines recognises that the day-to-day variation of traffic on a road is frequently plus or minus 10%. It should therefore be assumed that a projected change in traffic of less than 10% creates no detrimental environmental impact. A 30% change in traffic flow (or 10% HGV flow) represents a reasonable threshold for assessing traffic flow impacts on road links.

7.2.3 The predicted traffic increase generated for the construction phase is based on workers and anticipated HGV movements. This data has been compared to the forecast 2025 traffic volumes using the 2021 Department for Transport traffic count data and 2023 Automatic Traffic Count data to calculate a percentage change in traffic during the anticipated construction period.

7.2.4 The potential impact of the operation of the Proposed Development has also been considered based on the increase in workers expected at the Site. This data has been compared to the forecast 2027 traffic volumes also using the 2021 Department for Transport traffic count data and 2023 Automatic Traffic Count data to calculate a

[10] https://www.iema.net/resources/blog/2023/07/12/new-iema-guidance-environmental-assessment-of-traffic-and-movement

percentage change in traffic for the earliest feasible opening year of the Proposed Development in 2027.

Construction traffic impacts

7.2.5 The construction traffic estimates have been calculated to give a two-way daily flow. **Volume 2, Chapter 11: Traffic and transport** assesses the impact of both peak periods on all the links outlined in **Table 7.2** and found that that HGV peak period would result in a higher impact than that of the LGV peak period.

7.2.6 In **Volume 2, Chapter 11: Traffic and transport**, it is illustrated that the highest change in traffic flows is anticipated during the HGV peak of the construction period on A5118 (East) where an increase in HGV traffic of 30.2% is expected when all construction and AIL traffic is considered to travel to site at the same period during the HGV peak as a worst-case assessment. Increases in LGV traffic are anticipated to be minimal during both peak construction periods with increases less than 8% across all links.

7.2.7 **Volume 2, Chapter 11: Traffic and transport** considers that the impact of the HGV peak period would be negligible/slight (not significant) and the residual effects would be negligible (not significant) following the implementation of a Construction Traffic Management Plan (CTMP) and Travel Plan to manage traffic during the construction period and encourage sustainable travel choices.

7.2.8 Further details on the construction impact can be found within **Volume 2, Chapter 11: Traffic and transport** where the full breakdown of impact across all links during both the HGV and LGV peak periods can be found.

7.2.9 As outlined earlier in this Transport Statement, HGV and LGV movements associated with the construction of the Proposed Development will be managed to avoid the typical peak 'network' periods; and following mitigation outlined within the associated **Volume 2, Chapter 11: Traffic and transport**, no ongoing detrimental or significant impacts are anticipated as a result of the Proposed Development. For further information, please refer to the **Volume 2, Chapter 11: Traffic and transport**.

Operational traffic impacts

7.2.10 The operational traffic estimates have been calculated to give a two-way daily flow. **Volume 2, Chapter 11: Traffic and transport** did not provide detailed assessments of the operational impact as the daily flow associated with the operation of the Carbon

Capture Plant will be much lower than construction traffic flows. However, the summary is provided below for completeness.

7.2.11 The summary the daily operational traffic movements anticipated is illustrated below.

Table 7.3 Operational traffic impact summary (two-way)

	HGVs	LGVs	Total
Shift workers	0	60	60
Drivers	0	32	32
Total	0	92	92

7.2.12 As detailed earlier in **Section 6.2.2**, traffic associated with the operation of the Proposed Development is not anticipated to be significant in terms of network impact with most movements expected outside the typical network peaks due to shift patterns splitting the workers arrivals and departures across 24 hour periods, 7 days a week.

7.2.13 Additionally, supporting the application and in the interest of developing a sustainable site where staff are encouraged to travel by public transport and active travel to the Site, a Travel Plan has been developed and will be submitted as part of the DNS application.

8 SUMMARY AND CONCLUSIONS

8.1.1 RSK has been instructed by the Applicant to produce a Transport Statement to support the DNS application for the Proposed Development at Padeswood Cement Works, to the north west of Penymynydd, North Wales. Once completed, the facility will be operational 24/7.

8.1.2 This section summarises the impacts, design solutions and mitigation proposed for the Proposed Development.

Table 8.1 Transport Assessment summary

Criteria	Key transport impacts and issues	Summary
Transport context	Site access Accident analysis	The Site is located within the existing Padeswood Cement Works and will be accessed via the existing access off the A5118. In respect to road safety, it is considered that there is a low incidence of collisions within proximity of the Site and there is no requirement for mitigation at the current time.
Accessibility	Non-motorised user access Public transport services	The Site is reasonably located for sustainable travel access and benefits from a network of local PRoW routes and some footway provision on the A5118. The local bus stop can be accessed on foot and Penyffordd Rail Station can be accessed using a PRoW. However, due to the anticipated shift patterns for workers spanning across 24 hour periods, car sharing will be encouraged primarily as the most feasible sustainable option for workers on-site.
Proposed Development	Parking arrangements Construction details Operation details	A total of c.436 parking spaces will be provided on-site to accommodate construction vehicles, contractor vehicles, staff and visitors during the construction period and beyond into the operation of the Proposed Development.
Construction	Trip generation EIA summary	Comparison of ATC and DfT traffic count data and the peak HGV and peak LGV construction periods indicates that increases in HGVs above 30% are anticipated on the A5118 (east) only during the peak HGV construction period. However, as assessed in

Criteria	Key transport impacts and issues	Summary
	Traffic impact	further detail within **Volume 2, Chapter 11: Traffic and transport**, the impact of the HGV peak period on the surrounding network would be negligible (not significant). The construction period will not be significant in terms of network impact as vehicular movements will be managed to avoid peak periods.
Operation	Trip generation EIA summary Traffic impact	The operational daily trip generation was assessed against Automatic Traffic Count and Department for Transport traffic count data, and this indicated that the Proposed Development would add a small number of worker trips to the highway network (less than 2% on the busiest link, the A5118), but the overall traffic volumes would be negligible on the network. The operation period will not be significant in terms of network impact as worker shift patterns will be split across 24 hour periods.

8.1.3 In conclusion, the existing road network has sufficient capacity to overcome the increase in HGV and LGV construction traffic movements during the proposed construction period and the minor increase in LGV traffic associated with the operation of the Proposed Development will be negligible and undetectable on the network.

8.1.4 On the above basis, it is considered that the Proposed Development does not present a significant impact on the local highway network and is therefore acceptable from a traffic and transport perspective.

9 REFERENCES

Flintshire County Council (2023). *Flintshire Local Development Plan 2015 – 2030*. Available at: https://www.flintshire.gov.uk/en/PDFFiles/Planning/Examination-Library-Documents/LDP-Version-8.pdf

Flintshire County Council (2020). *Flintshire Integrated Transport Strategy*. Available at: https://committeemeetings.flintshire.gov.uk/documents/s58921/Flintshire%20Integrated%20Transport%20Strategy.pdf?LLL=0

Flintshire County Council (2017). *Penyffordd Place Plan 2017*. Available at: https://www.flintshire.gov.uk/en/PDFFiles/Planning/LDP-evidence-base/Local/Penyffordd-Place-Plan-2017.pdf

Flintshire County Council (2017). *Supplementary Planning Guidance No.11 Parking Standards*. Available at: https://www.flintshire.gov.uk/en/PDFFiles/Planning/Adopted-SPGNs/SPGN-No-11.-Parking-Standards.pdf

Institute of Environmental Management and Assessment (2023). *Environmental Assessment of Traffic and Movement*. Available at: https://www.iema.net/resources/blog/2023/07/12/new-iema-guidance-environmental-assessment-of-traffic-and-movement

Welsh Government (2022). *National Transport Delivery Plan 2022 to 2027*. Available at: https://www.gov.wales/sites/default/files/publications/2023-02/national-transport-delivery-plan-2022to2027.pdf

Welsh Government (2021). *The Welsh Transport Strategy 2021*. Available at: https://www.gov.wales/sites/default/files/publications/2021-03/llwybr-newydd-wales-transport-strategy-2021-full-strategy_0.pdf

Welsh Government (2015). *North Wales Joint Local Transport Plan 2015*. Available at: https://www.flintshire.gov.uk/en/PDFFiles/Planning/LDP-evidence-base/Local/North-Wales-Joint-Local-Transport-Plan-2015.pdf

APPENDIX A SITE LAYOUT PLAN

scale 1:1250 @ A0

0 10 20 30 50 75M

SEE DRAWING No SMP-AL 101

TO PENYMYNYDD

TO MOLD

main access and egress

dwellings

dwellings

dwellings

earth bunding

earth bunding

earth bunding

earth bunding

earth bunding

GENERAL CAR PARK

SECURITY

HEAD OFFICE

Carbon Capture Plant laydown and construction offices

Carbon Capture Plant laydown and construction offices

PAVILION

SCHOOL ECOLOGY CENTRE

ponds

Carbon Capture Plant materials laydown and contractor storage area

STORES

Aggregates off-load

WORKSHOPS

Carbon Capture Plant site access road

Carbon Capture Plant contractor village and welfare

EXISTING OPERATIONAL CEMENT WORKS

PROPOSED OFFICES, LABS, JOINT CONTROL CENTRE

EXISTING CLINKER STOREAGE DOME

Third Party Pipeline connection point compound

EXISTING TOWER & STACK

Waste Heat recovery system

CARBON CAPTURE PLANT (CCS)

Waste Heat Recovery System connection to existing stack

BOILER HOUSE

EXISTING SPOIL

pond

disused railway

SEE DRAWING No SMP-AL 101

SEE DRAWING No SMP-AL 101

SEE DRAWING No SMP-AL 101

For details of mitigation area refer to RSK drawing no 0242-SH-XX-XX-DR-1-1000

KEY

CAR PARKING

CARBON CAPTURE PLANT
Contractor Laydown, Storage, Village and Wellfare areas

CARBON CAPTURE PLANT
Contractor Laydown and Construction Offices

revisions

ref:	Notes:	by:	date:
A	Updated		24.03.18
B	Updated to instructions		24.03.21
C	Updated to instructions		24.04.07
D	Updated to RSK Comments		24.04.22
E	RSK drwg ref added		24.04.30
F	RSK drwg ref added		24.06.02

subject to site survey and Local Authority approval

Heidelberg Materials

Project:	HM PADESWOOD CCS PLANT
Client:	
Drawing Title:	CCS Site Layout
Drawing Number:	2022-34- SMP AL 100
Job No.:	2022-34
Scale:	1:1250 @ A0
Date:	2024.03.07
Revision:	F
Drawn By:	DPT
Checked By:	

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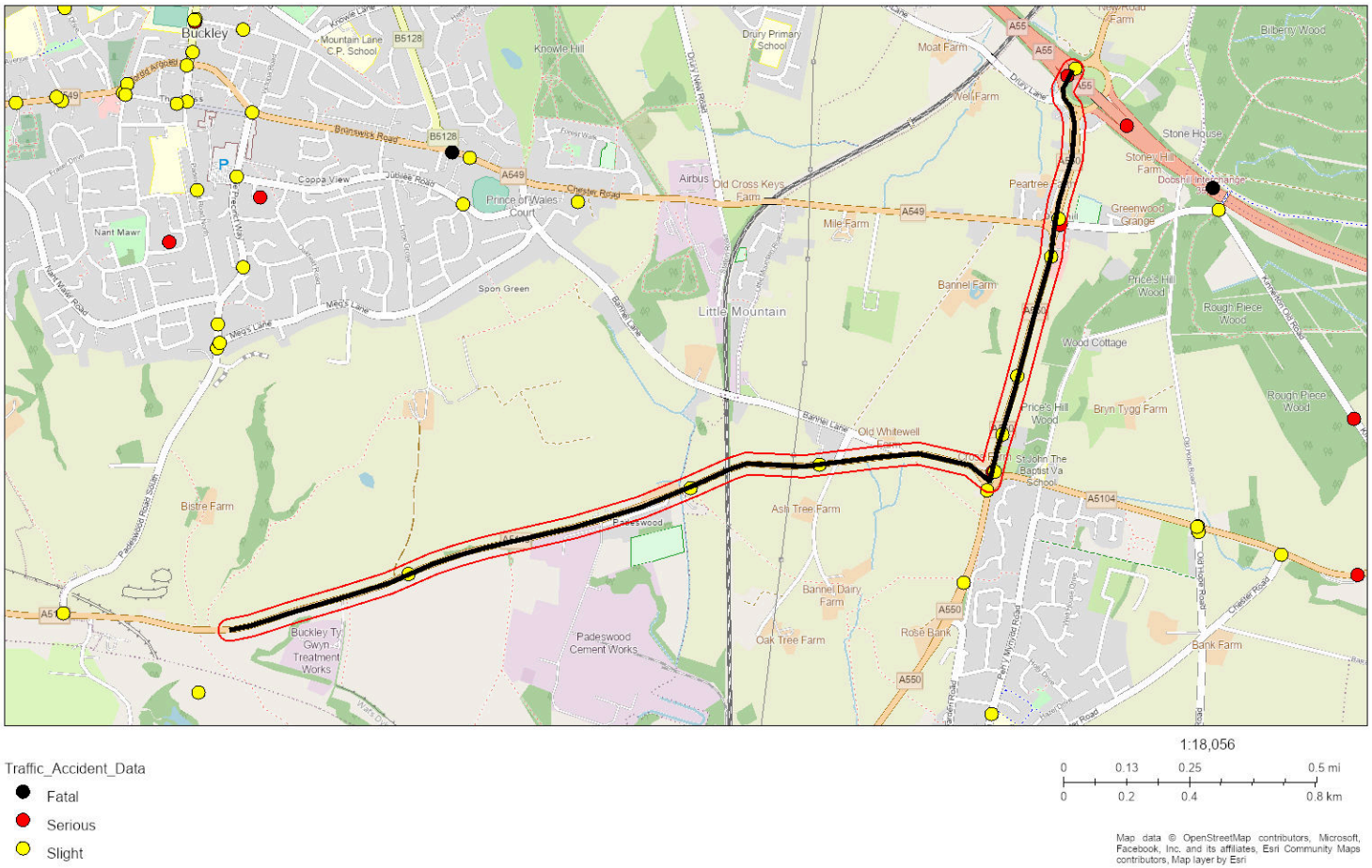
APPENDIX B ACCIDENT SCREENING REPORT

Screening Report

Area of Interest (AOI) Information

Area : 275,546.27 m²

Mar 25 2024 11:54:28 Greenwich Mean Time



Summary

Name	Count	Area(m²)	Length(m)
Accidents	14	N/A	N/A
Vehicles	30	N/A	N/A
Casualties	17	N/A	N/A

Accidents

#	Accident Reference	Accident Severity	Year	Easting	Northing	Number of Vehicles	Number of Casualties	Date
1	60B051006	Slight	2022	329,840	362,827	4	1	12-Apr-22
2	60B104196	Slight	2022	329,428	362,758	1	1	16-Jul-22
3	60B123365	Slight	2022	330,372	362,738	2	1	15-Aug-22
4	60W042576	Slight	2018	330,587	363,478	2	1	05/04/2018
5	60W060129	Slight	2018	330,673	364,075	2	1	09/05/2018
6	60W102029	Slight	2018	328,526	362,498	2	1	22/07/2018
7	60X054432	Serious	2019	330,392	362,796	2	1	21/04/2019
8	60X073313	Slight	2019	330,398	362,797	2	1	28/05/2019
9	60X168110	Slight	2019	330,474	363,100	3	2	20/11/2019
10	60Z043000	Serious	2021	330,647	364,052	1	1	30/03/2021
11	60Z049861	Slight	2021	330,424	362,915	3	3	12/04/2021
12	60Z071687	Slight	2021	330,621	363,584	2	1	19/05/2021
13	60Z140188	Serious	2021	330,617	363,579	2	1	22/09/2021
14	60Z146540	Slight	2021	330,614	363,599	2	1	05/10/2021

#	Day of Week	Time	Local Authority Highway	Road Class	Road_Number	Road Type	Speed limit	Junction Detail
1	Tuesday	4:10 PM	Flintshire	A	5118	Single carriageway	40	Private drive or entrance
2	Saturday	9:00 AM	Flintshire	A	5118	Single carriageway	30	Other junction
3	Monday	6:55 PM	Flintshire	A	5104	Roundabout	30	Roundabout
4	Thursday	7:37 AM	Flintshire	A	550	Single carriageway	30	Private drive or entrance
5	Wednesday	12:20 AM	Flintshire	A	550	Roundabout	30	Roundabout
6	Sunday	2:00 PM	Flintshire	A	5118	Single carriageway	60	Not at junction or within 20 metres
7	Sunday	6:30 PM	Flintshire	A	550	Roundabout	40	Roundabout
8	Tuesday	7:15 AM	Flintshire	A	5104	Single carriageway	30	Roundabout
9	Wednesday	7:40 AM	Flintshire	A	550	Single carriageway	40	Not at junction or within 20 metres
10	Tuesday	11:24 AM	Flintshire	A	550	Roundabout	30	Roundabout
11	Monday	5:47 PM	Flintshire	A	550	Single carriageway	40	Not at junction or within 20 metres
12	Wednesday	6:15 PM	Flintshire	A	550	Roundabout	30	Roundabout
13	Wednesday	5:11 PM	Flintshire	A	550	Roundabout	40	Roundabout
14	Tuesday	12:40 PM	Flintshire	A	550	Roundabout	40	Roundabout

#	Junction Control	Light Conditions	Weather Conditions	Road Surface Conditions	Special Conditions at Site	Carriageway Hazards	Urban or Rural Area	Pedestrian Crossing - Human Control
1	Give way or uncontrolled	Daylight	Fine no high winds	Dry	None	None	Rural	None within 50 metres
2	Give way or uncontrolled	Daylight	Fine no high winds	Dry	None	None	Rural	None within 50 metres
3	Give way or uncontrolled	Daylight	Fine no high winds	Dry	None	None	Rural	None within 50 metres
4	Give way or uncontrolled	Daylight	Fine no high winds	Dry	None	None	Rural	None within 50 metres
5	Give way or uncontrolled	Darkness - lights lit	Fine no high winds	Dry	None	None	Rural	None within 50 metres
6	Data missing or out of range	Daylight	Fine no high winds	Dry	None	None	Rural	None within 50 metres
7	Give way or uncontrolled	Daylight	Fine + high winds	Dry	None	None	Rural	None within 50 metres
8	Give way or uncontrolled	Daylight	Fine no high winds	Dry	None	None	Rural	None within 50 metres
9	Data missing or out of range	Daylight	Fine no high winds	Dry	None	None	Rural	None within 50 metres
10	Give way or uncontrolled	Daylight	Fine no high winds	Dry	None	None	Rural	None within 50 metres
11	Data missing or out of range	Daylight	Fine no high winds	Dry	None	None	Rural	None within 50 metres
12	Give way or uncontrolled	Daylight	Fine no high winds	Dry	None	None	Rural	None within 50 metres
13	Give way or uncontrolled	Daylight	Fine no high winds	Dry	None	None	Rural	None within 50 metres
14	Give way or uncontrolled	Daylight	Raining + high winds	Wet or damp	None	None	Rural	None within 50 metres

#	Pedestrian Crossing - Physical Facilities	Did Police Officer Attend Scene of Accident	Count
1	No physical crossing facilities within 50 metres	Yes	1
2	No physical crossing facilities within 50 metres	Yes	1
3	No physical crossing facilities within 50 metres	No	1
4	No physical crossing facilities within 50 metres	Yes	1
5	No physical crossing facilities within 50 metres	No	1
6	No physical crossing facilities within 50 metres	No	1
7	No physical crossing facilities within 50 metres	Yes	1
8	No physical crossing facilities within 50 metres	No	1
9	No physical crossing facilities within 50 metres	Yes	1
10	No physical crossing facilities within 50 metres	Yes	1
11	No physical crossing facilities within 50 metres	Yes	1
12	No physical crossing facilities within 50 metres	No	1
13	No physical crossing facilities within 50 metres	Yes	1
14	No physical crossing facilities within 50 metres	Yes	1

Vehicles

#	Accident Reference	Year	Vehicle Reference	Vehicle Type	Towing and Articulation	Vehicle Manoeuvre	Vehicle Location - Restricted Lane	Junction Location
1	60B051006	2022	1	Car	No tow/articulation	Waiting to turn right	On main c'way - not in restricted lane	Leaving main road
2	60B051006	2022	2	Car	No tow/articulation	Slowing or stopping	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
3	60B051006	2022	3	Car	No tow/articulation	Slowing or stopping	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
4	60B051006	2022	4	Car	No tow/articulation	Slowing or stopping	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
5	60B104196	2022	1	Car	No tow/articulation	Going ahead right-hand bend	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
6	60B123365	2022	1	Van / Goods 3.5 tonnes mgw or under	No tow/articulation	Slowing or stopping	On main c'way - not in restricted lane	Entering roundabout
7	60B123365	2022	2	Car	No tow/articulation	Slowing or stopping	On main c'way - not in restricted lane	Leaving roundabout
8	60W042576	2018	1	Van / Goods 3.5 tonnes mgw or under	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
9	60W042576	2018	2	Car	No tow/articulation	Turning right	On main c'way - not in restricted lane	Leaving main road
10	60W060129	2018	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
11	60W060129	2018	2	Motorcycle 125cc and under	No tow/articulation	Slowing or stopping	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
12	60W102029	2018	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction
13	60W102029	2018	2	Pedal cycle	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction
14	60X054432	2019	1	Car	No tow/articulation	Moving off	On main c'way - not in restricted lane	Entering roundabout
15	60X054432	2019	2	Pedal cycle	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road

16	60X073313	2019	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Entering roundabout
17	60X073313	2019	2	Pedal cycle	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Leaving roundabout
18	60X168110	2019	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction
19	60X168110	2019	2	Car	No tow/articulation	Waiting to go - held up	On main c'way - not in restricted lane	Not at or within 20 metres of junction
20	60X168110	2019	3	Car	No tow/articulation	Waiting to go - held up	On main c'way - not in restricted lane	Not at or within 20 metres of junction
21	60Z043000	2021	1	Motorcycle 125cc and under	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road
22	60Z049861	2021	1	Car	No tow/articulation	Slowing or stopping	On main c'way - not in restricted lane	Not at or within 20 metres of junction
23	60Z049861	2021	2	Car	No tow/articulation	Slowing or stopping	On main c'way - not in restricted lane	Not at or within 20 metres of junction
24	60Z049861	2021	3	Car	No tow/articulation	Slowing or stopping	On main c'way - not in restricted lane	Not at or within 20 metres of junction
25	60Z071687	2021	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Entering roundabout
26	60Z071687	2021	2	Pedal cycle	No tow/articulation	Turning right	On main c'way - not in restricted lane	Leaving roundabout
27	60Z140188	2021	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road
28	60Z140188	2021	2	Pedal cycle	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road
29	60Z146540	2021	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
30	60Z146540	2021	2	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach

#	Skidding and Overturning	Hit Object in Carriageway	1st Point of Impact	Journey Purpose of Driver	Sex of Driver	Age Band of Driver	Age of Vehicle	Driver Home Area Type	Count
1	None	None	Back	Commuting to/from work	Female	36 - 45	11	Data missing or out of range	1
2	None	None	Back	Commuting to/from work	Female	26 - 35	18	Data missing or out of range	1
3	None	None	Front	Commuting to/from work	Male	26 - 35	8	Data missing or out of range	1
4	None	None	Front	Commuting to/from work	Male	56 - 65	-1	Data missing or out of range	1
5	Skidded	Kerb	Front	Not known	Male	36 - 45	17	Data missing or out of range	1
6	None	None	Front	Not known	Male	36 - 45	4	Data missing or out of range	1
7	None	None	Back	Not known	Male	26 - 35	6	Data missing or out of range	1
8	None	None	Front	Journey as part of work	Male	21 - 25	-1	Data missing or out of range	1
9	None	None	Back	Not known	Male	26 - 35	-1	Data missing or out of range	1
10	None	None	Front	Not known	Not known	Data missing or out of range	-1	Data missing or out of range	1
11	None	None	Back	Not known	Male	16 - 20	-1	Data missing or out of range	1
12	None	None	Nearside	Not known	Not known	Data missing or out of range	-1	Data missing or out of range	1
13	None	None	Offside	Not known	Female	36 - 45	-1	Data missing or out of range	1
14	None	None	Front	Not known	Male	26 - 35	-1	Data missing or out of range	1
15	None	None	Nearside	Not known	Male	46 - 55	-1	Data missing or out of range	1
16	None	None	Offside	Not known	Not known	Data missing or out of range	-1	Data missing or out of range	1
17	None	None	Front	Not known	Male	46 - 55	-1	Data missing or out of range	1
18	Skidded	None	Front	Commuting to/from work	Female	16 - 20	-1	Data missing or out of range	1

19	None	None	Back	Commuting to/from work	Male	26 - 35	-1	Data missing or out of range	1
20	None	None	Back	Commuting to/from work	Female	36 - 45	-1	Data missing or out of range	1
21	None	None	Front	Not known	Male	16 - 20	-1	Data missing or out of range	1
22	None	None	Front	Not known	Male	56 - 65	-1	Data missing or out of range	1
23	None	None	Back	Not known	Male	26 - 35	-1	Data missing or out of range	1
24	None	None	Back	Commuting to/from work	Female	46 - 55	-1	Data missing or out of range	1
25	None	None	Front	Not known	Male	46 - 55	-1	Data missing or out of range	1
26	None	None	Back	Not known	Male	36 - 45	-1	Data missing or out of range	1
27	None	None	Front	Commuting to/from work	Male	56 - 65	-1	Data missing or out of range	1
28	Overturned	None	Nearside	Not known	Male	36 - 45	-1	Data missing or out of range	1
29	None	None	Front	Journey as part of work	Male	66 - 75	-1	Data missing or out of range	1
30	None	None	Back	Not known	Male	36 - 45	-1	Data missing or out of range	1

Casualties

#	Accident_Reference	Year	Vehicle Reference	Casualty Reference	Casualty Class	Sex of Casualty	Age Band of Casualty	Casualty Severity
1	60B051006	2022	2	1	Driver or rider	Female	26 - 35	Slight
2	60B104196	2022	1	1	Passenger	Male	16 - 20	Slight
3	60B123365	2022	2	1	Driver or rider	Male	26 - 35	Slight
4	60W042576	2018	2	1	Driver or rider	Male	26 - 35	Slight
5	60W060129	2018	2	1	Driver or rider	Male	16 - 20	Slight
6	60W102029	2018	2	1	Driver or rider	Female	36 - 45	Slight
7	60X054432	2019	2	1	Driver or rider	Male	46 - 55	Serious
8	60X073313	2019	2	1	Driver or rider	Male	46 - 55	Slight
9	60X168110	2019	2	1	Driver or rider	Male	26 - 35	Slight
10	60X168110	2019	3	2	Driver or rider	Female	36 - 45	Slight
11	60Z043000	2021	1	1	Driver or rider	Male	16 - 20	Serious
12	60Z049861	2021	1	1	Driver or rider	Male	56 - 65	Slight
13	60Z049861	2021	2	2	Driver or rider	Male	26 - 35	Slight
14	60Z049861	2021	2	3	Passenger	Male	36 - 45	Slight
15	60Z071687	2021	2	1	Driver or rider	Male	36 - 45	Slight
16	60Z140188	2021	2	1	Driver or rider	Male	36 - 45	Serious
17	60Z146540	2021	1	1	Passenger	Male	66 - 75	Slight

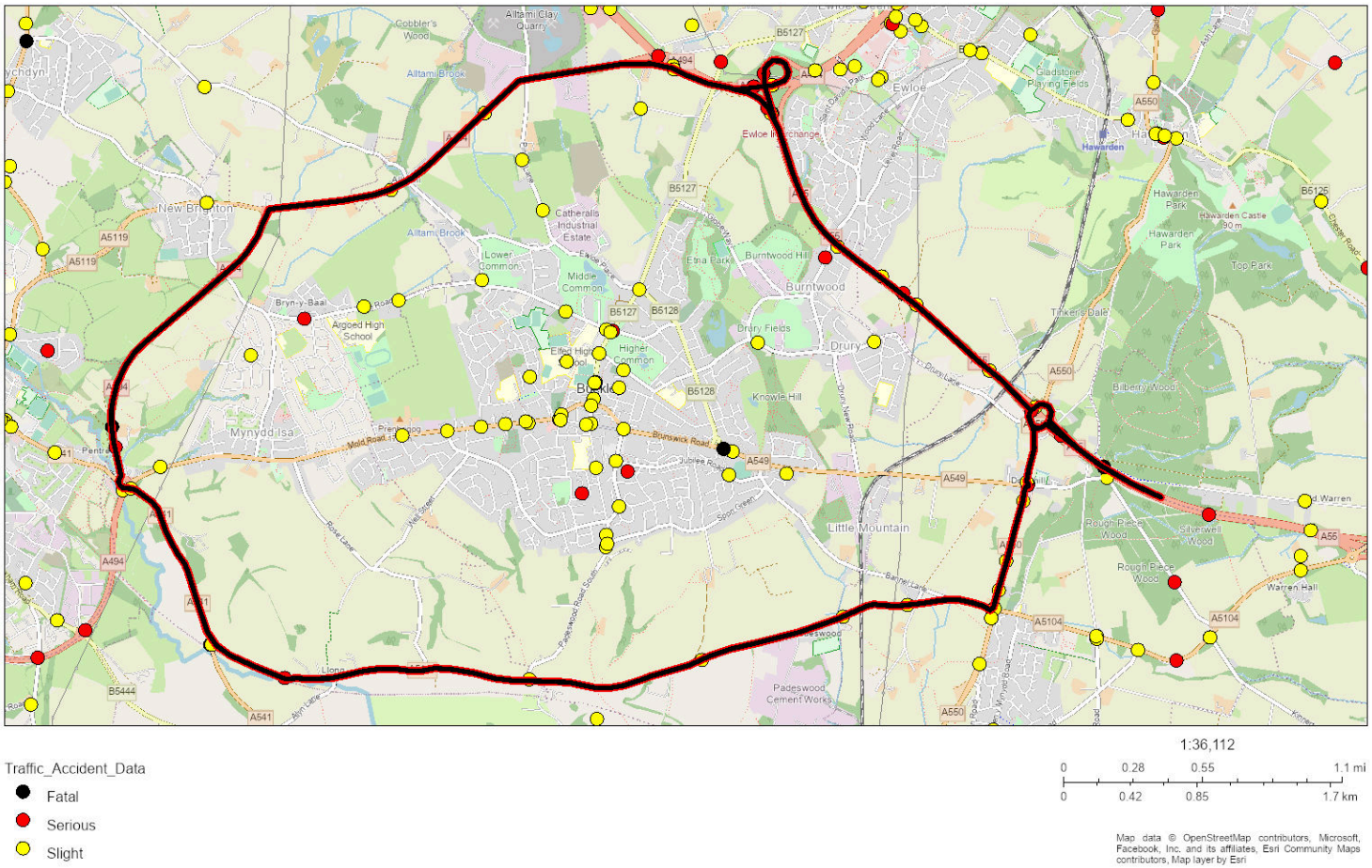
#	Pedestrian Location	Pedestrian Movement	Car Passenger	Bus or Coach Passenger	Pedestrian Road Maintenance Worker	Casualty Type	Count
1	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
2	Not a Pedestrian	Not a Pedestrian	Front seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
3	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
4	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
5	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Motorcycle 125cc and under rider or passenger	1
6	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Cyclist	1
7	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Cyclist	1
8	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Cyclist	1
9	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
10	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
11	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Motorcycle 125cc and under rider or passenger	1
12	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
13	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
14	Not a Pedestrian	Not a Pedestrian	Front seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
15	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Cyclist	1
16	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Cyclist	1
17	Not a Pedestrian	Not a Pedestrian	Rear seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1

Screening Report

Area of Interest (AOI) Information

Area : 719,391.25 m²

Apr 2 2024 9:57:32 British Summer Time



Summary

Name	Count	Area(m²)	Length(m)
Accidents	37	N/A	N/A
Vehicles	83	N/A	N/A
Casualties	66	N/A	N/A

Accidents

#	Accident Reference	Accident Severity	Year	Easting	Northing	Number of Vehicles	Number of Casualties	Date
1	60B027422	Fatal	2022	331,105	363,689	4	3	26-Feb-22
2	60B044753	Fatal	2022	324,795	364,039	1	1	01-Apr-22
3	60B051006	Slight	2022	329,840	362,827	4	1	12-Apr-22
4	60B101332	Serious	2022	328,977	366,221	1	1	11-Jul-22
5	60B104196	Slight	2022	329,428	362,758	1	1	16-Jul-22
6	60B137122	Slight	2022	327,198	365,997	5	2	08-Sep-22
7	60W034319	Slight	2018	324,856	363,633	2	1	01/03/2018
8	60W042576	Slight	2018	330,587	363,478	2	1	05/04/2018
9	60W052328	Slight	2018	328,401	366,279	2	1	24/01/2018
10	60W060129	Slight	2018	330,673	364,075	2	1	09/05/2018
11	60W102029	Slight	2018	328,526	362,498	2	1	22/07/2018
12	60W120827	Slight	2018	328,998	365,999	3	5	25/08/2018
13	60W121331	Serious	2018	329,026	365,964	3	1	26/08/2018
14	60W158205	Serious	2018	324,814	363,909	4	10	05/11/2018
15	60X001946	Slight	2019	329,019	365,968	2	3	04/01/2019
16	60X006443	Serious	2019	329,845	364,810	1	1	14/01/2019
17	60X054432	Serious	2019	330,392	362,796	2	1	21/04/2019
18	60X073313	Slight	2019	330,398	362,797	2	1	28/05/2019
19	60X118532	Slight	2019	329,925	364,737	3	2	16/08/2019
20	60X122926	Slight	2019	327,426	362,390	2	1	24/08/2019
21	60X139341	Serious	2019	325,869	362,424	2	2	23/09/2019
22	60X168110	Slight	2019	330,474	363,100	3	2	20/11/2019
23	60Y006046	Serious	2020	328,910	366,138	2	1	13/01/2020
24	60Y018394	Serious	2020	328,998	365,999	1	1	08/02/2020
25	60Y109739	Slight	2020	328,405	366,254	2	2	31/07/2020
26	60Y114689	Slight	2020	329,030	366,145	3	2	08/08/2020
27	60Y162827	Slight	2020	329,707	364,920	2	1	05/11/2020
28	60Z043000	Serious	2021	330,647	364,052	1	1	30/03/2021
29	60Z049861	Slight	2021	330,424	362,915	3	3	12/04/2021

30	60Z054831	Slight	2021	330,384	364,310	2	1	22/04/2021
31	60Z071687	Slight	2021	330,621	363,584	2	1	19/05/2021
32	60Z079263	Slight	2021	329,429	365,111	1	1	05/06/2021
33	60Z090673	Serious	2021	330,834	363,890	2	2	25/06/2021
34	60Z102413	Slight	2021	324,907	363,645	2	1	16/07/2021
35	60Z140188	Serious	2021	330,617	363,579	2	1	22/09/2021
36	60Z146540	Slight	2021	330,614	363,599	2	1	05/10/2021
37	60Z148467	Slight	2021	326,592	365,517	3	4	09/10/2021

#	Day of Week	Time	Local Authority Highway	Road Class	Road_Number	Road Type	Speed limit	Junction Detail
1	Saturday	12:18 PM	Flintshire	A	55	Dual carriageway	70	Not at junction or within 20 metres
2	Friday	5:28 AM	Flintshire	A	494	Single carriageway	60	Not at junction or within 20 metres
3	Tuesday	4:10 PM	Flintshire	A	5118	Single carriageway	40	Private drive or entrance
4	Monday	4:30 PM	Flintshire	A	55	Dual carriageway	70	Not at junction or within 20 metres
5	Saturday	9:00 AM	Flintshire	A	5118	Single carriageway	30	Other junction
6	Thursday	8:50 AM	Flintshire	A	494	Single carriageway	60	Not at junction or within 20 metres
7	Thursday	7:50 AM	Flintshire	A	494	Single carriageway	30	Roundabout
8	Thursday	7:37 AM	Flintshire	A	550	Single carriageway	30	Private drive or entrance
9	Wednesday	2:40 AM	Flintshire	A	55	Dual carriageway	70	Other junction
10	Wednesday	12:20 AM	Flintshire	A	550	Roundabout	30	Roundabout
11	Sunday	2:00 PM	Flintshire	A	5118	Single carriageway	60	Not at junction or within 20 metres
12	Saturday	12:23 PM	Flintshire	A	55	Dual carriageway	70	Not at junction or within 20 metres
13	Sunday	8:08 AM	Flintshire	A	55	Dual carriageway	70	Not at junction or within 20 metres
14	Monday	5:23 PM	Flintshire	A	494	Single carriageway	60	Not at junction or within 20 metres
15	Friday	9:20 PM	Flintshire	A	55	Dual carriageway	70	Slip road
16	Monday	6:31 PM	Flintshire	A	55	Dual carriageway	70	Not at junction or within 20 metres
17	Sunday	6:30 PM	Flintshire	A	550	Roundabout	40	Roundabout
18	Tuesday	7:15 AM	Flintshire	A	5104	Single carriageway	30	Roundabout
19	Friday	6:24 PM	Flintshire	A	55	Dual carriageway	70	Not at junction or within 20 metres
20	Saturday	12:35 PM	Flintshire	A	5118	Single carriageway	60	T or staggered junction
21	Monday	6:20 AM	Flintshire	A	5118	Single carriageway	30	Not at junction or within 20 metres

22	Wednesday	7:40 AM	Flintshire	A	550	Single carriageway	40	Not at junction or within 20 metres
23	Monday	4:20 PM	Flintshire	A	55	Dual carriageway	70	Not at junction or within 20 metres
24	Saturday	1:50 PM	Flintshire	A	55	Single carriageway	30	Slip road
25	Friday	11:46 AM	Flintshire	A	55	Dual carriageway	70	Slip road
26	Saturday	2:03 PM	Flintshire	A	55	Dual carriageway	70	Slip road
27	Thursday	5:25 PM	Flintshire	A	55	Dual carriageway	70	Not at junction or within 20 metres
28	Tuesday	11:24 AM	Flintshire	A	550	Roundabout	30	Roundabout
29	Monday	5:47 PM	Flintshire	A	550	Single carriageway	40	Not at junction or within 20 metres
30	Thursday	5:30 AM	Flintshire	A	55	Dual carriageway	70	Not at junction or within 20 metres
31	Wednesday	6:15 PM	Flintshire	A	550	Roundabout	30	Roundabout
32	Saturday	9:18 AM	Flintshire	A	55	Dual carriageway	70	Not at junction or within 20 metres
33	Friday	12:55 PM	Flintshire	A	55	Dual carriageway	70	Not at junction or within 20 metres
34	Friday	7:09 PM	Flintshire	A	549	Roundabout	60	Roundabout
35	Wednesday	5:11 PM	Flintshire	A	550	Roundabout	40	Roundabout
36	Tuesday	12:40 PM	Flintshire	A	550	Roundabout	40	Roundabout
37	Saturday	11:26 AM	Flintshire	A	494	Single carriageway	40	Crossroads

#	Junction Control	Light Conditions	Weather Conditions	Road Surface Conditions	Special Conditions at Site	Carriageway Hazards	Urban or Rural Area	Pedestrian Crossing - Human Control
1	Data missing or out of range	Daylight	Fine no high winds	Dry	None	None	Rural	None within 50 metres
2	Data missing or out of range	Darkness - no lighting	Fine no high winds	Dry	None	None	Rural	None within 50 metres
3	Give way or uncontrolled	Daylight	Fine no high winds	Dry	None	None	Rural	None within 50 metres
4	Data missing or out of range	Daylight	Fine no high winds	Dry	None	None	Rural	None within 50 metres
5	Give way or uncontrolled	Daylight	Fine no high winds	Dry	None	None	Rural	None within 50 metres
6	Data missing or out of range	Daylight	Fine no high winds	Wet or damp	None	None	Rural	None within 50 metres
7	Give way or uncontrolled	Daylight	Fine no high winds	Wet or damp	None	None	Rural	None within 50 metres
8	Give way or uncontrolled	Daylight	Fine no high winds	Dry	None	None	Rural	None within 50 metres
9	Give way or uncontrolled	Darkness - lights lit	Fine no high winds	Wet or damp	None	None	Rural	None within 50 metres
10	Give way or uncontrolled	Darkness - lights lit	Fine no high winds	Dry	None	None	Rural	None within 50 metres
11	Data missing or out of range	Daylight	Fine no high winds	Dry	None	None	Rural	None within 50 metres
12	Data missing or out of range	Daylight	Fine no high winds	Dry	None	None	Rural	None within 50 metres
13	Data missing or out of range	Daylight	Fine no high winds	Dry	None	None	Rural	None within 50 metres
14	Data missing or out of range	Darkness - no lighting	Fine no high winds	Dry	None	None	Rural	None within 50 metres
15	Give way or uncontrolled	Darkness - lights lit	Fine no high winds	Dry	None	None	Rural	None within 50 metres
16	Data missing or out of range	Darkness - lights lit	Fine no high winds	Wet or damp	None	None	Rural	None within 50 metres
17	Give way or uncontrolled	Daylight	Fine + high winds	Dry	None	None	Rural	None within 50 metres
18	Give way or uncontrolled	Daylight	Fine no high winds	Dry	None	None	Rural	None within 50 metres

19	Data missing or out of range	Daylight	Fine no high winds	Dry	None	None	Rural	None within 50 metres
20	Give way or uncontrolled	Daylight	Fine no high winds	Dry	None	None	Rural	None within 50 metres
21	Data missing or out of range	Darkness - no lighting	Fine no high winds	Wet or damp	None	None	Rural	None within 50 metres
22	Data missing or out of range	Daylight	Fine no high winds	Dry	None	None	Rural	None within 50 metres
23	Data missing or out of range	Daylight	Fine no high winds	Dry	None	None	Rural	None within 50 metres
24	Give way or uncontrolled	Daylight	Fine no high winds	Dry	None	None	Rural	None within 50 metres
25	Give way or uncontrolled	Daylight	Fine no high winds	Dry	None	None	Rural	None within 50 metres
26	Give way or uncontrolled	Daylight	Fine no high winds	Dry	None	None	Rural	None within 50 metres
27	Data missing or out of range	Darkness - no lighting	Fine no high winds	Dry	None	None	Rural	None within 50 metres
28	Give way or uncontrolled	Daylight	Fine no high winds	Dry	None	None	Rural	None within 50 metres
29	Data missing or out of range	Daylight	Fine no high winds	Dry	None	None	Rural	None within 50 metres
30	Data missing or out of range	Daylight	Fine no high winds	Dry	None	None	Rural	None within 50 metres
31	Give way or uncontrolled	Daylight	Fine no high winds	Dry	None	None	Rural	None within 50 metres
32	Data missing or out of range	Daylight	Fine no high winds	Dry	None	None	Urban	None within 50 metres
33	Data missing or out of range	Daylight	Fine no high winds	Dry	None	None	Rural	None within 50 metres
34	Give way or uncontrolled	Daylight	Fine no high winds	Dry	None	None	Rural	None within 50 metres
35	Give way or uncontrolled	Daylight	Fine no high winds	Dry	None	None	Rural	None within 50 metres
36	Give way or uncontrolled	Daylight	Raining + high winds	Wet or damp	None	None	Rural	None within 50 metres
37	Auto traffic signal	Daylight	Fine no high winds	Dry	None	None	Rural	None within 50 metres

#	Pedestrian Crossing - Physical Facilities	Did Police Officer Attend Scene of Accident	Count
1	No physical crossing facilities within 50 metres	Yes	1
2	No physical crossing facilities within 50 metres	Yes	1
3	No physical crossing facilities within 50 metres	Yes	1
4	No physical crossing facilities within 50 metres	Yes	1
5	No physical crossing facilities within 50 metres	Yes	1
6	No physical crossing facilities within 50 metres	Yes	1
7	No physical crossing facilities within 50 metres	No	1
8	No physical crossing facilities within 50 metres	Yes	1
9	No physical crossing facilities within 50 metres	Yes	1
10	No physical crossing facilities within 50 metres	No	1
11	No physical crossing facilities within 50 metres	No	1
12	No physical crossing facilities within 50 metres	Yes	1
13	No physical crossing facilities within 50 metres	Yes	1
14	No physical crossing facilities within 50 metres	Yes	1
15	No physical crossing facilities within 50 metres	Yes	1
16	No physical crossing facilities within 50 metres	Yes	1
17	No physical crossing facilities within 50 metres	Yes	1
18	No physical crossing facilities within 50 metres	No	1
19	No physical crossing facilities within 50 metres	Yes	1
20	No physical crossing facilities within 50 metres	Yes	1
21	No physical crossing facilities within 50 metres	Yes	1
22	No physical crossing facilities within 50 metres	Yes	1
23	No physical crossing facilities within 50 metres	No	1
24	No physical crossing facilities within 50 metres	Yes	1
25	No physical crossing facilities within 50 metres	Yes	1
26	No physical crossing facilities within 50 metres	Yes	1
27	No physical crossing facilities within 50 metres	Yes	1
28	No physical crossing facilities within 50 metres	Yes	1
29	No physical crossing facilities within 50 metres	Yes	1

30	No physical crossing facilities within 50 metres	Yes	1
31	No physical crossing facilities within 50 metres	No	1
32	No physical crossing facilities within 50 metres	Yes	1
33	No physical crossing facilities within 50 metres	Yes	1
34	No physical crossing facilities within 50 metres	Yes	1
35	No physical crossing facilities within 50 metres	Yes	1
36	No physical crossing facilities within 50 metres	Yes	1
37	No physical crossing facilities within 50 metres	Yes	1

Vehicles

#	Accident Reference	Year	Vehicle Reference	Vehicle Type	Towing and Articulation	Vehicle Manoeuvre	Vehicle Location - Restricted Lane	Junction Location
1	60B027422	2022	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction
2	60B027422	2022	2	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction
3	60B027422	2022	3	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction
4	60B027422	2022	4	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction
5	60B044753	2022	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction
6	60B051006	2022	1	Car	No tow/articulation	Waiting to turn right	On main c'way - not in restricted lane	Leaving main road
7	60B051006	2022	2	Car	No tow/articulation	Slowing or stopping	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
8	60B051006	2022	3	Car	No tow/articulation	Slowing or stopping	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
9	60B051006	2022	4	Car	No tow/articulation	Slowing or stopping	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
10	60B101332	2022	1	Car	No tow/articulation	Overtaking moving vehicle - offside	On main c'way - not in restricted lane	Not at or within 20 metres of junction
11	60B104196	2022	1	Car	No tow/articulation	Going ahead right-hand bend	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
12	60B137122	2022	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction
13	60B137122	2022	2	Car	No tow/articulation	Waiting to go - held up	On main c'way - not in restricted lane	Not at or within 20 metres of junction
14	60B137122	2022	3	Car	No tow/articulation	Waiting to go - held up	On main c'way - not in restricted lane	Not at or within 20 metres of junction
15	60B137122	2022	4	Car	No tow/articulation	Waiting to go - held up	On main c'way - not in restricted lane	Not at or within 20 metres of junction
16	60B137122	2022	5	Car	No tow/articulation	Waiting to go - held up	On main c'way - not in restricted lane	Not at or within 20 metres of junction

17	60W034319	2018	1	Car	No tow/articulation	Slowing or stopping	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
18	60W034319	2018	2	Car	No tow/articulation	Slowing or stopping	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
19	60W042576	2018	1	Van / Goods 3.5 tonnes mgw or under	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
20	60W042576	2018	2	Car	No tow/articulation	Turning right	On main c'way - not in restricted lane	Leaving main road
21	60W052328	2018	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Cleared junction or waiting/parked at junction exit
22	60W052328	2018	2	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Cleared junction or waiting/parked at junction exit
23	60W060129	2018	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
24	60W060129	2018	2	Motorcycle 125cc and under	No tow/articulation	Slowing or stopping	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
25	60W102029	2018	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction
26	60W102029	2018	2	Pedal cycle	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction
27	60W120827	2018	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction
28	60W120827	2018	2	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction
29	60W120827	2018	3	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction
30	60W121331	2018	1	Goods vehicle - unknown weight	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction
31	60W121331	2018	2	Goods vehicle - unknown weight	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction
32	60W121331	2018	3	Goods vehicle - unknown weight	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction

33	60W158205	2018	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction
34	60W158205	2018	2	Car	No tow/articulation	Waiting to go - held up	On main c'way - not in restricted lane	Not at or within 20 metres of junction
35	60W158205	2018	3	Car	No tow/articulation	Waiting to go - held up	On main c'way - not in restricted lane	Not at or within 20 metres of junction
36	60W158205	2018	4	Car	No tow/articulation	Waiting to go - held up	On main c'way - not in restricted lane	Not at or within 20 metres of junction
37	60X001946	2019	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Entering from slip road
38	60X001946	2019	2	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Entering from slip road
39	60X006443	2019	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction
40	60X054432	2019	1	Car	No tow/articulation	Moving off	On main c'way - not in restricted lane	Entering roundabout
41	60X054432	2019	2	Pedal cycle	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road
42	60X073313	2019	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Entering roundabout
43	60X073313	2019	2	Pedal cycle	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Leaving roundabout
44	60X118532	2019	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction
45	60X118532	2019	2	Car	No tow/articulation	Slowing or stopping	On main c'way - not in restricted lane	Not at or within 20 metres of junction
46	60X118532	2019	3	Car	No tow/articulation	Slowing or stopping	On main c'way - not in restricted lane	Not at or within 20 metres of junction
47	60X122926	2019	1	Car	No tow/articulation	Waiting to turn right	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
48	60X122926	2019	2	Motorcycle over 500cc	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
49	60X139341	2019	1	Van / Goods 3.5 tonnes mgw or under	No tow/articulation	Going ahead left-hand bend	On main c'way - not in restricted lane	Not at or within 20 metres of junction
50	60X139341	2019	2	Car	No tow/articulation	Going ahead right-hand bend	On main c'way - not in restricted lane	Not at or within 20 metres of junction

51	60X168110	2019	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction
52	60X168110	2019	2	Car	No tow/articulation	Waiting to go - held up	On main c'way - not in restricted lane	Not at or within 20 metres of junction
53	60X168110	2019	3	Car	No tow/articulation	Waiting to go - held up	On main c'way - not in restricted lane	Not at or within 20 metres of junction
54	60Y006046	2020	1	Car	No tow/articulation	Slowing or stopping	On main c'way - not in restricted lane	Not at or within 20 metres of junction
55	60Y006046	2020	2	Car	No tow/articulation	Slowing or stopping	On main c'way - not in restricted lane	Not at or within 20 metres of junction
56	60Y018394	2020	1	Motorcycle 125cc and under	No tow/articulation	Going ahead left-hand bend	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road
57	60Y109739	2020	1	Motorcycle over 500cc	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Leaving main road
58	60Y109739	2020	2	Car	No tow/articulation	Slowing or stopping	On main c'way - not in restricted lane	Leaving main road
59	60Y114689	2020	1	Car	No tow/articulation	Slowing or stopping	On main c'way - not in restricted lane	Leaving main road
60	60Y114689	2020	2	Car	No tow/articulation	Slowing or stopping	On main c'way - not in restricted lane	Leaving main road
61	60Y114689	2020	3	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
62	60Y162827	2020	1	Goods 7.5 tonnes mgw and over	Articulated vehicle	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction
63	60Y162827	2020	2	Car	No tow/articulation	Parked	On main c'way - not in restricted lane	Not at or within 20 metres of junction
64	60Z043000	2021	1	Motorcycle 125cc and under	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road
65	60Z049861	2021	1	Car	No tow/articulation	Slowing or stopping	On main c'way - not in restricted lane	Not at or within 20 metres of junction
66	60Z049861	2021	2	Car	No tow/articulation	Slowing or stopping	On main c'way - not in restricted lane	Not at or within 20 metres of junction
67	60Z049861	2021	3	Car	No tow/articulation	Slowing or stopping	On main c'way - not in restricted lane	Not at or within 20 metres of junction
68	60Z054831	2021	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction

69	60Z054831	2021	2	Motorcycle 125cc and under	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction
70	60Z071687	2021	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Entering roundabout
71	60Z071687	2021	2	Pedal cycle	No tow/articulation	Turning right	On main c'way - not in restricted lane	Leaving roundabout
72	60Z079263	2021	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction
73	60Z090673	2021	1	Motorcycle - unknown cc	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction
74	60Z090673	2021	2	Motorcycle - unknown cc	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction
75	60Z102413	2021	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road
76	60Z102413	2021	2	Pedal cycle	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road
77	60Z140188	2021	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road
78	60Z140188	2021	2	Pedal cycle	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road
79	60Z146540	2021	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
80	60Z146540	2021	2	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
81	60Z148467	2021	1	Car	No tow/articulation	Slowing or stopping	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
82	60Z148467	2021	2	Car	No tow/articulation	Slowing or stopping	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
83	60Z148467	2021	3	Car	No tow/articulation	Slowing or stopping	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach

#	Skidding and Overturning	Hit Object in Carriageway	1st Point of Impact	Journey Purpose of Driver	Sex of Driver	Age Band of Driver	Age of Vehicle	Driver Home Area Type	Count
1	Overturned	None	Front	Not known	Male	46 - 55	6	Data missing or out of range	1
2	Overturned	None	Front	Not known	Male	46 - 55	1	Data missing or out of range	1
3	None	None	Front	Not known	Male	46 - 55	-1	Data missing or out of range	1
4	None	None	Front	Not known	Female	56 - 65	13	Data missing or out of range	1
5	None	None	Front	Commuting to/from work	Male	21 - 25	8	Data missing or out of range	1
6	None	None	Back	Commuting to/from work	Female	36 - 45	11	Data missing or out of range	1
7	None	None	Back	Commuting to/from work	Female	26 - 35	18	Data missing or out of range	1
8	None	None	Front	Commuting to/from work	Male	26 - 35	8	Data missing or out of range	1
9	None	None	Front	Commuting to/from work	Male	56 - 65	-1	Data missing or out of range	1
10	Skidded	None	Front	Not known	Male	26 - 35	2	Data missing or out of range	1
11	Skidded	Kerb	Front	Not known	Male	36 - 45	17	Data missing or out of range	1
12	None	None	Front	Not known	Male	36 - 45	17	Data missing or out of range	1
13	None	None	Back	Not known	Male	46 - 55	14	Data missing or out of range	1
14	None	None	Back	Not known	Male	36 - 45	5	Data missing or out of range	1
15	None	None	Back	Not known	Female	Over 75	7	Data missing or out of range	1
16	None	None	Back	Not known	Male	26 - 35	16	Data missing or out of range	1
17	None	None	Front	Not known	Not known	Data missing or out of range	-1	Data missing or out of range	1
18	None	None	Back	Commuting to/from work	Female	46 - 55	-1	Data missing or out of range	1

19	None	None	Front	Journey as part of work	Male	21 - 25	-1	Data missing or out of range	1
20	None	None	Back	Not known	Male	26 - 35	-1	Data missing or out of range	1
21	None	None	Front	Not known	Female	26 - 35	-1	Data missing or out of range	1
22	None	None	Back	Journey as part of work	Male	36 - 45	-1	Data missing or out of range	1
23	None	None	Front	Not known	Not known	Data missing or out of range	-1	Data missing or out of range	1
24	None	None	Back	Not known	Male	16 - 20	-1	Data missing or out of range	1
25	None	None	Nearside	Not known	Not known	Data missing or out of range	-1	Data missing or out of range	1
26	None	None	Offside	Not known	Female	36 - 45	-1	Data missing or out of range	1
27	None	None	Back	Not known	Male	56 - 65	-1	Data missing or out of range	1
28	None	None	Back	Not known	Female	26 - 35	-1	Data missing or out of range	1
29	None	None	Back	Not known	Male	56 - 65	-1	Data missing or out of range	1
30	None	None	Back	Not known	Male	56 - 65	-1	Data missing or out of range	1
31	None	None	Back	Not known	Male	46 - 55	-1	Data missing or out of range	1
32	None	None	Back	Not known	Not known	Data missing or out of range	-1	Data missing or out of range	1
33	None	None	Front	Journey as part of work	Male	66 - 75	-1	Data missing or out of range	1
34	None	None	Back	Not known	Male	Over 75	-1	Data missing or out of range	1
35	None	None	Back	Not known	Male	26 - 35	-1	Data missing or out of range	1
36	None	None	Back	Not known	Female	36 - 45	-1	Data missing or out of range	1
37	None	None	Front	Not known	Not known	Data missing or out of range	-1	Data missing or out of range	1

38	None	None	Back	Commuting to/from work	Male	26 - 35	-1	Data missing or out of range	1
39	None	None	Nearside	Not known	Male	26 - 35	-1	Data missing or out of range	1
40	None	None	Front	Not known	Male	26 - 35	-1	Data missing or out of range	1
41	None	None	Nearside	Not known	Male	46 - 55	-1	Data missing or out of range	1
42	None	None	Offside	Not known	Not known	Data missing or out of range	-1	Data missing or out of range	1
43	None	None	Front	Not known	Male	46 - 55	-1	Data missing or out of range	1
44	None	None	Front	Not known	Male	16 - 20	-1	Data missing or out of range	1
45	None	None	Back	Not known	Female	46 - 55	-1	Data missing or out of range	1
46	None	None	Back	Not known	Male	46 - 55	-1	Data missing or out of range	1
47	None	None	Back	Not known	Male	21 - 25	-1	Data missing or out of range	1
48	None	None	Front	Not known	Male	26 - 35	-1	Data missing or out of range	1
49	Skidded	None	Front	Journey as part of work	Male	26 - 35	-1	Data missing or out of range	1
50	None	None	Front	Commuting to/from work	Female	36 - 45	-1	Data missing or out of range	1
51	Skidded	None	Front	Commuting to/from work	Female	16 - 20	-1	Data missing or out of range	1
52	None	None	Back	Commuting to/from work	Male	26 - 35	-1	Data missing or out of range	1
53	None	None	Back	Commuting to/from work	Female	36 - 45	-1	Data missing or out of range	1
54	None	None	Front	Not known	Female	36 - 45	-1	Data missing or out of range	1
55	None	None	Back	Not known	Female	46 - 55	-1	Data missing or out of range	1
56	Skidded and overturned	Bollard or refuge	Front	Not known	Male	21 - 25	-1	Data missing or out of range	1

57	None	None	Front	Not known	Male	66 - 75	-1	Data missing or out of range	1
58	None	None	Back	Not known	Male	56 - 65	-1	Data missing or out of range	1
59	None	None	Front	Not known	Female	56 - 65	-1	Data missing or out of range	1
60	None	None	Back	Not known	Male	21 - 25	-1	Data missing or out of range	1
61	None	None	Front	Not known	Female	46 - 55	-1	Data missing or out of range	1
62	Skidded	Parked vehicle	Front	Journey as part of work	Male	56 - 65	-1	Data missing or out of range	1
63	None	None	Back	Commuting to/from work	Male	36 - 45	-1	Data missing or out of range	1
64	None	None	Front	Not known	Male	16 - 20	-1	Data missing or out of range	1
65	None	None	Front	Not known	Male	56 - 65	-1	Data missing or out of range	1
66	None	None	Back	Not known	Male	26 - 35	-1	Data missing or out of range	1
67	None	None	Back	Commuting to/from work	Female	46 - 55	-1	Data missing or out of range	1
68	None	None	Front	Commuting to/from work	Male	26 - 35	-1	Data missing or out of range	1
69	None	None	Back	Commuting to/from work	Male	26 - 35	-1	Data missing or out of range	1
70	None	None	Front	Not known	Male	46 - 55	-1	Data missing or out of range	1
71	None	None	Back	Not known	Male	36 - 45	-1	Data missing or out of range	1
72	Skidded	None	Front	Not known	Female	56 - 65	-1	Data missing or out of range	1
73	None	None	Back	Not known	Male	36 - 45	-1	Data missing or out of range	1
74	None	None	Front	Not known	Male	56 - 65	-1	Data missing or out of range	1
75	None	None	Offside	Not known	Male	46 - 55	-1	Data missing or out of range	1

76	None	None	Front	Not known	Male	46 - 55	-1	Data missing or out of range	1
77	None	None	Front	Commuting to/from work	Male	56 - 65	-1	Data missing or out of range	1
78	Overturned	None	Nearside	Not known	Male	36 - 45	-1	Data missing or out of range	1
79	None	None	Front	Journey as part of work	Male	66 - 75	-1	Data missing or out of range	1
80	None	None	Back	Not known	Male	36 - 45	-1	Data missing or out of range	1
81	None	None	Front	Not known	Male	26 - 35	-1	Data missing or out of range	1
82	None	None	Back	Not known	Male	26 - 35	-1	Data missing or out of range	1
83	None	None	Back	Not known	Male	Over 75	-1	Data missing or out of range	1

Casualties

#	Accident_Reference	Year	Vehicle Reference	Casualty Reference	Casualty Class	Sex of Casualty	Age Band of Casualty	Casualty Severity
1	60B027422	2022	1	1	Driver or rider	Male	46 - 55	Fatal
2	60B027422	2022	2	2	Driver or rider	Male	46 - 55	Fatal
3	60B027422	2022	2	3	Passenger	Female	46 - 55	Serious
4	60B044753	2022	1	1	Pedestrian	Female	26 - 35	Fatal
5	60B051006	2022	2	1	Driver or rider	Female	26 - 35	Slight
6	60B101332	2022	1	1	Driver or rider	Male	26 - 35	Serious
7	60B104196	2022	1	1	Passenger	Male	16 - 20	Slight
8	60B137122	2022	1	1	Driver or rider	Male	36 - 45	Slight
9	60B137122	2022	3	2	Driver or rider	Male	36 - 45	Slight
10	60W034319	2018	2	1	Driver or rider	Female	46 - 55	Slight
11	60W042576	2018	2	1	Driver or rider	Male	26 - 35	Slight
12	60W052328	2018	1	1	Driver or rider	Female	26 - 35	Slight
13	60W060129	2018	2	1	Driver or rider	Male	16 - 20	Slight
14	60W102029	2018	2	1	Driver or rider	Female	36 - 45	Slight
15	60W120827	2018	1	1	Passenger	Male	Over 75	Slight
16	60W120827	2018	2	2	Passenger	Female	Over 75	Slight
17	60W120827	2018	2	3	Driver or rider	Female	26 - 35	Slight
18	60W120827	2018	2	4	Passenger	Male	06-Oct	Slight
19	60W120827	2018	2	5	Passenger	Male	0 - 5	Slight
20	60W121331	2018	2	1	Driver or rider	Male	46 - 55	Serious
21	60W158205	2018	1	1	Driver or rider	Male	66 - 75	Slight
22	60W158205	2018	1	5	Passenger	Female	56 - 65	Slight
23	60W158205	2018	1	6	Passenger	Male	46 - 55	Serious
24	60W158205	2018	2	2	Driver or rider	Male	Over 75	Slight
25	60W158205	2018	2	10	Passenger	Female	66 - 75	Serious
26	60W158205	2018	3	3	Driver or rider	Male	26 - 35	Slight
27	60W158205	2018	3	7	Passenger	Female	26 - 35	Slight
28	60W158205	2018	3	8	Passenger	Male	0 - 5	Slight
29	60W158205	2018	3	9	Passenger	Female	0 - 5	Slight

30	60W158205	2018	4	4	Driver or rider	Female	36 - 45	Slight
31	60X001946	2019	1	2	Passenger	Male	21 - 25	Slight
32	60X001946	2019	1	3	Passenger	Female	21 - 25	Slight
33	60X001946	2019	2	1	Driver or rider	Male	26 - 35	Slight
34	60X006443	2019	1	1	Driver or rider	Male	26 - 35	Serious
35	60X054432	2019	2	1	Driver or rider	Male	46 - 55	Serious
36	60X073313	2019	2	1	Driver or rider	Male	46 - 55	Slight
37	60X118532	2019	1	1	Driver or rider	Male	16 - 20	Slight
38	60X118532	2019	2	2	Driver or rider	Female	46 - 55	Slight
39	60X122926	2019	2	1	Driver or rider	Male	26 - 35	Slight
40	60X139341	2019	1	1	Driver or rider	Male	26 - 35	Serious
41	60X139341	2019	2	2	Driver or rider	Female	36 - 45	Slight
42	60X168110	2019	2	1	Driver or rider	Male	26 - 35	Slight
43	60X168110	2019	3	2	Driver or rider	Female	36 - 45	Slight
44	60Y006046	2020	2	1	Driver or rider	Female	46 - 55	Serious
45	60Y018394	2020	1	1	Driver or rider	Male	21 - 25	Serious
46	60Y109739	2020	1	1	Driver or rider	Male	66 - 75	Slight
47	60Y109739	2020	2	2	Driver or rider	Male	56 - 65	Slight
48	60Y114689	2020	3	1	Passenger	Female	66 - 75	Slight
49	60Y114689	2020	3	2	Passenger	Female	06-Oct	Slight
50	60Y162827	2020	2	1	Pedestrian	Male	36 - 45	Slight
51	60Z043000	2021	1	1	Driver or rider	Male	16 - 20	Serious
52	60Z049861	2021	1	1	Driver or rider	Male	56 - 65	Slight
53	60Z049861	2021	2	2	Driver or rider	Male	26 - 35	Slight
54	60Z049861	2021	2	3	Passenger	Male	36 - 45	Slight
55	60Z054831	2021	2	1	Driver or rider	Male	26 - 35	Slight
56	60Z071687	2021	2	1	Driver or rider	Male	36 - 45	Slight
57	60Z079263	2021	1	1	Driver or rider	Female	56 - 65	Slight
58	60Z090673	2021	1	1	Driver or rider	Male	36 - 45	Slight
59	60Z090673	2021	2	2	Driver or rider	Male	56 - 65	Serious

60	60Z102413	2021	2	1	Driver or rider	Male	46 - 55	Slight
61	60Z140188	2021	2	1	Driver or rider	Male	36 - 45	Serious
62	60Z146540	2021	1	1	Passenger	Male	66 - 75	Slight
63	60Z148467	2021	2	1	Driver or rider	Male	26 - 35	Slight
64	60Z148467	2021	2	2	Passenger	Female	0 - 5	Slight
65	60Z148467	2021	2	3	Passenger	Male	0 - 5	Slight
66	60Z148467	2021	2	4	Passenger	Female	0 - 5	Slight

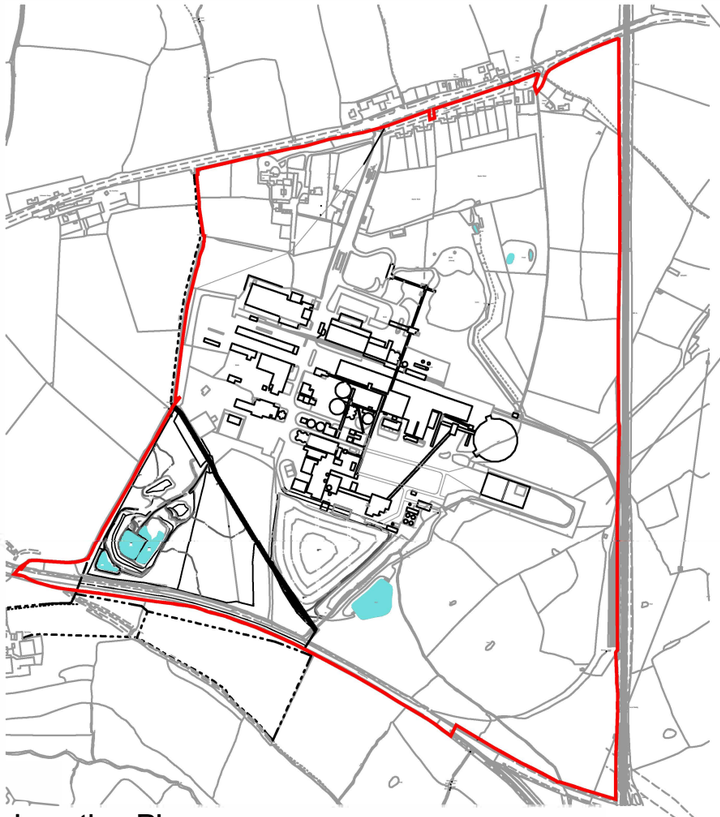
#	Pedestrian Location	Pedestrian Movement	Car Passenger	Bus or Coach Passenger	Pedestrian Road Maintenance Worker	Casualty Type	Count
1	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
2	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
3	Not a Pedestrian	Not a Pedestrian	Front seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
4	In carriageway, not crossing	Unknown or other	Not car passenger	Not a bus or coach passenger	No / Not applicable	Pedestrian	1
5	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
6	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
7	Not a Pedestrian	Not a Pedestrian	Front seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
8	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
9	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
10	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
11	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
12	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
13	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Motorcycle 125cc and under rider or passenger	1
14	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Cyclist	1
15	Not a Pedestrian	Not a Pedestrian	Front seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
16	Not a Pedestrian	Not a Pedestrian	Rear seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
17	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
18	Not a Pedestrian	Not a Pedestrian	Front seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1

19	Not a Pedestrian	Not a Pedestrian	Rear seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
20	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Goods vehicle (unknown weight) occupant	1
21	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
22	Not a Pedestrian	Not a Pedestrian	Front seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
23	Not a Pedestrian	Not a Pedestrian	Rear seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
24	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
25	Not a Pedestrian	Not a Pedestrian	Front seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
26	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
27	Not a Pedestrian	Not a Pedestrian	Front seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
28	Not a Pedestrian	Not a Pedestrian	Rear seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
29	Not a Pedestrian	Not a Pedestrian	Rear seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
30	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
31	Not a Pedestrian	Not a Pedestrian	Rear seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
32	Not a Pedestrian	Not a Pedestrian	Front seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
33	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
34	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
35	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Cyclist	1
36	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Cyclist	1
37	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1

38	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
39	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Motorcycle over 500cc rider or passenger	1
40	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Van / Goods vehicle (3.5 tonnes mgw or under) occupant	1
41	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
42	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
43	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
44	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
45	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Motorcycle 125cc and under rider or passenger	1
46	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Motorcycle over 500cc rider or passenger	1
47	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
48	Not a Pedestrian	Not a Pedestrian	Front seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
49	Not a Pedestrian	Not a Pedestrian	Rear seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
50	In carriageway, not crossing	Unknown or other	Not car passenger	Not a bus or coach passenger	No / Not applicable	Pedestrian	1
51	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Motorcycle 125cc and under rider or passenger	1
52	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
53	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
54	Not a Pedestrian	Not a Pedestrian	Front seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
55	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Motorcycle 125cc and under rider or passenger	1
56	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Cyclist	1

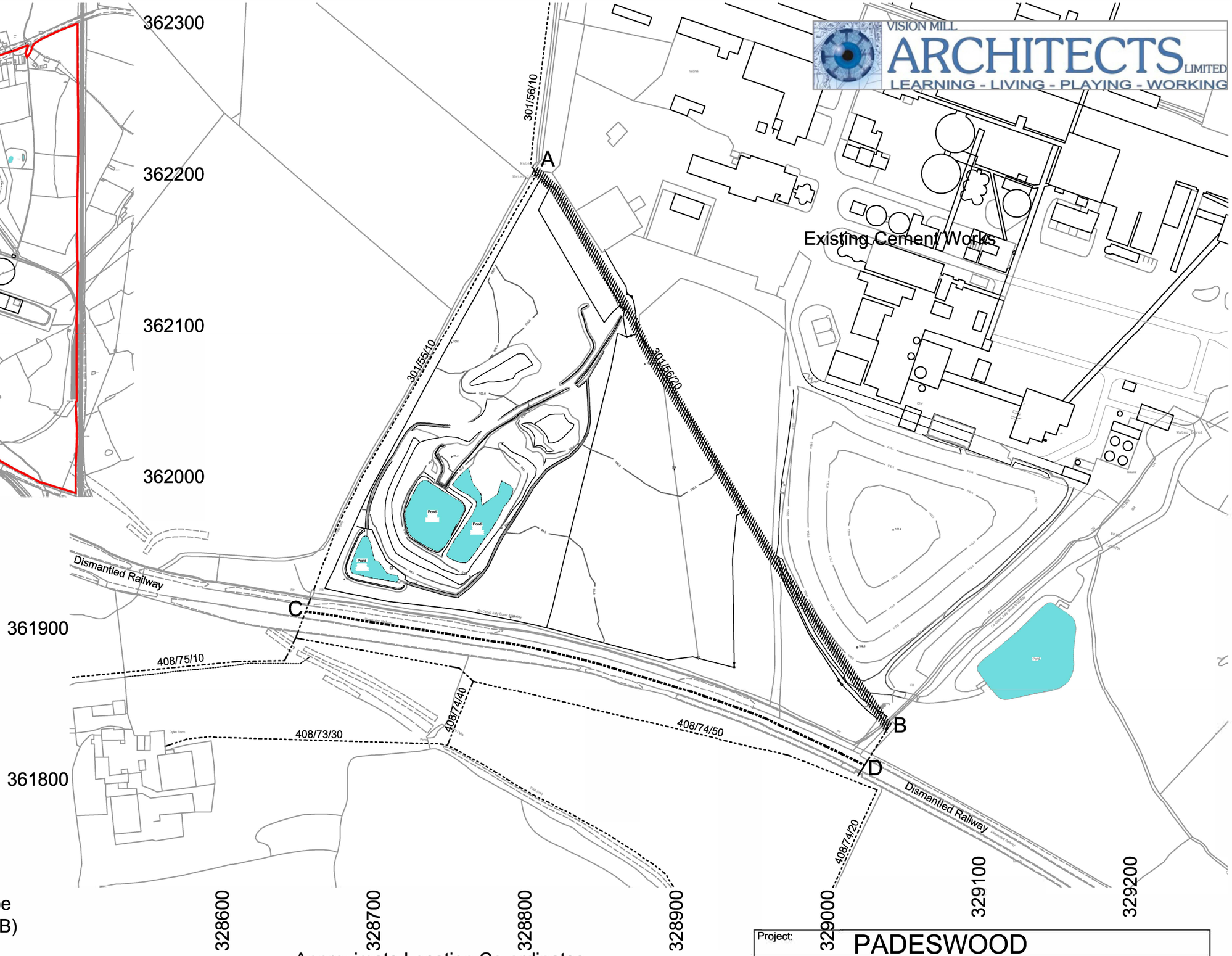
57	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
58	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Motorcycle - unknown cc rider or passenger	1
59	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Motorcycle - unknown cc rider or passenger	1
60	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Cyclist	1
61	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Cyclist	1
62	Not a Pedestrian	Not a Pedestrian	Rear seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
63	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
64	Not a Pedestrian	Not a Pedestrian	Rear seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
65	Not a Pedestrian	Not a Pedestrian	Rear seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
66	Not a Pedestrian	Not a Pedestrian	Rear seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1

APPENDIX C PROPOSED FOOTPATH DIVERSION



Location Plan
scale 1:10000@A3

1:10,000
0 100 200 400 600M



VISION MILL
ARCHITECTS LIMITED
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KEY

Existing Footpath to be stopped up (points A-B) approx 437.7metres

Proposed footpath to be created (points C-D) Approx 385.3metres

Approximate Location Co-ordinates

A	SJ 328807-362201
B	SJ 329041-361833
C	SJ 328656-361910
D	SJ 329025-361808

Project:	PADESWOOD
Client:	
Drawing Title:	The Diversion of Highways (Public Footpath 56, Mold, Flintshire) Order 2024
Drawing Number:	2022-34-FP02
Job No.: 2022-34	Scale: 1:2500 @ A3
Date: 26.06.2023	Revision: G
Drawn By: DPT	Checked By: