



SPALDING WESTERN RELIEF ROAD

PHASE 2

Public Consultation Report
November 2011

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1. Executive Summary

1.1 Overview of the Spalding Western Relief Road public consultation

- 1.1.1 The overall response from the public, stakeholders and businesses for Phase 2 of the Spalding Western Relief Road has been varied for both options. This report will outline the results and comments from the consultation.
- 1.1.2 The consultation events in Spalding offered the opportunity for a detailed discussion, questions and concerns to be raised regarding the scheme. The exhibitions in Pinchbeck and Deeping St Nicholas were less well attended, which is to be expected as they are smaller, more rural areas with fewer residents.
- 1.1.3 During the eight week consultation period over 360 questionnaire returns, letters and emails regarding the proposals were received.
- 1.1.4 The consultation was undertaken at an early stage in the design and planning process to ensure that the views from residents, businesses and stakeholders can be considered and, where appropriate, incorporated within subsequent design work.
- 1.1.5 The level of attendance at the exhibitions and the number of questionnaires and letters returned was quite low. However, from those who took part in the process, a number of key themes and concerns were identified. Neither option gained an overwhelmingly strong level of support, although Option A gained more support and less opposition.
- 1.1.6 The main reasons for opposition to the proposals were: visual or noise impact of the road; that the scheme would not relieve traffic congestion; and the loss of allotments and farm land.
- 1.1.7 A second report entitled 'Spalding Western Relief Road Phase 2: Response and Actions Arising from the Public Consultation' has been prepared to respond to the consultation and identify the ways in which the scheme can be amended to address concerns.

2. Introduction

2.1 Purpose of this report

- 2.1.1 This report provides a background to the Spalding Western Relief Road Phase 2 scheme, and an overview of the consultation strategy for the scheme.
- 2.1.2 The report also describes the results from the questionnaires and correspondence received from members of the public and stakeholders, and conclusions that can be drawn from the consultation process.

2.2 Background to the scheme

- 2.2.1 The 2006 South Holland District Council (SHDC) Local Plan identifies an aspiration for a western relief road in Spalding. This document highlights that due to the historic development of the road network in Spalding there is no 'satisfactory link between the A151 Bourne Road and B1172 (formerly the A16) on the western side of the town'.
- 2.2.2 The recent 3rd 2011/2012 Lincolnshire Local Transport Plan also promotes the need for a western relief road in Spalding. This was carried forward from the 2nd Lincolnshire Local Transport Plan. Additionally the western relief road is highlighted in the SHDC Supplementary Planning Document regarding the Holland Park Development Brief.

2.3 Scheme description

- 2.3.1 Phase 1 of the Spalding Western Relief Road will be delivered as part of the Holland Park development which includes 2250 houses and associated community facilities. Phase 1 will include a bridge over the railway line and a junction with the B1172 Spalding Common. Holland Park will also link to Broadway via a low speed route designed to discourage through traffic.
- 2.3.2 As a result of the road to be delivered as part of Phase 1 of the Spalding Western Relief Road and the planned increase in railway level crossing down-time, Lincolnshire County Council, in conjunction with South Holland District Council, began developing options for Phase 2 of the western relief road.
- 2.3.3 Both routes for Phase 2 link the proposed roundabout at the northern end of Phase 1, to the A151 Bourne Road. At the southern end of Phase 2, the location where the route joins Phase 1 will tie in to a new roundabout. Towards the northern end at Bourne Road only one location exists where the relief road can gain access to Bourne Road without demolishing residential properties. With the northern and southern ends of the relief road fixed, two route options were developed which pass either side of the residential and commercial properties on the south side of Horseshoe Road.
- 2.3.4 Phase 2 is designed to improve west to south links around Spalding. Currently there are weak west to south links that require vehicles to drive into the centre of Spalding and through existing residential areas.

- 2.3.5 In addition, Spalding is bisected on an approximately east-west divide by the Peterborough to Sleaford railway line, resulting in six level crossings within the town and immediate area. Phase 2, in combination with Phase 1, will help to deal with the expected increase in level crossing barrier down-time which will result from the diversion of rail freight traffic from the East Coast Main Line onto the Joint Line from Peterborough to Doncaster via Spalding.
- 2.3.6 Moreover Spalding is expected to experience future traffic growth in line with the rest of the UK, and the relief road will help deal with this.
- 2.3.7 Overall, the road will also deliver the following benefits: help to reduce the environmental impact of travel as some road traffic will be diverted away from the residential and shopping areas; reducing the number of people affected by traffic noise and air pollution; benefit non motorised users as the removal of traffic from the centre of Spalding will make it easier for those who wish to travel by bike and on foot, resulting in wider health benefits; improve the reliability of public transport services as minimising delays to traffic will make bus services more reliable and journey times more predictable; and finally the road will support population growth as it will provide an infrastructure that will help to minimise the impact of population growth.

3. Consultation Strategy

3.1 Consultation Aims and Objectives

- 3.1.1 The aim of the consultation was to gain views and opinions from members of the public, businesses and stakeholders on the two proposed routes, options 2A and 2B of the Spalding Western Relief Road. The aim was to gauge the level of public support and to help identify a preferred route to take forward to a planning application in 2012.
- 3.1.2 The consultation was undertaken at an early stage of the design. This enables the concerns from residents, businesses and other stakeholders to be considered and the proposals to be modified, where appropriate, to address these concerns.

3.2 Consultation Methodology

- 3.2.1 For the Spalding Western Relief Road Phase 2, a steering group has been set up between Lincolnshire County Council (LCC) and South Holland District Council (SHDC) to progress the routes. In November 2010 the group identified that the two proposed routes for Phase 2 of the Spalding Western Relief Road should be taken to public consultation in July 2011.
- 3.2.2 Ahead of the consultation in July 2011, affected landowners were invited to meet officers from Lincolnshire County Council to alert them to the proposals, discuss the proposed routes and to understand their specific issues. This meeting was held to ensure that they were informed well ahead of the public consultation.
- 3.2.3 All District Councillors and local County Councillors were invited to a preview of the consultation material at South Holland District Council offices. They were also invited to the consultation events.
- 3.2.4 As part of the consultation, a leaflet, questionnaire and pre-paid envelope was sent to the following groups of people, inviting them to attend the consultation and return the questionnaire to us:
- Local residents - over 1,300 residential addresses within postcode areas in the vicinity of the proposed relief road;
 - Local businesses – over 900 local businesses in and around the town of Spalding;
 - Stakeholders – over 120 statutory and non statutory stakeholders.
- 3.2.5 In addition to issuing leaflets and questionnaires to the above, a two page advertorial with background information to the scheme and a questionnaire was printed in the Lincolnshire Free Press on Tuesday 28th June (circulation to 16,000 households across the County) and the Spalding Guardian on Thursday 30th June (circulated to 13,800 households within and around Spalding). See Appendix A – Figure A.10 for a copy of the advertorial.
- 3.2.6 Through the LCC communications team, a press release was issued to the Spalding Guardian, Lincolnshire Free Press and Lincolnshire Echo with an overview of the consultation, inviting people to attend the consultation and fill out a questionnaire online. See Appendix A – Figure A.11 for a copy of the press release.

3.2.7 The consultation boards, leaflet and an online questionnaire were put onto the Lincolnshire County Council website for members of public to view at www.lincolnshire.gov.uk/swrr. The website went live during the week of the public consultation, and people were able to view consultation material and fill out an online questionnaire until the closing date of Friday 26th August 2011.

3.2.8 The availability of the consultation boards and leaflet online enabled the public and stakeholders to study the consultation material. The website also had the telephone, postal and email links to the Spalding Western Relief Road team. The consultation material can still be viewed on the website.

3.3 Public consultation events: Spalding, Deeping St Nicholas and Pinchbeck

3.3.1 Four public consultation events across Spalding, Deeping St Nicholas and Pinchbeck were held. Different times and locations were chosen to make the exhibition accessible to a wide range of people.

3.3.2 The first and second consultation events were held at the Red Lion Quarter in Spalding on Friday 1st July from 15:00 to 19:30 and Saturday 2nd July from 10:00 to 16:30.

3.3.3 The third consultation event was held in the Baptist Church Hall in Pinchbeck on Monday 4th July from 15:30 to 19:30.

3.3.4 The fourth consultation event was held in the village hall in Deeping St Nicholas on Tuesday 5th July from 15:30 to 19:30.

3.3.5 At each consultation seven consultation boards were presented (an eighth board displayed a second copy of the plan). Leaflets, questionnaires and freepost envelopes were also made available. The list of boards and their content is listed in Table 3-A below. See Appendix A.1 to A.7 for a copy of the consultation boards.

Board name	Content	Size
Board 1	Introduction	A1
Board 2	The need for Spalding Western Relief Road	A1
Board 3	The need for Spalding Western Relief Road	A1
Board 4	Overview of the scheme	A1
Board 5	Environmental and traffic impact assessment	A1
Board 6	Benefits of the Spalding Western Relief Road	A1
Board 7	What happens next?	A1

Table 3-A Spalding Western Relief Road Phase 2: Exhibition board content

3.3.6 At the consultations staff from Lincolnshire County Council and South Holland District Council were on hand to talk to members of the public about the scheme, and to answer any queries relating to specific issues.

3.3.7 A comments book was available at the exhibitions to provide an opportunity for consultees to record a more detailed and broader range of comments than the specific areas covered by the consultation boards allowed.

4 Consultation Responses

4.1 Consultation and stakeholder responses overview

4.1.1 The table below summarises the number of people contacted during the consultation process:

Group	Number contacted
Residents	Leaflet and questionnaire – 1341
Stakeholders – including businesses, local organisations and hard to reach groups	Leaflet and questionnaire – 1080
Total	2421

Table 4-A Stakeholders contacted

4.2 Public Exhibitions

4.2.1 The exhibitions at the Red Lion Quarter had a higher attendance than the other venues. The table below provides details of the number of people that attended each exhibition:

Date	Location	Number of attendees
Friday 1 st July 2011	Red Lion Quarter, Spalding	60
Saturday 2 nd July 2011	Red Lion Quarter, Spalding	109
Monday 4 th July 2011	Baptist Church Hall, Pinchbeck	38
Tuesday 5 th July 2011	Village Hall, Deeping St Nicholas	20
	Total number of attendees	227

Table 4-B Exhibition attendance figures

4.2.2 The exhibitions gave members of the public and stakeholders the opportunity to absorb the detailed information and routes for Phase 2 of the relief road, and to ask members of the team any questions, concerns and comments they had about the proposals.

4.3 Questionnaires

4.3.1 366 questionnaire returns were received and the results of these are included in the analysis below. The responses have been collated from the questionnaires received via the freepost return envelope and online. The questionnaire data has been analysed, along with the comments received in the 'comments box'.

4.3.2 The questionnaire responses are analysed below with bar charts to show the results of the questions asked.

4.4 Consultation questionnaire responses

4.4.1 The following charts display the questionnaire results in response to Option 2A.

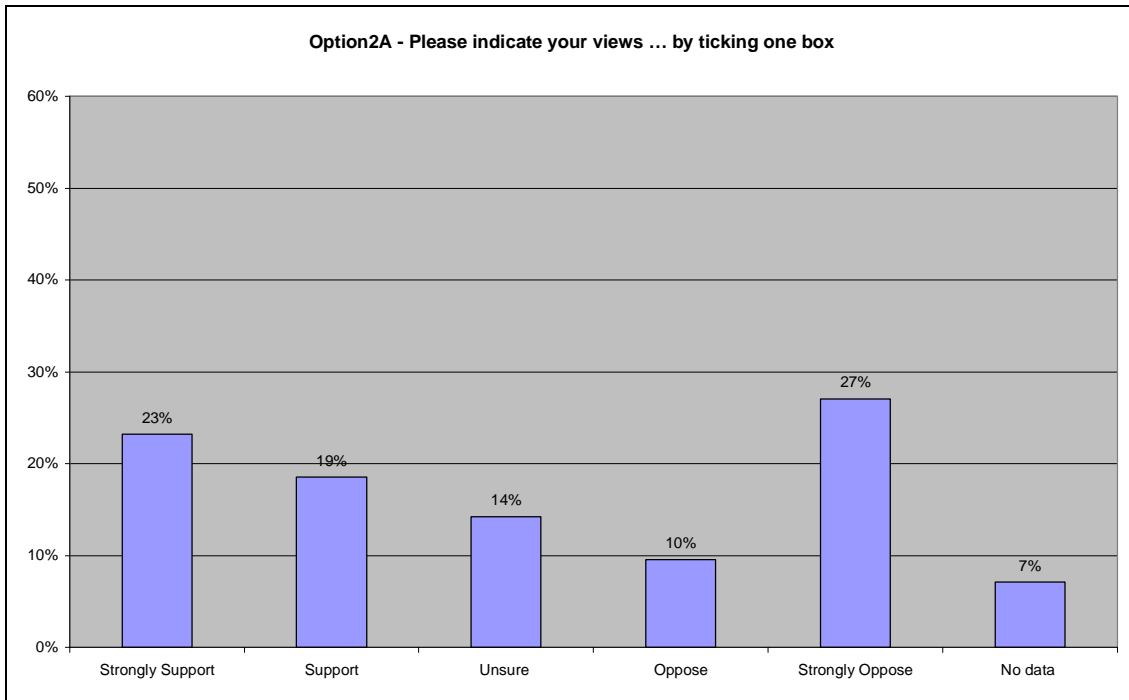


Table 4-C Question 1, Response in relation to Option 2A

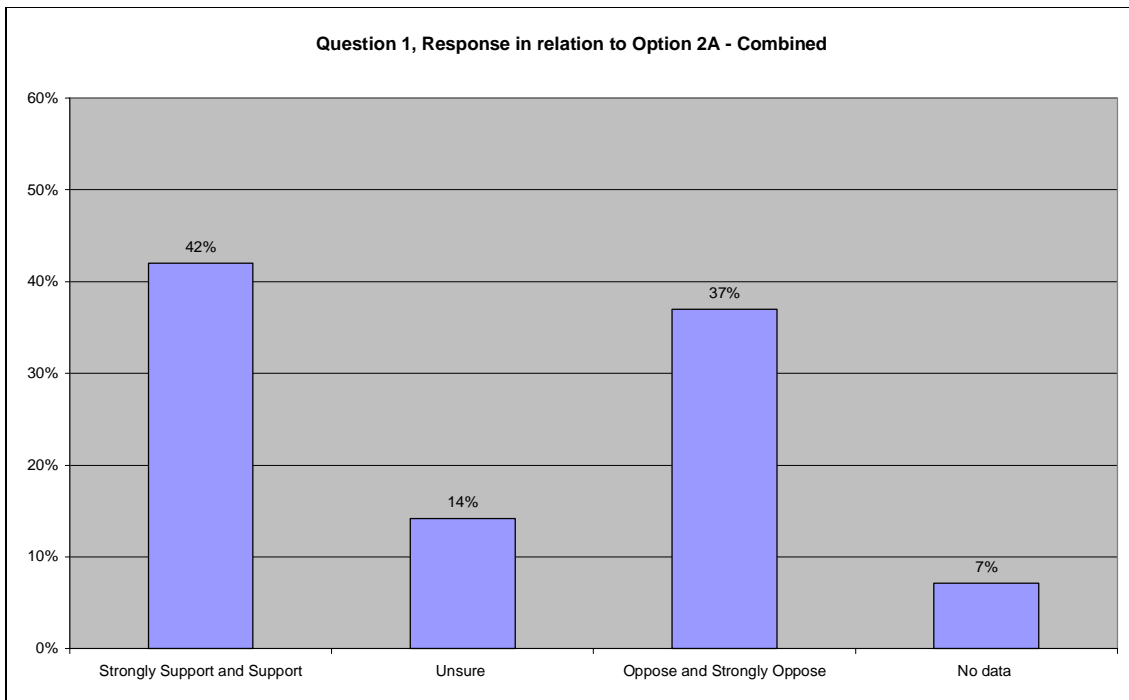


Table 4-D Question 1, Response in relation to Option 2A – Combined results

4.4.2 Table 4C shows the direct results for Question 1 in relation to Option 2A. Table 4D shows the results combined into support and opposition. The tables indicate a higher level of support than opposition to Option 2A, although the percentages are closely matched. Over one-quarter of respondents 'strongly oppose' Option 2A. The comments from the questionnaires showed mixed views, which is reflected in the questionnaire results.

4.4.3 The following charts display the questionnaire results in response to Option 2B.

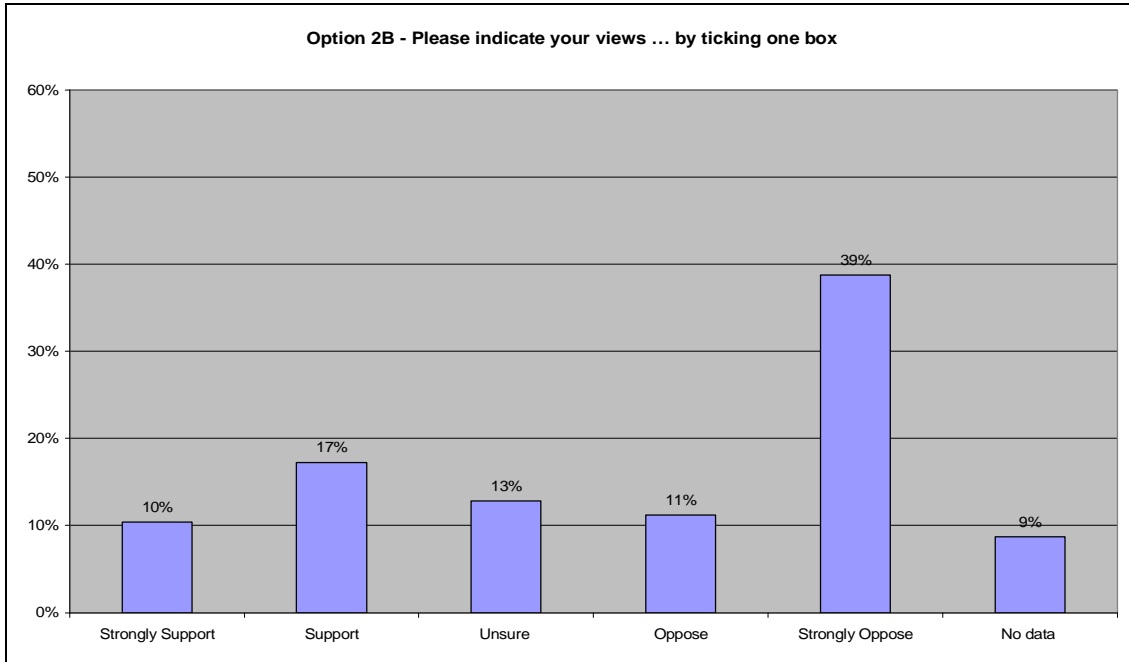


Table 4-E Question 1, Response in relation to Option 2B

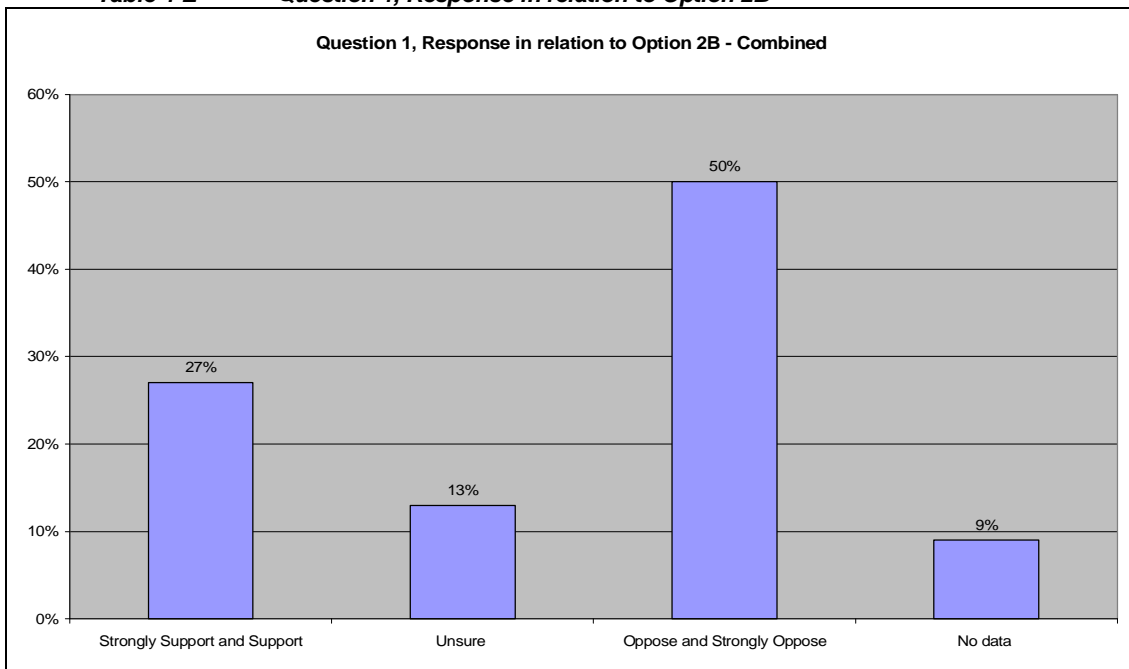


Table 4-F Question 1, Response in relation to Option 2B – combined results

- 4.4.4 The level of strong support for Option 2B is low, at only 10%, whereas the level of strong opposition is high at 39%.
- 4.4.5 As with Option 2A, there is a mixed result for Option 2B. Over 27% of respondents strongly support or support the route for Option 2B, 13% were unsure and 50% were opposed or strongly opposed to the route. The support for Option 2B is considerably weaker compared to Route 2A, which, among other reasons, is primarily due to this routes proximity to housing.
- 4.4.6 Question 2 asked respondents about the factors they consider to be important. The responses to this question provide a better understanding of issues that would influence respondents' support or opposition, and whether the factors considered most important can be addressed in further design work.

When considering the Spalding Western Relief Road proposals, which three of the following do you consider to be most important to you?

1	Reduced traffic congestion in Spalding town centre and on access routes	61%
2	Proximity of the relief road to housing	42%
3	Reduction in through traffic in the town centre	41%
4	Consideration for wildlife	25%
5	Visual and landscape quality	22%
6	Waiting at level crossings	22%
7	Reduced traffic accidents and improved road safety	18%
8	Improved/more reliable journey times	16%
9	Provision of enhanced pedestrian and cycle facilities and accessibility	14%
10	Improved public transport	12%
11	Other	6%
12	No Data	6%
13	Consideration for sites of archaeological significance	4%

Table 4-G Question 2, which factors are most important

4.4.7 The results for this question show that the top three considerations for the relief road proposals are as follows: reduced traffic congestion in Spalding town centre and on access routes (61%), proximity of the relief road to housing (42%) and reduction in traffic in the town centre (41%). This indicates there is local concern about traffic issues within the town, but also indicates the concern about the impact on residents.

4.4.8 Question 3 related to the modes of transport utilised by respondents to the questionnaire.

Please identify your main modes of transport (tick more than one box if appropriate).

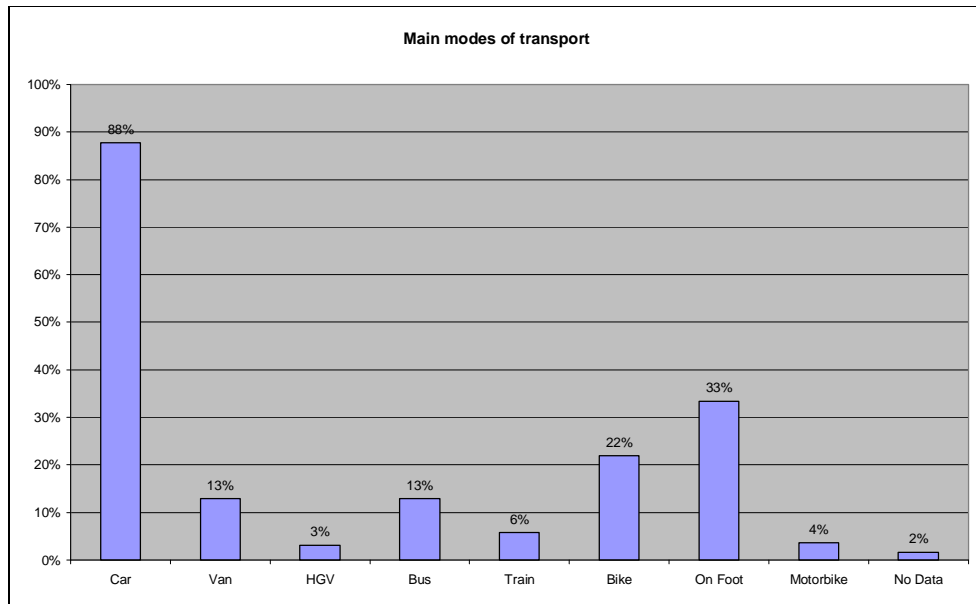


Table 4-H Question 3, main modes of transport

4.4.9 The results identify that the top three uses of transport by members of the public in Spalding are: car (88%), on foot (33%) and bike (22%). This data has enabled us to assess whether certain user groups have particularly strong views either for or against one or both options. The vast majority of pedestrians, cyclists and bus or rail passengers also use a car as one of their main modes of transport. The trends from the individual user groups is similar to the overall trend. Cyclists expressed slightly greater opposition to both options whilst public transport passengers expressed slightly greater support. The results from pedestrians were similar to the overall results.

4.4.10 Overall 90% of the responses to the questionnaires were from individuals, and 10% were from businesses.

4.5 Consultation questionnaire comments box – themes identified

4.5.1 A high number questionnaires included comments in the ‘comments box’ section at the end of the questionnaire.

4.5.2 The comments have been reviewed and the information collated into key headings. Whilst some of these comments are supportive of the route, there are many others that identify the reasons why respondents oppose one or both of the proposed routes.

	Topic	Total times raised on questionnaires	Total times raised in letters or e-mails
1	Concern about the visual or noise impact of the road	55	7
2	The scheme will not provide the stated benefits or relieve traffic congestion	33	1
3	Valuable allotments or farm land should not be lost to the road	31	3
4	The relief road will direct more traffic onto Bourne Road / Monks House Lane and surrounding roads	24	4
5	The relief road should use existing road alongside South Drove drain, to Pode Hole	16	5
6	The relief road should utilise Broadway	15	1
7	Scheme does not provide value for money or is a waste of money	15	
8	The scheme wont work without, or would be better with Phase 3	14	2
9	Phase 3 should be built before or instead of Phase 2	13	1
10	Phase 1 and 2 would be beneficial	12	
11	The road is not wanted or is not necessary	10	
12	Traffic signal junctions in town should be improved or removed to reduce congestion	8	1
13	The relief road should be built as soon as possible	7	
14	Horseshoe Road should not be cut in half	6	1
15	The new roundabout will be too close to Monks House Lane	6	1
16	Cycle, bus and pedestrian routes into and through town should be improved	6	2
17	Developers will be the main beneficiaries of the road	6	
18	The exhibitions were not worthwhile and didn't provide enough information	4	1
19	Developer may delay Phase 1 / Phase 1 should be delivered ASAP	4	
20	The relief road may put pedestrians at greater risk	4	3
21	Lack of confidence because of delays to A1073	4	1
22	Wildlife needs to be protected	4	2
23	Concern about the impact on the town's infrastructure from further development	4	
24	A bridge over the railway is needed in the town	3	
25	Re-route railway, station and provide P+R or multi storey car park	3	
26	Scheme is damaging to Monks House and the preserved trees	2	4
27	Offensive comments	2	
28	Goods vehicles should be restricted from the town centre	2	
29	Need traffic in Spalding to stop the town from dying	2	

	Topic	Total times raised on questionnaires	Total times raised in letters or e-mails
30	Contradicts Highways objection to the Spa planning application	2	
31	Better access into town is required	1	
32	Delays have been experienced to developer-led improvements elsewhere	1	
33	Problem on Spalding Common junction?	1	
34	There are no plans to mitigate level crossing down time, without the relief road	1	
35	A speed camera needed on Broadway	1	
36	Scheme will go ahead regardless of consultation results	1	
37	Spalding needs a good sort out	1	
38	Phase 3 should pass west of Pinchbeck	1	
39	Existing roads are poorly maintained	1	
40	No car, use public transport	1	
41	Bridge over railway is no help as respondent cannot climb stairs	1	
42	Parking problems near the dentist on Bourne Road	1	
43	Respondent has misunderstood plans	1	
44	Traffic on Winsover Road needs to be relieved	1	
45	Respondent experiences delays	1	
46	The scheme is being promoted to assist the rail hub	1	
47	Don't use Monks House Lane for Phase 3	1	
48	Access from Little London?	1	
49	A flyover should be provided over Bourne Road	1	
50	The route should be a dual carriageway	1	
51	More information/public debate needed	1	
52	Concern about the WWII pill box	1	

Table 4-1 *Main comments identified in the 'Comment Box'*

4.5.3 A separate report titled 'Spalding Western Relief Road Phase 2: Response and Actions Arising from the Public Consultation' identifies how these themes emerging from the results of this section of the consultation questionnaire can be addressed within further design and assessment work.

4.6 Consultation questionnaire: postcode analysis

4.6.1 The questionnaire asked respondents to identify their postcodes. This data has been used to analyse the data received from postcodes adjacent to the routes and postcodes further away.

4.6.2 Overall 93 questionnaires from adjacent postcodes were received and 273 from postcodes further away from the routes. The tables below show the support and opposition for Options 2A and 2B from adjacent postcodes and postcodes further away.

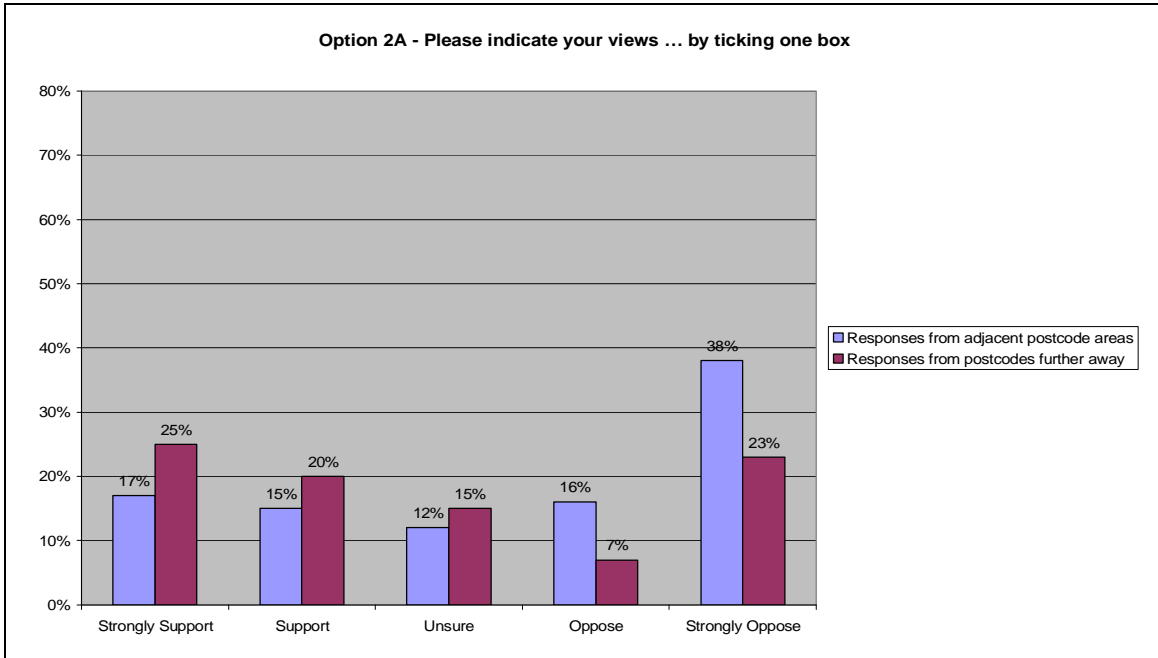


Table 4-J Question 1, Response in relation to Option 2A – sorted by postcode

4.6.3 Table 4J shows the trend that the responses from those located in proximity to the scheme are less supportive and more opposed than those on who are located further away.

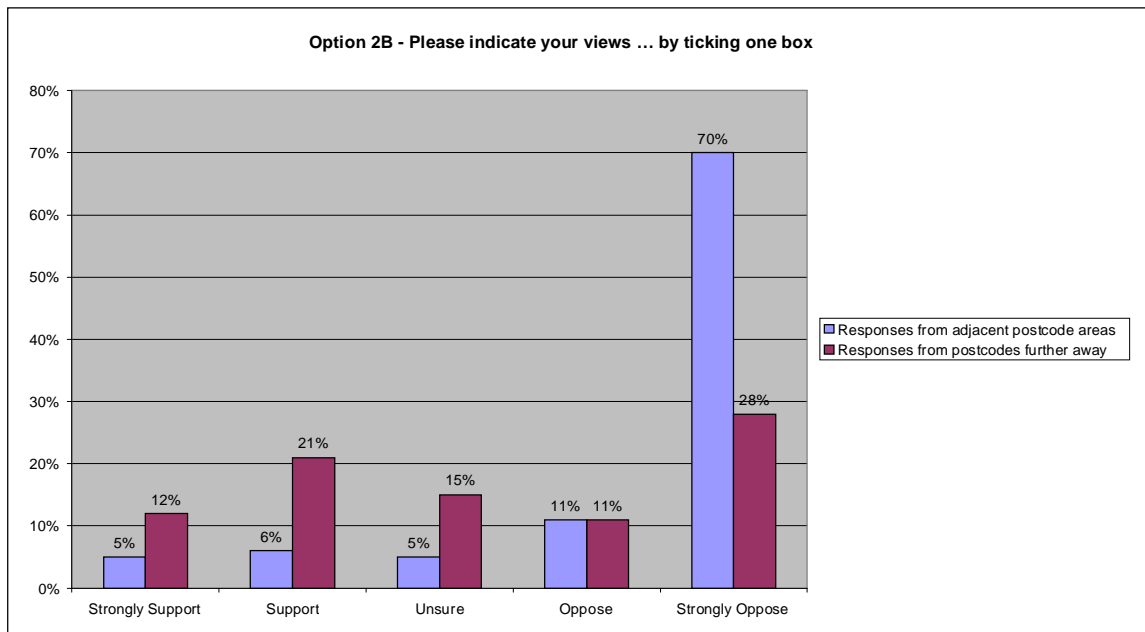


Table 4-K Question 1, Response in relation to Option 2B – sorted by postcode

- 4.6.4 The trends shown on Table 4-J are also evident on table 4-K, in relation to Option 2B. In this instance the ‘strong opposition’ to Option 2B is very high from responses from nearby postcodes.
- 4.6.5 Overall the results show that postcodes adjacent and further away show more support and less opposition for Route 2A compared to Route 2B, as Route 2B is located closer to postcodes situated on the western side of Spalding.
- 4.6.6 Question 2 of the questionnaire asked respondents to identify what they consider to be the most important to them when considering the proposals. Again this data has been analysed using postcodes adjacent and further away from the routes.
- 4.6.7 The postcodes adjacent to the routes top four considerations regarding the proposals were as follows:

1	Proximity of the relief road to housing	72%
2	Reduced traffic congestion in Spalding town centre and on access routes	42%
3	Visual and landscape quality	40%
4	Consideration for wildlife	35%

Table 4-L Which factors are most important - adjacent postcodes

- 4.6.8 The postcodes further away from the routes top four considerations regarding the proposals were as follows:

1	Reduced traffic congestion in Spalding town centre and on access routes	67%
2	Reduction in through traffic in the town centre	47%
3	Proximity of the relief road to housing	31%
4	Waiting at level crossings	23%

Table 4-M Which factors are most important – further postcodes

- 4.6.9 The results show that the main consideration for postcodes close to the routes is the proximity of the relief road to housing. Postcode analysis does show that for both adjacent and further away postcodes that both groups want to see reduced traffic congestion in Spalding town centre and on access routes.

4.7 Consultation questionnaire – postcode analysis for businesses

- 4.7.1 As part of the questionnaire respondents were asked if they were responding as ‘individuals’ or ‘businesses’.
- 4.7.2 35 questionnaires were received from businesses, and they identified the following response to the routes:

Route	Strongly Support	Support	Unsure	Oppose	Strongly Oppose
Route 2A	26%	26%	14%	3%	23%
Route 2B	23%	23%	9%	3%	26%

Table 4-N Support for Routes from businesses

4.7.3 The results identify that 52% of businesses strongly support or support Route 2A whereas 46% of businesses strongly support or support Route 2B. These results indicate slightly more support for the relief road than the overall results, but generally follow the trend of greater support for Option 2A over 2B.

4.8 Consultation: other methods of feedback – telephone, email and letters

4.8.1 During the consultation period a number of telephone queries, emails and letters regarding our proposals for the scheme were received. Each of these has received an individual response. The main concerns identified in letters were as follows:

	Topic	Total times raised in letters or e-mails
1	Concern about the visual or noise impact of the road	7
2	The relief road should use existing road alongside South Drove drain, to Pode Hole	5
3	The relief road will direct more traffic onto Bourne Road / Monks House Lane and surrounding roads	4
4	Scheme is damaging to Monks House and the preserved trees	4
5	The relief road may put pedestrians at greater risk	3
6	Valuable allotments or farm land should not be lost to the road	3

Table 4-0 Most frequent comments from letters or emails

5 Conclusion

5.1 General Responses

- 5.1.1 Lincolnshire County Council will take into consideration the feedback received during the consultation process when choosing and developing the preferred route for Spalding Western Relief Road Phase 2.

5.2 Publicity and Documentation

- 5.2.1 The publicity for the scheme in the local media and by issuing leaflets and questionnaires has enabled members of the public and stakeholders to express a wide range of views about the proposals.

5.3 Outcomes and Feedback

- 5.3.1 The questionnaire responses have identified that Option 2A has greater support than Option 2B, mainly due to this route being further from the western fringe of Spalding. An additional report will be identifying our recommendations for this outcome and the next steps.
- 5.3.2 The postcode analysis has identified that there is slightly more support than opposition to Option 2A. Option 2B has more opposition than support.
- 5.3.3 Although 54% of households adjacent to the route oppose and strongly oppose Route 2A and 30% of postcodes further away oppose and strongly oppose Route 2A, 81% of households adjacent to the route oppose and strongly oppose Route 2B and 39% of postcodes further away oppose and strongly oppose Route 2B.
- 5.3.4 The results show that the main consideration for postcodes close to the routes is the proximity of the relief road to housing. Postcode analysis does show that for both adjacent and further-away postcodes both groups want to see reduced traffic congestion in Spalding town centre and on access routes.
- 5.3.5 Overall the businesses expressed slightly more support for option 2A.
- 5.3.6 The 'Comments Box' on the questionnaire identified common concerns for the proposals: visual or noise impact; scheme will not provide benefits or relieve traffic congestion; and valuable allotments or farm land should not be lost to the road.

5.4 The Next Steps

- 5.4.1 The report titled 'Spalding Western Relief Road: Response and Actions Arising from the Public Consultation' outlines the response to the consultation and identifies the measures that will be taken to address concerns about the proposals.

Appendix A – Consultation Materials

1.

Spalding Western Relief Road Phase 2 Public Consultation

Introduction

Welcome to the Spalding Western Relief Road Phase 2 Exhibition

The Spalding Western Relief Road will help deliver many benefits for the town of Spalding:

- Reduce the impact of level crossings
- Reduce traffic congestion
- Improve west to south links around Spalding
- Support population growth


We are consulting with you on Phase 2.

Phase 1

Delivered as part of the Holland Park development. This will provide a bridge over the railway and a junction with the B1172.

Phase 2

The subject of this consultation. This would link Phase 1 to the A151 Bourne Road.



A third phase, linking Bourne Road to the B1356 Spalding Road near to Enterprise Way is a longer term aspiration. Phase 3 is not currently being developed.

Please read the following boards for more details about the proposals. If you have any questions, please ask a member of staff. We hope you will also take time to complete the questionnaire. Your views are important and you can be sure that they will be considered, and will influence the future development of the relief road.

Thank you,
The Spalding Western Relief Road Team



 
HIGHWAYS ALLIANCE

Figure A.1 – Exhibition Board 1

The need for Spalding Western Relief Road

Travel across Spalding

- Spalding is split in two by the rail line. The town's highway network is intersected by six level crossings.
- Most of the retail, employment, health, education, cultural, leisure facilities and strategic road routes are located on the eastern side of the railway, with substantial residential areas to the west.
- At present, the rail line has two trains an hour which causes the level crossing gates to be closed to traffic for around 5 minutes each hour. This can cause delays to journeys, particularly in the peak traffic periods.



Increased rail traffic

- In December 2013, the level crossing downtime is expected to increase in Spalding.
- Network Rail intend to divert freight traffic from the East Coast Main Line onto the Joint Line (Peterborough to Doncaster via Spalding, Sleaford, Lincoln and Gainsborough).
- Train movements through Spalding could increase from two to six trains per hour and this is expected to increase the level crossing closure times from around 5 minutes to a minimum of 20 minutes per hour. This will increase delays at the level crossings. The longer freight trains are also likely to create longer vehicle queues.
- Further rail freight could be expected if the Rail Freight Terminal is constructed, possibly adding to the increased barrier down-time.

Future traffic growth In Spalding

- Spalding is expected to experience future traffic growth in line with the rest of the UK.
- This traffic growth places extra demand on the existing congestion points within the town, increasing queue lengths and delays.



Figure A.2 – Exhibition Board 2

The need for Spalding Western Relief Road

Expansion of Spalding

- Over the next few years a substantial amount of residential development is expected in Spalding, particularly on the west side.
- Currently planning permission exists for houses located in the Monks House Lane/Woolram Wygate area.
- A further outline planning consent for 2,250 houses in the Holland Park development, located in the south-west quadrant, has recently been granted subject to legal agreement.
- In addition to Holland Park, South Holland District Council will be considering the possibility of significant residential expansion on other sites in the Spalding area through the preparation of the Local Development Framework.
- Additional housing will create a greater number of people travelling within Spalding. This will place additional pressure on the existing road network, leading to longer queues and delays.

The Impact of extra delays

- Increased traffic delays in and around Spalding would have a detrimental effect on the town's environment and economy.
- More delays would make journey times less predictable. This would make buses less reliable and affect businesses.
- More traffic delays would have a negative effect on air quality and noise pollution, whilst also disrupting the quality of life for residents, businesses and visitors to the town.
- Increased traffic congestion would make the town less attractive to existing and potential businesses in terms of encouraging employees to move to Spalding and increased transportation costs.

The proposal

- To address these problems, Lincolnshire County Council is working with South Holland District Council to promote Phase 2 of the Spalding Western Relief Road.

This would reduce the need for vehicles to drive into the centre of Spalding and drive over the level crossings.



HIGHWAYS ALLIANCE

Figure A.3 – Exhibition Board 3

Overview of the scheme



Diagram 1

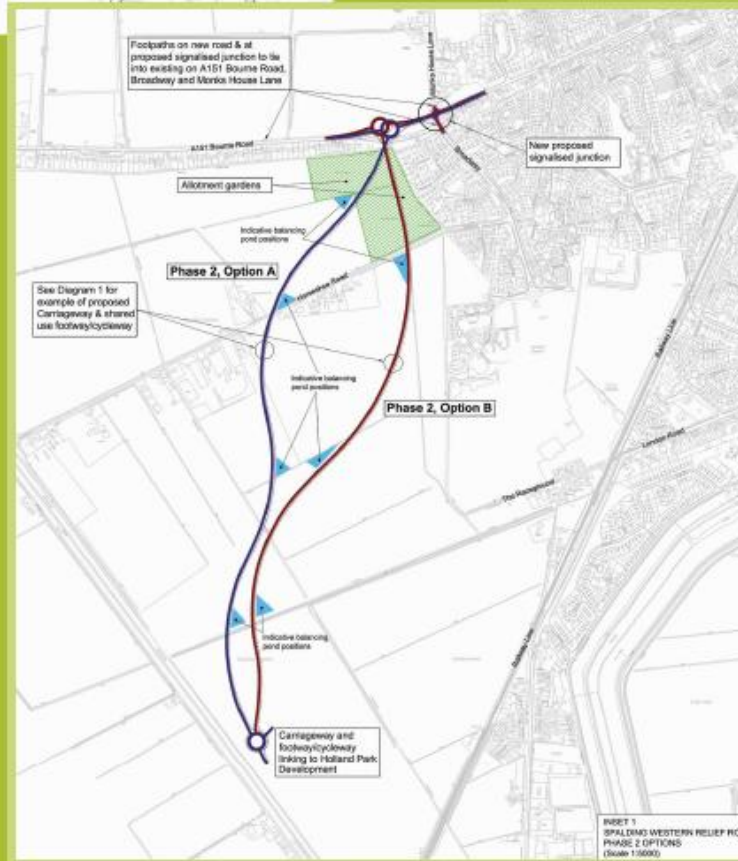


Figure A.4 – Exhibition Board 4

Environmental and Traffic Economic Impact of Spalding Western Relief Road

Environmental Impact Assessment

As part of the Phase 2 Spalding Western Relief Road proposals, we are preparing an Environmental Statement to ensure that any likely effects of the highway on the environment are identified and mitigated. The Environmental Statement will be submitted as part of the planning application for the road.

As a first stage we have undertaken an Environmental Scoping Study which has identified the following aspects as needing further investigation: flooding and water quality, land aspects, landscape and visual amenity, noise, air quality and ecology including flora, fauna and wildlife species.



Traffic Modelling

We have carried out traffic modelling that has identified there is a requirement for the relief road and that it will help deliver benefits for the town of Spalding.

The modelling indicates that traffic from a variety of locations would be attracted to the relief road. To the east of the railway this includes traffic using the A1073 towards Crowland, A16 south of Spalding, Spalding Common and the A151 towards Moulton. To the west of the railway traffic from the A151 towards Bourne, the Monks House Lane and Winsover Road areas would be attracted to the route.

Funding

The planning application for Spalding Western Relief Road Phase 2 is being funded by Lincolnshire County Council through its budget targeted at schemes that will support the future prosperity of Lincolnshire.

A successful planning application will secure the route and enable the road to be constructed at a future date, when private funding from developers or other interested parties becomes available.



Figure A.5 – Exhibition Board 5

Benefits of the Spalding Western Relief Road

Improve West to South links

- There are currently weak west-south links requiring vehicles to drive into the centre of Spalding and through existing residential areas. The relief road will help to improve these links.

Help to mitigate against the increase in barrier downtime

- The increased barrier downtime from Network Rail in the centre of Spalding will increase traffic delays. The relief road will provide drivers with an option to avoid using a number of the town's level crossings.

Reduce the environmental impact of travel

- As a result of the relief road traffic will be diverted away from the residential and shopping areas, reducing the number of people affected by traffic noise and air pollution. In the long term this will help to reduce the carbon impact of the town.

Benefit Non Motorised Users

- The removal of traffic from the centre of Spalding will make it easier for those who wish to travel by bike and on foot, resulting in wider health benefits.

Improve reliability of public transport services

- Minimising delays to traffic will make bus services more reliable and journey times more predictable.

Support population growth

- Provide infrastructure that will help to minimise the impact of population growth.

Deliver economic benefits

There will be a number of benefits for the local economy as local residents will be able to travel to the centre of Spalding more easily. Ease of travel is an important factor in supporting the local economy.



Figure A.6 – Exhibition Board 6

Thank you for attending the Spalding
Western Relief Road Phase 2 public exhibition

What happens next?

26th August 2011

Consultation period ends
please return comments and
questionnaires by this date



October 2011

Consultation report will be
published on the Lincolnshire
County Council website



Late 2011

Preferred route will be
designed in more detail
with input from consultation
results. Then the preferred
route will be adopted.



2012

Planning application
submitted

How will my views be used and what happens next?

The findings of the consultation will be used when selecting the preferred route and to help with the further development of the scheme. We will need to secure planning permission for the scheme and we anticipate submitting a planning application in 2012.

How can I find out more?

- Come and see the team at the exhibitions:

Red Lion Quarter, Spalding
Friday 1st July – 15:00-19:30
Red Lion Quarter, Spalding
Saturday 2nd July – 10:00-16:30
Pinchbeck Baptist Church Hall, Pinchbeck
Monday 4th July – 15:30-19:30
Village Hall, Deeping St Nicholas
Tuesday 5th July – 15:30-19:30

- Complete a questionnaire at the exhibition or online on the website by 26th August
- Add a comment to the comments book
- Write or email your views to:

Spalding Western Relief Road Team
Lincolnshire County Council
Technical Services Partnership,
Witham Park House, Waterside South,
Lincoln LN5 7JN or swrr@lincolnshire.gov.uk

- Call and ask to speak to a member of the team on 01522 782070
- Follow the scheme on the website:
www.lincolnshire.gov.uk/swrr



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Figure A.7 – Exhibition Board 7

Spalding Western Relief Road - Phase 2 Tell Us Your Views

Please complete one questionnaire per individual

Q1. Please indicate your views for each of the two route options (shown in the information leaflet) by ticking one box on each line

Route	Strongly Support	Support	Unsure	Oppose	Strongly Oppose
Route 2A					
Route 2B					

Q2. When considering the Spalding Western Relief Road proposals, which three of the following do you consider to be most important to you? (tick three of the options below)

Reduced traffic congestion in Spalding town centre and on access routes	
Reduction in through traffic in the town centre	
Improved/more reliable journey times	
Reduced traffic accidents and improved road safety	
Provision of enhanced pedestrian and cycle facilities and accessibility	
Improved public transport	
Visual and landscape quality	
Waiting at level crossings	
Consideration for sites of archaeological significance	
Proximity of the relief road to housing	
Consideration for wildlife	
Other, please specify:	

Q3. We would like to take into account views of users of different modes of transport. Please identify your main modes of transport (tick more than one box if appropriate)

Car Van HGV Bus Train Bike On foot Motorbike

Q4. If you attended the exhibitions held locally, how useful did you find them?

Very useful Useful Not very useful Don't know



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Figure A.8 – Questionnaire (page 1)

Q5. Do you have any other comments relating to the Spalding Western Relief Road Phase 2 proposals?

Comments

In order for us to analyse your response, please provide your name and address. Please note that this information will remain confidential in accordance with the requirements of the Data Protection Act 1998.

Are you replying:

As an individual

Post code:

Are you replying:

As a business

Organisation name:
Post code:

Equality Monitoring Questions

Lincolnshire County Council believes it has a leading role to play in promoting equality and diversity; we are committed to putting you, our customers at the heart of what we do. Listed below you will find some optional questions relating to you. Answering them will help us to better understand our customers and their needs, and ensure that we collect a truly representative sample of the population for our survey. Data provided in this section will be held securely in accordance with the Data Protection Act 1998 and will be used solely for the purpose of service improvement.

If you are replying on behalf of an organisation you do not need to complete these Equality Monitoring questions.

What is your gender? Male Female

What was your age on your last birthday? Under 16 16-24 25-44 45-64 65-84 85+

Do you consider yourself to have any disability, long-term illness or health problems that limit your daily activities? Yes No Prefer not to say

Thanks for taking the time to complete this questionnaire

Please post your completed questionnaire to us in the prepaid envelope by 28th August 2011:
Spalding Western Relief Road Team
Lincolnshire County Council
Technical Services Partnership
FREEPOST DC1062
Lincoln, LN1 1BR


If you have any questions please write to us at:
Spalding Western Relief Road Team
Lincolnshire County Council
Technical Services Partnership
Wilham Park House
Waterside South
Lincoln, LN5 7JN

Email us at: swrr@lincolnshire.gov.uk or Telephone us at: 01522 782070
To keep up to date with the developments of the Spalding Western Relief Road visit our website: www.lincolnshire.gov.uk/swrr.

If you have any queries or wish to send us your comments, or require this information in another language or format such as Braille, please contact us using the details above, or call us on 01522 782070.

Figure A.8 – Questionnaire (page 2)

Benefits of Spalding Western Relief Road Phase 2



The relief road will provide the following benefits for the town of Spalding:

- Help to mitigate against the increase in busier downtime
- Improve links across Spalding from West to South
- Reduce the environmental impact of travel
- Benefit Non Motorised Users
- Improve reliability of public transport services
- Support population growth
- Deliver economic benefits

How can I find out more?

Come and talk to the team at the public exhibitions:

Red Lion Quarter, Spalding
Friday 1st July – 15:00-19:30
Saturday 2nd July – 10:00-16:30

Baptist Church Hall, Pinchbeck
Monday 4th July – 15:30-19:30


Village Hall, Deeping St Nicholas
Tuesday 5th July – 15:30-19:30

Return the enclosed questionnaires in the prepaid envelope, post in the box at the consultation or complete online by 28th August. Follow the scheme on the website: www.lincolnshire.gov.uk/lwrr


Write or email your views to: Spalding Western Relief Road Team, Lincolnshire County Council, Technical Services Partnership, Witham Park House, Waterside South, Lincoln, LN5 7JN or swrr@lincolnshire.gov.uk

Call and ask to speak to a member of the team on 01522 782076

Spalding Western Relief Road Phase 2



Lincolnshire County Council is working with South Holland District Council on proposals for Phase 2 of the Spalding Western Relief Road. We are currently consulting with members of the public on the scheme and we would like your views. Spalding Western Relief Road has been designed to help improve west-south links for traffic around Spalding and help deal with the future increase in level crossing downtime. The relief road will benefit the residents and businesses of Spalding.



The Proposed Road

Phases 1 and 2 of the Spalding Western Relief Road would provide a link between the B1172 Littleworth Dover/Spalding Common and the A151 Bourne Road.

We are consulting with you on Phase 2.

Delivery Plan

Phase 1
Delivered as part of the Holland Park development. This will provide a bridge over the railway and a junction with the B1172.

Phase 2
The subject of this consultation. This would link Phase 1 to the A151 Bourne Road.

A third phase, linking Bourne Road to the B1356 Spalding Road near to Enterprise Way is a longer term aspiration. Phase 3 is not currently being developed.

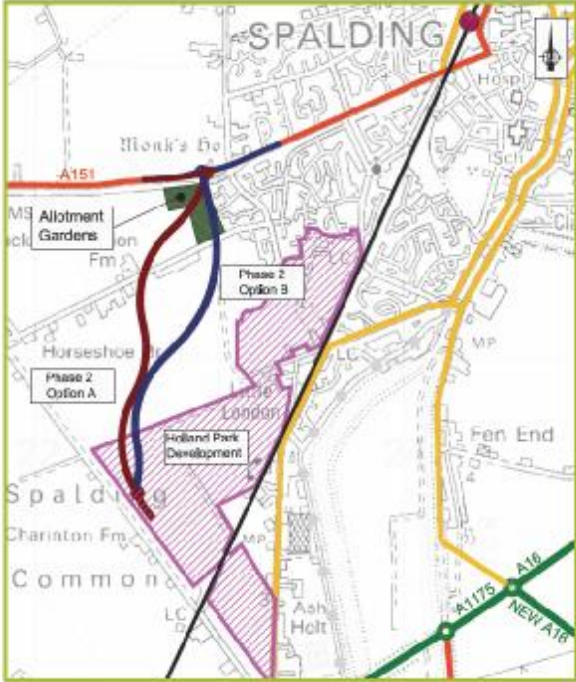


Figure A.9 – Leaflet (pages 1 and 2)

Spalding Western Relief Phase 2 public consultation

Lincolnshire County Council is working alongside South Holland District Council on proposals for a new road that would help deliver many benefits for the town of Spalding.

The additional number of freight trains through Spalding will increase the delays caused by the level crossings that dissect the town. With future traffic growth and the expansion of housing, particularly on the west side of Spalding, there will be an increase in traffic congestion and delays. The proposed Spalding Western Relief Road would help to reduce these impacts and support the future economic prosperity of the town.

We are currently in the consultation period for Phase 2 of the relief road. The consultation period runs until 26th August 2011. We are consulting with members of the public and local stakeholder groups to gain an understanding of local views and to inform the decision on a preferred route.

What is the Spalding Western Relief Road?
Phases 1 and 2 of the Spalding Western Relief Road would provide a link between the B1172 Littleworth Drove/Spalding Common and the A151 Bourne Road.

Phase 1 of the road will be constructed as part of the Holland Park development. This will provide a bridge over the railway and a junction with the B1172. This has outline planning consent, subject to legal agreements.

We are consulting with you on Phase 2 which would continue the route to a new roundabout on the A151 Bourne Road. This would provide access to the bridge over the railway from the west side of Spalding.

At present there are two route options under consideration. Both routes have been developed to minimise the impact upon residents and businesses along their length. Both routes would pass through allotment land which we would seek to replace elsewhere within the area.



Figure A.10 – Advertorial (page 1)

A longer term aspiration is a third phase. This would link the proposed Bourne Road roundabout to the B1356 Spalding Road, close to Enterprise Way.

Why is a relief road needed?

Currently Spalding is split in two by the rail line. The town's highway network is intersected by six level crossings. Most of the town's retail, employment, health, education, cultural and leisure facilities are located on the east side of the railway. The main strategic road routes are also located on the east side of the railway. Substantial residential areas are located to the west. At present the rail line has two trains an hour which causes the level crossing to be closed to traffic for around five minutes each hour. This can cause delays to journeys, particularly during peak traffic periods.

In December 2013 Network Rail is expected to start diverting freight trains from the East Coast Main Line to the Joint Line, through Spalding. Trains would increase from two per hour to six per hour, increasing the level crossing barrier downtime to at least 20 minutes each hour. The more frequent trains and greater length of trains will have a considerable effect on traffic flows and delays. In addition Spalding is expected to experience future traffic growth in line with the rest of the UK, whilst further housing development in the area would add to the demand for travel in and around the town.

What benefits would Phase 2 bring?

- Phase 2 will provide a link to the new rail bridge within the Holland Park development, providing a route that won't be affected by the level crossings.
- There would be improved west to south links around Spalding.
- The removal of traffic from the centre of Spalding will make it easier for those who wish to travel by bike and on foot.
- Improving traffic flow would make bus journeys quicker and more reliable.
- Phase 2 would provide infrastructure that will help to minimise the impact of residential expansion in and around Spalding.

How will Phase 2 be funded?

The planning application for Spalding Western Relief Road Phase 2 is being funded by Lincolnshire County Council through its budget targeted at schemes that will support the future prosperity of Lincolnshire.

A successful planning application will secure the route and enable the road to be constructed at a future date, when private funding from developers or other interested parties becomes available.

How can I find out more about Phase 2?

We are holding public exhibitions during the first week of July. These will display more details about the proposals. Staff from Lincolnshire County Council and South Holland District Council will be available to discuss the proposals and answer questions. The meetings will be held at:

Red Lion Quarter, Spalding	Friday 1st July: 3pm to 7:30pm Saturday 2nd July: 10am to 4:30pm
Baptist Church Hall, Pinchbeck	Monday 4th July: 3:30pm to 7:30pm
Village Hall, Deeping St Nicholas	Tuesday 5th July: 3:30pm to 7:30pm

How can I have my say about Phase 2?

Your views are important. They will help to influence the future progress of the scheme and help in selecting a preferred route. Please complete the questionnaire and return it to us in one of the following three ways:

- Complete the questionnaire and post it, free of charge, to: Spalding Western Relief Road Team, Lincolnshire County Council (Technical Services Partnership), FREEPOST DC1082, LINCOLN, LN1 1BR.
- Place your questionnaire into the box available at the exhibitions.
- Complete the questionnaire online at www.lincolnshire.gov.uk/swrr.

Please let us have your views by the consultation closing date of

26th August 2011.

Thank you in anticipation of your help.

What happens next?

The closing date for consultation responses is 26th August 2011. The findings of the consultation will be used when selecting the preferred route and to help with the further development of the scheme.

In the Autumn of 2011 we expect to select a preferred route, after which we would undertake further detailed design. We will need to secure planning permission for the scheme and anticipate submitting a planning application in 2012.

More information

To keep up to date with the scheme please visit the website at:

www.lincolnshire.gov.uk/swrr

If you have specific questions or comments about the scheme you can

- Write to:
Spalding Western Relief Road Team
Lincolnshire County Council
Technical Services Partnership
Witham Park House
Waterside South
Lincoln
LN5 7JN
- Call:
01522 782070 and ask to speak to a member of the Spalding Western Relief Road Team



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Spalding Western Relief Phase 2 public consultation



SPALDING WESTERN RELIEF ROAD PHASE 2 - TELL US YOUR VIEWS

Q1. Please indicate your views for each of the two route options by ticking one box on each line

	Strongly Support	Support	Unsure	Oppose	Strongly Oppose
Route 2A					
Route 2B					

Q2. When considering the Spalding Western Relief Road proposals, which **three** of the following do you consider to be most important to you?

Reduced traffic congestion in Spalding town centre and on access routes	
Reduction in through traffic in the town centre	
Improved/more reliable journey times	
Reduced traffic accidents and improved road safety	
Provision of enhanced pedestrian and cycle facilities and accessibility	
Improved public transport	
Visual and landscape quality	
Consideration for sites of archaeological significance	
Proximity of the relief road to housing	
Consideration for wildlife	
Less waiting at level crossings	
Other, please specify:	

Q3. We would like to take into account views of users of different modes of transport. Please identify your main modes of transport (tick more than one box if appropriate)

Car Van HGV Bus Train
 Bike On foot Motorbike



Q4. If you attended the exhibitions held locally, how useful did you find them?

Very useful Useful Not very useful
 Don't know

Q5. Do you have any other comments relating to the Spalding Western Relief Road Phase 2 proposals?

Comments

In order for us to analyse your response, please provide your name and address. Please note that this information will remain confidential in accordance with the requirements of the Data Protection Act 1998.

Are you replying:
as an individual

Postcode:

Are you replying:
as a business

Organisation Name:
Postcode:

Lincolnshire County Council believes it has a leading role to play in promoting equality and diversity; we are committed to putting you, our customers at the heart of what we do. Listed below you will find some optional questions relating to you. Answering them will help us to better understand our customers and their needs, and ensure that we collect a truly representative sample of the population for our survey. Data provided in this section will be held securely in accordance with the Data Protection Act 1998 and will be used solely for the purpose of service improvement.

If you are replying on behalf of an organisation you do not need to complete these Equality Monitoring questions.

What is your gender?

Male Female

What was your age on your last birthday?

Under 16 16-24 25-44 45-64 65-84 85 plus

Do you consider yourself to have any disability, long-term illness or health problems that limit your daily activities?

Yes No Prefer not to say

Please return the questionnaire to us at the FREEPOST address:

Spalding Western Relief Team, Lincolnshire County Council
 (Technical Services Partnership), FREEPOST DC1082,
 LINCOLN, LN1 1BR.



Figure A.10 – Advertorial (page 2)

Public consultation events: Spalding Western Relief Road

Residents are being invited to share their views about proposals for a second phase of the Spalding Western Relief Road at one of four public consultation events.

With more freight trains, traffic growth and housing expansion planned, the new Spalding Western Relief Road will be a key link, connecting the B1172 Littleworth Drove/Spalding Common with the A151 Boume Road.

Phase 1, which includes a bridge over the railway, is part of the Holland Park development with outline planning consent subject to legal agreement. Phase 2 will provide access to this bridge from Boume Road, giving an alternative route between the west and south of the town. This public consultation for Phase 2 is asking residents which route they prefer to continue the road to a new roundabout on the A151 Boume Road.

Project Leader, Jonathan Wickham, said: *"We'd like to know what people think about the two options that are being proposed. Both of these routes are designed to minimise any impact on residents and businesses. The routes go through allotments, which would be replaced nearby."*

"With the train barriers set to be down for 20 minutes an hour from December 2013 as Network Rail divert their freight trains from the East Coast Main Line, and with more housing and traffic growth expected, the new road would provide an important route over the railway. Please come along to one of the consultation events to see the plans and talk to us about them. Your views would be most welcome."

The public consultation events are taking place at:

- Red Lion Quarter, Spalding: Friday 1 July, 3pm - 7.30pm and Saturday 2 July, 10am - 4.30pm
- Baptist Church Hall, Pinchbeck: Monday 4 July, 3.30pm - 7.30pm

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All news releases from Lincolnshire County Council are e-mailed to relevant media organisations throughout the county and beyond. Please keep us up-to-date with your contact details and inform us of any changes.

All news releases can be viewed on the County Council's website – www.lincolnshire.gov.uk

Figure A.11 – Press release (page 1)

- Village Hall, Deeping St Nicholas: Tuesday 5 July, 3.30pm – 7.30pm

The consultation closing date is 26 August 2011, with a planning application expected to be submitted in 2012.

More details about the consultation can be found online: www.lincolnshire.gov.uk/swrr

- ENDS -

28 June 2011

CONTACT:

Rachael McMahon, Strategic Communications Officer, Lincolnshire County Council -

Tel: 01522 552038 (email: rachael.mcmahon@lincolnshire.gov.uk)

Figure A.11 – Press release (page 2)