




Former RAF Base, Kirton in Lindsey,
Gainsborough

Transport Assessment Note

July 2017

To be read in conjunction with Transport Assessment (November 2015) prepared by Matrix
Transport and Infrastructure Consultants Ltd to support PA/2015/0901

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1. Introduction

This Transport Assessment Note has been produced on behalf of Green Meadow Ltd. to support a planning application for the change of use of a vacant hangar to B8, ancillary B1 uses and agricultural storage at the former RAF Base at Kirton in Lindsey, Gainsborough. It should be read in conjunction with Transport Assessment (November 2015) prepared by Matrix Transport and Infrastructure Consultants Ltd to support PA/2015/0901, which relates to the use of the neighbouring hangars.

There have been previous planning applications on the former RAF Base in recent years;

PA/2015/0901 Planning permission granted - change of use of three vacant hangars for B8, ancillary B1 uses and agricultural storage.

PA/2015/0019 Planning permission refused and then dismissed at appeal - change of use of vacant hangar to use for the recycling and processing of paper and plastics, open storage, and storage of agricultural equipment and produce.

The previous Transport Assessments, which supported each of the above proposals, demonstrated that the proposed mixture of uses is unlikely to generate a significant level of trip generation to warrant the requirement of a full Transport Assessment. In fact, Paragraph 32 of the NPPF states that:

'All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- safe and suitable access to the site can be achieved for all people;*
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.'*

The 'Planning Practice Guidance on Travel Plans, Transport Assessments and Transport Statements' (March 2014) is the updated guidance, superseding the DfT Guidance on Transport Assessment 2007.

2. Planning Policy

It is considered that the proposed development is satisfactory to the requirements set out in paragraphs 32, and 34-36 of the National Planning Policy Framework (The Framework) 2012. The existing access is suitable for this development and access to and from the site is achievable. In terms of sustainable development, the site is within walking and cycling distance of the village of Kirton in Lindsey and nearby bus stops provide access to local bus services.

3. Existing Site Information

3.1. Introduction

The development site is situated at the former RAF Base to the south east of the town of Kirton in Lindsey, between the B1400 and B1398. The RAF base comprises three broad areas; the former

barracks to the north, three hangars in the centre, and ex-grass runways to the south of the site. The hangar to which the application relates is the most south westerly of the three hangars.

The development site comprises a single hangar and surrounding hard-standing, approximately 1.97 hectares in size.



Figure 1: Site Location Plan

3.2. Proposed Development

It is proposed to change the use of the 4,000 sqm hangar to B8, ancillary B1 uses and agricultural storage. It is proposed to use the existing site access on the B1400, and the access does not require any modification.

The hangar will utilise the existing access to the site which currently serves the other two hangars and the workshop which have approval for B8 use excluding open storage, ancillary B1 uses and agricultural storage. The existing access was designed to accommodate the movement of mobile radar and heavy mobile equipment and vehicles which the MOD operated from this base. It is therefore suitable for HGV and light vehicle movements in its current form.

4. Baseline Transport Data

4.1. Highway Network

The former RAF Base is wedge-shaped, bounded by the B1400 to the east, B1205 to the south and the B1398 to the west.

The B1400 is single carriageway connecting with the B1398 to the north and the B1205 to the south. The B1400 is subject to national speed limit between the B1205 junction and approximately 100m to

the south of the site access, near the junction with York Road. To the north the B1400 is subject to a 40mph speed limit for the remainder bearing north to the B1398 junction. A Traffic Regulation Order (TRO) to ensure no waiting at any time, is present on both sides of the carriageway in the vicinity of the former RAF Base.

The B1205 is single carriageway connecting with the A15 and A46 to the east and the A159 to the west. The A15 is an important north-south route between the M180 to the north and Peterborough to the south. The A159 connects Scunthorpe to the north and Gainsborough to the south.

The B1398 is single carriageway connecting between the A18 to the north and Lincoln to the south. The B1398 is subject to national speed limit between the B1205 junction and approximately 100m to the south of the junction with the A1400. To the north the B1398 is subject to a 40mph speed limit and then further reduces to 30mph restriction entering the village of Kirton in Lindsey. A Traffic Regulation Order (TRO) to ensure no waiting at any time, is present on both sides of the carriageway in the vicinity of the former RAF Base.

4.2. Personal Injury Collision Statistics

In order to confirm the safety record on the highway network within the direct vicinity of the site, personal injury collision statistics have been obtained from the website Crash Map (www.crashmap.co.uk) for the latest available three year period (2014, 2015 and 2016). The study area is illustrated below:

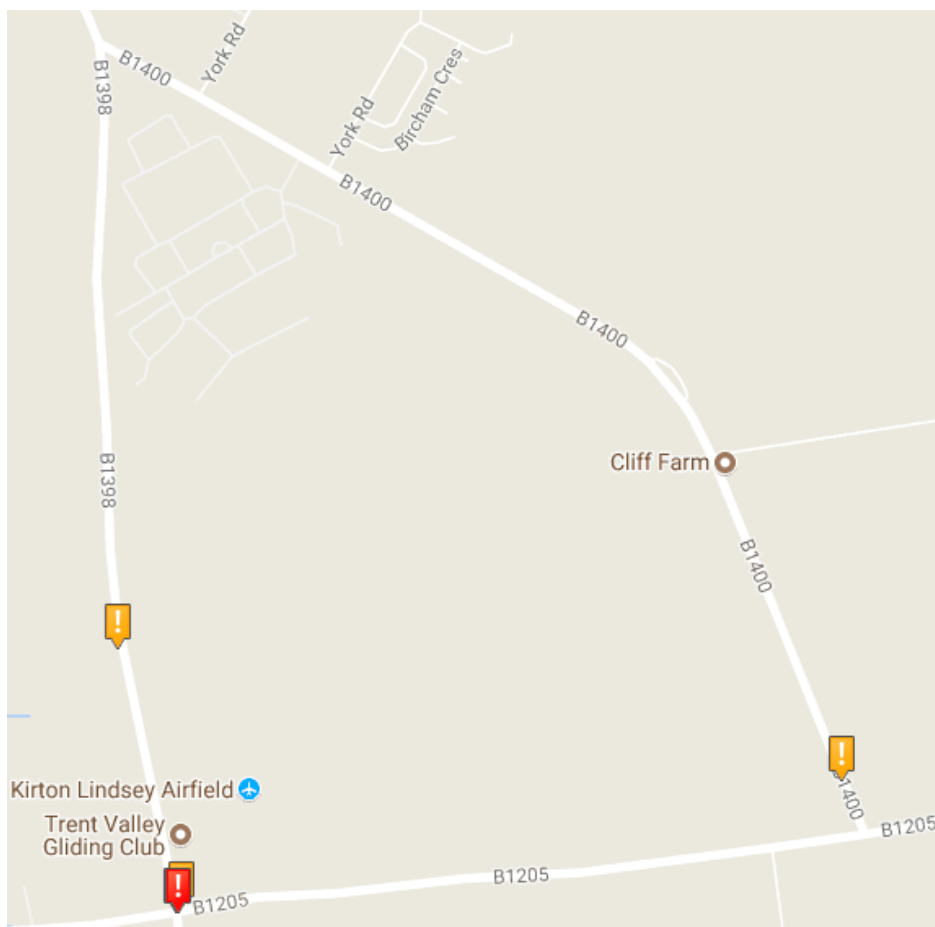


Figure 2: Location of Personal Injury Collisions

Severity	Vehicle Only Collisions	Collisions involving pedestrians	Collisions involving pedal cyclists	Total
Slight	3	0	0	3
Serious	1	0	0	1
Fatal	1	0	0	1

Table 1: Collision Summary

Collision Reference	Location	Collision Details
2014160B03001	Crossroads B1205 and B1398	Vehicle 1 (car) in the act of turning left collided a tree. Resulted in slight injury to the driver.
2014320041032	Crossroads B1205 and B1398	Vehicle 1 (car) proceeding along carriageway and vehicle 2 (car) proceeding along carriageway collided. Resulted in fatal injury to one driver and serious injury to the other.
2014320042339	Crossroads B1205 and B1398	Vehicle 1 (car) proceeding along carriageway, vehicle 2 (car) proceeding along carriageway and vehicle 3 (car) proceeding along carriageway and collided. Resulted in serious injury to one driver and slight injury to the other two drivers.
2015160B02391	B1398	Vehicle 1 (car) proceeding along carriageway on a left hand bend and collided a tree. Resulted in slight injury to the driver.
2016160047928	B1400	Vehicle 1 (motorcycle) and vehicle 2 (car) passing another moving vehicle on the offside, and collided. Resulted in slight injury to the driver of the motorcycle.

Table 2: Collision Details

In overall terms the number and severity of personal injury collisions recorded over the three year period, are considered to be what could be reasonably expected in this location. Therefore, the available records do not provide any evidence of any significant road safety problems on the highway network which will be exacerbated by the proposed development.

5. Site Accessibility

5.1. Walking and Cycling

There is a footway on the northern side of the B1400 connecting between the junction of York Road and the village of Kirton in Lindsey to the north. The footway is approximately 1.5m wide and separated from the carriageway by a grass verge. There is regular street lighting on this section of the B1400.

With regard to walking, the former Planning Policy Guidance Note 13 (PPG13) indicated that:

‘Walking is the most important mode of transport at the local level and offers the greatest potential to replace short car trips, particularly two kilometres.’

Although PPG13 has now been replaced by the NPPF, a 2km walking distance remains the typically accepted benchmark for assessing pedestrian accessibility.

The village of Kirton in Lindsey is approximately 1.3km from the site access, therefore it is concluded that there is scope for employees to use walking as a mode for travel to work.

There are no dedicated cycle ways in the vicinity of the development site but the roads are conducive to cycling as the roads are quiet with little traffic, there is a speed limit of 40mph near the former RAF Base and there is regular street lighting.

With regard to cycling, PPG13 indicated that:

“Cycling has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport”.

Again although PPG13 has now been replaced by the NPPF, a 5km cycling distance remains the typically accepted benchmark for assessing cycling accessibility

Taking account of the above, it is concluded that there is good scope for employees to use cycling as a mode for travel to work.

5.2. Bus Services

The nearest bus stop pair is on York Road and this is served by bus service 94 and 354. Bus Service 94 operates weekdays between Gainsthorpe and Brigg, and 354 operates in and around Kirton village.

Further bus services can be accessed in the village of Kirton in Lindsey including a CallConnect service.

CallConnect is a public bus service that operates only in response to a pre-booked request. Anyone can use the CallConnect bus service for any reason and as frequently as required. The service is operated by modern, fully accessible minibuses and operates between 7am-7pm Monday to Saturday. Anyone can use CallConnect for any purpose such as shopping, medical appointments, work, training etc. You can use CallConnect to travel to any location within the operating area. In this case Kirton in Lindsey is covered by the ‘Brigg and Caistor’, and ‘Gainsborough’ CallConnect services. If you are travelling further afield you can connect with the main Interconnect bus service or other local bus or train service.

Service	Route	First Bus	Last Bus	Frequency
94	Gainsthorpe – Brigg	07:52	11:47	3 services to Brigg
	Brigg - Gainsthorpe	11:28	16:15	2 services to Gainsthorpe
354	Kirton Klipper	09:55	13:30	4 services per day

Table 3: Bus Service Operating Times (Monday to Friday)

6. Traffic Forecasts

6.1. Previous Traffic Generation

As the site has been vacant since circa 2011, there is no information available on the previous vehicular trip generation for the former RAF Base. It should be noted that the previous use would have generated a significant amount of traffic and there will have been a mixture of vehicle types using this access, including HGVs.

6.2. Proposed Traffic Generation

This section of the Transport Assessment aims to quantify the number of vehicle trips which could be potentially generated by the development proposal.

7. Trip Generation

In order to create a robust assessment, the Transport Assessment (November 2015) produced to support PA/2015/0901 derived trip generation from only B2 use class as this characteristically generates more vehicle movements than the other use classes. The TRICS v.7.2.1 database was used with the following criteria; exclusion of Greater London and Ireland, only multimodal sites, weekdays, 5,000-18,000 GFA and edge of town centre, edge of town and suburban area.

The resultant person trip rates were as follows:

	AM Peak Hour (08:00-09:00)		PM Peak Hour (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
B2 Industrial Use Person Trip Rates	0.44	0.18	0.14	0.43

Table 4: Proposed Person Trip Rates

In order to calculate predicted vehicle generation, the Transport Assessment derived modal splits from the 2011 Census data 'Location of usual residence and place of work by method of travel to work – Mid layer super output level'.

Mode	Percentage (%)
Work mainly from home	0.0
On foot	14.2
Bicycle	2.9
Underground / metro	0.1
Train	0.5
Bus, minibus or coach	1.4
Taxi	0.1
Motorcycle / scooter / moped	0.8
Driving a car or van	73.0
Passenger in car or van	6.9
Other	0.2

Table 5: Travel to Work Data

7.1. Proposed Vehicle Trip Generation - Highway Peak Hours

Utilising the Transport Assessment (November 2015) produced to support PA/2015/0901 person trip rates and the modal splits from the 2011 Census data, the person trips and vehicle trip generation in the peak periods are as follows:

	AM Peak Hour (08:00-09:00)		PM Peak Hour (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
B2 Industrial Use (Person Trips) 3,716sqm	16	7	5	16

Table 6: Proposed Person Trips

	AM Peak Hour (08:00-09:00)		PM Peak Hour (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
B2 Industrial Use 3,716sqm Vehicle Trip Generation	12	5	4	12

Table 7: Proposed Vehicle Trip Generation

7.2.Cumulative Vehicle Trip Generation – Highway Peak Hours

	AM Peak Hour (08:00-09:00)		PM Peak Hour (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
B2 Industrial Use 12,200sqm Person Trips	54	22	18	53

Table 8: Approved Hangars Person Trips (PA/2015/0901)

	AM Peak Hour (08:00-09:00)		PM Peak Hour (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
B2 Industrial Use 12,200sqm Vehicle Trip Generation	39	16	12	39

Table 9: Approved Hangars Vehicle Trip Generation (PA/2015/0901)

	AM Peak Hour (08:00-09:00)		PM Peak Hour (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Total Vehicle Generation Trip	51	21	16	51

Table 10: Cumulative Vehicle Trip Generation

8. Trip Distribution and Assignment

All HGVs associated with the proposed development will generally arrive from and depart to the A15, via the B1205 and B1400 and will not travel through Kirton in Lindsey, and this will be controlled by a unilateral undertaking.

9. Car Parking

The areas of tarmac surrounding the hangar will continue to be used for parking, deliveries and the storage of vehicles, as per the former RAF use.

10. Conclusions

The assessment has derived trip generation from only B2 use class as this characteristically generates more vehicle movements than the other use classes. The vehicle movements are therefore shown at the higher end of the predicted range of movements.

The available records do not provide any evidence of any significant road safety problems on the highway network which will be exacerbated by the proposed development.

The proposed change of use of the 'remaining' single hangar to B8 use will have minimal impact in terms of vehicle movements as shown in Table 7. In addition the applicant will enter into a unilateral undertaking to ensure that HGV routing avoids Kirton-in-Lindsey town centre, further minimising any impact.