

Transport Statement

TRANSPORT STATEMENT:
Affordable Housing Residential Development

SITE: 571 Wignals Gate, Holbeach
CLIENT: D Brown (Building Contractors) Limited
DATE: 30th June 2025
REFERENCE: VC0635 R1.0
PREPARED BY: Matt Cleggett

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1. INTRODUCTION

Vectio Consulting Limited has been appointed by D Brown (Building Contractors) Limited to prepare a Transport Statement to support a FUL planning application. The application comprises a 57-dwelling affordable housing residential development and associated LEAP accessed from Wignals Gate in Holbeach, Spalding. The Transport Statement evaluates the transport implications of the proposed development and shows its compliance with sustainable transport principles.

1.1 Overview

The report considers Highways and Transportation matters to illustrate the viability of the proposed residential development.

This report specifically discusses:

- Background context regarding the location of the site and the existing adjacent highway network.
- The proposed development including development quantum, access arrangements, internal highway layout, and parking quantum.
- Trip generation forecasts, and likely level of traffic impact.
- Sustainable accessibility to and from the site by foot, cycle, bus and train.
- A review of recent publicly available recorded road traffic accident data.
- Presents a summary and the conclusions of this report.

2. SITE LOCATION

2.1 Site Location

The site is located in Holbeach, a market town in Spalding, with access from Wignals Gate. The site sits within the administrative boundary of South Holland District Council who act as the Planning Authority, whilst Lincolnshire County Council act as the Highway Authority.

The site location is shown in Figure 1.

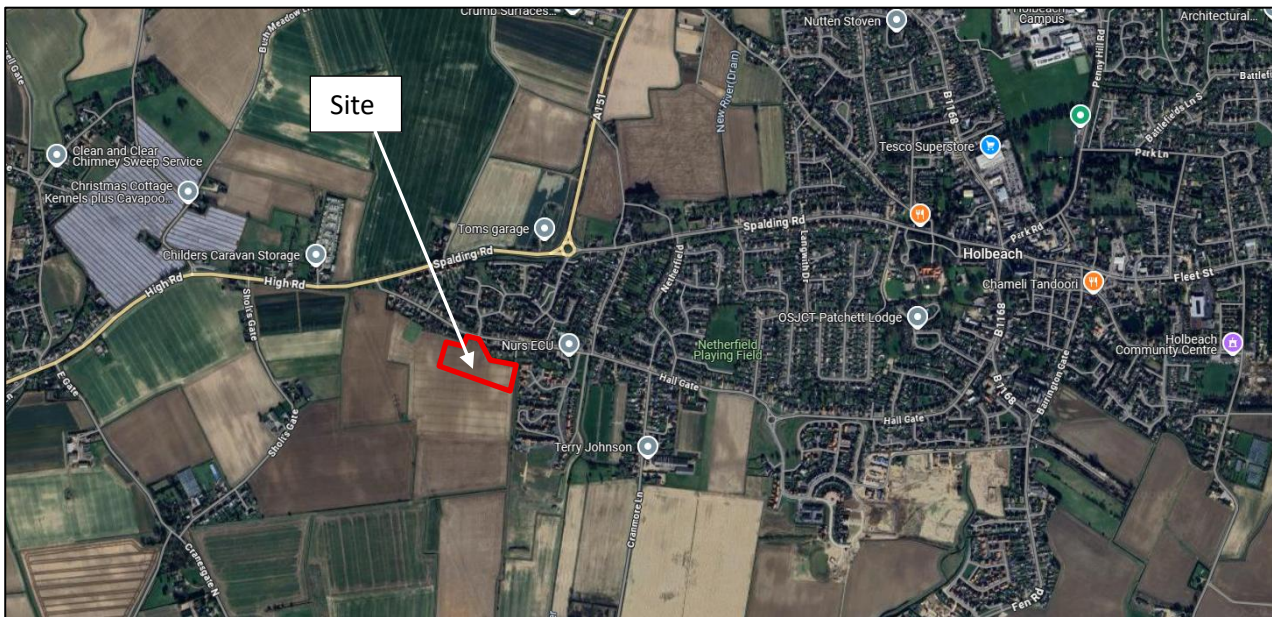


Figure 1: Site Location Plan

2.2 Adjacent Highway Network

2.2.1 Wignals Gate

The proposed site is located on the southern side of Wignals Gate, accessed between numbers 53 and 57. Wignals Gate is street-lit and carries a 30mph speed limit. A footway is present on its northern side. During a site visit undertaken on the 27th June 2025, spot vehicle speed recordings were taken recording vehicle speeds heading toward the proposed site access in both directions. The speed readings recorded general speeds of 28 to 36mph which provides an indication of the speed environment. Wignals Gate fronting the site is shown in Plate 1.

At the western end Wignals Gate forms a three arm junction with Hall Gate which continues in an eastern direction, whilst the minor arm of the junction (Wignals Gate) continues in a northern direction until it interfaces with the B1515 Spalding Road. To the east, Wignals Gate forms the minor arm of a priority junction with the A151 (High Road / Spalding Road).



Plate 1: Photo Fronting the Site

Wignals Gate has a general carriageway width of 5.6m adjacent to the site. The footway on its northern side has a width of approximately 1.8m, and to the south grassed highway verge directly abut the road carriageway with various driveway drive crossover arrangements.

2.2.2 High Road/Spalding Road (A151)

The A151 is a key east-west route in Lincolnshire running between Spalding and the A17 and carries a 50mph speed limit. The road is street lit with footways present on the northern side of the road up to the roundabout with the B151. Approximately 60m east of the A151 / Wignals Gate junction there is a public footpath commencing on the A151's southern side, heading due south, connecting to the existing footway on Wignals Gate, providing a pedestrian connection to bus stops on the A151.

Two bus stops are present on the A151 Spalding Road adjacent the Public Right of Way connection referred to above. Both stops provide a flagpole and timetable, along with level access kerbing. A photograph of the Junction is shown in Plate 2.



Plate 2: Photo of A151/Wignals Gate Junction

2.2.3 Spalding Road (B1515)

The B1515 is a local distributor road and carries a 40 mph speed limit. It runs between the roundabout with the A151 to the west. The route runs through the centre of Holbeach and eventually connect with the A17 to the east. The route is street lit with a footway present along the full length of its northern. A footway is present on the south side of the road, although only within the built up environment of Holbeach. The Public Right of Way where it emerges onto Spalding Road is shown in Plate 3.



Plate 3: Photo PROW

3. PROPOSED DEVELOPMENT

As previously discussed the proposed residential development is to be accessed between number 53 and 57 Wignals Gate. The development is to comprise 57 residential dwellings all of which will be affordable housing. The proposed development layout is shown in Appendix A, whilst an extract is presented in Figure 2.



Figure 2: Proposed Development Layout

The development composition is proposed as follows:

- 8 no. 1 bed dwellings;
- 28 no. 2 bed dwellings;
- 19 no. 3 bed dwellings; and,
- 2 no 4 bed dwellings.

3.1 Vehicular Access

It is proposed to introduce a new priority junction access on the southern side of Wignals Gate to the west of Maple Grove. Owing to the available space along the plots frontage, junction spacing has been maximised, to achieve just over a 15m separation. The junction has been formed by means of a 5.5m wide access road, with two 6.0m radii. A footway is proposed to lead out of the site on the western side of the

access road, just beyond the junction radii, where an uncontrolled pedestrian crossing is proposed with dropped kerbs and tactile paving. On the northern side of Wignals Gate a receiving crossing is proposed with footway levels changed to suit.

A drawing showing the proposed access junction layout is presented in Appendix B, whilst an extract is shown in Figure 3.

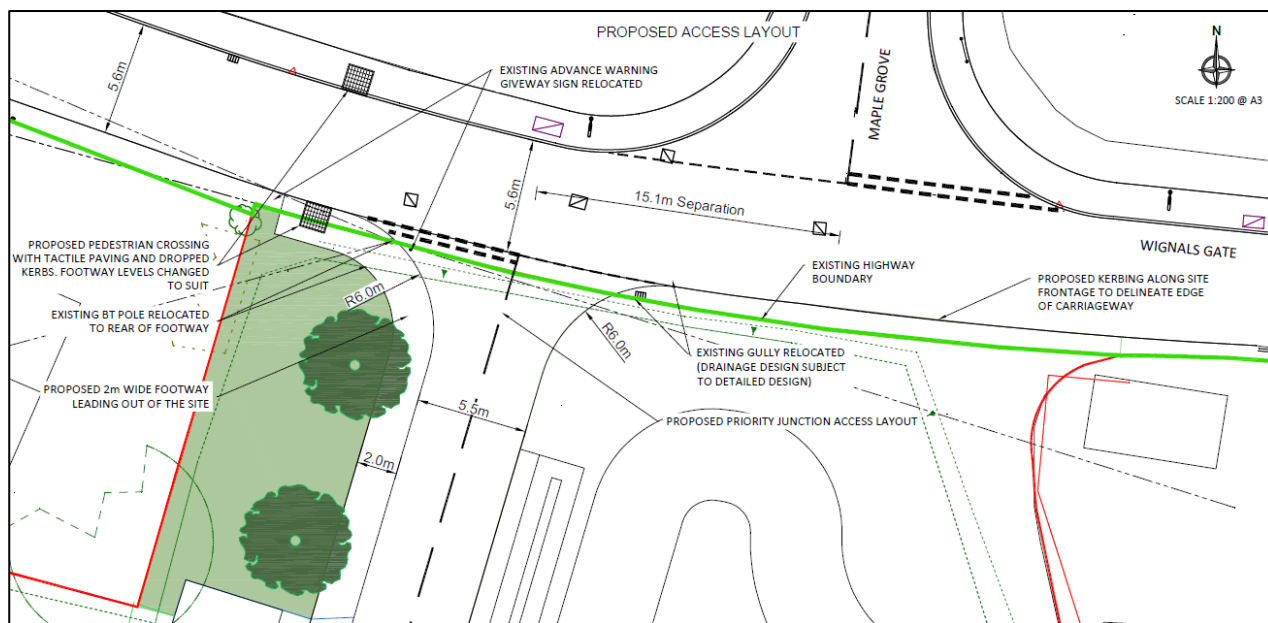


Figure 3: Access Junction Layout

The eastern radii of the proposed access conflict with an existing gully. It is therefore proposed for this gully to be relocated / removed and replaced to the rear of the radii. An existing priority junction ahead warning sign (300m) is required to be relocated nominally, so as not to conflict with the proposed eastern junction radii. A BT pole is located directly adjacent to the proposed junction eastern radii, this is proposed to be relocated to the rear of the proposed footway.

To delineate the edge of the road carriageway fronting the site, new BN kerbing is proposed along the site frontage, with the verge to the rear of this laid to grass, other than where footways are proposed.

To demonstrate the functionality of the junction vehicle swept path analysis has been undertaken using the industry standard software package Vehicle Tracking, produced by Autodesk. The analysis has considered a large 11.2m long refuse vehicle, Standard Design Vehicle (car) and Fire appliance. The analysis demonstrating the turning manoeuvres is presented in the Appendix C.

The access arrangement drawing details the extent of the adopted highway, based on a detailed review of land title information and topographical survey data, including the existing locations of highway gulleys, which corroborate the conclusion of the extent of the highway. The extent of the adopted highway is shown on the drawing by a thick green line. The drawing demonstrates the ability for 2.4m by 43m visibility splays to be achieved to the east and west of the access, with the access benefitting from being on the outside of a slight bend in Wignals Gate horizontal alignment. It is highlighted that the splays are measured to the nearside kerb line, and splays greater than this can be achieved. As an indication, should the splays be measured to a 1m offset from the nearside kerb line, being acceptable as detailed in Manual for Streets,

distances of circa 80m would be achieved (akin to a 45mph active frontage environment). An extract of the visibility splay drawing is presented in Figure 4.

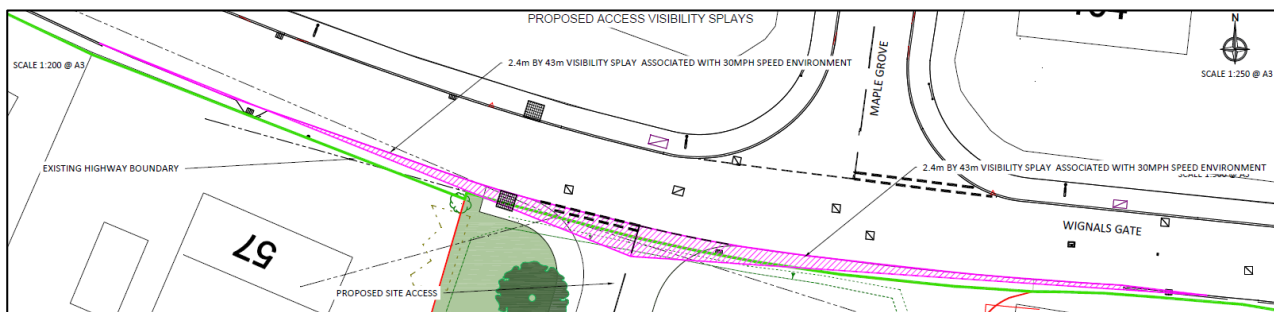


Figure 4: Visibility Splay Extract from Proposed Access Arrangements Drawing

During the site visit it was observed that there may be some vegetation encroachment into the visibility splays, however this sits within the adopted highway, and as such can be removed / trimmed, so as not to cause an impact. Photographs showing visibility taken 2.4m into the site access are presented in Plates 4 and 5.



Plate 4: Photo Showing Visibility View to West



Plate 5: Photo Showing Visibility View to East

3.2 Internal Layout

The internal layout of the site has been designed to include adoptable roads, with 4 shared private drives. The proposed highway layout is shown in a drawing presented in Appendix D, whilst an extract is shown in Figure 5.

The internal highway has been designed to have a carriage width of 5.5m, only reducing to 5.0m in turning heads, where tracking has demonstrated viability to do so as presented in Appendix C. 2m wide footways are proposed throughout the site, other than on the eastern side of the access road, leading from its

junction with Wignals Gate, as there is no interfacing footway. Uncontrolled pedestrian crossings with dropped kerbs and tactile paving are provided as points within the site where desire lines are likely.

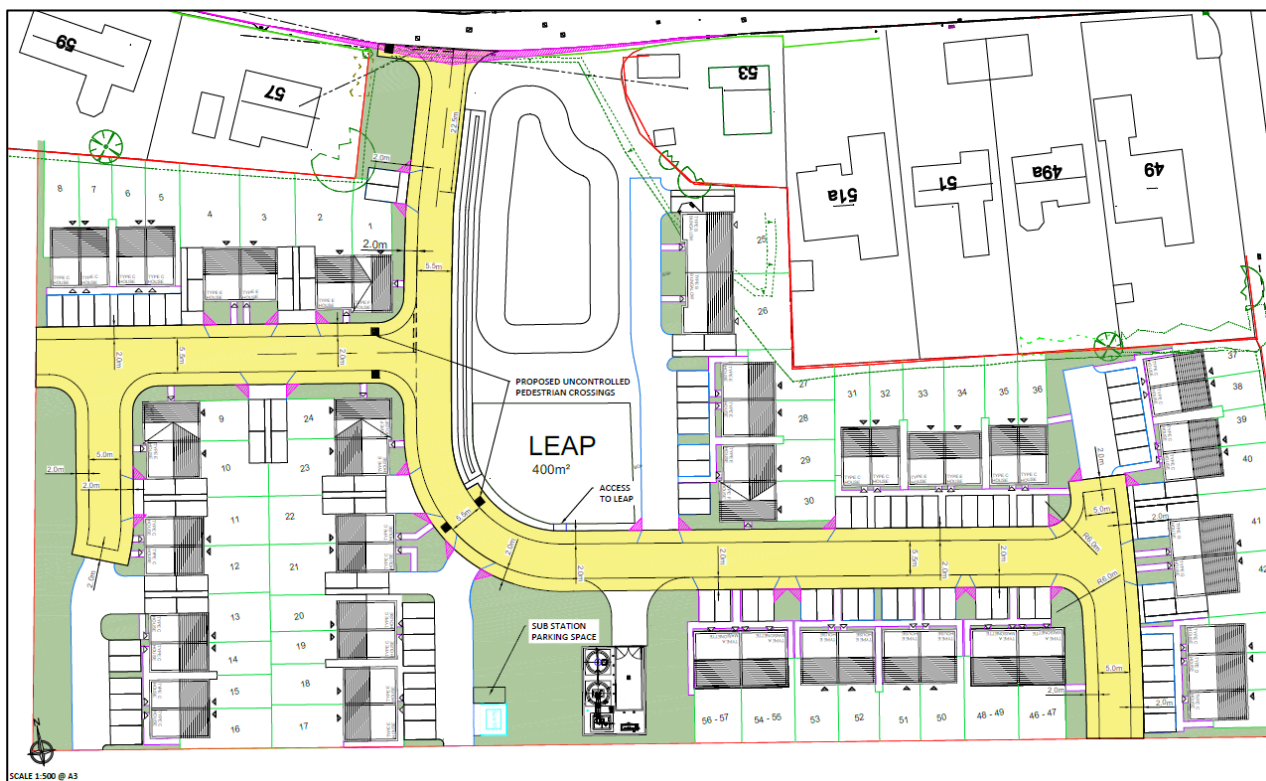


Figure 5: Proposed Internal Highway Layout Drawing Extract

All shared private drive accesses have been designed to ensure cars entering can pass cars waiting to exit. This is demonstrated in the vehicle tracking drawings presented in Appendix C.

Pedestrian visibility splays have been assessed throughout the site, ensuring that 2m by 2m splays are achievable adjacent to all individual plot driveways, relating to cars emerging across footways, and where shared private drives emerge across footways.

Vehicle tracking has been undertaken, as presented in Appendix C, demonstrating that large refuse vehicles and fire appliances can navigate through the site and turn in turning heads.

3.3 Parking Provision

South Holland District Council applies parking standards through Policy 36 of the South East Lincolnshire Local Plan (2011–2036), which sets out requirements for both vehicle and cycle parking in residential developments.

The vehicle parking standards for residential dwellings (Use Class C3a) are as follows:

- Up to 3 bedrooms: Minimum of 2 off-street parking spaces per dwelling.
- 4 or more bedrooms: Minimum of 3 off-street parking spaces per dwelling.
- Garages can count as one space only if they meet the internal dimensions of 2.6m x 5.6m, with an additional 1m at the end for cycle storage.

The cycle parking standards for residential dwellings (Use Class C3a) are as follows:

- 1 secure, covered cycle space per dwelling.
- For flats, this may be provided as a communal facility within the building's curtilage.

Policy 36 also requires that:

- Parking is fit for purpose in terms of size and layout.
- Allocated and communal spaces are well-overlooked and accessible.
- Off-curtilage parking is designed to maximise safety and security for all users.

The proposed development has been designed to meet the minimum parking standards with all dwellings providing a minimum of 2 parking spaces, the exception being the two 4-bedroom dwellings which provide 3 spaces. There are no garages proposed and tracking has been provided in Appendix C demonstrating that all spaces are accessible and therefore fit for purpose.

With regards to cycle parking secure cycle parking for a minimum of 1 bicycle will be provided in the rear gardens of all dwellings, meeting the parking standards set out above.

4. TRAFFIC IMPACT ASSESSMENT

This section of the report considers the level of vehicular trip generation the proposed site comprising 57 affordable living dwellings is likely to generate.

4.1 Trip Generation

To forecast the likely level of weekday peak hour vehicular movements the proposed site will generate, data from the TRICS database has been adopted. The latest version of the TRIC's database (8.25.6) has been adopted. The following criteria have been selected to inform the interrogation.

Land Use:	03 - Residential
Sub Land Use:	B – Affordable/Local Authority Houses
Mode Type:	Vehicle Trip Rates
Trip Rate Parameters:	No. of Dwellings
Parameter Range:	8-100 Dwellings (usually a range of 50% either side of the development quantum is recommended by TRICS, unless a larger dataset is required to make the forecasts more robust. In this instance the range has increase to increase the number of relevant surveys.)
Week Days to Include:	Monday – Friday
Location Type:	Suburban Area, Edge of Town, Neighbourhood Centre – (Edge of Town Centre Removed)
Sub Categories:	Residential Zone, Village

As per TRIC's best practice no areas or location types were excluded other than Edge of Town Centre. This resulted in 8 surveys remaining.

To ensure the credibility of the interrogation results, cross test analysis was reviewed of the remaining datasets. TRICS advises that any cross test variation results under 10% are well within acceptable thresholds, however above this varying degrees of consideration should be made.

Cross test results are detailed in Tabel 1.

Table 1: Cross Testing Results

	AM Peak Hour (8:00 to 9:00)	PM Peak Hour (17:00 to 18:00)
Arrivals	2.18%	13.92%
Departures	1.31%	11.78%
Totals	1.64%	12.97%

The cross testing shows that in the AM peak hour the trip rate variability is very low making the Trip Rates calculated likely to be representative. In the PM although slightly over the 10% mark it is still considered that the variability is relatively low and therefore suitable to use.

A copy of the interrogated TRICS report is presented in Appendix E, whilst the extracted vehicular trip rates are reproduced in Table 2, along with calculated forecast trip generations for the proposed site.

Table 2: Forecast Weekday Peak Hour Vehicular Trip Generations

	AM Peak (8:00 to 9:00)			PM Peak (17:00 to 18:00)		
	Arrival	Departure	Total	Arrival	Departure	Total
Trip Rate	0.164	0.27	0.434	0.311	0.242	0.553
Trip Generation (10 units)	9	15	25 ¹	18	14	32

The forecasts in Table 2 indicate that the proposed development is likely to generate 25 vehicular movements during a standard weekday AM peak hour and 32 during a standard PM peak hour.

Based on the application of industry-standard trip rates, the development is expected to generate a low volume of traffic, with peak-hour movements remaining within acceptable limits.

The level of peak hour traffic being up to 32 movements, represents circa. 1 vehicle every 2 minutes, which will dissipate on the adjacent highway network quickly and become imperceptible with background traffic.

Therefore, it is concluded that the impacts of the development would be negligible and would not create an adverse impact to the safe operation of the adopted highway.

¹ Variation due to decimal rounding

5. ACCESSIBILITY

National and Local transport planning policy stresses the importance of the requirement for new developments to be located in areas that have access to sustainable modes of travel or where these can be introduced. Sustainable modes of travel include walking, cycling, public transport, car sharing and the use of low emission vehicles. The most sustainable modes are walking, cycling and public transport.

5.1 Access by Walking

The proposed site is located to the east of the centre of Holbeach on Wignals Gate. There is a footpath running along the northern side of Wignals Gate.

The Chartered Institution of Highways and Transportation in their document 'Guidelines for Providing for Journeys on Foot' state that "walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile". Table 2.2 in the IHT document suggest desirable, acceptable and maximum walking distances to 'town centres, for commuting / school journeys and elsewhere'. These distances are reproduced in Table 3.

Table 3: CIHT Suggested Walking Distances

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800 m	2,000 m	1,200 m

People are generally willing to walk up to 2 km (1.24 miles) to and from work, given suitable walking routes and infrastructure, and 1,200m elsewhere. Figure 6 shows walking distances using the local street network up to 2km from the development site.

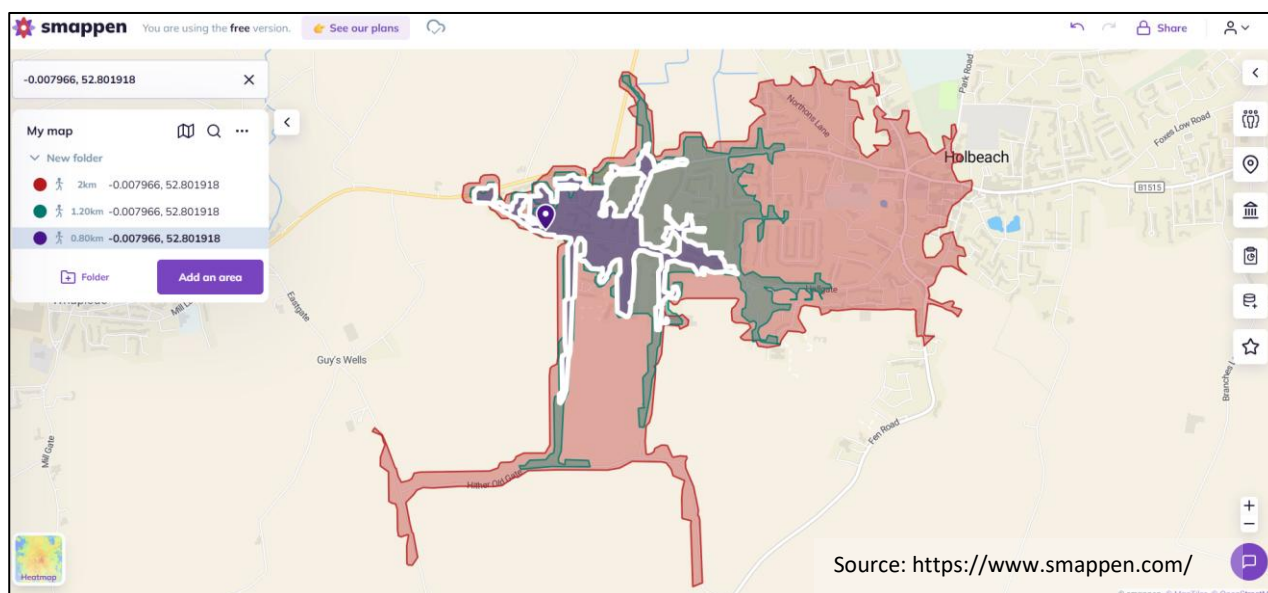


Figure 6: Walking Street Network Catchment Plan 800m, 1.2km and 2km

Based on the walking catchment map shown in Figure 6, the western part of Holbeach is accessible to the site by means of walking within a 2 km catchment. This illustrates that walking to and from the site has a high likelihood of replacing some of the single occupancy car borne trips. Facilities located within the 2km walking distance are summarised in Table 4.

Table 4: Local Facilities Travel Times

Destination	Distance	Time (mins) Walk	Time (mins) Cycle	Time (mins) Bus & Walk
Maple Grove Playground	170m	2	1	N/A
Bus stops on A151	350m	5	2	N/A
Netherfield Playing Field	800m	10	2	N/A
The Red Lion Public House	1.5km	20	5	9
William Stukeley Church of England Primary School	1.6km	22	6	11
Holbeach Centre (shops and restaurants)	1.7km	23	6	13
Holbeach Medical Centre	1.8km	25	7	15
Boots Pharmacy	1.8km	25	6	14
Holbeach Dental Surgery	1.9km	26	7	14
Tesco Superstore	1.9km	26	7	16
Holbeach Methodist Church	2km	27	7	15

As can be seen from Table 4 there is a plethora of retail, leisure, social and employment facilities within 2km of the site, which is an acceptable walking distance for commuting and school. The list is also clearly not exhaustive and simply provides a sample of local facilities on the doorstep of the site. It is therefore concluded that in terms of pedestrian accessibility, the centre of Holbeach is accessible.

5.2 Access by Cycling

Cycle trips provide a healthy alternative mode of transport as opposed to the private car, for journeys further to that of walking. It is generally considered that a distance of 5 km (3 miles) represents a reasonable cycling distance to and from work, while 8 km (5 miles) is a maximum realistic range for cycle trips. Figure 7 overleaf illustrates a 5 km and 8 km cycling iso-distance map from the development site.

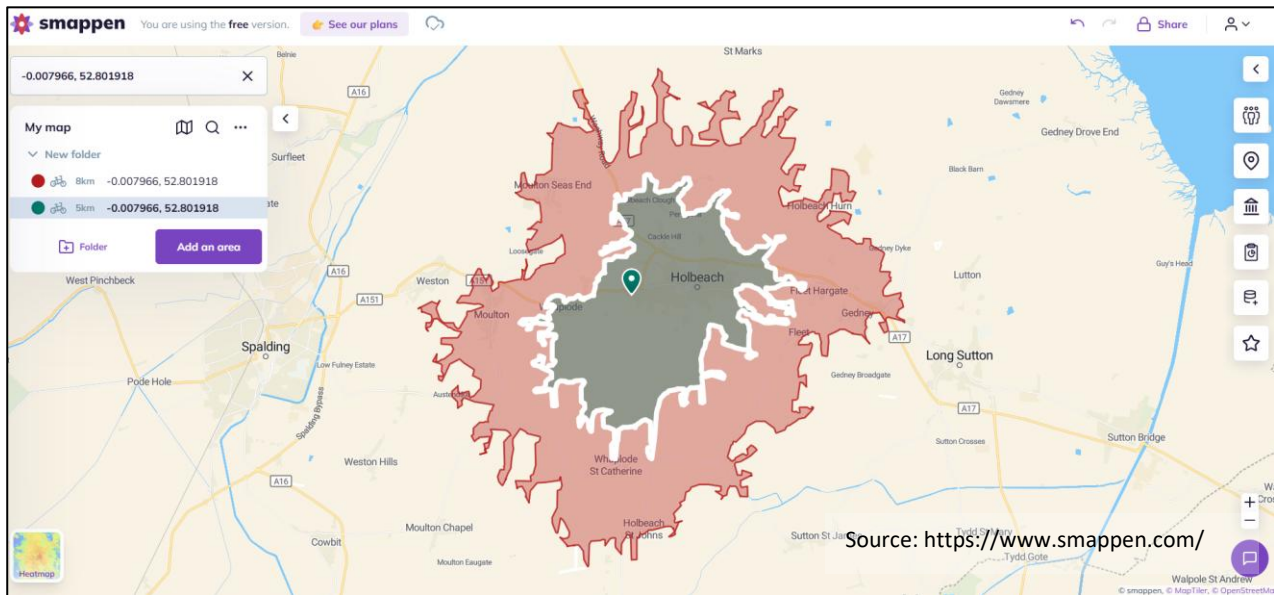


Figure 7: Cycling 5km & 8km Iso-Distance Map

Based on the iso-distance map shown in Figure 7, it can be seen that a significant area is accessible to the site. It is therefore considered that cycling may be an attractive mode of transport to access various destinations to and from the site by both residents and visitors, although it is acknowledged that this will partly require cyclists to use the road network.

5.3 Public Transport

5.3.1 Access by Bus

The proximity to the local bus stops on the A151 are 350m from the site access. This is within the 400m recommended by Active Travel England. The location of the bus stops in relation to the site are shown in Figure 8.



Figure 8: Bus Stop Locations

The routes and headways served from these bus stops are shown in Table 5.

Table 5: Bus Headways and Frequencies

Route	Operator	Main Destinations	Typical Frequency
505	Stagecoach East	Spalding – Kings Lynn	Every 30–60 mins (Mon–Sat) No service on Sundays
505A/B/H	Stagecoach East	Spalding – Kings Lynn (variants of the 505)	Limited journeys (peak times)
NG1	Local/School Service	Spalding (via local villages)	Infrequent / school hours
6067	Local/School Service	Tydd St Mary - Holbeach	Infrequent / school hours

Callconnect also offers a service which operates six days a week and is fully accessible. The times of operation are 7am to 7pm Monday to Friday and 8am to 6pm on Saturday. This is an on demand serve bookable via [LincsBus](#). The area served by this service is shown in Figure 9.

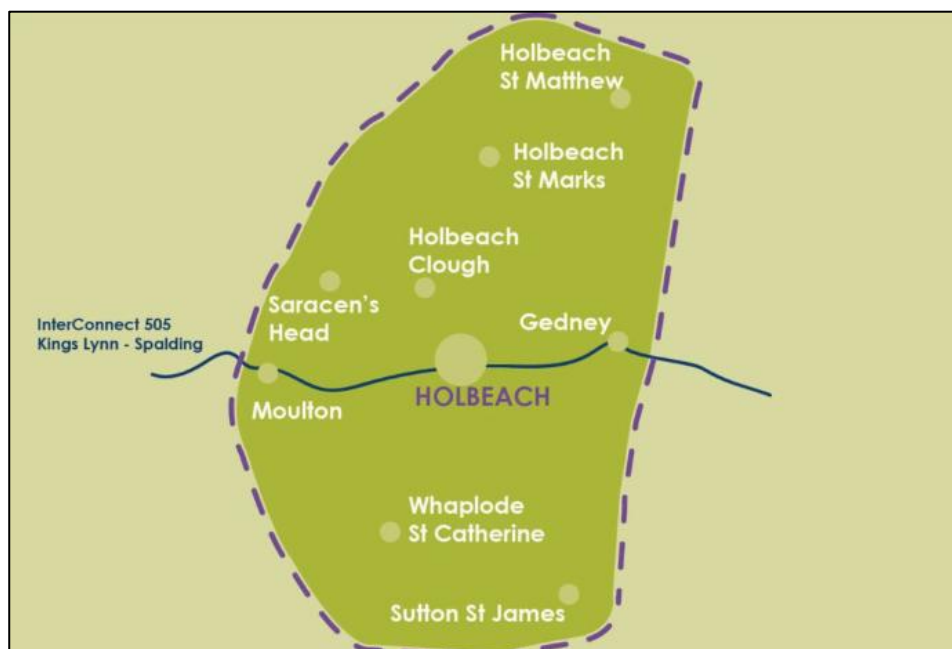


Figure 9: Callconnect Service Area

It is therefore considered that the development site would have a moderate level of bus service accessible to future residents and visitors.

5.3.2 Access by Train

The nearest train station to Holbeach is Spalding Rail Station, located about 8 miles west of the town. Spalding train station is operated by East midlands Railway.

The station sits on the Peterborough–Lincoln line, offering:

- Hourly services to Peterborough (southbound), connecting to London King's Cross and other national routes.

- Hourly services to Lincoln (northbound), with onward connections to Sheffield, Doncaster, and the East Midlands.

The station provides the following facilities:

- Ticket machines and staffed ticket office (limited hours)
- Waiting shelters and seating
- Step-free access to both platforms via a level crossing
- Cycle storage and limited car parking

The 505 bus route can be used to reach Spalding making travel by rail a viable method of travel by future occupiers and their visitors using combined modes of travel.

6. ROAD TRAFFIC ACCIDENT ANALYSIS

Accident data has been obtained from the publicly available website: www.crashmap.co.uk to identify recent accidents that have occurred adjacent to the site. This has been corroborated with available data from the Department for Transport's THINK database (www.thinkmap.gov.uk/thinkmap).

A screen shot of the study area from the www.crashmap.co.uk website is presented in Figure 10 with the study area highlighted in red.

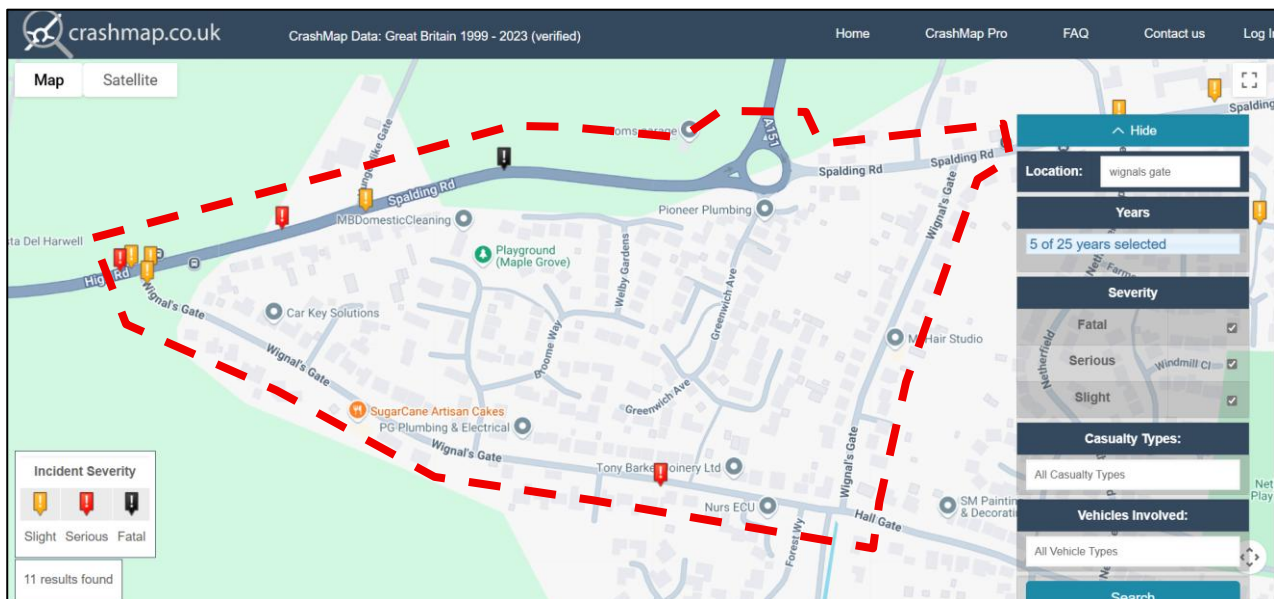


Figure 10: Extent of Accident Data and Collision Assessment

Over a period between 2019 and 2023, eight incidents were recorded within the study area.

A breakdown of the total number of Person Injury Accidents (PIA's) within the study area is shown in Tables 6 and 7, whilst a copy of the recorded accident records are presented in Appendix F.

Table 6: Total Number of Accidents and Casualties

Year	Total		Pedestrian		Pedal Cycle		Motorcycle	
	Accidents	Casualties	Accidents	Casualties	Accidents	Casualties	Accidents	Casualties
2019	2	2	-	-	-	-	1	1
2020	4	6	-	-	-	-	-	-
2021	0	0	-	-	-	-	-	-
2022	1	4	-	-	-	-	-	-
2023	1	2	-	-	-	-	-	-
Totals	8	14	-	-	-	-	1	1

Table 7: Casualty Severity

Year	Fatal	Serious	Slight	Total
2019	-	2	-	-
2020	1	1	2	-
2021	-	-	-	-
2022	-	-	1	-
2023	-	-	1	-
Totals	1	3	4	-

Of the 8 incidents recorded none involved children, pedestrians or pedal cyclists.

One incident occurring in 2019 involved a motorcyclist. This incident involved 3 vehicles with the motorcyclist sustaining a serious severity rating injury. The incident occurred during the hours of daylight with the weather conditions being described as wet or damp with no high winds. How the accident occurred is inconclusive from details contained in the records as these only highlight that one of the vehicles was a parked car, another a goods vehicles and third a motorcycle. It can only be speculated that the accident related to an overtaking or shunt type incident.

Of the eight accidents, one resulted in a fatality occurring on the A151, approximately 200m to the west of the roundabout with the B1515. The incident involved one vehicle and occurred within the hours of daylight. The weather conditions were described as being fine, without high wind and the road conditions were also dry. The only other details given are that the vehicle was proceeding normally along the road carriageway and entered a ditch resulting in a fatal incident. This would indicate some form of loss of control.

The only incident to have occurred on Wignals Gate was in 2019, approximately 180m to the east of the proposed site access. The incident involved 5 vehicles with a single casualty. The casualty injury severity rating was recorded as severe. The weather was described as being fine without high winds, the road conditions were described as dry, the incident occurred during the hours of darkness, although street lights were present and lit. Four of the vehicles were parked in the carriageway with only 1 moving vehicle. It is therefore assumed that the moving vehicle collided with one of the parked vehicles causing a shunt into the other parked vehicles. This is likely to be the result of driver error.

A single incident was shown to have occurred at the junction of Spalding Road and Hungerdike Gate, although due to the description of the incident being on a bend it is believed to have occurred 120m to the east of this. The incident was recorded as being slight in terms of severity rating and involved 3 vehicles resulting in 2 casualties. Weather conditions were described as being fine without high winds, with road conditions described as being wet or damp. From the description given it would appear that vehicles were travelling in opposite directions around the bend and side swiped each other, likely to have been caused by driver error.

The final 4 incidents all occur around the same area, being the A151/Wignals Gate junction. This has therefore been considered in greater detail, as this junction would be one of the primary routes to and from the site.

Two of the four incidents occurred in 2020, one being of slight severity rating and the other being serious. The slight severity rating incident occurred in the hours of darkness, the streetlights were present but unlit. The weather was fine, without high winds and the road surface was dry. Two vehicles were involved resulting in 2 casualties. From the report it is deduced that one vehicle is travelling east bound along the A151 whilst the second vehicle is in the process of turning right onto Wignals Gate. The vehicle proceeding along the A151 impacted with the rear of the right turning vehicle.

The second incident in 2020 occurs in the hours of daylight. The weather was described as being fine, without high winds and the road surface was dry. The incident involved 2 vehicles, resulting in 1 casualty. The first vehicle is described as slowing down or stopping on the approach to the junction from the west, and is impacted to the rear by the vehicle behind.

The third incident occurred in 2022, involving 3 vehicles and 4 casualties recorded to suffer slight severity rating injuries. The incident occurred in the hours of daylight with weather conditions described as fine without high winds and the road surface being dry. Two of the vehicles were slowing down or stopping and both had a first point of contact to the rear. The other vehicle was proceeding normally along the carriageway with the first point of contact being to the front. It would appear that the driver proceeding normally hit the rear of one vehicle which subsequently shunted into the third vehicle. From the location plan provided, it would appear the vehicles were travelling along the A151 High Road in an east bound direction toward its junction with Wignals Gate.

The final accident in the cluster occurred in 2023 involving 2 vehicles, resulting in 2 casualties with slight severity rating injuries. The incident occurred within the hours of daylight. The weather was recorded as raining without high winds, and the road conditions were described as being wet or damp. The incident appears to have occurred on the Wignals Gate arm of the priority junction. The records indicate that a car was stationary at the giveaway line waiting to turn left, when a van/goods vehicle was slowing down to stop, but impacted the rear of the car in front, resulting in a shunt type incident.

All four incidents where as a result of shunts. Three relating to vehicle heading eastbound the A151, shunting into vehicles waiting to turn right into Signals Gate, and one late breaking incident on the approach to the junction from Wignals Gate.

As part of the site visit, no visibility issues were observed at the A151 / Wignals Gate junction, which would imply the issue is caused by driver behaviour.

There are advanced give way signage on Wignals Gate and give way signage at the junction. On the high Road arm of the junction, there is advanced warning of the side road, circa 220m in advance, but no closer signage.

The junction forms part of the primary road network running through Holbeach, and as such the level of incidents recorded is not considered to be high.

However, although the increase in traffic created by the proposed development would be negligible additional side road ahead signage is proposed to be installed adjacent to the junction on High Road, along with additional 'SLOW' pavement markings. The implementation of such measures could easily be conditioned.

7. SUMMARY AND CONCLUSIONS

7.1 Summary

The report, prepared by Vectio Consulting Limited on behalf of D Brown (Building Contractors) Limited, evaluates the transport implications of a proposed 57-dwelling affordable housing residential development at 571 Wignals Gate, Holbeach. The report covers various aspects including the location of the site, the existing adjacent highway network, the proposed development details, trip generation forecasts, sustainable accessibility, and road traffic accident data.

Key points include:

- The site is located in Holbeach, Spalding, within the administrative boundary of South Holland District Council and Lincolnshire County Council.
- The proposed development includes 57 residential dwellings, all of which will be affordable housing.
- Vehicular access is proposed via a new priority junction on Wignals Gate. The access includes a 2m wide footway emerging onto Wignals Gate, with pedestrian crossing including tactile paving and dropped kerbs. 43m junction visibility splays have been demonstrated in both directions, suitable for the posted 30mph speed limit. It has however been highlighted that splays of up to 80m (45mph speed environment) are achievable as the access junction sites on the outside of a slight bend in Wignals Gate road alignment. Vehicle swept path analysis has been presented demonstrating the ability for cars, refuse vehicles, and fire appliances to turn into and out of the junction.
- The internal layout includes adoptable roads and shared private drives. Pedestrian crossings in the form of tactile paving and dropped kerbs are proposed along key road crossing desire lines. 2m by 2m pedestrian visibility splays have been demonstrated across the site, and a detailed vehicle tracking exercise has been undertaken, demonstrating the ability for large refuse vehicles and fire appliances to manoeuvre and turn within the site, cars to enter and exit parking spaces, and for a large heavy vehicle to access and turn in front of the pumping station.
- Parking provision meets the standards set by South Holland District Council.
- The traffic impact assessment forecasts a low volume of traffic generation, with movements of up to 25 and 32 vehicles during weekday peak-hours, which will dissipate on the highway network quickly.
- The site has good accessibility by walking, cycling, and public transport, it is located within 350m of bus stops on Spalding Road, and is within 2km walking distance of various services and facilities within Holbeach.
- Road traffic accident analysis shows eight incidents recorded within the study area between 2019 and 2023. The proposed development, given its size, is not expected to exacerbate the pattern identified. However it has been proposed for an additional Right Turn Ahead warning sign to be installed on high road, in advance of the junction, and additional 'SLOW' pavement markings. With such provision being conditioned as part of an application consent.

7.2 Conclusions

The findings of the report align with the requirements of the National Planning Policy Framework (NPPF). Specifically:

- **Sustainable Transport (NPPF Paragraph 102):** The report demonstrates that the proposed development promotes sustainable transport modes including walking, cycling, and public transport.

- **Promoting Healthy and Safe Communities (NPPF Paragraph 91):** The development includes safe and accessible pedestrian routes and cycle paths, contributing to the health and well-being of residents.
- **Highway Safety (NPPF Paragraph 108):** The traffic impact assessment concludes that the development will not adversely affect the safe operation of the adopted highway.
- **Highway Safety (NPPF Paragraph 111):** The report demonstrated that the development will not create an unacceptable impact on highway safety, nor will it result in a residual cumulative impact that would be classified as severe.

Overall, the report supports the proposed development's compliance with the NPPF, ensuring that it contributes to sustainable development and meets the planning policy requirements.

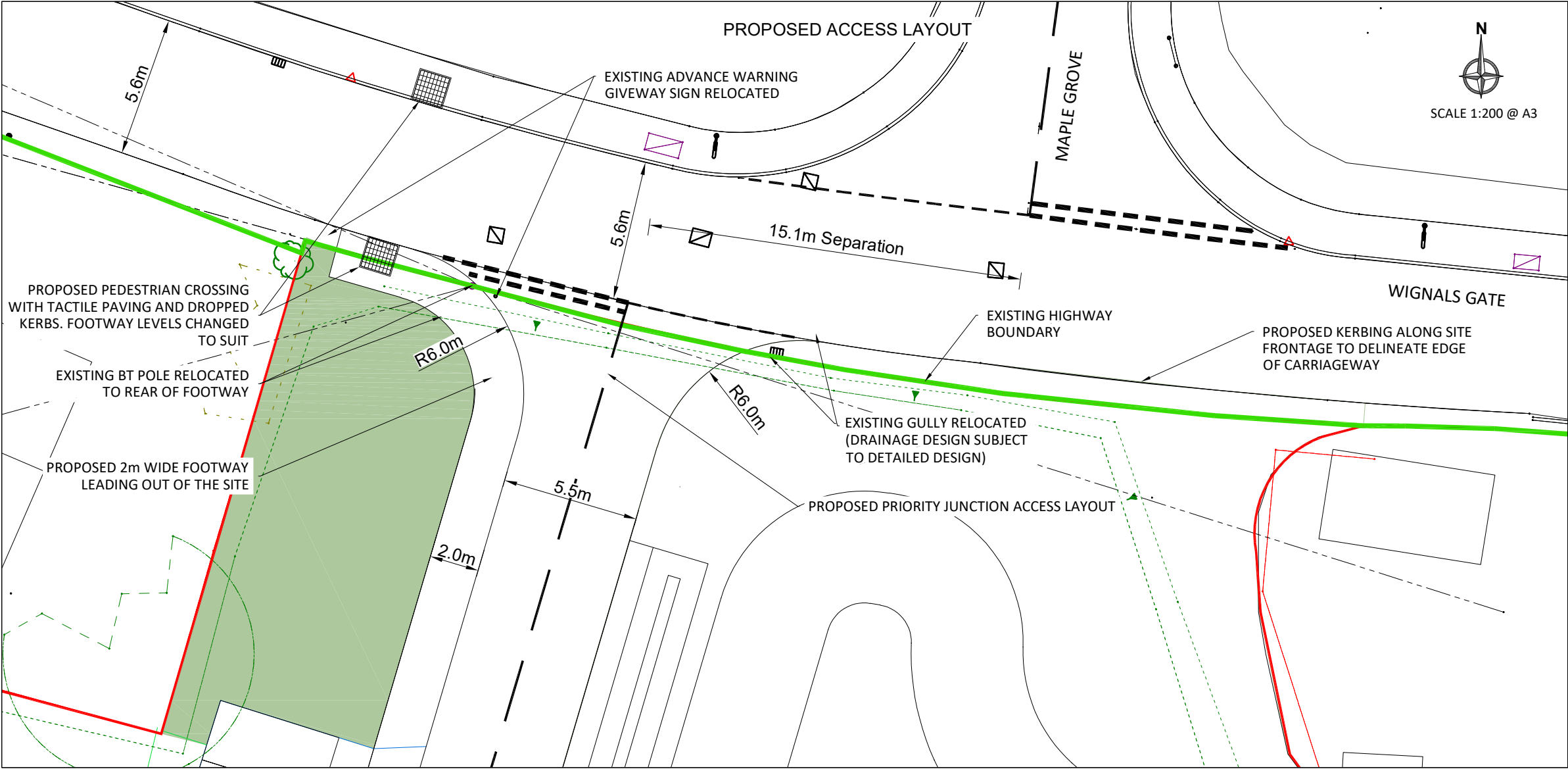
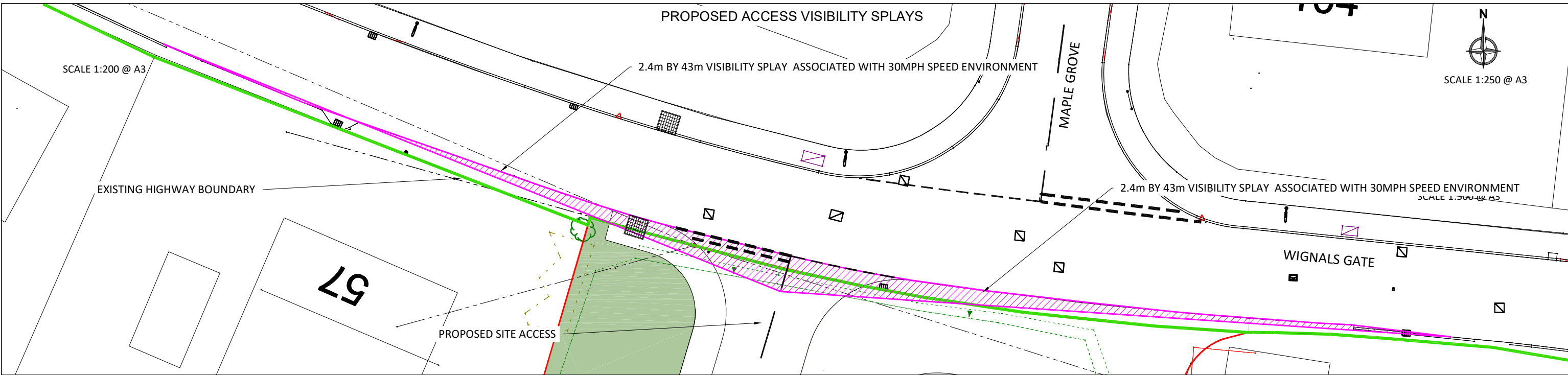
APPENDIX A: Proposed Site Layout

Refer to Planning Drawings



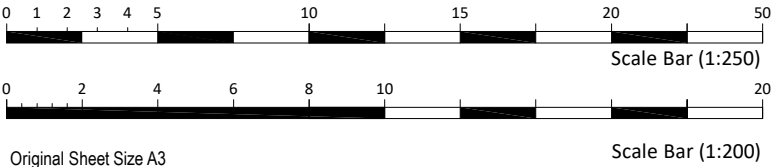
APPENDIX B: Proposed Access Arrangements Drawing





KEY:-

- Extent of adopted highway
- Site Red Line Boundary
- Visibility Splay



Revision	Amendment	Approved	Revision Date
-	-	-	-



Drawn LC	Designed LC	Approved MC	Drawing Date 27/06/2025
Project No. VC0635	Scale AS-SHOWN@A3		

Project
PROPOSED RESIDENTIAL DEVELOPMENT
571 WIGNALS GATE, HOLBEACH, SPALDING

Sheet
PROPOSED ACCESS ARRANGEMENTS

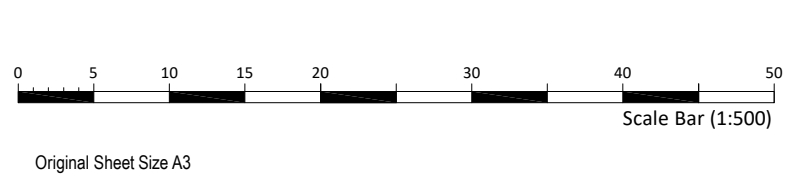
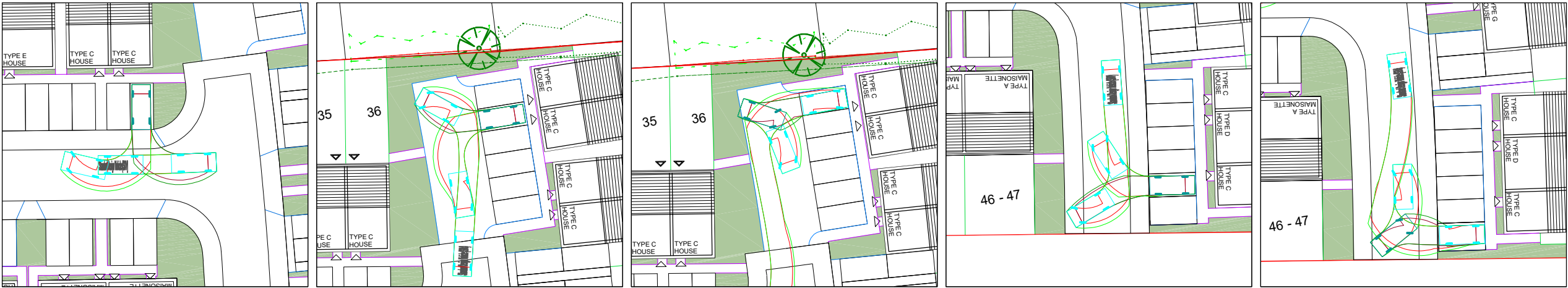
Drawing No.
001

Sheet No.
001

Revision
-

APPENDIX C: Vehicle Tracking Drawings





Revision	Amendment	Approved	Revision Date
-	-	-	-

VEHICLE PROFILE



Standard Design Vehicle (SDV)
Overall Length 4.800m
Overall Width 2.000m
Overall Body Height 1.950m
Min Body Ground Clearance 0.100m
Track Width 2.000m
Lock to lock time 4.00s
Wall to Wall Turning Radius 6.000m

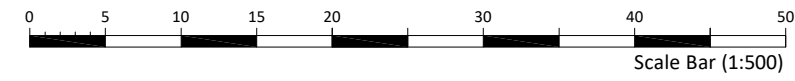
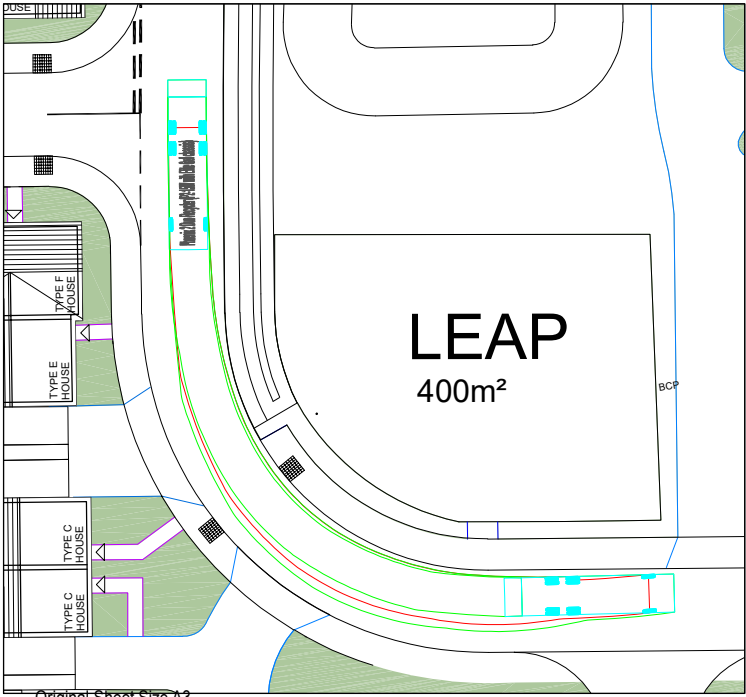
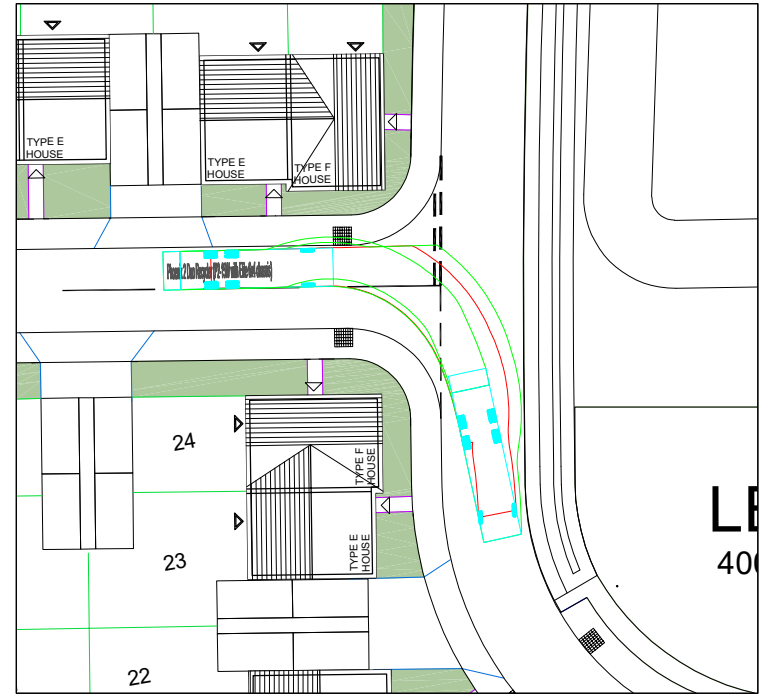
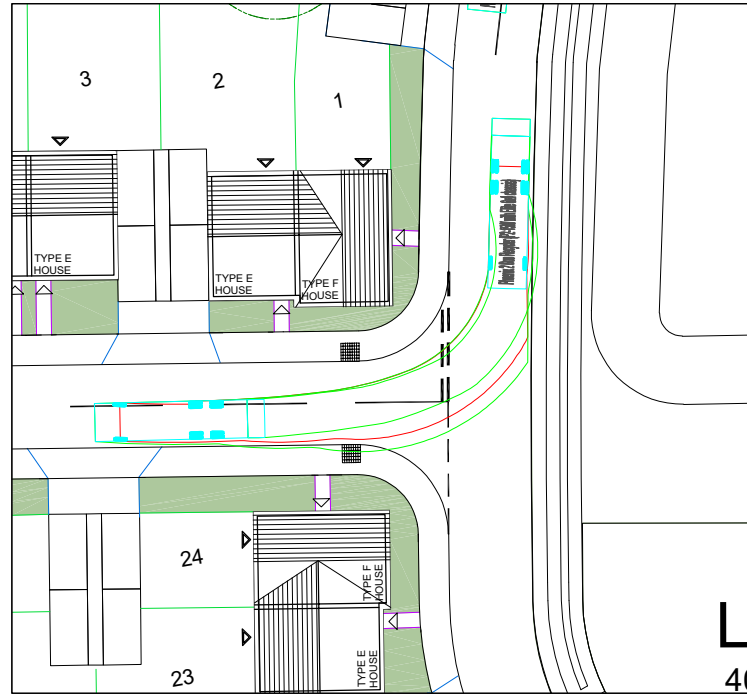
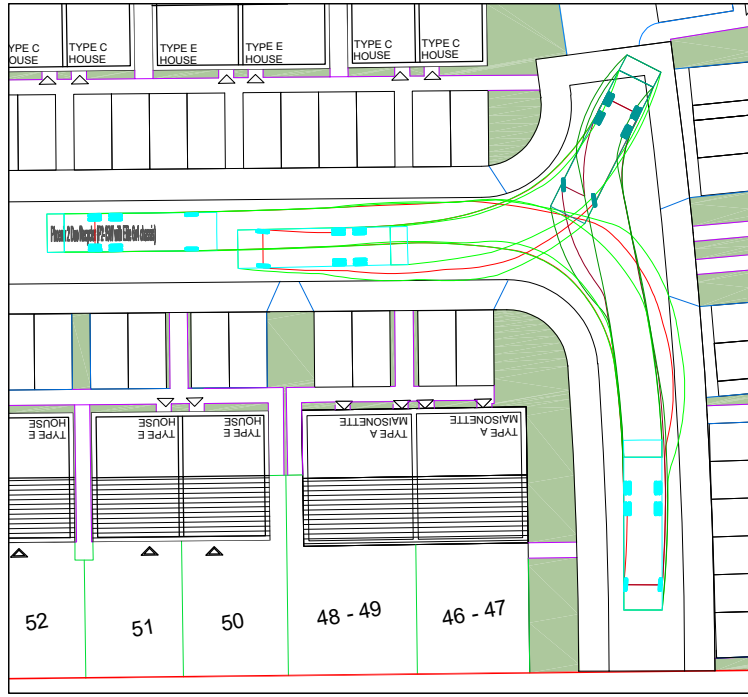
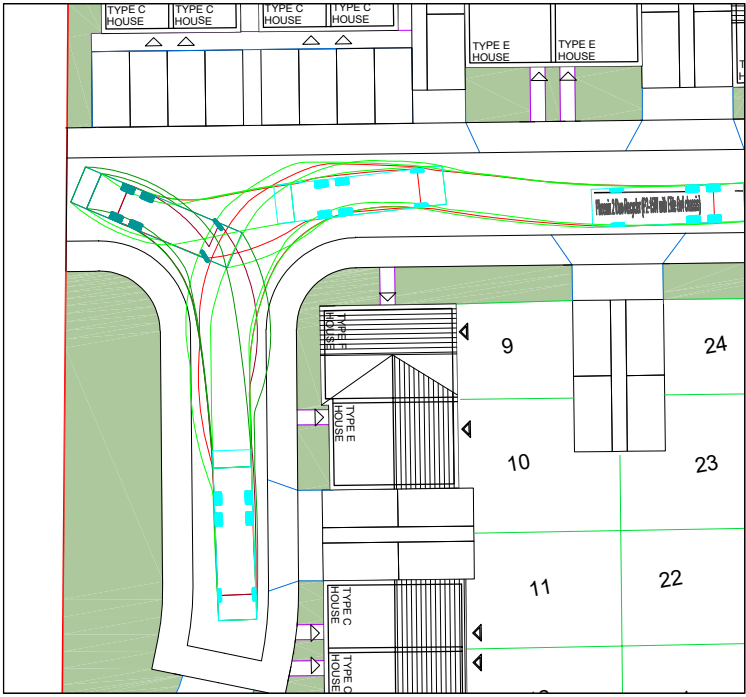
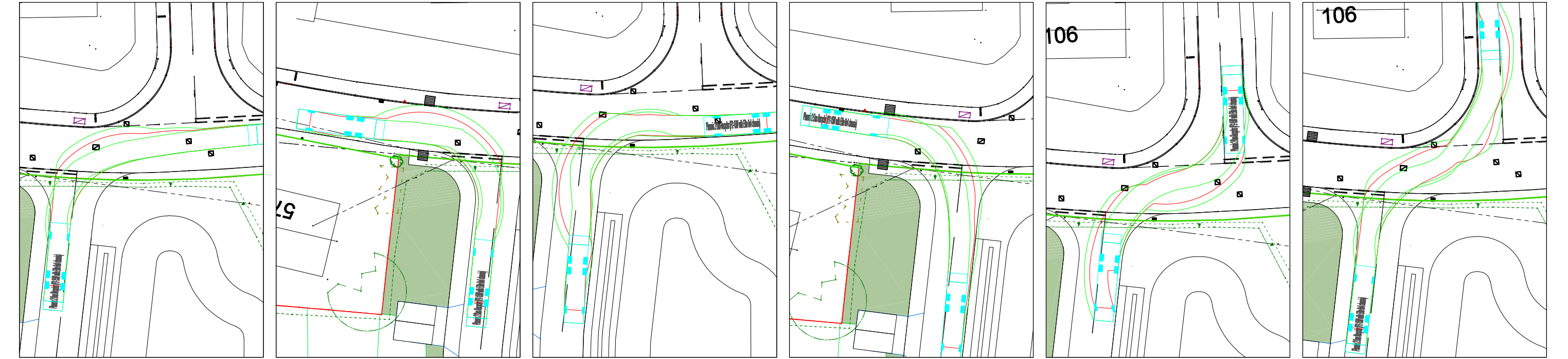


Drawn LC	Designed LC	Approved MC	Drawing Date 27/06/2025
Project No. VC0635			Scale AS-SHOWN@A3

Project
PROPOSED RESIDENTIAL DEVELOPMENT
571 WIGNALS GATE, HOLBEACH, SPALDING

Sheet
VEHICLE TRACKING - STANDARD DESIGN VEHICLE (CAR)
Sheet 2 of 2

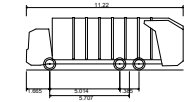
Drawing No. 004	Sheet. No. 001	Revision -
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SCALE 1:500 @ A3

Revision	Amendment	Approved	Revision Date
-	-	-	-

VEHICLE PROFILE



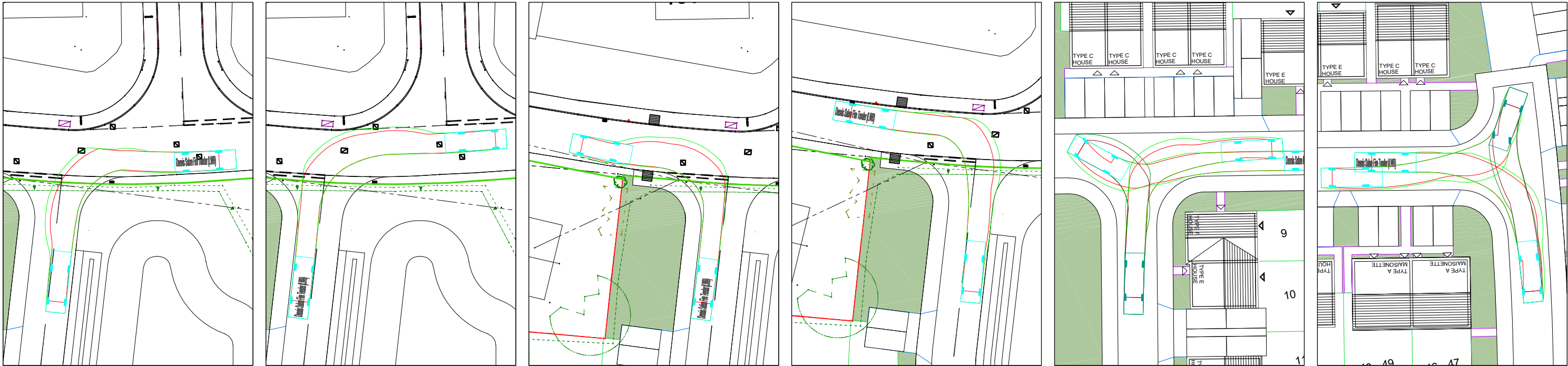
Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)
Overall Length 11.22m
Overall Width 2.53m
Overall Body Height 3.75m
Min Body Ground Clearance 0.30m
Track Width 2.53m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.55m



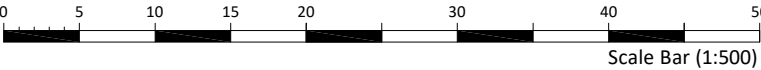
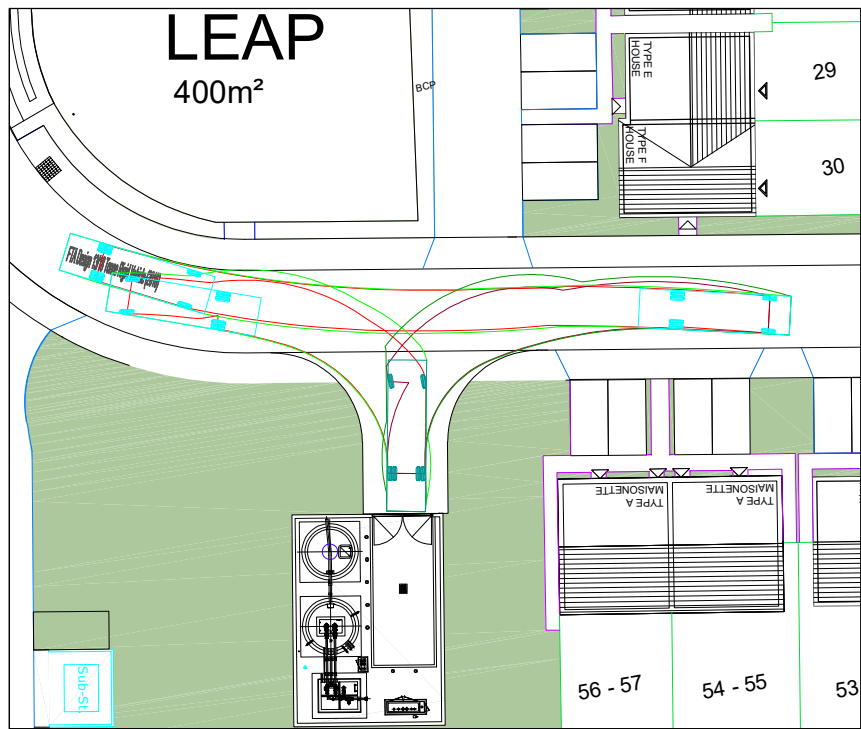
Drawn	Designed	Approved	Drawing Date
LC	LC	MC	27/06/2025
Project No.	Scale		
VC0635	AS-SHOWN@A3		

Project PROPOSED RESIDENTIAL DEVELOPMENT 571 WIGNALS GATE, HOLBEACH, SPALDING		
Sheet VEHICLE TRACKING - LARGE VEHICLES (REFUSE VEHICLE) Sheet 1 of 2		
Drawing No. 005	Sheet. No. 001	Revision -

FIRE APPLIANCE



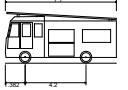
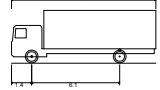
10m RIGID VEHICLE



Original Sheet Size A3



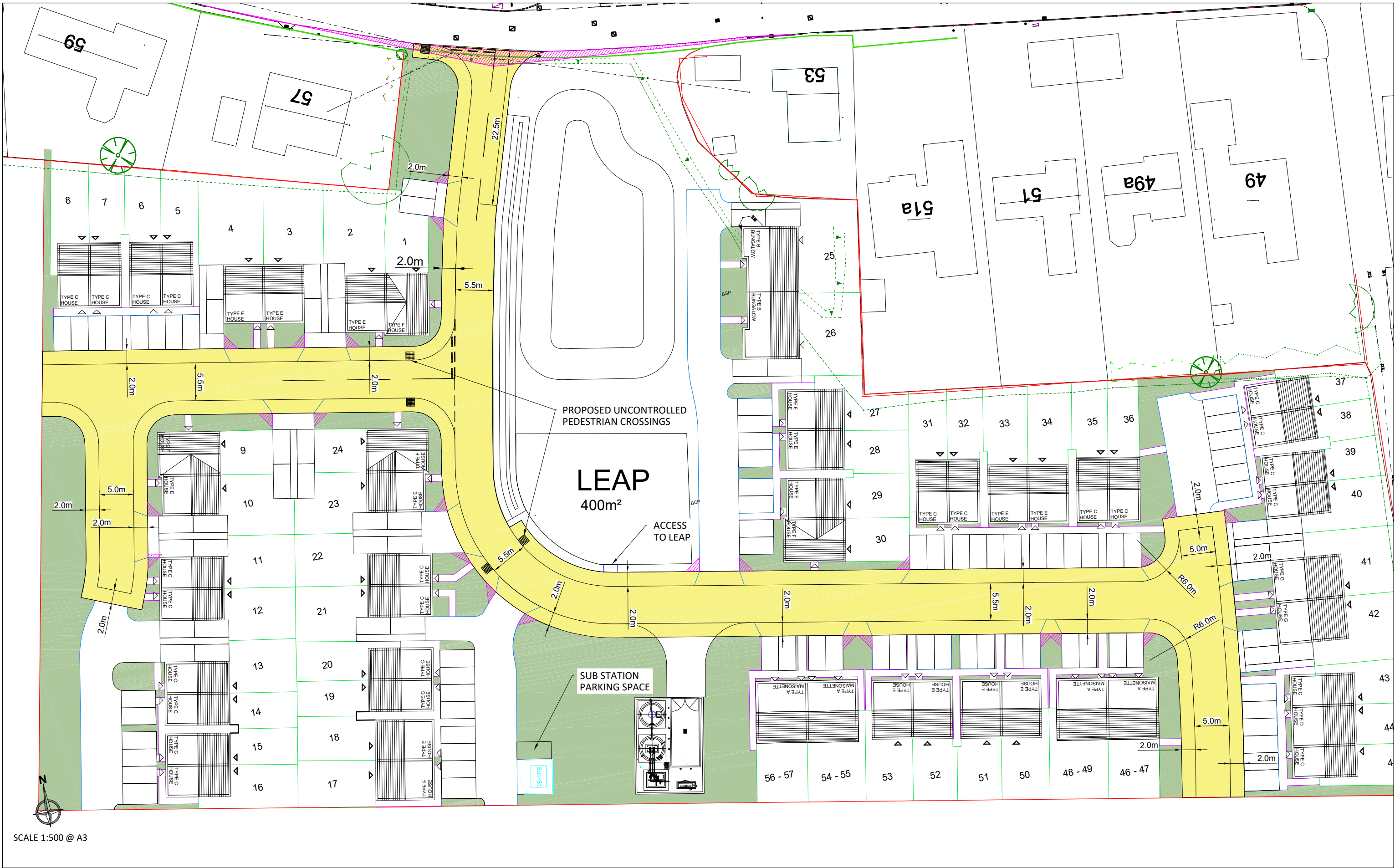
Revision	Amendment	Approved	Revision Date
-	-	-	-

VEHICLE PROFILES	
	
Dennis Sabre Fire Tender (LWB)	FTA Design 13/18 Tonne Rigid Vehicle (2016)
Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	2.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m
	10.000m
	2.500m
	3.545m
	0.440m
	2.470m
	3.00s
	11.000m

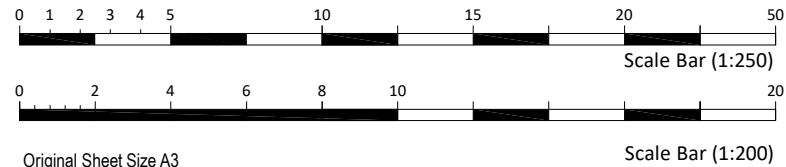
				Project PROPOSED RESIDENTIAL DEVELOPMENT 571 WIGNALS GATE, HOLBEACH, SPALDING	
Drawn LC				Sheet VEHICLE TRACKING - LARGE VEHICLES Sheet 2 of 2	
Designed LC				Drawing No. 006	
Approved MC				Sheet. No. 001	
Project No. VC0635				Revision -	
Scale AS-SHOWN@A3					
Drawing Date 27/06/2025					

APPENDIX D: Internal highway Layout Drawing





SCALE 1:500 @ A3



Revision	Amendment	Approved	Revision Date
-	-	-	-

- KEY:-
- Extent of adopted highway
 - Site Red Line Boundary
 - Visibility Splay



Drawn LC	Designed LC	Approved MC	Drawing Date 27/06/2025
Project No. VC0635	Scale AS-SHOWN@A3		

Project
PROPOSED RESIDENTIAL DEVELOPMENT
571 WIGNALS GATE, HOLBEACH, SPALDING

Sheet
PROPOSED INTERNAL LAYOUT (HIGHWAYS)

Drawing No.
002

Sheet No.
001

Revision
-

APPENDIX E: TRICS Data



Audit Code: 8c17b183-4de3-41c0-b89e-474043ebc192

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - Site area
Category: B - Number of dwellings
Total Vehicles

Selected regions and areas:

03	SOUTH WEST		
	WL	WILTSHIRE	1 day
05	EAST MIDLANDS		
	NN	NORTH NORTHAMPTONSHIRE	1 day
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	KS	KIRKLEES	1 day
09	NORTH		
	FU	WESTMORLAND & FURNESS	1 day
11	SCOTLAND		
	DU	DUNDEE CITY	1 day
13	MUNSTER		
	TI	TIPPERARY	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: 8c17b183-4de3-41c0-b89e-474043ebc192

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Gross Floor Area
Actual Range:	0.35 to 2.48 (units:sqm)
Range Selected by User:	0.35 to 2.48 (units:sqm)
Parking Spaces Range:	All Surveys Included

Public Transport Provision:

Selection by:	Include all surveys
Date Range:	01/01/16 to 05/09/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Friday	4 days
Monday	2 days
Tuesday	1 days
Wednesday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	8
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Edge of Town	1 days
Neighbourhood Centre (PPS6 Local Centre)	2 days
Suburban Area (PPS6 Out of Centre)	5 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	7 days
Village	1 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	8 days
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Audit Code: 8c17b183-4de3-41c0-b89e-474043ebc192

Secondary Filtering Selection:

Use Class:

C3	8 surveys
----	-----------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

859 - 5500

Population within 1 mile:

1,001 to 5,000	1 surveys
15,001 to 20,000	1 surveys
25,001 to 50,000	2 surveys
5,001 to 10,000	4 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	3 surveys
25,001 to 50,000	1 surveys
5,000 or Less	1 surveys
5,001 to 25,000	2 surveys
50,001 to 75,000	1 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 surveys
1.1 to 1.5	5 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Audit Code: 8c17b183-4de3-41c0-b89e-474043ebc192

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 8 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 8 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Audit Code: 8c17b183-4de3-41c0-b89e-474043ebc192

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	8	37	0.085	0.229	0.314
08:00-09:00	8	37	0.164	0.270	0.434
09:00-10:00	8	37	0.157	0.263	0.420
10:00-11:00	8	37	0.140	0.177	0.317
11:00-12:00	8	37	0.140	0.126	0.266
12:00-13:00	8	37	0.154	0.133	0.287
13:00-14:00	8	37	0.150	0.140	0.290
14:00-15:00	8	37	0.171	0.191	0.362
15:00-16:00	8	37	0.287	0.181	0.468
16:00-17:00	8	37	0.314	0.171	0.485
17:00-18:00	8	37	0.311	0.242	0.553
18:00-19:00	8	37	0.235	0.191	0.426
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			2.308	2.314	4.622

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 8c17b183-4de3-41c0-b89e-474043ebc192

Parameter Summary:

Trip rate parameter range selected:	8 - 100 (units: DWELLS)
Survey date date range:	27/05/2016 - 13/05/2022
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 8c17b183-4de3-41c0-b89e-474043ebc192

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Scooters

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	8	37	0	0	0
08:00-09:00	8	37	0	0	0
09:00-10:00	8	37	0	0	0
10:00-11:00	8	37	0	0	0
11:00-12:00	8	37	0	0	0
12:00-13:00	8	37	0	0	0
13:00-14:00	8	37	0	0	0
14:00-15:00	8	37	0	0	0
15:00-16:00	8	37	0	0	0
16:00-17:00	8	37	0	0	0
17:00-18:00	8	37	0	0	0
18:00-19:00	8	37	0.003	0.003	0.006
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			0.003	0.003	0.006

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 8c17b183-4de3-41c0-b89e-474043ebc192

Parameter Summary:

Trip rate parameter range selected:	8 - 100 (units: DWELLS)
Survey date date range:	13/05/2022 - 13/05/2022
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 8c17b183-4de3-41c0-b89e-474043ebc192

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	8	37	0	0.007	0.007
08:00-09:00	8	37	0.007	0.014	0.021
09:00-10:00	8	37	0.007	0.003	0.010
10:00-11:00	8	37	0	0.003	0.003
11:00-12:00	8	37	0	0.007	0.007
12:00-13:00	8	37	0	0	0
13:00-14:00	8	37	0.010	0.003	0.013
14:00-15:00	8	37	0.003	0.010	0.013
15:00-16:00	8	37	0.010	0.003	0.013
16:00-17:00	8	37	0.027	0.014	0.041
17:00-18:00	8	37	0.010	0.007	0.017
18:00-19:00	8	37	0.007	0.014	0.021
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			0.081	0.085	0.166

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 8c17b183-4de3-41c0-b89e-474043ebc192

Parameter Summary:

Trip rate parameter range selected:	8 - 100 (units: DWELLS)
Survey date date range:	27/05/2016 - 13/05/2022
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 8c17b183-4de3-41c0-b89e-474043ebc192

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Taxis

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	8	37	0.007	0.007	0.014
08:00-09:00	8	37	0.007	0.007	0.014
09:00-10:00	8	37	0.010	0.010	0.020
10:00-11:00	8	37	0.003	0.003	0.006
11:00-12:00	8	37	0	0	0
12:00-13:00	8	37	0.007	0.007	0.014
13:00-14:00	8	37	0	0	0
14:00-15:00	8	37	0.003	0.003	0.006
15:00-16:00	8	37	0.010	0.010	0.020
16:00-17:00	8	37	0	0	0
17:00-18:00	8	37	0	0	0
18:00-19:00	8	37	0.007	0.007	0.014
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			0.054	0.054	0.108

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 8c17b183-4de3-41c0-b89e-474043ebc192

Parameter Summary:

Trip rate parameter range selected:	8 - 100 (units: DWELLS)
Survey date date range:	14/11/2016 - 13/05/2022
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 8c17b183-4de3-41c0-b89e-474043ebc192

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Cars

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	8	37	0.065	0.184	0.249
08:00-09:00	8	37	0.130	0.242	0.372
09:00-10:00	8	37	0.099	0.212	0.311
10:00-11:00	8	37	0.106	0.116	0.222
11:00-12:00	8	37	0.106	0.089	0.195
12:00-13:00	8	37	0.113	0.096	0.209
13:00-14:00	8	37	0.133	0.130	0.263
14:00-15:00	8	37	0.137	0.164	0.301
15:00-16:00	8	37	0.242	0.137	0.379
16:00-17:00	8	37	0.263	0.143	0.406
17:00-18:00	8	37	0.300	0.222	0.522
18:00-19:00	8	37	0.205	0.177	0.382
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			1.899	1.912	3.811

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 8c17b183-4de3-41c0-b89e-474043ebc192

Parameter Summary:

Trip rate parameter range selected:	8 - 100 (units: DWELLS)
Survey date date range:	27/05/2016 - 13/05/2022
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 8c17b183-4de3-41c0-b89e-474043ebc192

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Motorcycles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	8	37	0	0.003	0.003
08:00-09:00	8	37	0	0	0
09:00-10:00	8	37	0	0	0
10:00-11:00	8	37	0	0	0
11:00-12:00	8	37	0	0.003	0.003
12:00-13:00	8	37	0	0	0
13:00-14:00	8	37	0	0	0
14:00-15:00	8	37	0.003	0	0.003
15:00-16:00	8	37	0	0	0
16:00-17:00	8	37	0.003	0	0.003
17:00-18:00	8	37	0	0	0
18:00-19:00	8	37	0	0	0
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			0.006	0.006	0.012

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 8c17b183-4de3-41c0-b89e-474043ebc192

Parameter Summary:

Trip rate parameter range selected:	8 - 100 (units: DWELLS)
Survey date date range:	14/11/2016 - 13/05/2022
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 8c17b183-4de3-41c0-b89e-474043ebc192

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Servicing Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	8	37	0	0	0
08:00-09:00	8	37	0	0	0
09:00-10:00	8	37	0	0	0
10:00-11:00	8	37	0	0	0
11:00-12:00	8	37	0	0	0
12:00-13:00	8	37	0	0	0
13:00-14:00	8	37	0	0	0
14:00-15:00	8	37	0	0	0
15:00-16:00	8	37	0	0	0
16:00-17:00	8	37	0	0	0
17:00-18:00	8	37	0	0	0
18:00-19:00	8	37	0	0	0
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			0	0	0

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 8c17b183-4de3-41c0-b89e-474043ebc192

Parameter Summary:

Trip rate parameter range selected:	8 - 100 (units: DWELLS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

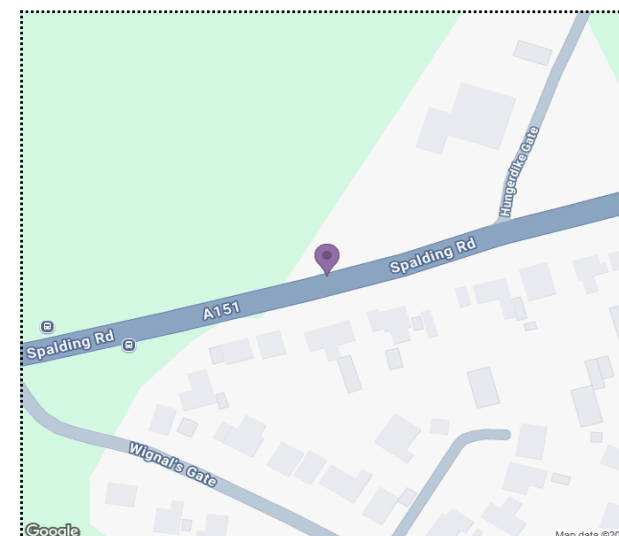
APPENDIX F: Road Traffic Accident Records (publicly available)





Validated Data

Crash Date:	Tuesday, June 4, 2019	Time of Crash:	16:00:00	Crash Reference:	2019320287234
Highest Injury Severity:	Serious	Road Number:	A151	Casualties:	1
Highway Authority:	Lincolnshire			Vehicles:	3
Local Authority:	South Holland			OS Grid Reference:	534235 324750
Weather Description:	Raining 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:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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

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



Validated Data

Crash Date:

Tuesday, June 4, 2019

Time of Crash: 16:00:00

Crash Reference: 2019320287234

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	Good vehicles of unknown weight	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None
2	Motorcycle Å over 50cc and up to 125cc (1999 onwards)	7	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
3	Car (excluding private hire cars 2005 onwards)	16	Male	46 - 55	Vehicle is parked in the carriageway	Nearside	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	26 - 35	Unknown or other	Unknown or other

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

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Validated Data

Crash Date: Sunday, October 13, 2019

Time of Crash: 21:20:00

Crash Reference: 2019320548504

Highest Injury Severity: Serious

Road Number: U

Casualties: 1

Highway Authority: Lincolnshire

Vehicles: 5

Local Authority: South Holland

OS Grid Reference: 534564 324541

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Darkness: street lights present and lit

Carriageway Hazards: None

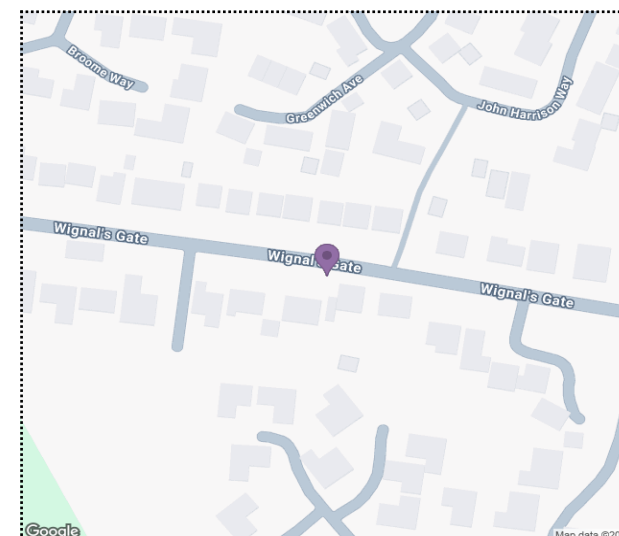
Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Unknown

Vehicles Involved



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

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Validated Data

Crash Date:

Sunday, October 13, 2019

Time of Crash: 21:20:00

Crash Reference: 2019320548504

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	17	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	Parked vehicle	Other permanent object
2	Car (excluding private hire cars 2005 onwards)	4	Male	26 - 35	Vehicle is parked in the carriageway	Back	Unknown	Parked vehicle	Other permanent object
3	Car (excluding private hire cars 2005 onwards)	1	Male	56 - 65	Vehicle is parked in the carriageway	Front	Unknown	None	None
4	Car (excluding private hire cars 2005 onwards)	2	Female	26 - 35	Vehicle is parked in the carriageway	Offside	Unknown	Parked vehicle	None
5	Car (excluding private hire cars 2005 onwards)	-1	Male	56 - 65	Vehicle is parked in the carriageway	Back	Unknown	None	None

Casualties

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



Validated Data

Crash Date:

Sunday, October 13, 2019

Time of Crash:

21:20:00

Crash Reference: 2019320548504

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

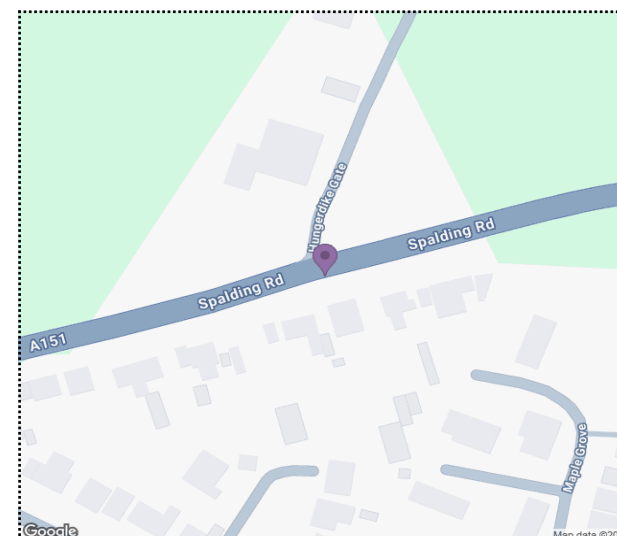
For more information about the data please visit: www.crashmap.co.uk/home/faq

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



Validated Data

Crash Date:	Thursday, February 13, 2020	Time of Crash:	11:02:00	Crash Reference:	2020320084739
Highest Injury Severity:	Slight	Road Number:	A151	Casualties:	2
Highway Authority:	Lincolnshire			Vehicles:	3
Local Authority:	South Holland			OS Grid Reference:	534306 324767
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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

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



Validated Data

Crash Date:

Thursday, February 13, 2020

Time of Crash: 11:02:00

Crash Reference: 2020320084739

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	15	Male	56 - 65	Vehicle proceeding normally along the carriageway, on a left hand bend	Offside	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	20	Male	66 - 75	Vehicle proceeding normally along the carriageway, on a right hand bend	Offside	Unknown	None	None
3	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other
2	2	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/faqTo subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Monday, February 17, 2020
Highest Injury Severity: Slight
Highway Authority: Lincolnshire
Local Authority: South Holland
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Darkness: street lights present but unlit
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

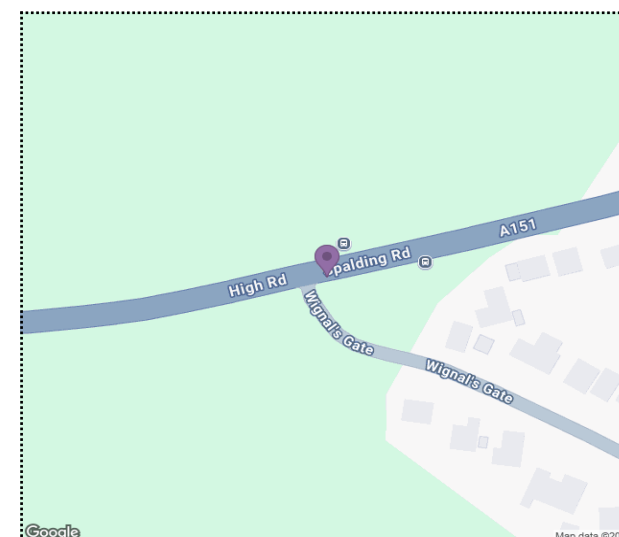
Time of Crash: 11:00:00
Road Number: A151

Crash Reference: 2020320092141

Casualties: 2

Vehicles: 2

OS Grid Reference: 534124 324713



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

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Validated Data

Crash Date:

Monday, February 17, 2020

Time of Crash: 11:00:00

Crash Reference: 2020320092141

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
2	Car (excluding private hire cars 2005 onwards)	5	Female	66 - 75	Vehicle is in the act of turning right	Back	Unknown	None	None

Casualties

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

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Validated Data

Crash Date: Wednesday, March 25, 2020

Time of Crash: 14:10:00

Crash Reference: 2020320162939

Highest Injury Severity: Serious

Road Number: A151

Casualties: 1

Highway Authority: Lincolnshire

Vehicles: 2

Local Authority: South Holland

OS Grid Reference: 534098 324711

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 60

Light Conditions: Daylight: regardless of presence of streetlights

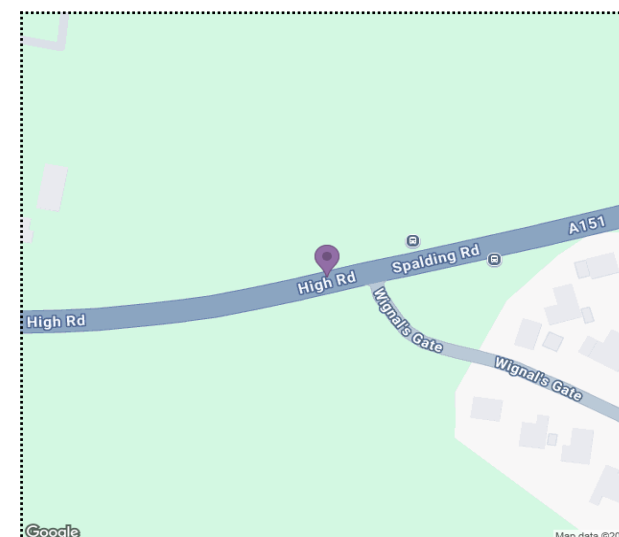
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



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Validated Data

Crash Date:

Wednesday, March 25, 2020

Time of Crash: 14:10:00

Crash Reference: 2020320162939

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	4	Female	26 - 35	Vehicle is slowing down or stopping	Back	Commuting to/from work	None	None
2	Car (excluding private hire cars 2005 onwards)	4	Male	21 - 25	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	21 - 25	Unknown or other	Unknown or other

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Validated Data

Crash Date: Tuesday, October 13, 2020

Time of Crash: 13:15:00

Crash Reference: 2020320539656

Highest Injury Severity: Fatal

Road Number: A151

Casualties: 1

Highway Authority: Lincolnshire

Vehicles: 1

Local Authority: South Holland

OS Grid Reference: 534423 324806

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 50

Light Conditions: Daylight: regardless of presence of streetlights

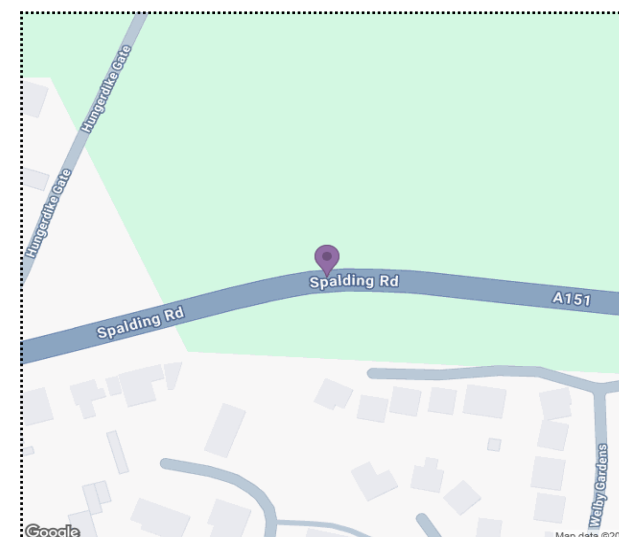
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Unknown



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Validated Data

Crash Date:

Tuesday, October 13, 2020

Time of Crash:

13:15:00

Crash Reference: 2020320539656

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	1	Male	Over 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	Entered ditch

Casualties

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

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

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Validated Data

Crash Date: Tuesday, May 24, 2022

Time of Crash: 16:27:00

Crash Reference: 2022320297870

Highest Injury Severity: Slight

Road Number: A151

Casualties: 4

Highway Authority: Lincolnshire

Vehicles: 3

Local Authority: South Holland

OS Grid Reference: 534108 324716

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 50

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

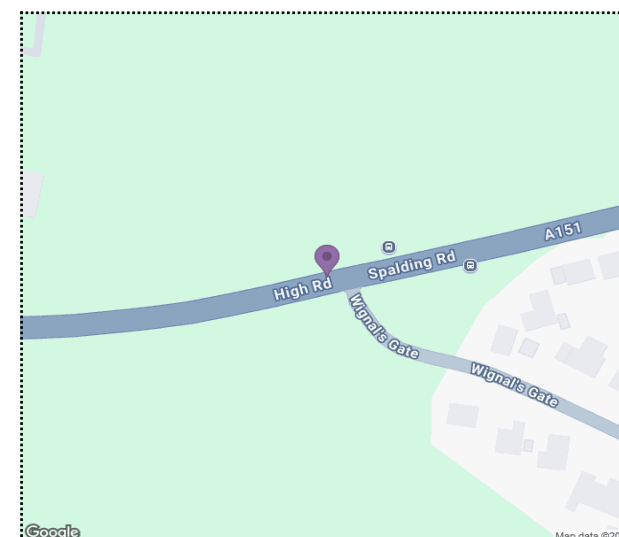
Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled

Vehicles Involved



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Validated Data

Crash Date:

Tuesday, May 24, 2022

Time of Crash: 16:27:00

Crash Reference: 2022320297870

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	9	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	7	Female	21 - 25	Vehicle is slowing down or stopping	Back	Unknown	None	None
3	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	10	Female	46 - 55	Vehicle is slowing down or stopping	Back	Commuting to/from work	None	None

Casualties

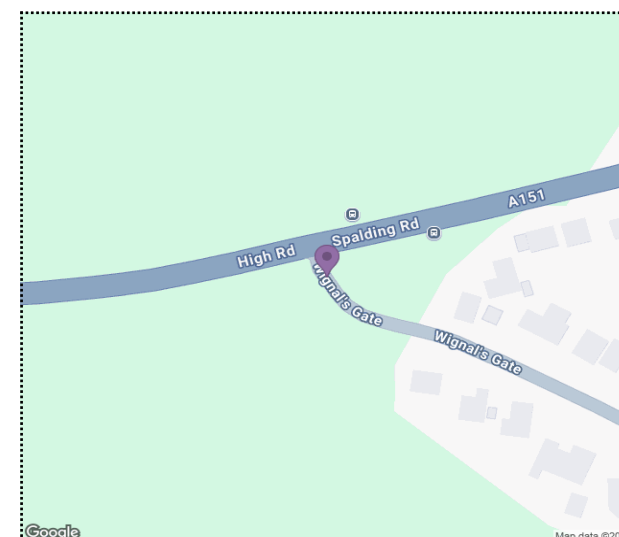
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	2	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other
2	4	Slight	Vehicle or pillion passenger	Female	21 - 25	Unknown or other	Unknown or other
3	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

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Validated Data

Crash Date:	Friday, October 20, 2023	Time of Crash:	09:07:00	Crash Reference:	2023320652539
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	2
Highway Authority:	Lincolnshire			Vehicles:	2
Local Authority:	South Holland			OS Grid Reference:	534122 324703
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:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Crash Date:

Friday, October 20, 2023

Time of Crash:

09:07:00

Crash Reference: 2023320652539

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	2	Male	46 - 55	Vehicle is slowing down or stopping	Front	Journey as part of work	None	None
2	Car (excluding private hire cars 2005 onwards)	8	Female	56 - 65	Vehicle is waiting to turn left	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	2	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other
2	1	Slight	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other

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