



# Preliminary Environmental Information Report

## Volume III - Appendices

### Appendix 16A: Transport Assessment

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (as amended)



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# 16A. Transport Assessment

## 16.1 Introduction

- 16.1.1 This Transport Assessment has been prepared to identify, assess and propose mitigation where necessary of the traffic impact of the Proposed Development as set out in Chapter 16: Traffic and Transportation (Preliminary Environmental Information (PEI) Report, Volume I).
- 16.1.2 This TA is accompanied by Annexes 16A.0 to 16A.5 which are presented at the end of this report.
- 16.1.3 A scoping exercise has been undertaken with Redcar and Cleveland Borough Council (RCBC), Stockton Borough Council (SBC) and Highways England (HE) to discuss and agree the Transport Assessment Scoping Report and to agree the approach to the Transport Assessment. The scoping responses are provided in Annex 16A.0.
- 16.1.4 The issues identified for consideration in this assessment are as follows:
- a description of current baseline conditions;
  - calculation of the likely profile of traffic generation through the construction period and the identification of peak development flows;
  - distribution and assignment of construction traffic;
  - identification of other committed developments in the study area;
  - network capacity and impact analysis of construction, operation and decommissioning phases;
  - Effect on Public Rights of Way (PRoW)
  - analysis of accidents within the study area; and
  - formulation of mitigation measures.

## 16.2 Policy Context

- 16.2.1 This section outlines the relevant planning policy relating to traffic and transport associated with the Proposed Development.

### National Planning Policy

#### Overarching National Policy Statement for Energy (NPS EN-1)

- 16.2.2 The National Policy Statement (NPS) EN-1 (Department for Energy and Climate Change (DECC), 2011a) was published in 2011. Section 5.13 outlines the planning policy for traffic and transport, including guidance on the carrying out of the relevant parts of the Environmental Impact Assessment (EIA). The most relevant paragraphs for the Transport Assessment are 5.13.2 to 5.13.4 which state:

*“5.13.2 The consideration and mitigation of transport impacts is an essential part of Government’s wider policy objectives for sustainable development as set out in Section 2.2 of this NPS.*

*5.13.3 If a project is likely to have significant transport implications, the applicant’s ES (see Section 4.2) should include a transport assessment, using the NATA/WebTAG139 methodology stipulated in Department for Transport guidance, or any successor to such methodology. Applicants should consult the Highways Agency and Highways Authorities as appropriate on the assessment and mitigation.*

*5.13.4 Where appropriate, the applicant should prepare a travel plan including demand management measures to mitigate transport impacts. The applicant should also provide details of proposed measures to improve access by public transport, walking and cycling, to reduce the need for parking associated with the proposal and to mitigate transport impacts.”*

16.2.3 In terms of decision making, Section 5.13 of NPS EN-1 states that the Secretary of State should ensure that the applicant has sought to mitigate the impacts on the surrounding road infrastructure that may occur as a result of a new energy NSIP. Where the proposed mitigation measures are insufficient to reduce the impact on the transport infrastructure to acceptable levels, the Secretary of State should consider requirements to mitigate the adverse impacts on transport networks arising from the development and could include:

- demand management measures;
- water-borne or rail transport, where cost effective;
- imposing relevant requirements on a Development Consent Order where there is likely to be substantial HGV traffic.

#### National Policy Statement for Fossil Fuel Electricity Generating Infrastructure (NPS EN-2)

16.2.4 Section 2.2 of NPS EN-2 (DECC, 2011b) outlines the planning policy for traffic and transport specifically in respect of fossil fuel generating stations such as the Proposed Development. The relevant paragraphs for the Transport Assessment are 2.2.5 and 2.2.6 which state:

*“2.2.5 New fossil generating stations need to be accessible for the delivery and removal of construction materials, fuel, waste and equipment, and for employees.*

*2.2.6 Government policy encourages multi-modal transport and materials (fuel and residues) may be transported by water or rail routes where possible. Applicants should locate new fossil generating stations in the vicinity of existing transport routes wherever possible. Although there may in some instances be environmental advantages to rail or water transport, whether or not such methods are viable is likely to be determined by the economics of the scheme. Road transport may be required to connect the site to the rail network, waterway or port. Any application should therefore incorporate suitable access leading off from the main highway network. If the existing access is inadequate and the applicant has proposed new*

*infrastructure, the IPC should satisfy itself that the impacts of the new infrastructure are acceptable as set out in Section 5.13 of EN-1.”*

### National Planning Policy Framework

- 16.2.5 The National Planning Policy Framework (NPPF) (2019) sets out the Government’s current national planning policies.
- 16.2.6 Section 9 of the NPPF, Promoting Sustainable Transport, outlines the important role that the planning system has in enabling sustainable development stating in paragraph 103:
- 16.2.7 *‘Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health.’*
- 16.2.8 In determining planning applications, paragraph 109 states that:
- 16.2.9 *‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe’.*
- 16.2.10 Paragraph 111 states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

### Local Planning Policy

#### Redcar and Cleveland Local Plan 2018 – 2032

- 16.2.11 The Local Plan was adopted in 2018 and sets out the vision and overall development strategy for the borough and how it will be achieved for the period until 2032.
- 16.2.12 Policy TA 1 states that:
- ‘The Council and its partners will ensure that the transport requirements of new development, commensurate to the scale and type of development, are taken into account and seek to promote sustainable travel to minimise environmental impacts and support residents’ health and wellbeing.*
- 16.2.13 *Proposals will be supported that:*
- *improve transport choice and encourage travel to work and school by public transport, cycling and walking;*
  - *minimise the distance that people need to travel,*
  - *where appropriate contribute positively to wider demand management measures to address congestion, environmental and safety issues’.*
- 16.2.14 Policy TA 2 states that:
- ‘The council will work together with neighbouring authorities, the Tees Valley Combined Authority, Tees Valley Unlimited (the Local Enterprise Partnership), the Government, developers and transport providers to*

*improve accessibility within and beyond the borough, which will support economic, tourism and regeneration objectives for both Redcar and Cleveland and the wider Tees Valley.*

*This will include 'working with Highways England to improve capacity to the A66, A1053 and A174, particularly Greystones roundabout'.*

#### Redcar and Cleveland Local Transport Plan 2011 – 2021

16.2.15 The Redcar and Cleveland third Local Transport Plan, 2011-2021 (LTP3) was adopted by RCBC in March 2011 and builds upon the core strategy and the LEP Statement of Ambition by setting five main goals for city and regional networks, namely:

- *Reduce carbon emissions;*
- *Support economic growth;*
- *Promote quality of opportunity;*
- *Contribute to better safety, security and health; and*
- *Improve quality of life and a healthy natural environment.*

16.2.16 The following four transport policies have been identified as being critical in achieving the goals of the LTP3 and are considered to be of relevance to the consideration of the Proposed Development's potential transport impacts:

- *PEG2 – Manage the demand for travel, in particular during peak periods. The package of measures will include car parking restraint and enforcement; providing informed travel choices; considerate land use planning.*
- *PEG4 – Address localised congestion issues, in particular through the development of Workplace Travel Plans and through localised traffic management schemes.*
- *PEG5 – Manage freight transport in the borough to provide reliability of journey times and minimise adverse environmental impacts.*
- *SSH1 – Improve Road Safety in the borough through a combination of education, encouragement, engineering and enforcement initiatives.*

## 16.3 Existing Conditions

### Local Highway Network

16.3.1 The Power, Capture and Compression (PCC) elements of the Proposed Development are located approximately 2 km north west of Redcar on the former SSI steelworks site (see Figure 1) and will be accessed via the existing roundabout junction with the A1085 and West Coatham Lane. The wider connection network covers land to the north and south of the River Tees as shown on Diagram 16A-1.

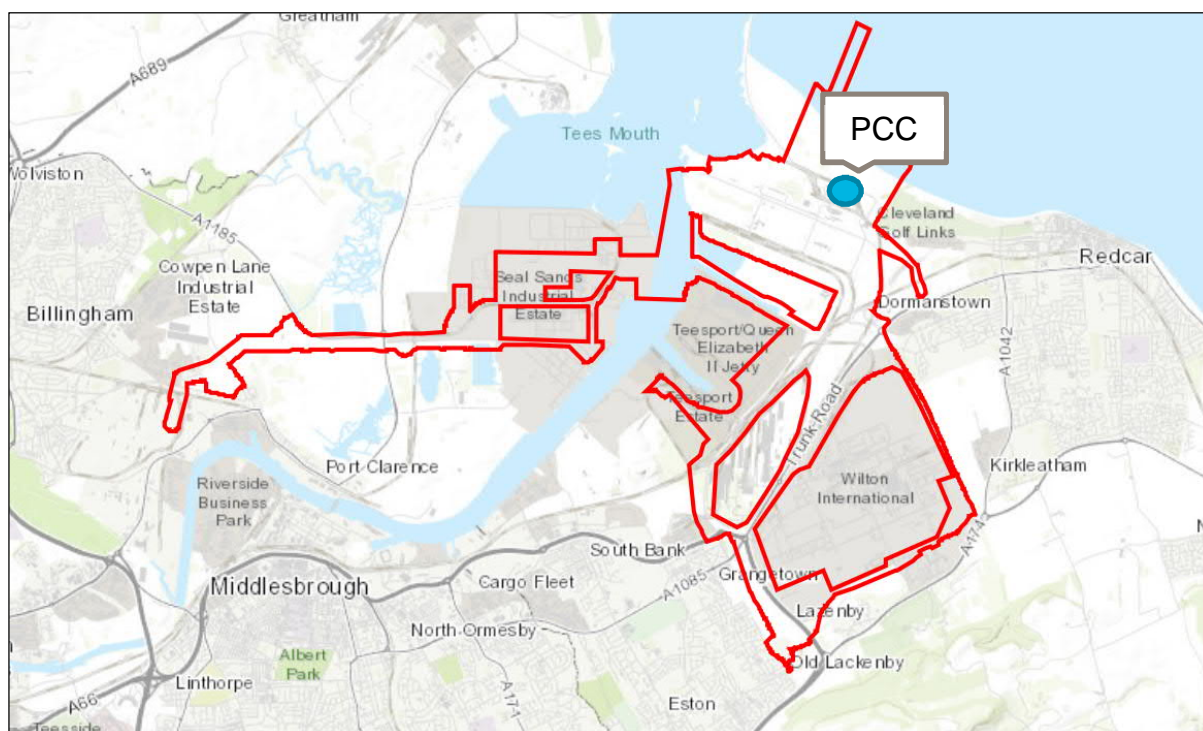
16.3.2 The A1085 Trunk Road is a high capacity dual carriageway road running east to west between Redcar and the A1053 Tees Dock Road and is subject



to a de-restricted speed limit. The carriageway is street lit and a shared footway/cycleway is provided on either side of the road.

- 16.3.3 Travelling west from the site access, the A1085 provides a link to the A1053 which in turn connects to the A174 to the south and the A66 to the north. The A1053 and A174 are part of Highways England's strategic network. All other routes are managed by Redcar and Cleveland Borough Council Highways. Authority. The site location in relation to the surrounding road network is illustrated in Diagram 16A-1.

**Diagram 16A-1: Site Location Plan**

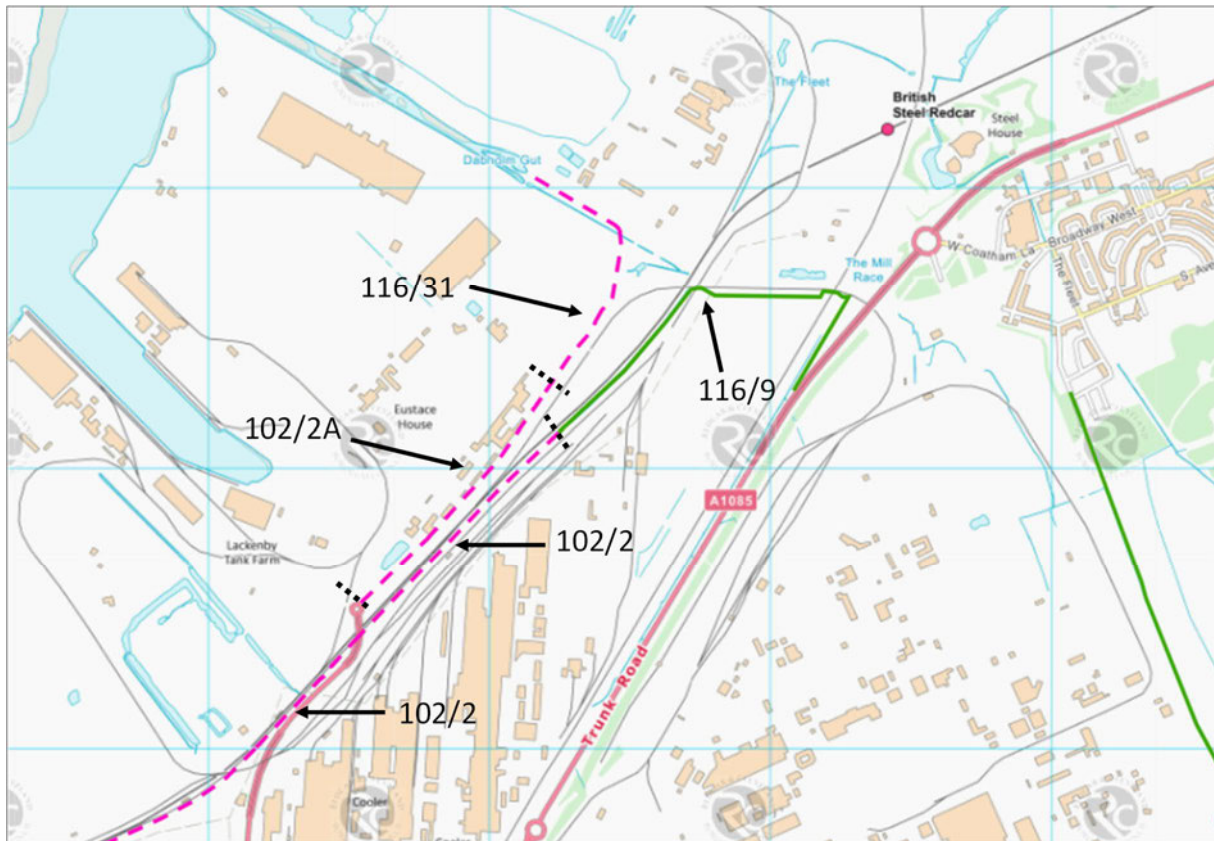


## Walking

- 16.3.4 The Chartered Institution of Highways and Transportation (CIHT) document 'Providing for Journeys on Foot' (2000) suggests a maximum walking distance of 2 km for journeys to work.
- 16.3.5 Considering a 2 km walking catchment area, the potential for walking access to the site is small with only the built-up area of Dormanstown on the western edge of Redcar located within a 2 km walking distance of the site.
- 16.3.6 In terms of pedestrian facilities, a footway is provided on both sides of West Coatham Lane and Broadway West which is street lit. In addition a shared footway/ cycleway is provided along the entire length of the A1085 Trunk Road on either side of the carriageway.
- 16.3.7 At the A1085 / West Coatham Lane Roundabout, dropped kerbs and tactile paving are provided on all arms of the junction. Central refuges are also provided on the A1085 to allow pedestrians to cross the dual carriageway.

- 16.3.8 Given the limited walking catchment area, it is not therefore anticipated that walking trips would likely represent a practical mode for construction, operational and/or decommissioning staff.
- 16.3.9 There are no PRowS crossing the PCC and therefore the development will have no direct transport impact on PRowS. Whilst passing close to Bridleway 116/9 and Footpaths 116/31, 102/2 and 102/2A (see Diagram 16A-2 below) no PRowS will be affected by the routes of the transport connections.
- 16.3.10 A number of PRowS do however cross through the Site boundary for the gas connections and include:
- Footpath 116/31/2;
  - Footpath 102/2/3;
  - Bridleway 116/9/2;
  - Bridleway 116/10/1;
  - Bridleway 117/10/2;
  - Bridleway 124/179/2;
  - Footpath 102/193/1;
  - Footpath 102/193/2;
  - Bridleway 102/194/2; and
  - Footpath 102/2/1.
  - The England Coast Path runs through the Site to the east and south of the PCC.

**Diagram 16A-2 Public Rights of Way Map**



## Cycling

16.3.11 Cycling is considered to be a viable alternative to that of the private car for journeys up to 8 km, providing a healthy and environmentally friendly form of transport.

16.3.12 In respect of acceptable cycle distances, 'Local Transport Note 2/08: Cycling Infrastructure Design', published by the Department for Transport states that many utility cycle trips are less than 3 miles (approximately 5 km), but for commuter journeys a distance of 5 miles (approximately 8 km) is not uncommon. An 8 km catchment area includes Redcar, Marske-by-the-Sea and the suburbs of Eston, Normanby and South Bank to the east of Middlesbrough.

16.3.13 Within the vicinity of the Site there is a shared cycle / footway along the length of the A1085 Trunk Road between Redcar and Middlesbrough. Given the cycling infrastructure already in place on the local road network there is potential for staff living within this catchment area to travel to the site by cycle.

## Public Transport

16.3.14 The nearest bus stops to the Site are located on West Coatham Lane approximately 250 metres south east of the PCC entrance. Pedestrian crossing facilities in the form of drop kerbs and tactile paving are provided on

all five arms of the A1085 / West Coatham Lane / Site Access Roundabout allowing for safe crossing of this junction.

16.3.15 There are three services that stop at the West Coatham Lane bus stops, these are services 62, 62a and 64.

16.3.16 Bus Services 62 and 62a runs between Middlesbrough and New Marske via Dormanstown and Redcar. Service 62 operates a half hourly service apart from Sunday and Service 62a an hourly service. The service is run by Arriva Bus. The first bus departs Middlesbrough at 07:30 and New Marske at 06:39. The last bus departs Middlesbrough and New Marske at 23:05.

16.3.17 Bus Service 64 runs between Middlesbrough and Redcar operating a half hourly service. The service is run by Arriva Bus. The first bus departs Middlesbrough at 06:10 and Redcar at 06:40. The last bus departs Middlesbrough at 18:00 and Redcar at 17:20.

16.3.18 Given the frequency of bus services, it is anticipated that using the bus could be an attractive option for workers accessing the site. A summary of the bus service frequency is shown in Table 16A-1 below.

**Table 16A-1: Bus Service Summary**

Service	Route	Mon – Fri (Daytime)	Mon – Fri (Evening)	Saturday	Sunday
62	Middlesbrough – Dormanstown – Redcar – New Marske	30 mins	n/a	30 mins	60 mins
62a	Middlesbrough – Dormanstown – Redcar – New Marske	n/a	60 mins	60 mins	60 mins
64	Middlesbrough - Redcar	30 mins	n/a	30 mins	n/a

16.3.19 The nearest railway station to the proposed development is British Steel Redcar which is located within the proposed Site boundary . As such there is potential for both construction staff and operational staff to use the train as a mode of traveling to work. The station is located on the Tees Valley Line and operated by Northern Rail. There were two eastbound services per day to Saltburn via Redcar. There were two westbound services per day to Bishop Auckland via Middlesbrough and Darlington. Northern Rail suspended all services to and from the station from 14<sup>th</sup> December 2019 due to lack of use. The nearest station that is still open is Redcar Central located approximately 3km east of the Site.

16.3.20 A summary of the previous services and their frequencies are shown in Table 16A-2.

**Table 16A-2: Former Rail Services from British Steel Redcar**

Route	Mon - Fri	Saturday	Sunday
Redcar British Steel – Redcar – Saltburn	08:25; 18:17	08:25; 18:17	n/a
Redcar British Steel – Middlesbrough – Darlington –	07:57; 16:58	07:57; 16:58	n/a



Bishop Auckland

## 16.4 Baseline Traffic Flows

16.4.1 The Study Area for assessment is shown in Diagram 16A-3 below and also in Figure 16-1: Traffic Study Area (PEI Report, Volume II). The road network considered has been informed by scoping with the relevant highway authorities.

**Diagram 16A-3: Study Area**



16.4.2 Baseline traffic flows for the immediate local highway network have been established through peak hour classified junction counts at the following locations:

- MCC 1: A1085 / West Coatham Lane / Site Access Roundabout;
- MCC 2: A1085 / A1053 Roundabout; and
- MCC 3: A1053 / A174 / B1380 Roundabout.

16.4.3 The counts were undertaken on Tuesday 19<sup>th</sup> November 2019. The raw traffic data is provided in Annex 16A.1. A plan showing the traffic count locations is shown in Figure 16-3: Traffic Count Locations (PEI Report, Volume II).

16.4.4 In order to establish the peak hours for assessment, the total flows arriving at each individual junction have been calculated for each hour in order to identify the base peak hours for assessment for each junction.

16.4.5 Table 16A-3 below summarises the total flows into each junction and identifies time period 08:00 – 09:00 as the weekday AM peak hour and 16:00 – 17:00 as the PM Peak hour.

**Table 16A-3: Establishing the 2019 Baseline Weekday Peak Hours**

Peak Hours	MCC 1	MCC 2	MCC 3	Total
06:00 – 07:00	777	1,745	2,280	4,802
07:00 – 08:00	1,327	2,843	4,803	8,973
08:00 – 09:00	1,680	3,396	5,083	10,159
09:00 – 10:00	1,244	2,160	3,180	6,584
16:00 – 17:00	1,840	3,241	5,217	10,298
17:00 – 18:00	1,790	3,167	4,879	9,836
18:00 – 19:00	909	1,826	3,017	5,752
19:00 – 20:00	569	1,035	1,736	3,340

16.4.6 The 2019 baseline data for the identified AM and PM Peak hours at the key junctions is shown in Annex 16A.1.

16.4.7 In addition, a series of Automatic Traffic Counts (ATCs) have been undertaken between Tuesday 19th November and Monday 25th November 2019 at the following locations. It should be noted counts on the A1053 Greystone Road and the A174 were obtained from Highways England's Webtris database for the month September 2019 but are still considered a robust reflection of the baseline conditions for the network.

- A1085 Trunk Road (East of Site Entrance);
- A1085 Trunk Road (West of Site Entrance);
- A1042 Kirkleatham Lane;
- A1085 Trunk Road (South of British Steel Lackenby Entrance);
- A1085 Broadway;
- A66 (West of A1053);
- A1053 Greystone Road;
- B1380 High Street;
- A174 (West of Greystones Roundabout);
- A1046 Port Clarence Road to the Proposed Gas and CO2 pipeline corridors;
- A178 Seaton Carew Road to the Proposed Gas and CO2 pipeline corridors; and
- Unnamed Road serving Seal Sands to the Proposed Gas and CO2 pipeline corridors.

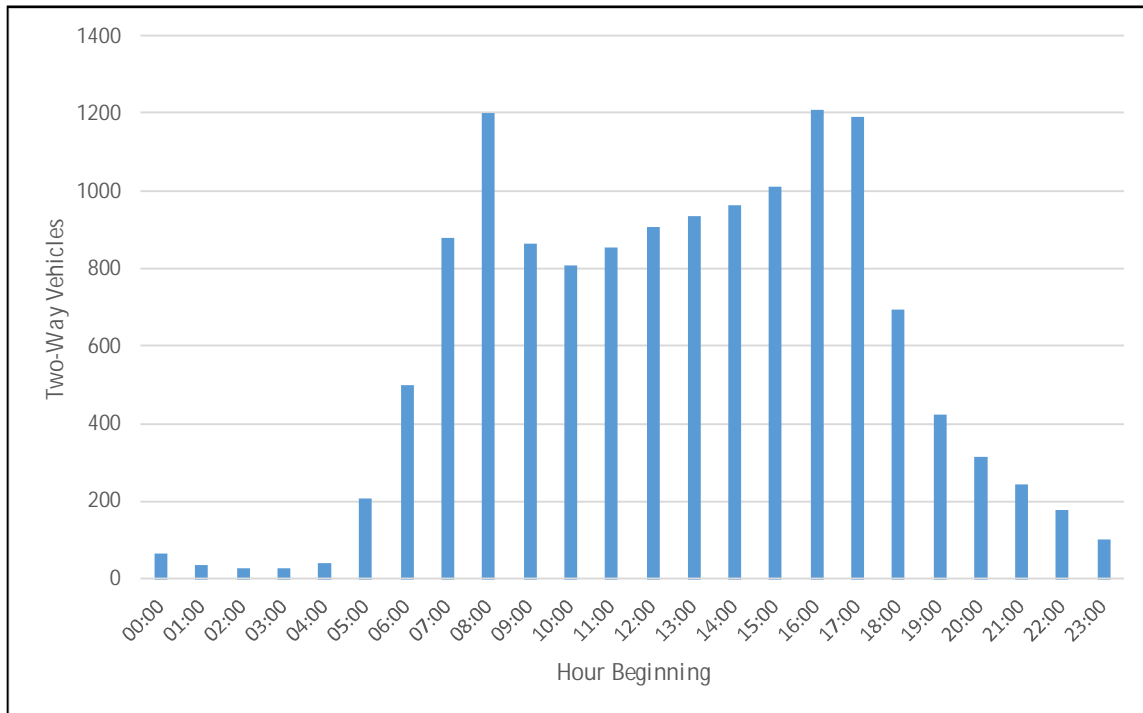


16.4.8 From this data, the following typical traffic flows are evident on each link:

**A1085 Trunk Road (East of Site Entrance)**

- Average Weekday Morning Peak (two-way): 1,202 vehicles;
- Average Weekday Evening Peak (two-way): 1,211 vehicles;
- Annual Average Weekday Traffic (AAWT two-way): 13,672 vehicles.

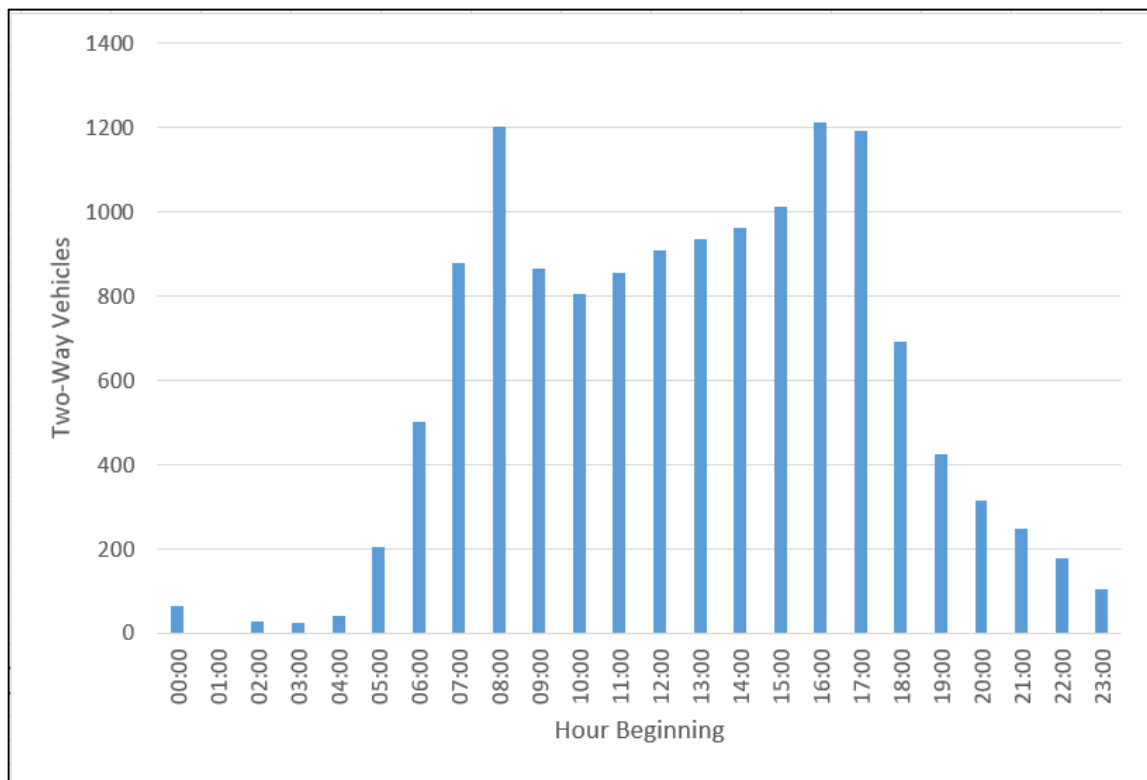
**Diagram 16A-4: A1085 Trunk Road (East of Site Entrance)**



### A1085 Trunk Road (West of Site Entrance)

- Average Weekday Morning Peak (two-way): 1,328 vehicles
- Average Weekday Evening Peak (two-way): 1,357 vehicles
- Annual Average Weekday Traffic (two-way): 14,825 vehicles.

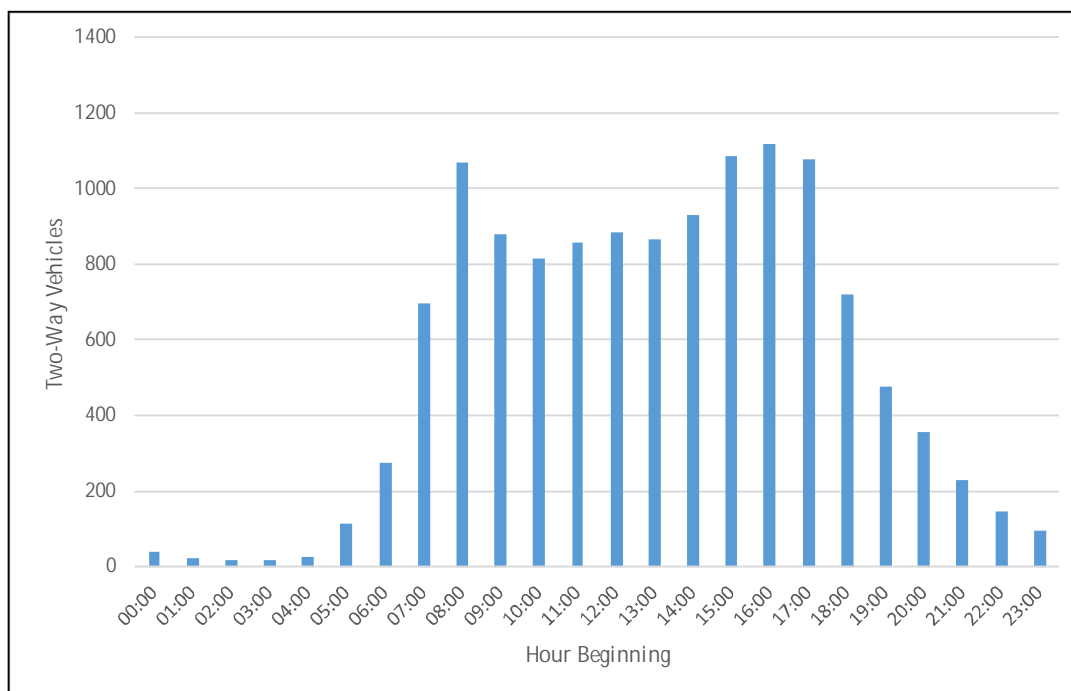
**Diagram 16A-5: A1085 Trunk Road (West of Site Entrance)**



### A1042 Kirkleatham Lane

- Average Weekday Morning Peak (two-way): 1,070 vehicles
- Average Weekday Evening Peak (two-way): 1,120 vehicles
- Annual Average Weekday Traffic (two-way): 12,818 vehicles.

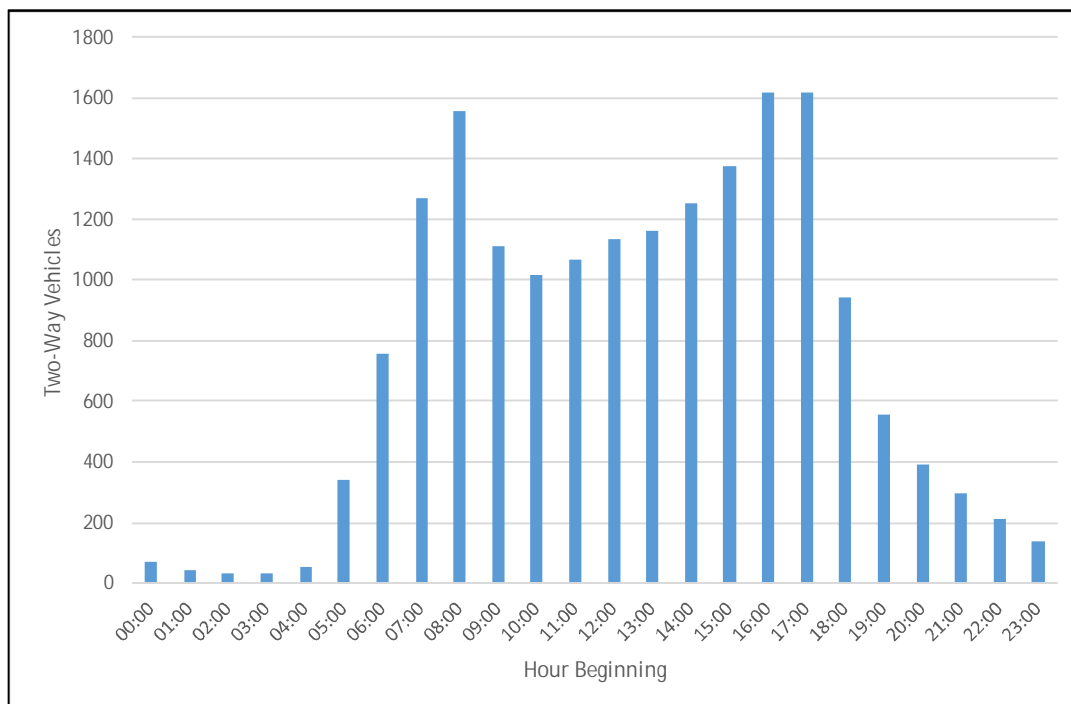
**Diagram 16A-6: A1042 Kirkleatham Lane Average Weekday Profile**



### A1085 Trunk Road (South of British Steel Lackenby Entrance)

- Average Weekday Morning Peak (two-way): 1,558 vehicles
- Average Weekday Evening Peak (two-way): 1,618 vehicles
- Annual Average Weekday Traffic (two-way): 18,036 vehicles.

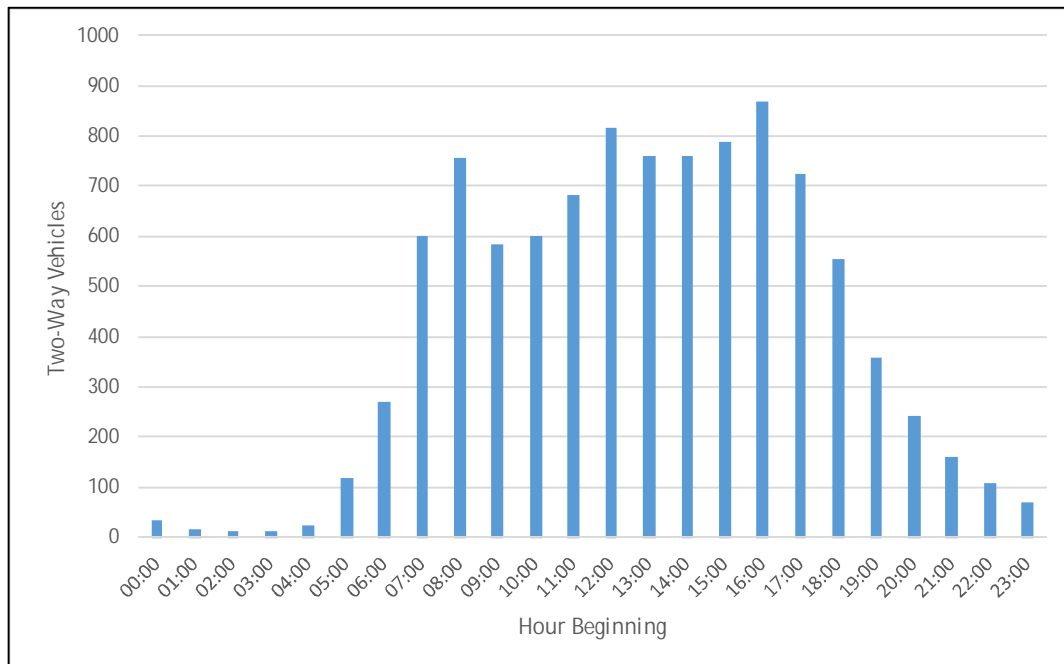
**Diagram 16A-7: A1085 Trunk Road (South of British Steel Lackenby Entrance)  
Average Weekday Profile**



### A1085 Broadway

- Average Weekday Morning Peak (two-way): 756 vehicles
- Average Weekday Evening Peak (two-way): 868 vehicles
- Annual Average Weekday Traffic (two-way): 9,919 vehicles.

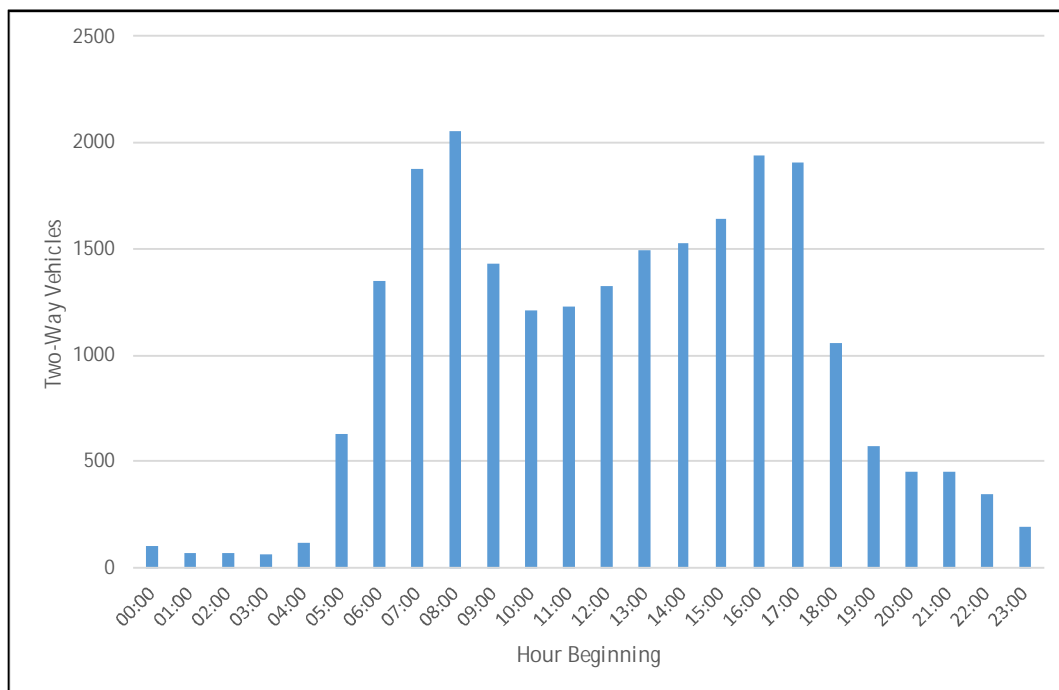
**Diagram 16A-8: A1085 Broadway Average Weekday Profile**



### A66 (West of A1053)

- Average Weekday Morning Peak (two-way): 2,054 vehicles
- Average Weekday Evening Peak (two-way): 1,941 vehicles
- Annual Average Weekday Traffic (two-way): 23,081 vehicles.

**Diagram 16A-9: A66 (West of A1053) Average Weekday Profile**

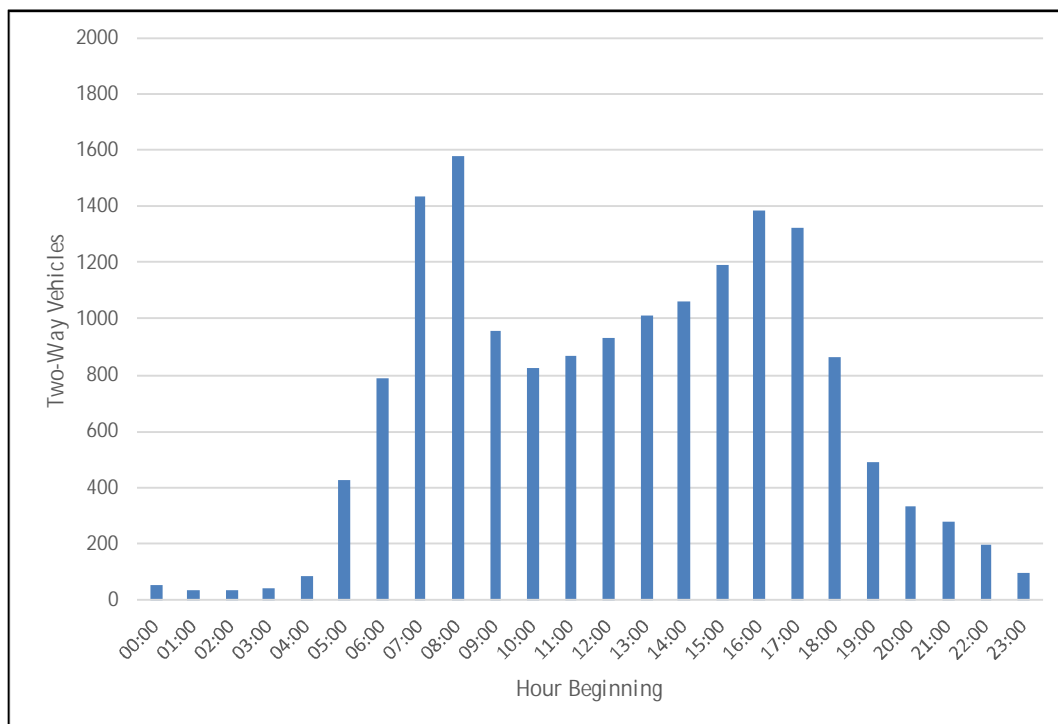




### A1053 Greystone Road

- Average Weekday Morning Peak (two-way): 1,577 vehicles
- Average Weekday Evening Peak (two-way): 1,383 vehicles
- Annual Average Weekday Traffic (two-way): 16,298 vehicles.

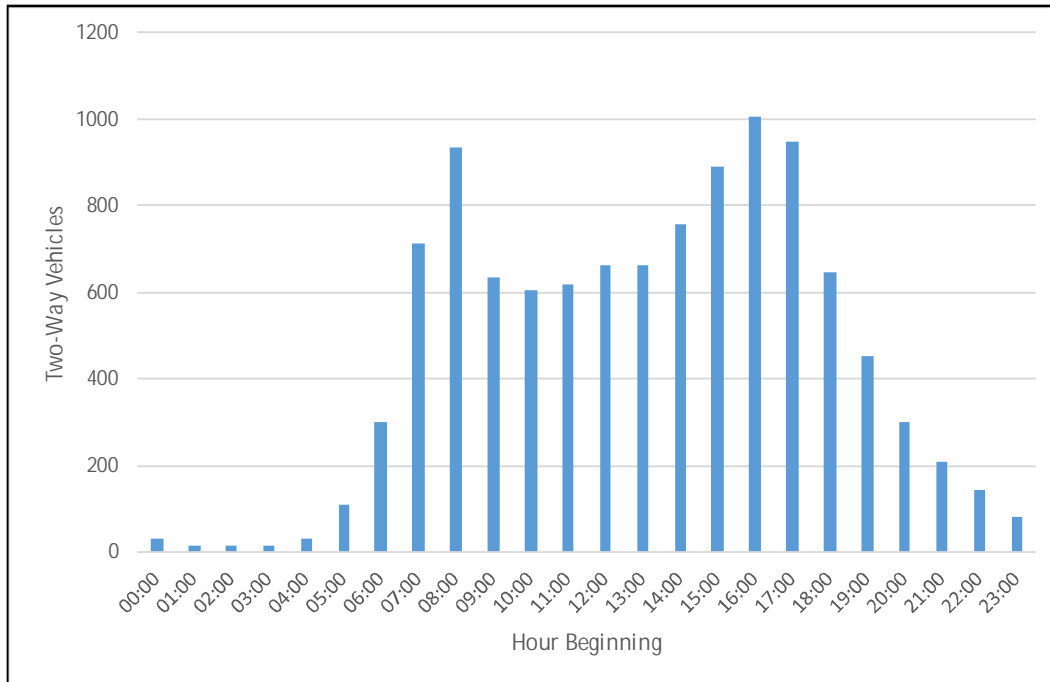
**Diagram 16A-10: A1053 Greystone Road Average Weekday Profile**



### B1380 High Street

- Average Weekday Morning Peak (two-way): 934 vehicles
- Average Weekday Evening Peak (two-way): 1,006 vehicles
- Annual Average Weekday Traffic (two-way): 10,770 vehicles.

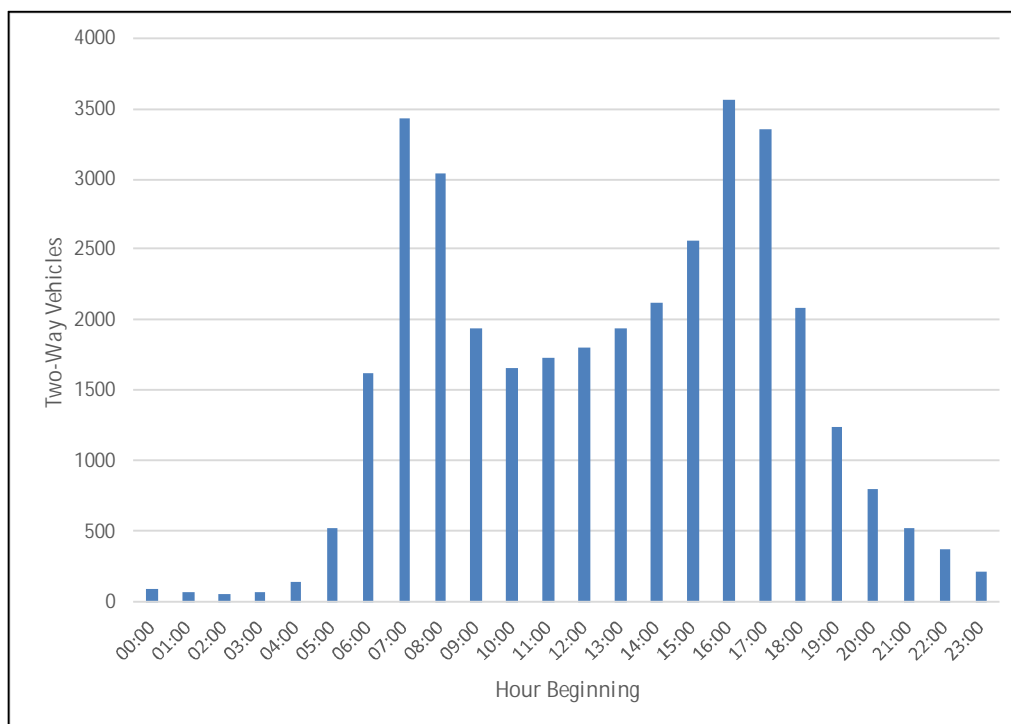
**Diagram 16A-11: B1380 High Street Average Weekday Profile**



### A174 (West of Greystones Roundabout)

- Average Weekday Morning Peak (two-way): 3,431 vehicles
- Average Weekday Evening Peak (two-way): 3,568 vehicles
- Annual Average Weekday Traffic (two-way): 34,946 vehicles.

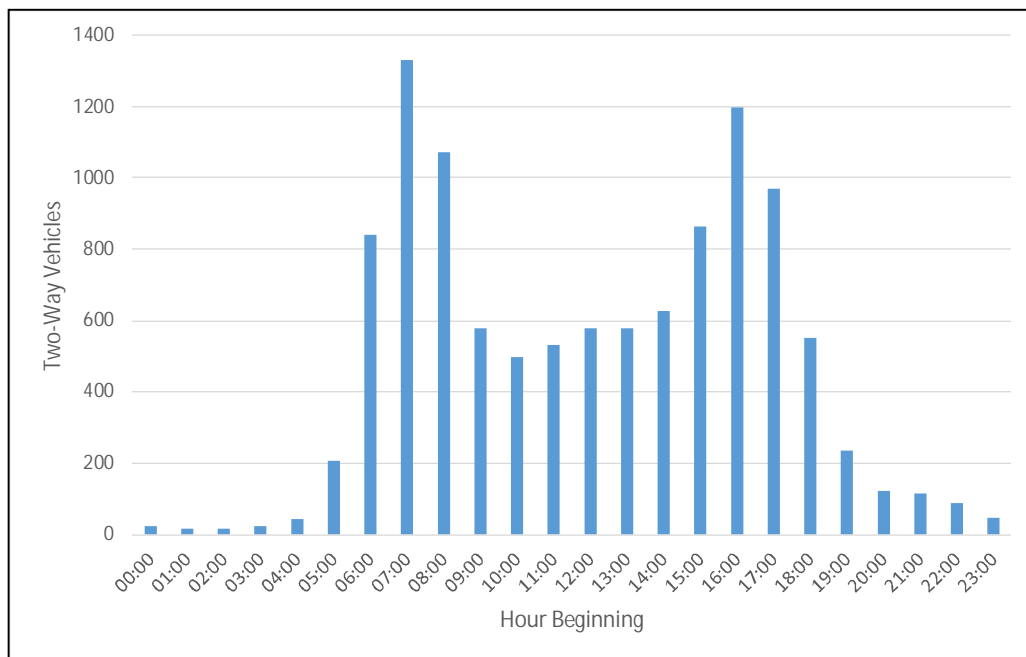
**Diagram 16A-12: A174 (West of Greystones Roundabout) Average Weekday Profile**



### A1046 Port Clarence Road

- Average Weekday Morning Peak (two-way): 1,330 vehicles
- Average Weekday Evening Peak (two-way): 1,196 vehicles
- Annual Average Weekday Traffic (two-way): 11,144 vehicles.

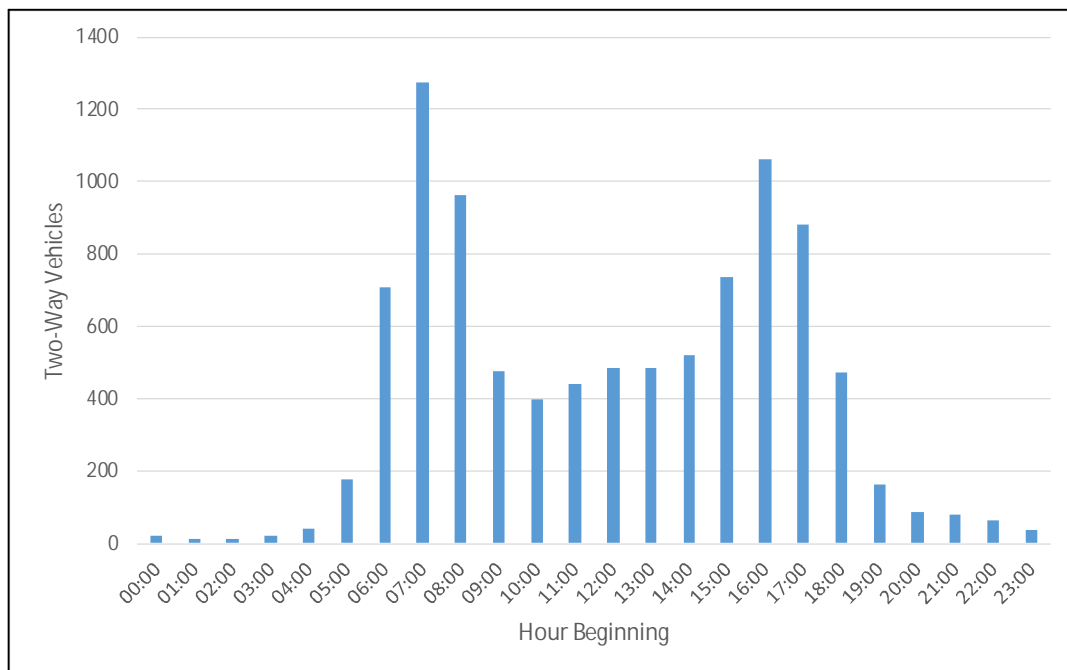
**Diagram 16A-13: A1046 Port Clarence Road Average Weekday Profile**



### A178 Seaton Carew Road

- Average Weekday Morning Peak (two-way): 1,275 vehicles
- Average Weekday Evening Peak (two-way): 1,061 vehicles
- Annual Average Weekday Traffic (two-way): 9,606 vehicles.

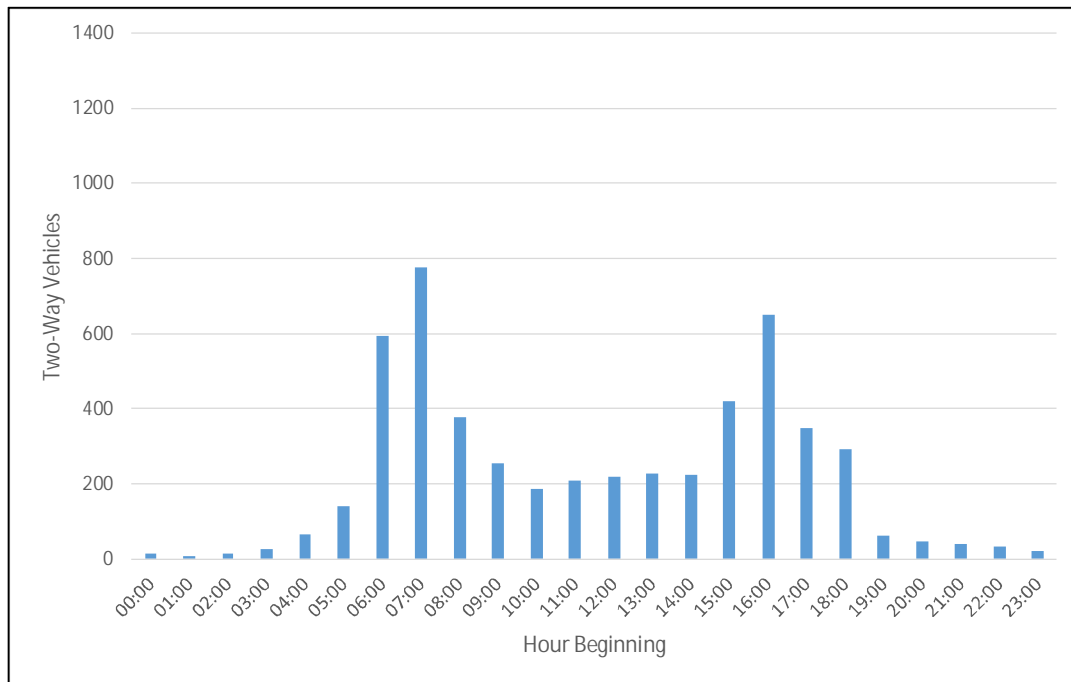
**Diagram 16A-14: A178 Seaton Carew Road Average Weekday Profile**



### Un-named Road serving Seal Sands

- Average Weekday Morning Peak (two-way): 776 vehicles
- Average Weekday Evening Peak (two-way): 653 vehicles
- Annual Average Weekday Traffic (two-way): 5,268 vehicles.

**Diagram 16A-15: Un-named Road serving Seal Sands Average Weekday Profile**



## 16.5 Personal Injury Accident Data

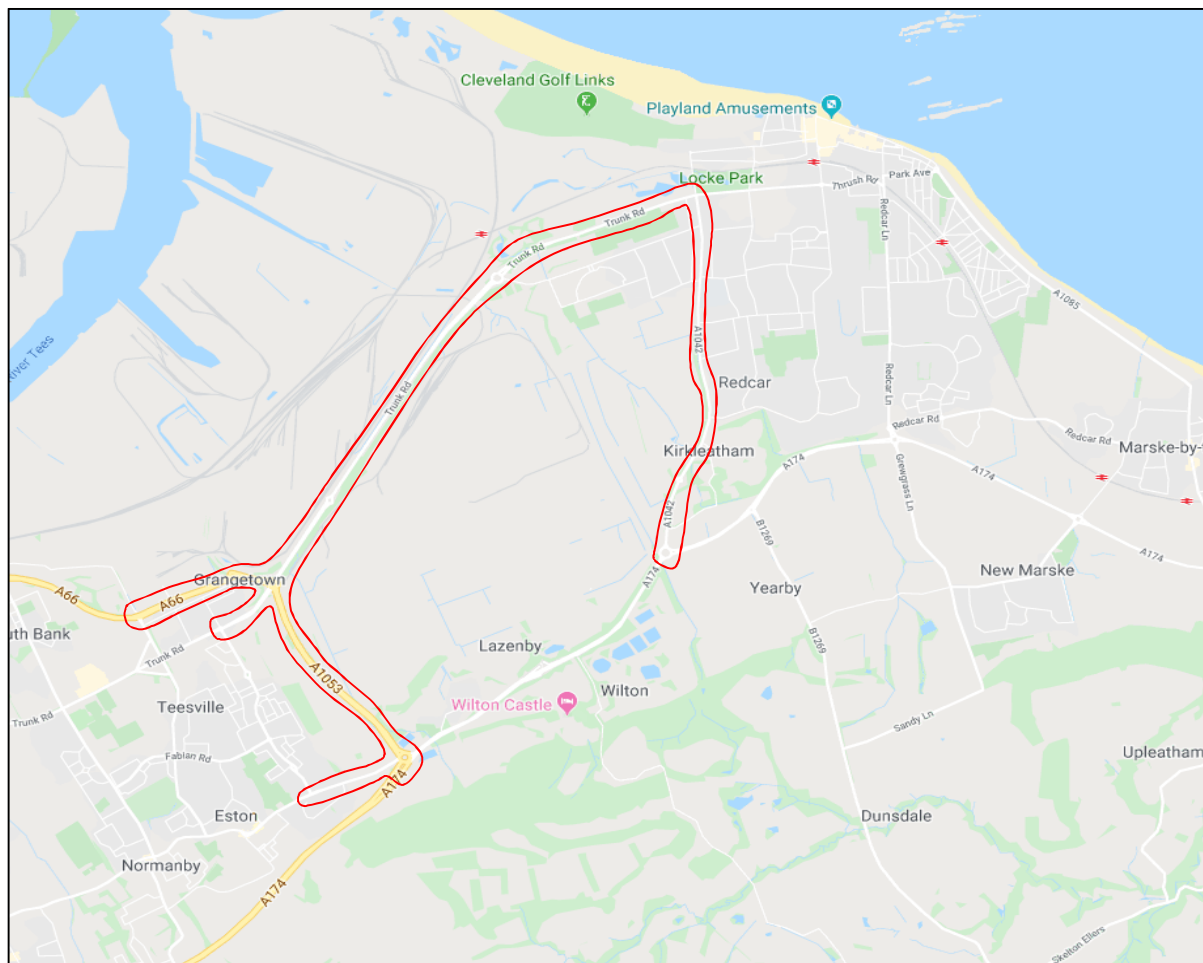
### Introduction

- 16.5.1 Accident data has been taken into consideration in line with Planning Practice Guidance titled 'Travel plans, transport assessments and statements in decision taking', first published in March 2014 which requires analysis of any road traffic incidents that have occurred within the most recent five-year period within the locality of the Site.
- 16.5.2 Personal Injury Accident Data (PIA) has been obtained from the crashmap.co.uk and takes into account accidents that occurred within the selected areas between 1<sup>st</sup> January 2014 and 31<sup>st</sup> December 2018 (the most up to date data available at the time of preparing this report).

### Accident Study Area 1

- 16.5.3 Diagram 16A-16 below outlines the accident study area for links and junctions within the vicinity of the main construction site and connections to the South of the Tees.



**Diagram 16A-16: Accident Study Area 1 – South of the Tees**


Within the defined area outlined in Figure 16, a total of 53 accidents occurred over the five year study period between 2014 and 2018. Of these accidents, 42 were classed as slight in severity, 11 as serious and none as fatal. A breakdown of all accidents for this study area is provided in Table 4 below.

**Table 16A-4: Accident Study Area 1 Breakdown Summary**

Year	Total	Slight	Serious	Fatal
2014	12	10	2	0
2015	15	10	5	0
2016	8	7	1	0
2017	5	5	0	0
2018	13	10	3	0
Total	53	42	11	0

16.5.4 Further detailed analysis is provided below. Full accident reports are available in Annex 16A.2.

## B1380 High Street / Birchington Avenue Junction

16.5.5 Over the five-year study period, a total of two accidents occurred along the B1380 between the A1053 and Birchington Avenue. Of these, one was serious in severity and one slight. Table 16A-5 provides a more detailed breakdown of these incidents.

**Table 16A-5: B1380 / Birchington Avenue Accident Summary**

Date of Incident	Severity	No. of Vehicles	Causation
23/12/2014	Serious	2	Cyclist impacted in carriageway by moving vehicle attempting to turn right.
09/03/2017	Slight	2	Vehicle turning left impacted by vehicle travelling normally along the carriageway.

## B1380 High Street between A1053 and Birchington Avenue

16.5.6 No accidents have occurred on this link over the five year study period.

## A1053 / A174 / B1380 Roundabout

16.5.7 Over the five-year study period, seven accidents occurred at the A1053 / A174 / B1380 Roundabout. All of these accidents were slight in severity. Table 16A-6 provides a more detailed breakdown of these incidents.

**Table 16A-6: A1053 / A174 / B1380 Roundabout Accident Summary**

Date of Incident	Severity	No. of Vehicles	Causation
15/01/2014	Slight	1	Vehicle travelling normally along the carriageway impacted with crash barrier.
24/03/2014	Slight	2	Slowing vehicle impacted from the rear by a moving vehicle in the carriageway.
10/06/2014	Slight	2	Slowing vehicle impacted from the rear by a moving vehicle in the carriageway.
05/10/2014	Slight	2	Vehicle travelling on roundabout is impacted by another vehicle moving onto the roundabout.
11/08/2015	Slight	2	Waiting vehicle impacted at rear by moving vehicle in carriageway.
02/09/2015	Slight	2	Slowing vehicle impacted from the rear by a moving vehicle in the carriageway.
26/05/2016	Slight	1	Vehicle travelling normally along the carriageway impacted with crash barrier.

## A1053 Greystone Road

16.5.8 Over the five-year study period, two accidents occurred along the A1053 Greystone Road. Both of these incidents were considered slight in severity. Table 16A-7 provides a more detailed breakdown of these incidents.

**Table 16A-7: A1053 Greystone Road Accident Summary**

Date of Incident	Severity	No. of Vehicles	Causation
01/06/2017	Slight	1	Vehicle travelling normally along the carriageway impacted with crash barrier.
09/01/2018	Slight	1	Crossing pedestrian impacted by vehicle in the carriageway.

## A1053 / A1085 Roundabout

16.5.9 Over the five-year study period, two accidents occurred at the A1053 / A1085 Roundabout, both considered slight in severity. Table 16A-8 provides a more detailed breakdown of this incident.

**Table 16A-8: A1053 / A1085 Roundabout Accident Summary**

Date of Incident	Severity	No. of Vehicles	Causation
27/09/2014	Slight	2	Vehicle impacted with central crash barrier when proceeding normally along the carriageway.
03/02/2016	Slight	2	Cyclist impacted by moving vehicle in the carriageway.

## A1053 / A66 / Tees Dock Road Roundabout

16.5.10 Over the five-year study period, one accident occurred at the A1053 / A66 / Tees Dock Road Roundabout, considered slight in severity. Table 16A-9 provides a more detailed breakdown of this incident.

**Table 16A-9: A1053 / A66 / Tees Dock Road Roundabout Accident Summary**

Date of Incident	Severity	No. of Vehicles	Causation
11/03/2015	Slight	2	Vehicle changing lane impacted by vehicle turning right.

## A66 between A1053 and Eston Road

16.5.11 No accidents have occurred on this link section over the five year study period.

## A66 / Eston Road / Church Lane Junction

16.5.12 Over the five-year study period, a total of five accidents occurred at the A66 / Eston Road / Church Lane junction. Of these, two were considered serious in severity and the other three slight. Table 16A-10 provides a more detailed breakdown of these incidents.

**Table 16A-10: A66 / Eston Road / Church Lane Junction Accident Summary**

Date of Incident	Severity	No. of Vehicles	Causation
15/04/2015	Serious	2	Cyclist impacted by moving vehicle in the carriageway.
23/07/2015	Serious	2	Motorcycle impacted with vehicle turning left in the carriageway.
15/09/2015	Slight	2	Vehicle performing a U-turn impacted by vehicle proceeding normally along the carriageway.
17/12/2015	Slight	2	Cyclist impacted by moving vehicle in the carriageway.
16/01/2017	Slight	2	Waiting vehicle impacted at rear by moving vehicle in the carriageway.

## A1085 between A1053 and Birchington Avenue

16.5.13 No accidents have occurred on this link section over the five year study period

## A1085 / Birchington Avenue Roundabout

16.5.14 Over the five-year study period, eight accidents occurred at the Broadway / Birchington Avenue Roundabout. Of these, one was considered serious in severity and seven slight in severity. Table 16A-11 provides a more detailed breakdown of these incidents.

**Table 16A-11: A1085 / Birchington Avenue Roundabout Accident Summary**

Date of Incident	Severity	No. of Vehicles	Causation
23/09/2015	Slight	3	Waiting vehicles impacted at rear by moving vehicle in the carriageway.
23/11/2015	Slight	2	Two vehicles impacted when proceeding normally along the carriageway.
04/05/2016	Slight	3	Waiting vehicles impacted at rear by moving vehicle in the carriageway.
17/10/2016	Serious	2	Two vehicles impacted when proceeding normally along the carriageway.

Date of Incident	Severity	No. of Vehicles	Causation
13/12/2016	Slight	1	Pedestrian impacted when crossing by vehicle proceeding normally along the carriageway.
04/10/2017	Slight	2	Two vehicles impacted when proceeding normally along the carriageway.
22/08/2018	Slight	2	Waiting vehicle impacted at rear by moving vehicle in the carriageway.
27/09/2018	Slight	1	Pedestrian impacted when crossing by vehicle proceeding normally along the carriageway.

### A1085 between A1053 and A1085 / British Steel Roundabout

16.5.15 Over the five-year study period, two accidents occurred on this section of the A1085 of which both were classed as serious in severity. Table 16A-12 provides a more detailed breakdown of these incidents.

**Table 16A-12: A1085 Corridor between A1053 and A1085 / British Steel Roundabout Accident Summary**

Date of Incident	Severity	No. of Vehicles	Causation
03/08/2015	Serious	2	Parked vehicle impacted by moving vehicle in the carriageway.
05/04/2018	Serious	2	Parked vehicle impacted by moving vehicle in the carriageway.

### A1085 / British Steel Roundabout

16.5.16 Over the five-year study period, one accident occurred at this junction and was classed as slight in severity. Table 16A-13 provides a more detailed breakdown of this incident.

**Table 16A-13: A1085 / British Steel Roundabout Accident Summary**

Date of Incident	Severity	No. of Vehicles	Causation
30/05/2014	Slight	2	Vehicle turning right impacted by vehicle travelling normally along the carriageway.

### A1085 between British Steel Roundabout and West Coatham Lane Roundabout

16.5.17 Over the five-year study period, one accident occurred on this section of the A1085 which was classed as slight in severity. Table 16A-14 provides a more detailed breakdown of this incident

**Table 16A-14: A1085 Corridor between British Steel Roundabout and West Coatham Lane Roundabout**

Date of Incident	Severity	No. of Vehicles	Causation
15/01/2015	Slight	2	Vehicle changing lane impacted by a vehicle attempting to pass another in the carriageway.

### A1085 / West Coatham Lane Roundabout

16.5.18 Over the five-year study period, four accidents occurred at this junction of which two were slight in severity and two serious in severity. Table 16A-15 provides a more detailed breakdown of these incidents.

**Table 16A-15: A1085 / West Coatham Lane Roundabout Accident Summary**

Date of Incident	Severity	No. of Vehicles	Causation
28/06/2015	Serious	2	Cyclist impacted by moving vehicle when turning right in the carriageway.
04/04/2017	Slight	2	Vehicle turning right impacted by another vehicle proceeding normally along the carriageway.
24/09/2018	Slight	2	Moving vehicle impacted with another vehicle turning right in the carriageway.
31/10/2018	Serious	1	Motorcycle proceeding normally along the carriageway.

### A1085 between West Coatham Lane and Kirkleatham Lane

16.5.19 Over the five-year study period, two accidents occurred on this section of the A1085 of which one was classed as slight in severity and the other serious. Table 16A-16 provides a more detailed breakdown of these incidents.

**Table 16A-16: A1085 Corridor between West Coatham Lane and Kirkleatham Lane Accident Summary**

Date of Incident	Severity	No. of Vehicles	Causation
14/04/2014	Slight	2	Vehicle turning right impacted by another vehicle proceeding normally along the carriageway.
17/12/2014	Serious	2	Cyclist impacted by moving vehicle in the carriageway.

### A1085 / A1042 Kirkleatham Lane Junction

16.5.20 Over the five-year study period, three accidents occurred at this junction of which all three were classed as slight in severity. Table 16A-17 provides a more detailed breakdown of this incident.

**Table 16A-17: A1085 / A1042 Kirkleatham Lane Accident Summary**

Date of Incident	Severity	No. of Vehicles	Causation
03/11/2014	Slight	2	Vehicle turning right impacted by

			another vehicle proceeding normally along the carriageway.
16/03/2015	Slight	2	Vehicle turning right impacted by another vehicle proceeding normally along the carriageway.
02/10/2018	Slight	2	Vehicle waiting to turn right impacted by vehicle turning left in the carriageway.

### A1042 Kirkleatham Lane

16.5.21 Over the five-year study period, a total of nine accidents occurred along the A1042 within the study area. Of these, one was considered serious in severity and the other eight slight. Table 16A-18 provides a more detailed breakdown of these incidents.

**Table 16A-18: A1042 Kirkleatham Lane Corridor Accident Summary**

Date of Incident	Severity	No. of Vehicles	Causation
28/01/2014	Slight	1	Crossing pedestrian impacted by vehicle proceeding normally along the carriageway.
24/03/2014	Slight	2	Vehicle waiting to turn right impacted by another vehicle proceeding normally along the carriageway.
02/06/2015	Slight	2	Vehicle turning right impacted with vehicle waiting to turn right in the carriageway.
22/08/2016	Slight	2	Cyclist impacted by vehicle turning left in the carriageway.
26/08/2016	Slight	3	Two waiting vehicles impacted at rear by moving vehicle in the carriageway.
13/04/2018	Slight	3	Two vehicles waiting to turn right impacted by another vehicle proceeding normally along the carriageway.
22/06/2018	Serious	1	Crossing pedestrian impacted by vehicle proceeding normally along the carriageway.
19/08/2018	Slight	2	Two vehicles impacted proceeding normally along the carriageway.
20/08/2018	Slight	2	Vehicle turning right impacted by another vehicle proceeding normally along the carriageway.

### A174 / A1042 Roundabout

16.5.22 Over the five-year study period, a total of three accidents occurred at the A174 / A1042 Roundabout. Of these, one was considered serious in severity and the other two slight. Table 16A-19 provides a more detailed breakdown of these incidents



**Table 16A-19: A174 / A1042 Roundabout Accidents Breakdown**

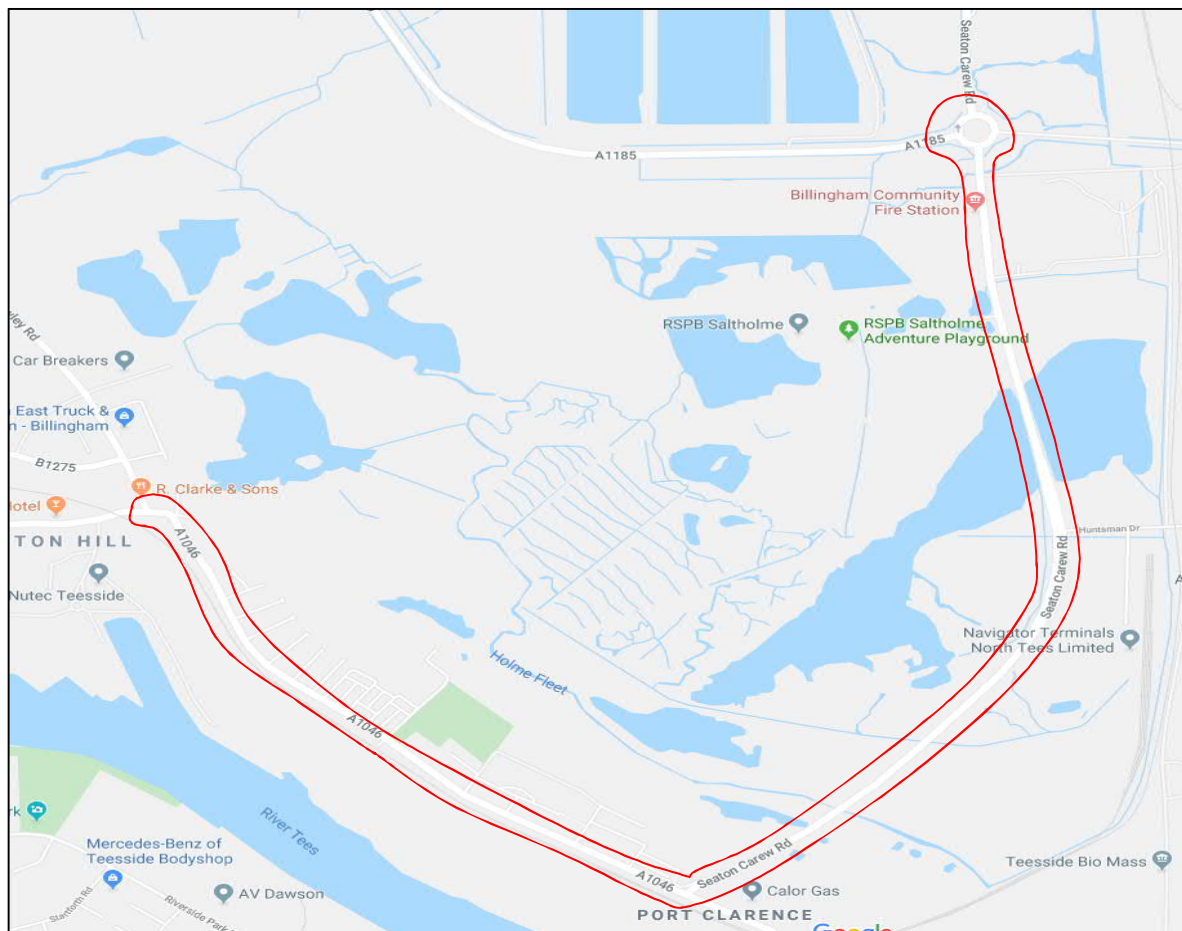
<b>Date of Incident</b>	<b>Severity</b>	<b>No. of Vehicles</b>	<b>Causation</b>
20/05/2015	Serious	2	Motorcycle impacted by vehicle proceeding normally along the carriageway.
16/06/2018	Slight	2	Slowing vehicle impacted from the rear by a moving vehicle in the carriageway.
12/08/2018	Slight	5	Four waiting vehicles impacted on offside by another vehicle proceeding normally along the carriageway.

## Accident Study Area 2

16.5.23 Figure 16A-17 below outlines the accident study area for links and junctions to the north of the River Tees. The study area incorporates the following links and junctions:

- A1046 Port Clarence Road;
- A178 Seaton Carew Road;
- A1046 Port Clarence Road / A178 Seaton Carew Road Junction; and
- Seaton Carew Rd / A1185 Roundabout.



**Diagram 16A-17: Accident Study Area 2 – North of the Tees**


16.5.24 Within the defined area outlined in Diagram 16A-17, a total of 18 accidents occurred over the five year study period between 2014 and 2018. Of these accidents, 11 were classed as slight, 5 as serious and 1 as fatal. A breakdown of all accidents for this study area is provided in Table 20 below.

**Table 16A-20: Accident Study Area 2 Breakdown Summary**

Year	Total	Slight	Serious	Fatal
2014	2	2	0	0
2015	8	4	4	0
2016	4	3	0	1
2017	2	1	1	0
2018	2	2	0	0
Total	18	12	5	1

16.5.25 Further detailed analysis is provided below. Full accident reports are available in Annex 16A.2.

## A1046 Port Clarence Road

16.5.26 Over the five-year study period, a total of eight accidents occurred along the A1046 Port Clarence Road within the study area. Of these, one was considered serious in severity and the other seven slight. Table 16A-21 provides a more detailed breakdown of these incidents.

**Table 16A-21: A1046 Port Clarence Road Accident Summary**

Date of Incident	Severity	No. of Vehicles	Causation
04/11/2015	Slight	2	Vehicle passing another moving vehicle on offside in the carriageway.
29/11/2018	Slight	1	Vehicle travelling normally around a right-hand bend in the carriageway.
22/03/2015	Slight	2	Parked vehicle impacted from rear by moving vehicle in the carriageway.
08/08/2016	Slight	2	Vehicle performing a U-turn impacted by vehicle travelling normally along the carriageway.
15/11/2018	Slight	2	Parked vehicle impacted from rear by moving vehicle in the carriageway.
02/07/2017	Serious	1	Vehicle collided with refuge when proceeding normally along the carriageway.
18/08/2017	Slight	3	Two cars held-up in the carriageway, rear-end knock-on impact from a moving vehicle.
29/08/2016	Slight	2	Vehicle turning right impacted by vehicle proceeding normally along the carriageway.

## A178 Seaton Carew Road

16.5.27 Over the five-year study period, a total of four accidents occurred along the A178 Seaton Carew Road. Of these, two were considered serious in severity, whilst two were considered slight. Table 16A-22 provides a more detailed breakdown of these incidents.

**Table 16A-22: A178 Seaton Carew Road Accident Summary**

Date of Incident	Severity	No. of Vehicles	Causation
30/06/2015	Serious	2	Vehicle performing a U-turn impacted by a vehicle proceeding normally along the carriageway.
12/01/2015	Serious	3	Vehicle impacted in the carriageway when attempting to change lanes.
29/07/2015	Slight	2	Vehicle turning right impacted by vehicle proceeding normally along the carriageway.
22/03/2016	Slight	2	Cyclist impacted by vehicle attempting to pass another moving vehicle in the carriageway.

### Seaton Carew Road / A1185 Roundabout

16.5.28 Over the five-year study period, a total of six accidents occurred at the Seaton Carew Road / A1185 Roundabout. Of these, three were considered slight in severity, two as slight and one as fatal. Table 16A-23 provides a more detailed breakdown of these incidents.

**Table 16A-23: Seaton Carew Road / A1185 Roundabout Accidents Breakdown**

Date of Incident	Severity	No. of Vehicles	Causation
12/11/2014	Slight	3	Two cars held-up in the carriageway, rear-end knock-on impact from a moving vehicle.
14/08/2014	Slight	2	Cyclist impacted by moving vehicle in the carriageway.
07/11/2015	Serious	1	Motorcycle proceeding normally along the carriageway.
14/05/2015	Slight	1	Vehicle collided with road sign when proceeding normally along the carriageway.
31/08/2015	Serious	1	Vehicle collided with lamp post when proceeding normally along the carriageway.
15/12/2016	Fatal	1	Vehicle collided with road sign when proceeding normally along the carriageway.

## 16.6 Proposed Development

### Introduction

16.6.1 Following detailed discussions with the applicant, it was agreed that a single phase build lasting approximately 48 months, starting in 2022 and ending 2026 is considered to be the 'realistic' worst-case scenario for assessment purposes. It is anticipated that construction of the connections will be undertaken in 2024.

- 16.6.2 It is proposed that all construction workers associated with the construction of the power station and pipeline will access the Site via the existing entrance located at the A1085 / West Coatham Lane Roundabout. Gas pipeline workers will then be transferred by mini bus to their working area, either along the working width of the pipeline or via the local highway network.
- 16.6.3 All construction HGVs will access the site via the A1085 / West Coatham Lane Roundabout. Pipeline deliveries will be directed to the relevant temporary construction compound.

### Key Parameters for Assessment

- 16.6.4 The maximum and minimum parameters adopted for building sizes within the Rochdale Envelope defined for the Proposed Development do not have any material impact on vehicle numbers accessing the Site and therefore are not considered further in this assessment. Similarly where flexibility is to be retained in the application, any changes are unlikely to have a material difference on the volumes of traffic accessing the Site.

### Construction Generation

#### PCC

- 16.6.5 The profile of construction workforce over the Proposed Development build period (excluding pipeline connections which is discussed separately below in para 16.6.11) has been benchmarked against other previous CCGT builds of a similar size to the proposed power plant including Pembroke, Willington and Eggborough. Pembroke is a 2000 MW CCGT and commenced operation in 2012. Willington is a 2000 MW CCGT with 400 MW of OCGT and received planning consent in 2014 though is yet to be constructed. Eggborough is a 2500 MW CCGT and received DCO planning consent in 2018 though is yet to be constructed. This benchmarking exercise has shown that the workforce numbers adopted for assessment to be robust.
- 16.6.6 The estimated profile of workforce over the construction period for the Proposed Development (with the exception of pipeline connections which is discussed separately below) is shown below in Table 16A-24 and reveals the peak construction workforce is forecast to occur in the second year when 2400 workers are expected on-site. This profile and generation is in line with similar sized CCGT DCO consents.

**Table 16A-24: Profile of Daily Workforce throughout PCC Construction**

Month of Construction	Daily Workforce in the Month
1	9
2	6
3	27
4	127
5	144
6	169
7	330
8	365

Month of Construction	Daily Workforce in the Month
9	392
10	500
11	1000
12	1500
13	1800
14	2000
15	2200
16	2300
17	2350
18	2350
19	2350
20	2400
21	2350
22	2350
23	2350
24	2350
25	2300
26	2300
27	2300
28	2250
29	2250
30	2250
31	2250
32	2250
33	2250
34	2250
35	2250
36	1500
37	1000
38	500
39	270
40	170
41	140
42	102
43	84
44	63
45	50
46	50
47	50
48	50

16.6.7 In relation to traffic generation associated with this level of construction workers, an occupancy rate of 1.35 per vehicle without any management or mitigation measures is a figure generally accepted in the construction

industry. While we cannot point to an individual survey that categorically proves the 1.35 figure, its robustness can be confirmed when typical site operation of gangs arriving in crew buses rather than individual private cars is taken into account. Table 16A-25 below sets out several vehicle generation scenarios based on different vehicle occupancy rates.

**Table 16A-25: Construction Worker Car Occupancy Rates**

Total Workers at Peak of Construction	Vehicle Occupancy Rate	No. of Vehicle Arrivals	Two-Way Daily Flow
2,400	1.35	1,778	3,556
2,400	1.50	1,600	3,200
2,400	2.00	1,200	2,400
2,400	2.50	960	1,920

16.6.8 In relation to traffic generation associated with construction workers, it has been assumed that active management will result in 80% of workers traveling to site by private car with an average occupancy of 2 workers per vehicle and 20% will travel to site by minibus with an average occupancy of 7 workers per vehicle. This assumption is based on those set out within the Knottingley CCGT Power Station Transport Assessment (June 2013) which gained DCO consent in March 2015 and Eggborough CCGT Power Station which gained DCO consent in September 2018. This is considered a realistic assumption given that the mode of arrival of construction workers can be controlled through travel planning measures and that construction workers would want to minimise their travel expenditure, particularly if having to pay for temporary accommodation. It is proposed that this level of traffic generation can be managed and maintained through availability of on-site parking spaces and the measures implemented as part of the Construction Workers Travel Plan.

16.6.9 16.6.9 When these assumptions are applied to the workforce associated with construction of the Proposed Development (excluding pipeline connection) at the peak month of construction (Month 20), the following daily car generations result as shown in Table 16A-26 below and equates to a vehicle occupancy rate of 2.33 per vehicle.

**Table 16A-26: Generation of Vehicles at Peak of Construction**

Month of Construction	Total Workers	No. of Cars / Vans @ 2 per Vehicle	No. of Minibuses @ 7 per vehicle	Average Two-Way Daily Flow
20	2400	960	69	2,058

16.6.10 The volume of construction HGVs on the network has been based on previous CCGT build projects and will vary over the course of the construction programme but is expected to peak at up to 80 two-way daily HGV movements (40 in & 40 out) from month 7 to month 28 of construction. During the remainder of the construction period, HGV movements are



estimated to be 60 two-way daily HGV movements in months 29 and 31-33 and 40 two-way daily HGV movements in all other months.

### Connections

- 16.6.11 It is anticipated that construction of the connections will be undertaken between Months 25 – 48 (Q3 2024 to Q2 2026). The construction workforce is expected to total 90 workers who will arrive at the main site compound off the A1085 / West Coatham Lane Roundabout prior to being transferred by minibus to their working area, either along the working width of the Gas Pipeline or via the local highway network.
- 16.6.12 Applying the vehicle occupancy rate of 2.0 per vehicle to the peak workforce associated with Gas Pipeline construction results in 45 vehicle arrivals and 45 vehicle departures per day to the main site compound (90 two-way movements).
- 16.6.13 Materials required to carry out the construction of the Gas Pipeline will be delivered direct to the connections worksite rather than the PCC and include:
- general construction materials (including: temporary fencing);
  - pipe sections and associated materials;
  - consumable construction materials; and
  - machinery, plant and engineering equipment.

### Combined Vehicle Generation

- 16.6.14 The total two-way construction vehicle traffic expected over the construction period is illustrated in Annex 16A.3 which identifies the peak month of construction as having 2,138 daily vehicle movements comprising 2,058 construction worker vehicle movements and 80 HGV movements.

### Daily Vehicle Profile during the Peak Month

- 16.6.15 Working hours on major construction sites tend to be long due to pressures of timescales and available light. Therefore, the arrival and departure of workers vehicles tend to be spread over the peak periods rather than all falling in the traditional network peak hours. In an attempt to quantify this, previous discussions have been held with contractors associated with power station build projects where it was revealed that there is a general tendency for construction workers to travel early for a number of reasons as follows:
- to avoid congestion and delay; and
  - to deliver the project to programme.
- 16.6.16 Based on these discussions a profile of arrivals and departures over the working day has been produced. Table 16A-27 below sets out the percentage of daily inbound and outbound trips on an hour-by-hour basis and calculates the totals for the peak month of construction (Month 20).

**Table 16A-27: Daily Vehicle Profile during Peak Month of Construction**

Hour Beginning	% of Daily Inbound	% of Daily Outbound	Arrivals	Departures
06:00	34%	2%	350	21
07:00	25%	2%	257	21
08:00	5%	2%	51	21
09:00	4%	2%	41	21
10:00	4%	3%	41	31
11:00	4%	3%	41	31
12:00	5%	4%	51	41
13:00	4%	4%	41	41
14:00	3%	3%	31	31
15:00	2%	3%	21	31
16:00	2%	5%	21	51
17:00	3%	15%	31	154
18:00	3%	35%	31	360
19:00	2%	16%	21	164
20:00	0%	1%	0	10
21:00	0%	0%	0	0
Total	100%	100%	1,029	1,029

16.6.17 The daily profile of HGV movement at the peak of construction is shown in Table 16A-28. This profile is based on experience from other CCGT construction sites and shows that the arrival and departure of HGVs from the site will be spread evenly over the day. The profile shows that deliveries will be made between 07:00 and 19:00 hours.

**Table 16A-28: Daily HGV Profile during Peak of Construction**

Hour Beginning	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
HGVs In	4	4	4	3	4	3	4	4	4	3	3	0
HGVs Out	3	3	4	3	4	3	4	4	4	3	3	2

### Abnormal Indivisible Loads

16.6.18 A number of abnormal indivisible load (AIL) movements are expected during the construction programme associated with the delivery of large items of plant and equipment. The nearest ports to the Site are the Redcar Bulk Terminal and the Ro-Ro facilities at Teesport. It is currently unknown the exact number and dimension of AIL's and this will depend on the technology provider. This is unlikely to be known until after the DCO process.

16.6.19 The Highways England document 'Water preferred policy guidelines for the movement of abnormal indivisible loads' published in January 2016, states



that it is government policy to avoid road transport as far as possible by using alternative modes, such as water.

- 16.6.20 Detailed consideration would be given to the appropriate port and AIL routes during detailed design. However, it is a reasonable assumption that all major ports are able to accommodate abnormal loads and that adequate access to the strategic road network is achievable with only minor works. On this basis, only the route from the strategic network to the Site requires assessment.
- 16.6.21 Swept path analysis would be undertaken to demonstrate that the largest single component delivery can be delivered to Site from the strategic road network.

### Operational Period

- 16.6.22 Operational traffic movements will be small given that the proposed development will employ up to 100 staff who will work shifts. Fuel would be delivered by pipeline and other operational and maintenance consumables are likely to be minimal.
- 16.6.23 During an outage, it could be expected that up to 200 additional staff could be on-site on any one day. However outages are expected to occur infrequently (once every 2-4 years) and are short-lived (approximately 3 months). Therefore, it is considered that the effects of operational traffic would be negligible and a detailed assessment of the operational phase of the development is not proposed within the Transport Assessment.

### Decommissioning

- 16.6.24 The scale of traffic generation associated with decommissioning of the power plant in the year 2051 (assuming a 25-year operational life) would be significantly less than at the peak of construction. Coupled with the fact that decommissioning is too far in the future to enable a meaningful assessment at this current time it is not proposed to undertake an assessment of decommissioning in the Transport Assessment. It is likely to be covered by a DCO Requirement that will need to be discharged before any decommissioning works can commence.

### Trip Distribution and Assignment

#### Trip Distribution

- 16.6.25 Construction of a CCGT is a specialist trade, with a limited number of contractors experienced in this field. With such a large and specialised workforce required for construction, it is likely that much of the workforce will be sourced from beyond the daily commutable catchment area.
- 16.6.26 Indeed, experience at other similar construction sites has confirmed this and recent Transport Assessments prepared for other large Power Station proposals have allowed for a split of permanent home-based site staff and transient staff staying in temporary accommodation. From experience at other power stations, it is considered that around 60% of the construction workforce is likely to be sourced from elsewhere in the UK (and even abroad) and 40% would be permanent home-based residents.

16.6.27 The 60% transitory workers will either engage in short term rentals or will reside in B&B's, small hotels, caravan sites or private households, located in the vicinity of the development site. From experience elsewhere on similar types of construction sites, these staff prefer to locate as close to the site as possible to minimise travel time and costs. They also tend to find accommodation in groups and lift share to site (or use contractors' minibuses).

16.6.28 The distribution of the permanent resident construction workforce traffic to the network has been based on a gravity model and the number of those employed in construction in towns and cities within a 45-minute drive time of the site. The catchment area includes the districts of Redcar and Cleveland, Middlesbrough, Stockton-on-Tees, Hartlepool, Darlington, Sunderland and parts of County Durham. Table 16A-29 shows the permanent resident workforce distribution and the number of workers this equates to at the peak month of construction (Month 20).

**Table 16A-29: Permanent Resident Construction Workforce Distribution**

District	Constructi on Worker Population (2011 Census)	Distance to Centroid (miles)	Weighting Factor (= 1 / d)	Populatio n x Weighting Factor	Percentag e Distributio n	No. of Permanent Resident Workers (Peak Month of Construction)
Darlington	3,743	22	0.045	170	5%	48
Durham	9,100	32	0.031	284	8%	77
Hartlepool	3,764	22	0.045	171	5%	48
Middlesbrough	4,620	6	0.167	770	22%	211
Redcar & Cleveland	4,976	4	0.250	1244	35%	336
Stockton-on-Tees	7,200	12	0.083	600	17%	163
Sunderland	9,345	35	0.029	267	8%	77

16.6.29 In contrast the distribution of the transitory workforce has been undertaken based on a gravity model and the estimated number of accommodation beds available in the surrounding districts within a 30-minute travelling distance of the site. This information has been obtained from the Visit Britain Accommodation Stock Audit 2016 and is included in Annex 16A.4. Table 16A-30 shows the transitory workforce distribution and the number of workers this equates to at the peak month of construction.

**Table 16A-30: Transitory Construction Workforce Distribution**

District	No. of Accommodation Beds	Distance to Centroid (miles)	Weighting Factor (= 1 / d)	Population x Weighting Factor	Percentage Distribution	No. of Transient Workers (Peak Month of Construction)
Darlington	3,545	22	0.045	161	13%	187
Hartlepool	946	22	0.045	43	3%	43
Middlesbrough	2,870	6	0.167	478	37%	533
Redcar & Cleveland	1,484	4	0.250	371	29%	418
Stockton-on-Tees	2,711	12	0.083	226	18%	259

### Trip Assignment

16.6.30 Five key routes have been identified that are most likely to be taken by construction workers travelling to and from work and are as follows:

- Route 1: Via A66 onto A1085 Trunk Road, Site Access;
- Route 2: Via A1085 Broadway onto A1085 Trunk Road, Site Access;
- Route 3: Via B1380 High Street onto A1053 Greystone Road, A1085 Trunk Road, Site Access;
- Route 4: Via A174 onto A1053 Greystone Road, A1085 Trunk Road, Site Access; and
- Route 5: Via A1085 Trunk Road, Site Access.

16.6.31 The key routes are shown in Annex 16A.5.

16.6.32 The assignment of the permanent resident construction workforce to the network is summarised in Table 16A-31.

16.6.33 The assignment of the transitory construction workforce to the network is summarised in Table 16A-32.

16.6.34 For assessment purposes, it is assumed that all construction HGVs would arrive / depart the site to the west via the A1085 Trunk Road. At the junction with the A66 / A1053, it is assumed that 50% would continue west on the A66 and 50% would head south on the A1053 then west on the A174. A plan of the HGV Routes is shown in Figure 16-2: HGV Routes to and from Site (PEI Report, Volume II).

16.6.35 The total two-way construction worker vehicle generations and HGV generations for the AM and PM peak periods associated with the Proposed Development construction during the peak month (Month 20) are provided in Annex 16A.3.

**Table 16A-31: Catchment Area and Route Assignment for Permanent Resident Workforce**

Route	Catchment Area	% of Construction Worker Vehicles
Route 1: Via A66 onto A1085 Trunk Road turning left into Site Access	Darlington; Durham; Hartlepool; Middlesbrough; Stockton-on-Tees; Sunderland.	50%
Route 2: Via A1085 Broadway onto A1085 Trunk Road turning left into Site Access	Middlesbrough	17%
Route 3: Via B1380 High Street onto A1053 Greystone Road, A1085 Trunk Road turning left into Site Access	Middlesbrough	7%
Route 4: Via A174 onto A1053 Greystone Road, A1085 Trunk Road turning left into Site Access	Middlesbrough	6%
Route 5: Via A1085 Trunk Road turning right into Site Access	Redcar & Cleveland	20%

**Table 16A-32: Catchment Area and Route Assignment for Transient Workforce**

Route	Catchment Area	% of Construction Worker Vehicles
Route 1: Via A66 onto A1085 Trunk Road turning left into Site Access	Darlington; Hartlepool; Middlesbrough; Stockton-on-Tees.	49%
Route 2: Via A1085 Broadway onto A1085 Trunk Road turning left into Site Access	Middlesbrough	22%
Route 3: Via B1380 High Street onto A1053 Greystone Road, A1085 Trunk Road turning left into Site Access	-	0%
Route 4: Via A174 onto A1053 Greystone Road, A1085 Trunk Road turning left into Site Access	-	0%
Route 5: Via A1085 Trunk Road turning right into Site Access	Redcar & Cleveland	29%

## 16.7 Growth Factors

- 16.7.1 For the purposes of this assessment, the anticipated peak traffic generation during the construction period would occur in 2024 on the basis that construction of the Proposed Development begins in Q3 2022. The assessment year for this TA, where the traffic impact would be greatest, is therefore 2024.
- 16.7.2 Traffic growth factors for the Redcar and Cleveland District have been obtained from TEMPRO Version 7.2 software. The use of TEMPRO software is generally recognised as the industry standard tool for determining traffic growth factors to apply to base flows in order to estimate future year traffic flows.
- 16.7.3 The TEMPRO software provides a local adjustment to the National Trip End Model to provide localised growth factors for geographical areas.
- 16.7.4 The local growth factors to be applied to the 2019 Base Flows are shown in Table 16A-33.

**Table 16A-33: Growth Factors to be applied to Base Flows**

Road Type	Year	AM Peak	PM Peak	All Day
Principal	2019-2024	1.0479	1.0459	1.0475
Trunk	2019-2024	1.0549	1.0528	1.0544
Principal	2019-2029	1.0881	1.0852	1.0881
Trunk	2019-2029	1.0992	1.0962	1.0992

## 16.8 Committed Developments

### Overview

- 16.8.1 The following committed or likely developments have been identified that would need to be incorporated into the future baseline and future year assessment:
- 1,700 MW gas-fired CCGT generating station on Wilton International Complex, Redcar;
  - The York Potash Harbour Facilities Order, Redcar;
  - Tees Renewable Energy Plant, Teesport;
  - the offshore elements of the development will be considered as part of the cumulative impact assessment that will form part of the ES for the Proposed Development; and
  - 550 Residential Unit Development, Kirkleatham Lane, Redcar (once built and occupied).

## Tees CCpp Project

- 16.8.2 A DCO application for a 1,700 MW gas-fired generating station within the Wilton International Complex received DCO consent in April 2019.
- 16.8.3 The DCO application was supported by a Transport Assessment prepared by Mayer Brown in October 2017 and included an estimate of operational vehicle trips for the AM and PM peak periods.
- 16.8.4 Table 16A-34 below summarises the estimated trip generation associated with the development for the AM and PM network peak periods.

**Table 16A-34: Tees CCpp Project Two-Way Vehicle Flows**

Hour Beginning	A1085 / West Coatham Lane / Site Access (MCC 1)	A1085 / A1053 (MCC 2)	A1053 / A174 / B1380 (MCC 3)
06:00	0	4	1
07:00	0	3	4
08:00	0	31	10
09:00	0	0	0
16:00	0	0	0
17:00	0	21	31
18:00	0	4	1
19:00	0	3	4

## 550 Residential Unit Development

- 16.8.5 Outline planning permission was granted in May 2017 for up to 550 residential units on land to the north of Kirkleatham Business Park and west of Kirkleatham Lane.
- 16.8.6 The planning application was supported by a Transport Assessment prepared by WYG Transport in October 2016 and includes an estimate of vehicle trips for the AM and PM peak periods.
- 16.8.7 Table 16A-35 below summarises the estimated trip generation associated with the development for the AM and PM network peak periods.

**Table 16A-35: 550 Residential Development Two-Way Vehicle Flows**

Hour Beginning	A1085 / West Coatham Lane / Site Access (MCC 1)	A1085 / A1053 (MCC 2)	A1053 / A174 / B1380 (MCC 3)
06:00	0	0	0
07:00	0	0	65
08:00	0	0	95
09:00	0	0	59
16:00	0	0	82
17:00	0	0	93
18:00	0	0	63
19:00	0	0	0

## York Potash Harbour Facilities Order

- 16.8.8 The York Potash Harbour Facilities Order gained DCO consent in July 2016. The application was supported by a Transport Assessment prepared by Royal Haskoning DHV, dated December 2014.
- 16.8.9 Following a review of the Transport Assessment construction of the Harbour facilities was due to commence in 2017 and last 17 months generating 140 two-way construction worker vehicle movements per day and 66 two-way HGV movements per day. However it is our understanding that construction is yet to begin on-site.
- 16.8.10 To ensure a worst case for assessment, it has been assumed that construction of the Harbour facilities will take place during the peak month of construction associated with the Net Zero Teesside Project. (a Carbon Capture, Utilisation and Storage (CCUS) project, based in the North East of England)
- 16.8.11 Table 16A-36 below summarises the estimated trip generation associated with the development for the AM and PM network peak periods.

**Table 16A-36: York Potash Harbour Facilities Order Two-Way Vehicle Flows**

Hour Beginning	A1085 / West Coatham Lane / Site Access (MCC 1)	A1085 / A1053 (MCC 2)	A1053 / A174 / B1380 (MCC 3)
06:00	0	0	0
07:00	7	7	0
08:00	77	77	33
09:00	7	7	0
16:00	7	7	0
17:00	77	77	33
18:00	7	7	0
19:00	0	0	0

- 16.8.12 The Transport Assessment states that once operational, a peak demand of 10 employees would be required on-site at any one time and that the traffic impact associated with the operational phase would therefore be inconsequential.

## Tees Renewable Energy Plant

- 16.8.13 The Tees Renewable Energy Plant to be located within Teesport gained planning consent in July 2009. A review of the documents on the planning portal shows that no Transport Assessment was submitted as part of the planning application for the Tees Renewable Energy Plant. However, a review of the Transport Chapter states that the plant is anticipated to generate a maximum of 150 two-way vehicle movements per day once operational and therefore the impact of this additional traffic is considered to be insignificant. As such, any development traffic associated with this



development would be incorporated within background growth applied to the 2019 baseline flows.

## Combined Committed Development Flows

16.8.14 The total committed development flows for the key junctions within the study area for the 2024 AM and PM peak periods is shown in Table 16A-37.

**Table 16A-37: 2024 Total Committed Development Two-Way Flows**

Hour Beginning	A1085 / West Coatham Lane / Site Access (MCC 1)	A1085 / A1053 (MCC 2)	A1053 / A174 / B1380 (MCC 3)
06:00	0	4	1
07:00	7	10	69
08:00	77	108	138
09:00	7	7	59
16:00	7	7	82
17:00	77	98	157
18:00	7	11	64
19:00	0	3	4

## 16.9 Identification of Peak Hours for Assessment

### Identification of Network Peak Hours

16.9.1 In order to identify the peak hour for assessment, it is necessary to combine base plus committed development flows with development flows to determine which hour in the peak periods displays the highest combined flows. An overall network peak hour has therefore been selected based on total traffic arriving at each of the three key junctions as follows:

- MCC 1: A1085 / West Coatham Lane / Site Access Roundabout;
- MCC 2: A1085 / A1053 Roundabout; and
- MCC 3: A1053 / A174 / B1380 Roundabout.

16.9.2 Table 16A-38 to Table 16A-40 below summarise how the peak hour has been selected and identifies hour beginning 08:00 as the AM Peak hour and hour beginning 17:00 as the PM Peak for MCC1 and MCC2. For MCC3 the AM Peak is identified as beginning 08:00 and the PM Peak is identified as beginning 16:00.



**Table 16A-38: Identification of Peak Hours by combined flows at MCC1 (A1085 / West Coatham Lane / Site Access Roundabout)**

Hour Beginning	2019 Base	2024 Base	Committed Development	Construction workers	HGVs	Total
06:00	777	814	0	370	0	1184
07:00	1327	1391	7	278	7	1,683
08:00	1680	1760	77	72	7	1,916
09:00	1244	1304	7	62	8	1,381
16:00	1840	1924	7	72	6	2009
17:00	1790	1872	77	186	6	2141
18:00	909	951	7	391	6	1355
19:00	569	595	0	185	0	780

**Table 16A-39: Identification of Peak Hours by combined flows at MCC2 (A1085 / A1053 Roundabout)**

Hour Beginning	2019 Base	2024 Base	Committed Development	Construction workers	HGVs	Total
06:00	1745	1841	4	276	0	2121
07:00	2843	2999	10	207	7	3223
08:00	3396	3582	108	54	7	3751
09:00	2160	2279	7	44	8	2338
16:00	3241	3412	7	53	6	3478
17:00	3167	3334	98	139	6	3577
18:00	1826	1922	11	290	6	2229
19:00	1035	1090	3	139	0	1232

**Table 16A-40: Identification of Peak Hours by combined flows at MCC3 (A1085 / A174 / B1380 Roundabout)**

Hour Beginning	2019 Base	2024 Base	Committed Development	Construction workers	HGVs	Total
06:00	2280	2405	1	19	0	2425
07:00	4803	5067	69	14	4	5154
08:00	5083	5362	138	3	4	5507
09:00	3180	3355	59	3	4	3421
16:00	5217	5492	82	3	3	5580
17:00	4879	5137	157	10	3	5307
18:00	3017	3176	64	21	3	3264
19:00	1736	1828	4	10	0	1842

## Assessment Years

16.9.3 The following assessment scenarios are considered within the Transport Assessment:

- 2019 Baseline;
- 2024 Baseline plus Committed Development; and
- 2024 Baseline plus Committed Development plus Proposed Development.

## 16.10 Junction Impact Assessment

### MCC1: A1085 / West Coatham Lane / Site Access Roundabout

16.10.1 The A1085 / West Coatham Lane / Site Access roundabout is a five-arm roundabout on the A1085 Trunk Road with a sixth arm that will be utilised for York Potash Harbour facilities committed development. All traffic to and from the site will utilise this junction.

16.10.2 Table 16A-41 to Table 16A-43 show how the percentage impact of each link of the roundabout has been calculated for the AM Peak of 08:00-09:00 and Table 16A-44 to Table 16A-46 show the same for the PM Peak of 17:00-18:00.

**Table 16A-41: Base traffic at MCC1: A1085 / West Coatham Lane / Site Access Roundabout in the AM Peak**

Link	2019 Base (08:00-09:00)				2024 Base (TEMPRO Version 7.2) (08:00-09:00)			
	All vehicles		HGVs		All vehicles		HGVs	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Site Entrance	55	19	20	13	58	20	21	14
A1085 East of roundabout	519	625	21	22	544	655	22	23
A1085 West of Roundabout	886	715	48	53	928	749	50	56
West Coatham Lane	201	307	18	15	211	322	19	16
Road to Wilton	17	12	2	6	18	13	2	6

**Table 16A-42: Committed Development Flows at MCC1: A1085 / West Coatham Lane / Site Access Roundabout in the AM Peak (08:00-09:00)**

Link	Tees CCGT				Harbour Facilities				Kirkleatham Lane				Total Committed Development			
	All vehicles		HGVs		All vehicles		HGVs		All Vehicles		HGVs		All vehicles		HGVs	
	Arri vals	Dep artu res	Arri vals	Dep artu res	Arri vals	Dep artu res	Arri vals	Dep artu res	Arri vals	Dep artu res	Arri vals	Dep artu res	Arri vals	Dep artu res	Arri vals	Dep artu res
Site Entrance	0	0	0	0	74	0	4	0	0	0	0	0	74	0	4	0
A1085 East of roundabout	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A1085 West of Roundabout	0	0	0	0	0	74	0	4	0	0	0	0	0	74	0	4
West Coatham Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Road to Wilton	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Table 16A-43: Impact of Proposed Development Traffic on MCC1: A1085 / West Coatham Lane / Site Access Roundabout in the AM Peak (08:00-09:00)**

Link	2024 Base + Committed Development				Construction Traffic				Percentage Increase			
	All vehicles		HGVs		Construction worker vehicles		HGVs		All Vehicles		HGVs	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Site Entrance	132	20	25	14	52	20	4	3	42%	115%	16%	21%
A1085 East of roundabout	544	655	22	23	5	13	0	0	1%	2%	0%	0%
A1085 West of Roundabout	928	823	50	60	15	39	3	4	2%	5%	6%	7%
West Coatham Lane	211	322	19	16	0	0	0	0	0%	0%	0%	0%
Road to Wilton	18	13	2	6	0	0	0	0	0%	0%	0%	0%

16.10.3 The tables above show in the AM Peak at the A1085 / West Coatham Lane / Site Access roundabout there is a modest increase in traffic flows at the site entrance given that it is not a public road, is not used by the public and has a two lane entrance and exit. The large increase in flows at the site entrance is due to the low existing flows. At all other arms of the junction the percentage increase is below 30% and therefore the impact of construction traffic on these arms is considered negligible based on the Guidelines for the Environmental Assessment of Road Traffic (IEMA, 1994).

**Table 16A-44: Base traffic at MCC1: A1085 / West Coatham Lane / Site Access Roundabout in the PM Peak (17:00-18:00).**

Link	2019 Base				2024 Base (TEMPRO Version 7.2)			
	All vehicles		HGVs		All vehicles		HGVs	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Site Entrance	20	34	14	13	21	36	15	14
A1085 East of roundabout	870	410	9	10	910	429	9	10
A1085 West of Roundabout	572	1146	29	36	598	1199	30	38
West Coatham Lane	322	175	16	7	337	183	17	7
Road to Wilton	3	22	0	2	3	23	0	2

**Table 16A-45: Committed Development Flows at MCC1: A1085 / West Coatham Lane / Site Access Roundabout in the PM Peak (17:00-18:00).**

Link	Tees CCGT				Harbour Facilities				Kirkleatham Lane				Total Committed Development			
	All vehicles		HGVs		All vehicles		HGVs		All Vehicles		HGVs		All vehicles		HGVs	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Site Entrance	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0
A1085 East of roundabout	0	0	0	0	74	0	0	0	0	0	0	0	74	0	0	0
A1085 West of Roundabout	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3
West Coatham Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Road to Wilton	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Table 16A-46: Impact of Proposed Development Traffic on MCC1: A1085 / West Coatham Lane / Site Access Roundabout in the PM Peak (17:00-18:00).**

Link	2024 Base + Committed Development				Construction Traffic				Percentage Increase			
	All vehicles		HGVs		Construction worker vehicles		HGVs		All Vehicles		HGVs	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Site Entrance	21	36	18	14	31	155	3	3	162%	439%	17%	21%
A1085 East of roundabout	984	429	9	10	39	8	0	0	4%	2%	0%	0%
A1085 West of Roundabout	598	1202	30	41	116	23	3	3	20%	2%	10%	7%
West Coatham Lane	337	183	17	7	0	0	0	0	0%	0%	0%	0%
Road to Wilton	3	23	0	2	0	0	0	0	0%	0%	0%	0%

16.10.4 The tables above show that in the PM Peak for the A1085 / West Coatham Lane / Site Access roundabout there is a large percentage increase in traffic flows at the site entrance. This is due to the low existing flows. All other arms of the junction have a percentage increase of significantly less than 30% and therefore the impact of construction traffic on these arms is considered negligible based on the Guidelines for the Environmental Assessment of Road Traffic (IEMA, 1994).

### MCC2: A1085 / A1053 Roundabout

16.10.5 The A1085 / A1053 Roundabout is a five-arm roundabout located south-east of the proposed site. Each arm of the roundabout provides a single approach, which then flares to a two-lane entry at the roundabout. The A1053 north of the roundabout leads to the A66 and the A1053 south of the roundabout leads to the A174, both of which can be taken to access the A19.

16.10.6 Table 16A-47 to Table 16A-49 show how the percentage impact of each link of the roundabout has been calculated for the AM Peak of 08:00-09:00 and Table 16A-50 to Table 16A-52 show the same for the PM Peak of 17:00-18:00.

**Table 16A-47: Base traffic at MCC2: A1085 / A1053 Roundabout in the AM Peak (08:00-09:00).**

Link	2019 Base				2024 Base (TEMPRO Version 7.2)			
	All vehicles		HGVs		All vehicles		HGVs	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
A1085 North of roundabout	750	901	57	56	786	944	60	59
Wilton Site Access	224	67	22	19	235	70	23	20
A1053 Greystone road	325	1405	83	51	343	1482	88	54
A1053 Tees Dock Road	1583	602	92	116	1659	631	96	122
A1085 Broadway	513	420	11	23	538	440	12	24



**Table 16A-48: Committed Development Flows at MCC2: A1085 / A1053 Roundabout in the AM Peak (08:00-09:00).**

Link	Tees CCGT				Harbour Facilities				Kirkleatham Lane				Total Committed Development			
	All vehicles		HGVs		All vehicles		HGVs		All Vehicles		HGVs		All vehicles		HGVs	
	Arri vals	Dep artu res	Arri vals	Dep artu res	Arri vals	Dep artu res	Arri vals	Dep artu res	Arri vals	Dep artu res	Arri vals	Dep artu res	Arri vals	Dep artu res	Arri vals	Dep artu res
A1085 North of roundabout	0	0	0	0	74	3	4	3	0	0	0	0	74	3	4	3
Nilton Site Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A1053 Greystone road	0	0	0	0	0	33	0	0	0	0	0	0	0	33	0	0
A1053 Tees Dock Road	0	0	0	0	3	41	3	4	0	0	0	0	3	41	3	4
A1085 Broadway	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Table 16A-49: Impact of Proposed Development Traffic on MCC2: A1085 / A1053 Roundabout in the AM Peak (08:00-09:00).**

Link	2024 Base + Committed Development				Construction Traffic				Percentage Increase			
	All vehicles		HGVs		Construction worker vehicles		HGVs		All Vehicles		HGVs	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
A1085 North of roundabout	860	947	64	62	39	15	4	3	5%	2%	6%	5%
Nilton Site Access	235	70	23	20	0	0	0	0	0%	0%	0%	0%
A1053 Greystone road	343	1515	88	54	1	3	2	2	1%	0%	2%	4%
A1053 Tees Dock Road	1662	672	99	126	10	26	1	2	1%	4%	1%	2%
A1085 Broadway	538	440	12	24	4	10	0	0	1%	2%	0%	0%

16.10.7 The table above shows that in the AM Peak at the A1085 / A1053 roundabout there are no significant increases in traffic flow on any of the arms therefore the impact of construction traffic is considered negligible based on the Guidelines for the Environmental Assessment of Road Traffic (IEMA, 1994) . The maximum increase is 5% on the A1085 north of the roundabout.

**Table 16A-50: Base traffic at MCC2: A1085 / A1053 in the PM Peak (17:00-18:00).**

Link	2019 Base				2024 Base (TEMPRO Version 7.2)			
	All vehicles		HGVs		All vehicles		HGVs	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
A1085 North of roundabout	1179	605	38	38	1233	633	40	40
Nilton Site Access	288	107	10	14	301	112	10	15
A1053 Greystone road	824	512	56	33	868	539	59	35
A1053 Tees Dock Road	595	1541	65	69	622	1612	68	72
A1085 Broadway	282	403	7	22	295	421	7	23

**Table 16A-51: Committed Development Flows at MCC2: A1085 / A1053 Roundabout in the PM Peak (17:00-18:00).**

Link	Tees CCGT				Harbour Facilities				Kirkleatham Lane				Total Committed Development			
	All vehicles		HGVs		All vehicles		HGVs		All Vehicles		HGVs		All vehicles		HGVs	
	Arri vals	Dep artu res	Arri vals	Dep artu res	Arri vals	Dep artu res	Arri vals	Dep artu res	Arri vals	Dep artu res	Arri vals	Dep artu res	Arri vals	Dep artu res	Arri vals	Dep artu res
A1085 North of roundabout	4	0	0	0	3	74	3	4	0	0	0	0	7	74	3	4
Nilton Site Access	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
A1053 Greystone road	0	22	0	0	33	0	0	0	0	0	0	0	33	22	0	0
A1053 Tees Dock Road	10	0	0	0	41	3	4	3	0	0	0	0	51	3	4	3
A1085 Broadway	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0

**Table 16A-52: Impact of Proposed Development Traffic on MCC2: A1085 / A1053 Roundabout in the PM Peak (17:00-18:00).**

Link	2024 Base + Committed Development				Construction Traffic				Percentage Increase			
	All vehicles		HGVs		Construction worker vehicles		HGVs		All Vehicles		HGVs	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
A1085 North of roundabout	1240	707	43	44	23	116	3	3	2%	17%	7%	7%
Nilton Site Access	302	112	10	15	0	0	0	0	0%	0%	0%	0%
A1053 Greystone road	901	561	59	35	8	2	2	2	1%	1%	3%	6%
A1053 Tees Dock Road	673	1615	72	75	77	15	1	1	12%	1%	1%	1%
A1085 Broadway	302	421	7	23	31	6			10%	1%	0%	0%

16.10.8 The table above shows that for the A1085 / A1053 roundabout in the PM Peak there are no significant increases in traffic flow on any of the arms therefore the impact of construction traffic is considered negligible based on the Guidelines for the Environmental Assessment of Road Traffic (IEMA, 1994). The maximum increase is 17% on the A1085 arm.

### MCC3 A1053 / A174 / B1380 Roundabout

16.10.9 The A174 / A1053 roundabout is a four-arm roundabout south of the A1085 / A1053 roundabout. Each arm of the roundabout provides a single approach, which then flares to a two-lane entry at the roundabout. The A174 westbound leads to the A19. Table 16A-53 to Table 16A-55 show how the percentage impact of each link of the roundabout has been calculated for the AM Peak of 08:00-09:00 and Table 16A-56 to Table 16A-58 show the same for the PM Peak of 16:00-17:00.

**Table 16A-53: Base traffic at MCC3: A1053 / A174 Roundabout in the AM Peak (08:00-09:00).**

Link	2019 Base				2024 Base (TEMPRO Version 7.2)			
	All vehicles		HGVs		All vehicles		HGVs	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
A1053 Greystone road	1405	349	51	83	1482	368	54	88
A174 East	1672	2429	72	46	1764	2562	76	49
A174 West	1428	1840	23	82	1506	1941	24	87
B1380 High Street	578	465	77	12	606	487	81	13

**Table 16A-54: Committed Development Flows at MCC3: A1053 / A174 Roundabout in the AM Peak (08:00-09:00).**

Link	Tees CCGT				Harbour Facilities				Kirkleatham Lane				Total Committed Development			
	All vehicles		HGVs		All vehicles		HGVs		All Vehicles		HGVs		All vehicles		HGVs	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
A1053 Greystone road	0	0	0	0	33	0	0	0	25	10	0	0	58	10	0	0
A174 East	0	0	0	0	0	13	0	0	70	68	0	0	70	81	0	0
A174 West	0	0	0	0	0	0	0	0	0	17	0	0	0	17	0	0
B1380 High Street	0	0	0	0	0	20	0	0	0	0	0	0	0	20	0	0

**Table 16A-55: Impact of Proposed Development Traffic on MCC3: A1053 / A174 Roundabout in the AM Peak (08:00-09:00).**

Link	2024 Base + Committed Development				Construction Traffic				Percentage Increase			
	All vehicles		HGVs		Construction worker vehicles		HGVs		All Vehicles		HGVs	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
A1053 Greystone road	1540	378	54	88	3	1	2	2	0%	1%	4%	2%
A174 East	1834	2643	76	49	0	0	0	0	0%	0%	0%	0%
A174 West	1506	1958	24	87	0	1	2	2	0%	0%	8%	2%
B1380 High Street	606	507	81	13	1	2	0	0	0%	0%	0%	0%

16.10.10 The table above shows that in the AM Peak at the A1053 / A174 / B1380 roundabout there is no significant increases on traffic flows on any of the arms therefore the impact of construction traffic is considered negligible based on the Guidelines for the Environmental Assessment of Road Traffic (IEMA, 1994) . The maximum increase is 1% on the A1053 Greystone Road arm of the junction.

**Table 16A-56: Base traffic at MCC3: A1053 / A174 in the PM Peak (16:00-17:00).**

Link	2019 Base				2024 Base (TEMPRO Version 7.2)			
	All vehicles		HGVs		All vehicles		HGVs	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
A1053 Greystone road	511	830	58	47	538	874	61	49
A174 East	2236	1953	25	45	2354	2056	26	47
A174 West	1543	1834	22	53	1624	1931	23	56
B1380 High Street	927	600	49	9	970	628	51	9



**Table 16A-57: Committed Development Flows at MCC3: A1053 / A174 Roundabout in the PM Peak (16:00-17:00).**

Link	Tees CCGT				Harbour Facilities				Kirkleatham Lane				Total Committed Development			
	All vehicles		HGVs		All vehicles		HGVs		All Vehicles		HGVs		All vehicles		HGVs	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
A1053 Greyston road	21	30	0	0	0	33	0	0	12	22	0	0	33	85	0	0
A174 East	4	0	0	0	13	0	0	0	81	33	0	0	98	33	0	0
A174 West	3	0	0	0	0	0	0	0	0	38	0	0	3	38	0	0
B1380 High Street	2	0	0	0	20	0	0	0	0	0	0	0	22	0	0	0

**Table 16A-58: Impact of Proposed Development Traffic on MCC3: A1053 / A174 Roundabout in the PM Peak (16:00-17:00).**

Link	2024 Base + Committed Development				Construction Traffic				Percentage Increase			
	All vehicles		HGVs		Construction worker vehicles		HGVs		All Vehicles		HGVs	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
A1053 Greyston road	571	959	61	49	1	3	2	2	1%	1%	3%	4%
A174 East	2452	2089	26	47	0	0	0	0	0%	0%	0%	0%
A174 West	1627	1969	23	56	1	0	2	2	0%	0%	9%	3%
B1380 High Street	992	628	51	9	2	1	0	0	0%	0%	0%	0%

16.10.11 As is shown in the table above, in the PM Peak all arms at the junction show no significant increases in traffic flow and therefore the impact of construction traffic is considered negligible based on the Guidelines for the Environmental Assessment of Road Traffic (IEMA, 1994).

## Summary

16.10.12 The tables above show that the majority of arms at all junctions have less than a 30% increase in traffic flows in the AM and PM peak hours during the peak month of construction. The only arm with an increase of over 30% is the site access arm of the A1085 / West Coatham Lane / Site Access

junction. The high percentage increases at this arm of the junction are due to the low existing traffic flows as there is currently little development in this area. In addition, the construction traffic is only temporary and has been shown for the peak month of construction and operational traffic is expected to be insignificant. Junction improvements would not be feasible for the construction phase only. As the site access road has a low sensitivity and the construction traffic is only temporary the impacts on the junction are expected to be insignificant and therefore no junction modelling is necessary.

### Measures to Minimise Impact of Development

- 16.10.13 A number of mitigation measures have been identified to minimise the impact of development on the surrounding road network during construction.

#### Construction Worker Travel Plan

- 16.10.14 A Travel Plan is a management tool designed to minimise the negative impact of travel and transport on the environment by reducing congestion and improving air quality.

- 16.10.15 The aim of the Construction Worker Travel Plan will be to identify measures and establish procedures to encourage construction workers to adopt modes of transport which reduce reliance on single occupancy private car use. Measures will include promoting car sharing and crew buses.

- 16.10.16 The Framework Construction Worker Travel Plan is provided in Appendix 16B (PEI Report, Volume III).

#### Construction Traffic Management Plan

- 16.10.17 The contractor will be required to prepare a Construction Traffic Management Plan which will identify measures to control the routing and impact that HGVs will have on the local road network during construction. It is proposed that all construction HGVs will be required to arrive and depart the site via the existing entrance located off the A1085 / West Coatham Lane Roundabout. All HGVs associated with the construction of the CCGT power plant will be required to arrive and depart the Site towards the A1053 avoiding Redcar.

- 16.10.18 The Framework Construction Traffic Management Plan is provided in Appendix 16C (PEI Report, Volume III).

## 16.11 Conclusion

- 16.11.1 This Transport Assessment has been prepared to support consultation prior to the submission of a Development Consent Order application for the Proposed Development.

- 16.11.2 Network flows for the study area have been derived from traffic counts undertaken by a specialist traffic count company.

- 16.11.3 Growth rates for the district have been obtained from TEMPRO software. The use of the TEMPRO software is generally recognised as the industry standard tool for determining traffic growth factors to apply to base flows in order to estimate future year traffic flows.

- 16.11.4 Committed developments have been identified in the area and incorporated into the future year analysis.
- 16.11.5 A profile of construction generation throughout the 4 year construction programme has been produced and the peak month identified in Year 2. The typical daily profile within the peak month has been calculated based on experience at other similar sites.
- 16.11.6 The assignment of traffic to the network has taken three forms. Firstly, HGV traffic has been assigned to the most direct route to the strategic network which is the A19. The construction workers assignment has been split into permanent workforce and transient workforce.
- 16.11.7 In order to identify the correct time period for junction capacity assessment, base flows were combined with committed development flows and construction development flows to determine which hour in the peak periods displayed the highest combined flows. This identified the peak hours for assessment to be 08:00-09:00 for all junctions and 16:00-17:00 or 17:00-18:00 depending on the junction.
- 16.11.8 Three key junctions have been assessed in the AM and PM peak hours for the peak month of construction. For all arms of the key junctions apart from the site access road, the percentage increase in traffic flows and HGV flows is significantly less than the 30% and is expected to have negligible impact. The percentage increase of traffic flows at the site entrance arm of the A1085 / West Coatham Lane / Site Access roundabout has a large percentage increase in traffic flows due to the low existing traffic flows as there is currently very little development in the area. As the construction traffic is only temporary and the access road is not sensitive it is not expected that the increase in traffic will have a detrimental effect.
- 16.11.9 In summary it is concluded that the traffic and transportation impacts associated with the Proposed Development are temporary and relatively minor particularly when construction mitigation measures are implemented and will therefore not result in severe highway capacity or safety problems.

# Annex 16A.0: TA Scoping and Responses

# Net Zero Teeside Project

Transport Assessment Scoping Report

OGCI Climate Investments Holdings LLP

January 2020

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## 1. Introduction

AECOM has been commissioned by OGCI Climate Investments Holdings LLP to prepare a Transport Assessment in relation to a proposed application for a 2,100 MW combined cycle gas turbine (CCGT) generating station in Redcar, Teesside.

There are two possible site locations for the CCGT. These are summarised in Sections 1.1 and 1.2 below.

This scoping study sets out the methodology it is proposed to adopt within the Transport Assessment and has been prepared to seek the agreement of Redcar & Cleveland Borough Council, Stockton-on-Tees Borough Council and Highways England.

## 1.1 STDC Site Location

The first location for the proposed development will be constructed largely within the boundary of the former Sahaviriya Steel Industries UK Ltd (SSI) steelworks site, although it will also include a gas supply pipeline connection to the National Transmission System, CO<sub>2</sub> gathering network pipeline corridors and electrical connection corridors outside the SSI site. The site location is shown in Figure 1.

**Figure 1. Site Location Plan – STDC Site**



The proposed development is classed as a nationally significant infrastructure project and therefore will be subject of a Development Consent Order (DCO). The earliest start date for the construction of the proposed development is Q3 2022 with the construction programme due to last 48 months.

Natural gas will be used as the sole fuel for operation of the CCGT and will be supplied via a tie-in to the high pressure gas transmission network in the area. It is currently anticipated that this will be at the feeder from the Central Area Transmission System gas processing terminal to the north of the River Tees, approximately 3.7 km

west of the SSI site. An Above Ground Installation will be required at the connection point to the transmission system. The route corridor being considered for connection to the high-pressure transmission system is shown in Appendix A. It is anticipated that construction of the gas pipeline will last round 12 months.

In addition to the gas pipeline, a CO<sub>2</sub> gathering network pipeline will be constructed to allow for the capture of CO<sub>2</sub> generated by a number of industrial sources on Teesside. The route corridors being considered for the CO<sub>2</sub> gathering network pipeline are shown in Appendix A. It is anticipated that construction of the CO<sub>2</sub> gathering network pipeline and collection works will last around 24 months (12 months each).

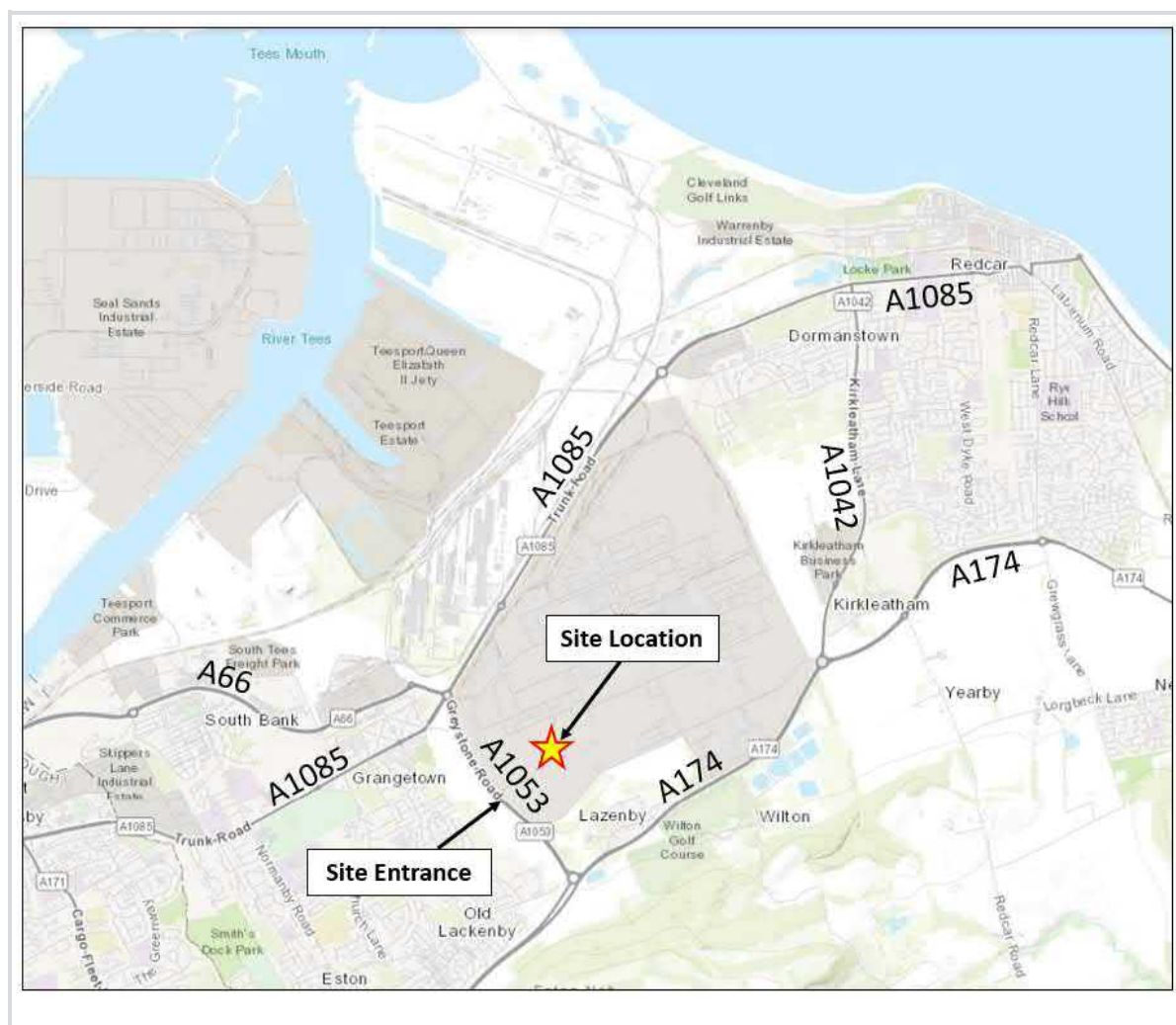
For a development of this scale, the assessment years for the Transport Assessment would generally be peak of construction and during operation. However given the proposed build programme is flexible and that uncertainty exists as to when the CCGT would be built out, this presents challenges as to what is a 'realistic' worst case scenario that can be used as the basis of assessment.

Following detailed discussions with the applicant, it was agreed that a single phase build lasting 48 months, starting in Q3 2022 and ending Q2 2026 is considered to be the 'realistic' worst-case scenario for assessment purposes.

## 1.2 Wilton Site Location

The second potential site is on the previously approved Tees Combined Cycle Power Plant Project site, on land at the Wilton International Site, Teesside (see Figure 2). This new project would replace the previous one with a slightly larger CCGT.

**Figure 2. Site Location Plan – Wilton Site**



The Wilton Site also already has planning consent for the Tees Combined Cycle Power Plant Project. This comprised a natural gas fired Combined Cycle Gas Turbine (CCGT) generating station with an output capacity of

up to 1,700 MWe. The station included up to two gas turbine units, two steam turbine units, ancillary plant and equipment located.

The Wilton site is located within the wider Wilton International Site, which is made up of around 800 hectares of development land with deemed planning permission for heavy industrial use, brownfield land and light industrial land. The surrounding area is highly industrialised with port facilities, oil refineries and chemical works, less than those used in this assessment.

The site is accessed via a left in / left out priority junction on the north side of the 1053 dual carriageway road (Greystone Road), which forms part of the strategic trunk road network. The A1053 connects to the A174 to the south and A66 Tees Dock Road to the north. The A174 provides a link to the A19 to the south which in turn links to the A1(M).

Vehicles wanting to turn right into the site therefore have to undertake a U-turn at the A1053/ A66/A1053 Westgate Roundabout junction to the north, while those wishing to turn right out of the site undertake a U-turn at the A174/A1053/B1300 Greystone Roundabout to the south. The Westgate Roundabout forms one of the main access points into the Wilton International Site.

It is not intended to net off the traffic associated with this previous scheme at this stage, despite the traffic flows for the previous scheme being consented to already. However consideration to the previous consented flows will be given for any junction modelling results.

## 2. Construction Generation

### 2.1 CCGT Construction

The profile of construction workforce over the build period has been benchmarked against other previous CCGT builds of a similar size to the proposed power plant including Pembroke, Willington and Eggborough. Pembroke is a 2000 MW CCGT and commenced operation in 2012. Willington is a 2000 MW CCGT with 400 MW of OCGT and received planning consent in 2014 though is yet to be constructed. Eggborough is a 2500 MW CCGT and received DCO planning consent in 2018 though is yet to be constructed.

The estimated profile of workforce over the construction period for the development of the CCGT is shown below in Table 1 and reveals the peak construction workforce is forecast to occur in Month 20 when 1200 workers are expected on-site. This profile and generation is in line with previous Section 38 / DCO consents.

**Table 1. Profile of Daily Workforce throughout CCGT Construction**

Month of Construction	Daily Workforce in the Month
1	9
2	6
3	27
4	127
5	144
6	169
7	330
8	365
9	392
10	444
11	480
12	512
13	715
14	810
15	880
16	950
17	1010
18	1080
19	1140
20	1200
21	1155
22	1106
23	1060
24	1010
25	960
26	910
27	850
28	810
29	765
30	710
31	660

Month of Construction	Daily Workforce in the Month
32	610
33	550
34	510
35	470
36	440
37	360
38	300
39	270
40	170
41	140
42	102
43	84
44	63
45	50
46	50
47	50
48	50

In relation to traffic generation associated with this level of construction workers, an occupancy rate of 1.35 per vehicle without any management or mitigation measures is a figure generally accepted in the construction industry. While we cannot point to an individual survey that categorically proves the 1.35 figure, its robustness can be confirmed when typical site operation of gangs arriving in crew buses rather than individual private cars is taken into account. Table 2 below sets out several vehicle generation scenarios based on different vehicle occupancy rates.

**Table 2. Construction Worker Car Occupancy Rates**

Total Workers at Peak of Construction	Vehicle Occupancy Rate	No. of Vehicle Arrivals	Two-Way Daily Flow
1,200	1.35	889	1,778
1,200	1.50	800	1,600
1,200	2.00	600	1,200
1,200	2.50	480	960

In relation to traffic generation associated with construction workers, it has been assumed that 80% of workers will travel to site by private car with an average occupancy of 2 workers per vehicle and 20% will travel to site by contractor provided minibuses with an average occupancy of 7 workers per vehicle. This assumption is based on those set out within the Knottingley CCGT Power Station Transport Assessment (June 2013) which gained DCO consent in March 2015 and Eggborough CCGT Power Station which gained DCO consent in September 2018. This is considered a realistic assumption given that the mode of arrival of construction workers can be controlled through travel planning measures and that construction workers would want to minimise their travel expenditure, particularly if having to pay for temporary accommodation. It is proposed that this level of traffic generation can be managed and maintained through Travel Plan measures and the availability of on-site parking spaces.

When this occupancy rate is applied to the workforce associated with CCGT construction at the peak month of construction (Month 20), the following daily car generations on a month-by-month basis result as shown in Table 3 below and equates to an overall vehicle occupancy rate of 2.33 per vehicle (including minibuses).

**Table 3. Generation of Vehicles at Peak of Construction**

Month of Construction	Total Workers	No. of Arriving Cars / Vans @ 2 per Vehicle	No. of Minibuses @ 7 per vehicle	Average Two-Way Daily Flow
20	1200	480	35	1,030

The volume of construction HGVs on the network has been based on previous CCGT build projects and will vary over the course of the construction programme but is expected to peak at up to 80 two-way daily HGV movements (40 in & 40 out) from month 7 to month 28 of construction. During the remainder of the construction period, HGV movements are estimated to be around 40 two-way daily HGV movements.

The total two-way construction vehicle traffic expected over the 48 month construction period is illustrated in **Appendix B** which identifies Month 20 (Q1 2024) to be the peak month of construction with 1,109 daily vehicle movements comprising 1,030 construction worker vehicle movements and 80 HGV movements.

## 2.2 Gas Pipeline Construction

Natural gas will be used as the sole fuel for operation of the CCGT and will be supplied via a tie-in to the high pressure gas transmission network in the area. It is currently anticipated that this will be at the feeder from the Central Area Transmission System gas processing terminal to the north of the River Tees, approximately 3.7 km west of the SSI site. An Above Ground Installation will be required at the connection point to the transmission system.

Construction of the gas pipeline is due to last 12 months however works are not anticipated to overlap with the peak month of construction (Month 20).

The maximum workforce number on the pipeline construction project at any one time during the 12 month build period will be 90 workers per day. It is proposed that workers will arrive at the main construction site entrance before being transferred by minibus to their working area either along the working width of the Gas Pipeline or via the local highway network.

## 2.3 CO<sub>2</sub> Gathering Network Pipeline Construction

Construction of the CO<sub>2</sub> gathering network pipeline is due to last 12 months however works are not anticipated to overlap with the peak month of construction (Month 20).

The maximum workforce number on the pipeline construction project at any one time during the 12 month build period will be 90 workers per day. It is proposed that workers will arrive at the main construction site entrance before being transferred by minibus to their working area either along the working width of the Pipeline or via the local highway network.

## 2.4 Daily Vehicle Profile during the Peak Month

Working hours on major construction sites tend to be long due to pressures of timescales and available light. Therefore, the arrival and departure of workers vehicles tend to be spread over the early and late hours rather than all falling in the traditional network peak hours. In an attempt to quantify this, previous discussions have been held with contractors associated with power station build projects where it was revealed that there is a general tendency for construction workers to travel early for a number of reasons as follows:

- To avoid congestion and delay; and
- To deliver the project to programme.

Based on these discussions a profile of arrivals and departures over the working day has been produced. With construction working hours starting at 0700 it is common for the major proportion of workers to arrive before 0700 to start their shift on time. Table 3 below sets out the percentage of daily inbound and outbound trips on an hour-by-hour basis and calculates the totals for the peak month of construction (Month 20).

**Table 4. Daily Vehicle Profile during Peak Month of Construction**

Hour Beginning	% of Daily Inbound	% of Daily Outbound	Arrivals	Departures
06:00	38%	1%	193	7
07:00	33%	3%	172	15
08:00	11%	3%	58	16
09:00	8%	3%	41	16
16:00	3%	20%	14	102
17:00	4%	23%	18	119
18:00	3%	37%	16	191
19:00	0%	10%	2	52
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>515</b>	<b>515</b>

The daily profile of HGV movement at the peak of construction is shown in Table 5. This profile is based on experience from other CCGT construction sites and shows that the arrival and departure of HGVs from the site will be spread evenly over the day. The profile shows that deliveries will be made between 07:00 and 19:00 hours.

**Table 5. Daily HGV Profile during Peak of Construction**

Hour Beginning	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
HGVs In	4	4	4	3	3	3	3	4	4	4	2	2
HGVs Out	4	4	4	3	3	3	3	4	4	4	2	2

## 2.5 Abnormal Indivisible Loads

A number of abnormal indivisible load (AIL) movements are expected during the construction programme associated with the delivery of large items of plant and equipment. The nearest port to the Proposed Development is Teesport. It is currently unknown the exact number and dimension of AIL's and this will depend on the technology provider. This is unlikely to be known until after the DCO process.

The Highways England document 'Water preferred policy guidelines for the movement of abnormal indivisible loads' published in January 2016, states that it is government policy to avoid road transport as far as possible by using alternative modes, such as water.

Detailed consideration would be given to the appropriate port and AIL routes during detailed design. However, it is a reasonable assumption that all major ports are able to accommodate abnormal loads and that adequate access to the strategic road network is achievable. On this basis, only the route from the strategic network to the Site requires assessment.



## 3. Operation and Decommissioning

### 3.1 Operation

Operational traffic movements will be small given that the proposed development will employ up to 100 staff who will work shifts. Fuel would be delivered by pipeline and other operational and maintenance consumables are likely to be minimal.

During an outage, it could be expected that up to 200 additional staff could be on-site on any one day. However outages are expected to occur infrequently (once every 2-4 years) and are short-lived (approximately 3 months). Therefore, it is considered that the effects of operational traffic would be negligible and a detailed assessment of the operational phase of the development is not proposed within the Transport Assessment.

### 3.2 Decommissioning

The scale of traffic generation associated with decommissioning of the power plant in the year 2051 to 2056 (assuming a 25-30 year operational life) would be significantly less than at the peak of construction. Coupled with the fact that decommissioning is too far in the future to enable a meaningful assessment at this current time it is not proposed to undertake an assessment of decommissioning in the Transport Assessment. It is likely to be covered by a requirement that will need to be discharged before any demolition works can commence.



## 4. Trip Distribution and Assignment

### 4.1 Trip Distribution

Construction of a CCGT is a specialist trade, with a limited number of contractors experienced in this field. With such a large and specialised workforce required for construction, it is likely that much of the workforce will be sourced from beyond the daily commutable catchment area.

Indeed, experience at other similar construction sites has confirmed this and recent Transport Assessments prepared for other large Power Station proposals have allowed for a split of permanent home based site staff and transient staff staying in temporary accommodation. From experience at other power stations, it is considered that around 60% of the construction workforce is likely to be sourced from elsewhere in the UK (and even abroad) and 40% would be permanent home based residents.

The 60% transitory workers will either engage in short term rentals or will reside in B&B's, small hotels, caravan sites or private households, located in the vicinity of the development site. From experience elsewhere on similar types of construction sites, these staff prefer to locate as close to the site as possible to minimise travel time and costs. They also tend to find accommodation in groups and lift share to site (or use contractors' minibuses).

The distribution of the permanent resident construction workforce traffic to the network has been based on a gravity model and the number of those employed in construction in towns and cities within a 45 minute drive time of the site. The catchment area includes the districts of Redcar and Cleveland, Middlesbrough, Stockton-on-Tees, Hartlepool, Darlington, Sunderland and County Durham. Table 5 shows the permanent resident workforce distribution and the number of workers this equates to at the peak month of construction (Month 20).

**Table 6. Permanent Resident Construction Workforce Distribution**

District	Construction Worker Population (2011 Census)	Distance to Centroid (miles)	Weighting Factor (= 1 / d)	Population x Weighting Factor	Percentage Distribution	No. of Permanent Resident Workers (Peak Month of Construction)
Darlington	3,743	22	0.045	170	5%	24
Durham	9,100	32	0.031	284	8%	38
Hartlepool	3,764	22	0.045	171	5%	24
Middlesbrough	4,620	6	0.167	770	22%	106
Redcar & Cleveland	4,976	4	0.250	1244	35%	168
Stockton-on-Tees	7,200	12	0.083	600	17%	82
Sunderland	9,345	35	0.029	267	8%	38

In contrast the distribution of the transitory workforce has been undertaken based on a gravity model and the estimated number of accommodation beds available in the surrounding districts within a 30 minute travelling distance of the site. This information has been obtained from the Visit Britain Accommodation Stock Audit 2016. Table 7 shows the transitory workforce distribution and the number of workers this equates to at the peak month of construction (Month 20).

**Table 7. Transitory Construction Workforce Distribution**

District	No. of Accommodation Beds	Distance to Centroid (miles)	Weighting Factor (= 1 / d)	Population x Weighting Factor	Percentage Distribution	No. of Transient Workers (Peak Month of Construction)
Darlington	3,545	22	0.045	161	13%	94
Hartlepool	946	22	0.045	43	3%	22
Middlesbrough	2,870	6	0.167	478	37%	266
Redcar & Cleveland	1,484	4	0.250	371	29%	209
Stockton-on-Tees	2,711	12	0.083	226	18%	129

## 4.2 Trip Assignment

Five key routes have been identified that are most likely to be taken by construction workers travelling to and from work and are as follows:

- Route 1: Via A66 onto A1085 Trunk Road, Site Access;
- Route 2: Via A1085 Broadway onto A1085 Trunk Road, Site Access;
- Route 3: Via B1380 High Street onto A1053 Greystone Road, A1085 Trunk Road, Site Access;
- Route 4: Via A174 onto A1053 Greystone Road, A1085 Trunk Road, Site Access; and
- Route 5: Via A1085 Trunk Road, Site Access.

The key routes are shown in **Appendix C**.

The assignment of the permanent resident construction workforce to the network is shown in **Appendix D** and is summarised in Table 8.

The assignment of the transitory construction workforce to the network is shown in **Appendix E** and is summarised in Table 9.

**Table 8. Catchment Area and Route Assignment for Permanent Resident Workforce**

Route	Catchment Area	% of Construction Worker Vehicles
<b>Route 1:</b> Via A66 onto A1085 Trunk Road turning left into Site Access	Darlington; Durham; Hartlepool; Middlesbrough; Stockton-on-Tees; Sunderland.	50%
<b>Route 2:</b> Via A1085 Broadway onto A1085 Trunk Road turning left into Site Access	Middlesbrough	17%
<b>Route 3:</b> Via B1380 High Street onto A1053 Greystone Road, A1085 Trunk Road turning left into Site Access	Middlesbrough	7%
<b>Route 4:</b> Via A174 onto A1053 Greystone Road, A1085 Trunk Road turning left into Site Access	Middlesbrough	6%
<b>Route 5:</b> Via A1085 Trunk Road turning right into Site Access	Redcar & Cleveland	20%

**Table 9. Catchment Area and Route Assignment for Transient Workforce**

Route	Catchment Area	% of Construction Worker Vehicles
<b>Route 1:</b> Via A66 onto A1085 Trunk Road turning left into Site Access	Darlington; Hartlepool; Middlesbrough; Stockton-on-Tees.	49%
<b>Route 2:</b> Via A1085 Broadway onto A1085 Trunk Road turning left into Site Access	Middlesbrough	22%
<b>Route 3:</b> Via B1380 High Street onto A1053 Greystone Road, A1085 Trunk Road turning left into Site Access	-	0%
<b>Route 4:</b> Via A174 onto A1053 Greystone Road, A1085 Trunk Road turning left into Site Access	-	0%

Route	Catchment Area	% of Construction Worker Vehicles
<b>Route 5:</b> Via A1085 Trunk Road turning right into Site Access	Redcar & Cleveland	29%

For assessment purposes, it is assumed that all construction HGVs would arrive / depart the site to the west via the A1085 Trunk Road. At the junction with the A66 / A1053, it is assumed that 50% would continue west on the A66 and 50% would head south on the A1053 then west on the A174.

The total construction workforce two-way vehicle generations for the AM and PM peak periods (0600 – 1000 and 1600 – 2000) associated with the proposed development construction during the peak month (Month 20) are provided in **Appendix F**.

## 5. Study Area

### 5.1 Traffic Count Locations

It is proposed that the following links and junctions are included within the Transport Assessment. It is proposed that link counts will be undertaken over a continuous 7-day period and junction counts will be undertaken in the AM and PM Peak periods between 06:00 and 10:00 and 16:00 and 20:00. The proposed traffic count locations are shown in Figures 3 and 4 below.

#### Links:

- ATC 1: A1085 Trunk Road (East of Site Access);
- ATC 2: A1085 Trunk Road (West of Site Access);
- ATC 3: A1042 Kirkleatham Lane;
- ATC 4: A1085 Trunk Road (North East of A1053);
- ATC 5: A1085 Broadway;
- ATC 6: B1380 High Street; and
- ATC 7: A66 (West of A1053).

In addition link counts for the A1053 Greystone Road and the A174 (west of A1053) will be obtained from Highways England's Webtris database.

Based on the indicative route corridors associated with the gas pipeline and CO<sub>2</sub> gathering network, additional ATC counts will be undertaken to the north of the River Tees at the following locations:

- ATC 8: A1046 Port Clarence Road;
- ATC 9: A178 Seaton Carew Road; and
- ATC 10: Unknown Road serving Seal Sands.

#### Junctions:

In April 2019, DCO consent was granted for the Teesside Combined Cycle Power Plant located 6 km south of the Proposed Development with access off the A1053 Greystone Road. A review of the Transport Assessment prepared by Mayer Brown in October 2017 identified junction counts were undertaken at two junctions including the A1085 / A1053 Roundabout and the A1053 / A174 / B1380 Roundabout.

As was agreed with Redcar and Cleveland Borough Council and Highways England for the consented Teesside CCGT Power Station, it is proposed that junction counts will be undertaken at these two junctions plus the A1085 / West Coatham Lane / Site Access Roundabout.

Redcar and Cleveland Borough Council, Stockton-on-Tees Borough Council and Highways England are asked to agree the proposed count locations.

### 5.2 Growth Factors

The anticipated peak traffic generation during the construction period occurs in 2024 on the basis that construction of the Proposed Development begins in Q3 2022. The assessment year for this Transport Assessment where the traffic impact will be greatest will therefore be 2024.

Traffic growth factors for the Redcar and Cleveland District will be obtained from TEMPRO Version 7.2 software. The use of TEMPRO software is generally recognised as the industry standard tool for determining traffic growth factors to apply to base flows in order to estimate future year traffic flows.

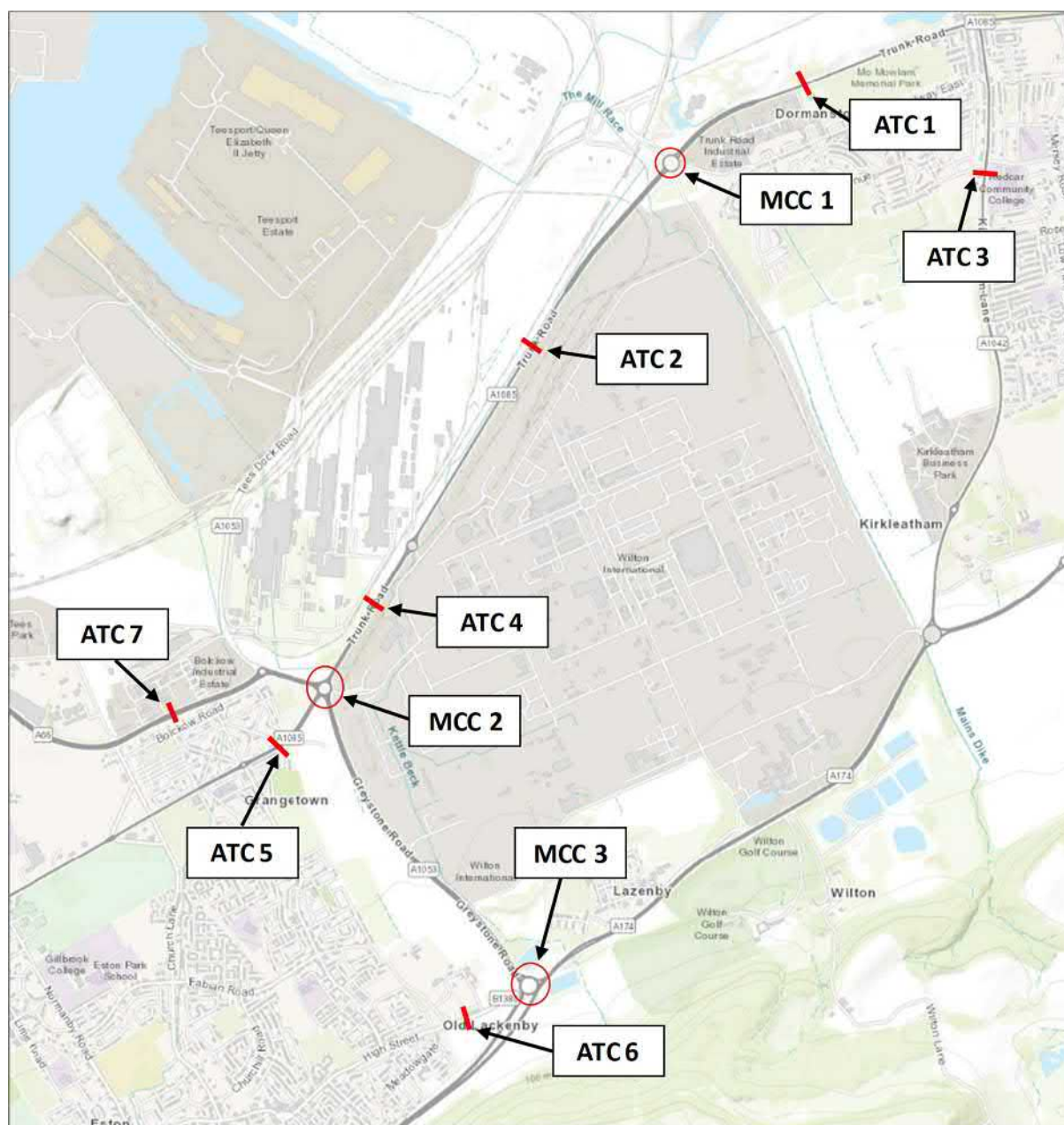
The TEMPRO software provides a local adjustment to the National Trip End Model to provide localised growth factors for geographical areas.

The local growth factors to be applied to the 2019 Base Flows based on a principal road type and a trunk road type within an urban area are shown in Table 9.

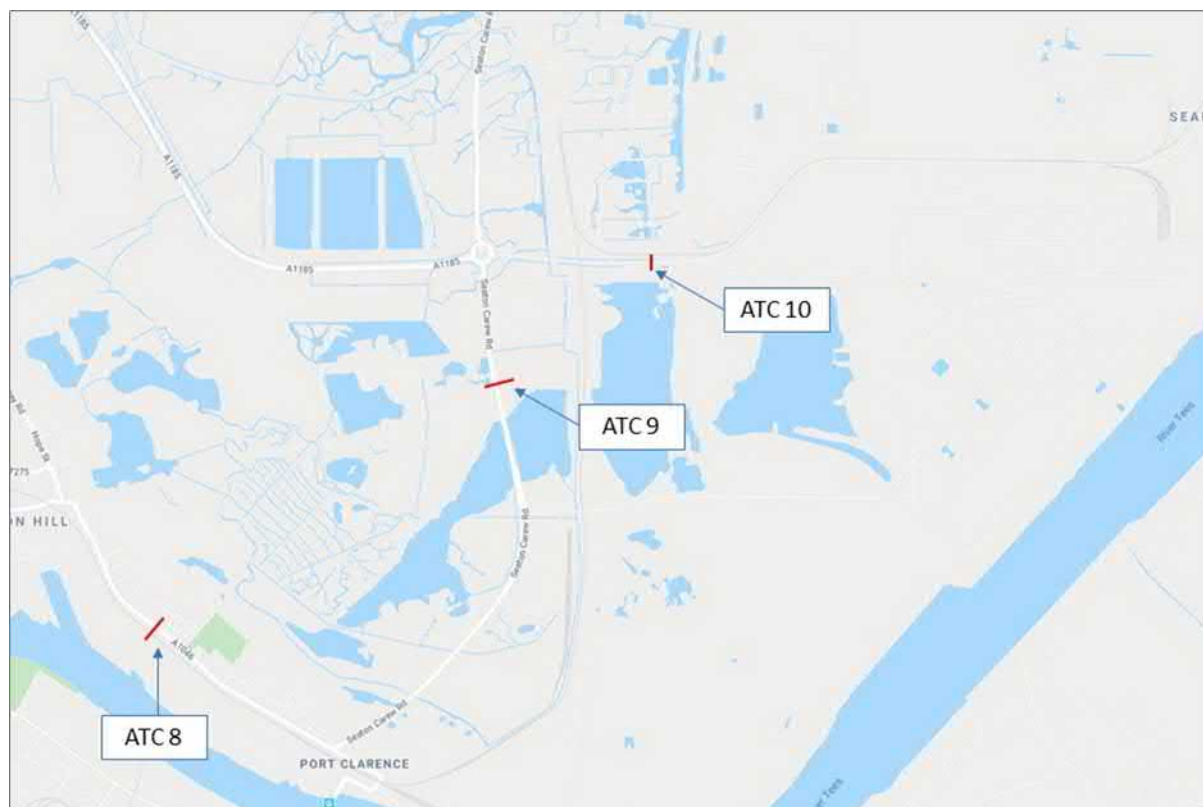
### Table 10. Growth Factors to be applied to Base Flows

Road Type	Year	AM Peak	PM Peak	All Day
Principal	2019-2024	1.0479	1.0459	1.0475
Trunk	2019-2024	1.0549	1.0528	1.0544
Principal	2019-2029	1.0881	1.0852	1.0881
Trunk	2019-2029	1.0992	1.0962	1.0992

### Figure 3. Traffic Count Locations



#### Figure 4. Traffic Count Locations



### 5.3 Road Safety

A road safety assessment will be undertaken in order to identify existing issues that may be affected by the Proposed Development.

Personal Injury Accident Data (PIA) will be obtained from CrashMap over a period of five years for the study area shown in Figure 5.



Figure 5. Accident Study Area



## 6. Committed Development

The only committed developments of note located within the vicinity of the site to take account of within the Transport Assessment are as follows:

- 1,700 MW gas-fired CCGT generating station on Wilton International Complex, Redcar
- The York Potash Harbour Facilities Order, Redcar;
- Tees Renewable Energy Plant, Teesport; and
- 550 Residential Unit Development, Kirkleatham Lane, Redcar.

We are unaware of any other committed developments within the study area.



## 7. Identification of Peak Hours for Assessment

In order to identify the peak hour for assessment, it is necessary to combine base plus committed development flows with development flows to determine which hour in the peak periods displays the highest combined flows.

Total flows into each of the three key junctions listed below will be calculated to determine the AM and PM Peak hours for assessment.

- MCC 1: A1085 / West Coatham Lane / Site Access Roundabout;
- MCC 2: A1085 / A1053 Roundabout; and
- MCC 3: A1053 / A174 / B1380 Roundabout.

## 8. Summary

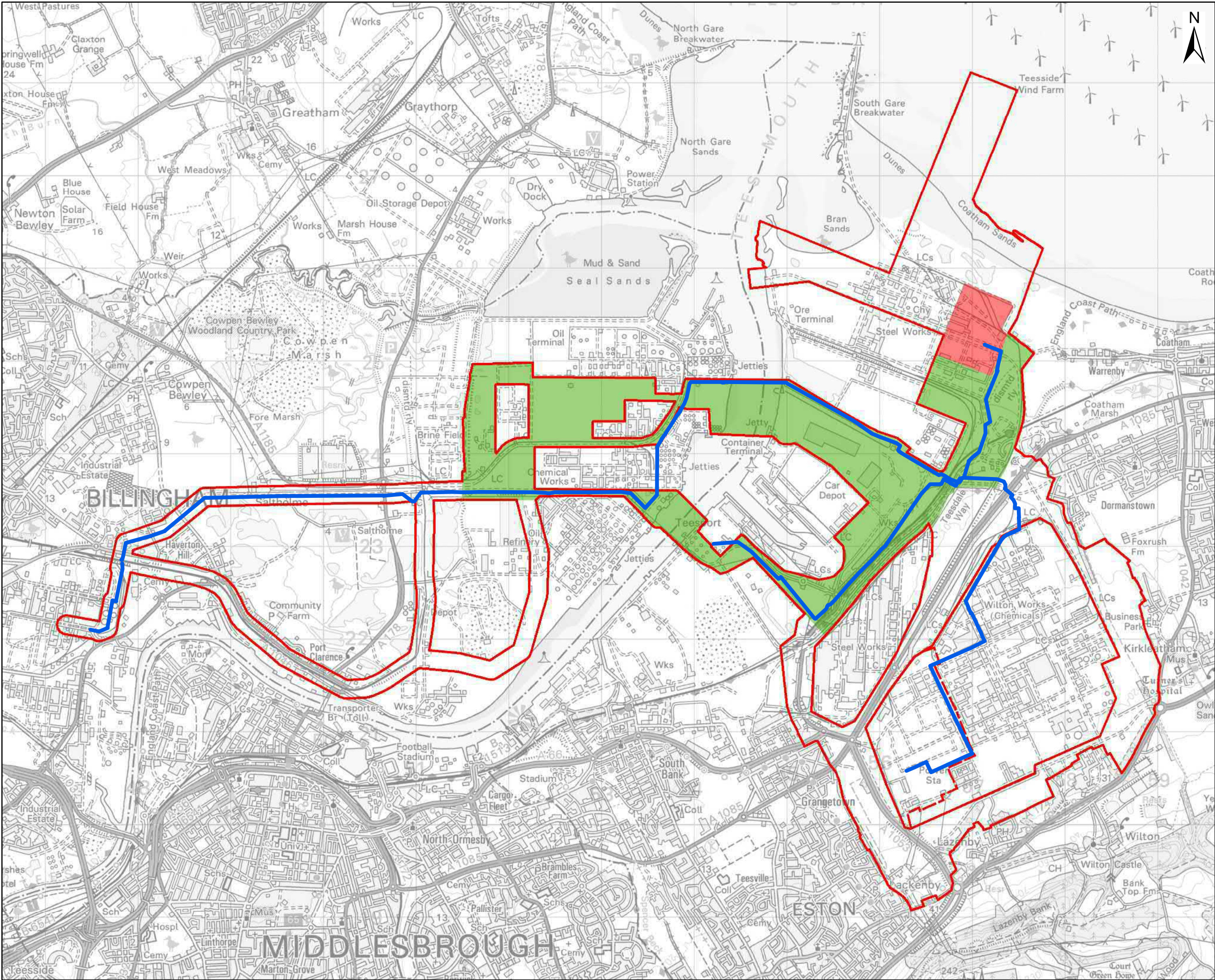
A Transport Assessment will be prepared to support the DCO Application in addition to the ES Transport Chapter.

Redcar & Cleveland Borough Council, Stockton-on-Tees Borough Council and Highways England are asked to agree:

- The calculated trip generations;
- The trip distribution and assignment to the network;
- The study area;
- The approach to traffic growth;
- Committed developments;
- The road safety assessment methodology; and
- The identification of the AM and PM peak hours for assessment.
- Thresholds for junction modelling

## Appendix A – Pipeline Corridors Route Plan





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**Project Title:**

**TEESSIDE CLUSTER  
CARBON CAPTURE &  
USAGE PROJECT**

**Client:**

**OGCI CLIMATE  
INVESTMENTS  
HOLDINGS LLP**

**Location Inset:**



**LEGEND**

**Copyright:**

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Ordnance Survey 0100031673  
Projection: British National Grid

**AECOM Internal Project No:**

60559231

**Drawing Title:**

**CO2 GATHERING  
NETWORK**

**Scale at A3:**

**Drawing No:**

N / A

**Rev:**

01

**Drawn: Chk'd: App'd: Date:**

RT

RT

RL

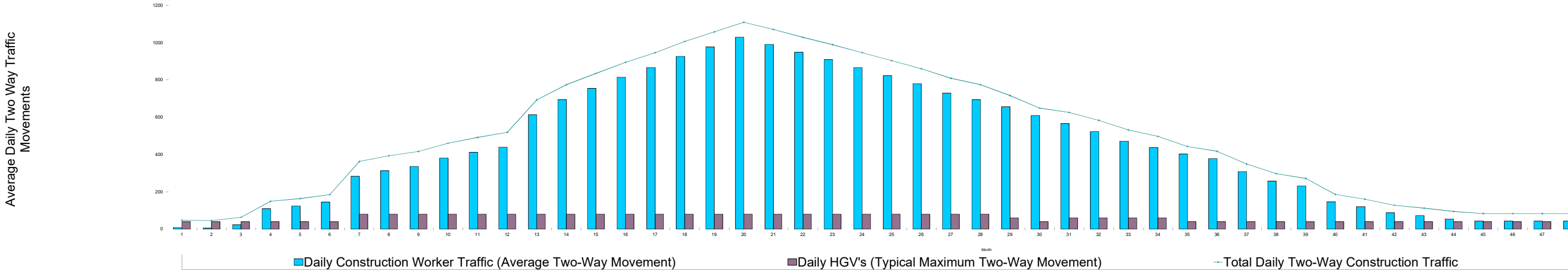
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## Appendix B – Profile of Construction Traffic

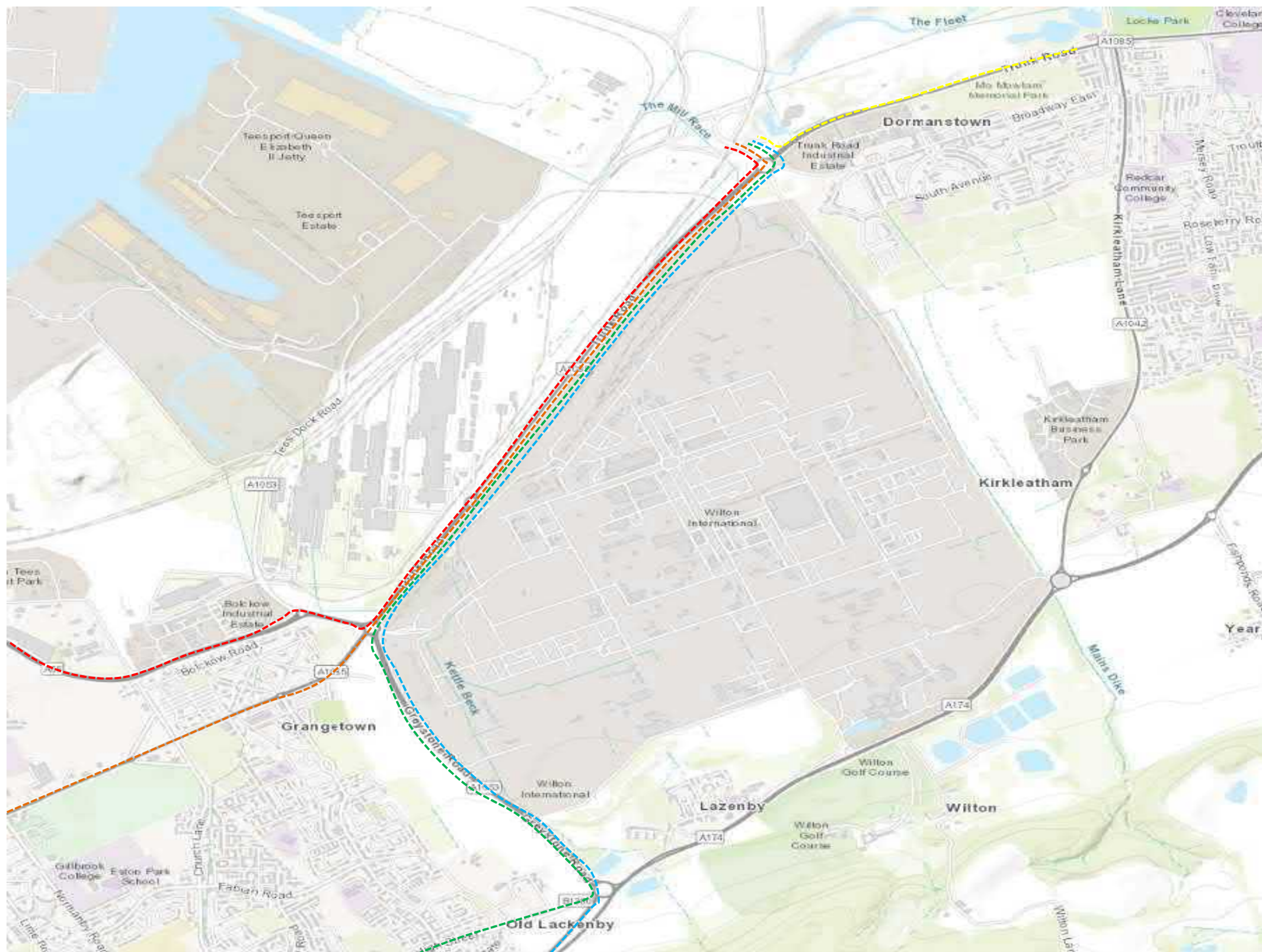
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TEESSIDE CCGT POWER STATION: PROFILE OF CONSTRUCTION TRAFFIC (TWO-WAY TRIPS)




## Appendix C – Key Construction Worker Routes Plan



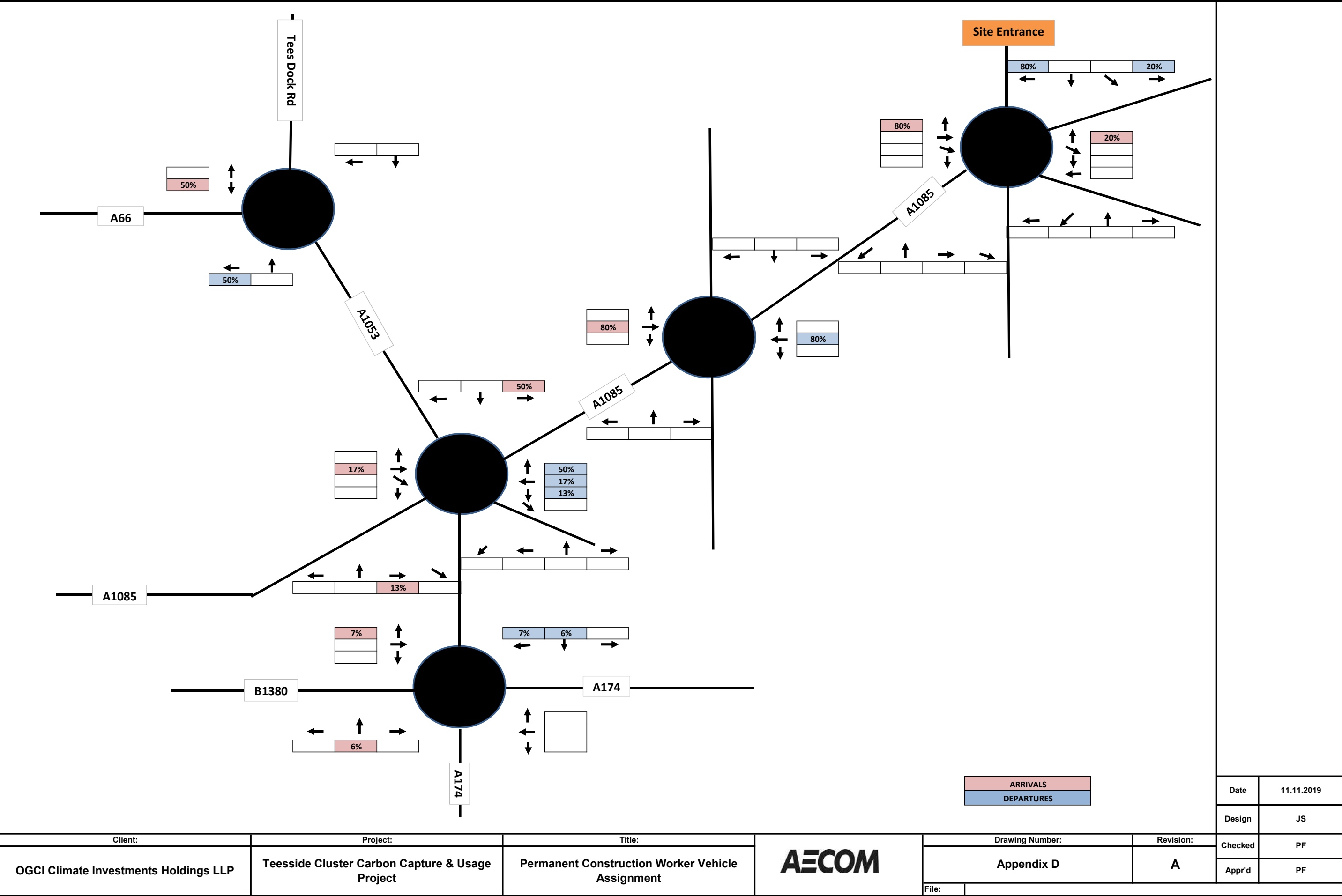
- Route 1
- Route 2
- Route 3
- Route 4
- Route 5

Date	11.11.2019
Design	JS
Checked	PF
App'd	PF

Client:	Project:	Title:		Drawing Number:	Revision:	Checked	PF	
OGCI Climate Investments Holdings LLP	Teesside Cluster Carbon Capture & Usage Project	Key Construction Worker Routes		Appendix C	A	Appr'd	PF	
				File:				

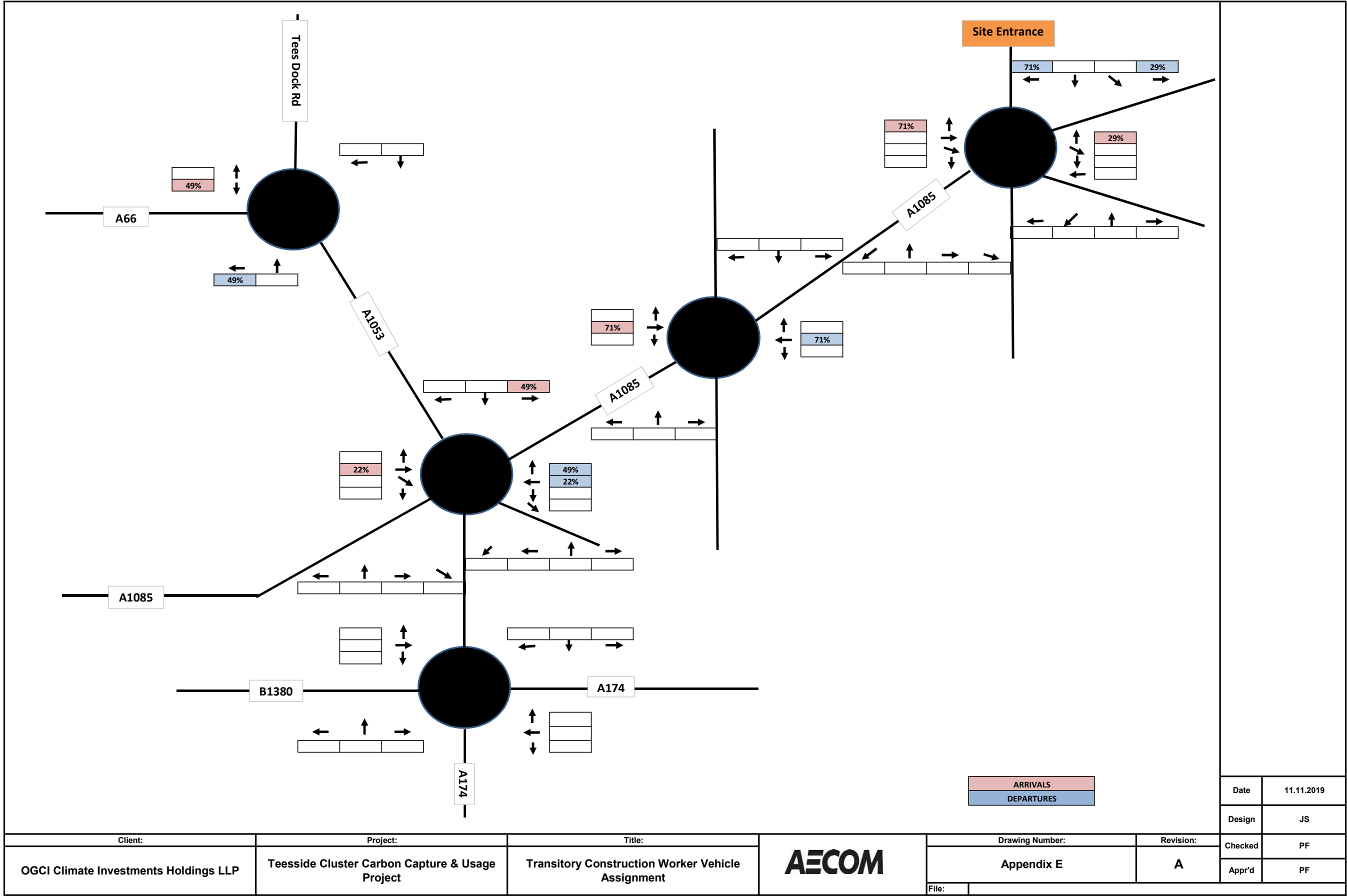


## **Appendix D – Permanent Construction Worker Vehicle Assignment**



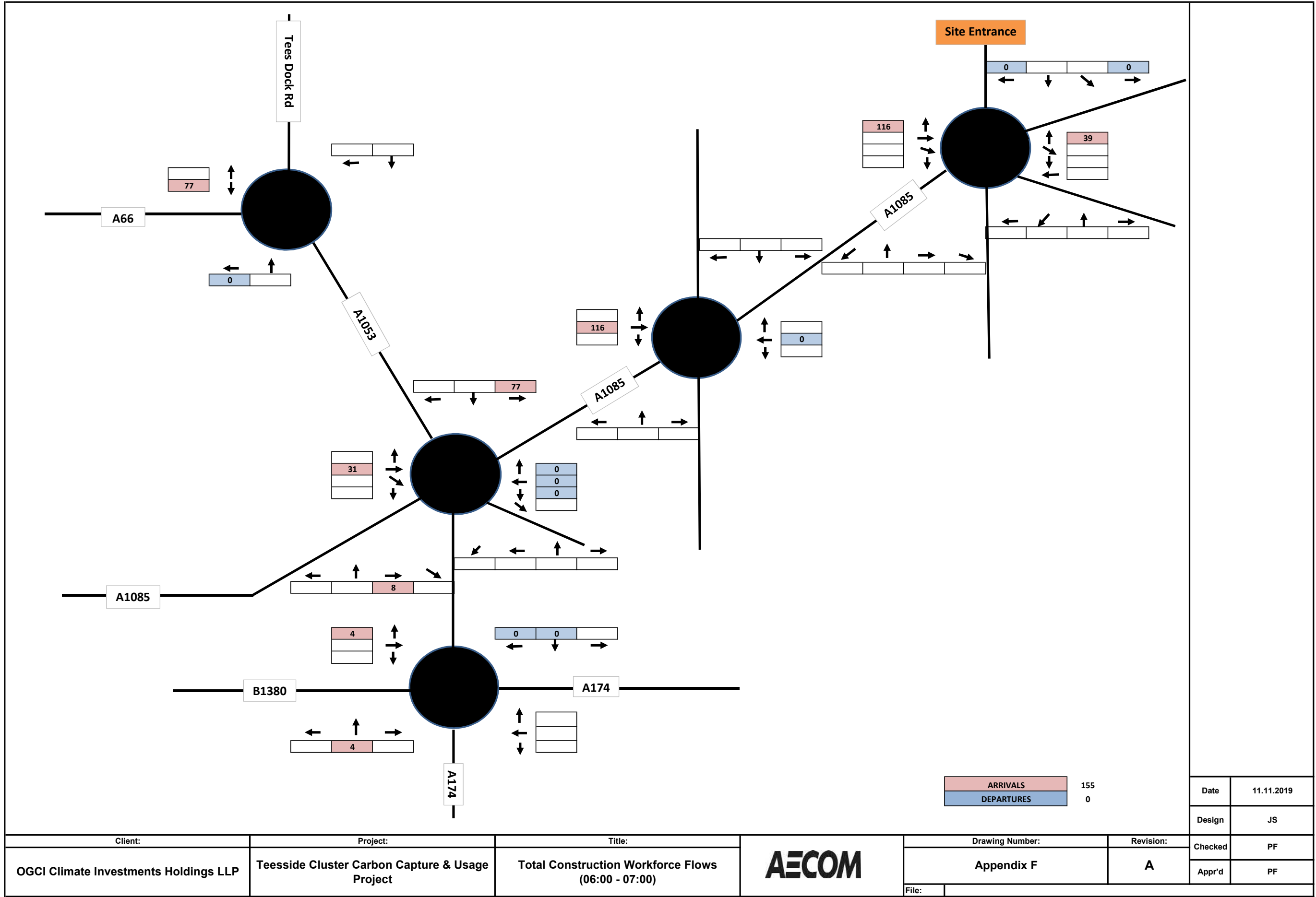
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OGCI Climate Investments Holdings LLP		Teesside Cluster Carbon Capture & Usage Project		Permanent Construction Worker Vehicle Assignment		Appendix D		A		Design	JS
										Checked	PF
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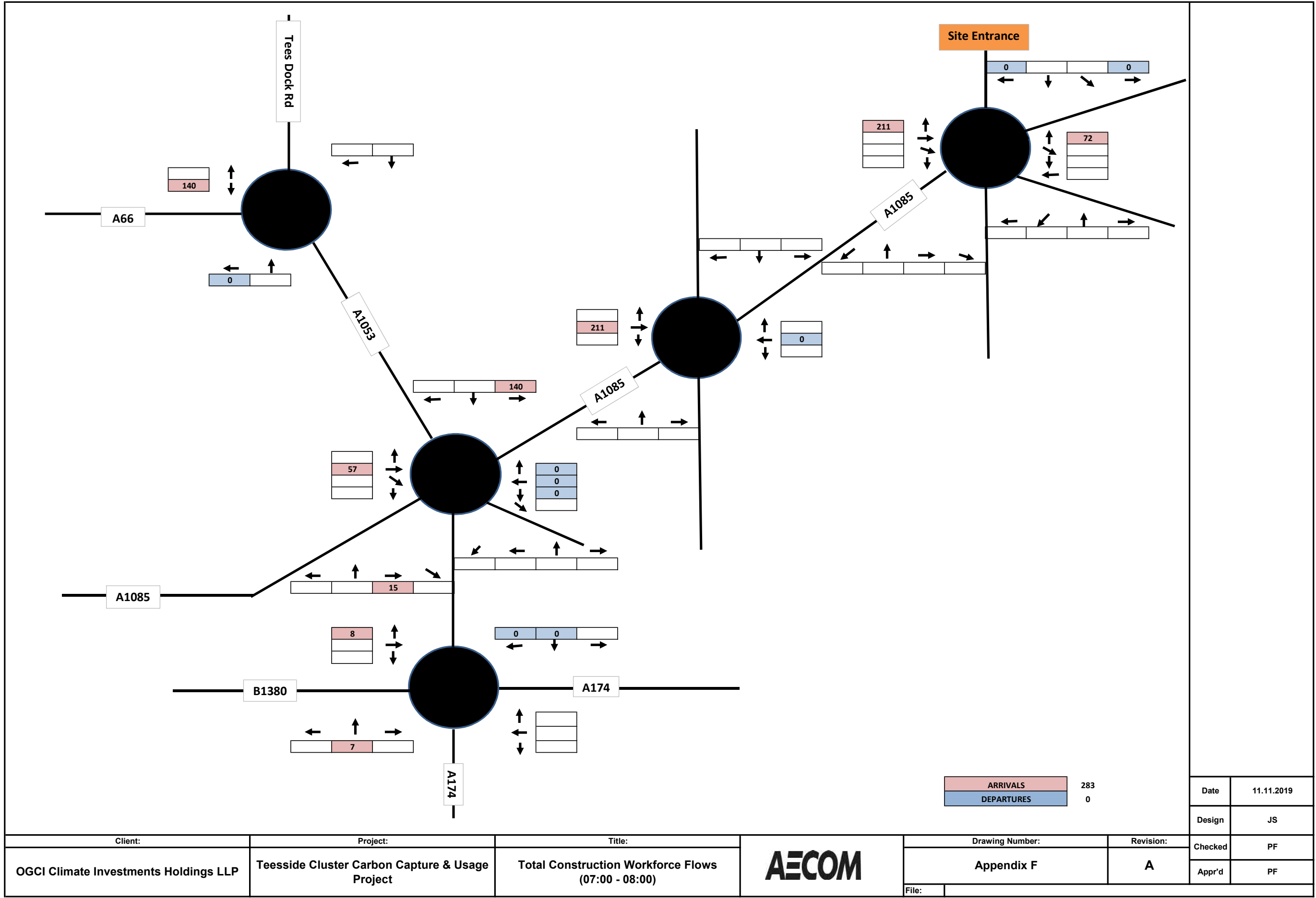
## Appendix E – Transitory Worker Vehicle Assignment

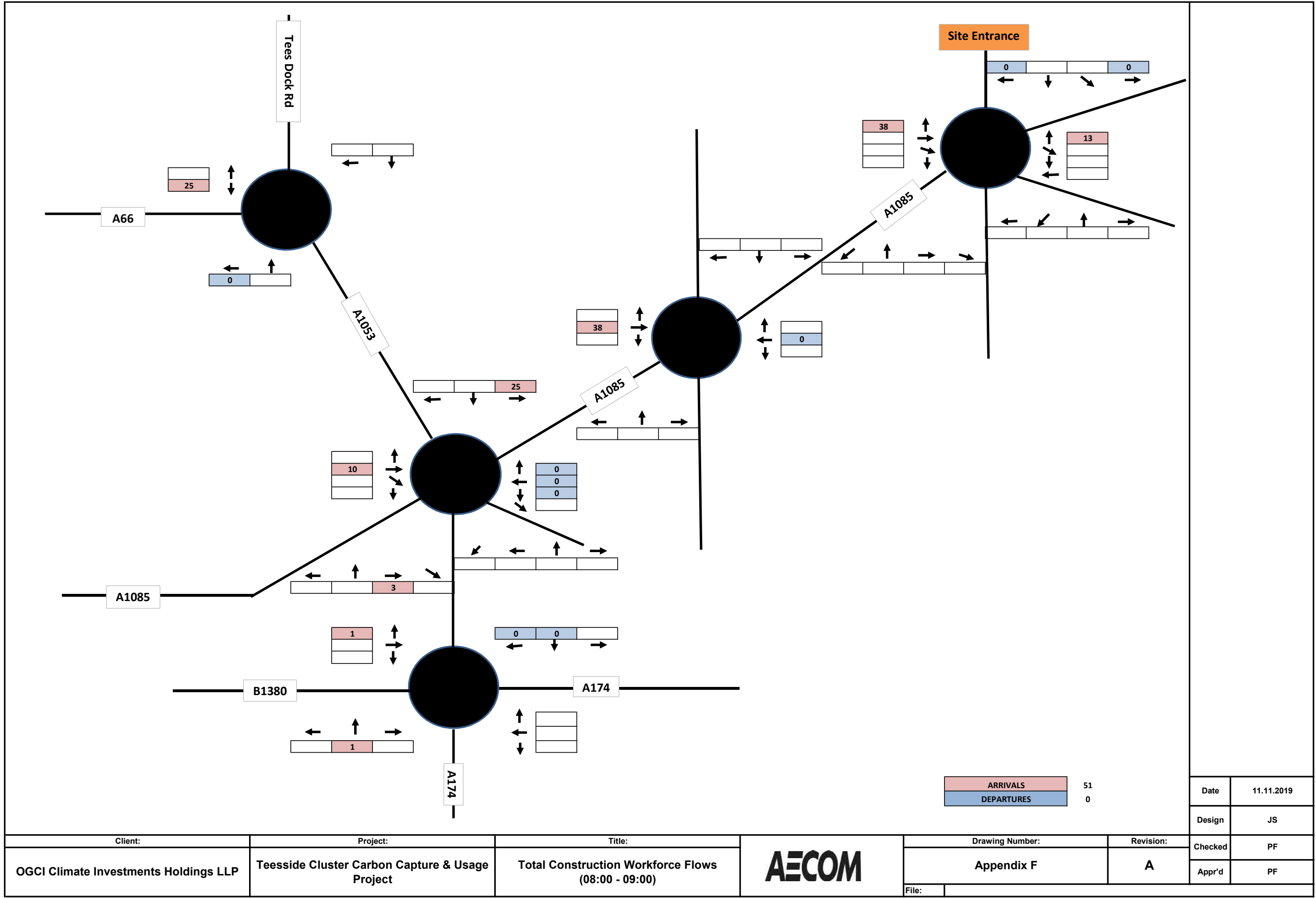


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OGCI Climate Investments Holdings LLP		Teesside Cluster Carbon Capture & Usage Project		Transitory Construction Worker Vehicle Assignment		Appendix E		A		Design	JS
										Checked	PF
										App'd	PF

## Appendix F – Construction Workforce Vehicle Flows





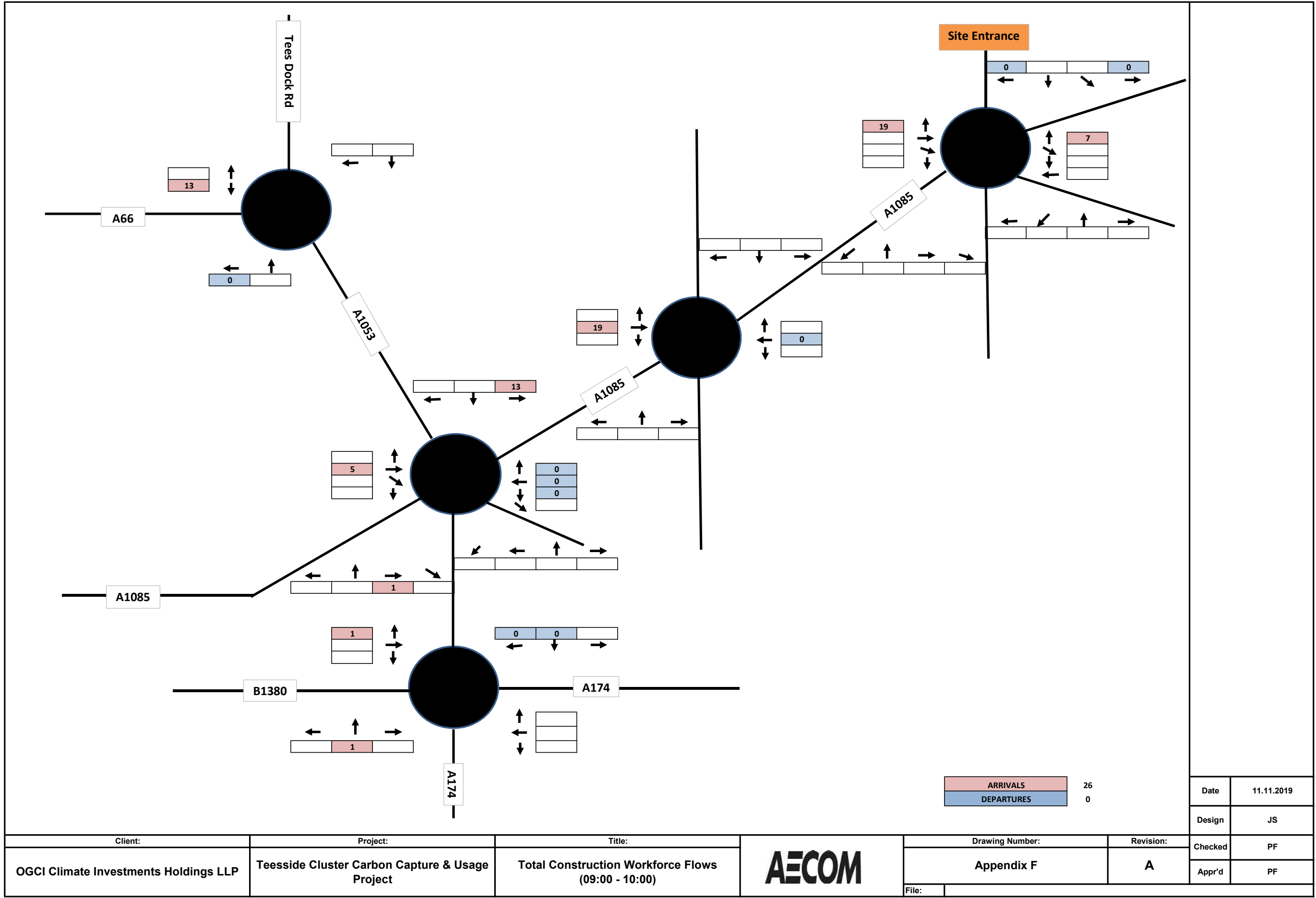


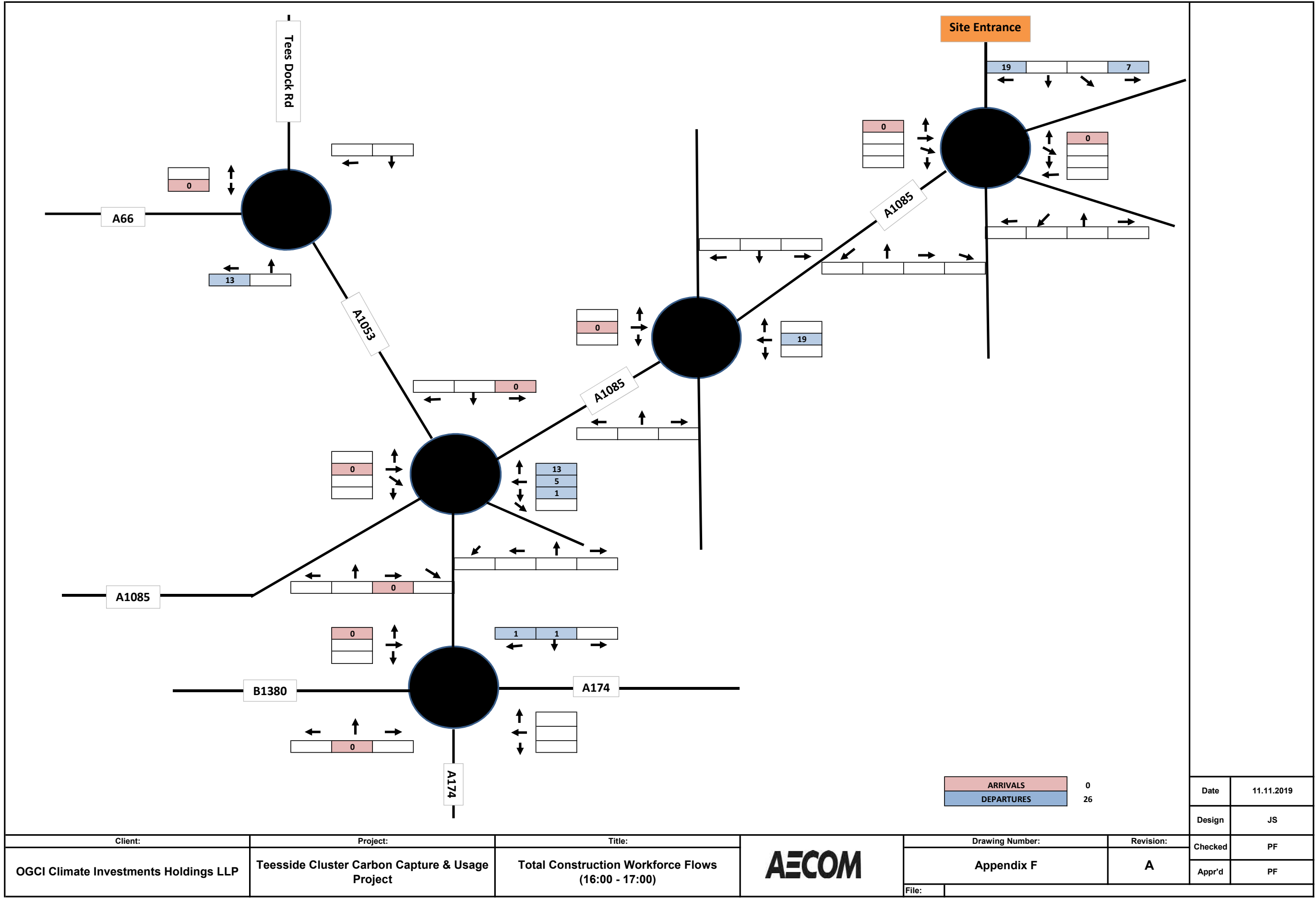
Date	11.11.2019
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Appr'd	PF

Client:	Project:	Title:	AECOM
OGCI Climate Investments Holdings LLP	Teesside Cluster Carbon Capture & Usage Project	Total Construction Workforce Flows (08:00 - 09:00)	

Drawing Number:	Revision:
Appendix F	A
File:	



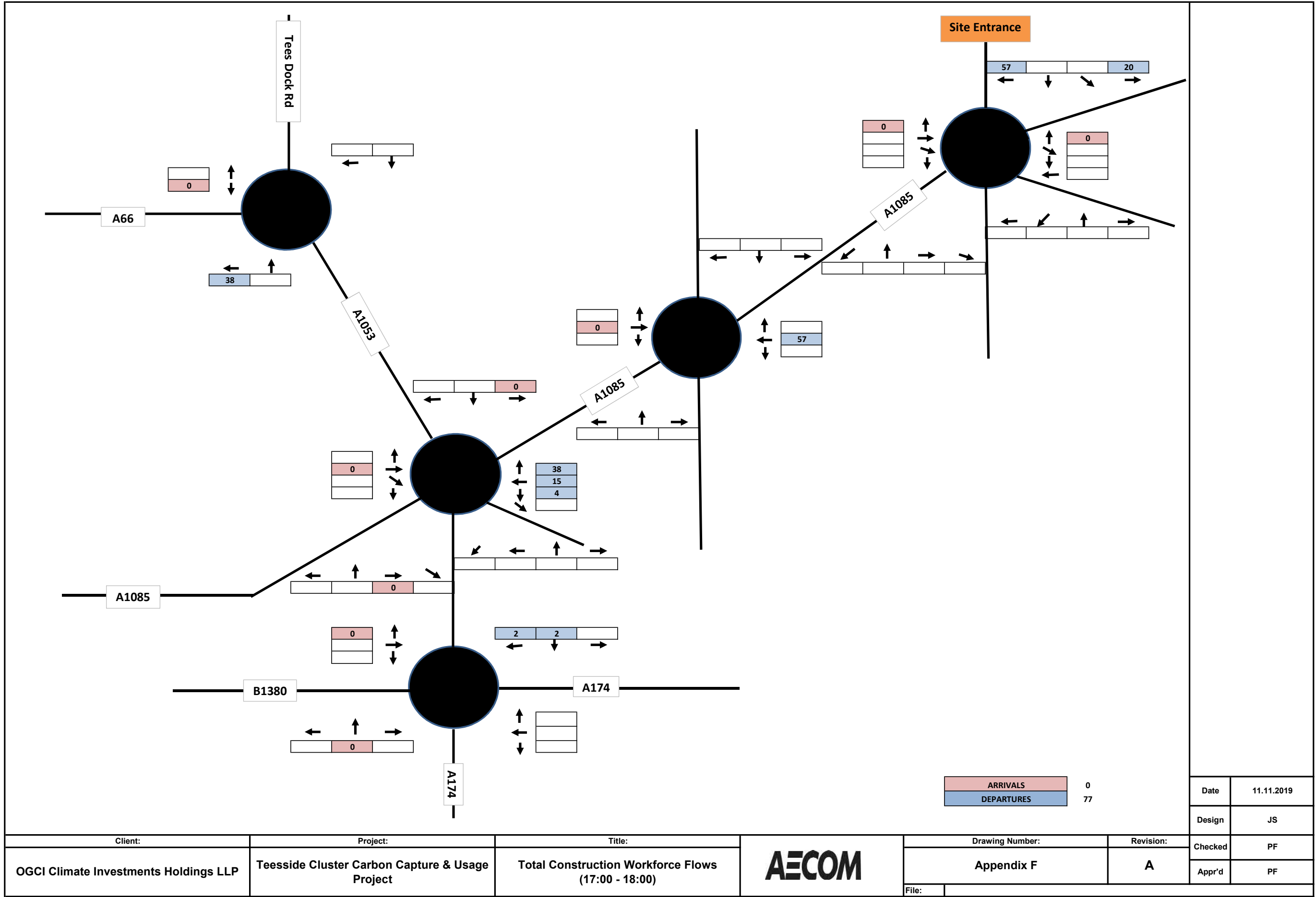


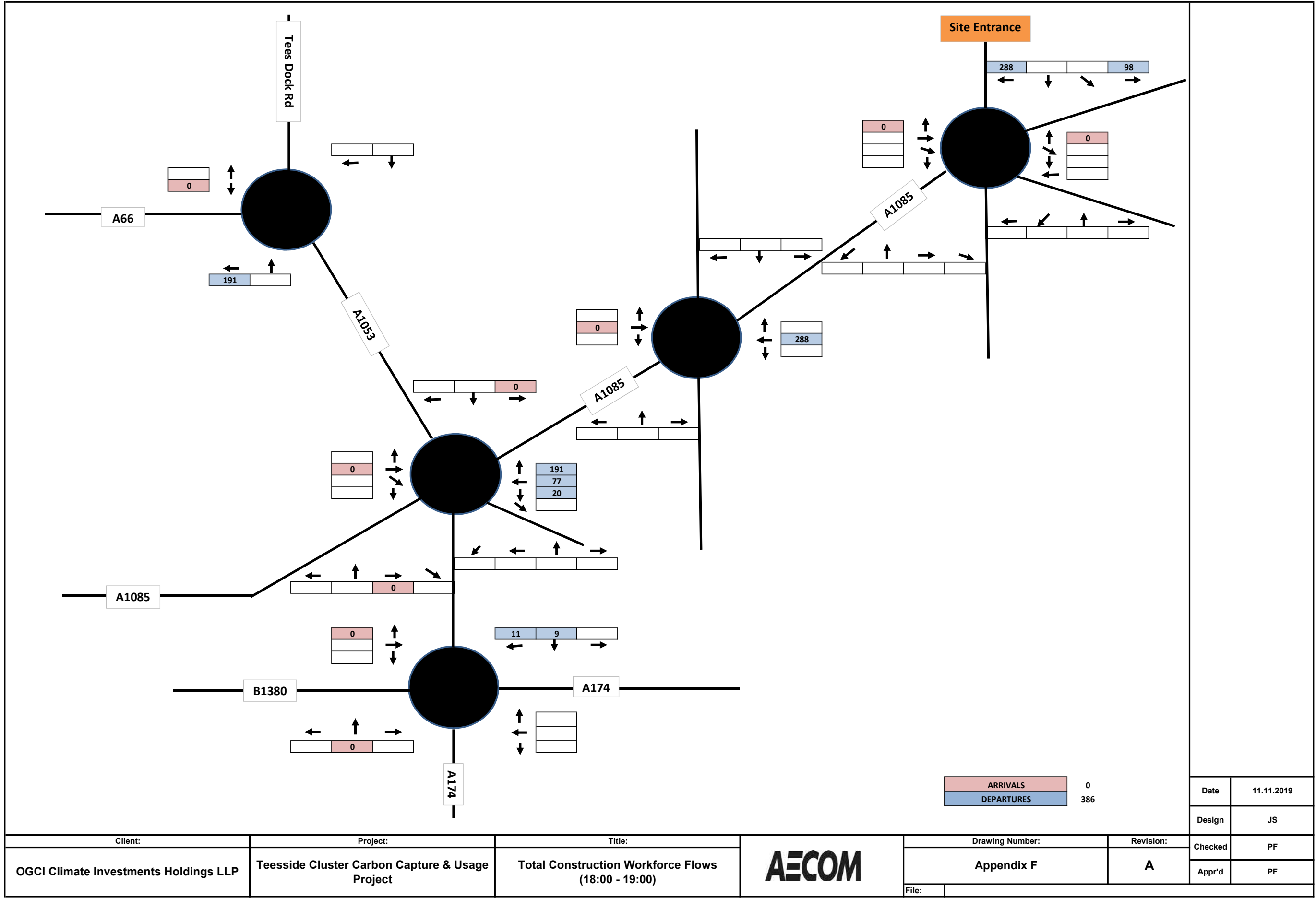


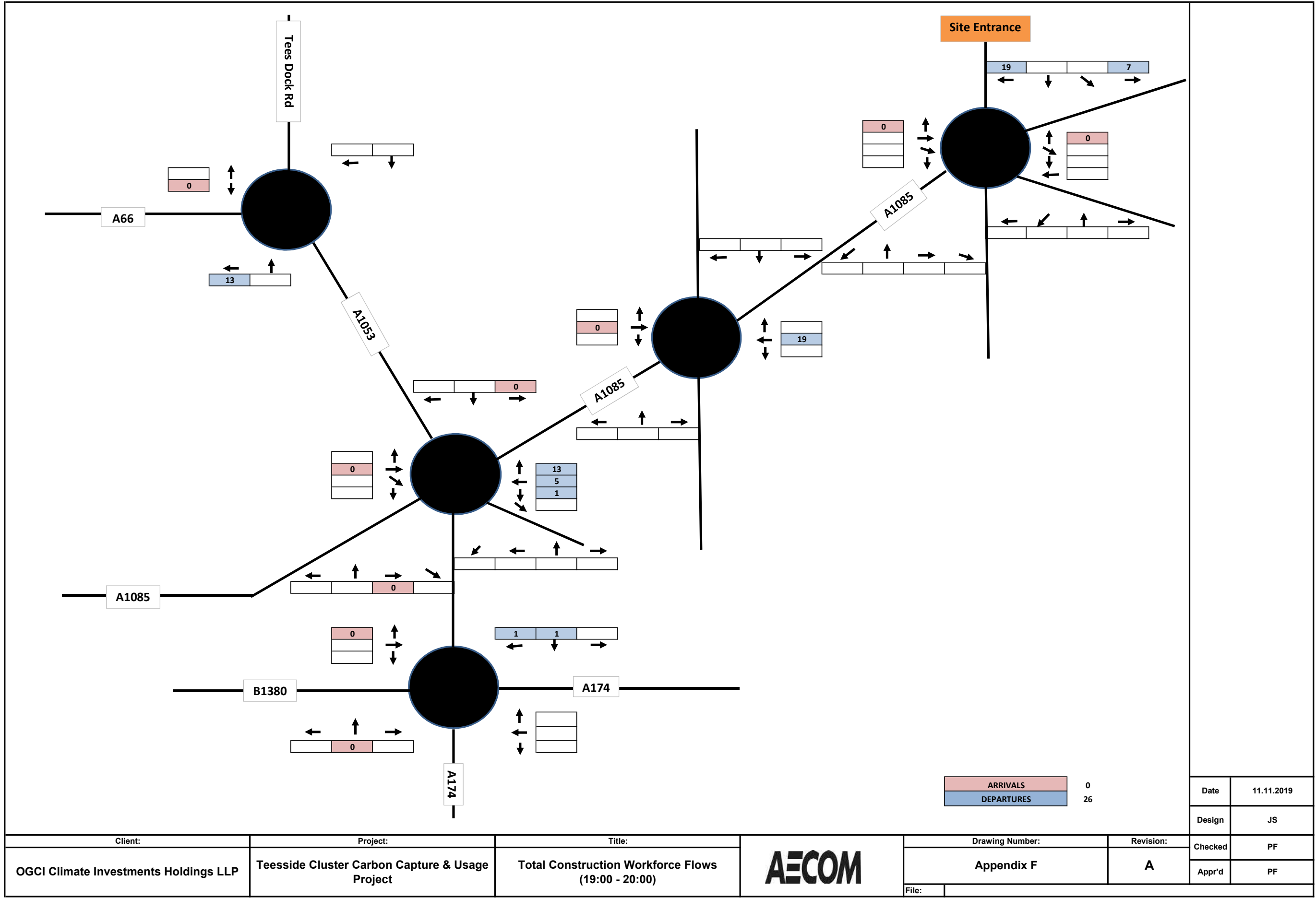
Date	11.11.2019
Design	JS
Checked	PF
Appr'd	PF


Client:	Project:	Title:	<div>AECOM</div>
OGCI Climate Investments Holdings LLP	Teesside Cluster Carbon Capture & Usage Project	Total Construction Workforce Flows (16:00 - 17:00)	

Drawing Number:	Revision:
Appendix F	A
File:	







Client:	Project:	Title:		Drawing Number:		Revision:		Checked	PF
OGCI Climate Investments Holdings LLP	Teesside Cluster Carbon Capture & Usage Project	Total Construction Workforce Flows (19:00 - 20:00)		Appendix F		A			
								Appr'd	PF
				File:					

## Gorstige, Jonathan

---

**From:** Gordon, Tony <tony.gordon@redcar-cleveland.gov.uk>  
**Sent:** 22 January 2020 08:35  
**To:** Gorstige, Jonathan  
**Subject:** FW: Net Zero Teeside (NZN) - Transport Scoping

Jonathan,

We have reviewed the scoping document and we are happy with the proposed methodology for the assessment. We note that with a peak construction workforce of 1200 the developers would need to maximise their promotion of the use of crew minibuses and car sharing in order to minimise the use of private cars and the level of car parking on site.

Tony Gordon  
Senior Strategic Transport Officer  
01287 612545

---

**From:** Gorstige, Jonathan [<mailto:jon.gorstige@aecom.com>]  
**Sent:** 17 January 2020 16:13  
**To:** Planning Admin  
**Subject:** Net Zero Teeside (NZN) - Transport Scoping

Dear Redcar & Cleveland Planning,

### Net Zero Teeside (NZN)

This proposal is for the development of a Carbon Capture Utilisation and Storage (CCUS) project comprising a gas-fired Combined Cycle Gas Turbine (CCGT) generating station with a net electrical output of up to 2,100 MW together with equipment required for the capture and compression of carbon dioxide (CO<sub>2</sub>) emissions from the generating station.

You may be aware of the proposal as a DCO ES Scoping Report has already been sent out under the title 'Teeside Cluster Carbon Capture & Usage Project'.

Would you be the appropriate contacts for this ? If not please could you supply me with contact details.

There are two potential sites being considered at the moment and full details are included in the attached TA Scoping Report.

We are wanting to agree the scope and methodology of the Transport Assessment based on the attached scoping report and would be grateful for any comments you may have.

We are also proposing to submit a Framework Construction Worker Travel Plan (CWTP) and a Framework Construction Traffic Management Plan (CTPM) with the DCO application to minimise construction worker vehicles and ensure HGV's use only the agreed designated HGV Routes.

If you need any more information please get in touch.

Many thanks

Kind Regards

Jon

**Jon Gorstige**, BEng (Hons) MCIHT  
Principal Consultant, Transportation, Consulting  
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[jon.gorstige@aeacom.com](mailto:jon.gorstige@aeacom.com)

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## Gorstige, Jonathan

---

**From:** Bell, Christopher (NO, North East) <chris.bell2@highwaysengland.co.uk>  
**Sent:** 07 February 2020 14:20  
**To:** Gorstige, Jonathan  
**Subject:** FW: Net Zero Teeside (NZT) - Transport Scoping  
**Attachments:** Net Zero Teeside TA Scoping Draft Review\_for Issue.docx

Jon,  
Please find attached an initial review of the Net Zero scoping report

I trust this is of assistance but if more info is required please just phone or email me.

Regards

**Christopher Bell, Asset Manager**

Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT

**Tel:** +44 (0) 300 4702339 | **Mobile:** + 44 (0) 7850 906 701

**Web:** <http://www.highways.gov.uk>

**GTN:** 0300 470 2339

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# Net Zero Teesside Project: Transport Assessment Scoping Review

PREPARED FOR:	Christopher Bell (Highways England)
PREPARED BY:	Hannah Booker (CH2M)
DATE:	4 <sup>th</sup> February 2020
PROJECT NUMBER:	AA.19.30.01 (DevTV0032)
DOCUMENT REF:	TM001
APPROVED BY:	Richard Peaty / Gavin Nicholson (CH2M)

## Task Overview

On behalf of Highways England, CH2M has undertaken a review of a Transport Assessment [TA] Scoping Report for the Net Zero Teesside Project, located in Redcar and Cleveland. The report is dated January 2020, produced and supplied by AECOM in an E-mail to Highways England dated 17<sup>th</sup> January 2020. The development proposal is for a carbon capture facility in Redcar, Teesside and is noted as being a site of national importance and as such will be the subject of a Development Consent Order [DCO].

Highways England has commissioned CH2M to undertake a review of the TA Scoping report in an E-mail dated 20<sup>th</sup> January 2020 outlining this task. AECOM note that the report has been produced to seek agreement from Redcar and Cleveland Borough Council [RCBC], Stockton on Tees Borough Council [STBC] and Highways England.

The suitability of the TA Scoping Report has been commented upon by CH2M on behalf of Highways England, in order to ascertain whether there may be potential for impact on the Strategic Road Network [SRN]. The section of the SRN in question is the A1053 and A174 some 4km from one of the options for the site location (the STDC site) or with direct access from this section of the SRN at the second option for the site location at Wilton. This is explained in further detail in the following sections of this Technical Memorandum [TM].

The following sections of this TM set out CH2M's recommendation to Highways England and for ease of cross-referencing, those headings used within the TA Scoping Report are used in the following sections of this TM. Those sections not of relevance to Highways England are not commented on.

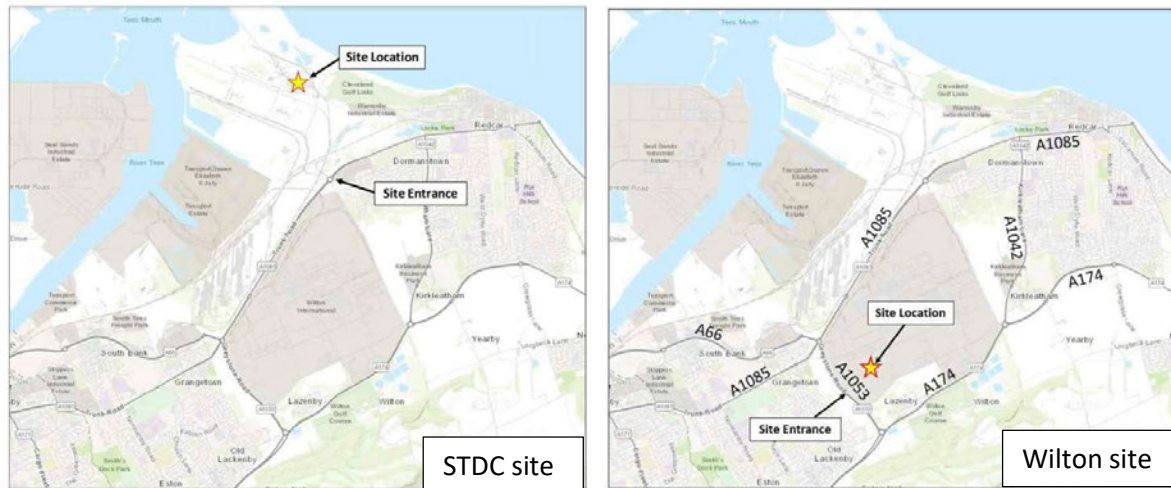
## Introduction

AECOM has been commissioned by OGCI Climate Investments Holdings LLP to prepare a TA in relation to a proposed application for a 2,100 MW combined cycle gas turbine (CCGT) generating station in Redcar, Teesside. At present there are two possible site locations proposed for the development:

- **STDC site**- within the boundary of former Sahaviriya Steel Industries UK Ltd (SSI) steelworks site including a gas supply pipeline, CO2 gathering pipeline and electrical connection corridors outside the SSI site; and
- **Wilton site**- previously approved Tees Combined Cycle Power Plant Project site on land at the Wilton International site, Teesside.

The two options for the site location are replicated below in Figure 1.

Figure 1: STDC Site Location and Wilton Site Location



(Source: Net Zero Teeside TA Scoping Report)

At the STDC site, the earliest start date for the construction of the proposed development is Q3 of 2022 with the construction programme due to last 48 months. The TA Scoping Report details how natural gas will be used as the fuel for the operation of the CCGT and supplied via a tie-in to the high-pressure gas transmission network in the area, anticipated to be located approximately 3.7km west of the SSI site. An above ground installation will be required, and the construction will last around 12 months. Appendix A of the report contains all details of the route corridors being considered for the CO<sub>2</sub> gathering network pipeline and collection works are estimated to last around 24 months (12 months each).

AECOM note that for a development of this scale, the assessment years for the TA would generally be peak of construction and typical operation. However, given the proposed build programme is flexible and that uncertainty exists as to when the CCGT would be built out, this presents challenges as to what is a 'realistic' worst case scenario to be used as the baseline assessment. Following discussions between AECOM and the Applicant, it has been agreed that a single phase build lasting 48 months from Q3 2022- Q2 2026 is considered to be a realistic worst-case scenario for assessment purposes.

CH2M would point out that once known, detailed information for the start date of construction and end of the buildout period should be supplied to Highways England, in order to determine the likely effects on the SRN and potential cumulative impacts during the construction period in relation to other committed developments. For example, on the SRN there is the A19 Norton to Wynyrd<sup>1</sup> scheme currently planned, with construction due to finish in 2022.

In comparison, for the Wilton site, it is noted this new project would replace the previous approved power plant at this site (the Tees Combined Cycle Power Plant Project), with a slightly larger CCGT as part of the revised current proposals. The Wilton site is located within the wider Wilton International Site, which is made up of around 800 hectares of development land with planning permission for heavy industrial use, brownfield land and light industrial land. The Wilton site already has planning consent for the Tees Combined Cycle Power Plant Project which consisted of a natural gas fired CCGT generation station including 2 gas turbine units, 2 steam turbine units, ancillary plant and equipment.

With regards to access, for the Wilton site this is proposed via a left in/left out priority junction on the east side of the A1053 dual carriageway road (Greystone Road) which is the section of the SRN of relevance to Highways England. It is noted the A1053 provides an onward connection to the A174 to the south and the A66 Tees Dock Road to the north. The A174 provides a link to the A19 to the south which links to the A1(M).

<sup>1</sup> <https://highwaysengland.co.uk/projects/a19-norton-to-wynyrd/>

AECOM indicate that vehicles wanting to turn right into the site will have to undertake a U-turn at the A1053/ A66/A1053 Westgate Roundabout junction to the north, while those turning right out of the site have to undertake a U-turn at the A174/A1053/B1380 Greystone Roundabout to the south. The Westgate Roundabout forms one of the main access points into the Wilton site. From a review of existing conditions, it is noted that on the A1053, there is an existing left in/left out junction arrangement on the eastern side of the A1053. Although ordinarily, enabling direct access to such a development from the SRN is not favoured, there are mitigating factors in this case. The junction is an existing junction layout arrangement and, on the assumption that this junction will be used to provide access to the proposed site and already consented Tees Combined Cycle Power Plant Project, it is considered reasonable to assume traffic will be required to undertake u-turn manoeuvres at the aforementioned roundabout junctions depending on wider origin or destination.

AECOM note it is not intended to net off the traffic associated with the previous scheme at this stage, despite the traffic flows for the previous scheme being already consented. However, consideration to the previous consented flows will be given for any junction modelling results.

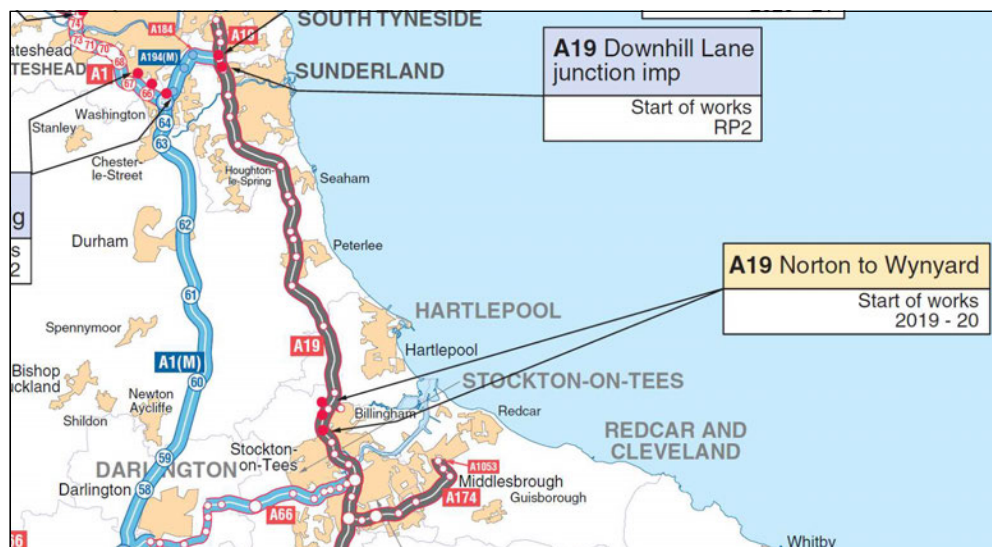
The status of the previously consented scheme is unclear; however, given the Transport Assessment for the Tees Combined Cycle Power Plan site is dated 2017, it is assumed the site remains permitted and no construction has occurred. That being the case, it is unclear how any 'netting off' of previously consented trips could be undertaken given they would not be included in any proposed traffic data. On this basis, CH2M note that Highways England would consider any proposal put forward based upon its own individual merits and not on any previously consented flows for developments at the same site location.

With regards to the access proposals, CH2M note this is described in detail for the Wilton site as referenced above, however there are no substantial details as to the access point for the STDC site in the text of the TA Scoping Report. If this site is to be taken forward, it will be essential that adequate and safe access is considered within the TA.

CH2M would point out that given the report states that there is uncertainty in the proposed build programme, should this change Highways England should be notified at the earliest opportunity as this will change the likely traffic generation forecast. For Highways England, the key concern will be the total scale and quantum of development associated with the application, which could impact on the SRN at peak hours and any committed developments will need to be considered in the traffic assessment for the site.

The location of the SRN in relation to the site can be seen below in Figure 2. This shows that the A1053 lies to the south west of the STDC site or immediately adjacent to the Wilton site depending on what site is brought forward.

Figure 2: SRN Map



(Source: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/860488/Network\\_management\\_08-01-2020.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/860488/Network_management_08-01-2020.pdf))

## Construction Generation

### CCGT Construction

AECOM has developed a profile of the construction workforce over the build period which has been benchmarked against other previous CCGT builds of a similar size to the proposed plant, including Pembroke, Willington and Eggborough. CH2M welcomes that comparisons have been made to comparable sites given the development proposals for the other sites used in the comparison exercise are similar to the Net Zero site.

Table 1 in the report shows the profile of the daily workforce throughout CCGT construction, with the highest value being 1,200 workers in month 20 of the construction period. AECOM note this profile and generation is in line with previous Section 38/DCO consents. CH2M would point out that no further detail has been supplied as to how the daily workforce profile has been calculated but given that between month 17 and 24 there is expected to be over 1,000 workers a day this indicates that the site could generate a significant proportion of traffic from construction workers accessing and egressing the site. This could impact on the SRN particularly at peak commuter hours which could be a matter of concern for Highways England. For example, CH2M would welcome confirmation that the flexible construction timescales associated with CCGT proposals and the definition of a worst case 48-month construction period also been benchmarked against other CCGT facilities. Therefore, an understanding of the associated traffic generation and profiling in more detail is important in order to determine whether mitigation measures may be required and will be assessed further on in this TM.

AECOM note that for the traffic generation of the site, an occupancy rate of 1.35 per vehicle without any management or mitigation measures is a figure generally accepted in the construction industry. Whilst AECOM recognises that there is not an individual survey that can use to support how the occupancy figure has been calculated, it is stated the robustness is backed up by users of the site arriving in crew buses rather than individual private cars can be taken into account. CH2M accepts that the proposal represents a non-standard development for which a common set of construction trip rates are not readily available and welcomes the information set out in Table 2, which provides several vehicle generation scenarios for different vehicle occupancy rates based on the total workers at the peak of construction (1,200). Based on a vehicle occupancy rate of 1.35, this would equate to a



two-way daily flow of 1,778 vehicles whereas for an occupancy rate of 2.5 this would equate to a two-way daily flow of 960 vehicles. Occupancy rates of 1.5 and 2.0 are also presented and it is welcomed that a consideration to different rates has been given. CH2M note that given the large proportion of vehicles which are expected to be generated from the site, in line with guidance from DfT Circular 02/2013, it is expected that *“the promoters of development to put forward initiatives that manage down the traffic impact of proposals to support the promotion of sustainable transport and the development of accessible sites. This is particularly necessary where the potential impact is on sections of the strategic road network that could experience capacity problems in the short or medium term.”*<sup>2</sup>

AECOM has assumed that 80% of workers will travel to site by private car, with an average occupancy of 2 workers per vehicle and 20% will travel to site by contractor provided minibuses (average occupancy of 7 workers per vehicle). This assumption is based on the Knottingley CCGT Power Station TA (June 2013) which gained DCO consent in March 2015 and Eggborough CCGT Power Station which gained DCO consent in September 2018. It should be noted however, that based on these mode share and occupancy assumptions, CH2M has calculated a vehicle occupancy rate of 2.33 based on peak construction workers.

CH2M would point out that the rates in the TA for Eggborough<sup>3</sup> are based on the Knottingley CCGT TA from 2013 which is now 7 years old and should newer case studies be available for similar sites, it would be recommended these also be referred to. However, given that the TA Scoping Report states that the mode of arrival of construction workers can be controlled through travel planning measures and the availability of on-site parking spaces, CH2M would recommend that further details pertaining to these travel planning measures such as a robust Travel Plan and parking provision information be supplied in forthcoming transport considerations. Highways England welcomes measures such as travel planning in reducing single car occupancy to and from the site as this will be key in managing down the number of trips on the SRN. CH2M would expect that any travel plan measures associated with construction staff would form part of the Construction Traffic Management Plan in order to ensure such trips can be suitably controlled and monitored throughout the construction period.

Table 3 in Chapter 2 summarises the generation of vehicles at the peak of construction which equates to an overall vehicle occupancy rate of 2.33 per vehicle (including minibuses). The table is replicated below as Table 1.

**Table 1: Generation of Vehicles at Peak of Construction**

Month of Construction	Total Workers	No. of Arriving Cars/Vans @ 2 per vehicle	No of Minibuses @ 7 per vehicle	Average two-way daily flow
20	1200	480	35	1030

(Source: Net Zero Teeside TA Scoping Report)

The average two-way daily flow is forecast to be over 1,000 vehicles during peak of construction, and is expected to gravitate close to this value for a period of 11 months during the most active period of the construction period. CH2M is of the opinion that subject to distribution of workers and proposed shift timings, this volume of additional traffic has the potential to impact on the SRN for either of the identified site locations.

Furthermore, AECOM indicate that construction HGVs on the network are expected to peak at up to 80 two-way daily movements from month 7-28 of construction, however there is no evidence as to

<sup>2</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/237412/dft-circular-strategic-road.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/237412/dft-circular-strategic-road.pdf)

<sup>3</sup><https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010081/EN010081-000698-6.4.21%20-%20Appendix%2014A%20-%20Transport%20Assessment%20-%20Final%20-%20May%202017.pdf>

how this has been calculated. For heavy construction traffic, in line with NPPF (2019) guidance, CH2M would recommend that heavy construction traffic will require an appropriate diversion route or a construction traffic management plan (CTMP) to minimise local impacts and the assessment of construction traffic also needs to identify the time period (s) during which construction activities will take place.<sup>4</sup> CH2M also note that both the STDC and Wilton sites represent brownfield sites that are already part-developed with existing industrial uses. It is unclear from the Scoping Report whether the clearance / remediation works associated with the sites is included within the construction timescales or HGV/staff volumes quoted.

Therefore, further details through a CTMP are recommended to be supplied to Highways England with an appropriate construction activity plan appropriately tailored for the chosen site given that two sites are still under consideration.

## Gas Pipeline Construction and CO2 Gathering Network Pipeline Construction

For the construction of the gas pipeline and CO2 gathering network pipeline, construction is expected to last 12 months however works are not anticipated to overlap with the peak month of construction (month 20). The maximum workforce number on either project at any one time during the 12-month build period will be 90 workers per day. It is proposed that workers will arrive at the main construction site entrance before being transferred by minibus to their working area either along the working width of the Gas Pipeline or via the local highway network.

Although AECOM note there is unlikely to be any overlap with the peak month of construction (month 20), month 17- 24 still have a daily workforce of over 1,000 workers at the CCGT site. For the avoidance of doubt, CH2M would seek to understand what the cumulative level of traffic generation is expected to be across the identified construction period. For each month, this should include the main CCGT construction and for both the gas pipeline construction and CO2 pipeline construction. This should also include any linked trips internal to site operations, such as those workers being transported from the main compound to other locations for pipeline construction, for example.

## Daily Vehicle Profile during the Peak Month

AECOM has created a daily vehicle profile during the peak month and state that the arrival and departure of workers vehicles tend to be spread over the early and late hours rather than all falling in the traditional network peak hours. To quantify this, discussions have been held with contractors associated with power station build projects. With construction working hours starting at 07:00 it is common for the major proportion of workers to arrive before 07:00 to start their shift on time. CH2M agree that this assumption appears reasonable based on how construction staff work shifts typically operate.

Table 4 of the TA Scoping Report summarises the proportion of daily inbound and outbound traffic, which has been based on discussions with contractors associated with power station build projects. It is noted the largest percentage of arrivals on site are from 06:00 and 07:00 (38% and 33% respectively).

It is clear however, that whilst this is likely to limit the impact during the typical network AM peak hour; it is acknowledged construction workers tend to start early and work a longer shift. Therefore, the likelihood of workers travelling home in the network PM peak is greater and this should not be overlooked. Indeed, the breakdown of outbound trips in the hours starting 16:00 through to 18:00 seems highly distributed, which doesn't align with a set start and finish time that most construction workers would typically be expected to operate. Further validation of the daily vehicle profile provided in Table 4 would be welcomed in order to provide assurance that impacts on the SRN during network peak hours can be sufficiently accommodated given the comments above.

<sup>4</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/263054/guidance-transport-assessment.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/263054/guidance-transport-assessment.pdf)

The daily profile of HGV traffic found in Table 5 shows the arrival of HGVs from the site will be spread evenly over the day with deliveries made between 07:00 and 19:00. AECOM state this profile is based on experience from other CCGT construction sites, however no further details have been supplied as to how the figures have been calculated and what CCGT sites have been used for comparative purposes. Given the purpose of the site and the 48-month period of construction, CH2M is of the view that the volume of HGVs appears low and would note earlier comments around site remediation and clearance activities. CH2M would expect that HGV volumes would be controlled as part of a Construction Traffic Management Plan, which would be required as part of any DCO approval. and therefore ensuring that accurate HGV movements are understood and forecasting is key.

### Abnormal Indivisible Loads (AIL)

A number of AIL movements are expected during the construction programme with the delivery of large items of plant and equipment. The exact number and dimension of AIL's is unknown and this will depend on the technology provider. This is unlikely to be known until after the DCO process.

AECOM make reference to guidance '*Water preferred policy guidelines for the movement of abnormal indivisible loads*' (Highways England, 2016) which states that it is government policy to avoid road transport as far as possible by using alternative modes such as water. AECOM indicate that that it is reasonable to assume all major ports are able to accommodate abnormal loads and that adequate access to the SRN is achievable. On this basis, only the route from the SRN to the site requires assessment. CH2M would recommend that, information such as a delivery schedule of when significant deliveries to the site are likely to be, the number of AILs, supporting evidence regarding routing and dimensions be supplied to Highways England once known. Highways England would expect to be consulted on any abnormal loads that will utilise the SRN as a matter of due course and would expect this information to form part of the Construction Traffic Management Plan, which would remain a live document to be updated post DCO process.

### Operation and Decommissioning

During operation, traffic movements are expected to be small given that the proposed development will employ up to 100 staff working shifts and other operational and maintenance consumables are likely to be minimal. During an outage, it could be expected that up to 200 additional staff could be on-site on any one day. However, outages are expected to occur infrequently (once every 2-4 years) and are short-lived (approximately 3 months). Therefore, effects are considered negligible and a detailed assessment of the operational phase of the development is not proposed within the TA.

Given the size of the site and the lack of information as to what time staff are likely to arrive/depart the site during operation, CH2M is of the view that an understanding of the likely traffic movements during operation is required. Given there is expected to be up to 100 staff coupled with the site's proximity to the SRN, this could still have the potential for impact, however this cannot be confirmed until further trip generation and distribution assessments are made. Furthermore, a confirmed shift pattern is not defined for workers at present within the scoping and this needs to be understood for the operation of the site.

With regards to decommissioning, the scale of traffic generation associated with decommissioning of the power plant in the year 2051 to 2056 (assuming a 25- 30 year operational life) would be significantly less than at the peak of construction. Coupled with the fact that decommissioning is too far in the future to enable a meaningful assessment at this current time it is not proposed to undertake an assessment of decommissioning in the TA. It is likely to be covered by a requirement that will need to be discharged before any demolition works can commence. Highways England would seek to understand all traffic generation associated with a development proposal but as per the DfT Circular 02/2013 guidance, the overall forecast demand should be compared to the ability of the existing network to accommodate traffic over a period up to ten years after the date of registration of a planning application or the end of the relevant Local Plan period. In this case, CH2M



have reviewed the Redcar and Cleveland Local Plan<sup>5</sup> and note this is for the period up to 2032 therefore it is reasonable to omit further consideration of decommissioning activities.

## Trip Distribution and Assignment

### Trip Distribution

Chapter 4 considers the trip distribution and assignment for the site. AECOM indicate that it is likely that much of the workforce will be sourced from beyond the daily commutable catchment area due to the requirement for a large and specialised workforce. From comparisons to other power stations, it is considered by AECOM that around 60% of the construction workforce is likely to be sourced from elsewhere in the UK (and even abroad) and 40% would be permanent home-based residents. The 60% transitory workers will either engage in short term rentals or will stay in accommodation such as B&B's, small hotels, caravan sites or private households, located in the vicinity of the development site. CH2M consider this to be a reasonable assumption.

In order to assess the traffic distribution, this has been based on a gravity model and the number of those employed in construction in towns/cities within a 45-minute drive of the site. Table 5 shows the permanent resident workforce distribution and the number of workers this equates to at the peak month of construction (month 20), replicated below as Table 2.

From a review of the table below, this indicates that based on 2011 Census data, the percentage distribution is highest from Redcar and Cleveland (35%) followed by Middlesbrough (22%). The lowest percentage distribution is from Darlington (5%). It is noted that the number of permanent resident workers amount to 480. Therefore, this represents the 40% of home-based residents based on a total daily number of 1,200 construction workers.

Given that the majority of users are predicted to come from Middlesbrough and Redcar and Cleveland, it is expected a significant proportion are likely to utilise the A1053 and A174 via the SRN irrespective of what site is chosen to be brought forward.

**Table 2: Permanent Resident Construction Workforce Distribution**

District	Construction Worker Population (2011 Census)	Distance to Centroid (miles)	Weighting Factor (= 1 / d)	Population x Weighting Factor	Percentage Distribution	No. of Permanent Resident Workers (Peak Month of Construction)
Darlington	3,743	22	0.045	170	5%	24
Durham	9,100	32	0.031	284	8%	38
Hartlepool	3,764	22	0.045	171	5%	24
Middlesbrough	4,620	6	0.167	770	22%	106
Redcar & Cleveland	4,976	4	0.250	1244	35%	168
Stockton-on-Tees	7,200	12	0.083	600	17%	82
Sunderland	9,345	35	0.029	267	8%	38

(Source: Net Zero Teeside TA Scoping Report)

CH2M has conducted an independent assessment using NOMIS data<sup>6</sup> and note that either of the proposed locations for the sites falls within MSOA E02002517 (Redcar and Cleveland 003). As AECOM has not specified how the 2011 construction worker population has been obtained, CH2M has

<sup>5</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/237412/dft-circular-strategic-road.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/237412/dft-circular-strategic-road.pdf)

<sup>6</sup> <https://www.nomisweb.co.uk/query/construct/components/stdListComponent.asp?menuopt=146&subcomp=156>

attempted to replicate these figures. CH2M note that for the same local authority districts found in Table 2, the proportion of those employed in construction of all usual residents aged 16-74 in employment (2011 Census) is different to that above, with CH2M obtaining the following:

- Darlington- 3,936 workers in construction;
- County Durham- 16,740 workers in construction;
- Hartlepool- 3,270 workers in construction;
- Middlesbrough- 4,171 workers in construction;
- Redcar and Cleveland- 4,000 workers in construction;
- Stockton on Tees- 7,462 workers in construction; and
- Sunderland- 8,984 workers in construction.

Therefore, CH2M would request that AECOM supply further details as to how the 2011 construction worker population data has been obtained and used with the gravity model. However, it is acknowledged that the general quantum of workers in the identified locations are generally in the same order of magnitude and it is unlikely to fundamentally alter the distributions.

In contrast, the distribution of the transitory workforce has also been undertaken based on a gravity model and the estimated number of accommodation beds available in the surrounding district within a 30-minute travelling distance of the site. This information has been obtained from the Visit Britain Accommodation Stock Audit 2016. Table 7 in the TA Scoping Report summarises the distribution.

Upon checking the table, the percentage distribution is highest for Middlesbrough (37%) followed by Redcar and Cleveland (29%). The lowest percentage distribution is from Hartlepool (3%). The total number of transient workers amounts to 720 workers which represents 60% of the total 1,200 daily workers on site identified in Chapter 2. CH2M has independently checked the Visit Britain Accommodation Stock Audit data<sup>7</sup> AECOM has used and accept the number of accommodation beds provided is correct for those districts provided and this is a reasonable assumption on which to base transitory worker distribution. Given that the transitory workforce makes up 60% of the predicted construction workforce, from Google Maps routing CH2M is of the view that a proportion of workers are likely to utilise the SRN such as those travelling from Darlington (13%) on sections of the SRN such as the A66, Hartlepool (3%) on the A19, a proportion from Middlesbrough (37%) on the A66, Stockton on Tees (18%) on the A66 and a proportion within Redcar and Cleveland (29%) who may travel on the A1053.

## Trip Assignment

With regards to trip assignments, 5 key routes have been identified as most likely to be taken by construction workers travelling to and from work as shown in Appendix C:

- Route 1: Via A66 onto A1085 Trunk Road, Site Access;
- Route 2: Via A1085 Broadway onto A1085 Trunk Road, Site Access;
- Route 3: Via B1380 High Street onto A1053 Greystone Road, A1085 Trunk Road, Site Access;
- Route 4: Via A174 onto A1053 Greystone Road, A1085 Trunk Road, Site Access; and
- Route 5: Via A1085 Trunk Road, Site Access.

CH2M note from a review of Appendix C that only Route 3 and 4 utilise the SRN. Appendix D contains the assignment of the permanent construction workforce to the network and Appendix E contains the assignment of the transitory construction workforce. The appendices are all predicated on the site

<sup>7</sup> <https://www.visitbritain.org/accommodation-stock>

location being at the STDC site however there are no trip assignments or routes presented for the possibility of the Wilton site. Given the site location has not yet been determined, if the site were to be located at Wilton taking direct access from the SRN, this would mean the distribution of trips and routing would be different to that presented in the TA Scoping Report. Therefore, the impact of trip distribution on the SRN would be greater based on the Wilton site and an assessment of this scenario needs to be made given only one has been presented.

Table 8 and 9 summarises the trip assignments based on the STDC site and from a review of this, the percentage of construction worker vehicles travelling on the SRN from route 3 and 4 is 13% for the permanent workforce and 0% for the transient workforce. For HGVs, it is assumed all would arrive/depart the site via the A1085 trunk road and at the junction of the A66/A1053 it is assumed 50% would continue west on A66 and 50% would head south on the A1053 and onto the A174.

Again, for HGVs only the scenario where the STDC site is considered and there is no mention as to the assignment of HGVs if the Wilton site were to be brought forward with direct access from the SRN.

The total construction workforce two-way vehicle generations for the AM and PM peak periods (06:00 – 10:00 and 16:00 – 20:00) associated with the proposed development construction during the peak month (Month 20) are provided in Appendix F.

CH2M would recommend that following a review of the total construction workforce flows in Appendix F, the percentage split of assignments is accepted based on the 60/40 split between transient and permanent workforce. However, CH2M is of the view that a higher proportion of the workforce is expected to route via the A1053 SRN, especially for transient workers (0%). Given the aforementioned comments earlier in this review based on CH2M's view of the likely routing of traffic, it is expected that more vehicles are likely to travel on the SRN to access the STDC site (and all will if the Wilton site comes forward). Therefore, an understanding of how the traffic flow diagrams have been produced is needed.

## Study Area

### Traffic Count Locations

It is proposed that the following links and junctions shown in Figure 3 below (replicated from Figure 3 and 4 in the TA Scoping Report) are included within the TA, with link counts undertaken over a continuous 7-day period and junction counts during the AM (06:00-10:00) and PM (16:00-20:00) peaks.

Figure 3: Traffic Count Locations



(Source: Net Zero Teesside TA Scoping Report)

It is noted that for the junctions, in April 2019, DCO consent was granted for the Teesside Combined Cycle Power Plant located 6 km south of the proposed development with access off the A1053 Greystone Road. A review of the TA for that site in October 2017 identified junction counts were undertaken at two junctions including the A1085 / A1053 Roundabout and the A1053 / A174 / B1380 Roundabout.

As was agreed with RCBC and Highways England for the consented Teesside CCGT Power Station, AECOM propose that junction counts will be undertaken at these two junctions plus the A1085 / West Coatham Lane / Site Access Roundabout. RCBC, STBC and Highways England are asked to agree the proposed count locations. CH2M is of the view that the junctions identified are acceptable, subject to the following caveats:

- Site access junctions should also be covered by appropriate counts (ATC or MCCs);
- The location of ATCs is heavily orientated to the north of the study area. CH2M is of the view that ATC surveys should also be undertaken on the A174 to the south of the study area, particularly should the Wilton site be brought forward instead of the STDC site.

## Growth Factors

AECOM state that the anticipated peak traffic generation during the construction period occurs in 2024 on the basis that construction of the development begins in Q3 2022. The assessment year for this TA where the traffic impact will be greatest will therefore be 2024. Traffic growth factors for the Redcar and Cleveland District will be obtained from TEMPRO version 7.2 and local growth factors to be applied to 2019 base flows are summarised in Table 10 of the TA Scoping Report.

CH2M has checked this table and note the assessment years to be 2019-2024 and 2019-2029. Ordinarily, for assessments of the SRN, Highways England would usually require an assessment of the full forecast demand, 10 years post the registration of the planning application or the end of the relevant Local Plan (whichever is the greater). However, given that the proposed assessments relate to a worst case assessment of a temporary construction period, the assessment years are considered suitable.

## Road Safety

AECOM note a road safety assessment will be undertaken and personal injury data will be obtained from CrashMap over a period of 5 years for the study area shown in Figure 5 of the TA Scoping Report. This is considered acceptable as the A1053 SRN is included and Highways England would welcome this in forthcoming documentation pertaining to the site. The safety of the SRN is a key concern for Highways England.

It should be pointed out however that the road safety assessment appears to be based on the STDC site being brought forward. Should the Wilton site be brought forward, the road safety study area will need to be made known and should incorporate other sections of the highway network further south and west than that presented in Figure 5 of the TA Scoping Report such as the A174 SRN given this is a small study area. CH2M would point out that the junction of the A1053/A174 has experienced over 10 collisions in the most recent 5-year period on the circulatory and immediate roundabout approaches according to CrashMap data <sup>8</sup> from 2014- 2018 and therefore it will need to be demonstrated that any traffic generated by the development will not compromise the safety of the SRN at this location.

<sup>8</sup> <https://www.crashmap.co.uk/Search>

## Committed Development

The only committed developments taken into account in the TA are:

- 1,700 MW gas-fired CCGT generating station on Wilton International Complex, Redcar
- The York Potash Harbour Facilities Order, Redcar;
- Tees Renewable Energy Plant, Teesport; and
- 550 Residential Unit Development, Kirkleatham Lane, Redcar.

AECOM is unaware of any other committed developments within the study area. CH2M note that planning application references have not been supplied for the above sites by AECOM, but should SRN assessments be deemed necessary, appropriate flows would need to be included within the assessments where the above developments are likely to generate a significant level of traffic at the SRN.

CH2M has checked Redcar and Cleveland's Local Plan<sup>9</sup> and note there are a number of proposed housing allocations in Redcar, however the majority of these are for developments of under 100 dwellings apart from the 550 unit development AECOM have already noted.

It is unclear if the gas-fired CCGT generating station at Wilton International Complex referenced above is the same project that would be replaced by the proposed application as had been suggested in the introductory section of the Scoping Report, if the proposed Wilton site was to be taken forward.

## Identification of Peak Hours for Assessment

AECOM will combine base plus committed development flows with development flows to determine which hour in the peaks display the highest combined flows as part of the proposed assessment.

Total flows into each of the three key junctions below will be calculated to determine the AM and PM Peak hours for assessment:

- MCC 1: A1085 / West Coatham Lane / Site Access Roundabout;
- MCC 2: A1085 / A1053 Roundabout; and
- MCC 3: A1053 / A174 / B1380 Roundabout.

This appears acceptable and the key junctions of interest for Highways England will be the A1053 / A174 / B1380 Roundabout.

## Summary and Conclusions

On the basis of this review, the recommendation to Highways England in relation to the review of the TA Scoping Report produced by AECOM has identified that the following information should be included within the forthcoming TA and/or clarified:

- 1) Given two site locations are still being considered, forthcoming transport considerations will need to include concrete details for the chosen site location, given that if the Wilton site is to come forward, this will take direct access from the SRN and adequate and safe access/egress will need to be demonstrated;
- 2) Further details regarding the impact of the generation of construction traffic is required. It is expected that a CTMP be supplied to Highways England with an appropriate construction activity plan for the chosen site given that the period of

<sup>9</sup><https://www.redcar-cleveland.gov.uk/resident/planning-and-building/local-plan/areagrowth/Local%20Plan%20Adopted%20May%202018.pdf>

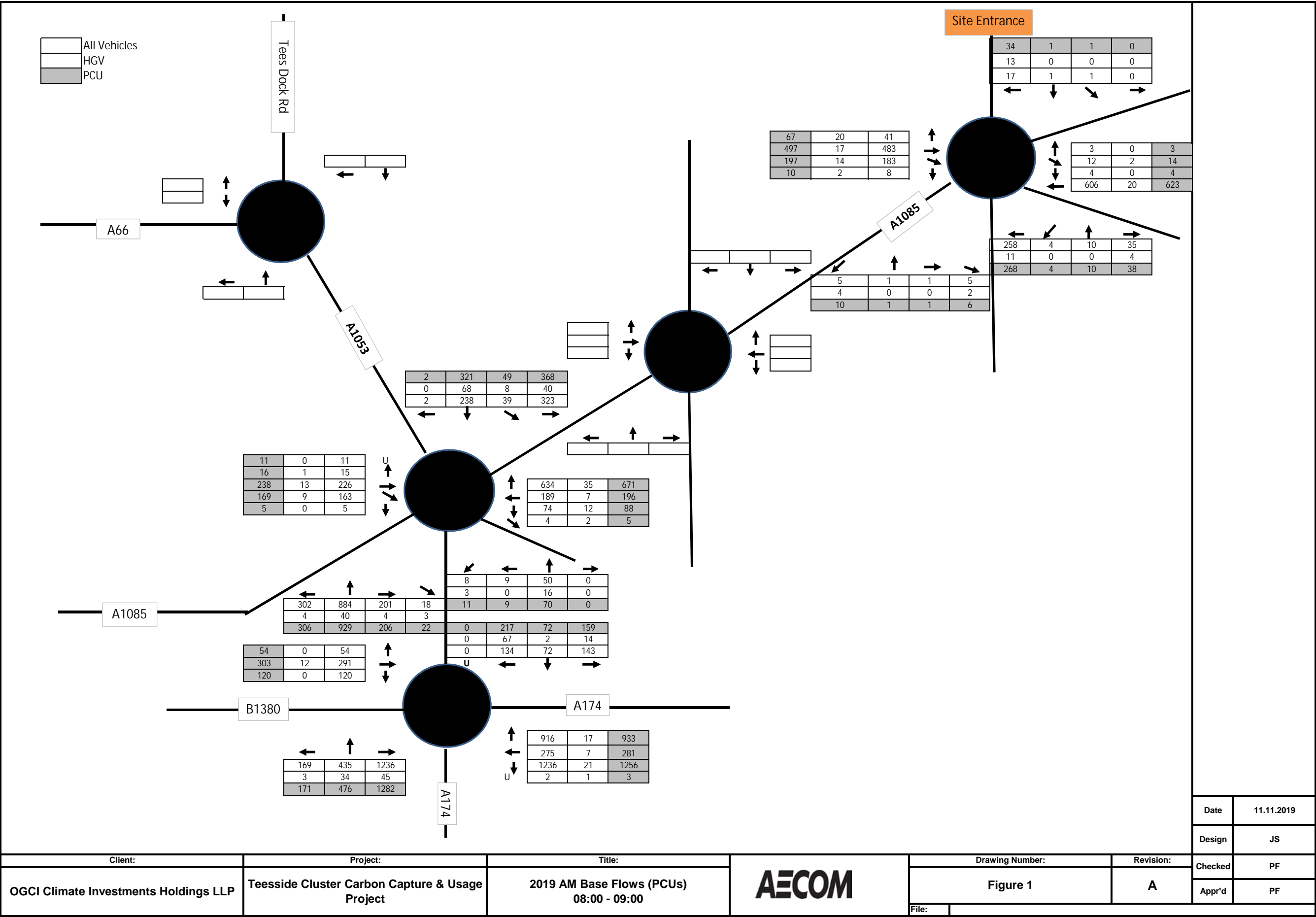
construction is currently referred to in quarters and specific months are not identified for the period of construction. CH2M would expect this to reflect a detailed and live document that would aim to control and manage both HGV and staff construction movements;

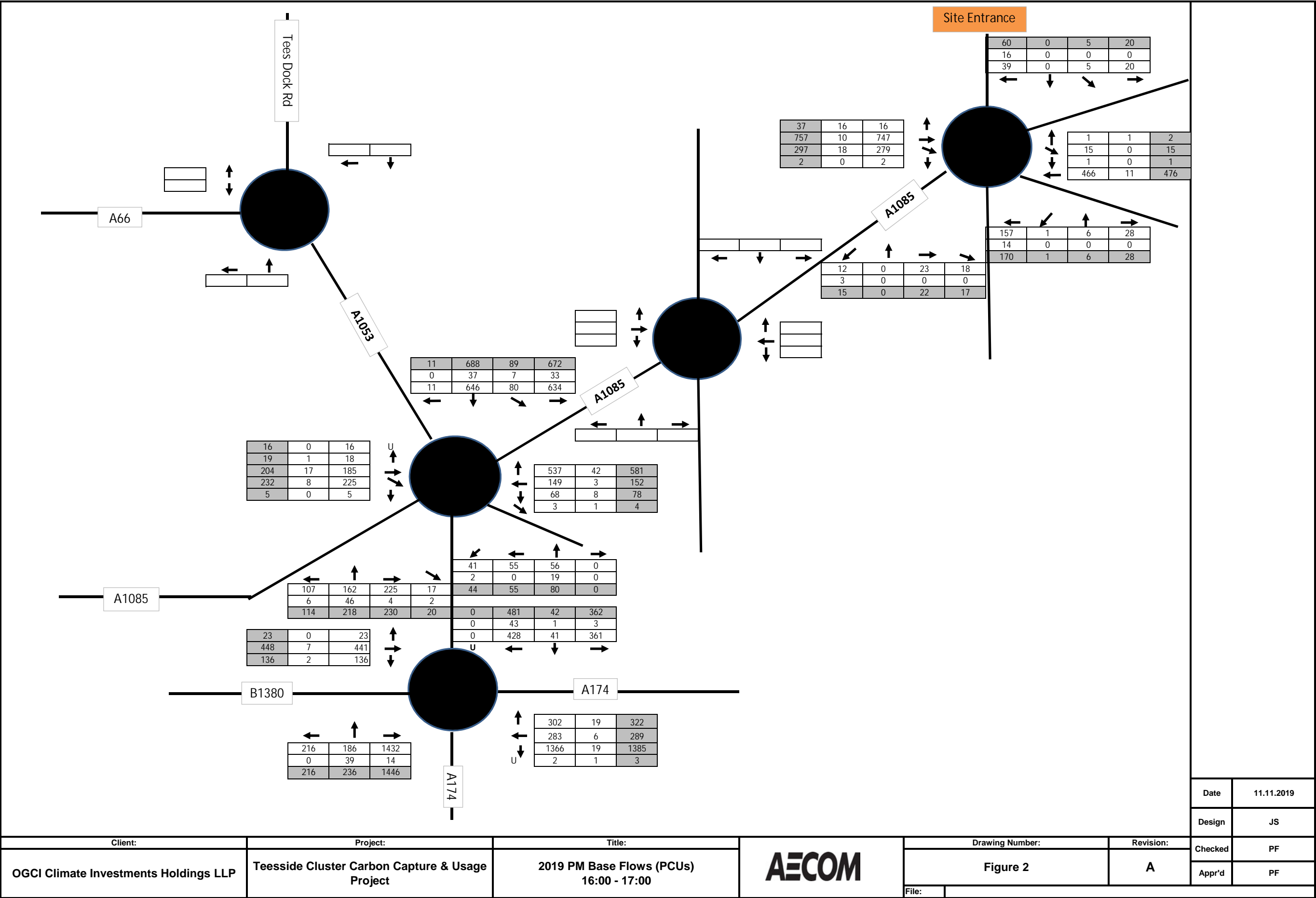
- 3) CH2M would seek to understand what level of traffic generation is expected for both the gas pipeline construction and CO2 pipeline construction as well as during operation of the site;
- 4) CH2M would point out that any traffic flow generation for the Net Zero Teeside will be considered by Highways England based upon its own individual merits and not on any previously consented flows for developments at the same site location. Based on the information presented in the report, the volume of traffic and likely routing of traffic, in CH2M's view, will necessitate junction capacity assessments on the roundabouts in vicinity of the two sites. It will be important that such assessments capture all movements, including u-turning movements for HGVs for example, if necessary;
- 5) Highways England welcomes measures such as travel planning and suitable parking provision in reducing single car occupancy to and from the site as this will be key in managing down the number of trips on the SRN, linked to a CTMP;
- 6) Further details for the trip distribution and assignment exercises should be supplied given CH2M are of the view a higher proportion of vehicles are likely to utilise the SRN;
- 7) Location of ATCs will need to be updated depending on the chosen site to come forward; and
- 8) It is welcomed that a consideration of safety is to be made and CH2M would emphasise the safe and functional operation of Highways England is key and a suitable assessment of the A1053/A174 will be needed.



# Annex 16A.1: Traffic Flow Diagrams Update





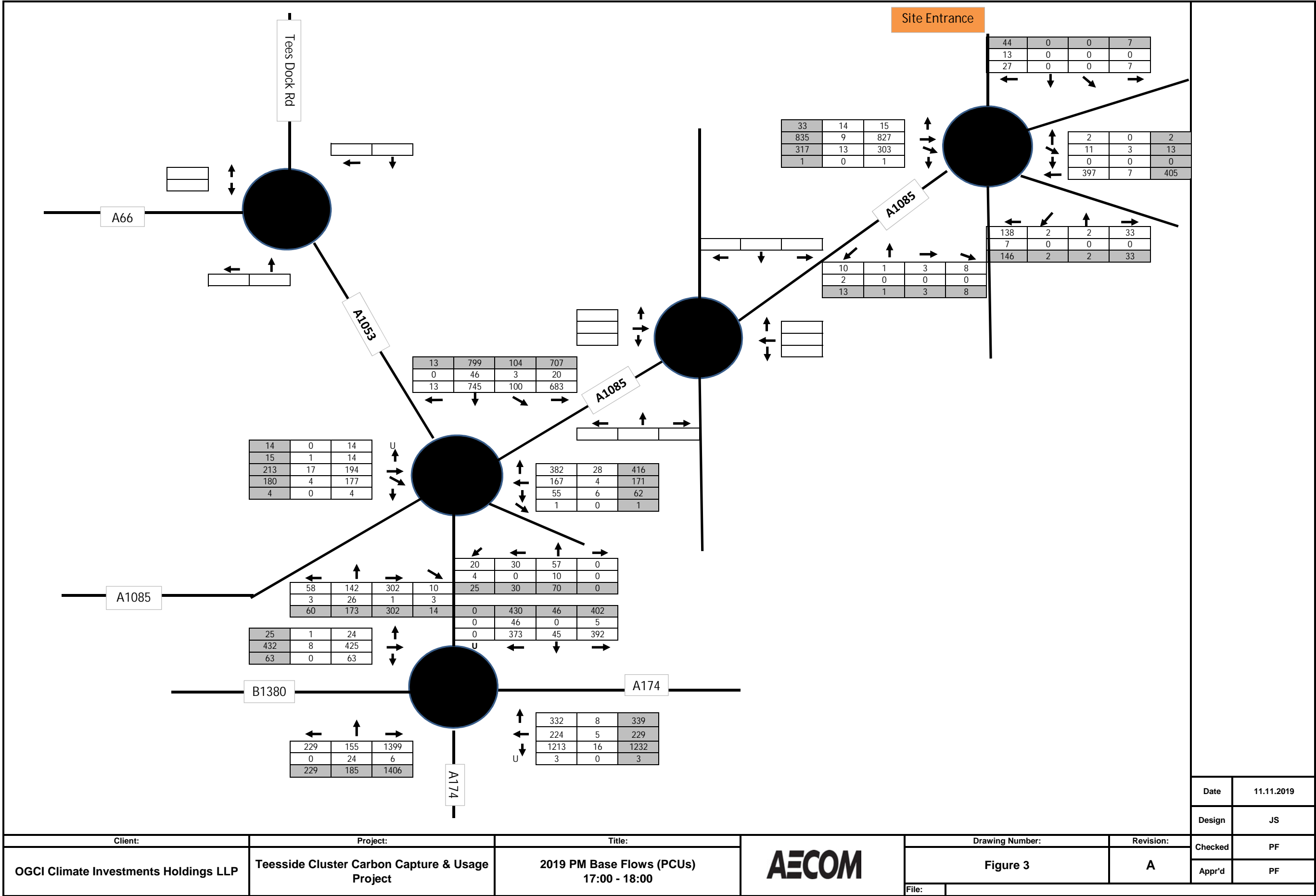


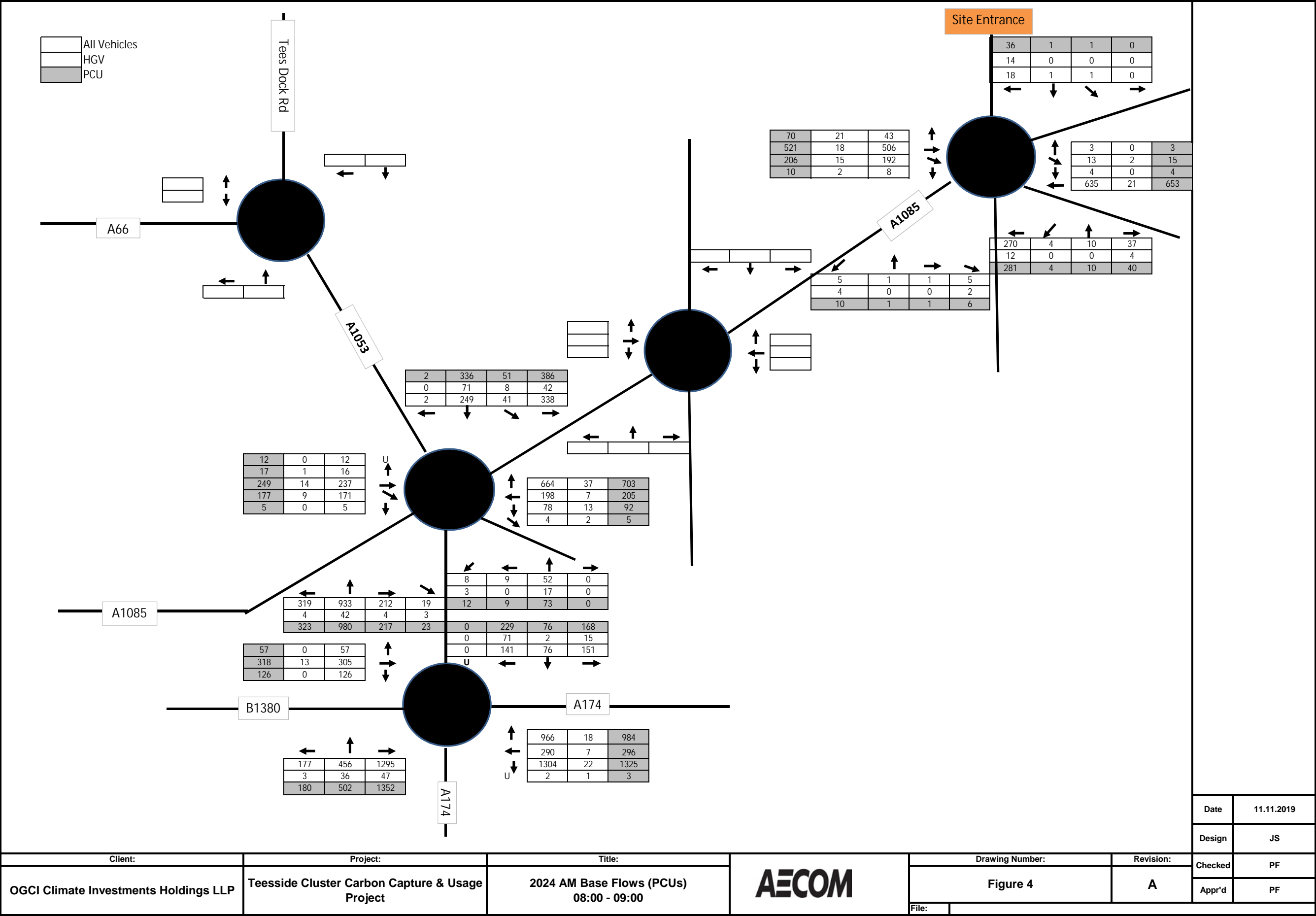
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Design	JS
Checked	PF
Appr'd	PF

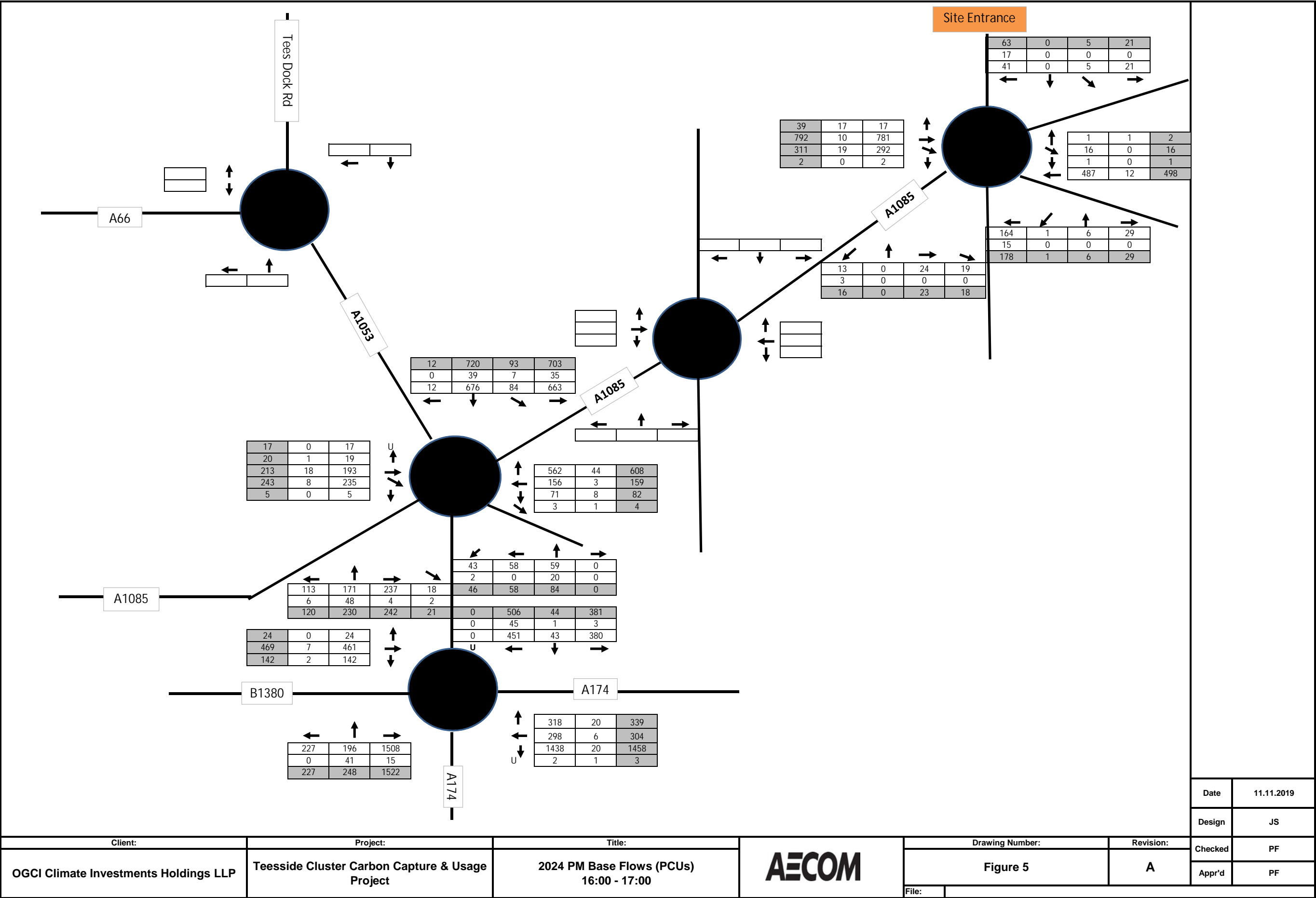
Client:	Project:	Title:
OGCI Climate Investments Holdings LLP	Teesside Cluster Carbon Capture & Usage Project	2019 PM Base Flows (PCUs) 16:00 - 17:00

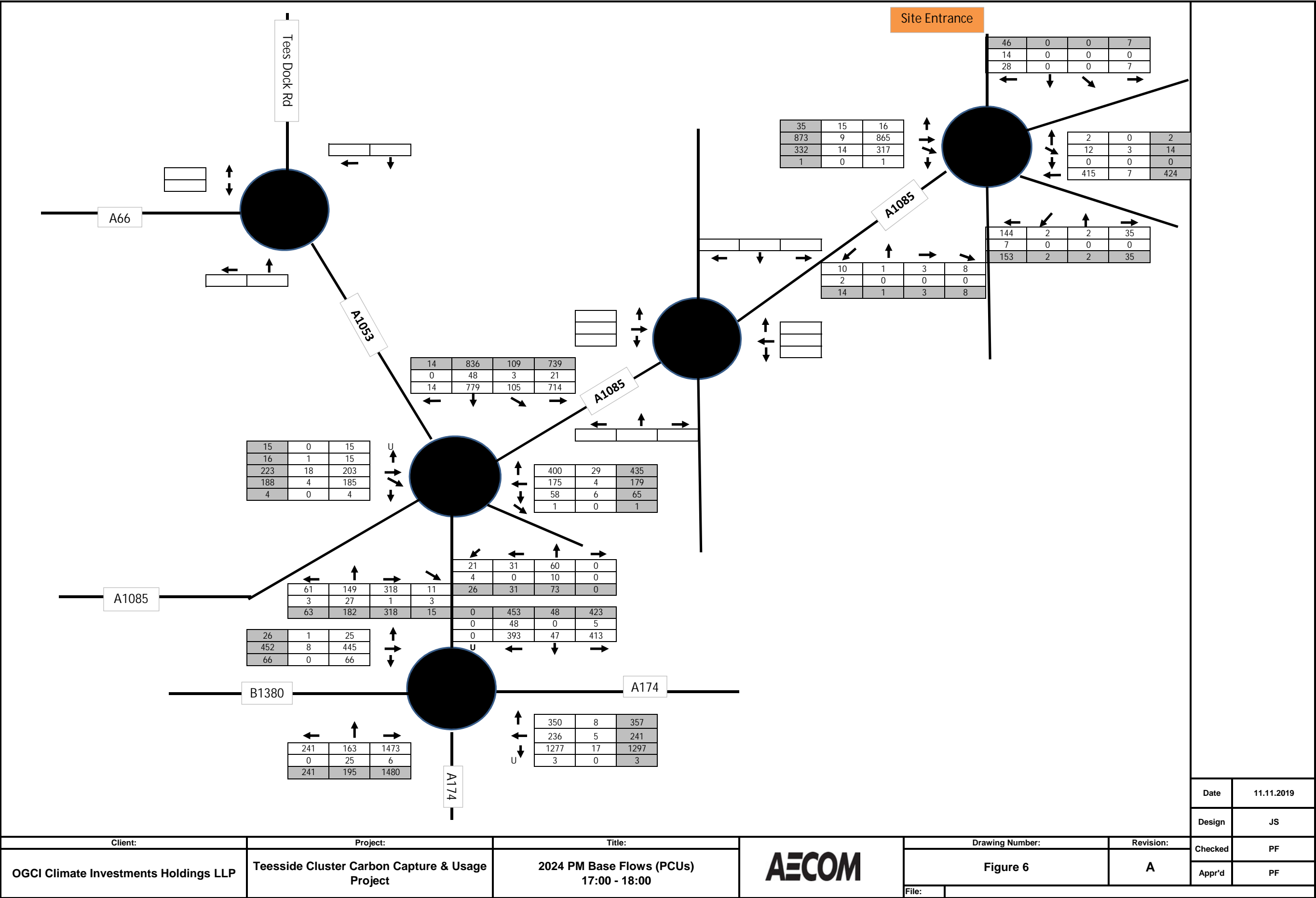


Drawing Number:	Revision:
Figure 2	A
File:	



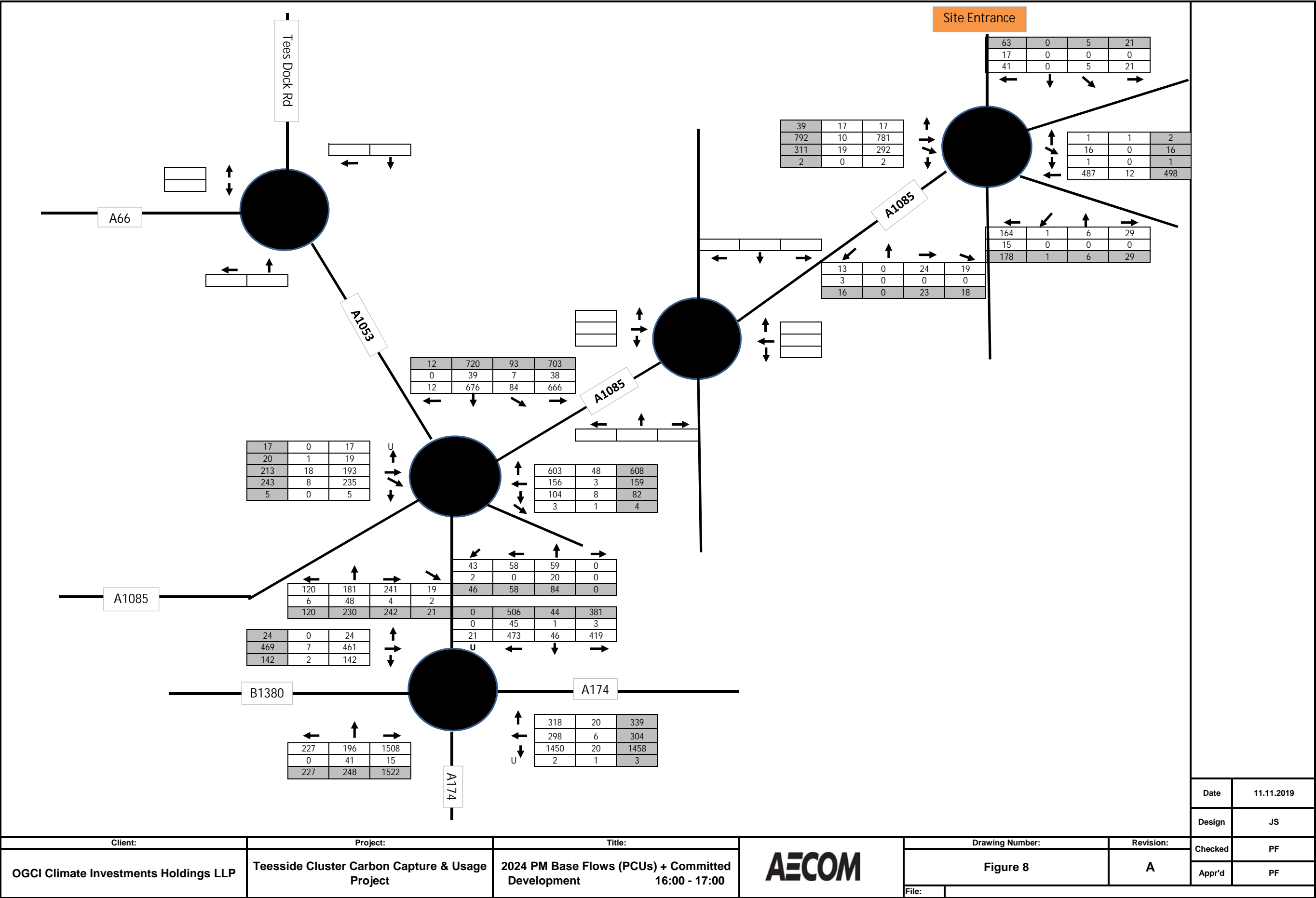










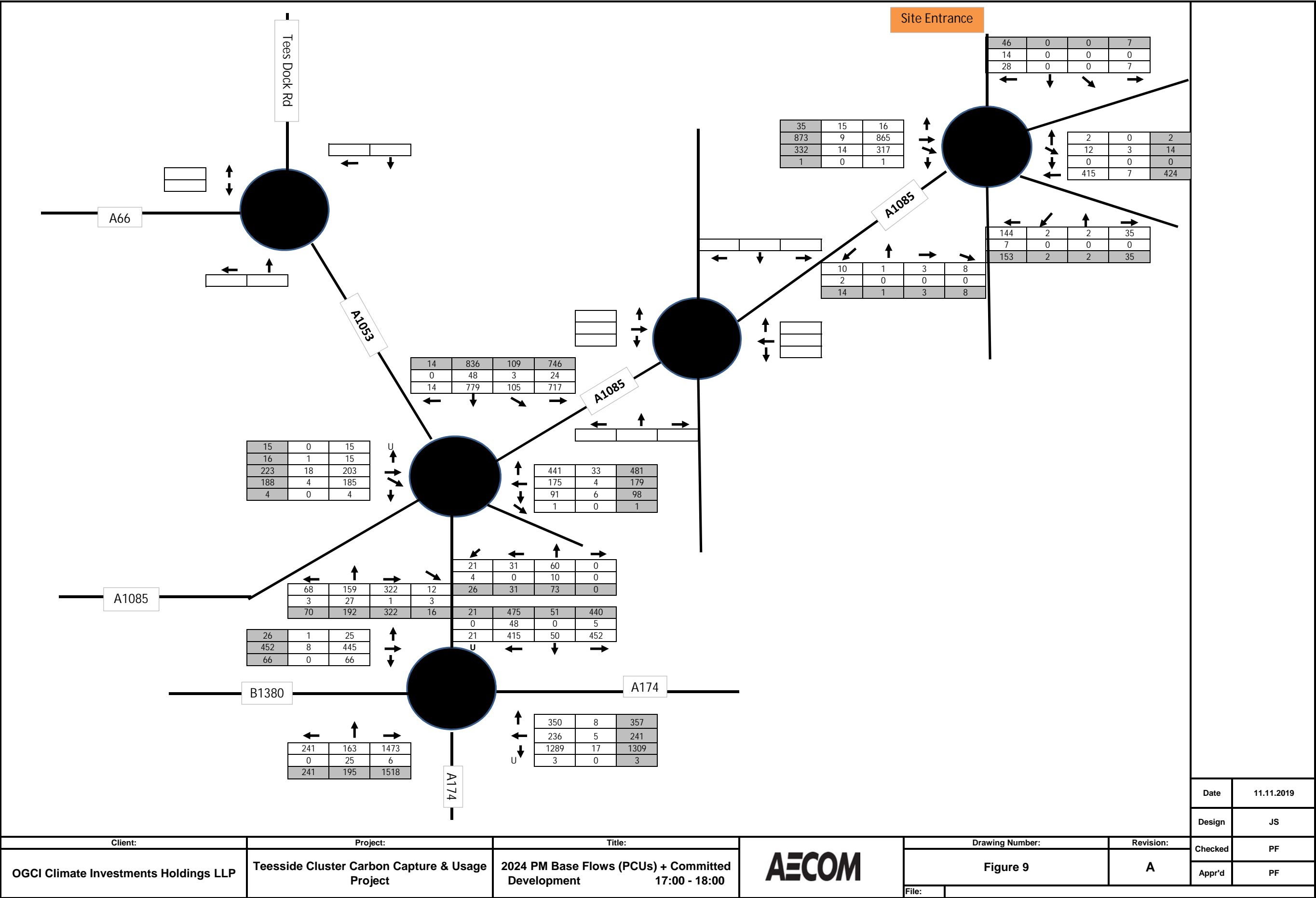


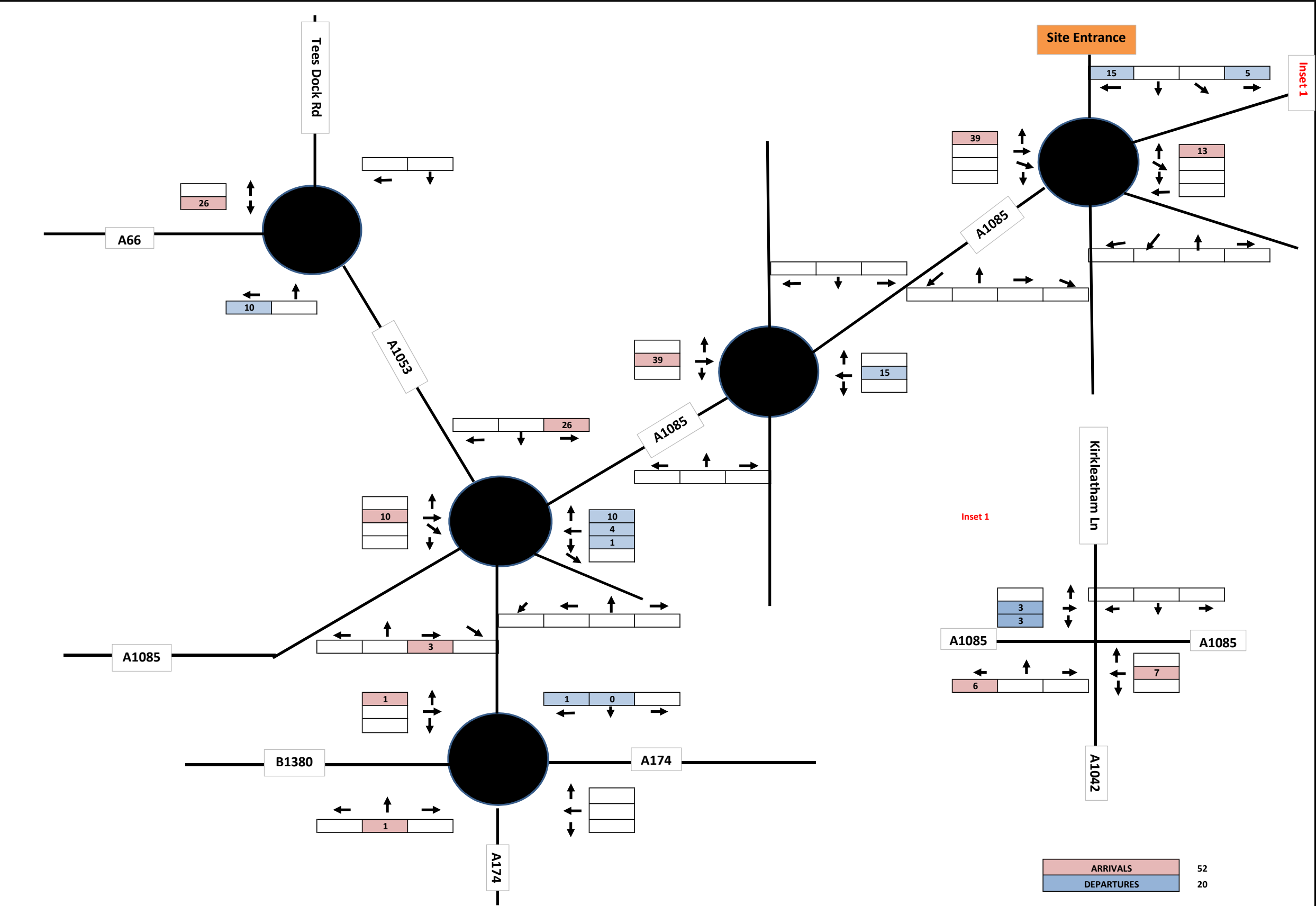
Date	11.11.2019
Design	JS
Checked	PF
Appr'd	PF

Client:	Project:	Title:
OGCI Climate Investments Holdings LLP	Teesside Cluster Carbon Capture & Usage Project	2024 PM Base Flows (PCUs) + Committed Development 16:00 - 17:00



Drawing Number:	Revision:
Figure 8	A
File:	



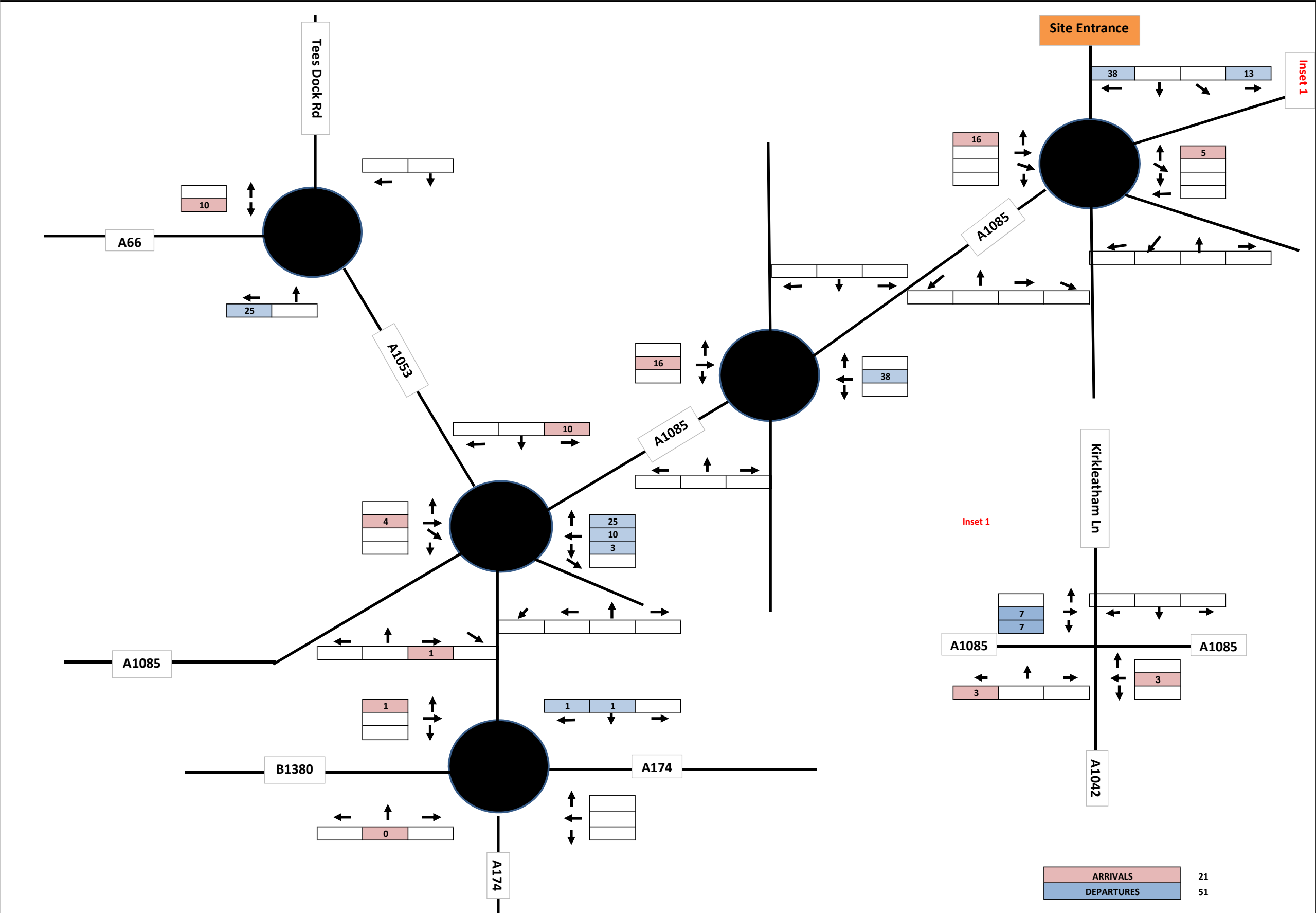


72	
54	
4	
Date	25.03.2020
Design	JG
Checked	PF
Appr'd	PF

Client:	Project:	Title:
OGCI Climate Investments Holdings LLP	Teesside Cluster Carbon Capture & Usage Project	Total Construction Workforce Flows (08:00 - 09:00)

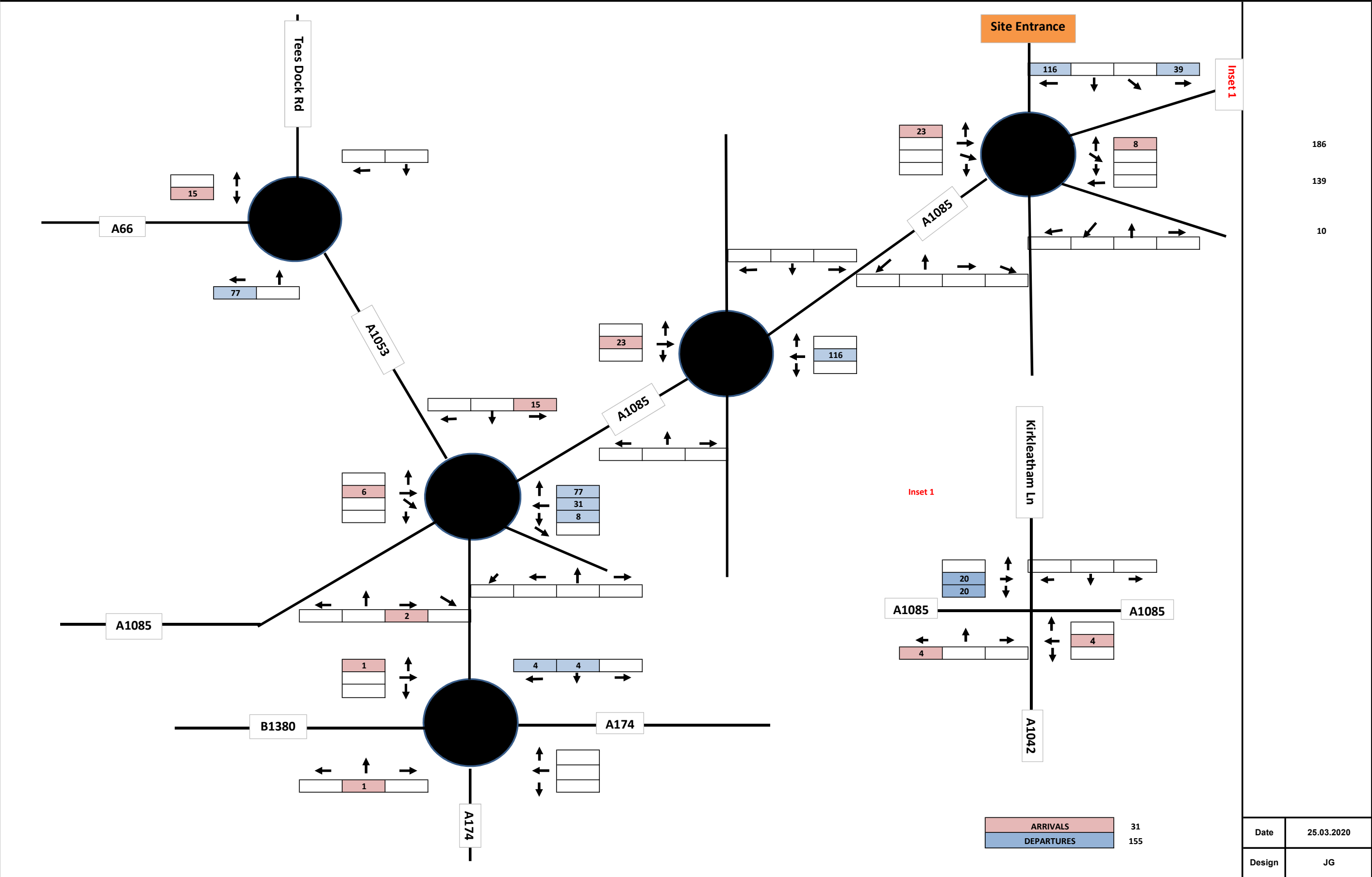



Drawing Number:	Revision:
Figure 10	A
File:	

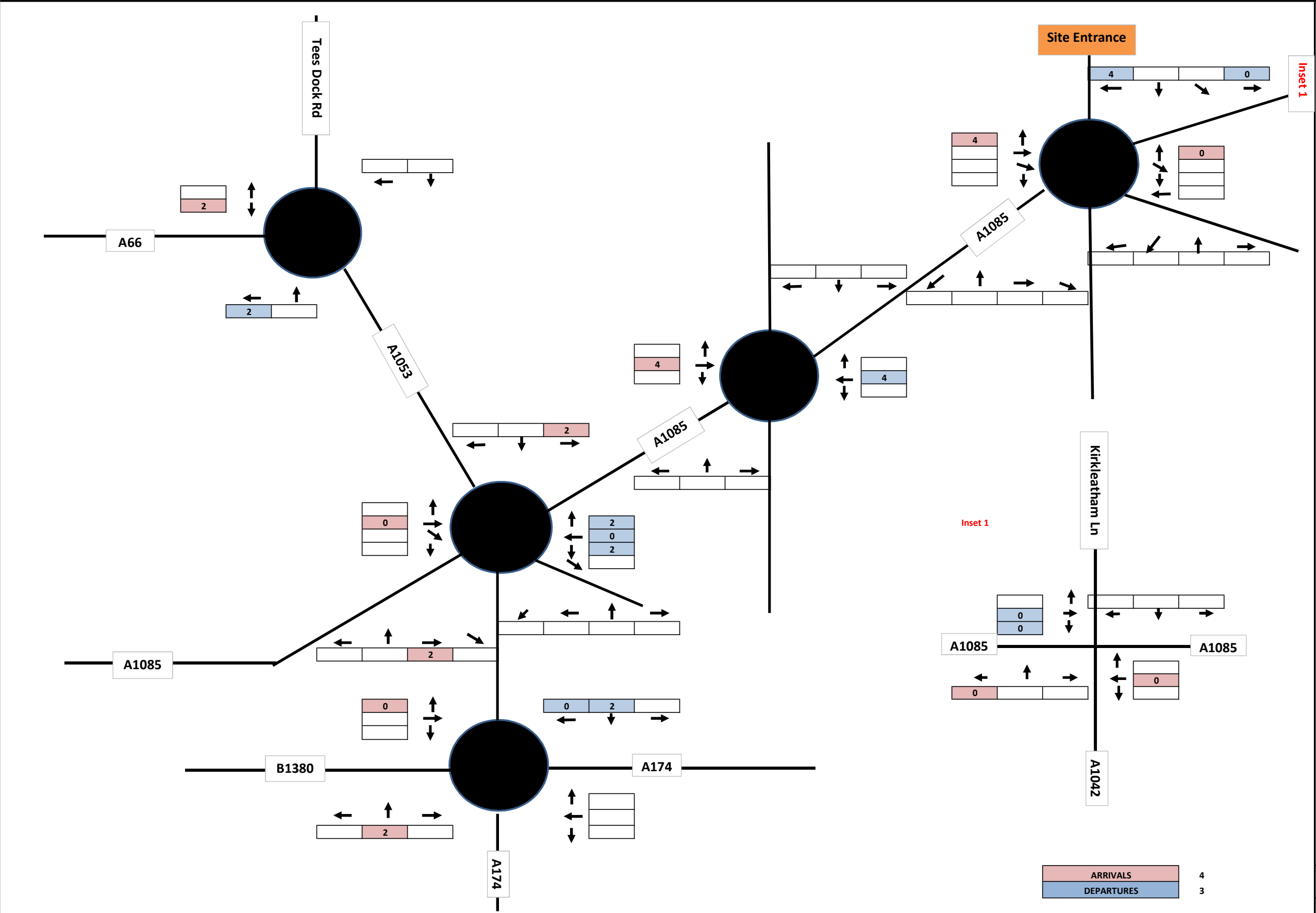


72	
54	
4	

<div>174</div>			ARRIVALS		21	Date	25.03.2020				
			DEPARTURES		51	Design	JG				
Client:		Project:		Title:		<div>AECOM</div>	Drawing Number:	Revision:	Checked	PF	
OGCI Climate Investments Holdings LLP		Teesside Cluster Carbon Capture & Usage Project		Total Construction Workforce Flows (16:00 - 17:00)			Figure 11		A	Appr'd	PF
										File:	



Client:	Project:	Title:		Drawing Number:		Revision:		Checked	PF
OGCI Climate Investments Holdings LLP	Teesside Cluster Carbon Capture & Usage Project	Total Construction Workforce Flows (17:00 - 18:00)		Figure 12		A			
								Appr'd	PF
				File:					



8	
7	
4	
Date	25.03.2020
Design	JG
Checked	PF
Appr'd	PF

Client:	Project:	Title:
OGCI Climate Investments Holdings LLP	Teesside Cluster Carbon Capture & Usage Project	HGV Flows : All Peak Hours



Drawing Number:		Revision:
Figure 13		A
File:		

## Annex 16A.2: Accident Data



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**Crash Date:** Tuesday, December 23, 2014 **Time of Crash:** 4:38:00 PM **Crash Reference:** 2014170L21954

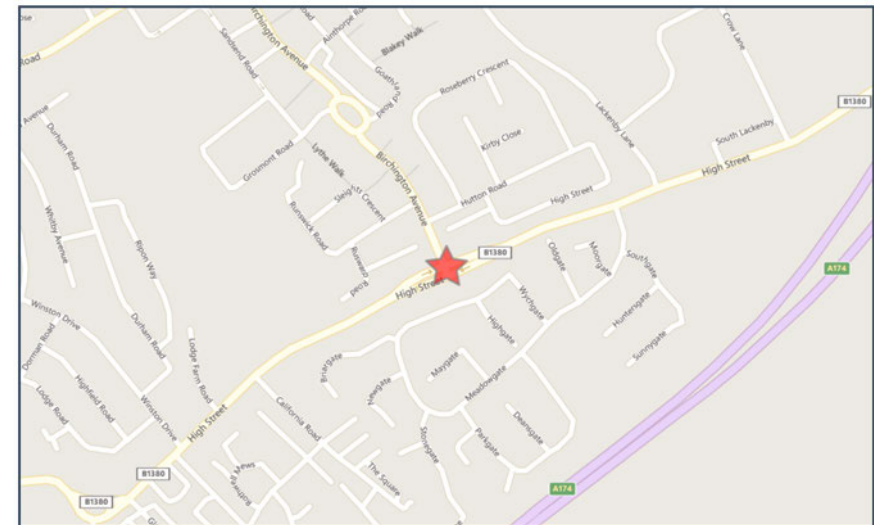
**Highest Injury Severity:** Serious  
**Highway Authority:** Redcar and Cleveland  
**Local Authority:** Redcar and Cleveland  
**Weather Description:** Fine without high winds  
**Road Surface Description:** Dry  
**Speed Limit:** 30  
**Light Conditions:** Darkness: street lights present and lit  
**Carriageway Hazards:** None  
**Junction Detail:** T or staggered junction  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Single carriageway  
**Junction Control:** Give way or uncontrolled

**Road Number:** B1380

**Number of Casualties:** 1

**Number of Vehicles:** 2

**OS Grid Reference:** 456043 518963



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)	6	Female	21 - 25	Vehicle is in the act of turning right	Front	Other	None	None

## Casualties

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

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**Crash Date:** Wednesday, October 31, 2018 **Time of Crash:** 3:20:00 PM **Crash Reference:** 2018170L31128

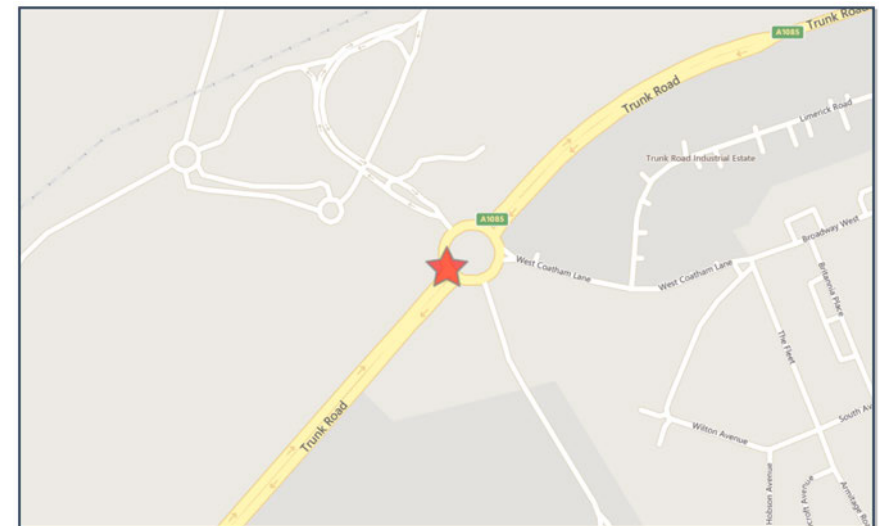
**Highest Injury Severity:** Serious  
**Highway Authority:** Redcar and Cleveland  
**Local Authority:** Redcar & Cleveland Borough  
**Weather Description:** Fine without high winds  
**Road Surface Description:** Dry  
**Speed Limit:** 60  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Roundabout  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Roundabout  
**Junction Control:** Give way or uncontrolled

**Road Number:** A1085

**Number of Casualties:** 2

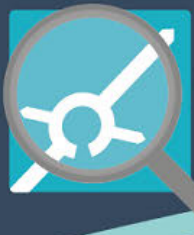
**Number of Vehicles:** 1

**OS Grid Reference:** 457517 523789



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 500cc	18	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other

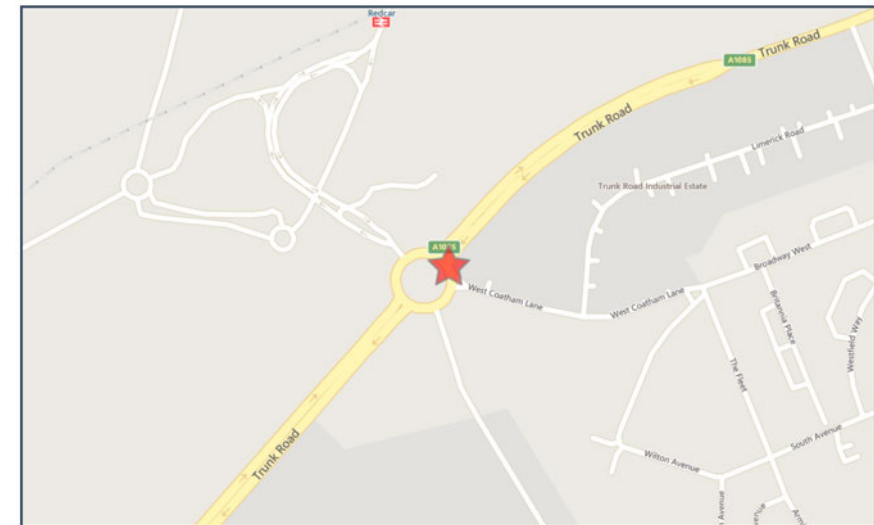
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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<b>Crash Date:</b>	Sunday, June 28, 2015	<b>Time of Crash:</b>	11:30:00 AM	<b>Crash Reference:</b>	2015170L21465
<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	A1085	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar and Cleveland			<b>OS Grid Reference:</b>	457595 523836
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	70				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Roundabout				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Roundabout				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Pedal cycle	-1	Male	56 - 65	Vehicle is in the act of turning right	Nearside	Other	None	None

## Casualties

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

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**Crash Date:** Monday, September 24, 2018 **Time of Crash:** 1:43:00 PM **Crash Reference:** 2018170L30898

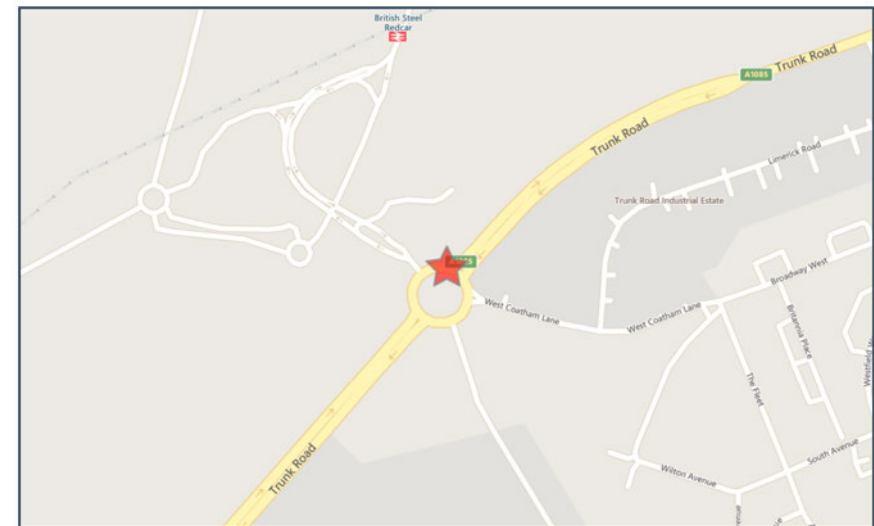
**Highest Injury Severity:** Slight  
**Highway Authority:** Redcar and Cleveland  
**Local Authority:** Redcar & Cleveland Borough  
**Weather Description:** Fine without high winds  
**Road Surface Description:** Dry  
**Speed Limit:** 60  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Roundabout  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Roundabout  
**Junction Control:** Give way or uncontrolled

**Road Number:** A1085

**Number of Casualties:** 1

**Number of Vehicles:** 2

**OS Grid Reference:** 457567 523854



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	11	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Commuting to/from work	None	None
1	Goods vehicle 7.5 tonnes mgw and over	-1	Male	56 - 65	Vehicle is in the act of turning right	Front	Journey as part of work	None	None

## Casualties

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

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

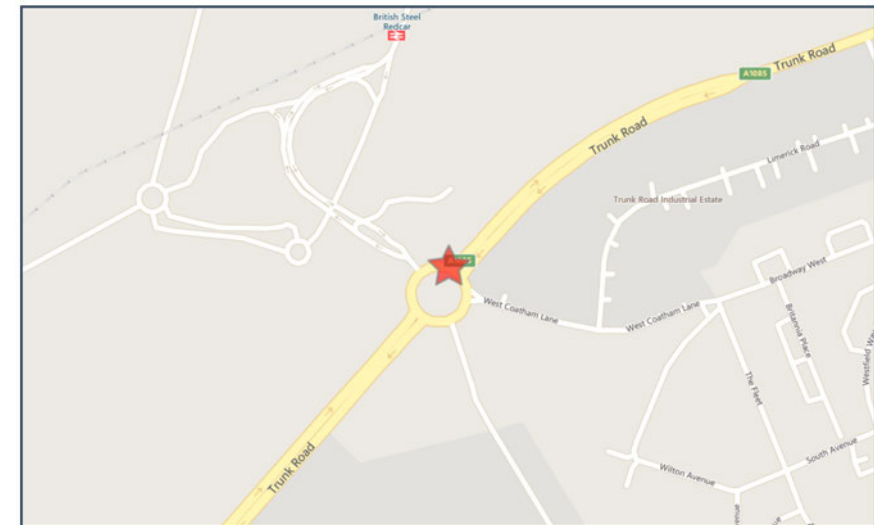
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<b>Crash Date:</b>	Tuesday, April 04, 2017	<b>Time of Crash:</b>	3:16:00 PM	<b>Crash Reference:</b>	2017170L30517
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A1085	<b>Number of Casualties:</b>	2
<b>Highway Authority:</b>	Redcar and Cleveland	<b>Number of Vehicles:</b>	2	<b>OS Grid Reference:</b>	457572 523853
<b>Local Authority:</b>	Redcar & Cleveland Borough				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	60				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Roundabout				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Roundabout				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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## Vehicles involved

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

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other

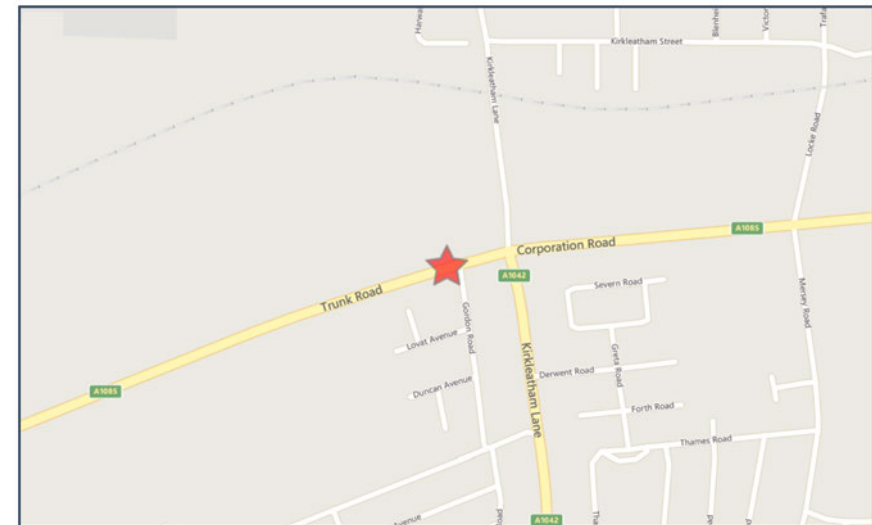
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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<b>Crash Date:</b>	Monday, April 14, 2014	<b>Time of Crash:</b>	4:57:00 PM	<b>Crash Reference:</b>	2014170L30624
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A1085	<b>Number of Casualties:</b>	2
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar and Cleveland			<b>OS Grid Reference:</b>	459124 524583
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Using private drive or entrance				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Dual carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Taxi/Private hire car	-1	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)	6	Male	26 - 35	Vehicle is in the act of turning right	Front	Other	None	Road sign/Traffic signal

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

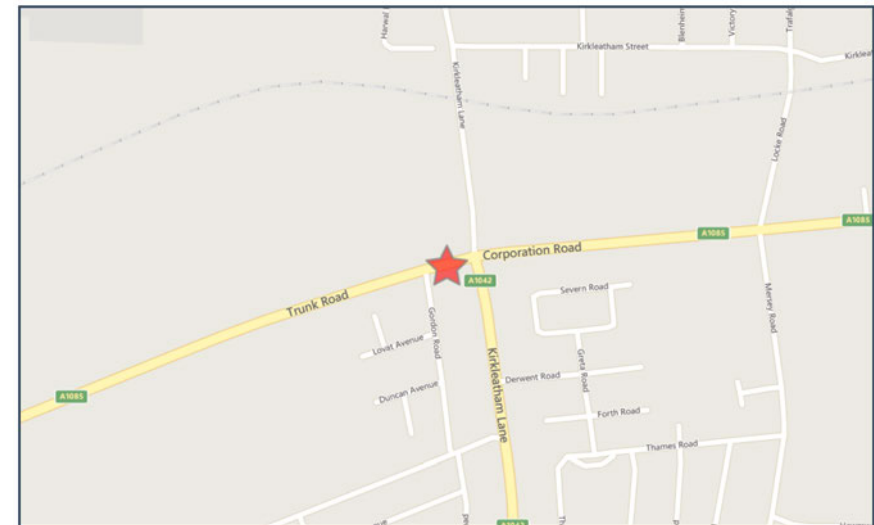
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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<b>Crash Date:</b>	Wednesday, December 17, 2014	<b>Time of Crash:</b>	8:42:00 AM	<b>Crash Reference:</b>	2014170L31944
<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	A1085	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar and Cleveland			<b>OS Grid Reference:</b>	459178 524591
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Using private drive or entrance				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Male	11 - 15	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)	9	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	11 - 15	Unknown or other	Unknown or other

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**Crash Date:** Tuesday, October 02, 2018 **Time of Crash:** 11:20:00 AM **Crash Reference:** 2018170L30948

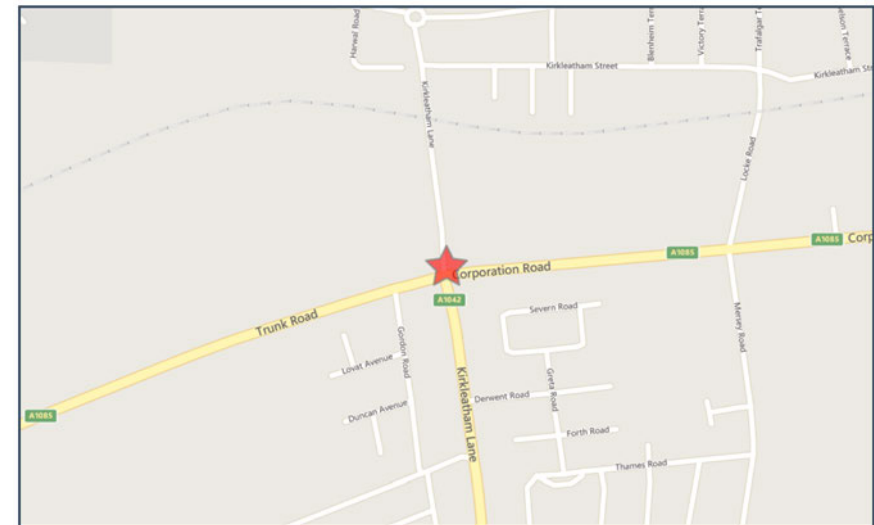
**Highest Injury Severity:** Slight  
**Highway Authority:** Redcar and Cleveland  
**Local Authority:** Redcar & Cleveland Borough  
**Weather Description:** Fine without high winds  
**Road Surface Description:** Dry  
**Speed Limit:** 30  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Crossroads  
**Junction Pedestrian Crossing:** Pedestrian phase at traffic signal junction  
**Road Type:** Dual carriageway  
**Junction Control:** Auto traffic signal

**Road Number:** A1085

**Number of Casualties:** 2

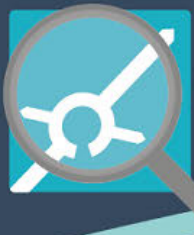
**Number of Vehicles:** 2

**OS Grid Reference:** 459228 524618



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	19	Male	Unknown	Vehicle is in the act of turning left	Front	Other	None	None
2	Car (excluding private hire)	11	Female	21 - 25	Vehicle is waiting to turn right	Front	Other	None	None

## Casualties

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

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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**Crash Date:** Monday, November 03, 2014 **Time of Crash:** 8:25:00 PM **Crash Reference:** 2014170L31744

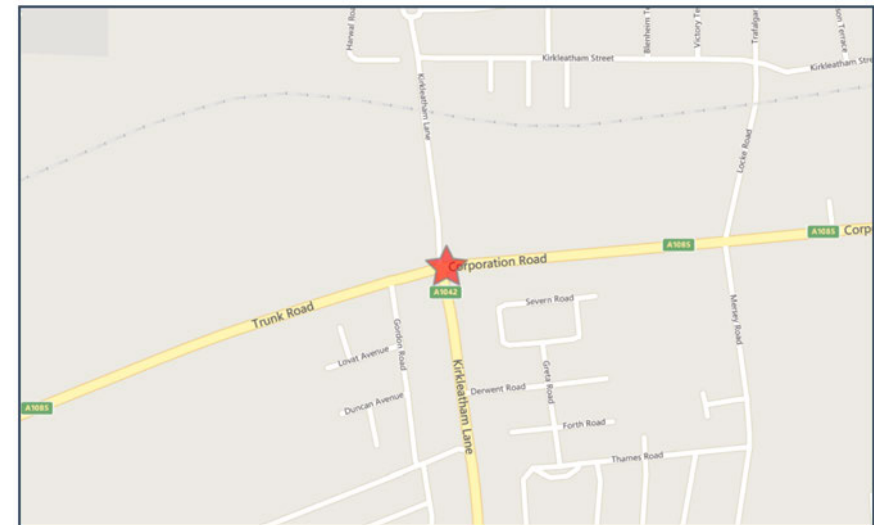
**Highest Injury Severity:** Slight  
**Highway Authority:** Redcar and Cleveland  
**Local Authority:** Redcar and Cleveland  
**Weather Description:** Fine without high winds  
**Road Surface Description:** Wet or Damp  
**Speed Limit:** 30  
**Light Conditions:** Darkness: street lights present and lit  
**Carriageway Hazards:** None  
**Junction Detail:** Crossroads  
**Junction Pedestrian Crossing:** Pedestrian phase at traffic signal junction  
**Road Type:** Single carriageway  
**Junction Control:** Auto traffic signal

**Road Number:** A1042

**Number of Casualties:** 1

**Number of Vehicles:** 2

**OS Grid Reference:** 459232 524609



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		8 Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)		8 Female	16 - 20	Vehicle is in the act of turning right	Front	Other	None	None

## Casualties

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

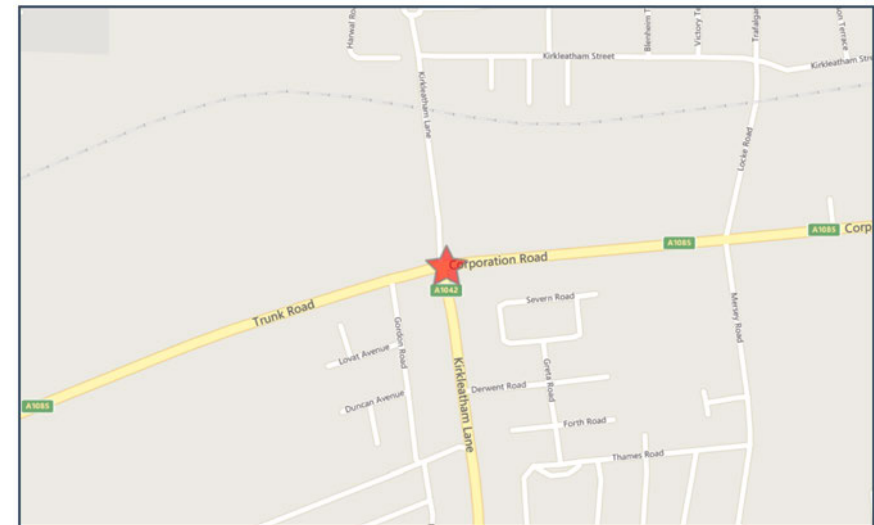
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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<b>Crash Date:</b>	Monday, March 16, 2015	<b>Time of Crash:</b>	9:45:00 PM	<b>Crash Reference:</b>	2015170L30395
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A1042	<b>Number of Casualties:</b>	5
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar and Cleveland			<b>OS Grid Reference:</b>	459233 524608
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Darkness: street lights present and lit				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Crossroads				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Auto traffic signal				



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	10	Male	16 - 20	Vehicle is in the act of turning right	Front	Other	None	None

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other
1	4	Slight	Vehicle or pillion passenger	Male	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other
2	5	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other

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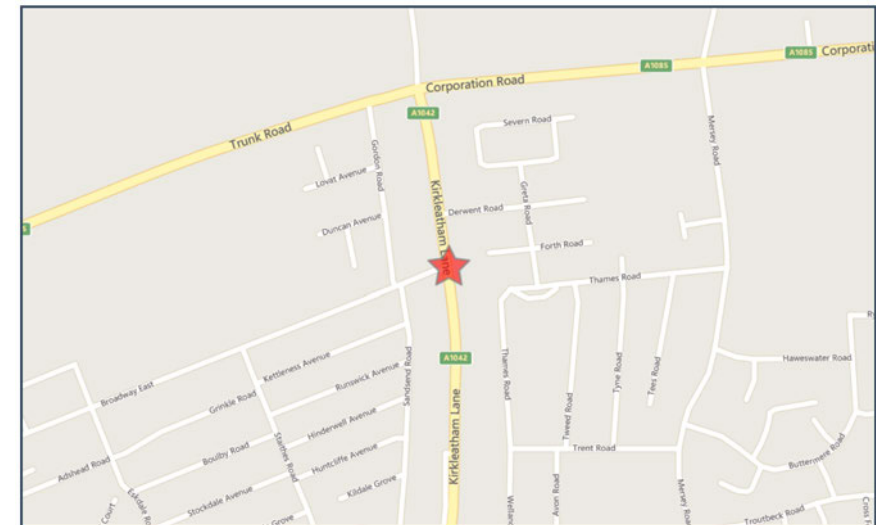
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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<b>Crash Date:</b>	Monday, March 24, 2014	<b>Time of Crash:</b>	1:01:00 PM	<b>Crash Reference:</b>	2014170L30464
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A1042	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar and Cleveland			<b>OS Grid Reference:</b>	459275 524328
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	T or staggered junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Goods vehicle over 3.5 tonnes and under 7.5 tonnes mgw	7	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
1	Car (excluding private hire)	11	Male	46 - 55	Vehicle is waiting to turn right	Back	Other	None	None

## Casualties

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

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	1	Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	11 - 15	In carriageway, crossing on pedestrian crossing facility	Crossing from driver's nearside

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

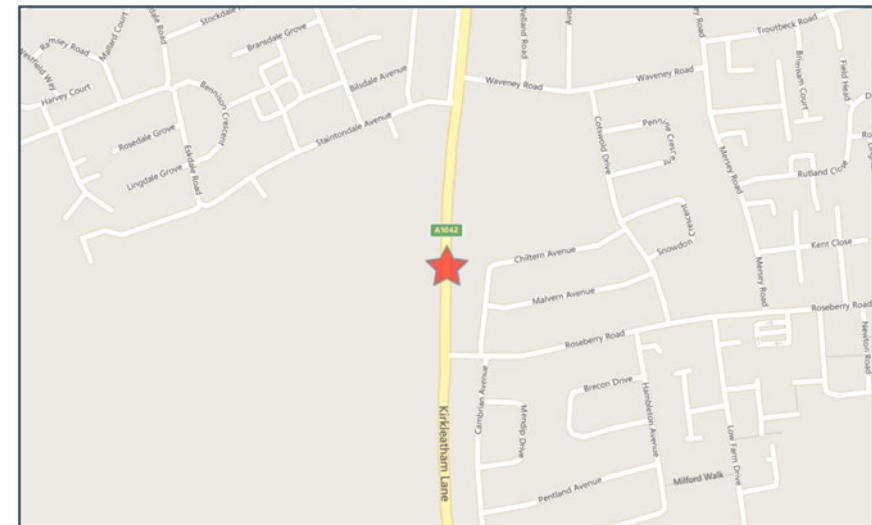
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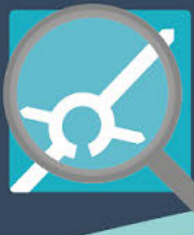


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<b>Crash Date:</b>	Friday, June 22, 2018	<b>Time of Crash:</b>	3:46:00 PM	<b>Crash Reference:</b>	2018170L30538
<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	A1042	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland	<b>Number of Vehicles:</b>	1	<b>OS Grid Reference:</b>	459264 523553
<b>Local Authority:</b>	Redcar & Cleveland Borough				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	40				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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### Vehicles involved

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

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	11 - 15	In carriageway, crossing elsewhere	Crossing from driver's nearside

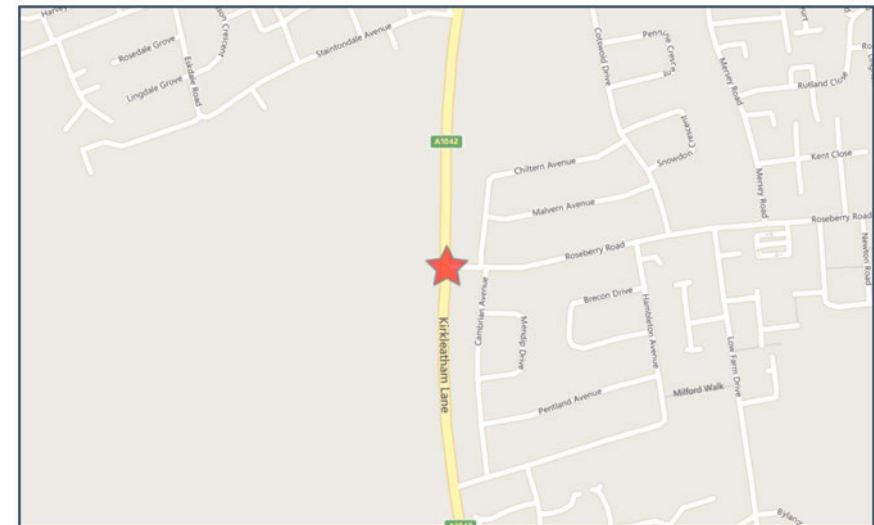
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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<b>Crash Date:</b>	Tuesday, June 02, 2015	<b>Time of Crash:</b>	8:26:00 PM	<b>Crash Reference:</b>	2015170L30875
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A1042	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar and Cleveland			<b>OS Grid Reference:</b>	459265 523416
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	T or staggered junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	21	Unknown	Unknown	Vehicle is in the act of turning right	Front	Other	None	None
1	Car (excluding private hire)	2	Male	66 - 75	Vehicle is waiting to turn right	Offside	Other	None	None

## Casualties

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

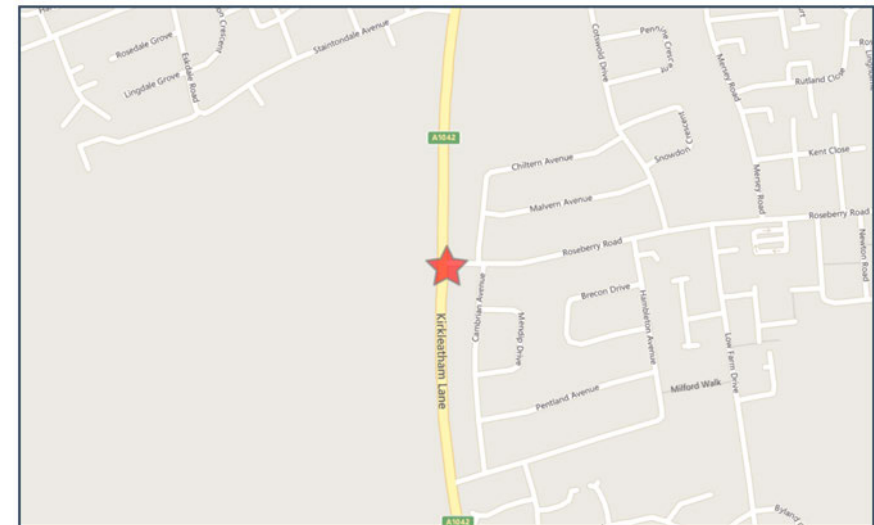
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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<b>Crash Date:</b>	Monday, August 22, 2016	<b>Time of Crash:</b>	6:26:00 AM	<b>Crash Reference:</b>	2016170L31136
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A1042	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar & Cleveland Borough			<b>OS Grid Reference:</b>	459269 523409
<b>Weather Description:</b>	Raining without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	40				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	T or staggered junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Commuting to/from work	None	None
1	Car (excluding private hire)	8	Male	26 - 35	Vehicle is in the act of turning left	Front	Commuting to/from work	None	None

## Casualties

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

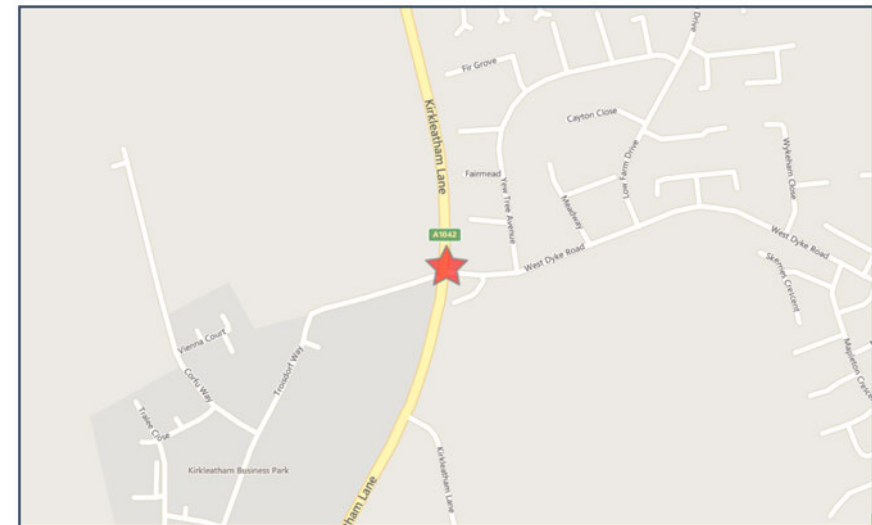
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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<b>Crash Date:</b>	Monday, August 20, 2018	<b>Time of Crash:</b>	1:15:00 PM	<b>Crash Reference:</b>	2018170L30758
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A1042	<b>Number of Casualties:</b>	2
<b>Highway Authority:</b>	Redcar and Cleveland	<b>Number of Vehicles:</b>	2	<b>OS Grid Reference:</b>	459379 522527
<b>Local Authority:</b>	Redcar & Cleveland Borough				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	T or staggered junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Auto traffic signal				



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		6 Female	36 - 45	Vehicle is in the act of turning right	Offside	Other	None	None
2	Car (excluding private hire)		3 Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

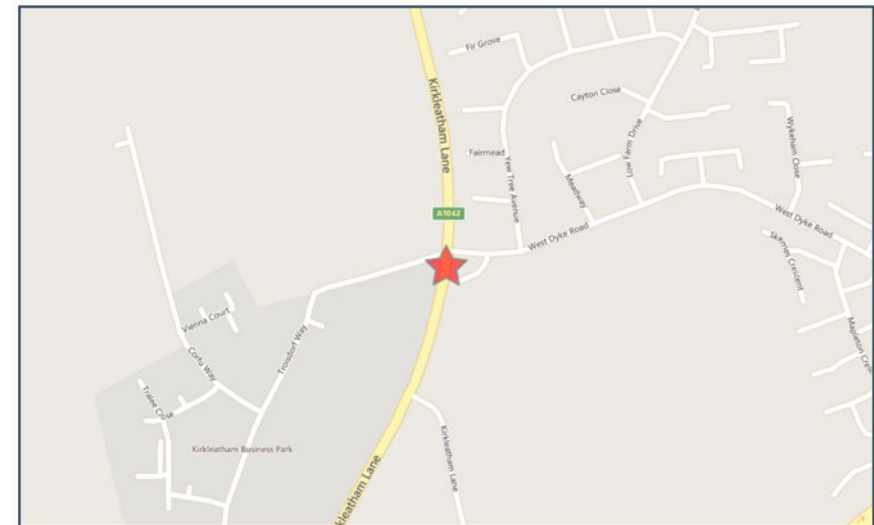
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<b>Crash Date:</b>	Friday, April 13, 2018	<b>Time of Crash:</b>	2:40:00 PM	<b>Crash Reference:</b>	2018170L30368
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A1042	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland	<b>Number of Vehicles:</b>	3	<b>OS Grid Reference:</b>	459372 522501
<b>Local Authority:</b>	Redcar & Cleveland Borough				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	40				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	T or staggered junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Auto traffic signal				



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		4 Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)		1 Male	46 - 55	Vehicle is waiting to turn right	Offside	Other	None	None
3	Car (excluding private hire)		-1 Male	36 - 45	Vehicle is waiting to turn right	Offside	Other	None	None

## Casualties

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

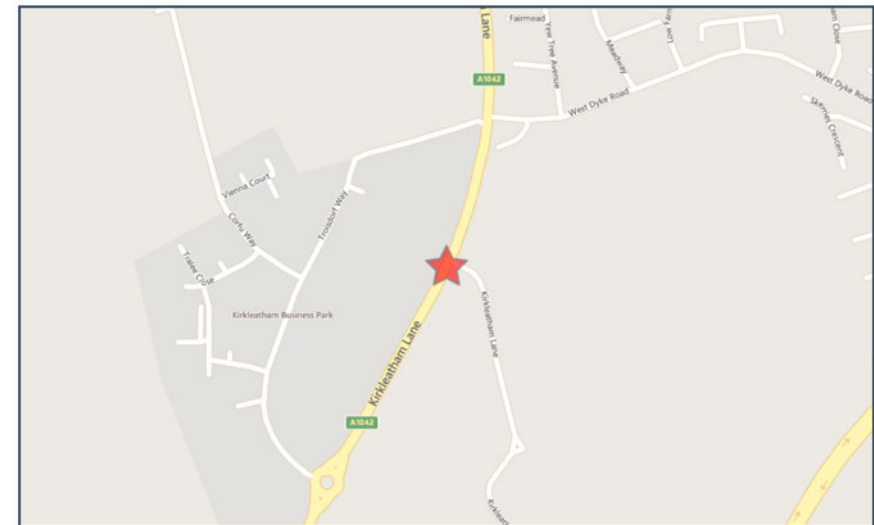
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<b>Crash Date:</b>	Friday, August 26, 2016	<b>Time of Crash:</b>	10:35:00 AM	<b>Crash Reference:</b>	2016170L31126
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A1042	<b>Number of Casualties:</b>	3
<b>Highway Authority:</b>	Redcar and Cleveland	<b>Number of Vehicles:</b>	3	<b>OS Grid Reference:</b>	459311 522287
<b>Local Authority:</b>	Redcar & Cleveland Borough				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	40				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	T or staggered junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
3	Car (excluding private hire)		1 Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)		2 Female	46 - 55	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None
1	Car (excluding private hire)		11 Female	26 - 35	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
1	3	Slight	Vehicle or pillion passenger	Female	46 - 55	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

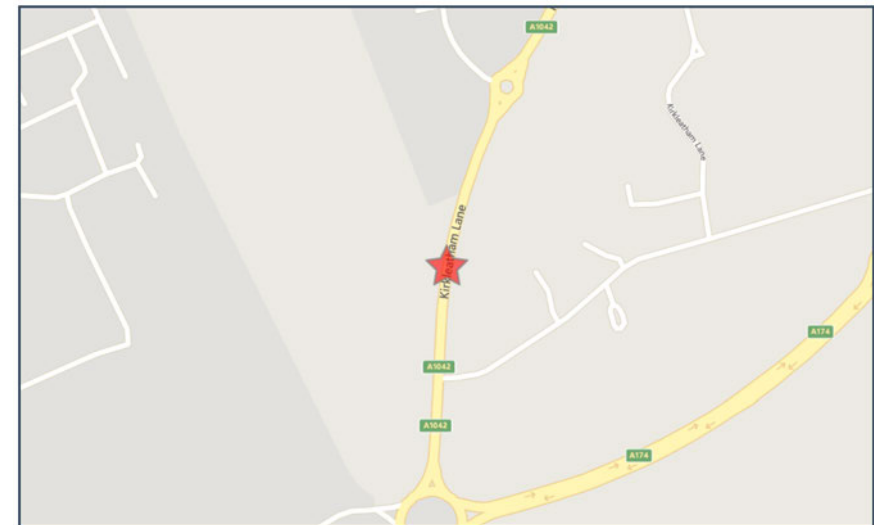
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<b>Crash Date:</b>	Sunday, August 19, 2018	<b>Time of Crash:</b>	4:30:00 PM	<b>Crash Reference:</b>	2018170L30808
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A1042	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland	<b>Number of Vehicles:</b>	2	<b>OS Grid Reference:</b>	459036 521664
<b>Local Authority:</b>	Redcar & Cleveland Borough				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	40				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	3	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None
2	Pedal cycle	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None

## Casualties

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

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**Crash Date:** Wednesday, May 20, 2015 **Time of Crash:** 8:22:00 PM **Crash Reference:** 2015170L30745

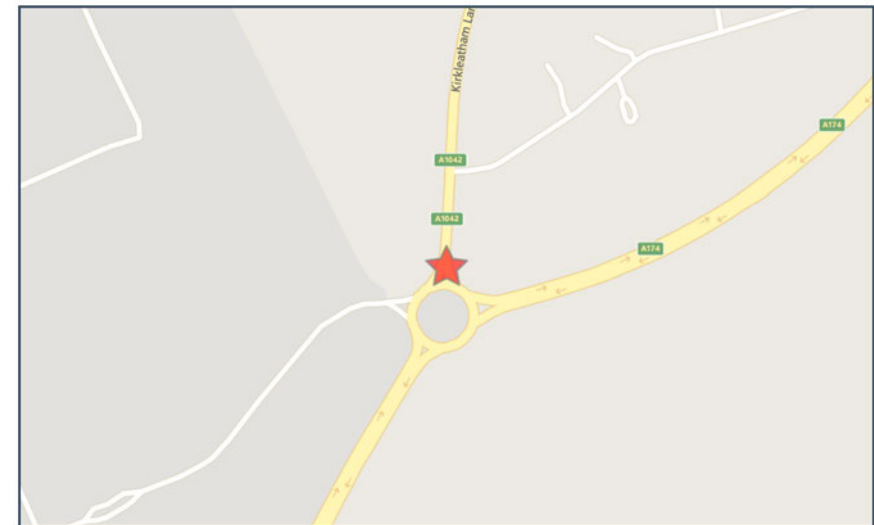
**Highest Injury Severity:** Serious  
**Highway Authority:** Redcar and Cleveland  
**Local Authority:** Redcar and Cleveland  
**Weather Description:** Fine without high winds  
**Road Surface Description:** Wet or Damp  
**Speed Limit:** 30  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Roundabout  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Single carriageway  
**Junction Control:** Auto traffic signal

**Road Number:** A174

**Number of Casualties:** 1

**Number of Vehicles:** 2

**OS Grid Reference:** 459021 521333



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 500cc		3 Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None
2	Car (excluding private hire)		7 Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None

## Casualties

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

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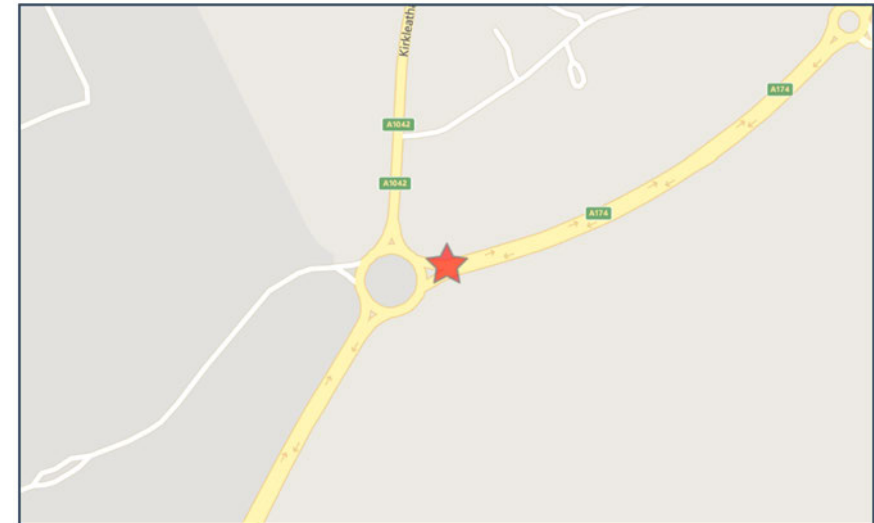
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<b>Crash Date:</b>	Saturday, June 16, 2018	<b>Time of Crash:</b>	3:28:00 PM	<b>Crash Reference:</b>	2018170L30528
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A174	<b>Number of Casualties:</b>	3
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar & Cleveland Borough			<b>OS Grid Reference:</b>	459105 521280
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	60				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Dual carriageway				
<b>Junction Control:</b>	Not Applicable				



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)		4 Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)		5 Female	46 - 55	Vehicle is slowing down or stopping	Back	Commuting to/from work	None	None

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Female	36 - 45	Unknown or other	Unknown or other

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**Crash Date:** Sunday, August 12, 2018 **Time of Crash:** 4:45:00 PM **Crash Reference:** 2018170L30788

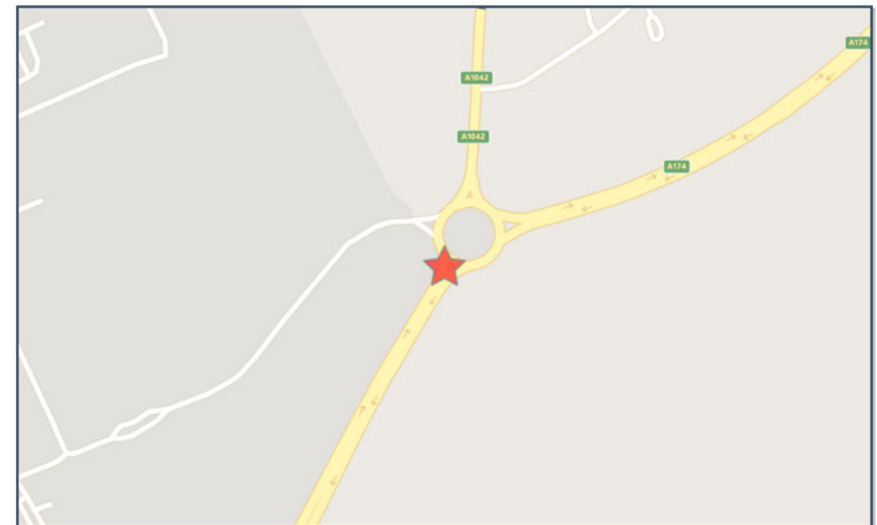
**Highest Injury Severity:** Slight  
**Highway Authority:** Redcar and Cleveland  
**Local Authority:** Redcar & Cleveland Borough  
**Weather Description:** Fine without high winds  
**Road Surface Description:** Dry  
**Speed Limit:** 40  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Roundabout  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Dual carriageway  
**Junction Control:** Auto traffic signal

**Road Number:** A174

**Number of Casualties:** 2

**Number of Vehicles:** 5

**OS Grid Reference:** 458978 521203



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under		4 Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None
2	Car (excluding private hire)		15 Male	46 - 55	Vehicle is waiting to proceed normally but is held up	Offside	Other	None	None
3	Taxi/Private hire car		8 Male	36 - 45	Vehicle is waiting to proceed normally but is held up	Offside	Other	None	None
4	Car (excluding private hire)		3 Female	Over 75	Vehicle is waiting to proceed normally but is held up	Offside	Other	None	None
5	Car (excluding private hire)		18 Female	26 - 35	Vehicle is waiting to proceed normally but is held up	Offside	Other	None	None

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
5	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
5	2	Slight	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other

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**Crash Date:** Tuesday, December 23, 2014 **Time of Crash:** 4:38:00 PM **Crash Reference:** 2014170L21954

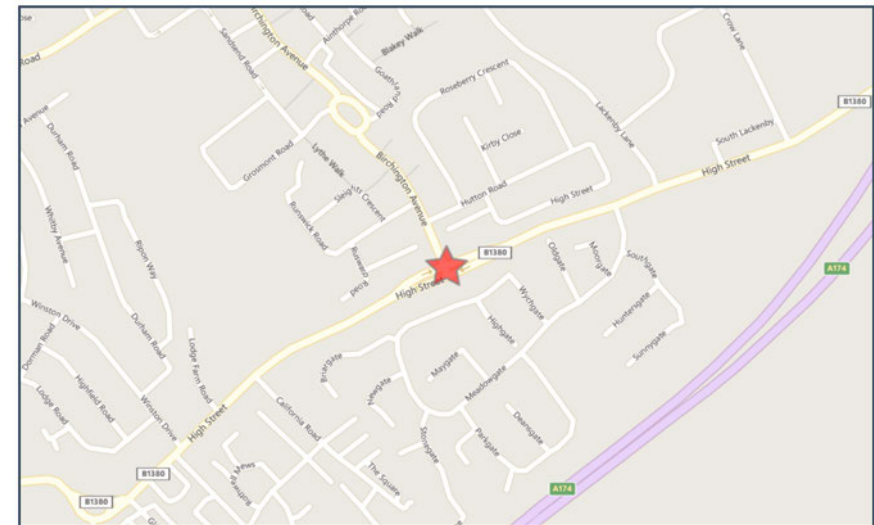
**Highest Injury Severity:** Serious  
**Highway Authority:** Redcar and Cleveland  
**Local Authority:** Redcar and Cleveland  
**Weather Description:** Fine without high winds  
**Road Surface Description:** Dry  
**Speed Limit:** 30  
**Light Conditions:** Darkness: street lights present and lit  
**Carriageway Hazards:** None  
**Junction Detail:** T or staggered junction  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Single carriageway  
**Junction Control:** Give way or uncontrolled

**Road Number:** B1380

**Number of Casualties:** 1

**Number of Vehicles:** 2

**OS Grid Reference:** 456043 518963



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)	6	Female	21 - 25	Vehicle is in the act of turning right	Front	Other	None	None

## Casualties

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

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

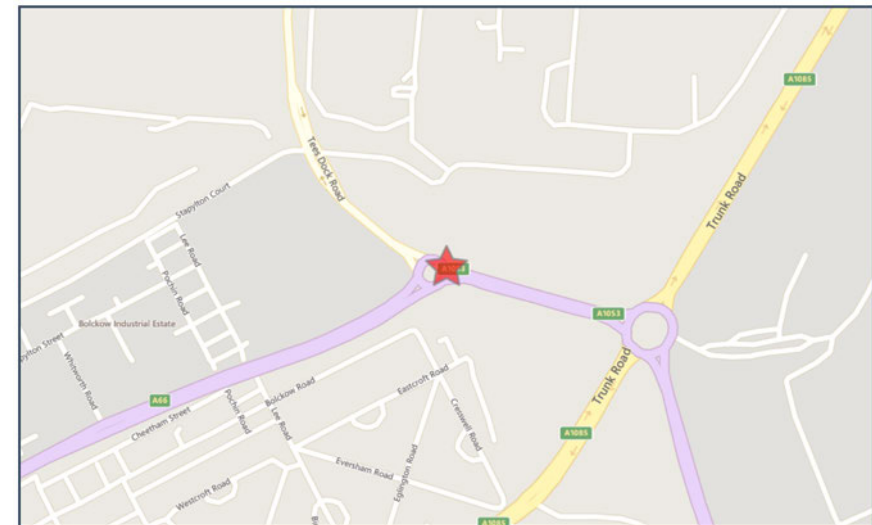
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<b>Crash Date:</b>	Wednesday, March 11, 2015	<b>Time of Crash:</b>	5:45:00 PM	<b>Crash Reference:</b>	2015170L20595
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A66	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar and Cleveland			<b>OS Grid Reference:</b>	455373 521017
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	50				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Roundabout				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Roundabout				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Van or goods vehicle 3.5 tonnes mgw and under	1	Male	Unknown	Vehicle is changing lane to the left	Nearside	Commuting to/from work	None	None
1	Car (excluding private hire)	12	Male	26 - 35	Vehicle is in the act of turning right	Offside	Commuting to/from work	None	None

## Casualties

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

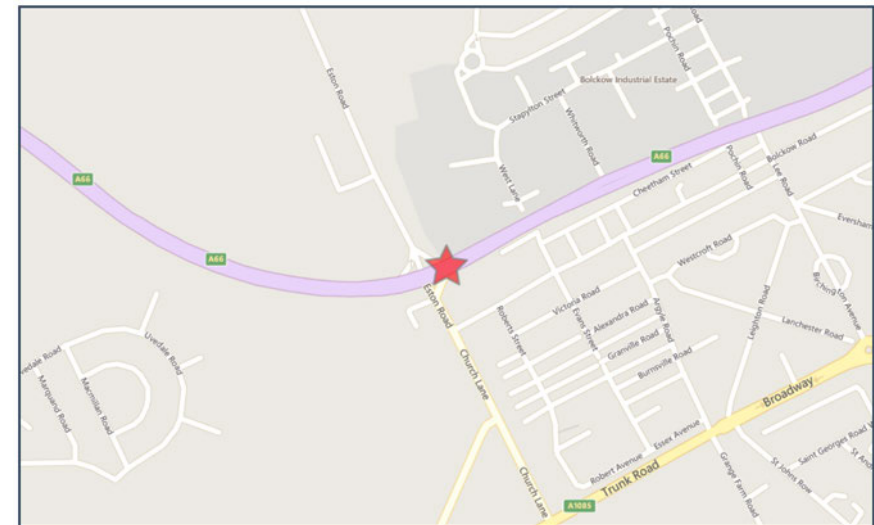
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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<b>Crash Date:</b>	Thursday, July 23, 2015	<b>Time of Crash:</b>	3:45:00 PM	<b>Crash Reference:</b>	2015170L21055
<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	A66	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar and Cleveland			<b>OS Grid Reference:</b>	454585 520623
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	50				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Slip road				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Dual carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Motorcycle over 500cc	8	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Commuting to/from work	None	Central crash barrier
1	Car (excluding private hire)	11	Male	16 - 20	Vehicle is in the act of turning left	Offside	Commuting to/from work	None	None

## Casualties

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

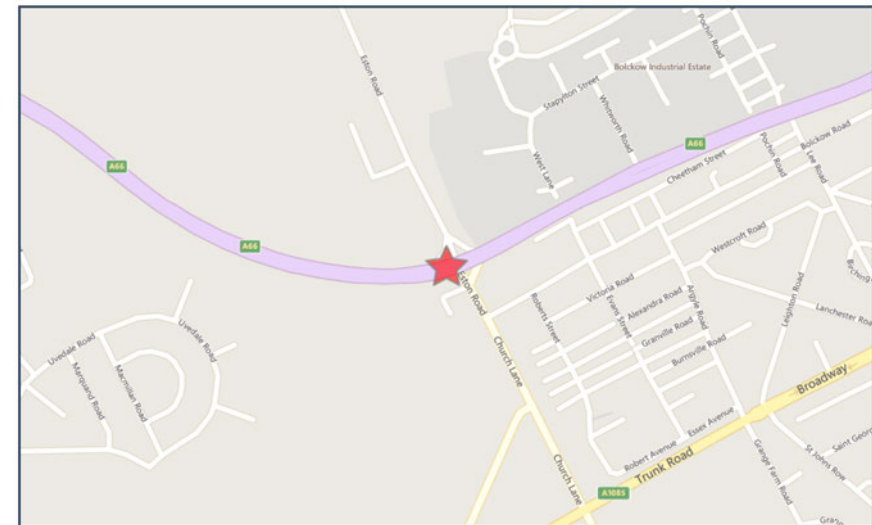
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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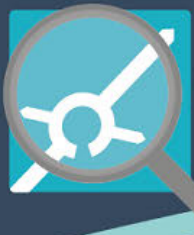


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<b>Crash Date:</b>	Wednesday, April 15, 2015	<b>Time of Crash:</b>	7:00:00 AM	<b>Crash Reference:</b>	2015170L20555
<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	A66	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar and Cleveland			<b>OS Grid Reference:</b>	454531 520602
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	50				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Crossroads				
<b>Junction Pedestrian Crossing:</b>	Pedestrian phase at traffic signal junction				
<b>Road Type:</b>	Dual carriageway				
<b>Junction Control:</b>	Auto traffic signal				



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)		6 Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
1	Pedal cycle		-1 Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

## Casualties

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

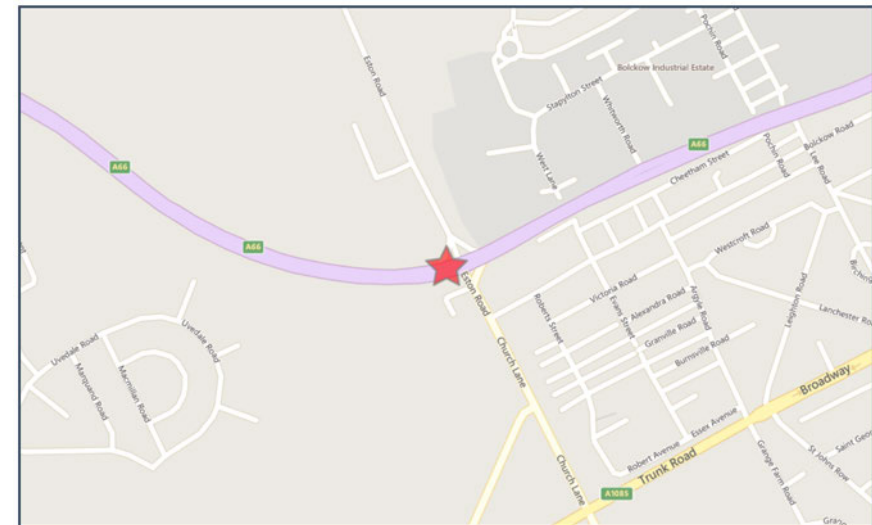
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<b>Crash Date:</b>	Monday, January 16, 2017	<b>Time of Crash:</b>	4:38:00 PM	<b>Crash Reference:</b>	2017170L20047
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A66	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar & Cleveland Borough			<b>OS Grid Reference:</b>	454526 520600
<b>Weather Description:</b>	Raining without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	50				
<b>Light Conditions:</b>	Darkness: street lights present and lit				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Crossroads				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Dual carriageway				
<b>Junction Control:</b>	Auto traffic signal				



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	1	Female	36 - 45	Vehicle is waiting to proceed normally but is held up	Back	Commuting to/from work	None	None
1	Car (excluding private hire)	16	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

## Casualties

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

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**Crash Date:** Thursday, December 17, 2015 **Time of Crash:** 4:07:00 PM **Crash Reference:** 2015170L22045

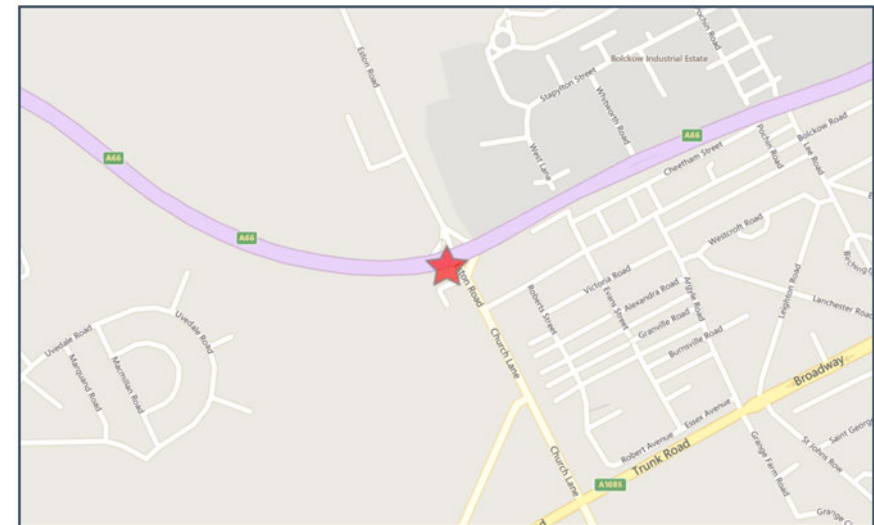
**Highest Injury Severity:** Slight  
**Highway Authority:** Redcar and Cleveland  
**Local Authority:** Redcar and Cleveland  
**Weather Description:** Fine without high winds  
**Road Surface Description:** Wet or Damp  
**Speed Limit:** 50  
**Light Conditions:** Darkness: street lights present and lit  
**Carriageway Hazards:** None  
**Junction Detail:** Crossroads  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Dual carriageway  
**Junction Control:** Auto traffic signal

**Road Number:** A66

**Number of Casualties:** 1

**Number of Vehicles:** 2

**OS Grid Reference:** 454537 520589



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Other	None	None
1	Car (excluding private hire)	4	Male	16 - 20	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Journey as part of work	None	None

## Casualties

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

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**Crash Date:** Tuesday, September 15, 2015 **Time of Crash:** 9:03:00 AM **Crash Reference:** 2015170L21415

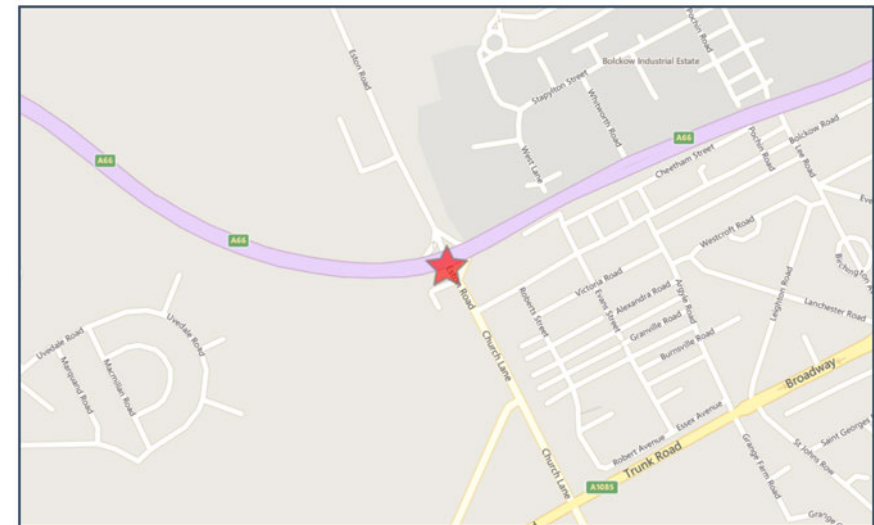
**Highest Injury Severity:** Slight  
**Highway Authority:** Redcar and Cleveland  
**Local Authority:** Redcar and Cleveland  
**Weather Description:** Raining without high winds  
**Road Surface Description:** Wet or Damp  
**Speed Limit:** 50  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Crossroads  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Dual carriageway  
**Junction Control:** Auto traffic signal

**Road Number:** A66

**Number of Casualties:** 1

**Number of Vehicles:** 2

**OS Grid Reference:** 454550 520593



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## Vehicles involved

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

## Casualties

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

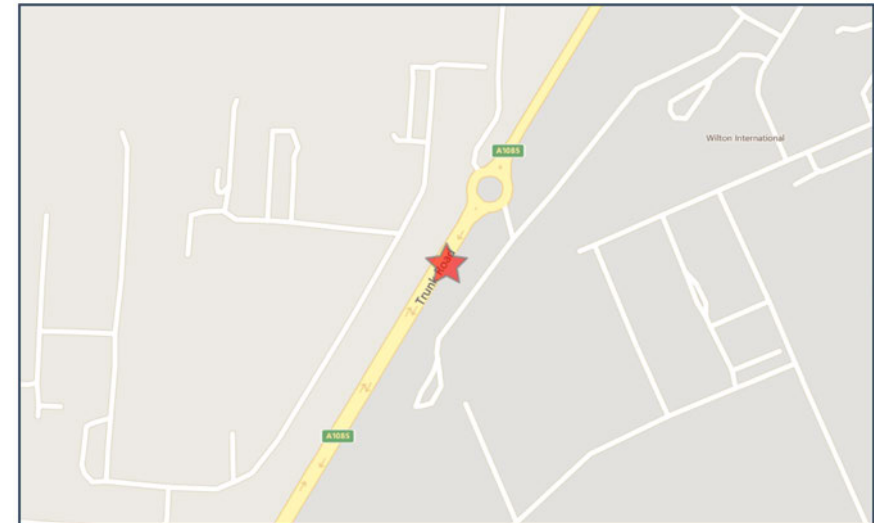
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<b>Crash Date:</b>	Monday, August 03, 2015	<b>Time of Crash:</b>	7:26:00 AM	<b>Crash Reference:</b>	2015170L21325
<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	A1085	<b>Number of Casualties:</b>	3
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar and Cleveland			<b>OS Grid Reference:</b>	456096 521592
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	70				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Dual carriageway				
<b>Junction Control:</b>	Not Applicable				



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Other vehicle, whether motorised or not	-1	Male	56 - 65	Vehicle is parked in the carriageway	Back	Other	None	None
2	Car (excluding private hire)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other
1	3	Serious	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other
2	2	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

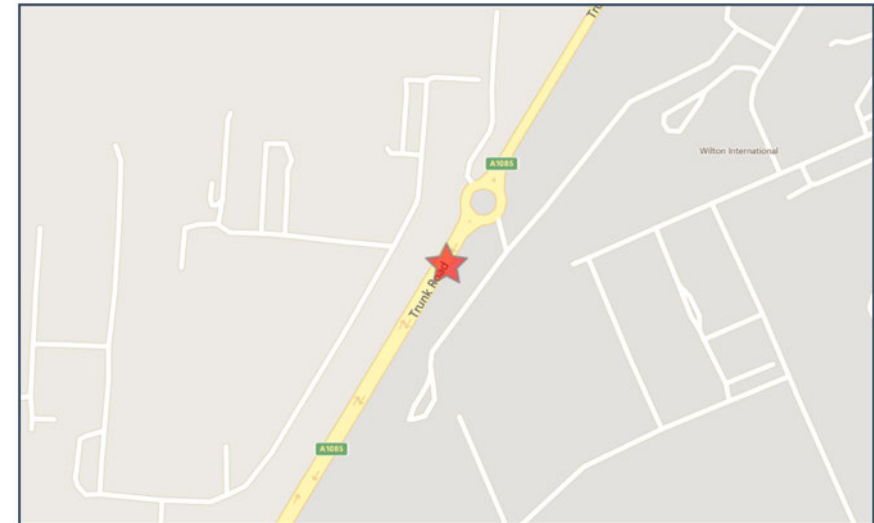
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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<b>Crash Date:</b>	Thursday, April 05, 2018	<b>Time of Crash:</b>	2:40:00 PM	<b>Crash Reference:</b>	2018170L20348
<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	A1085	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland	<b>Number of Vehicles:</b>	2	<b>OS Grid Reference:</b>	456107 521612
<b>Local Authority:</b>	Redcar & Cleveland Borough				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	60				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Dual carriageway				
<b>Junction Control:</b>	Not Applicable				



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	12	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
1	Van or goods vehicle 3.5 tonnes mgw and under	3	Male	36 - 45	Vehicle is parked in the carriageway	Did not impact	Journey as part of work	None	None

## Casualties

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

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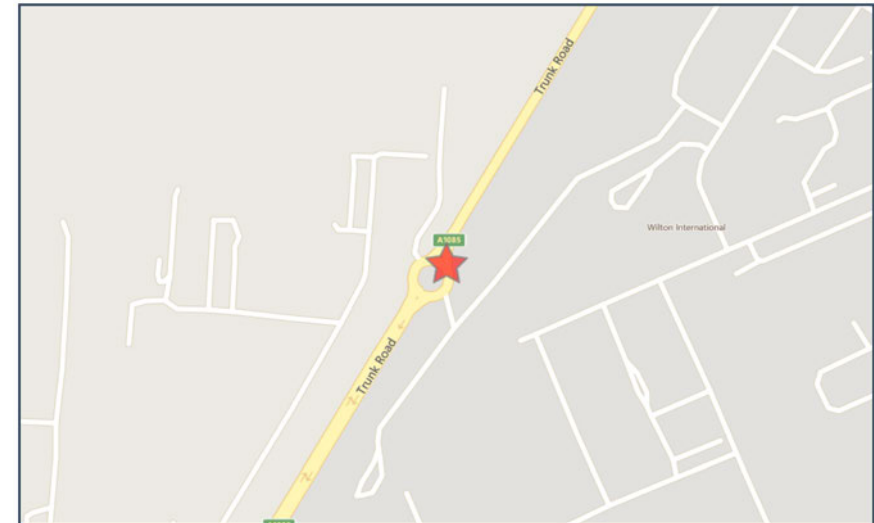
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<b>Crash Date:</b>	Friday, May 30, 2014	<b>Time of Crash:</b>	2:04:00 PM	<b>Crash Reference:</b>	2014170L20904
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A1085	<b>Number of Casualties:</b>	2
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar and Cleveland			<b>OS Grid Reference:</b>	456187 521733
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	60				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Roundabout				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Roundabout				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Goods vehicle 7.5 tonnes mgw and over	7	Male	36 - 45	Vehicle is in the act of turning right	Nearside	Journey as part of work	None	None

## Casualties

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

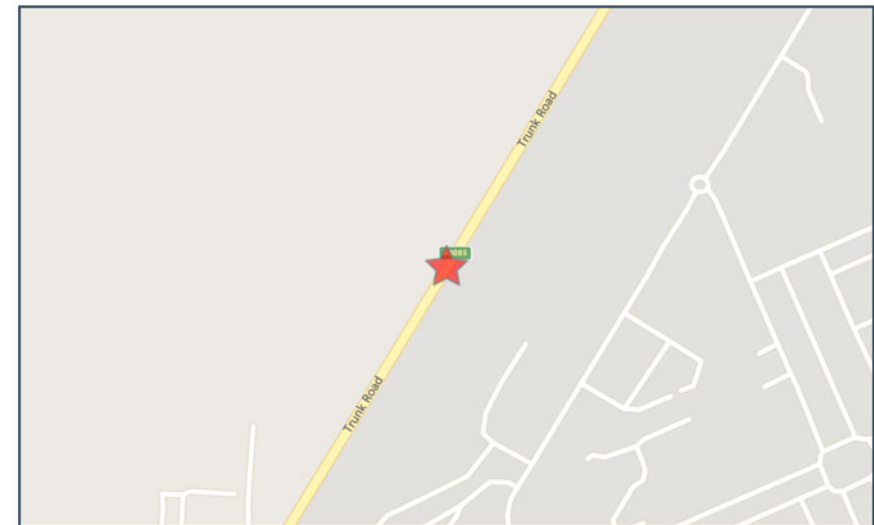
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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<b>Crash Date:</b>	Thursday, January 15, 2015	<b>Time of Crash:</b>	5:50:00 PM	<b>Crash Reference:</b>	2015170L30415
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A1085	<b>Number of Casualties:</b>	2
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar and Cleveland			<b>OS Grid Reference:</b>	456484 522266
<b>Weather Description:</b>	Raining without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	60				
<b>Light Conditions:</b>	Darkness: street lights present and lit				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Dual carriageway				
<b>Junction Control:</b>	Not Applicable				



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Female	36 - 45	Vehicle is changing lane to the right (including slip road)	Back	Other	None	None
2	Car (excluding private hire)	26	Male	16 - 20	Vehicle is passing another moving vehicle on its offside	Front	Other	None	None

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

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**Crash Date:** Wednesday, October 31, 2018 **Time of Crash:** 3:20:00 PM **Crash Reference:** 2018170L31128

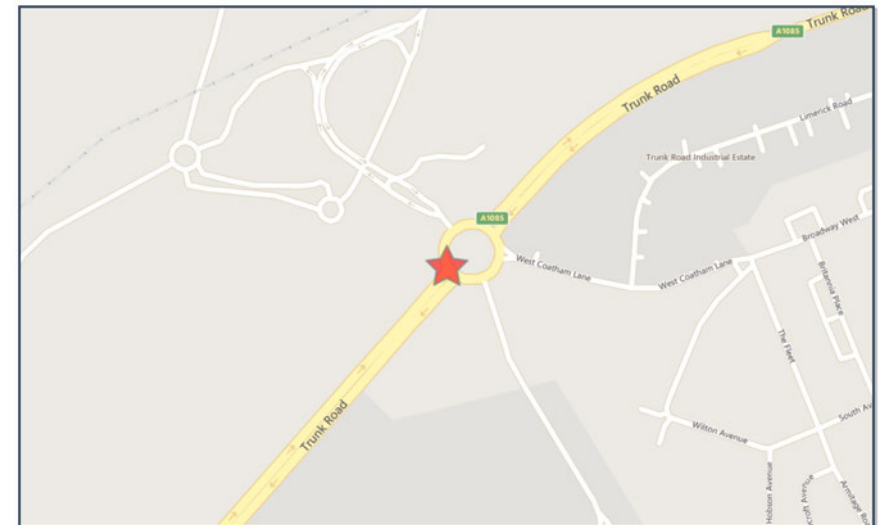
**Highest Injury Severity:** Serious  
**Highway Authority:** Redcar and Cleveland  
**Local Authority:** Redcar & Cleveland Borough  
**Weather Description:** Fine without high winds  
**Road Surface Description:** Dry  
**Speed Limit:** 60  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Roundabout  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Roundabout  
**Junction Control:** Give way or uncontrolled

**Road Number:** A1085

**Number of Casualties:** 2

**Number of Vehicles:** 1

**OS Grid Reference:** 457517 523789



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 500cc	18	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other

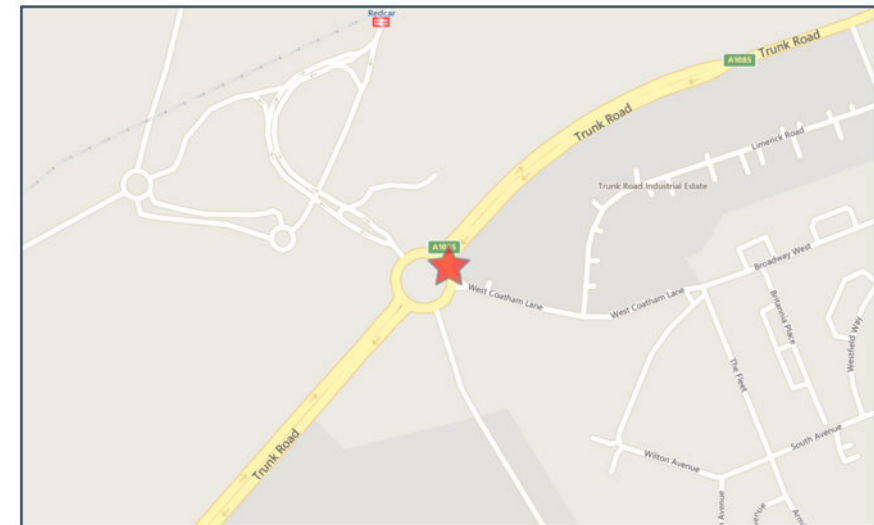
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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<b>Crash Date:</b>	Sunday, June 28, 2015	<b>Time of Crash:</b>	11:30:00 AM	<b>Crash Reference:</b>	2015170L21465
<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	A1085	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar and Cleveland			<b>OS Grid Reference:</b>	457595 523836
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	70				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Roundabout				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Roundabout				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Pedal cycle	-1	Male	56 - 65	Vehicle is in the act of turning right	Nearside	Other	None	None

## Casualties

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

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**Crash Date:** Monday, September 24, 2018 **Time of Crash:** 1:43:00 PM **Crash Reference:** 2018170L30898

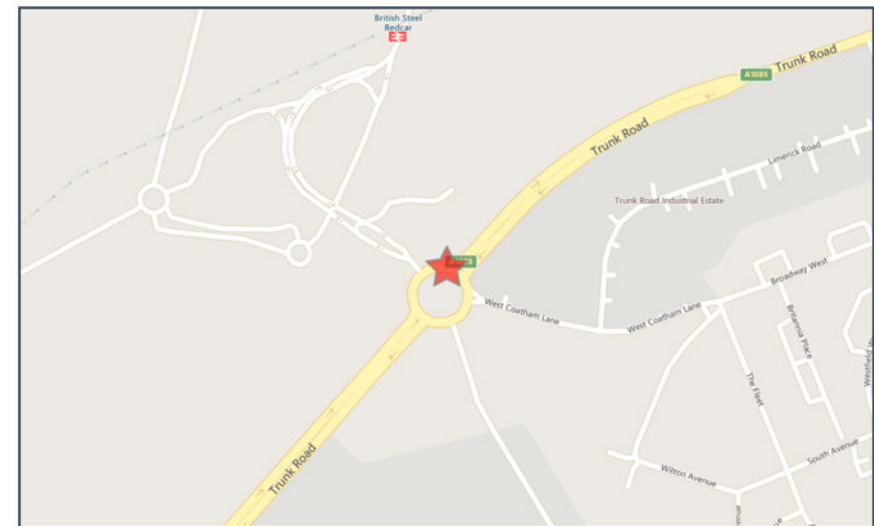
**Highest Injury Severity:** Slight  
**Highway Authority:** Redcar and Cleveland  
**Local Authority:** Redcar & Cleveland Borough  
**Weather Description:** Fine without high winds  
**Road Surface Description:** Dry  
**Speed Limit:** 60  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Roundabout  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Roundabout  
**Junction Control:** Give way or uncontrolled

**Road Number:** A1085

**Number of Casualties:** 1

**Number of Vehicles:** 2

**OS Grid Reference:** 457567 523854



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	11	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Commuting to/from work	None	None
1	Goods vehicle 7.5 tonnes mgw and over	-1	Male	56 - 65	Vehicle is in the act of turning right	Front	Journey as part of work	None	None

## Casualties

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

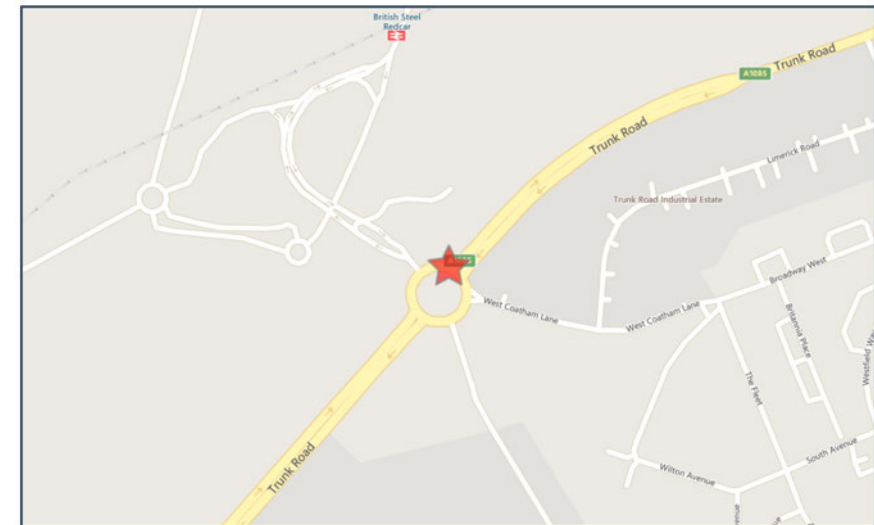
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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<b>Crash Date:</b>	Tuesday, April 04, 2017	<b>Time of Crash:</b>	3:16:00 PM	<b>Crash Reference:</b>	2017170L30517
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A1085	<b>Number of Casualties:</b>	2
<b>Highway Authority:</b>	Redcar and Cleveland	<b>Number of Vehicles:</b>	2	<b>OS Grid Reference:</b>	457572 523853
<b>Local Authority:</b>	Redcar & Cleveland Borough				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	60				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Roundabout				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Roundabout				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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## Vehicles involved

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

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other

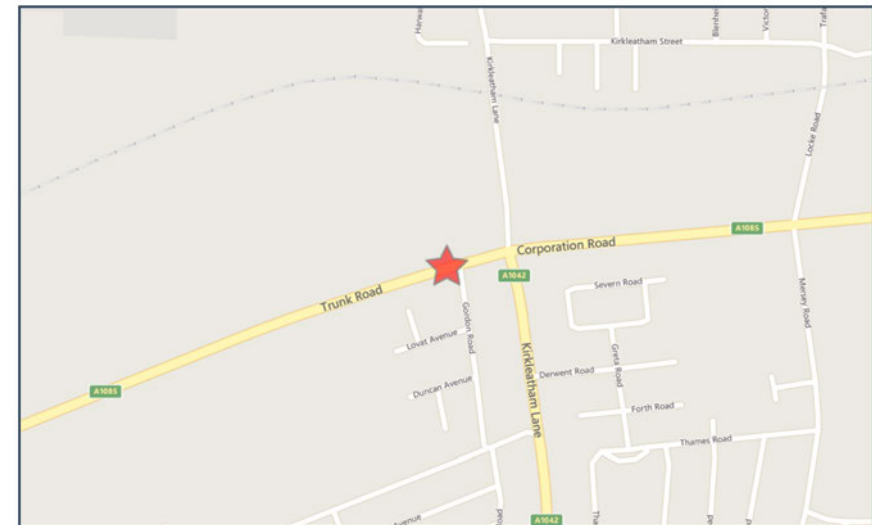
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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<b>Crash Date:</b>	Monday, April 14, 2014	<b>Time of Crash:</b>	4:57:00 PM	<b>Crash Reference:</b>	2014170L30624
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A1085	<b>Number of Casualties:</b>	2
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar and Cleveland			<b>OS Grid Reference:</b>	459124 524583
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Using private drive or entrance				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Dual carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Taxi/Private hire car	-1	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)	6	Male	26 - 35	Vehicle is in the act of turning right	Front	Other	None	Road sign/Traffic signal

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

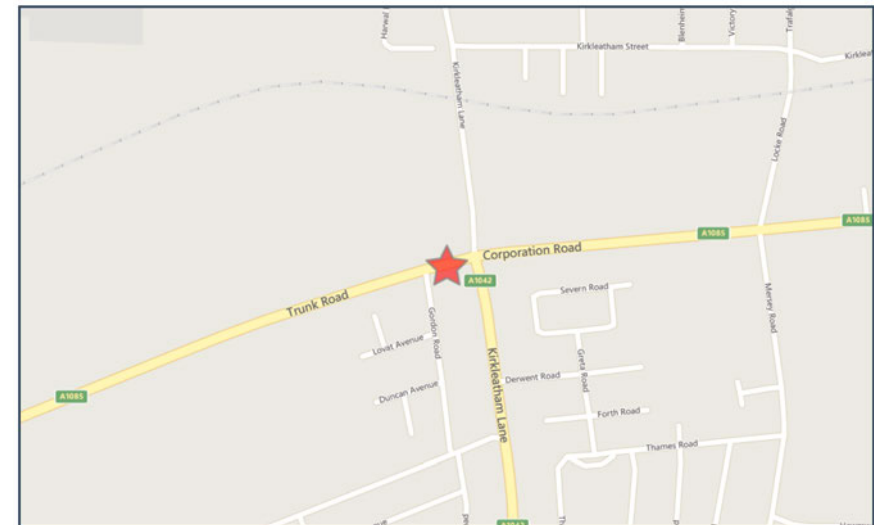
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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<b>Crash Date:</b>	Wednesday, December 17, 2014	<b>Time of Crash:</b>	8:42:00 AM	<b>Crash Reference:</b>	2014170L31944
<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	A1085	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar and Cleveland			<b>OS Grid Reference:</b>	459178 524591
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Using private drive or entrance				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Male	11 - 15	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)	9	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	11 - 15	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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**Crash Date:** Tuesday, October 02, 2018 **Time of Crash:** 11:20:00 AM **Crash Reference:** 2018170L30948

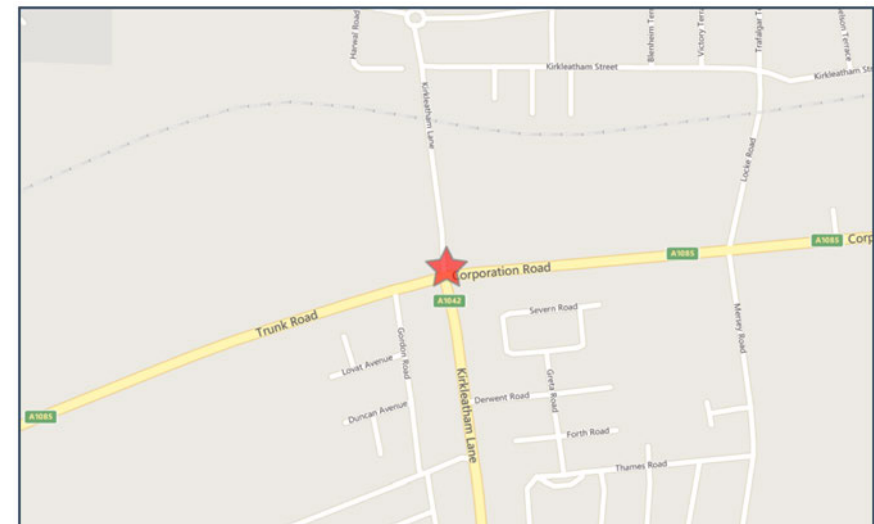
**Highest Injury Severity:** Slight  
**Highway Authority:** Redcar and Cleveland  
**Local Authority:** Redcar & Cleveland Borough  
**Weather Description:** Fine without high winds  
**Road Surface Description:** Dry  
**Speed Limit:** 30  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Crossroads  
**Junction Pedestrian Crossing:** Pedestrian phase at traffic signal junction  
**Road Type:** Dual carriageway  
**Junction Control:** Auto traffic signal

**Road Number:** A1085

**Number of Casualties:** 2

**Number of Vehicles:** 2

**OS Grid Reference:** 459228 524618



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	19	Male	Unknown	Vehicle is in the act of turning left	Front	Other	None	None
2	Car (excluding private hire)	11	Female	21 - 25	Vehicle is waiting to turn right	Front	Other	None	None

## Casualties

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

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**Crash Date:** Monday, November 03, 2014 **Time of Crash:** 8:25:00 PM **Crash Reference:** 2014170L31744

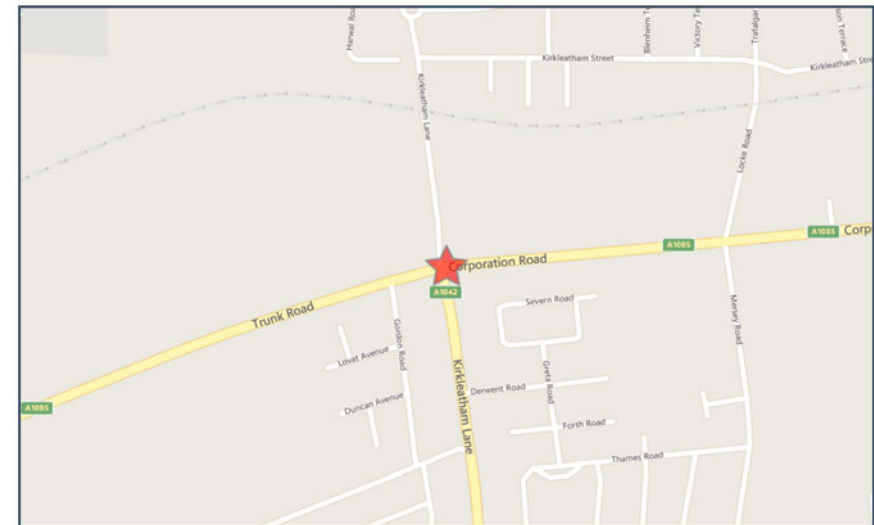
**Highest Injury Severity:** Slight  
**Highway Authority:** Redcar and Cleveland  
**Local Authority:** Redcar and Cleveland  
**Weather Description:** Fine without high winds  
**Road Surface Description:** Wet or Damp  
**Speed Limit:** 30  
**Light Conditions:** Darkness: street lights present and lit  
**Carriageway Hazards:** None  
**Junction Detail:** Crossroads  
**Junction Pedestrian Crossing:** Pedestrian phase at traffic signal junction  
**Road Type:** Single carriageway  
**Junction Control:** Auto traffic signal

**Road Number:** A1042

**Number of Casualties:** 1

**Number of Vehicles:** 2

**OS Grid Reference:** 459232 524609



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		8 Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)		8 Female	16 - 20	Vehicle is in the act of turning right	Front	Other	None	None

## Casualties

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

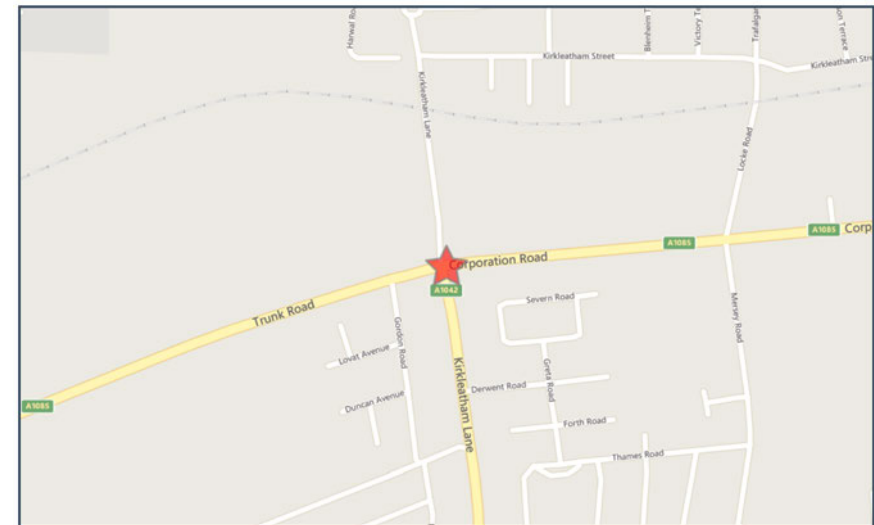
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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<b>Crash Date:</b>	Monday, March 16, 2015	<b>Time of Crash:</b>	9:45:00 PM	<b>Crash Reference:</b>	2015170L30395
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A1042	<b>Number of Casualties:</b>	5
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar and Cleveland			<b>OS Grid Reference:</b>	459233 524608
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Darkness: street lights present and lit				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Crossroads				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Auto traffic signal				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	10	Male	16 - 20	Vehicle is in the act of turning right	Front	Other	None	None

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other
1	4	Slight	Vehicle or pillion passenger	Male	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other
2	5	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other

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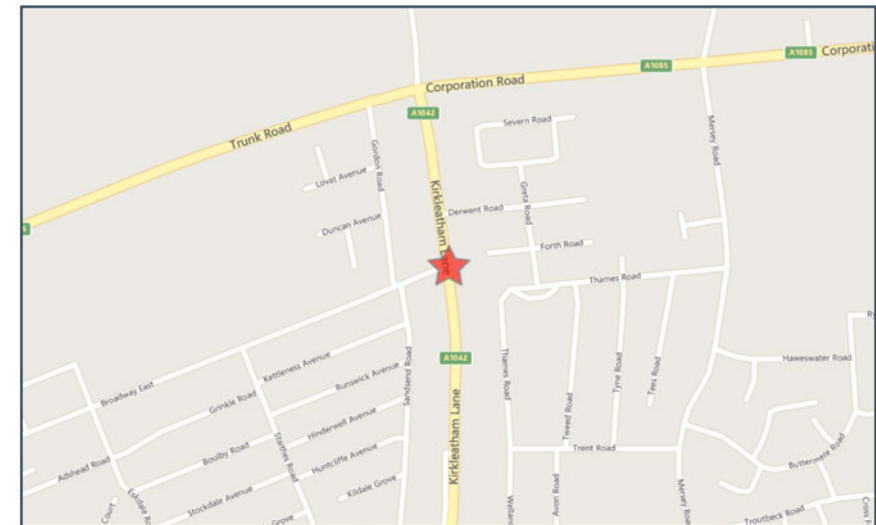
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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<b>Crash Date:</b>	Monday, March 24, 2014	<b>Time of Crash:</b>	1:01:00 PM	<b>Crash Reference:</b>	2014170L30464
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A1042	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar and Cleveland			<b>OS Grid Reference:</b>	459275 524328
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	T or staggered junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Goods vehicle over 3.5 tonnes and under 7.5 tonnes mgw	7	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
1	Car (excluding private hire)	11	Male	46 - 55	Vehicle is waiting to turn right	Back	Other	None	None

## Casualties

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

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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	1	Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	11 - 15	In carriageway, crossing on pedestrian crossing facility	Crossing from driver's nearside

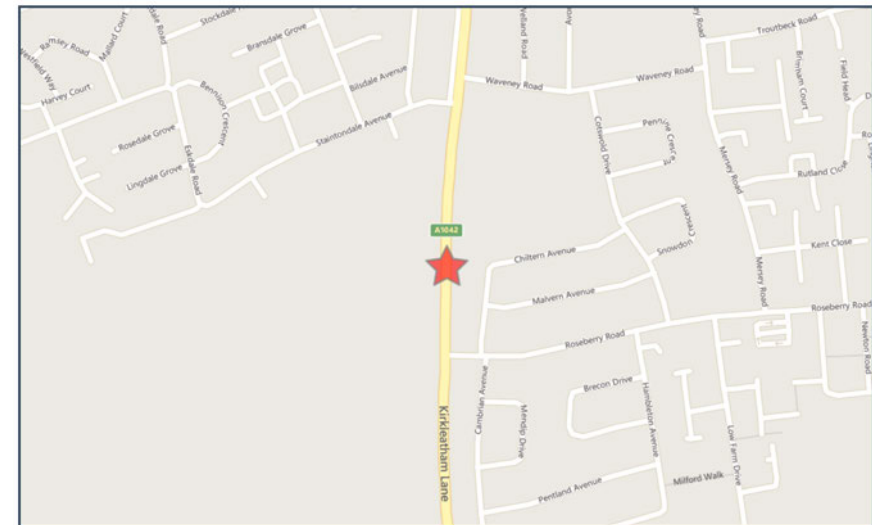
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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<b>Crash Date:</b>	Friday, June 22, 2018	<b>Time of Crash:</b>	3:46:00 PM	<b>Crash Reference:</b>	2018170L30538
<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	A1042	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland	<b>Number of Vehicles:</b>	1	<b>OS Grid Reference:</b>	459264 523553
<b>Local Authority:</b>	Redcar & Cleveland Borough				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	40				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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### Vehicles involved

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

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	11 - 15	In carriageway, crossing elsewhere	Crossing from driver's nearside

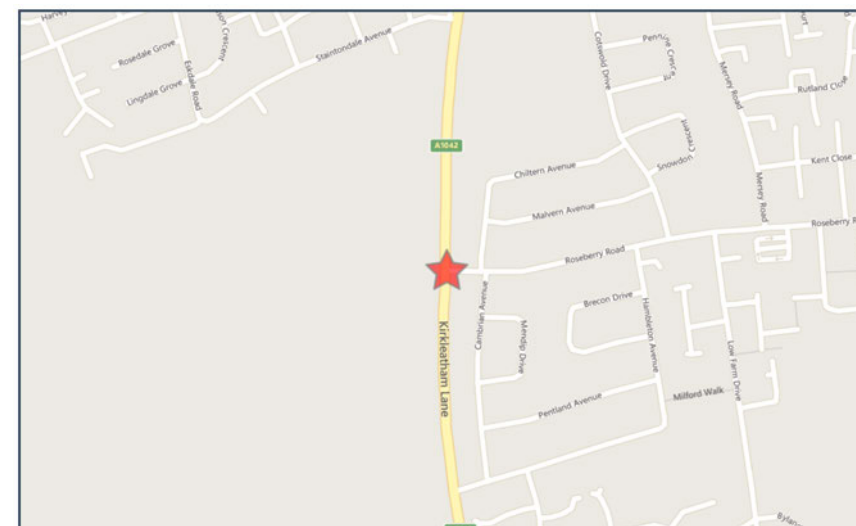
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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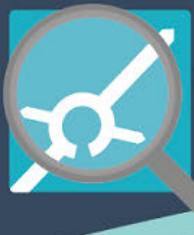
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<b>Crash Date:</b>	Tuesday, June 02, 2015	<b>Time of Crash:</b>	8:26:00 PM	<b>Crash Reference:</b>	2015170L30875
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A1042	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar and Cleveland			<b>OS Grid Reference:</b>	459265 523416
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	T or staggered junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	21	Unknown	Unknown	Vehicle is in the act of turning right	Front	Other	None	None
1	Car (excluding private hire)	2	Male	66 - 75	Vehicle is waiting to turn right	Offside	Other	None	None

## Casualties

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

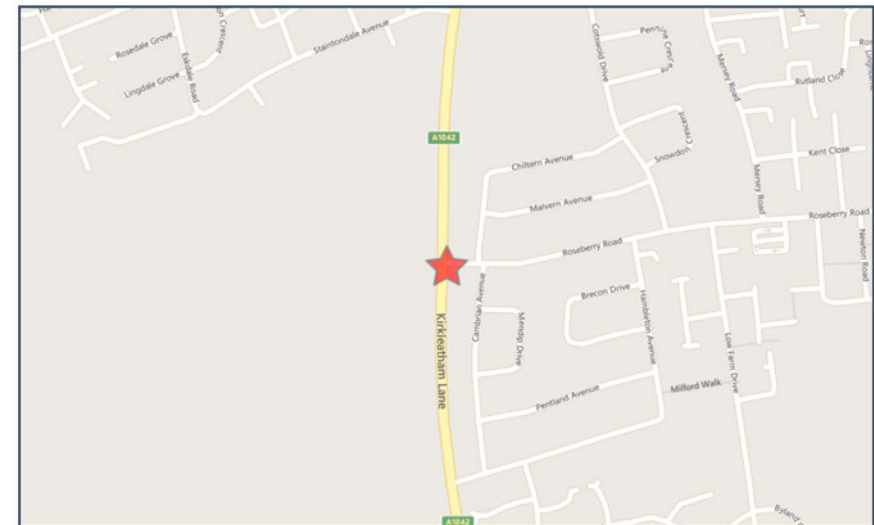
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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<b>Crash Date:</b>	Monday, August 22, 2016	<b>Time of Crash:</b>	6:26:00 AM	<b>Crash Reference:</b>	2016170L31136
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A1042	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar & Cleveland Borough			<b>OS Grid Reference:</b>	459269 523409
<b>Weather Description:</b>	Raining without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	40				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	T or staggered junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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## Vehicles involved

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

## Casualties

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

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

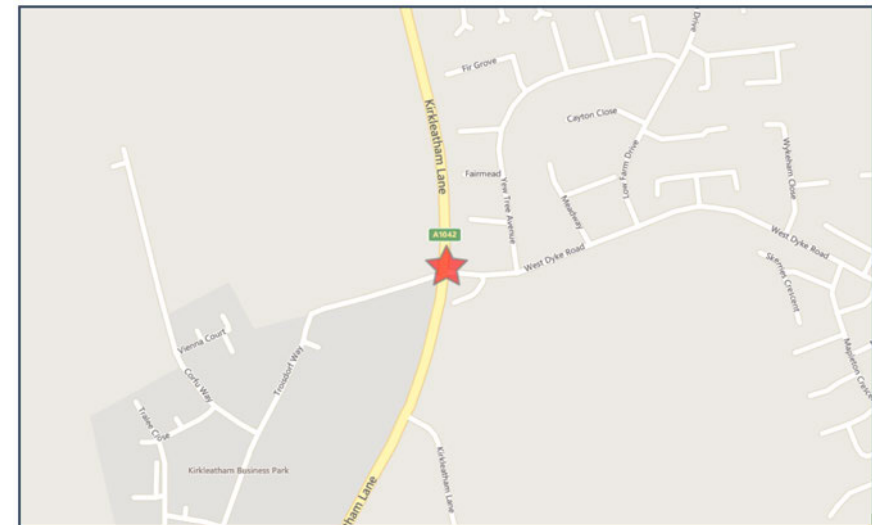
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<b>Crash Date:</b>	Monday, August 20, 2018	<b>Time of Crash:</b>	1:15:00 PM	<b>Crash Reference:</b>	2018170L30758
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A1042	<b>Number of Casualties:</b>	2
<b>Highway Authority:</b>	Redcar and Cleveland	<b>Number of Vehicles:</b>	2	<b>OS Grid Reference:</b>	459379 522527
<b>Local Authority:</b>	Redcar & Cleveland Borough				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	T or staggered junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Auto traffic signal				



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		6 Female	36 - 45	Vehicle is in the act of turning right	Offside	Other	None	None
2	Car (excluding private hire)		3 Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	21 - 25	Unknown or other	Unknown or other

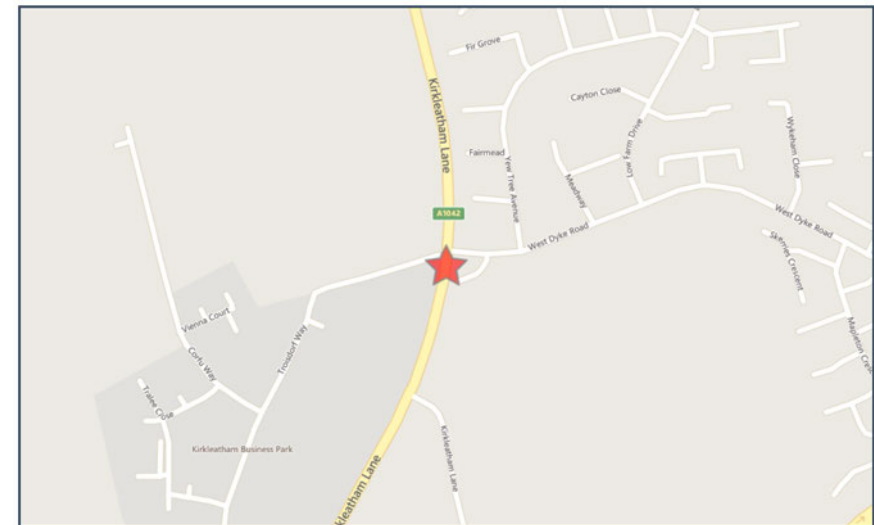
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<b>Crash Date:</b>	Friday, April 13, 2018	<b>Time of Crash:</b>	2:40:00 PM	<b>Crash Reference:</b>	2018170L30368
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A1042	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland	<b>Number of Vehicles:</b>	3	<b>OS Grid Reference:</b>	459372 522501
<b>Local Authority:</b>	Redcar & Cleveland Borough				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	40				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	T or staggered junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Auto traffic signal				



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		4 Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)		1 Male	46 - 55	Vehicle is waiting to turn right	Offside	Other	None	None
3	Car (excluding private hire)		-1 Male	36 - 45	Vehicle is waiting to turn right	Offside	Other	None	None

## Casualties

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

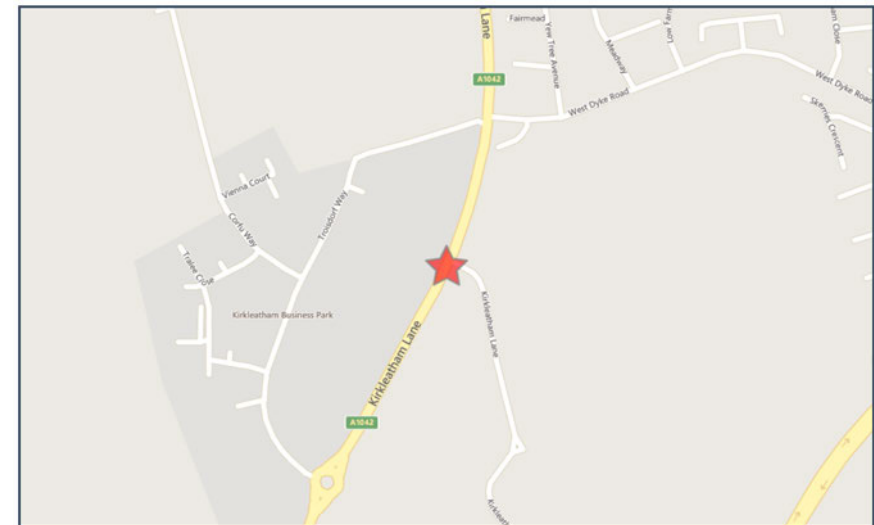
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<b>Crash Date:</b>	Friday, August 26, 2016	<b>Time of Crash:</b>	10:35:00 AM	<b>Crash Reference:</b>	2016170L31126
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A1042	<b>Number of Casualties:</b>	3
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	3
<b>Local Authority:</b>	Redcar & Cleveland Borough			<b>OS Grid Reference:</b>	459311 522287
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	40				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	T or staggered junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
3	Car (excluding private hire)		1 Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)		2 Female	46 - 55	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None
1	Car (excluding private hire)		11 Female	26 - 35	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
1	3	Slight	Vehicle or pillion passenger	Female	46 - 55	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

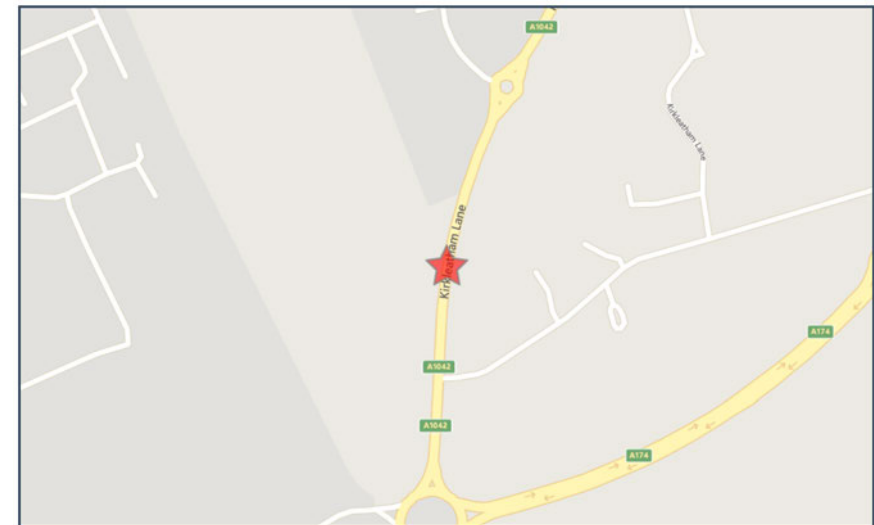
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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<b>Crash Date:</b>	Sunday, August 19, 2018	<b>Time of Crash:</b>	4:30:00 PM	<b>Crash Reference:</b>	2018170L30808
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A1042	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland	<b>Number of Vehicles:</b>	2	<b>OS Grid Reference:</b>	459036 521664
<b>Local Authority:</b>	Redcar & Cleveland Borough				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	40				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	3	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None
2	Pedal cycle	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None

## Casualties

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

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**Crash Date:** Wednesday, May 20, 2015 **Time of Crash:** 8:22:00 PM **Crash Reference:** 2015170L30745

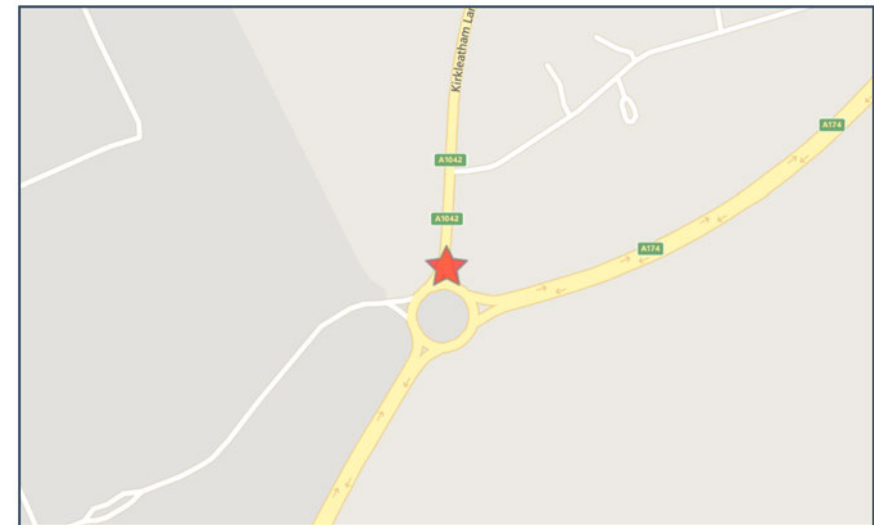
**Highest Injury Severity:** Serious  
**Highway Authority:** Redcar and Cleveland  
**Local Authority:** Redcar and Cleveland  
**Weather Description:** Fine without high winds  
**Road Surface Description:** Wet or Damp  
**Speed Limit:** 30  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Roundabout  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Single carriageway  
**Junction Control:** Auto traffic signal

**Road Number:** A174

**Number of Casualties:** 1

**Number of Vehicles:** 2

**OS Grid Reference:** 459021 521333



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 500cc		3 Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None
2	Car (excluding private hire)		7 Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None

## Casualties

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

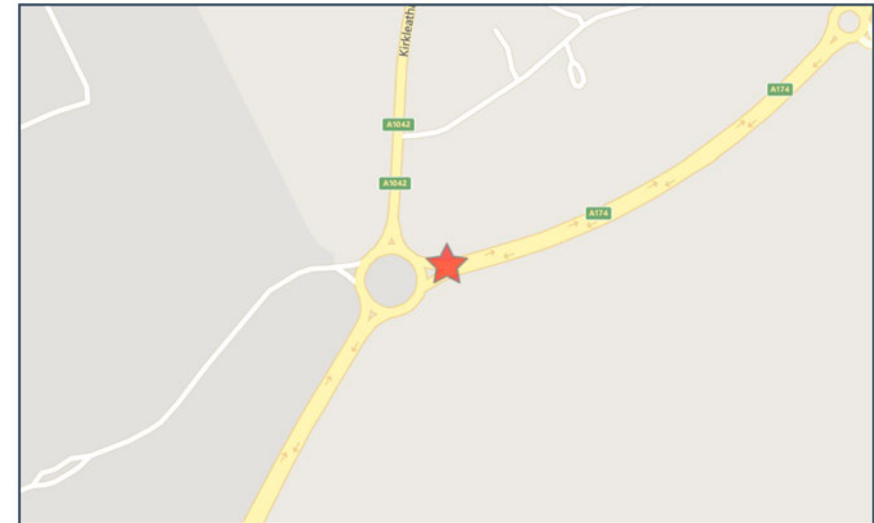
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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<b>Crash Date:</b>	Saturday, June 16, 2018	<b>Time of Crash:</b>	3:28:00 PM	<b>Crash Reference:</b>	2018170L30528
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A174	<b>Number of Casualties:</b>	3
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar & Cleveland Borough			<b>OS Grid Reference:</b>	459105 521280
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	60				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Dual carriageway				
<b>Junction Control:</b>	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)		4 Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)		5 Female	46 - 55	Vehicle is slowing down or stopping	Back	Commuting to/from work	None	None

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Female	36 - 45	Unknown or other	Unknown or other

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**Crash Date:** Sunday, August 12, 2018 **Time of Crash:** 4:45:00 PM **Crash Reference:** 2018170L30788

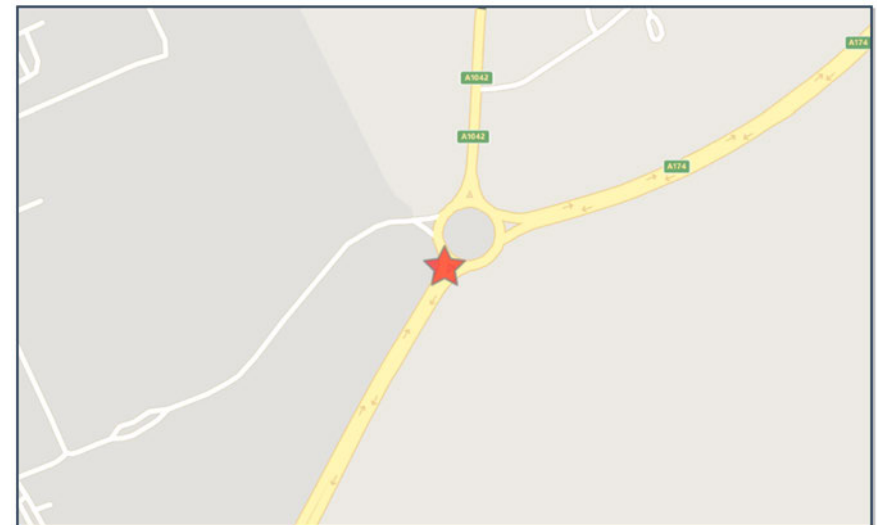
**Highest Injury Severity:** Slight  
**Highway Authority:** Redcar and Cleveland  
**Local Authority:** Redcar & Cleveland Borough  
**Weather Description:** Fine without high winds  
**Road Surface Description:** Dry  
**Speed Limit:** 40  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Roundabout  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Dual carriageway  
**Junction Control:** Auto traffic signal

**Road Number:** A174

**Number of Casualties:** 2

**Number of Vehicles:** 5

**OS Grid Reference:** 458978 521203



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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## Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under		4 Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None
2	Car (excluding private hire)		15 Male	46 - 55	Vehicle is waiting to proceed normally but is held up	Offside	Other	None	None
3	Taxi/Private hire car		8 Male	36 - 45	Vehicle is waiting to proceed normally but is held up	Offside	Other	None	None
4	Car (excluding private hire)		3 Female	Over 75	Vehicle is waiting to proceed normally but is held up	Offside	Other	None	None
5	Car (excluding private hire)		18 Female	26 - 35	Vehicle is waiting to proceed normally but is held up	Offside	Other	None	None

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
5	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
5	2	Slight	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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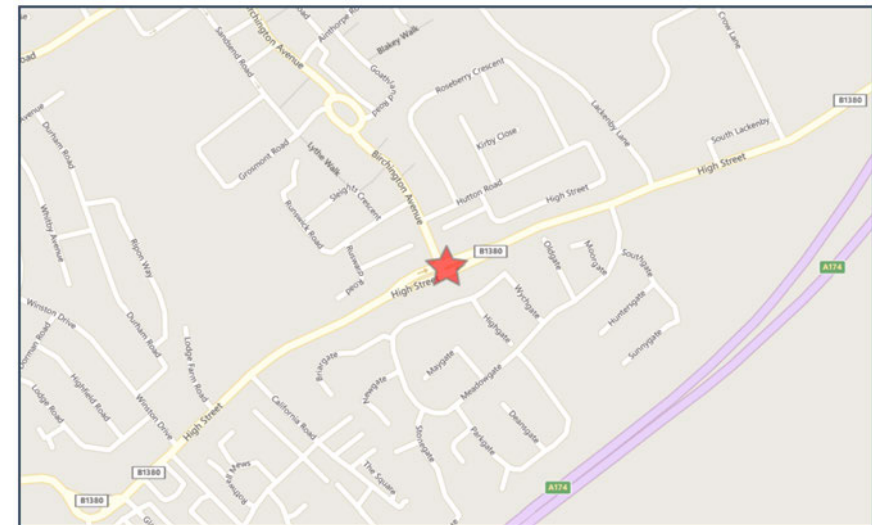
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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<b>Crash Date:</b>	Thursday, March 09, 2017	<b>Time of Crash:</b>	9:13:00 AM	<b>Crash Reference:</b>	2017170L20357
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	B1380	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland	<b>Number of Vehicles:</b>	2	<b>OS Grid Reference:</b>	456051 518966
<b>Local Authority:</b>	Redcar & Cleveland Borough				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	T or staggered junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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## Vehicles involved

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

## Casualties

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

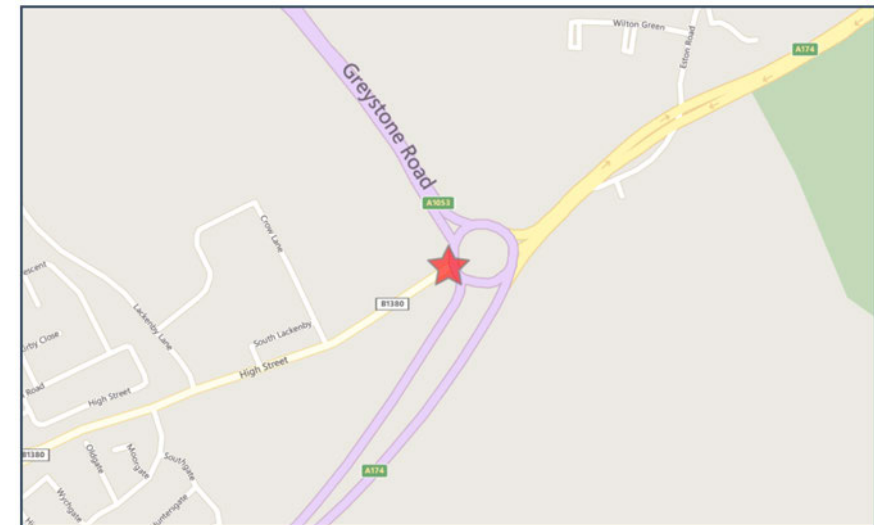
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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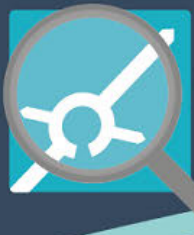
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<b>Crash Date:</b>	Tuesday, August 11, 2015	<b>Time of Crash:</b>	7:55:00 AM	<b>Crash Reference:</b>	2015170L21265
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	B1380	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar and Cleveland			<b>OS Grid Reference:</b>	456774 519293
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Roundabout				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)		4 Female	36 - 45	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None
1	Van or goods vehicle 3.5 tonnes mgw and under		6 Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

## Casualties

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

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**Crash Date:** Sunday, October 05, 2014 **Time of Crash:** 12:50:00 PM **Crash Reference:** 2014170L21564

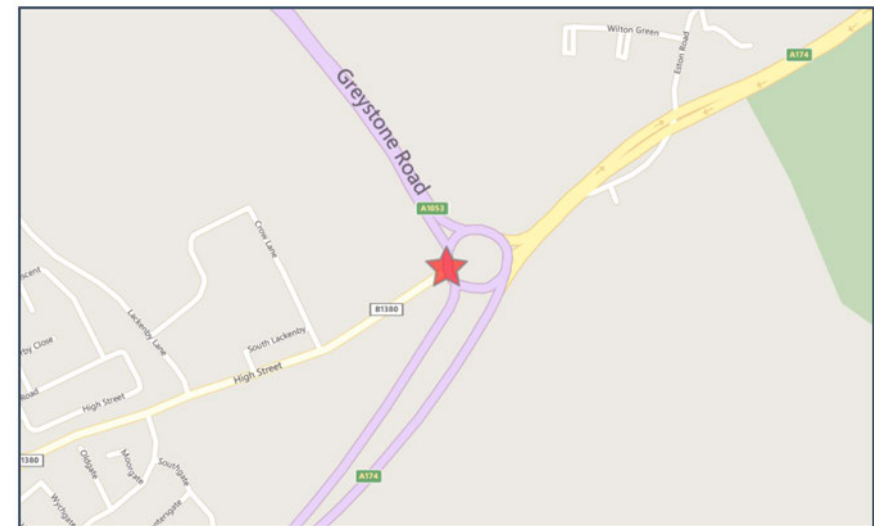
**Highest Injury Severity:** Slight  
**Highway Authority:** Redcar and Cleveland  
**Local Authority:** Redcar and Cleveland  
**Weather Description:** Fine without high winds  
**Road Surface Description:** Dry  
**Speed Limit:** 30  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Roundabout  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Roundabout  
**Junction Control:** Give way or uncontrolled

**Road Number:** A174

**Number of Casualties:** 1

**Number of Vehicles:** 2

**OS Grid Reference:** 456780 519299



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None
1	Car (excluding private hire)	-1	Male	36 - 45	Vehicle is moving off	Front	Other	None	None

## Casualties

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

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**Crash Date:** Wednesday, January 15, 2014 **Time of Crash:** 11:19:00 AM **Crash Reference:** 2014170L20094

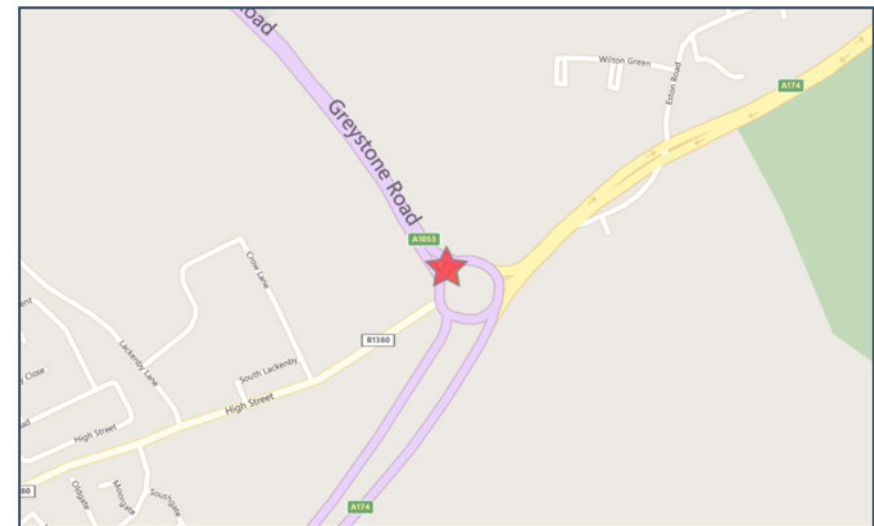
**Highest Injury Severity:** Slight  
**Highway Authority:** Redcar and Cleveland  
**Local Authority:** Redcar and Cleveland  
**Weather Description:** Fine without high winds  
**Road Surface Description:** Dry  
**Speed Limit:** 50  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Roundabout  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Roundabout  
**Junction Control:** Give way or uncontrolled

**Road Number:** A174

**Number of Casualties:** 2

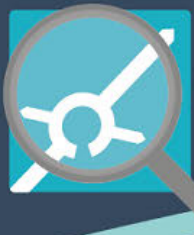
**Number of Vehicles:** 1

**OS Grid Reference:** 456792 519348



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Bus or coach (17+ passenger seats)	16	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Journey as part of work	None	Nearside or offside crash barrier

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Male	Over 75	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Female	Over 75	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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**Crash Date:** Thursday, May 26, 2016 **Time of Crash:** 4:09:00 AM **Crash Reference:** 2016170L20726

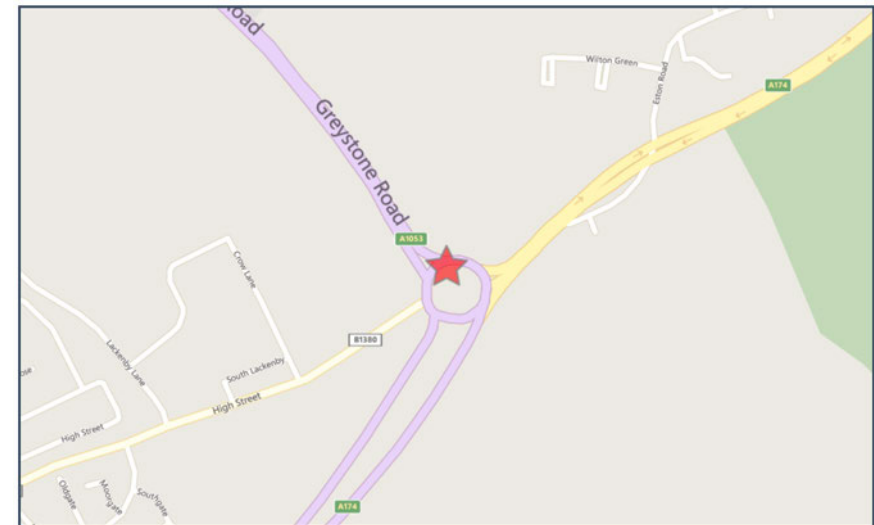
**Highest Injury Severity:** Slight  
**Highway Authority:** Redcar and Cleveland  
**Local Authority:** Redcar & Cleveland Borough  
**Weather Description:** Raining without high winds  
**Road Surface Description:** Wet or Damp  
**Speed Limit:** 50  
**Light Conditions:** Darkness: street lights present and lit  
**Carriageway Hazards:** None  
**Junction Detail:** Roundabout  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Roundabout  
**Junction Control:** Give way or uncontrolled

**Road Number:** A1053

**Number of Casualties:** 4

**Number of Vehicles:** 1

**OS Grid Reference:** 456814 519355



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	Kerb	Nearside or offside crash barrier

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other
1	3	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other
1	4	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other

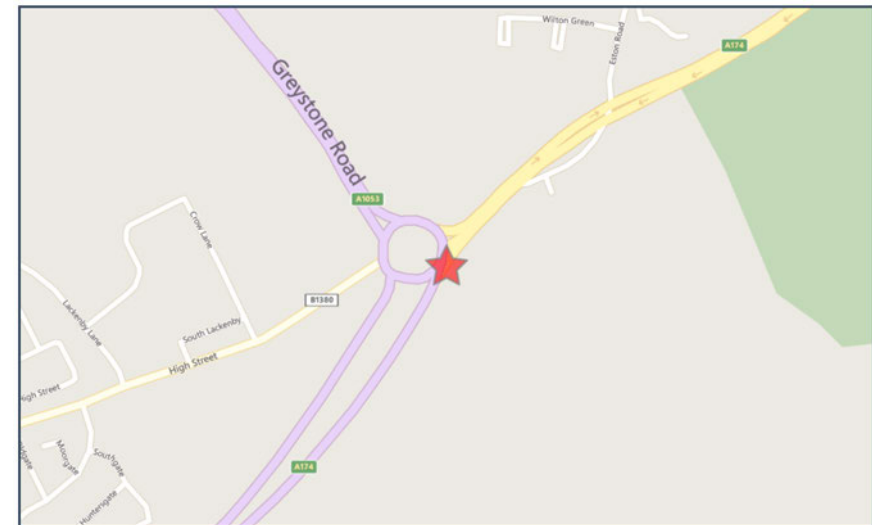
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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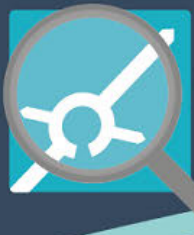
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<b>Crash Date:</b>	Tuesday, June 10, 2014	<b>Time of Crash:</b>	5:47:00 PM	<b>Crash Reference:</b>	2014170L20924
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A174	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar and Cleveland			<b>OS Grid Reference:</b>	456882 519287
<b>Weather Description:</b>	Raining without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	70				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Slip Road				
<b>Junction Control:</b>	Not Applicable				



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	8	Male	21 - 25	Vehicle is slowing down or stopping	Back	Commuting to/from work	None	None

## Casualties

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

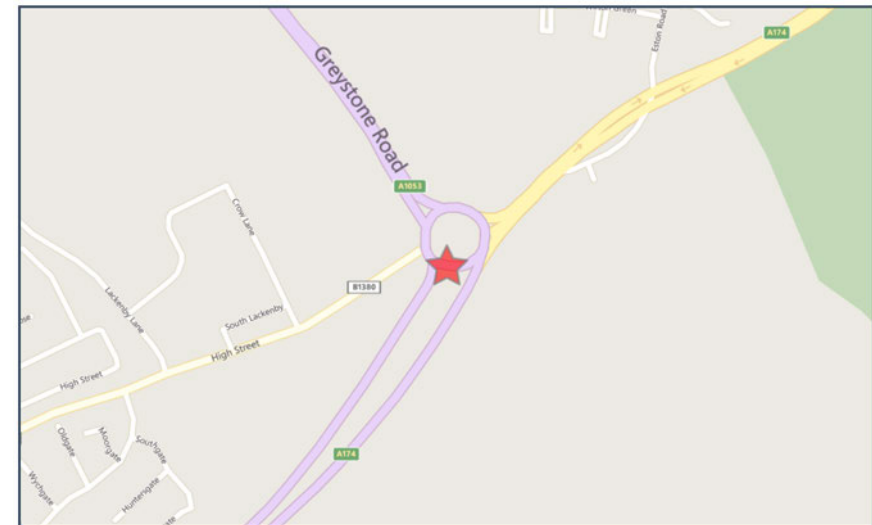
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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<b>Crash Date:</b>	Monday, March 24, 2014	<b>Time of Crash:</b>	3:00:00 PM	<b>Crash Reference:</b>	2014170L20474
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A174	<b>Number of Casualties:</b>	3
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar and Cleveland			<b>OS Grid Reference:</b>	456816 519266
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	50				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Roundabout				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Dual carriageway				
<b>Junction Control:</b>	Auto traffic signal				



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## Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)		3 Male	46 - 55	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None
1	Car (excluding private hire)		5 Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Male	26 - 35	Unknown or other	Unknown or other

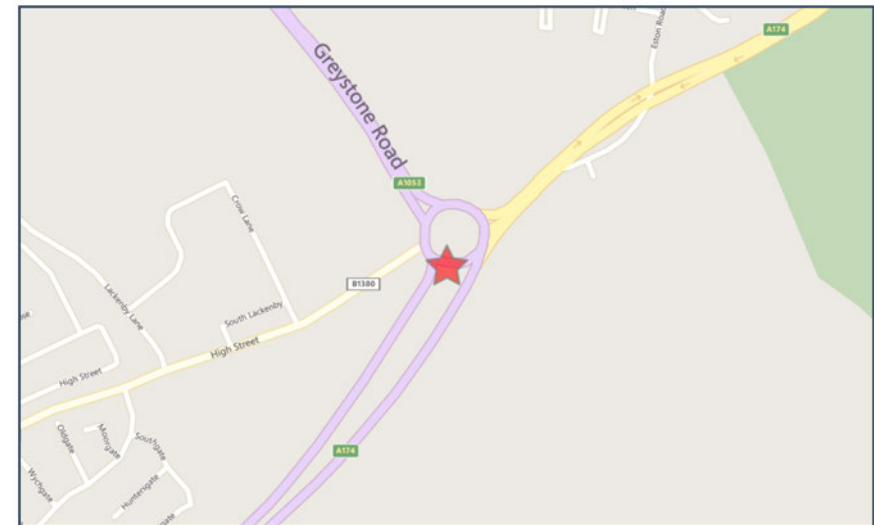
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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<b>Crash Date:</b>	Wednesday, September 02, 2015	<b>Time of Crash:</b>	1:15:00 PM	<b>Crash Reference:</b>	2015170L21345
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A174	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar and Cleveland			<b>OS Grid Reference:</b>	456818 519263
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	50				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Roundabout				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Roundabout				
<b>Junction Control:</b>	Auto traffic signal				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	2	Male	46 - 55	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None
2	Van or goods vehicle 3.5 tonnes mgw and under	12	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

## Casualties

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

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

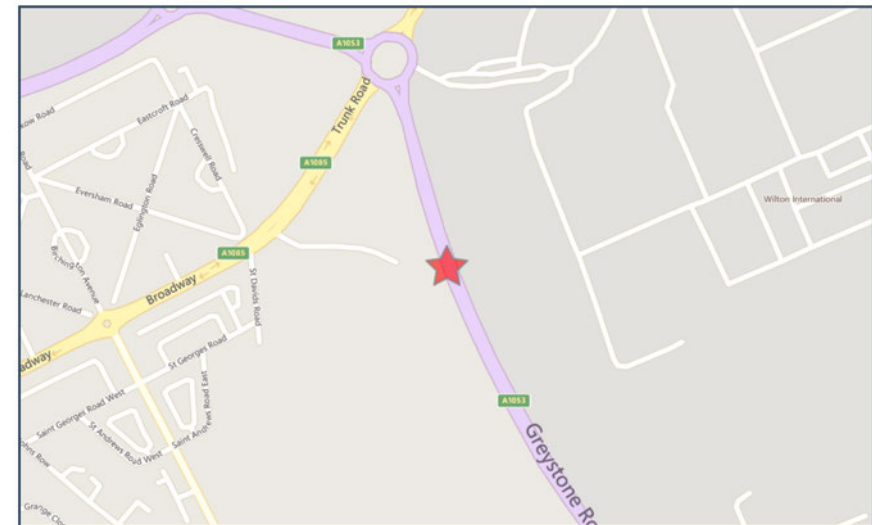
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<b>Crash Date:</b>	Thursday, June 01, 2017	<b>Time of Crash:</b>	12:25:00 PM	<b>Crash Reference:</b>	2017170L20707
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A1053	<b>Number of Casualties:</b>	2
<b>Highway Authority:</b>	Redcar and Cleveland	<b>Number of Vehicles:</b>	1	<b>OS Grid Reference:</b>	455791 520591
<b>Local Authority:</b>	Redcar & Cleveland Borough				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	70				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Dual carriageway				
<b>Junction Control:</b>	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	9	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	Nearside or offside crash barrier

## Casualties

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

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**Crash Date:**

Wednesday, February 03, 2016

**Time of Crash:** 4:15:00 PM

**Crash Reference:** 2016170L20116

**Highest Injury Severity:**

Slight

**Road Number:** A1085

**Number of Casualties:** 1

**Highway Authority:**

Redcar and Cleveland

**Number of Vehicles:** 2

**Local Authority:**

Redcar & Cleveland Borough

**OS Grid Reference:** 455725 520884

**Weather Description:**

Fine without high winds

**Road Surface Description:**

Dry

**Speed Limit:**

50

**Light Conditions:**

Daylight: regardless of presence of streetlights

**Carriageway Hazards:**

None

**Junction Detail:**

Roundabout

**Junction Pedestrian Crossing:**

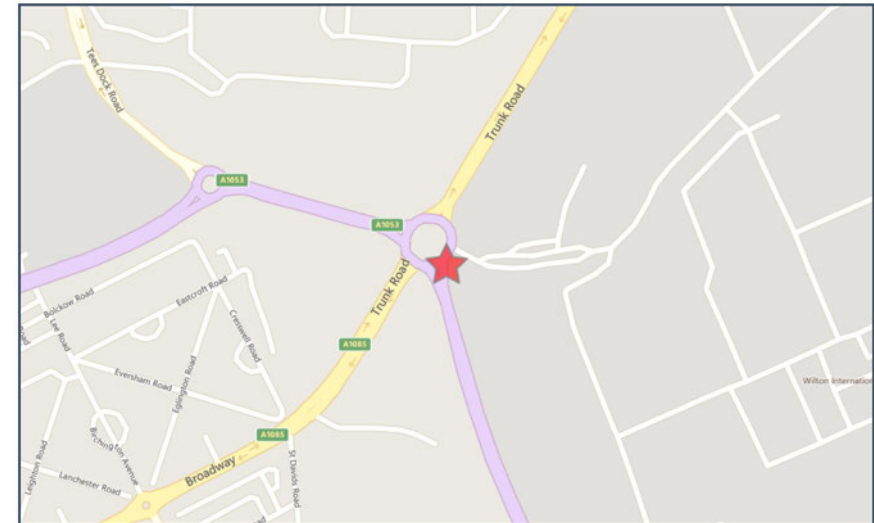
No physical crossing facility within 50 metres

**Road Type:**

Dual carriageway

**Junction Control:**

Auto traffic signal



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	10	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
1	Pedal cycle	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

## Casualties

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

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**Crash Date:** Tuesday, January 09, 2018 **Time of Crash:** 9:25:00 PM **Crash Reference:** 2018170L20048

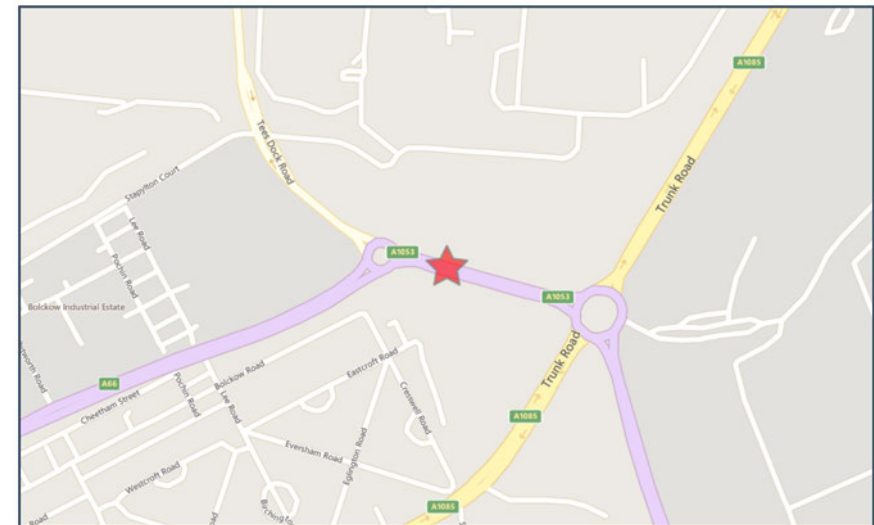
**Highest Injury Severity:** Slight  
**Highway Authority:** Redcar and Cleveland  
**Local Authority:** Redcar & Cleveland Borough  
**Weather Description:** Fine without high winds  
**Road Surface Description:** Wet or Damp  
**Speed Limit:** 50  
**Light Conditions:** Darkness: street lights present and lit  
**Carriageway Hazards:** None  
**Junction Detail:** Not at or within 20 metres of junction  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Dual carriageway  
**Junction Control:** Not Applicable

**Road Number:** A1053

**Number of Casualties:** 1

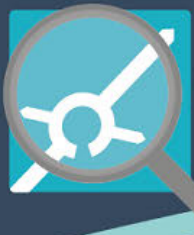
**Number of Vehicles:** 1

**OS Grid Reference:** 455455 520994



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	7	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	36 - 45	In carriageway, crossing elsewhere	Crossing from driver's offside

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**Crash Date:** Saturday, September 27, 2014 **Time of Crash:** 2:05:00 AM **Crash Reference:** 2014170L21484

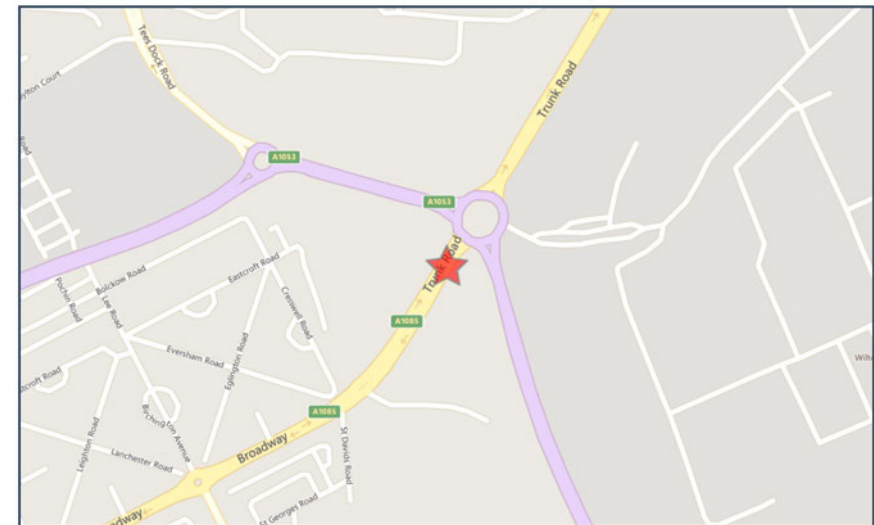
**Highest Injury Severity:** Slight  
**Highway Authority:** Redcar and Cleveland  
**Local Authority:** Redcar and Cleveland  
**Weather Description:** Fine without high winds  
**Road Surface Description:** Dry  
**Speed Limit:** 40  
**Light Conditions:** Darkness: street lights present and lit  
**Carriageway Hazards:** None  
**Junction Detail:** Not at or within 20 metres of junction  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Dual carriageway  
**Junction Control:** Not Applicable

**Road Number:** A1085

**Number of Casualties:** 1

**Number of Vehicles:** 2

**OS Grid Reference:** 455643 520842



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	-1	Male	36 - 45	Vehicle is in the act of turning left	Did not impact	Journey as part of work	None	None
1	Motorcycle over 50cc and up to 125cc	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	Central crash barrier

## Casualties

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

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

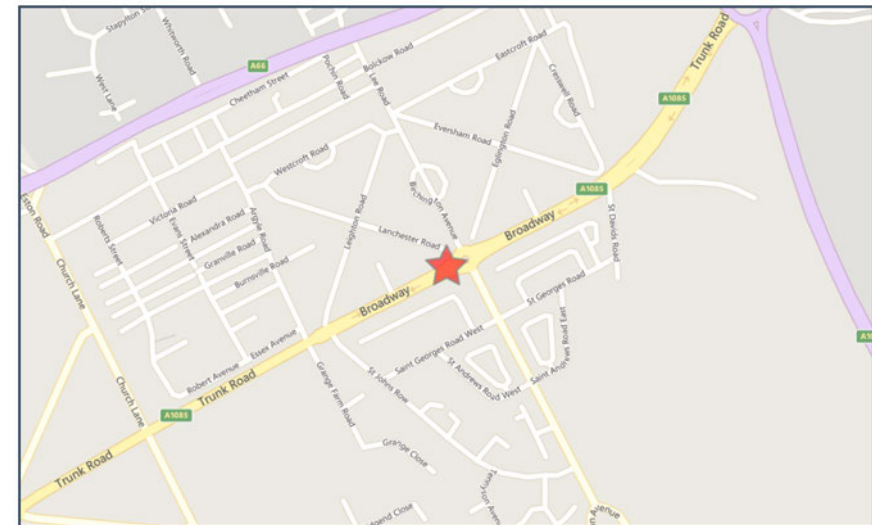
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<b>Crash Date:</b>	Tuesday, December 13, 2016	<b>Time of Crash:</b>	5:30:00 PM	<b>Crash Reference:</b>	2016170L21566
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A1085	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	1
<b>Local Authority:</b>	Redcar & Cleveland Borough			<b>OS Grid Reference:</b>	455224 520486
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Darkness: street lights present and lit				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Roundabout				
<b>Junction Pedestrian Crossing:</b>	Zebra crossing				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



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### Vehicles involved

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

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	46 - 55	In carriageway, crossing on pedestrian crossing facility	Crossing from driver's nearside

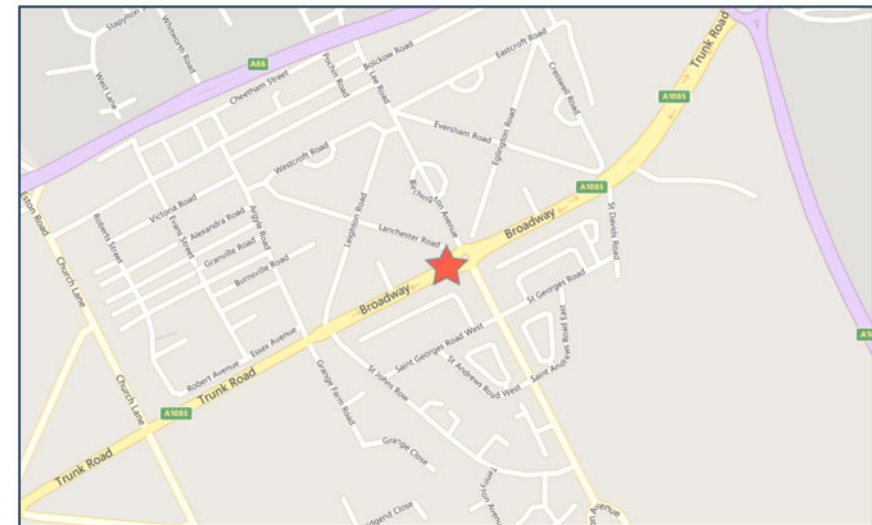
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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<b>Crash Date:</b>	Monday, November 23, 2015	<b>Time of Crash:</b>	2:30:00 PM	<b>Crash Reference:</b>	2015170L21995
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar and Cleveland			<b>OS Grid Reference:</b>	455224 520485
<b>Weather Description:</b>	Raining without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Roundabout				
<b>Junction Pedestrian Crossing:</b>	Zebra crossing				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None
1	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

## Casualties

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

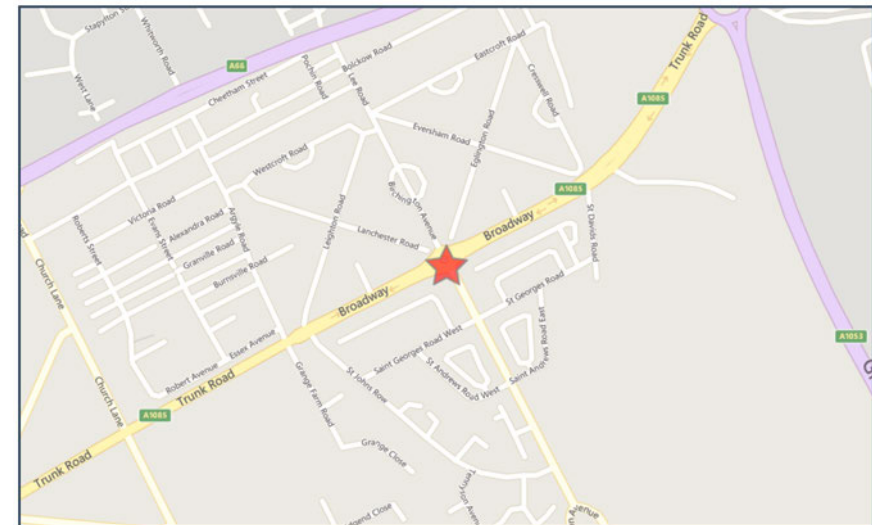
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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<b>Crash Date:</b>	Monday, October 17, 2016	<b>Time of Crash:</b>	6:40:00 AM	<b>Crash Reference:</b>	2016170L21456
<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	A1085	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar & Cleveland Borough			<b>OS Grid Reference:</b>	455258 520484
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Darkness: street lights present and lit				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Roundabout				
<b>Junction Pedestrian Crossing:</b>	Pelican, puffin, toucan or similar non-junction pedestrian light crossing				
<b>Road Type:</b>	Roundabout				
<b>Junction Control:</b>	Give way or uncontrolled				



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Commuting to/from work	None	None
1	Car (excluding private hire)	8	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

## Casualties

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

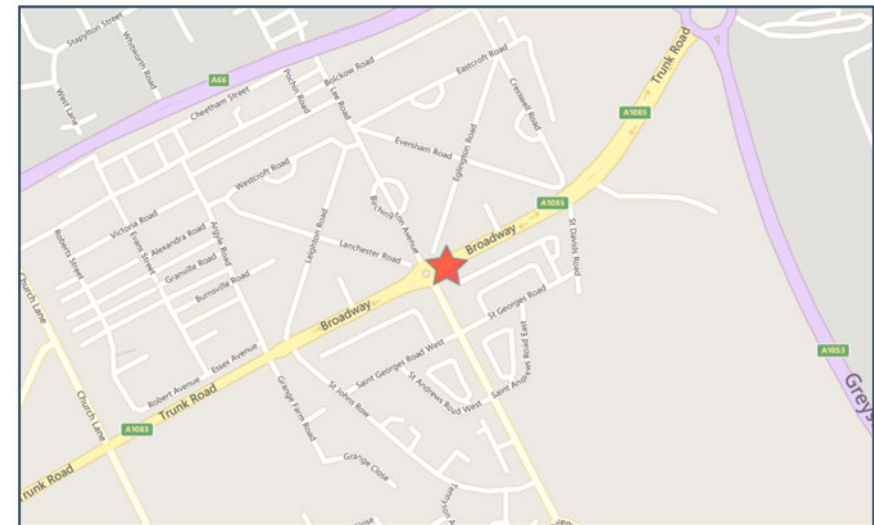
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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<b>Crash Date:</b>	Wednesday, May 04, 2016	<b>Time of Crash:</b>	1:37:00 PM	<b>Crash Reference:</b>	2016170L20506
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	4
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	3
<b>Local Authority:</b>	Redcar & Cleveland Borough			<b>OS Grid Reference:</b>	455286 520509
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Roundabout				
<b>Junction Pedestrian Crossing:</b>	Zebra crossing				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)		5 Male	26 - 35	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None
3	Car (excluding private hire)		11 Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)		13 Male	Over 75	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Female	21 - 25	Unknown or other	Unknown or other
2	4	Slight	Vehicle or pillion passenger	Female	21 - 25	Unknown or other	Unknown or other
3	2	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

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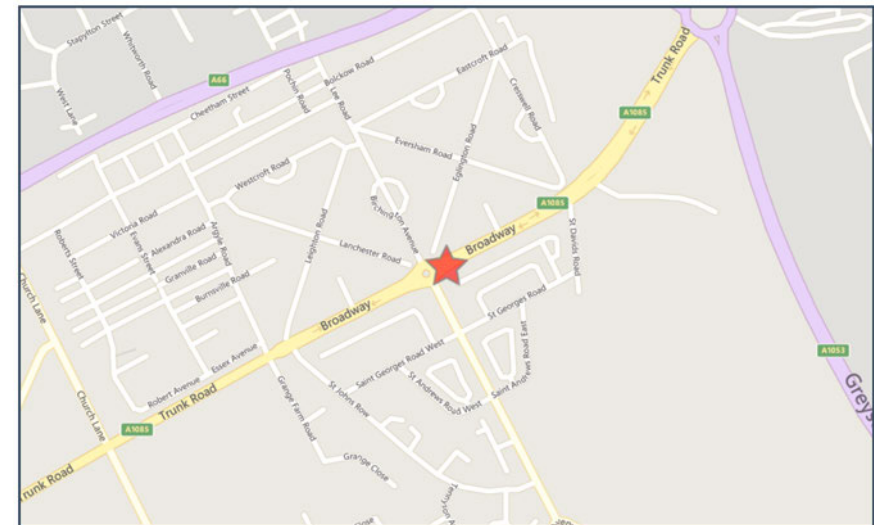




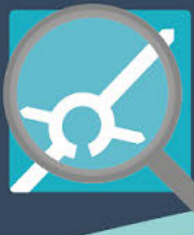
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**Crash Date:** Thursday, September 27, 2018 **Time of Crash:** 4:15:00 PM **Crash Reference:** 2018170L21068

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland	<b>Number of Vehicles:</b>	1	<b>OS Grid Reference:</b>	455287 520509
<b>Local Authority:</b>	Redcar & Cleveland Borough				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Roundabout				
<b>Junction Pedestrian Crossing:</b>	Zebra crossing				
<b>Road Type:</b>	Dual carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	5	Female	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	26 - 35	In carriageway, crossing on pedestrian crossing facility	Crossing from driver's nearside

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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**Crash Date:** Wednesday, October 04, 2017 **Time of Crash:** 6:20:00 PM **Crash Reference:** 2017170L21207

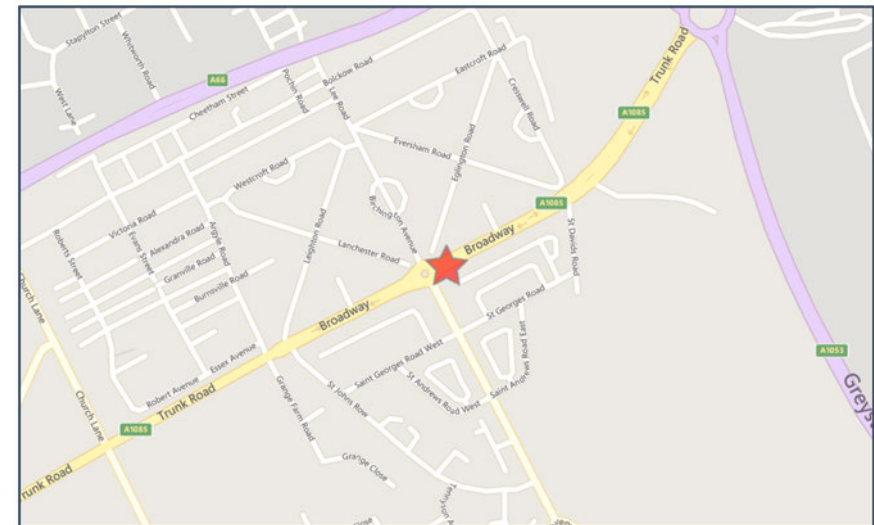
**Highest Injury Severity:** Slight  
**Highway Authority:** Redcar and Cleveland  
**Local Authority:** Redcar & Cleveland Borough  
**Weather Description:** Fine without high winds  
**Road Surface Description:** Dry  
**Speed Limit:** 30  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Roundabout  
**Junction Pedestrian Crossing:** Pelican, puffin, toucan or similar non-junction pedestrian light crossing  
**Road Type:** Single carriageway  
**Junction Control:** Give way or uncontrolled

**Road Number:** U0

**Number of Casualties:** 1

**Number of Vehicles:** 2

**OS Grid Reference:** 455288 520509



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Pedal cycle	-1	Male	6 - 10	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	6 - 10	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

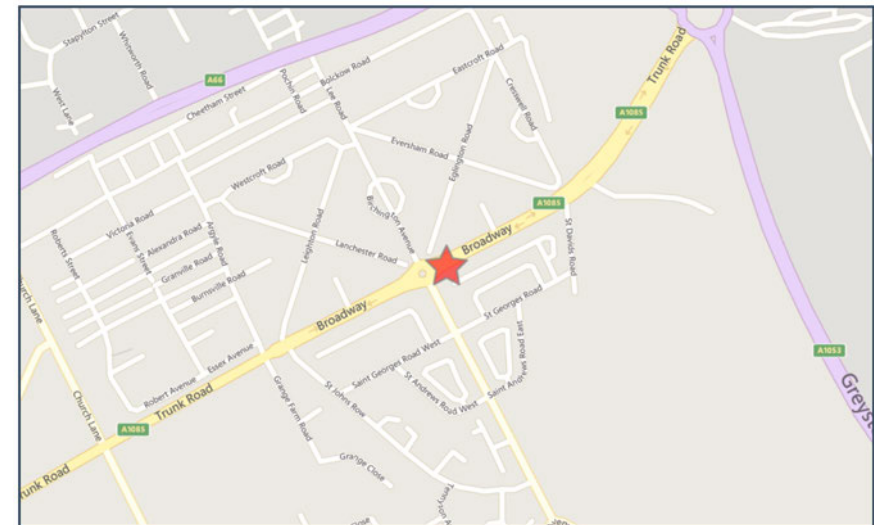
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**Crash Date:** Wednesday, August 22, 2018 **Time of Crash:** 3:00:00 PM **Crash Reference:** 2018170L30818

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland	<b>Number of Vehicles:</b>	2	<b>OS Grid Reference:</b>	455293 520513
<b>Local Authority:</b>	Redcar & Cleveland Borough				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Roundabout				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	-1	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)	1	Male	66 - 75	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	66 - 75	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

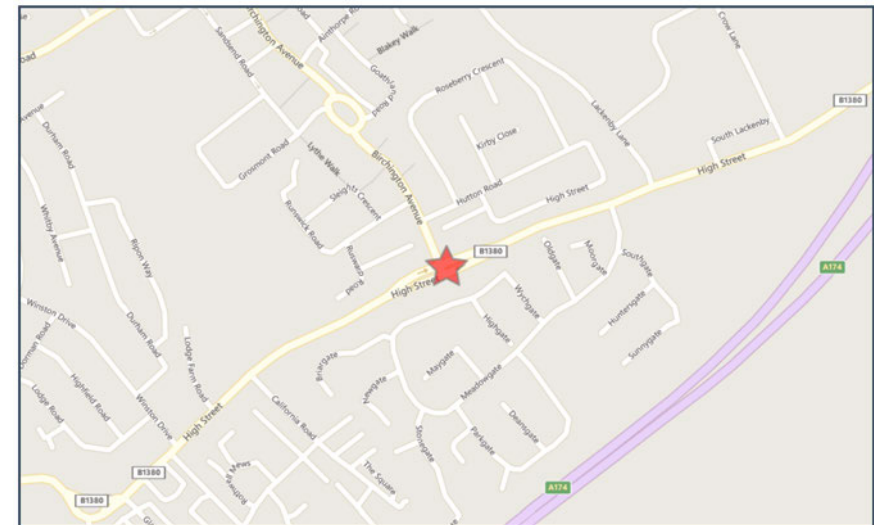
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<b>Crash Date:</b>	Thursday, March 09, 2017	<b>Time of Crash:</b>	9:13:00 AM	<b>Crash Reference:</b>	2017170L20357
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	B1380	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland	<b>Number of Vehicles:</b>	2	<b>OS Grid Reference:</b>	456051 518966
<b>Local Authority:</b>	Redcar & Cleveland Borough				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	T or staggered junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Commuting to/from work	None	None
1	Car (excluding private hire)	-1	Male	Unknown	Vehicle is in the act of turning left	Front	Other	None	None

## Casualties

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

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

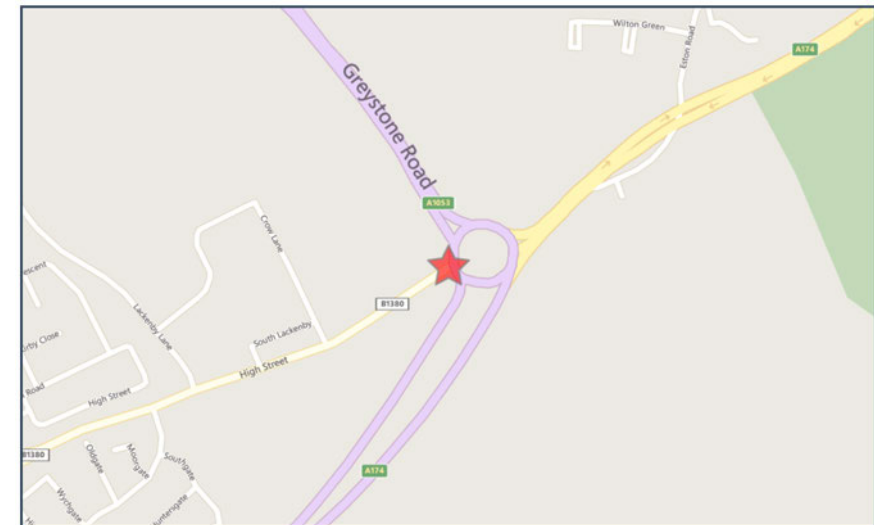
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<b>Crash Date:</b>	Tuesday, August 11, 2015	<b>Time of Crash:</b>	7:55:00 AM	<b>Crash Reference:</b>	2015170L21265
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	B1380	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar and Cleveland			<b>OS Grid Reference:</b>	456774 519293
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Roundabout				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)		4 Female	36 - 45	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None
1	Van or goods vehicle 3.5 tonnes mgw and under		6 Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

## Casualties

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

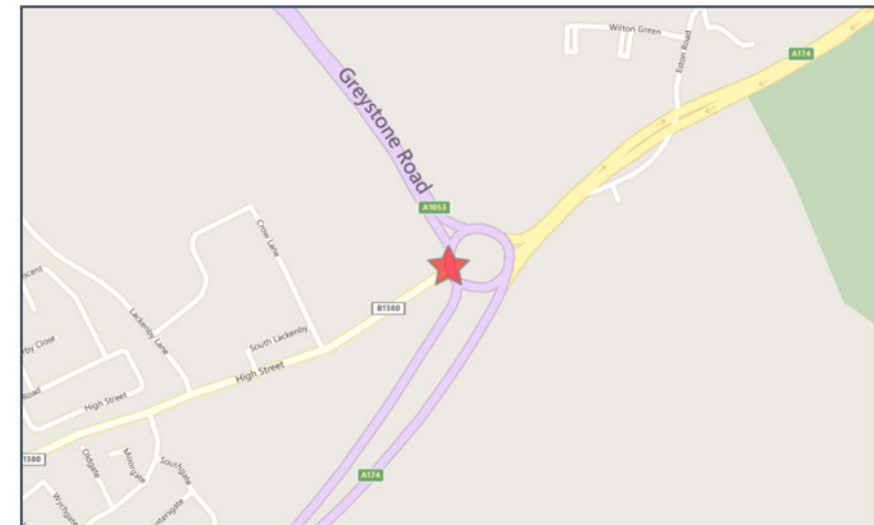
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<b>Crash Date:</b>	Sunday, October 05, 2014	<b>Time of Crash:</b>	12:50:00 PM	<b>Crash Reference:</b>	2014170L21564
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A174	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar and Cleveland			<b>OS Grid Reference:</b>	456780 519299
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Roundabout				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Roundabout				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None
1	Car (excluding private hire)	-1	Male	36 - 45	Vehicle is moving off	Front	Other	None	None

## Casualties

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

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**Crash Date:** Wednesday, January 15, 2014 **Time of Crash:** 11:19:00 AM **Crash Reference:** 2014170L20094

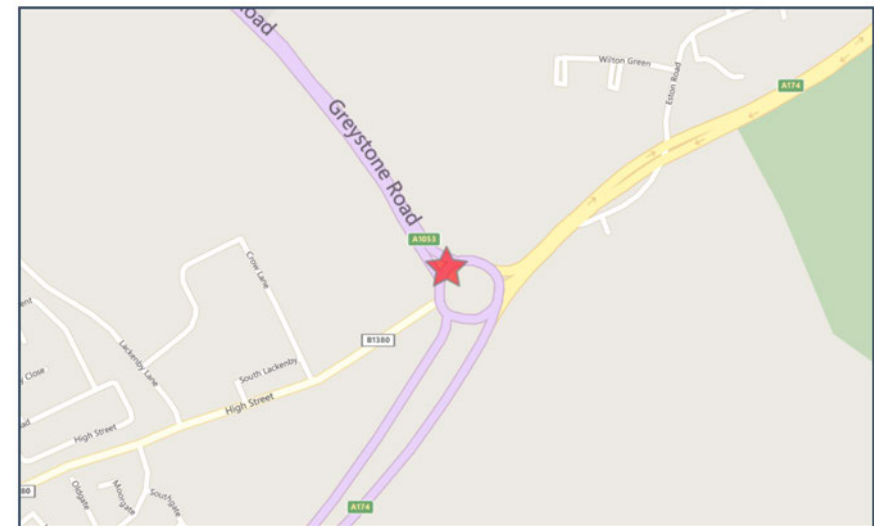
**Highest Injury Severity:** Slight  
**Highway Authority:** Redcar and Cleveland  
**Local Authority:** Redcar and Cleveland  
**Weather Description:** Fine without high winds  
**Road Surface Description:** Dry  
**Speed Limit:** 50  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Roundabout  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Roundabout  
**Junction Control:** Give way or uncontrolled

**Road Number:** A174

**Number of Casualties:** 2

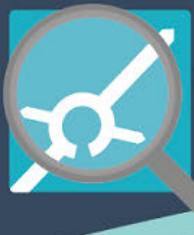
**Number of Vehicles:** 1

**OS Grid Reference:** 456792 519348



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Bus or coach (17+ passenger seats)	16	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Journey as part of work	None	Nearside or offside crash barrier

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Male	Over 75	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Female	Over 75	Unknown or other	Unknown or other

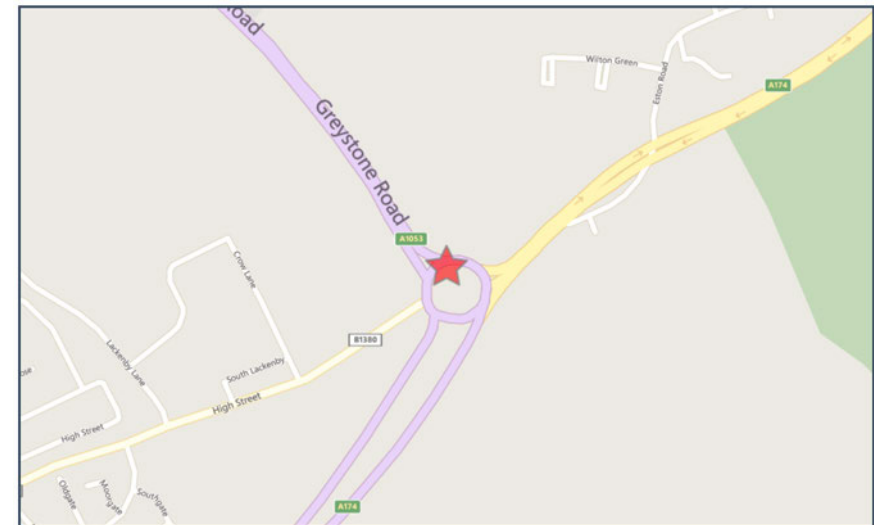
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<b>Crash Date:</b>	Thursday, May 26, 2016	<b>Time of Crash:</b>	4:09:00 AM	<b>Crash Reference:</b>	2016170L20726
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A1053	<b>Number of Casualties:</b>	4
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	1
<b>Local Authority:</b>	Redcar & Cleveland Borough			<b>OS Grid Reference:</b>	456814 519355
<b>Weather Description:</b>	Raining without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	50				
<b>Light Conditions:</b>	Darkness: street lights present and lit				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Roundabout				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Roundabout				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	Kerb	Nearside or offside crash barrier

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other
1	3	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other
1	4	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

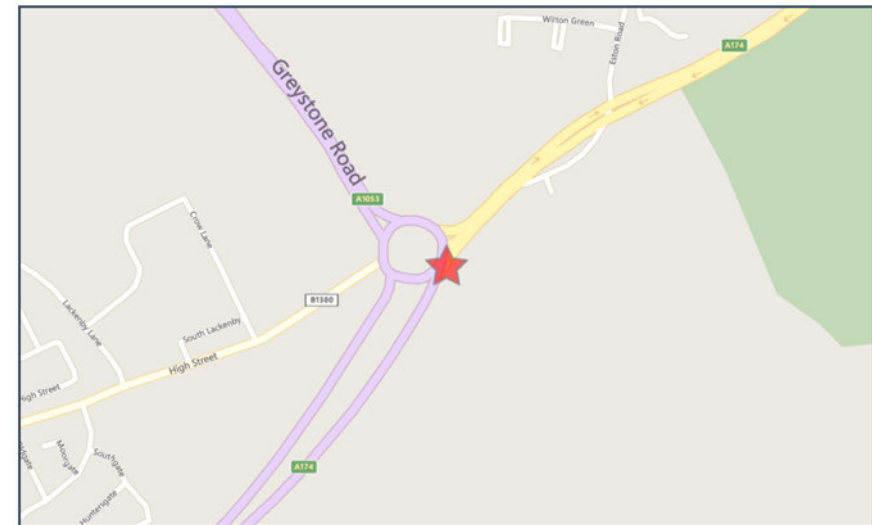
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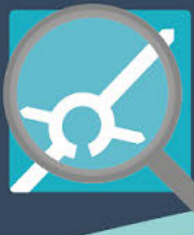
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<b>Crash Date:</b>	Tuesday, June 10, 2014	<b>Time of Crash:</b>	5:47:00 PM	<b>Crash Reference:</b>	2014170L20924
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A174	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland	<b>Number of Vehicles:</b>	2	<b>OS Grid Reference:</b>	456882 519287
<b>Local Authority:</b>	Redcar and Cleveland				
<b>Weather Description:</b>	Raining without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	70				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Slip Road				
<b>Junction Control:</b>	Not Applicable				



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	8	Male	21 - 25	Vehicle is slowing down or stopping	Back	Commuting to/from work	None	None

## Casualties

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

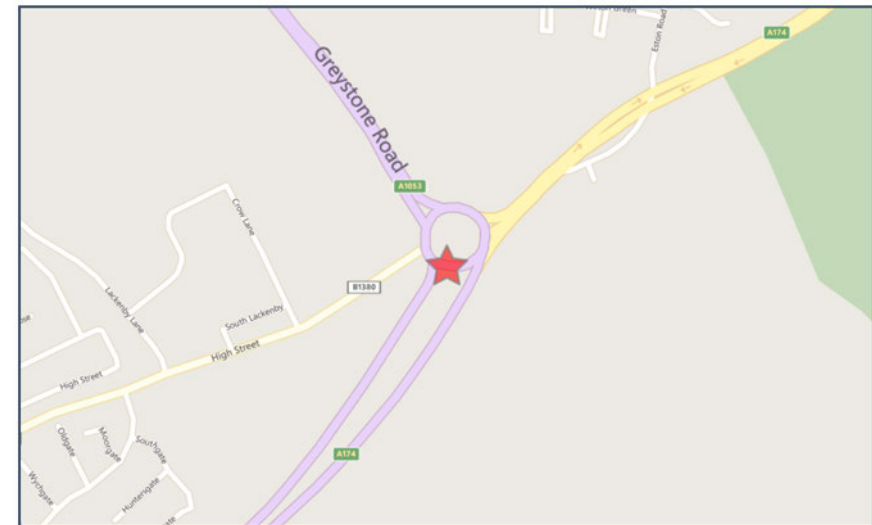
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<b>Crash Date:</b>	Monday, March 24, 2014	<b>Time of Crash:</b>	3:00:00 PM	<b>Crash Reference:</b>	2014170L20474
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A174	<b>Number of Casualties:</b>	3
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar and Cleveland			<b>OS Grid Reference:</b>	456816 519266
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	50				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Roundabout				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Dual carriageway				
<b>Junction Control:</b>	Auto traffic signal				



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## Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)		3 Male	46 - 55	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None
1	Car (excluding private hire)		5 Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Male	26 - 35	Unknown or other	Unknown or other

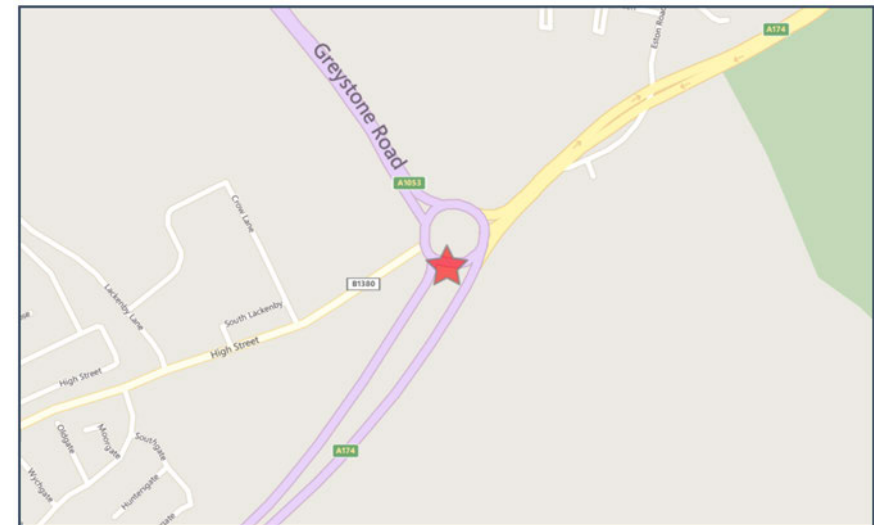
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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<b>Crash Date:</b>	Wednesday, September 02, 2015	<b>Time of Crash:</b>	1:15:00 PM	<b>Crash Reference:</b>	2015170L21345
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A174	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar and Cleveland			<b>OS Grid Reference:</b>	456818 519263
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	50				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Roundabout				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Roundabout				
<b>Junction Control:</b>	Auto traffic signal				



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	2	Male	46 - 55	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None
2	Van or goods vehicle 3.5 tonnes mgw and under	12	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

## Casualties

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

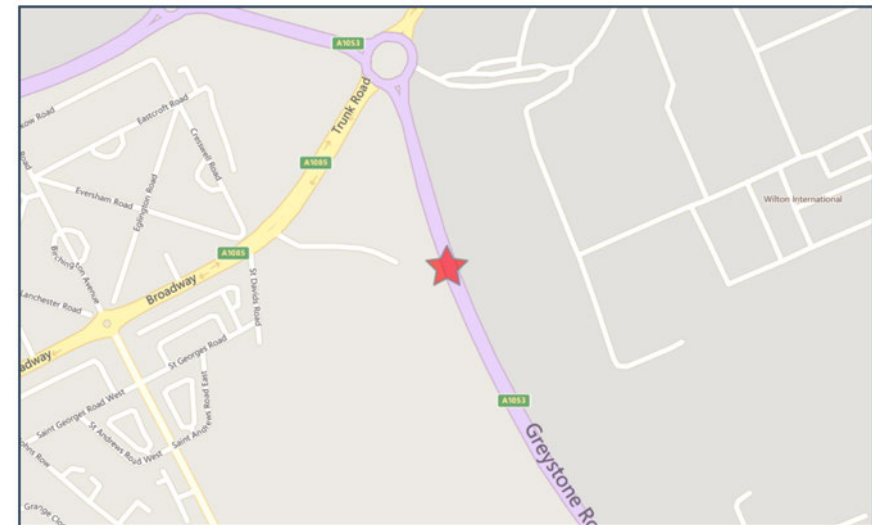
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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<b>Crash Date:</b>	Thursday, June 01, 2017	<b>Time of Crash:</b>	12:25:00 PM	<b>Crash Reference:</b>	2017170L20707
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A1053	<b>Number of Casualties:</b>	2
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	1
<b>Local Authority:</b>	Redcar & Cleveland Borough			<b>OS Grid Reference:</b>	455791 520591
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	70				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Dual carriageway				
<b>Junction Control:</b>	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	9	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	Nearside or offside crash barrier

## Casualties

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

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**Crash Date:**

Wednesday, February 03, 2016

**Time of Crash:** 4:15:00 PM

**Crash Reference:** 2016170L20116

**Highest Injury Severity:**

Slight

**Road Number:** A1085

**Number of Casualties:** 1

**Highway Authority:**

Redcar and Cleveland

**Number of Vehicles:** 2

**Local Authority:**

Redcar & Cleveland Borough

**OS Grid Reference:** 455725 520884

**Weather Description:**

Fine without high winds

**Road Surface Description:**

Dry

**Speed Limit:**

50

**Light Conditions:**

Daylight: regardless of presence of streetlights

**Carriageway Hazards:**

None

**Junction Detail:**

Roundabout

**Junction Pedestrian Crossing:**

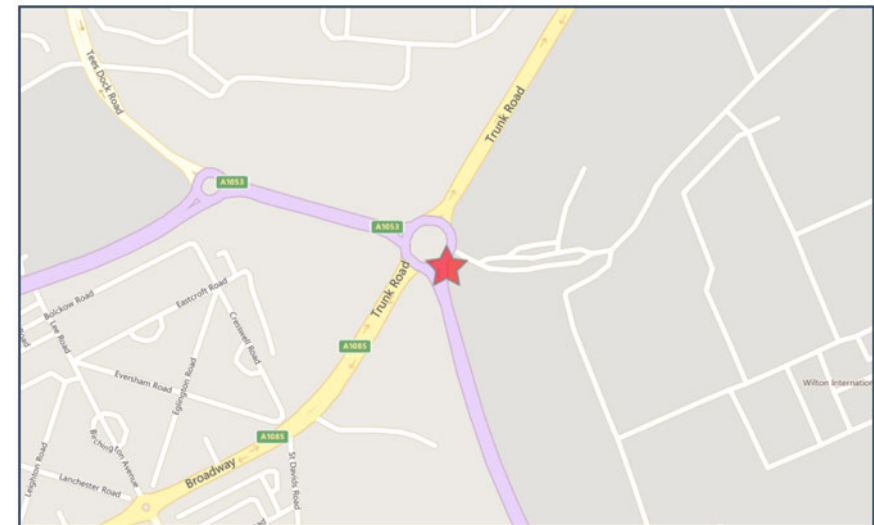
No physical crossing facility within 50 metres

**Road Type:**

Dual carriageway

**Junction Control:**

Auto traffic signal



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	10	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
1	Pedal cycle	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

## Casualties

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

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**Crash Date:** Tuesday, January 09, 2018 **Time of Crash:** 9:25:00 PM **Crash Reference:** 2018170L20048

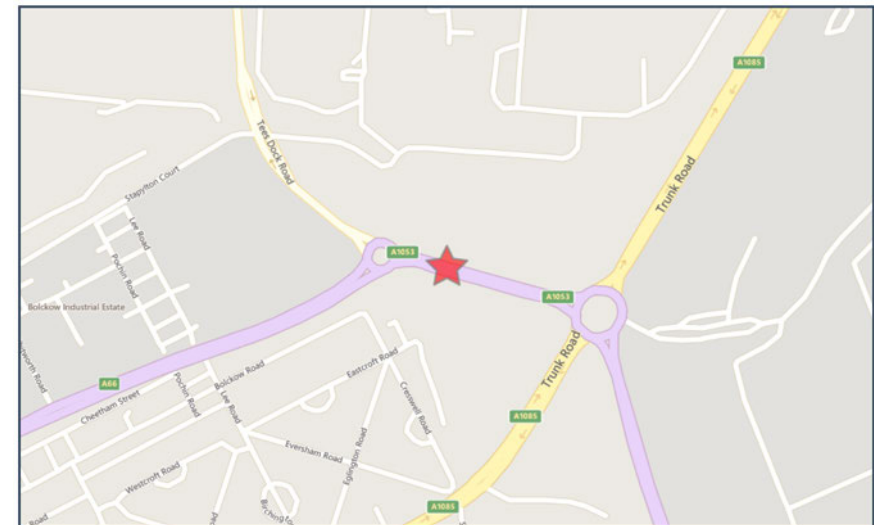
**Highest Injury Severity:** Slight  
**Highway Authority:** Redcar and Cleveland  
**Local Authority:** Redcar & Cleveland Borough  
**Weather Description:** Fine without high winds  
**Road Surface Description:** Wet or Damp  
**Speed Limit:** 50  
**Light Conditions:** Darkness: street lights present and lit  
**Carriageway Hazards:** None  
**Junction Detail:** Not at or within 20 metres of junction  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Dual carriageway  
**Junction Control:** Not Applicable

**Road Number:** A1053

**Number of Casualties:** 1

**Number of Vehicles:** 1

**OS Grid Reference:** 455455 520994



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	7	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	36 - 45	In carriageway, crossing elsewhere	Crossing from driver's offside

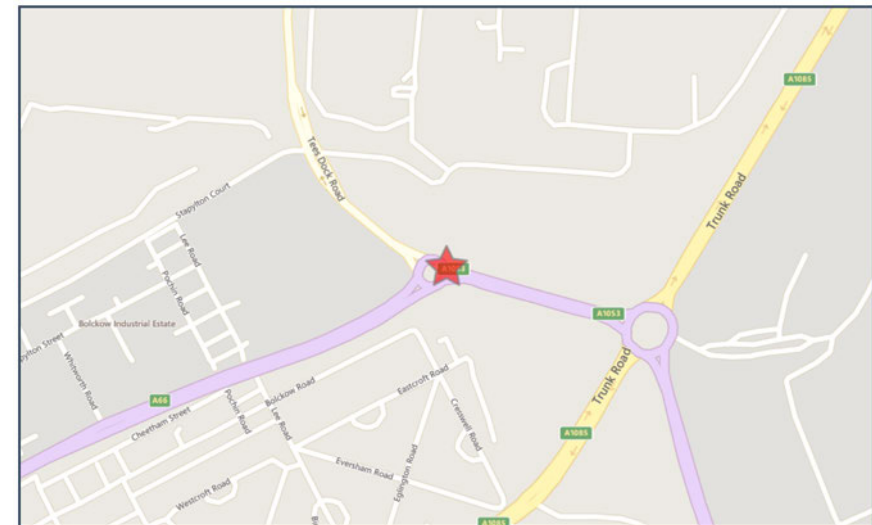
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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<b>Crash Date:</b>	Wednesday, March 11, 2015	<b>Time of Crash:</b>	5:45:00 PM	<b>Crash Reference:</b>	2015170L20595
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A66	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar and Cleveland			<b>OS Grid Reference:</b>	455373 521017
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	50				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Roundabout				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Roundabout				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Van or goods vehicle 3.5 tonnes mgw and under	1	Male	Unknown	Vehicle is changing lane to the left	Nearside	Commuting to/from work	None	None
1	Car (excluding private hire)	12	Male	26 - 35	Vehicle is in the act of turning right	Offside	Commuting to/from work	None	None

## Casualties

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

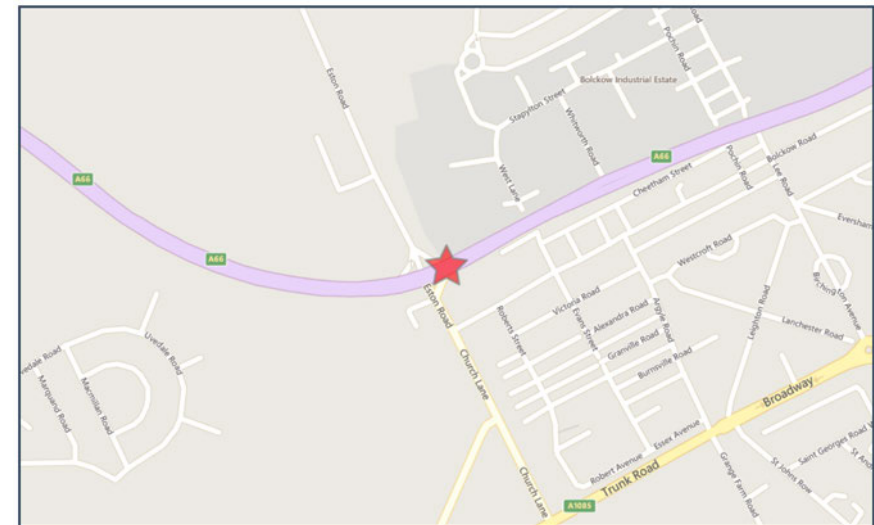
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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<b>Crash Date:</b>	Thursday, July 23, 2015	<b>Time of Crash:</b>	3:45:00 PM	<b>Crash Reference:</b>	2015170L21055
<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	A66	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar and Cleveland			<b>OS Grid Reference:</b>	454585 520623
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	50				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Slip road				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Dual carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Motorcycle over 500cc	8	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Commuting to/from work	None	Central crash barrier
1	Car (excluding private hire)	11	Male	16 - 20	Vehicle is in the act of turning left	Offside	Commuting to/from work	None	None

## Casualties

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

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

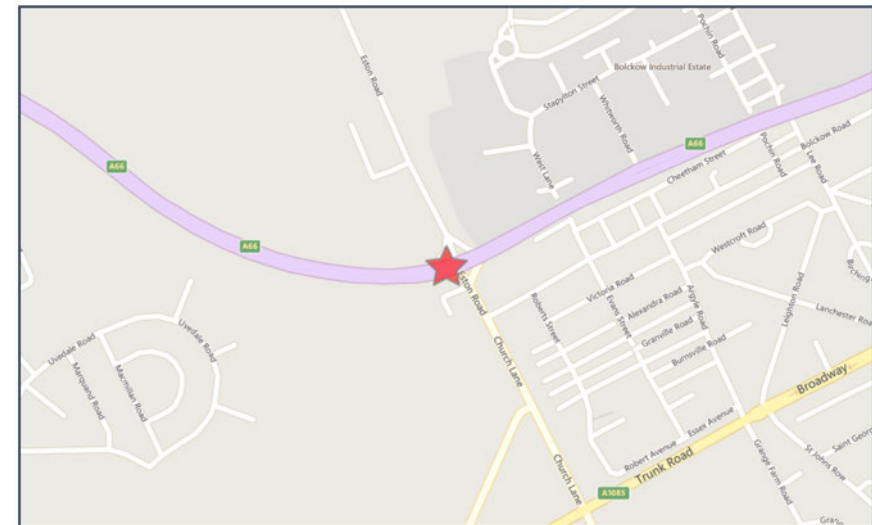
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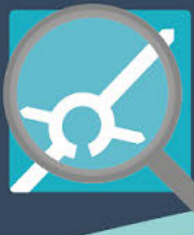


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<b>Crash Date:</b>	Wednesday, April 15, 2015	<b>Time of Crash:</b>	7:00:00 AM	<b>Crash Reference:</b>	2015170L20555
<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	A66	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar and Cleveland			<b>OS Grid Reference:</b>	454531 520602
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	50				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Crossroads				
<b>Junction Pedestrian Crossing:</b>	Pedestrian phase at traffic signal junction				
<b>Road Type:</b>	Dual carriageway				
<b>Junction Control:</b>	Auto traffic signal				



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)		6 Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
1	Pedal cycle		-1 Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

## Casualties

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

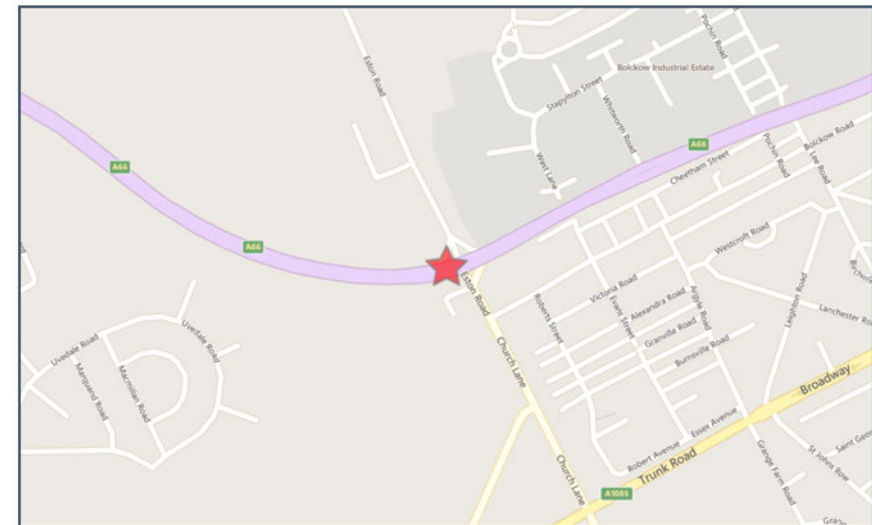
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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<b>Crash Date:</b>	Monday, January 16, 2017	<b>Time of Crash:</b>	4:38:00 PM	<b>Crash Reference:</b>	2017170L20047
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A66	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar & Cleveland Borough			<b>OS Grid Reference:</b>	454526 520600
<b>Weather Description:</b>	Raining without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	50				
<b>Light Conditions:</b>	Darkness: street lights present and lit				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Crossroads				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Dual carriageway				
<b>Junction Control:</b>	Auto traffic signal				



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	1	Female	36 - 45	Vehicle is waiting to proceed normally but is held up	Back	Commuting to/from work	None	None
1	Car (excluding private hire)	16	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

## Casualties

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

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**Crash Date:** Thursday, December 17, 2015 **Time of Crash:** 4:07:00 PM **Crash Reference:** 2015170L22045

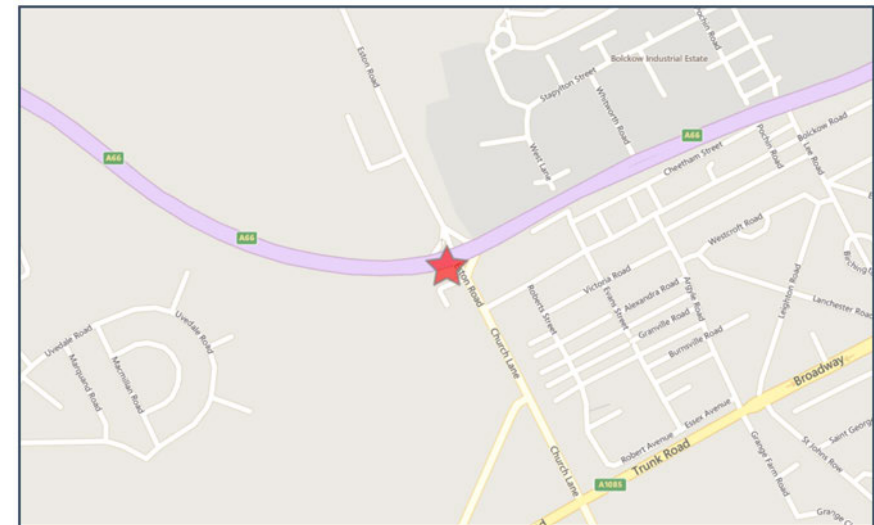
**Highest Injury Severity:** Slight  
**Highway Authority:** Redcar and Cleveland  
**Local Authority:** Redcar and Cleveland  
**Weather Description:** Fine without high winds  
**Road Surface Description:** Wet or Damp  
**Speed Limit:** 50  
**Light Conditions:** Darkness: street lights present and lit  
**Carriageway Hazards:** None  
**Junction Detail:** Crossroads  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Dual carriageway  
**Junction Control:** Auto traffic signal

**Road Number:** A66

**Number of Casualties:** 1

**Number of Vehicles:** 2

**OS Grid Reference:** 454537 520589



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Other	None	None
1	Car (excluding private hire)	4	Male	16 - 20	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Journey as part of work	None	None

## Casualties

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

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**Crash Date:** Tuesday, September 15, 2015 **Time of Crash:** 9:03:00 AM **Crash Reference:** 2015170L21415

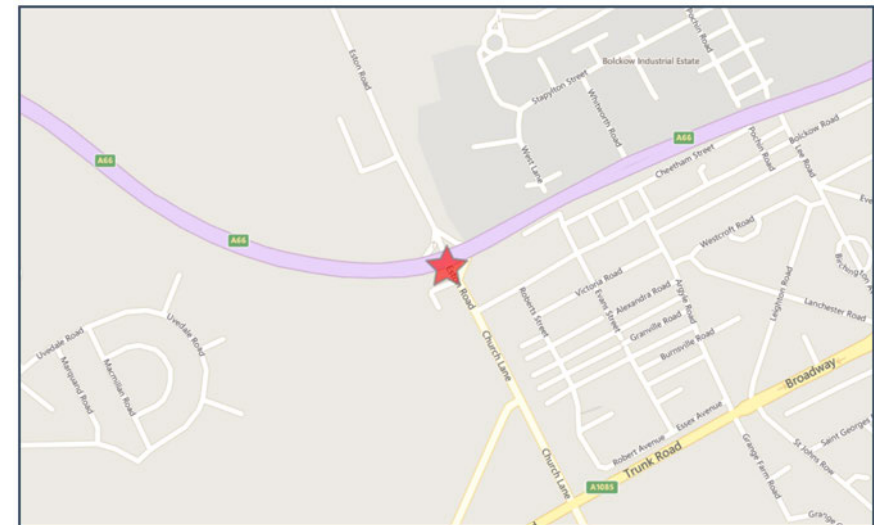
**Highest Injury Severity:** Slight  
**Highway Authority:** Redcar and Cleveland  
**Local Authority:** Redcar and Cleveland  
**Weather Description:** Raining without high winds  
**Road Surface Description:** Wet or Damp  
**Speed Limit:** 50  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Crossroads  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Dual carriageway  
**Junction Control:** Auto traffic signal

**Road Number:** A66

**Number of Casualties:** 1

**Number of Vehicles:** 2

**OS Grid Reference:** 454550 520593



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## Vehicles involved

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

## Casualties

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

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

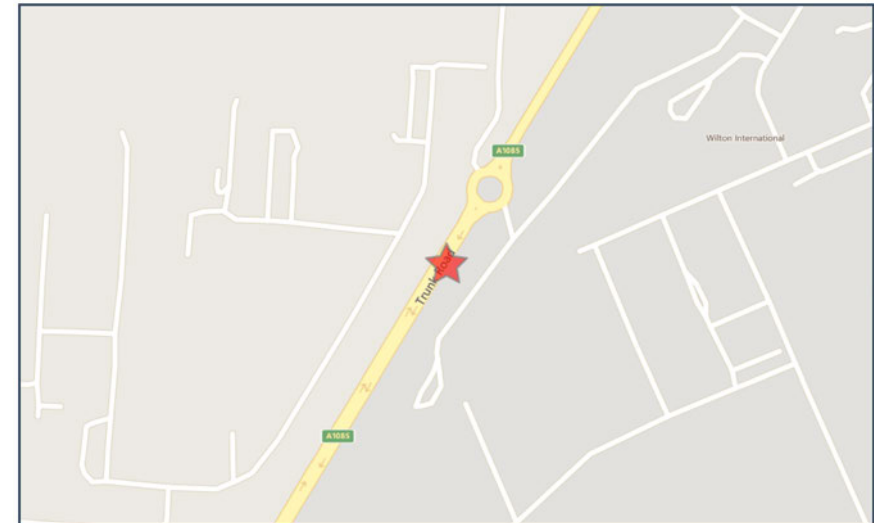
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<b>Crash Date:</b>	Monday, August 03, 2015	<b>Time of Crash:</b>	7:26:00 AM	<b>Crash Reference:</b>	2015170L21325
<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	A1085	<b>Number of Casualties:</b>	3
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar and Cleveland			<b>OS Grid Reference:</b>	456096 521592
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	70				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Dual carriageway				
<b>Junction Control:</b>	Not Applicable				



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Other vehicle, whether motorised or not	-1	Male	56 - 65	Vehicle is parked in the carriageway	Back	Other	None	None
2	Car (excluding private hire)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other
1	3	Serious	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other
2	2	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

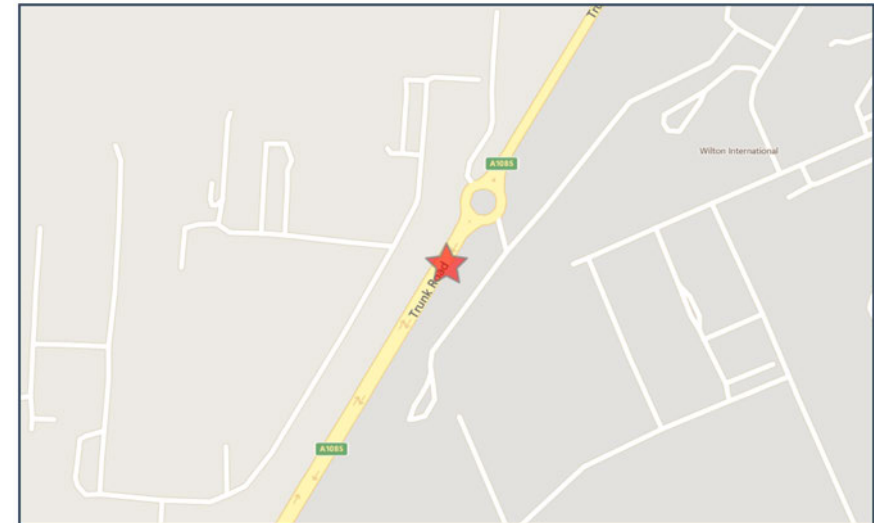
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**Crash Date:** Thursday, April 05, 2018 **Time of Crash:** 2:40:00 PM **Crash Reference:** 2018170L20348

<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	A1085	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Redcar and Cleveland	<b>Number of Vehicles:</b>	2	<b>OS Grid Reference:</b>	456107 521612
<b>Local Authority:</b>	Redcar & Cleveland Borough				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	60				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Dual carriageway				
<b>Junction Control:</b>	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	12	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
1	Van or goods vehicle 3.5 tonnes mgw and under	3	Male	36 - 45	Vehicle is parked in the carriageway	Did not impact	Journey as part of work	None	None

## Casualties

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

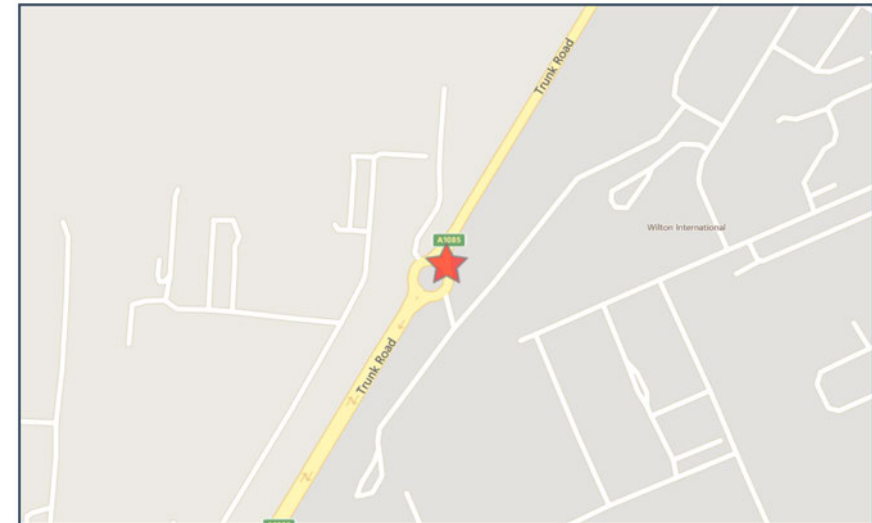
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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<b>Crash Date:</b>	Friday, May 30, 2014	<b>Time of Crash:</b>	2:04:00 PM	<b>Crash Reference:</b>	2014170L20904
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A1085	<b>Number of Casualties:</b>	2
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar and Cleveland			<b>OS Grid Reference:</b>	456187 521733
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	60				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Roundabout				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Roundabout				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Goods vehicle 7.5 tonnes mgw and over	7	Male	36 - 45	Vehicle is in the act of turning right	Nearside	Journey as part of work	None	None

## Casualties

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

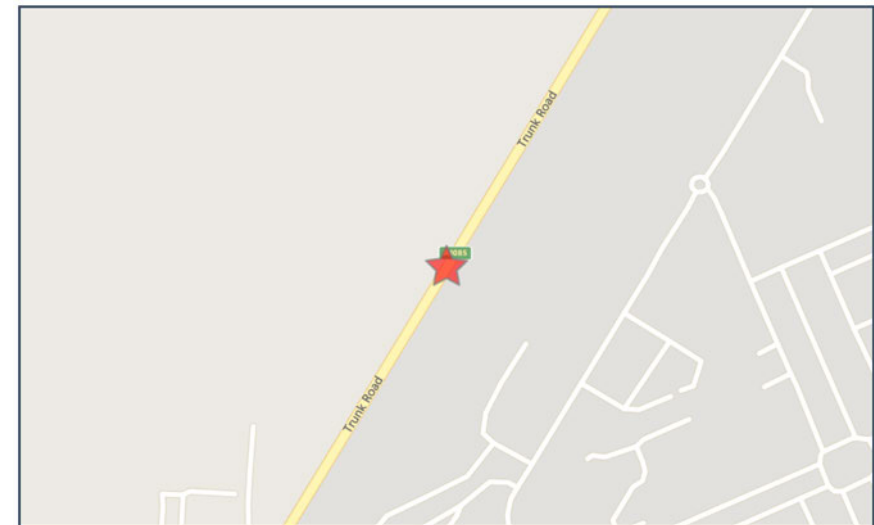
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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<b>Crash Date:</b>	Thursday, January 15, 2015	<b>Time of Crash:</b>	5:50:00 PM	<b>Crash Reference:</b>	2015170L30415
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A1085	<b>Number of Casualties:</b>	2
<b>Highway Authority:</b>	Redcar and Cleveland			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Redcar and Cleveland			<b>OS Grid Reference:</b>	456484 522266
<b>Weather Description:</b>	Raining without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	60				
<b>Light Conditions:</b>	Darkness: street lights present and lit				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Dual carriageway				
<b>Junction Control:</b>	Not Applicable				



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Female	36 - 45	Vehicle is changing lane to the right (including slip road)	Back	Other	None	None
2	Car (excluding private hire)	26	Male	16 - 20	Vehicle is passing another moving vehicle on its offside	Front	Other	None	None

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

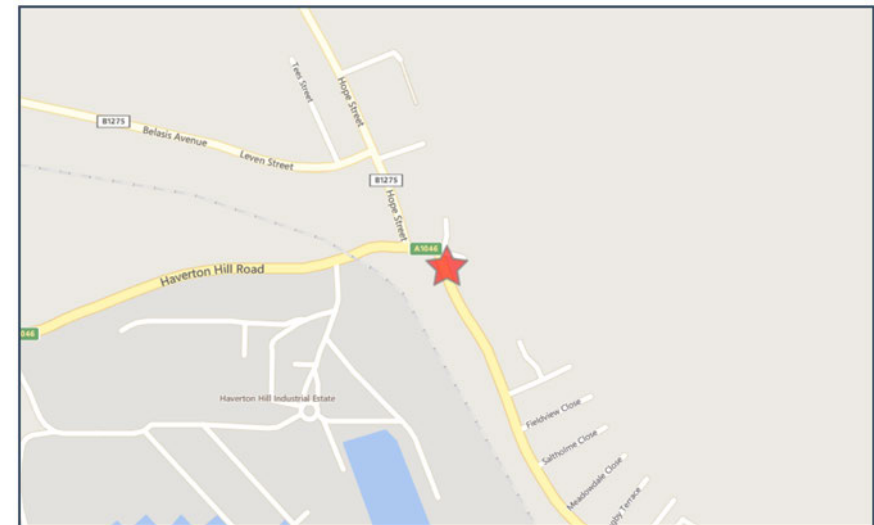
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<b>Crash Date:</b>	Wednesday, November 04, 2015	<b>Time of Crash:</b>	10:25:00 AM	<b>Crash Reference:</b>	2015170S22685
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A1046	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Stockton-on-Tees			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Stockton-on-Tees			<b>OS Grid Reference:</b>	448953 522597
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle is passing another moving vehicle on its offside	Nearside	Other	None	None
1	Pedal cycle	-1	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None

## Casualties

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

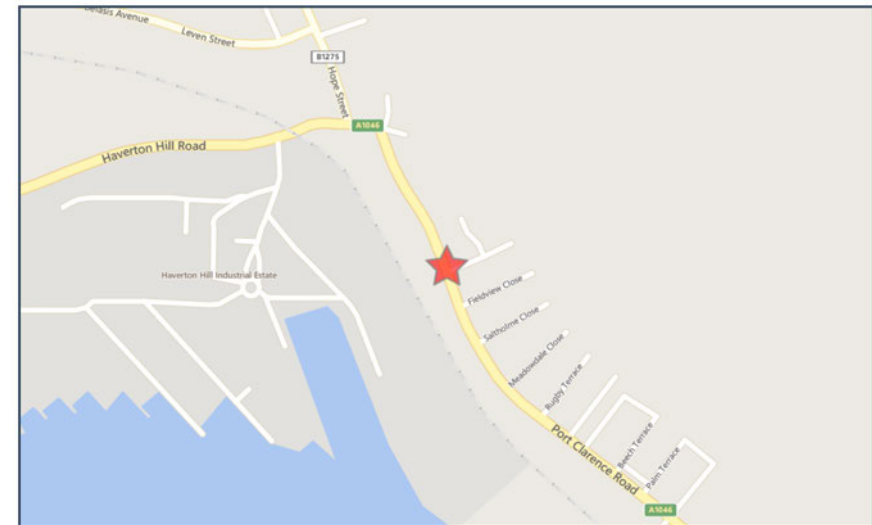
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<b>Crash Date:</b>	Sunday, March 22, 2015	<b>Time of Crash:</b>	7:50:00 PM	<b>Crash Reference:</b>	2015170S20745
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A1046	<b>Number of Casualties:</b>	3
<b>Highway Authority:</b>	Stockton-on-Tees			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Stockton-on-Tees			<b>OS Grid Reference:</b>	449048 522404
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Darkness: street lights present and lit				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	T or staggered junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



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## Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	12	Male	26 - 35	Vehicle is parked in the carriageway	Back	Other	None	None
1	Taxi/Private hire car	10	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Male	21 - 25	Unknown or other	Unknown or other

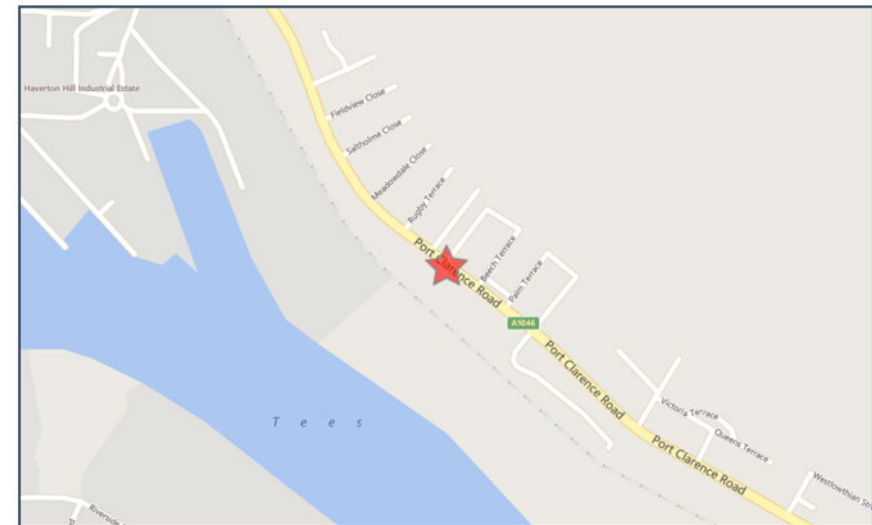
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<b>Crash Date:</b>	Monday, August 08, 2016	<b>Time of Crash:</b>	6:50:00 AM	<b>Crash Reference:</b>	2016170S21846
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A1046	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Stockton-on-Tees	<b>Number of Vehicles:</b>	2	<b>OS Grid Reference:</b>	449268 522116
<b>Local Authority:</b>	Stockton-on-Tees Borough				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	T or staggered junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)		4 Male	21 - 25	Vehicle is performing a U turn	Offside	Commuting to/from work	None	None
1	Motorcycle over 125cc and up to 500cc		7 Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Commuting to/from work	None	None

## Casualties

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

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**Crash Date:** Thursday, November 15, 2018 **Time of Crash:** 9:20:00 AM **Crash Reference:** 2018170S11668

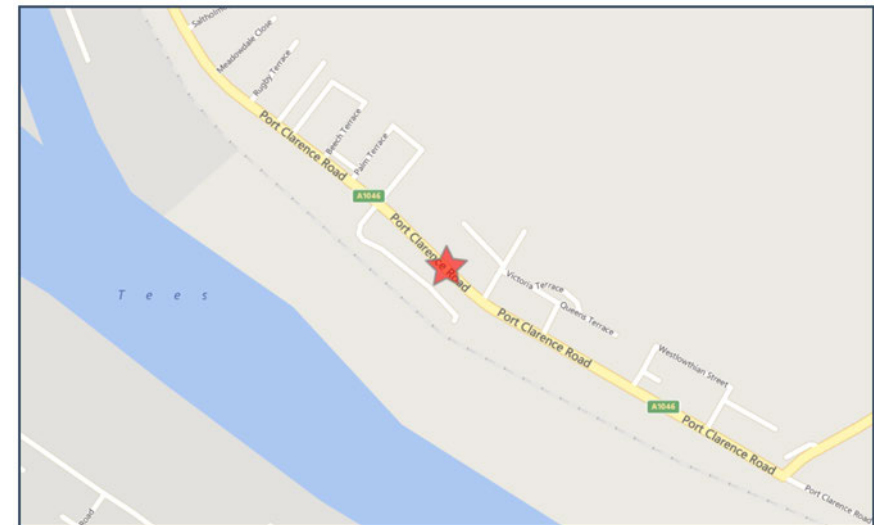
**Highest Injury Severity:** Slight  
**Highway Authority:** Stockton-on-Tees  
**Local Authority:** Stockton-on-Tees Borough  
**Weather Description:** Fine without high winds  
**Road Surface Description:** Dry  
**Speed Limit:** 30  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Not at or within 20 metres of junction  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Single carriageway  
**Junction Control:** Not Applicable

**Road Number:** A1046

**Number of Casualties:** 1

**Number of Vehicles:** 2

**OS Grid Reference:** 449514 521913



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)		8 Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)		3 Male	21 - 25	Vehicle is parked in the carriageway	Back	Other	None	None

## Casualties

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

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

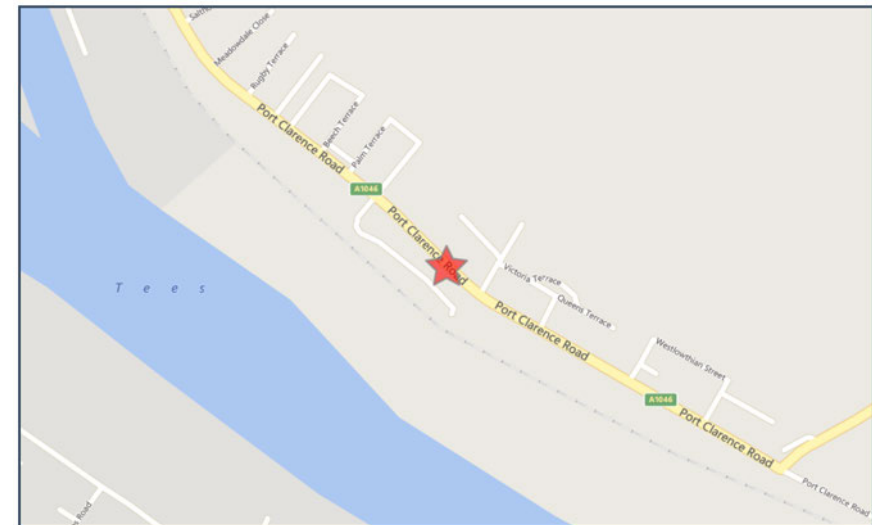
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<b>Crash Date:</b>	Sunday, July 02, 2017	<b>Time of Crash:</b>	10:39:00 PM	<b>Crash Reference:</b>	2017170S21197
<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	A1046	<b>Number of Casualties:</b>	2
<b>Highway Authority:</b>	Stockton-on-Tees			<b>Number of Vehicles:</b>	1
<b>Local Authority:</b>	Stockton-on-Tees Borough			<b>OS Grid Reference:</b>	449519 521906
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Darkness: street lights present and lit				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



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### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	9	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	Bollard/Refuge	None

### Casualties

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

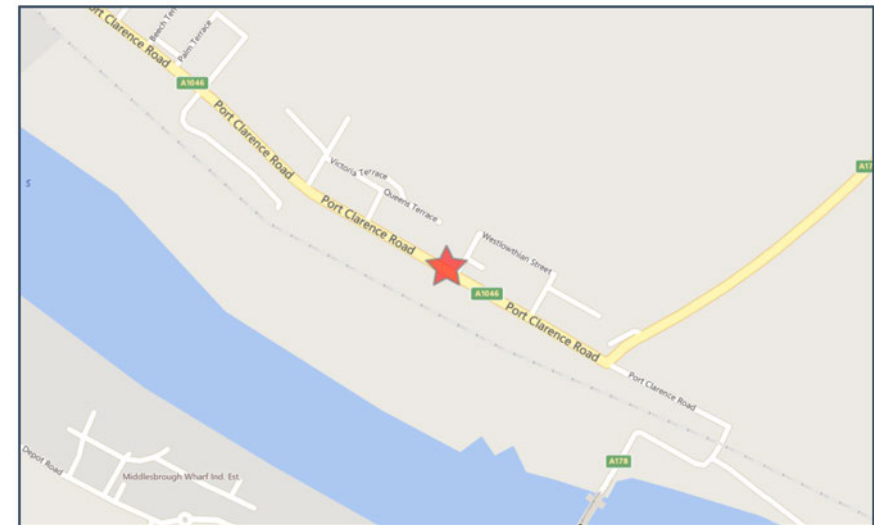
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<b>Crash Date:</b>	Friday, August 18, 2017	<b>Time of Crash:</b>	7:46:00 AM	<b>Crash Reference:</b>	2017170S21557
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A1046	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Stockton-on-Tees			<b>Number of Vehicles:</b>	3
<b>Local Authority:</b>	Stockton-on-Tees Borough			<b>OS Grid Reference:</b>	449795 521734
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
3	Van or goods vehicle 3.5 tonnes mgw and under	6	Male	46 - 55	Vehicle is waiting to proceed normally but is held up	Back	Journey as part of work	None	None
1	Car (excluding private hire)	13	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	3	Male	36 - 45	Vehicle is waiting to proceed normally but is held up	Back	Commuting to/from work	None	None

## Casualties

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

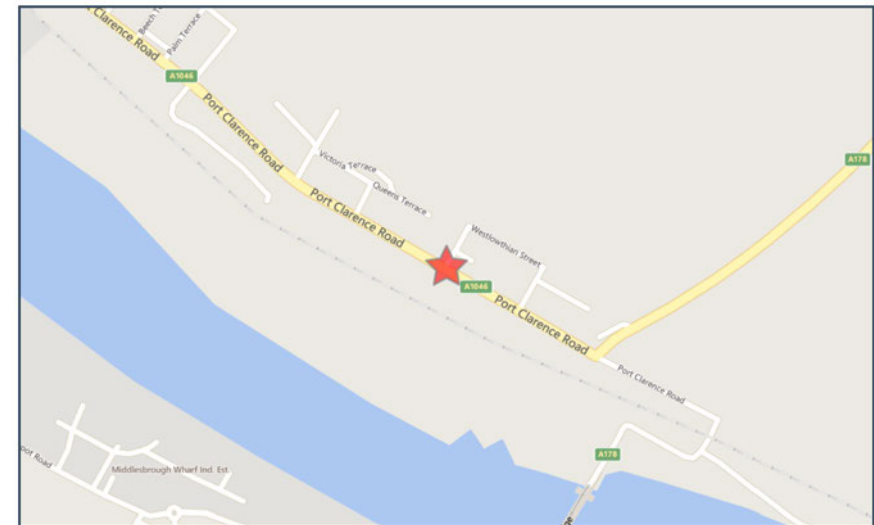
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<b>Crash Date:</b>	Monday, August 29, 2016	<b>Time of Crash:</b>	4:35:00 PM	<b>Crash Reference:</b>	2016170S21966
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A1046	<b>Number of Casualties:</b>	3
<b>Highway Authority:</b>	Stockton-on-Tees			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Stockton-on-Tees Borough			<b>OS Grid Reference:</b>	449811 521723
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	T or staggered junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



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## Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	-1	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None
1	Car (excluding private hire)	5	Male	26 - 35	Vehicle is in the act of turning right	Front	Other	None	None

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	36 - 45	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Male	0 - 5	Unknown or other	Unknown or other

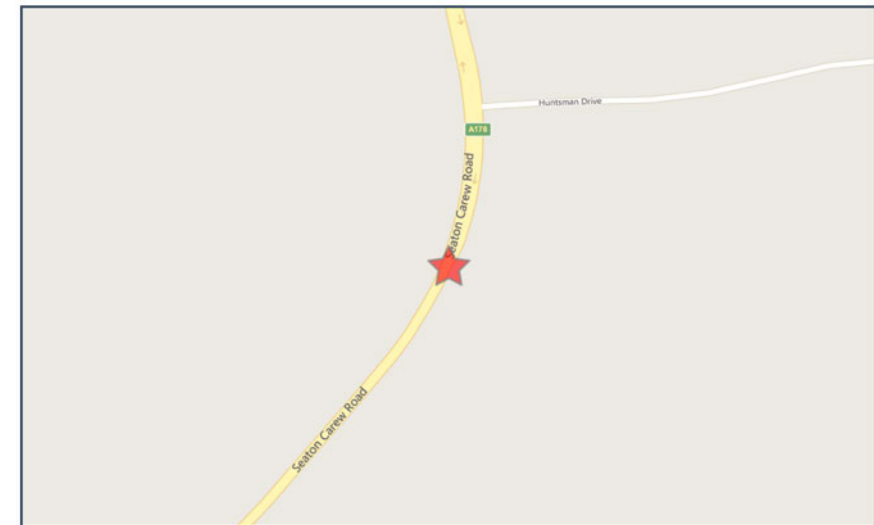
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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<b>Crash Date:</b>	Tuesday, June 30, 2015	<b>Time of Crash:</b>	4:14:00 PM	<b>Crash Reference:</b>	2015170S21535
<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	A178	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Stockton-on-Tees			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Stockton-on-Tees			<b>OS Grid Reference:</b>	450806 522342
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	60				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Male	21 - 25	Vehicle is performing a U turn	Offside	Commuting to/from work	None	None
2	Motorcycle over 50cc and up to 125cc	34	Male	46 - 55	Vehicle is passing a stationary vehicle on its offside	Front	Commuting to/from work	None	None

## Casualties

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

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

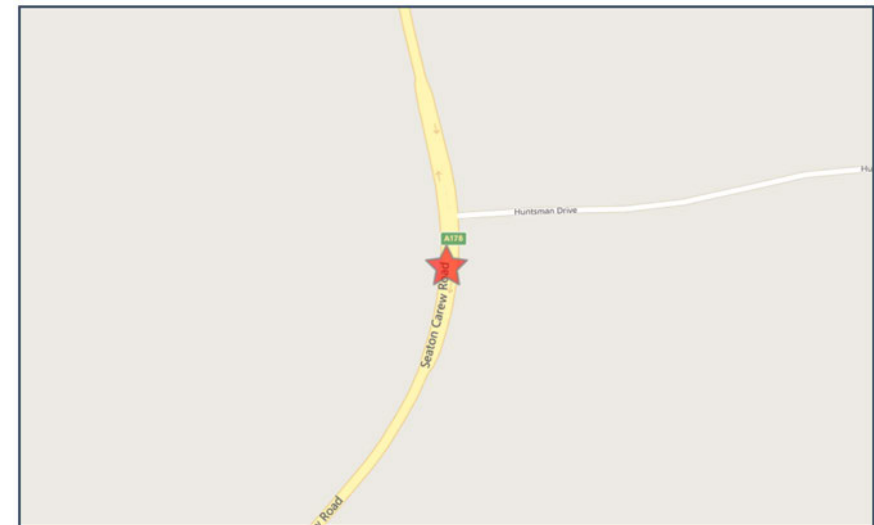
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<b>Crash Date:</b>	Monday, January 12, 2015	<b>Time of Crash:</b>	6:40:00 AM	<b>Crash Reference:</b>	2015170S20115
<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	A178	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Stockton-on-Tees			<b>Number of Vehicles:</b>	3
<b>Local Authority:</b>	Stockton-on-Tees			<b>OS Grid Reference:</b>	450839 522515
<b>Weather Description:</b>	Raining with high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	70				
<b>Light Conditions:</b>	Darkness: street lights present and lit				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Dual carriageway				
<b>Junction Control:</b>	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
3	Car (excluding private hire)	10	Male	16 - 20	Vehicle is passing another vehicle (moving or stationary) on its nearside	Front	Other	None	None
2	Car (excluding private hire)	5	Male	36 - 45	Vehicle is changing lane to the right (including slip road)	Nearside	Commuting to/from work	None	None
1	Pedal cycle	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Back	Commuting to/from work	None	None

## Casualties

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

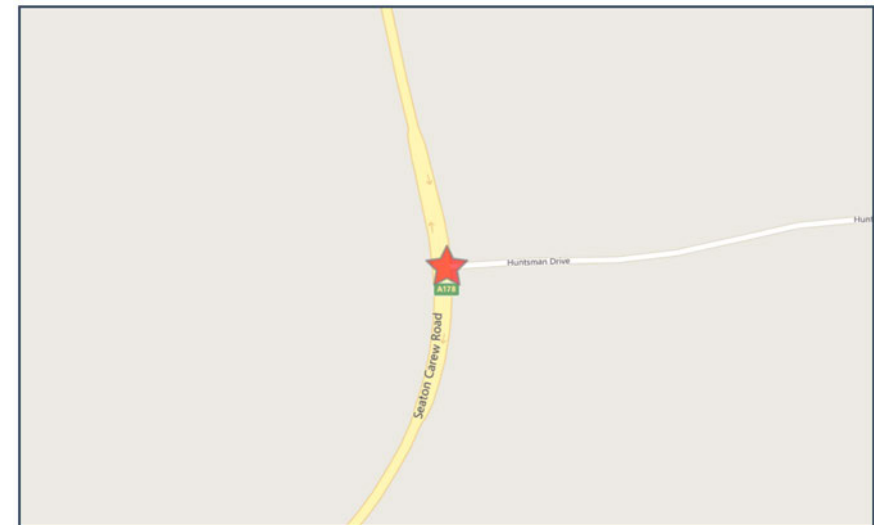
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<b>Crash Date:</b>	Wednesday, July 29, 2015	<b>Time of Crash:</b>	10:34:00 AM	<b>Crash Reference:</b>	2015170S22145
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A178	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Stockton-on-Tees			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Stockton-on-Tees			<b>OS Grid Reference:</b>	450850 522594
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	60				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Using private drive or entrance				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None
1	Goods vehicle 7.5 tonnes mgw and over	-1	Unknown	Unknown	Vehicle is in the act of turning right	Front	Journey as part of work	None	None

## Casualties

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

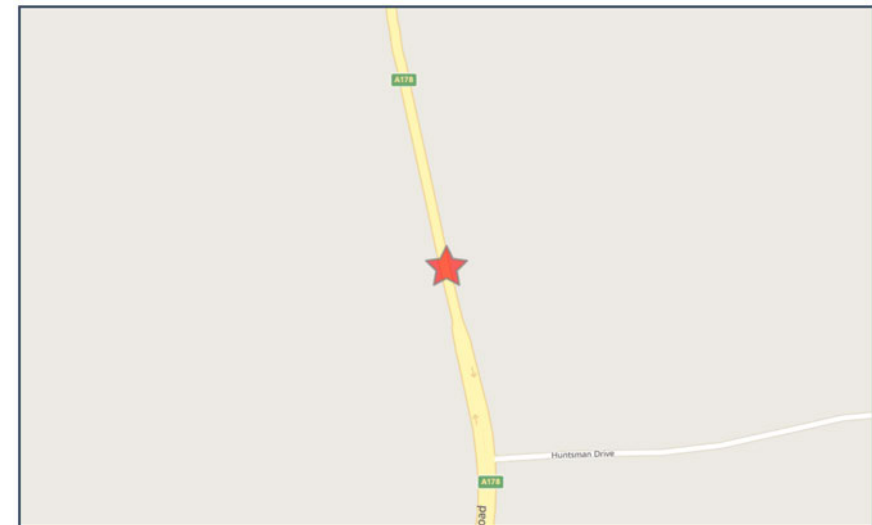
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<b>Crash Date:</b>	Tuesday, March 22, 2016	<b>Time of Crash:</b>	3:54:00 PM	<b>Crash Reference:</b>	2016170S20726
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A178	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Stockton-on-Tees			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Stockton-on-Tees Borough			<b>OS Grid Reference:</b>	450776 522896
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	60				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Commuting to/from work	None	None
1	Goods vehicle over 3.5 tonnes and under 7.5 tonnes mgw	2	Male	26 - 35	Vehicle is passing another moving vehicle on its offside	Nearside	Journey as part of work	None	None

## Casualties

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

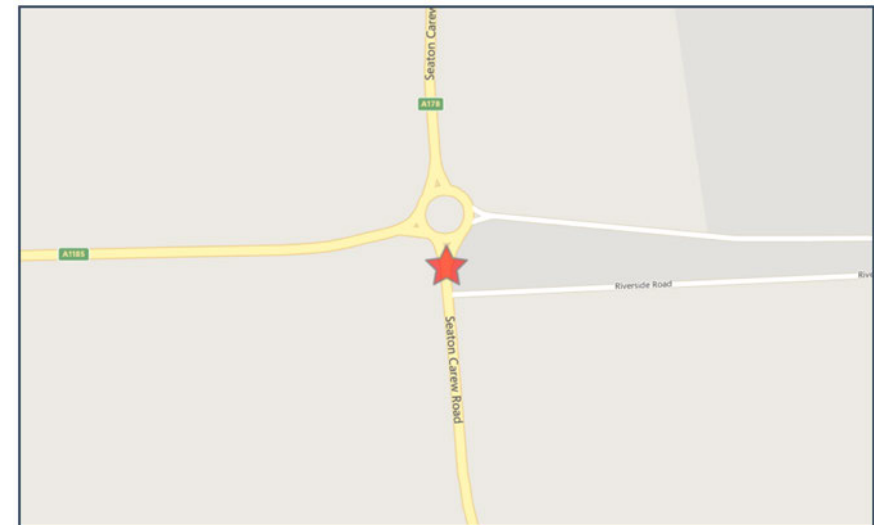
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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<b>Crash Date:</b>	Wednesday, November 12, 2014	<b>Time of Crash:</b>	4:36:00 PM	<b>Crash Reference:</b>	2014170S22544
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A178	<b>Number of Casualties:</b>	4
<b>Highway Authority:</b>	Stockton-on-Tees			<b>Number of Vehicles:</b>	3
<b>Local Authority:</b>	Stockton-on-Tees			<b>OS Grid Reference:</b>	450655 523612
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	60				
<b>Light Conditions:</b>	Darkness: street lights present and lit				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
3	Car (excluding private hire)	-1	Male	21 - 25	Vehicle is waiting to proceed normally but is held up	Back	Commuting to/from work	None	None
2	Car (excluding private hire)	10	Male	46 - 55	Vehicle is waiting to proceed normally but is held up	Back	Commuting to/from work	None	None
1	Car (excluding private hire)	3	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other
3	3	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other
3	4	Slight	Vehicle or pillion passenger	Male	21 - 25	Unknown or other	Unknown or other

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**Crash Date:** Thursday, August 14, 2014 **Time of Crash:** 11:00:00 AM **Crash Reference:** 2014170S21664

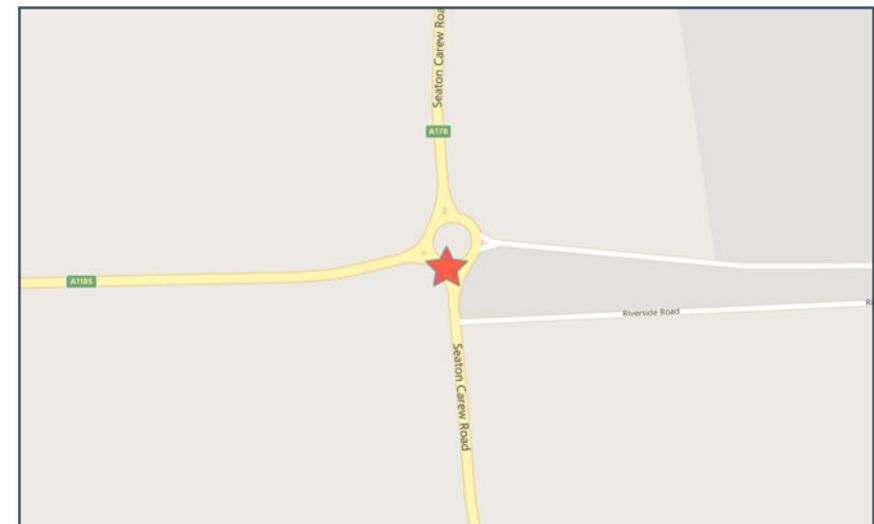
**Highest Injury Severity:** Slight  
**Highway Authority:** Stockton-on-Tees  
**Local Authority:** Stockton-on-Tees  
**Weather Description:** Raining without high winds  
**Road Surface Description:** Wet or Damp  
**Speed Limit:** 60  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Roundabout  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Roundabout  
**Junction Control:** Give way or uncontrolled

**Road Number:** A178

**Number of Casualties:** 1

**Number of Vehicles:** 2

**OS Grid Reference:** 450644 523652



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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None
1	Car (excluding private hire)	3	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

## Casualties

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

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**Crash Date:** Saturday, November 07, 2015 **Time of Crash:** 7:00:00 PM **Crash Reference:** 2015170S22675

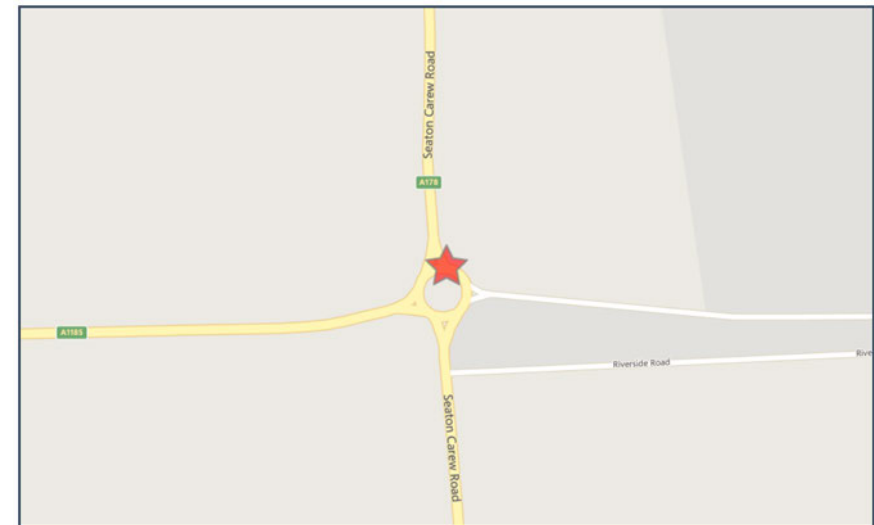
**Highest Injury Severity:** Serious  
**Highway Authority:** Stockton-on-Tees  
**Local Authority:** Stockton-on-Tees  
**Weather Description:** Fine with high winds  
**Road Surface Description:** Wet or Damp  
**Speed Limit:** 60  
**Light Conditions:** Darkness: street lights present and lit  
**Carriageway Hazards:** None  
**Junction Detail:** Roundabout  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Single carriageway  
**Junction Control:** Give way or uncontrolled

**Road Number:** A178

**Number of Casualties:** 1

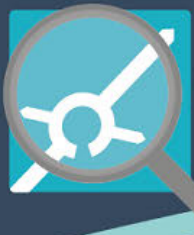
**Number of Vehicles:** 1

**OS Grid Reference:** 450659 523737



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### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 50cc and up to 125cc	1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None

### Casualties

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

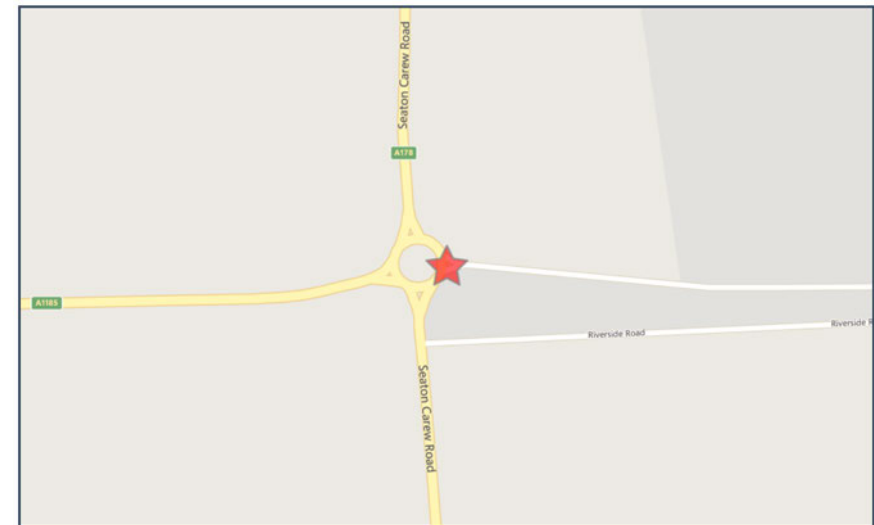
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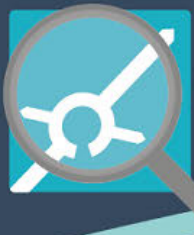
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<b>Crash Date:</b>	Monday, August 31, 2015	<b>Time of Crash:</b>	10:50:00 PM	<b>Crash Reference:</b>	2015170S22275
<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	A178	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Stockton-on-Tees			<b>Number of Vehicles:</b>	1
<b>Local Authority:</b>	Stockton-on-Tees			<b>OS Grid Reference:</b>	450699 523691
<b>Weather Description:</b>	Raining without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	60				
<b>Light Conditions:</b>	Darkness: street lights present and lit				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Roundabout				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Roundabout				
<b>Junction Control:</b>	Give way or uncontrolled				



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## Vehicles involved

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

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Vehicle or pillion passenger	Female	21 - 25	Unknown or other	Unknown or other

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**Crash Date:** Thursday, December 15, 2016 **Time of Crash:** 1:45:00 PM **Crash Reference:** 2016170S22756

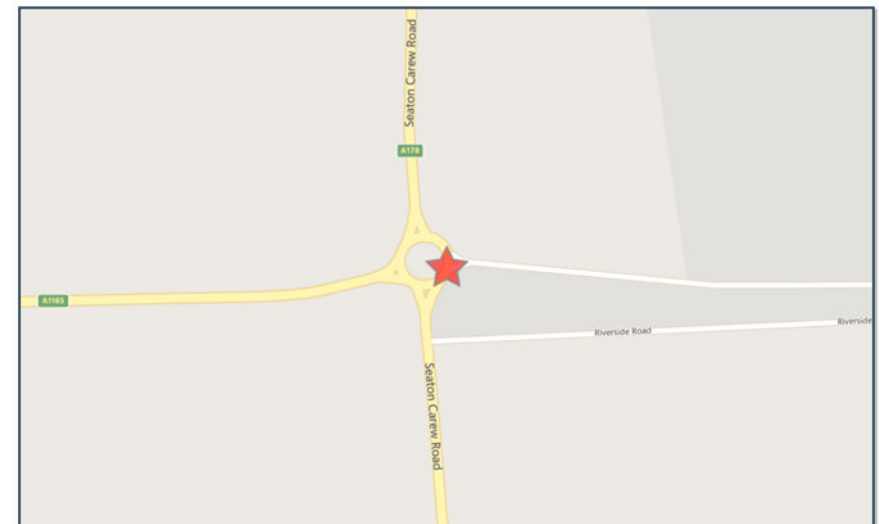
**Highest Injury Severity:** Fatal  
**Highway Authority:** Stockton-on-Tees  
**Local Authority:** Stockton-on-Tees Borough  
**Weather Description:** Fine without high winds  
**Road Surface Description:** Wet or Damp  
**Speed Limit:** 60  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Roundabout  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Roundabout  
**Junction Control:** Give way or uncontrolled

**Road Number:** A178

**Number of Casualties:** 1

**Number of Vehicles:** 1

**OS Grid Reference:** 450689 523683



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	3	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	Central island of roundabout	Road sign/Traffic signal

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Fatal	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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**Crash Date:** Thursday, November 29, 2018 **Time of Crash:** 7:23:00 PM **Crash Reference:** 2018170S21798

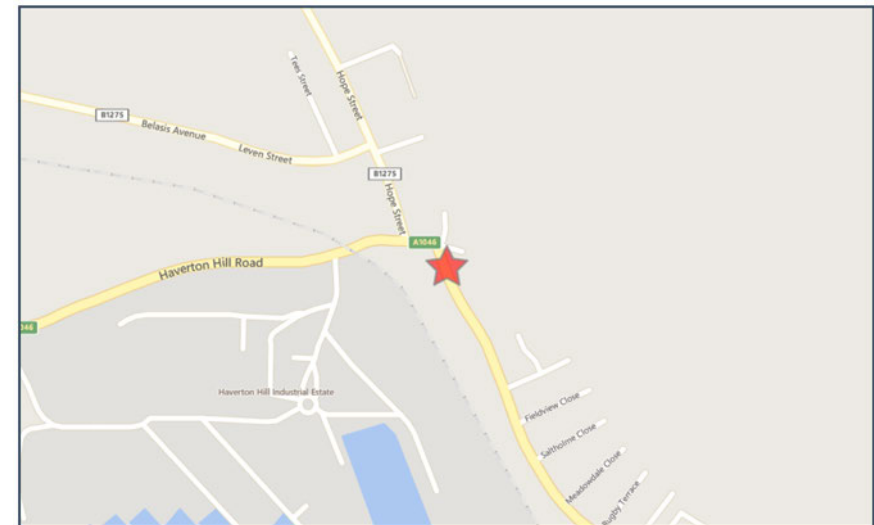
**Highest Injury Severity:** Slight  
**Highway Authority:** Stockton-on-Tees  
**Local Authority:** Stockton-on-Tees Borough  
**Weather Description:** Raining without high winds  
**Road Surface Description:** Wet or Damp  
**Speed Limit:** 30  
**Light Conditions:** Darkness: street lights present and lit  
**Carriageway Hazards:** None  
**Junction Detail:** Not at or within 20 metres of junction  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Single carriageway  
**Junction Control:** Not Applicable

**Road Number:** A1046

**Number of Casualties:** 1

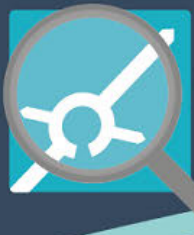
**Number of Vehicles:** 1

**OS Grid Reference:** 448957 522585



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	9	Female	26 - 35	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Other	None	Road sign/Traffic signal

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	6 - 10	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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## Annex 16A.3: Profile of Construction Work Traffic

Month	Daily Construction Worker Traffic (Average Two-Way Movement)	Daily HGV's (Typical Maximum Two-Way Movement)	Total Daily Two-Way Construction Traffic
1	10	50	60
2	20	50	70
3	50	50	100
4	100	50	150
5	120	50	170
6	150	50	200
7	280	80	360
8	320	80	400
9	340	80	420
10	420	80	500
11	850	80	930
12	1280	80	1360
13	1550	80	1630
14	1700	80	1780
15	1880	80	1960
16	1950	80	2030
17	2000	80	2080
18	2000	80	2080
19	2000	80	2080
20	2050	80	2130
21	2000	80	2080
22	2000	80	2080
23	2000	80	2080
24	2000	80	2080
25	1980	120	2100
26	2020	80	2100
27	2020	80	2100
28	2000	80	2080
29	2000	80	2080
30	2000	50	2050
31	2000	80	2080
32	2000	80	2080
33	1950	80	2030
34	1920	80	2000
35	1920	50	1970
36	1300	50	1350
37	880	80	960
38	480	50	530
39	280	50	330
40	220	50	270
41	180	50	230
42	150	50	200
43	140	50	190
44	120	50	170
45	80	50	130
46	60	50	110
47	50	50	100
48	50	50	100

**AECOM**

# Annex 16A.4: Visit Britain Accommodation Stock Audit 2016

Table 3: Total Bedspace Stock in English Counties by Accommodation type

<https://www.visitbritain.org/accommodation-stock>

County & Districts	Total Serviced and Non-serviced establishments	Serviced Accommodation	Non-serviced Accommodation ("Collective Accommodation Establishments")			
		Hotels and similar establishments	Total Non-serviced	Holiday dwellings	Tourist campsites	Other collective accommodation
<b>Durham</b>	<b>24168</b>	<b>18561</b>	<b>5607</b>	<b>1225</b>	<b>2569</b>	<b>1813</b>
County Durham (U)	15985	11360	4625	1101	2261	1263
Hartlepool (U)	951	946	5	5	0	0
Darlington (U)	1106	946	160	76	54	30
Stockton on Tees (U)	3528	2711	817	43	254	520
Redcar & Cleveland (U)	1703	1484	219	153	66	0
Middlesbrough (U)	3384	2870	514	41	0	473
<b>Northamptonshire</b>	<b>28766</b>	<b>17491</b>	<b>11275</b>	<b>344</b>	<b>8961</b>	<b>1970</b>
South Northamptonshire	10795	2609	8186	86	8100	0
Northampton	7347	5407	1940	0	0	1940
Daventry	4321	4129	192	120	48	24
Wellingborough	1262	1044	218	8	210	0
Kettering	2720	2357	363	9	354	0
Corby	1257	1249	8	8	0	0
East Northamptonshire	1064	696	368	113	249	6
<b>Northumberland (U)</b>	<b>29103</b>	<b>9880</b>	<b>19223</b>	<b>5591</b>	<b>12510</b>	<b>1122</b>
<b>Nottinghamshire</b>	<b>27493</b>	<b>19759</b>	<b>7734</b>	<b>1125</b>	<b>2134</b>	<b>4475</b>
Rushcliffe	1696	1350	346	81	265	0
Broxtowe	1467	1395	72	13	0	59
Ashfield	789	765	24	22	2	0
Gedling	1118	373	745	40	705	0
Newark & Sherwood	2603	1749	854	229	259	366
Mansfield	753	618	135	0	135	0
Bassetlaw	2622	1738	884	108	764	12
Nottingham (U)	16445	11771	4674	632	4	4038
<b>Oxfordshire</b>	<b>49245</b>	<b>22981</b>	<b>26264</b>	<b>1604</b>	<b>21617</b>	<b>3043</b>
Oxford	11195	7542	3653	91	815	2747
Cherwell	21485	4021	17464	172	17228	64
South Oxfordshire	4453	3466	987	215	744	28
Vale of White Horse	3191	2664	527	144	360	23
West Oxfordshire	8922	5289	3633	982	2470	181
<b>Shropshire (U)</b>	<b>21813</b>	<b>10709</b>	<b>11104</b>	<b>1914</b>	<b>8136</b>	<b>1054</b>
<b>Telford &amp; Wrekin (U)</b>	<b>5482</b>	<b>4253</b>	<b>1229</b>	<b>237</b>	<b>604</b>	<b>388</b>
<b>Somerset</b>	<b>105552</b>	<b>30660</b>	<b>74892</b>	<b>22199</b>	<b>49566</b>	<b>3127</b>
South Somerset	5840	3737	2103	904	1156	43
Taunton Deane	5537	3756	1781	805	976	0
West Somerset	16434	2999	13435	8629	4488	318
Sedgemoor	29565	2687	26878	5850	20779	249
Mendip	25673	4335	21338	1493	18733	1112
Bath & North East Somerset (U)	11912	7720	4192	1428	1359	1405
North Somerset (U)	10591	5426	5165	3090	2075	0
<b>South Yorkshire</b>	<b>26438</b>	<b>22650</b>	<b>3788</b>	<b>1498</b>	<b>1765</b>	<b>525</b>
Sheffield	12790	11251	1539	1337	160	42
Rotherham	3413	3177	236	6	230	0
Doncaster	6888	5514	1374	82	810	482
Barnsley	3347	2708	639	73	565	1
<b>Staffordshire</b>	<b>22810</b>	<b>19112</b>	<b>3698</b>	<b>1305</b>	<b>2019</b>	<b>374</b>
Tamworth	1617	1595	22	2	20	0
Lichfield	1790	1748	42	40	0	2
Cannock Chase	990	910	80	0	80	0
South Staffordshire	1873	1697	176	6	133	37
Stafford	3283	3234	49	49	0	0
Newcastle under Lyme	1862	1812	50	50	0	0
Staffordshire Moorlands	5385	2531	2854	913	1634	307
East Staffordshire	3627	3240	387	235	152	0
Stoke on Trent (U)	2384	2346	38	10	0	28
<b>Suffolk</b>	<b>20620</b>	<b>12233</b>	<b>8387</b>	<b>5302</b>	<b>2989</b>	<b>96</b>
Ipswich	1905	1884	21	21	0	0
Suffolk Coastal	6066	2464	3602	2021	1518	63
Waveney	4939	1704	3235	2241	994	0
Mid Suffolk	1802	1201	601	450	138	13
Babergh	2336	1871	465	360	85	20
St Edmundsbury	1913	1682	231	167	64	0
Forest Heath	1660	1428	232	42	190	0
<b>Surrey</b>	<b>39645</b>	<b>30770</b>	<b>8875</b>	<b>330</b>	<b>6656</b>	<b>1889</b>

Key:

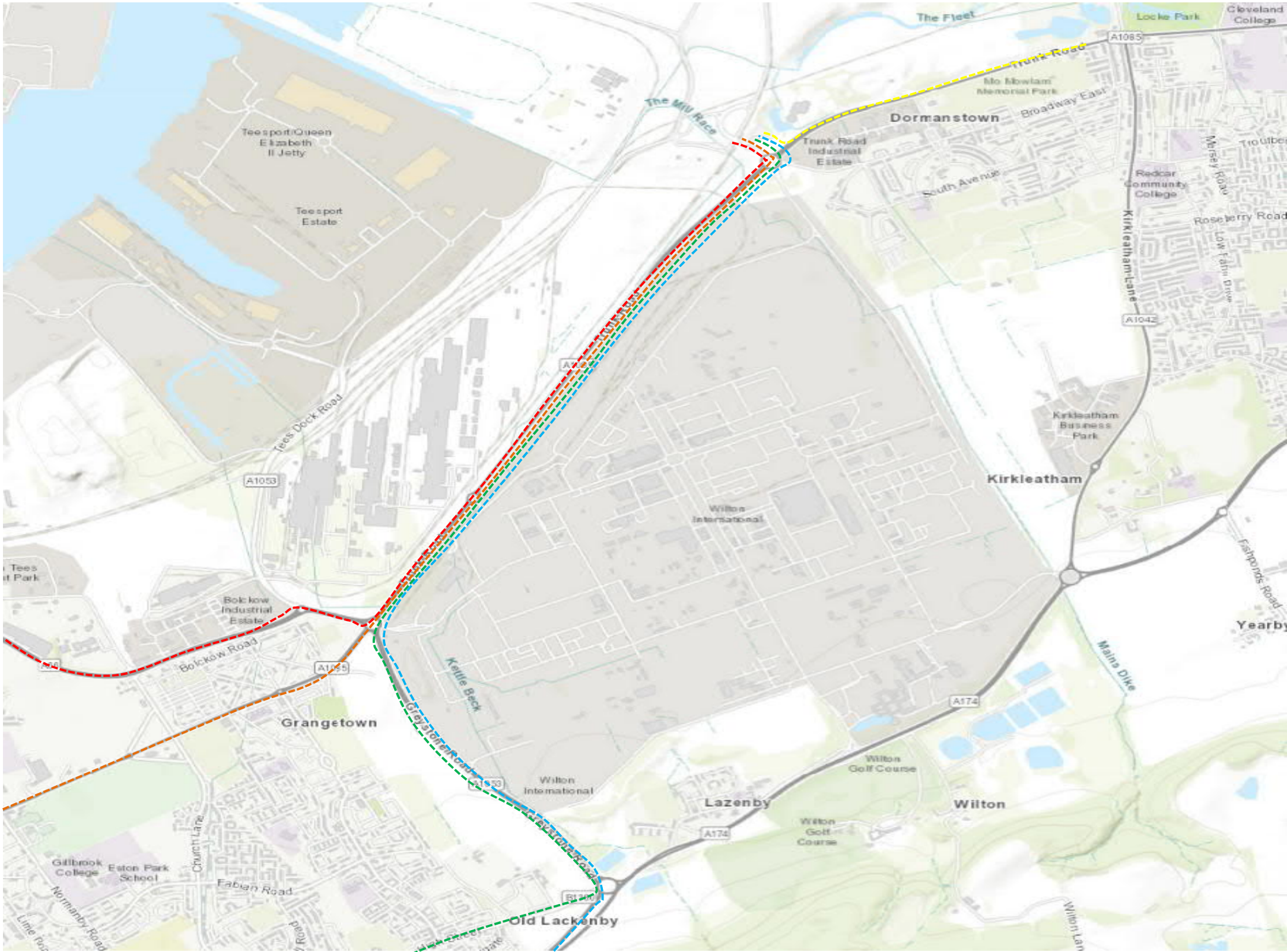
(U) denotes Unitary Authority

For a definition of 'Tourist Accommodation establishments' and 'Hotels and similar establishments' please see: [http://ec.europa.eu/eurostat/statistics-explained/index.php/Glossary:Hotels\\_and\\_similar\\_accommodation](http://ec.europa.eu/eurostat/statistics-explained/index.php/Glossary:Hotels_and_similar_accommodation)For a definition of 'Collective establishments' and 'Holiday dwellings' : [http://ec.europa.eu/eurostat/statistics-explained/index.php/Glossary:Holiday\\_and\\_other\\_short-stay\\_accommodation](http://ec.europa.eu/eurostat/statistics-explained/index.php/Glossary:Holiday_and_other_short-stay_accommodation)For a definition of 'Tourist campsites' please see: [http://ec.europa.eu/eurostat/statistics-explained/index.php/Glossary:Camping\\_grounds\\_recreational\\_vehicle\\_parks\\_and\\_trailer\\_parks](http://ec.europa.eu/eurostat/statistics-explained/index.php/Glossary:Camping_grounds_recreational_vehicle_parks_and_trailer_parks)

\*Please note that we do not have detailed room and bedspace information for all establishments. In addition, self-catering holiday cottages that are part of a group may only be listed as one establishment even if they have a large number of cottages. The reason for this is that there is no statutory obligation for accommodation businesses to supply information on accommodation stock and so there may be some gaps. Although this document represents the most accurate picture of accommodation stock available, please be mindful that in some areas the proportion of bedspaces and rooms relative to the number of establishments will appear to be high.


## Annex 16A.5: Worker Routes





- Route 1
- Route 2
- Route 3
- Route 4
- Route 5

Date	11.11.2019
Design	JS
Checked	PF
Appr'd	PF

Client:	Project:	Title:		Drawing Number:	Revision:	Checked	PF
OGCI Climate Investments Holdings LLP	Teesside Cluster Carbon Capture & Usage Project	Key Construction Worker Routes		Figure 16	A	Appr'd	PF
		File:					