

Wates Developments
Land adjacent to Deeping Road, Baston, Lincs

Formal Response to Consultee Comments

July 2026 (Revision A)



LAND ADJACENT TO DEEPING ROAD, BASTON, LINCOLNSHIRE
FORMAL RESPONSE TO CONSULTEE COMMENTS
JULY 2026 (REVISION A)

- 1.0 This report presents the collective responses to formal observations provided in respect of South Kesteven District Council's planning application reference S26/0710. The application is made for up to 283 dwellings on land fronting Deeping Road at Baston in Lincolnshire. The comments specifically relate to the Transport Assessment and Travel Plan documents submitted in support of the planning application.
- 1.1 Detailed comments were received from the following consultees:
- Lincolnshire County Council (Transport Assessment) – see Technical Note 3 at **Appendix A** for full details of comments and response.
 - Lincolnshire County Council (Travel Plan) – see Technical Note 4 at **Appendix B** for full details of comments and response.
 - Baston Parish Council (both documents) – see Technical Note 5 at **Appendix C** for full details of comments and response.
 - Peterborough City Council (both documents) – see Technical Note 6 at **Appendix D** for full details of comments and response.
 - Active Travel England (both documents) – see Technical Note 7 at **Appendix E** for full details of comments and response.
- 1.2 Following receipt of the above comments a meeting took place between representatives of Lincolnshire County Council, Bancroft Consulting, Wates Developments, and Boyer Planning. A copy of the subsequent meeting notes and follow up comments (email thread) is provided at **Appendix F**.
- 1.3 The aim of this submission is to provide a comprehensive review of the various comments and discussions, which have led to the following amendments to the proposals.
- **Residential Travel Plan (Revision C)** – includes LCC comments on delivery details.
 - **Drawing Number F20159/03 Revision C** – amended to include 5 metres wide access and labelling for future streetlighting.

- **Drawing Number F20159/06 Revision C** – amended to include 5 metres wide access, footway extension to Maltby Drive, and labelling for future streetlighting.
- **Drawing Number F20159/07 Revision A** – amended to address updated Greatford Road site access layout.
- **Drawing Number F20159/08 Revision A** – amended to address updated A15 site access layout
- **Drawing Number F20159/10** – shows tactile paving scheme at A15/Maltby Drive junction.
- **Drawing Number F20159/11** – shows large refuse collection vehicle turning into site at A15 via proposed right turn lane facility.
- **Drawing Number F20159/12** – shows proposed footway and crossing improvements at Greatford Road.
- **Drawing Number F20159/13** – shows proposed footway and crossing improvements at King Street.
- **Drawing Number F20159/14** – shows extent of carriageway widening required to deliver proposed right turn lane at A15.

A copy of the updated Residential Travel Plan (Revision C) can be found at **Appendix G**, whilst the above updated drawings are each included at **Appendix H**.

- 1.4 In addition to the above, further details has been provided in response to concerns regarding the use of 2011 versus 2021 Census Data, alongside a calibration model for the A15 / Main Street / Greatford Road junction. It is also proposed that the developer will fund a Traffic Regulation Order to explore the implementation of a 30 mph speed limit at the A15, between the site access and the Main Street / Greatford Road crossroads.
- 1.5 By submission of this information it is expected that the Local Planning Authority, and associated consultees, should now have sufficient evidence to be content that the proposed development could be considered satisfactory and deliverable in accordance with the key principles of the NPPF, most significantly paragraphs 115 and 116.

**APPENDIX A – TECHNICAL NOTE 3: RESPONSE TO
LCC COMMENTS (TA)**

LAND FRONTING DEEPING ROAD, BASTON
TECHNICAL NOTE 3: RESPONSE TO LINCOLNSHIRE COUNTY COUNCIL
COMMENTS (TRANSPORT ASSESSMENT)
JULY 2026 (REVISION A)

1.0 INTRODUCTION

- 1.1 The following details relate to Formal Observations provided by Lincolnshire County Council, acting as the Highway Authority, in respect of the Transport Assessment submitted in support of proposals to develop 283 dwellings on land to the west of Deeping Road, Baston. A full copy of the comments is attached although each comment is presented below alongside the corresponding comment/action.
- 1.2 The response also follows a meeting with the corresponding highway officer at Lincolnshire County Council on 3 July 2026. A copy of the meeting notes that were issued afterwards, including LCC's subsequent comments, are also attached to this Technical Note.

Highway improvements

LCC Comment	BCL Response/Action
Footway/cycleway to terminate at Maltby Drive junction (A15).	<i>It will not be possible to extend the footway/cycleway up to Maltby Drive due to third party land constraints. However, Drawing Number F20159/06 Revision C now shows how a 1.8 metres wide link would extend north to connect with the existing facilities at the junction.</i>
The plan needs to show where the carriageway is being widened to accommodate the GIRTl.	<i>Noted. This is shown in the new Drawing Number F20159/14.</i>

The principles of drainage for the highway improvements need to be detailed.	<i>Noted. Details to be provided at detailed design stage, secured by way of planning condition.</i>
Swept paths are required for the GIRTLS.	<i>Noted. Drawing Number F20159/11 now shows the tracking of a large refuse collection vehicle turning right into the site via the updated right turn lane arrangement.</i>
Pre-app discussions suggested improvements to King St Junction, but nothing has been detailed - improve connections to the PROW here.	<i>Section 9.4 of the Transport Assessment calculates how the proposed development would generate up to 6 hourly pedestrian movements, or 11 if bus movements are included too. These would primarily be associated with areas to the north and east of the site and are not expected to pass through the King Street / Greatford Road junction. Hence, in line with Paragraph 58 of the NPPF there are no proposals to deliver pedestrian infrastructure to extend the footway provision west of the proposed Greatford Road / Site Access junction.</i>
Consider drainage principles for Greatford Road proposed footway.	<i>Noted. Details to be provided at detailed design stage, secured by way of planning condition.</i>
The proposed footway/cycleway on Deeping Road and the proposed footway on Greatford Road will both need to be street lit.	<i>Noted. Drawing Numbers F20159/03 Revision C and F20159/06 Revision C now include labelling to confirm how this will be agreed in detail at Reserved Matters stage.</i>
Consider safe passage for pedestrians where footway crosses over on Greatford road.	<i>Noted. Drawing Number F20159/06 Revision C shows how the existing footway at the southern edge of Greatford Road would be extended to accommodate a new set of dropped kerbs and tactile paving for crossing</i>

	<i>movements between the northern and southern carriageway edges.</i>
Where footway terminates on Main Street on the westbound side of the carriageway a tactile crossing point should be installed to direct pedestrians over to the other side in the proximity of Church Street.	<i>This matter was discussed in detail at the subsequent meeting with LCC. Section 9 of the Transport Assessment seeks to explain how pedestrians arriving and departing the site via the A15 / Site Access junction would most likely utilise the pedestrian refuge immediately to the south of Maltby Drive, then connect to Main Street via School Lane – hence the proposed refuge crossing improvements at the A15 and Main Street shown in Drawing Number F20159/05 Revision A.</i> <i>Alternatively, pedestrian movements via the Greatford Road / Site Access junction would utilise the proposed footway at the southern edge of Greatford Road, before crossing to the northern edge and continuing to the A15 / Main Street / Greatford Road crossroads junction where there is an existing signal-controlled crossing at the northern A15 arm of the junction. This crossing provides full access to the nearby bus stops and existing footway that extends along the northern edge of Main Street. In preparing the Transport Assessment, consideration was given to providing tactile paving at the Church Street arm of the Main Street junction. However, the current highway layout with its parallel parking area at the southern edge of Main Street will mean that any fixed formal crossing point would have severely restricted visibility. Hence, and taking into account the minimal change in activity at this location, it was considered that further improvements at this location would not be necessary.</i>
Tactile crossing required at Main Street junction and widen the existing footway to	<i>As stated above, it is not expected that the proposed development pedestrian desire lines would materially</i>

2m from the junction to the pedestrian refuge on Deeping Road.	<i>change conditions through this section. Although the layout of existing infrastructure at this location is currently constrained, there is no evidence of any highway safety problems associated with present activity. Hence, it is considered that further mitigating improvements at this location are not reasonably warranted.</i>
Widen carriageway pinch point outside 17 Deeping Road.	<i>As stated above, it is not expected that the proposed development pedestrian desire lines would materially change conditions through this section. Although the layout of existing infrastructure at this location is currently constrained, there is no evidence of any highway safety problems associated with present activity. Hence, it is considered that further mitigating improvements at this location are not reasonably warranted.</i>
Tactiles crossing required at Maltby Drive.	<i>Noted. Drawing Number F20159/10 shows how tactile paving and improved dropped kerbing would be provided at the Maltby Drive arm of the junction, including within the existing refuge.</i>
Pedestrian Refuge improvements - as previously raised the plan needs to show the widening required to accommodate the upgraded pedestrian refuge and position of the refuge with dimensions. We would not want to compromise the width of the carriageway at this location so we need to be sure if the width of the carriageway will need widening here to accommodate the refuge. Please ensure that the appropriate standards (DMRB) are checked to ensure	<i>Drawing Numbers F20159/06 Revision C and F20159/10 each show how the proposed refuge improvements on the A15 (south of Maltby Drive) would not require any changes to the existing carriageway markings or through lane widths at this location. The preliminary layout shown is based on a typical technical arrangement for a pedestrian refuge and final details would be subject to agreement with the Highway Authority as part of any Reserved Matters application.</i>

the correct dimensions are submitted and that it is not just a concept design.	
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Accesses

LCC Comment	BCL Response/Action
The radius and the carriageway width of 6.2m is excessive/overengineered. This concern has also been raised by Active Travel England. We would only expect this size of road if it were to be a bus route which this is not.	<i>During the meeting it was agreed that the internal access route should measure a minimum width of 5 metres between the site access junctions at each end, with scope to vary this in accordance with the final design strategy. Drawing Number F20159/06 Revision C shows how this has been incorporated within the proposed A15 / Site Access junction layout and Drawing Numbers F20159/08 Revision A and F20159/11 show the updated vehicle tracking assessments for the revised layout.</i>
What size is the Culvert? If 600 or more, approval in principle will have to be submitted to TSP before the S278 submission. Approval will also be required from the IDB.	<i>Noted. Details to be provided at detailed design stage, secured by way of planning condition.</i>
Reduce width of access onto Greatford Road to 5m with a 6m radii - Greatford Road can be widened to accommodate swept paths.	<i>As above, this point was discussed at the meeting with LCC and Drawing Number F20159/03 Revision C now shows the updated junction layout with Drawing Number F20159/07 Revision A demonstrating the updated vehicle tracking assessment.</i>

Public Right of Way

LCC Comment	BCL Response/Action
The proposed development directly affects Baston Public Footpath No. 2. The section of public footpath which passes through the proposed development site should be tarmacked to a width of 2m.	<i>Noted. Details of the proposed footpath constructions and its connections with the adjoining residential development will be secured by planning condition and will form part of the Reserved Matters detail. This can include specific points such as the minimum width and surface treatment.</i>
It is likely that the proposed development will lead to a notable increase in walkers accessing Greatford Public Footpath No. 7 on the western side of King Street. A link should be created from the proposed development to the footbridge on PF 7 (the blue line below).	<i>Section 9 of the Transport Assessment presents calculations of the anticipated trip generation. This confirms that up to only 6 hourly pedestrian movements would be expected and these would primarily be focused on amenities to the east and north of the site. Hence, it is unlikely that there would be any significant increase in movements along the Baston PF2 / Greatford PF7 route. However, following discussions with LCC Drawing Number F20159/13 demonstrates how the existing facilities either side of King Street could be connected by a 2 metres footway link and associated crossing facilities (dropped kerbs and tactile paving) to facilitate existing and any proposed users.</i>
The vehicle speeds on King Street are notably high, and consideration should be given to pedestrian safety at the crossing point. Chicane barriers and visibility should be considered.	<i>Guidance set out within the CIHT publication Designing for Walking (Table 3) explains how dropped kerb crossings should be used 'with caution' on links with speeds of 50 mph or greater under 'low' traffic conditions. Drawing Number F20159/13 also shows how the proposed crossing improvements would include 215 metres visibility splays for approaching vehicles in each direction in line with the National Speed Limit restrictions. Given the established crossing point</i>

	<i>with no evidence of any ongoing highway safety problem and only minimal change in predicted usage, it is considered that the proposals here should satisfy the Highway Authority's concerns.</i>
Consideration should be given to pedestrian visibility at the point where the public footpath crosses the proposed estate road.	<i>Noted. Details of the proposed footpath construction and its connections with the adjoining residential development will be secured by planning condition and will form part of the Reserved Matters application. This can include specific points such as visibility splays in line with the design speed for the internal link.</i>
It is expected that there will be no encroachment, either permanent or temporary, onto the right of way as a result of the proposal. The construction should not pose any dangers or inconvenience to the public using the right of way. In particular, access to the development site should be considered and measures put in place to ensure that site traffic does not endanger path users and care should be taken to ensure that the path surface does not become churned up.	<i>Noted. This matter could be addressed by condition.</i>
The developer should consider applying to LCC for a temporary closure order if it is considered that safe access cannot be maintained along the public footpath for the duration of the build. No gates or other structures should be installed on the public footpath without the prior consent of the highway authority.	<i>Noted. This matter could be addressed by condition.</i>

Drainage

LCC Comment	BCL Response/Action
A more detailed Ground Investigation Report is required, and it shall include; ground water monitoring for a period of 12months (or 6months now and a further 6months at delivery stage) which should cover a Winter period; Trial holes; infiltration testing.	<i>Noted. This will be addressed separately by the drainage consultant.</i>
The Surface water drainage drawing shows a piped system with SuDs features - why are the pipes required? The water should be conveyed to the swales. Assumed underdrained swales due to the shallow water table but no groundwater monitoring has been provided. The drawing is confusing - a more detailed key is required with a specific drainage drawing separate to the report.	<i>Noted. This will be addressed separately by the drainage consultant.</i>
The principles of drainage for the highway improvements need to be detailed.	<i>Noted. This will be addressed separately by the drainage consultant.</i>
Overland flow routes should be detailed, and the layout should follow the flow path.	<i>Noted. This will be addressed separately by the drainage consultant.</i>
Will the ponds be lined?	<i>Noted. This will be addressed separately by the drainage consultant.</i>

If any Permeable paving is tanked and modular storage is included in the design - this should be for private areas only as we do not adopt these.	<i>Noted. This will be addressed separately by the drainage consultant.</i>
What are the total impermeable areas for the site?	<i>Noted. This will be addressed separately by the drainage consultant.</i>
<u>IDB Comments:</u> The site is bound along the north by the Board's no.3 drain and along the south by the Board's No 4 drain. Both watercourses are afforded the protection of nine metre byelaw strips which prevent anything new being placed within nine metres of the top edge of these drains without the prior written consent of the Board. In line with current recommendations, the use of SUDS should be considered as a first approach to dealing with surface water runoff. Lincolnshire County Council, as Lead Local Flood Authority, will have a key input into any SUDS or surface water disposal strategy. Surface water discharge rates should be restricted to the Boards accepted greenfield runoff rate of 1.4 litres per second per hectare. Any proposed discharge to serve parcels 1 and 2 will only be accepted at this Greenfield Rate as a maximum, nothing exceeding this will receive consent. Applications for consent to discharge surface water will be required to be submitted to the Board should panning	<i>Noted. This will be addressed separately by the drainage consultant.</i>

permission be granted and will be subject to the agreement of technical details, payment of the application fees as well as payment of any relevant development contributions. The proposed new culverted access crossing within the Board's no 3 drain will require the prior written consent of the Board should planning permission be granted.	
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Travel Plan

LCC Comment	BCL Response/Action
There are several areas where the Travel Plan could be strengthened to better align with current Travel Plan best practice, Lincolnshire County Council guidance, and national active travel objectives. The Travel Plan comments have been sent direct to the Planning Officer so the applicant can amend the Travel Plan.	<i>Noted. A detailed response to all Travel Plan comments will be provided under cover of a separate Technical Note.</i>

Transport Assessment modelling

LCC Comment	BCL Response/Action
The survey of the existing Main Street/Greatford Road/A15 junction (Para 4.3.4 and Table 4) shows quite extensive queuing at the junction for most of the peak hour.	<i>To address the Highway Authority's concerns regarding the junction calibration, the existing model was revisited as follows:</i> <i>The geometry for Arm B (Main Street) was adjusted to represent only a single lane width on approach to the junction (previously a flare was used). This</i>

There is no PICADY assessment of the junction in the base case (using surveyed flows) – so the model cannot be seen to be calibrated correctly. The PICADY assessment of 2031 (Table 12) shows maximum queues of 2 vehicles in 2031 in both scenarios with and without Development. Essentially, the PICADY modelling is not accurately reflecting what is occurring at the junction. The consultants need to do a model that accurately reflects existing queueing conditions and then use this for the future case. We do not believe that they have taken the pedestrian signals into account and the effect they have on the adjacent junction. The survey notes that the signals were activated 26 times in the morning peak 2 hours, these will reduce the capacity, and the junction needs to be modelled to reflect this effect.	<i>better reflects the impact of queuing at the arm during the morning peak hour.</i> <i>2026 observed peak hour turning movements at the junction (as summarised in Figures 2 and 3 of the TA) were used to calculate detailed 15 minute demand flows at each arm. This will ensure an accurate representation of arrival profiles during the assessment period.</i> <i>To ensure demand flows are fully accounted for at Arm B (Main Street) the difference in observed queuing between the start and end of each 15 minute period was added to that value. Details of the flow calculations are appended to this Technical Note.</i> <i>The results of the 2026 calibration exercise are summarised in Table TN3a. Focusing on the Main Street arm as the key area of concern (in the morning peak only), the results show a mean max queue length of 12.6 pcus at Main Street, with a corresponding delay of 108.98 seconds per pcu. Inspection of the queue length survey results presented at Table 4 of the TA confirms an average queue length of 17 vehicles between 0800 and 0900 hours. Although not a precise match, this should provide confidence that the model is reasonably well calibrated when taking into account the many specific variables that will have taken place on the day of the survey and the methodology adopted within the modelling process (for example it is not possible to model each specific activation of the pedestrian crossing).</i> <i>Table TN3b shows the results of the 2031 Design Year turning movements (with and without development) assigned to the calibration model. However, in line with standard practice for future year modelling where it is acknowledged that peak spreading will take place to</i>
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	<i>avoid specific congestion within any hour, the PICADY modelling has been undertaken with the 'FLAT' flow profile. This effectively assigns the hourly flows at a constant rate during each hour assessment period. It is clear from this exercise that the effect of 'peak spreading' serves to significantly reduce queuing at Arm B (Main Street), with a reduction from 12.6 pcus down to 3 pcus queuing in the morning peak hour. Importantly, the addition of the development traffic through the junction only increases this to 3.1 pcus queuing at the Main Street arm. The results also demonstrate no discernible change in the evening peak hour operation of the junction.</i> <i>Full details of the PICADY model output files are appended to this Technical Note.</i> <i>In response to concerns regarding the inclusion of the pedestrian crossing at the A15 (north) arm, Appendix J of the TA provides the full output data from the modelling of this junction. At the bottom of page 3 of the output there is confirmation of the Pelican/Puffin crossing data input within the model for Arm A (A15 north). Page 4 confirms an average pedestrian flow of 13 ped/hr used for both peaks. This corresponds with the observed 13 activations of the pedestrian crossing during the morning peak hour (0800 to 0900 hours). The evening peak hour only observed 5 activations (1700 to 1800 hours) so the higher value was adopted for robustness. These values have also been utilised within the updated calibration modelling.</i>
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2.0 SUMMARY (LCC TA)

- 2.1 This Technical Note 3 seeks to provide a direct response to comments received from Lincolnshire County Council (LCC) in respect of proposals for up to 283 dwellings at the site. The issues raised and response provided can be summarised below.

LCC: Additional information required to clarify the extent of highway improvements associated with the proposed development.

BCL: Following consideration of LCCs concerns, new/updated drawings have been submitted to confirm the following points.

- *Improvements to existing footway facilities in the vicinity of the A15/Maltby Drive junction.*
- *Extent of carriageway widening required at A15 to deliver the proposed Ghost Island Right Turn Lane.*
- *Additional crossing facilities at Greatford Road.*

LCC: Additional information/amendments required in respect of the proposed site access layouts.

BCL: Following consideration of LCCs concerns, new/updated drawings have been submitted to confirm the following points.

- *Access and internal road layouts to now include a minimum 5 metres wide carriageway.*
- *Vehicle tracking assessments to support the revised access junction layouts.*

LCC: Additional information required in respect of the proposed development connections with the PRow networks.

BCL: Following consideration of LCCs concerns, new drawings have been submitted demonstrating how the Baston 2 and Greatford 7 public footpaths could have improved access by provision of a new footway link and crossing facilities at King Street.

LCC: Concerns raised regarding the calibration of the A15/Main Street/Greatford Road PICADY model.

BCL: Updated modelling has been undertaken using observed 2026 flow data at 15 minute intervals throughout the junction. At Main Street, this has included the addition of observed queueing vehicles to the morning peak hour assessment (at Main Street) to fully account for demand flows on that arm. The results of this assessment show levels of queueing at Main Street that are comparable with the observed conditions and it is considered that the model is suitably calibrated. Moving on from this, evidence has been provided in respect of the inclusion of the pedestrian crossing at the A15 (north) arm and updated 2031 Design Year results (with the calibrated model) both with and without development traffic assigned.

		A15 (north)		Main Street	A15 (south)	Greatford Road
Traffic scenario		right turn	ahead/left	all movements	right turn	all movements
2026 Calibration model (no development traffic flows) (AM PEAK)	Max RFC value	0.000	0.500	0.860	0.230	0.210
	Max queue (PCUs)	0.00	2.10	4.70	0.30	0.30
	Max delay (secs/PCUs)	0.00	4.13	78.82	11.21	19.72
	Max LOS	A	A	F	B	C
2026 Calibration model (no development traffic flows) (PM PEAK)	Max RFC value	0.000	0.350	0.510	0.210	0.260
	Max queue (PCUs)	0.00	1.10	1.00	0.30	0.40
	Max delay (secs/PCUs)	0.00	3.11	23.96	9.71	27.05
	Max LOS	A	A	C	A	D
2026 Calibration model (no development traffic flows) (AM PEAK) (DIRECT Flow Profile assessment)	Max RFC value	0.000	0.460	1.080	0.220	0.210
	Max queue (PCUs)	0.00	1.80	12.60	0.30	0.30
	Max delay (secs/PCUs)	0.00	3.85	108.98	10.62	18.29
	Max LOS	A	A	F	B	C
2026 Calibration model (no development traffic flows) (PM PEAK) (DIRECT Flow Profile assessment)	Max RFC value	0.000	0.340	0.530	0.190	0.290
	Max queue (PCUs)	0.00	1.10	1.10	0.20	0.40
	Max delay (secs/PCUs)	0.00	3.15	28.29	9.21	22.91
	Max LOS	A	A	D	A	C

TABLE TN3a: PICADY ASSESSMENT SUMMARY (CALIBRATION MODEL 2026 FLOWS) - A15 (DEEPING ROAD) / MAIN STREET / GREATFORD ROAD CROSSROADS

		A15 (north)		Main Street	A15 (south)	Greatford Road
Traffic scenario		right turn	ahead/left	all movements	right turn	all movements
2031 Calibration model (no development traffic flows) (AM PEAK) (FLAT Flow Profile assessment)	Max RFC value	0.000	0.470	0.760	0.210	0.190
	Max queue (PCUs)	0.00	1.80	3.00	0.30	0.20
	Max delay (secs/PCUs)	0.00	3.89	50.05	10.62	17.81
	Max LOS	A	A	F	B	C
2031 Calibration model (no development traffic flows) (PM PEAK) (FLAT Flow Profile assessment)	Max RFC value	0.000	0.330	0.460	0.200	0.230
	Max queue (PCUs)	0.00	1.00	0.80	0.20	0.30
	Max delay (secs/PCUs)	0.00	3.09	20.35	9.18	22.74
	Max LOS	A	A	C	A	C
2031 Calibration model (with development traffic flows) (AM PEAK) (FLAT Flow Profile assessment)	Max RFC value	0.000	0.470	0.770	0.210	0.200
	Max queue (PCUs)	0.00	1.90	3.10	0.30	0.30
	Max delay (secs/PCUs)	0.00	7.61	52.73	10.66	17.21
	Max LOS	A	A	F	B	C
2031 Calibration model (with development traffic flows) (PM PEAK) (FLAT Flow Profile assessment)	Max RFC value	0.000	0.340	0.460	0.200	0.240
	Max queue (PCUs)	0.00	1.10	0.90	0.20	0.30
	Max delay (secs/PCUs)	0.00	6.16	20.84	9.27	22.87
	Max LOS	A	A	C	A	C

TABLE TN3b: PICADY ASSESSMENT SUMMARY (CALIBRATION MODEL 2031 FLOWS) - A15 (DEEPING ROAD) / MAIN STREET / GREATFORD ROAD CROSSROADS

Junctions 11		
PICADY 11 - Priority Intersection Module		
Version: 11.0.0.2177		
© Copyright TRL Software Limited, 2024		
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Filename: existing layout DR_MS Calibration model 2026.j11

Path: Z:\2020 Projects\F20159 Baston Lincs\Capacity Analysis\A15-Main Street

Report generation date: 14/07/2026 08:42:50

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- »2026 Analysis - 2026 | No Development | AM
 - »2026 Analysis - 2026 | No Development | PM
 - »2026 Analysis - 2026 DIRECT Flow profile | No Development [D3] | AM
 - »2026 Analysis - 2026 DIRECT Flow profile | No Development [D5] | PM
 - »2026 Analysis - 2031 FLAT Flow profile | No Development [D5] | AM
 - »2026 Analysis - 2031 FLAT Flow profile | No Development [D6] | PM
 - »2026 Analysis - 2031 FLAT Flow profile | With Development [D7] | AM
 - »2026 Analysis - 2031 FLAT Flow profile | With Development [D8] | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 Analysis - 2026 - No Development									
Stream B-ACD	D1	4.7	78.82	0.86	F	D2	1.0	23.96	0.51	C
Stream A-BC		2.1	4.13	0.50	A		1.1	3.11	0.35	A
Stream A-D		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-ABC		0.3	19.72	0.21	C		0.4	27.05	0.26	D
Stream C-B		0.3	11.21	0.23	B		0.3	9.71	0.21	A
	2026 Analysis - 2026 DIRECT Flow profile - No Development [D3]									
Stream B-ACD	D3	12.6	108.98	1.08	F					
Stream A-BC		1.8	3.85	0.46	A					
Stream A-D		0.0	0.00	0.00	A					
Stream D-ABC		0.3	18.29	0.21	C					
Stream C-B		0.3	10.62	0.22	B					
	2026 Analysis - 2026 DIRECT Flow profile - No Development [D5]									
Stream B-ACD						D4	1.1	28.29	0.53	D
Stream A-BC							1.1	3.15	0.34	A
Stream A-D							0.0	0.00	0.00	A
Stream D-ABC							0.4	22.91	0.29	C
Stream C-B							0.2	9.21	0.19	A
	2026 Analysis - 2031 FLAT Flow profile - No Development [D5]									
Stream B-ACD	D5	3.0	50.05	0.76	F					
Stream A-BC		1.8	3.89	0.47	A					
Stream A-D		0.0	0.00	0.00	A					
Stream D-ABC		0.2	17.81	0.19	C					
Stream C-B		0.3	10.62	0.21	B					
	2026 Analysis - 2031 FLAT Flow profile - No Development [D6]									
Stream B-ACD						D6	0.8	20.35	0.46	C
Stream A-BC							1.0	3.09	0.33	A
Stream A-D							0.0	0.00	0.00	A
Stream D-ABC							0.3	22.74	0.23	C
Stream C-B							0.2	9.18	0.20	A
	2026 Analysis - 2031 FLAT Flow profile - With Development [D7]									
Stream B-ACD	D7	3.1	52.73	0.77	F					
Stream A-BC		1.9	7.61	0.47	A					
Stream A-D		0.0	7.44	0.47	A					
Stream D-ABC		0.3	17.21	0.20	C					
Stream C-B		0.3	10.66	0.21	B					
	2026 Analysis - 2031 FLAT Flow profile - With Development [D8]									
Stream B-ACD						D8	0.9	20.84	0.46	C
Stream A-BC							1.1	6.16	0.34	A
Stream A-D							0.0	6.05	0.34	A
Stream D-ABC							0.3	22.87	0.24	C
Stream C-B							0.2	9.27	0.20	A

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

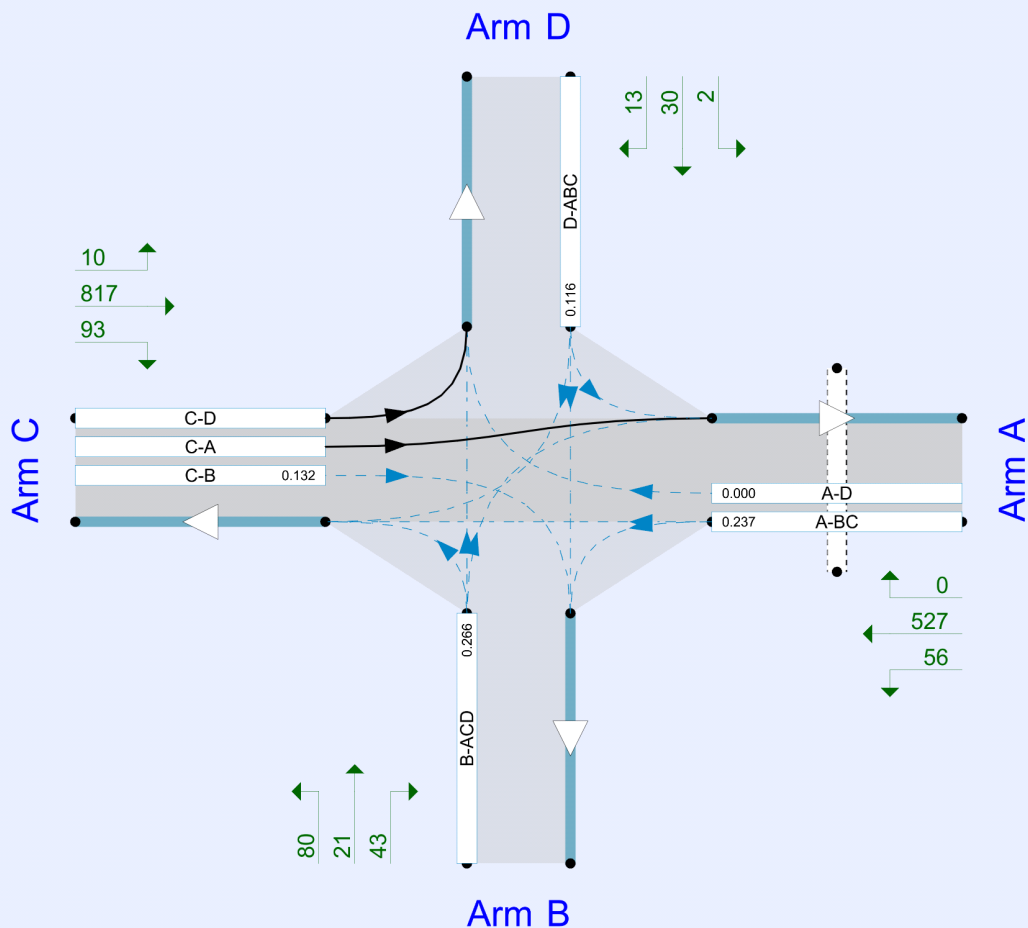
File summary

File Description

Title	LAND AT BASTON
Location	Deeping Road (A15)
Site number	
Date	12/07/2026
Version	
Status	(new file)
Identifier	CJB
Client	Wates Developments
Jobnumber	F20159
Enumerator	BANCROFT\cbancroft
Description	2026 Calibration model to address LCC comments

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	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr)
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2026	No Development	AM	ONE HOUR	08:00	09:30		15	✓
D2	2026	No Development	PM	ONE HOUR	17:00	18:30		15	✓
D3	2026 DIRECT Flow profile	No Development [D3]	AM	DIRECT	08:00	09:00	60	15	✓
D4	2026 DIRECT Flow profile	No Development [D5]	PM	DIRECT	17:00	18:00	60	15	✓
D5	2031 FLAT Flow profile	No Development [D5]	AM	FLAT	08:00	09:00	60	15	✓
D6	2031 FLAT Flow profile	No Development [D6]	PM	FLAT	17:00	18:00	60	15	✓
D7	2031 FLAT Flow profile	With Development [D7]	AM	FLAT	08:00	09:00	60	15	✓
D8	2031 FLAT Flow profile	With Development [D8]	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2026 Analysis	✓	100.000	100.000

2026 Analysis - 2026 | No Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A15 / Main Street / West End	Crossroads	Two-way	Two-way	Two-way	Two-way		13.01	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.01	B

Arms

Arms

Arm	Name	Description	Arm type
A	A15 (north)		Major
B	Main Street		Minor
C	A15 (south)		Major
D	Greatford Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	7.00		✓	2.20	100.0		-
C	7.00		✓	2.20	100.0		-

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	3.10	50	35
D	One lane	3.20	23	18

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
A	1.00	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	632	-	-	-	-	-	-	0.234	0.335	0.234	-	-	-
B-A	516	0.090	0.227	0.227	-	-	-	0.143	0.325	-	0.227	0.227	0.114
B-C	652	0.096	0.242	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	516	0.090	0.227	0.227	-	-	-	0.143	0.325	0.143	-	-	-
B-D, offside lane	516	0.090	0.227	0.227	-	-	-	0.143	0.325	0.143	-	-	-
C-B	632	0.234	0.234	0.335	-	-	-	-	-	-	-	-	-
D-A	648	-	-	-	-	-	-	0.240	-	0.095	-	-	-
D-B, nearside lane	504	0.140	0.140	0.317	-	-	-	0.222	0.222	0.088	-	-	-
D-B, offside lane	504	0.140	0.140	0.317	-	-	-	0.222	0.222	0.088	-	-	-
D-C	504	-	0.140	0.317	0.111	0.222	0.222	0.222	0.222	0.088	-	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	No Development	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	826	100.000
B		ONE HOUR	✓	213	100.000
C		ONE HOUR	✓	612	100.000
D		ONE HOUR	✓	45	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A	[ONE HOUR]	13.00
B		
C		
D		

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	98	728	0
	B	52	0	98	63
	C	506	87	0	19
	D	3	36	6	0

Proportions

	To				
		A	B	C	D
From	A	0.00	0.12	0.88	0.00
	B	0.24	0.00	0.46	0.30
	C	0.83	0.14	0.00	0.03
	D	0.07	0.80	0.13	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A	B	C	D
	A	0	0	6	0
	B	0	0	0	0
	C	8	0	0	0
	D	0	0	0	0

Average PCU Per Veh

	To				
		A	B	C	D
	A	1.000	1.000	1.060	1.000
	B	1.000	1.000	1.000	1.000
	C	1.080	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
08:00-08:15	A	622	622	9.79
	B	160	160	
	C	461	461	
	D	34	34	
08:15-08:30	A	743	743	11.69
	B	191	191	
	C	550	550	
	D	40	40	
08:30-08:45	A	909	909	14.31
	B	235	235	
	C	674	674	
	D	50	50	
08:45-09:00	A	909	909	14.31
	B	235	235	
	C	674	674	
	D	50	50	
09:00-09:15	A	743	743	11.69
	B	191	191	
	C	550	550	
	D	40	40	
09:15-09:30	A	622	622	9.79
	B	160	160	
	C	461	461	
	D	34	34	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.86	78.82	4.7	F	195	293
A-BC	0.50	4.13	2.1	A	758	1137
A-D	0.00	0.00	0.0	A	0	0
D-ABC	0.21	19.72	0.3	C	41	62
C-D					17	26
C-A					464	696
C-B	0.23	11.21	0.3	B	80	120

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	160	40	0.00	375	0.428	157	0.0	0.7	16.362	C
A-BC	622	155	9.79	1851	0.336	618	0.0	1.1	3.072	A
A-D	0	0	9.79	0	0.000	0	0.0	0.0	0.000	A
D-ABC	34	8	0.00	323	0.105	33	0.0	0.1	12.397	B
C-D	14	4	0.00			14				
C-A	381	95	0.00			381				
C-B	65	16	0.00	486	0.135	65	0.0	0.2	8.532	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	191	48	0.00	333	0.575	189	0.7	1.3	24.690	C
A-BC	743	186	11.69	1844	0.403	741	1.1	1.4	3.450	A
A-D	0	0	11.69	0	0.000	0	0.0	0.0	0.000	A
D-ABC	40	10	0.00	285	0.142	40	0.1	0.2	14.688	B
C-D	17	4	0.00			17				
C-A	455	114	0.00			455				
C-B	78	20	0.00	457	0.171	78	0.2	0.2	9.494	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	235	59	0.00	274	0.857	223	1.3	4.0	61.732	F
A-BC	909	227	14.31	1835	0.496	907	1.4	2.0	4.109	A
A-D	0	0	14.31	0	0.000	0	0.0	0.0	0.000	A
D-ABC	50	12	0.00	233	0.213	49	0.2	0.3	19.552	C
C-D	21	5	0.00			21				
C-A	557	139	0.00			557				
C-B	96	24	0.00	418	0.229	95	0.2	0.3	11.162	B

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	235	59	0.00	273	0.860	232	4.0	4.7	78.819	F
A-BC	909	227	14.31	1835	0.496	909	2.0	2.1	4.129	A
A-D	0	0	14.31	0	0.000	0	0.0	0.0	0.000	A
D-ABC	50	12	0.00	232	0.214	50	0.3	0.3	19.722	C
C-D	21	5	0.00			21				
C-A	557	139	0.00			557				
C-B	96	24	0.00	417	0.230	96	0.3	0.3	11.206	B

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	191	48	0.00	332	0.577	205	4.7	1.5	30.758	D
A-BC	743	186	11.69	1844	0.403	745	2.1	1.4	3.475	A
A-D	0	0	11.69	0	0.000	0	0.0	0.0	0.000	A
D-ABC	40	10	0.00	284	0.143	41	0.3	0.2	14.842	B
C-D	17	4	0.00			17				
C-A	455	114	0.00			455				
C-B	78	20	0.00	456	0.171	79	0.3	0.2	9.546	A

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	160	40	0.00	373	0.430	163	1.5	0.8	17.344	C
A-BC	622	155	9.79	1851	0.336	623	1.4	1.1	3.103	A
A-D	0	0	9.79	0	0.000	0	0.0	0.0	0.000	A
D-ABC	34	8	0.00	322	0.105	34	0.2	0.1	12.521	B
C-D	14	4	0.00			14				
C-A	381	95	0.00			381				
C-B	65	16	0.00	485	0.135	66	0.2	0.2	8.593	A

2026 Analysis - 2026 | No Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A15 / Main Street / West End	Crossroads	Two-way	Two-way	Two-way	Two-way		4.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.36	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026	No Development	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	583	100.000
B		ONE HOUR	✓	144	100.000
C		ONE HOUR	✓	920	100.000
D		ONE HOUR	✓	45	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A	[ONEHOUR]	13.00
B		
C		
D		

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	56	527	0
	B	43	0	80	21
	C	817	93	0	10
	D	2	30	13	0

Proportions

	To				
		A	B	C	D
From	A	0.00	0.10	0.90	0.00
	B	0.30	0.00	0.56	0.15
	C	0.89	0.10	0.00	0.01
	D	0.04	0.67	0.29	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A	B	C	D
	A	0	0	3	0
	B	2	0	0	0
	C	2	2	0	0
From	D	0	6	0	0

Average PCU Per Veh

	To				
		A	B	C	D
	A	1.000	1.000	1.030	1.000
	B	1.020	1.000	1.000	1.000
	C	1.020	1.020	1.000	1.000
From	D	1.000	1.060	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
17:00-17:15	A	439	439	9.79
	B	108	108	
	C	693	693	
	D	34	34	
17:15-17:30	A	524	524	11.69
	B	129	129	
	C	827	827	
	D	40	40	
17:30-17:45	A	642	642	14.31
	B	159	159	
	C	1013	1013	
	D	50	50	
17:45-18:00	A	642	642	14.31
	B	159	159	
	C	1013	1013	
	D	50	50	
18:00-18:15	A	524	524	11.69
	B	129	129	
	C	827	827	
	D	40	40	
18:15-18:30	A	439	439	9.79
	B	108	108	
	C	693	693	
	D	34	34	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.51	23.96	1.0	C	132	198
A-BC	0.35	3.11	1.1	A	535	802
A-D	0.00	0.00	0.0	A	0	0
D-ABC	0.26	27.05	0.4	D	41	62
C-D					9	14
C-A					750	1125
C-B	0.21	9.71	0.3	A	85	128

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	108	27	0.00	407	0.266	107	0.0	0.4	12.000	B
A-BC	439	110	9.79	1851	0.237	436	0.0	0.6	2.614	A
A-D	0	0	9.79	0	0.000	0	0.0	0.0	0.000	A
D-ABC	34	8	0.00	291	0.116	33	0.0	0.1	14.499	B
C-D	8	2	0.00			8				
C-A	615	154	0.00			615				
C-B	70	18	0.00	529	0.132	69	0.0	0.2	7.978	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	129	32	0.00	368	0.352	129	0.4	0.5	15.104	C
A-BC	524	131	11.69	1844	0.284	523	0.6	0.8	2.804	A
A-D	0	0	11.69	0	0.000	0	0.0	0.0	0.000	A
D-ABC	40	10	0.00	248	0.163	40	0.1	0.2	18.014	C
C-D	9	2	0.00			9				
C-A	734	184	0.00			734				
C-B	84	21	0.00	509	0.164	83	0.2	0.2	8.634	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	159	40	0.00	310	0.512	157	0.5	1.0	23.361	C
A-BC	642	160	14.31	1835	0.350	641	0.8	1.1	3.104	A
A-D	0	0	14.31	0	0.000	0	0.0	0.0	0.000	A
D-ABC	50	12	0.00	188	0.264	49	0.2	0.4	26.764	D
C-D	11	3	0.00			11				
C-A	900	225	0.00			900				
C-B	102	26	0.00	481	0.213	102	0.2	0.3	9.688	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	159	40	0.00	309	0.513	158	1.0	1.0	23.957	C
A-BC	642	160	14.31	1835	0.350	642	1.1	1.1	3.110	A
A-D	0	0	14.31	0	0.000	0	0.0	0.0	0.000	A
D-ABC	50	12	0.00	188	0.264	50	0.4	0.4	27.051	D
C-D	11	3	0.00			11				
C-A	900	225	0.00			900				
C-B	102	26	0.00	481	0.213	102	0.3	0.3	9.710	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	129	32	0.00	367	0.353	131	1.0	0.6	15.478	C
A-BC	524	131	11.69	1844	0.284	525	1.1	0.8	2.812	A
A-D	0	0	11.69	0	0.000	0	0.0	0.0	0.000	A
D-ABC	40	10	0.00	247	0.164	41	0.4	0.2	18.213	C
C-D	9	2	0.00			9				
C-A	734	184	0.00			734				
C-B	84	21	0.00	508	0.165	84	0.3	0.2	8.663	A

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	108	27	0.00	406	0.267	109	0.6	0.4	12.219	B
A-BC	439	110	9.79	1851	0.237	440	0.8	0.6	2.627	A
A-D	0	0	9.79	0	0.000	0	0.0	0.0	0.000	A
D-ABC	34	8	0.00	290	0.117	34	0.2	0.1	14.630	B
C-D	8	2	0.00			8				
C-A	615	154	0.00			615				
C-B	70	18	0.00	528	0.133	70	0.2	0.2	8.018	A

2026 Analysis - 2026 DIRECT Flow profile | No Development [D3] | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A15 / Main Street / West End	Crossroads	Two-way	Two-way	Two-way	Two-way		18.60	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	18.60	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2026 DIRECT Flow profile	No Development [D3]	AM	DIRECT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Demand overview (Pedestrians)

Arm	Profile type
A	[DIRECT]
B	
C	
D	

Origin-Destination Data

Demand (PCU/hr)

08:00 - 08:15

	To				
		A	B	C	D
	A	0	93	687	0
	B	51	0	96	62
	C	589	101	0	22
	D	2	29	5	0

Proportions

	To				
		A	B	C	D
	A	0.00	0.12	0.88	0.00
	B	0.24	0.00	0.46	0.30
	C	0.83	0.14	0.00	0.03
	D	0.06	0.81	0.14	0.00

08:15 - 08:30

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	102	754	0
	B	44	0	83	53
	C	529	91	0	20
	D	3	42	7	0

Proportions

	To				
		A	B	C	D
From	A	0.00	0.12	0.88	0.00
	B	0.24	0.00	0.46	0.29
	C	0.83	0.14	0.00	0.03
	D	0.06	0.81	0.13	0.00

08:30 - 08:45

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	90	670	0
	B	85	0	160	103
	C	473	81	0	18
	D	3	42	7	0

Proportions

	To				
		A	B	C	D
From	A	0.00	0.12	0.88	0.00
	B	0.24	0.00	0.46	0.30
	C	0.83	0.14	0.00	0.03
	D	0.06	0.81	0.13	0.00

08:45 - 09:00

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	83	613	0
	B	58	0	109	70
	C	460	79	0	17
	D	1	16	3	0

Proportions

	To				
		A	B	C	D
From	A	0.00	0.12	0.88	0.00
	B	0.24	0.00	0.46	0.30
	C	0.83	0.14	0.00	0.03
	D	0.05	0.80	0.15	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A	B	C	D
From	A	0	0	6	0
	B	0	0	0	0
	C	8	0	0	0
	D	0	0	0	0

Average PCU Per Veh

	To				
		A	B	C	D
From	A	1.000	1.000	1.060	1.000
	B	1.000	1.000	1.000	1.000
	C	1.080	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
08:00-08:15	A	780	780	9.79
	B	209	209	
	C	712	712	
	D	36	36	
08:15-08:30	A	856	856	11.69
	B	180	180	
	C	640	640	
	D	52	52	
08:30-08:45	A	760	760	14.31
	B	348	348	
	C	572	572	
	D	52	52	
08:45-09:00	A	696	696	14.31
	B	237	237	
	C	556	556	
	D	20	20	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	1.08	108.98	12.6	F	244	244
A-BC	0.46	3.85	1.8	A	773	773
A-D	0.00	0.00	0.0	A	0	0
D-ABC	0.21	18.29	0.3	C	40	40
C-D					19	19
C-A					513	513
C-B	0.22	10.62	0.3	B	88	88

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	209	52	0.00	301	0.694	201	0.0	2.0	33.674	D
A-BC	780	195	9.79	1851	0.421	774	0.0	1.5	3.518	A
A-D	0	0	9.79	0	0.000	0	0.0	0.0	0.000	A
D-ABC	36	9	0.00	243	0.148	35	0.0	0.2	17.314	C
C-D	22	6	0.00			22				
C-A	589	147	0.00			589				
C-B	101	25	0.00	449	0.225	100	0.0	0.3	10.273	B

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	180	45	0.00	291	0.618	181	2.0	1.7	33.081	D
A-BC	856	214	11.69	1844	0.464	855	1.5	1.8	3.854	A
A-D	0	0	11.69	0	0.000	0	0.0	0.0	0.000	A
D-ABC	52	13	0.00	248	0.210	52	0.2	0.3	18.285	C
C-D	20	5	0.00			20				
C-A	529	132	0.00			529				
C-B	91	23	0.00	430	0.212	91	0.3	0.3	10.625	B

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	348	87	0.00	324	1.075	304	1.7	12.6	108.981	F
A-BC	760	190	14.31	1835	0.414	761	1.8	1.5	3.554	A
A-D	0	0	14.31	0	0.000	0	0.0	0.0	0.000	A
D-ABC	52	13	0.00	270	0.193	52	0.3	0.2	16.518	C
C-D	18	5	0.00			18				
C-A	473	118	0.00			473				
C-B	81	20	0.00	452	0.179	81	0.3	0.2	9.708	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	237	59	0.00	344	0.689	277	12.6	2.6	69.849	F
A-BC	696	174	14.31	1835	0.379	697	1.5	1.3	3.346	A
A-D	0	0	14.31	0	0.000	0	0.0	0.0	0.000	A
D-ABC	20	5	0.00	283	0.071	21	0.2	0.1	13.733	B
C-D	17	4	0.00			17				
C-A	460	115	0.00			460				
C-B	79	20	0.00	467	0.169	79	0.2	0.2	9.271	A

2026 Analysis - 2026 DIRECT Flow profile | No Development [D5] | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A15 / Main Street / West End	Crossroads	Two-way	Two-way	Two-way	Two-way		4.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.49	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2026 DIRECT Flow profile	No Development [D5]	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Demand overview (Pedestrians)

Arm	Profile type
A	[DIRECT]
B	
C	
D	

Origin-Destination Data

Demand (PCU/hr)

17:00 - 17:15

	To				
		A	B	C	D
From	A	0	58	542	0
	B	41	0	20	76
	C	813	93	0	10
	D	3	43	18	0

Proportions

	To				
		A	B	C	D
From	A	0.00	0.10	0.90	0.00
	B	0.30	0.00	0.15	0.55
	C	0.89	0.10	0.00	0.01
	D	0.05	0.67	0.28	0.00

17:15 - 17:30

Demand (PCU/hr)

	To				
		A	B	C	D
	A	0	61	575	0
	B	45	0	85	22
	C	803	91	0	10
	D	1	19	8	0

Proportions

	To				
		A	B	C	D
	A	0.00	0.10	0.90	0.00
	B	0.30	0.00	0.56	0.14
	C	0.89	0.10	0.00	0.01
	D	0.04	0.68	0.29	0.00

17:30 - 17:45

Demand (PCU/hr)

	To				
		A	B	C	D
	A	0	52	488	0
	B	43	0	80	21
	C	860	98	0	11
	D	2	29	13	0

Proportions

	To				
		A	B	C	D
	A	0.00	0.10	0.90	0.00
	B	0.30	0.00	0.56	0.15
	C	0.89	0.10	0.00	0.01
	D	0.05	0.66	0.30	0.00

17:45 - 18:00

Demand (PCU/hr)

	To				
		A	B	C	D
	A	0	51	477	0
	B	31	0	58	15
	C	774	88	0	10
	D	2	29	13	0

Proportions

	To				
		A	B	C	D
	A	0.00	0.10	0.90	0.00
	B	0.30	0.00	0.56	0.14
	C	0.89	0.10	0.00	0.01
	D	0.05	0.66	0.30	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A	B	C	D
	A	0	0	6	0
	B	0	0	0	0
	C	8	0	0	0
	D	0	0	0	0

Average PCU Per Veh

	To				
		A	B	C	D
	A	1.000	1.000	1.060	1.000
	B	1.000	1.000	1.000	1.000
	C	1.080	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
17:00-17:15	A	600	600	9.79
	B	137	137	
	C	916	916	
	D	64	64	
17:15-17:30	A	636	636	11.69
	B	152	152	
	C	904	904	
	D	28	28	
17:30-17:45	A	540	540	14.31
	B	144	144	
	C	969	969	
	D	44	44	
17:45-18:00	A	528	528	14.31
	B	104	104	
	C	872	872	
	D	44	44	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.53	28.29	1.1	D	134	134
A-BC	0.34	3.15	1.1	A	576	576
A-D	0.00	0.00	0.0	A	0	0
D-ABC	0.29	22.91	0.4	C	45	45
C-D					10	10
C-A					813	813
C-B	0.19	9.21	0.2	A	93	93

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	137	34	0.00	256	0.535	133	0.0	1.1	28.287	D
A-BC	600	150	9.79	1851	0.324	596	0.0	1.0	3.023	A
A-D	0	0	9.79	0	0.000	0	0.0	0.0	0.000	A
D-ABC	64	16	0.00	218	0.294	62	0.0	0.4	22.906	C
C-D	10	3	0.00			10				
C-A	813	203	0.00			813				
C-B	93	23	0.00	491	0.189	92	0.0	0.2	8.995	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	152	38	0.00	328	0.463	153	1.1	0.9	20.601	C
A-BC	636	159	11.69	1844	0.345	636	1.0	1.1	3.151	A
A-D	0	0	11.69	0	0.000	0	0.0	0.0	0.000	A
D-ABC	28	7	0.00	213	0.132	29	0.4	0.2	19.706	C
C-D	10	3	0.00			10				
C-A	803	201	0.00			803				
C-B	91	23	0.00	482	0.189	91	0.2	0.2	9.206	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	144	36	0.00	343	0.420	145	0.9	0.7	18.226	C
A-BC	540	135	14.31	1835	0.294	541	1.1	0.9	2.943	A
A-D	0	0	14.31	0	0.000	0	0.0	0.0	0.000	A
D-ABC	44	11	0.00	212	0.207	44	0.2	0.3	21.275	C
C-D	11	3	0.00			11				
C-A	860	215	0.00			860				
C-B	98	25	0.00	504	0.194	98	0.2	0.2	8.858	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	104	26	0.00	360	0.289	105	0.7	0.4	14.183	B
A-BC	528	132	14.31	1835	0.288	528	0.9	0.9	2.910	A
A-D	0	0	14.31	0	0.000	0	0.0	0.0	0.000	A
D-ABC	44	11	0.00	238	0.185	44	0.3	0.2	18.534	C
C-D	10	3	0.00			10				
C-A	774	194	0.00			774				
C-B	88	22	0.00	507	0.173	88	0.2	0.2	8.589	A

2026 Analysis - 2031 FLAT Flow profile | No Development [D5] | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A15 / Main Street / West End	Crossroads	Two-way	Two-way	Two-way	Two-way		9.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.18	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2031 FLAT Flow profile	No Development [D5]	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	859	100.000
B		FLAT	✓	221	100.000
C		FLAT	✓	636	100.000
D		FLAT	✓	46	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A	[FLAT]	13.00
B		
C		
D		

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	102	757	0
	B	54	0	102	65
	C	526	90	0	20
	D	3	37	6	0

Proportions

	To				
		A	B	C	D
From	A	0.00	0.12	0.88	0.00
	B	0.24	0.00	0.46	0.29
	C	0.83	0.14	0.00	0.03
	D	0.07	0.80	0.13	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
	A	B	C	D	
From	A	0	0	6	0
	B	0	0	0	0
	C	8	0	0	0
	D	0	0	0	0

Average PCU Per Veh

	To				
From		A	B	C	D
	A	1.000	1.000	1.060	1.000
	B	1.000	1.000	1.000	1.000
	C	1.080	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
08:00-08:15	A	859	859	13.00
	B	221	221	
	C	636	636	
	D	46	46	
08:15-08:30	A	859	859	13.00
	B	221	221	
	C	636	636	
	D	46	46	
08:30-08:45	A	859	859	13.00
	B	221	221	
	C	636	636	
	D	46	46	
08:45-09:00	A	859	859	13.00
	B	221	221	
	C	636	636	
	D	46	46	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.76	50.05	3.0	F	221	221
A-BC	0.47	3.89	1.8	A	859	859
A-D	0.00	0.00	0.0	A	0	0
D-ABC	0.19	17.81	0.2	C	46	46
C-D					20	20
C-A					526	526
C-B	0.21	10.62	0.3	B	90	90

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	221	55	0.00	294	0.752	211	0.0	2.5	39.673	E
A-BC	859	215	13.00	1839	0.467	852	0.0	1.8	3.837	A
A-D	0	0	13.00	0	0.000	0	0.0	0.0	0.000	A
D-ABC	46	12	0.00	250	0.184	45	0.0	0.2	17.521	C
C-D	20	5	0.00			20				
C-A	526	132	0.00			526				
C-B	90	23	0.00	431	0.209	89	0.0	0.3	10.503	B

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	221	55	0.00	292	0.758	220	2.5	2.8	48.677	E
A-BC	859	215	13.00	1839	0.467	859	1.8	1.8	3.894	A
A-D	0	0	13.00	0	0.000	0	0.0	0.0	0.000	A
D-ABC	46	12	0.00	248	0.185	46	0.2	0.2	17.801	C
C-D	20	5	0.00			20				
C-A	526	132	0.00			526				
C-B	90	23	0.00	429	0.210	90	0.3	0.3	10.618	B

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	221	55	0.00	292	0.758	221	2.8	2.9	49.669	E
A-BC	859	215	13.00	1839	0.467	859	1.8	1.8	3.893	A
A-D	0	0	13.00	0	0.000	0	0.0	0.0	0.000	A
D-ABC	46	12	0.00	248	0.185	46	0.2	0.2	17.807	C
C-D	20	5	0.00			20				
C-A	526	132	0.00			526				
C-B	90	23	0.00	429	0.210	90	0.3	0.3	10.618	B

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	221	55	0.00	292	0.758	221	2.9	3.0	50.051	F
A-BC	859	215	13.00	1839	0.467	859	1.8	1.8	3.893	A
A-D	0	0	13.00	0	0.000	0	0.0	0.0	0.000	A
D-ABC	46	12	0.00	248	0.185	46	0.2	0.2	17.810	C
C-D	20	5	0.00			20				
C-A	526	132	0.00			526				
C-B	90	23	0.00	429	0.210	90	0.3	0.3	10.618	B

2026 Analysis - 2031 FLAT Flow profile | No Development [D6] | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A15 / Main Street / West End	Crossroads	Two-way	Two-way	Two-way	Two-way		3.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.91	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2031 FLAT Flow profile	No Development [D6]	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	606	100.000
B		FLAT	✓	150	100.000
C		FLAT	✓	957	100.000
D		FLAT	✓	47	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A	[FLAT]	13.00
B		
C		
D		

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	58	548	0
	B	45	0	83	22
	C	850	97	0	10
	D	2	31	14	0

Proportions

	To				
	A	B	C	D	
From	A	0.00	0.10	0.90	0.00
	B	0.30	0.00	0.55	0.15
	C	0.89	0.10	0.00	0.01
	D	0.04	0.66	0.30	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
	A	B	C	D	
	A	0	0	6	0
	B	0	0	0	0
	C	8	0	0	0
	D	0	0	0	0

Average PCU Per Veh

From	To				
	A	B	C	D	
	A	1.000	1.000	1.060	1.000
	B	1.000	1.000	1.000	1.000
	C	1.080	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
17:00-17:15	A	606	606	13.00
	B	150	150	
	C	957	957	
	D	47	47	
17:15-17:30	A	606	606	13.00
	B	150	150	
	C	957	957	
	D	47	47	
17:30-17:45	A	606	606	13.00
	B	150	150	
	C	957	957	
	D	47	47	
17:45-18:00	A	606	606	13.00
	B	150	150	
	C	957	957	
	D	47	47	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.46	20.35	0.8	C	150	150
A-BC	0.33	3.09	1.0	A	606	606
A-D	0.00	0.00	0.0	A	0	0
D-ABC	0.23	22.74	0.3	C	47	47
C-D					10	10
C-A					850	850
C-B	0.20	9.18	0.2	A	97	97

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	150	38	0.00	328	0.457	147	0.0	0.8	19.508	C
A-BC	606	152	13.00	1839	0.329	602	0.0	1.0	3.066	A
A-D	0	0	13.00	0	0.000	0	0.0	0.0	0.000	A
D-ABC	47	12	0.00	206	0.228	46	0.0	0.3	22.287	C
C-D	10	3	0.00			10				
C-A	850	213	0.00			850				
C-B	97	24	0.00	490	0.198	96	0.0	0.2	9.117	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	150	38	0.00	327	0.459	150	0.8	0.8	20.324	C
A-BC	606	152	13.00	1839	0.329	606	1.0	1.0	3.085	A
A-D	0	0	13.00	0	0.000	0	0.0	0.0	0.000	A
D-ABC	47	12	0.00	205	0.229	47	0.3	0.3	22.727	C
C-D	10	3	0.00			10				
C-A	850	213	0.00			850				
C-B	97	24	0.00	489	0.198	97	0.2	0.2	9.183	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	150	38	0.00	327	0.459	150	0.8	0.8	20.334	C
A-BC	606	152	13.00	1839	0.329	606	1.0	1.0	3.088	A
A-D	0	0	13.00	0	0.000	0	0.0	0.0	0.000	A
D-ABC	47	12	0.00	205	0.229	47	0.3	0.3	22.735	C
C-D	10	3	0.00			10				
C-A	850	213	0.00			850				
C-B	97	24	0.00	489	0.198	97	0.2	0.2	9.183	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	150	38	0.00	327	0.459	150	0.8	0.8	20.348	C
A-BC	606	152	13.00	1839	0.329	606	1.0	1.0	3.085	A
A-D	0	0	13.00	0	0.000	0	0.0	0.0	0.000	A
D-ABC	47	12	0.00	205	0.229	47	0.3	0.3	22.738	C
C-D	10	3	0.00			10				
C-A	850	213	0.00			850				
C-B	97	24	0.00	489	0.198	97	0.2	0.2	9.183	A

2026 Analysis - 2031 FLAT Flow profile | With Development [D7] | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A15 / Main Street / West End	Crossroads	Two-way	Two-way	Two-way	Two-way		11.24	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.24	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2031 FLAT Flow profile	With Development [D7]	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	864	100.000
B		FLAT	✓	221	100.000
C		FLAT	✓	650	100.000
D		FLAT	✓	53	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A	[FLAT]	13.00
B		
C		
D		

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	102	760	2
	B	54	0	102	65
	C	540	90	0	20
	D	10	37	6	0

Proportions

	To				
		A	B	C	D
From	A	0.00	0.12	0.88	0.00
	B	0.24	0.00	0.46	0.29
	C	0.83	0.14	0.00	0.03
	D	0.19	0.70	0.11	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
	A	B	C	D	
	A	0	0	6	0
	B	0	0	0	0
	C	8	0	0	0
	D	0	0	0	0

Average PCU Per Veh

	To				
From		A	B	C	D
	A	1.000	1.000	1.060	1.000
	B	1.000	1.000	1.000	1.000
	C	1.080	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
08:00-08:15	A	864	864	13.00
	B	221	221	
	C	650	650	
	D	53	53	
08:15-08:30	A	864	864	13.00
	B	221	221	
	C	650	650	
	D	53	53	
08:30-08:45	A	864	864	13.00
	B	221	221	
	C	650	650	
	D	53	53	
08:45-09:00	A	864	864	13.00
	B	221	221	
	C	650	650	
	D	53	53	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.77	52.73	3.1	F	221	221
A-BC	0.47	7.61	1.9	A	862	862
A-D	0.47	7.44	0.0	A	2	2
D-ABC	0.20	17.21	0.3	C	53	53
C-D					20	20
C-A					540	540
C-B	0.21	10.66	0.3	B	90	90

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	221	55	0.00	290	0.762	210	0.0	2.6	41.098	E
A-BC	862	216	13.00	1831	0.471	855	0.0	1.8	7.499	A
A-D	2	0.50	13.00	4	0.471	2	0.0	0.0	7.322	A
D-ABC	53	13	0.00	264	0.201	52	0.0	0.2	16.923	C
C-D	20	5	0.00			20				
C-A	540	135	0.00			540				
C-B	90	23	0.00	429	0.210	89	0.0	0.3	10.545	B

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	221	55	0.00	288	0.768	220	2.6	2.9	51.075	F
A-BC	862	216	13.00	1831	0.471	862	1.8	1.9	7.611	A
A-D	2	0.50	13.00	4	0.471	2	0.0	0.0	7.436	A
D-ABC	53	13	0.00	262	0.202	53	0.2	0.2	17.205	C
C-D	20	5	0.00			20				
C-A	540	135	0.00			540				
C-B	90	23	0.00	428	0.210	90	0.3	0.3	10.662	B

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	221	55	0.00	288	0.768	221	2.9	3.0	52.258	F
A-BC	862	216	13.00	1831	0.471	862	1.9	1.9	7.612	A
A-D	2	0.50	13.00	4	0.471	2	0.0	0.0	7.437	A
D-ABC	53	13	0.00	262	0.202	53	0.2	0.3	17.211	C
C-D	20	5	0.00			20				
C-A	540	135	0.00			540				
C-B	90	23	0.00	428	0.210	90	0.3	0.3	10.662	B

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	221	55	0.00	288	0.768	221	3.0	3.1	52.726	F
A-BC	862	216	13.00	1831	0.471	862	1.9	1.9	7.611	A
A-D	2	0.50	13.00	4	0.471	2	0.0	0.0	7.434	A
D-ABC	53	13	0.00	262	0.202	53	0.3	0.3	17.214	C
C-D	20	5	0.00			20				
C-A	540	135	0.00			540				
C-B	90	23	0.00	428	0.210	90	0.3	0.3	10.662	B

2026 Analysis - 2031 FLAT Flow profile | With Development [D8] | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A15 / Main Street / West End	Crossroads	Two-way	Two-way	Two-way	Two-way		5.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.04	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2031 FLAT Flow profile	With Development [D8]	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	619	100.000
B		FLAT	✓	150	100.000
C		FLAT	✓	961	100.000
D		FLAT	✓	49	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A	[FLAT]	13.00
B		
C		
D		

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	58	557	4
	B	45	0	83	22
	C	854	97	0	10
	D	4	31	14	0

Proportions

	To				
		A	B	C	D
From	A	0.00	0.09	0.90	0.01
	B	0.30	0.00	0.55	0.15
	C	0.89	0.10	0.00	0.01
	D	0.08	0.63	0.29	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
	A	B	C	D	
From	A	0	0	6	0
	B	0	0	0	0
	C	8	0	0	0
	D	0	0	0	0

Average PCU Per Veh

	To				
From		A	B	C	D
	A	1.000	1.000	1.060	1.000
	B	1.000	1.000	1.000	1.000
	C	1.080	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
17:00-17:15	A	619	619	13.00
	B	150	150	
	C	961	961	
	D	49	49	
17:15-17:30	A	619	619	13.00
	B	150	150	
	C	961	961	
	D	49	49	
17:30-17:45	A	619	619	13.00
	B	150	150	
	C	961	961	
	D	49	49	
17:45-18:00	A	619	619	13.00
	B	150	150	
	C	961	961	
	D	49	49	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.46	20.84	0.9	C	150	150
A-BC	0.34	6.16	1.1	A	615	615
A-D	0.34	6.05	0.0	A	4	4
D-ABC	0.24	22.87	0.3	C	49	49
C-D					10	10
C-A					854	854
C-B	0.20	9.27	0.2	A	97	97

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	150	38	0.00	324	0.463	147	0.0	0.8	19.936	C
A-BC	615	154	13.00	1812	0.339	611	0.0	1.1	6.121	A
A-D	4	1	13.00	12	0.341	4	0.0	0.0	6.005	A
D-ABC	49	12	0.00	207	0.236	48	0.0	0.3	22.396	C
C-D	10	3	0.00			10				
C-A	854	214	0.00			854				
C-B	97	24	0.00	487	0.199	96	0.0	0.2	9.196	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	150	38	0.00	323	0.465	150	0.8	0.8	20.810	C
A-BC	615	154	13.00	1812	0.339	615	1.1	1.1	6.161	A
A-D	4	1	13.00	12	0.341	4	0.0	0.0	6.045	A
D-ABC	49	12	0.00	206	0.237	49	0.3	0.3	22.857	C
C-D	10	3	0.00			10				
C-A	854	214	0.00			854				
C-B	97	24	0.00	486	0.200	97	0.2	0.2	9.265	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	150	38	0.00	323	0.465	150	0.8	0.9	20.832	C
A-BC	615	154	13.00	1812	0.339	615	1.1	1.1	6.161	A
A-D	4	1	13.00	12	0.341	4	0.0	0.0	6.045	A
D-ABC	49	12	0.00	206	0.237	49	0.3	0.3	22.865	C
C-D	10	3	0.00			10				
C-A	854	214	0.00			854				
C-B	97	24	0.00	486	0.200	97	0.2	0.2	9.265	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	150	38	0.00	323	0.465	150	0.9	0.9	20.839	C
A-BC	615	154	13.00	1812	0.339	615	1.1	1.1	6.162	A
A-D	4	1	13.00	12	0.341	4	0.0	0.0	6.047	A
D-ABC	49	12	0.00	206	0.237	49	0.3	0.3	22.868	C
C-D	10	3	0.00			10				
C-A	854	214	0.00			854				
C-B	97	24	0.00	486	0.200	97	0.2	0.2	9.265	A

LAND FRONTING DEEPING ROAD, BASTON (F20159)
2025 ‘DIRECT’ FLOW CALCULATION
CJB/ 13.07.26/ SHEET 1

TURNING PROPORTIONS FROM TA	0	90.4%	9.6%
	0	88.1%	11.9%
	↙	↓	↘

DEMAND FLOW (AM PEAK) (PM PEAK)

ARM A – A15(NORTH)

0800 TO 0815	DEMAND FLOW = 195/ 15 min 150/ 15 min	= 780/hr 600/hr	0	542	58
			0	687	93
0815 TO 0830	DEMAND FLOW = 214/ 15 min 159/ 15 min	= 856/hr 636/hr	0	575	61
			0	754	102
0830 TO 0845	DEMAND FLOW = 190/ 15 min 135/ 15 min	= 760/hr 540/hr	0	488	52
			0	670	90
0845 TO 0900	DEMAND FLOW = 174/ 15 min 132/ 15 min	= 696/hr 528/hr	0	477	51
			0	613	83

LAND FRONTING DEEPING ROAD, BASTON (F20159)
2025 'DIRECT' FLOW CALCULATION
CJB/ 13.07.26/ SHEET 2

TURNING PROPORTIONS FROM TA	↗	24.40%	29.9%
	←	29.6%	14.6%
	↘	46.0%	55.6%

Q LENGTHS AND DEMAND FLOW ADJUSTMENTS(AM PEAK) (PM PEAK)

ARM B – MAIN STREET

0800 TO 0815	FLOW = 52/ 15 min Q DIFF @ 0815 = -3 DEMAND FLOW = 52/ 15 min = 208/hr 34/ 15 min 136/hr	↗ 51 41 ← 62 20 ↘ 96 76
0815 TO 0830	FLOW = 34/ 15 min Q DIFF @ 0830 = +11 DEMAND FLOW = 45/ 15 min = 180/hr 38/ 15 min 152/hr	↗ 44 45 ← 53 22 ↘ 83 85
0830 TO 0845	FLOW = 69/ 15 min Q DIFF @ 0845 = +18 DEMAND FLOW = 87/ 15 min = 348/hr 36/ 15 min 144/hr	↗ 85 43 ← 103 21 ↘ 160 80
0845 TO 0900	FLOW = 59/ 15 min Q DIFF @ 0900 = -13 DEMAND FLOW = 59/ 15 min = 236/hr 26/ 15 min 104/hr	↗ 58 31 ← 70 15 ↘ 109 58

TURNING PROPORTIONS		
FROM TA		
↶	↑	↷
3.1%	82.7%	14.2%
1.1%	88.8%	10.1%

DEMAND FLOW (AM PEAK) (PM PEAK)

ARM C – A15(SOUTH)

0800 TO 0815	DEMAND FLOW = 178/ 15 min 229/ 15 min	= 712/hr 916/hr	↶ ↷ 22 101 10 93
0815 TO 0830	DEMAND FLOW = 160/ 15 min 226/ 15 min	= 640/hr 904/hr	↶ ↷ 20 91 10 91
0830 TO 0845	DEMAND FLOW = 143/ 15 min 242/ 15 min	= 572/hr 968/hr	↶ ↷ 18 81 11 98
0845 TO 0900	DEMAND FLOW = 139/ 15 min 218/ 15 min	= 556/hr 872/hr	↶ ↷ 17 79 10 88

LAND FRONTING DEEPING ROAD, BASTON (F20159)
2025 'DIRECT' FLOW CALCULATION
CJB/ 13.07.26/ SHEET 4

TURNING PROPORTIONS FROM TA	4.4%	6.6%	↗
	66.7%	80%	→
	28.9%	13.4%	↘

DEMAND FLOW (AM PEAK) (PM PEAK)

ARM D – GREATFORD ROAD

0800 TO 0815	DEMAND FLOW = 9/ 15 min 16/ 15 min	= 36/hr 64/hr	3 43 18	2 29 5	↗ → ↘
0815 TO 0830	DEMAND FLOW = 13/ 15 min 7/ 15 min	= 52/hr 28/hr	1 19 8	3 42 7	↗ → ↘
0830 TO 0845	DEMAND FLOW = 13/ 15 min 11/ 15 min	= 52/hr 44/hr	2 29 8	3 42 7	↗ → ↘
0845 TO 0900	DEMAND FLOW = 5/ 15 min 11/ 15 min	= 20/hr 44/hr	2 29 13	1 16 3	↗ → ↘

**APPENDIX B – TECHNICAL NOTE 4: RESPONSE TO LCC
COMMENTS (RTP)**

LAND FRONTING DEEPING ROAD, BASTON
TECHNICAL NOTE 4: RESPONSE TO LINCOLNSHIRE COUNTY COUNCIL
COMMENTS (TRAVEL PLAN)
JULY 2026 (REVISION A)

1.0 INTRODUCTION

- 1.1 The following details relate to Formal Observations provided by Lincolnshire County Council, acting as the Highway Authority, in respect of the Travel Plan submitted in support of proposals to develop 283 dwellings on land to the west of Deeping Road, Baston. A full copy of the comments is attached although each comment is presented below alongside the corresponding comment/action.

Summary

LCC Comment	BCL Response/Action
The Residential Travel Plan is generally well structured and follows the typical format expected for a residential planning application. The document demonstrates consideration of sustainable travel measures and includes baseline modal split data, targets, monitoring arrangements and an action plan. However, there are several areas where the Travel Plan could be strengthened to better align with current Travel Plan best practice, Lincolnshire County Council guidance, and national active travel objectives.	<i>These comments are noted and welcomed. The following comments are made in the context of local and nationally published guidance on promoting active travel as part of travel plans.</i>

Main Comments

LCC Comment	BCL Response/Action
The Travel plan states that the Transport Assessment/modal split data was created using 2011 census data. Recommendation: Utilise 2021 Census travel to work data to base modal split data upon. [Scope of the Travel Plan, Ref sections 2.2 and 3.1]	<i>Table TN7a provides a summary of 2011 and 2021 travel to work census data that is published online within the Nomis (Office for National Statistics) website. This confirms how there is very little difference between the two sets of results (once the 'working mainly from home' category has been removed and the modal split adjusted). Moreover, inspection of the published guidance for the 2021 Census dataset confirms how the ONS specifically warns against its quality advising "take care in using this data for planning purposes". This is due to the large amount of people that were either furloughed or working from home, and how it affected their responses on Census Day. A screenshot showing the above information is attached for information.</i> <i>The impact of COVID-19 on the 2021 Census Data is a well-established principle and it is noted that the Highway Authority has not previously raised any concerns regarding the use of 2011 data within the Transport Assessment, where it formed the basis of the development distribution model. The Highway Authority's comments here are also inconsistent with other recent planning applications where permissions are understood to have been granted solely based on an assessment using 2011 Census Data.</i>

	<i>In considering the above, it is also important to note that the planning process relies on the Transport Assessment to deliver the appropriate level of infrastructure to serve any proposals. The aim of the Travel Plan is to make improvements to that baseline position through the ongoing management of its users. As stated within the Residential Travel Plan, the process will be monitored annually against specific targets set at each interval. Although initial targets have been set at Table 5.3 of the RTP, these will clearly be subject to the findings of the first specific travel survey at the site where localised travel patterns can be fully gauged. Published guidance is very clear that targets must be SMART in their use and incorporating the 2021 Census Data, with all its warnings, would simply not align with this fundamental principle.</i>
Reaching a 50% response rate is an ambitious target. How will the TPC ensure a good survey response rate so that the data is valid and useable? Recommendation: Consider giving the survey in both paper and digital formats and a guaranteed reward for completion (i.e. active travel vouchers). [Travel Survey. Ref section 3.2]	<i>A 50% response rate for a resident travel survey, particularly with incentives, is not considered overly ambitious. That said, the recommendations are welcomed and the Residential Travel Plan will be updated to reflect this point.</i>
Completing the surveys between March and October is a large time frame with different	<i>Trigger points for commencing the travel planning process generally come with occupancy levels and in this instance it is</i>

months potentially showing different travel patterns. Recommendation: Create a smaller schedule for completing the surveys each year to ensure travel patterns do not differ due to the time of the year the survey was completed. [Travel Surveys. Ref section 3.4]	<i>proposed at Section 3.2 of the RTP that surveys “will be undertaken within three months of the development reaching 50% occupancy, or 140 dwellings”. Commencement of the development cannot be determined at this stage, nor can the point at which occupancy levels are sufficient to warrant a reasonable sample. Hence, the important point here is to ensure that the TPC is aware of the suitable window for carrying out surveys in alignment with the occupancy levels. Once the first set of surveys has been carried out, this will fix the annual cycle and provide the uniformity being sought here. There should be no need to amend the report further in response to this point.</i>
The target set is based upon 2011 census data. Recommendation: A 10% reduction of single occupancy car travel should be based off 2021 census data. Please recalculate your target based on updated data. [Targets and Indicators. Ref sections 5.2, 5.3, and 5.4]	<i>As explained above, 2011 Census Data remains the most appropriate planning tool for predicting journey to work patterns in a specific local area. The principle of 2011 Census Data has been accepted by the Highway Authority as part of the Transport Assessment calculations and the use of 2011 Census Data is consistent with other recent planning applications where LCC has not objected.</i>
Please provide details of the TPC and any future personnel changes to Travel_Plans@lincolnshire.gov.uk [Management Strategy. Ref section 6.2]	<i>Noted. The RTP will be updated to include this detail.</i>

The travel measures set out in the Travel Plan are good to support mode shift towards more sustainable methods of transport. Recommendation: Ensure the measures that can be in place before occupation are. Ensure the personalised journey planning is well advertised and easily available for all residents. When reporting within the monitoring reports, ensure evidence of these measures being put in place is clear. [Measures. Ref section 7.1]	<i>Noted. The RTP will be updated to include this detail.</i>
Please note that the TPC's role is also to produce annual monitoring reports for the LCC to show progress towards targets and objectives. [Travel Plan Coordinator. Ref section 7.4]	<i>Noted. The RTP will be updated to include this detail.</i>
Recommendation: Ensure that the TPC has a set budget that they can work with to ensure the initiatives can be completed. Please share this budget with the LCC when known. [Action Plan and Budget. Ref section 10.2]	<i>Noted. The RTP will be updated to include this detail.</i>
LTN 1/20 guidance recommends for residential buildings, that cycle parking must be provided for long-stay requirements at a rate of 1 space per bedroom. Should properties on this development not have internal storage space such as a garage.	<i>Details of any final cycle parking provision at each plot can be secured by planning condition and agreed as part of the final layout design at Reserved Matters stage.</i> <i>No further changes to the RTP should be required in this regard.</i>

Recommendation: Ensure communal, safe and secure cycle storage options are provided at numerous points around the development, with each location under natural surveillance. [Cycle Parking]	
The costs of carrying out the monitoring and review process are the responsibility of the developer. In order to successfully monitor a Travel Plan Highways Authority requires a monitoring fee (secured through a Section 106 agreement) to be paid by the developer/occupier to cover officer time and overheads required to coordinate and complete the monitoring process over the lifetime of the Travel Plan. The current charge is £1,000 per annum over 5 years. [Budget/obligations]	<i>Noted. The RTP will be updated to include this detail which, in line with standard practice, could be secured by planning condition.</i>

Recommendations

LCC Comment	BCL Response/Action
That the above comments are considered and a revised Travel Plan submitted for approval.	<i>Following the above, Revision C of the Residential Travel Plan has been issued for consideration.</i>
That S106 funding be requested to monitor and ensure that the Travel Plan is monitored by the developer.	<i>A Section 106 Agreement will include a commitment to Lincolnshire County Council's £5000 Travel Plan monitoring fee following receipt of planning permission.</i>

2.0 SUMMARY

- 2.1 This Technical Note 4 seeks to provide a direct response to comments received from Lincolnshire County Council (LCC) in respect of the Residential Travel Plan (Revision B) submitted in support of proposals for up to 283 dwellings at the site. The issues raised and corresponding response provided are summarised below.

LCC 1: The use of 2011 Census Data rather than 2021 Census Data

BCL: It is not agreed that the 2021 Census Data should be used in this instance. The 2021 Census Data for the travel to work dataset carries clear warnings against its use for planning purposes and the Highway Authority's position is inconsistent with other recent planning applications. Furthermore, comparison of the two sets of results shows only a small difference between the two sets of modal splits and in any event the modal split targets would be revisited as part of the first years monitoring process. Hence, it is proposed that 2011 should remain as the basis for the initial modal split targets presented within the Residential Travel Plan.

LCC 2: Need for minor updates on specific details throughout the report.

BCL: Various comments have been provided covering specific details within the Residential Travel Plan. These have been incorporated and presented within Revision C of the Residential Travel Plan, as noted above.

Method	2011 Census Data (Nomis data set QS701EW)		2011 Census Data (Nomis data set QS701EW) Excluding working from home and unemployed.		2011 Census Data (Nomis data set QS701EW) Excluding unemployed.		2011 Census Data - Used in TA (Nomis data set WU03EW)		2021 Census Data (Nomis data set TS061)		2021 Census Data (Nomis data set TS061) Excluding working from home.		Difference between 2021 data and TA (2011) data
All categories	6655		4224		4706		3543		4553		2847		
Work mainly at or from home	482	7.2%			482	10.2%			1706	37.5%			
Underground, Metro, Light rail or Tram	7	0.1%	7	0.2%	7	0.1%	7	0.2%	0	0.0%	0	0.0%	-0.2%
Train	141	2.1%	141	3.3%	141	3.0%	114	3.2%	22	0.5%	22	0.8%	-2.4%
Bus, minibus or coach	84	1.3%	84	2.0%	84	1.8%	80	2.3%	25	0.5%	25	0.9%	-1.4%
Taxi	7	0.1%	7	0.2%	7	0.1%	7	0.2%	1	0.0%	1	0.0%	-0.2%
Motorcycle / scooter / moped	26	0.4%	26	0.6%	26	0.6%	25	0.7%	17	0.4%	17	0.6%	-0.1%
Car / van (as driver)	3495	52.5%	3495	82.7%	3495	74.3%	2963	83.6%	2433	53.4%	2433	85.5%	1.8%
Car / van (as passenger)	201	3.0%	201	4.8%	201	4.3%	189	5.3%	118	2.6%	118	4.1%	-1.2%
On Bicycle	65	1.0%	65	1.5%	65	1.4%	60	1.7%	42	0.9%	42	1.5%	-0.2%
On Foot	174	2.6%	174	4.1%	174	3.7%	94	2.7%	146	3.2%	146	5.1%	2.5%
Other method	24	0.4%	24	0.6%	24	0.5%	4	0.1%	43	0.9%	43	1.5%	1.4%
Not in employment	1949	29.3%											

QS701EW - 2011 Dataset 'Method of Travel to Work'

WU03EW - 2011 Dataset 'Location of usual residence and place of work by method of travel to work (MSOA level)'

TS061 - 2021 Dataset 'Method used to Travel to Work'

TABLE TN7a: MODAL SPLIT COMPARISON TABLE

Population : All usual residents aged 16 years and over in employment the week before the census
Unit of measure : Persons

- [Download Data](#)

☒ *Tick to select columns*

☒ Total: All usual residents aged 16 years and over in employment the week before the census

☐ Work mainly at or from home

☐ Underground, metro, light rail, tram

☐ Train

☐ Bus, minibus or coach

☐ Taxi

☐ Motorcycle, scooter or moped

☐ Driving a car or van

☐ Passenger in a car or van

☐ Bicycle

☐ On foot

☐ Other method of travel to work

People who were furloughed (about 5.6 million) were advised to answer the transport to work question based on their previous travel patterns before or during the pandemic. This means that the data does not accurately represent what they were doing on Census Day. This variable cannot be directly compared with the 2011 Census Travel to Work data as it does not include people who were travelling to work on that day. It may however, be partially compared with bespoke tables from 2011.

**APPENDIX C – TECHNICAL NOTE 5: RESPONSE TO BPC
COMMENTS**

LAND FRONTING DEEPING ROAD, BASTON
TECHNICAL NOTE 5: RESPONSE TO BASTON PARISH COUNCIL COMMENTS
JULY 2026 (REVISION A)

1.0 INTRODUCTION

- 1.1 The following details relate to Formal Observations provided by Baston Parish Council in respect of the Transport Assessment and Travel Plan documents submitted in support of proposals to develop 283 dwellings on land to the west of Deeping Road, Baston. These comments were presented to Bancroft Consulting by the project planning consultant in its email dated 3 June 2026, a copy of which is attached although each comment is presented below alongside the corresponding comment/action.

Main Comments

BPC Comment	BCL Response/Action
The detail on the proposed entry and exit junctions to the development is unacceptable and we believe will not only lead to increasing the already heavy traffic congestion at certain times of the day but will also lead to more accidents at these sites and the Baston Crossroads.	<i>Drawing Numbers F20159/03 Revision C and F20159/06 Revision C show the latest proposed site access drawings which have been updated to reflect specific technical comments made by the Highway Authority. No specific concerns have been raised by the Highway Authority regarding the potential for development traffic to exacerbate any existing problems at the 'Baston Crossroads'. No further comment is required.</i>
The A15 is already heavily congested at certain times of the day and is a 60MPH road until just before the village it reduces to 40MPM. The Parish Council have had to pay for and install an automated speed sign because of problems of road users not reducing their speed to 40 MPH	<i>The proposed site access at the A15 is shown in accordance with published design guidance. It includes visibility splays calculated in line with observed vehicle speeds and has been subjected to an independent Road Safety Audit. Following discussions with the Highway Authority, the applicant will also explore opportunities for a</i>

	<i>30mph speed limit on the A15 between the proposed site access and a point (to be defined) to the north of the 'Baston Crossroads'. This will be secured by a S106 legal agreement.</i>
▪ The type of junction being proposed for traffic entering and exiting the development turning both North and South on the A15 we believe is unsafe and if this development goes ahead we would want a roundabout at this junction via an S106 condition.	<i>Details of the proposed A15 site access layout are in the process of being agreed in-principle with the Highway Authority. The proposed junction Ghost Island T-junction layout is the most appropriate form for this location and prevailing traffic conditions.</i>
▪ There is no proposed road infrastructure changes to Greatford Road. The junction of Greatford Road and Kings Street is a sweeping bend in its design and the proposed entrance and exit to the development would be a "T" junction in design which we believe will become another accident black spot	<i>Details of the proposed Greatford Road access layout are in the process of being agreed in-principle with the Highway Authority. The proposed junction layout comprises an extension of the existing footway at the southern edge of Greatford Road along with a new crossing facility. This is the most appropriate form of improvement for this location and the prevailing traffic conditions.</i>
▪ Greatford Road junction with the A15 is already an accident black spot with a blind right turning onto the A15 to travel south, what is proposed for this junction and the already dangerous crossroads?	<i>The Transport Assessment shows how the proposed development would only generate up to 7 vehicle movements emerging from Greatford Road onto the A15 during the morning peak hour. This is not considered to represent a material change in conditions that would exacerbate any established problems at the junction and requiring any specific further detailed mitigation.</i>
▪ The Parish Council is opposed to an entrance/exit onto Greatford Road due to road safety, disturbance of increased traffic flow to residents and would question why the alternative	<i>The proposed site access strategy is considered to represent the most suitable approach for the proposed development in line with both local and national design guidance. The proposed Greatford Road access layout has been prepared following</i>

entrance/exit cannot be straight onto Kings Street?	<i>careful consideration of local conditions and subjected to an independent Road Safety Audit. It should not present any material cause for concern.</i>
If Greatford Road is accepted as the secondary entrance/exit to the development then the entire surface of Greatford Road should be resurfaced as part of an S106 agreement and a strict routing arrangements need to be in place for the proposed 6 years of building with all construction and delivery traffic only to use the A15 entrance.	<i>Details of the proposed Greatford Road site access junction layout have been presented to the Highway Authority throughout ongoing consultation, and the latest updated layout responds to detailed comments made by the Highway Authority and should be close to agreement 'in-principle'. Any further concerns regarding construction traffic can be addressed by way of a planning condition.</i>
For your information LCC have already agreed both Main Street and Greatford Road become designated roads with a 7.5 Ton weight limit and work on this is due in the spring for the installation of the signage and power for the new weight restrictions. The current proposals to use Greatford Road would encourage HGVs to ignore this new weight limit restriction and the disturbance to residents is unacceptable.	<i>Noted. The proposed residential development will not materially affect this position.</i>
We would question the effect a development of this size will affect the A15 and traffic congestion.	<i>Evidence has been presented within the Transport Assessment to support conclusions that there will be no material change to the way that the A15 currently operates, in terms of highway safety or capacity which are the key determinants of the NPPF.</i>
Any assessment of traffic flow on the A15 needs to consider the cumulative effect of proposed developments along the A15, the recently passed planning application for the Thetford Farm quarry	<i>The Transport Assessment includes a detailed assessment of the potential peak hour development traffic impact within the surrounding highway network. This has been updated further in response to</i>

and the proposed site of a new quarry on land opposite the developments bordering Kings Street and Greatford Road	<i>comments made by the Highway Authority. There is no evidence to suggest that the proposed development would create or exacerbate any existing problems within the local highway network and no specific mitigating works should be required in this regard.</i>
▪ The crossroads under the current proposals now needs now changes, what has changed?	<i>It is considered that the proposed development would not materially change the way in which this off-site junction will operate following the proposed development. In line with published planning policy, no mitigating junction improvements should be required at this location.</i>
▪ There are more accidents and congestion at this junction that when previous site assessment was done	<i>It is considered that the proposed development would not materially change the way in which this off-site junction will operate following the proposed development. In line with published planning policy, no mitigating junction improvements should be required at this location.</i>

2.0 SUMMARY

2.1 This Technical Note 5 seeks to provide a direct response to comments received from Baston Parish Council (BPC) in respect of proposals for up to 283 dwellings at the site. The issues raised and corresponding response provided are summarised below.

2.2 The comments provided by BPC cover a range of concerns regarding junction operation and overall suitability of the highway infrastructure. This response provides evidence as to how the proposed works are being developed in line with published design guidance and appropriate levels of technical appraisal, which includes detailed

junction modelling and an independent Road Safety Audit. However, key changes to the proposals since submission of the Transport Assessment and Travel Plan documents now include the commitment to fund a Traffic Regulation Order at the A15 for implementation of a 30 mph speed limit past Baston, along with improved pedestrian crossing facilities at Greatford Road and King Street.

**APPENDIX D – TECHNICAL NOTE 6: RESPONSE TO PCC
COMMENTS**

LAND FRONTING DEEPING ROAD, BASTON

TECHNICAL NOTE 6: RESPONSE TO PETERBOROUGH CITY COUNCIL COMMENTS

JULY 2026 (REVISION A)

1.0 INTRODUCTION

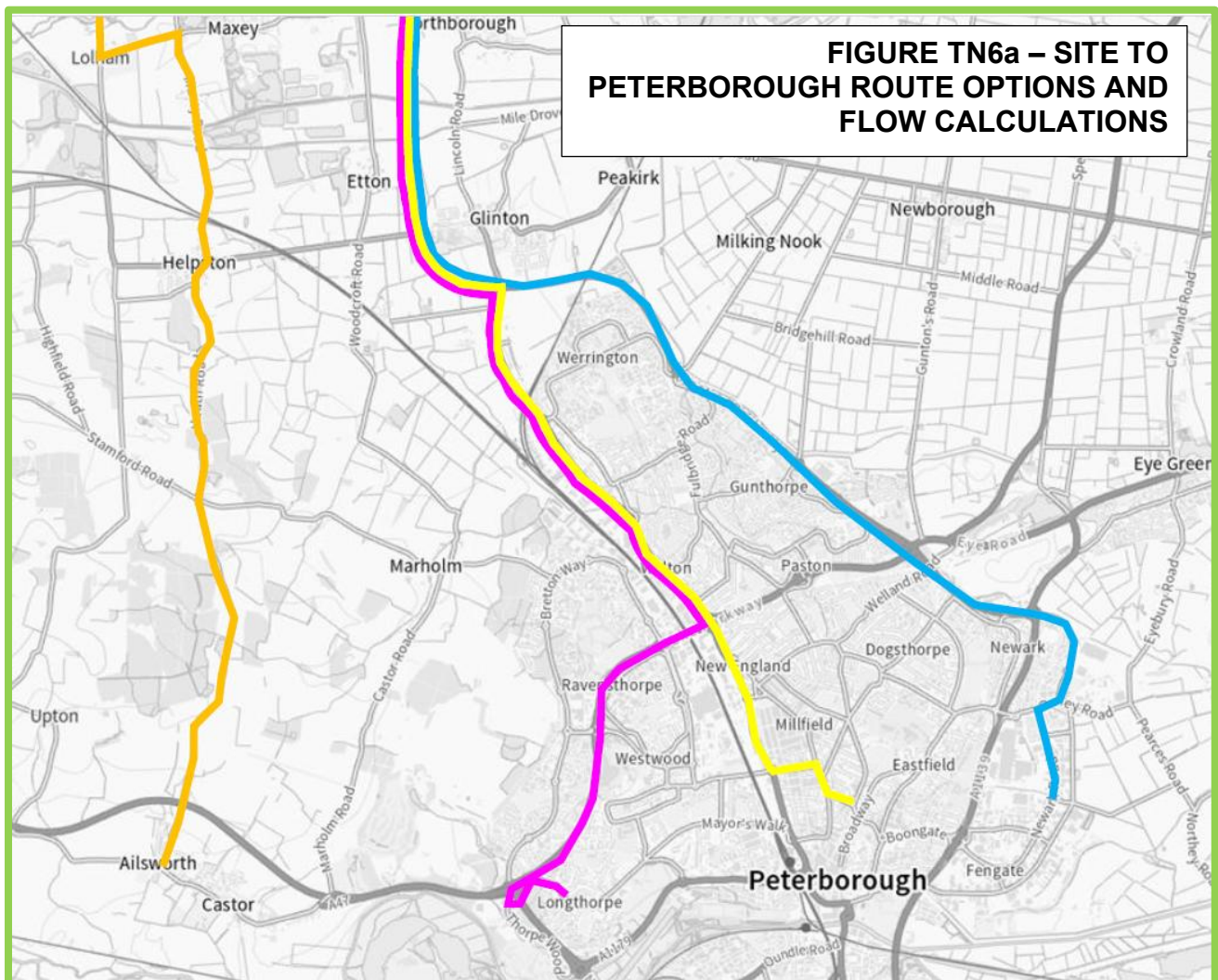
- 1.1 The following details relate to Formal Observations provided by Peterborough City Council in respect of the Transport Assessment and Travel Plan documents submitted in support of proposals to develop 283 dwellings on land to the west of Deeping Road, Baston. These comments were presented by email to the case officer dated 8 June 2026, a copy of which is attached although each comment is presented below alongside the corresponding comment/action.

Main Comments

PCC Comment	BCL Response/Action
It has been brought to my attention that this application has been received by South Kesteven, and to date Peterborough Council as Local Planning Authority has not been consulted. In addition the Local Highway Authority in Peterborough has not been consulted on this application, yet it is expected approximately 36% of vehicles generated at this site will be travelling to and from Peterborough during an average weekday (estimated based on Census 2011 data). The LHA expects this would be sufficient to trigger the need for formal assessment of junctions within Peterborough (notably on the A15) based on our Peterborough Highway Services Transport Assessment	<i>The concerns raised by PC relate to two highway areas, namely 1, the use of 2011 Census Data in the supporting submissions, and 2 the impact of development traffic beyond the established study area.</i> <i>Looking at the first point regarding the use of 2011 Census Data, this also matter was raised by Lincolnshire County Council in its review of the Travel Plan. As such, a detailed response is provided within Technical Note 4. This explains how in line with published guidance, the 2021 dataset would not be representative of journey to work patterns due to severe travel restrictions in place at the day of the Census. In any event, a comparison of the 2011 and 2021 journey to work modal split data shows how the 2011 presents a comparable modal split (once working from home statistics have been removed). Accordingly, 2011 Census Data provides the most appropriate starting</i>

Guidelines. We are already experiencing significant over capacity conditions on the A15 and any significant increases in traffic demand on this corridor would likely be severe and not acceptable without consideration of further mitigation. Baston already has approximately 550 households and an increase of 283 dwellings would equate to an increase of circa 50%. It is therefore quite a significant growth site to the north of Peterborough. Please treat this email as a HOLDING OBJECTION until a more detailed response can be provided once PCC have been formally consulted on this application. Please send this consultation to @PInG Control Enquiries	<i>point for establishing local travel patterns. No further amendments are proposed to either the Transport Assessment or Travel Plan in this regard.</i> <i>As for the principle of off-site impact, the study area used within the Transport Assessment was agreed with the Highway Authority as being the proposed site access junctions and the two A15 crossroad junctions. These were identified based on predicted peak hour increases and consideration of likely impacts in line with published policy guidance.</i> <i>Notwithstanding this, a separate assessment has been undertaken of how Peterborough related development trips would impact beyond the study area. Taking the four largest wards within Peterborough from Nomis (Eastfield (Peterborough 014), Longthorpe (Peterborough 015), Parnwell/Fengate (Peterborough 013), and Ailsworth (Peterborough 018)) as a representative guide for the overall assignment, Figure TN6a below shows the four likely routing patterns between the site and Peterborough. This confirms how the majority of Peterborough trips (associated with Eastfield, Longthorpe and Parnwell/Fengate) would use the A15 corridor up to the Werrington Way roundabout. This comprises circa 31.2% of all Peterborough trips and up to 55 peak hour movements (two way). Beyond this, it is considered that up to 16 peak hour movements would occur along the A15 (two-way movements) whilst up to 39 peak hour movements would be associated with the Werrington Way arm. From Figure 2 of the Transport Assessment an observed total two-way flow of up to 1582 vehicles can be calculated in the morning peak hour at the A15 (south of the West End crossroads). Hence, Peterborough related trips would only constitute an increase of 4.4%. This level of increase immediately adjacent to the study area would</i>
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not be considered significant and will further reduce closer to Peterborough itself. Hence, it should be reasonable to conclude that the study area agreed with the Highway Authority represents a reasonable basis for considering where development traffic would materially change in the local highway network. No further comment should be required on either of these two points.



4 Largest areas for Peterborough as shown on Nomis

Trip Rates

014 (Eastfield) – 31% = $0.31 \times 0.40 = 0.123 \times 100 = 12.4\%$	AM (x176) – 22	PM (x125) – 16
015 (Longthorpe) – 24% = $0.24 \times 0.40 = 0.096 \times 100 = 9.6\%$	17	12
013 (Parnwell/Fengate) – 23% = $0.23 \times 0.40 = 0.092 \times 100 = 9.2\%$	16	12
018 (Ailsworth) – 22% = $0.22 \times 0.40 = 0.088 \times 100 = 8.8\%$	15	11

2.0 SUMMARY

- 2.1 This Technical Note 6 seeks to provide a direct response to comments received from Peterborough City Council (PCC) in respect of proposals for up to 283 dwellings at the site. The issues raised and corresponding response provided are summarised below.

PCC 1: The use of 2011 Census Data.

BCL: Whilst it is recognised that 2021 Census Data represents the most recent data available, the timing of the census and conflict with COVID-19 travel restrictions make this unsuitable for use in setting targets for trip generation and travel planning. This is backed up by the governments own advice published online. Further detailed evidence on this point is set out within Technical Note 4, concluding that 2011 remains the most appropriate dataset for use in this assessment.

PCC 2: Impact of development trips

BCL: Evidence has been provided to confirm how the study area was agreed with the Highway Authority based on sound principles. Further calculations of the potential peak hour increases within Peterborough confirm only minimal changes of up to 33 two-way peak hour movements at Werrington Way. This would not materially change the existing operation of the highway network and no further detailed assessment should be required.

Method	2011 Census Data (Nomis data set QS701EW)		2011 Census Data (Nomis data set QS701EW) Excluding working from home and unemployed.		2011 Census Data (Nomis data set QS701EW) Excluding unemployed.		2011 Census Data - Used in TA (Nomis data set WU03EW)		2021 Census Data (Nomis data set TS061)		2021 Census Data (Nomis data set TS061) Excluding working from home.		Difference between 2021 data and TA (2011) data
All categories	6655		4224		4706		3543		4553		2847		
Work mainly at or from home	482	7.2%			482	10.2%			1706	37.5%			
Underground, Metro, Light rail or Tram	7	0.1%	7	0.2%	7	0.1%	7	0.2%	0	0.0%	0	0.0%	-0.2%
Train	141	2.1%	141	3.3%	141	3.0%	114	3.2%	22	0.5%	22	0.8%	-2.4%
Bus, minibus or coach	84	1.3%	84	2.0%	84	1.8%	80	2.3%	25	0.5%	25	0.9%	-1.4%
Taxi	7	0.1%	7	0.2%	7	0.1%	7	0.2%	1	0.0%	1	0.0%	-0.2%
Motorcycle / scooter / moped	26	0.4%	26	0.6%	26	0.6%	25	0.7%	17	0.4%	17	0.6%	-0.1%
Car / van (as driver)	3495	52.5%	3495	82.7%	3495	74.3%	2963	83.6%	2433	53.4%	2433	85.5%	1.8%
Car / van (as passenger)	201	3.0%	201	4.8%	201	4.3%	189	5.3%	118	2.6%	118	4.1%	-1.2%
On Bicycle	65	1.0%	65	1.5%	65	1.4%	60	1.7%	42	0.9%	42	1.5%	-0.2%
On Foot	174	2.6%	174	4.1%	174	3.7%	94	2.7%	146	3.2%	146	5.1%	2.5%
Other method	24	0.4%	24	0.6%	24	0.5%	4	0.1%	43	0.9%	43	1.5%	1.4%
Not in employment	1949	29.3%											

QS701EW - 2011 Dataset 'Method of Travel to Work'

WU03EW - 2011 Dataset 'Location of usual residence and place of work by method of travel to work (MSOA level)'

TS061 - 2021 Dataset 'Method used to Travel to Work'

TABLE TN7a: MODAL SPLIT COMPARISON TABLE

Population : All usual residents aged 16 years and over in employment the week before the census
Unit of measure : Persons

Make selections:

Method Used To Travel To Work

Review selections:

Get your data:

[Download Data](#)

☒ *Tick to select columns*

☒ **Total: All usual residents aged 16 years and over in employment the week before the census**

- ☐ Work mainly at or from home
- ☐ Underground, metro, light rail, tram
- ☐ Train
- ☐ Bus, minibus or coach
- ☐ Taxi
- ☐ Motorcycle, scooter or moped
- ☐ Driving a car or van
- ☐ Passenger in a car or van
- ☐ Bicycle
- ☐ On foot
- ☐ Other method of travel to work

Description: A person's place of work and their method of travel to work. This is the 2001 method of producing travel to work variables.

"Work mainly from home" applies to someone who indicated their place of work as their home address and travelled to work by driving a car or van, for example visiting clients.

Quality information: As Census 2021 was during a unique period of rapid change, take care when using this data for planning purposes.

Comparability with 2011: Not comparable. It is difficult to compare this variable with the 2011 Census because Census 2021 took place during a national lockdown. The government advice at the time was for people to work from home (if they can) and avoid public transport.

People who were furloughed (about 5.6 million) were advised to answer the transport to work question based on their previous travel patterns before or during the pandemic. This means that the data does not accurately represent what they were doing on Census Day. This variable cannot be directly compared with the 2011 Census Travel to Work data as it does not include people who were travelling to work on that day. It may however, be partially compared with bespoke tables from 2011.

**APPENDIX E – TECHNICAL NOTE 7: RESPONSE TO ATE
COMMENTS**

LAND FRONTING DEEPING ROAD, BASTON
TECHNICAL NOTE 7: RESPONSE TO ACTIVE TRAVEL ENGLAND COMMENTS
JULY 2026 (REVISION A)

1.0 INTRODUCTION

- 1.1 The following details relate to Formal Observations provided by Active Travel England in respect of the Transport Assessment and Travel Plan documents submitted in support of proposals to develop 283 dwellings on land to the west of Deeping Road, Baston. A full copy of the comments is attached although each comment is presented below alongside the corresponding comment/action.
- 1.2 The response also follows a meeting with the corresponding highway officer at Lincolnshire County Council on 3 July 2026. At the time of writing this report several attempts have been to contact the officer at ATE to attend a meeting but without any response to the emails sent.

Main issues

ATE Comment	BCL Response/Action
Limited trip generation assessment and unambitious mode share targets	<i>Details of the proposed development trip generation have been agreed with the Highway Authority as part of the Transport Assessment.</i>
No qualitative assessment of surrounding routes, which as affected the quality of off-site improvements, which are not LTN 1/20 compliant and do not prioritise pedestrians and cyclists as the top of the hierarchy of road users	<i>Section 4 of the Transport Assessment provides an assessment of the surrounding highway network and opportunities for access by all reasonable modes. Sections 8 and 9 of the Transport Assessment continue to provide a detailed technical assessment of how the proposals could change activity within the local area. The Transport Assessment has been prepared in line with best practice for considering highway and transport</i>

	<i>impact details and no specific concerns have been raised by the Highway Authority in respect of the suitability of the existing/proposed infrastructure to accommodate the predicted demand.</i>
Inconsistent street design, including lack of clarity regarding expected users of active travel routes within the site and shortcutting issues	<i>Details of the internal street layout will be the subject of a Reserved Matters planning application. The current site layout plan seeks to demonstrate how all users would be provided with a reasonable choice of modes as per published policy requirements.</i>

Trip generation and assignment

ATE Comment	BCL Response/Action
2.1 ATE has concerns regarding the presentation of travel patterns in Chapter 9 the Transport Assessment (TA). ATE instructs that limiting the analysis to Census 2011 travel to work data excludes trips connected to childcare, shopping or leisure and does not fully account for trips the residential site generates or changes in travel patterns in the last 15 years. 2.2 This has resulted in very low active travel mode shares with 2.7% walking and 1.7% cycling. 2.3 The Applicant has further used the 2011 Census data to estimate modal share targets in Travel Plan Chapter 5. While the aim of the applicant was to	<i>The Highway Authority has agreed the use of 2011 Census Data in respect of the Transport Assessment. Further comments regarding the use of 2011 Census Data within the Travel Plan have been responded to within Technical Note 4, explaining how the use of 2021 is not considered to represent a suitable basis for determining modal splits due to severe travel restrictions in place during the COVID 19 pandemic and the timing of the 2021 Census Day.</i> <i>It is a fundamental principle that Travel Plans should be set using SMART targets to ensure they are credible. To address ATEs concerns the following Table TN7a presents a comparison of the 2011 and 2021 Census modal split data, for the South Kesteven 012 area. This shows how the 2021 results demonstrate an increase in single</i>

decrease single occupancy car use by 10% by encouraging sustainable transport modes, this only involves a 1.7% increase in walking and 0.8% increase in cycling, which is the same for motorcycle use, a mode outside of the NPPF definition. ▪ 2.4 Given the Applicant has noted the high propensity to cycle and walk based on proposed walking isochrones and cycle catchment areas in TA fig. 6-8, ATE would expect this is reflected both in trip generation predictions and modal share targets. However, ATE notes that any assumed walking distances are contingent on provision of high-quality infrastructure, as stipulated in CIHT Planning for Walking (2015). ▪ 2.5 ATE therefore requests that the Applicant: ▪ Presents a vision-led multi-modal trip generation figures throughout the day, which take account of changes to the local infrastructure brought by access arrangement and off-site improvements proposed with this development. ▪ Forecasts mode share influenced by and derived from: ▪ the applicant's ambition to prioritise active travel for all trips ▪ the quality of existing and proposed infrastructure in line with NPPF paragraphs 115 and 117.	<i>occupancy car travel to work with a reduction in activity by all sustainable modes except for walking. Given the warnings attached to the use of the 2021 data it must therefore be reasonable to conclude that 2011 continues to provide a reasonable starting point for setting targets within the Travel Plan and there should be no requirement to revisit the calculations presented within the submissions.</i> <i>The Transport Assessment concludes how "residents would also have good access to local amenities within a comfortable walking/cycling distance, with bus services to destinations further afield". Section 9 of the Transport Assessment identifies the increased demand for travel by each mode and demonstrates how the existing/proposed infrastructure would safely facilitate this. The application process has been prepared in consultation with local parties and considered where improvements could reasonably be delivered in line with the published requirements of the NPPF and these are presented within the Transport Assessment. Whilst the importance of delivering infrastructure improvements is recognised in the overall aim of encouraging access by non-car modes, it is unreasonable to suggest that in the light of the comparison of 2011 and 2021 data provided here, the Travel Plan does not seek to apply vision-led targets. Hence, it is considered that the application is supported by a robust and reasonable assessment of how the existing infrastructure could serve to accommodate and promote future modal transfer from single occupancy car to alternative sustainable modes. This process has been established in accordance with best practice and in consultation with the</i>
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	<i>Highway Authority who do not share the same concerns as ATE.</i>
2.6 While ATE welcomes the proposed travel plan measures in Chapter 7 of the Travel Plan, it is unclear how these measures will lead to the proposed targets. This especially includes encouraging journeys to the train station to be made by sustainable modes, which might not be captured by Census data due to respondents only reporting the single main mode of transport in this dataset. The nearest train station in Peterborough is a 1h cycle ride/30 minute bus ride/25 minute car ride from the site.	<i>Table 5.3 of the RTP sets out the proposed modal share targets as part of the first phase of the travel plan process. These are presented in line with the SMART principles and have been agreed by the Highway Authority in its own assessment of the RTP. It is clear from the details that the success of the Travel Plan will not be subject to major changes in the modal split and so the measures being promoted offer a good range of options to benchmark the required change, at least at the outset. Further annual monitoring will consider the specific needs of residents and adapt to changes based on the results of surveys and subsequent professional input on how to influence behaviour.</i>

Off-site infrastructure

ATE Comment	BCL Response/Action
3.1 ATE acknowledges the TA Chapter 4.6 and 4.7 descriptions of pedestrian and cycle facilities, but notes that they do not contain sufficient information whether the routes presented are safe, direct, convenient and accessible for people of all abilities (paragraph 82 of the National Design Guide) or coherent, direct, safe, comfortable and attractive (core design principles in LTN 1/20). ATE requests that the Applicant examines the routes for policy compliance and provides	<i>If the existing off-site infrastructure is considered to be unsafe, indirect, inconvenient and inaccessible for people of all abilities then it is for the Highway Authority to address any problems. However, there is no evidence within the Transport Assessment to support this position. Paragraph 58 of the NPPF is clear that planning obligations (i.e. those securing developer led improvements) must be directly related to the development and fairly and reasonably related in scale and kind to the development.</i>

photographs and maps of relevant infrastructure.	<i>Notwithstanding this, following discussions with the Highway Authority it is agreed that further improvements will be made to pedestrian crossing facilities at Greatford Road and Maltby Drive, along with the implementation of a 30 mph speed limit along the A15 between the site access and A15/Main Street/Greatford Road junction. No further detailed assessment of existing infrastructure should be required.</i>
▪ 3.2 As part of the audit, ATE requests that the Applicant uses the ATE Junction Assessment Tool (found at the end of the Route Check tool) to assess the Greatford Road/Main Street/A15 safety concerns expressed by SKDC and LCC and local residents. ▪ 3.3 This is especially significant given many journeys will be made within Baston, including to Baston CoE Primary School, Brudenell Playing Fields, The White Horse and the Premier convenience shop. ATE requests that these routes are included in the audit.	<i>A detailed and reasonable assessment of existing infrastructure is presented within the Transport Assessment such that any material change in activity by any mode will be appropriately addressed in line with published policy guidance. This includes proposed crossing improvements along key established pedestrian desire lines that extend between the site and Baston. These will benefit both existing and proposed users.</i>
▪ 3.4 ATE would request that traffic count data is provided for Main Road due to risk of SA01 Conflict at side roads and priority junctions, SA09 Motor traffic volume and score 0 in SA07 Standard of crossings even after the proposed mitigation.	<i>Figures 2 and 3 of the Transport Assessment provide details of the observed peak hour turning movements at the A15 / Main Street / Greatford Road junction for the morning and evening periods respectively. Figures 11 and 12 confirm the proposed development traffic assignment (as agreed with the Highway Authority) which demonstrate no predicted vehicle increases in vehicle movement along Main Street during these periods. Figure 4 demonstrates no recorded Personal Injury Collisions along Main Street</i>

	<i>between Deeping Road and the Black Horse public House. In sight of this information, it must be reasonable to conclude that the proposed development will not present any material cause for concern at Main Street.</i>
3.5 The Applicant has suggested the following off-site improvements, where ATE has identified a number of critical issues (see Critical safety issues for walking, wheeling and cycling - GOV.UK) and policy conflicts.	<i>This point is unclear – ATE has not specified any list of critical issues or confirmed the extent of off-site improvements it has an issue with.</i>
3.6 Proposed access and visibility assessment at Graford Road (Drawing F20159/05 Rev B). ATE requests that the Applicant liaises with relevant parties to resolve the following matters: - SA 08 Motor traffic speed: Greenford Road and Main Street present speeding issues with highest average speeds up to 41 mph, with 85th percentile speeds likely to reach above 30 mph. ATE would request a 20 mph speed limit between King Street and Manor drive to reflect the residential character of the village and enable on street cycling for majority of users (see LTN 1/20 Figure 4.1). - Should the LHA wish to retain the 30 mph speed limit, ATE would request that this is extended onto Greatford Road and light segregation is provided between King Street and Manor Drive to comply with LTN 120 Figure 4.1.	<i>It is assumed that ATE is in fact referring to Drawing Number F20159/03 Revision B. This drawing has since been updated to Revision C in response to specific technical points raised by the Highway Authority. There has been no request by the Highway Authority to extend highway improvement works beyond this, including the delivery of a 20 mph speed limit, except for the inclusion of a new crossing facility to the east of the proposed access at Greatford Road. This is now shown in Drawing Number F20159/12.</i> <i>ATE comments make reference to Graford Road and Greenford Road – it is assumed these should refer to Greatford Road?</i> <i>As explained above, the Transport Assessment includes a detailed assessment of where significant increases in movement could occur associated with the development proposals. It would not be reasonable for the developer to accommodate a 'wish-list' of improvements that is not in direct</i>

▪ Regardless of the speed limit, ATE would request that traffic calming is introduced to mitigate the long straight shape of the road (MfS, 5.4.5). ▪ Risk of SA01 Conflict at side roads and priority junctions if traffic volumes on Greatford Road are above 2,500 vpd. ▪ Wide corner radii – guidance can be found in MfS 6.3.12 & 6.3.13 & Fig 6.3. In this case, it is acceptable that large vehicles occasionally cross the opposing lane allowing the vehicle to take a larger radius than a junction kerb.	<i>compliance with Paragraph 58 of the NPPF. As such, sufficient evidence has been provided within the application for the Local Planning Authority to be content that safe and satisfactory access would be provided for all reasonable users and that any severe residual cumulative impact could be appropriately mitigated where necessary.</i>
▪ 3.7 Proposed pedestrian improvements (off-site) (Drawing F20159/05 Rev A): ▪ The current side roads, especially Blundell Street and Hadrian Drive, feature very wide corner radii (see Fig 6.3 in MfS). ATE would request that the Applicant provides continuous footways to reinforce pedestrian priority on Main Street side roads. ▪ Proposed crossing improvements on Main Street/School Lane junction and A/15 Maltby Drive Junction: ATE requests that this crossing becomes a signal-controlled crossing unless the Applicant can mitigate the issues below by other means, for example by introducing traffic calming and 20 mph speed limit. ▪ SA 08 Motor traffic speed: Pedestrians cross uncontrolled at 85th percentile speeds over 30 mph (see more in 3.4). ▪ Risk of a 0 score in SA07 Standard of crossings if traffic counts on.	<i>Drawing Number F20159/05 Revision A picks up on the trip generation calculations whereby only nominal hourly pedestrian movements are predicted within the existing highway network, with an average of 1 movement in any direction every 5 minutes. These would be split evenly between the Greatford Road and A15 route options. The improvements shown take into consideration how Main Street and Greatford Road are already well established streets with associated pedestrian and cyclist activity. There is also no clear evidence of any established highway safety problem specifically for pedestrians and cyclists. The pedestrian desire line between the site and Main Street would be addressed by improved crossing facilities at the existing refuge facility south of Maltby Drive on the A15, with pedestrians then utilising the public footpath link to the southern end of School Lane. Then, at the northern end of School Lane, a new refuge crossing facility is shown to facilitate movements to and from the northern edge of Main Street, and the link to and</i>

▪ Risk of SA09 Motor traffic volume if more than 1,000 vehicles pass the crossing in the busiest hour. ▪ Proposed crossing improvements on A15/Maltby Drive Junction: ATE requests that this crossing becomes a signal-controlled crossing to mitigate the issues below: ▪ SA08 Motor traffic speed: Pedestrians cross uncontrolled at 85th percentile speeds over 30 mph (40 mph limit, highest average speed 40 mph). ▪ 0 score in SA07 Standard of crossings: based on DfT count points 81533, 931660 and 812236, traffic counts estimated to sit between 10,000 and 12,000 vpd, which is above 8,000 vpd. ▪ SA09 Motor traffic volume: based on DfT count points 81533, 931660 and 812236, estimated more than 1000 vehicles in the busiest hour	<i>from the school and public house, along with other residential areas to the north.</i> <i>The desire line at Greatford Road would be addressed by the proposed footway extension and crossing at Greatford Road, with pedestrians continuing north and east being able to utilise the crossing facility at the A15 (north) arm of the junction with Main Street and Greatford Road.</i> <i>It is simply unreasonable to suggest that the levels of predicted hourly pedestrian and cyclist movements would create any specific problems that require direct mitigation in the form suggested here. Any such improvements would not comply with Paragraph 58 of the NPPF.</i>
▪ 3.8: Proposed site access layout (F20159/06 Rev. B) ▪ PC01 Cyclists not separated from pedestrians: ATE discourages shared use provision in situations outside of situations stipulated in LTN 1/20 6.5.6, which are not present in this site access arrangement. The vehicular, cycle and pedestrian access arrangement is inconsistent with Fig. 60 in the DAS where a 3 m bi-directional cycle track and 2 m footway is shown in the main road section. ATE requests that the arrangement proposed in DAS is	<i>Much reference is made to LTN 1/20 and failure of the proposals to meet its requirements. However, Section 1 of LTN 1/20 explains how the document is intended to provide “guidance and good practice for the design of cycle infrastructure, in support of the Cycling and Walking Investment Strategy” [Paragraph 1.2.1]. Paragraph 1.3.1 explains how the “guidance should be applied to all changes associated with highway improvements, new highway construction and new or improved cycle facilities”. Throughout consultation with the Highway Authority, including a specific discussion at the latest meeting, there has been no mention of any LCWIP for the Baston area. Given the nature</i>

included in site access arrangements and that a 3 m bi-directional cycle track and 2 m footway continue between Main Street/A15 junction and the site access junction. The level of provision is expected to be consistent with LTN 1/20 Figure 4.1. ATE would suggest that the Applicant discusses the arrangement with the LHA to ensure the proposal can be integrated into the A15 - Bourne - Market Deeping route in the local LCWIP. ▪ PC01 Cyclists not separated from pedestrians: As above, similar situation for the pedestrian and cycle access point. ATE requests that pedestrians and cyclists are separated at these access points and throughout the internal layout. The overall level of permeability and porosity for both user groups should be maintained, ensuring that neither is disadvantaged (for example, by replacing shared routes with footways rather than providing both footways and dedicated cycle tracks). ▪ The proposed crossing is away from the desire line, which, connected with wide corner radii, may cause yielding issues ▪ Wide corner radii – guidance can be found in MfS 6.3.12 & 6.3.13 & Fig 6.3. In this case, it is acceptable that large vehicles occasionally cross the opposing lane allowing the vehicle to take a larger radius than a junction kerb.	<i>of design aspirations within LTN 1/20, it would be unsafe to provide this infrastructure in isolation, as it could lead to increased risk of incidents due to awareness and confusion. The proposals presented within the Transport Assessment are designed in accordance with the Design Manual for Roads and Bridges where appropriate and, in the absence of any formal LCWIP, should provide a suitable basis for improving access by cycling as a mode of transport. It must also be noted how all the proposed improvements were subjected to a Stage 1 Road Safety Audit and this has not identified any unresolved concerns.</i>
	<i>As above, in this instance and without any evidence of a LCWIP showing a specific strategy for the A15</i>

▪ 3.9 Based on a preliminary examination, ATE has also identified other possible off-site improvements: ▪ Crossing and footway provision to enable PRow access into and out of the site. The solution cannot incur any critical issues in ATE route check and needs to be compliant with LTN 1/20 and Inclusive Mobility. ▪ Crossing from GREA6 over King Street and into the footway to tie into existing access arrangement drawings ▪ Crossing and footway provision to allow PRow access into the site and their continuity (GREA/7 and BAST/2). ▪ Junction improvements on Greatford Road/Main Street/A15, including pedestrian crossing provision on all arms on the junction on desire lines. This should address issues identified previously in a completed JAT check (see 3.2) and follow direct liaison with LCC.	<i>corridor, it would not be appropriate to apply LTN 1/20 as the design standard. Notwithstanding this, through consultation with the Highway Authority further off-site pedestrian improvements are now shown in Drawing Number F20159/13 for King Street, alongside Drawing Number F20159/12 for Greatford Road. These should help to allay ATE concerns regarding pedestrian movement at King Street and the Greatford Road route.</i>
▪ 3.8 ATE requests that the Applicant supplies the drawing for pedestrian and cycle access arrangements marked with a green arrow in the Illustrative Masterplan (northwestern access). Is this to cover the full definition of access as stipulated in DPMO 2015, which includes active travel access in the definition. ATE instructs that PRow access points in the Access and Movement Plan cannot be marked as accessible to cycles.	<i>This point is unclear and further consultation required. However, delivery of a plan with a marked arrow should not present reasonable justification for refusing this planning application.</i>

Masterplanning and permeability

ATE Comment	BCL Response/Action
4.1 While ATE notes positively the high level of permeability of the masterplan, more information is needed to prevent pedestrian/cycle conflict and driver shortcutting. ATE has identified the following issues within the proposed Illustrative Masterplan Rev 2 and Access and Movement Plan in Fig 59. of the DAS:	<i>The site masterplan is indicative at this stage and will be subject to approval through the Reserved Matters application process. The current layout provides sufficient confidence that good practice principles can and will be adopted within any final approved scheme.</i>
The Surface water drainage drawing shows a piped system with SuDs features - why are the pipes required? The water should be conveyed to the swales. Assumed underdrained swales due to the shallow water table but no groundwater monitoring has been provided. The drawing is confusing - a more detailed key is required with a specific drainage drawing separate to the report.	<i>Noted. This will be addressed separately by the drainage consultant.</i>
4.2. ATE requests clarification on the status of two paths leading from the development north of the site, which currently terminate within the green strip between the site and the existing development. These appear to provide clear links into the site but remain unaddressed. While the paths are adopted, it is unclear who owns the intervening green strip or whether the	<i>Public Footpath Baston 2 extends between Deeping Road and King Street, with the western section contained within the development site and the eastern section set within third party land immediately to the north of the development site. The Public Footpath itself is designated as publicly maintained highway. The two links are shown to the site boundary only such that they can be extended in due course should the adjacent land owner be willing to permit this. Otherwise, the</i>

paths can be extended to connect into the site, which ATE would strongly advise.	<i>proposed development would provide sufficient opportunities to deliver a permeable access arrangement from a pedestrian point of view. Evidence confirming the extent of public highway is provided at Appendix E of the Transport Assessment.</i>
4.3 Further clarity is needed on the role of the indicative pedestrian routes, which are accessed via shared pedestrian and cycle access points (Drawing F20159/06 Rev. B). ATE requests that pedestrians and cyclists are separated at these access points and throughout the internal layout. The overall level of permeability and porosity for both user groups should be maintained, ensuring that neither is disadvantaged (for example, providing both footways and dedicated cycle tracks).	<i>This is an internal layout detail that will be resolved in due course as part of any Reserved Matters application.</i>
4.5 While ATE is generally satisfied with the proposed street sections in the DAS, it is essential that these sections are consistent with access arrangements. Please see comments in 3.7.	<i>Following discussions with the Highway Authority, it has now been agreed that the proposed internal road layout would comprise a 5 metres wide carriageway between each of the proposed site access junctions. Drawing Number F20159/03 Revision C and Drawing Number F20159/06 Revision C show the updated layouts for Greatford Road and Deeping Road respectively.</i>
4.6 The current layout presents the risk of shortcutting by drivers travelling between King Street and Deeping Road to avoid passing through Baston. While ATE understands that the exact road layout is a	<i>It is not envisaged that 'rat-running' would be a significant issue for the proposed development and in particular the current illustrative internal layout. Figures 2 and 3 of the Transport Assessment show observed turning movements at the A15 / Main</i>

reserved matter, this needs to be reflected in access arrangements and secured as part of the outline application. ATE would request that this is mitigated by either of the following: ▪ Rearranging road layout to prevent shortcutting by design – consider a separate service and emergency vehicle access point to resolve issues with oversized access points turning radii for residents ▪ ANPR cameras to only allow residents, pre-registered guests, service and emergency vehicles into the site ▪ Placing a modal filter in the middle of the main road – this may be in the form attractive to residents such as a parklet	<i>Street / Greatford Road junction. Any rat-running through the development would relate to displaced movements between the A15 (south) and Greatford Road (west of the site access). Given the internal site layout would be a deliberately tortuous route it is reasonable to conclude that right turners from Greatford Road to A15 (south) would be the key area of concern. Noting that residents living along the eastern section of Greatford Road are unlikely to rat-run, the surveys have shown a maximum of 13 movements currently undertaking this manoeuvre. In itself this would not represent any capacity or highway safety issues at the proposed site access layout.</i> <i>Further consideration can be given to the final internal layout design as part of any subsequent Reserved Matters application.</i>
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On-site facilities

ATE Comment	BCL Response/Action
▪ 5.1 In TA 5.3, the Applicant has outlined the cycle parking space provision for the development. While the local standards allow 2 cycles for ≤3 beds and 3 cycles for ≥4 beds, ATE requests that this is treated as minimum and the number is delivered to one cycle parking space per bedroom as per LTN 1/20 Table 11-1. This includes a minimum 5% provision for adapted/non-standard cycles. ATE would expect as part of any reserved matters applications: ▪ Location: ATE requests that the Applicant provides floor plans with	<i>Details of any final on-plot cycle parking provision (all aspects) can be secured by planning condition. The final mix of dwelling types will not be fixed by this planning application and so updated designs and calculations can be submitted at the appropriate stage.</i>

indicated location of cycle storage for all buildings. ▪ Details: ATE requests that details of accessibility, parking types and dimensions, security arrangements or lighting as appropriate are provided.	
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Next steps

ATE Comment	BCL Response/Action
▪ ATE requests that the local planning authority shares this correspondence with the applicant and their agents. ATE would welcome the opportunity to review further submitted information to help address the identified deficiencies as detailed above, with a view to providing a further response and recommended conditions.	<i>The details of ATE's comments have been given full consideration and the above represents an appropriate level of response, taking into account detailed technical comments provided by the Highway Authority and the absence of any LCWIP covering the site and surrounding highway network. It must also be noted how in preparing this report several attempts were made to contact ATE both inviting the officer to attend a meeting with LCC and then subsequently to arrange a meeting directly.</i>

2.0 SUMMARY

- 2.1 This Technical Note 7 seeks to provide a direct response to comments received from Active Travel England (ATE) in respect of proposals for up to 283 dwellings at the site. The issues raised and corresponding response provided are summarised below.

ATE: The use of 2011 Census Data and its implications trip generation and modal share targets.

BCL: Contrary to ATE's concerns the ONS does not advise the use of 2021 Census Data for journey to work patterns, particularly for planning purposes. The approach adopted within the Transport Assessment follows best practice and has been agreed

by the Highway Authority, where 2011 Census Data was used to identify the development distribution model. This is also consistent with other recent planning applications for similar developments nearby which are understood to have been approved without specific objection on this point. Notwithstanding this, evidence has been provided to demonstrate how the key differences between the 2011 and 2021 modal splits (excluding working from home) are minimal and the 2011 Census Data represents a stronger 'vision-led' target for sustainable travel modes. Hence, the data presented within the Transport Assessment and Travel Plan reports should be viewed as a robust basis for concluding how access by sustainable modes could be improved at the proposed development.

ATE: Lack of any qualitative assessment of surrounding routes which do not comply with LTN 1/20 and fail to prioritise pedestrians.

BCL: Paragraph 58 of the NPPF clearly states how planning obligations should only be used where they are fully necessary to specifically mitigate development impact. Sections 4, 8, and 9 of the Transport Assessment provide a detailed assessment of the potential increases in trips by all likely modes within the surrounding network, based on key desire lines and an agreed distribution model. The proposals comprise improvements to existing crossings at numerous locations on the A15, Main Street, and Greatford Road, in line with these predicted increases and evidence confirming no established highway safety problems. In addition to this, it has been agreed with the Highway Authority that the developer will fund a Traffic Regulation Order seeking to reduce the A15 speed limit from 40 mph to 30 mph, which will further improve conditions for all existing pedestrians and cyclists in the area. Further evidence has also been provided to explain how the application of rigorous design standards set out within the LTN 1/20 document would not be appropriate in this instance due to the absence of any LCWIP for the area, as this could lead to isolated and potentially unsafe infrastructure.

ATE: Internal layout design and corresponding accessibility issues.

BCL: Whilst noting the various comments provided in respect of the internal site layout design, this planning application is in outline form with these details to be addressed by way of a subsequent Reserved Matters application. At this stage each

of the points can be considered further with details of the final development scheme known. This is in line with standard practice for planning applications covering this type of development.

Method	2011 Census Data (Nomis data set QS701EW)		2011 Census Data (Nomis data set QS701EW) Excluding working from home and unemployed.		2011 Census Data (Nomis data set QS701EW) Excluding unemployed.		2011 Census Data - Used in TA (Nomis data set WU03EW)		2021 Census Data (Nomis data set TS061)		2021 Census Data (Nomis data set TS061) Excluding working from home.		Difference between 2021 data and TA (2011) data
All categories	6655		4224		4706		3543		4553		2847		
Work mainly at or from home	482	7.2%			482	10.2%			1706	37.5%			
Underground, Metro, Light rail or Tram	7	0.1%	7	0.2%	7	0.1%	7	0.2%	0	0.0%	0	0.0%	-0.2%
Train	141	2.1%	141	3.3%	141	3.0%	114	3.2%	22	0.5%	22	0.8%	-2.4%
Bus, minibus or coach	84	1.3%	84	2.0%	84	1.8%	80	2.3%	25	0.5%	25	0.9%	-1.4%
Taxi	7	0.1%	7	0.2%	7	0.1%	7	0.2%	1	0.0%	1	0.0%	-0.2%
Motorcycle / scooter / moped	26	0.4%	26	0.6%	26	0.6%	25	0.7%	17	0.4%	17	0.6%	-0.1%
Car / van (as driver)	3495	52.5%	3495	82.7%	3495	74.3%	2963	83.6%	2433	53.4%	2433	85.5%	1.8%
Car / van (as passenger)	201	3.0%	201	4.8%	201	4.3%	189	5.3%	118	2.6%	118	4.1%	-1.2%
On Bicycle	65	1.0%	65	1.5%	65	1.4%	60	1.7%	42	0.9%	42	1.5%	-0.2%
On Foot	174	2.6%	174	4.1%	174	3.7%	94	2.7%	146	3.2%	146	5.1%	2.5%
Other method	24	0.4%	24	0.6%	24	0.5%	4	0.1%	43	0.9%	43	1.5%	1.4%
Not in employment	1949	29.3%											

QS701EW - 2011 Dataset 'Method of Travel to Work'

WU03EW - 2011 Dataset 'Location of usual residence and place of work by method of travel to work (MSOA level)'

TS061 - 2021 Dataset 'Method used to Travel to Work'

TABLE TN7a: MODAL SPLIT COMPARISON TABLE

Population : All usual residents aged 16 years and over in employment the week before the census
Unit of measure : Persons

Make selections:

Method Used To Travel To Work

Review selections:

Get your data:

[Download Data](#)

☒ *Tick to select columns*

☒ **Total: All usual residents aged 16 years and over in employment the week before the census**

- ☐ Work mainly at or from home
- ☐ Underground, metro, light rail, tram
- ☐ Train
- ☐ Bus, minibus or coach
- ☐ Taxi
- ☐ Motorcycle, scooter or moped
- ☐ Driving a car or van
- ☐ Passenger in a car or van
- ☐ Bicycle
- ☐ On foot
- ☐ Other method of travel to work

Description: A person's place of work and their method of travel to work. This is the 2001 method of producing travel to work variables.

"Work mainly from home" applies to someone who indicated their place of work as their home address and travelled to work by driving a car or van, for example visiting clients.

Quality information: As Census 2021 was during a unique period of rapid change, take care when using this data for planning purposes.

Comparability with 2011: Not comparable. It is difficult to compare this variable with the 2011 Census because Census 2021 took place during a national lockdown. The government advice at the time was for people to work from home (if they can) and avoid public transport.

People who were furloughed (about 5.6 million) were advised to answer the transport to work question based on their previous travel patterns before or during the pandemic. This means that the data does not accurately represent what they were doing on Census Day. This variable cannot be directly compared with the 2011 Census Travel to Work data as it does not include people who were travelling to work on that day. It may however, be partially compared with bespoke tables from 2011.

APPENDIX F – MEETING NOTES (LCC AND BCL)

From: [Samantha Legg](#)
To: [Chris Bancroft](#); [Adrianna Radlowska](#); venezia.ross-gilmore@southkesteven.gov.uk
Cc: [Alex Cave](#); [Jordan Van Laun](#); [Christopher Roberts](#); [Amy Harrison](#)
Subject: RE: Land fronting Deeping Road, Baston
Date: 09 July 2026 12:47:06
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

Good afternoon,

Please find additional comment below in red in respect of the Census data.

Kind regards

Samantha Legg

Principal Development Management Officer

Lincolnshire County Council

County Offices, Newland, Lincoln LN1 1YL

Mobile: 07880 782040

Email: developmentmanagement@lincolnshire.gov.uk

Website: www.lincolnshire.gov.uk



From: Samantha Legg

Sent: 08 July 2026 15:43

To: 'Chris Bancroft' <chris@bancroftconsulting.co.uk>; Adrianna Radlowska <adrianna.radlowska@activetravelengland.gov.uk>; venezia.ross-gilmore@southkesteven.gov.uk

Cc: Alex Cave <alex.cave@wates.co.uk>; Jordan Van Laun <jordan.vanlaun@wates.co.uk>; Christopher Roberts <christopherroberts@boyerplanning.co.uk>; Amy Harrison <amyharrison@boyerplanning.co.uk>

Subject: RE: Land fronting Deeping Road, Baston

Good afternoon,

Thank you for sharing your notes of the meeting last Friday.

I have made some notes below in red.

Kind regards

Sam

Samantha Legg

Principal Development Management Officer

Lincolnshire County Council

County Offices, Newland, Lincoln LN1 1YL

Mobile: 07880 782040

Email: developmentmanagement@lincolnshire.gov.uk

Website: www.lincolnshire.gov.uk



From: Chris Bancroft <chris@bancroftconsulting.co.uk>

Sent: 03 July 2026 12:30

To: Samantha Legg <Samantha.Legg@lincolnshire.gov.uk>; Adrianna Radlowska <adrianna.radlowska@activetravelengland.gov.uk>; venezia.ross-gilmore@southkesteven.gov.uk

Cc: Alex Cave <alex.cave@wates.co.uk>; Jordan Van Laun <jordan.vanlaun@wates.co.uk>; Christopher Roberts <christopherroberts@boyerplanning.co.uk>; Amy Harrison <amyharrison@boyerplanning.co.uk>

Subject: RE: Land fronting Deeping Road, Baston

Caution external: This email originated from outside of the council. Do not click on links or open attachments unless you are confident the email is legitimate

Hi Sam,

Many thanks again for your time earlier today. It was extremely useful to talk through the various points and I genuinely believe that, subject to a few minor points of detail, we are very close to securing an 'in-principle' agreement on the development proposals (at least in highways terms). I'll summarise my notes under each of the agenda points as follows (in blue text).

The meeting took place by MS TEAMS between 1000 and 1100 hours, with attendees comprising Sam Legg (Lincolnshire County Council), Alex Cave (Wates Developments), Christopher Roberts (Boyer Planning) and Chris Bancroft (Bancroft Consulting). Invitations were also sent to Active Travel England and South Kesteven District Council but both parties unable to attend.

- 2011 vs 2021 census data – Relates to primarily TP comments but important to understand LCC position in respect of this point.

SL/LCC explained how the TP Officer was invited to attend but couldn't due to annual leave commitments. CJB/BCL explained concerns regarding the emphasis being placed on using travel to work data derived from the 2021 Census when the population was under strict lockdown. This strategy was also adopted by Mode in their Transport Assessment and Travel Plan documents submitted as part of the Bourne/Barratt Redrow application for 270 dwellings where no criticism was made by LCC in its review of the submissions. CJB confirmed how it would seem inappropriate to use the 2021 Census as a basis and in any event the Travel Plan would pick up on actual modal splits as part of the monitoring process, ensuring that the Travel Plan was underpinned by SMART targets at each stage, in line with best practice guidance. CJB recommended that 2011 should remain a reasonable benchmark for the Travel Plan report, albeit with a detailed review annual of travel patterns undertaken as part of the monitoring process. SL requested a clear explanation of the position for further consultation with the TP officer (this summary is intended to provide that).

I am awaiting a response from the Travel Plan Officer. I have chased them today expressing that I get a response as soon as possible.

Lincolnshire County Council considers the Census 2021 to provide the most appropriate and robust starting

point for establishing travel plan modal split assumptions, as it better reflects current travel behaviours and working practices than the 2011 Census.

Recent evidence demonstrates that the increase in home and hybrid working has not been a temporary effect of the pandemic and has become an established feature of the labour market. The ONS reported in 2024 that hybrid working has become the "new normal" for around a quarter of workers in Great Britain (ONS – Who are the hybrid workers?), while Parliamentary research found that home and hybrid working levels remain significantly above those seen prior to the pandemic, indicating a lasting change in travel demand and commuting patterns (UK Parliament POST – The impact of remote and hybrid working on workers and organisations).

Whilst the 2021 Census was undertaken during the COVID-19 pandemic, it remains the most up-to-date national dataset available and is considered to be more representative of current travel and working patterns than data collected in 2011, which is now approximately 15 years old. The ONS notes that care should be taken when interpreting Census 2021 travel-to-work data; however, it remains the latest national evidence base for travel behaviour and commuting patterns.

- Traffic modelling – A15/Main Street junction - Concerns about how observed queuing should be used to present a 'calibrated' junction model under saturated conditions.

CJB explained how the modelling does indeed include an allowance for the operation of the signal-controlled crossing within the 2031 Design Year modelling scenarios, based on the observed activation details. It was decided to not to provide any assessment of the 2026 observed traffic conditions as this was considered irrelevant to the Design Year impact assessment, where different approaches to modelling can reasonably be incorporated such that an appropriate assessment of true impact can be undertaken. However, SL explained that the junction has problems, and it was important for the application to include an assessment of the 2026 observed conditions. CJB agreed to prepare and submit this information as part of any subsequent response.

The observed queues in Table 4 show that Main Street had queues of 30 or more vehicles from 8:35-8:50 in survey of existing situation.

A model assessment of the existing flows has not been provided. You need to model existing flows at the junction and calibrate it such that it reflects this level of queuing. Otherwise, the future assessment of 2031, which shows queues of 2 vehicles on this arm is clearly not right. The base junction model needs to show queues of 30-40 vehicles for half of the peak period, and then the base model can be used for a realistic assessment of the future scenario.

You need to create a model that takes into account the effect of the signals on the priority junction, it isn't acceptable to just model the priority junction in PICADY and ignoring the signals immediately adjacent. The signals are effectively reducing the saturation flows on the arms.

The model would only output a mean queue length over the analysis period, so you won't ever get the full 42+ PCU queue from the results. As previously said a far more substantial queue length would be expected and definitely way more than 2. I would question the settings that has been used to model the capacity of the side road in terms of gap acceptance etc.

I have reached out to some colleagues for their expertise on the matter to see if they have any input on the software available that does priority junctions and signals together – maybe SIDRA or VISUM. Failing that you would need to adjust the PICADY saturation flows to reflect observed queuing. I am awaiting their response.

- King Street Crossing - Discussion around options given the National Speed Limit and likely limited change in conditions

SL explained how LCC were expecting to see improvements to the existing facilities at this

public footpath. CJB advised how the proposed development is not expected to generate material/significant movements through this route, although it was noted how the on-site improvements would make it more attractive for all users. CJB mentioned how a cautious approach is required for any crossing improvements at this location due to the potential high-speed conditions on King Street. However, it was acknowledged how design guidance would allow for dropped kerbing to be used with care in any design process for such situations. SL explained how LCC did not have any specific expectations for the improvements but agreed that the application should explore where 'improvements' could be promoted, with the understanding that a fully compliant scheme may not be possible and this in itself would not represent a reason for refusal on highways grounds. CJB to review the opportunities further and present LCC with a further plan of potential works that can be used as a basis for any subsequent planning condition.

Improvements should be explored to improve pedestrian connectivity to the PROW

- Improvements at or in the vicinity of the A15/Maltby Drive Junction – Discussion around ATE request for signal control at junction versus proposed improvements to existing refuge facility to the south of junction.

SL was clear to point out that they would not support the implementation of traffic signals at the A15/Maltby Drive junction and that tactiles at the Maltby Drive arm would suffice (including the refuge facility on Maltby Drive). CJB raised the carriageway width issue at the proposed refuge improvements to the south of the junction explaining how the aim was to retain the existing carriageway markings and effectively 'refurbish' the existing refuge with tactiles throughout and increased width where feasible – without the need to widen the carriageway at this point. During the subsequent discussion SL explained how there would be strong support for the implementation of a 30 mph speed limit on the A15, with the scheme extending between the site access to the south and a suitable point to the north of the signal controlled crossing north of the A15/Main Street junction. CJB acknowledged this but clarified how the proposed scheme presented within the Transport Assessment should be acceptable without this – which SL agreed was the case. However, it was agreed that the application should consider offering to fund a TRO for the conversion from 40mph to 30mph through this route. SL advised that the cost of the TRO would likely be circa £5000 and could be secured by condition/S106 Agreement. AC/WD indicated that this would work for the applicant but confirmation will be provided in any subsequent response.

The scheme meets policy to reduce the speed limit through the Village on the A15 so that it is a 30 limit throughout – that given with the increased footfall created from the development would mean that the applicant will be liable to fund the Traffic Regulation Order under a Section 106 Agreement.

- Offsite improvements – Pedestrian improvements at A15/Main Street junction, Main Street/Church Street, A15 (south of Main Street), and then Greatford Road.

CJB explained how the pedestrian improvements presented within the Transport Assessment were formed around the principle of desire lines via Greatford Road and Main Street/School Lane/Deeping Road. Detailed discussion took place around the proposed pedestrian improvements and it was agreed that any subsequent response should provide further explanation as to how these satisfy the likely desire lines. CJB also highlighted the constraints at the A15/Main Street junction whereby delivery of a footway link could lead to engineering issues caused by a level difference between the carriageway and footway at the eastern edge of Deeping Road south of the junction. Further complications could also exist with the suitability of the existing refuge and footway at the western edge of Deeping Road to safely accommodate pedestrian crossings at this point. Addressing these issues could require a widened refuge facility that would potentially lead to a narrowing of the carriageway width. Further discussion took place regarding LCCs request for a crossing at Main Street, in the vicinity of the Church Street junction. CJB explained how the current proposed facility immediately east of the School Lane junction was considered to better serve the desire lines associated with the development along with other users. As regards the Church Street location, CJB explained how the current layout does not lend itself to a 'safe' formal arrangement as tactile paving and dropped kerb would require positioning away from the desire line and at a point where visibility would be severely restricted for pedestrians and turning vehicles. It was agreed that CJB

should provide clarify this position in any subsequent response.

The points here are noted and as I did say in the meeting, I would be carrying out a further site visit which I am yet to do.

- ATE – Audit assessment and comments – Discussion of conflicts between LCC and ATE regarding junction design principles.

SL confirmed that LCC would not require the internal highway layout to incorporate future bus movements and so the overall width should be reduced to 5 metres throughout. SL also confirmed that the proposed site access strategy was 'in-principle' acceptable to the Highway Authority and no significant amendments to the layouts presented – aside from the carriageway width reduction and tracking assessment – should be required. It was agreed that the layouts shown were appropriate for the prevailing traffic conditions and would deliver safe and suitable access for the development. CJB to provide updated drawings showing the revised internal carriageway width and vehicle tracking assessment of the GIRT.

The road width does not necessarily need to be 5m throughout – it would depend on the layout, it could have narrowings.

Lincolnshire County Council has developed a forward-thinking Better Streets for Lincolnshire design code, placing placemaking at the heart of highways and flood risk design. The code promotes high quality streets, spaces and blue green infrastructure that help shape developments where people genuinely want to live, work and play, treating movement and water as integral components of place rather than constraints.

The Better Streets for Lincolnshire website provides access to the full design code and embedded tools, including the BSfL Compliance Checklist, which is intended to actively inform layout, access and SuDS design. Engagement with the Design Code is expected at pre application, outline and Reserved Matters stages, as these are the key points at which layout and street structure are established. Early and ongoing use of the Code will support well designed proposals, help demonstrate a clear design narrative, and reduce the need for redesign at later stages.

The Design Code and supporting tools should be used proactively by applicants and their design teams and can be accessed at: <http://www.betterstreetsforlincolnshire.co.uk>

- Anything else?

SL requested that a detailed response be provided to each point provided within its Formal Observations.

I trust that the above details align with your own notes of our meeting and would be grateful if you could respond confirming any additional points, or that you agree with the summary presented. Once we have agreed the notes I can proceed with preparing our detailed responses to the various consultees. In this regard, [@Adrianna Radlowska](#) – please could you come back with possible meeting options for next week? At this time I could make any time during Monday 6th, Tuesday 7th or Friday 10th? We are under extremely tight time constraints to submit our responses and so would very much appreciate the opportunity to discuss the points raised by ATE so far. For completeness, I have also copied the case officer at SKDC in on this email (@venezia.ross-gilmore@southkesteven.gov.uk).

Thanks again for your assistance so far.

Kind regards

Chris

Chris Bancroft

Director

Bancroft Consulting Limited



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TRANSPORT ASSESSMENTS / ROAD SAFETY AUDITS / ACCESS APPRAISAL / HIGHWAY DESIGN / TRAVEL PLANS / CONCEPTUAL DESIGN AND MASTERPLANNING

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From: Chris Bancroft

Sent: 02 July 2026 16:10

To: Samantha Legg <Samantha.Legg@lincolnshire.gov.uk>

Cc: Alex Cave <alex.cave@wates.co.uk>; Adrianna Radlowska <adrianna.radlowska@activetravelengland.gov.uk>; Jordan Van Laun <jordan.vanlaun@wates.co.uk>; Christopher Roberts <christopherroberts@boyerplanning.co.uk>

Subject: RE: Land fronting Deeping Road, Baston

Hi Sam,

To assist our meeting tomorrow we have prepared an agenda as follows, which includes a brief summary of the points for discussion.

- Introductions
- Wates to provide overview of pre-app consultation, proposals inc. offsite works – we will use DAS to present this section
- Discussion of key highways points
 - 2011 vs 2021 census data – Relates to primarily TP comments but important to understand LCC position in respect of this point.
 - Traffic modelling – A15/Main Street junction - Concerns about how observed queuing should be used to present a 'calibrated' junction model under saturated conditions.
 - King Street Crossing - Discussion around options given the National Speed Limit and likely limited change in conditions
 - Improvements at or in the vicinity of the A15/Maltby Drive Junction – Discussion around ATE request for signal control at junction versus proposed improvements to existing refuge facility to the south of junction.
 - Offsite improvements – Pedestrian improvements at A15/Main Street junction, Main Street/Church Street, A15 (south of Main Street), and then Greatford Road.
 - ATE – Audit assessment and comments – Discussion of conflicts between LCC and ATE regarding junction design principles.
 - Anything else?
- Summary of Actions

I have copied both your colleague Sarah and also Adrianna at ATE in on this email noting that Sarah

has only tentatively accepted the invite and I have yet to receive any response to previous emails from Adrianna.

Thanks again for your time tomorrow. See you at 1000am.

Kind regards

Chris

From: Chris Bancroft
Sent: 30 June 2026 14:11
To: 'Samantha Legg' <Samantha.Legg@lincolnshire.gov.uk>
Cc: 'Alex Cave' <alex.cave@wates.co.uk>; Adrianna Radlowska <adrianna.radlowska@activetravelengland.gov.uk>
Subject: RE: Land fronting Deeping Road, Baston

Hi Sam – resending as I forgot to include Adrianna on the circulation...

Apologies...

Chris

From: Chris Bancroft
Sent: 30 June 2026 14:06
To: 'Samantha Legg' <Samantha.Legg@lincolnshire.gov.uk>
Cc: Alex Cave <alex.cave@wates.co.uk>
Subject: RE: Land fronting Deeping Road, Baston

Hi Sam

Thanks ever so much for coming back to me with these dates. I have spoken with my Client and we would like to fix something in the diary for Friday 3 July @1000 hours if that still works for you. I appreciate that it would be useful to have ATE in attendance and I have copied Adrianna in on this email so that she can confirm availability – however, I also feel it would be important for us to meet even if ATE cannot attend.

My Client has also asked if it would be possible for Sarah Heslam to attend as she was the officer previously involved with the project?

Please come back to me so I can confirm and issue meeting invites.

Kind regards

Chris

From: Samantha Legg <Samantha.Legg@lincolnshire.gov.uk>
Sent: 29 June 2026 13:06
To: Chris Bancroft <chris@bancroftconsulting.co.uk>
Subject: RE: Land fronting Deeping Road, Baston

APPENDIX G – RESIDENTIAL TRAVEL PLAN (REVISION C)

WATES DEVELOPMENTS

Land adjacent to A15 at Baston

Residential Travel Plan

March 2026
(Revision C, July 2026)



Jarodale House, 7 Gregory Boulevard
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AUTHOR:	CJB	CHECKED:	CJB	APPROVED:	CJB	STATUS:	REV C
REPORT REF:	F20159 Baston, Lincs - Residential Travel Plan (Revision C, July 2026)						
DOCUMENT ISSUE RECORD							
REVISION	DATE		DESCRIPTION				
DRAFT	March 2026		Issued to Project Team for comments				
REV A	March 2026		Project Team comments				
REV B	April 2026		Project Team comments				
REV C	July 2026		LCC comments				

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FIGURES

Figure 1 Site Location Plan

APPENDICES

Appendix A Proposed Site Layout Plan

1.0 INTRODUCTION

1.1 This Residential Travel Plan (RTP) has been prepared by Bancroft Consulting who were appointed by Wates Developments to provide highways and transport advice in respect of proposals for a 283 dwelling residential development at Baston, Lincolnshire. This report follows completion of a Transport Assessment and aims to demonstrate how sustainable travel would be promoted for residents and visitors at the site. **Figure 1** shows the site location at the western edge of Deeping Road, to the west of Baston.

1.2 This Travel Plan has been prepared in accordance with Lincolnshire County Council's Guidance Notes 'For the preparation and implementation of Development Travel Plans' (V5, December 2021). These guidance notes have been prepared in accordance with National Planning Guidance documents, where according to the document 'Travel Plans, Transport Assessments and Statements' (DfT, March 2014), Travel Plans are:

"long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets."

(Paragraph 003, Travel Plans, Transport Assessments and Statements, MHCLG, March 2014)

1.3 The National Planning Guidance document also describes the primary purpose of a Travel Plan:

"The primary purpose of a Travel Plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less

sustainable modes. As noted above, though, they should not be used as a way of unfairly penalising drivers.”

(Paragraph 005, Travel Plans, Transport Assessments and Statements, MHCLG, March 2014)

- 1.4 The proposed development is on land immediately to the west of the A15 (Deeping Road), to the west of Baston. Details of the latest site layout plan are provided at **Appendix A**. This includes a dual access strategy with new T-junction accesses, one at the western edge of Deeping Road and the second at the southern edge of Greatford Road. Details of the internal road layout and plot arrangement will be secured by a suitably worded planning condition. This would include a comprehensive network of footways and cycleways that connect to key desire lines and established/improved off-site infrastructure. An extract of the latest site layout plan is provided below at **Image 1.4**.



2.0 SCOPE OF THE TRAVEL PLAN

- 2.1 The Transport Assessment produced to accompany the planning application has reviewed the development proposals in line with existing infrastructure and opportunities for sustainable travel.
- 2.2 The Transport Assessment includes detailed calculations of the potential trip generation by all reasonable modes of transport. Section 9 provides the following estimated modal split and corresponding peak hourly trip generation for the development, which is based on local census data and comparable generic survey data for this use type and size.

Table 2.2 – Modal split and hourly trip generation

Mode of Travel	Proportion	Hourly Trips
Train	3.4%	7
Bus	2.3%	5
Taxi or minicab	0.2%	0
Motorcycle, scooter or moped	0.7%	1
Driving a car or van	83.6%	176
Passenger in a car or van	5.3%	11
Bicycle	1.7%	4
On foot	2.7%	6
Other methods	0.1%	0

- 2.3 The key generator of hourly movements will be car-based activity, with up to 176 two-way movements during the peak hour. The impact of peak hour traffic movements has been examined within the surrounding highway network and detailed modelling shows there would be no material change to the operation of the existing junctions, namely the Main Street and West End junctions with the A15. This exercise has shown how these would continue to operate satisfactorily in the 2031 Design Year conditions with the proposed development fully operational. It has also been demonstrated that the proposed site access junction layouts would satisfactorily accommodate predicted development trips.

- 2.4 A review of local traffic speeds at Deeping Road has shown how it is a busy route, with an observed weekday average peak hour two-way flow of around 1400 movements and 85th percentile vehicle speeds of circa 45 mph passing the site frontage. A review of Personal Injury Accident records has also demonstrated how there is no evidence of any ongoing safety problems in the immediate highway network.
- 2.5 The proposed scheme also includes a new footway/cycleway at the western edge of Deeping Road, between the site access and the junction with Maltby Drive. Further off-site improvements to existing infrastructure include upgrading the existing pedestrian refuge facility to the south of the Deeping Road/Maltby Drive junction, an extended footway along the southern edge of Greatford Road, a new refuge crossing facility adjacent to the Main Street/School Lane junction, and then tactile paving at several existing crossing points along the northern edge of Main Street. This will satisfactorily address the predicted activity of up to 11 hourly movements (comprising pedestrians and potential bus users). People travelling to the site by bus will be accommodated by existing bus stops that are approximately 275 metres to the north, adjacent to the Deeping Road/Main Street/Greatford Road crossroads junction. These stops are served by regular services that extend between Bourne and Peterborough throughout the week.

3.0 TRAVEL SURVEY

- 3.1 Details of the predicted trip generation profile are presented at Section 9 of the Transport Assessment, with the corresponding modal split calculated from 2011 Census data. In accordance with best practice, these results will form the basis of the Travel Plan, subject to further detailed surveys being undertaken in accordance with the action plan.
- 3.2 In accordance with the highway authority's published guidance notes, the details of any subsequent resident travel surveys will be undertaken within three months of the development reaching 50% occupancy, or 140 dwellings. The final details of the surveys will be agreed with the highway authority using its MODESHIFT STARS travel planning system. To deliver a minimum response rate of 50% the surveys will be made available to residents in digital and hard copy format, supported by a reward scheme for participation. Details of the final reward scheme will be agreed but could include active travel vouchers to the value of around £25 per household.
- 3.3 Based on the results of these travel surveys the modal split profile will be recalculated to establish where the targets of the Travel Plan have been met and then identify where further investment is required to address specific issues. The results will be submitted to the highway authority for discussion and agreement as part of an annual monitoring report.
- 3.4 Any initial surveys will be scheduled to take place between March and October (outside of any public/school holidays) to best represent neutral conditions. Subsequent years will seek to follow the same monthly schedule so as to ensure travel patterns are comparable throughout the travel plan process.

4.0 OUTCOME OBJECTIVES

4.1 The overall objective of this Travel Plan is to ensure opportunities for sustainable travel at the site are maximised. This will be realised by a series of specific objectives that will form the basis of the Travel Plan process. These are summarised below in Table 4.1:

Table 4.1 – Travel Plan Objectives

Objective Number	Description
OBJ 1	Minimise single occupancy car trips to and from the site by residents.
OBJ 2	Improve access to sustainable modes of transport and encourage residents to make more considered transport choices.
OBJ 3	Promote healthy lifestyles and a sustainable, vibrant local community.

4.2 In addition to the above, this RTP will also seek to contribute towards the overarching sustainable travel commitments set out within the Lincolnshire County Council Local Transport Plan 5. This document sets out six main themes to help “*identify, prioritise and support the future delivery of transport across Lincolnshire*”, which will be supported by this Travel Plan:

- Theme 1: Supporting economic growth
- Theme 2: Future Ready, green transport
- Theme 3: Promote thriving environments
- Theme 4: Supporting safety, security and a healthy lifestyle
- Theme 5: Promoting high aspirations
- Theme 6: Improve quality of life

5.0 TARGETS AND INDICATORS

- 5.1 Targets are the measurable goals by which the performance of the RTP and its implementation will be assessed. They are essential for monitoring the progress and success of the Travel Plan and should be SMART (Specific, Measurable, Achievable, Realistic and Time-related).
- 5.2 To achieve measurable outputs from the RTP process, it is important to establish targets from the outset, against which progress can be measured. The initial targets will be based on an estimated modal split taken from 2011 Census data, as set out within the Transport Assessment (and summarised earlier in Section 2). As the precise details of site operation are not yet known, the targets set out are provisional and would be subject to confirmation following completion of the annual surveys. However, in accordance with the council's published guidance the Travel Plan will actively seek to ensure that sustainable travel behaviour is established early on, with initiatives in place from the first day of occupation.

Modal Split

- 5.3 The Transport Assessment has identified an initial single occupancy car travel modal split of 83.67%. Given the relatively remote location and type of development the key target of this Travel Plan should be to deliver a 10% reduction in the amount of single occupancy car travel, or an overall split of 75.3%. This would equate to a reduction of 18 single occupancy hourly trips, or around 180 daily trips (assuming peak hour flows as being roughly equivalent to 10% of the daily amount). These trips would be transferred to sustainable transport modes, or alternatively a different off-peak time period.
- 5.4 **Table 5.4** below provides an initial indication of where the transfer of trips could be achieved. This is only indicative and will need to be updated accordingly based on the results of the annual surveys. However, the results provide an indication as to the overall volume of modals transfer that could be required which should be attainable without the need for immediate further infrastructure improvements.

Table 5.4 – Modal Share Targets and corresponding trip generation (hourly)

Mode of Travel	Existing Mode Share		Proposed Mode Share	
	Proportion	Trips	Proportion	Trips
Train	3.4%	7	4.0%	8
Bus, Minibus or Coach	2.3%	5	5.0%	11
Taxi	0.2%	0	0.2%	0
Motorcycle, scooter or moped	0.7%	1	1.5%	3
Driving a car or van	83.6%	176	75.3%	159
Passenger in a car or van	5.3%	11	7.0%	15
Bicycle	1.7%	4	2.5%	5
On foot	2.7%	6	4.4%	9
Other	0.1%	0	0.1%	0

- 5.5 The table above sets out how the 10% reduction (8.3% overall) in single occupancy car travel will be primarily targeted towards increases in bus travel and walking, with secondary increases in car sharing, cycle travel, and by train. For pedestrians, the target modal split would require a transfer of up to 3 hourly car trips with a total of 9 hourly pedestrian movements. For bus travel the target modal split would require a transfer of up to 6 hourly car trips with a total of 11 hourly movements. These are considered to be SMART targets and suitable for adoption within the Travel Plan.

6.0 MANAGEMENT STRATEGY

- 6.1 The purpose of the overall RTP process is not to make it more difficult for people to drive, but to encourage non-essential single occupancy car users to adopt a more appropriate mode of travel. At this stage in the Travel Plan process, the key focus will be on reducing the need for car travel through softer measures for residents.
- 6.2 To ensure consistency across the RTP period, a Travel Plan Coordinator (TPC) will be appointed within 3 months of receiving formal approval/agreement with the highway authority. Contact details for the TPC will be supplied to the Highway Authority at Travel_Plans@lincolnshire.gov.uk and updated if any changes take place. The TPC role will exist throughout the entire period of the Travel Plan to oversee the roll-out of each stage in its process, i.e. this Travel Plan and all subsequent Monitoring Reports (including the coordination of any surveys).
- 6.3 The TPC will undertake the following tasks:
- Implement and promote the Travel Plan.
 - Monitor the success of the Travel Plan, by reviewing the Monitoring Report and survey at the Detailed Travel Plan stage.
 - Liaise with public transport operators and members of the Council to improve the opportunities for sustainable travel, including organising any taster public transport tickets (or equivalent cycle voucher) for initial residents at the site.
 - Communicate details of relevant local cycle training and cycle maintenance opportunities to residents, alongside the organisation of any potential on-site events (subject to demand).
 - Be the point of contact or any queries associated with the Travel Plan both for senior board management within the development company alongside residents.
- 6.4 Until such time as this Travel Plan is agreed with the highway authority and a TPC been appointed, the initial contact details are as follows:
- Chris Bancroft
Director
Bancroft Consulting Limited
Clairmont House

8 Albemarle Road

Woodthorpe

Nottinghamshire NG5 4FE

Tel: 0115 960 2919

email: chris@bancroftconsulting.co.uk

7.0 MEASURES

7.1 **Table 7.1** below gives a summary of all key measures that will be introduced as part of this Travel Plan. They have been derived from the details contained in both the highway authority's published Travel Plan guidance along with the Governments 'Guidance for the Preparation of Travel Plans in support of Planning Applications' document and have been selected where they could have a positive effect in shifting the modal split away from single occupancy car travel. Further detailed description is provided below. Each year, a review of these measures will be undertaken as part of the travel plan monitoring process.

Table 7.1 – Summary of Travel Plan Measures

Measure	Brief Description
Provision of Appropriate Infrastructure	Network of internal footways and cycleways with direct access to each of the site access points and associated off-site facilities.
Travel Plan Coordinator	Developer will appoint a specific individual to implement and manage the RTP over its entire lifespan.
Personalised Journey Planning	Train sales representatives in personal travel planning to advise new occupants.
Free 'Taster' Travel Passes	Provide each household with 'taster' travel passes that seek to promote bus travel.
Travel to School Club & 'Walking Buddies' Scheme	Set up walking / cycling to school club for safe journeys to local schools and encourage shared walking trips among all residents.
Car Sharing	Obtain promotional car share material from Liftshare and promote their database among residents.
Cycle Parking	Provide cycle parking facilities for each dwelling.
Cycling Club	Set up club for shared cycle journeys among residents.
Resident Newsletters	Circulate a newsletter to all dwellings at the site on a biannual basis, providing residents with up to date travel information.

Provision of Appropriate Infrastructure

- 7.2 Within the Transport Assessment, it has been outlined that pedestrian facilities will be provided in the form of 2 metres wide footway at the southern edge of Greatford Road, alongside a 3 metres wide shared footway/cycleway at the western edge of Deeping Road. In addition to this improved crossing facilities will be provided in the form of refuge crossings adjacent to the Deeping Road/Maltby Drive and Main Street/School Lane junctions with tactile paving at several locations along the northern edge of Main Street.
- 7.3 Internally, the final scheme layout will be designed to include a comprehensive network of footway and cycleway routes that provide clear and direct routes throughout the site, connecting to all site access points, including the established Public Right of Way. From this, it is considered that the overall infrastructure is suitable to accommodate access to major nearby amenities and facilities.

Travel Plan Coordinator

- 7.4 As discussed in Section 6 of this Travel Plan, the TPC for the site shall undertake the following tasks:
- Implement and promote the Travel Plan.
 - Manage the success of the Travel Plan in achieving its targets, through production of the annual Monitoring Report and surveys at the Detailed Travel Plan stage.
 - Liaise with public transport operators and members of the Council to improve the opportunities for sustainable travel, including organising any taster public transport tickets (or equivalent cycle voucher) for initial residents at the site.
 - Communicate details of relevant local cycle training and cycle maintenance opportunities to residents, alongside the organisation of any potential on-site events (subject to demand).
 - Be the point of contact for all stakeholders with any queries associated with the Travel Plan.

Personalised Journey Planning

- 7.5 Sales representatives will be trained in personalised travel planning so that they can provide travel advice, as part of the typical process of handing over properties to new residents. This will enhance residents' awareness of the Travel Plan and also highlight the sustainable travel opportunities that are available to them. Once dwellings are purchased, the new residents will also be able to request further personalised travel planning assistance when they move in. In addition, the developer will market the properties in such a way that future residents are aware of the surrounding opportunities to travel by sustainable modes.

Free Travel Pass

- 7.6 Each household shall be offered free public transport 'taster tickets' which can be acquired through the TPC/Welcome Pack. The number of passes and extent of free travel period will be agreed following further discussions between the Highway Authority and the local bus operator.

Travel to School & 'Walking Buddies' Schemes

- 7.7 To ensure that children and parents feel comfortable using the various pedestrian routes to and from the site for school trips, the Travel Plan Coordinator will liaise with the local schools to set up a 'Walking to School Club', which will be made available to all residents within the site. This will encourage parents and children to walk to the Baston C of E Primary School to the east of the site.
- 7.8 A system will be set up between the local schools and residents, where participants arrange to meet up before and after school and coordinate walking journeys. Participants of the scheme will be given promotional high visibility vests and umbrellas. As part of the process of setting up this club, the future TPC will liaise with representatives of the local schools, as well as Lincolnshire County Council, to establish whether there is any scope for coordination with any existing schemes in the area. Furthermore, the TPC will liaise with the local schools to explore possibilities for future joint measures to encourage sustainable travel between the dwellings and surrounding sites. For example, the developer could consider the

possibility to contribute towards scooter and cycle storage to help encourage travel by these modes.

- 7.9 In addition to the school-specific measures identified above, all residents of the site will be encouraged to take shared walking journeys to and from the site for a number of purposes. This will include the promotion of a 'Walking Buddies' scheme for all residents, whereby opportunities could be identified for people who work in the local area to share walking journeys for their daily commute. Once again, this could help to ensure that pedestrians are encouraged to utilise the footpath and footway links surrounding the site.

Car Share Schemes

- 7.10 The 'Liftshare Lincolnshire' website operates an online car sharing scheme (<https://hub.liftshare.com/regional/lincolnshire>) which is designed to enable residents to car share in and around the county. This allows users to identify opportunities to car share with other people within the local area by joining car share communities.
- 7.11 All residents who drive will be encouraged to register for free on the database. Each resident that signs up to the database will be given login details with which they can access the journey details of other users. Residents will have the benefit of being able to access the car share database to identify any opportunities to car share with people from within the residential development and the wider surrounding residential areas.
- 7.12 In addition to the above, residents will be made aware of the website, <https://activelincolnshire.com> which seeks to promote increased activity within the general public. Residents will also be provided with details of local taxi companies.

Cycle Parking & Cycle Club

- 7.13 To encourage cycling, the developer will include cycle parking facilities within each individual plot / dwelling as part of any final masterplan. These could potentially

comprise a single Sheffield Stand within each property boundary, or a wall-mounted cycle rack within the certain properties that include garages.

- 7.14 Future travel surveys conducted at the site will help to identify where opportunities exist to further improve access by cycling, with the TPC working with the local authority and other stakeholders to establish whether any off-site improvements can be delivered, such as additional designated cycle routes linking the development with the local schools and employment areas.
- 7.15 Residents would be encouraged to sign-up for free to the national BikeBUDI database (www.bikebudi.liftshare.com), which is run by the Liftshare organisation. This database allows users to register their work or leisure-based cycle journeys online to help identify opportunities to ride together with other cyclists.

Broadband Offer

- 7.16 Consideration will be given to ensuring that all dwellings within the site have access to a high quality internet connection for these purposes, in line with the Department for Culture, Media and Sport's current broadband delivery model (<http://www.culture.gov.uk/publications/8482.aspx>). This should encourage home working and online shopping thereby helping to reduce the need for residents to travel by car, particularly during the peak periods.

Residents' Newsletter & Promotional Material

- 7.17 To further promote the surrounding opportunities for travel by non-car modes, the Travel Plan Coordinator will arrange for sustainable travel newsletters to be distributed to all dwellings at the site every 6 months. These biannual newsletters will provide residents with up to date sustainable travel information, such as the latest bus timetables, details of local taxi companies, and current walking and cycling maps for the local area. Once the development is 75% occupied, the Travel Plan Coordinator will also organise an event at the site to promote sustainable travel, which could include free cycle training or a 'non-car travel' day.

- 7.18 The Travel Plan Welcome Packs and biannual newsletters will also include website addresses that may be useful to residents, potentially with digital barcodes that could be scanned using smartphones for a direct link to the website. Useful websites would include the following:

Journey Planning

- <https://travelinenortheast.info/> – provides information on Journey Planning.
- <https://hub.liftshare.com/regional/lincolnshire> – free to use online car share database.

Public Transport

- <https://lincsbus.com>
- www.nationalrail.co.uk
- <https://www.travelinenortheast.info>

Cycling

- www.sustrans.org.uk – the UK's leading sustainable transport charity, with particular focus on cycling.
- www.cyclestreets.net – includes a useful cycle route journey planner.
- www.lovetoride.net – an online platform used to promote cycling.
- <https://bikeweek.org.uk/> - an annual opportunity to promote cycling.

Walking

- www.walkingforhealth.org.uk – organisation promoting the health benefits of walking, contains a wealth of information on travelling by foot.
- <https://www.nhs.uk/conditions/nhs-health-check/pages/tools-and-technology-that-can-help.aspx> - a calorie calculator which gives an individual the idea of how many calories they have burnt by walking or cycling.

- 7.19 The biannual newsletters will also provide details of useful sustainable travel related smartphone apps that residents could download (with digital QR barcodes provided if possible). Examples of such apps include 'MyBus' for the iPhone and 'CatchthatBus' for Android phones, both of which provide up-to-date bus information for any particular stop. Another useful app that could be included is

‘CycleStreets’ (iPhone and Android), which is the mobile version of the cycle route journey planner on the ‘CycleStreets’ website and is free to download.

7.20 Details of upcoming national sustainable travel events and campaigns will also be included in the regular newsletters. The following list identifies a number of national campaigns that could be publicised at the site to help promote sustainable travel, along with indicative dates when they occur:

- Walk to work week – *End of April*
- Walk to school week – *End of May*
- Work wise week – *Mid May*
- National work from home day – *Mid May*
- World environment day – *Early June*
- National Liftshare day – *Early June*
- Green transport week – *Early March*
- National commute smart week – *End of October/Early November*

8.0 MARKETING STRATEGY

8.1 The TPC's role within this Travel Plan will include a series of tasks that shall:

- Implement and promote the Travel Plan for a minimum period of five years following completion of the first-year travel surveys.
- Monitor the Travel Plan (via the arrangement of the collection and collation of appropriate data).
- Give advice and information on transport-related subjects to residents.
- Liaise with third parties (i.e. public transport operators, the Council) on Travel Plan issues.

8.2 Travel Packs will be produced and distributed to each household upon occupation. Details of the Travel Pack will be agreed upon with the Highway Authority prior to distribution. The Travel Packs will comprise up-to-date sustainable transport information and several incentives to influence travel habits, including the following details.

- Details of all bus routes that operate in the vicinity of the site, along with maps showing local walking and cycle routes.
- Details of any developments in the vicinity which have implemented new bus routes/services or cycle/pedestrian infrastructure.
- Details of any opportunities for discounted bus tickets could be provided once this has been discussed with any local bus operators, for an initial period to try and incentivise people to use the local bus services.
- A summary of benefits that having a Travel Plan brings, to individuals, the community and the environment.
- Information on cycle safety.
- An initial feedback survey to gather early information about perceived transport choices. The survey will be followed up by the Travel Plan Coordinator with an offer of personalised travel planning.
- A copy of this Travel Plan and contact details for relevant organisations, such as the TPC, local taxi companies and any representatives from the sustainable travel team at Lincolnshire County Council.

8.3 The Travel Packs will also outline the benefits of travelling sustainably in terms of the positive outcomes to an individual's health along with the financial savings it brings. Details of upcoming national sustainable travel events will also be detailed on the notice board. The following list identifies a number of (typically) national campaigns that could be publicised at the site to help promote sustainable travel:

- Walk to work day
- World environment day
- National Liftshare week
- Transport and Climate Change week
- Cycle to work week
- Bike to work day

8.4 Promotional material will also be provided, including details of any website addresses that may be useful, such as local initiatives aimed at getting people more active. They also contain a range of route planning tools to help locals complete the work commute via a different mode of travel, whether that is for walking, cycling or public transport. Useful websites include the following:

- <https://liftshare.com/uk> – free to use online car share database.
- www.sustrans.org.uk – the UK's leading sustainable transport charity, with a particular focus on cycling.
- www.cyclestreets.net – includes a useful cycle route journey planner.
- <https://lincsccl.maps.arcgis.com/apps/instant/basic/index.html?appid=4977330953ed48fb857f1e688a3ebddb> - provides information on Public Rights of Way in Lincolnshire.

9.0 MONITORING AND REVIEW

- 9.1 In accordance with the highway authority's published guidance, resident and visitor travel patterns will be monitored annually to understand where the targets are being met. Where the Travel Plan is not meeting its targets the auditing period will continue until this changes. In line with standard requirements this will be for a minimum period of five years from occupation of the last dwelling within the development.
- 9.2 Details of all future resident travel surveys will be agreed in advance between the TPC and representatives of Lincolnshire County Council's sustainable travel team. This will include the use of MODESHIFT STARS as appropriate. These surveys will establish existing travel patterns alongside any propensity to change mode. As stated above, the surveys will be undertaken during neutral months to ensure the data is representative. It will be the responsibility of the TPC to organise and analyse the surveys.
- 9.3 Following completion of the surveys the TPC will prepare an annual Monitoring Report for submission to the highway authority for agreement. This will include a detailed summary of the findings and review how the past years targets have or have not been met. Accordingly, it will also provide an opportunity for reviewing the suitability of ongoing targets for the coming year. The completed Monitoring Report will be submitted to the highway authority within one month of the surveys being completed.

10.0 ACTION PLAN AND BUDGET

10.1 This section of the RTP details the anticipated programme and timescales for its ongoing development. This Action Plan, as summarised in **Table 10.1** below, outlines how the key elements will be brought together.

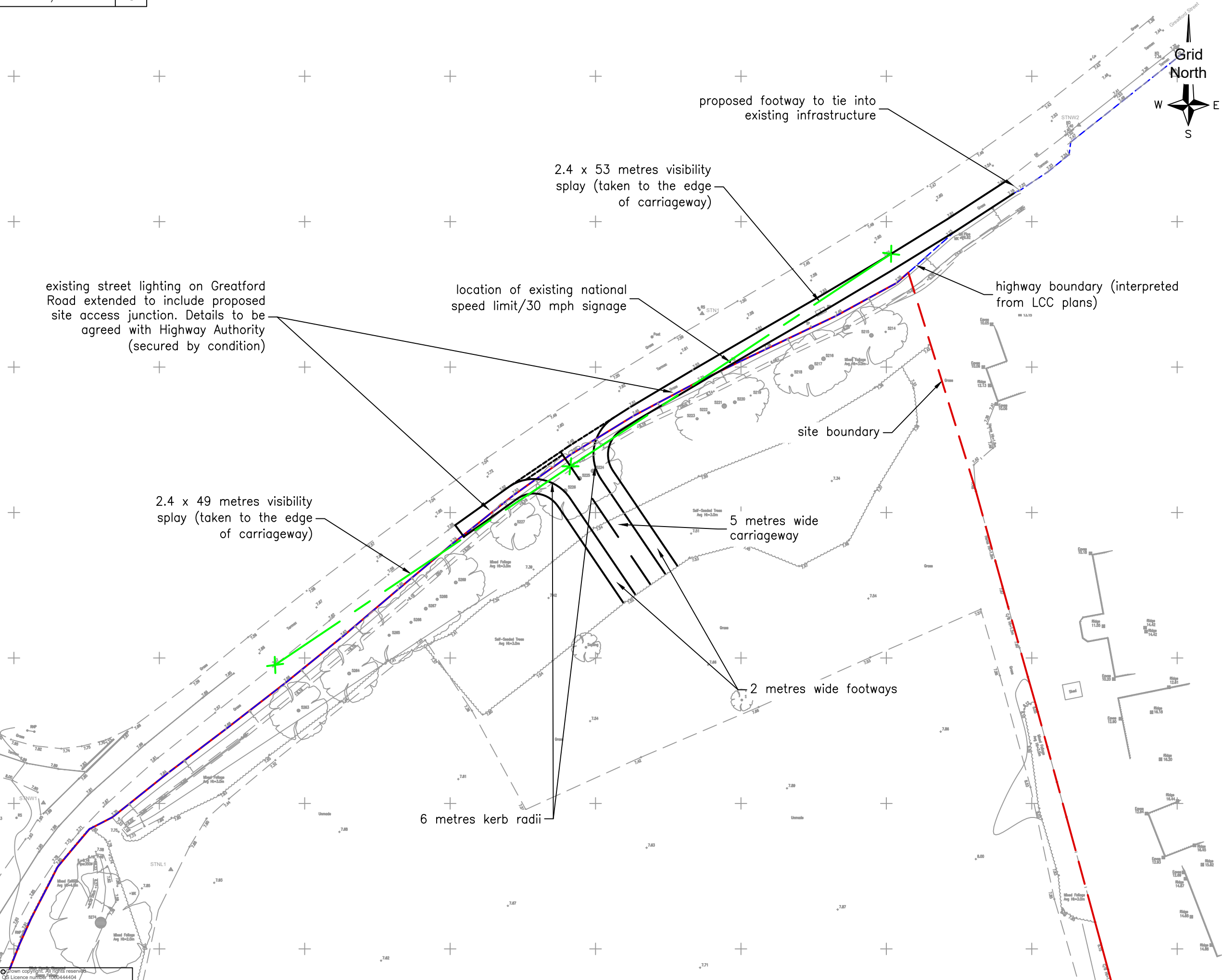
Table 10.1 – Action Plan (typical annual cycle)

Action	Target Date	Responsibility
Appoint a Travel Plan Coordinator	Up to 6 months prior to occupation of any dwelling	Developer
Produce and issue Travel Packs	A copy will be provided to the family within one week of any offer of residency being accepted. Details of the final Travel Pack will be agreed with the highway authority prior to issuing.	Travel Plan Coordinator
Undertake initial discussions with local bus operators and local stores to identify the potential for discounts etc.	Prior to initial occupation	Travel Plan Coordinator
Liaise with highway authority to discuss and agree details and timings of the resident travel surveys.	Prior to initial occupation, with surveys to be undertaken asap following 50% occupation of the total dwellings.	Travel Plan Coordinator
Prepare the Annual Monitoring Report for submission to highway authority and subsequent agreement.	Within one month of completing the travel surveys.	Travel Plan Coordinator
Communicate findings of the Monitoring Report and any updated targets/budget requirements to all stakeholders.	Within one month of agreeing Monitoring Report with highway authority. Subsequent actions to take place over the following months in preparation for the next years travel surveys, including updating the Travel Pack for future residents.	Travel Plan Coordinator

10.2 Wates Developments understands its corporate responsibility to support the Travel Plan process in achieving the required targets. Any future developer of the site will be made fully aware of its obligations regarding the Travel Plan process as set out in this document. Accordingly, funds will be secured for any necessary elements in delivering the required objectives. The final level of input will be subject to the extent

of support required to meet each year's targets, then shared with the Highway Authority when available. Further details of specific costs will only become available as the Travel Plan matures with the development, although this will initially include securing the Highway Authority's support through the travel plan monitoring process. Discussions with the Highway Authority confirm that this will currently incur a charge of £1000 per annum and be in place for a minimum of 5 years.

**APPENDIX H – PROPOSED HIGHWAY IMPROVEMENT
DRAWINGS (NEW/UPDATED FROM TA)**



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NOTES:

C	07.07.26	UPDATED FOLLOWING CONSULTEE COMMENTS	CAB	CJB
B	13.03.26	AMENDED SITE ACCESS LOCATION	CAB	CJB
A	17.02.26	AMENDED SITE ACCESS LOCATION	CAB	CJB
REV.	DATE	DESCRIPTION	BY	CHK'D

CLIENT

WATES DEVELOPMENTS

CONTRACT

BASTON, Lincs

TITLE

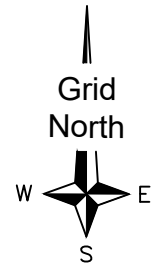
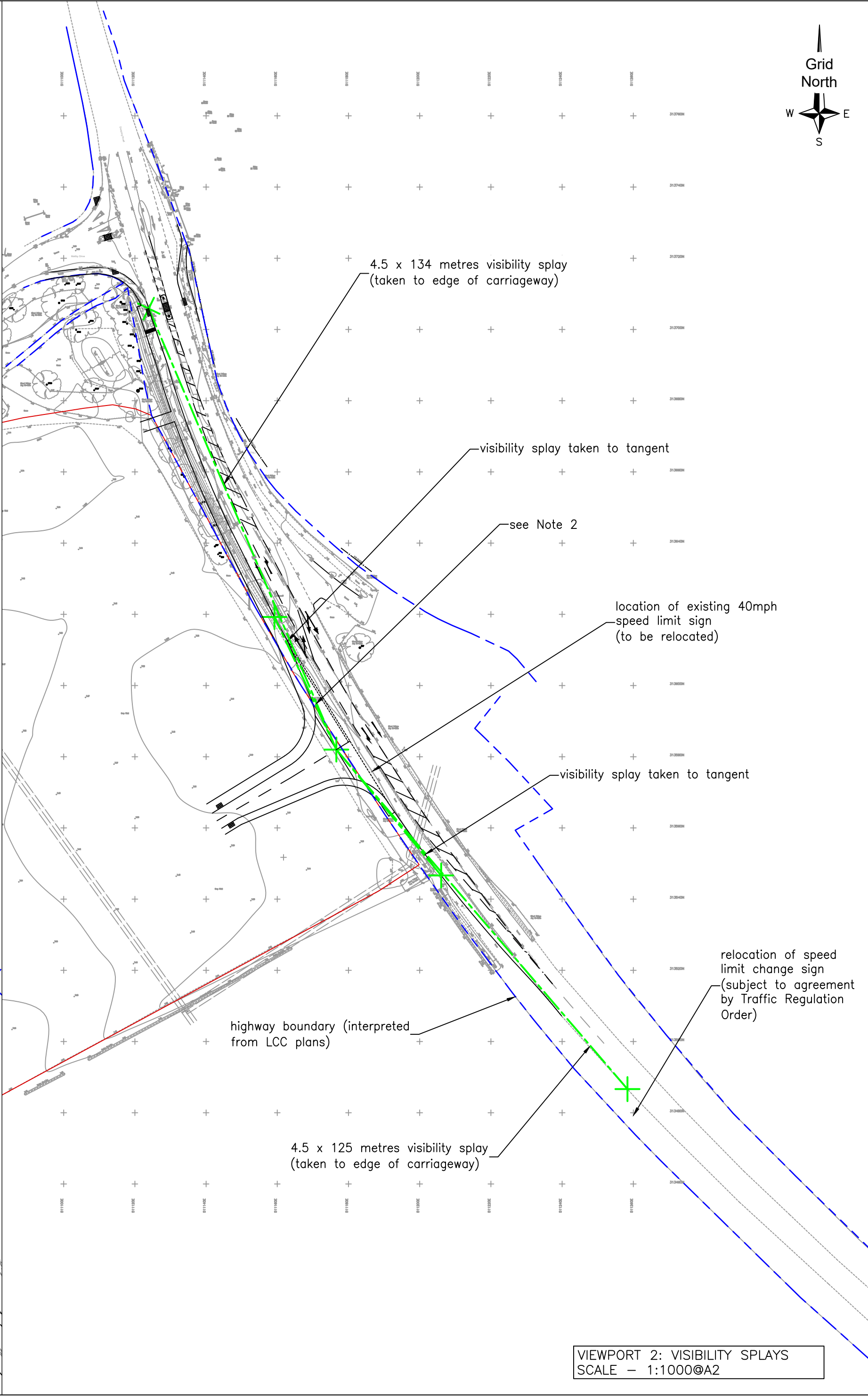
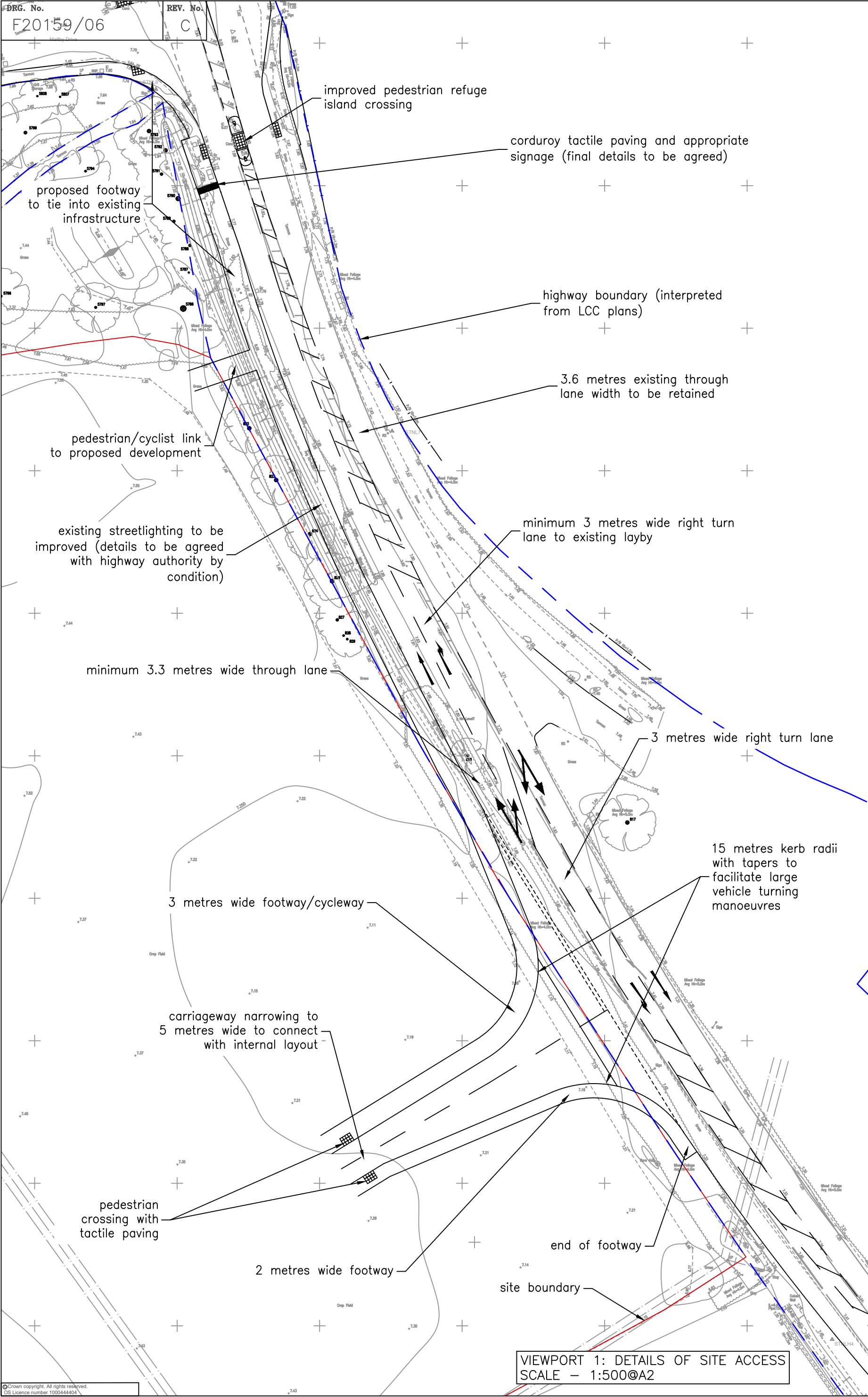
PROPOSED ACCESS AND VISIBILITY ASSESSMENT AT GREATFORD ROAD

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NAME (PRINT)	DATE
DS	09.12.22
CHECKED BY	
NAME (PRINT)	DATE
CJB	09.12.22
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- NOTES:
- Details of any signage and lighting scheme to be agreed with Highway Authority as part of Detailed Design process.
 - Any existing vegetation within proposed visibility splays to be cut back/removed.

REV.	DATE	DESCRIPTION	DWN	CHK'D
C	07.07.26	UPDATED FOLLOWING CONSULTEE COMMENTS	CAB	CJB
B	13.03.26	RSA COMMENTS	CAB	CJB
A	17.03.26	UPDATED ACCESS DETAILS	CAB	CJB

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WATES DEVELOPMENTS

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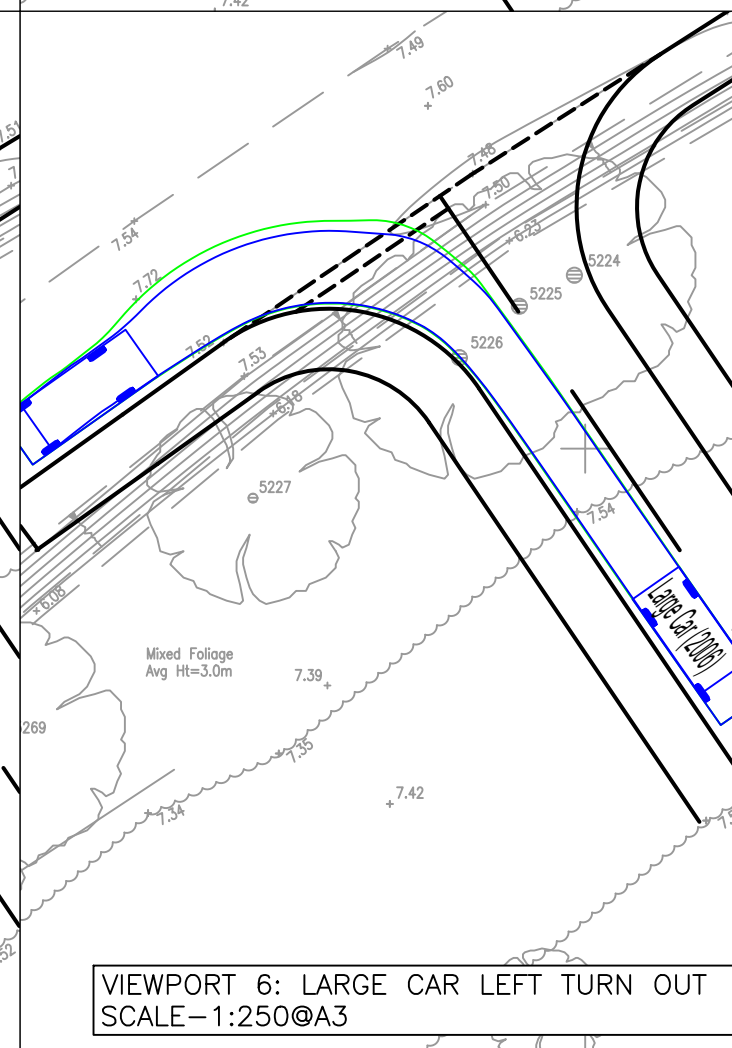
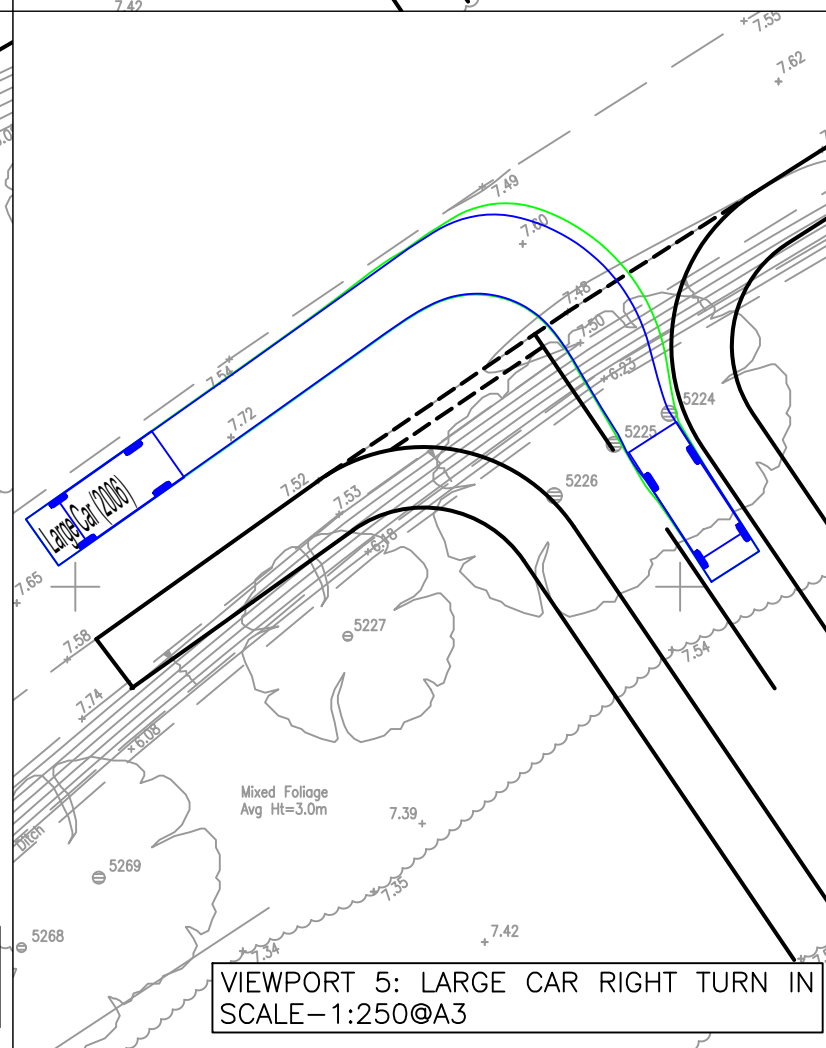
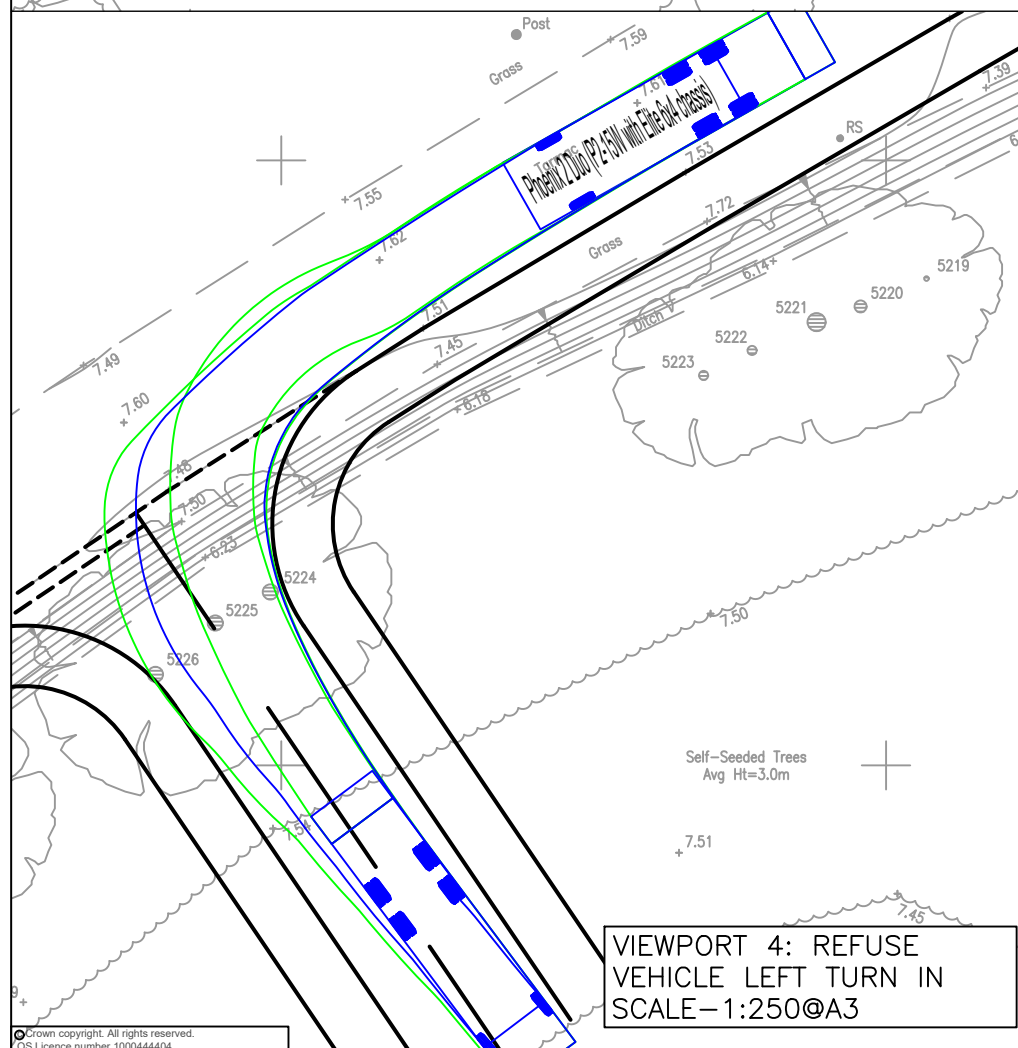
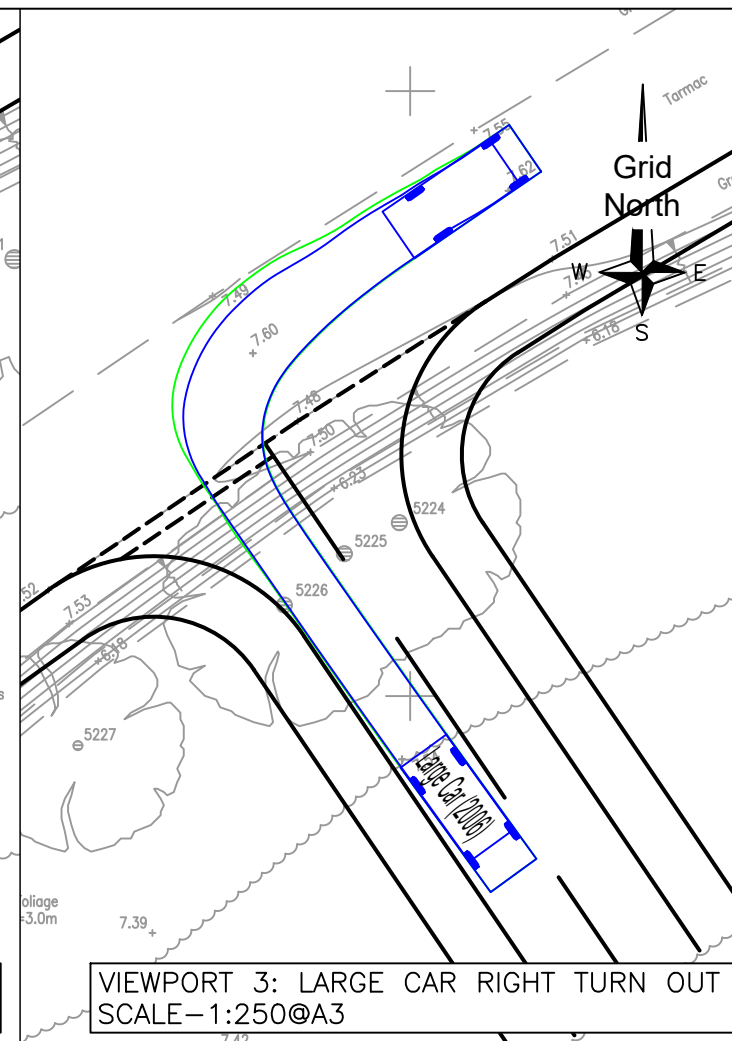
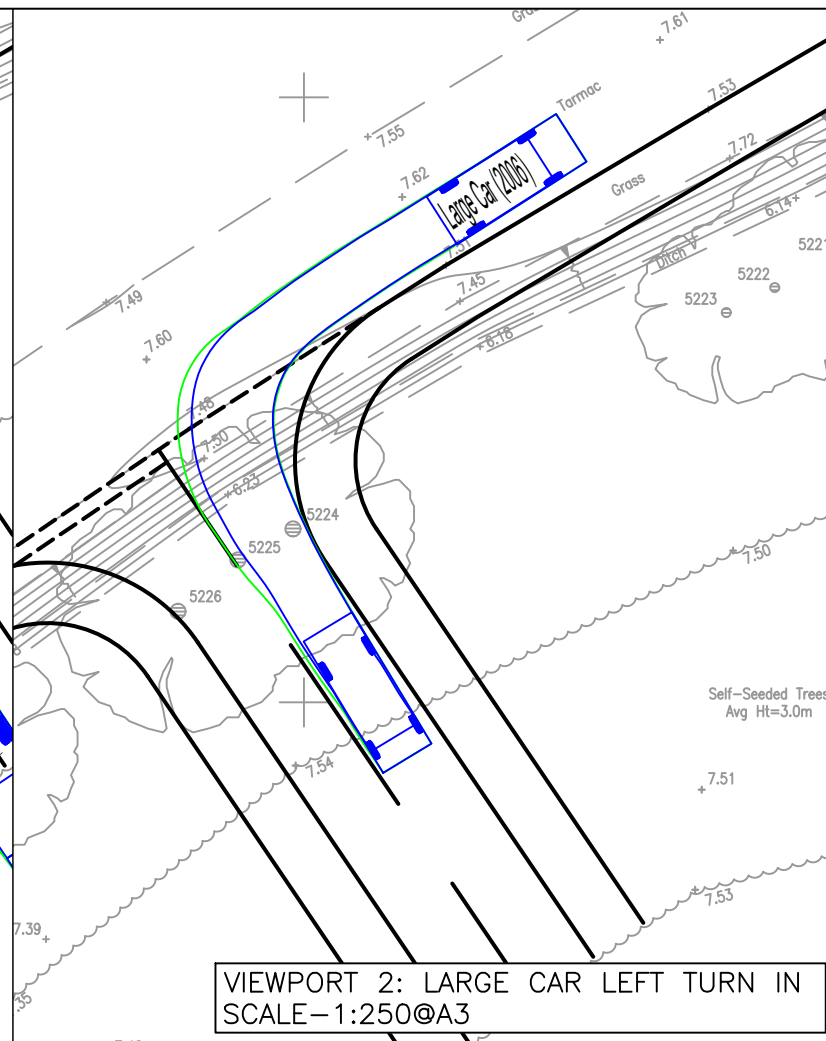
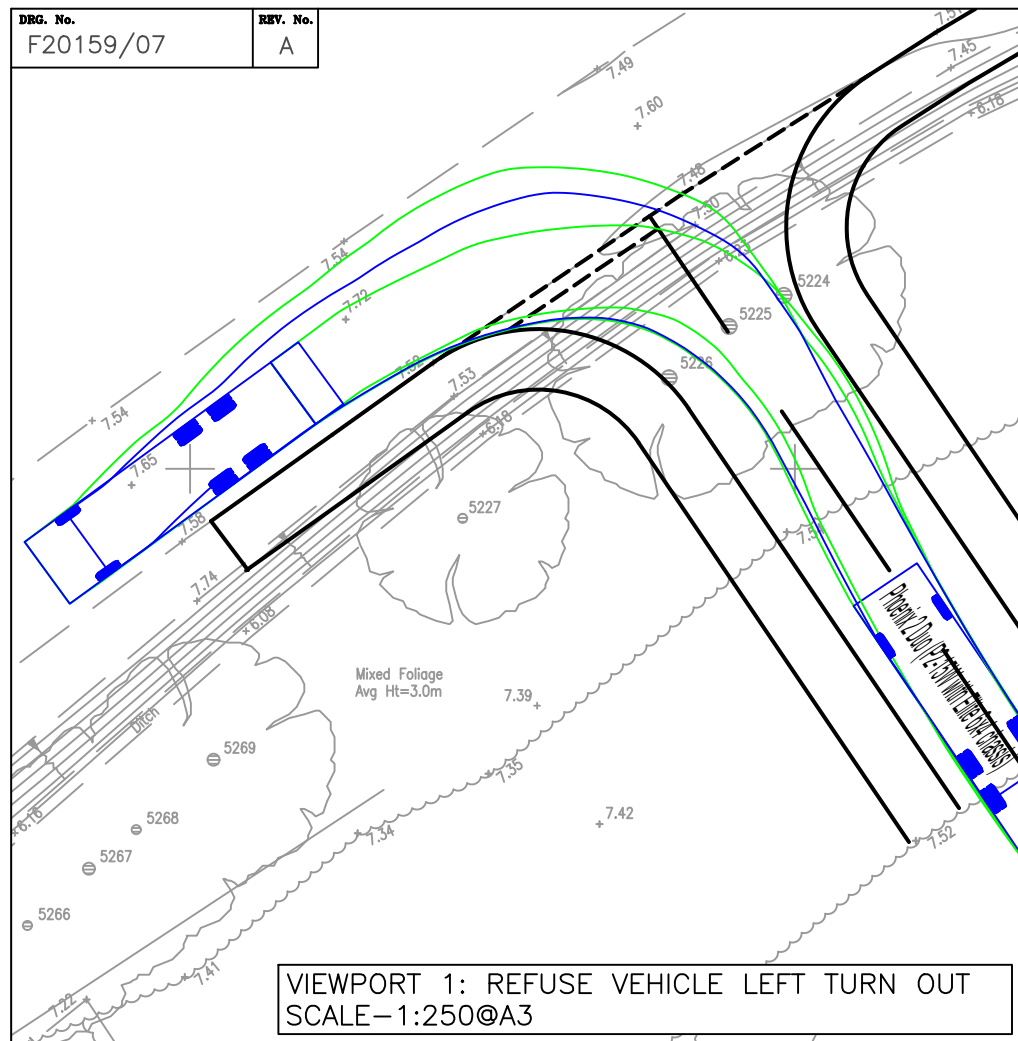
TITLE
PROPOSED SITE ACCESS LAYOUT

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7 Gregory Boulevard
Nottingham
NG7 6LB

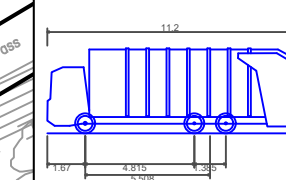
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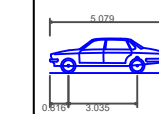


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NOTES:



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	
Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

[illegible]

A	07.07.26	UPDATED FOLLOWING CONSULTEE COMMENTS	CAB	CJB
REV.	DATE	DESCRIPTION	BY	CHECK'D

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WATES DEVELOPMENTS

CONTRACT

BASTON, LINCS

/	TITLE
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TITLE GREATFORD ROAD ACCESS
SWEPT PATH ASSESSMENT
(REFUSE VEHICLE & LARGE CAR)



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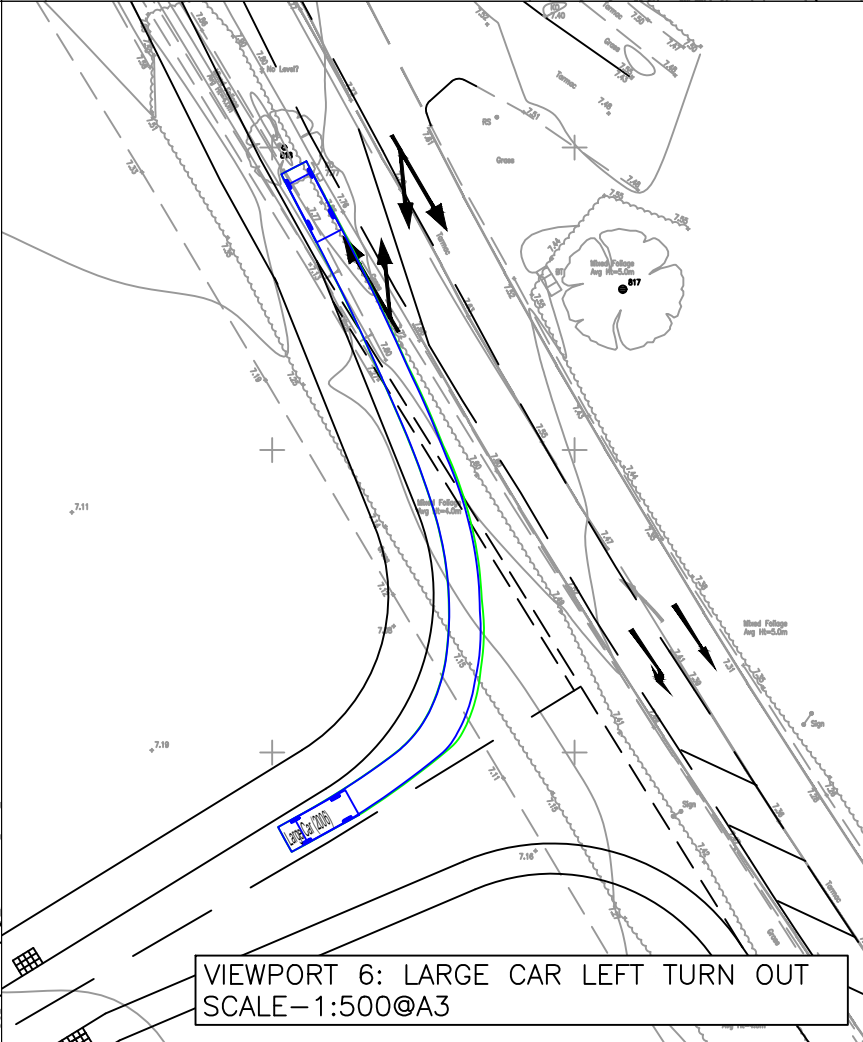
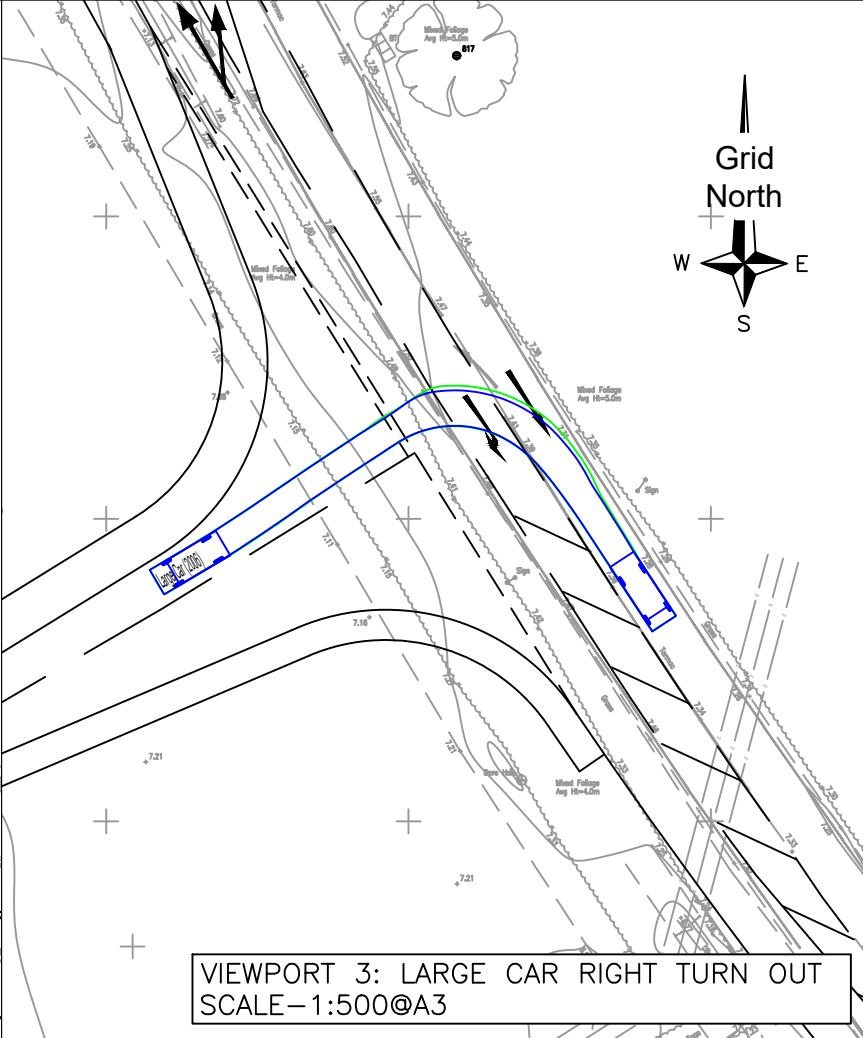
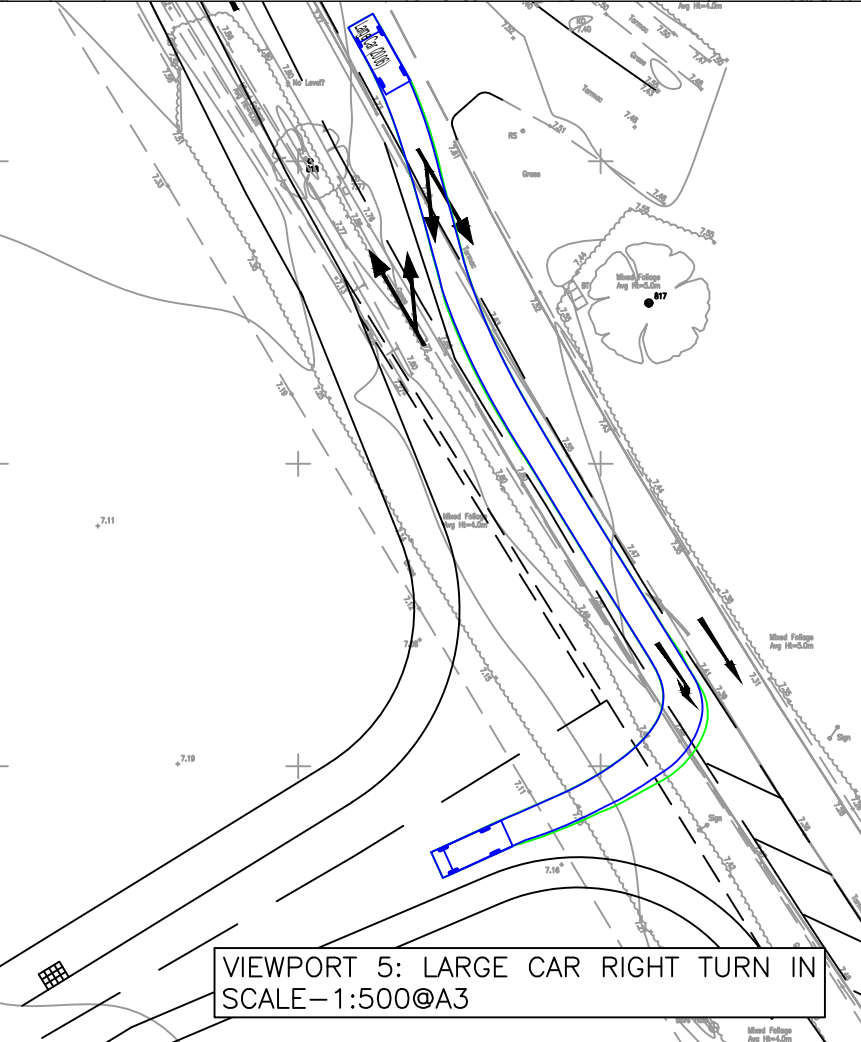
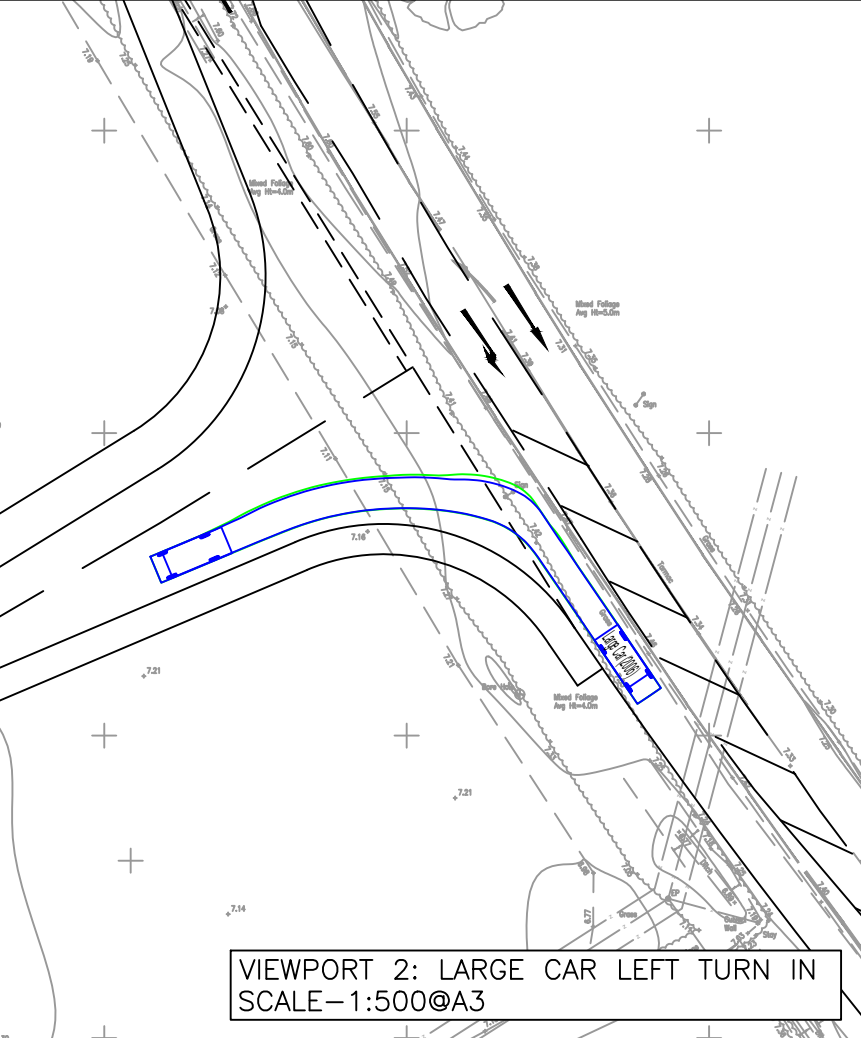
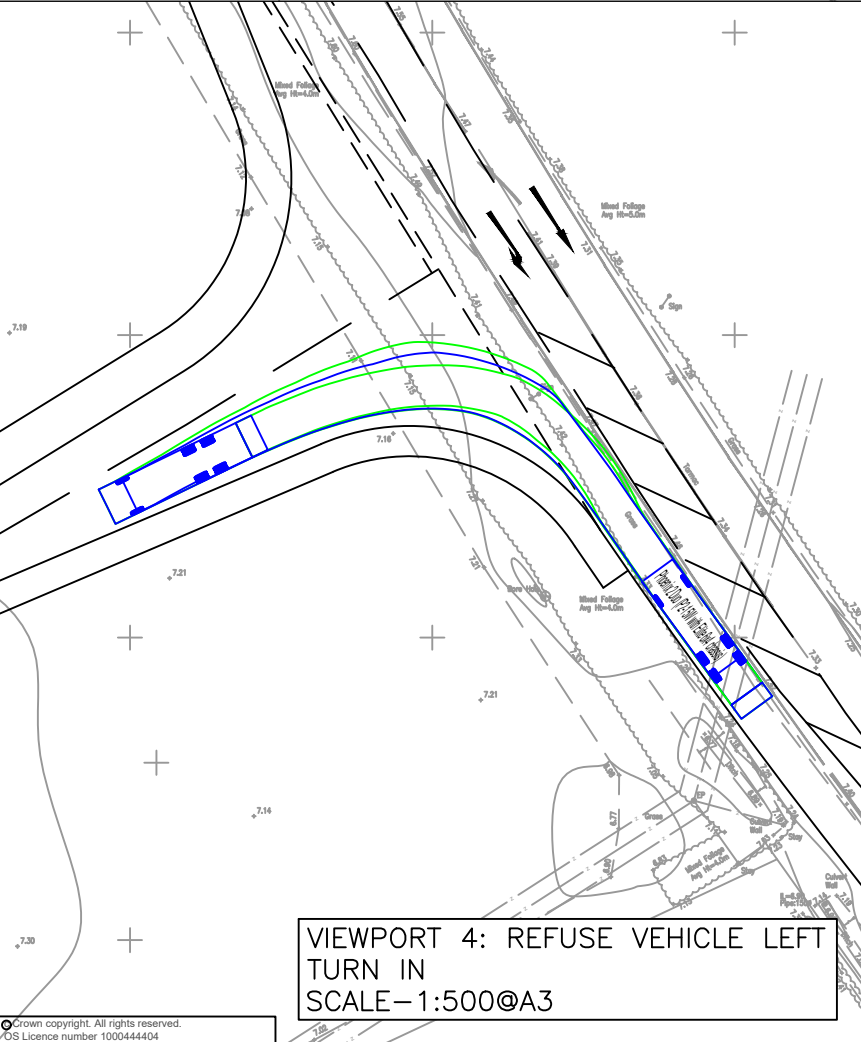
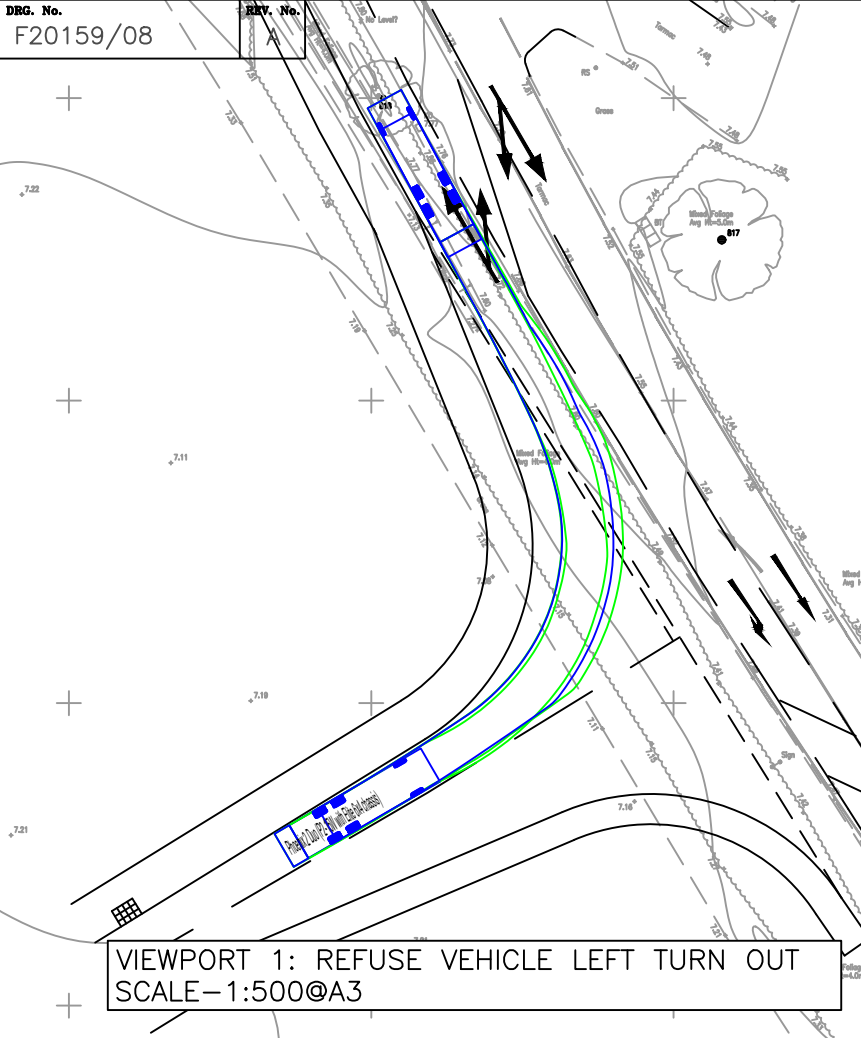
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e office@bancroftconsulting.co.uk

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NAME (PRINT)		DATE	
CAB		17.03.26	
CHECKED BY			
NAME (PRINT)		DATE	
CJB		17.03.26	
SCALE	1:250@A3	STATUS	PRELIMINARY
DBG. NO.			REV
F20159/07			A

DRG. No.
F20159/08

REV. No.
A



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NOTES:

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Large Car (2006)

Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

A	07.07.26	UPDATED FOLLOWING CONSULTEE COMMENTS	CAB	CJB
REV.	DATE	DESCRIPTION	BY	CHK'D

CLIENT

WATES DEVELOPMENTS

CONTRACT

BASTON, Lincs

TITLE

A15 ACCESS
SWEPT PATH ASSESSMENT
(REFUSE VEHICLE & LARGE CAR)

BANCROFT CONSULTING

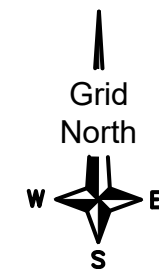
Bancroft Consulting Ltd
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7 Gregory Boulevard
Nottingham
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e office@bancroftconsulting.co.uk

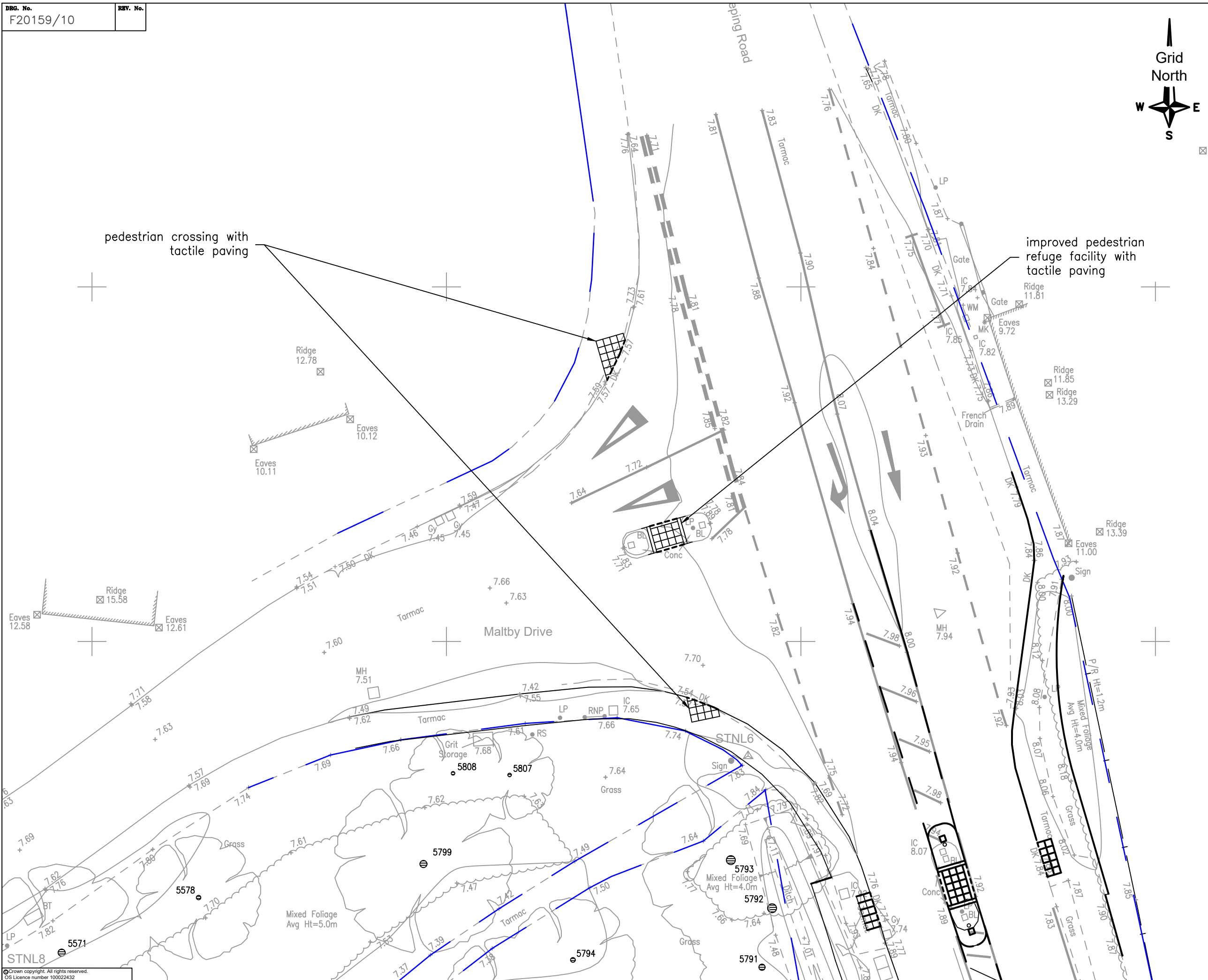
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SCALE	1:500@A3
STATUS	PRELIMINARY

DRG. NO. F20159/08

REV. A



NOTES:



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Comments:

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CONTRACT	
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BASTON LINGS

BASTON, LINGS

[illegible]

TITLE

PROPOSED MALTBY DRIVE

PEDESTRIAN CROSSING

PEDESTRIAN CROSSING
IMPROVEMENTS

IMPROVEMENTS

 The logo for Rangroeft, featuring a stylized green leaf icon to the left of the word "RANGROEFT" in a bold, sans-serif font.

BANCROFT

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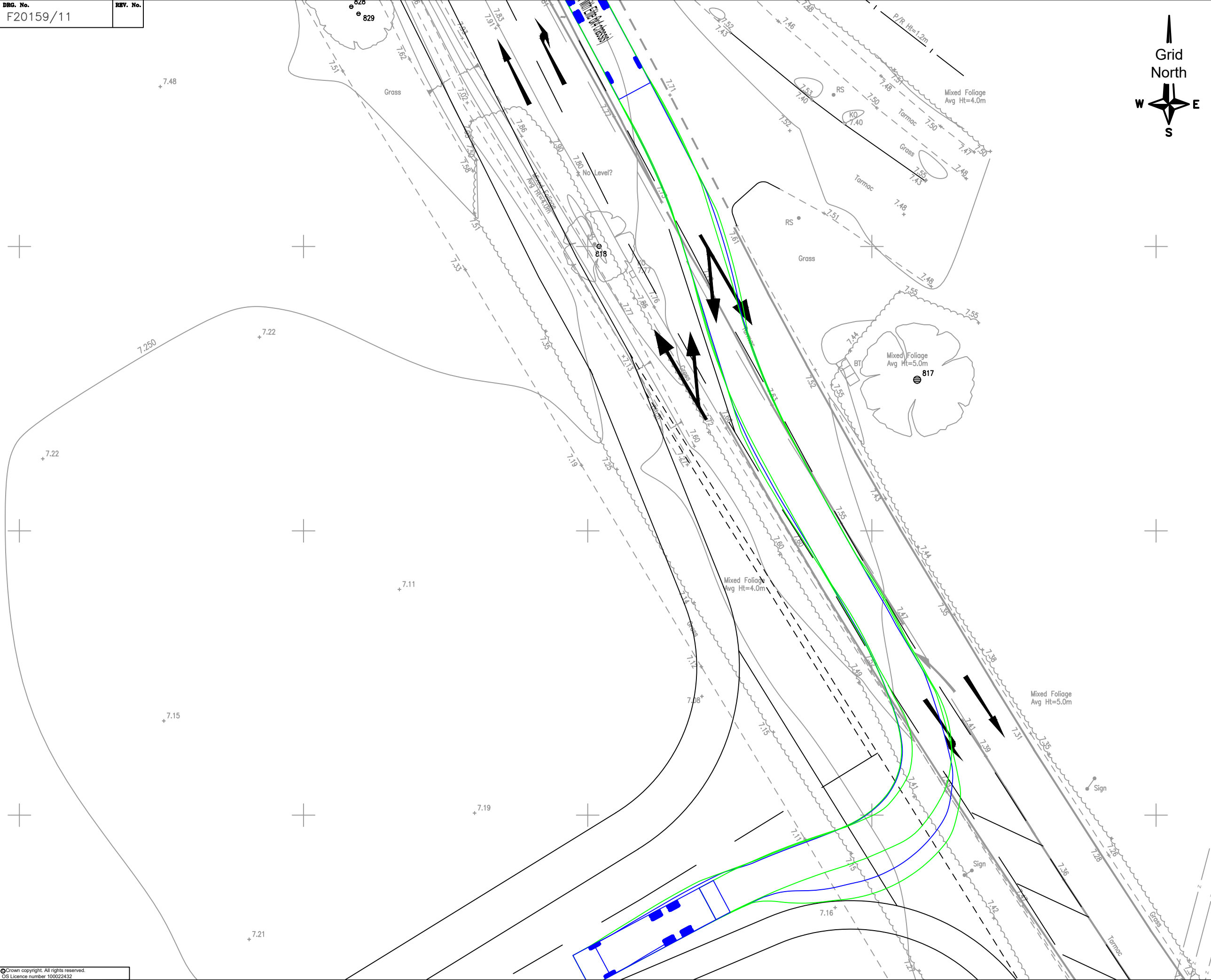
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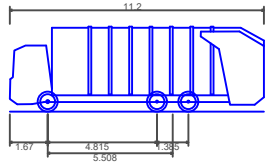
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NOTES:



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

REV.	DATE	DESCRIPTION	BY	CHECK'D
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CLIENT
WATES DEVELOPMENTS

CONTRACT
BASTON, Lincs

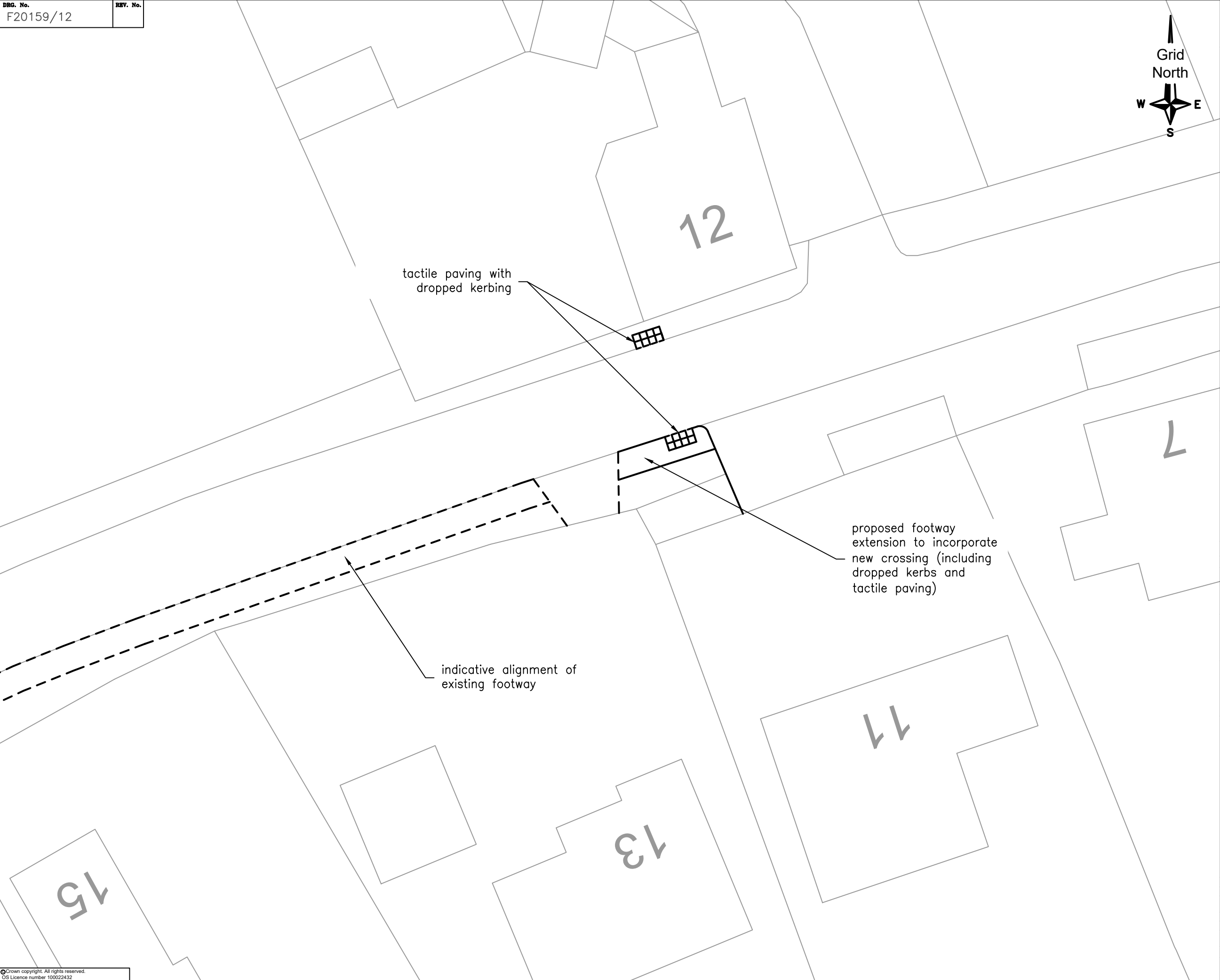
TITLE
PROPOSED SITE ACCESS
SWEPT PATH ASSESSMENT
(11.2M REFUSE VEHICLE)



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NOTES:

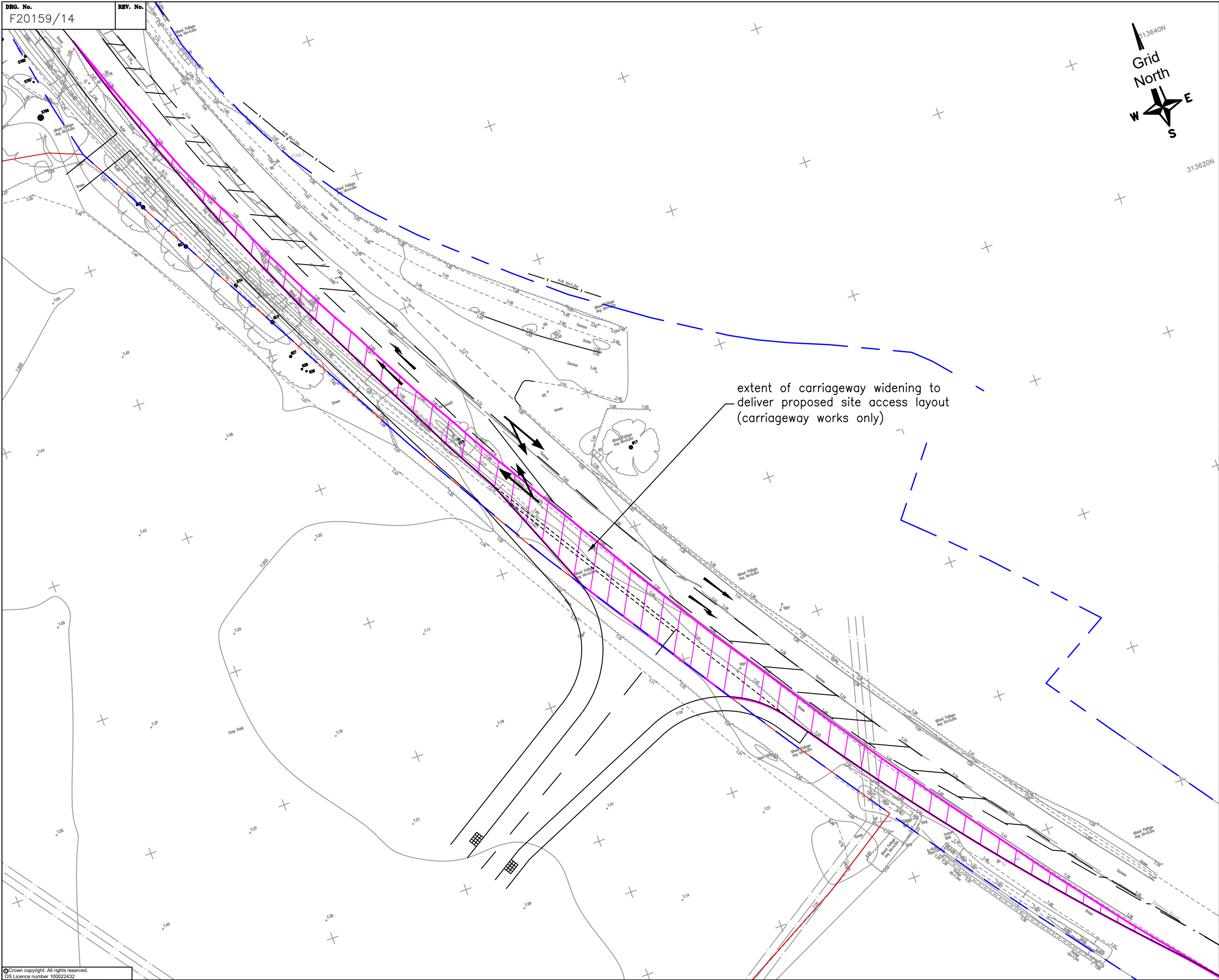
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CLIENT					
WATES DEVELOPMENTS					
CONTRACT					
BASTON, Lincs					
TITLE					
GREATFORD ROAD PEDESTRIAN CROSSING IMPROVEMENTS					
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DRG. NO.		F20159/12			REV

VIEWPORT 3: PEDESTRIAN VISIBILITY
DISPLAY TO THE NORTH
SCALE-1:1000@A3

DRG. NO.	530150 / 13	REV
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DRG. No.
F20159/14

REV. No.



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NOTES:

1. Drawing based on proposed site layout drawing shown in Drawing Number F20159/06 Revision C

REV.	DATE	DESCRIPTION	BY	CHK'D
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CLIENT
WATES DEVELOPMENTS

CONTRACT
BASTON, Lincs

TITLE
PROPOSED SITE ACCESS EXTENT OF CARRIAGEWAY WIDENING



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