



The Church Commissioners for England

Land North of Ferry Road, Fiskerton

Transport Feasibility Report

A100935
December 2016

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1 Introduction

Overview

- 1.1 WYG has been commissioned by the Church Commissioners for England to prepare a Transport Feasibility Report, outlining the feasibility of developing land to the north of Ferry Road in the village of Fiskerton, Lincolnshire.
- 1.2 The proposed development site has been identified in the Fiskerton Draft Neighbourhood Development Plan 2016 (FDNP), under Policy 2a. It is considered an appropriate location for the creation of approximately 200 residential dwellings. Out of the two sites considered by the Draft Neighbourhood Development Plan, the proposed development site scored the highest in sustainability, against the assessment criteria set out by the Central Lincolnshire Local Plan.
- 1.3 This report considers the feasibility of a development comprising up to 200 residential dwellings in accordance with the FDNP. It provides an overall summary of the site's access to the local and wider area by vehicles and sustainable modes of transport. The residual traffic generated by the proposed development has also been considered, to forecast the likely impact to the local highway network following its operation.

Background

- 1.4 The Fiskerton Draft Neighbourhood Development Plan (FNDP) was published for public consultation in 2016. The consultation was proposed to run for six weeks, beginning on Monday 7th November and closing on the Tuesday 20th December 2016.
- 1.5 The FNDP identified the proposed development, alongside another site, as appropriate for development. Policy 2a of the FNDP refers to the development of the site, which is as follows:

Development on the site to the north of Fiskerton (the proposed development), for a development in the region of 200 dwellings will be supported, where the proposal demonstrated how they have taken into consideration the policies within the FNDP. In regards to highways and transportation, the development must comply with the following:

- Provide direct and attractive connections to existing facilities, including direct access to open space;
 - Provide well integrated public footpaths and cycleways that connect with the existing provision; and
 - Residents parking and visitor parking spaces should be integrated into the site.
- 1.6 Policy 3 sets out the requirements of new developments within the village. All new development must:
 - Be well integrated with its surroundings by reinforcing existing connections and taking opportunities to create new ones;
 - Provide convenient access to community services;
 - Have good access to public transport or otherwise help reduce car dependency;
 - Provide streets which encourage low vehicular speeds and which can function as safe spaces; and
 - Ensure there is accessible connectivity within and to the existing services and facilities.



- 1.7 Policy 7 sets out that new development should provide safe and direct pedestrian and cycle routes throughout the development and should link into the existing village and the village centre.
- 1.8 In addition, the FNDP scored the sustainability of each of the proposed sites using the sustainable assessment criteria set out by the Central Lincolnshire Local Plan, with the proposed development scoring the highest. The FNDP considered that the location of the site had a positive effect on making efficient use of the existing transport infrastructure, reduce the need to travel by car, improve accessibility to jobs and services for all and to ensure that all journeys are undertaken by the most sustainable travel modes (particularly public transport, walking and cycling).
- 1.9 The FNDP considers that it is important that the new developments in Fiskerton provide adequate on site car parking facilities and that the parking provided with properties are off street parking bays and not on street parking.
- 1.10 Policy 6 states that Development proposals in Fiskerton village that would generate a significant amount of movement or would potentially affect a known and evidenced traffic hazard must be supported by a Transport Statement or Assessment, including the measures to be taken to deal with the anticipated transport impacts of the scheme and to take any opportunities as appropriate for improving the pedestrian and cycle connectivity.

Report Structure

- 1.11 This Transport Feasibility Report considers the following:
 - **Section 2:** Describes the existing highway conditions within the vicinity of the site and outlines the existing accessibility of the site by sustainable modes of transport such as walking, cycling and public transport;
 - **Section 3:** Outlines the relevant characteristics of the proposed development including access arrangements and parking;
 - **Section 4:** Considers the trip generation likely to be associated with the proposed development together with its potential impacts; and
 - **Section 5:** Presents a summary of the report and identifies appropriate conclusions and the recommended next steps within regards to future highways planning.

2 Existing Conditions

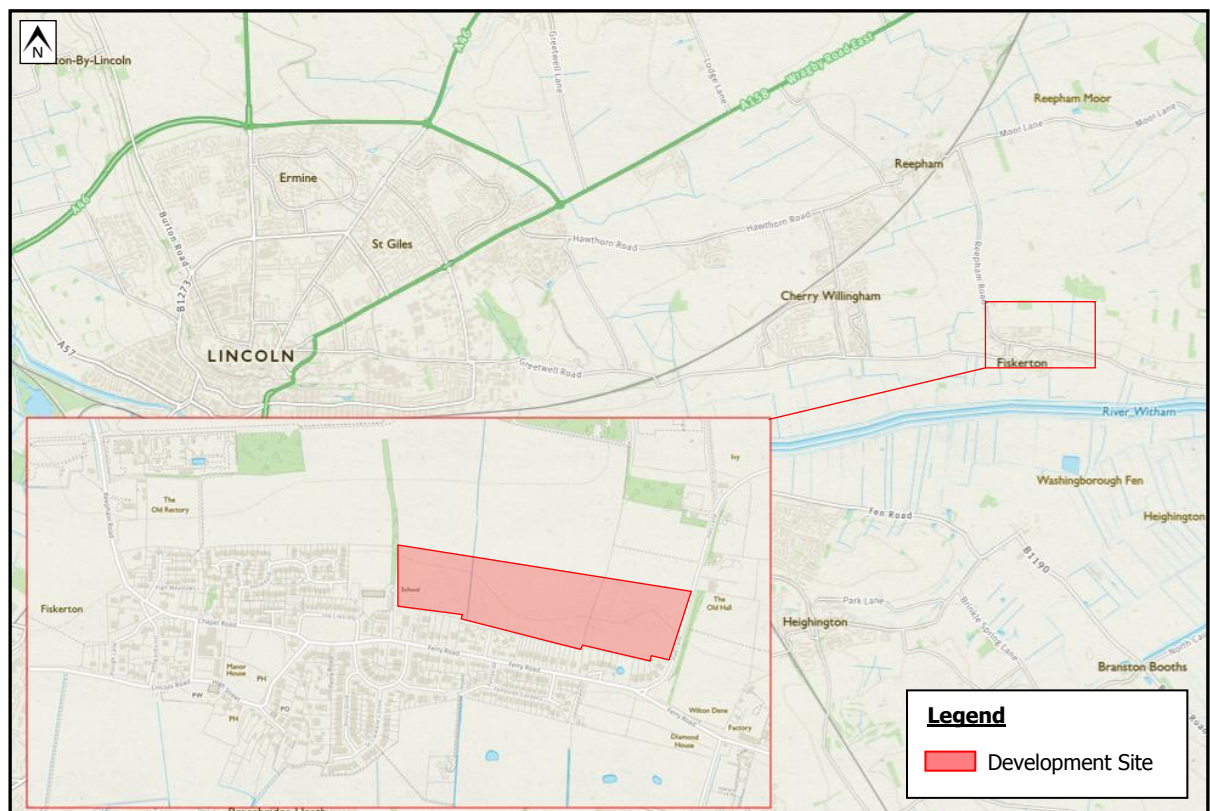
Introduction

- 2.1 This Chapter of the report sets out the 'baseline' transport conditions which currently prevail at the site and within the surrounding area. It describes the existing local highway network, and how the site can be accessed by sustainable transport modes.

Site Location

- 2.2 The proposed development site is located in the northern extent of the village of Fiskerton in Lincolnshire. It is agricultural land which measures approximately 10.4ha in size. It is bounded by fields to the north and west, Hall Lane to the east and by existing residential properties to the south that front Ferry Road.
- 2.3 The location of the site is shown in **Figure 2.1**.

Figure 2.1 Site Location Plan

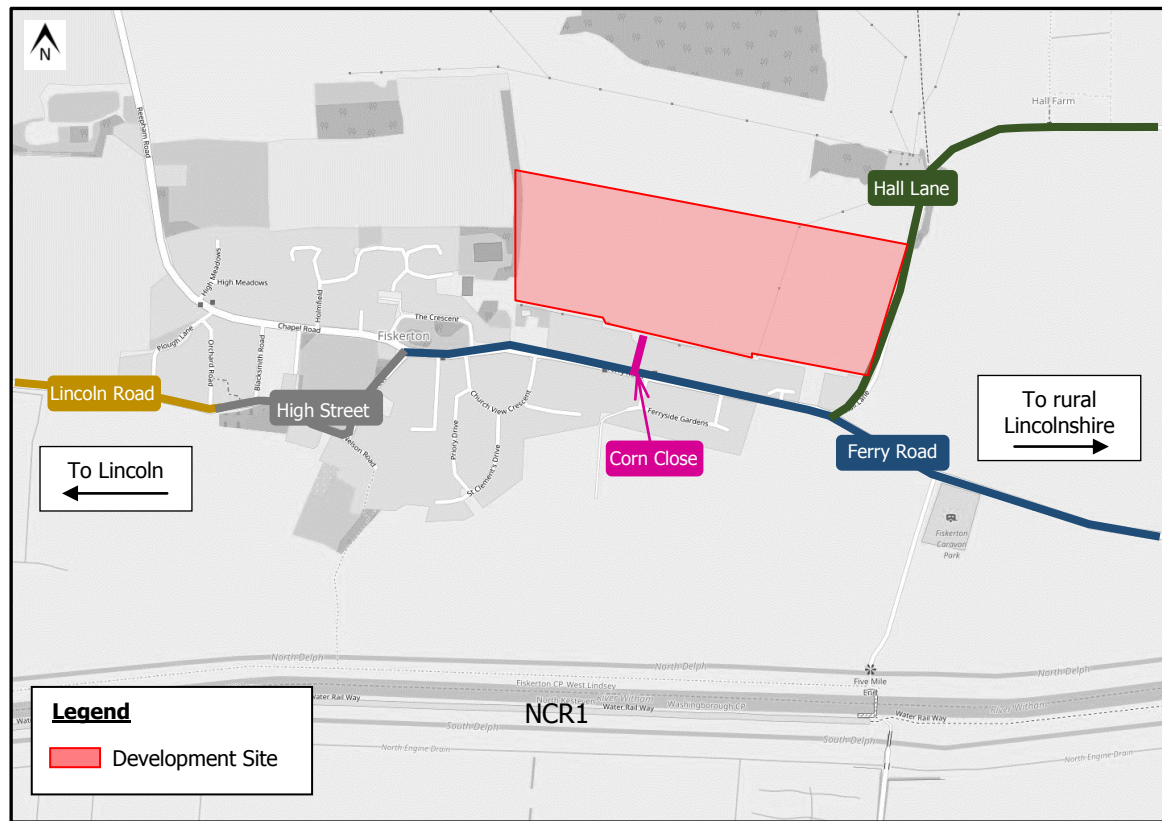


Source: © Crown copyright and database rights 2016 Ordnance Survey 100049945

Local Highway Network

- 2.4 The local highway network is illustrated in **Figure 2.2**.

Figure 2.2 Local Highway Network



© OpenStreet Map

- 2.5 The primary vehicular access to the site is gained from Corn Close, with the secondary access from Hall Lane.
- 2.6 Corn Close is a 7.2m wide cul-de-sac which serves a number of residential properties. Many of the properties along Corn Close benefit from off street parking, but as there are no parking restrictions along Corn Close, there is a level of on-street parking experienced by the road.
- 2.7 Corn Close is subject to a 30mph speed limit, but given the length of the cul-de-sac, it is likely that vehicles negotiate the carriageway at a much lower speeds.
- 2.8 Hall Lane is a rural lane which measures on average 5m in width. It generally caters for two way traffic movements, but in some areas is only wide enough for one vehicle. The road connects the western parts of Fiskerton to the rural areas to the north and to a number of agricultural properties. It does not provide a through route through the countryside and the primary use of the road is to access adjacent farmland and associated buildings. It is a derestricted road and is subject to a maximum speed limit of 60mph, which continues as it passes the site. On the approach to the junction of Hall Lane / Ferry Road its speed limit is reduced to 30mph.
- 2.9 Corn Close and Hall Lane, both take their accesses from Ferry Road, which runs through the village of Fiskerton from east to west. Ferry Road is part of the main thoroughfare route for traffic travelling through the village, which also includes High Street, Lincoln Road and Fiskerton Road. It measures on average 6.5m and due to there being no parking restrictions along the roads, it is subject to a low level of on street parking. However, the majority of parking is accommodated on offsite locations, associated with the adjacent residential properties.
- 2.10 Ferry Road, Lincoln Road and Chapel Road are all subject to a 30mph speed limit within Fiskerton, with Ferry Road and Lincoln Road becoming derestricted as they exit the village. Lincoln Road

becomes Fiskerton Road as it exits the village to the west, which forms the primary route for traffic accessing the city of Lincoln. Ferry Road links the village to the east, to the wider parts of eastern rural areas of Lincolnshire.

Local Facilities

- 2.11 Fiskerton provides an appropriate level of services and facilities given the size of the village. Facilities include a convenience store, primary school, Scout Hut, church and public house. There is also a Village Hall which runs a number of activities and services for a variety of age groups (e.g. aerobics, bingo, children's play park, social events, etc). These facilities are all within a short walk (400m or less) of the proposed development site, with the exception of the church, which is within a 10 minute walk (800m).
- 2.12 **Table 2.3** outlines the travel times by walking and cycling, based on the Institution of Highways and Transportation (IHT) recommended travel speeds of 1.4 m/s for walking and 4.4m/s for cycling.

Table 2.1 Travel Time to Key Facilities

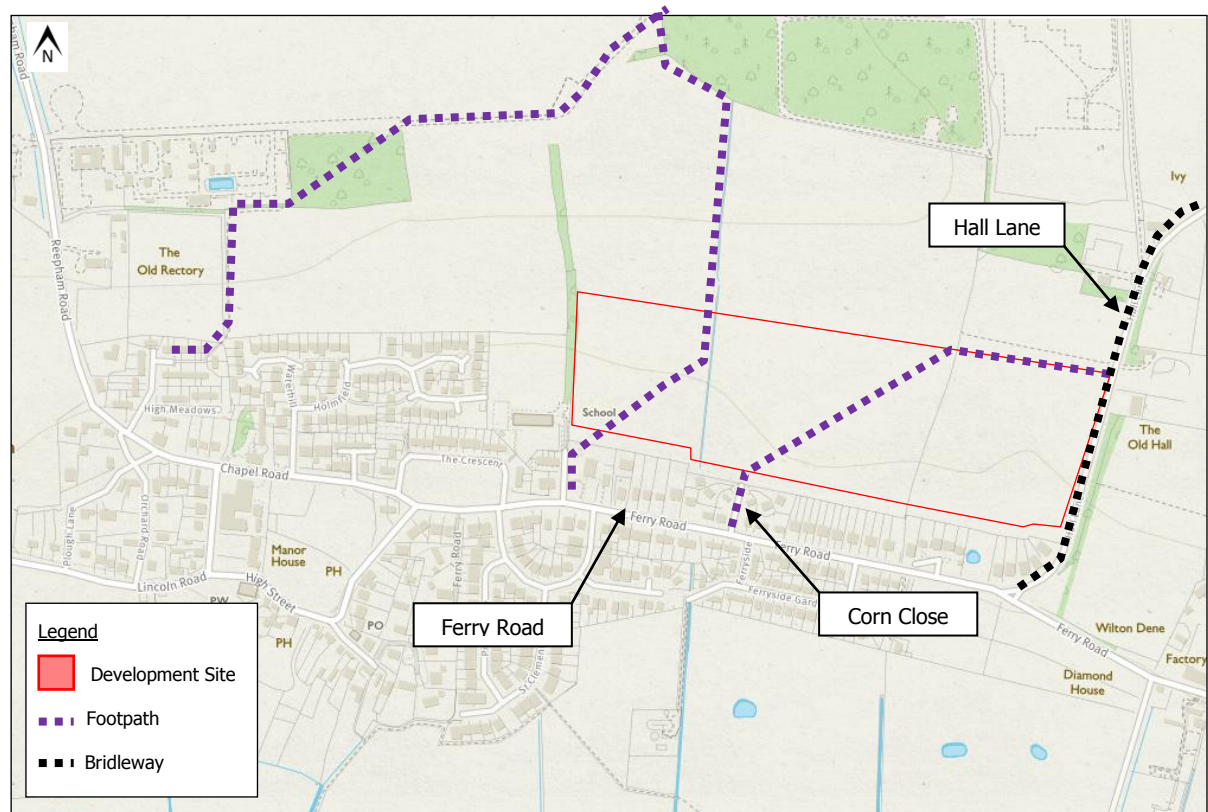
Service / Facility	Distance / m	Approximate Walking Time	Approximate Cycling Time / Minutes
Ferry Road Bus Stop	120	2 minutes	Less than 5 minutes
Convenience Store	500	6 minutes	
Village Hall	450	6 minutes	
Fiskerton C of E Primary School	550	7 minutes	
Scout Hut	450	6 minutes	
Carpenters Public House	550	7 minutes	
St Clement's Church	650	8 minutes	
Cherry Willingham Surgery	2,400	30 minutes	9 minutes
Cherry Willingham Community School	2,700	34 minutes	10 minutes
Branston Community Academy	5,000	-	19 minutes
Genesis Dental Care	5,800	-	22 minutes
Allenby Industrial Estate	5,800	-	22 minutes
Outer Circle Industrial Estate	6,000	-	23 minutes
Lincoln City Centre	8,000	-	30 minutes

- 2.13 The site is located 8km to the west of Lincoln, which provides a significant number of retail, leisure, healthcare and employment opportunities. Lincoln can be accessed in approximately 30 minutes by cycling or within 20 minutes by bus.
- 2.14 It is considered that Lincoln will be a key employment area for the village and provides a significant volume of key services and facilities (such as higher education and healthcare) which will likely be favourable for use for future residents. It should be noted that a number of services and facilities are also present within the locale of the village such as those (e.g. educational facilities) located within Cherry Willingham.

Access by Walking

- 2.15 Two public right of ways (PROW) pass through the development site, in the form of footpaths. They both connect to Ferry Road to the south and run to the northern boundary of the proposed development site, linking into Greenfield land to the north and the bridleway on Hall Lane.
- 2.16 **Figure 2.3** illustrates the location of the PROWs which permeate the proposed development site.

Figure 2.3 Public Right of Way Map



Source: Lincolnshire County Council Countryside Access Mapping

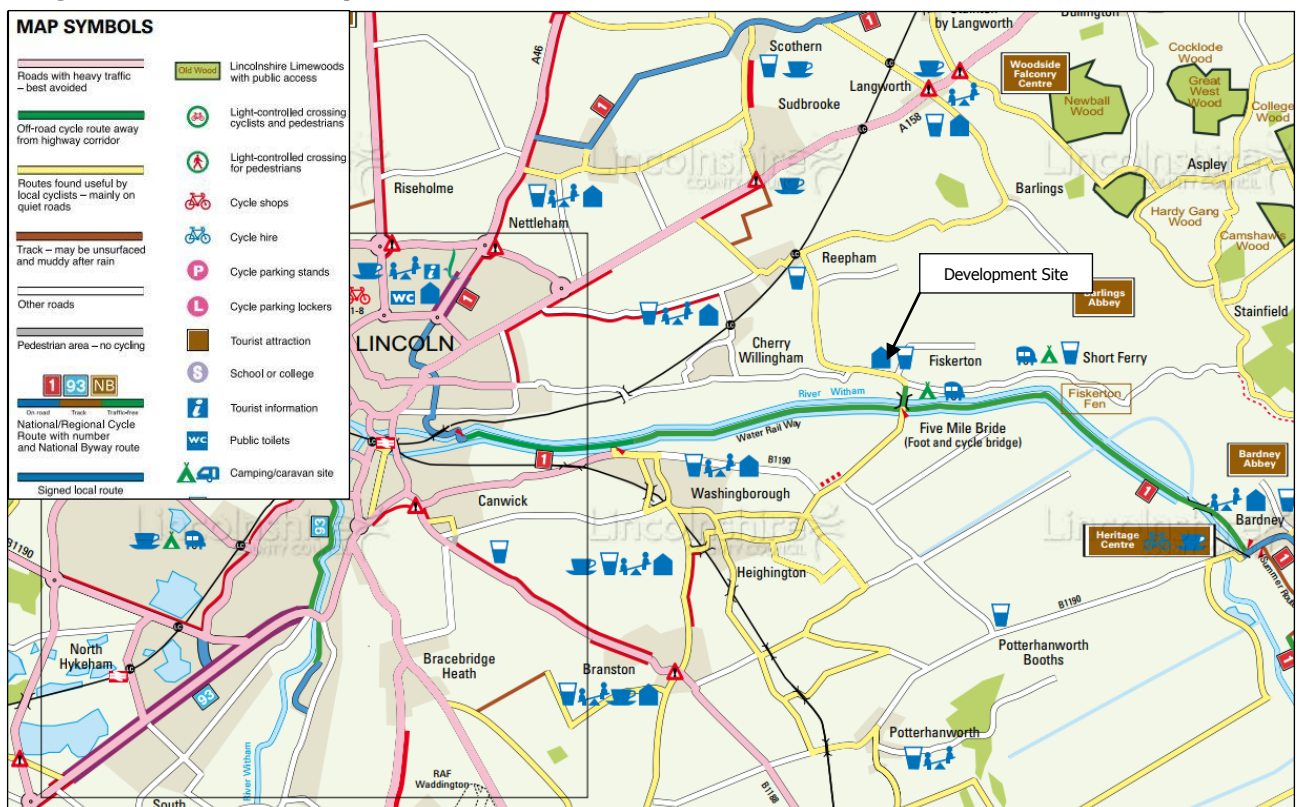
- 2.17 Corn Close benefits from footways on either side of the carriageway, which benefit from on street lighting. It provides a connection to the lit footways along Ferry road which assists movement of pedestrians from the adjacent residential properties to the bus stops and the local facilities contained within the village.
- 2.18 Corn Close and Ferry Road both form part of the local pedestrian network, which comprises a network of footways, footpaths, PROWs and crossing points. The pedestrian network generally benefits from on street lighting and assists the movement of pedestrians throughout the village of Fiskerton.
- 2.19 The Institute of Highways and Transportation (IHT) states in their document 'Planning for Walking' (2015) that approximately 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot. Additionally, the National Travel Survey (NTS) 2015 (September 2016) also identifies that 76% of all trips under 1.6km are made on foot, 32% for trips that are 1.6 to 3.2km in distance and 4% for trips over 3.2km.
- 2.20 Furthermore, the NTS 2015 identifies that walking is a favourable option for short trips, with the average person willing to walk for an average time of 18 minutes (approximately 1.45km).

- 2.21 The development site is therefore considered highly accessible by walking, given its location to local facilities and its location to the local pedestrian network. The distances and travel times sets out within **Table 2.1**, identifies that a number of key facilities are within this the IHT and NTS threshold. This includes the local primary school, Convenience Store and a number of community facilities.

Access by Cycling

- 2.22 **Figure 2.4** illustrates the Lincoln Cycle Network.

Figure 2.4 Lincoln Cycle Network



- 2.23 Fiskerton benefits from being part of the Lincoln Cycle Network, with Ferry Road promoted as a 'quiet road' which is found to be favourable for use by existing cyclists. Ferry Road provides a connection to the bridge over the River Witham, which provides a direct connection to Route 1 (R1) of the National Cycle Network.
- 2.24 R1 runs along the Witham River south of the Fiskerton, approximately 600m to the east of Corn Close / Ferry Road. R1 provides a signed cycle route which connects the local area to the city of Lincoln. Using this route, Lincoln City centre can be accessed within 38 minutes (10km). However, it is likely that cycle times may be lower given the flat topography of the Lincolnshire area.
- 2.25 Lincoln City centre is located approximately 8km to the east of the site which equates to a cycle time of approximately 30 minutes. Cyclists can access the city by cycling west along Ferry Road, Fiskerton Road and Greetwell Road. Cycle infrastructure is provided within the urban realm of Lincoln, which would assist cyclists in travelling around the city to access various services and facilities.
- 2.26 It should also be noted that Cherry Willingham is located approximately 3.5km from the proposed development site, accessible within 15 minutes by cycling. Cherry Willingham provides a small level of services and facilities which are not found within Fiskerton, thereby complimenting the local provision.

- 2.27 The NTS 2015 identified that cycling is a favourable option for short trips, with the average person willing to cycle for an average time of 22 minutes (approximately 5.8km).
- 2.28 The development site is therefore accessible by cycling, given its location to local facilities and its location to the local cycle network. The distances and travel times sets out within **Table 2.1**, identifies that a number of key facilities are within a 22 minute cycle time. This includes the facilities and services within Fiskerton, Cherry Willingham and the Allenby Industrial Estate.

Access by Public Transport

- 2.29 The nearest bus stops are located along Ferry Road, adjacent the junction with Corn Close, approximately 120m from the development site and accessible within a short walk. The stops benefit from timetable information, street lighting and raised kerbs to assist mobility impaired pedestrians.
- 2.30 The stops are primarily served by the 3, 3A, 3C and 3X service, which are operated by Stagecoach. The routes connect Fiskerton to Lincoln city centre, operating via Cherry Willingham and in close proximity of the Allenby Industrial Estate and Outer Circle Industrial Estate. On average, the services run hourly during the week with additional services running during the AM and PM peak (2 per hour). A reduced hourly service operates on Saturdays.
- 2.31 Less frequent services also operate at the bus stops, which are the number 29, 457, A3 and PC16. These services provide additional connections (1 service per day) to Lincoln and to local villages such as Horncastle, Nettleham, Hykeham and Branston.
- 2.32 **Table 2.2** provides a summary of the services available at the Ferry Road bus stops.

Table 2.2 Bus Service Summary

Service	Route	Day of Operation	Time of Operation	Average Frequency
3 / 3A / 3C / 3X ^S	Fiskerton - Cherry Willingham - Lincoln	Mon-Fri	0629 – 1931	2 per hour / hourly
		Sat	0744 - 1931	
	Lincoln - Cherry Willingham - Fiskerton	Mon – Fri	0623 – 1929	
		Sat	0739 - 1929	
29 ^{PC}	Bardney - Fiskerton -Lincoln	Mon – Fri	0945	1 service per day
	Lincoln - Fiskerton - Bardney	Mon – Fri	1445	
457 ^{PC}	Lincoln - Fiskerton - Horncastle	Mon – Fri	1446	1 service per day
	Horncastle - Fiskerton - Lincoln	Mon – Fri	1444	
A3 ^{PC}	Short Ferry - Fiskerton - Nettleham - Asda	Mon – Fri	1152	1 service per day
PC16 ^{PC}	Lincoln – Fiskerton – Bardnet - Branston	Mon – Fri	0739	1 service per day
	Branston - Bardney - Fiskerton Lincoln	Mon – Fri	1700	

^{PC} PC Coaches

^S Stagecoach

- 2.33 **Table 2.2** shows that the bus stops adjacent the site benefit from a regular provision of public transport services. The site is within a 10 minute public transport commute of Cherry Willingham, 16 minutes of the Allenby and Outer Circle Industrial Estate and 30 minutes from Lincoln City Centre (Broadgate).

Summary

- 2.34 The proposed development site is considered to be very accessible by sustainable modes of transport, particularly for local trips. The site is accessible to a range of key local facilities within an



800m (10 minute walk), with a good network of well-maintained footways and public footpaths providing convenient and safe routes to / from the site.

- 2.35 Lincoln city centre and a number of local commercial / employment hubs are located within a 30 minute cycle ride (8km). It is considered that there is a good opportunity to encourage a number of trips generated by the site to be undertaken by cycling.
- 2.36 Bus services are located within a 2 minute walk of the proposed development site which place Cherry Willingham, Allenby and Outer Circle Industrial Estate and Lincoln City Centre all within a 30 minute public transport commute.

3 Development Proposals

Introduction

- 3.1 The proposed development on the site would consist of approximately 200 residential units, in accordance with the FNDP. An illustrative concept masterplan for the scheme is illustrated in **Figure 3.1**.

Figure 3.1 Illustrative Concept Masterplan



Vehicular Access Strategy

- 3.2 It is considered that a dual access arrangement can be provided from Corn Close and Hall Lane, in the form of two priority t-junctions.

Primary Site Access

- 3.3 The primary vehicular site access for the proposed development will be gained from Corn Close, with the proposed arrangement illustrated in **Drawing A100935-SK01**. The location of the primary site access is also shown in **Figure 3.1**.
- 3.4 It is proposed that Corn Close is extended into the site, to operate as the primary site access. This will comprise a rationalisation of the existing turning head and narrowing of the carriageway. It should therefore be considered that Corn Close / Ferry Road will in principle, operate as the primary site access for the site.

- 3.5 The junction has been designed following the general principles of Manual for Streets. A 'Y' distance of 43m and an 'X' distance of 2.4m has been used, with regards to visibility as Ferry Road is subject to a 30mph speed limit.
- 3.6 **Drawing A100935-SK01** illustrates that appropriate visibility is achieved from the proposed arrangement for the primary access.

Secondary Site Access

- 3.7 The secondary vehicular site access for the proposed development will be gained from Hall Lane, with the proposed access arrangement illustrated in **Drawing A100935-SK02**. The location of the secondary site access is also shown in **Figure 3.1**.
- 3.8 The access will comprise a simple priority t-junction arrangement, which is considered appropriate to cater for the level of vehicles which are likely to use the site access.
- 3.9 Hall lane is a derestricted road and therefore subject to a maximum speed limit of 60mph, it therefore falls within the visibility thresholds set out by the Design Manual for Roads and Bridges (DRMB), which is an 'X' distance of 2.4m and a 'Y' distance of 215m.
- 3.10 Given the location of the secondary site access along Hall Lane, appropriate visibility is achieved to the north but is restricted to 80m to the south. The speeds which are likely to be exhibited at this part of the carriageway are unlikely to be in the region of 60mph, given the close proximity to the Hall Lane / Ferry Road junction and the character of the carriageway.
- 3.11 Nonetheless, it is proposed that the 30mph speed limit along Hall lane (to the south of the proposed secondary access) is relocated to the north of the proposed secondary site access, to ensure that vehicles speeds remain appropriate to cater for the safe movement of vehicles using the site access. This enables a visibility splay to be provided in accordance with the principles of Manual for Streets, with the access required to provide a 'Y' distance of 43m and an 'X' distance of 2.4m.
- 3.12 **Drawing A100935-SK02** illustrates that appropriate visibility is achieved from the proposed arrangement for the secondary site access, following the proposed relocation of the 30mph speed restriction.

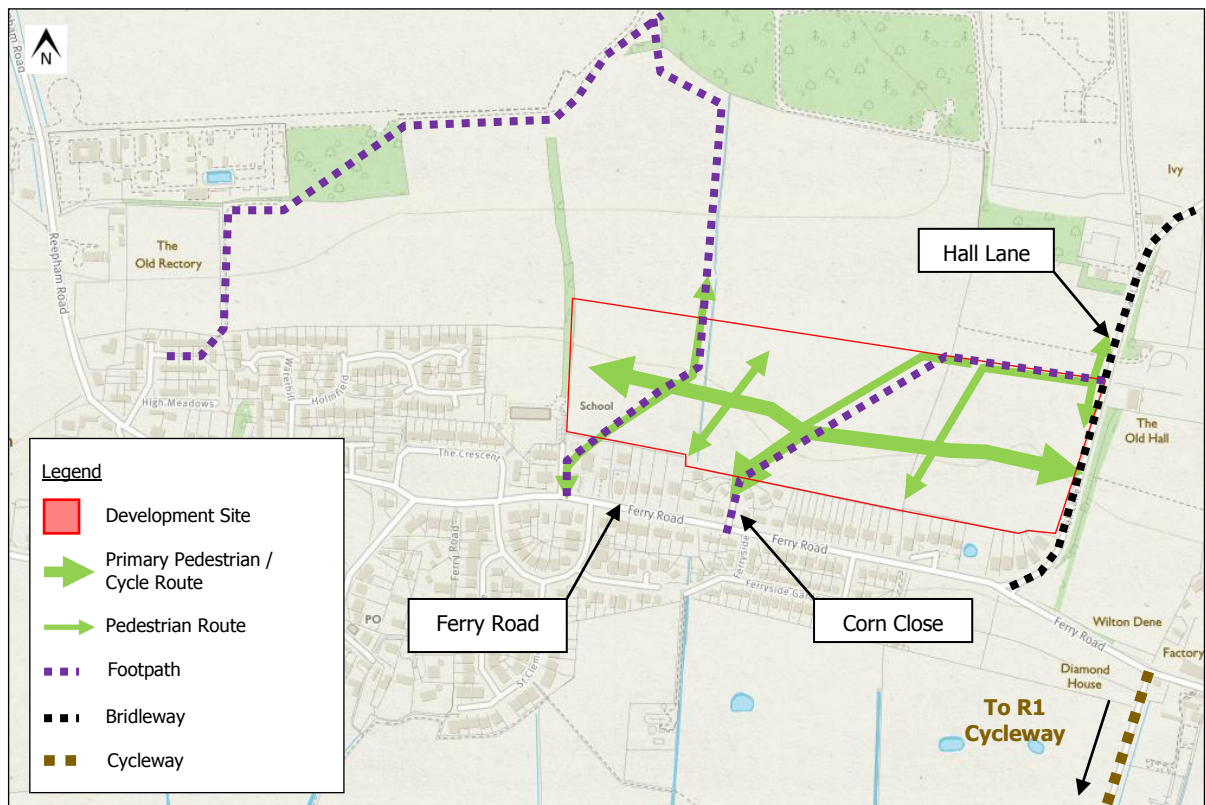
Parking Provision

- 3.13 Parking will be provided in line with the principles set out by the Central Lincolnshire Local Plan (April 2016), which does not set specific parking standards within the document but enables developments to be considered on a case by case basis. The document is not yet adopted but is considered material for consideration.
- 3.14 Lincolnshire County Council's current adopted standards consider parking on a case by case basis, with the main issue being the provision of sufficient off-street parking to avoid the over-spill of parked vehicles onto the highway to the detriment of road safety and capacity.

Pedestrian and Cycle Access Strategy

- 3.15 The development will be designed in accordance with Manual for Streets (2007), based on the principle of achieving walkable and cycle friendly neighbourhoods with a hierarchy of easy to navigate routes connecting neighbourhoods, spaces and nearby employment uses. Green corridors and open spaces will include a range of formal and informal spaces providing high quality connecting routes, creating a healthy environment, and providing separation between different neighbourhoods and uses where appropriate.
- 3.16 The pedestrian and cycle access strategy for the site is illustrated in **Figure 3.2**.

Figure 3.2 Pedestrian and Cycle Access Strategy



- 3.17 The development site is bounded by Hall Lane Road along its eastern perimeter, which currently operates as a country lane and bridleway. It is located to the north of Corn Close, a residential cul-de-sac which benefits from footways on either side of the carriageway and street lighting.
- 3.18 It is proposed that appropriate pedestrian and cycle facilities will be provided at the proposed site accesses to integrate into the existing pedestrian network. In addition, the Hall Lane / Site Access and Corn Close / Site Access will be linked by a high quality internal pedestrian / cycle network.
- 3.19 Additional pedestrian access will also be provided linking into the residential area to the south and Greenfield land to the north. These will be along the existing PROWs which connect the site into the local area.
- 3.20 The development will be permeable for pedestrians and cyclists, enabling a net benefit to the local area, increase the options for more direct travel.

4 Trip Review

Introduction

- 4.1 The purpose of this chapter is to set out the methodology and results of a vehicle trip generation assessment, which has been undertaken to assess the potential impact of the proposed development, in terms of trips generated on the surrounding highway network.

Trip Generation Assessment Methodology

- 4.2 The vehicle trip generation for the proposed development has been calculated using trip rates derived from the TRICS (v7.3.3) database. Survey sites have been identified and selected which share similar characteristics to the site in terms of size of the respective land uses, location and accessibility.
- 4.3 The TRICS v7.3.3 database has been interrogated to calculate peak hour trip generation. In order to provide a robust assessment of the potential impacts of the development traffic, the peak hours of 08:00-09:00 and 17:00-18:00 on weekdays will be used to calculate the peak hour trip generation for the development.

Trip Rate

- 4.4 It is considered that appropriate trip rates can be obtained from locally consented residential sites. With this in mind WYG have reviewed the Greetwell Fields Application (ref: 132932) which is located to the north of Greetwell Road in West Lindsey. Greetwell Fields is classified as part of the Greetwell Sustainable Urban Extension (SUE) by the proposed Submission Central Lincolnshire Local Plan 2012 to 2036 (May 2016), as site CL818.
- 4.5 It is considered that the approved trip rates are therefore appropriate for use to forecast the level of vehicles associated by the proposed development site as they have been deemed acceptable by Lincoln County Council.
- 4.6 **Table 4.1** sets out the trip rates.

Table 4.1 Vehicle Trip Rate per Dwelling

	In	Out	Two Way
AM Peak (0800-0900)	0.155	0.41	0.565
PM Peak (1700- 1800)	0.374	0.21	0.584

- 4.7 **Table 4.2** outlines the number of vehicle trips, forecast to be exhibited by the proposed development.

Table 4.2 Trip Generation

	In	Out	Two Way
AM Peak (0800-0900)	31	82	113
PM Peak (1700- 1800)	75	42	117

- 4.8 **Table 4.2** shows that the proposed development is forecast to generate 113 two way vehicular movements in the AM peak period, with 31 arrivals and 82 departures. During the PM peak, 117 two way vehicular movements are forecast to be generated, with 75 arrivals and 42 departures.



Potential Traffic Impact

- 4.9 The operation of the site will likely have an impact on the local road network of Fiskerton. Given that Lincoln **will** likely be the primary employment hub for the village, a level of trips will also be experience along Greetwell Road.
- 4.10 It is envisaged that formal junction modelling will be required for:
- Corn Close / Ferry Road (Primary Access);
 - Secondary Site Access / Hall Lane (Secondary Access); and
 - Hall Lane / Ferry Road.
- 4.11 The impact of residual traffic cannot be considered until traffic surveys have been undertaken and development traffic has been appropriately assigned to the local road network.
- 4.12 Given the scale of development which is proposed, it is suggested that discussions are opened with Lincolnshire County Council and that further assessments are undertaken to understand the operation of the local highway network, the likely impact of residual traffic and determine the scale and type of mitigation (if required) to enable a development on this site to come forward.

5 Summary and Next Steps

Summary

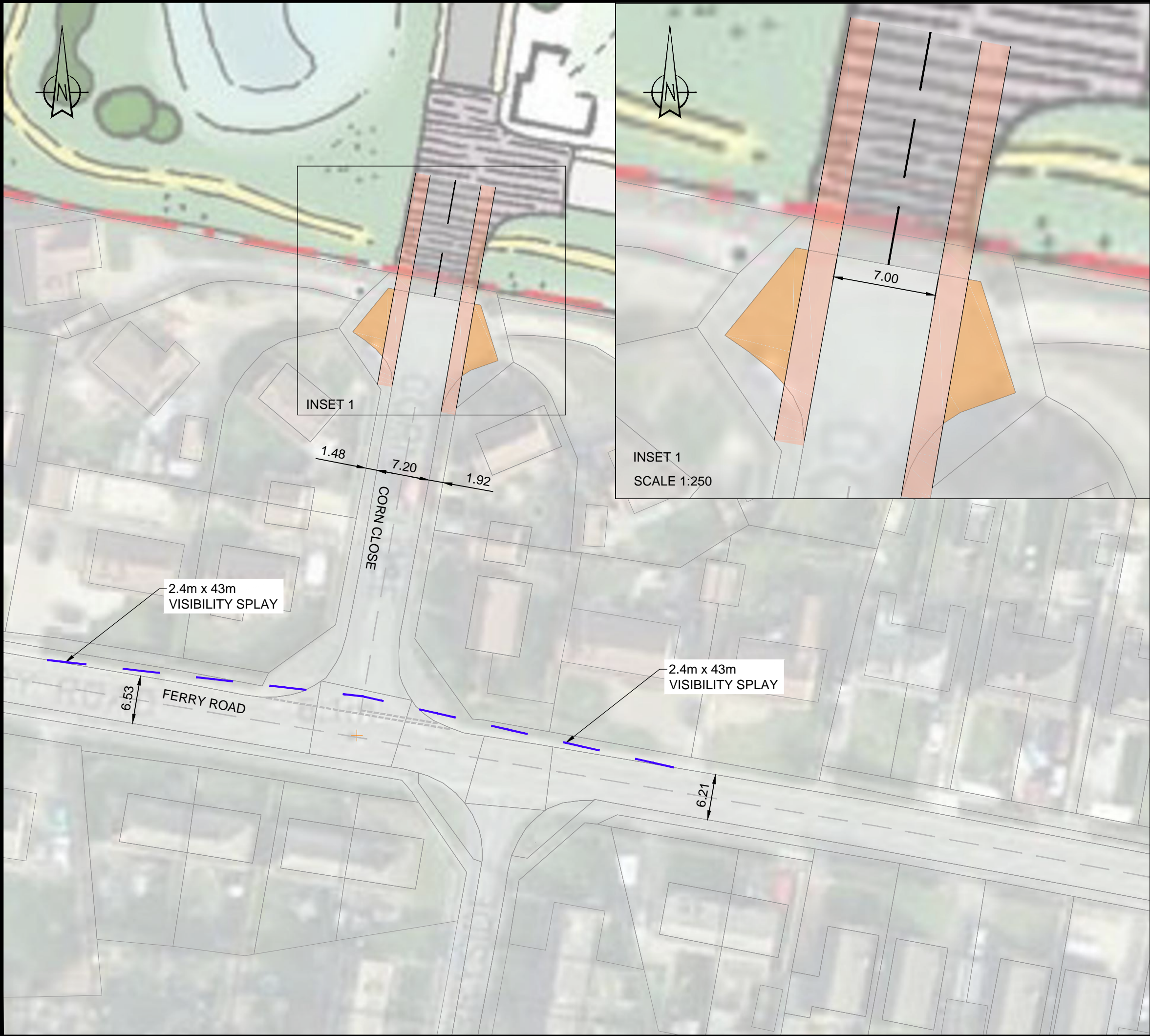
- 5.1 WYG has been commissioned by the Church Commissioners for England to prepare a Transport Feasibility Report, outlining the feasibility of the developing land to the north of Ferry Road in the village of Fiskerton, Lincolnshire.
- 5.2 The site is a proposed housing allocation in the Draft FNDP for a development of approximately 200 residential dwellings and the Draft FNDP considered the site as a sustainable location for residential development.
- 5.3 The proposed development site benefits from good accessibility for pedestrians and cyclists, and reasonable access for public transport users. The site can easily integrate in the Fiskerton local pedestrian network and is within close proximity of the Lincoln Cycle Network and Route 1 of the national Cycle Network. It benefits from being located within close proximity of the bus stops along Ferry Road, which provide regular connections to Lincoln city centre and stop within close proximity of the Allenby Industrial Estate and Outer Circle Industrial Estate.
- 5.4 A dual vehicular access arrangement is proposed with the primary site access gained from Corn Close and the secondary access via Hall Lane.
- 5.5 Data derived from the TRICS database has forecast that the proposed development will generate 126 two way vehicular movements in the AM peak period, with 31 arrivals and 95 departures. During the PM peak, 120 two way vehicular movements are forecast to be generated, with 78 arrivals and 42 departures.
- 5.6 This note provides a preliminary overview of the traffic impact associated with the development of the site. It is recommended that the development proposal and any potential mitigation schemes set out within this Note are discussed further with Lincolnshire County Council and West Lindsey District Council.

Next Steps

- 5.7 It is considered appropriate for the following tasks to be undertaken so that the impacts of the development proposals can be more accurately understood:
 - The standard of the site access junctions to be considered via a topographical survey;
 - Traffic surveys are undertaken at:
 - Corn Close / Ferry Road (Primary Access);
 - Secondary Site Access / Hall lane; and
 - Hall Lane / Ferry Road.
 - Initial dialogue is undertaken with the Highway Authority (Lincolnshire County Council); and,
 - The fall back position and potential development options are refined to better identify the likely increases in traffic flow.



Drawings



NOTES

1.

Do not scale from this drawing.

2.

This drawing is for illustrative purposes only and not for construction.

3.

This drawing is to be read and printed in colour.

4.

All dimensions are shown in meters, unless specified otherwise.

5.

This plan is based on OS Mapping and its accuracy cannot be guaranteed. The details should therefore be confirmed on a topographical survey.

KEY

PROPOSED CARRIAGEWAY

PROPOSED FOOTWAY

FORMAL TURNING HEAD
RESURFACED TO BE AGREED
WITH LINCOLNSHIRE COUNTY
COUNCIL

VISIBILITY SPLAYS FOR 30mph
SPEED LIMIT

REV	DETAILS	DRAWN	CHECKED	DATE
-----	---------	-------	---------	------

CLIENT:

Church Commissioners
for England

PROJECT:

Corn Close, Fiskerton

DRAWING TITLE:

Primary Site
Access

SCALES:	1:500	SHEET SIZE:	A3
DRAWN:	DCF	CHECKED:	CL
		DATE:	14.12.2016

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DRAWING NUMBER:	A100935 - SK01	REVISION:	A
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- NOTES**
1. Do not scale from this drawing.
 2. This drawing is for illustrative purposes only and not for construction.
 3. This drawing is to be read and printed in colour.
 4. All dimensions are shown in meters, unless specified otherwise.
 5. This plan is based on OS Mapping and its accuracy cannot be guaranteed. The details should therefore be confirmed on a topographical survey.

KEY

	PROPOSED CARRIAGEWAY
	VISIBILITY SPLAYS FOR 30mph SPEED LIMIT
	VISIBILITY SPLAYS FOR 60mph SPEED LIMIT

REV	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:
Church Commissioners for England

PROJECT:
Corn Close, Fiskerton

DRAWING TITLE:
Secondary Site Access

SCALES:	1:1,000	SHEET SIZE:	A3
DRAWN:	DCF	CHECKED:	CL
DATE:	14.12.2016		

WYG Transport
part of WYG group

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DRAWING NUMBER: A100935 - SK02	REVISION: A
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