

## Spalding Storage

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**Proposed Car Wash Facility  
Wardentree Lane, Pinchbeck  
Transport Note**

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February 2025

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*Registered No. 5295328*

# Spalding Storage

## Proposed Car Wash Facility Wardentree Lane, Pinchbeck Transport Note

February 2025

### Client Commission

Client:	Spalding Storage	Date Commissioned:	January 2025
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### LTP Quality Control

Job No: LTP/25/6254 File Ref: Pinchbeck TN Final Issue 1

Issue	Revision	Description	Author	Checked	Date
1	-	Final Issue	TF	SW	14/02/2024
Authorised for Issue:					SW

### LTP PROJECT TEAM

*As part of our commitment to quality the following team of transport professionals was assembled specifically for the delivery of this project. Relevant qualifications are shown and CVs are available upon request to demonstrate our experience and credentials.*

Team Member	LTP Designation	Qualifications
Steven Windass	Technical Director	BSc (Hons) MSc (Eng) CEng FIHE MCIHT
Tom Farniss	Graduate Transport Planner	BSc (Hons)

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# PROPOSED CAR WASH FACILITY WARDENTREE LANE, PINCHBECK TRANSPORT NOTE

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## I. INTRODUCTION

### 1.1 Background

- 1.1.1 Local Transport Projects Ltd (LTP) has been commissioned to produce a Transport Note (TN) to support of a full planning application for the proposed development of a car wash facility on land to the south of Wardentree Lane in Pinchbeck, Lincolnshire.
- 1.1.2 This TN provides an appraisal of the expected transport impacts associated with the proposed car wash with specific regard to the proposed access arrangements on Wardentree Lane and the potential traffic impact of the development.
- 1.1.3 The local planning authority for the site is East Lindsey District Council (ELDC) and the local highway authority is Lincolnshire County Council (LCC).

### 1.2 Scope

- 1.2.1 The scope of this report has been agreed with the Client, as outlined below:

- ***Introduction & Description of Proposals:***
  - Description of the development site, including location and any existing access arrangements;
  - Summary of relevant planning history for the site;
- ***Site Assessment:*** Site assessments to determine existing traffic conditions, such as posted speed limits, road restrictions, highway geometry, on-street parking restrictions and any other relevant features of the local area
- ***Traffic Impact:***
  - Calculation of the projected trip generation for the development, utilising data from comparable sites within the latest TRICS database;
  - Assessment of the likely traffic impact of the development on the operation of the local highway network. This will involve assessing the traffic generation of the proposals against the typical threshold for assessment (30 two-way traffic flows).
- ***Access, Parking & Internal Layout:*** Assessment of the suitability of the access arrangements and internal layout of the site.
- ***Conclusions:*** Conclusions summarising the outcomes of the TN, including a commentary on the suitability of the proposed access arrangements and traffic impact.

### 1.3 Site Location & Development Proposals

- 1.3.1 This TN is based on the proposals attached as Appendix 1. The proposals involve the development of land to the south of Wardentree Lane to accommodate a car wash facility consisting of an ancillary office building and a concrete base and canopy.

1.3.2 The site is located on vacant land to the south of Wardentree Lane in Pinchbeck, Lincolnshire. The site is bound by Wardentree Lane to the north and Morrisons supermarket to the east. The site borders a container storage site to the south and an existing gatehouse to the west. The approximate boundary of the site is highlighted in Figure 1.

**Figure 1: Site Location**



Source: OSM, 2025

1.3.3 Vehicular access to the site is to be provided via two proposed new access junctions, with the existing dropped kerb access closed as part of the proposals. Vehicles entering the site will do so via the proposed eastern dropped kerb access junction connecting with Wardentree Lane. Vehicles will then navigate the internal one-way system within the site and exit via the proposed egress dropped kerb junction onto Wardentree Lane, located circa 10m west of the entry junction.

1.3.4 Three car parking spaces are to be provided as part of the proposals to serve staff members.

1.3.5 The suitability of the access arrangements and parking/waiting facilities are discussed further in Section 3.3 to address LCC Highways feedback.

## 1.4 Planning History

1.4.1 There have not been any recent pertinent planning applications associated with the proposed site.

## **2. SITE ASSESSMENT**

### **2.1 Local Highway Network**

- 2.1.1 Wardentree Lane is a two-way single carriageway measuring approximately 6.8m in width and subject to a 30mph speed limit. It forms part of the B1180 and connects to a four-arm priority roundabout with Elsoms Way and West Marsh Road approximately 850m to the east of the site. Circa 850m to the west of the site, the road connects to a signalised junction with Spalding Road. There are not any existing waiting or parking restrictions on Wardentree Lane within the vicinity of the site.
- 2.1.2 Benner Road is a two-way single carriageway measuring approximately 7.3m in width and subject to a 30mph speed limit. It connects to a four-arm priority roundabout with Wardentree Lane and Wardentree Park approximately 170m to the east of the site, and becomes Enterprise Way circa 400m to the southeast of the site. There are not any existing waiting or parking restrictions on Benner Road.
- 2.1.3 West Marsh Road is a two-way single carriageway measuring approximately 10.5m in width and subject to a 30mph speed limit. It runs between the four-arm priority roundabout with Wardentree Lane and Elsom Way, and a signalised roundabout with Holbeach Road (A151), Commercial Road, Albion Street and West Elloe Avenue circa 2.8km to the southeast of the site.

### 3. TRAFFIC IMPACT

#### 3.1 Traffic Generation

3.1.1 The TRICS database is an industry-standard collection of traffic counts and trip generation statistics for calculating trip rates at development sites. The TRICS database has been interrogated to find suitable data to assist in estimating the trip generation of the site.

3.1.2 In order to derive reflective trip rates for the development, trip generation statistics within the 'Car Wash' (15-D) category of the TRICS database has been interrogated. To ensure that only trip generation statistics for comparable sites were used in the calculation, the TRICS sites were filtered to the following criteria:

- Database version: 7.11.4;
- Survey type: All survey types;
- Size: All sizes;
- TRICS location type: 'Suburban Area' surveys;
- Regions: UK, excluding Ireland and Greater London sites;
- Weekday survey data only (exclusion of Saturday and Sunday surveys);
- Recent survey data only (exclusion of surveys undertaken prior to 01/01/2010; and
- Exclusion of 2020/21 surveys undertaken during the Covid-19 pandemic.

3.1.3 As there were less than 20 comparable sites (6 sites), mean trip rates (as weighed and calculated by the TRICS software) have been used to estimate the vehicle trip generation of the development, in accordance with good practice guidelines (TCL, 2024). Details of the site selection and trip rates taken from the TRICS database are attached in full within Appendix 2, with the estimated vehicle rates and generation shown in Table 1.

Table 1: Projected Trip Generation

	AM Peak (08:00-09:00)		Development Peak (14:00-15:00)		PM Peak (17:00-18:00)		Daily (07:00-19:00)	
Car Wash (15-D)	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicle Trip Rates (per bay)	0.828	0.448	3.069	3.310	1.207	1.379	22.517	22.501
Vehicle Trips (2 bays)	2	1	6	7	2	3	45	46

3.1.4 The trip generation projections indicate that the development is expected to generate up to 3 two-way vehicle movements during the typical AM network peak hour (08:00-09:00) and 5 two-way vehicle movements during the typical PM network peak hour (17:00-18:00), with a total of 91 two-way vehicle movements daily (07:00-19:00). The proposals are expected to generate 6 arrivals and 7 departures (13 two-way trips) during the development peak (14:00-15:00).

### **3.2 Trip Types**

3.2.1 It should be noted that a significant proportion of the vehicle trips generated by the site are not expected to be 'new' to the local highway network, with a number of pass-by, diverted and transferred trips. No deduction to the above traffic generation has been made based on the following.

- ***Pass-by & Diverted Trips:***

- Given the location of the site on Wardentree Lane, it is considered that some vehicle trips attracted to the site would already be present on the highway network, travelling on the route for other purposes. It is expected that a relatively small proportion of visitors to the site would make a dedicated journey to the facility, instead combining the visit with other journey purposes along this route.

- ***Transferred Trips:***

- It is recognised that vehicle trips to the car wash are unlikely to be 'new' to the wider highway network as the trips are likely to generally already occur on the network and serve alternative sites. Moreover, it could be expected that, by increasing the level of choice and providing a site that is closer (or more convenient) than existing facilities, the development could reduce the overall vehicle distance travelled in association with the trip purposes served at the site.

### **3.3 On-Site Waiting Provision**

3.3.1 Based on the trip generation projections for the site, the development peak hour is expected to occur between 14:00 and 15:00 with up to 13 two-way movements projected (6 arrivals and 7 departures). This equates to up to 7 vehicles being on-site during the development peak hour, although likely spread throughout the hour and therefore not on-site at the same time.

3.3.2 The car wash operates an internal one-way system, with vehicles entering and exiting via the separate proposed junctions. There is provision for 2 cars to be jet washed simultaneously, with 8 spaces available for queuing/pre-washing.

3.3.3 Details on how vehicles will progress through the one-way system is outlined below:

- Vehicles entering the site will use the access junction with Wardentree Lane and use the 8 spaces provided for queuing vehicles/pre-washing if required;
- 2 spaces are provided for jet washing under a canopy;
- 4 spaces are provided for drying, polishing and payment; and
- Vehicles will then exit the site via the egress junction onto Wardentree Lane.

- 3.3.4 There is stacking space available for circa 2 cars between the 8 allocated queuing spaces and the access junction which could be utilised by additional vehicles if required (so space for 10 vehicles to queue before the canopy area). However, the maximum number of vehicles on-site during the development peak hour is expected to be 7. Considering that it is unlikely that all arrivals to the site during the peak hour will occur at the same time, and that cars are likely to spend approximately only 10-15 minutes on-site, it is considered that there are sufficient queuing space to ensure that the queue for the car wash would not spill onto Wardentree Lane and impact the local highway network.
- 3.3.5 Due to the nature of the car wash, it is unlikely that customers would be queuing for long periods of time as vehicles will not all arrive at the same time and will instead be spread out across the hour. Therefore, the 8-10 queuing spaces are unlikely to be filled to capacity. Considering this, queuing vehicles accessing the site are unlikely to have an impact on Wardentree Lane as waiting/queuing can be accommodated on-site.

### **3.4 Access Arrangements**

- 3.4.1 As previously mentioned, access and egress to the site are to be facilitated via separate 6m wide dropped kerb junctions on the northern site boundary along the site frontage. The dropped kerbs are considered to be of sufficient width, as per LCC Highways feedback that the access/egress points should measure a minimum of 2.5m in width.
- 3.4.2 Swept path analysis of the proposed access/egress junctions and the internal site layout has been undertaken, with the results attached as Appendix 2. The results of the swept path analysis indicate that a car can adequately navigate the site access and egress dropped kerb junctions with Wardentree Lane and the internal one-way system within the site. Therefore, the proposed access and egress points are considered to be a suitable width to accommodate cars entering and exiting the site from both sides of the carriageway on Wardentree Lane.

## 4. CONCLUSIONS

4.1.1 This Transport Note (TN) has been prepared to support the full planning application for the proposed development of a car wash facility on land to the south of Wardentree Lane in Pinchbeck, Lincolnshire. This TN provides an appraisal of the expected transport impacts associated with the proposed car wash with specific regard to the proposed access arrangements on Wardentree Lane and the potential traffic impact of the development.

4.1.2 Vehicular access to the site is to be provided via two proposed new access junctions, with the existing dropped kerb access closed as part of the proposals. Vehicles entering the site will do so via the proposed eastern dropped kerb access junction connecting with Wardentree Lane. Vehicles will then navigate the internal one-way system within the site and exit via the proposed egress dropped kerb junction onto Wardentree Lane, located circa 10m west of the entry junction.

4.1.3 The trip generation of the development has been projected using the industry-standard TRICS database. The projections indicate that the development is expected to generate up to 3 two-way vehicle movements during the typical AM network peak hour (08:00-09:00) and 5 two-way vehicle movements during the PM network peak hour (17:00-18:00), with a total of 91 two-way movements daily 07:00-19:00). The development peak hour (14:00-15:00) resulted in 6 arrivals and 7 departures (13 two-way trips).

4.1.4 The car wash operates an internal one-way system, with vehicles entering and exiting via the separate proposed junctions. There is provision for 2 cars to be jet washed simultaneously, with 8 spaces available for queuing/pre-washing and additional stacking space for circa 2 cars.

4.1.5 Access and egress to the site are to be facilitated via separate 6m wide dropped kerb junctions on the northern site boundary along the site frontage. The dropped kerbs are considered to be of sufficient width, as per LCC Highways feedback that the access/egress points should measure a minimum of 2.5m in width.

4.1.6 Swept path analysis of the proposed access/egress junctions and the internal site layout has been undertaken, with the results attached as Appendix 2. The results of the swept path analysis indicate that a car can adequately navigate the site access and egress dropped kerb junctions with Wardentree Lane and the internal one-way system within the site.

4.1.7 Based on the assessments of this TN, it is considered that the proposed development would not be expected to have a significant impact on the operation of the local highway network. Therefore, as the impact of the proposals at the site is not expected to be severe, the proposals are considered to be in accordance with the NPPF, which states that "*development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios*" (MHCLG, 2024).

4.1.8 It is concluded from the assessments within this TN that the proposed development would not be expected to have a severe traffic impact.

## **5. REFERENCES**

DfT (Department for Transport), 2007. Guidance on Transport Assessment.

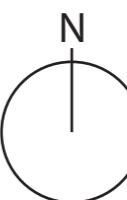
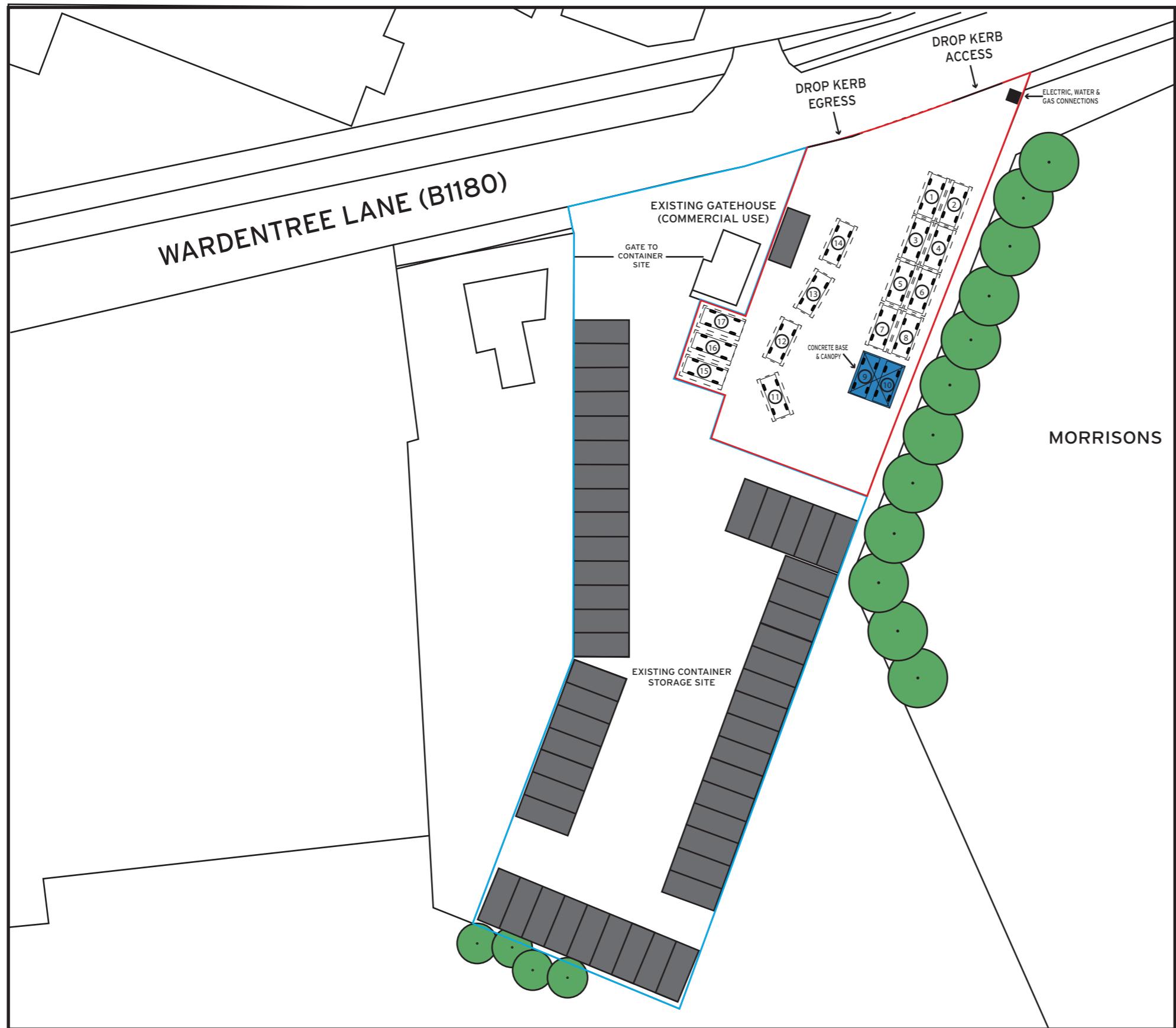
MHCLG (Ministry of Housing, Communities and Local Government), 2024. National Planning Policy Framework.

MHCLG, 2014. Planning Practice Guidance – Travel Plans, Transport Assessments and Statements in Decision-Taking (ID: 42-06/03/2014) [online: <https://planningguidance.planningportal.gov.uk>].

TCL (TRICS Consortium Ltd), 2024. TRICS Good Practice Guide 2024.

## **Appendix I – Proposed Site Layout Plan**

# PROPOSED SITE PLAN REV B



## KEY



PARKING SPACES (2.5M X 5M)



CARWASH CANOPY (5M X 5M)



OFFICE / PLANT ROOM

## NOTES:

SPACES 1 - 8 FOR QUEUING CARS AND PRE-WASHING

SPACES 9 & 10 FOR JETWASHING

SPACES 11 - 14 FOR DRYING, POLISHING AND PAYMENT

SPACES 15 - 17 FOR STAFF PARKING

1:500

10m 0 10m 20m 30m 40m 50m

1:500 @ A3

## **Appendix 2 – TRICS Output**

Calculation Reference: AUDIT-342901-250207-0255

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 15 - VEHICLE SERVICES

Category : D - CAR WASH

**TOTAL VEHICLES**Selected regions and areas:

05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	2 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	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: Number of bays  
 Actual Range: 2 to 8 (units: )  
 Range Selected by User: 1 to 8 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 22/10/23

*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:

Tuesday	3 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	6 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 undertaking using machines.*

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
------------------------------------	---

*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:

Industrial Zone	1
Residential Zone	3
No Sub Category	2

*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 Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	7 days - Selected

## Secondary Filtering selection:

Use Class:  
 n/a 6 days

*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:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	3 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	2 days
1.1 to 1.5	4 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	6 days
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*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	6 days
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*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	EB-15-D-01 FERRY ROAD EDINBURGH GRANTON Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of bays: <i>Survey date: TUESDAY</i>	8 26/10/10	CITY OF EDINBURGH <i>Survey Type: MANUAL</i>
2	LN-15-D-01 DIXON WAY LINCOLN  Suburban Area (PPS6 Out of Centre) Industrial Zone Total Number of bays: <i>Survey date: FRIDAY</i>	6 28/06/19	LINCOLNSHIRE <i>Survey Type: MANUAL</i>
3	NY-15-D-01 BAWTRY ROAD SELBY  Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of bays: <i>Survey date: TUESDAY</i>	5 10/05/22	NORTH YORKSHIRE <i>Survey Type: MANUAL</i>
4	TW-15-D-01 PHILADELPHIA LANE HOUGHTON-LE-SPRING  Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of bays: <i>Survey date: TUESDAY</i>	2 21/06/11	TYNE & WEAR <i>Survey Type: MANUAL</i>
5	TW-15-D-02 WASHINGTON ROAD SUNDERLAND  Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of bays: <i>Survey date: THURSDAY</i>	2 18/10/18	TYNE & WEAR <i>Survey Type: MANUAL</i>
6	WK-15-D-01 CROFT ROAD NUNEATON  Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of bays: <i>Survey date: FRIDAY</i>	6 19/11/21	WARRICKSHIRE <i>Survey Type: MANUAL</i>

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.

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
MS-15-D-01	28/04/21	Covid

## TRIP RATE for Land Use 15 - VEHICLE SERVICES/D - CAR WASH

## TOTAL VEHICLES

Calculation factor: 1 BAYS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	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	5	5	0.148	5	5	0.037	5	5	0.185
08:00 - 09:00	6	5	0.828	6	5	0.448	6	5	1.276
09:00 - 10:00	6	5	1.828	6	5	1.862	6	5	3.690
10:00 - 11:00	6	5	2.655	6	5	2.345	6	5	5.000
11:00 - 12:00	6	5	2.379	6	5	2.483	6	5	4.862
12:00 - 13:00	6	5	2.759	6	5	2.793	6	5	5.552
13:00 - 14:00	6	5	2.690	6	5	2.517	6	5	5.207
14:00 - 15:00	6	5	3.069	6	5	3.310	6	5	6.379
15:00 - 16:00	6	5	2.552	6	5	2.379	6	5	4.931
16:00 - 17:00	6	5	2.069	6	5	2.207	6	5	4.276
17:00 - 18:00	6	5	1.207	6	5	1.379	6	5	2.586
18:00 - 19:00	5	5	0.333	5	5	0.741	5	5	1.074
19:00 - 20:00	1	2	0.000	1	2	0.500	1	2	0.500
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		22.517			23.001				45.518

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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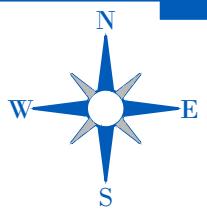
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## Parameter summary

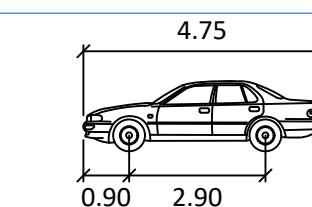
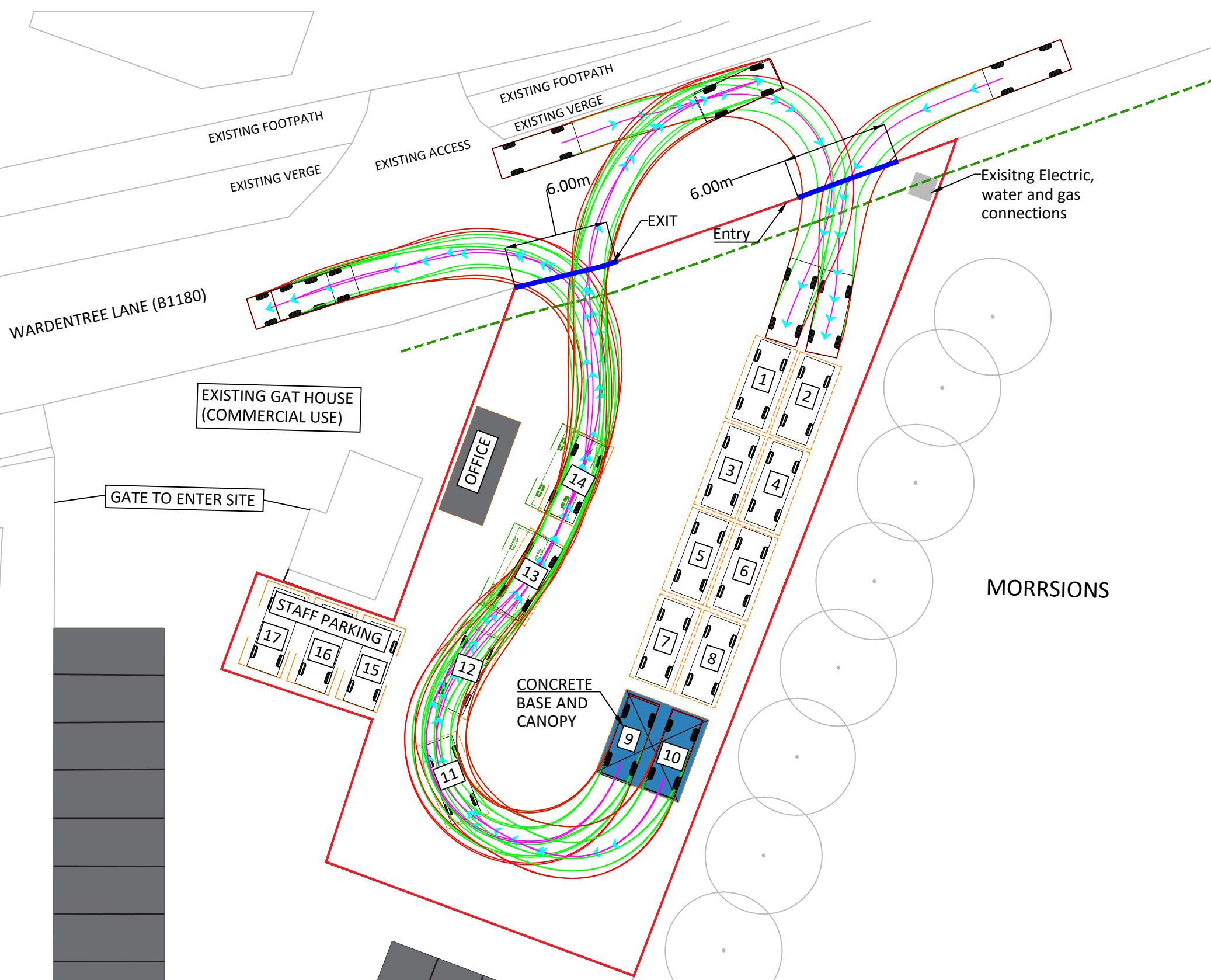
Trip rate parameter range selected:	2 - 8 (units: )
Survey date date range:	01/01/10 - 22/10/23
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

## **Appendix 3 – Swept Path Analysis**



Existing Electric,  
water and gas  
connections



Car  
Width : 1.80  
Track : 1.80  
Lock to Lock Time : 6.0  
Steering Angle : 30.2  
meters

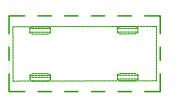
SPA Key:-	
Outer Wheel Track	
Vehicle Swept Path	
Vehicle Centreline and Direction	

Notes:-

1. Simulated speed - not more than 5 mph
2. Actual vehicle dimensions and track may vary.

Key:-

- Indicative Footpath Line / Assumed Highway Boundary
- Red Line Boundary
- Drop Kerb



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Rev.	Date	By	Chk	Description

Client

SPALDING STORAGE

Project  
PROPOSED COMMERCIAL  
DEVELOPMENT, WARDENTREE,  
PINCHBECK

Title  
CAR SWEPT PATH ANALYSIS

**local transport projects**  
traffic engineering and transport planning



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Scale 1 : 250 Checked SW Approved SW

Status

**PRELIMINARY**

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