

The Spalding Western Relief Road – Route Options Analysis

Purpose of the Document

This document sets out the historical background to the development of the Spalding Western Relief Road and summarises the options appraisal that has been carried out to identify a preferred route for the central sections (2, 3 and 4) of the road. It identifies a preferred route which it is proposed will be recommended to the County Council's Executive for approval.

The purpose of the document is to facilitate engagement with the community over the options appraisal and in particular those most directly affected by the identified preferred route.

The options appraisal and responses to it together with other relevant information and analysis will be used to inform the final decision of the County Council's Executive concerning (amongst other things) a preferred route for Sections 2, 3 and 4. That decision will be taken in early 2020.

The Need for a Relief Road

The Spalding Western Relief Road (SWRR) will be a 6.5km road, 7.3m wide, linking the A1175 and A16, from the B1172 Spalding Common, in the south to the B1356 Spalding Road in the north.

The SWRR is identified in the fourth Local Transport Plan as one of Lincolnshire County Council's four major scheme priorities for the short and medium term. It is needed to solve transport issues and to support future growth around the town and will relieve traffic congestion, improve journey time reliability and support air quality improvement in Spalding Town Centre.

It will also, in the longer term support the delivery of future strategic residential sites that are allocated in the South East Lincolnshire Local Plan (SELLP), including the Holland Park Development in the south and the Vernatt's Drain Sustainable Urban Extension (SUE) to the north.

The SELLP identifies that the full Relief Road will be delivered in sections as it requires a pool of development from which to secure contributions towards its cost and therefore it is necessary for the scheme to be delivered in five sections.

- Section 1 – Spalding Common to Holland Park
- Section 2 – Holland Park to Bourne Road
- Section 3 – Bourne Road to North of Vernatt's Drain
- Section 4 – North of Vernatt's Drain
- Section 5 – North of Vernatt's Drain to Spalding Road

Funding for Section 5 of the SWRR has been secured along with Planning Approvals for Section 1 and Section 5 and detailed design for both sections is now underway.

Sections 2 to 4 of the SWRR will join Section 1 to Section 5 and are expected to be delivered over the implementation period of the SELLP with funding secured from contributions from the SUE's. The specific alignment or route of all of these 'central' sections was yet to be determined and a safeguarded road corridor for the scheme was therefore shown in the SELLP.

Planning for the New Infrastructure

The SWRR is a key strategic road scheme that is of high priority within the Highway Authority's Capital Programme, and which is fully supported by the current Local Transport Plan (LTP). There is a commitment to funding and it is intended to construct the road in sections with the first two of these delivered by 2022. It has been developed over a number of years, in consideration of the Local Plan and also the views of members of the public.

Local Planning

From a Planning perspective, the 2006 South Holland Local Plan allocated 85 hectares of land in the form of a Sustainable Urban Extension, now known as the Holland Park Sustainable Urban Extension (SUE), located to the south west of Spalding. This allocation deliberately included a 'policy-protected' and an indicative safeguarded route for the delivery of the first section of the SWRR through the Holland Park housing allocation.

The road link, as described in the 2006 adopted South Holland Local Plan envisaged that Broadway would form part of a route to comprise three phases:

- Phase 1 (the current Section 1) began at the B1172 Littleworth Drove and included a new bridge over the railway, extending to the boundary of Holland Park. It was envisaged that Phase 1 would be delivered by the developer for Holland Park.

- Phase 2 was a continuation of the Phase 1 route, northwards, linking the Holland Park development to the A151 Bourne Road, with a new roundabout to be constructed at Bourne Road.
- Phase 3 was a longer-term aspiration that would link the new Bourne Road roundabout to the B1356 Spalding Road, near Enterprise Way.

In September 2007, the Holland Park Development Brief was consulted upon by South Holland District Council (SHDC). The Brief set out the requirements for the developer to provide Phase 1 of a relief road in preparation for the future Phase 2 link (to Bourne Road). This principle was adopted and consulted upon in the Holland Park Master Plan in 2009.

The South Holland Local Plan and the 2nd Local Transport Plan, published in March 2006, both identified the relief road as a longer-term major scheme, not likely to be funded before 2021.

In March 2011 the Highway Authority published the 3rd Local Transport Plan which identified the County Council's intention to develop proposals for a Relief Road and to apply for Planning Permission. Subsequently, the Vernatt's SUE, comprising land north of Vernatt's Drain, was identified in the South East Lincolnshire Local Plan (SELLP) as a suitable area to provide a phased development of approximately 4,000 dwellings and supporting community infrastructure.

Between 3rd May and 28th June 2013, SHDC invited public comments on preferred options for a Strategy and Policies Document. Background to the relief road was set out on pages 234 to 235 and a draft policy approach for the SWRR was set out at page 242 of the document. In addition, a map included at page 302 of that document showed a broad alignment for the road. Specific consultation questions relating to the relief road were set out at page 243 of the document (questions 77-79).

Between 8th January and 19th February 2016, SHDC invited public comments on a draft Local Plan for South East Lincolnshire, which set out; a vision and strategic priorities for the area; draft policies; and options for possible land allocations. This also included the SWRR including what is now known as Sections 1 and 5. It also included the proposed Safeguarding Corridor for the central section.

Between 15th July and 12th August 2016, SHDC invited public comments on revised Policies 2 (spatial strategy) and 12 (distribution of new housing) and on proposed sites for development. This included a revised inset map that included the relevant sections of the SWRR through the proposed Vernatt's SUE and Holland Park, as well as the proposed safeguarding corridor for the central section of the route.

Between 10th April and 22nd May 2017, SHDC invited people to let officers know whether they considered the proposed submission version of the Local Plan to be legally compliant. This included the alignment of Sections 1 and 5 and the safeguarding corridor for the central section.

The proposed 'Main Modifications' were subject to consultation from 16th July 2018 to 28th August 2018 and included revised versions of Policies 12 (MM016) and 30 (MM034) that were amended as a result of discussion during the hearing stage of the Examination in Public. These modifications related primarily to the approach to delivery rather than amendments to either the principle or location of the SWRR.

Public consultation on three proposed 'Further Main Modifications' to the Plan ran from Friday 30th November 2018 until Monday 14th January 2019. None of these related to SWRR.

Independent Inspectors were appointed to conduct an examination of the SELLP and were to determine whether the Local Plan was 'sound' and legally compliant.

There were Hearing Sessions to assist in reaching conclusions and the SWRR was considered and discussed during the public hearing sessions where Pinchbeck Parish Council participated in the hearings and their views were fully taken on board by the Inquiry Inspectors.

The Inspectors approved the Plan and on 8th March 2019 the South East Lincolnshire Local Plan was adopted by the South East Lincolnshire Joint Strategic Planning Committee.

Strategic Highways Planning

In parallel with the processes followed by the Local Planning Authority and the South East Lincolnshire Joint Strategic Planning Committee, the County Council as Highway Authority and Strategic Planning Authority, sought to address the need for a relief road and develop a delivery strategy that was consistent with the current

local and central government policies.

The 4th Local Transport Plan (LTP) was published in 2013, mindful of the then new National Planning Policy Framework (NPPF), and it dealt with concerns for the future economy of Spalding town centre, particularly if Network Rail implemented plans to increase freight traffic through the town.

In 2014, following further rigorous analysis, a Transport Strategy for Spalding (up to 2036) was adopted by the County Council and also by South Holland District Council (SHDC). It was realised that an effective transport strategy would ensure that the travel and transport impact of growth around the town could be achieved, but that priorities needed to be identified so that funding could be obtained, from local and national sources, when it became available.

Extensive Consultation was undertaken in 2014 prior to the publication of the Strategy, drawing on the various plans and initiatives that had come forward through the Planning Process in the previous ten years or so, and the outcomes were scrutinised by governance Boards within the authorities.

The desired outcomes of the Strategy, amongst a wide raft of social, environmental and economic goals, were to reduce the amount of traffic entering the town and to make the roads safer and with the benefit of providing resilience along the A16 corridor to the east of the town.

Also in 2014, the adopted Spalding Transport Strategy prompted the LCC Highways and Transport Scrutiny Committee to decide that the full route of the SWRR would be progressed in tandem with the development of the South East Lincolnshire Plan (SELLP).

In relation to the road, the objectives and outcomes have to meet the requirements of, the National Planning Policy Framework and also the SELLP, that was itself adopted on 8th March 2019 with a recommendation by an independent Inspector following an extensive Examination in Public.

The SWRR was identified as 'the' most important proposed strategic infrastructure project for the Local area and shown to be the product of several years of extensive consultation, assessment, policy development and planning: all within that context of a commitment by the Highway Authority to deliver a priority scheme.

The delivery of the SWRR is now a committed road infrastructure scheme in the SELLP, and specifically in relation to its Policies 15, 33 and 35, provides policy certainty and safeguards surrounding the delivery of Sections 2 to 4.

- Policy 15 states that Section 4 is safeguarded for provision, as part of providing the now allocated Vernatt's Sustainable Urban Extension.
- Policy 33 identifies 'safeguarding routes' on the Policies Map Inset Map No. 2 for Spalding and Pinchbeck, within which Sections 2 and 3 of the SWRR will be delivered, and it ensures that any development within the corridor that would prejudice the design of the SWRR will not be permitted in the determination of future Planning Applications.

The evolution of the scheme clearly requires a strategy, dealing with movement and deliverability, programming and assurance as well as the technical appraisal of preferred schemes, including the alignments, junction configuration and design.

In 2017, a bid to Government for funding through the Marginal Viability Fund, from Homes England, was successful and an award of £12m was secured towards the Section 5 improvements at and adjacent to Spalding Road/Pinchbeck Road. The bid set out the intended strategic road corridor along with the scheme objectives and it was fully supported by the then Minister of State for Transport and the local Member of Parliament for South Holland and the Deepings.

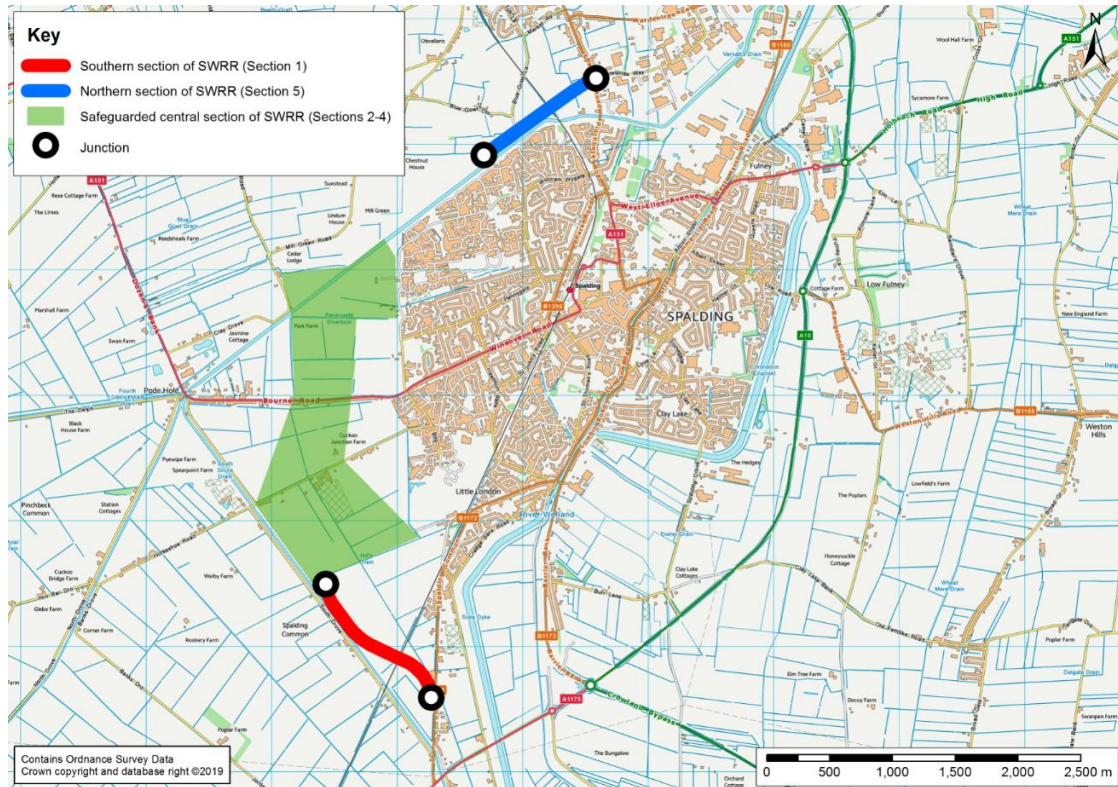
That successful award allowed the Councils priority for the Relief Road deliverability to be re-assessed and for the Highway Authority to accelerate its preferred programme of phased delivery of the road in sections. Instead of one section being able to be developed now, the award of a government contribution allowed a second section to be planned at the same time.

SHDC was formally consulted on these proposals in their role as Local Planning Authority for the Spalding Area, and they endorsed Sections 1 and 5 proposals at their Planning Committee held on 29th May 2019.

Direct consultation with statutory bodies including Network Rail, Historic England, Natural England, The Environment Agency and the Welland and Deepings Internal Drainage Board raised no objection to the proposals.

The Approved Sections 1 and 5 and the safeguarded central section for a road corridor is as follows:

Figure: **Spalding Western Relief Road**



History of the Central Sections Route

The Council's thinking on and the circumstances affecting the determination of a route for a Spalding Western Relief Road have evolved over the past 12 years to a point where a preferred route for all the central sections can and should now be determined. The aim must be to design of a strategic highways infrastructure scheme that can be delivered in a manner that ensures value for money within the strict bounds of environmental protection and engineering and safety requirements and is consistent with the planning and other strategic aims for the town of Spalding.

Figure: **Planning Timeline**

Date	Event
2007	<ul style="list-style-type: none"> Local Plan Consultation Local Plan Adopted
2010	<ul style="list-style-type: none"> Local Plan Consultation
2011	<ul style="list-style-type: none"> Transport Strategy Adopted

2012	<ul style="list-style-type: none"> • Work on potential routes for Phase 2 of SWRR
2013	<ul style="list-style-type: none"> • 4th Local Transport Plan Adopted
2015	<ul style="list-style-type: none"> • Spalding Transport Strategy Adopted
2016	<ul style="list-style-type: none"> • Local Plan Consultation
2017	<ul style="list-style-type: none"> • Traffic Model Update • Relief Road 'Safeguarded Corridor' Identified
2018	<ul style="list-style-type: none"> • South East Lincolnshire Local Plan Examination in Public • Local Plan Recommended for Adoption
2019	<ul style="list-style-type: none"> • Planning Approvals for Sections 1 and 5 • Public Engagement and Route Feasibility for Sections 2 to 4 • South East Lincolnshire Local Plan Adopted
2021	<ul style="list-style-type: none"> • Section 5 Constructed
2022	<ul style="list-style-type: none"> • Section 1 Constructed

The initial plan for the delivery of the SWRR involved the approval and delivery of each stage separately from any strategic conception of the overall route of the road as a whole.

Consistent with this extensive public consultation was undertaken by the Council in July and August 2011 on two route options for what was then called Phase 2 (now referred to as Section 2) of the relief road.

The consultation sought to gain the views of local residents, businesses and stakeholders and two route options for the relief road were presented and information supplied about the need for a relief road.

Subsequently a report was presented to the Executive Councillor for Highways and Transportation. The report gave the rationale behind the recommended Preferred Route for the Spalding Western Relief Road Phase 2 and by a decision on that date the Executive Councillor approved Route 2A as the preferred route for Phase 2 as then defined and approved the seeking of planning permission in respect of that route.

Of the two route options put forward there was very little difference in terms of effectiveness, cost, engineering difficulty etc. However, Option 2A had less negative impacts and would be less restrictive if South Holland District Council allocates land in the area for further housing development. Option 2A was, therefore, recommended as the preferred option.

The other option, Option 2B, was discounted because of the increased impact on properties, allotments and because it may prove more restrictive in the long term if the area became allocated for further housing development in the future.

The route is known as the "allotment route" and is further discussed in the section of this Report headed "Developing a highway alignment" below. It should be noted that the route only covered what is now known as Section 2 of the proposed SWRR and therefore did not constitute a route for the middle sections of the SWRR and did not incorporate a fully strategic vision of the highway infrastructure needs of the town.

Subsequently to this decision, the Council began to develop in close collaboration with SHDC its Spalding Transport Strategy as referred to in an earlier section. In addition the process of development of the SELLP had to be taken into account both as a core element of the wider strategy for the town of Spalding that should be taken into account in developing infrastructure and because it would govern the planning framework in which any preferred route would need to be progressed.

At the time, there was also a national change in policy for major infrastructure delivery. There has been a reduction in direct local authority funding and a greater expectation that public infrastructure will contribute to and be partially funded from local growth and in particular the bringing into development of new housing supply. This change has the potential to make a piece of public infrastructure financially unviable if it does not fit into local growth plans as reflected in the Local Plan.

It also renders impractical a piece-meal stage by stage approach to the delivery of a major piece of infrastructure such as a relief road. Without a strategic vision for the route of the whole road, an understanding of how it fits into the local planning and wider growth strategy for the area and how it aligns to the conditions attached to various sources of funding a road cannot be embarked on with any confidence that it will be delivered.

The Council has not progressed the delivery of any of the SWRR to date including Phase 2 as defined in March 2012. In the meantime the strategic framework in which the scheme has to be progressed has changed. If the SWRR is to be delivered in the interests of Spalding then the Council must look again at the best route, this time for the road as a whole and in the existing context. The route options certainly include the existing preferred allotment route up to Bourne Road but the potential northern

extension of that route needs to be analysed alongside other potential routes to define the best option within the planning, policy and funding framework that applies today.

The remainder of this Report sets out a summary of the Council's options appraisal.

Developing a Highway Alignment

Whilst the necessary planning and funding opportunities are being addressed in relation to Sections 1 and 5, the Highway Authority has also sought to find out if members of the public had a preference for, or views on, a 'Central' route.

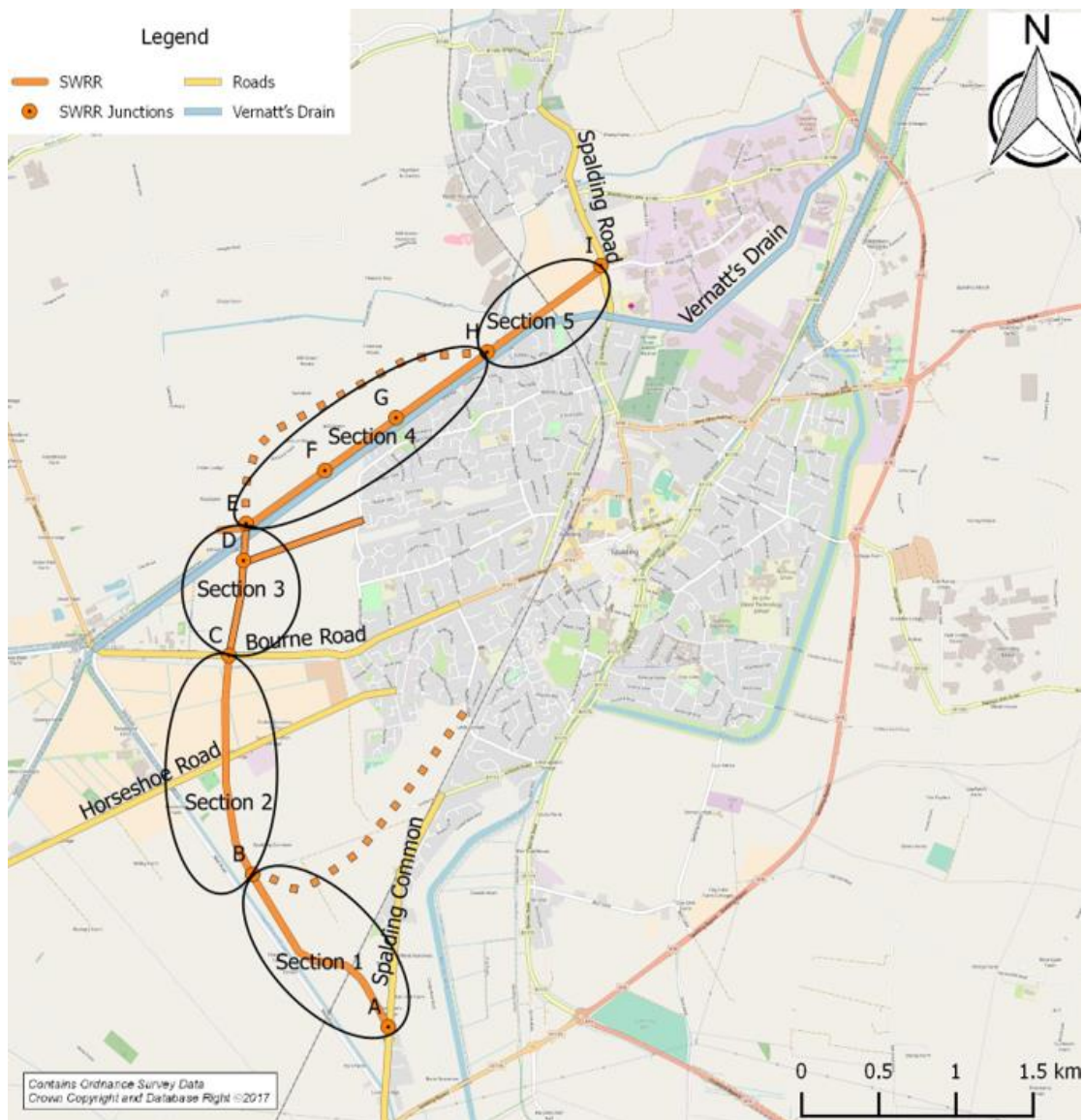
Public engagement sessions were held in 2019 and the subsequent evolution of the scheme was supported by extensive technical data including a detailed traffic model, highway design, topographical and also environmental data that is constantly monitored and updated.

Sections 2 to 4 of the SWRR, often referred to as the 'central sections', are expected to be delivered over the implementation period of the South East Lincolnshire Local Plan (SELLP).

The feasibility of delivering these parts of the full Relief Road have been examined and re-examined following comments and suggestions made by members of the public.

Since the adoption of the SELLP, work has continued on the full scheme and a Stage One Feasibility Report for the 'central' sections was prepared in May 2019 which considered six different options and used a sifting exercise, called the Department for Transport's (DfT's) Early Assessment and Sifting Tool (EAST), to derive a short list of potential options to be taken forward for further consideration.

Figure: Relief Road Sections



Aside from doing nothing and not building the road, which is not an option because of the poor accessibility and travel time issues around the town that are forecast, five initial options were extended to eight in response to the early public engagement feedback and this included looking at options outside the safeguarded corridor. The following alternatives were designed and assessed.

Route Option 1

This route is often known as 'The Allotment Route'. It adopts the existing approved preferred route as far as Bourne Road. A key feature of the route is its extreme east alignment, extending outside of the Safeguarded Corridor. North of Bourne Road this route alignment goes through two significant allocated sites in the adopted South East Lincolnshire Local Plan, for a secondary school and housing. A benefit of this route is

that no residential dwellings would be required on Bourne Road. In addition to the route extending outside of the safeguarded corridor, is of significant impact on the adopted local plan with the loss of key allocation sites identified as Mon 008 and Mon 005 and the inability to provide a junction connection with Bourne Road that offers traffic benefit.

Route Option 1B

Route Option 1B is a variation of route Option 1 in that it diverges from the Option 1 alignment at the Bourne Road junction. From this point it branches east and west to form a new horizontal realignment of Bourne Road. The route joins Monks House Lane eastbound and terminates at Local Plan site Mon 008. Westbound, the route crosses Bourne Road where a commercial property would be required to be purchased, before progressing northbound through the Safeguarded corridor. Whilst this route alignment avoids residential dwellings on Bourne Road, and avoids the Local Plan sites, it involves significant horizontal realignment of Bourne Road and an associated cost. The route also requires the purchase of a commercial property at the Bourne Road crossing and is a tortuous route, offering little in terms of meeting the strategic objectives.

Route Option 1C

Route Option 1C follows that of Option 1B north from Section 1 Spalding Common. At the junction of Bourne Road, the route extends north eastwards to join Monks House Lane, with an upgraded 'lane' acting as the Relief Road before diverging to a new drain crossing. This route has benefits in that it does not require any residential dwellings on Bourne Road, and avoids the Local Plan allocations. The disadvantage of this route is that as with Route Option 1B, it involves extensive realignment of Bourne Road, and in addition the route uses Monks House Lane which is adjacent to and too close to the urban area to serve as a Strategic relief Road and the traffic benefits are diminished.

Route Option 2

Route Option 2, 'The East Alignment' largely follows the Safeguarded Corridor. This option was sifted out in the initial stages using the Early Assessment Sifting Tool (EAST). This was due to the alignment being unable to deliver a feasible crossing of Vernatt's Drain because of the approach angle.

Route Option 3

Route Option 3, 'The Central Alignment' is within the Safeguarded Corridor and is the

most direct alignment through Sections 2 to 4 of SWRR. It has the best traffic and highway characteristics. This route performs well in traffic terms and has the best highways geometry, making it the preferred engineering solution in both design and cost. The disadvantage of Route Option 3 is that several residential properties would be required on Bourne Road.

Route Option 4

Route option 4, 'The West Alignment' requires acquisition of a commercial property on Bourne Road. This route performs reasonably well in traffic and transport planning terms and avoids residential impact on Bourne Road. The route does require the purchase of commercial property and a significant disadvantage is the need for a complex staggered junction solution at Bourne Road and the need to culvert a watercourse at an oblique angle.

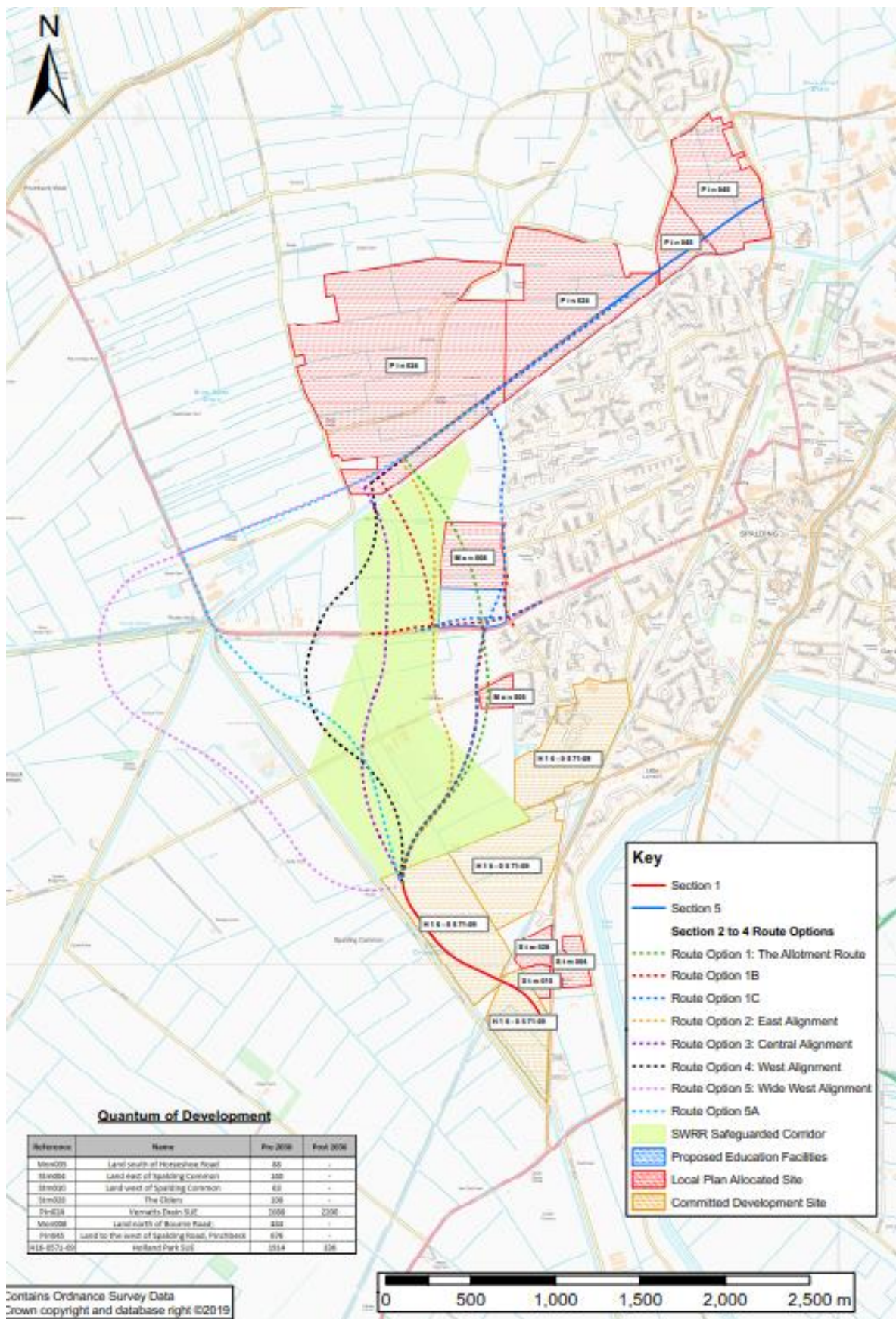
Route Option 5

Route Option 5 'The Wide West Alignment' was created to provide a route which bypasses all residential dwellings on Bourne Road. As a result, however, the route is substantially longer, and requires three new crossings of watercourse, and an additional two road crossings. The route performs poorly in terms of value for money and is an undesirable option for strategic traffic. It was sifted out of the process at the initial EAST stage.

Route Option 5A

Route Option 5A broadly follows an alignment between Route Option 5 and Route Option 4. The route avoids residential acquisition on Bourne Road and joins South Drove at Pode Hole. This route, despite taking a closer alignment to Route Option 5, is still a significant departure from being a direct route. As a result, it will not provide necessary travel time savings and value for money and would be too long for its designated purpose.

Figure: Central Section Route Options



Each of these Route options and variants have been costed in a consistent manner and the detail is set out in the following table, where Route Option 5 is the most costly and Route Option 3 the best value for money.

Table: **Comparative Cost of the Central Sections Alternatives**

Route Option	Length	Cost
1	4.8km	£50m
1b	3.9km	£50m
1c	4.8km	£46m
2	4.2km	£40m
3	5.0km	£39m
4	5.2km	£45m
5	6.1km	£66m
5b	5.3km	£55m

Note: Costs use 2026 as an out-turn year including compensation costs

The options with the highest aggregate scores, and therefore key contenders, were:

- Route Option 1: The 'Allotment' Route
- Route Option 3: The 'Central' Route
- Route Option 4: The West 'Trojan Wood' Route

The Feasibility Study findings indicated that for a combination of reasons Route Option 1 through the Allotments is the least feasible of the alternatives.

The other two routes through the 'Trojan Wood' site and the 'Central' route to the west of the safeguarded road corridor both scored similarly on a number of aspects, but in highway and traffic terms, Route Option 3 scored the highest.

These three options have been examined in detail to determine the best solution and preferred alternative.

The key characteristics of each are as follows:

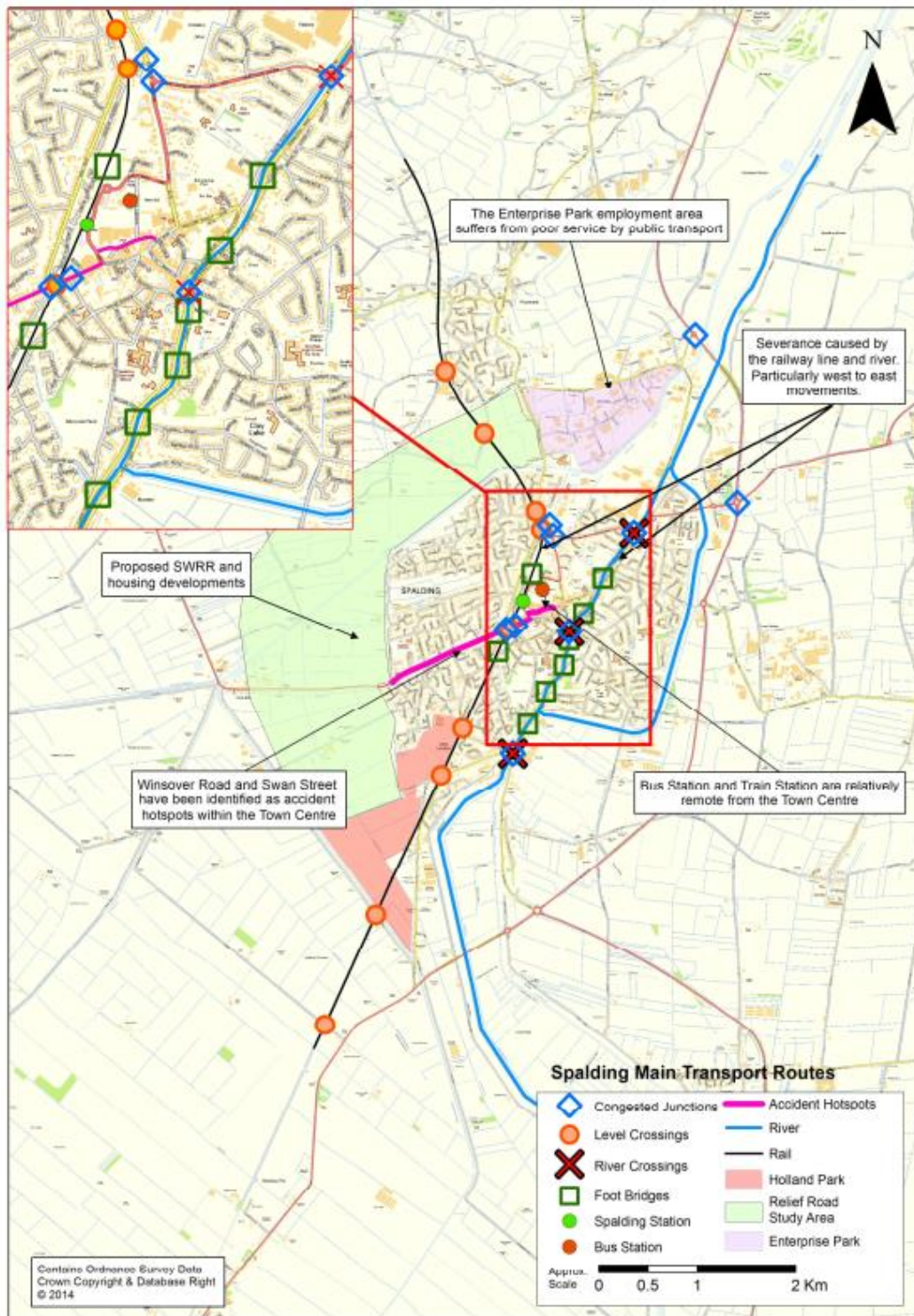
Table: Route Comparison

Option	Route Outline	Route Length	Highway Design	Property
<p>Route One (Allotments)</p>	<p>The route is the furthest east and nearest to the Spalding built-up area. Although the route does not require the demolition of residential property, land from a commercial property is required on Bourne Road. The route passes through several allocated housing areas sites (including Vernatt's SUE) and a proposed education facility, allocation sites for additional housing adjacent to the proposed education facility, and through an allotment site. The route requires the construction of several junctions, a bridge and a stopping up order along Horseshoe Road. The route includes a connection to Monks House Lane through to Woolram Wygate.</p>	<p>This is the shortest and furthest east alignment. Total length of Sections 2 to 4 is 4.8km and the length of the Monks House Lane link road is 420m. This alignment is generally smooth, with no sub-standard curvature and minimal super elevation required. It intersects Bourne Road approximately 170m west of the existing Monks House Lane/Bourne Road/Broadway signal controlled junction.</p>	<p>Route Option 1 is a more direct alignment than Route Option 4 and has fewer constraints than Route Option 3. However, it has an undesirable junction arrangement with Bourne Road due to the proximity with the Bourne Road/Monks House Lane junction and it also compromises land earmarked in the Local Plan for a school and for future housing development. This route option crosses Vernatt's Drain perpendicularly.</p>	<p>Does not require any residential land, but it poses significant planning issues with the Planning Authority due to Local Plan allocations and compensation required for landowners.</p>
<p>Route Three (Central Route)</p>	<p>The route passes to the west of Neame Ley Nursery but does not require the demolition of any properties along Horseshoe Road. The alignment does require the demolition of several properties along Bourne Road and the construction of a junction within the designated Vernatt's SUE. The route also requires the construction of several other junctions, a bridge and a stopping up order along Horseshoe Road.</p>	<p>The route is the most direct and second shortest route option between Sections 1 and 5. This route cannot utilise any of the two corridors on Bourne Road that avoid the acquisition of residential property. Total length of Sections 2 to 4 is 5km and the length of the Monks House Lane link road is 780m.</p>	<p>Route Option 3 requires residential properties to the south of Bourne Road; however, it provides the most direct route through the middle section of the SWRR corridor. The alignment is generally smooth, with no sub-standard curvature and minimal super-elevation required. No sub-standard curves are required and its junction with Bourne Road has a minimal skew angle. The route crosses Vernatt's Drain on a 10° skew.</p>	<p>Five properties at a total of £1.25m with up to four additional and adjacent properties likely to be subject to significant impact</p>
<p>Route Four (Trojan Wood)</p>	<p>The west alignment route passes to the west of Neame Lea Nursery and does not require the demolition of residential dwellings on Bourne Road. Although the route does not require the construction of a junction within the Vernatt's SUE boundary, it does require the extension of section 4 of the relief road. Moreover, the existing water course will require diversion to facilitate this route. The route also requires the construction of several junctions, a bridge and a stopping up order along Horseshoe Road.</p>	<p>The West Alignment Route is the least direct and longest route option between sections 1 and 5. Total length of Sections 2 to 4 is 5.2km and the length of the Monks House Lane link road is 850m.</p>	<p>The engineering requirements of finding a corridor through the Trojan Wood commercial property make it the least desirable route from a highway geometry and buildability point of view. This alignment is generally sinuous, with super-elevated curves required along a significant extent of sections 2 and 3. The route crosses Bourne Road with a 70° intersection angle and crosses Vernatt's Drain with a 30° skew.</p>	<p>One Industrial Unit and up to two properties at a total of £4.5m).</p>

Conclusion

As part of the current process of engagement and initial analysis a total of eight alternatives have been reduced to three possibilities in respect of the route options to link SWRR Sections 1 and 5.

Figure: Spalding Transport Strategy Relief Road Corridor



In summary, the routes have the following characteristics:

- The 'allotment' route is the furthest east and nearest to the Spalding built-up area. Although the route does not require the demolition of residential property, land from a commercial property is required on Bourne Road. The route passes through several allocated housing areas sites (including Vernatt's SUE) and a proposed education facility (as per the Local Plan), allocation sites for additional housing adjacent to the proposed education facility, and through an allotment site. It requires the construction of several junctions, a bridge and a stopping up order along Horseshoe Road.
- The 'Central' route passes to the west of Neame Ley Nursery but does not require the demolition of any properties along Horseshoe Road. However, it does require the demolition of several properties along Bourne Road and the construction of a junction within the designated Vernatt's SUE. The route also requires the construction of several other junctions, a bridge and a stopping up order along Horseshoe Road.
- The west alignment route passes to the west of Neame Lea Nursery and does not require the demolition of residential dwellings on Bourne Road. Although not needing the construction of a junction within the Vernatt's SUE boundary, it does require the extension of Section 4 of the Relief Road and moreover, an existing water course will require diversion to facilitate this route, along with the construction of several junctions, a bridge and a stopping up order along Horseshoe Road. As the route goes outside the safeguarded corridor in the SELLP this route presents planning risk.

Only the 'Allotment' route (Route Option 1) does not require any residential land, but it poses significant planning risk. It is slightly costlier than Route Option 3 and at the present time does not include for any potential costs of compensation that may be due to allocated site owners or significant costs related to the purchase of commercial property.

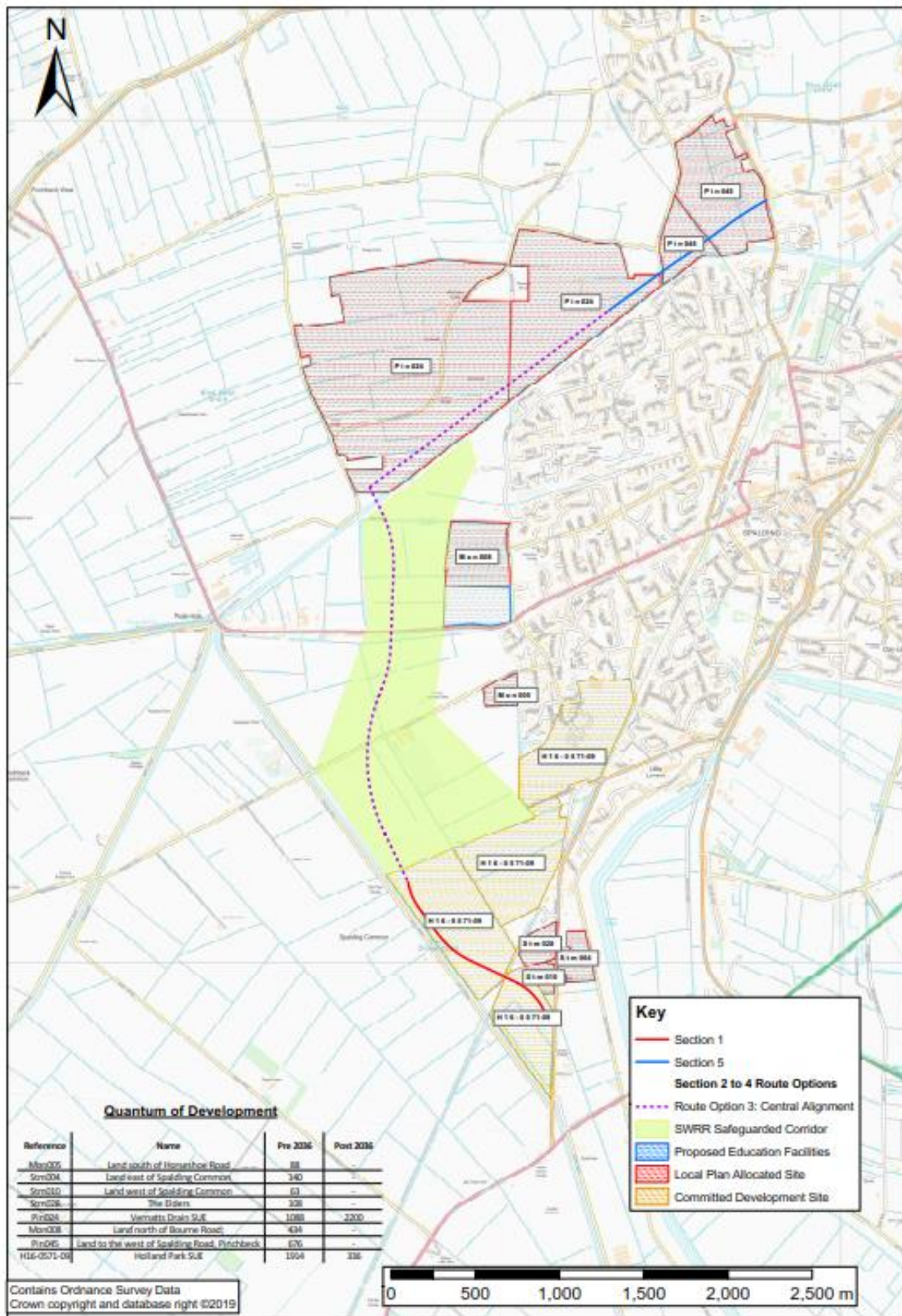
Route Option 3 has the highest resident impact but represents the best value for money even when this is taken into account. It is within the safeguarded corridor so carries little or no planning risk to its delivery. It is the best strategic highway scheme as determined by application of the EAST methodology and therefore has the strongest highways justification.

The latter is likely to be the least publicly and politically sensitive of all of the options considered, Route Option 4 impacts on two properties. It is more expensive than Route Option 3 even when compensation payments are taken into account and has significant highway compromises, scoring less well than Route Option 3 on the EAST criteria and therefore having a weaker highways justification.

Aspect	Route Option 1 - Allotments	Route Option 3 – Central	Route Option 4 - Trojan
Highway Design			
Transport Planning			
Drainage			
Land Ownership			
Planning			
Environment			
Landscape			
Outturn Cost	Additional £11m + to Route Option 3	£39m	Additional £6m to Route Option 3
Residential Properties	0	5 + potentially blighted properties	Possible Frontage
Commercial Properties	1	0	2

Based on an assessment of all opportunities and constraints, the recommendation is that Route Option 3 should be identified as the preferred route of the SWRR which will be recommended to the County Council's Executive for the purpose of further engagement including with those most closely affected.

Figure: Route Option 3



The Spalding Western Relief Road (SWRR) will be a 6.5km road, 7.3m wide, linking the A1175 and A16, from the B1172 Spalding Common, in the south to the B1356 Spalding Road in the north.

It is needed to solve transport issues and to support future growth around the town and will relieve traffic congestion, improve journey time reliability, support air quality improvement in Spalding Town Centre.

To link SWRR Sections 1 and 5, the Options Appraisal identifies for recommendation to the Executive for approval of a preferred route Option 3 because it is the best Value for Money scheme and has the most desirable highway alignment.

Eight route options have been investigated following a public engagement session held in spring 2019. The routes fall inside and outside a road corridor that is a safeguarded area within the currently adopted Local Plan - There are three alternatives that warranted further investigation and from this shortlist the proposed preferred route has evolved to form the basis of further engagement.

The evaluation of the options has looked at the environmental, social, economic and physical attributes of each in relation to the strategic objectives of the relief road that fully emerged from the Spalding Transport Strategy and Lincolnshire County Council Local Transport Plans.