

LNG Fuel Station, West Marsh Road

Transport Statement

Arthur Consultancy Services

Document History

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2	OE	External Draft	PE	PE	27/08/2026

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The content of this report is based on information available as of 17 August 2026, the validity of the statements made may therefore vary over time as planning guidance / policies and the evidence base change.



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1 Introduction

1.1 Background and Purpose

1.1.1 This Transport Statement (hereinafter referred to as the TS) has been prepared by EAS Transport Planning in support of a planning application for an LNG refuelling station at West Marsh Road, Fulney, Spalding, PE11 2BB (the site).

1.1.2 The site is located at approximate Ordnance Survey grid reference E 525885, N 324288. The site entrance is also identified by What3Words reference fixtures.cult.lawns. A location plan is included at Appendix A.

1.1.3 The purpose of this TS is to describe the transport characteristics of the site and proposed development, demonstrate that safe and suitable access can be achieved, and assess the likely effect of the development on the surrounding highway network.

1.2 Proposed Development

1.2.1 The proposal is for a 24-hour, self-service LNG refuelling facility intended to serve Roadgas fleet vehicles and other authorised LNG-fuelled HGV fleets. The pumps would operate only for trained or certified users holding a Roadgas access card.

1.2.2 No staff would normally be based at the site. Routine maintenance visits are expected to be negligible. A separately secured rear compound would provide storage for LNG tractor units, with storage-related movements anticipated to be limited to approximately one or two vehicles per day.

1.2.3 The proposed development would support the transition away from conventional diesel by providing dedicated infrastructure for LNG-fuelled commercial vehicles. Where renewable bio-LNG is supplied, the facility would offer greater potential to reduce lifecycle greenhouse-gas emissions from HGV operations, helping fleet operators decarbonise journeys for which electrification may currently be less practical.

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2 Policy Background

2.1 National Planning Policy Framework (NPPF)

2.1.1 The National Planning Policy Framework (NPPF), published in August 2026, sets out the Government's planning policies for England. Paragraph 115 states that, when assessing development proposals, it should be ensured that sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location; safe and suitable access can be achieved for all users; transport elements reflect current national guidance; and any significant impacts on the transport network or highway safety can be cost-effectively mitigated to an acceptable degree through a vision-led approach.

2.1.2 Paragraph 116 states that development should only be prevented or refused on highways grounds where there would be an unacceptable impact on highway safety, or where the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

2.1.3 Paragraphs 117 and 118 require development to prioritise pedestrian and cycle movements, minimise conflicts between users, provide for deliveries and service and emergency access, and be supported by a proportionate transport statement or transport assessment where significant amounts of movement would be generated.

2.2 Local Policy

2.2.1 The adopted South East Lincolnshire Local Plan 2011-2036 (March 2019) provides the local development-plan context. Policy 33, Delivering a More Sustainable Transport Network, seeks to make best use of existing transport infrastructure and services, giving priority to the promotion and management of the existing network and sustainable forms of travel. The proposal has therefore been considered in relation to access, highway safety, servicing requirements and its effect on the operation of the local highway network.

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3 Existing Site Conditions

3.1 Site Location and Existing Use

3.1.1 The site comprises approximately 0.64 hectares of land off West Marsh Road, Fulney, Spalding, PE11 2BB. It is located within an established commercial and industrial area approximately 1.5km east of Spalding town centre.

3.1.2 West Marsh Road and the River Welland lie to the east of the site, with Jim Welch Way extending around its northern and western boundaries. The Fowler Welch distribution centre is located immediately to the west, with further commercial and industrial premises to the south.

3.1.3 The site is principally formed of hardstanding comprising gravel, concrete and tarmac and is currently used for vehicle storage and parking. There are no permanent buildings on the site. The land is enclosed by an existing security fence and benefits from perimeter lighting and an established vehicular access onto West Marsh Road.

3.2 Local Highway Network

3.2.1 The site is accessed from West Marsh Road, which runs broadly north to south along the eastern site boundary. West Marsh Road provides access to a number of established commercial and industrial premises and accommodates regular HGV movements.

3.2.2 The road is subject to a 30mph speed limit in the vicinity of the site. A shared pedestrian and cycle route is provided alongside the site frontage on the western side of West Marsh Road. West Marsh Road has a series of street lighting and access points throughout. It is therefore a 'Street', in the terms of the 'Manual of Streets'.

3.2.3 To the north, West Marsh Road provides connections towards the wider Spalding highway network.

3.2.4 To the south, a width restriction is present close to the junction with West Elloe Avenue. HGVs cannot pass this restriction and therefore any associated with the development would approach and leave the site from the north.

3.2.5 The site would use the existing access onto West Marsh Road.

3.3 Local Facilities

3.3.1 The site is located within an established commercial and industrial area approximately 2km North east of Spalding town centre. The immediate surrounding area is predominantly occupied by employment, distribution and industrial uses.

3.3.2 A wider range of shops, services and other facilities is available within Spalding town centre. These can be reached via West Marsh Road and the adjoining pedestrian and cycle network.

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3.3.3 The proposed LNG station would operate without staff normally based on site. It would primarily be visited by HGV drivers for short-duration refuelling stops and would therefore generate little demand for access to local facilities.

3.4 Road Safety

3.4.1 A review of recorded personal injury collision data for the most recent five-year period has been undertaken. No collisions were recorded at, or within the immediate vicinity of, the existing site access onto West Marsh Road.

3.4.2 Two serious collisions were recorded elsewhere along West Marsh Road during the study period. The first occurred approximately 50m north of the site at 01:54 on Saturday 18 December 2021. The collision occurred during darkness in wet and rainy conditions and involved two cars and an HGV. One car was recorded as changing lane to the right while the HGV was slowing or stopping. The driver and passenger of the car sustained serious injuries.

3.4.3 The second collision occurred approximately 300m south of the site at 18:00 on Tuesday 10 December 2024. The collision occurred during darkness in dry and fine conditions and involved a car turning right and a motorcycle. The motorcyclist sustained serious injuries.

3.4.4 The two collisions occurred at separate locations and involved different vehicle movements and environmental conditions. Neither collision was associated with the site access and the available records do not indicate an identifiable collision cluster or recurring highway-safety issue in its immediate vicinity. It is therefore considered that the existing access does not exhibit a pattern of recorded collisions that would be exacerbated by the proposed development. Full records of the crash data are contained in the appendices.



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4 Proposed Development

4.1.1 The proposed development comprises the construction and operation of an LNG refuelling station on land off West Marsh Road, Spalding.

4.1.2 West Marsh Road is subject to a 30mph speed limit and has a series of street lighting, and an adjacent cycle and pedestrian path as well as series of frontage access points. It is therefore defined as a 'street' in terms of 'the manual of streets'.

4.1.3 The facility would provide three parallel LNG refuelling stations served by a single LNG storage tank. Associated infrastructure would include LNG dispensers, pipework, a transfer point, liquefier, fuel-management equipment and a control room.

4.1.4 The development would reuse the existing hardstanding and established access, but the shared access and egress onto West Marsh Road would be widened to accommodate HGV turning movements.

4.1.5 A separately fenced and gated compound would be retained within the western part of the site for the storage of LNG tractor units. This area would be separated from the principal refuelling and circulation area.

4.1.6 The facility would operate 24 hours a day and would not normally be staffed. Refuelling would be restricted to trained and authorised drivers using the Roadgas access-card system. Maintenance visits would be infrequent.

4.1.7 The existing perimeter fencing would generally be retained, with additional fencing provided where required.

4.1.8 The development would provide commercial HGV fleets with an alternative to conventional diesel fuel, supporting reductions in transport-related carbon emissions.

4.1.9 The proposed site plan is contained at Appendix B.

4.2 Vehicular Access

4.2.1 The development would continue to take vehicular access from West Marsh Road using the site's existing shared access and egress. The access would be widened to approximately 32m between adjacent boundaries to accommodate the turning requirements of HGVs entering and leaving the site.

4.2.2 Broad access arrangements of this nature are an established characteristic of West Marsh Road, reflecting the industrial uses and regular HGV activity along the corridor. A larger comparable arrangement is in operation at the access to the Bakkavor/Greencore premises approximately 500m south of the site. At that location, give-way markings are provided on the shared pedestrian and cycle route where it crosses the vehicular access. A similar treatment is proposed at the application site, with appropriate give-way markings and

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contrasting surfacing used to highlight the crossing and potential interaction with HGVs, subject to detailed agreement with the Local Highway Authority.

4.2.3 The internal layout would operate as an informal one-way system. HGVs would enter through the southern side of the shared access, circulate through the site and approach the refuelling stations in parallel. Following refuelling, vehicles would continue through the site and leave via the northern side of the shared access, allowing all movements to be undertaken in forward gear.

4.2.4 Due to the width restriction near West Elloe Avenue, all HGVs would approach and leave the site via the northern section of West Marsh Road. Therefore, the vehicle tracking demonstrating how the movement arrangement would work for a 16.m long articulated vehicle shows all movements entering and exiting to the north. This illustration is contained at Appendix C.

4.2.5 The layout achieves visibility splays of 2.4m × 43m, as demonstrated on the appended plans at Appendix C. This is suitable for a 30mph Speed limit as per the standards set out in the 'Manual for Streets'.

4.3 Pedestrian and Cycle Access

4.3.1 A shared pedestrian and cycle route runs alongside West Marsh Road and passes across the proposed access. The continuity of this route would be maintained as part of the development. The route would be adequately marked to ensure pedestrians and cyclists slow down and give way to entering and exiting HGVs at the proposed site, as occurs along the length of West Marsh Road.

4.3.2 The LNG station would operate without staff normally based on site and would be used principally by HGV drivers arriving by vehicle. No separate pedestrian or cycle access into the operational area is therefore proposed.

4.4 Servicing and Deliveries

4.4.1 LNG would be delivered to the site by road tanker and transferred to the on-site storage tank using the dedicated LNG transfer point. Delivery vehicles would use the widened shared access and circulate through the site in accordance with the proposed one-way arrangement.

4.4.2 The internal layout would allow tankers and other service vehicles to enter, manoeuvre and leave the site in forward gear without reversing onto West Marsh Road. LNG deliveries would be arranged and managed by the site operator, with the frequency dependent on demand at the refuelling station.

4.4.3 The facility would operate without staff normally based on site. Maintenance and inspection visits would be infrequent and undertaken by appropriately trained personnel. These vehicles could be accommodated within the site without affecting the operation of the refuelling stations or the surrounding highway network.

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4.4.4 Swept-path analysis confirms that the proposed layout can accommodate the anticipated LNG delivery tanker and other service vehicles.

4.5 Summary

4.5.1 The proposed development would provide three LNG refuelling stations served by a single storage tank and associated operational equipment. The facility would operate 24 hours a day without staff normally based on site.

4.5.2 The existing shared access and egress onto West Marsh Road would be widened to approximately 32m to accommodate HGV movements. Raised traffic islands would define the inbound and outbound sides of the access and support a one-way circulation arrangement through the site.

4.5.3 All HGVs would approach and leave via the northern section of West Marsh Road due to the width restriction near West Elloe Avenue. The layout achieves visibility splays of 2.4m × 43m in accordance with the Manual for Streets'.

4.5.4 The shared pedestrian and cycle route along the site frontage would be retained.

4.5.5 The internal layout would accommodate refuelling, LNG deliveries and maintenance activities, with vehicles entering and leaving the site in forward gear. Swept-path analysis confirms that the layout can accommodate 16.5m articulated vehicles and hence can accommodate all typical vehicles that would use the site.

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5 Transport Impact

5.1 Existing Trip Generation

5.1.1 The existing use of the site comprises the external storage and parking of commercial vehicles. There are no buildings within the site and the use does not involve warehousing, distribution activities or a permanent on-site workforce.

5.1.2 A review of the TRICS database categories confirms that there is no specific land-use category for the open storage of commercial vehicles. Although the Warehousing (Commercial) category represents the closest available category, the surveyed sites typically incorporate active warehousing operations, employees, deliveries and associated servicing activity. Consequently, the application of these trip rates would not provide a representative assessment of the existing use.

5.1.3 The existing trip generation has therefore been assessed on a first-principles basis. Based on information provided by the site operator, the storage use is anticipated to generate no more than one or two vehicle visits per day, equivalent to approximately two to four vehicle movements across the day. These movements would be intermittent and are unlikely to be concentrated within the traditional highway peak periods.

5.2 Forecast Trip Generation

5.2.1 The proposed LNG refuelling facility would principally serve Roadgas vehicles and other authorised LNG-fuelled HGV fleets. Information provided by the operator indicates that demand would be generally low and increase slowly and progressively as the facility becomes established.

5.2.2 During the first six months of operation, the facility is forecast to accommodate between 0 and 5 HGV visits per day and probably less that the existing use would generate. This is anticipated to increase to between 5 and 25 visits per day during months 6 to 12 and between 25 and 50 visits per day following the first year of operation. In the longer term, the facility is forecast to accommodate up to approximately 75 HGV visits per day.

5.2.3 Each visit would comprise one arrival and one departure. The corresponding forecast vehicle movements are summarised below.

Operational Period	HGV visits per day	Two-Way HGV movements per day
First 6 months	0-5	0-10
Months 6-12	5-25	10-50
Following 12 months	25-50	50-100
Longer term maximum	Up to 75	Up to 150

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5.2.4 The separately secured storage compound is expected to generate approximately one to two vehicle visits per day, equivalent to a further two to four vehicle movements. Routine inspection and maintenance visits would be infrequent and would not materially affect the overall traffic forecast.

5.2.5 The LNG storage tank would also require periodic replenishment by a specialist road tanker. The frequency of deliveries would depend upon the usable capacity of the storage tank and the volume of LNG dispensed. Deliveries are expected to be infrequent during the initial operating period and to increase progressively alongside demand. For assessment purposes, a robust allowance of one LNG tanker delivery per day has been adopted at the longer-term maximum operating level, equivalent to two additional HGV movements.

5.3 Transport Impact from Proposed Development

5.3.1 The facility would operate continuously over a 24-hour period on a self-service basis. No staff would normally be based at the site and the development would therefore not generate employee commuting movements or traffic associated with staff shift changes. Refuelling trips would instead be determined by the operating patterns of authorised HGV fleets and would occur throughout the day and night.

5.3.2 At the longer-term maximum operating level, the development is forecast to generate up to 156 vehicle movements across a 24-hour period. This is equivalent to an average of approximately 6.5 movements per hour

5.3.3 The precise hourly distribution would vary, and the calculation does not suggest that traffic would occur at completely uniform intervals. Nevertheless, the continuous operating period and absence of staff-related peaks mean that development impacts will be low.

5.3.4 A high proportion of the refuelling activity is also expected to comprise pass-by or diverted trips. These would include HGVs already travelling through the surrounding industrial area or operating from nearby commercial premises, which would make a short diversion from an existing journey to use the facility. The gross trip-generation forecast would not therefore translate directly into an equivalent increase in HGV traffic across the wider highway network.

5.3.5 The site is located within an established industrial and distribution area where HGV movements are already a characteristic of the local highway network. West Marsh Road serves a number of commercial premises and provides onward connections to the wider highway network. The proposed use and anticipated vehicle type are therefore compatible with the function and prevailing traffic conditions of the area.

5.3.6 Taking account of the low average hourly generation, the distribution of movements across the full operating day, the absence of staff-related peak-hour trips and the likelihood that a significant level of the forecast activity would comprise pass-by or diverted journeys, the development would generate only a limited increase in overall network traffic. It is therefore not expected to have a material effect on the capacity or operation of West Marsh Road or the surrounding highway network.

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6 Summary and Conclusions

6.1 Summary

6.1.1 This Transport Statement has considered the highway and transport implications of the proposed LNG refuelling facility on land off West Marsh Road, Spalding.

6.1.2 The site is located within an established industrial and distribution area and is currently used for the external storage and parking of commercial vehicles. West Marsh Road already accommodates HGV traffic associated with the surrounding commercial premises and provides access to the wider highway network.

6.1.3 The development would comprise three LNG refuelling stations, one LNG storage tank and associated operational equipment. A separately secured compound would accommodate the storage of LNG tractor units. The facility would operate 24 hours a day on a self-service basis for trained and authorised users and would not normally have staff based on site.

6.1.4 Vehicular access and egress would be provided through a shared arrangement approximately 32 metres wide, with vehicles entering on the southern side and leaving on the northern side. The layout provides one-way internal circulation, raised islands and visibility splays of 2.4 metres by 43 metres, as shown on the submitted drawing. The crossing of the frontage pedestrian and cycle route would incorporate an appropriate low-speed treatment to be agreed with the highway authority.

6.1.5 A review of recorded collisions identified no incidents at the immediate site access. Two serious incidents were recorded elsewhere on West Marsh Road during the reviewed five-year period, although these involved different circumstances and do not indicate a recurring pattern or existing safety deficiency associated with the site.

6.1.6 At its longer-term operating level, the development is forecast to generate up to 156 vehicle movements over a 24-hour period, including vehicle-storage activity and a robust allowance for one LNG tanker delivery per day. This equates to an average of approximately 6.5 movements per hour. A proportion of the refuelling activity is expected to comprise pass-by or diverted trips by HGVs already operating within or travelling through the surrounding industrial area.

6.1.7 Development and construction traffic would approach and depart via West Marsh Road to the north, avoiding the width restriction to the south. Given the limited average hourly generation and the distribution of movements throughout the day, the development is not expected to have a material effect on the operation of the local highway network.

6.2 Conclusion

6.2.1 The proposed development is appropriately located within an established industrial and distribution area where HGV movements are already a characteristic of the highway network. Subject to confirmation by swept-path analysis and detailed access design, the access,

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visibility and internal circulation arrangements would safely accommodate the vehicles associated with the facility.

6.2.2 Even at its longer-term maximum level, the development would generate only a limited average hourly increase in traffic, distributed across the 24-hour operating period. A proportion of refuelling movements is expected to be pass-by or diverted trips by HGVs already travelling through or operating within the surrounding area.

6.2.3 The development would therefore not result in an unacceptable impact on highway safety or a severe residual cumulative impact on the road network following mitigation, taking account of all reasonable future scenarios. Accordingly, there are no transport or highway reasons why planning permission should be withheld.

6.2.4 The proposed facility would also support the transition away from conventional diesel by providing dedicated infrastructure for LNG-fuelled commercial vehicles. Where renewable bio-LNG is supplied, the development would offer further potential to reduce lifecycle greenhouse-gas emissions from HGV operations, supporting the decarbonisation of journeys for which full electrification may currently be less practical. The proposal would therefore provide a transport-sustainability benefit alongside its imperceptible highway impact.

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Appendices

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Appendix A: Location Plan

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QUALITY DOCUMENT QD001

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GENERAL NOTES

1. This drawing is to be read in conjunction with all other relevant documents relating to the project.
2. All dimensions noted are in metres unless stated otherwise.
3. All levels to be above Ordnance Survey Datum defined levels (A.O.Dm) unless stated otherwise.
4. If scaling from this drawing use the scale bar provided as a check, if dimensions are not clear ask.
5. Arthur Consultancy Services Ltd. to be immediately notified of any suspected omissions or discrepancies.

DRAWING KEY

- Planning Boundary - 6,354m² / 0.6354ha
- Ownership boundary
- Visibility Splay (43m x 2.4m)
- Existing chain-link and untreated concrete post perimeter fencing 2.25m in height
- Proposed chain-link and untreated concrete post fencing 2.25m in height as per existing
- Proposed Hard Standing
- Proposed raised concrete island
- Proposed Equipment
- Proposed Tank
- Vehicle Movement Direction

Rev	Date	Description	By
P01	12-08-26	First Issue - Client Review	OAC

DRAFT

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Project

RoadGas LNG Station
West Marsh Road, Spalding

Title

Site Block Plan as Proposed

Client

Road Gas

Drawn By	Rev By	Checked By	Scale @ A1	Project No.
OAC	-	LG	1:200	D2890

Drawing No.

D2890-ACS-ZZ-ZZ-DR-A-0102

Rev

P01

Appendix B: Proposed Site Plan

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- Vehicle Movement Direction

Rev	Date	Description	By
P01	12-08-26	First Issue - Client Review	OAC

DRAFT

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Project

RoadGas LNG Station
West Marsh Road, Spalding

Title

Site Block Plan as Proposed

Client

Road Gas

Drawn By	Rev By	Checked By	Scale @ A1	Project No.
OAC	-	LG	1:200	D2890

Drawing No.

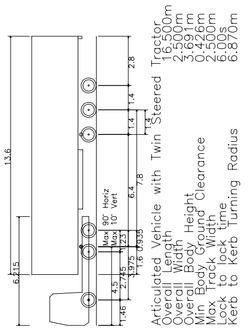
D2890-ACS-ZZ-ZZ-DR-A-0102

Rev

P01

Appendix C: Vehicle Tracking

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Articulated Vehicle with Twin Steered Tractor

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.691m
Min Body Ground Clearance	0.426m
Max Track Width	2.500m
Lock to Lock Time	6.2 Secs
Kerb to Kerb Turning Radius	6.870m

REV	DATE	BY	DESCRIPTION	CHK	APD
-	-	-	-	-	-

DRAWING STATUS:

EAS
1st Floor Millers House, Roydon Road,
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CLIENT:

LEAD CONSULTANT:

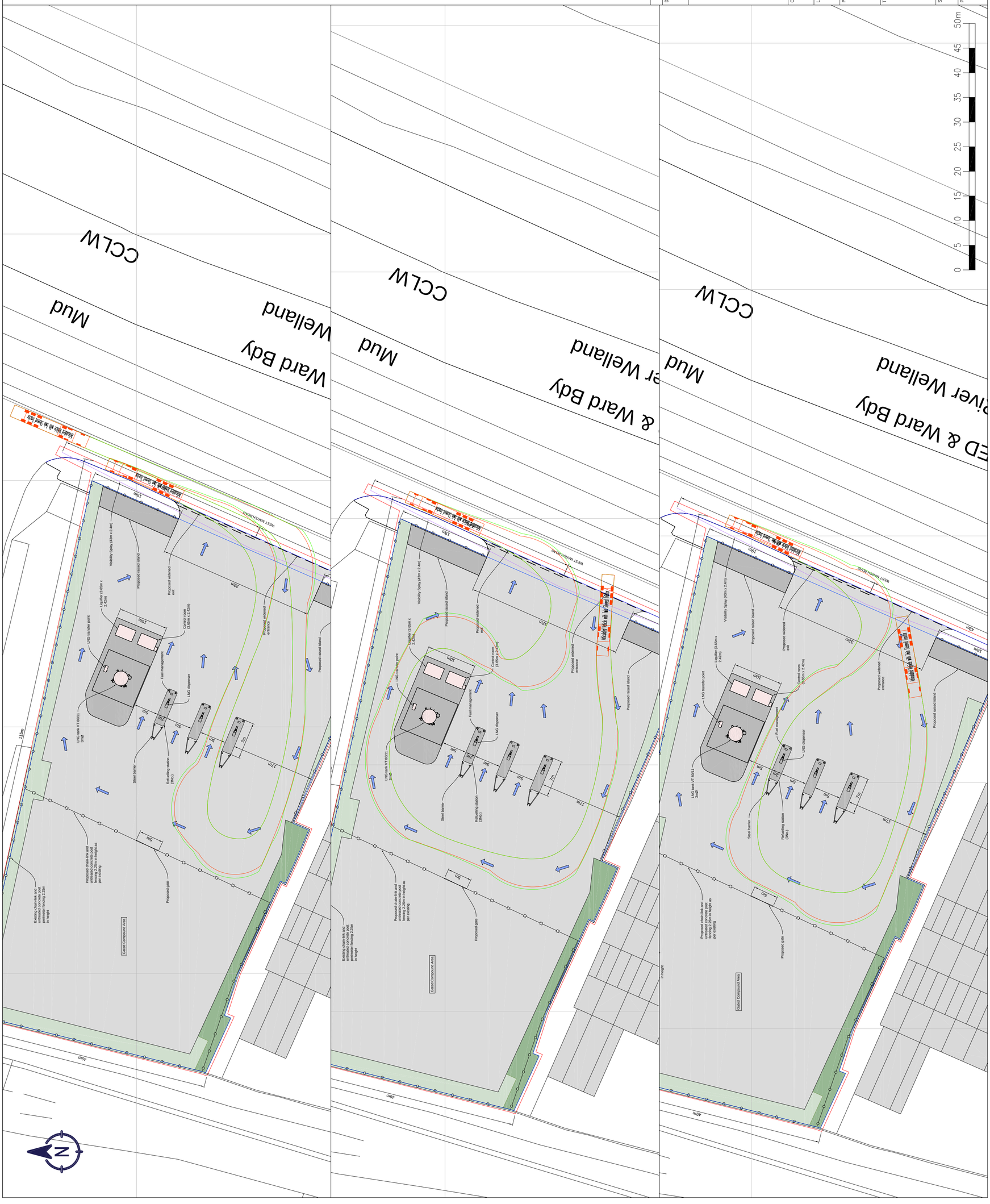
PROJECT: SPALDING, WEST MARCH ROAD, LINCOLNSHIRE

TITLE: SWEPT PATH ANALYSIS

SCALE @ A2:	DESIGN-DRAWN:	DATE:
1:500	MDC	18/08/2026

PROJECT No:	DRAWING No:	REVISION:
7027	7027-EAS-SK-H-100	A

0 5 10 15 20 25 30 35 40 45 50m



Appendix D: Crash Map Data

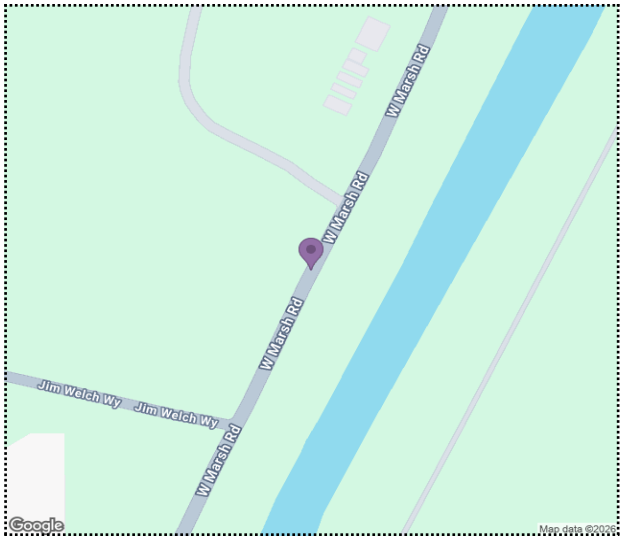
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crashmap.co.uk

Validated Data

Crash Date:	Saturday, December 18, 2021	**Time of Crash:**	01:54:00	**Crash Reference:**	2021320734812
Highest Injury Severity:	Serious	**Road Number:**	B1180	**Casualties:**	2
Highway Authority:	Lincolnshire			**Vehicles:**	3
Local Authority:	South Holland			**OS Grid Reference:**	525941 324401

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:	Unknown
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres
Road Type:	Single carriageway
Junction Control:	Give way or uncontrolled



Vehicles Involved

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

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

Crash Date: Saturday, December 18, 2021 **Time of Crash:** 01:54:00 **Crash Reference:** 2021320734812

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 cars 2005 onwards)	0	Male	Unknown	Vehicle is slowing down or stopping	Did not impact	Journey as part of work	None	None
2	Goods vehicle 7.5 tonnes mgw and over Â (1999 onwards)	2	Male	46 - 55	Vehicle is slowing down or stopping	Front	Journey as part of work	None	None
1	Car (excluding private hire cars 2005 onwards)	9	Male	16 - 20	Vehicle is changing lane to the right (including slip road)	Front	Unknown	None	Submerged in water (completely)

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Crash Date: Saturday, December 18, 2021 **Time of Crash:** 01:54:00 **Crash Reference:** 2021320734812

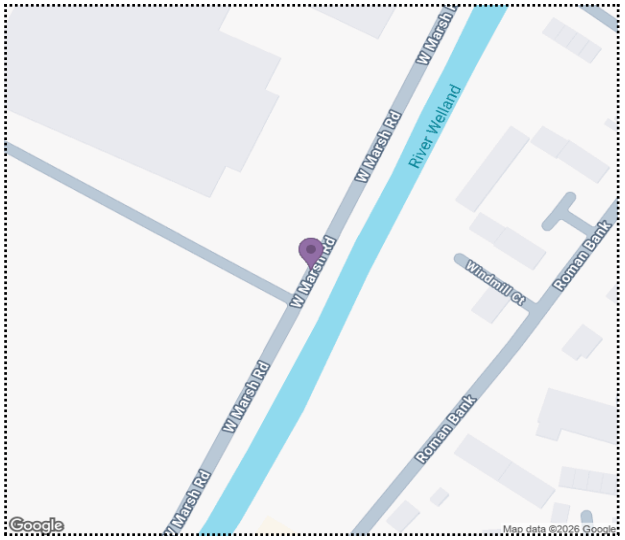
Casualties

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

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Validated Data

Crash Date:	Tuesday, December 10, 2024	**Time of Crash:**	18:00:00	**Crash Reference:**	2024320733667
Highest Injury Severity:	Serious	**Road Number:**	B1180	**Casualties:**	1
Highway Authority:	Lincolnshire			**Vehicles:**	2
Local Authority:	South Holland			**OS Grid Reference:**	525701 323858
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:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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

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Validated Data

Crash Date: Tuesday, December 10, 2024 **Time of Crash:** 18:00:00 **Crash Reference:** 2024320733667

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 cars 2005 onwards)	-1	Female	36 - 45	Vehicle is in the act of turning right	Front	Missing	None	None
2	Motorcycle Â over 50cc and up to 125cc (1999 onwards)	6	Male	36 - 45	Unknown	Front	Unknown	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	36 - 45	Unknown or other	Unknown or other

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