



**1-198 SURFLEET ROAD, PINCHBECK
TRANSPORT STATEMENT**

**Minister Property Group
January 2022**

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1 Introduction

Civilistix Consulting Engineers has been retained by Minister Property Group to prepare a Transport Statement to support a planning application for 37 affordable dwellings at 1-198 Surfleet Road in Pinchbeck, Lincolnshire.

This Transport Statement has been prepared in accordance with the Planning Practice Guidance on 'Travel Plans, Transport Assessment and Statements' (March 2014) and should be read in conjunction with the other documents, plans and technical studies submitted to accompany the planning application.

1.1 Report Structure

The remainder of this report is structured as follows:

- Section 2: Existing Transport Conditions;
- Section 3: Policy Context;
- Section 4: Development Proposals;
- Section 5: Trip Generation;
- Section 6: Junction Capacity; and
- Section 7: Conclusions.

2 Existing Context

This chapter of the Transport Statement sets out the existing transport conditions surrounding the site including local amenities that are closest to the site and access via non-car modes of transport to and from the site.

2.1 Site Location

The site is located to the east of Surfleet Road in Pinchbeck and is not currently developed. Pinchbeck is a village in the South Holland district of Lincolnshire that lies circa 4km to the north of Spalding. Surfleet Road is a single carriageway road which runs north to south through Pinchbeck. The area to the west and south of the site is primarily residential, with the area to the north and east of the site being primarily employment, including the Birchgrove Garden Centre. The site location is illustrated in **Figure 1** below.

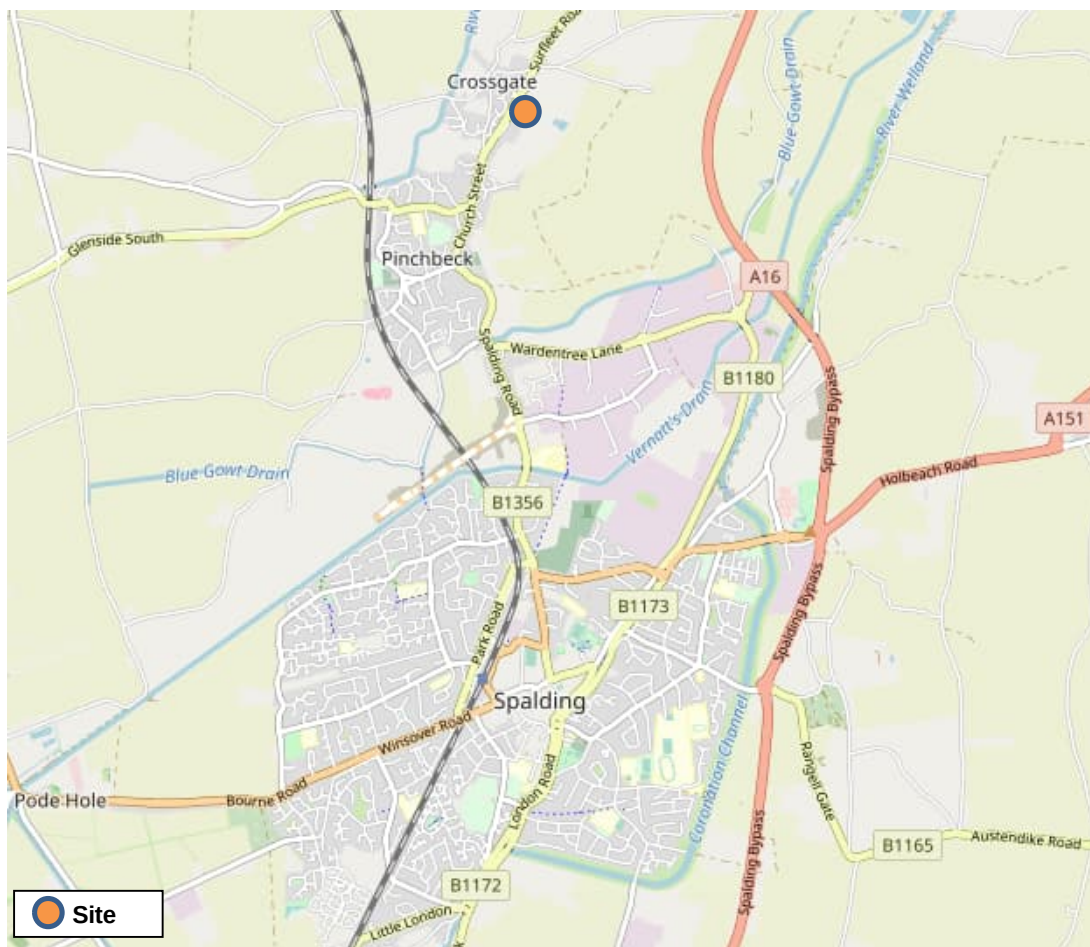


Figure 1 – Site Location

2.2 Walk and Cycle Accessibility

The National Planning Policy Framework (NPPF) does not provide any specific guidance on walking distances. Manual for Streets (MfS) states that:

“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km.”

Figures 2 and 3 below provides the 10 and 30 minute walking isochrones from the site, which equate to a circa 800m and 2.4km walking distance respectively.

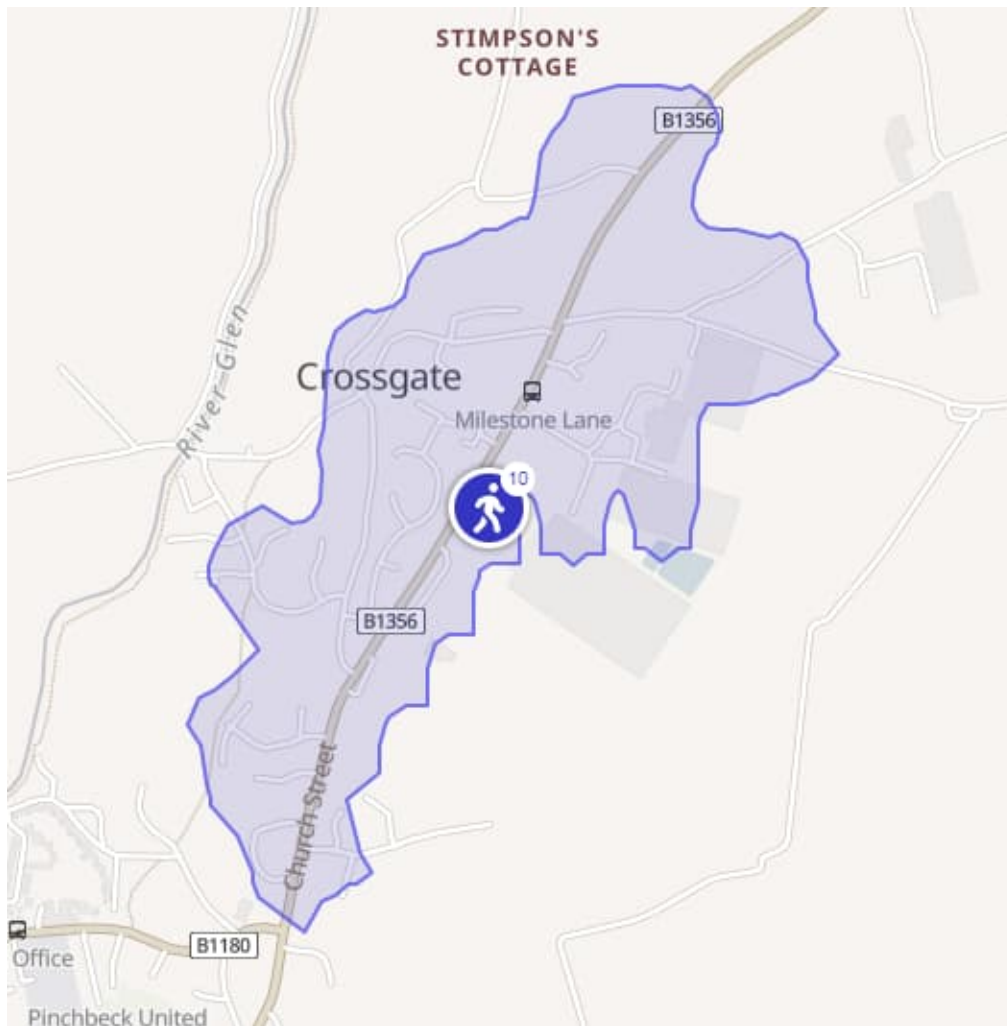


Figure 2 – 10 Minute Walking Isochrone

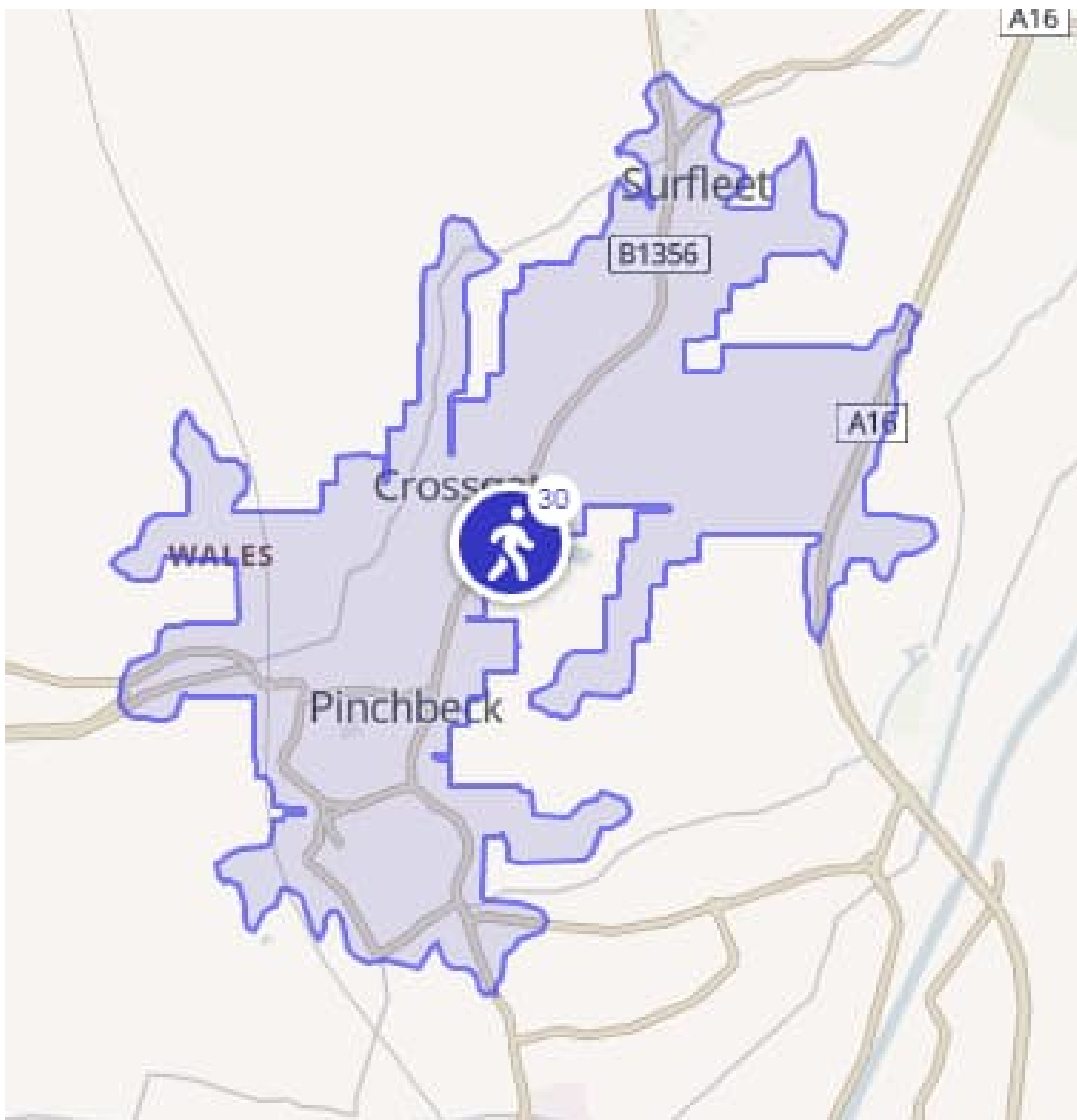


Figure 3 – 30 Minute Walking Isochrone

A set of bus stops and residential areas can be accessed within 10 minute (800m) walk from the site. It can also be seen from **Figure 3** that all of Pinchbeck, Crossgate and Surfleet are within a 30-minute walk of the site. Within Pinchbeck is the ABC Day Nursery, Pinchbeck Church of England Primary School as well as a Spar convenience store, post office, two churches, two pubs, a garden centre and various retail outlets and takeaways.

A footway is provided along the western side of Surfleet Road in the vicinity of the site and south of Oldham Drive a footway is provided along both sides of Surfleet Road. An uncontrolled crossing with dropped kerbs and tactile paving is provided south of Oldham Drive and a signal-controlled pedestrian crossing is provided over Surfleet Road north of Knight Street.

Central Government research states that cycling has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport. Cycling is an attractive form of travel and it is reasonable to expect that for able-bodied people a cycle distance of 5km is readily achievable and attractive. **Figure 4** below shows the 15 minute cycle isochrone from the site, which is considered to be equivalent to a 5km cycle distance, and shows that Pinchbeck and some of the surrounding villages are within cycling distance of the site as well as parts of Spalding.

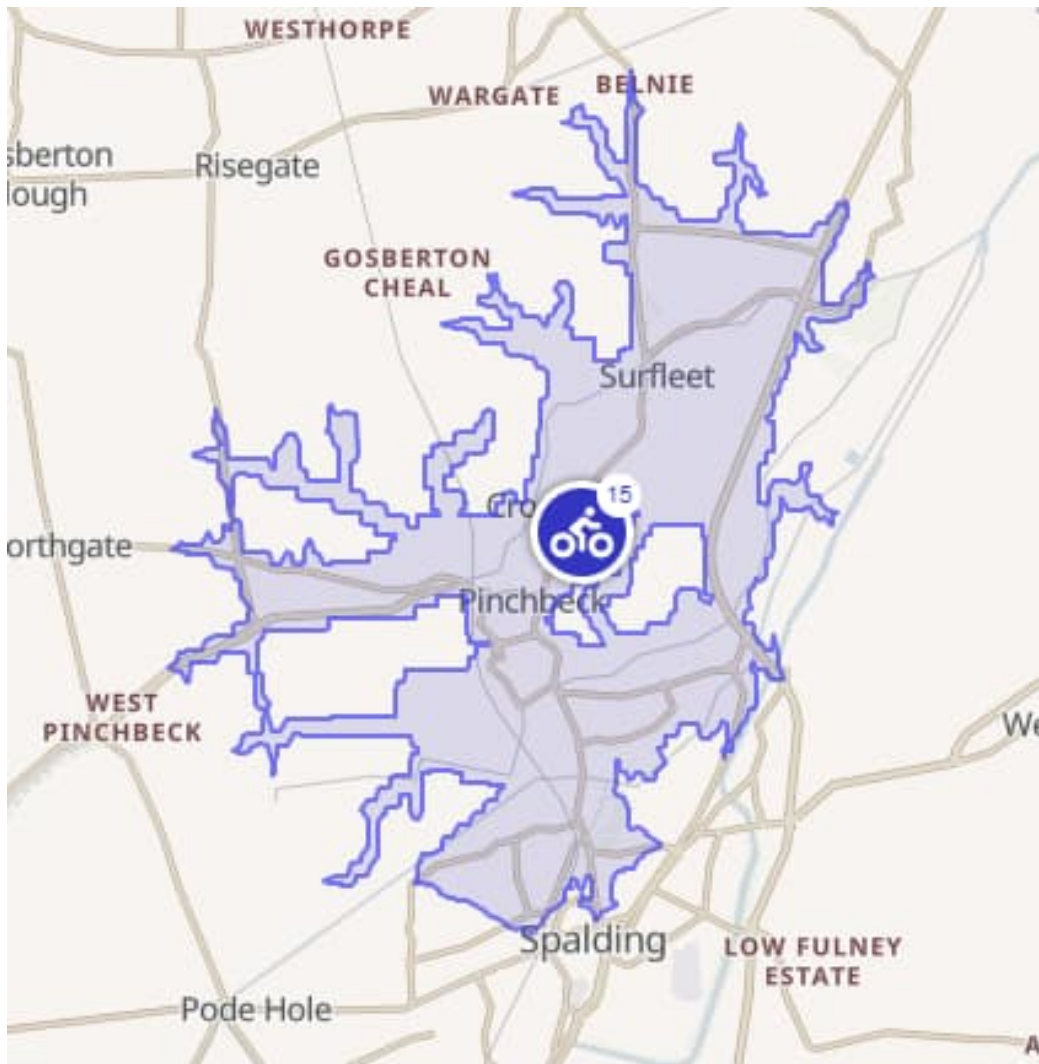


Figure 4 – 15 Minute Cycle Isochrone

There is no formal cycle infrastructure in the vicinity of the site. The nearest National Cycle Route is Route 12, which starts in Spalding and routes south on-road via Welland Bank and Gravel Causeway to Crowland and then off-road to Peakirk and then a mixture of on and off-road routes to Peterborough. **Figure 5** is an extract of the Sustrans National Cycle Route network map.

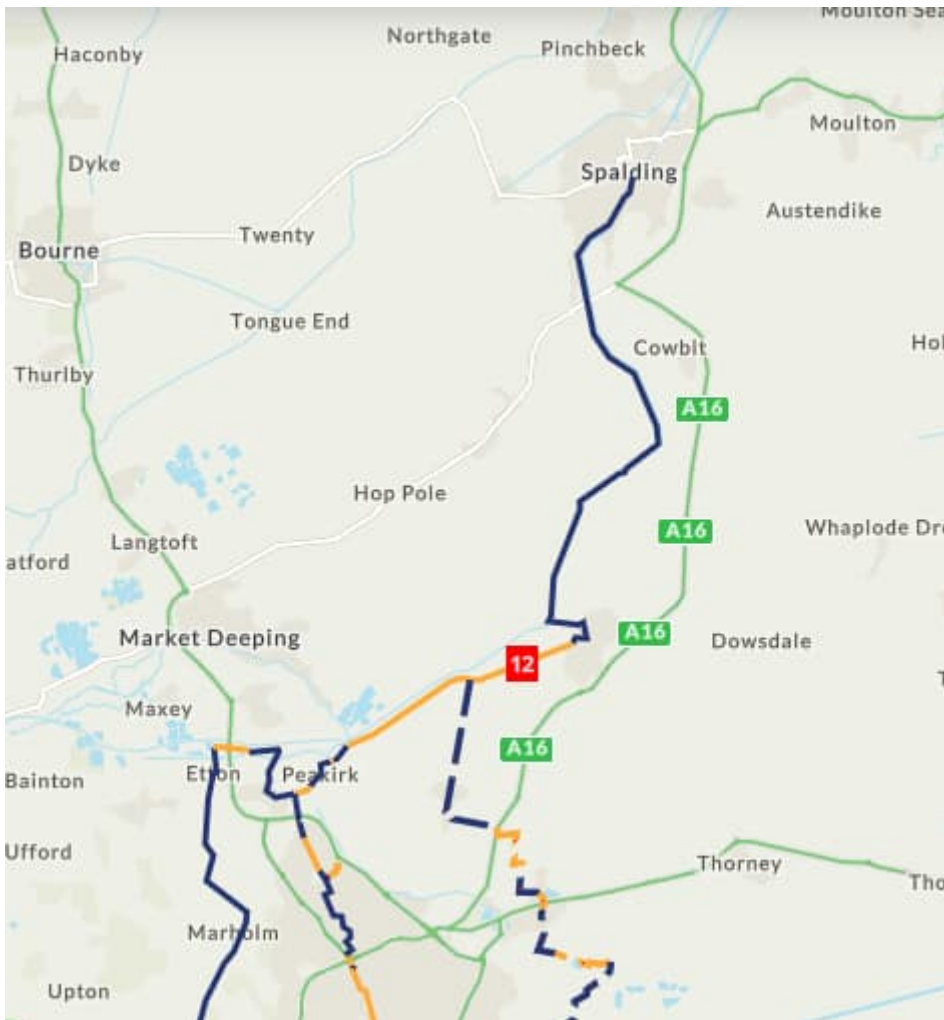


Figure 5 – Extract from Sustrans National Cycle Network

2.3 Public Transport

There are two sets of bus stops in the vicinity of the site on Surfleet Road; one set of bus stops immediately to the north of the site near Milestone Lane (within 240m of the site access) and one set of bus stops immediately to the south near Oldham Drive (within 230m of the site access). Both sets of bus stops are served by routes B13, G76 and K59, which are operated by Brylaine.

Services B13 and K59 route between Boston and Spalding via Pinchbeck at an hourly frequency from Monday to Saturday. There are no services on a Sunday.

In addition, Service G76 routes between Gosburton Risegate and Spalding via Pinchbeck on school days only and during the AM and PM school drop off and pick up hours.

The nearest railway station to the site is Spalding, which is managed by East Midlands Railway. The station has an hourly service in both directions between Monday and Saturday with no services running on a Sunday. Southbound services run to Peterborough and northbound to Sleaford and Lincoln, with some services continuing to Doncaster and Newark North Gate.

2.4 Existing Travel Patterns

Census 2011 data has been used to provide an understanding of the mode share for people travelling to work in the area (Census Super Output Area (SOA) South Holland 005D (E01026260)) as shown in **Figure 6** below.

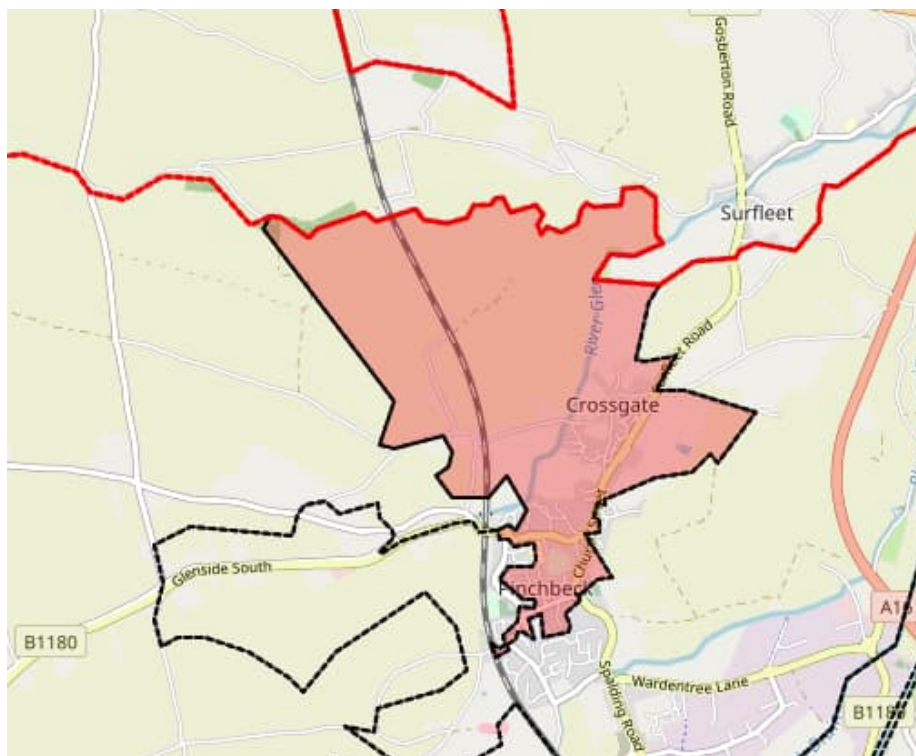


Figure 6 – Census Super Output Area South Holland 005D (E01026260)

Table 1 below presents the 2011 census mode share for the journey to work for the output area that the site lies in and compares it to the mode share for South Holland district.

Mode	South Holland 005D Mode Share	South Holland District Mode Share
Working from home	7%	6%
Underground / Rail	1%	1%
Bus	2%	2%
Taxi	1%	0%
Motorcycle	1%	1%
Car driver	70%	71%
Car passenger	8%	7%
Bicycle	6%	4%
Pedestrian	5%	9%
Other	0%	1%

Table 1 – Mode Share – Journey to Work (2011 Census South Holland 005)

The Census data shows that 7% of people work from home, 70% of people drive to work, 4% of people use public transport and 11% travel on foot or bike. The mode share of residents in Pinchbeck in the vicinity of the site is similar to the mode share for the journey to work for South Holland District.

2.5 Highway Network

The A16 is the key route in the area running between Grimsby to the north and Peterborough to the south. The A16 is accessed from Pinchbeck via B1180 Wardentree Lane or the A152.

Surfleet Road is a single carriageway road with street lighting. The speed limit is 30mph south of Oldham Drive and changes to 50mph to the north.

An Automatic Traffic Count (ATC) was commissioned on Surfleet Road at the location of the proposed site access to obtain traffic flows and vehicle speeds. The survey was undertaken for a week between 20th and 26th November 2021, inclusive. The ATC results are included as **Appendix A** of this report and summarised in **Table 2** below.

Direction	AM Peak Weekday Vehicle Flow (08:00-09:00)	PM Peak Weekday Vehicle Flow (17:00-18:00)	Average Weekday Vehicle Flow (veh)	Mean speed (mph)	85 th percentile speed (mph)
Northbound	306	361	4,224	41mph	48mph
Southbound	395	302	4,242	39mph	45mph
Two-way	701	663	8,466	40mph	47mph

Table 2 – Observed Vehicular Flows and Speeds on Surfleet Road (November 2021)

It can be seen from **Table 2** that the 85th percentile speed (47mph) is within the posted speed limit (50mph). The observed two-way weekday vehicular flow on Surfleet Road is 8,466 vehicles per day. There is an average of 701 two-way vehicles in the weekday AM peak hour (08:00-09:00) and an average of 663 two-way vehicles in the weekday PM peak hour (17:00-18:00).

2.6 Accident History

Accident data for the most recent 3 year period has been obtained from the Crashmap database, which summarises the Personal Injury Collisions (PICs) for the surrounding highway network. **Figure 7** shows the location of the PICs over the last 3 year period.



Figure 7 – Personal Injury Collisions (2018 – 2020)

There has been one PIC on Surfleet Road in the vicinity of the site (near Oldham Drive) within the last 3 years. The PIC was recorded in August 2020 and resulted in slight injury. It involved three vehicles with two vehicles proceeding straight on Surfleet Road and one vehicle turning right at Oldham Drive. The drivers/passengers were slightly injured. No vulnerable road users were involved.

There has also been 1 slight and 1 serious PIC at the junction of Surfleet Road with Milestone Lane. The serious PIC occurred in January 2018 in wet and dark conditions and involved 3 cars proceeding normally along Surfleet Road, with one vehicle held up, which caused the collision. One of the drivers was seriously injured. The slight PIC occurred in February 2020 occurred in dry but dark conditions and involved a car colliding head on with an agricultural vehicle with the driver of the agricultural vehicle being slightly injured.

There are no clusters of PICs within the vicinity of the site and the level of PICs is considered to be low over a 3 year period.

3 Policy Context

3.1 National Policy and Guidance

National Planning Policy Framework (NPPF)

The National Planning Policy Framework (July 2021) sets out the Government's planning policies for England and how these are expected to be applied. Section 9 of the NPPF sets out the national policy on promoting sustainable transport.

The NPPF distinguishes between housing in urban and rural areas. Paragraph 105 sets out how maximising sustainable transport solutions may vary between urban and rural locations:

"...Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

With regards to rural housing, the NPPF states at paragraph 78 that *"In rural areas, planning policies and decisions should be responsive to local circumstances and support housing developments that reflect local needs..."*

Paragraph 79 goes on to state that *"To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities...."*

Paragraph 110 identifies that appropriate opportunities should be taken to promote sustainable transport modes given the type of development and its location, with safe and sustainable access for all users. It states that it should be ensured that:

- a. *"appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b. *safe and suitable access to the site can be achieved for all users;*
- c. *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d. *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

Paragraph 111 goes on to state that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Paragraph 112 recognises that there is a hierarchy of modes with priority given first to pedestrian and cycle movements and second, so far as possible, to public transport use.

The framework supports the provision of Travel Plans to manage demand and the provision of sustainable facilities on site to reduce the need to travel where practical. Paragraph 113 states that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

National Planning Practice Guidance

Following the withdrawal in October 2014 of The Department for Transport (DfT) 'Guidance on Transport Assessment' (March 2007) , the DfT published the Planning Practice Guidance (NPPG) suite of guidance, which is continually being updated. This guidance is intended to assist all stakeholders in determining whether an assessment may be required and, if so, what level and scope that assessment should include.

The "Travel Plans, Transport Assessments and Statements" section of NPPG was last updated in July 2018 and summarises what these documents are and how they relate to each other. It goes on to summarise the key principles of a Travel Plan, Transport Assessment and Transport Statement and what should be included in them.

With regards to scope and level of detail to be included in a Transport Assessment or Statement the guidance states that this will vary from site to site, but the following should be considered when settling the scope of the proposed assessment:

- *"information about the proposed development, site layout, (particularly proposed transport access and layout across all modes of transport)*
- *information about neighbouring uses, amenity and character, existing functional classification of the nearby road network;*
- *data about existing public transport provision, including provision/ frequency of services and proposed public transport changes;*
- *a qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and in the vicinity of the site;*
- *an assessment of trips from all directly relevant committed development in the area (i.e. development that there is a reasonable degree of certainty will proceed within the next 3 years);*
- *data about current traffic flows on links and at junctions (including by different modes of transport and the volume and type of vehicles) within the study area and identification of critical links and junctions on the highways network;*
- *an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area;*
- *an assessment of the likely associated environmental impacts of transport related to the development, particularly in relation to proximity to environmentally sensitive areas (such as air quality management areas or noise sensitive areas);*
- *measures to improve the accessibility of the location (such as provision/enhancement of nearby footpath and cycle path linkages) where these are necessary to make the development acceptable in planning terms;*
- *a description of parking facilities in the area and the parking strategy of the development;*
- *ways of encouraging environmental sustainability by reducing the need to travel; and*
- *measures to mitigate the residual impacts of development (such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads."*

3.2 Local Policy

South East Lincolnshire Local Plan (2011-2036) (SELLP)

The South East Lincolnshire Local Plan 2011-2036 was adopted in March 2019 and sets out the overall approach to development in South East Lincolnshire to 2036.

Pinchbeck is identified as main service centre within the Local Plan, and *“development will be permitted that supports their role as a service centre for the settlement itself, helps sustain existing facilities or helps meet the service needs of other local communities.”*

Policy 11: Distribution of New Housing allocates 252 new houses in Pinchbeck. The proposed development site is identified as site Pin019 ‘Land East of Surfleet Road’ within the Pinchbeck Policy Map and Policy 11 of the Local Plan allocates 34 new dwellings at the proposed development site. Land just to the north of the development site (Pin065 ‘Birchgrove Garden Centre’) is allocated 49 dwellings on the site.

Policy 33: Delivering a More Sustainable Transport Network identifies the following priorities:

“A. For the road-based transport network this will be by:

- 1. working with the Local Highway Authority to militate against congestion at pinch points and continuing to actively manage roads under its control;*
- 2. securing the delivery of new local access roads to open-up allocations and other locations for development;*
- 3. enabling the delivery of the Northern and Southern sections of the Spalding Western Relief Road, associated junctions and crossing points;*
- 4. enabling the delivery of Phase 2 of the Boston Distributor Road, associated junctions and crossing points;*
- 5. enabling the delivery of improvements to the A17/A151 Peppermint junction, Holbeach and associated new access junction on the A151; and*
- 6. identifying safeguarding routes on the Policies Map, within which sections 2 and 3 of the Spalding Western Relief Road and Phase 3 of the Boston Distributor Road will be delivered (outside this Plan period). Any development that would prejudice the design of this infrastructure will not be permitted.*

B. For the rail-based transport network this will be by working with Network Rail, train operators and community rail partnerships to:

- 1. improve inter and sub-regional links to neighbouring centres by ensuring that the area is served by high-quality rail transport links;*
- 2. enhance connectivity between other forms of sustainable travel and the rail network by providing improved interchange facilities; and*
- 3. investigate the potential to improve connectivity to Spalding railway station;*
- 4. seek to secure improved rail services as part of the new East Midlands franchise due to commence in October 2018.*

C. For cycling, walking and other sustainable transport this will be by:

- 1. protecting existing footpaths, cycle routes and public rights of way from development;*
- 2. improving connectivity to create a more coherent walking and cycling network through the provision of new multi-user routes, including:*
 - i. between Fenside Road, Boston town centre and Beech Wood;*
 - ii. alongside the South Forty Foot Drain, Boston;*
 - iii. along the former Boston-Woodhall Spa railway line;*
 - iv. between Market Way, Pinchbeck, and Woolram Wygate, Spalding; and*
 - v. alongside the Coronation Channel (east bank), Spalding;*
 - vi. along West Elloe Avenue and Enterprise Way, Spalding.*

3. ensuring that major new developments provide for walking and cycling routes and/or links to existing networks, to key public transport corridors and to transport interchanges;
4. protecting the 'key public transport corridors' and supporting the ongoing provision, and, where appropriate, extension of bus services, in partnership with bus operators; and
5. helping to ensure the continuous and safe operation of the Port of Boston and the Port of Sutton Bridge."

Policy 36: Vehicle and Cycle Parking states that:

"All new development, including change of use, should provide vehicle and cycle parking, in accordance with the minimum Parking Standards adopted by the Local Planning Authorities (in Appendix 6), unless a high quality-design can demonstrate that a lower standard of provision delivers the requirements set out" in the policy.

It goes on to state that:

"To demonstrate compliance with this policy, a Transport Assessment and associated Travel Plan should be submitted with proposals. The form will be dependent upon the scale and nature of the development and should be agreed through early discussion with the Local Highway Authority."

The adopted parking standards are included in Appendix 6 of the Local Plan and are summarised as follows for residential uses:

Type of Development (Use Class)	Car Parking Standard	Cycle Parking Standard
Residential		
Houses and Flats (C3a)	Within the curtilage: • 2 spaces for dwellings with up to 3 bedrooms • 3 spaces for dwellings with 4 or more bedrooms A garage can count as one space if it is 2.6m x 5.6m internal width, with an additional 1m at the end to park cycles Where it can be justified by the character and location of the site the standards may be relaxed for one bedroom dwellings, including flats to one garage or parking space per unit and 1 additional space per 3 units for visitors.	1 space within each residential plot or 1 space per unit within a flatted development Where it can be justified by the character and location of the site the standards may be relaxed.

4 Development Proposals

4.1 Development Quantum

It is proposed to provide 37 affordable dwellings on land to the east of Surfleet Road, which is an allocated site within the adopted South East Lincolnshire Local Plan. The development masterplan is included as **Appendix B** of this report.

The proposed development mix is as follows:

- 4 x 1 bedroom houses;
- 15 x 2 bedroom houses;
- 16 x 3 bedroom houses; and
- 2 x 4 bedroom houses.

4.2 Parking

It is proposed to provide a total of 84 car parking spaces for the 41 affordable residential units. A summary of the parking provision compared against the parking standards is provided in **Table 3** below.

Bedrooms	Car parking standard	Provision based on standard	Proposed car parking provision
1 bedroom houses	2 spaces / unit	8 spaces	8 spaces
2 bedroom houses	2 spaces / unit	30 spaces	30 spaces
3 bedroom houses	2 spaces / unit	32 spaces	32 spaces
4 bedroom houses	3 spaces / unit	6 spaces	4 spaces
Total		84 spaces	84 spaces

Table 3 – Proposed Parking Provision

Table 3 demonstrates that the proposed car parking provision is in accordance with the parking standards.

A minimum of 1 cycle parking space per unit will be provided in accordance with the parking standards.

4.3 Access and Servicing

It is proposed to access the site via a new priority junction on Surfleet Road as shown in the proposed masterplan included in **Appendix B** and the access design included in **Appendix C** of this report.

The speed limit on Surfleet Road in the vicinity of the site is 50mph and the observed 85th percentile speed is 47mph. In accordance with Design Manual for Roads and Bridges (DMRB) the visibility splay of 2.4m x 160m should be provided. The visibility splays in accordance with the standards are shown on Drawing C-005 Rev A included in **Appendix C** of this report.

Swept path analysis of a refuse vehicle serving the site via the new site access junction is also shown on Drawing C-005 Rev A included in **Appendix C** of this report.

A new footway is proposed to be provided along the Surfleet Road frontage of the site to the north of the site access to connect into the existing footway and the bus stops to the north of the site. In addition, a short section of footway is proposed to the south of the site access which will provide an uncontrolled crossing point for pedestrians to access the existing footway on the western side of Surfleet Road. The crossing point will include dropped kerbs and tactile paving on both sides of Surfleet Road.

5 Trip Generation and Distribution

This section summarises the forecast trips generated by the development. There is no existing land use for the site and therefore all trips generated by the site will be new to the network. As set out in **Section 3** of this report, the site is allocated for residential development within the South East Lincolnshire Local Plan 2011-2036, which was adopted in March 2019.

5.1 Proposed Trip Generation

All of the proposed residential units are proposed to be affordable. The TRICS trip rate database has been interrogated to derive vehicle trips rates for affordable houses. The TRICS output is included in **Appendix D**. The following search criteria were used to derive the trip rates for affordable houses (NB. where not stated, default settings were used):

- Affordable houses:
 - o Land Use: affordable/local authority houses
 - o Region: England excluding Greater London
 - o Number of dwellings: 14 – 280 (default range but actual range is 16-80 dwellings)
 - o Days of the week: Monday - Friday
 - o Location: Suburban, Edge of Town
 - o Survey dates: Default (01/01/13 to 19/10/18)

Table 4 below summarise the trip rates for the proposed affordable houses and applies the trip rates to the proposed quantum of development (i.e. 37 houses) to forecast the vehicular trips generated by the development in the AM and PM peak hours.

Affordable houses	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	In	Out	Two-way	In	Out	Two-way
Vehicle trip rates	0.150	0.283	0.433	0.253	0.181	0.434
Vehicle trips	6	12	18	10	7	18

Table 4 – TRICS Vehicle Trip Rates and Development Vehicular Trip Generation

Table 4 shows that the total number of expected new trips in the network peak hours would be 18 two-way vehicular trips in the AM and PM peak hours. The total number of new trips is therefore expected to be minimal – circa one two-way vehicle movement every 3 to 4 minutes.

5.2 Trip Distribution

For the assessment of the trips generated in the AM and PM network peak hours, the trips have been distributed onto the highway network based on the observed proportions of traffic on the network in the traffic surveys undertaken in November 2021, which is summarised in **Table 5** below.

	Observed Traffic Flows		Traffic Distribution	
	Northbound	Southbound	Northbound	Southbound
AM peak hour (08:00-09:00)	306	395	44%	56%
PM peak hour (17:00-18:00)	361	302	54%	46%

Table 5 – Trip Distribution Surfleet Road

6 Junction Capacity

This section summarises the capacity assessment of the proposed site access to demonstrate that it would operate within capacity and would not have a severe impact on the highway network in accordance with the NPPF.

6.1 Baseline Traffic Flows

Section 2 summarised the observed trips on Surfleet Road. The observed baseline traffic flows on Surfleet Road (averaged over 5 weekdays in November 2021) are 701 two-way vehicles in the weekday AM peak hour (08:00-09:00) and 663 two-way vehicles in the weekday PM peak hour (17:00-18:00).

6.2 Future Baseline Traffic Flows

The baseline traffic has been growthed to a future year of 2027, which is 5 years from the submission of the application, by which time the development is expected to be fully occupied.

TEMPro (Version 7.2c) has been used to provide the relevant growth factors for the future year assessment. TEMPro is a modelling tool designed to allow users to look at the growth in trip ends, using actual and forecast data supplied by the Department for Transport (DfT). The TEMPro traffic growth can be refined in terms of geographical area, the mode of transport; the time of day; and by the base and future years. **Table 6** below summarises the TEMPro growth factors for 2021 – 2027 for South Holland 005 (E02005469) adjusted with NTEM.

South Holland 005	Growth Factor
AM peak period	1.0410
PM peak period	1.0403

Table 6 – TEMPro growth rates

Table 7 summarises the future year baseline flows on Surfleet Road for 2027, which are derived from the 2021 observed traffic flows growthed to 2027 by the TEMPro growth rates in **Table 6**.

	2021 observed traffic flows		2027 future baseline traffic flows	
	Northbound	Southbound	Northbound	Southbound
AM peak hour (08:00-09:00)	306	395	319	411
PM peak hour (17:00-18:00)	361	302	376	314

Table 7 – Future baseline traffic flows – Surfleet Road

6.3 Development Traffic Flows

Section 5 summarised the forecast vehicle generation of the proposed development and trip distribution. There are forecast to be 18 two-way trips generated by the development in the AM and PM peak hours.

Table 8 summarises the distribution of the forecast trip generation.

	To/from the north		To/from the south	
	In	Out	In	Out
AM peak hour (08:00-09:00)	3	5	3	7
PM peak hour (17:00-18:00)	5	4	5	3

Table 8 – Development Trip Generation and Distribution

6.4 Site Access Capacity Assessment

Junctions 9 (PICADY) software has been used to assess the capacity of the proposed site access junction for the 2027 future year + development flows. The PICADY output file is included in **Appendix E** and the results are summarised in **Tables 9** and **10** below for the AM and PM peak hours, respectively.

Stream	Max RFC	Max Delay (sec)	Max Queue (veh)	Max Level of Service
Site Access (Arm B)	0.02	7.77	0.0	A
Right Turn from Surfleet Road (Arm C)	0.01	4.89	0.0	A

Table 9 – Site Access Capacity Assessment – 2027 Base + Development (AM Peak)

Stream	Max RFC	Max Delay (sec)	Max Queue (veh)	Max Level of Service
Site Access (Arm B)	0.02	7.80	0.0	A
Right Turn from Surfleet Road (Arm C)	0.01	4.59	0.0	A

Table 10 – Site Access Capacity Assessment – 2027 Base + Development (PM Peak)

It can be seen from the results that the proposed site access will operate with a level of service A and well within capacity.

7 Conclusion

Civilistix Consulting Engineers has been retained by Minister Property Group to prepare a Transport Statement to support a planning application for 37 affordable dwellings at 1-198 Surfleet Road in Pinchbeck, Lincolnshire.

The South East Lincolnshire Local Plan 2011-2036 was adopted in March 2019 and sets out the overall approach to development in South East Lincolnshire to 2036. Policy 11: Distribution of New Housing allocates 252 new houses in Pinchbeck. The proposed development site is identified as site Pin019 'Land East of Surfleet Road' within the Pinchbeck Policy Map and Policy 11 of the Local Plan allocates 34 new dwellings at the proposed development site.

The conclusions of this Transport Statement can be summarised as follows:

- The site is within walk and cycle distance of local facilities in Pinchbeck;
- The site has good accessibility to bus services;
- A review of the PIC data shows that there is not an existing accident issue in the vicinity of the site;
- Car and cycle parking are to be provided in accordance with current parking standards;
- It has been demonstrated that the proposed development will generate 18 two-way vehicular trips in the AM and PM peak hours, which is considered to have a negligible effect on the surrounding highway network;
- It has been demonstrated that the site access will operate within capacity and has been designed in accordance with relevant highway design standards.

In summary, there are no transportation reasons why the proposals should not receive planning consent.

Appendix A – ATC Survey Data

Capital Road Safety Northbound + Average

Globals

Report Id	CustomList-362
Descriptor	Capital Road Safety Northbound + Average
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2021-11-27T12:55:16
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	header.bmp
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	5.0.7.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	1699
Site Attribute	1969
File Name	D:\002 Projects\Capital Projects 2021\1969 - ATC Surveys 2021\EC0 Downloads\1699 0 2021-11-27 1224.EC0
File Type	Plus
Algorithm	Factory default axle
Description	B1356 Surfleet Road, Pinchbeck, LC approx 76m S Bridgewater Lane [50mph]
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2021-11-18T21:20:38
Start Time	2021-11-19T00:00:00
Finish Time	2021-11-27T12:23:38
Operator	JMT
Configuration	80 00 0f a8 a8 00 00 00 00 00

Profile

Name	Capital Road Safety Northbound + Average
Title	Capital Traffic Northbound + Average
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2021-11-20T00:00:00
Filter End	2021-11-27T00:00:00
Class Scheme	DfT-UK
	F Cls(1-11) Dir(N) Sp(0,99) Headway(0) Span(0 - 328.084) Lane(0-16)
Low Speed	0
High Speed	99
Posted Limit	37
Speed Limits	37 37 37 37 37 37 37 37 37 37
Separation	0.000
Separation Type	Headway
Direction	North
Encoded Direction	1

Capital Road Safety Northbound + Average

Column

Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Mean	Average speed
Vpp 85	Percentile speed

Capital Road Safety Northbound + Average

Report Id - CustomList-362

Site Name - 1699

Description - B1356 Surfleet Road, Pinchbeck, LC approx 76m S Bridgewater Lane [50mph]

Direction - North

20 November 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	13	0	1	6	6	0	0	0	0	0	0	0	46.8	49.4
0100	9	0	0	2	5	1	0	0	0	0	1	0	43.6	-
0200	7	0	0	3	3	1	0	0	0	0	0	0	44.9	-
0300	9	0	0	2	7	0	0	0	0	0	0	0	47.5	-
0400	15	0	0	6	7	1	0	0	0	0	1	0	48.1	58.2
0500	27	0	0	6	18	3	0	0	0	0	0	0	46.8	53.7
0600	81	0	0	25	52	2	0	0	1	0	0	1	44.5	51.5
0700	135	1	0	33	94	4	0	0	1	0	0	2	43.2	48.3
0800	173	1	0	48	111	5	0	0	3	0	4	1	41.8	48.7
0900	226	2	0	84	128	8	1	0	0	0	2	1	41.7	48.2
1000	304	0	0	130	161	6	0	0	5	0	0	2	41.1	45.7
1100	328	1	3	127	187	6	0	0	0	0	4	0	40.9	46.4
1200	316	0	4	120	178	4	0	0	4	0	4	2	42.5	48.1
1300	291	0	0	116	167	3	0	0	2	0	2	1	42.4	47.3
1400	275	0	1	116	146	9	0	0	0	0	2	1	41.2	47.8
1500	248	0	0	98	143	5	0	0	1	0	1	0	42.1	47.7
1600	241	0	3	89	140	4	0	0	3	0	0	2	41.9	47.3
1700	223	1	0	88	127	4	0	0	0	0	0	3	42.9	49.5
1800	170	0	1	59	105	3	0	0	0	0	1	1	44.7	51.4
1900	132	0	0	42	86	4	0	0	0	0	0	0	46.3	54.4
2000	59	0	0	19	40	0	0	0	0	0	0	0	45.7	57.3
2100	57	0	1	21	35	0	0	0	0	0	0	0	44.6	51.1
2200	56	0	0	19	35	0	0	1	0	0	1	0	48.6	58
2300	18	0	0	6	10	1	0	0	0	0	1	0	44.3	49.6
07-19	2930	6	12	1108	1687	61	1	0	19	0	20	16	42.1	47.8
06-22	3259	6	13	1215	1900	67	1	0	20	0	20	17	42.4	48.4
06-00	3333	6	13	1240	1945	68	1	1	20	0	22	17	42.5	48.7
00-00	3413	6	14	1265	1991	74	1	1	20	0	24	17	42.6	48.7

Capital Road Safety Northbound + Average

Report Id - CustomList-362

Site Name - 1699

Description - B1356 Surfleet Road, Pinchbeck, LC approx 76m S Bridgewater Lane [50mph]

Direction - North

21 November 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	20	0	0	8	9	3	0	0	0	0	0	0	45.3	52.8
0100	16	0	0	3	12	1	0	0	0	0	0	0	51.1	66.5
0200	12	0	0	1	10	0	0	0	0	0	1	0	51.2	62.8
0300	10	0	0	2	8	0	0	0	0	0	0	0	46	-
0400	6	0	0	3	2	1	0	0	0	0	0	0	50.9	-
0500	26	0	0	9	15	2	0	0	0	0	0	0	48.9	58.2
0600	49	0	0	16	28	1	0	0	1	0	3	0	46	52.2
0700	69	0	1	20	45	2	1	0	0	0	0	0	46.2	52.7
0800	76	2	0	25	43	4	0	0	0	0	2	0	45.5	50.6
0900	140	0	0	53	82	1	0	0	2	0	2	0	44.7	49.8
1000	176	0	1	67	102	2	0	0	1	0	3	0	42.5	47.5
1100	256	0	0	103	147	2	0	1	0	0	3	0	41.8	47.1
1200	243	0	2	96	136	5	1	0	1	0	2	0	41.9	47.9
1300	209	0	2	84	113	6	1	0	0	0	3	0	41.5	47.7
1400	222	0	1	79	134	6	0	0	2	0	0	0	41.5	48.3
1500	207	0	11	70	119	2	0	0	2	0	3	0	43	49.2
1600	160	2	0	59	95	3	0	0	0	0	1	0	42.4	49
1700	123	0	1	53	66	3	0	0	0	0	0	0	43.3	49.2
1800	99	0	1	41	52	4	0	0	0	0	1	0	44.3	50.1
1900	117	0	0	43	71	3	0	0	0	0	0	0	44	50.5
2000	44	0	0	19	25	0	0	0	0	0	0	0	45.5	51.8
2100	32	1	0	17	14	0	0	0	0	0	0	0	46.8	54.7
2200	20	0	0	6	13	0	0	0	0	0	1	0	51.3	57.7
2300	11	0	0	4	6	1	0	0	0	0	0	0	48.4	61.3
07-19	1980	4	20	750	1134	40	3	1	8	0	20	0	42.7	48.7
06-22	2222	5	20	845	1272	44	3	1	9	0	23	0	43	49.1
06-00	2253	5	20	855	1291	45	3	1	9	0	24	0	43.1	49.2
00-00	2343	5	20	881	1347	52	3	1	9	0	25	0	43.3	49.3

Capital Road Safety Northbound + Average

Report Id - CustomList-362

Site Name - 1699

Description - B1356 Surfleet Road, Pinchbeck, LC approx 76m S Bridgewater Lane [50mph]

Direction - North

22 November 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	4	0	0	2	2	0	0	0	0	0	0	0	45.7	-
0100	6	0	1	1	3	0	0	0	0	0	1	0	46.1	-
0200	15	0	0	2	10	1	0	0	0	0	2	0	48	55.9
0300	6	0	0	1	5	0	0	0	0	0	0	0	44.5	-
0400	18	0	0	6	8	1	0	0	1	0	2	0	48.6	54.1
0500	49	0	0	12	33	3	0	0	0	0	1	0	47.2	53
0600	138	0	1	38	85	6	3	0	2	0	1	2	44.7	50.1
0700	282	1	1	110	153	9	0	0	5	0	2	1	41.8	47.5
0800	322	1	1	114	174	20	1	0	2	0	6	3	41.5	46.8
0900	233	0	0	94	115	12	0	0	5	0	6	1	40	46
1000	271	0	3	111	132	14	2	1	1	0	4	3	39.6	45.7
1100	285	1	0	118	137	19	1	1	4	0	3	1	40.6	45.7
1200	244	0	1	91	133	9	1	0	5	0	4	0	41.8	48.2
1300	254	3	0	90	135	21	1	0	0	0	4	0	40.2	46.1
1400	291	0	2	107	148	17	3	1	2	0	9	2	42	47.6
1500	340	1	0	131	177	24	0	0	0	0	5	2	39.9	46.1
1600	378	0	3	144	213	11	1	0	4	0	1	1	39.6	46
1700	358	0	3	135	207	8	0	0	1	0	3	1	42.1	47.6
1800	235	0	1	86	139	7	0	0	1	0	1	0	44.5	49.6
1900	157	0	1	45	105	3	0	0	0	0	3	0	45.8	51.8
2000	101	0	1	36	58	3	1	0	0	0	2	0	44.5	50.1
2100	46	0	1	23	20	1	0	0	0	0	1	0	45.7	52.6
2200	43	0	0	18	25	0	0	0	0	0	0	0	46.2	53.9
2300	17	0	1	4	10	1	0	0	0	0	1	0	47	52.8
07-19	3493	7	15	1331	1863	171	10	3	30	0	48	15	41.1	47
06-22	3935	7	19	1473	2131	184	14	3	32	0	55	17	41.5	47.6
06-00	3995	7	20	1495	2166	185	14	3	32	0	56	17	41.6	47.6
00-00	4093	7	21	1519	2227	190	14	3	33	0	62	17	41.7	47.9

Capital Road Safety Northbound + Average

Report Id - CustomList-362

Site Name - 1699

Description - B1356 Surfleet Road, Pinchbeck, LC approx 76m S Bridgewater Lane [50mph]

Direction - North

23 November 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	5	0	0	0	4	1	0	0	0	0	0	0	42.8	-
0100	10	0	1	4	4	0	0	0	0	0	1	0	47.5	-
0200	9	0	0	1	5	1	0	0	0	0	2	0	44.8	-
0300	15	0	0	5	7	2	0	0	0	0	1	0	45.9	60.2
0400	20	0	0	5	10	2	1	0	1	0	1	0	49.9	57.3
0500	40	0	0	10	27	2	0	1	0	0	0	0	47.7	54.7
0600	143	0	1	40	95	5	0	0	0	0	1	1	44.8	51
0700	267	1	2	114	136	8	0	0	2	0	3	1	42.8	49.5
0800	311	0	0	131	147	23	0	1	3	0	2	4	42	46.6
0900	265	0	0	90	148	14	1	0	2	0	6	4	41	47.4
1000	257	0	0	108	126	15	0	1	4	0	2	1	40.8	46.4
1100	269	0	1	96	152	12	1	0	1	0	3	3	40.6	45.7
1200	286	0	0	101	152	24	0	1	1	0	3	4	41.6	46.9
1300	306	2	0	107	183	7	0	1	1	0	2	3	41.7	46.1
1400	307	0	2	107	169	19	1	0	3	0	6	0	40.9	47.1
1500	338	0	3	125	178	22	2	1	0	0	6	1	37	42.9
1600	363	0	0	149	192	17	0	0	0	0	3	2	38.8	44.8
1700	335	0	3	117	205	4	0	0	1	0	2	3	41.4	47.9
1800	246	0	3	111	125	5	0	0	1	0	1	0	43.4	49.3
1900	162	0	0	41	116	3	0	1	0	0	0	1	45	51.2
2000	80	0	1	23	50	3	1	0	0	0	2	0	43.3	49.5
2100	46	0	0	24	20	1	0	0	0	0	1	0	45.9	52.8
2200	40	0	1	13	25	1	0	0	0	0	0	0	45.7	52.4
2300	15	0	0	6	8	1	0	0	0	0	0	0	45.2	53.7
07-19	3550	3	14	1356	1913	170	5	5	19	0	39	26	40.9	46.9
06-22	3981	3	16	1484	2194	182	6	6	19	0	43	28	41.3	47.4
06-00	4036	3	17	1503	2227	184	6	6	19	0	43	28	41.4	47.5
00-00	4135	3	18	1528	2284	192	7	7	20	0	48	28	41.5	47.8

Capital Road Safety Northbound + Average

Report Id - CustomList-362

Site Name - 1699

Description - B1356 Surfleet Road, Pinchbeck, LC approx 76m S Bridgewater Lane [50mph]

Direction - North

24 November 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	7	0	0	2	5	0	0	0	0	0	0	0	42.9	-
0100	9	0	0	2	5	0	0	0	0	0	2	0	50.1	-
0200	6	0	0	1	4	0	0	0	0	0	1	0	49.2	-
0300	13	0	0	3	7	0	0	0	0	0	2	1	49	61.8
0400	20	0	0	5	11	1	0	0	1	0	2	0	49.5	58.2
0500	45	1	1	10	30	2	0	0	1	0	0	0	49.4	59
0600	147	1	0	34	99	6	2	0	0	0	1	4	45.3	52.3
0700	284	1	2	115	137	16	0	0	3	0	9	1	41.4	47.7
0800	298	1	0	113	159	15	1	1	3	0	2	3	41.2	47.1
0900	258	1	0	88	134	19	1	0	2	0	8	5	39.2	46.4
1000	239	0	2	91	127	14	1	1	2	0	1	0	37.8	44
1100	273	0	1	99	145	11	2	1	4	0	8	2	36.5	42.8
1200	319	0	1	129	153	24	2	1	4	0	4	1	36.2	42.2
1300	319	0	0	106	182	21	0	0	2	0	5	3	38.7	44.9
1400	303	0	0	102	174	23	0	1	1	0	2	0	38.9	44.2
1500	351	1	1	121	187	32	1	1	5	0	1	1	38.4	44.6
1600	373	0	1	154	198	14	0	0	1	0	5	0	39.3	45.4
1700	372	0	5	127	225	5	0	0	2	0	6	2	41.6	47.3
1800	271	0	3	82	175	6	0	0	0	0	5	0	42.1	48.9
1900	147	1	0	49	86	6	0	0	0	0	4	1	44.7	50.5
2000	99	0	1	31	59	3	0	0	0	0	5	0	43.9	50.4
2100	71	0	0	21	46	4	0	0	0	0	0	0	46.6	54.6
2200	51	0	2	10	34	1	0	0	0	0	4	0	45.8	50.8
2300	16	0	2	6	5	1	0	0	0	0	2	0	45.8	57.5
07-19	3660	4	16	1327	1996	200	8	6	29	0	56	18	39.3	45.7
06-22	4124	6	17	1462	2286	219	10	6	29	0	66	23	39.9	46.5
06-00	4191	6	21	1478	2325	221	10	6	29	0	72	23	40	46.6
00-00	4291	7	22	1501	2387	224	10	6	31	0	79	24	40.2	47

Capital Road Safety Northbound + Average

Report Id - CustomList-362

Site Name - 1699

Description - B1356 Surfleet Road, Pinchbeck, LC approx 76m S Bridgewater Lane [50mph]

Direction - North

25 November 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	14	0	0	3	8	1	0	0	0	0	2	0	45.8	51.1
0100	10	0	1	2	7	0	0	0	0	0	0	0	47	-
0200	9	0	0	0	5	0	1	0	0	0	3	0	45.5	-
0300	9	0	0	1	7	0	0	0	1	0	0	0	48.1	-
0400	13	0	0	5	7	1	0	0	0	0	0	0	48	55.4
0500	48	1	0	18	26	1	0	0	0	0	1	1	47.2	55.3
0600	155	0	1	42	95	6	1	0	2	0	7	1	45	50.8
0700	293	1	2	113	146	23	1	0	3	0	3	1	42.3	48.2
0800	315	0	2	115	177	10	1	0	5	0	4	1	41.6	47
0900	259	0	1	95	134	18	2	0	2	0	6	1	40.2	46.9
1000	253	0	0	100	130	16	0	0	2	0	5	0	37.8	44.6
1100	266	0	3	84	150	20	1	0	3	0	3	2	38.2	44.7
1200	284	0	0	101	156	15	1	0	6	0	4	1	37.9	43.3
1300	317	2	3	102	174	25	2	0	4	0	4	1	37.2	44.4
1400	281	0	2	112	144	16	0	0	3	0	3	1	38.4	44.7
1500	343	1	0	126	188	17	0	0	4	0	5	2	38.9	45.6
1600	390	0	3	139	220	20	0	0	3	0	3	2	36.7	44.9
1700	389	0	1	153	214	14	2	0	0	0	3	2	41.8	47.7
1800	243	0	0	87	149	6	0	0	0	0	1	0	44.2	49.8
1900	143	0	1	47	85	5	1	0	0	0	3	1	45.4	51.8
2000	88	0	0	37	48	2	0	0	0	0	1	0	42.8	48.4
2100	80	1	0	32	44	2	0	0	0	0	0	1	44	51.4
2200	51	0	2	17	32	0	0	0	0	0	0	0	46.7	56.4
2300	17	0	1	6	7	0	0	0	0	0	3	0	47.4	59.4
07-19	3633	4	17	1327	1982	200	10	0	35	0	44	14	39.5	46.3
06-22	4099	5	19	1485	2254	215	12	0	37	0	55	17	40.1	47
06-00	4167	5	22	1508	2293	215	12	0	37	0	58	17	40.2	47.2
00-00	4270	6	23	1537	2353	218	13	0	38	0	64	18	40.4	47.3

Capital Road Safety Northbound + Average

Report Id - CustomList-362

Site Name - 1699

Description - B1356 Surfleet Road, Pinchbeck, LC approx 76m S Bridgewater Lane [50mph]

Direction - North

26 November 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	13	0	0	5	5	3	0	0	0	0	0	0	48.2	57
0100	6	0	1	2	3	0	0	0	0	0	0	0	45.2	-
0200	9	0	0	2	5	0	0	0	0	0	2	0	46.2	-
0300	12	0	0	2	10	0	0	0	0	0	0	0	49	62.6
0400	24	0	0	4	17	3	0	0	0	0	0	0	46.4	52.4
0500	48	0	1	16	30	1	0	0	0	0	0	0	47.9	54.1
0600	131	0	1	27	90	8	0	0	1	0	1	3	46.5	51.7
0700	251	0	0	85	139	18	1	0	3	0	3	2	43.3	48.9
0800	284	1	1	98	156	17	1	0	3	0	4	3	40.7	46.4
0900	239	0	0	76	138	21	0	0	2	0	1	1	40.6	47
1000	300	0	0	111	156	25	0	0	3	0	4	1	37.3	43.3
1100	288	0	1	101	157	21	2	0	3	0	2	1	37.3	44
1200	294	0	1	109	163	16	0	0	1	0	4	0	37.3	44
1300	344	1	1	137	181	13	0	1	3	0	3	4	37.1	43.3
1400	321	0	0	122	169	25	1	1	1	0	2	0	41	46.6
1500	368	0	0	141	198	20	1	0	2	0	5	1	40.8	46.9
1600	381	0	4	133	219	15	0	0	2	0	6	2	39.9	46.4
1700	350	0	1	129	206	7	1	0	1	0	3	2	42	47.3
1800	270	0	0	95	162	10	0	0	0	0	1	2	43	48.6
1900	158	0	2	63	89	2	0	0	1	0	1	0	43	48.9
2000	95	0	0	24	69	2	0	0	0	0	0	0	46	54.5
2100	62	0	1	27	34	0	0	0	0	0	0	0	44.3	51.9
2200	50	0	1	6	42	0	0	0	0	0	1	0	45.2	52.8
2300	31	0	0	12	18	0	0	0	0	0	1	0	44.2	51.2
07-19	3690	2	9	1337	2044	208	7	2	24	0	38	19	40	46.3
06-22	4136	2	13	1478	2326	220	7	2	26	0	40	22	40.5	47.1
06-00	4217	2	14	1496	2386	220	7	2	26	0	42	22	40.6	47.2
00-00	4329	2	16	1527	2456	227	7	2	26	0	44	22	40.8	47.4

Capital Road Safety Northbound + Average

Report Id - CustomList-362
Site Name - 1699
Description - B1356 Surfleet Road, Pinchbeck, LC approx 76m S Bridgewater Lane [50mph]
Direction - North

Grand Total

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
--	26874	36	134	9758	15045	1177	55	20	177	0	346	126	41.3	47.9

Capital Road Safety Southbound + Average

Globals

Report Id	CustomList-363
Descriptor	Capital Road Safety Southbound + Average
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2021-11-27T12:56:48
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	header.bmp
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	5.0.7.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	1699
Site Attribute	1969
File Name	D:\002 Projects\Capital Projects 2021\1969 - ATC Surveys 2021\EC0 Downloads\1699 0 2021-11-27 1224.EC0
File Type	Plus
Algorithm	Factory default axle
Description	B1356 Surfleet Road, Pinchbeck, LC approx 76m S Bridgewater Lane [50mph]
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2021-11-18T21:20:38
Start Time	2021-11-19T00:00:00
Finish Time	2021-11-27T12:23:38
Operator	JMT
Configuration	80 00 0f a8 a8 00 00 00 00 00

Profile

Name	Capital Road Safety Southbound + Average
Title	Capital Traffic Southbound + Average
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2021-11-20T00:00:00
Filter End	2021-11-27T00:00:00
Class Scheme	DfT-UK
	F Cls(1-11) Dir(S) Sp(0,99) Headway(J)0 Span(0 - 328.084) Lane(0-16)
Low Speed	0
High Speed	99
Posted Limit	37
Speed Limits	37 37 37 37 37 37 37 37 37 37
Separation	0.000
Separation Type	Headway
Direction	South
Encoded Direction	4

Capital Road Safety Southbound + Average

Column

Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Mean	Average speed
Vpp 85	Percentile speed

Capital Road Safety Southbound + Average

Report Id - CustomList-363

Site Name - 1699

Description - B1356 Surfleet Road, Pinchbeck, LC approx 76m S Bridgewater Lane [50mph]

Direction - South

20 November 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	21	0	0	9	11	1	0	0	0	0	0	0	46	52.1
0100	9	0	0	2	6	0	0	0	0	0	1	0	45.9	-
0200	7	0	0	3	2	2	0	0	0	0	0	0	43	-
0300	14	0	0	6	7	0	0	0	0	0	1	0	45.6	54.2
0400	14	0	0	7	4	1	1	0	1	0	0	0	44.6	52.3
0500	59	1	0	28	28	2	0	0	0	0	0	0	42.9	48.4
0600	79	1	1	27	43	6	0	0	1	0	0	0	43.8	50.8
0700	134	0	0	60	64	4	0	0	1	0	3	2	41.5	47.3
0800	174	1	0	85	80	4	0	0	2	0	1	1	41.6	47.4
0900	260	0	1	123	123	6	0	0	3	0	3	1	38.1	43.2
1000	345	1	3	173	157	9	0	0	0	0	2	0	38.2	43.5
1100	320	5	1	153	149	7	0	0	1	0	3	1	38.1	43.2
1200	289	0	2	138	140	3	0	0	2	0	3	1	39.3	44.7
1300	287	2	4	145	126	6	0	0	1	0	1	2	39.4	44.8
1400	243	0	1	123	115	1	0	0	2	0	1	0	39.9	44.4
1500	260	0	3	126	120	5	0	0	2	0	1	3	38.7	44.7
1600	234	0	2	130	97	2	0	0	1	0	0	2	40.4	45.7
1700	196	0	1	98	95	2	0	0	0	0	0	0	40.7	46.7
1800	144	0	0	63	76	4	0	0	0	0	1	0	42.4	47.4
1900	91	0	1	41	45	3	0	0	0	0	1	0	44.4	48.9
2000	72	0	1	28	43	0	0	0	0	0	0	0	42.2	49.1
2100	60	0	0	31	26	0	1	0	0	0	2	0	43.4	49.4
2200	45	0	1	18	23	2	0	0	0	0	1	0	45	51.6
2300	30	0	0	13	14	3	0	0	0	0	0	0	44.1	50.9
07-19	2886	9	18	1417	1342	53	0	0	15	0	19	13	39.5	45.1
06-22	3188	10	21	1544	1499	62	1	0	16	0	22	13	39.9	45.5
06-00	3263	10	22	1575	1536	67	1	0	16	0	23	13	40	45.6
00-00	3387	11	22	1630	1594	73	2	0	17	0	25	13	40.1	45.9

Capital Road Safety Southbound + Average

Report Id - CustomList-363

Site Name - 1699

Description - B1356 Surfleet Road, Pinchbeck, LC approx 76m S Bridgewater Lane [50mph]

Direction - South

21 November 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	18	0	0	8	10	0	0	0	0	0	0	0	46.3	56
0100	9	0	0	4	4	0	0	0	0	0	1	0	45.8	-
0200	10	0	0	4	6	0	0	0	0	0	0	0	51.7	-
0300	9	0	0	5	4	0	0	0	0	0	0	0	46.3	-
0400	12	0	0	6	6	0	0	0	0	0	0	0	47.7	57
0500	30	0	0	14	15	1	0	0	0	0	0	0	44.1	51.8
0600	48	0	0	29	17	2	0	0	0	0	0	0	44.6	51.3
0700	78	2	0	30	42	3	0	0	1	0	0	0	42.8	49.1
0800	60	1	0	29	29	0	0	0	1	0	0	0	43.2	47.3
0900	146	0	1	81	62	2	0	0	0	0	0	0	42.3	47.3
1000	214	3	0	109	94	4	1	0	2	0	1	0	40.5	45.3
1100	255	0	3	122	125	4	0	0	1	0	0	0	40.6	45.4
1200	249	0	2	120	115	9	0	0	2	0	1	0	40.6	46.4
1300	236	0	2	101	125	4	0	0	2	0	2	0	40.4	45.4
1400	216	1	2	109	95	6	0	0	1	0	2	0	40.5	47.2
1500	184	0	0	89	91	1	0	0	3	0	0	0	40.8	46.3
1600	181	0	0	91	88	2	0	0	0	0	0	0	40.3	46.4
1700	142	0	2	80	58	0	0	0	0	0	2	0	41	45.6
1800	119	0	0	53	64	2	0	0	0	0	0	0	42.5	47.3
1900	76	0	0	32	43	1	0	0	0	0	0	0	41.4	46.3
2000	53	0	0	25	24	1	0	0	0	0	3	0	43.8	48.6
2100	37	0	0	24	13	0	0	0	0	0	0	0	43.7	48.1
2200	24	0	0	10	12	1	0	0	0	0	1	0	43.7	51.7
2300	7	0	0	3	4	0	0	0	0	0	0	0	47.1	-
07-19	2080	7	12	1014	988	37	1	0	13	0	8	0	41	46.4
06-22	2294	7	12	1124	1085	41	1	0	13	0	11	0	41.2	46.6
06-00	2325	7	12	1137	1101	42	1	0	13	0	12	0	41.2	46.8
00-00	2413	7	12	1178	1146	43	1	0	13	0	13	0	41.4	47

Capital Road Safety Southbound + Average

Report Id - CustomList-363

Site Name - 1699

Description - B1356 Surfleet Road, Pinchbeck, LC approx 76m S Bridgewater Lane [50mph]

Direction - South

22 November 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	6	0	0	2	3	1	0	0	0	0	0	0	44.5	-
0100	4	0	0	2	2	0	0	0	0	0	0	0	47.4	-
0200	3	0	0	1	2	0	0	0	0	0	0	0	47.7	-
0300	10	0	0	4	4	1	0	0	0	0	1	0	45.5	-
0400	26	1	0	12	12	0	0	0	0	0	1	0	41.9	50.9
0500	76	0	2	31	37	5	0	0	0	0	0	1	42.7	50.4
0600	137	0	1	65	62	6	1	0	1	0	0	1	43.4	49.7
0700	320	1	6	144	143	18	0	0	4	0	3	1	37.6	43.5
0800	373	1	1	178	172	14	0	0	2	0	5	0	38	43.1
0900	321	0	2	140	148	22	1	0	4	0	3	1	38	42.8
1000	288	1	0	136	130	12	1	0	2	0	4	2	39.3	43.9
1100	298	0	0	153	117	17	4	0	3	0	3	1	38.2	43.2
1200	262	0	0	126	115	14	1	1	0	0	4	1	39.3	44.7
1300	257	3	3	123	107	11	2	0	2	0	6	0	38.8	43.9
1400	284	0	2	141	123	7	2	0	4	0	3	2	39.3	46.1
1500	278	1	3	130	118	15	0	0	3	0	6	2	38.2	43.8
1600	332	2	2	157	149	12	1	0	3	0	6	0	38.5	43.7
1700	307	0	1	134	158	12	0	0	1	0	1	0	39	43.5
1800	218	0	0	99	110	5	0	0	0	0	4	0	38.9	45.2
1900	125	0	1	65	56	0	0	0	0	0	3	0	41	46
2000	72	0	0	32	39	0	0	0	0	0	1	0	42.2	47.6
2100	64	0	0	37	27	0	0	0	0	0	0	0	44.7	52.2
2200	20	0	0	6	13	0	0	0	0	0	1	0	45.1	49.1
2300	12	0	0	3	9	0	0	0	0	0	0	0	46.1	53
07-19	3538	9	20	1661	1590	159	12	1	28	0	48	10	38.5	43.7
06-22	3936	9	22	1860	1774	165	13	1	29	0	52	11	39	44.3
06-00	3968	9	22	1869	1796	165	13	1	29	0	53	11	39	44.4
00-00	4093	10	24	1921	1856	172	13	1	29	0	55	12	39.1	44.7

Capital Road Safety Southbound + Average

Report Id - CustomList-363

Site Name - 1699

Description - B1356 Surfleet Road, Pinchbeck, LC approx 76m S Bridgewater Lane [50mph]

Direction - South

23 November 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	8	0	0	3	5	0	0	0	0	0	0	0	46.2	-
0100	4	0	0	1	2	0	0	0	0	0	1	0	49.1	-
0200	4	0	0	0	3	0	0	0	0	0	1	0	43.2	-
0300	14	0	0	8	2	2	0	0	0	0	2	0	39.6	45
0400	20	1	0	6	11	2	0	0	0	0	0	0	40.8	51.5
0500	63	0	1	28	30	4	0	0	0	0	0	0	44.1	50.2
0600	147	0	2	54	78	9	1	0	0	0	2	1	40.6	46.6
0700	343	0	3	155	156	15	1	0	5	0	5	3	39.1	43.5
0800	387	0	1	193	176	9	0	0	2	0	5	1	38.8	44.6
0900	290	0	2	141	126	10	0	0	3	0	5	3	39.4	43.6
1000	289	0	1	145	124	9	1	0	2	0	6	1	38	43.3
1100	279	0	1	141	120	7	1	0	1	0	3	5	39.2	44.4
1200	263	0	1	108	131	11	1	0	4	0	4	3	40	45.1
1300	273	1	0	119	134	11	0	1	2	0	5	0	39.7	45.3
1400	286	0	3	144	121	12	0	0	1	0	5	0	38.2	42.6
1500	289	0	1	144	121	12	0	0	1	0	6	4	37	42.2
1600	346	2	0	152	173	10	0	1	2	0	6	0	37.6	42.5
1700	294	0	0	128	147	10	0	0	5	0	3	1	39.3	44.6
1800	209	0	1	103	96	3	0	0	1	0	4	1	41	45.3
1900	147	0	0	68	74	4	0	0	0	0	1	0	39.9	45.5
2000	97	0	1	47	44	2	0	0	0	0	3	0	41.4	47.4
2100	65	0	0	38	25	0	0	0	0	0	2	0	43	48
2200	38	0	0	14	23	1	0	0	0	0	0	0	42.7	47.7
2300	19	0	0	7	12	0	0	0	0	0	0	0	43.4	50.2
07-19	3548	3	14	1673	1625	119	4	2	29	0	57	22	38.9	44
06-22	4004	3	17	1880	1846	134	5	2	29	0	65	23	39.1	44.4
06-00	4061	3	17	1901	1881	135	5	2	29	0	65	23	39.1	44.5
00-00	4174	4	18	1947	1934	143	5	2	29	0	69	23	39.3	44.6

Capital Road Safety Southbound + Average

Report Id - CustomList-363

Site Name - 1699

Description - B1356 Surfleet Road, Pinchbeck, LC approx 76m S Bridgewater Lane [50mph]

Direction - South

24 November 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	6	0	0	2	2	0	0	0	0	0	2	0	45.6	-
0100	3	0	0	1	2	0	0	0	0	0	0	0	51.8	-
0200	7	0	0	3	4	0	0	0	0	0	0	0	45.8	-
0300	11	0	0	5	4	1	0	0	0	0	1	0	44.3	54.5
0400	25	0	0	10	11	2	0	0	0	0	2	0	43.4	55.6
0500	76	0	0	35	37	2	0	1	0	0	1	0	43.3	49.2
0600	144	1	2	62	62	15	0	0	0	0	2	0	42.2	47.3
0700	359	0	3	139	190	14	1	0	2	0	7	3	39.3	44
0800	400	1	0	191	183	10	0	1	7	0	5	2	37.3	42.5
0900	338	0	1	157	147	22	1	0	3	0	5	2	35.7	41.7
1000	300	0	3	147	124	15	0	1	2	0	7	1	36.8	41.9
1100	315	0	1	160	124	21	0	0	1	0	6	2	37	42.6
1200	265	0	0	123	115	18	3	0	1	0	4	1	37.7	42.4
1300	296	0	3	138	131	16	2	1	1	0	4	0	37.7	42.4
1400	291	0	3	134	133	14	0	0	1	0	6	0	38	43
1500	331	4	4	152	149	13	0	1	0	0	5	3	36.6	42.6
1600	343	1	1	157	164	9	0	0	4	0	6	1	37.6	42.5
1700	289	2	2	114	160	8	0	0	1	0	2	0	39.7	44.8
1800	231	0	1	119	100	3	0	0	1	0	5	2	39.9	45.2
1900	132	0	1	55	68	3	0	0	0	0	3	2	40.9	46.3
2000	112	0	0	58	51	2	0	0	0	0	1	0	40.9	47.7
2100	76	0	1	42	28	2	0	0	0	0	3	0	43	50.3
2200	28	0	0	13	12	2	0	0	0	0	1	0	44.4	51.2
2300	16	0	0	5	9	1	0	0	0	0	1	0	42.6	49.8
07-19	3758	8	22	1731	1720	163	7	4	24	0	62	17	37.7	42.9
06-22	4222	9	26	1948	1929	185	7	4	24	0	71	19	38.1	43.7
06-00	4266	9	26	1966	1950	188	7	4	24	0	73	19	38.2	43.7
00-00	4394	9	26	2022	2010	193	7	5	24	0	79	19	38.3	44

Capital Road Safety Southbound + Average

Report Id - CustomList-363

Site Name - 1699

Description - B1356 Surfleet Road, Pinchbeck, LC approx 76m S Bridgewater Lane [50mph]

Direction - South

25 November 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	15	0	0	6	8	0	0	0	0	0	1	0	44.3	51.6
0100	9	0	0	3	5	0	0	0	0	0	1	0	43.1	-
0200	9	0	0	3	3	1	0	0	0	0	2	0	43.4	-
0300	9	0	0	3	5	0	0	0	0	0	1	0	44.8	-
0400	19	0	0	7	8	2	0	0	0	0	2	0	43.1	53.9
0500	77	0	0	38	36	2	0	0	0	0	1	0	43	48.3
0600	131	0	2	57	57	12	1	0	0	0	2	0	42	47.6
0700	343	1	1	145	173	11	2	0	1	0	6	3	38.3	43.1
0800	420	1	0	202	185	20	1	0	5	0	5	1	38.1	43.2
0900	319	0	2	152	135	20	1	0	4	0	5	0	37.9	43.4
1000	289	1	2	141	127	12	1	0	0	0	5	0	38.6	43.7
1100	284	0	0	123	127	22	1	0	4	0	6	1	38.9	43.8
1200	266	0	1	129	103	18	0	0	3	0	11	1	38.7	45
1300	272	0	0	114	133	16	0	0	2	0	6	1	37.5	43.4
1400	275	0	1	142	114	10	0	0	0	0	7	1	37.6	42.8
1500	291	1	1	128	134	17	1	0	5	0	3	1	37.3	43.1
1600	353	0	2	177	158	10	0	1	3	0	2	0	36.7	41.8
1700	335	2	3	158	150	10	1	1	1	0	8	1	38.6	42.8
1800	236	0	3	114	112	4	0	0	1	0	1	1	40.5	46
1900	134	1	0	67	62	1	0	0	0	0	3	0	41.6	47.2
2000	76	0	0	44	29	0	0	0	1	0	2	0	42.7	47.9
2100	64	0	0	34	28	1	0	0	1	0	0	0	42.2	49.2
2200	28	0	0	15	11	1	0	0	0	0	0	1	43	48.9
2300	18	0	0	8	8	1	0	0	0	0	1	0	43.5	50
07-19	3683	6	16	1725	1651	170	8	2	29	0	65	11	38.2	43.4
06-22	4088	7	18	1927	1827	184	9	2	31	0	72	11	38.6	43.8
06-00	4134	7	18	1950	1846	186	9	2	31	0	73	12	38.6	44
00-00	4272	7	18	2010	1911	191	9	2	31	0	81	12	38.8	44.2

Capital Road Safety Southbound + Average

Report Id - CustomList-363

Site Name - 1699

Description - B1356 Surfleet Road, Pinchbeck, LC approx 76m S Bridgewater Lane [50mph]

Direction - South

26 November 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	10	0	0	6	3	0	0	0	0	0	1	0	47	-
0100	8	0	0	2	4	0	0	0	0	0	2	0	42.6	-
0200	4	0	0	0	2	1	0	0	0	0	1	0	40.3	-
0300	12	0	0	3	5	1	0	0	0	0	3	0	43.8	60.4
0400	26	0	0	10	14	0	1	0	0	0	1	0	45.2	54.4
0500	83	0	1	40	39	2	0	0	0	0	1	0	43.6	50.3
0600	121	1	0	45	58	12	0	0	1	0	3	1	42.4	48.6
0700	313	0	0	141	151	15	0	0	1	0	5	0	39	44.3
0800	394	1	0	175	190	21	2	0	2	0	2	1	37.2	41.7
0900	309	1	0	139	146	15	2	0	4	0	2	0	38.1	43.2
1000	254	0	1	124	112	10	0	0	1	0	5	1	38.2	42.9
1100	315	0	1	162	131	15	0	0	1	0	3	2	37.5	42.8
1200	286	0	1	137	125	13	1	0	1	0	7	1	38	41.9
1300	291	2	1	129	135	16	2	0	1	0	4	1	36.4	41.9
1400	367	0	1	176	163	12	1	0	9	0	4	1	36.4	41.8
1500	333	2	2	153	159	10	0	0	1	0	4	2	37.2	42.4
1600	287	1	2	137	134	8	1	0	0	0	4	0	38.4	43.1
1700	287	0	1	145	123	12	0	1	0	0	5	0	39.3	44.6
1800	223	0	0	103	110	8	0	0	0	0	0	2	40	44.9
1900	145	0	0	77	65	2	0	0	0	0	1	0	41.3	47
2000	81	0	0	39	38	3	1	0	0	0	0	0	41.2	47.6
2100	54	0	0	28	25	1	0	0	0	0	0	0	41.9	47.8
2200	41	0	0	21	19	1	0	0	0	0	0	0	40	46.2
2300	31	0	0	17	11	2	0	0	0	0	1	0	39.3	43.6
07-19	3659	7	10	1721	1679	155	9	1	21	0	45	11	37.9	42.9
06-22	4060	8	10	1910	1865	173	10	1	22	0	49	12	38.3	43.5
06-00	4132	8	10	1948	1895	176	10	1	22	0	50	12	38.3	43.5
00-00	4275	8	11	2009	1962	180	11	1	22	0	59	12	38.5	43.8

Capital Road Safety Southbound + Average

Report Id - CustomList-363
Site Name - 1699
Description - B1356 Surfleet Road, Pinchbeck, LC approx 76m S Bridgewater Lane [50mph]
Direction - South

Grand Total

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
--	27008	56	131	12717	12413	995	48	11	165	0	381	91	39.2	44.7

Class Schemes

DfT-UK (metric)

3.14

August 2004

DfT-UK (metric)

Class	Type	Axles	SP1	SP2	SP3	SP4	SP5
1	C	2	0 - 1.06				
2	O	2	1.06 - 1.70				
3	CAR	2	1.70 - 2.64				
		3	1.89 - 2.95	3.50 - 6.00			
		3	1.89 - 2.95	1.90 - 4.00			
		4	1.89 - 2.95	1.90 - 6.00	0.50 - 1.30		
4	LGV	2	2.64 - 3.75				
5	R2	2	3.75 - 6.00				
6	R3	3	2.00 - 6.00	1.00 - 1.90			
		3	1.00 - 1.88	2.00 - 12.00			
7	R4	4	1.00 - 1.90	2.00 - 12.00	1.00 - 1.90		
		4	3.00 - 9.00	1.00 - 2.50	1.00 - 2.50		
8	A3	3	2.95 - 9.20	1.90 - 4.00			
		4	2.95 - 12.00	2.00 - 12.00	2.50 - 12.00		
		4	2.95 - 9.20	2.50 - 9.00	0.50 - 2.50		
		3	1.89 - 3.99	3.50 - 15.00			
		4	1.89 - 3.99	3.50 - 15.00	1.05 - 2.50		
9	A4	4	1.89 - 2.95	3.50 - 6.00	1.05 - 1.30		
		4	1.00 - 1.90	1.90 - 12.00	2.00 - 15.00		
		4	1.70 - 5.25	1.00 - 1.90	2.00 - 15.00		
10	A5+	5	2.00 - 12.00	1.00 - 12.00	2.00 - 12.00	1.00 - 1.90	
		5	2.00 - 12.00	1.00 - 1.90	1.90 - 12.00	2.50 - 12.00	
		6	2.00 - 12.00	1.00 - 1.90	1.90 - 12.00	2.00 - 12.00	1.00 - 1.90
		5	1.70 - 5.25	1.00 - 1.90	2.00 - 15.00	1.00 - 2.50	
		5	1.00 - 1.90	1.90 - 12.00	2.00 - 15.00	1.00 - 2.50	
		5	2.00 - 12.00	2.00 - 15.00	0.70 - 1.80	0.70 - 1.80	
		6	1.90 - 5.25	1.00 - 1.90	2.00 - 15.00	1.00 - 1.90	1.00 - 1.90
		7					
11	BUS	2	6.00 - 12.00				
		3	6.00 - 12.00	1.00 - 1.90			

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Appendix B – Site Masterplan

Proposed Site Layout

Scale: 1:500

schedule of accommodation

housetype	code	area	quantity
2B4P House	A	75m ²	15 no. units
3B5P House	C	85m ²	16 no. units
4B6P House	D	102m ²	02 no. units
1B2P House	E	51m ²	04 no. units

Total Number of Units 37 no. units

approximate site area :	1.59Ha / 3.93 acres
density :	23.3 dwellings per hectare
parking provision :	200%

Key

- Application site boundary
- Proposed Housing
- Existing Surrounding Buildings
- Private Rear Garden Area
- Public Open / Green Space
- Principal Highway / Road
- Private Drive
- Car Parking Spaces
- Pedestrian Footpaths
- Existing Tree Planting
- Existing Tree Planting Removed
- Proposed Tree Planting
(indicative only - to be designed and specified by Landscape Architect)
- Proposed Hedge / Shrub Planting
(indicative only - to be designed and specified by Landscape Architect)
- Housetypes - Primary Point of Access



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Source File:
20050 Model.pln

Rev	Date	Drawn	Note
P02	25/01/2022	JKG	Drawing status updated to 'Planning'.
P03	28/01/2022	JKG	Sheds and bins shown. Indicative landscaping / planting amended.
P04	01/03/2022	JKG	Red line amended.
P05	04/03/2022	JKG	Layout updated.
P06	04/05/2022	JKG	Updated following comments from LPA. Housetype B removed, parking amended, Housetype E amended. Refuse collection points amended. Hedgerow shown to site frontage.



Client
Minster Property Group Ltd.

Project Title
Proposed Residential Development at
Land off Surfleet Road,
Pinchbeck

Drawing Title
Proposed Site Layout

Drawing Status
Planning

Scale(s)
1:500

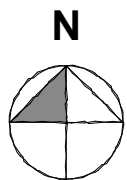
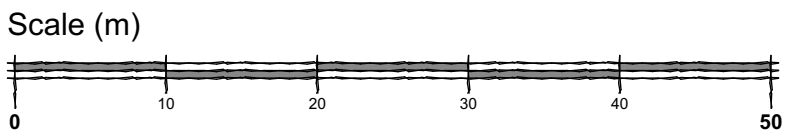
Drawn
JKG

Project Number
20050

Original Paper Size
A1

Date
24.01.22

Revision
P06



Appendix C – Site Access Design

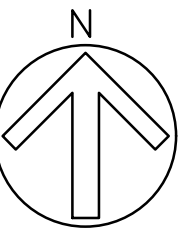
HIGHWAY LEGEND

Visibility Splay (2.4 x 70m; Desirable 30mph
visibility splay as of DMRB 9/93)

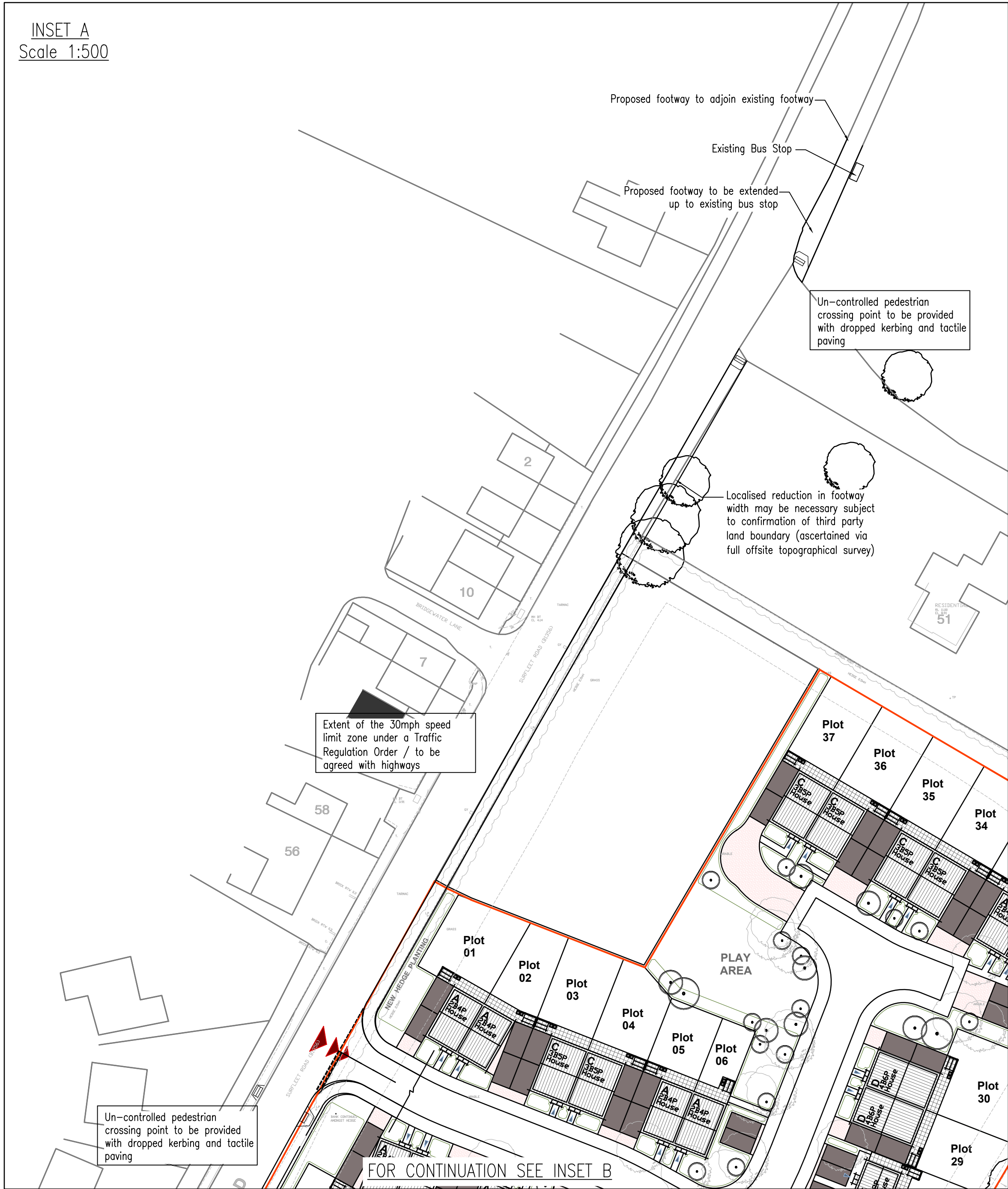
Note; Existing 85th percentile speed limit 47mph as identified via ATC Survey

GENERAL LEGEND

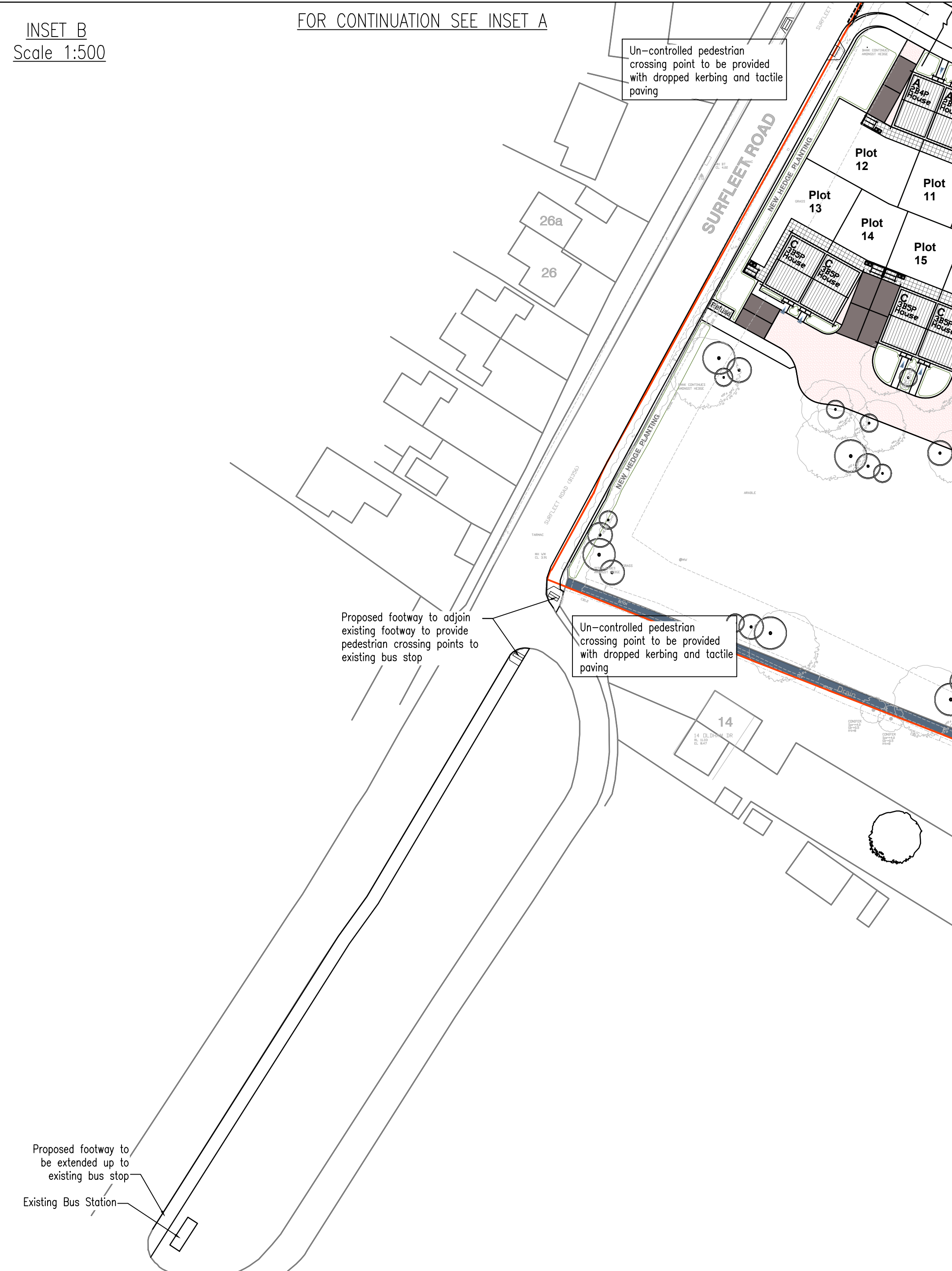
Site red line boundary (1.586 ha)



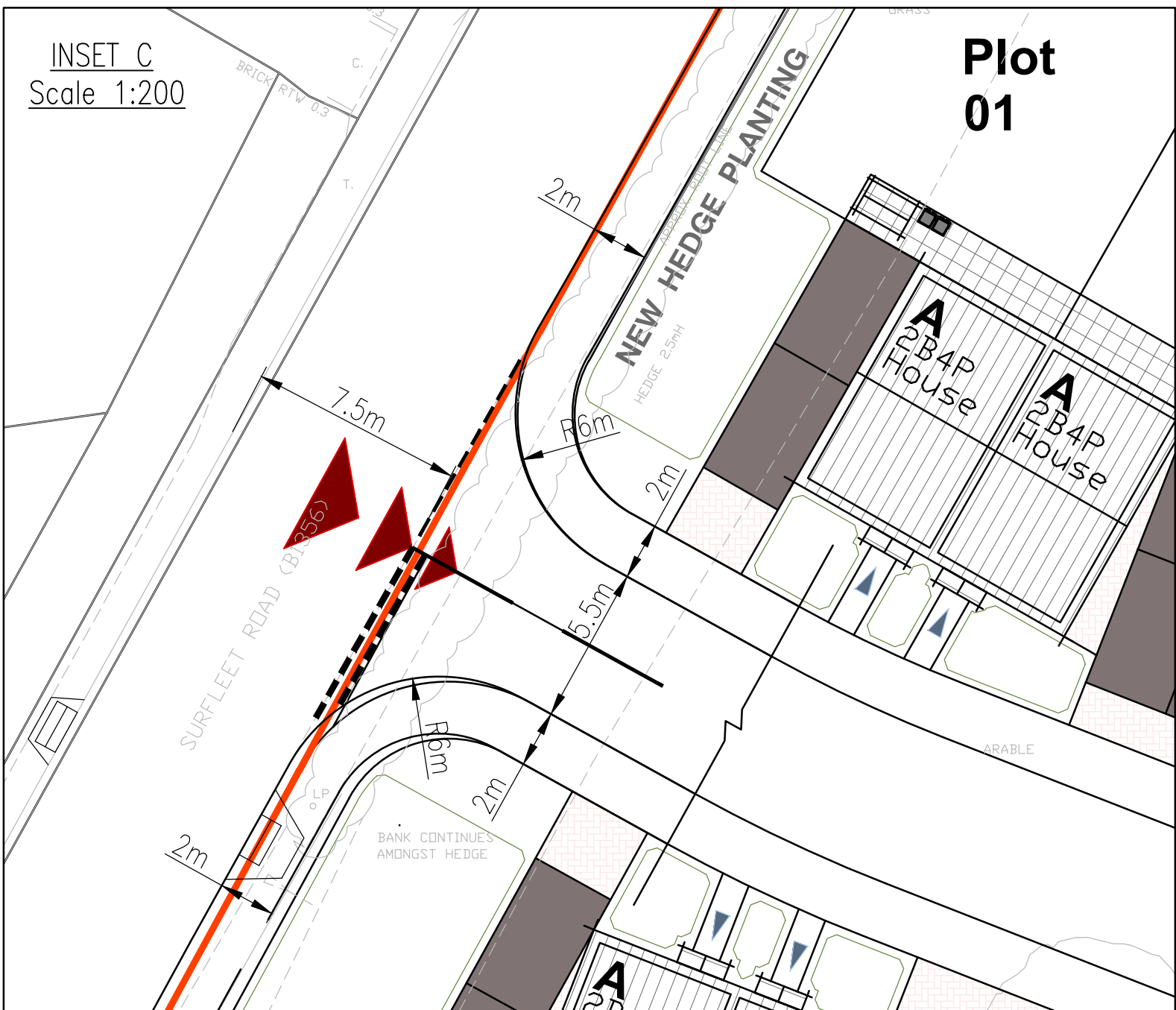
INSET A
Scale 1:500



INSET B
Scale 1:500



INSET C
Scale 1:200



GENERAL

1. The contractor shall comply with the health and safety requirements as set out in the CDM Regulations
2. All works are to be undertaken in accordance with the Building Regulations and latest relevant British Standards.
3. Conflicting information between this drawing and information given by others must be referred to the engineer before the works commence.
4. The contractor shall, before commencing the works, verify all existing outfall invert levels and site and setting out dimensions. the contractor shall be responsible for the true and proper setting out of the works and for the correctness of the position, levels, dimensions, and alignment of all parts of the works. Any discrepancies are to be reported to the Engineer
5. All products used are to be CE marked in accordance with the Construction Products Directive CPD/89/106/EEC.
6. The contractor shall be responsible for locating all existing utilities prior to commencing construction and protecting all existing services affected by the works.
7. Any unidentified hazards discovered during the progress of works are to be reported immediately to the engineer.

P1	12/05/22	DM	PLANNING ISSUE	DM	DM
A	06/01/21	DM	PLANNING ISSUE	DM	DM
REV	DATE	BY	SUMMARY OF CHANGE	CHK	APD
DRAWING STATUS: PLANNING					
CIVILISTIX Nine Hills Road, Cambridge CB2 1GA Tel: +44 (0)1223 668 574 E: enquiries@civilistix.com www.civilistix.com					
CLIENT: Minister Property Group					
ARCHITECT: JGA Architecture					
PROJECT: Surfleet Road, Pinchbeck					
DRAWING TITLE: Proposed Highway Access Arrangement					
SCALE @ A1: 1:500		CHECKED / APPROVED BY: DM		DATE: Dec 2021	
PROJECT No: 1-198		DRAWING No: C-005		REV: P1	

Appendix D – TRICS Data

Calculation Reference: AUDIT-805401-220105-0143

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	3 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	1 days

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

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: No of Dwellings
Actual Range: 16 to 80 (units:)
Range Selected by User: 14 to 280 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 19/10/18

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:

Monday	1 days
Tuesday	3 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	4

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	5
Built-Up Zone	1
No Sub Category	1

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,

Secondary Filtering selection:

Use Class:
C3 7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included
Population within 1 mile:
1,001 to 5,000 1 days
5,001 to 10,000 2 days
10,001 to 15,000 1 days
15,001 to 20,000 1 days
25,001 to 50,000 2 days

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

Population within 5 miles:
5,001 to 25,000 1 days
25,001 to 50,000 1 days
75,001 to 100,000 2 days
125,001 to 250,000 2 days
250,001 to 500,000 1 days

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 4 days
1.1 to 1.5 3 days

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.

Travel Plan:
No 7 days

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 7 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CH-03-B-01	HOUSES & FLATS		CESHIRE
	WORDSWORTH CRES.			
	CHESTER			
	BLACON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	80		
	Survey date: MONDAY	17/11/14	Survey Type: MANUAL	
2	GM-03-B-01	TERRACED HOUSES		GREATER MANCHESTER
	NEWBOLD			
	ROCHDALE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total No of Dwellings:	43		
	Survey date: WEDNESDAY	21/10/15	Survey Type: MANUAL	
3	MS-03-B-01	TERRACED		MERSEYSIDE
	TARBOCK ROAD			
	LIVERPOOL			
	SPEKE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	16		
	Survey date: TUESDAY	18/06/13	Survey Type: MANUAL	
4	WL-03-B-01	TERRACED HOUSES		WILTSHIRE
	BUTTERFIELD DRIVE			
	AMESBURY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	54		
	Survey date: TUESDAY	18/09/18	Survey Type: MANUAL	
5	WY-03-B-02	MIXED HOUSES		WEST YORKSHIRE
	WHITEACRE STREET			
	HUDDERSFIELD			
	DEIGHTON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	54		
	Survey date: TUESDAY	17/09/13	Survey Type: MANUAL	
6	WY-03-B-03	TERRACED HOUSES		WEST YORKSHIRE
	LINCOLN GREEN ROAD			
	LEEDS			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total No of Dwellings:	29		
	Survey date: THURSDAY	19/09/13	Survey Type: MANUAL	
7	WY-03-B-04	TERRACED HOUSES		WEST YORKSHIRE
	SYKES CLOSE			
	BATLEY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	17		
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL	

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
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	7	42	0.055	7	42	0.154	7	42	0.209
08:00 - 09:00	7	42	0.150	7	42	0.283	7	42	0.433
09:00 - 10:00	7	42	0.177	7	42	0.239	7	42	0.416
10:00 - 11:00	7	42	0.167	7	42	0.167	7	42	0.334
11:00 - 12:00	7	42	0.137	7	42	0.123	7	42	0.260
12:00 - 13:00	7	42	0.164	7	42	0.119	7	42	0.283
13:00 - 14:00	7	42	0.154	7	42	0.140	7	42	0.294
14:00 - 15:00	7	42	0.160	7	42	0.174	7	42	0.334
15:00 - 16:00	7	42	0.280	7	42	0.191	7	42	0.471
16:00 - 17:00	7	42	0.222	7	42	0.171	7	42	0.393
17:00 - 18:00	7	42	0.253	7	42	0.181	7	42	0.434
18:00 - 19:00	7	42	0.177	7	42	0.130	7	42	0.307
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.096			2.072			4.168

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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Parameter summary

Trip rate parameter range selected:

16 - 80 (units:)

Survey date range:

01/01/13 - 19/10/18

Number of weekdays (Monday-Friday):

7

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 E – PICADY Site Access Capacity Assessment

Junctions 9							
PICADY 9 - Priority Intersection Module							
Version: 9.5.0.6896 © Copyright TRL Limited, 2018							
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk							
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution							

Filename: J01-AH-Surfleet Road.j9

Path: C:\Users\Adam Humphries\Box\Projects 2022\22002 - 1-198 Surfleet Road, Pinchbeck\Modelling

Report generation date: 07/01/2022 10:12:54

»2027 Future Baseline + Development, AM

»2027 Future Baseline + Development, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2027 Future Baseline + Development								
Stream B-AC	0.0	7.77	0.02	A	0.0	7.80	0.02	A
Stream C-AB	0.0	4.89	0.01	A	0.0	4.59	0.01	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

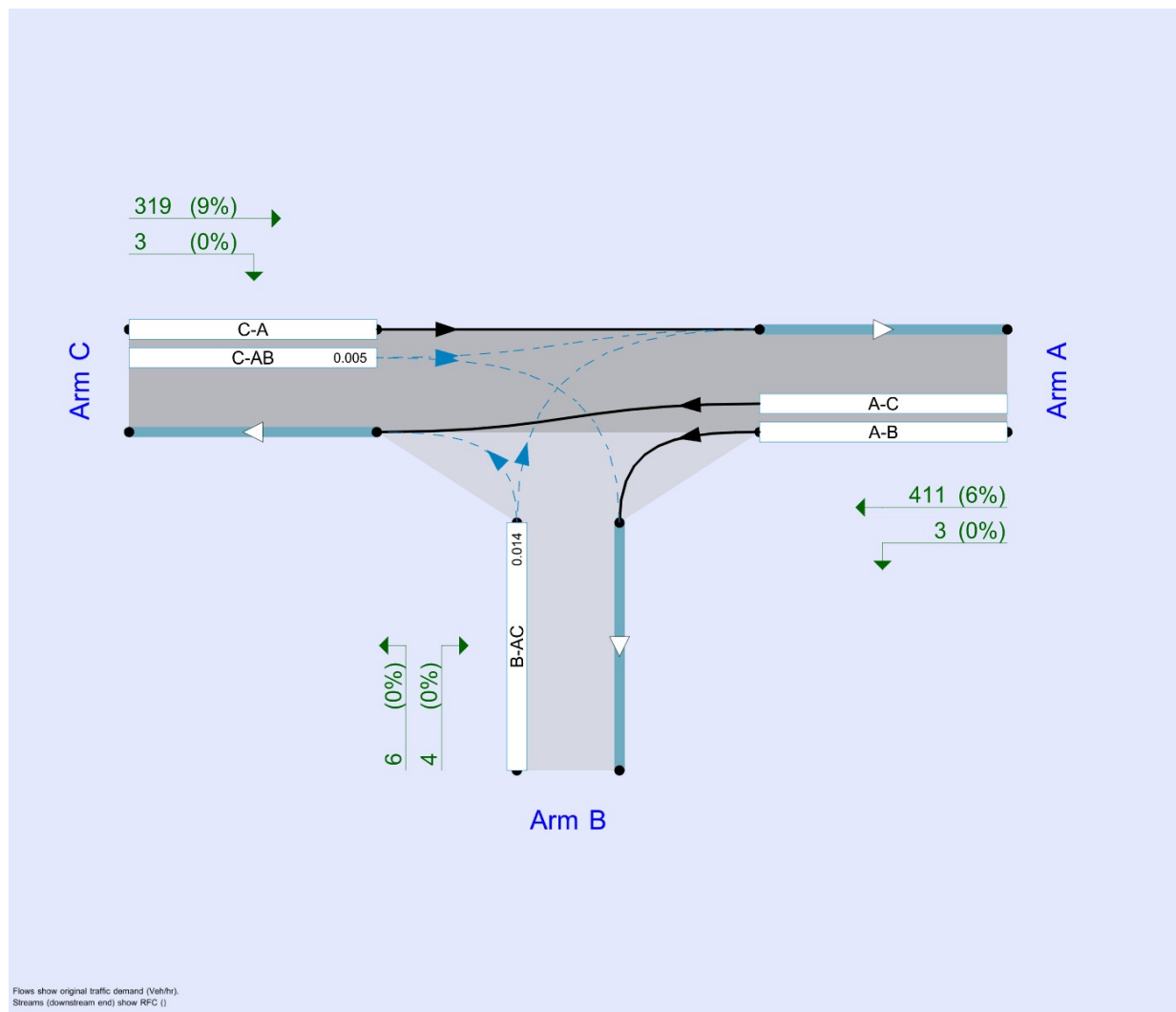
File summary

File Description

Title	Surfleet Road Proposed New Access Road
Location	Pinchbeck
Site number	N/A
Date	06/01/2022
Version	v1
Status	Final
Identifier	J01-AH-Surfleet Road
Client	Minister Property Group
Jobnumber	22002
Enumerator	LAPTOP-D5NKC6L2\Adam Humphries
Description	Proposed highway access arrangements

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2027 Future Baseline + Development	AM	ONE HOUR	07:45	09:15	15
D2	2027 Future Baseline + Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2027 Future Baseline + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Surfleet Road	T-Junction	Two-way		0.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Surfleet Road (N)		Major
B	Proposed Access		Minor
C	Surfleet Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.50			160.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.81	160	95

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	568	0.097	0.244	0.154	0.349
1	B-C	671	0.096	0.243	-	-
1	C-B	667	0.241	0.241	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2027 Future Baseline + Development	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	414	100.000
B		✓	10	100.000
C		✓	322	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	3	411
	B	4	0	6
	C	319	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	9	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.02	7.77	0.0	A
C-AB	0.01	4.89	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	523	0.014	7	0.0	6.984	A
C-AB	3	741	0.005	3	0.0	4.876	A
C-A	239			239			
A-B	2			2			
A-C	309			309			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	503	0.018	9	0.0	7.293	A
C-AB	4	759	0.006	4	0.0	4.762	A
C-A	285			285			
A-B	3			3			
A-C	369			369			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	474	0.023	11	0.0	7.775	A
C-AB	6	784	0.008	6	0.0	4.615	A
C-A	349			349			
A-B	3			3			
A-C	453			453			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	474	0.023	11	0.0	7.775	A
C-AB	6	784	0.008	6	0.0	4.629	A
C-A	349			349			

A-B	3			3			
A-C	453			453			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	503	0.018	9	0.0	7.293	A
C-AB	4	759	0.006	4	0.0	4.789	A
C-A	285			285			
A-B	3			3			
A-C	369			369			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	523	0.014	8	0.0	6.987	A
C-AB	3	741	0.005	3	0.0	4.892	A
C-A	239			239			
A-B	2			2			
A-C	309			309			

2027 Future Baseline + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Surfleet Road	T-Junction	Two-way		0.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2027 Future Baseline + Development	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	319	100.000
B		✓	7	100.000
C		✓	380	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	5	314
	B	4	0	3
	C	376	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.02	7.80	0.0	A
C-AB	0.01	4.59	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	514	0.010	5	0.0	7.075	A
C-AB	5	789	0.006	5	0.0	4.587	A
C-A	281			281			
A-B	4			4			
A-C	236			236			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	495	0.013	6	0.0	7.360	A
C-AB	6	815	0.008	6	0.0	4.443	A
C-A	335			335			
A-B	4			4			
A-C	282			282			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	469	0.016	8	0.0	7.799	A
C-AB	9	853	0.010	9	0.0	4.258	A
C-A	410			410			
A-B	6			6			
A-C	346			346			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	469	0.016	8	0.0	7.799	A
C-AB	9	853	0.010	9	0.0	4.265	A
C-A	410			410			
A-B	6			6			
A-C	346			346			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	495	0.013	6	0.0	7.360	A
C-AB	6	815	0.008	6	0.0	4.455	A
C-A	335			335			
A-B	4			4			
A-C	282			282			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	514	0.010	5	0.0	7.078	A
C-AB	5	789	0.006	5	0.0	4.594	A
C-A	281			281			
A-B	4			4			
A-C	236			236			