

PROJECT NAME	Foston Road, Allington		
DOCUMENT NUMBER	FRA-BWB-GEN-XX-RP-TR-0001	BWB REF	255180
AUTHOR	Ashvini Mohanthalas	STATUS	S1
CHECKED	Matt Corner	REVISION	P02
APPROVED	Malcolm Ash	DATE	28.07.25

1. INTRODUCTION

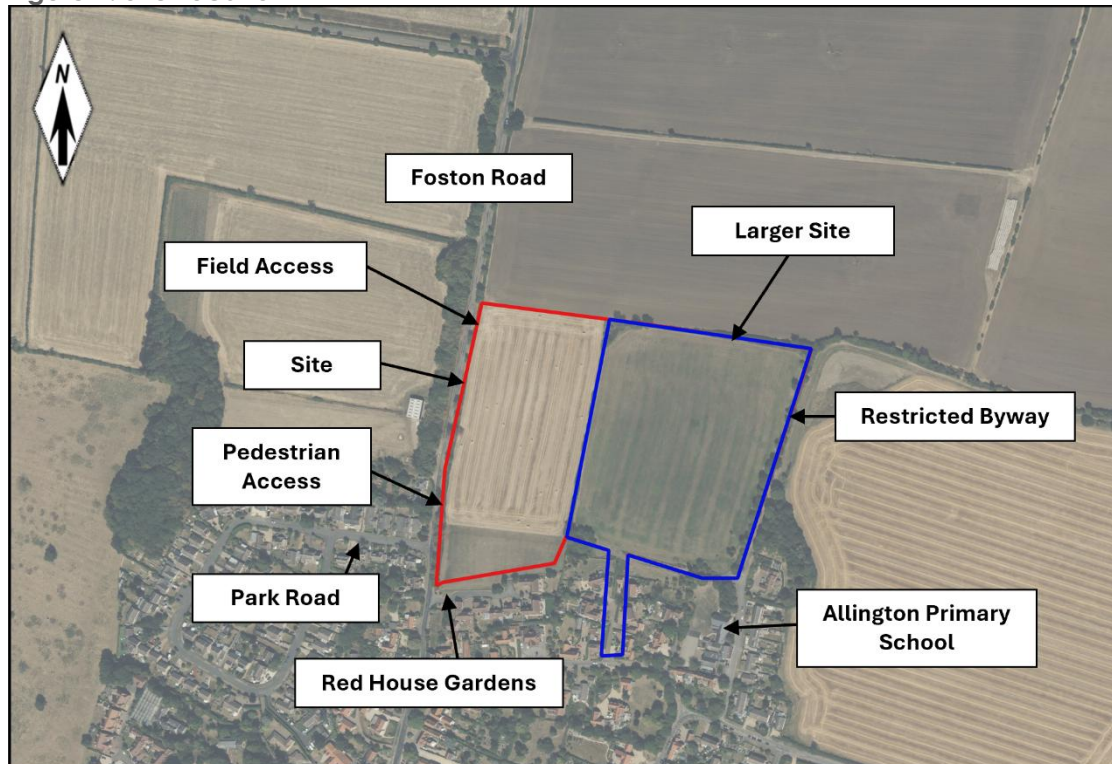
- 1.1 BWB Consulting Ltd ("BWB") has been appointed by Boyer, on behalf of the land owner, to provide highways and transportation advice in respect of a residential development of approximately 50 dwellings, located on land to the east of Foston Road in Allington, Lincolnshire. The proposal also includes the potential for a larger development of up to 100 dwellings plus an extension to Allington Primary School to provide a dedicated car park and drop-off/pick-up zone.
- 1.2 The purpose of this Access Appraisal is to determine whether safe and suitable access is achievable, to assist with promoting the site to potential developers. It has been produced based on a desktop assessment and takes into account the highway design standards adopted by Lincolnshire County Council (LCC), as the local highway authority.

2. EXISTING CONDITIONS

Site Details

- 2.1 The site comprises a 3.3-hectare undeveloped parcel of greenfield land located to the east of Foston Road in the northern part of Allington. It is currently vacant and does not contain any existing buildings or structures. A Public Right of Way (PRoW), designated as a restricted byway, runs to the east of the site along Marston Lane.
- 2.2 The site is bound by open fields to the north and east, The Red House Garden, existing residential developments and Allington Primary school to the south and Foston Road to the west. **Figure 1** shows the site location (in red), as well as the potential larger site incorporating the additional residential development and school car park extension (in blue).

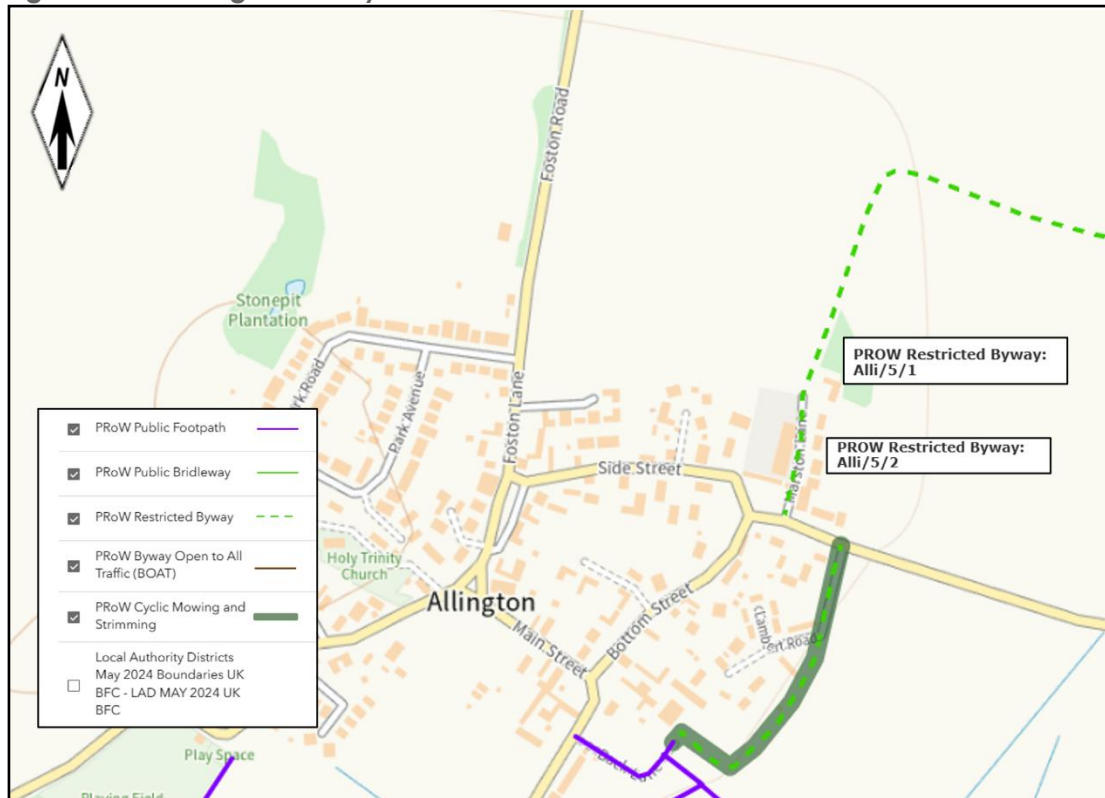
Figure 1: Site Location



Highway Network

- 2.3 There is an existing field access to the site from Foston Road in the northwest corner, which extends between the existing hedgerows. There is also a dedicated pedestrian access to the site further south from Foston Road, which is gated.
- 2.4 Foston Road is a single carriageway road that extends in a north to south direction past the western side of the site. It connects Allington to the A1 to the north and to The Green and other local roads to the south. The road is subject to a 30 mph speed limit at the southern end of the site frontage and south into the built-up area of Allington, but transitions to the national speed limit of 60 mph approximately 60 metres north of the southwest corner. Therefore, the majority of the site frontage is within a 60mph speed limit zone. Foston Road has a carriageway width of approximately 6 metres with grass verges on either side and no footway. There is currently no street lighting across the site frontage.
- 2.5 Highway land boundary information has been obtained from LCC confirming that the full width of Foston Road, including the carriageway and verges are within the adopted public highway. A copy of the plan is included in **Appendix 1**.
- 2.6 The PRow portal shows that there is a restricted byway running along Marston Lane to the east of the site. It is therefore only accessible to pedestrians unless vehicles have a right of access. An extract of the PRow portal is shown at **Figure 2**.

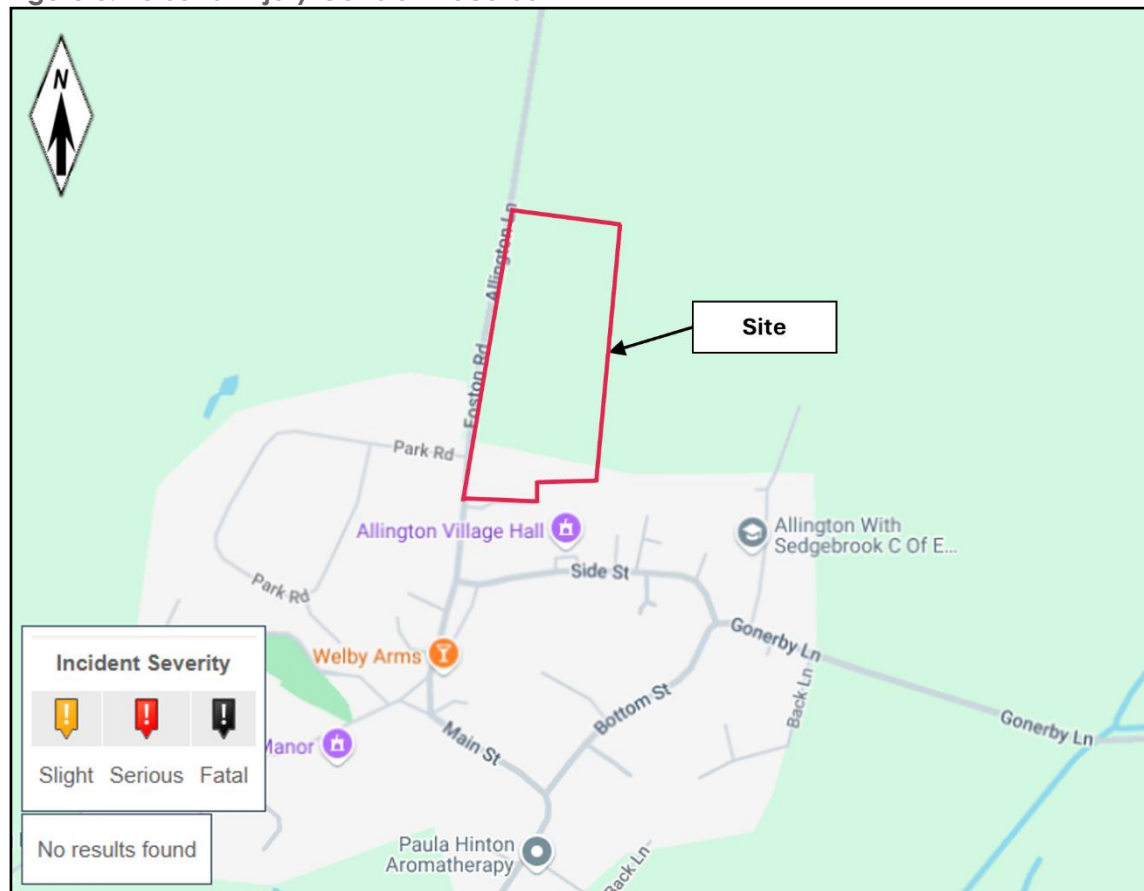
Figure 2: Public Rights of Way



Highway Safety

- 2.7 The Crashmap database has been reviewed to understand whether there have been any Personal Injury Collision records on Foston Road in the vicinity of the site during the latest 5-year period available (2019 to 2023 inclusive). **Figure 3** shows an extract from the Crashmap database.

Figure 3: Personal Injury Collision Records



- 2.8 The records show that no PICs have occurred on Foston Road or in the vicinity of the site. It can therefore be concluded that there are no existing road safety concerns that would affect the delivery of a new access.

Sustainable Travel Opportunities

- 2.9 There is currently no formal pedestrian infrastructure along the site frontage on Foston Road and currently the carriageway is bound by grass verges.
- 2.10 The restricted byway that extends to the east of the provides an alternative route for pedestrians or those associated with Allington Primary School, particularly with the larger site boundary. This PRow connects with Marston Lane within Allington Village. This offers an additional walking route for residents travelling through the rural surroundings. There are also no National Cycle routes in the vicinity of the site
- 2.11 The closest bus stop is located on The Green, approximately 270 metres from the proposed site when accessed via the restricted byway and Marston Lane. This stop is served by Centrebus Service 24, which operates between Grantham and Newark via Allington. On weekdays (Monday to Friday), the service operates approximately hourly in each direction. Towards Newark, buses operate between around 0730 and 1730 hours, while services towards Grantham operate hourly between approximately 1000 and 1600 hours.

3. ACCESS OPPORTUNITY

Design Standards

- 3.1 LCC adopts the 'Lincolnshire Development Roads and Sustainable Drainage Design Approach' (2021) document for highway design. However, it does not provide geometric standards for new residential accesses. LCC's website confirms that the standards within Manual for Streets 1 and 2 should be used for the design of highway schemes on the local road network.
- 3.2 Prior to undertaking surveys, it is envisaged that traffic flows along Foston Road would support a simple T-junction access arrangement, in keeping with other existing accesses along the road. A typical residential access serving 50 dwellings comprises a carriageway width of 5.5 metres, with 2 metres wide footways at both sides and 6 metres kerb radii.

Access Design

- 3.3 **Drawing Number FRA-BWB-HML-00-DR-TR-100_S2-P1** shows a potential access arrangement from Foston Road into the site. The access has been positioned at the southern end of the site frontage close to the existing built-up area of Allington. This reflects the main desire line for future residents accessing local services and the adjacent primary school. However, there is scope to move the access further north for master planning purposes, if required at a later stage.
- 3.4 The site access comprises a 5.5 metres wide carriageway with 2 metres wide footways along both sides. As there is currently no existing footway along this section of Foston Road, the proposal includes the introduction of a new footway on the eastern side of the carriageway, extending south to just south of the junction with Park Lane. This new footway will then connect to the existing pedestrian infrastructure on the western side of Foston Lane via an uncontrolled pedestrian crossing with dropped kerbs and tactile paving. This will create a safe and continuous link to the wider pedestrian network. Alternatively, the verge on the eastern side of Foston Road could allow for the footway to continue south to Side Street where the footway network exists but this would need further consideration of widths and whether a compliant layout is deliverable.
- 3.5 No pedestrian infrastructure is proposed along Foston Road to the north of the site, as this leads towards the A1 and does not provide access to services or facilities.
- 3.6 The layout of the proposed site access would continue to be suitable to serve a larger development of 100 dwellings plus an extended car park for Allington Primary School. This is on the basis that the school car park serves car-based traffic only and does not accommodate buses or coaches.
- 3.7 Manual for Streets outlines typical vehicle dimensions that can inform the design of access roads and junctions. A standard coach, including wing mirrors, has an overall width of approximately 2.9 to 3.0 metres. While the proposed access road, at 5.5 metres wide, is sufficient to accommodate two-way movements by standard cars, vans, and

minibuses, it may be constrained during simultaneous manoeuvres by larger vehicles such as school coaches.

3.8 Should a land deal be made to deliver the larger scheme, then to ensure safe and efficient operation during school peak periods, particularly if coach or bus access is expected on a regular basis, it is recommended that consideration be given to either:

- Increasing the carriageway width to between 6.2 and 6.5 metres, or
- Providing a separate entry and exit arrangement to facilitate more efficient internal movements.

3.9 These design considerations, along with swept path assessments, should be reviewed and confirmed at the appropriate design stage once the internal site layout, including the extent of school-related parking and drop-off facilities is finalised.

Visibility

3.10 The proposed site access is located within the 30 mph speed limit zone on Foston Road, but just south of where it transitions to the national speed limit of 60 mph. In accordance with Manual for Streets, a 30 mph road typically requires visibility splays of 43 metres from a 2.4 metre setback. On this basis, 43 metre splays to the north and south would ordinarily be considered sufficient.

3.11 However, for safety purposes, visibility splays of 215 metres have also been considered to the north, in line with DMRB standards for a 60 mph road. Although the site access is situated within the 30 mph limit, this extended visibility has been assessed to account for the proximity of the speed limit change and the potential for vehicles to be travelling at higher speeds when approaching from the north. As part of any future design work, it is recommended that a vehicle speed survey is undertaken to understand 85th percentile speeds.

3.12 Nevertheless, **Drawing Number FRA-BWB-HML-00-DR-TR-100_S2-P1** demonstrates that 43 metres (and a 215 metres splay to the north) are achievable from a 2.4 metre setback to the edge of the carriageway. Both splays fall entirely within the adopted public highway. While some vegetation and trees are present along the verge, they do not appear to intrude into the visibility envelope and are unlikely to restrict the driver's line of sight. Therefore, it is considered that suitable visibility is achievable from the site access location.

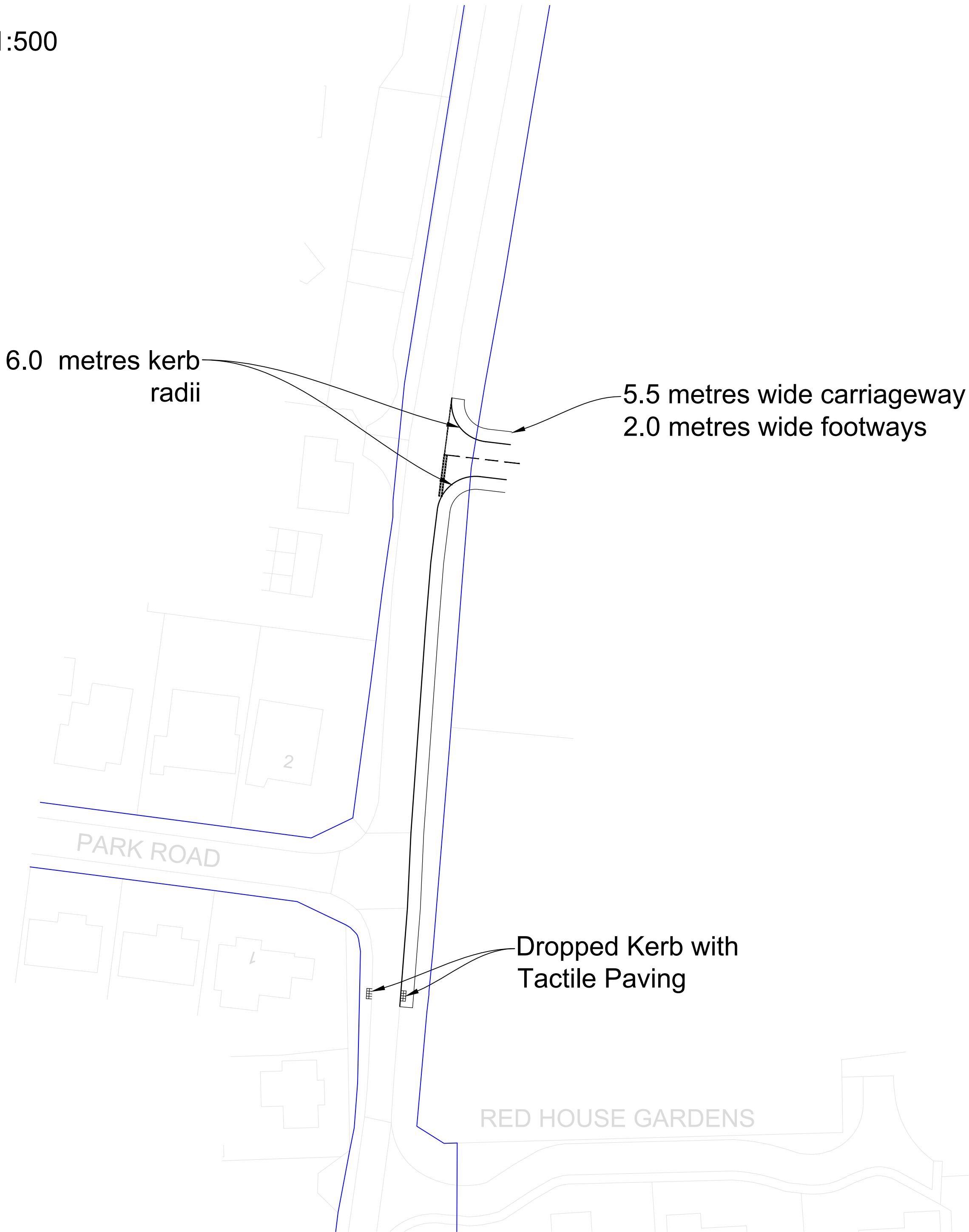
4. SUMMARY

4.1 This Access Appraisal has sought to demonstrate whether a safe and suitable access is deliverable from Foston Road to serve a residential development of approximately 50 dwellings. It has also considered a larger development of 100 dwellings plus an extension to Allington Primary School car park. The key conclusions can be summarised as follows:

- The nature of Foston Road should mean that a simple T-junction is suitable based on expected traffic flows, albeit subject to confirmation through surveys.
- A suitable access arrangement that meets LCC's design standards from a geometric perspective is deliverable from Foston Road.
- The access provides footways on both sides of the carriageway that connect with the existing infrastructure on Foston Lane that extend south into Allington.
- Suitable visibility splay distances are achievable at both sides of the access that cross over land that is within the adopted public highway.
- Potential school-related access demands have been considered, and the access design is expected to accommodate typical vehicle types. However, refinement at detailed design stage may be required to support larger vehicles or specific operational needs.

4.2 Overall, it is considered that a safe and suitable access is deliverable from Foston Road to serve a residential development.

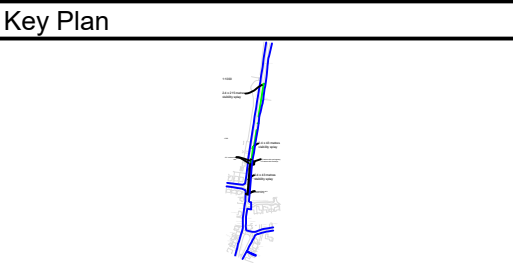
1:500



1:1000



- Notes
1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
 2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
 3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
 4. Any discrepancies noted on site are to be reported to the engineer immediately.



Legend

Highway Boundary

P1	28.07.25	PRELIMINARY ISSUE	AM	MC	
Rev	Date	Details of issue / revision	Drw	Rev	

Issues & Revisions

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Client

MR IAN BAILEY

Project Title

FOSTON ROAD, ALLINGTON

Drawing Title

POTENTIAL SITE ACCESS ARRANGEMENT

			M Corner
	255180	28.07.25	As Shown
Drawing Status			
PRELIMINARY			
Project - Originator - Zone - Level - Type - Role - Number			
FRA-BWB-HML-00-DR-TR-100			S2 P1

APPENDIX 1: Highway Boundary Information

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Plan is not to scale