

# Spalding Transport Strategy

## Working Paper 3: Option Identification



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# 1 Introduction

## 1.1 **Spalding Transport Strategy**

Lincolnshire County Council's Highways Alliance has been jointly appointed by the County Council and South Holland District Council to develop a new transport strategy for the town of Spalding.

The Transport Strategy will provide an overall approach to the development and provision of transport and access for the town and surrounding area. The Strategy will address existing issues and will also support the emerging proposals for significant growth in the town.

## 1.2 **Working Paper 3: Option Identification**

This working paper presents the outputs from the process to identify a 'long list' of options for transport improvements to potentially be included in the Transport Strategy. The working paper also presents the suggested methodology for sifting the long list of options to produce a more concise shortlist to be taken forward for further, more detailed assessment.

## 1.3 **Structure of the Working Paper**

Following on from this introduction, this working paper has two further sections. Section Two introduces the long list of options and Section Three introduces the sifting methodology.

## 2 Option Identification

### 2.1 Introduction

Following the data gathering and analysis stage, the project team has produced a long list of options that could be included within the Transport Strategy. The options have been identified from a range of sources and approaches including:

- A review of the Strategy's objectives and outcomes
- A review of the issues and opportunities identified in the previous stage.
- Steering Group inputs
- Stakeholder and public engagement including workshop sessions
- A review of transport improvements included in existing Lincolnshire urban transport strategies
- A review of Spalding-specific policy documents (e.g. the Town Centre Masterplan, etc.)
- Wider practice across the country

The options have been identified under the following headings:

- Highways and traffic management
- Public transport
- Walking and Cycling
- Freight
- Parking
- Smarter Choices

It should be noted that the long list includes all options identified from the above sources and that while some will not be viable, they have been included for completeness.

The following subsections present the complete long list of options.

## 2.2 Options

### 2.2.1 Highways and Traffic Management

Option	Description	New or existing	Source
Review/optimize traffic signals within the town centre	Review operation of traffic signals at key locations / junctions across the town, with the aim of improving the flow of traffic through the town centre whilst providing safe routes for pedestrians	New	Stakeholder workshop Public engagement
Introduce MOVA network at signalised junctions within the town centre.	Introduce MOVA network for junctions across the town, with the aim of improving the flow of traffic through the town centre. <b>Microprocessor Optimised Vehicle Actuation.</b> <i>It is a well established strategy for the control of traffic light signals at isolated junctions - i.e. junctions that are uncoordinated with any neighbouring signals.</i>	New	Project team
Review junction operation/ configuration at A16/A151	Review junctions of A16 with A151 to provide additional capacity	New	Stakeholder workshop
Review junction operation/ configuration at A16/B1180	Review junctions of A16 with B1180 to provide additional capacity	New	Stakeholder workshop
Downgrade some streets in the town centre	Consider further pedestrianisation or use of shared surface treatment to reduce accidents on the main routes through the town centre	New	Project team
Safety review of Little London Bridge	Conduct a safety review of Little London Bridge with a view to improving safety for all road users at this location	New	Stakeholder Workshop Steering group
Safety review of Double Bridge roundabout junction	Conduct a safety review at Double bridge/roundabout at West Elloe Ave and Commercial Road with a view to improving safety for all road users at this location	New	Stakeholder Workshop
Safety review of other key locations within Spalding	Conduct safety reviews at: - Albion Street/ Double Street junction, - Park Road/Pinchbeck Road, - and, Hawthorne Bank (Winsover Rd end and Little London end) with a view to improving safety for all road users at these locations	New	Steering group
Safety review of Winsover Road corridor	Conduct a safety review of Winsover Road corridor into the town centre with a view to improving safety for all road users at this location	New	Project team
20mph Zones	Introduction of mandatory 20mph speed limits/zones on key routes within the town centre and around schools including, e.g. Park Road, Double Street and The Crescent to improve safety of all road users in Spalding	New	Project Team

Option	Description	New or existing	Source
Directional signing review	Review directional signing provision with a view to encouraging traffic to circulate with more efficiency within the town centre. Encourage increased use of A16 (particularly by HGVs from industrial area in the north) and improved car park directional signing	New	Stakeholder workshop
Provide vehicular bridge over railway line	Construct a vehicular bridge over the railway line connecting the town centre with residential areas to the west of the railway e.g. connecting Park Road with Kings Road. To counter anticipated increased down time of level crossing for all road users	New	Steering group
Review on street parking tolerances	Review on street parking behaviours in the town centre and on key radial routes. Reduce the impact of congestion and improve the safety of vulnerable road users at key points on these routes by prohibiting or limiting on-street parking where viable. E.g. Bourne Road, Winsover Road, St Thomas' Road, The Crescent and Church Street. Enhance enforcement operations	New	Project team Stakeholder workshop
Introduce left turn filter at recently improved West Elloe Avenue/ Pinchbeck Road junction	To improve operation of junction for vehicles travelling south from West Elloe Avenue	New	Stakeholder workshop
Remove traffic signals at High Bridge junction	Remove traffic signals at junction to improve operation	New	Stakeholder workshop
Winsover Road/ St Thomas' Road Junction review	Amend layout of Winsover Rd/ St Thomas' Rd junction by removing signals and introducing an alternative junction layout	New	Project team
Extend proposal for Spalding Western Relief Road to connect with B1356 in the north	To negate issues with traffic from the relief road joining existing congested route at Spalding Road	New	Stakeholder workshop

### 2.2.2 Public Transport

Option	Description	New or existing	Source
Increase peak period frequency of Into Town bus services	Increase headway of Into Town buses to 15mins in the peak periods to encourage local community journeys to be made by bus	New	Stakeholder workshop Project Team
Increase frequency of Into Town bus services throughout the operating day	Increase headway of Into Town buses to 15mins throughout the operating day	New	Stakeholder workshop Project Team

Option	Description	New or existing	Source
Increase coverage of Into Town Bus Service	Increase coverage of Into Town bus services to better serve the Enterprise industrial estate at key times and improve public transport connectivity to Johnson Hospital	New	Project team
Relocate bus station to Swan Street	Relocate bus station to a location closer to the town centre core with a more legible and safer pedestrian route	Existing	Town Centre Masterplan Stakeholder workshop
Enable buses to access the town centre core	Review existing TRO on Market Street to allow buses (as well as cyclists) access in order to improve access to public transport within the town centre core	Existing	Stakeholder workshop
Increase frequency of inter-urban bus services during peak times	Provide more frequent inter-urban bus services e.g. to Peterborough at peak times to provide an alternative to car travel for commuter journeys	New	Project Team
Safeguard sustainable transport options for new large developments	Develop robust transport proposals for large scale developments in Spalding to provide and safeguard sustainable transport options for new development areas	New	Project Team
Review Community Transport Provision	Review and/or improve where possible the Community Transport provision and Call Connect service in the Spalding area with a view to catering sustainable and attractive transport options for the elderly/isolated population within Spalding and surrounding settlements	New	Project Team
Enhance Spalding rail station and environment around to county standard	Improved park and ride facility, improve cycle/ped links to and from, review signing to and from for traffic and peds/cyclists, complimenting changes made in 2011 by East Midlands Trains	Existing	Lincolnshire Rail Strategy Project team
Provide/enhance a bus/rail interchange at the rail station	Enhance bus waiting facilities at the railway station and increase frequency or adjust bus timings to compliment train service departure/arrival times	New	Project team
Pedestrian footbridge access to station from west of railway line	Refurbish footbridge at the rail station and provide pedestrian access to station from Park Road (west of rail line)	New	Project team
Provide park and ride facility for rail station on Park Road	Following refurbishment and opening of pedestrian access to rail station from Park Rd, construct car parking facility accessed from Park Road (on land between Jubilee Close and Truro Way)	New	Project team
Lobby for improved rail services to Peterborough	Lobby rail industry with a view to increasing frequency of rail services to Peterborough in order to improve options for commuting by sustainable means as an alternative to the car.	New	Project Team
Lobby for improved rail services to Lincoln	Lobby rail industry with a view to increasing range of rail services to Lincoln.	New	Project Team

Option	Description	New or existing	Source
Lobby for rail services for Spalding to be provided on Sundays	Lobby rail industry with a view to increasing rail services to provide more choice for inter-urban/commuter journeys	New	Project Team
Improve bus waiting facilities	Provide shelters, seating, raised access kerbs at all bus stops, where there is space to accommodate, to improve access to bus services for all	New	Project Team
Temporary park & ride facilities	Introduce temporary park and ride facilities to cope with seasonal flows	New	Stakeholder workshop

### 2.2.3 Walking & Cycling

Option	Description	New or existing	Source
Improve pedestrian and cycle links across the town centre	Particular attention to be given to cycle & pedestrian link between rail & bus station and town centre core in order to encourage more trips into town by alternatives to the car. Also improvements to infrastructure e.g. advanced stop lines etc	Existing	Town Centre Masterplan
Provide footbridge over rail line at Winsover Road	Provide footbridge over rail line to counter anticipated increased down time of level crossing for pedestrians and cyclists	New	Stakeholder workshop Public engagement
Enhance existing cycle network	Provide a more comprehensive cycle network in Spalding by connecting existing cycle routes where feasible e.g. linking residential areas in north west of Spalding to town centre and existing cycle routes in the east	New	Stakeholder workshop Public engagement
Provide pedestrian/cyclist crossing facilities at key junctions	Introduce toucan crossings and other facilities at known junctions with accident clusters to improve safety for vulnerable road users e.g. Wardentree Ln/Market Way corridor, Swan Street/Westlode Street corridor, Sheep Market, Stonegate	Existing	Community Travel Zones (LCC) Stakeholder workshop
Pedestrian/cycle links incorporated into design of new developments	Ensure safe and secure pedestrian/cycle links are designed into new residential developments in Spalding; connecting to routes into town centre	New	Project Team
Enhance and change status of existing PROW at Coronation Channel for use by cyclists	Enhance and change status of the PROW (Public Right of Way) running adjacent to Coronation Channel to the east of the town centre. To enhance the off road cycle route provision in Spalding for commuter/school journeys/leisure use e.g. surfacing, lighting etc	New	Stakeholder workshop Project Team
Provide new cycle links to key destinations within Spalding	Provide cycling facilities on routes to key destinations (e.g. lanes, signalised crossings) within the town such as between the town centre and secondary schools (to	New	Stakeholder workshop Public engagement



Option	Description	New or existing	Source
	the south east of town)		
Increase town centre cycle parking	Provide/enhance cycle parking provision within the town centre	New	Project Team
Town centre cycle hub	Provide enhanced cycle facilities e.g. provide lockers, shower facilities information point, etc at a town centre location e.g. rail station or South Holland Centre	New	Project Team
Employment area cycle hub	Provide enhanced cycle facilities (hub) at the Enterprise Industrial Estate e.g. provide facilities such as lockers, shower facilities, secure parking etc to encourage more journeys to work by cycle	New	Project Team
Enhance river crossing provision for cyclists	Re-designate, re-design, re-open or build new bridges across river for use by cyclists or shared use for cyclists & pedestrians e.g. linking Commercial Road on east bank of river to the riverside cycle path on the western side other options to be explored	New	Public engagement Project team
Enhance railway crossing provision for cyclists & pedestrians	Re-designate, re-design, re-open or build new bridges across railway line for use by cyclists & pedestrians e.g. bridge at Winsover Road level crossing other options to be explored	New	Public engagement Project team
Park & Cycle	Provide cycle facilities at peripheral car parks with information points for cyclists	New	Project Team
Enhance cycle link between Pinchbeck Road and Enterprise Industrial Estate	Enhance this off road cycle route e.g. widening useable width, improved surfacing, provide lighting in order to create a more attractive route for cyclists and pedestrians to use all year round	New	Project Team
DDA Audit	Conduct a review of the town centre in terms of improving accessibility for all in Spalding	New	Project Team
Pedestrian/Cycling Signing Review	Undertake a review of all way-finding signage within the study area as a whole to enhance visibility of and use of cycle/pedestrian routes in Spalding	New	Project Team Stakeholder workshop
Improve cycle links between Cowbit and Spalding	Provide safe cycling facilities on the link between Cowbit and Spalding with particular focus on Barrier Bank/ Cowbit Road corridor	New	Stakeholder workshop

#### 2.2.4 Freight

Option	Description	New or existing	Source
Introduction of a strategy for deliveries in the retail core	Long term future proposal following to manage deliveries within the town centre core with potential to restrict vehicular access during the day to improve the pedestrian environment within the retail core	New	Project team Public engagement
Home deliveries	Encourage local retailers to jointly provide a home delivery service	New	Project team

#### 2.2.5 Parking

Option	Description	New or existing	Source
Review town centre car parking provision	Review town centre off-street car parking provision with a view to increasing the provision in line with anticipated population growth in the future	New	Steering group
Town centre car parking facility to the west of railway line	Investigate the possibility of providing a town centre car parking facility west of the railway line to negate the need for negotiating level crossings. Possible locations could include: adjacent to footbridge over railway line between Park Road and Kings Road, land near footbridge on St John's Road. It should be noted that these example locations are within residential locations and would be likely to require third party land.	New	Stakeholder workshop
Car Park Guidance System	Introduce VMS (Variable Message Signs) indicating number of spaces available at car parks serving the town centre	New	Project Team
Implement a telephone-based car park payment system	Investigate introducing a telephone-based car park payment system	New	Project Team
Smart parking charges	Review parking charges, alongside introduction of telephone-based payment system, to identify and implement parking charges to encourage use of low emission vehicles and travel outside of peak hours	New	Project Team
Review of parking standards	Review parking standards as part of a Lincolnshire-wide review	New	Project Team

### 2.2.6 Smarter Choices

Option	Description	New or existing	Source
'Try for Free' Public Transport Campaign	Work with public transport operators to encourage use by offering free journeys to residents and employees (e.g. free return rail ticket from Spalding to another Lincolnshire Station or free day pass on Into Town Service)	New	Project Team
Development of a School Transport Strategy	Develop a Transport Strategy focussed on school travel modal choice with more robust implementation of School Travel Plans and educational initiatives	New	Project Team
Develop a Business Travel Zone for Spalding	Provide improved travel planning support for businesses in Spalding to encourage sustainable travel to work through dedicated resources, publicity campaigns/initiatives and incentives. (Enhanced 'Access Lincs')	New	Project Team
Continued/Accelerated roll-out of Bikeability to schools	Accelerated drive in roll out of Bikeability and associated initiatives to Spalding schools to encourage more pupils to cycle to school	Existing	Bikeability
Increased Publicity Campaigns for Use of Public Transport	Introduction of publicity campaigns and initiatives to raise the profile of public transport and its benefits within Spalding and to encourage its use	New	Project Team
Targeted travel planning including personalised travel planning for residential properties, all major employers and education establishments	Tailored to the needs/attitudes of particular segments within the target population with solutions focused upon engaging with those most amenable to change	New	Project Team
Encourage Sustainable travel in new developments	Provide starter pack for all new houses highlighting benefits of sustainable travel. Pack could also include discounted bike loans or bike shop discounts, bus fares or 'Try The Bus' initiatives	New	Project Team

## 3 Sifting Methodology

### 3.1 Next steps

From experience on similar projects, an option sifting matrix has been developed to identify those options on the long list which are most likely to address the objectives of the Transport Strategy and therefore the prioritised transport related needs of Spalding going forward into the future. This sifting matrix will be used to appraise the options included on the long list, from which a short list of viable options will be identified and taken forward.

Whilst this sifting exercise will be objective led, additional criteria will be considered under the headings Deliverability and Risks in order to identify those options which represent a realistic opportunity to be developed further and ultimately delivered in the future. It is therefore proposed that each option will be assessed against a number of criteria under the following headings;

- Objectives, updated as identified in Appendix C of working paper 2
- Outcomes, as identified in section 12.3 of working paper 2
- Deliverability, which includes the following criteria;
  - Cost,
  - Funding (includes identifiable sources, competition for funding)
  - Timescale for delivery, and
  - Feasibility (includes complexity, impact during delivery and third party land requirements)
- Risks, including the following criteria;
  - Political support
  - Public support, and
  - Environmental impact

For each of the criterion a score of 0 to 4 will be allocated, 4 being a positive contribution or impact and 0 representing no contribution or a negative impact. The scoring system is set out in more detail, including the criteria for which scores will be allocated, in Appendix A.

The total score for each option will be calculated by summing the individual scores for each criterion and will be used to provide a method of comparison between options. Those with higher total scores will be taken forward on a shortlist for further

detailed investigation and assessment, which will establish viability for inclusion in the final Transport Strategy document.

## Appendix A – Sifting Criteria

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Objectives/ Outcomes	Fully contributes the outcome as a stand alone option	Significant contribution to the outcome in combination with another option(s)	Goes some way to contributing to the outcome as part of a package of measures	Minimal contribution to outcome	Does not contribute to the outcome identified
Cost	0-100K	100-500K	500K-1M	1-5M	5M+
Funding	Existing funding source identified and available		Funding source(s) identified but not currently available (potential competition for funding from other schemes)		No funding source identified, may require complex funding assembly with expected strong competition from other schemes nationally/regionally to secure funding
Timescale for Delivery	0-1yr	1-2yrs	2-5yrs	5-10yrs	10yrs +
Feasibility (Design implications, space to accommodate etc)	Very simple to implement with very little or no impact during delivery	Low complexity to implement with minimal impact during delivery	Medium complexity option to implement with some impact/challenges during delivery	Medium/high complexity option to deliver with moderate impact during delivery with some challenges, third party land may be required	Major scheme highly complex implementation process with significant impact during delivery, necessitates third party land acquisition posing substantial challenges
Political Support	Political support for the option is highly likely (already identified)	Very Likely	Likely	Not guaranteed but may receive some support	Unlikely / Existing or strong expectation for opposition
Public Support	Public support for the option is highly likely (already identified)	Very Likely	Likely	Not guaranteed but may receive some support	Unlikely / Existing or strong expectation for opposition
Environmental impact	Zero negative environmental impact and goes some way to environmental improvements	Zero negative environmental impact expected	Minimal negative environmental impact	Some negative environmental impact	Significant negative impact on local environment

**Spalding Transport Strategy**

Working Paper 3: Option Identification

*We have used our reasonable endeavours to provide information that is correct and accurate and have discussed above the reasonable conclusions that can be reached on the basis of the information available. Having issued the range of conclusions it is for the client to decide how to proceed with this project.*