

Spalding Transport Strategy

Working Paper 4: Option Sifting and Short-listing



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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 4: Option Sifting and Short-listing

Using experience from 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 and outcomes of the Transport Strategy and therefore the transport related needs of Spalding, both now and in the future. This sifting matrix has been used to assess the options included on the long list, from which a short list of the more viable options will be taken forward for more detailed assessment.

Whilst this sifting exercise has been objective and outcome led, additional criteria have been considered, under the headings of Deliverability and Risks, in order to identify those options which have a realistic opportunity to be developed further and ultimately delivered in the future. Each option has been assessed against a number of criteria under the following headings;

- Objectives, as identified in Section 12.2 of Spalding Transport Strategy Working Paper 2
- Objectives, as identified in Lincolnshire Local Transport Plan 4
- Outcomes, as identified in Section 12.3 of Spalding Transport Strategy 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;

- Public support, and
- Political support
- Environmental impact

For each of the criterion a score 0 to 4 was 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 have been allocated, in Appendix A.

The total score for each option was calculated by summing the individual scores for each criterion and has been used to provide a method of comparison between options. Those with higher scores for objectives and outcomes will be taken forward on a shortlist for further detailed investigation and assessment, which will establish the viability for inclusion in the final Transport Strategy document.

1.3 Structure of the Working Paper

This Working Paper, following on from this introduction, reviews the methodology as well as the results in Section 2 and recommends a Short List in Section 3.

2 Option Sifting

2.1 Methodology

Each of the sixty-five options were assessed on the four point scale detailed in Section 1.2 against each of the eight strategy objectives, eight LTP4 objectives and eight strategy outcomes to come up with a provisional score. The sifting criteria are contained in Appendix A and the results of this scoring are contained in Appendix B.

The options were then ranked in order from the highest to the lowest score. The results of the initial assessment are displayed below in table 2-1.

2.2 Results

Table 2-1 – Spalding Options Ranked by Objectives and Outcomes

Rank	Option	Score
1	Enhance existing cycle network	49
2	Downgrade some streets in the town centre to improve quality of space for pedestrians and cyclists	46
2	Improve pedestrian and cycle links across the town centre	46
4	SWRR Phase 1	44
4	Extend proposal for Spalding Western Relief Road to connect with B1356 in the north (SWRR Ph2 & Ph3)	44
6	Increase peak period frequency of Into Town bus services	43
6	Increase frequency of Into Town bus services throughout the operating day	43
8	Increase coverage of Into Town Bus Service	42
9	Directional signing review	41
10	Provide vehicular bridge over railway line	40
11	Safeguard sustainable transport options for new large developments	39
11	Lobby for improved rail services to Peterborough and Lincoln	39
13	Review junction operation/ configuration at A16/A151	38
13	Review junction operation/ configuration at A16/B1180	38
13	Relocate bus station to Swan Street	38

Rank	Option	Score
13	Lobby for rail services for Spalding to be provided on Sundays	38
13	Provide new cycle links to key destinations within Spalding	38
18	Town centre car parking facility to the west of railway line	37
19	Pedestrian footbridge access to railway station from west of railway line	35
19	Development of a School Transport Strategy	35
21	20mph Zones	34
21	Enhance railway crossing provision for cyclists & pedestrians	34
21	Enhance cycle link between Pinchbeck Road and Enterprise Industrial Estate	34
24	Improve cycle links between Cowbit and Spalding	33
25	Pedestrian/cycle links incorporated into design of new developments	32
25	Pedestrian/Cycling Signing Review	32
27	Review/optimize traffic signals within the town centre	31
27	Safety review of Double Bridge roundabout junction	31
29	Safety review of Winsover Road corridor	31
29	Review on street parking tolerances	31
29	Introduce left turn filter at recently improved West Elloe Avenue/ Pinchbeck Road junction	31
29	Winsover Road/ St Thomas' Road Junction review	31
29	Provide park and ride facility for rail station on Park Road	31
29	Increased Publicity Campaigns for Use of Public Transport	31
29	Encourage Sustainable travel in new developments	31
29	Safety review of other key locations within Spalding	31
29	Safety review of Little London Bridge	31

Rank	Option	Score
38	Remove traffic signals at High Bridge junction	30
38	Provide footbridge over rail line at Winsover Road	30
40	Targeted travel planning including personalised travel planning for residential properties, all major employers and education establishments	29
41	Enhance and change status of existing PROW at Coronation Channel for use by cyclists	28
41	Develop a Business Travel Zone for Spalding	28
41	Continued/Accelerated roll-out of Bikeability to schools	28
44	Introduce MOVA network at signalised junctions within the town centre.	27
44	Enhance Spalding rail station and environment around to county standard	27
44	DDA Audit	27
47	Provide/enhance a bus/rail interchange at the rail station	26
47	Provide pedestrian/cyclist crossing facilities at key junctions	26
49	Increase town centre cycle parking	25
49	Introduction of a strategy for deliveries in the retail core	25
49	'Try for Free' Public Transport Campaign	25
52	Review Community Transport Provision	23
53	Review town centre car parking provision	21
53	Car Park Guidance System	21
53	Smart parking charges	21
56	Increase frequency of inter-urban bus services during peak times	20
56	Home deliveries	20
58	Enable buses to access the town centre core	19
59	Town centre cycle hub	18

Rank	Option	Score
60	Employment area cycle hub	17
61	Improve bus waiting facilities	16
61	Review of parking standards	16
63	Park & Cycle	15
64	Temporary park & ride facilities	13
65	Implement a telephone-based car park payment system	7

3 Short-List

3.1 Introduction

After ranking the sixty-five options against the agreed strategy objectives and outcomes it became clear that a small number of options will have little or no impact in contributing to the strategy. The following options were not carried further for further assessment.

- Park & Cycle
- Temporary park & ride facilities
- Implement a telephone-based car park payment system

A short-list of sixty-two options was carried forward and further assessed against the deliverability and risk criteria. The individual scores for deliverability and risks are detailed in the scoring matrix (Appendix B) and were then added to the previous score to present a new ranking which is detailed in table 3-1 below.

Table 3-1 – Spalding Short-List of Options

Rank	Option	Description	Score	Type
1	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	68	Cycling & Walking
2	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	67	Highways & Transport
3	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	63	Cycling & Walking
4	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	61	Public Transport

Rank	Option	Description	Score	Type
4	Increase frequency of Into Town bus services throughout the operating day	Increase headway of Into Town buses to 15mins throughout the operating day	61	Public Transport
6	SWRR Phase 1	Spalding Western Relief Road first phase of the relief road, between the Holland Park development, which includes 2,250 new homes, and up to the B1172 Littleworth Drove and Hills drain	60	Highways & Transport
6	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	60	Public Transport
6	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	60	Public Transport
9	Downgrade some streets in the town centre to improve quality of space for pedestrians and cyclists	Consider further pedestrianisation or use of shared surface treatment to reduce accidents on the main routes through the town centre	59	Highways & Transport
9	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 the south east of town)	59	Cycling & Walking
11	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	58	Smarter Choices
12	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	56	Highways & Transport
13	Review junction operation/ configuration at A16/A151	Review junctions of A16 with A151 to provide additional capacity	55	Highways & Transport
13	Review junction operation/ configuration at A16/B1180	Review junctions of A16 with B1180 to provide additional capacity	55	Highways & Transport

Rank	Option	Description	Score	Type
13	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	55	Cycling & Walking
16	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	54	Smarter Choices
17	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	53	Highways & Transport
17	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	53	Public Transport
17	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	53	Smarter Choices
17	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	53	Smarter Choices
21	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	52	Highways & Transport
21	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	52	Highways & Transport
21	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	52	Highways & Transport
21	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	52	Highways & Transport

Rank	Option	Description	Score	Type
21	Extend proposal for Spalding Western Relief Road to connect with B1356 in the north (SWRR Ph2 & Ph3)	To negate issues with traffic from the relief road joining existing congested route at Spalding Road	52	Highways & Transport
26	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	51	Highways & Transport
26	Pedestrian footbridge access to railway 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)	51	Public Transport
26	Lobby for improved rail services to Peterborough and Lincoln	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	51	Public Transport
26	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	51	Cycling & Walking
26	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	51	Cycling & Walking
26	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	51	Cycling & Walking
32	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	50	Highways & Transport
32	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	50	Public Transport

Rank	Option	Description	Score	Type
32	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	50	Cycling & Walking
35	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	49	Highways & Transport
35	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')	49	Smarter Choices
35	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	49	Smarter Choices
38	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. <i>Microprocessor Optimised Vehicle Actuation. 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>	48	Highways & Transport
38	DDA Audit	Conduct a review of the town centre in terms of improving accessibility for all in Spalding	48	Cycling & Walking
40	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	47	Highways & Transport

Rank	Option	Description	Score	Type
40	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	47	Parking
40	'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)	47	Smarter Choices
43	Remove traffic signals at High Bridge junction	Remove traffic signals at junction to improve operation	46	Highways & Transport
44	Enhance Spalding rail station and environment around to county standard	Improved park and ride facility, improve cycle/pedestrian links to and from, review signing to and from for traffic and pedestrians/cyclists, complimenting changes made in 2011 by East Midlands Trains	45	Public Transport
44	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	45	Cycling & Walking
46	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	43	Cycling & Walking
46	Increase town centre cycle parking	Provide/enhance cycle parking provision within the town centre	43	Cycling & Walking
46	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	43	Cycling & Walking

Rank	Option	Description	Score	Type
49	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	41	Public Transport
49	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)	41	Public Transport
51	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	40	Public Transport
52	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	39	Freight
53	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	38	Parking
54	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	37	Public Transport
55	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	36	Public Transport
55	Car Park Guidance System	Introduce VMS (Variable Message Signs) indicating number of spaces available at car parks serving the town centre	36	Parking
57	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	35	Parking

Rank	Option	Description	Score	Type
58	Home deliveries	Encourage local retailers to jointly provide a home delivery service	33	Freight
58	Review of parking standards	Review parking standards as part of a Lincolnshire-wide review	33	Parking
60	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	31	Public Transport
61	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	29	Cycling & Walking
62	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	28	Cycling & Walking

3.2 Next Steps

With the agreement of the Steering Group, the short-listed options will be packaged together where appropriate and carried forward into Stage 5 where they will be assessed further.

- The Highway and Traffic and the Parking related options will be modelled, where feasible, using the Spalding SATURN traffic model to assess the quantifiable impact of the intervention on the highway network.
- Options which cannot be modelled will be considered in terms of their impact on modal shift. Groups of interventions/options will be packaged together and we will assess their impact on levels of traffic and the highway network based on examples of best practice from across the UK.
- The outputs from the modelling will be used to provide an indication of the overall impact of the packages of options at a strategic level using the SATURN model.
- Where options have been shown to have little or no impact or, indeed, a negative impact, they will be removed from the packages.

Appendix A – Sifting Criteria

	4	3	2	1	0
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	1-3yrs		4-10yrs		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 environmental impact and goes some way to environmental improvements	Zero environmental impact expected	Minimal environmental impact	Some environmental impact	Significant impact on local environment

Appendix B – Scoring Matrix

SPALDING TRANSPORT STRATEGY
 LONGLIST OPTION APPRAISAL

HIGHWAYS AND TRANSPORT																	
Option	Review/optimize traffic signals within the town centre	Introduce MOVA network at signalised junctions within the town centre.	Review junction operation/ configuration at A16/A151	Review junction operation/ configuration at A16/B1180	Downgrade some streets in the town centre to improve quality of space for pedestrians and cyclists	Safety review of Little London Bridge	Safety review of Double Bridge roundabout junction	Safety review of other key locations within Spalding	Safety review of Winsover Road corridor	20mph Zones	Directional signing review	Provide vehicular bridge over railway line	Review on street parking tolerances	Introduce left turn filter at recently improved West Elloe Avenue/ Pinchbeck Road junction	Remove traffic signals at High Bridge junction	Winsover Road/ St Thomas' Road Junction review	SWRR Phase 1
Strategy Objectives																	
To support the sustainable economic growth of South East Lincolnshire through transport improvements. Supporting the South East Lincolnshire Local Plan and the Lincolnshire Local Transport Plan	1	1	2	2	2	1	1	1	1	1	2	3	1	1	1	1	3
To ensure transport infrastructure meets the needs of existing and proposed developments	2	2	2	2	2	2	2	2	1	0	3	3	2	2	1	2	4
To address town centre congestion by creating an efficient transport network	3	3	3	3	1	0	0	0	0	0	2	4	2	2	2	2	3
To encourage the use of alternative travel modes by improving the quality of journey experience	1	1	0	0	2	1	1	1	1	1	1	1	1	1	1	1	1
To improve connectivity and maximise accessibility by improving travel options, especially for those without access to a private car	1	1	1	1	1	1	1	1	1	1	2	2	1	1	1	1	1
To improve the quality of life for residents by improving air quality and reducing noise levels by removing unnecessary traffic	2	2	2	2	3	0	0	0	0	2	2	2	1	2	2	2	2
To reduce the number and severity of road accidents by reducing the potential for conflict	1	1	3	3	2	3	3	3	3	3	2	1	2	2	2	2	1
To improve the attractiveness and liveability of Spalding for residents, workers and visitors by creating a safe, attractive and accessible environment and encouraging healthy travel and lifestyles	1	1	1	1	3	3	3	3	3	2	2	1	1	1	1	1	2
Total score	12	12	14	14	16	11	11	11	10	10	16	17	11	12	11	12	17
LTP 4 Objectives																	
To assist the sustainable economic growth of Lincolnshire, and the wider region, through improvements to the transport network	1	1	2	2	2	1	1	1	1	1	2	3	1	1	1	1	3
To improve access to employment and key services by widening travel choices, especially for those without access to a car	1	1	1	1	1	1	1	1	1	1	2	2	1	1	1	1	1
To make travel for all modes safer and, in particular, reduce the number and severity of road casualties	1	1	3	3	2	3	3	3	3	3	2	1	2	2	2	2	1
To maintain the transport system to standards which allow safe and efficient movement of people and goods	3	3	3	3	1	0	0	0	0	0	2	4	2	2	2	2	2
To protect and enhance the built and natural environment of the county by reducing the adverse impacts of traffic, including HGVs	2	2	3	3	3	0	0	0	0	2	2	2	1	2	2	2	3
To improve the quality of public spaces for residents, workers and visitors by creating a safe, attractive and accessible environment	1	1	1	1	3	3	3	3	3	2	2	1	1	1	1	1	2
To improve the quality of life and health of residents and visitors by encouraging active travel and tackling air quality and noise problems	2	2	2	2	3	0	0	0	0	2	2	2	1	2	2	2	2
To minimise carbon emissions from transport across the county	2	1	2	2	2	1	1	1	1	1	2	2	2	2	2	2	2
Total score	13	12	17	17	17	9	9	9	9	12	16	17	11	13	13	13	16
Outcomes																	
A reduction in the amount of traffic entering the town centre core.	0	0	2	2	3	1	1	1	2	1	3	2	1	0	0	0	2
An increase in the share of cycling and walking trips taken into the town centre	0	0	0	0	2	2	2	2	2	2	0	0	1	0	0	0	1
A reduction in the use of the private car for accessing jobs, schools and the town centre, as a proportion of these journeys	0	0	0	0	2	1	1	1	1	2	0	0	1	0	0	0	1
An increase in public transport services to Lincoln, Sleaford, and Peterborough.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
An increase in the proportion of the population living within 400 metres of a bus stop providing a minimum frequency of one bus service per hour.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
A reduction in both the number and severity of road accident casualties.	2	1	2	2	2	3	3	3	3	3	2	1	2	2	2	2	1
A reduction in the number of accidents involving cyclists.	2	1	1	1	2	3	3	3	3	3	2	1	2	2	2	2	2
A reduction in carbon emissions from transport	2	1	2	2	2	1	1	1	1	1	2	2	2	2	2	2	2
Total Score	6	3	7	7	13	11	11	11	12	12	9	6	9	6	6	6	11
Objective & Outcome Total	18	15	21	21	29	22	22	22	22	22	25	23	20	18	17	18	28
Objective & Outcome Total (Inc LTP4 Objs)	31	27	38	38	46	31	31	31	31	34	41	40	31	31	30	31	44
Deliverability																	
Cost	4	3	3	3	3	4	4	4	4	4	4	2	4	3	4	4	1
Funding	2	2	0	0	0	2	2	2	2	4	4	0	2	0	0	2	4
Timescale for Delivery	4	4	4	4	4	4	4	4	4	4	4	2	4	4	4	4	4
Feasibility (Design implications, space to accommodate etc)	3	3	2	2	1	4	4	4	4	4	3	1	4	2	2	4	1
Risks																	
Public Support	3	3	3	3	2	2	2	2	2	1	4	2	1	2	2	2	2
Political Support	3	3	3	3	1	3	3	3	3	2	4	2	2	2	2	2	3
Environmental impact	3	3	2	2	2	2	2	2	2	3	3	0	3	3	2	1	1
Deliverability & Risks Total	22	21	17	17	13	21	21	21	21	22	26	9	20	16	16	19	16
Score	53	48	55	55	59	52	52	52	52	56	67	49	51	47	46	50	60

SPALDING TRANSPORT STRATEGY
 LONGLIST OPTION APPRAISAL

PUBLIC TRANSPORT																	
Option	Extend proposal for Spalding Western Relief Road to connect with B1356 in the north (SWRR Ph2 & Ph3)	Increase peak period frequency of Into Town bus services	Increase frequency of Into Town bus services throughout the operating day	Increase coverage of Into Town Bus Service	Relocate bus station to Swan Street	Enable buses to access the town centre core	Increase frequency of inter-urban bus services during peak times	Safeguard sustainable transport options for new large developments	Review Community Transport Provision	Enhance Spalding rail station and environment around to county standard	Provide/enhance a bus/rail interchange at the rail station	Pedestrian footbridge access to railway station from west of railway line	Provide park and ride facility for rail station on Park Road	Lobby for improved rail services to Peterborough and Lincoln	Lobby for rail services for Spalding to be provided on Sundays	Improve bus waiting facilities	Temporary park & ride facilities
Strategy Objectives																	
To support the sustainable economic growth of South East Lincolnshire through transport improvements. Supporting the South East Lincolnshire Local Plan and the Lincolnshire Local Transport Plan	3	2	2	2	2	2	1	2	1	1	1	1	1	2	2	1	1
To ensure transport infrastructure meets the needs of existing and proposed developments	4	2	2	2	2	1	1	2	1	2	1	1	1	1	1	1	0
To address town centre congestion by creating an efficient transport network	3	2	2	1	2	1	0	1	1	1	1	2	2	1	1	0	2
To encourage the use of alternative travel modes by improving the quality of journey experience	1	3	3	3	3	2	2	2	1	3	2	2	2	3	3	2	1
To improve connectivity and maximise accessibility by improving travel options, especially for those without access to a private car	1	3	3	3	3	2	2	2	3	1	3	3	2	3	3	1	0
To improve the quality of life for residents by improving air quality and reducing noise levels by removing unnecessary traffic	2	2	2	2	1	1	1	2	1	1	1	2	2	2	2	0	0
To reduce the number and severity of road accidents by reducing the potential for conflict	1	1	1	1	1	0	0	1	1	1	1	2	1	0	0	0	0
To improve the attractiveness and liveability of Spalding for residents, workers and visitors by creating a safe, attractive and accessible environment and encouraging healthy travel and lifestyles	2	2	2	2	3	1	1	2	2	2	2	2	2	1	1	2	1
Total score	17	17	17	16	17	10	8	14	11	12	12	15	13	13	13	7	5
LTP 4 Objectives																	
To assist the sustainable economic growth of Lincolnshire, and the wider region, through improvements to the transport network	3	2	2	2	2	2	1	2	1	1	1	1	1	2	2	1	1
To improve access to employment and key services by widening travel choices, especially for those without access to a car	1	3	3	3	3	2	2	2	3	1	3	3	2	3	3	1	0
To make travel for all modes safer and, in particular, reduce the number and severity of road casualties	1	1	1	1	1	0	0	1	1	1	1	2	1	0	0	0	0
To maintain the transport system to standards which allow safe and efficient movement of people and goods	2	2	2	1	2	1	0	1	1	1	1	2	2	1	1	0	2
To protect and enhance the built and natural environment of the county by reducing the adverse impacts of traffic, including HGVs	3	2	2	2	1	1	1	2	1	1	1	2	2	2	2	0	0
To improve the quality of public spaces for residents, workers and visitors by creating a safe, attractive and accessible environment	2	2	2	2	3	1	1	2	2	2	2	2	2	1	1	2	1
To improve the quality of life and health of residents and visitors by encouraging active travel and tackling air quality and noise problems	2	2	2	2	1	1	1	2	1	1	1	2	2	2	2	0	0
To minimise carbon emissions from transport across the county	2	2	2	2	1	0	1	2	0	1	1	1	1	2	2	1	1
Total score	16	16	16	15	14	8	7	14	10	9	11	15	13	13	13	5	5
Outcomes																	
A reduction in the amount of traffic entering the town centre core.	2	2	2	1	2	1	1	2	0	1	1	2	2	1	1	1	2
An increase in the share of cycling and walking trips taken into the town centre	1	0	0	0	0	0	0	2	0	2	0	0	0	1	1	0	0
A reduction in the use of the private car for accessing jobs, schools and the town centre, as a proportion of these journeys	1	2	2	2	2	0	0	2	0	1	1	2	2	3	2	1	0
An increase in public transport services to Lincoln, Sleaford, and Peterborough.	1	0	0	0	0	0	3	0	0	0	0	0	0	4	4	0	0
An increase in the proportion of the population living within 400 metres of a bus stop providing a minimum frequency of one bus service per hour.	1	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
A reduction in both the number and severity of road accident casualties.	1	2	2	2	1	0	0	1	1	0	0	0	0	1	1	1	0
A reduction in the number of accidents involving cyclists.	2	2	2	2	1	0	0	1	1	1	0	0	0	1	1	0	0
A reduction in carbon emissions from transport	2	2	2	2	1	0	1	2	0	1	1	1	1	2	2	1	1
Total Score	11	10	10	11	7	1	5	11	2	6	3	5	5	13	12	4	3
Objective & Outcome Total	28	27	27	27	24	11	13	25	13	18	15	20	18	26	25	11	8
Objective & Outcome Total (Inc LTP4 Objs)	44	43	43	42	38	19	20	39	23	27	26	35	31	39	38	16	13
Deliverability																	
Cost	0	3	3	3	3	3	3	4	3	4	3	3	3	1	1	4	3
Funding	0	0	0	0	0	0	2	2	0	2	0	0	0	0	0	2	0
Timescale for Delivery	2	4	4	4	4	4	4	4	4	4	4	4	2	2	2	4	2
Feasibility (Design implications, space to accommodate etc)	1	2	2	2	2	2	4	4	4	2	2	3	2	4	4	3	2
Risks																	
Public Support	3	3	3	3	2	1	1	2	2	2	2	2	1	2	2	2	1
Political Support	2	2	2	2	2	1	1	2	2	2	1	2	1	1	1	2	2
Environmental impact	0	4	4	4	2	1	2	3	3	2	2	2	1	2	2	3	1
Deliverability & Risks Total	8	18	18	18	15	12	17	21	18	18	14	16	10	12	12	20	11
Score	52	61	61	60	53	31	37	60	41	45	40	51	41	51	50	36	24

Option	WALKING & CYCLING																FREI
	Improve pedestrian and cycle links across the town centre	Provide footbridge over rail line at Winsover Road	Enhance existing cycle network	Increase town centre cycle parking	Provide new cycle links to key destinations within Spalding	Improve cycle links between Cowbit and Spalding	Provide pedestrian/cyclist crossing facilities at key junctions	Pedestrian/cycle links incorporated into design of new developments	Enhance and change status of existing PROW at Coronation Channel for use by cyclists	Town centre cycle hub	Employment area cycle hub	Enhance railway crossing provision for cyclists & pedestrians	Park & Cycle	Enhance cycle link between Pinchbeck Road and Enterprise Industrial Estate	DDA Audit	Pedestrian/Cycling Signing Review	
Strategy Objectives																	
To support the sustainable economic growth of South East Lincolnshire through transport improvements. Supporting the South East Lincolnshire Local Plan and the Lincolnshire Local Transport Plan	2	1	2	1	2	1	1	1	1	1	1	2	1	1	1	1	1
To ensure transport infrastructure meets the needs of existing and proposed developments	2	2	2	2	2	1	1	1	0	1	1	2	0	1	2	1	1
To address town centre congestion by creating an efficient transport network	2	2	2	1	2	1	0	1	0	1	1	2	1	1	1	2	2
To encourage the use of alternative travel modes by improving the quality of journey experience	3	2	3	2	2	2	2	2	2	2	2	2	2	2	2	2	0
To improve connectivity and maximise accessibility by improving travel options, especially for those without access to a private car	3	2	3	2	2	2	1	2	2	1	1	2	0	2	2	2	0
To improve the quality of life for residents by improving air quality and reducing noise levels by removing unnecessary traffic	2	1	2	1	1	1	1	2	1	0	0	1	1	2	1	1	1
To reduce the number and severity of road accidents by reducing the potential for conflict	2	1	2	0	2	2	2	1	2	1	1	2	0	2	1	2	1
To improve the attractiveness and liveability of Spalding for residents, workers and visitors by creating a safe, attractive and accessible environment and encouraging healthy travel and lifestyles	2	1	3	1	2	2	1	2	3	0	0	1	1	1	2	1	2
Total score	18	12	19	10	15	12	9	12	11	7	7	14	6	12	12	12	8
LTP 4 Objectives																	
to assist the sustainable economic growth of Lincolnshire, and the wider region, through improvements to the transport network	2	1	2	1	2	1	1	1	1	1	1	2	0	1	1	1	1
to improve access to employment and key services by widening travel choices, especially for those without access to a car	3	2	3	2	2	2	1	2	2	1	1	2	0	2	2	2	0
to make travel for all modes safer and, in particular, reduce the number and severity of road casualties	2	1	2	0	2	2	2	1	2	1	1	2	0	2	1	2	1
to maintain the transport system to standards which allow safe and efficient movement of people and goods	2	2	2	2	1	1	0	1	0	1	1	2	0	1	1	2	2
to protect and enhance the built and natural environment of the county by reducing the adverse impacts of traffic, including HGVs	2	1	2	1	1	1	1	2	1	0	0	1	1	2	1	1	1
to improve the quality of public spaces for residents, workers and visitors by creating a safe, attractive and accessible environment	2	1	3	1	2	2	1	2	3	0	0	1	1	1	2	1	2
to improve the quality of life and health of residents and visitors by encouraging active travel and tackling air quality and noise problems	2	1	2	1	1	1	1	2	1	0	0	1	1	2	1	1	1
to minimise carbon emissions from transport across the county	2	1	2	1	1	1	1	1	1	1	1	1	1	2	1	1	1
Total score	17	10	18	9	12	11	8	12	11	5	5	12	4	13	10	11	9
Outcomes																	
A reduction in the amount of traffic entering the town centre core.	2	2	2	1	2	1	0	2	0	1	1	2	2	1	1	2	2
An increase in the share of cycling and walking trips taken into the town centre	3	3	3	2	3	2	2	2	1	2	1	3	2	1	2	2	2
A reduction in the use of the private car for accessing jobs, schools and the town centre, as a proportion of these journeys	2	1	2	1	2	1	1	1	2	1	1	1	0	2	1	1	1
An increase in public transport services to Lincoln, Sleaford, and Peterborough.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
An increase in the proportion of the population living within 400 metres of a bus stop providing a minimum frequency of one bus service per hour.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A reduction in both the number and severity of road accident casualties.	1	0	1	0	1	2	2	1	1	0	0	0	0	1	0	1	1
A reduction in the number of accidents involving cyclists.	1	1	2	1	2	3	3	1	1	1	1	1	1	2	0	2	1
A reduction in carbon emissions from transport	2	1	2	1	1	1	1	1	1	1	1	1	1	2	1	1	1
Total Score	11	8	12	6	11	10	9	8	6	6	5	8	5	9	5	9	8
Objective & Outcome Total	29	20	31	16	26	22	18	20	17	13	12	22	11	21	17	21	16
Objective & Outcome Total (Inc LTP4 Objs)	46	30	49	25	38	33	26	32	28	18	17	34	15	34	27	32	25
Deliverability																	
Cost	3	3	4	4	3	4	4	3	3	2	2	3	4	4	4	4	4
Funding	0	0	0	2	3	0	0	4	0	0	0	0	0	0	2	4	0
Timescale for Delivery	4	2	4	4	4	4	4	4	2	2	2	4	2	4	4	4	4
Feasibility (Design implications, space to accommodate etc)	3	2	4	3	4	3	4	2	3	3	2	3	2	4	4	4	2
Risks																	
Public Support	2	3	2	1	2	2	2	2	3	1	2	3	1	1	2	2	1
Political Support	3	2	3	2	3	3	3	2	2	1	1	2	1	2	3	3	1
Environmental impact	2	1	2	2	2	2	2	2	2	2	2	1	2	2	2	2	2
Deliverability & Risks Total	17	13	19	18	21	18	19	19	15	11	11	16	12	17	21	23	14
Score	63	43	68	43	59	51	45	51	43	29	28	50	27	51	48	55	39

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.

SPALDING TRANSPORT STRATEGY
 LONGLIST OPTION APPRAISAL

Option	GHT	PARKING						SMARTER CHOICES						
	Home deliveries	Review town centre car parking provision	Town centre car parking facility to the west of railway line	Car Park Guidance System	Implement a telephone-based car park payment system	Smart parking charges	Review of parking standards	'Try for Free' Public Transport Campaign	Development of a School Transport Strategy	Develop a Business Travel Zone for Spalding	Continued/Accelerated roll-out of Bikeability to schools	Increased Publicity Campaigns for Use of Public Transport	Targeted travel planning including personalised travel planning for residential properties, all major employers and education establishments	Encourage Sustainable travel in new developments
Strategy Objectives														
To support the sustainable economic growth of South East Lincolnshire through transport improvements. Supporting the South East Lincolnshire Local Plan and the Lincolnshire Local Transport Plan	1	3	2	1	1	2	1	1	1	1	1	1	1	1
To ensure transport infrastructure meets the needs of existing and proposed developments	0	3	2	1	1	1	2	0	0	1	0	0	1	2
To address town centre congestion by creating an efficient transport network	1	1	3	2	1	1	1	1	1	1	1	2	1	1
To encourage the use of alternative travel modes by improving the quality of journey experience	0	0	1	0	0	1	0	2	2	2	2	3	3	2
To improve connectivity and maximise accessibility by improving travel options, especially for those without access to a private car	0	0	1	1	1	0	0	1	1	1	1	1	1	1
To improve the quality of life for residents by improving air quality and reducing noise levels by removing unnecessary traffic	2	1	2	1	0	2	0	1	2	1	1	1	1	1
To reduce the number and severity of road accidents by reducing the potential for conflict	1	1	2	2	0	0	0	1	2	1	2	1	1	1
To improve the attractiveness and liveability of Spalding for residents, workers and visitors by creating a safe, attractive and accessible environment and encouraging healthy travel and lifestyles	1	0	2	0	0	1	2	1	2	1	1	2	1	1
Total score	6	9	15	8	4	8	6	8	11	9	9	11	10	10
LTP 4 Objectives														
to assist the sustainable economic growth of Lincolnshire, and the wider region, through improvements to the transport network	1	3	2	1	1	2	1	1	1	1	1	1	1	1
to improve access to employment and key services by widening travel choices, especially for those without access to a car	0	0	1	1	1	0	0	1	1	1	1	1	1	1
to make travel for all modes safer and, in particular, reduce the number and severity of road casualties	1	1	2	2	0	0	0	1	2	1	2	1	1	1
to maintain the transport system to standards which allow safe and efficient movement of people and goods	1	1	3	2	1	1	1	1	1	1	1	2	1	1
to protect and enhance the built and natural environment of the county by reducing the adverse impacts of traffic, including HGVs	2	1	2	1	0	2	0	1	2	1	1	1	1	1
to improve the quality of public spaces for residents, workers and visitors by creating a safe, attractive and accessible environment	1	0	2	0	0	1	2	1	2	1	1	2	1	1
to improve the quality of life and health of residents and visitors by encouraging active travel and tackling air quality and noise problems	2	1	2	1	0	3	0	1	2	1	1	1	1	1
to minimise carbon emissions from transport across the county	1	1	1	1	0	2	1	2	2	2	1	2	1	2
Total score	9	8	15	9	3	11	5	9	13	9	9	11	8	9
Outcomes														
A reduction in the amount of traffic entering the town centre core.	2	1	4	0	0	0	1	2	2	2	1	2	2	2
An increase in the share of cycling and walking trips taken into the town centre	1	0	0	0	0	0	1	0	2	2	1	0	3	3
A reduction in the use of the private car for accessing jobs, schools and the town centre, as a proportion of these journeys	1	0	0	0	0	0	2	2	3	2	2	3	3	3
An increase in public transport services to Lincoln, Sleaford, and Peterborough.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
An increase in the proportion of the population living within 400 metres of a bus stop providing a minimum frequency of one bus service per hour.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A reduction in both the number and severity of road accident casualties.	0	1	1	2	0	0	0	1	1	1	2	1	1	1
A reduction in the number of accidents involving cyclists.	0	1	1	1	0	0	0	1	1	1	3	1	1	1
A reduction in carbon emissions from transport	1	1	1	1	0	2	1	2	2	2	1	2	1	2
Total Score	5	4	7	4	0	2	5	8	11	10	10	9	11	12
Objective & Outcome Total	11	13	22	12	4	10	11	16	22	19	19	20	21	22
Objective & Outcome Total (Inc LTP4 Objs)	20	21	37	21	7	21	16	25	35	28	28	31	29	31
Deliverability														
Cost	3	4	2	3	3	3	4	4	4	4	4	4	4	4
Funding	0	2	0	0	0	0	0	0	2	0	4	2	2	2
Timescale for Delivery	4	4	2	4	4	4	4	4	4	4	4	4	4	4
Feasibility (Design implications, space to accommodate etc)	2	2	2	2	2	2	2	4	4	4	4	4	3	4
Risks														
Public Support	1	2	2	2	2	1	1	3	2	2	2	2	1	1
Political Support	1	2	1	1	1	1	2	3	3	3	3	3	3	3
Environmental impact	2	1	1	3	3	3	4	4	4	4	4	4	3	4
Deliverability & Risks Total	13	17	10	15	15	14	17	22	23	21	25	23	20	22
Score	33	38	47	36	22	35	33	47	58	49	53	54	49	53