

South East Lincolnshire – An assessment of settlements and their sustainability credentials

Introduction

It is an established principle of the National Planning Policy Framework (NPPF) that Local Plans should be focussed upon delivering sustainable development. It is also the challenge of the NPPF that, within the remit of the national understanding of what constitutes sustainable development; Local Plans should also reflect the local understanding and context for sustainable development.

The plan preparation process has also involved a visioning exercise which asked the planning community its views on future development and community needs. A very strong message from both communities and individuals was that future development needs should be met where the offer of services and infrastructure was best able to meet the community's needs. This was not only expressed in relation to particular facilities (e.g. healthcare) but also in a geographical context. Many respondents to the visioning exercise recognised the existing hierarchy of settlements and suggested that this was the best framework for assessing how future development needs might be met.

This report provides the assessment of sustainability factors in three distinct sections; Services and Facilities, Transport and Employment. Each section has its own methodology for evaluation and provides scoring mechanisms. The resulting tables are effectively a current snapshot of the most and least sustainable settlements within the Plan area and give an indication of which areas and settlements have interdependencies.

Establishing a list of settlements to be assessed

The starting point for deciding which settlements to assess was to include all those settlements with a development boundary in the South Holland District Local Plan 1998 and both the Adopted Boston Borough Local Plan 1999 and the Boston Borough Interim Local Plan 2006. This seems the most logical list of settlements as they are all established settlements. Many of the South Holland settlements do not have a development boundary in the South Holland 2006 Local Plan. Nonetheless we are aware that through associated work on evaluating strategic housing land a number of these settlements have been suggested by various parties for growth.

Boston and Spalding are not subject to the assessment as it is recognised that both settlements are established as sub-regional centres upon which other settlements have dependencies.

Settlements that are analysed in the study.

Algarkirk	Leake Commonside
Amber Hill	Leverton
Benington	Little Sutton
Bicker	Long Sutton
Butterwick	Lutton with Lutton Gowts
Cowbit	Moulton
Crowland	Moulton Chapel
Deeping St Nicholas	Moulton Seas End
Donington Village	Nene Terrace
Fishtoft	Old Leake
Fleet Church End	Pinchbeck
Fleet Hargate	Quadring
Fosdyke	Saracen's Head With Holbeach Clough & Bank
Frampton	Shepeau Stow
Frampton West	Surfleet
Frieston	Surfleet Seas End
Gedney Black Lion	Sutterton
Gedney Church End	Sutton Bridge
Gedney Dawsmere	Sutton St Edmund
Gedney Drove End	Sutton St James
Gedney Dyke	Swineshead
Gedney Hill	Swineshead Bridge
Gosberton	Throckenholt
Gosberton Risegate and Clough	Tongue End
Haltoft End	Tydd Gote
Holbeach	Tydd St Mary
Holbeach Drove	West Pinchbeck & Northgate
Holbeach Hurn	Weston
Holbeach St Johns	Weston Hills
Holbeach St Marks	Whaplode
Holland Fen	Whaplode Drove
Hubbert's Bridge	Whaplode St Catherine
Kirton	Wigtoft
Kirton End	Wrangle
Kirton Holme	Wrangle Common
Langrick Bridge	Wyberton

Services and Facilities

To compile information on services and facilities present in each settlement, other than Boston and Spalding.

Service and facilities - Introduction

A key part of a sustainable community is the need for a place to be 'well served with public, private, community and voluntary services that are appropriate to people's needs and accessible to all'. Having good quality and accessible facilities is certainly an important factor in all settlements but it is especially important for those in more remote and rural areas. This section of the study looks to carry out an audit of what services and facilities are present in each settlement, as an indicator of how well provided each settlement is in terms of services and facilities required on a regular basis. There is also another factor surveyed under this section which looks at the distance of settlements from the nearest main service centres. This survey results in a score being produced which is dependent on the services and facilities found in each settlement. This score will then be fed into a total in the final conclusion along with the other sections of this study.

The Survey – Changes to the Methodology

The methodology used is that which was prepared for a similar study carried out for Boston Borough in 2007/8. A list of services and facilities were pulled together from a range of regional and national guidance and was consulted on in January 2007 with key stakeholders and the general public¹. Following this consultation and site visits, some changes were made to the methodology.

In relation to this project for SE Lincolnshire Dentists were reinstated as there are dentists present in two of the South Holland villages surveyed.

The Survey

A survey of the services and facilities was carried out in 2011 and the data was stored on Map Info GIS by use class, sui generis or vacant. Open space data was also recorded at the same time and is also stored on Map Info GIS. School travel zones and mobile library routes were found on the County Council web site. The following services and facilities were recorded in the survey.

Convenience services <ul style="list-style-type: none">• Post Office• Food/general store• Cashpoint• Bank/building society	Education and childcare facilities <ul style="list-style-type: none">• Primary school• Secondary school• Access to a secondary school via provided public transport• Childcare provision
Community and recreational facilities <ul style="list-style-type: none">• Public house• Place of worship• Community hall	Healthcare services <ul style="list-style-type: none">• GP• Dentist

¹ Boston Borough Councillors, Parish Councils and agents were consulted (166 letters were issued) and a press notice was issued to contact the public

<ul style="list-style-type: none"> • Library/ mobile library • Children's play area • Playing field • Police station • Fire station 	
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Distance from nearby service centres

Google provided distances by road between each settlement and the main service settlements of Boston, Peterborough, Skegness, Sleaford, Spalding and Wisbech. This shows which settlements benefit from having easier access to main service centres.

The Scoring System

The scoring system was also consulted upon in January 2007. Following comments received some changes were made to the scoring system. This was because of the need to allocate more of the scoring towards what a settlement provides by itself to ascertain individual settlement performance. Therefore the services and facilities section of this study will account for 50% of the scoring. The other sections on transport and employment will have an equal weighting of 25% each. This means that the actual provision of each settlement will equate to 75% of the scoring, including services and facilities and employment. The public transport section is important in showing how well connected a settlement is to surrounding areas and other service centres however it does not specifically relate to what tasks in daily life can and cannot be carried out in one settlement. The scores in this section range from 4 – 0 in the services and facilities and 8 – 0 in the distance from main service centres.

The Scores

Services and facilities scoring		
Convenience services	Post Office	4
	Food/general store	4
	Cashpoint	2
	Bank/building society	2
Education and childcare facilities	Primary school	4
	Secondary school	4
	Access to secondary school via provided public transport	3
	Childcare provision	4
Healthcare services	GP	4
	Dentist	2
Community & recreational facilities	Public house	2
	Place of worship	2
	Community hall	2
	Library	2
	Mobile library	1
	Children's play area	2
	Playing field	2
	Police station	1
	Fire station	1

Distance from nearest service centre (Boston, Peterborough, Skegness, Sleaford, Spalding, Wisbech)	0-2 miles	8
	2-4 miles	6
	4-6 miles	4
	6-8 miles	2
	8 + miles	0
<i>NB – Services and facilities marked in blue will only be awarded to those settlements who do not have a permanent facility. The glossary of what has been counted for the purposes of this survey can be found at the end of this section.</i>		

Reasons for weightings

Convenience services

The Post Office and food/general store have been weighted more heavily as they are services that are more essential to daily life. The banks/building societies and cash points are identified as playing an important role but with many banking facilities being incorporated into the Post Office they are not given as much weight.

Education and childcare facilities

The importance of locally provided education is highlighted in this section with both primary schools and secondary schools receiving higher scores. Due to the rural nature of South East Lincolnshire it is also important to acknowledge that many villages are well provided for in terms of transport provided for children to get to secondary school. The provision of transport for primary schools is not recognised here due to the issues with regard to the age and safety of primary school age children travelling by themselves. Childcare provision includes nursery and playschool groups and plays a very important role in South East Lincolnshire and is therefore given a high score.

Healthcare services

Easy access to a GP surgery is an important aspect of the provision of healthcare services; therefore the top score is awarded for this facility. A local dentist is convenient but not as important as a GP surgery.

Community and recreational facilities

The provision of these different services and facilities will be weighted very differently by people depending on their individual interests. Therefore a lower but equal score has been appointed to these facilities and services. The mobile library provision receives a lower score to differentiate it from a permanent library facility. With regard to the police station and fire station, because of wider provision, based in the built up areas, this receives a lower score.

The Results – Summary

Services and Facilities


Settlement	TOTAL	Settlement	TOTAL
Algarkirk	12	Leake Commonsides	7
Amber Hill	7	Leverton	21
Benington	20	Little Sutton	3
Bicker	26	Long Sutton	97
Butterwick	34	Lutton with Lutton Gowts	13
Cowbit	27	Moulton	38
Crowland	68	Moulton Chapel	40
Deeping St Nicholas	18	Moulton Seas End	14
Donington	57	Nene Terrace	3
Fishtoft	28	Old Leake	38
Fleet Church End	10	Pinchbeck	69
Fleet Hargate	16	Quadring	28
Fosdyke	13	Saracens Head with Holbeach Clough & Bank	16
Frampton	21	Shepeau Stow	8
Frampton West	13	Surfleet	50
Freiston	34	Surfleet Seas End	9
Gedney Black Lion	10	Sutterton	36
Gedney Church End	14	Sutton Bridge	44
Gedney Dawesmere	6	Sutton St Edmund	24
Gedney Drove End	16	Sutton St James	38
Gedney Dyke	20	Swineshead	54
Gedney Hill	24	Swineshead Bridge	7
Gosberton	50	Throckenholt	4
Gosberton Risegate and Clough	36	Tongue End	5
Haltoft End	12	Tydd Gote	22
Holbeach	119	Tydd St Mary	28
Holbeach Drove	12	West Pinchbeck & Northgate	24
Holbeach Hurn	14	Weston	38
Holbeach St John	10	Weston Hills	24
Holbeach St Marks	18	Whaplode	36
Holland Fen	9	Whaplode Drove	20
Hubberts Bridge	17	Whaplode St Catherines	18
Kirton	88	Wigtoft	14
Kirton End	8	Wrangle	31
Kirton Holme	10	Wrangle Common	11
Langrick Bridge	7	Wyberton	12

The Results – Full table

Services and Facilities

	Post Office	Food/General Store	Cashpoint	Bank/Building Society	Primary School	Secondary School	Access to Secondary School via provided school transport	Childcare provision	GP	Dentist	Public House	Place of worship	Community Hall	Library	Mobile Library	Childrens Play Area	Playing field	Police Station	Fire Station	Distance from nearest service centre	TOTAL	
Algarkirk							3					2	2		1	2				2	12	
Amber Hill							3									2					2	7
Benington		4					3				2		2		1	2	2				4	20
Bicker	4	4					3				4	4	2		1	2	2				0	26
Butterwick	4	8			4		3				2	2	2		1	2	2				4	34
Cowbit		4			4		3				2	2	2			2	4				4	27
Crowland		20	4		4	4			4	2	4	6		2		8	8	1	1		0	68
Deeping St Nicholas					4		3				2	2			1	2					4	18
Donington	4	16	2	2	4	4					6	4	4	2		4	4		1		0	57
Fishtoft					4		3				2	2	2		1	4	4				6	28
Fleet Church End					4		3					2			1						0	10
Fleet Hargate							3				4	2			1	4	2				0	16
Fosdyke							3				2	2	2			2	2				0	13
Frampton							3	4			2	2	2				2				6	21
Frampton West							3					2	2								6	13
Freiston	4	8					3				4	2	2		1	2	4				4	34
Gedney Black Lion							3				2		2		1	2					0	10
Gedney Church End					4		3					2			1	4					0	14
Gedney Dawesmere							3					2			1						0	6
Gedney Drove End					4		3				4		2		1	2					0	16
Gedney Dyke	4	4	2				3				2		2		1		2				0	20
Gedney Hill	4	4			4		3				2	2	2		1		2				0	24
Gosberton	4	12			8		3		4	2	2	6	2		1	2	2				2	50
Gosberton Risegate and Clough	4	4			4		3				6	6	2		1	2	2				2	36
Haltoft End							3				2				1						6	12
Holbeach	8	24	8	10	8	4		4	12		10	6	4			12	8	1			0	119
Holbeach Drove		4					3				2	2			1						0	12
Holbeach Hurn							3				2	2	2		1	2	2				0	14
Holbeach St John							3				2		2		1		2				0	10
Holbeach St Marks					4		3				2	2	2		1	2	2				0	18
Holland Fen							3					2	2								2	9
Hubberts Bridge							3				2		2				4				6	17
Kirton	4	28	2	2	4	4		4	4		6	6	4	2		8	4	1	1		4	88
Kirton End							3								1						4	8
Kirton Holme							3					2			1						4	10
Langrick Bridge							3														4	7
Leake Commonsides							3				2					2					0	7
Leverton		4					3				2	2	4		1	2			1		2	21
Little Sutton							3														0	3
Long Sutton	4	20	6	6	4	4		12	4		8	4	4	2		8	10		1		0	97
Lutton with Lutton Gowt							3				2	2	2			2	2				0	13

	Post Office	Food/General Store	Cashpoint	Bank/Building Society	Primary School	Secondary School	Access to Secondary School via provided school transport	Childcare provision	GP	Dentist	Public House	Place of worship	Community Hall	Library	Mobile Library	Childrens Play Area	Playing field	Police Station	Fire Station	Distance from nearest service centre	TOTAL
Moulton	4	8			4		3		4		2	4	2		1		2			4	38
Moulton Chapel	4	8			4		3				4	4	2		1	4	2			4	40
Moulton Seas End							3				2		2		1	2	2			2	14
Nene Terrace							3													0	3
Old Leake	4	4			4	4			4		4	2	2			2	8			0	38
Pinchbeck	4	20	2		4		3	4	4		4	4	2	2		6	4			6	69
Quadring	4	4			4		3				2	2	2		1	4	2			0	28
Saracens Head with Holbeach Clough & Bank					4		3				2		2		1	2	2			0	16
Shepeau Stow					4		3								1					0	8
Surfleet	4	8	2		4		3				6	2	4		1	6	6			4	50
Surfleet Seas End							3				2									4	9
Sutterton	4				4		3	4	4		4	4	2		1	2	2			2	36
Sutton Bridge	4	16			4		3		4		8	2	2		1					0	44
Sutton St Edmund							3					2	2		1	10	6			0	24
Sutton St James	4	12			4		3				2	4	2		1	2	4			0	38
Swineshead	4	12			4		3	8	4		2	4	4		1	2	4			2	54
Swineshead Bridge							3				2									2	7
Throckenholt							3								1					0	4
Tongue End							3													2	5
Tydd Gote		4					3				2	2	2		1	2	2			4	22
Tydd St Mary		4			4		3				2	2	2		1	4	4			2	28
West Pinchbeck & Northgate		4			4		3					2	2		1	2	2			4	24
Weston	4	4			4		3				2	2	2		1	6	4			6	38
Weston Hills					4		3	4			2	2	2		1					6	24
Whaplode	4	8			4		3				2	4	2		1	4				4	36
Whaplode Drove	4	4					3					2	2		1	2	2			0	20
Whaplode St Catherines	4						3				2		2		1	2	2			2	18
Wigtoft							3				2	2	2		1	2				2	14
Wrangle	4	4			4		3				2	4	2			2	6			0	31
Wrangle Common							3						2			2	4			0	11
Wyberton							3					2			1					6	12

Facility available in the settlement 

Services and Facilities Glossary

Following the initial round of consultation it was clear that a focused and definitive glossary was required to show what was recorded and counted through the surveys.

Service/facility	Definition for the purposes of this study
Post Office	Any Post Office listed on the branch locator section of the Post Office website – www.postoffice.co.uk and physically present in the settlement.
Food/general store	Any shop in which you can purchase essentials for daily life. This means the store must sell enough food items in order to make a meal. The food/general store must be located within the settlement.
Cashpoint	An external 24 hour accessible cashpoint where anyone with a cashpoint card can draw money from, located within the settlement.
Bank/building society	Any bank or building society providing normal banking facilities, such as depositing and withdrawing money, located within the settlement. This facility is distinct from a Post Office.
Primary school	Primary schools accepting children between the ages of four (Reception Class) and eleven (Year 6). This includes infant and junior schools where applicable. For the purposes of this study this definition only includes maintained schools.
Secondary school	A secondary school looks after the education of young people between the ages of 11 and 16. This includes Grammar, Comprehensive, Secondary Modern, Specialist and Bilateral schools as applicable. For the purposes of this study this definition only includes maintained schools.
Access to secondary school via provided transport	Where a settlement does not have a secondary school present but there is a bus service provided for children to use to attend a nearby secondary school, from bus stops present within the settlement.
Childcare provision	Day care providers (those childcare providers who care for children in a non-domestic situation) as stated by Ofsted. For the purposes of this study this includes pre-school playgroups (available to children aged between two and five years), nursery schools and classes (Provide early education for children aged between three and five years) and day nurseries (offer full care and education for children aged six weeks to five years). These day care providers must be located in the settlement.
GP	A surgery providing a GP service located within the settlement.

Dentist	A surgery providing a Dentist service located within the settlement.
Public house	An establishment licensed to sell alcohol located within a settlement, which opens for this purpose on a daily basis. For the purposes of this study, this does not include those buildings that have a premises license for special events but are not open on a daily basis, such as community halls or social clubs.
Place of worship	A specific meeting place for worship of any religion. This facility must be located within or close to the settlement.
Community hall	Any meeting place where the community can gather and meet and hold events. This may include village halls, community halls, youth centres, church halls, designated areas for dual use such as school halls and community centres. This facility must be located within or close to the settlement.
Library	A library listed with the Lincolnshire County Council library services section, in a permanent structure which is located within the settlement.
Mobile library	A mobile library which is listed as visiting a settlement by those who run it, Lincolnshire County Council library services section.
Children's play area	An area designated for children with installed play equipment aimed at young people. This must be located within the settlement.
Playing field	A designated large area of green open space for use by people of all ages for outdoor sporting or recreational activities. This must be located within the settlement.
Police station	A police station which is manned at least on a part time basis by Lincolnshire Police. This must be located within the settlement.
Fire station	A fire station which is manned at least on a retained fire service basis located within the settlement.

Public Transport Provision

Public Transport – Introduction

A key area of sustainability is the need for a place to be well connected to other places for employment, shopping and leisure purposes. Therefore the provision of public transport which is accessible to all is very important to enable all people to go about their daily lives in a more practical and sustainable way.

The Survey – Changes to the Methodology

When assessing the ability of people to get to and from the urban centres for employment purposes by 08.30am and after 17.30pm, Peterborough and Wisbech were added to Boston, Spalding, Sleaford and Skegness identified in the 2007/8 survey. Also Dial a ride was removed as it does not appear to operate.

The Survey

The aspects of this section regarding the number of buses stopping in the settlements, the number of days a week that public transport is provided and the ability of people to get to and from an urban centre for employment purposes by 08.30am and after 17.30pm were carried out through desk-based research. Information from Lincolnshire County Council web site was used to pull together all public transport provision serving the settlements assessed in this study. This part of the assessment does not include school or college transport as this is not provided all year round. Provision of public transport to secondary schools is assessed under Services and Facilities. The provision of Call Connect was also established from information provided by Lincolnshire County Council.

The assessment of households within 400m of a bus stop was carried out by using a Map Info GIS layer of bus stops, provided by Lincolnshire County Council. A 400m buffer was drawn around each bus stop and the residential address points within it calculated. 400m was chosen as it represents a ten minute walk and the furthest distance that any new development should be from a bus stop or train station. The number of households located within the development boundary of each settlement were also queried to enable a percentage figure to be calculated.

The Scoring System

Following comments received from the January 2007 consultation some changes were made to the scoring system. Public transport provision will represent 25% of the final score for each settlement to differentiate this from what is actually present in the settlement in terms of services and facilities.

The Scores

T1 – Number of buses and trains stopping in the settlement each week (excluding school and college transport)	Survey result	Score
	300+	7
	250-259	6
	200-249	5
	150-199	4
	100-149	3
	50-99	2
	1-49	1
	0	0
T2 – Ability of people to get to and from the urban centres of Boston, Peterborough, Spalding, Sleaford, Skegness and Wisbech for employment purposes by 08.30am and after 17.30pm	Yes	5
	No	0
T3 – Number of days that a bus or train service run per week	7	7
	6	6
	5	5
	4	4
	3	3
	2	2
	1	1
	0	0
T4 – Presence of Call Connect services in the settlement	Yes	3
	No	0
T5 – Percentage of households that are within 400m of a bus stop or train station (number of households within 400m of a bus stop compared with the number of households located within the settlement development boundary)	Good (90%+)	3
	Average (50% - 89%)	2
	Poor (1% - 49%)	1
	None (0%)	0

Reasons for weightings

T1 – Number of buses and trains stopping in the settlement each week (excluding school and college transport) – These brackets of numbers have been identified to help differentiate the level of service provision in each settlement. The original starting point was the fact that DEFRA identify a weekly provision of 186 buses or trains as being a good service for rural areas. However some settlements within S E Lincolnshire have a much higher level of provision than this and the scoring reflects this varying level of service provision.

T2 – Ability of people to get to and from the urban centres of Boston, Peterborough, Skegness, Sleaford, Spalding and Wisbech for employment purposes by 08.30am and after 17.30pm – The ability of people to be able to get to work and home again, with regard to standard working hours is important to those in the population who are employed, and essentially those who work these fixed standard hours. Therefore the scoring for this, although important is less than the maximum score for the level of provision identified in T1.

T3 – Number of days that a bus or train service run per week – The need to use public transport more often and on varying days for employment, retail and leisure purposes is important in providing good access to services and also to enable the population more choices on what and when they carry out tasks. Therefore 1 point is awarded for each day of the week that a service is operational. This helps to differentiate quite finely the differences in provision between settlements.

T4 – Presence of Call Connect services in the settlement – The ability of people who are less mobile or those who need more help to get around rely on these community based services is important. However these are for specific groups of people and do not cover the population as a whole. Therefore while recognising these are crucial services the score is not as high as the level of provision or the number of days that services run.

T5 – Percentage of households that are within 400m of a bus stop or train station (number of households within 400m of a bus stop compared with the number of households located within the settlement development boundary) – The results of this section were a little problematic in that some of the smaller settlements, had bus stops that served many more households within 400m than were actually present within the development boundary itself. This led to one of the settlements receiving 300% of households being within 400m of a bus stop. Therefore scoring takes this into account. With this being to do with accessibility of bus stops and train stations rather than the level of provision available a lower score was awarded to this section.

The Results – Summary

Public transport

Settlement	TOTAL	Settlement	TOTAL
Algarkirk	6	Leake Commonside	8
Amber Hill	6	Leverton	24
Benington	24	Little Sutton	20
Bicker	19	Long Sutton	20
Butterwick	23	Lutton with Lutton Gowts	6
Cowbit	20	Moulton	20
Crowland	21	Moulton Chapel	14
Deeping St Nicholas	13	Moulton Seas End	6
Donington	20	Nene Terrace	0
Fishtoft village	13	Old Leake	17
Fleet Church End	6	Pinchbeck	24
Fleet Hargate	20	Quadring	19
Fosdyke	7	Saracens Head with Holbeach Clough and Bank	6
Frampton	6	Shepeau Stow	5
Frampton West	10	Surfleet	19
Freiston	22	Surfleet Seas End	4
Gedney Black Lion	6	Sutterton	22
Gedney Church End	20	Sutton Bridge	25
Gedney Dawesmere	6	Sutton St Edmund	9
Gedney Drove End	6	Sutton St James	6
Gedney Dyke	6	Swineshead	19
Gedney Hill	14	Swineshead Bridge	13
Gosberton	19	Throckenholt	13
Gosberton Risegate and Clough	6	Tongue End	5
Haltoft End	24	Tydd Gote	19
Holbeach	20	Tydd St Mary	19
Holbeach Drove	14	West Pinchbeck and Northgate	5
Holbeach Hurn	6	Weston	20
Holbeach St John	5	Weston Hills	14
Holbeach St Marks	6	Whaplode	20
Holland Fen	6	Whaplode Drove	8
Hubberts Bridge	14	Whaplode St Catherines	6
Kirton	25	Wigtoft	6
Kirton End	13	Wrangle	24
Kirton Holme	14	Wrangle Common	8
Langrick Bridge	6	Wyberton village	6

Results – Full Table

Public Transport

Settlement	Number of buses and trains stopping in the settlement each week (excluding school and college transport)	Ability of people to get to the urban centres of Boston, Kings Lynn, Peterborough, Skegness, Sleaford, Spalding and Wisbech for employment purposes by 08.30am	Ability of people to get home from the urban centres of Boston, Kings Lynn, Peterborough, Skegness, Sleaford, Spalding and Wisbech after employment from 17.30pm onwards	Number of days that bus and train services run per week	Presence of call-connect services in the settlement	Number of Households (Addpoints) within 400m of a bus stop or train station	Number of Households (Addpoints) within the development boundary of the settlement	Percentage of households that are within 400m of a bus stop or train station
Algarkirk	0	No	No	0	Yes	44	39	113%
Amber Hill	0	No	No	0	Yes	35	33	106%
Benington	272	Yes	Yes	7	Yes	116	125	93%
Bicker	87	Yes	Yes	6	Yes	326	272	120%
Butterwick	228	Yes	Yes	7	Yes	519	534	97%
Cowbit	123	Yes	Yes	7	Yes	358	458	78%
Crowland	148	Yes	Yes	7	Yes	1645	1664	99%
Deeping St Nicholas	30	No	No	6	Yes	464	467	99%
Donington	110	Yes	Yes	6	Yes	976	974	100%
Fishtoft village	54	No	No	6	Yes	296	336	88%
Fleet Church End	0	No	No	0	Yes	41	36	114%
Fleet Hargate	331	No	Yes	7	Yes	415	392	106%
Fosdyke	16	No	No	0	Yes	152	154	99%
Frampton	0	No	No	0	Yes	19	21	90%
Frampton West	10	Yes	No	5	Yes	16	56	29%
Freiston	234	Yes	Yes	6	Yes	156	146	107%
Gedney Black Lion End	331	No	Yes	7	Yes	121	124	98%
Gedney Church End		No	Yes		Yes	166	160	104%
Gedney Dawesmere	0	No	No	0	Yes	23	23	100%
Gedney Drove End	0	No	No	0	Yes	170	185	92%
Gedney Dyke	0	No	No	0	Yes	152	150	101%
Gedney Hill	50	No	Yes	6	Yes	180	191	94%
Gosberton	88	Yes	Yes	6	Yes	634	645	98%
Gosberton Risegate and Clough	0	No	No	0	Yes	281	277	101%
Haltoft End	272	Yes	Yes	7	Yes	106	91	116%
Holbeach	331	No	Yes	7	Yes	3851	3815	101%
Holbeach Drove	72	No	Yes	6	Yes	94	78	121%
Holbeach Hurn	0	No	No	0	Yes	85	68	125%
Holbeach St John	0	No	No	0	Yes	107	120	89%
Holbeach St Marks	0	No	No	0	Yes	147	152	97%
Holland Fen	0	No	No	0	Yes	35	33	106%
Hubberts Bridge	87	Yes	No	6	Yes	60	60	100%
Kirton	334	Yes	Yes	7	Yes	2033	1964	104%
Kirton End	15	Yes	No	6	Yes	113	102	111%
Kirton Holme	91	Yes	Yes	1	Yes	46	26	177%
Langrick Bridge	0	No	No	0	Yes	18	11	164%

Leake Commonsides	2	No	No	1	Yes	160	150	107%
Leverton	272	Yes	Yes	7	Yes	167	162	103%
Little Sutton	374	No	Yes	7	Yes	34	34	100%
Long Sutton	374	No	Yes	7	Yes	2282	2335	98%
Lutton with gowts	0	No	No	0	Yes	256	261	98%
Moulton	312	No	Yes	7	Yes	614	594	103%
Moulton Chapel	66	No	No	6	Yes	245	252	97%
Moulton Seas End	0	No	No	0	Yes	262	241	109%
Nene Terrace	0	No	No	0	No	0	34	0%
Old Leake	260	No	Yes	6	Yes	344	404	85%
Pinchbeck	302	Yes	Yes	6	Yes	1569	1561	101%
Quadring	92	Yes	Yes	6	Yes	355	347	102%
Saracens Head with Holbeach Clough and Bank	0	No	No	0	Yes	335	362	93%
Shepeau Stow	0	No	No	0	Yes	40	65	62%
Surfleet	92	Yes	Yes	6	Yes	332	276	120%
Surfleet Seas End	0	No	No	0	Yes	52	109	48%
Sutterton	219	Yes	Yes	6	Yes	553	538	103%
Sutton Bridge	383	Yes	Yes	7	Yes	1599	1655	97%
Sutton St Edmund	8	No	No	2	Yes	92	96	96%
Sutton St James	0	No	No	0	Yes	325	313	104%
Swineshead	80	Yes	Yes	6	Yes	997	951	105%
Swineshead Bridge	28	Yes	No	6	Yes	37	11	336%
Throckenholt	8	No	No	6	Yes	53	55	96%
Tongue End	0	No	No	0	Yes	42	69	61%
Tydd Gote	60	Yes	Yes	6	Yes	130	122	107%
Tydd St Mary	60	Yes	Yes	6	Yes	287	281	102%
West Pinchbeck and Northgate	0	No	No	0	Yes	279	325	86%
Weston	312	No	Yes	7	Yes	342	357	96%
Weston Hills	60	No	Yes	6	Yes	319	300	106%
Whaplode	312	No	Yes	7	Yes	558	553	101%
Whaplode Drove	60	No	Yes		Yes	162	179	91%
Whaplode St Catherines	0	No	No	0	Yes	100	95	105%
Wigtoft	0	No	No	0	Yes	95	96	99%
Wrangle	272	Yes	Yes	7	Yes	355	336	106%
Wrangle Common	2	No	No	1	Yes	53	40	133%
Wyberton village	0	No	No	0	Yes	84	73	115%

Employment

Defining the settlements for the purposes of assessing employment

For the purposes of this establishing the number of people who live and work within two Km of their settlement of residence, the settlements have been defined using census output areas. They provide the only consistent way of getting settlement level data. The output areas cover approximately 150 households each which mean they are useful for looking at individual places. Where a settlement is covered by more than one output area, the results are aggregated to give the clearest statistics about each village. Two particular issues still remain with this method, which need to be recognised as limiting factors. These are:

- The output areas do not always match the development boundaries of settlements exactly.
- There are 4 output areas considered in this study which include two separate settlements within their boundaries. Therefore census data on Frampton and Frampton West, Gedney Church End and Gedney Black Lion, Hubberts Bridge and Kirton Holme , Surfleet and Surfleet Seas End, will be limited by this.

Although this is not ideal, with there being no other realistic way of collecting and collating this data, these limitations have to be accepted.

To provide a description of employment provision in the district's settlements

Employment – Introduction

Employment provision is vital to enable people to live and work within a settlement and therefore this factor contributes to more sustainable communities. This section of the study looks at how well provided settlements are in terms of employment opportunities and includes statistical information on how many people work within two Km of their settlement of residence, based on the 2001 census, as the 2011 census data is not yet available. These two aspects are scored in this section and the total scores are fed into a total in the final conclusion along with the other scores from Services and Facilities, and Transport.

The Job Provision Survey and self-containment data – Changes to Methodology

This section of the survey does not follow the initial methodology that was consulted on in January 2007. Originally data was collected on how many people lived and worked within each settlement but it was not apparent how this data was collected as it did not accord with any provided by the 2001 census. Therefore, the analysis was amended so that the total number of persons in each settlement who had a job was compared with the number of them who worked within two Km from home. This data was available from the 2001 census.

In addition since the original survey was undertaken a GIS layer has been created that shows the location of businesses and classifies them by use class. A 2nd edition of the Employment Density's Guide 2010 has been issued, which is intended to help, amongst others, local authorities, estimate employment generated by property development based on 'employment density' ratios. Also DEFRA have published figures on the amount of agricultural employment there is in Boston Borough and South Holland District. This data was used to establish how many jobs there were within two Km of the settlement and how many people worked within two Km of their home.

Job Provision within two Km of each Settlement

The GIS was used to calculate how many square metres of each use class existed within two Km of each settlement boundary. The appropriate employment ratio was applied. The DEFRA agricultural employment total figures for Boston Borough or South Holland District were also apportioned for each two Km area.

Self-Containment data

The Census 2001 was used to find how many people work within two Km of their settlement of residence, and this was compared to how many people in total have a job and live in the settlement. This enabled an assessment of each settlement to see how many people lived and worked within the same area. A percentage was then calculated showing a comparison of the total number of people within the settlement who work and the number of those people who work within two Km of that settlement. There were limitations to this with four pairs of settlements being based within the same output area. As this could not be separated out in an accurate way these settlements were treated the same and each pair of settlements received the same score based on the totals for their particular output area. In addition the two Km buffers around each settlement overlap and so there is some double counting in the figures.

The Scoring System

A scoring system was consulted upon in January 2007. However, the thresholds have been amended to take account of a larger ratio spread of jobs to number of economically active people. The score could not be amended as a maximum total of 25 is required for the two aspects so that employment represents 25% of the total. This does have the impact of reducing the differences between settlements. The self containment scoring is unchanged. The following scoring systems have been used in this section:

Provision of Jobs Scoring		Self-containment Scoring	
Ratio of jobs to number of economically active people	Score	Percentage of people living and working in the same settlement	Score
0 - 0.99	0	0	0
1.0 - 2.99	5	1 - 10%	1
3.00 - 4.99	10	11 - 20%	2
5.00 - 6.99	15	21 - 30%	3
7.00 <	20	31 - 40%	4
		41 - 50%	5

Reasons for scoring

The more opportunities there are for people to live and work in the same settlement the more sustainable it is in terms of employment, therefore the scoring for this section is weighted more heavily. This helps to reflect the need for opportunities for people to find employment close to where they live. The self-containment of people, in terms of living and working in the same settlement is an important factor, but due to the data being retrospective (based on Census 2001) compared with the up to date information of the provision of jobs it is felt that this section should equate to 5% of the overall score.

Job Provision Survey Results and Scores

Settlement	Jobs per 2Km Buffer			Number of economically active people (Census 2001)	Ratio	Employment Score	Self Containment Score	Total Employment Score
	Use Class	Agriculture	Total					
Algarkirk	419	69	488	53	9.21	20	2	22
Amber Hill	14	71	85	133	0.64	0	3	3
Benington	708	84	792	261	3.03	10	4	14
Bicker	1022	92	1114	283	3.94	10	4	14
Butterwick	1014	92	1106	624	1.77	5	3	8
Cowbit	83	78	161	364	0.44	0	2	2
Crowland	1066	93	1159	1820	0.64	0	3	3
Deeping St Nicholas	158	79	237	509	0.47	0	2	2
Donington Village	1137	85	1222	991	1.23	5	3	8
Fishtoft	3161	90	3251	350	9.29	20	3	23
Fleet Church End	699	57	757	126	6.00	15	3	18
Fleet Hargate	1006	65	1071	616	1.74	5	4	9
Fosdyke	94	85	179	236	0.76	0	2	2
Frampton	626	78	705	208	3.39	10	3	13
Frampton West	1014	82	1096	208	5.27	15	3	18
Frieston	790	81	871	354	2.46	5	4	9
Gedney Black Lion	482	60	542	449	1.21	5	3	8
Gedney Church End	656	65	721	449	1.61	5	3	8
Gedney Dawsmere	31	55	87	313	0.28	0	3	3
Gedney Drove End	36	69	105	313	0.33	0	3	3
Gedney Dyke	198	65	262	293	0.90	0	3	3
Gedney Hill	136	71	207	293	0.71	0	3	3
Gosberton	483	83	566	745	0.76	0	3	3
Gosberton Risegate and Clough	284	102	385	458	0.84	0	3	3
Haltoft End	905	74	979	153	6.40	15	4	19
Holbeach	3173	123	3296	2911	1.13	5	4	9
Holbeach Drove	192	58	250	317	0.79	0	4	4
Holbeach Hurn	4371	60	4431	191	23.20	20	4	24

Holbeach St Johns	35	62	98	333	0.29	0	3	3
Holbeach St Marks	741	62	802	160	5.01	15	2	17
Holland Fen	6	75	81	136	0.60	0	2	2
Hubbert's Bridge	441	79	520	209	2.49	5	3	8
Kirton	995	125	1121	1507	0.74	0	3	3
Kirton End	712	81	793	188	4.22	10	3	13
Kirton Holme	393	70	463	209	2.22	5	3	8
Langrick Bridge	12	65	78	162	0.48	0	4	4
Leake Commonsides	864	82	946	191	4.95	10	3	13
Leverton	333	81	414	324	1.28	5	3	8
Little Sutton	2441	68	2508	57	44.01	20	2	22
Long Sutton	2749	108	2857	1856	1.54	5	4	9
Lutton with Lutton Gowts	1093	72	1165	299	3.90	10	3	13
Moulton	1352	81	1433	571	2.51	5	3	8
Moulton Chapel	82	69	150	392	0.38	0	3	3
Moulton Seas End	92	64	156	399	0.39	0	2	2
Nene Terrace	48	54	102	203	0.50	0	3	3
Old Leake	1305	91	1396	350	3.99	10	4	14
Pinchbeck	11785	121	11905	1944	6.12	15	4	19
Quadrang	505	75	580	352	1.65	5	3	8
Saracen's Head With Holbeach Clough & Bank	936	100	1036	456	2.27	5	3	8
Shepeau Stow	82	67	149	143	1.04	5	2	7
Surfleet	436	82	519	399	1.30	5	3	8
Surfleet Seas End	197	74	271	399	0.68	0	3	3
Sutterton	467	101	568	362	1.57	5	3	8
Sutton Bridge	4101	128	4228	1480	2.86	5	4	9
Sutton St Edmund	21	65	86	283	0.30	0	3	3
Sutton St James	116	77	193	322	0.60	0	4	4
Swineshead	981	121	1102	856	1.29	5	3	8
Swineshead Bridge	457	78	534	139	3.84	10	4	14
Throckenholt	70	78	148	283	0.52	0	3	3
Tongue End	0	80	80	164	0.48	0	3	3
Tydd Gote	70	59	129	134	0.96	0	2	2
Tydd Gote Fenland District	70	49	119	134	0.89	0	2	2
Tydd St Mary	70	73	143	377	0.38	0	2	2
West Pinchbeck & Northgate	108	90	198	751	0.26	0	3	3
Weston	840	69	910	387	2.35	5	3	8
Weston Hills	942	92	1034	352	2.94	5	2	7
Whaplode	1005	77	1082	641	1.69	5	3	8
Whaplode Drove	89	72	161	253	0.64	0	3	3
Whaplode St Catherine	35	60	95	141	0.67	0	2	2
Wigtoft	182	80	262	219	1.20	5	3	8
Wrangle	2084	101	2185	324	6.74	15	4	19
Wrangle Common	824	79	904	112	8.07	20	4	24
Wyberton	4590	78	4668	172	27.14	20	4	24

Self-containment results and scores

Number of people living and working within two Km of their settlement of residence (based on output areas that make up the settlements (Using Census data UV35))					
Settlement	Self Containment (%)	Score	Settlement	Self Containment (%)	Score
Algarkirk	20.8	2	Leake Commonside	28.8	3
Cowbit	20.1	2	Leverton	30.6	3
Deeping St Nicholas	20.8	2	Lutton	21.1	3
Fosdyke	18.6	2	Moulton	24.0	3
Holbeach Bank	17.0	2	Moulton Chapel	24.7	3
Holbeach Clough	18.3	2	Nene Terrace	28.1	3
Holbeach St Marks	17.5	2	Quadrang	24.7	3
Holland Fen	19.9	2	Saracens Head	27.1	3
Little Sutton	15.8	2	Surfleet & Surfleet Seas End	22.3	3
Moulton Seas End	20.3	2	Sutterton	28.5	3
Shepeau Stow	19.6	2	Sutton St Edmund	26.9	3
Tydd St Mary	17.2	2	Swineshead	21.7	3
Tydd Gote	15.7	2	Tongue End	25.6	3
Weston Hills	20.5	2	Weston	24.3	3
Whaplode St Catherines	13.5	2	Whaplode	24.2	3
Amber Hill	23.3	3	Whaplode Drove	30.0	3
Butterwick	23.6	3	Benington	33.0	4
Crowland	23.8	3	Bicker	32.9	4
Donington	30.5	3	Fleet Hargate	32.5	4
Fishtoft	26.3	3	Freiston	33.1	4
Fleet Church End	28.6	3	Haltoft End	31.4	4
Frampton & Frampton West	26.9	3	Holbeach	34.7	4
Gedney Church End & Black Lion	24.7	3	Holbeach Hurn	37.7	4
Gedney Dawesmere	26.2	3	Holbeach St Matthew	36.4	4
Gedney Drove End	26.2	3	Langrick Bridge	32.7	4
Gedney Dyke	27.0	3	Long Sutton	32.2	4
Gedney Hill	27.0	3	Old Leake	32.0	4
Gosberton	27.7	3	Pinchbeck	32.6	4
Gosberton Risegate and Clough	24.2	3	Sutton Bridge	34.6	4
Holbeach St John	23.1	3	Sutton St James	31.1	4
Hop Pole	23.0	3	Swineshead Bridge	33.8	4
Hubberts Bridge & Kirton Holme	30.6	3	Wrangle Common	36.6	4
Kirton End	27.7	3	Wrangle	36.7	4
Kirton	28.7	3	Wyberton	34.9	4

Total Scores in order of score (Decending) and Conclusions

The following table adds the three scores together and orders the settlements in order of score. For information the current hierarchy's in the Boston and South Holland Local Plans is given.

Settlement	Services and facilities	Public Transport Provision	Employment	Total Score	SHDC Hierarchy Policy SG2 2006 LP	Boston Hierarchy Policy H1 1999 LP
Holbeach	119	20	9	148	Area	
Long Sutton	97	20	9	126	Area	
Kirton	88	25	3	116		Larger
Pinchbeck	69	24	19	112	Group	
Crowland	68	21	3	92	Area	
Donington Village	57	20	8	85	Area	
Swineshead	54	19	8	81		Larger
Sutton Bridge	44	25	9	78	Area	
Surfleet	50	19	8	77	Other	
Wrangle	31	24	19	74		Larger
Gosberton	50	19	3	72	Group	
Old Leake	38	17	14	69		Larger
Moulton	38	20	8	66	Group	
Sutterton	36	22	8	66		Larger
Weston	38	20	8	66	Group	
Butterwick	34	23	8	65		Larger
Frieston	34	22	9	65		
Fishtoft	28	13	23	64		Medium
Whaplode	36	20	8	64	Group	
Bicker	26	19	14	59		Medium
Benington	20	24	14	58		
Moulton Chapel	40	14	3	57	Group	
Haltoft End	12	24	19	55		
Quadring	28	19	8	55	Other	
Leverton	21	24	8	53		
Cowbit	27	20	2	49	Group	
Tydd St Mary	28	19	2	49	Other	
Sutton St James	38	6	4	48	Group	
Fleet Hargate	16	20	9	45	Group	
Gosberton Risegate and Clough	36	6	3	45	Other	
Little Sutton	3	20	22	45	Other	
Weston Hills	24	14	7	45	Other	
Holbeach Hurn	14	6	24	44	Other	
Tydd Gote	22	19	2	43	Other	
Wrangle Common	11	8	24	43		
Gedney Church End	14	20	8	42	Other	
Wyberton	12	6	24	42		
Frampton West	13	10	18	41		
Gedney Hill	24	14	3	41	Group	
Holbeach St Marks	18	6	17	41	Other	
Algarkirk	12	6	22	40		
Frampton	21	6	13	40		

Hubbert's Bridge	17	14	8	39		
Sutton St Edmund	24	9	3	36	Other	
Fleet Church End	10	6	18	34	Other	
Kirton End	8	13	13	34		
Swineshead Bridge	7	13	14	34		
Deeping St Nicholas	18	13	2	33	Group	
Kirton Holme	10	14	8	32		
Lutton with Lutton Gowts	13	6	13	32	Other	
West Pinchbeck & Northgate	24	5	3	32	Other	
Whaplode Drove	20	8	3	31	Other	
Holbeach Drove	12	14	4	30	Other	
Saracen's Head With Holbeach Clough & Bank	16	6	8	30	Other	
Gedney Dyke	20	6	3	29	Other	
Leake Commonside	7	8	13	28		Medium
Wigtoft	14	6	8	28		
Whaplode St Catherine	18	6	2	26	Other	
Gedney Drove End	16	6	3	25	Other	
Gedney Black Lion	10	6	8	24	Other	
Fosdyke	13	7	2	22		
Moulton Seas End	14	6	2	22	Other	
Shepeau Stow	8	5	7	20	Other	
Throckenholt	4	13	3	20	Other	
Holbeach St Johns	10	5	3	18	Other	
Holland Fen	9	6	2	17		
Langrick Bridge	7	6	4	17		
Amber Hill	7	6	3	16		
Surfleet Seas End	9	4	3	16	Other	
Gedney Dawsmere	6	6	3	15	Other	
Tongue End	5	5	3	13	Other	
Nene Terrace	3	0	3	6	Other	

The analysis has listed Boston BC settlements in the hierarchy they appear in the Boston BC Local Plan 1999. Leake Commonside is well down the list but is a small village with few facilities.

The South Holland settlements have not followed the hierarchy of the South Holland DC Local Plan 2006. Pinchbeck has risen into the 'Area' settlements band, Surfleet has risen into the 'Group' settlements band, as have, to a lesser extent, Quadring and Tydd St Mary. Conversely Gedney Hill and Deeping St Nicholas have fallen into the 'Other' settlements band.