

Spalding Transport Strategy Working Paper 6: Consultation Response Note

Spalding Transport Strategy



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1 Introduction

1.1 Background

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

The Spalding 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 Draft Strategy Consultation

A draft strategy was released in June 2014 followed by a period of stakeholder and public consultation to seek views on the proposal. The draft strategy document as well as all preceding technical working papers were made available on LCC's website and feedback was encouraged through an online questionnaire. In addition to this a stakeholder presentation and workshop was held which was attended by district and county council members as well as transport operators and local transport campaign groups.

A public consultation was held from the 12th to 14th of June 2014 at the South Holland Centre in Spalding. Members of the public were given the opportunity to view the strategy and measures proposed and discuss these with representatives from the Local Authorities and Highways Alliance. Copies of the questionnaire were provided for attendees to leave their feedback. Furthermore, a comments book was provided giving residents the opportunity to express any other comments and concerns. The questionnaire seeks views on the public's transport priorities in Spalding and how proposed solutions in the draft strategy should be prioritised. The consultation period lasted for one month between 12th June 2014 and 11th July 2014.

Chapters 2 and 3 provide an overview of the responses received as part of the public consultation. A number of other stakeholder organisations also made submissions to the consultation which are presented in chapter 4 of this note.

The Spalding Transport Strategy will be amended to take account and incorporate local views, before being adopted by both Lincolnshire County Council and South Holland District Council in the autumn.

2 Questionnaire Responses Overview

There were 76 completed questionnaires received along with more than 50 comments entered into the comments book which will also be discussed in Chapter 3.

Of the 76 questionnaires received, 71% of the respondents were male and 29% were female. 57% of the respondents were between the ages of 65-84, 28% were aged 45-64, 9% were aged 25 to 44, 3% were aged 85 and over, 1% were aged 16 to 24 and 1% were aged under 16. All respondents identified themselves as residents of Spalding rather than visitors or workers from outside the District.

The questionnaire also asked respondents to identify all the modes of travel which they use to get around Spalding with the results presented in table 2-1.

Table 2-1 Mode of Travel

Mode of travel	Percentage of respondents
Pedestrian	88%
Car driver	76%
Bus	58%
Cyclist	49%
Car passenger	46%
Rail	37%
Commercial driver (car/van)	3%
Commercial driver (HGV)	1%
Motorcycle	1%
Equestrian	0%

As you would expect, the majority of respondents sometimes travel around Spalding by foot and over three-quarters of respondents identify themselves as car drivers. Other modes were also well represented with nearly 6 in 10 respondents using the bus to get around Spalding and almost half are cyclists. This appears to show a diverse range of respondent travel modes although it should be noted that the frequency of trips by each mode is not stated.

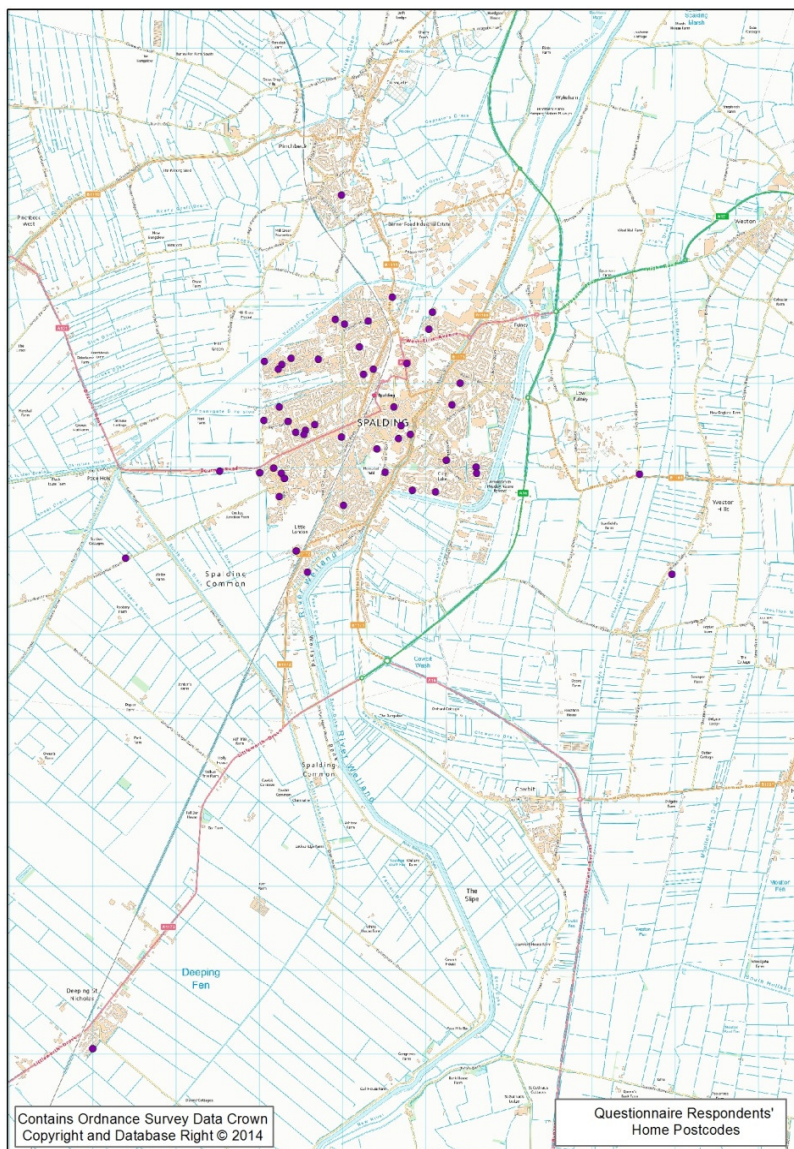
Table 2-2 provides a breakdown of the method by which respondents submitted their completed questionnaire.

Table 2-2 Method of questionnaire returns

Method of return	Percentage of respondents
Completed at public consultation event	17%
Online (Lincolnshire County Council website)	14%
By post	69%

A question was included which asked for the postcode of the respondent and these postcodes are mapped in Figure 2-1. The map shows a wide distribution of respondents residing across the town itself with some views also coming from residents of outlying villages.

Figure 2-1 Location of respondents



3 Questionnaire Results Summary

This chapter provides a summary of results from the questionnaires with an analysis of them and key trends identified. A copy of the questionnaire is included as Appendix A to this note.

3.1 Transport Concerns

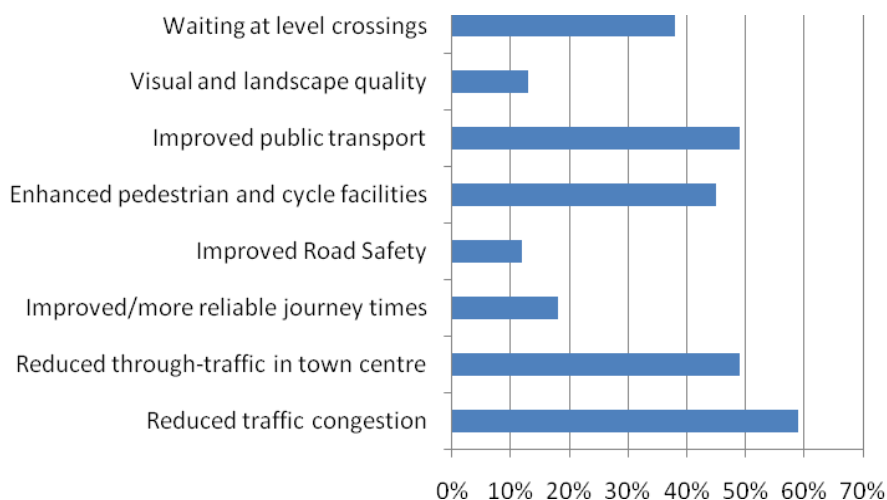
Question 1 sought the public’s view on their transport priorities. An earlier stage of the study had involved a review of previous public consultation events in Spalding, a stakeholder workshop and public engagement, with the process used to identify the key issues and opportunities facing transport in Spalding. These findings form the options available to question 1:

“Living, visiting and getting around in Spalding, which of the following do you consider are the most important to you?” Respondents were asked to choose a maximum of three options.

Responses to this question should allow us to identify the most relevant issues which intervention measures should aim to address. Interventions are covered in the rest of the questionnaire.

Figure 3-1 shows the percentage of respondents who identified each issue as important to them.

Figure 3-1 – Question 1 Responses



The responses show that there are a range of issues for respondents, with no single problem emerging as a dominant concern. The issues identified by the most respondents as important were reducing traffic congestion (59%) along with improving public transport and reducing through traffic in the town centre (both 49% of respondents). This suggests that there are concerns for both drivers and non-

drivers and therefore it is reasonable to assume that interventions should provide solutions for different modes of transport. 45% of respondents regarded enhancing pedestrian and cycle facilities as important to them. A similar proportion (38%) think a reduction in waiting times at level crossings is important. Safety and aesthetic improvements to roads are seen as having a much lower priority (12% and 13% respectively) by the majority of respondents.

Summary of Question 1 'Other' Responses

Question 1 offered respondents the option of adding an 'Other' response. The majority of respondents did not include an additional comment; but those that were made are summarised below:

- Comments about **parking** stating that there should be restrictions for on-road parking on Hawthorne Bank, Winsover Road and St. Thomas Road and that illegal parking should be better enforced.
- Specific comments about **traffic**, including introducing a one-way system in the town centre, replacing traffic lights with min-roundabouts and more yellow boxes at junctions.
- Specific comments regarding **public transport** such as the desire for cheaper bus fares and extending the Into Town bus service to the Broadway Roundabout.

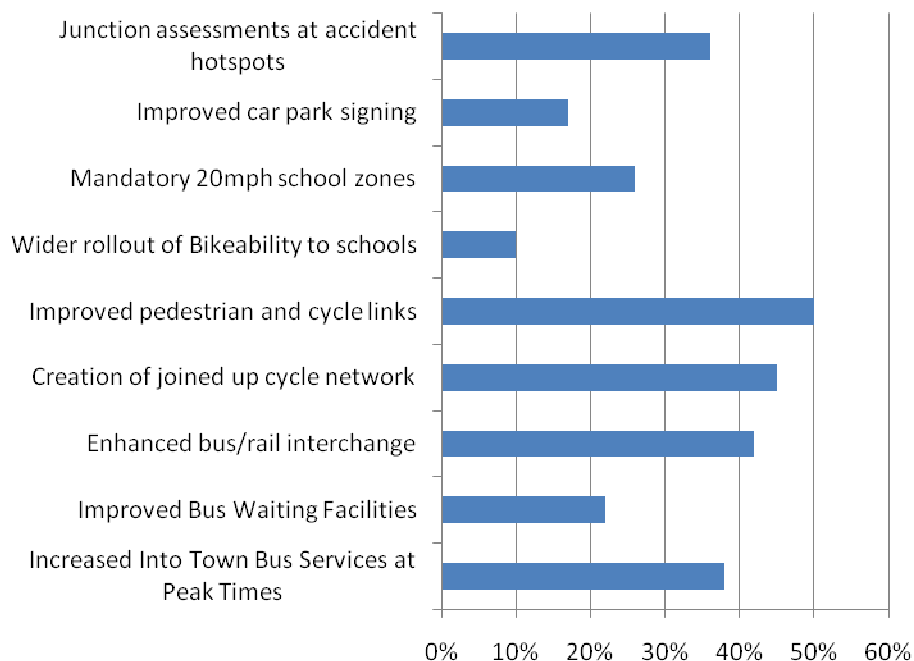
3.2 Short-term measures

Question 2 sought views on the short-term measures proposed in the draft strategy. It asked respondents:

*"Please indicate the three **short-term** options that you would most like to see in Spalding."*

The percentage of respondents that identified a measure as important are shown in Figure 3-2.

Figure 3-1 – Question 2 Responses



Improved pedestrian and cycle links across the town centre and to the railway station was the most frequent response with 50% of respondents supporting this measure. The creation of a joined-up cycle network and an enhanced bus/rail interchange were also high priorities for 45% and 42% of respondents respectively. Despite a high rank for improved cycle links, wider rollout of Bikeability to schools has the fewest respondents supporting this option at 10%.

The majority of short term proposals are related to sustainable transport, and it should also be noted that the four most frequent responses to the question supported sustainable transport.

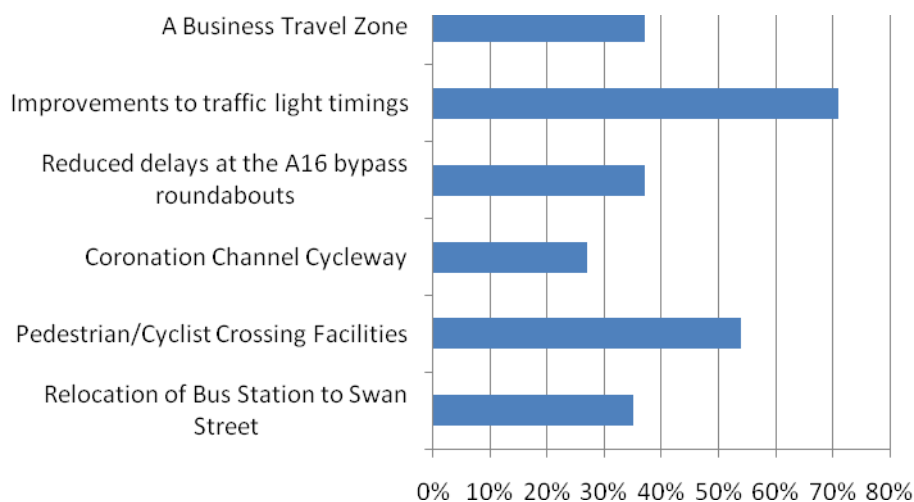
3.3 Medium-term measures

Question 3 asked *respondents*:

"Please indicate the three medium-term options that you would most like to see in Spalding"

The percentage of respondents that identified a measure as important are shown in Figure 3-3.

Figure 3-3 – Question 3 Results



71% of respondents stated they wanted to see improvements to traffic light timings to improve the flow of traffic. The second most frequent response (54%) was to provide pedestrian/cycle facilities at poorly served locations. The Coronation Cycleway was ranked the least important medium term issue for respondents (27%). The relocation of the bus station to Swan Street including a Town Centre Cycle Hub was identified by 35% of respondents as a medium-term priority. However, comments relating to this option were mentioned several times in the open comments section of the questionnaire which is discussed in Section 3.5.

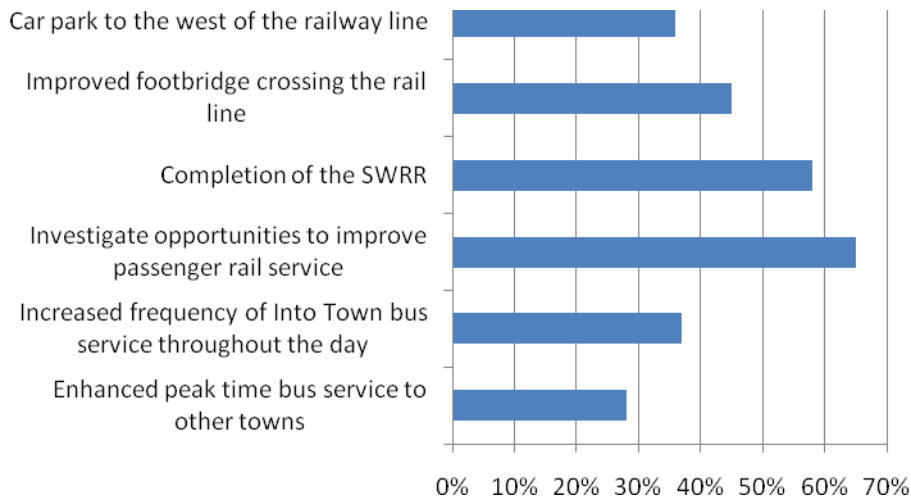
3.4 Long-term measures

Question 4 asked respondents:

"Please indicate the three long-term options that you would most like to see in Spalding"

The percentage of respondents that identified a measure as important are shown in Figure 3-4.

Figure 3-2 – Question 4 Results



The two most frequently reported options were to investigate opportunities to improve passenger rail service and the completion of the Spalding Western Relief Road (65% and 58% respectively). Measures which might help to reduce severance in Spalding caused by the railway line – improved footbridge and a car park to the west of the railway – were identified by 45% and 36% of respondents respectively as long term desirables. Two of the lowest ranking options are increases to the frequency of Into Town services (37%) and enhancing peak time bus services to other towns (28%) suggesting that respondents are not as supportive of bus based interventions.

3.5 Additional Comments

Question 5 asked respondents if they had any other comments on the Spalding Transport Strategy. For reporting purposes, these responses have been grouped under commonly recurring themes.

Traffic Management

Traffic Management issues were mentioned frequently with the following suggestions made:

- Roundabout needed at Pinchbeck Road/Park Road junction
- Prohibiting right turns from Park Road onto Pinchbeck Road
- Prohibiting parking on Hawthorne Bank at school times
- Prohibiting on-street parking near junctions
- Introducing a one-way road system on each side of the river from Little London Bridge to the Double Bridge Roundabout

- Introducing a one-way system on Double Street
- Introducing a one-way system in the town centre
- Re-opening a separate left-turn lane from West Marsh Road onto the Double Bridge Roundabout
- Improve coordination of traffic lights at Winsover Road and Station Gates level crossing

Public Transport

Public Transport was another issue that was mentioned frequently.

- There was some opposition to moving the bus station to Swan Street, with some suggesting that improved signage and information regarding the current bus station is all that is necessary while others simply do not want Swan Street closed to general traffic. One suggestion was to move the bus station to Sheep Market, which would bring the station closer to the town centre without closing Swan Street
- There were complaints about the lack of Into Town bus services before 8:30am
- Lack of public transport service between Market Deeping, Deeping St. Nicholas and Spalding
- The need for improved public transport during the evenings and Sundays
- It was mentioned that putting buses back on Market Place and Hall Place would be a backwards step
- Better bus service needed for western Spalding
- Extending the Into Town bus service to Broadway
- Public transport link from Deeping St. Nicholas to Crowland
- Earlier and later train services to improve commuter links to London

Road Infrastructure

Infrastructure improvements were also suggested such as:

- Ensuring that transport infrastructure should be in place before new houses are built

- Building a complete western ring road connecting to the A16 both north and south of the town
- Improving South Drove from the B1172 to Pode Hole as a short term solution until the Spalding Western Relief Road (SWRR) is built

Pedestrians / Cyclists

Many improvements for pedestrians and cyclists were suggested including:

- A user-friendly footbridge over the railway is urgently required at Winsover Road
- The footbridge over the railway from Park Road to Kings Road should be improved to make it more appealing and accessible to pedestrians
- A complete riverside footpath on the east side of the river
- An uninterrupted footpath from the town centre to the Springfields Shopping Centre
- Cycle paths are more important than having a cycle hub
- Creation of a joined-up cycle network is imperative
- Too much emphasis on cycling

Other general comments

- General concern over the delays suffered at the railway level crossings and the implications this would have on emergency services' response times.
- More enforcement of drivers running red lights and using mobile phones
- More cheap car parking in the town centre
- All new car parks should be multi-storey
- Fierce lobbying of central government by LCC is needed to stop expectation that major transport works should be developer funded
- Spalding needs a rail bypass

Summary of Entries into the Comments Book

Many of the comments found in the comments book were similar to those found in the questionnaires; however, there were some unique or more specific suggestions.

Once again specific traffic management issues were frequently mentioned, including the following:

- Little London Junction should be a roundabout (or mini-roundabout)
- Little London Junction should have traffic signals
- The east side approach to Little London Bridge should have a yellow box
- Monks House Lane should be an HGV route
- Island at West Elloe Avenue and Pinchbeck Road should be removed to allow an additional lane at the junction
- Inappropriate speed limits, too low on West Marsh Road and too high on Spalding Common Road
- Not enough traffic lights in the south of Spalding
- Too many traffic lights in the town centre

Other suggestions included:

- Into Town buses linking the entire town, including the hospital
- Re-opening Littleworth Rail Station
- School buses at Sir John Gleed School should park behind the school by the channel, rather than on Love Lane
- More affordable parking at the rail station
- Improving footways along Hawthorne Bank
- Cycle route from Wardentree Lane to Pinchbeck
- Ensuring cyclist follow traffic rules
- Not enough parking provided at newly-built houses
- Keep Clear markings at suitable junctions close to all level crossings
- Leaving Spalding alone; it already works

3.6 Summary of findings

Although there are many, and in some cases conflicting views in the questionnaire responses, some themes do emerge in the priorities of respondents.

- There are desires to see improvements on both road infrastructure as well as public transport, walking and cycling infrastructure.
- In the short-term, measures aimed at bringing improvements to sustainable transport such as improved walk /cycle links and a joined-up cycle network are the most heavily supported by respondents.
- In the medium term, improvements to traffic signals and pedestrian / cyclist crossing facilities are supported by a majority of respondents.
- In the long term, enhancements to rail services are a priority for high proportion of respondents. The more significant infrastructure project of completing SWRR is also supported by a majority of respondents. Improvements to bus services local and inter-urban were not as widely supported.
- Congestion is seen as a large problem in Spalding and there is some consensus (59%) that taking steps to relieve this congestion is a high priority. Medium and longer-term measures to improve this situation were ranked as high priorities by a majority of respondents - improving traffic light timings (supported by 71%) and completion of the SWRR (66%).
- Around half of respondents (49%) have a desire for enhancements to public transport services. In terms of measures which would address this concern, there appears to be a clear preference for rail interventions over bus based solutions. Interventions aimed at improving public transport infrastructure (relocation of bus station, enhanced interchange between bus and rail) have some support, although these are neither the most or least frequent responses.
- 46% of respondents felt improved pedestrian and cycle links were important. Solutions which address this issue include improving pedestrian and cycle links throughout the town (51%), making the town centre more pedestrian and cycle friendly as well as improving pedestrian and cycle crossing facilities at poorly served locations (55%) and adding a new footbridge over the railway as well as upgrading existing ones (45%)
- There were also some less positive comments towards cyclists suggesting that there should be no funding for cycling and that better enforcement was required for cyclists. However, the results of the questionnaire suggest that more respondents than not support improved cycling infrastructure
- There are many possible short-term solutions that have been suggested by residents, under additional comments, that involve improvements to specific roads and junctions that can also be considered.

4 Responses from Stakeholders

4.1 Stakeholder Workshop

The stakeholder workshop took place on 12th June at the South Holland Centre. Stakeholders were invited to hear about the development of the draft strategy and discuss whether the proposed interventions addressed the key issues identified. The meeting was attended by a range of members and interested organisations including local bus companies, Pedals (cycle group) and the Spalding and Peterborough Transport Forum.

Cllr Richard Davies (Executive Councillor, Highways, Transport and IT) gave an overview of the strategic transport issues affecting Spalding and the surrounding area, including the major road network. Jonathan Wickham (Senior Project Leader) gave an overview of the strategy process and the objectives. Joe Charlesworth (Mouchel) gave a more in-depth review of the assessment process and the contents of the draft strategy. Following the presentation, round-table discussions were held. A summary of these discussions is shown in the table below.

Subject	Summary of discussion
The balance of the draft transport strategy	In broad terms, the general feeling was that the draft strategy strikes a reasonable balance between conflicting demands and future pressures on the transport system.
	Look at last 20 years to inform future 20 years. Social attitudes and behaviours have changed. Population has grown. Car ownership has increased. HGVs have grown in size and number. Local facilities including the cinema and some large stores have gone from the town centre.
	Some felt that the vision is not sufficient and the focus needs to be re-thought. Residents should be the first priority and more priority given to local journeys, getting people into and out of town.
	There is not enough emphasis on the short-term and easily deliverable measures.
Rail issues	Increase rail connectivity and frequency.
	The rail- freight interchange location will have significant impact on the transport network. Extend the SWRR bridge over the railway to access the proposed hub location.
	Need to be more robust with Network Rail – tell them they can't keep putting more trains through town. Winsover Road will not cope.
	Some concern that severance issues would remain or increase with extra trains, although the idea of another road bridge in the town centre seemed to be generally unpopular.
	Littleworth Drove Station - Discussion about reopening the station took place

	<p>from opposing sides. Spalding and Peterborough Transport Forum is promoting this. It has commissioned a feasibility study which includes patronage forecasts. It also sees this as a commuter station for Peterborough and London. Passengers are expected to include residents from new Spalding developments.</p> <p>It was raised that there would be increased traffic in Deeping St Nicholas and the station would require a car park. It was stated that locals would also use the station and that shuttle buses could be provided.</p>
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Buses	The Swan St bus station would be beneficial, and the bus companies indicated support for this. A landing stage in the Market Place would be better. This could be a short-term experiment.
	Bus priority measures would be welcome.
	Market Place – bus access. Popular with the majority – some would like to see it opened to all traffic, some wanted it to remain closed and pedestrianised. However there was some agreement that buses only was a good compromise and would bring more life to the town centre.
	The Into-Town service frequency will be reduced from 23rd June due to the inability of the fleet to meet the timetable commitments.
Walking and cycling	Information for tourists. Movements by these modes could be made easier. Consider coloured kerbs to identify routes.
	The cycling network is disjointed. There was generally a positive response to cycling improvements and joining up the network. PEDALS felt cyclist safety could be improved; an example given was Twin Bridges.
	The proposal for a Coronation Cycleway – gained general support, and it was felt it would better open up this part of town to pedestrians and cyclists. It was felt important that the cycleway is also well connected to the schools in this area. Questions were raised about land and approvals.
	Parking on St Thomas's Road restricts or complicates cyclist movements.
	The upgrading of the cycleway linking the hospital and Enterprise Way needs to be included.
	Sustrans' government funding has been pulled back. They are working with other partners (e.g. NHS) to deliver suitable measures.
	Sustrans could offer assistance with access audits. Volunteers could help with cycle track maintenance.

Roads	General discussions were held about the purpose of Spalding Western Relief Road, whether it serves development or is a congestion-relieving measure. The answer is that it serves both purposes. The timescales for delivery are too long.
	Heavy goods vehicle (HGV) traffic should be prohibited through the town centre. Very few HGVs go through the town centre, except to deliver to supermarkets

	and shops.
	Bottlenecks form around Woolram Wygate at school arrival and departure times.
	Little London Bridge is a critical location for access and could be improved for traffic, pedestrians and cyclists – A second bridge should be considered.
	Traffic signals should be improved, synchronised or removed.
	The A16 should be a dual carriageway.
Schools	General agreement on school measures, although parental safety and security perceptions might need to be changed.

The Local Plan and planning – Not strictly part of the transport strategy, but clearly inextricably linked.	Development will not be coming on stream for a long time as housing demand is likely to be slow.
	No large employer to support development growth. Lots of small employers.
	Local plan incorporates government's targets for housing growth.
	Social / affordable housing adds to the parking problems.
	Growth targets are too high. Why isn't more use made of brownfield sites?
	Need facilities on new development sites so residents do not to travel so much.

4.2 Additional responses from stakeholder organisations

In addition to responses received from individuals and groups attending the workshop, a number of submissions were made to the consultation by stakeholder organisations. A summary of these submissions are presented below.

4.2.1 Campaign to Protect Rural England

The CPRE is a national environmental charity which campaigns for a “protected countryside, but within the context of a healthier economy and a happier community”.

The CPRE has suggested implementing a 20mph speed limit on all streets that fall within the Spalding town limits. It believes this will have a number of beneficial effects such as:

- Encouraging non-vehicular traffic into the town centre
- To deter through-traffic from travelling through the town centre
- Providing a better environment for cyclists and pedestrians
- Improving safety for all road users

- Improving the visual landscape

If all vehicles within the town limits are limited to 20mph residents would be more likely to walk or cycle into the town centre; with through traffic discouraged from travelling through the town centre, the roads would be less busy and therefore safer for pedestrians and cyclists. Less strategic traffic and lower speed limits would reduce the need for directional road signs which add clutter and detract from the visual quality of the town.

Although the town-wide 20mph 'Slow Town' approach was the main theme in CPRE's response, also had comments on specific issues, such as:

- Current congestion is not excessive, it's the future potential congestion that is the main issue
- CPRE proposes a south-western relief road between the A1175 / B1172 via the new road bridge and the A151 at Pode Hole which should be completed as a priority and is crucial to addressing the potential future road congestion in Spalding
- A selective approach should be taken to improving bus waiting facilities
- Creation of a joined-up cycle network desirable but won't fully realise its benefits unless the 20mph zones are adopted
- Bikeability programme is worthwhile, but again, won't fully realise its benefits unless the 20mph zones are adopted
- Car Park Signing unnecessary; locals know where to park and signs will just add clutter
- Town centre traffic flows better without traffic signals
- It is more important to extend the reach of Into Town bus services rather than increase their frequency
- More ramped cycle access over the railway line is necessary to achieve a more meaningful cycle network
- Car Park to the west of the railway line is not desirable as it will be further away from the town centre than most people are willing to walk

4.2.2 *Pedals*

Pedals is Spalding's Cycle Action Group which has existed since 1983 "to promote the best interests of cyclists and cycling in Spalding and the surrounding area". They aim to "promote sustainable transport, reduce reliance on the car, improve air quality by reducing emissions and promote a healthier lifestyle." Their comments on the strategy included:

- Too much emphasis on the SWRR
- Cycle-friendly bridge is needed to link the west side to the railway station; the current bridge linking Park Road to Kings Road is not suitable
- Cycle Route 12 should be better signed and publicised and be connected to the rail station through the town centre
- Need cycle routes through the town centre which can connect the west side to the industrial estate and the high schools
- Cycle links to and from parking facilities at the bus station are just as important as those for the rail station
- New developments should incorporate cycle storage and cycle parking facilities at people's homes as well as at schools and at employment and shopping areas
- High Bridge Junction should be added to the safety review as the traffic signals pay no regard to cyclists and pedestrians
- The path along the old Spalding-Boston railway line would be a good opportunity for a cycle route if it could be brought up to standard

4.2.3 *Chamber of Trade Meeting*

On 7th July 2014 a Chamber of Trade meeting was called to discuss a number of suggestions for the transport strategy.

One concern raised was regarding the high number of new homes being constructed with no corresponding growth in employment. Therefore, the majority of the new residents would be commuters who would cause more congestion without supporting the local economy.

It was also stated that the transport strategy should support the Greater Lincolnshire Agri-food Sector Plan's aims which will be delivered in part by helping to build an economic case for investment in the strategic transport infrastructure to support agri-food sector growth with a particular focus on road freight. Furthermore it was stated that the transport strategy falls short in not recognising the strategic importance of the wider road network. They believe that the need to transport agri-food away from the area is currently hampered by the road network and will continue to get worse. They also noted that a local road haulage firm has experienced 25% growth in the past year and will continue to grow due to a contract with one of the larger budget supermarkets.

It was also stated that the transport strategy should support the Spalding Water Space Study's implementation. Specifically, the water space study includes

elements of shared spaced routes along the banks of the River Welland which they believe would have an impact on traffic flow and behaviour.

They also expressed a desire for the Into Town bus services to have access to Market Place to provide more convenient access for bus passengers.

The chamber have also raised concerns about car parking, in particular on-street parking, the length of time people are allowed to park and the hours of enforcement.

4.2.4 Spalding and Peterborough Transport Forum

The Transport Forum campaign for better conditions of service and aim to represent commuters in Spalding and Peterborough. They are currently campaigning for a new railway station in the village of Deeping St Nicholas between Spalding and Peterborough and would like this to be supported in the strategy.

An initial feasibility study – commissioned by the Forum – was prepared in 2013 by MVA Consultancy. They have also received a letter from The Secretary of State for Transport who has advised that Lincolnshire County Council will make the decision on whether the station reopening should be prioritised for Government funding for local transport schemes.

5 Steering Group Responses

Following the closure of the consultation, the Steering Group met to discuss the responses and if and how these should be reflected in the final strategy document. These responses are presented below alongside the suggestions from stakeholders and the general public. Any measures being taken forwards in the strategy will be subject to funding availability, often from several sources. Inclusion of a measure in the transport strategy is not an absolute guarantee that a particular measure will be delivered.

Highway measures proposed	Steering group response
Roundabout needed at Pinchbeck Road/Park Road junction	Suggestion not taken forward - this has been investigated previously and concluded there's insufficient space, land issues and extensive underground services.
Prohibiting right turns from Park Road onto Pinchbeck Road	To be included in Strategy for investigation as a short-term measure
Prohibiting parking on Hawthorne Bank at school times	<p>There are currently yellow zig-zag lines around St John's Primary School which extend from St John's Road to a point approximately 50m south of the main school entrance. An advisory 20mph is also in place and road markings indicate a 'school safety zone'.</p> <p>LCC are currently investigating making advisory 20mph limits around schools mandatory.</p>
Prohibiting on-street parking near junctions	Enforced by the Police
Introducing a one-way road system on each side of the river from Little London Bridge to the Double Bridge Roundabout	Some sections are already one-way. This proposal would need to sit alongside any plans emerging from the Waterspace Study.
Introducing a one-way system on Double Street	Double Street is already one-way
Introducing a one-way system in the	Parts of town centre are already one-way. The benefits of further one-way are

town centre	not clear from the comment.
Re-opening a separate left-turn lane from West Marsh Road onto the Double Bridge Roundabout	Not feasible – this approach was originally narrowed to prevent HGVs using the route.
Improve coordination of traffic lights at Winsover Road and Station Gates level crossing	Included as short-term measure. A full review of traffic signals will take place as part of the scheduled renewal of signal equipment. This will evaluate the need for signals, seek to optimise timings and could result in the installation of more up to date technology. This review may lead to these measures being brought forward as short-term interventions.
Not enough traffic lights in the south of Spalding	
Too many traffic lights in the town centre	
Little London Junction should be a roundabout (or mini-roundabout)	The importance of Little London Bridge is recognised and a full review of the junction operation and safety will be undertaken as a short-term measure. This will look at amendments to the existing layout and possible changes in traffic priority.
Little London Junction should have traffic signals	
The east side approach to Little London Bridge should have a yellow box	
Monks House Lane should be a HGV route	Monks House Lane is designed as a local distributor road including traffic calming and mini-roundabouts. Encouraging HGV use is not seen desirable.
Island at West Elloe Avenue and Pinchbeck Road should be removed to allow an additional lane at the junction	Islands are provided for pedestrians.
Inappropriate speed limits; too low on West Marsh Road, too high on Spalding Common Road	Speed limits are set according to county-wide guidelines.
Keep Clear markings at suitable junctions close to all level crossings	Greater use of keep clear and yellow box junctions will be investigated as part of a wider review.
Building a complete western ring road connecting to the A16 both north and	The proposed SWRR is felt to be sufficient to meet the long-term

south of the town	objectives of the Transport Strategy.
Extend the SWRR bridge over the railway to access the proposed rail freight interchange location.	
Improving South Drove from the B1172 to Pode Hole as a short term solution until the SWRR is built	Not feasible as a short term solution – This proposal would require major engineering works as the alignment is adjacent to the drain.
South west relief road from Pode Hole to A16	
The A16 should be a dual carriageway.	There are no plans to dual the A16 due to funding limitations. The Route Action Plans currently being undertaken will identify and prioritise smaller scale interventions.
20mph zones	LCC support advisory 20mph zones outside all schools in conjunction with School Safety Zones. There are no current plans to introduce mandatory 20mph zones to a wider area. More research is currently being conducted into their effectiveness in reducing casualties.

Public transport measures proposed	Steering group response
Moving the bus station	Sheep Market was identified as another possible location for the bus station. Wording in the strategy will be changed to reflect the options which exist, the aims of the relocation – closer to the town centre and that more investigation and consultation is required before the location can be decided.
Lack of Into Town bus services before 8:30am	This is a commercially operated service, the strategy is unable to influence the commercial decisions of the operators. As the population of Spalding increases

	it will hopefully become commercially viable to run services for longer periods of the day.
Lack of public transport service between Market Deeping, Deeping St. Nicholas and Spalding	This service to Deeping St. Nicholas would need to be supported financially. The County Council budget for supported services has been cut drastically in recent years and therefore it is unlikely additional services will be funded in the short-term, although this situation could change in the future.
The need for improved public transport during the evenings and Sundays	
Public transport link from Deeping St. Nicholas to Crowland	This is outside the study area but would be dependent on funding (see above).
Putting buses back on Market Place and Hall Place would be a backwards step	These proposals are being dropped from the strategy. The location of the market means that buses could not serve Market Place on Tuesdays or Saturdays. This means buses would need to serve alternative routes on Tuesdays and Saturdays which is not seen as desirable and does not support a long term strategy of increasing bus patronage.
Better bus service needed for western Spalding	The strategy promotes the long term development of Into Town Services to serve new development. This is likely to include improvements to timetable frequencies and see extensions which might also serve existing areas of the town including Broadway. Completely new services might also be subject to funding support from LCC
Extending the Into Town bus service to Broadway	
Into Town buses linking the entire town, including the hospital	
Earlier and later train services to improve commuter links to London	LCC will continue to lobby the DfT in the short to medium-term for improved passenger services on the Joint Line. A new franchise for the East Midlands will begin in 2017. As part of this process service commitments will be reviewed and is the point at which any enhancements would be agreed.
Re-opening Littleworth Drove Rail	The Spalding and Peterborough

Station	Transport Forum commissioned the consultants MVA to carry out an initial feasibility assessment of reopening the station. The County Council is aware of this work and the views of the Transport Forum. The Council's view is that it would be a very long and costly process to reopen the station. The Council is under significant financial pressure and would be unable to fund the studies required by Network Rail in its eight-stage assessment process. Whilst at the moment funding is not available to carry out this work, it is possible that this situation may change and, therefore, this matter will be kept under review.
School buses at Sir John Gleed School should park behind the school by the channel, rather than on Love Lane	This is not within the scope of the strategy. However, the school will be informed for any potential action.
Bus priority measures	Bus priority could be considered as part of the traffic signal review although it's effectiveness is likely to be limited given space constraints at junctions and the fact many delays in Spalding occur at level crossings.

Cycle and pedestrian measures proposed	Steering group response
A user-friendly footbridge over the railway is urgently required at Winsover Road	A number of medium-term options are included in the strategy which propose improvements or new footbridges including at Winsover Road, the Railway Station and Park Road / Kings Road.
The footbridge over the railway from Parks Road to Kings Road should be improved to make it more appealing and accessible to pedestrians	
A complete riverside footpath on the east side of the river	The Waterspace Study makes several suggestions to improve access to the river for pedestrians. The Transport Strategy supports these proposals.

An uninterrupted footpath from the town centre to the Springfields Shopping Centre	This route is currently sign posted. A review of pedestrian and cycle routes are planned in the short-term.
Cycle paths are more important than having a cycle hub	The cycle hub will be dropped from the strategy as there was no widespread support for this measure The importance of cycling is recognised in the study and a review will take place in the short-term to identify how the cycle network can be better joined up. In the longer term cycling infrastructure projects will be identified as part of the Lincolnshire Cycling Strategy.
Creation of a joined up cycle network is imperative	
Too much emphasis on cycling	
Cycle route from Wardentree Lane to Pinchbeck	Proposals to be considered as part of Pinchbeck cycling strategy.
Ensuring cyclist follow traffic rules	Enforced by the police and therefore not within the scope of this strategy.
Improving footways along Hawthorne Bank	Lack of space limits the potential for widening footways. Other improvements would occur as part of maintenance.
Parking on St Thomas's Road restricts or complicates cyclist movements.	This could be raised as part of the efforts to create a joined up cycle network .
Information for tourists. Movements could be made easier.	This is covered in the Waterside Study which is supported by the Transport Strategy.

Other proposed measures	Steering group response
General concern over the delays suffered at the railway level crossings and the implications this would have on emergency services' response times.	Outside the scope of this strategy but improvements to level crossing technology should partly mitigate this impact.
More enforcement against drivers running red lights and using mobile	Police are responsible for such enforcement and therefore, this is not

phones	within the scope of this strategy.
More cheap car parking in the town centre	Surveys conducted by the Spalding and District Civic Society suggest there is an adequate number of car parking spaces already provided in the town centre. Parking charges are competitive with other Lincolnshire towns.
All new car parks should be multi-storey	
Spalding needs a rail bypass	This is not feasible. The Joint Line was recently upgraded and a rail bypass would be hugely expensive given current levels of rail traffic.
More affordable parking at the rail station	Car parking charges at the station are set by East Midlands Trains and therefore, this is not within the scope of this strategy.
Not enough parking provided at newly-built houses	Previously limits were set by national planning policy. LCC are currently reworking their parking standards following the introduction of the National Planning Policy Framework.
Not enough emphasis on the short-term and easily deliverable measures.	Additional short-term measures have been added, such as traffic signal review.
In the last 20 years social attitudes and behaviours have changed. Population has grown. Car ownership has increased. HGVs have grown in size and number. Local facilities including the cinema and some large stores have gone from the town centre.	Working Paper 2 covers these changes. Recognition that 20 years is a long period and that strategy should be reviewed at no longer than 5 yearly intervals.
Ensuring that transport infrastructure should be in place before new houses are built	Wherever possible infrastructure should be delivered alongside development. The importance of the planning process is emphasised in the strategy, which sets out measures which should be delivered to meet the needs of a growing Spalding.