

Spalding Western Relief Road

Sections 2 to 4

ENGAGEMENT SUMMARY REPORT



April 2019

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1 Introduction

1.1 Project Background

WSP, through the Lincolnshire County Council Technical Services Partnership, has been jointly appointed by Lincolnshire County Council (LCC) and South Holland District Council (SHDC) to develop proposals for the Spalding Western Relief Road (SWRR).

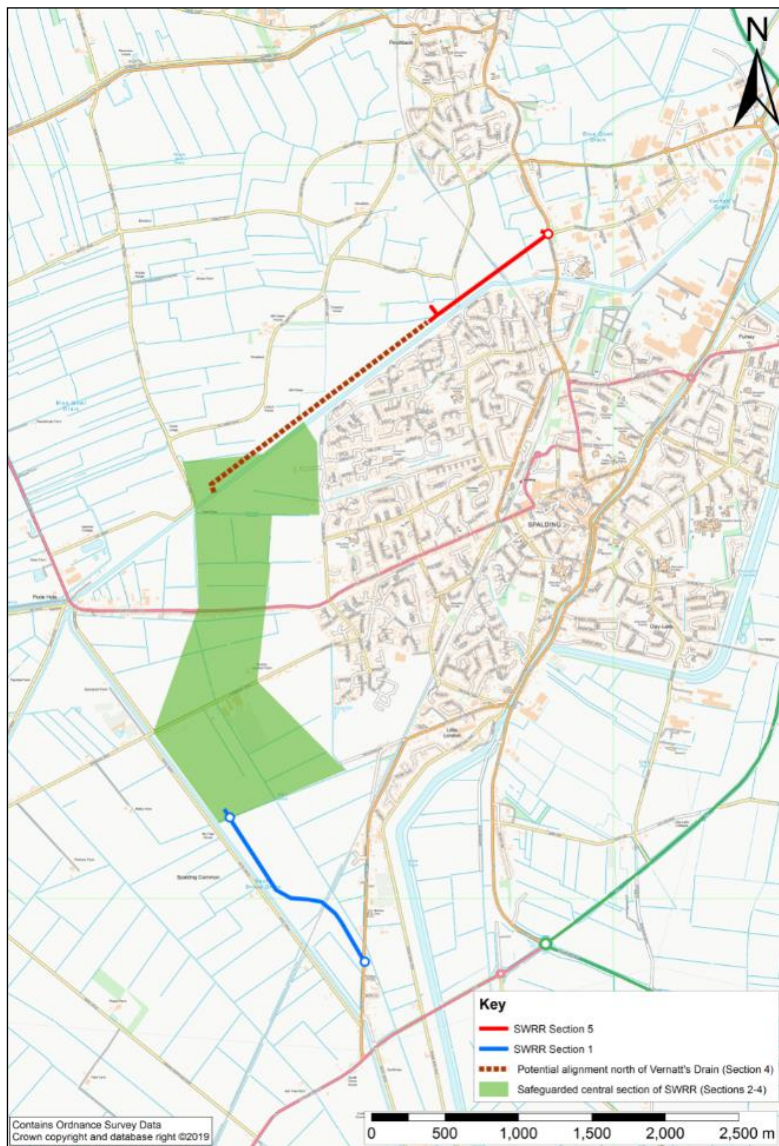
SWRR is identified in the fourth Local Transport Plan as one of Lincolnshire County Council's four major scheme priorities for the short and medium term. The scheme is needed to solve transport issues and to support future growth around the town.

The delivery of the SWRR is expected to relieve traffic congestion, improve journey time reliability, improve air quality in Spalding Town Centre and support the delivery of future strategic residential developments, as allocated in the South East Lincolnshire Local Plan (SELLP). This includes the Holland Park Development and the Vernatt's Drain Sustainable Urban Extension (SUE).

The SELLP describes how the scheme is likely to be required to be delivered in sections as the project requires a pool of developments from which to secure contributions towards its delivery. This is reflected in the proposed Local Plan SUE policies for the town. Therefore, it is necessary for the scheme to be delivered in five sections which are envisaged to be delivered in separate stages. The different sections of the SWRR are shown Figure 1-1 and are summarised below:

- Section 1 (S1): Spalding Common to Holland Park
- Section 2 (S2): Holland Park to Bourne Road
- Section 3 (S3): Bourne Road to North of Vernatt's Drain
- Section 4 (S4): North of Vernatt's Drain
- Section 5 (S5): North of Vernatt's Drain to Spalding Road

Figure 1-1 - SWRR Route Alignment



Further details of the timetable and strategy regarding the delivery of the scheme is contained in the Spalding Western Relief Road Delivery Strategy (2019).

1.2 Section 1 and Section 5

Funding for Section 1 and Section 5 of the SWRR has been secured and the Planning Applications were submitted in early March 2019 with determination expected to be in summer 2019.

1.3 Sections 2 to 4

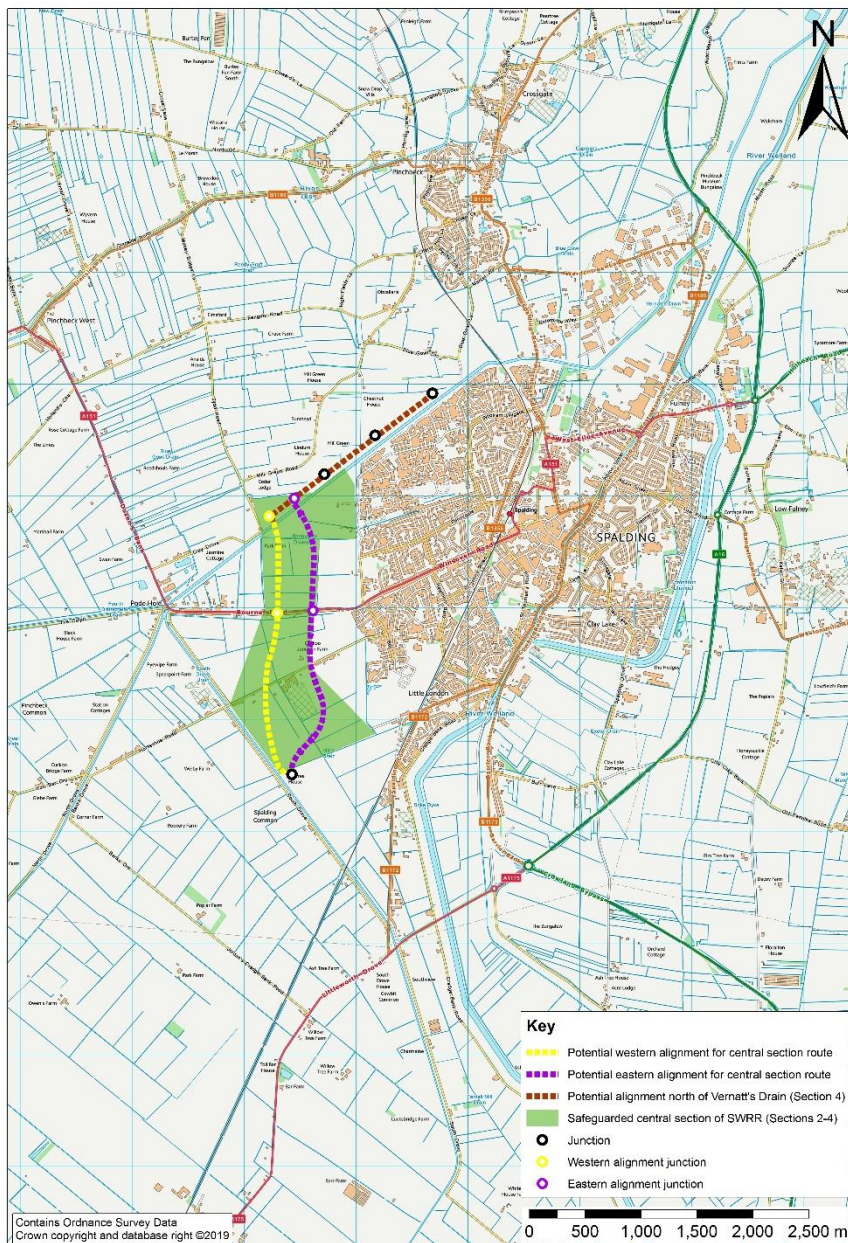
Sections 2 to 4 of the SWRR is expected to be delivered over the implementation period of the SELLP with funding secured via contributions from the SUE's. The specific alignment of each section is yet to be determined and a safeguarded road corridor for the scheme has been identified

in the SELLP. An extract from the SELLP Policy Map showing the safeguarded road corridor is contained in **Appendix A**.

1.4 Purpose of this Report

The specific alignment of Section 2 to 4 is not yet determined and LCC are exploring potential options for the scheme. These options will be between the western and eastern extremities of the safeguarded road corridor as shown in **Figure 1-2**.

Figure 1-2 - SWRR Western and Eastern Alignment



To develop proposals further, LCC has undertaken a public engagement exercise to determine the public's view. The results of this engagement exercise will feed into the process for developing a preferred scheme.

The purpose of this report is to summarise the approach taken for the engagement exercise, set out the findings and detail the next steps in the process.

1.5 Report Content

Following this Introduction, the report is set out as follows:

- **Chapter 2** sets out the approach and scope of the engagement;
- **Chapter 3** details the general findings of the questionnaire;
- **Chapter 4**
- **Chapter 5** sets out the responses from all respondents who gave a postcode which could be located on Bourne Road and Horseshoe Road;
- **Chapter 6** provides the results for all respondents who gave a postcode which could be located in Pinchbeck;
- **Chapter 7** details the results of respondents who gave a postcode within central Spalding; and
- **Chapter 8** sets out overall conclusion of the engagement exercise and identifies the next steps.

2 Engagement Scope and Approach

2.1 Background

Consultation for the SWRR scheme was undertaken in 2011 when the Spalding Transport Strategy was prepared. Further consultation regarding the land allocations and safeguarded road corridor was carried as part of the SELLP process which led to the adoption of the Local Plan in March 2019. There is no statutory requirement for LCC to undertake further consultation at this stage of the process because no design work has been undertaken for Sections 2 to 4. However, this early engagement exercise is designed to give members of the public the opportunity to make observations and comments on the route prior to the SWRR central section being designed.

Statutory consultation will be undertaken at a later date once the design and Planning Applications for each section are prepared.

The engagement exercise was undertaken via a number of public drop-in events within Spalding and Pinchbeck as well as by an engagement questionnaire which was available for completion by the public online or by a hard copy. The events and distribution of the questionnaire were undertaken during February and March 2019.

2.2 Methods of Communication

To maximise the quality and scope of the engagement, a range of advertising and communication methods were used to advise the public of the drop-in events and engagement questionnaire availability. These included the following:

- Leaflet added to 'Simply Spalding' (circulation understood to be 15,000)
- Advert in local newspapers ('Spalding Guardian', 'Spalding Today', 'The Voice' and the 'Lincolnshire Free Press')
- Article on LCC website <https://www.lincolnshire.gov.uk/news/drop-in-sessions-about-spalding-western-relief-road-planned-for-february/133324.article>
- Information on social media platforms

2.3 Public Drop-in Events

Four public drop-in events were held to provide stakeholders and the wider general public with an opportunity to gain further information on the scheme and to meet members of the project team. The times, dates and locations of where the events were held are as follows:

- Woodland Hotel in Spalding: Tuesday 12 February, 2pm to 8pm
- Pinchbeck Community Hub and Library: Wednesday 13 February, 2pm to 8pm
- Woodland Hotel in Spalding: Thursday 14 February, 2pm to 8pm
- Woodland Hotel in Spalding: Saturday 16 February, 11am to 2pm

A range of display information and event material was presented at these events prepared by the LCC communication team. Copies of the display board and event material is contained in **Appendix B**.

The events were attended by members of the project team and included representatives from LCC, SHDC and WSP. Table 2-1 shows the study team attendance at each of the public drop in events.

Table 2-1 – Study Team Attendance

	Tues 12/02 The Woodlands Hotel (2pm-8pm)	Weds 13/02 Pinchbeck Library (2pm-8pm)	Thurs 14/02 The Woodlands Hotel (2pm-8pm)	Sat 16/02 The Woodlands Hotel (11am-2pm)
LCC Lead	Teresa James	Richard Hardesty	Teresa James	Teresa James
LCC COMM's	Joe Degand	Joe Degand	Joe Degand	N/A
LCC Other Staff	Rob Hewis	Rob Hewis	Rob Hewis	Samantha Hardy
WSP Staff	Peter Ramsey / Andy Carpenter	Ian Turvey / Andy Ivey	Lucy Low	Ian Turvey
SHDC Officers	Paul Jackson	Polly Harris - Gorf	Polly Harris - Gorf	Phil Norman

2.4 Questionnaire

A key method for obtaining views from both stakeholders and the public was through a questionnaire. The questionnaire was provided in hard copy, for completion at the drop-in events and electronically for completion via LCC's website. This allowed members of the public who were unable to attend the drop-in sessions to submit their views on Section 2, Section 3 and Section 4 of the scheme to LCC.

The results from the combined questionnaire responses are presented in **Section 3** with a copy of the questionnaire contained in **Appendix C**.

3 General Findings

3.1 Introduction

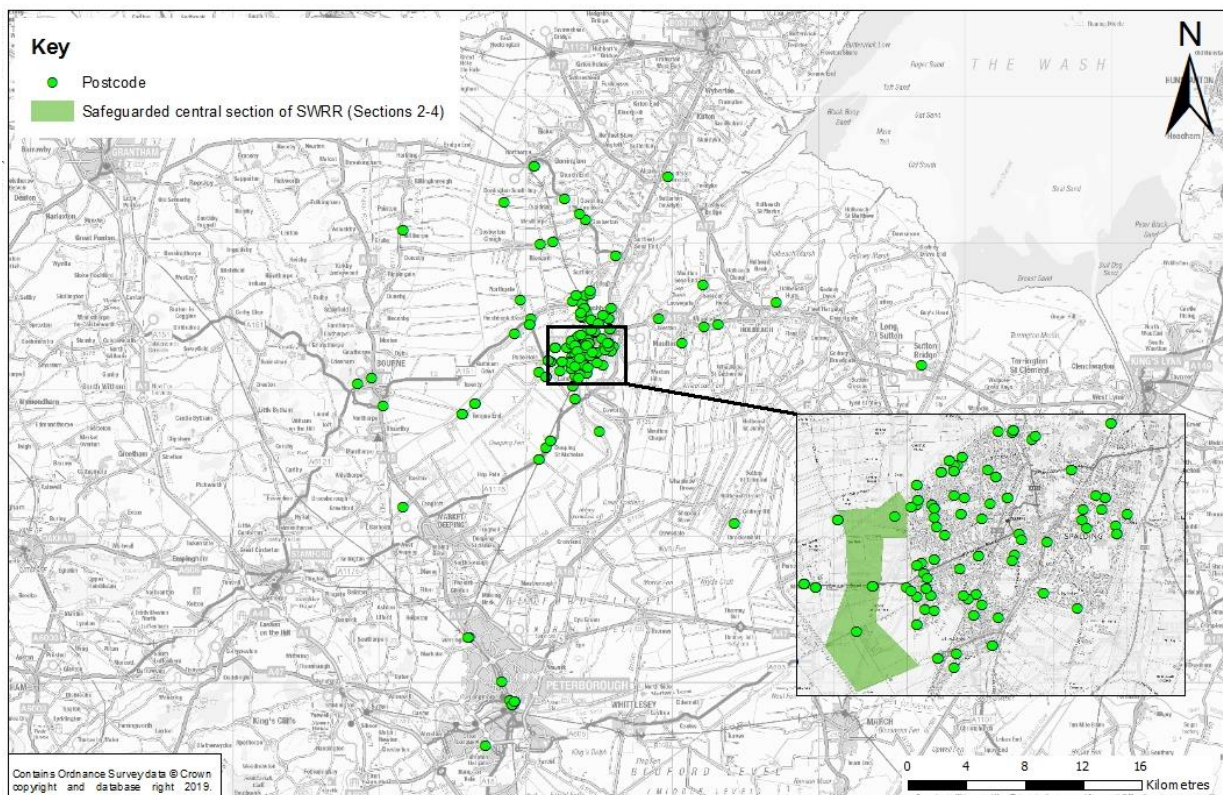
This section of the report sets out the general results from the questionnaire. A copy of the questionnaire is contained in **Appendix C**.

3.2 Sample Size and Postcode Analysis

The questionnaire was completed by a total of 618 respondents with 557 respondents completing the online questionnaire and 61 completing a hard copy of the questionnaire.

The respondents were requested to provide a postcode so that it could be analysed and plotted using GIS software. In total 302 (49%) out of the 618 respondents provided postcodes. The plotted postcodes are shown on Figure 3-1.

Figure 3-1 - Location of Respondent Postcode



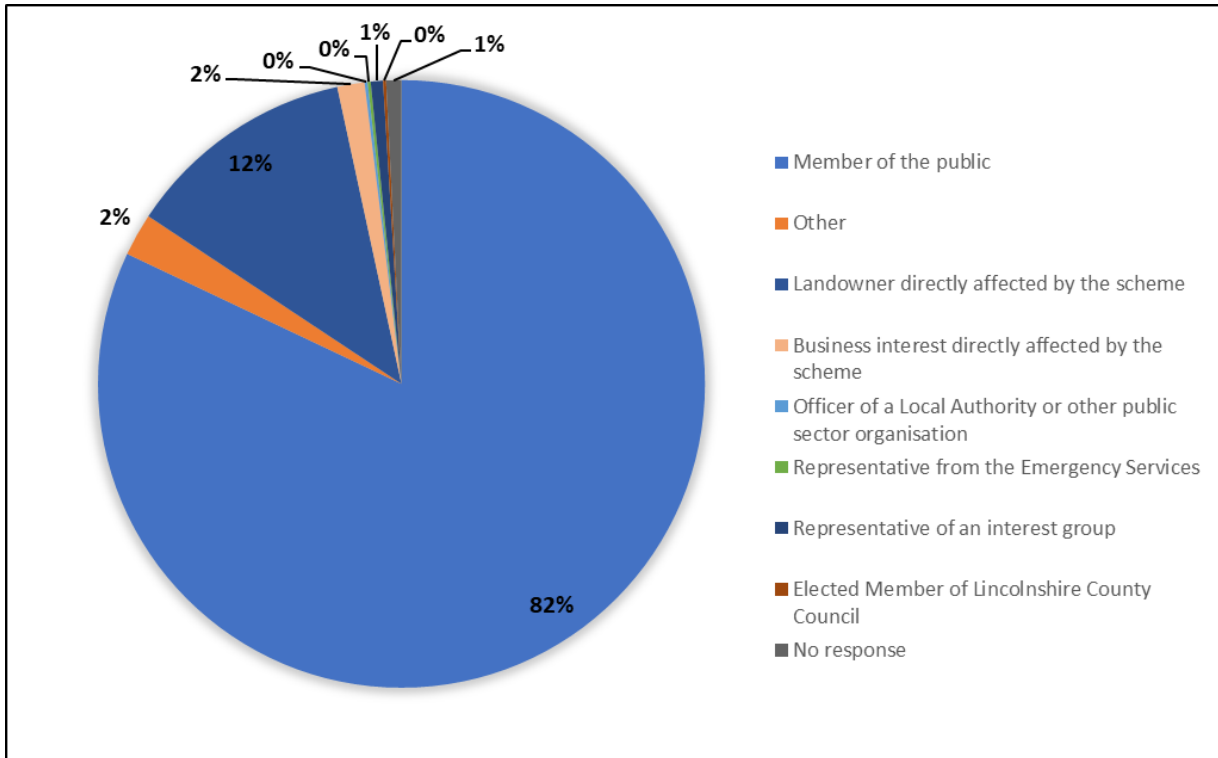
Sample Size = 302

Analysis of the postcode data indicates that the majority of respondents live within the Spalding and Pinchbeck area.

3.3 Question 1: What is your main Interest in the scheme?

The results of Question 1 are summarised in Figure 3-2.

Figure 3-2 - What is your main interest in the scheme?



A total of 507 respondents, representing 82% of total respondents, categorised themselves as a 'Member of the public' and 76 respondents (12% of total respondents) indicated that they are a 'Landowner directly affected by the scheme'. The third largest category, representing 14 respondents, is 'Other'. The respondents who ticked this option were asked to provide further details on their interest in the scheme. All 14 stated that they were a resident or homeowner, with five stating that they live on Bourne Road.

Nine respondents specified that they have a 'Business interest directly affected by the scheme' while four stated that they are 'Representative of an interest group'. The remaining respondents consisted of an 'Officer of a Local Authority or other public-sector organisation', a 'Representative from the Emergency Services' and an 'Elected Member of Lincolnshire County Council'. Five respondents did not state their interest in the scheme.

3.4 Question 2: If you are representing an organisation, business or group, please tell us its Name?

Of those representing an organisation, business or group, two respondents reported a connection with 'South Lincs Plant Hire & Sales Ltd.' and a further two stated that they were responding on behalf of the Lincolnshire Wildlife Trust. The full list of organisations, businesses and/or groups is set out in Table 3-1.

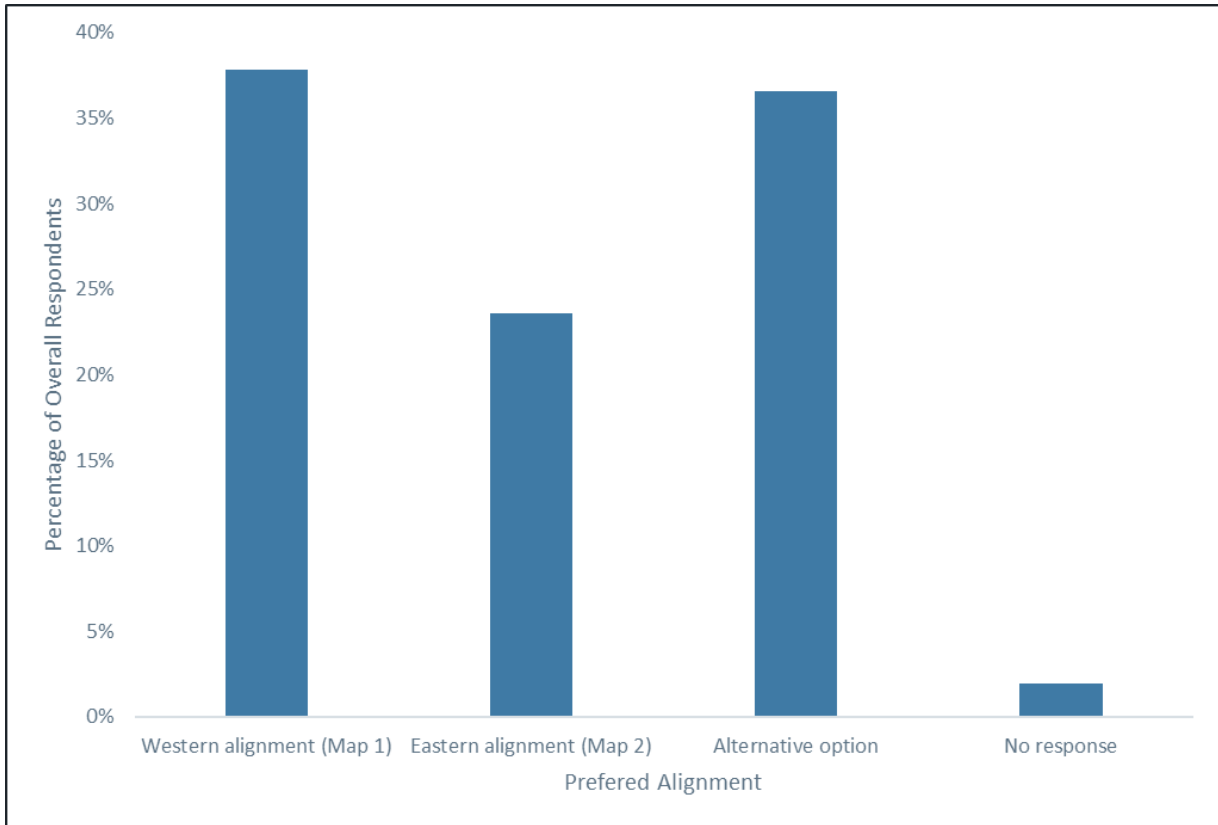
Table 3-1 – If you are representing an organisation, business or group, please state its name

Name	Number of representatives
South Lincs Plant Hire & Sales Ltd	2
The Lincolnshire Wildlife Trust	2
Trojan Wood Limited	1
Ivo Resource & Day Centre	1
Spalding and District Civic Society	1
Mr Smith	1
D.J. Walker Plumbing and Heating Ltd	1
PEDALS - Spalding's Cycle Action Group	1

3.5 Question 3: Which of these options for the central section of the scheme do you prefer?

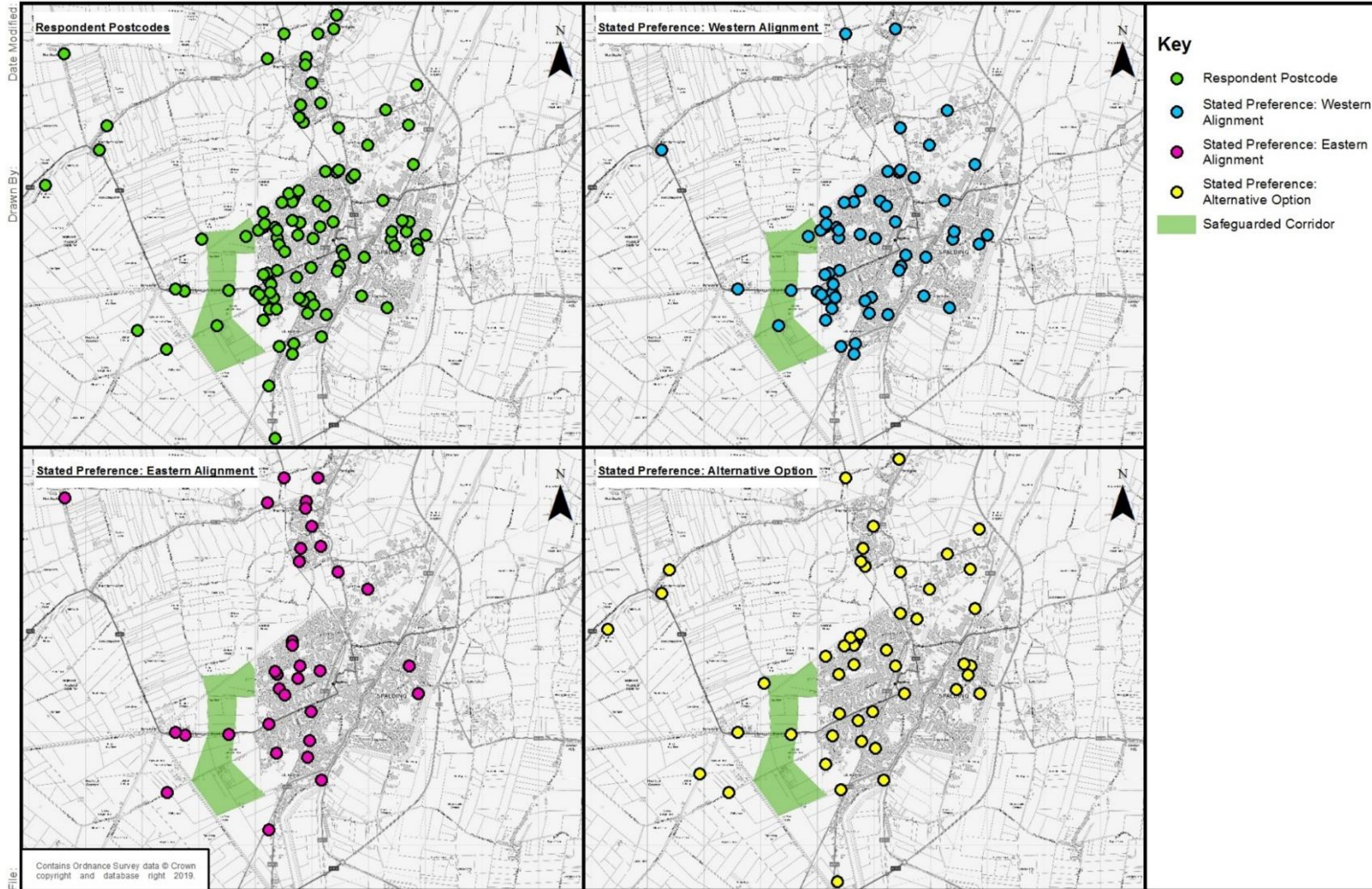
Respondents were asked to choose one answer from three options. The greatest preference was for a 'Western alignment'. 234 respondents selected this as their preferred option, representing 38% of the total responses as shown by Figure 3-3. The second greatest preference was for an 'Alternative option' where 227 respondents (37%) stated this as their preference. An 'Eastern alignment' was the least popular choice with 146 respondents (24%) selecting it as their preferred option. Twelve respondents did not provide an answer to the question.

Figure 3-3 - Which of these options for the central section of the scheme do you prefer?



To understand if there is any obvious pattern regarding where respondents live and their stated preference, respondent's postcodes along which their preferred option has been plotted in GIS as shown in Figure 3-4

Figure 3-4 - Respondents Post Code by Preferred Option



Sample size = 302

3.6 Question 4: Please tell us why you chose this option?

Question 4 required respondents to state why they chose a particular option for Question 3. The comments have been grouped into themes and each theme with more than five related responses is summarised in Table 3-2 and Table 3-3.

Table 3-2 – Reasons for choosing the Western Alignment (Map 1) in response to Q4: Please tell us why you chose this option

Preferred Route Option	Reason for Preference	Number of Respondents
Western alignment (Map 1)	Further away from residential properties	65
	Road alignment/cost	39
	Further away from Spalding	15
	Facilitate expansion of Spalding	14
	Environmental impacts	12
	Less intrusive/invasive/disruptive	8
	No preference	8
	Less impact on green space/allotments	7
	Safety	5
	No reason specified	5

Table 3-2 shows that 65 respondents chose a Western Alignment as their preferred option because it would be located further away from existing housing in comparison to an Eastern Alignment.

The likely perceived scheme cost associated was stated by 39 respondents as the reason for choosing a Western Alignment. In particular, the comments relate to a Western Alignment appearing straighter, more direct and marginally shorter. It should be noted that at present there are no scheme costs associated with either alignment as a design has not been developed to a sufficient detail. The plans shown at the drop-in events and questionnaire (**Appendix B** and **Appendix C**) show indicative routes that can be developed as part of future feasibility and design work.

Table 3-2 shows that 15 respondents stated that they would prefer a Western Alignment because it is not as close to Spalding as an Eastern Alignment would be. Related to this, 14 respondents selected a Western Alignment as their preferred route as it would provide the most space for Spalding to expand into.

There were 12 respondents who stated that a Western Alignment would have less of an environmental impact in comparison to an Eastern Alignment. These comments mainly related to noise, vehicle emissions, light pollution and congestion. Seven respondents believe that a Western Alignment will have less of a negative impact on

the availability of green spaces, including Monkhouse Park and the allotments on Horseshoe Road.

There were eight respondents who said that a Western Alignment would be less intrusive/invasive and/or disruptive while a further five stated that a Western Alignment looked as though it would be safer than an Eastern Alignment. The comments relating to safety focused on the potential for road traffic accidents due to poor visibility and overtaking traffic. Two respondents recommended that road safety lessons be learned from the design of the A16.

Eight respondents stated that they had no real preference for either a Western Alignment or an Eastern Alignment and five did not specify why they chose a Western Alignment as their preferred option.

Table 3-3 - Reasons for choosing the Eastern Alignment (Map 2) in response to Q4: Please tell us why you chose this option

Preferred Route Option	Reason for Preference	Number of Respondents
Eastern Alignment (Map 2)	Less properties affected	40
	Closer to Spalding	14
	Less impact on green space/allotments	8
	No reason specified	6
	Road alignment / cost	5

Table 3-3 shows that 40 respondents chose an Eastern Alignment as their preferred option because it is perceived that less properties would be affected in comparison to the Western Alignment. One response focused on the Eastern Alignment causing less disruption to Pode Hole.

There were 14 respondents who preferred an Eastern Alignment because of its closer proximity to Spalding in comparison to a Western Alignment. The benefits of this included preventing urban sprawl, bringing the Bourne Road junction closer to the town centre, and reducing the impact on existing homes.

Eight respondents believe that an Eastern Alignment will have less of a negative impact on the availability of green spaces. One of the responses stated, "*Should the project choose the Western Alignment for the relief road, this would cause more Grade 1 agricultural land to be lost to the development corridor that would exist between the road and the western boundaries of Spalding*".

Five respondents provided comments focusing on the alignment of the road being the reason why they chose an Eastern Alignment over a Western Alignment. Six

respondents did not specify why they chose an Eastern Alignment as their preferred option.

A variety of alternative options were given in response to Question 4. They have been summarised in Table 3-4.

More than 40 respondents expressed views relating the SWRR not being needed or wanted. The majority of concerns centred on the impact of the full scheme on existing housing. The comments also focused on the need to concentrate on improving existing roads and transport links. A number of respondents believe the SWRR is being developed to support new housing developments rather than as a Relief Road for the Town as a whole.

Table 3-4 – Alternative options quoted in response to Q4: Please tell us why you chose this option

Alternative Options	Number of Respondents
Reinstate the original option of going through the allotments	30
Upgrade the existing bypass to dual carriageway	5
Cross Bourne Road through Kingsway Tyres and/or Trojan Wood Limited	5
Improve South Drove possibly with a 'diagonal bridge replacing the current Horseshoe Road Bridge' to link Pode Hole to the existing bypass	5
Follow the river to the north across Dozens Bank (A151) then south over the Delph and North Drove following South Drove over the railway line and onto the A1175	4
A bridge over the level crossing on Winsover Road	3
Reroute the railway line	2
'Run the road all the way up to Pode Hole where Vernatt's meets the A151' and create a roundabout to slow traffic coming in from Bourne Road	2
Improvements to Monks House Lane and an extension through to the A16 (possibly via The Race ground or Broadway and B1172 Spalding Common)	2
'Yellow route from South Drove to Pode Hole, then diagonally across green area to cross Vernatt's at a point further towards Pinchbeck than currently proposed purple route'	2
'Use the roundabout near the Crematorium on the Gosberton Road as this will not divide Pinchbeck and Spalding and the road can then sweep around to join up from the West of Surfleet, cross the railway and river Glen and join in at the western end of Dozens Bank'	1

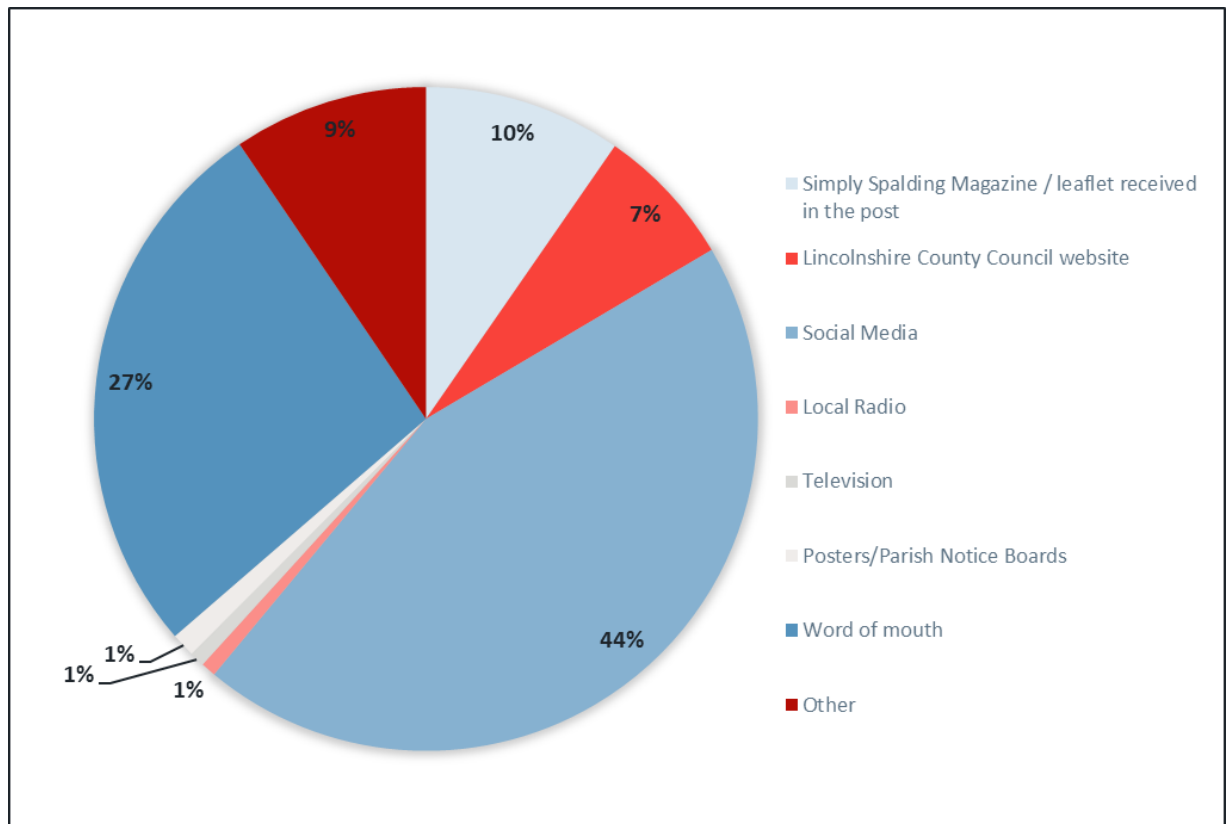
'Potential alignment north of Vernatt's drain (section 4), 3rd junction east (closest to Lindum House, Mile Green Road) to join potential Western Alignment for central section route and junction of Bourne Road'	1
'Send the traffic down to Pode Hole, where there is already a business park that could benefit from better infrastructure, then run alongside Vernatt's drain all the way up to Enterprise Way'	1
'The better route would be from Spalding Common to the allotments on Bourne Road, round the back of the new Secondary School and over the Vernatt's drain'	1
'Build it further away from the Vernatt's Drain, so that it comes off Spalding Road at an equal distance between the nearest dwellings of Spalding and Pinchbeck, crosses the railway at the Blue Gowt crossing (and underpass would be less of an eyesore) then crosses through the fields with least impact on existing homes / farm homes in the area, until it reaches Bourne Road'	1
'Any middle section should have run down Broadgate and continued to Spalding Common'	1
'Start the road with a roundabout at the furthestmost top right-hand edge of the safeguarding corridor along Vernatt's Drain (opposite Wygate Park) and run the road to join up with the Western Alignment roundabout (yellow) on the Bourne Road. This will allow a link to be made off the roundabout to Monk's House Lane (with a restriction to prevent heavy good vehicles using it) so the residents of the housing estate can easily access the road going north'	1
'Follow the river and cross over the junction of Pode Hole'	1

3.7 Question 5: How did you hear about this survey and the drop-in events?

Question 5 asked '*How did you hear about this survey and the drop-in events?*' and respondents were prompted to tick all applicable answers.

Figure 3-5 describes how respondents heard about the events. A total of 305 respondents stated that they heard about the survey and drop-in events through social media. Figure 3-5 shows that this was the most popular response and accounted for 44% of all responses. There were 184 (27%) respondents who heard by word-of-mouth while 66 (10%) read about the survey and drop-in events in the 'Simply Spalding' Magazine or on a leaflet received in the post. The LCC website was the source of information for 47 respondents and other sources included posters/Parish Council notice boards (8 respondents), local radio (5 respondents) and television (5 respondents).

Figure 3-5 - How did you hear about this survey and the drop-in events?



An additional 66 respondents ticked 'other' in response to question 5 and were asked to expand upon their choice in question 5a. The answers to question 5a included:

- Leaflet through door from Local Councillor Angela Newton or Gary Taylor - 13 respondents
- The Voice local newspaper - 11 respondents
- Local newspaper (not specified) - 7 respondents
- Spalding Guardian website - 4 respondents
- Spalding Today - 3 respondents
- Lincolnshire Free Press - 2 respondents
- Head office of British Horse Society
- Local estate agent
- The 'Spalding and South Holland Voice'
- Local newspaper website (not specified)
- Drop-in event at Pinchbeck
- Spaldinium
- Contacted by land agents
- LCC internal communication (employee)

3.8 Question 6: Did you attend any of our public engagement events?

Question 6 asked respondents whether they attended one of the drop-in events held in Spalding and Pinchbeck. There were 211 (34%) of the 618 respondents who stated that they attended one or more public drop-in events and 394 respondents (64%) who stated they did not attend an event. There were 14 respondents did not provide an answer to the question which accounted for the remaining 2%.

3.9 Question 6a: Did you find the event useful?

There were 109 respondents who stated that they found the event useful and 109 who indicated that they didn't find the event useful.

Respondents who attended an event were asked to expand upon their answer. Of those who found the event(s) useful, the answers covered topics such as:

- There were opportunities to air views, ask questions and talk to those involved in the project
- The information leaflets and maps were useful
- The event(s) provided a better understanding of the timescales and the overall plan
- The staff were friendly and helpful

Of those who didn't find the event(s) useful, the answers to question 7a were as follows:

- The maps were difficult to see as they were too small
- The information was not detailed enough and didn't provide any clarity on dimensions, development integration or speed limits
- The staff spent too long with some attendees meaning that others did not get a chance to ask questions
- There were too many attendees and not enough staff
- The staff could not answer some questions
- The venue was inappropriate
- The staff gave the impression that decisions have already been made

Some respondents provided recommendations for future public engagement events, which included:

- Showing a large map displaying the whole route rather than individual sections
- Hold half hour events with a projector showing the plans and a Question and Answer session enabling all attendees to hear and contribute
- Provide a plan showing existing property and planning approvals in the vicinity of the route(s)
- Make the information shown at the event(s) public via local media, leaflets etc.
- Ensure that all affected parties are informed of the scheme prior to the engagement events

There were 400 respondents who did not complete Question 6a, presumably because they did not attend an event.

3.10 Question 7: What age group are you in?

The results of Question 7 are shown in Figure 3-6.

Figure 3-6 - What age group are you in?

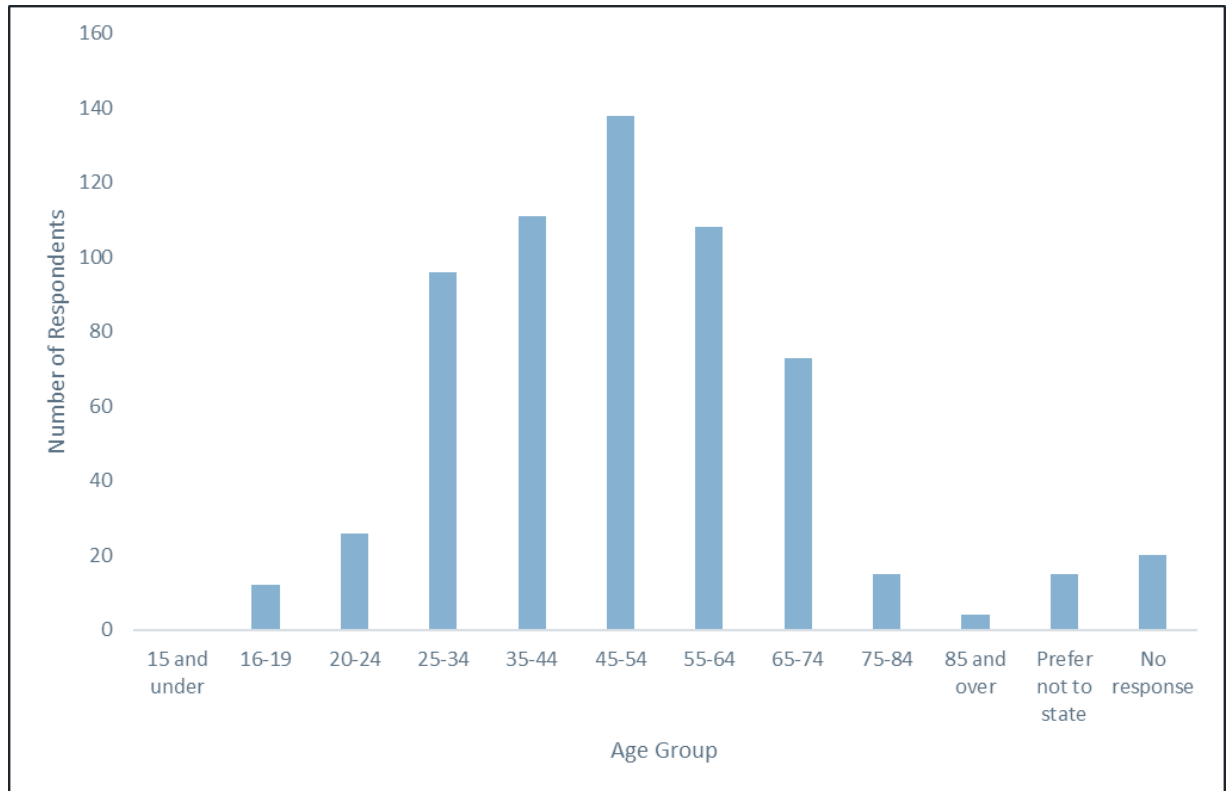


Figure 3-6 shows that the greatest number of respondents were between 45 and 54 years of age and 138 (22%) people fell into this category. The responses show that the second and third highest groups were the 35 to 44 years and 55 to 64 year age groups with 111 (18%) and 108 (17%) of respondents respectively. There were four respondents aged 85 or over and no respondents aged 15 or under. Twenty-one respondents did not provide an answer to the question and 15 ticked 'prefer not to state'.

4 Safeguarded Road Corridor

4.1 Introduction

Out of the 302 respondents who provided full postcode data, 15 gave a postcode which could be located within the safeguarded road corridor. This section of the report provides a summary of the following four questions for respondents who gave a postcode within the safeguarded road corridor:

- Question 1: What is your main Interest in the scheme?
- Question 3: Which of these options for the central section of the scheme do you prefer?
- Question 4: Please tell us why you chose this option?
- Question 5: How did you hear about this survey and the drop-in events?

4.2 Question 1: What is your main interest in the scheme?

Table 4-1 shows the response to Question 1 for those respondents living within the safeguarded road corridor.

Table 4-1 – Response to Question One for Respondents Who Gave a Postcode within Safeguarded Road Corridor

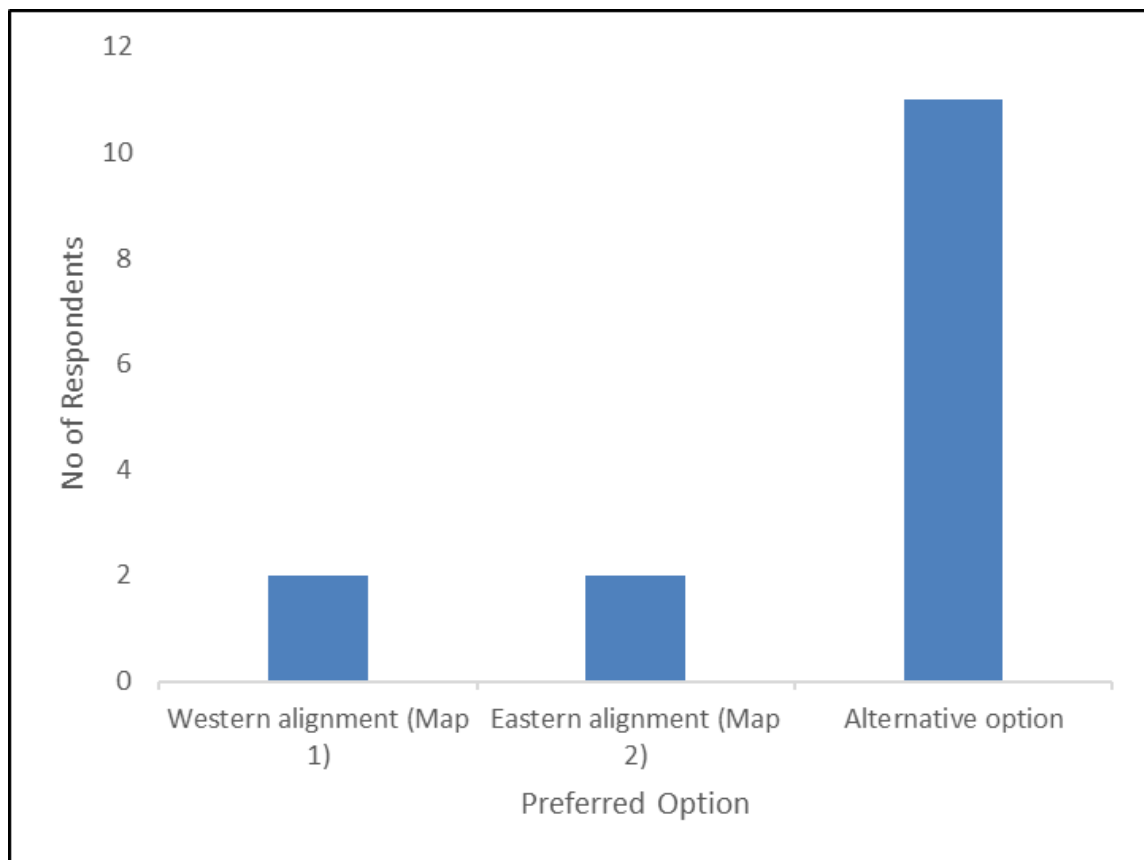
Q1: What is your main interest in the scheme	Bourne Road (N=14)	Horseshoe Road (N=1)	Total (N=15)
Member of the public	29%	0%	27%
Other	0%	0%	0%
Landowner directly affected by the scheme	71%	0%	67%
Business interest directly affected by the scheme	0%	100%	6%
Officer of a Local Authority or other public-sector organisation	0%	0%	0%
Representative from the Emergency Services	0%	0%	0%
Representative of an interest group	0%	0%	0%
Elected Member of Lincolnshire County Council	0%	0%	0%
No response	0%	0%	0%
Total	100%	100%	100%

Table 4-1 shows that 14 respondents gave a postcode within the safeguarded road corridor on Bourne Road and that 71% stated they were landowner directly affected by the scheme. The remaining 29% all stated they were a member of the public. There was just one respondent who gave a postcode located in the safeguarded road corridor on Horseshoe Road. On review of the questionnaire this was for a business called “South Lincs Plant Hire”.

4.3 Question 3: Which of these options for the central section of the scheme do you prefer?

Figure 4-1 shows which option the respondents preferred. The figure demonstrates that the majority of respondents (11) would prefer an alternative option. There were two respondents who preferred the western alignment and two who preferred the eastern alignment.

Figure 4-1 - Which of these options for the central section of the scheme do you prefer - Safeguarded Road Corridor Responses



Sample Size = 15

4.4 Question 4: Please tell us why you chose this option?

This question focused on why a respondent stated a preferred preference and a number of themes have been identified for each option. These are shown in Table 4-2.

Table 4-2 - Identified Themes from Question 4 - Bourne Road / Horseshoe Road – Safeguarded Road Corridor?

	Western Alignment	Eastern Alignment	Alternative Alignment
Facilitate expansion of Spalding	1	-	-
No reason specified	1	-	2
Less properties affected	-	2	-
Road not needed	-	-	2
Impact on their home	-	-	8
Total	2	2	12

Sample size = 15

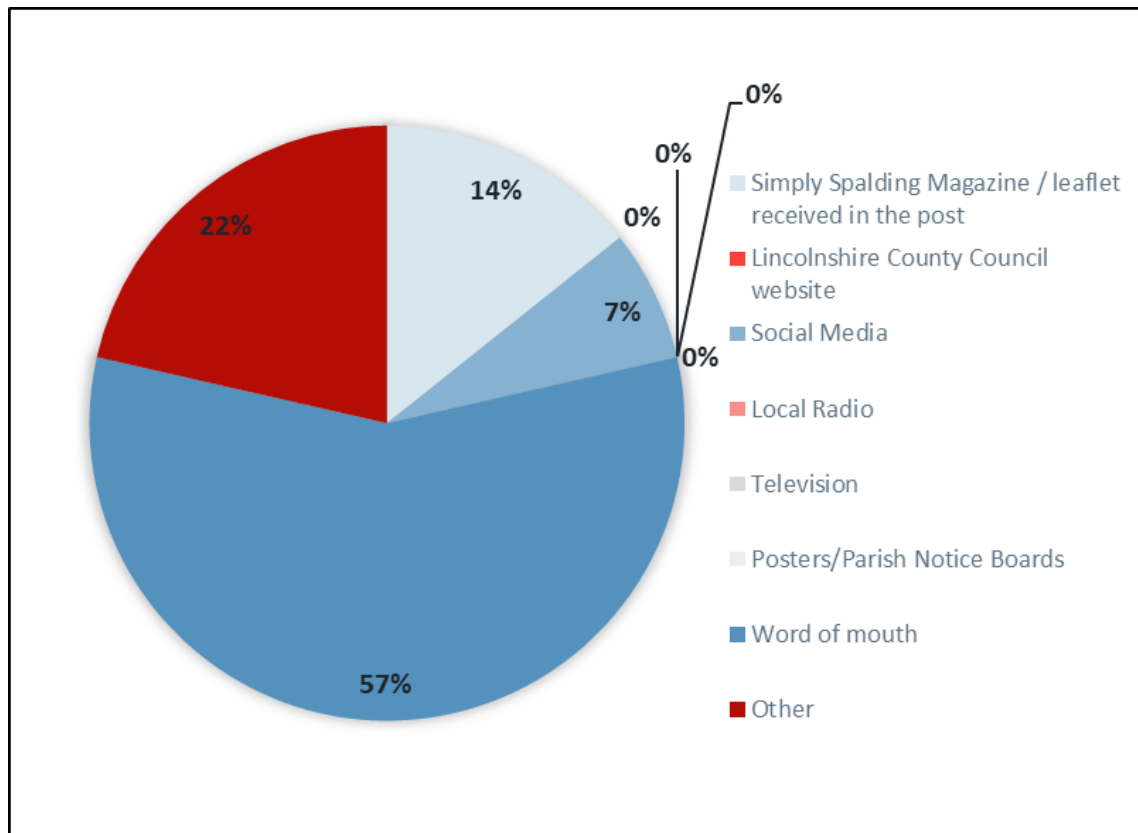
It is difficult to draw robust conclusions from the small sample size; however, the table shows that the respondents who preferred the western alignment stating this was because it “facilitated the expansion of Spalding” and that those who preferred the eastern alignment said this was because less properties would be affected.

There were eight respondents who stated their preference for an alternative alignment due to the impact on their home with two stated the road was not needed.

4.5 Question 5: How did you hear about this survey and the drop-in events?

Figure 4-2 shows how the respondents heard about the drop-in events. It shows that the majority (57%) heard through word of mouth. This was followed by 22% hearing via LCC’s website, 14% via the leaflet on Simply Spalding and 7% through social media platforms.

Figure 4-2 - How did you hear about this survey and the drop-in events – Safeguarded Road Corridor



Sample Size = 15

Summary

- 13% of respondents preferred a 'western alignment'
- 13% preferred an 'eastern alignment'
- 74% preferred an 'alternative alignment'

5 Bourne Road / Horseshoe Road

5.1 Introduction

Out of the 302 respondents who provided full postcode data, 49 gave a postcode which could be located on either Horseshoe Road or Bourne Road. This section of the report provides a summary of the following four questions for those respondents who gave a post code in these areas.

- Question 1: What is your main Interest in the scheme?
- Question 3: Which of these options for the central section of the scheme do you prefer?
- Question 4: Please tell us why you chose this option?
- Question 5: How did you hear about this survey and the drop-in events?

5.2 Question 1: What is your main Interest in the scheme?

Table 5-1 shows the response to question 1 for those who gave a postcode on either Horseshoe or Bourne Road.

Table 5-1 - Response to Question One for Respondents Who Gave a Postcode on Horseshoe Road or Bourne Road

Q1: What is your main interest in the scheme	Bourne Road (N=41)	Horseshoe Road (N=8)	Total (N=49)
Member of the public	51%	0%	43%
Other	5%	0%	4%
Landowner directly affected by the scheme	42%	88%	49%
Business interest directly affected by the scheme	2%	12%	4%
Officer of a Local Authority or other public-sector organisation	0%	0%	0%
Representative from the Emergency Services	0%	0%	0%
Representative of an interest group	0%	0%	0%
Elected Member of Lincolnshire County Council	0%	0%	0%
No response	0%	0%	0%
Total	100%	100%	100%

Sample Size = 49

Table 5-1 shows that 51% of respondents stated they were members of the public, 42% stated they were landowner directly affected by the scheme, 5% stated other and 2% stated they were a business directly affected by the scheme.

5.3 Question 3: Which of these options for the central section of the scheme do you prefer?

Table 5-2 shows which option the respondents preferred. The table demonstrates that 53% preferred an alternative option, 37% preferred the eastern alignment and 10% preferred the western alignment. This shows a different pattern to the results presented in the general finding chapter of this report where the western and alternative options were more evenly weighted.

Table 5-2 – Which of these options for the central section of the scheme do you prefer?

Q2: Which of these options for the central section of the scheme do you prefer	Bourne Road (N=41)	Horseshoe Road (N=8)	Total (N=49)
Western alignment (Map 1)	10%	13%	10%
Eastern alignment (Map 2)	37%	38%	37%
Alternative option	54%	50%	53%
No response	0%	0%	0%
Total	100%	100%	100%

Sample Size = 49

5.4 Question 4: Please tell us why you chose this option?

The themes identified for Question 4 are shown in Table 5.2. The table shows that the respondents who preferred the western alignment stated it was because it was further away from residential properties (3 respondents), would be less disruptive (2 respondents) and would facilitate the expansion of Spalding (1 respondent).

Twenty respondents preferred the eastern alignment with the main reason for this being less properties would be affected.

There were 16 respondents who stated their preference for an alternative alignment was due to the impact on their home. Nine said they preferred an alternative route outside of the safeguarded road corridor with 3 stating the road was not needed. Two respondents stated environmental impacts was the reason.

Table 5-3 –Identified Themes from Question 4 - Bourne Road / Horseshoe Road

Theme	Western Alignment	Eastern Alignment	Alternative Alignment
Further away from residential properties	3	-	-
Facilitate expansion of Spalding	1	-	-
Environmental impacts	-	-	1
Less intrusive/invasive/disruptive	2	-	-
Less impact on green space/allotments	-	2	-
No reason specified	1	4	3
Closer to Spalding	-	2	-
Less properties affected	-	12	-
Road not needed	-	-	3
Impact on home	-	-	16
*Other Route	-	-	9
Total	7	20	32

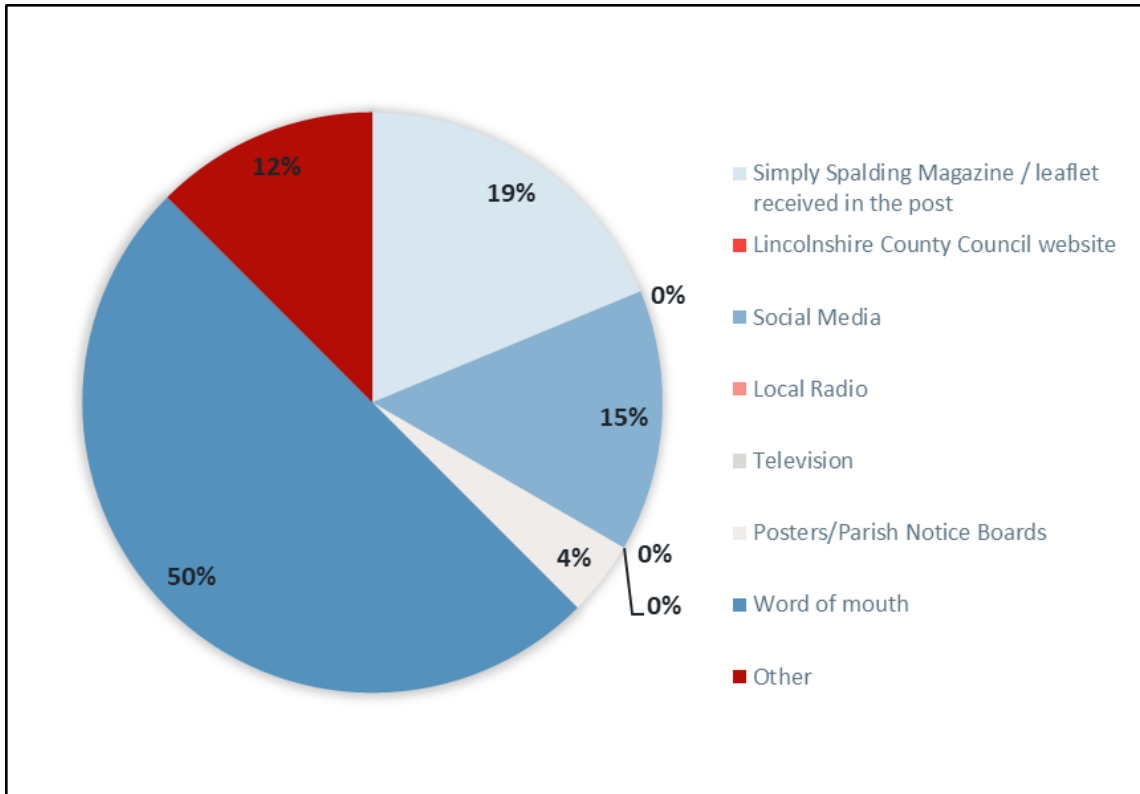
Sample Size = 49

*other route – See table 3-4 for details.

5.5 Question 5: How did you hear about this survey and the drop-in events?

Figure 5-1 shows how the respondents heard about the drop-in events. It shows that the majority (50%) heard through word of mouth. This was followed by 19% hearing via the leaflet in Simply Spalding, 15% via social media platforms, 12% via LCC's website and 4% on posters / parish notice boards.

Figure 5-1 - How did you hear about this survey and the drop-in events – Bourne Road / Horseshoe Road



Sample Size = 49

Summary

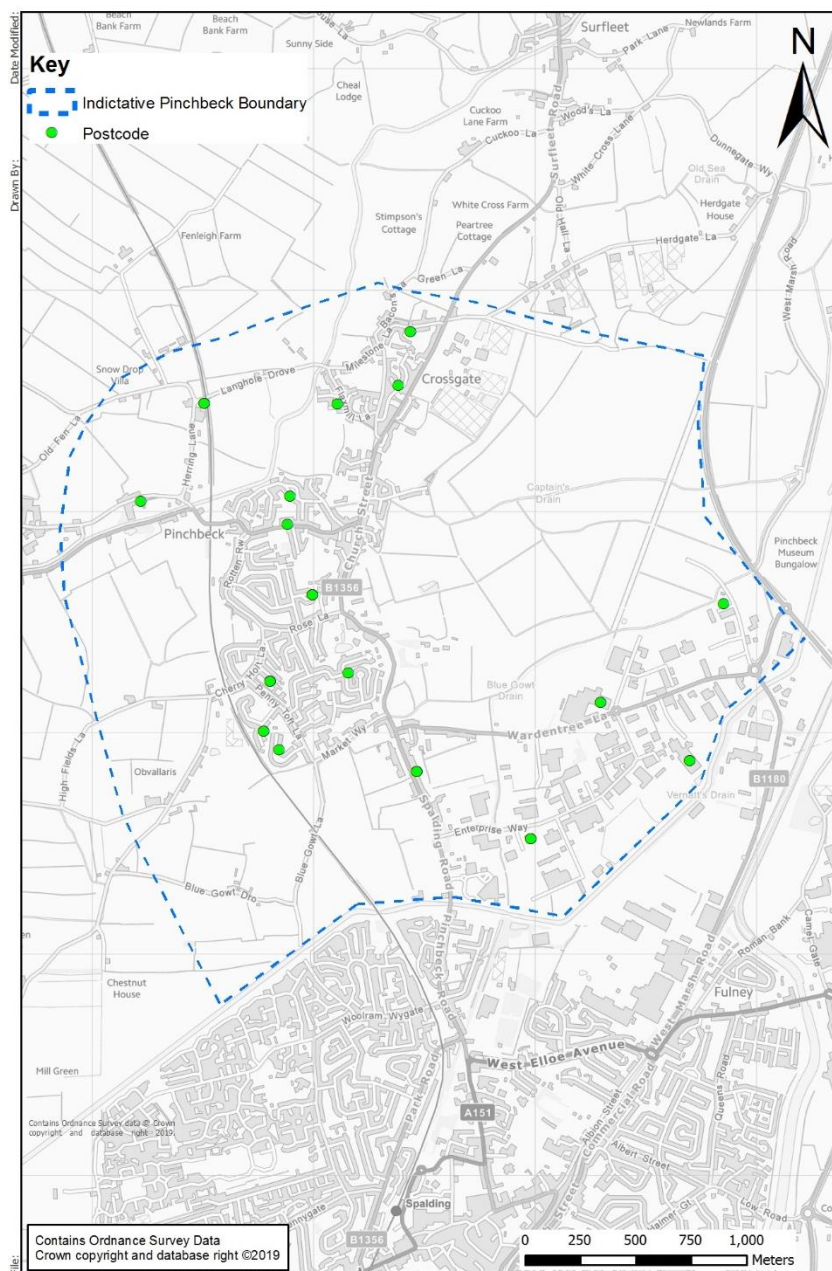
- 10% of respondents preferred a 'western alignment'
- 37% preferred an 'eastern alignment'
- 53% preferred an 'alternative alignment'

6 Pinchbeck

6.1 Introduction

Out of the 302 respondents who provided full postcode data, 36 gave a postcode which could be located within Pinchbeck. Figure 6-1 shows the indicative area which defined the Pinchbeck Area for the purpose of this summary. It should be noted that is for the analysis and is indicative only.

Figure 6-1 - Indicative Pinchbeck Boundary and Post Code Locations



This section of the report provides a summary of the following four questions for respondents who gave a postcode within Pinchbeck:

- Question 1: What is your main Interest in the scheme?
- Question 3: Which of these options for the central section of the scheme do you prefer?
- Question 4: Please tell us why you chose this option?
- Question 5: How did you hear about this survey and the drop-in events?

6.2 Question 1: What is your main Interest in the scheme?

Table 6-1 shows the response to question one for those who gave a postcode located in Pinchbeck.

Table 6-1 – What is your main Interest in the Scheme – Pinchbeck Postcodes

Q1: What is your main interest in the scheme? Please select one	Total Responses	%
Member of the public	33	92%
Other	0	0%
Landowner directly affected by the scheme	2	6%
Business interest directly affected by the scheme	0	0%
Officer of a Local Authority or other public-sector organisation	0	0%
Representative from the Emergency Services	0	0%
Representative of an interest group	0	0%
Elected Member of Lincolnshire County Council	1	3%
No response	0	0%
Total	36	100%

Sample Size = 36

The table shows that the majority (92%) stated they were members of the public. There were just two respondents (6%) which stated they were landowners directly affected by the scheme. One respondent stated they were an Elected Member of Lincolnshire County Council.

6.3 Question 3: Which of these options for the central section of the scheme do you prefer?

Table 6-2 shows which option the respondents preferred. The table demonstrates that 44% preferred an alternative option, 36% preferred the eastern alignment and 17% preferred the western alignment.

Table 6-2 – Which of These Options for the Central Section Do You Prefer - Pinchbeck

Q2: Which of these options for the central section of the scheme do you prefer	Total Responses	%
Western alignment (Map 1)	6	17%
Eastern alignment (Map 2)	13	36%
Alternative option	16	44%
No response	1	3%
Total	36	100%

Sample Size = 36

6.4 Question 4: Please tell us why you chose this option?

The themes identified for Question 4 are shown in Table 6.3.

Table 6-3 - Identified Themes from Question 4 – Pinchbeck

Theme	Western Alignment	Eastern Alignment	Alternative Alignment
Less properties affected	-	4	-
Road alignment/cost	4	1	-
Environmental impacts	-	-	1
Less impact on green space/allotments	-	4	-
Closer to Spalding	-	5	-
Impact on home/s	-	-	5
Road not needed / would not reduce congestion	-	-	4
Upgrade Existing Highway	-	-	1
Other Route	-	-	7
Other	-	-	2
No reason specified	1	1	1

Sample Size = 36

The table shows that four respondents who preferred the western alignment stated it was because of the road alignment or stated cost was the reason. One responded did not specify a reason for preferring the western alignment.

Out of the respondents who preferred the eastern alignment, five said this was because it was closer to Spalding, four said less properties would be affected, four said it would have less impact on green space/allotments and one said it was due to the alignment or cost. One respondent did not specify a reason for preferring the eastern alignment.

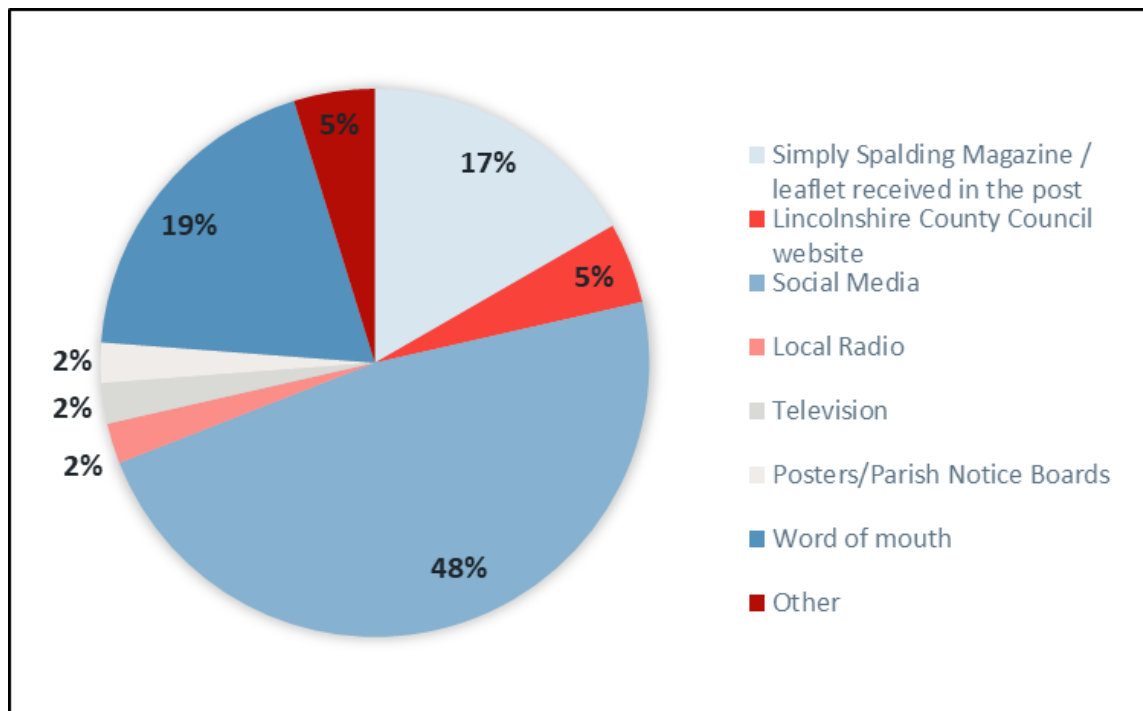
There were seven respondents who stated they preferred another alignment, five said this was because of impacts on home/s, four stated the road was not needed or

would not reduce congestion. One stated that funding should be spent on upgrading the existing highway and one preferred an alternative alignment because of environmental impacts. One respondent did not specify a reason for preferring an alternative alignment.

6.5 Question 5: How did you hear about this survey and the drop-in events?

Figure 6-2 shows how the respondents heard about the drop-in events. It shows that the majority (48%) heard through word of mouth. This was followed by 19% and 17% hearing through social media and the leaflet in Simply Spalding respectively. 5% of respondents heard about the walk-in events through the LCC Website or stated "other". The remaining 6% was split equally between television, local radio and posters / parish notice boards.

Figure 6-2 - How did you hear about this survey and the drop-in events – Pinchbeck



Sample Size = 36

Summary

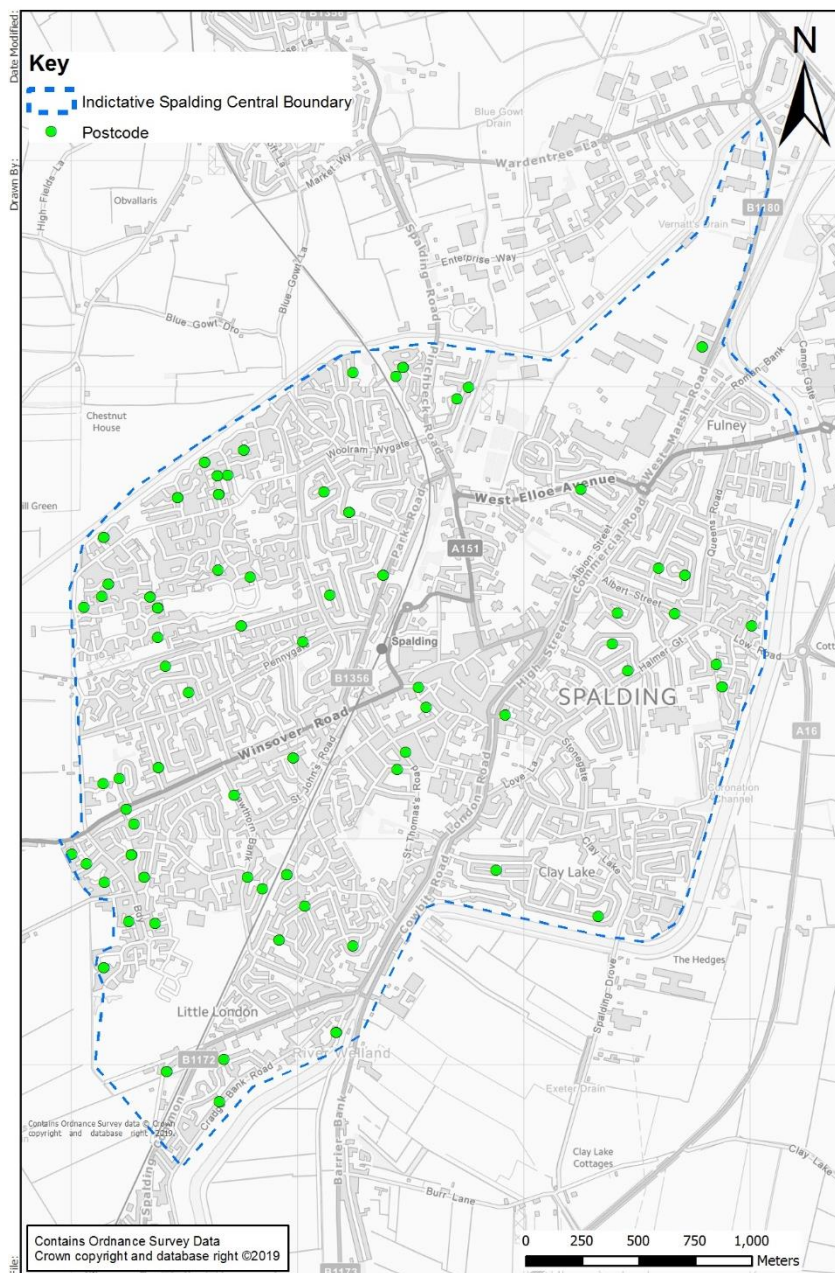
- 17% of respondents preferred a 'western alignment'
- 36% preferred an 'eastern alignment'
- 44% preferred an 'alternative alignment'

7 Spalding Central

7.1 Introduction

Out of the 302 respondents who provided full postcode data, 111 gave a postcode which could be located within the Spalding Urban Area. Figure 7-1 shows the indicative area which defined Spalding Central for this analysis. It should be noted that the boundary is indicative only.

Figure 7-1 - Indicative Central Spalding Boundary and Post Code Locations



This section of the report provides a summary of the following four questions for respondents within Spalding Town Centre.

- Question 1: What is your main Interest in the scheme?
- Question 3: Which of these options for the central section of the scheme do you prefer?
- Question 4: Please tell us why you chose this option?
- Question 5: How did you hear about this survey and the drop-in events?

7.2 Question 1: What is your main Interest in the scheme?

Table 7-1 shows how the respondents answered question 1. A total of 101 respondents, representing 91% of respondents which could be located with Spalding Central (see Figure 7-1), categorised themselves as a 'member of the public' and 7 respondents (6% of total respondents) indicated that they are a 'landowner directly affected by the scheme'. This was followed by "other", Officer of a Local Authority or other public-sector organisation with 1%.

Table 7-1 - What is your main Interest in the scheme? – Spalding Central

Q1: What is your main interest in the scheme? Please select one	Total Responses	%
Member of the public	101	91%
Other	1	1%
Landowner directly affected by the scheme	7	6%
Business interest directly affected by the scheme	0	0%
Officer of a Local Authority or other public-sector organisation	1	1%
Representative from the Emergency Services	0	0%
Representative of an interest group	0	0%
Elected Member of Lincolnshire County Council	0	0%
No response	1	1%
Total	111	100%

Sample Size = 111

7.3 Question 3: Which of these options for the central section of the scheme do you prefer?

Table 7-2 shows which option the respondents preferred. There were 52% of respondents who preferred the western alignment, 17% who preferred an eastern alignment and 31% who preferred an alternative alignment. This shows a different pattern to the results presented for residents living within a closer proximity to the safeguarded road corridor.

Table 7-2 - Which of these options for the central section of the scheme do you prefer? – Spalding Central

Q2: Which of these options for the central section of the scheme do you prefer	Total Responses	%
Western alignment (Map 1)	58	52%
Eastern alignment (Map 2)	19	17%
Alternative option	34	31%
No response	0	0%
Total	111	100%

Sample Size = 111

7.4 Question 4: Please tell us why you chose this option?

The themes identified by respondents who gave a post code within central Spalding (see Figure 7-1) for Question 4 are shown in Table 7.3.

Table 7-3 - Identified Themes from Question 4 - Spalding Central

Theme	Western Alignment	Eastern Alignment	Alternative Alignment
Less properties affected	10	4	6
Less impact on green space/allotments	5	-	-
Road alignment/cost	10	1	2
Further away from Spalding	19	-	-
Facilitate expansion of Spalding	1	-	-
Environmental impacts	6	1	4
Less intrusive/invasive/disruptive	9	-	-
Closer to Spalding	-	8	-
Impact on home/s	4	-	15
Road not needed / would not reduce congestion	1	-	4
Other Route	-	-	4
Other	1	1	4
No preference	4	-	-
No reason specified	15	6	4

Sample Size = 111

The table shows that of the respondents who preferred the western alignment, 19 stated that it was because it was further away from Spalding, ten stated it was because less residential properties would be affected and ten stated that it was due to the road alignment or cost. Nine respondents stated the western alignment would be preferred because it would be less disruptive and six stated was because it would have less impact on the environment. The remaining reasons why respondents preferred the western alignment was because its perceived to impact less impact on green space/allotments (5) on home/s (4), it would facilitate expansion of Spalding

(1), the road not needed and would not reduce congestion (1). There were four respondents who stated no preference and 15 did not specify a reason.

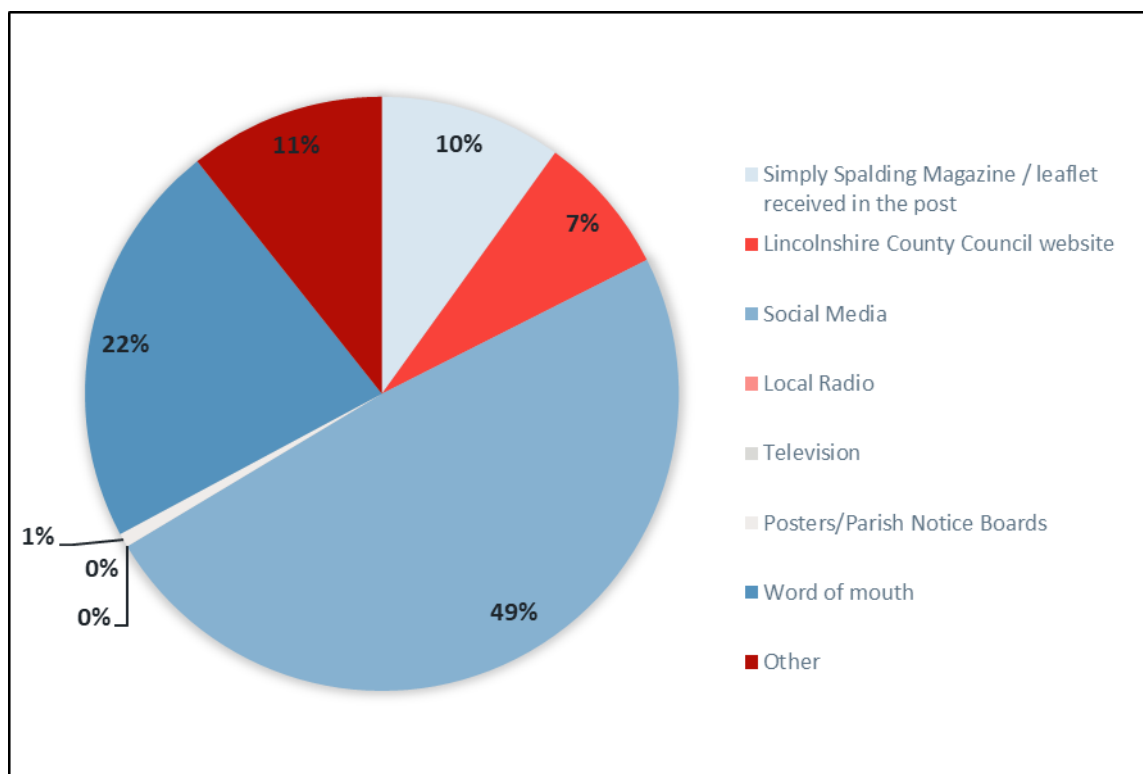
Out of the respondents who preferred the eastern alignment, eight said this was because it was closer to Spalding, four said less properties would be affected, the road alignment and cost was stated once as was less impact on the Environment. Six respondents did not specify a reason.

There were 15 respondents who gave a postcode in central Spalding said they preferred an alternative alignment because it would have less impacts on people home/s with six stating that less properties would be affected. Four stated that the road was not need and would not ease congestion, four respondents stated environmental impact as their reason, four suggested another route and two stated alignment and cost. It should be noted that some respondents stated that the road was not needed and would be a waste of money.

7.5 Question 5: How did you hear about this survey and the drop-in events?

Figure 7-2 shows how the respondents heard about the drop-in events. Its shows that the majority (49%) heard through word of mouth. This was followed by 22% via social media and 11% who stated "other". 10% heard via the leaflets in Simply Spalding and 7% heard about the events via through the LCC Website.

Figure 7-2 - How did you hear about this survey and the drop-in events - Spalding Central



Sample Size = 111

Summary

- 52% of respondents preferred a 'western alignment'
- 31% preferred an 'eastern alignment'
- 17% preferred an 'alternative alignment'

8 Conclusions and Next Steps

8.1 Engagement Overview

The engagement approach undertaken for Sections 2 and 4 of the Spalding Western Relief Road can be summarised as follows:

- LCC undertook an engagement exercise specifically for Section 2, Section 3 and Section 4 of the SWRR which included a series of drop-in events and an engagement questionnaire
- The drop-in events were advertised via leaflets in 'Simply Spalding', adverts in local newspapers, online articles and social media platforms
- Four drop-in events were held, three in Spalding and one in Pinchbeck
- A total of 618 respondents completed either an online or hard copy questionnaire.

8.2 Key Findings

This report has presented the engagement findings shown in Table 8-1.:

Table 8-1 – Summary of Preferred Alignment Option

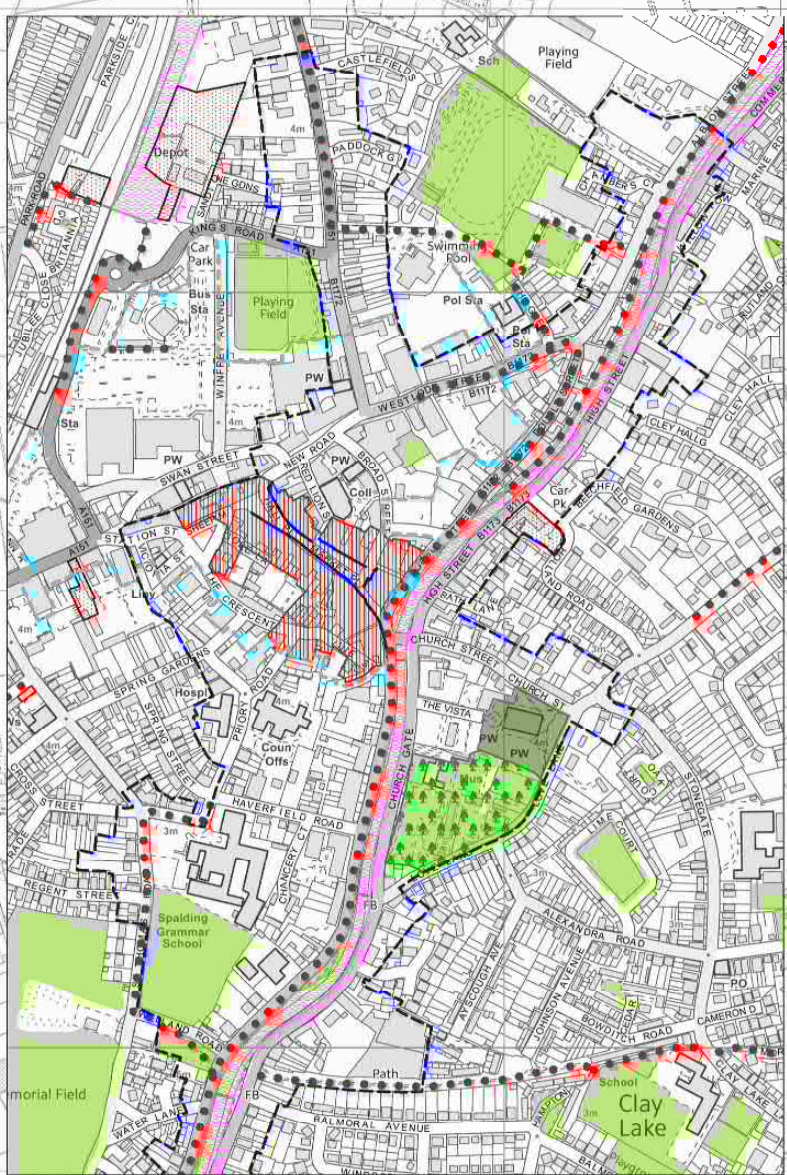
Alignment	Safeguarded Corridor (N=15)	Bourne Road / Horseshoe Road (N=49)	Pinchbeck (N=36)	Spalding Central (N=111)	Total Respondents (N=618)
Western	13.3%	10%	17%	52%	38%
Eastern	13.3%	37%	36%	17%	24%
Alternative	73.3%	53%	44%	31%	37%
Total	100%	100%	100%	100%	100%

8.3 Next Steps

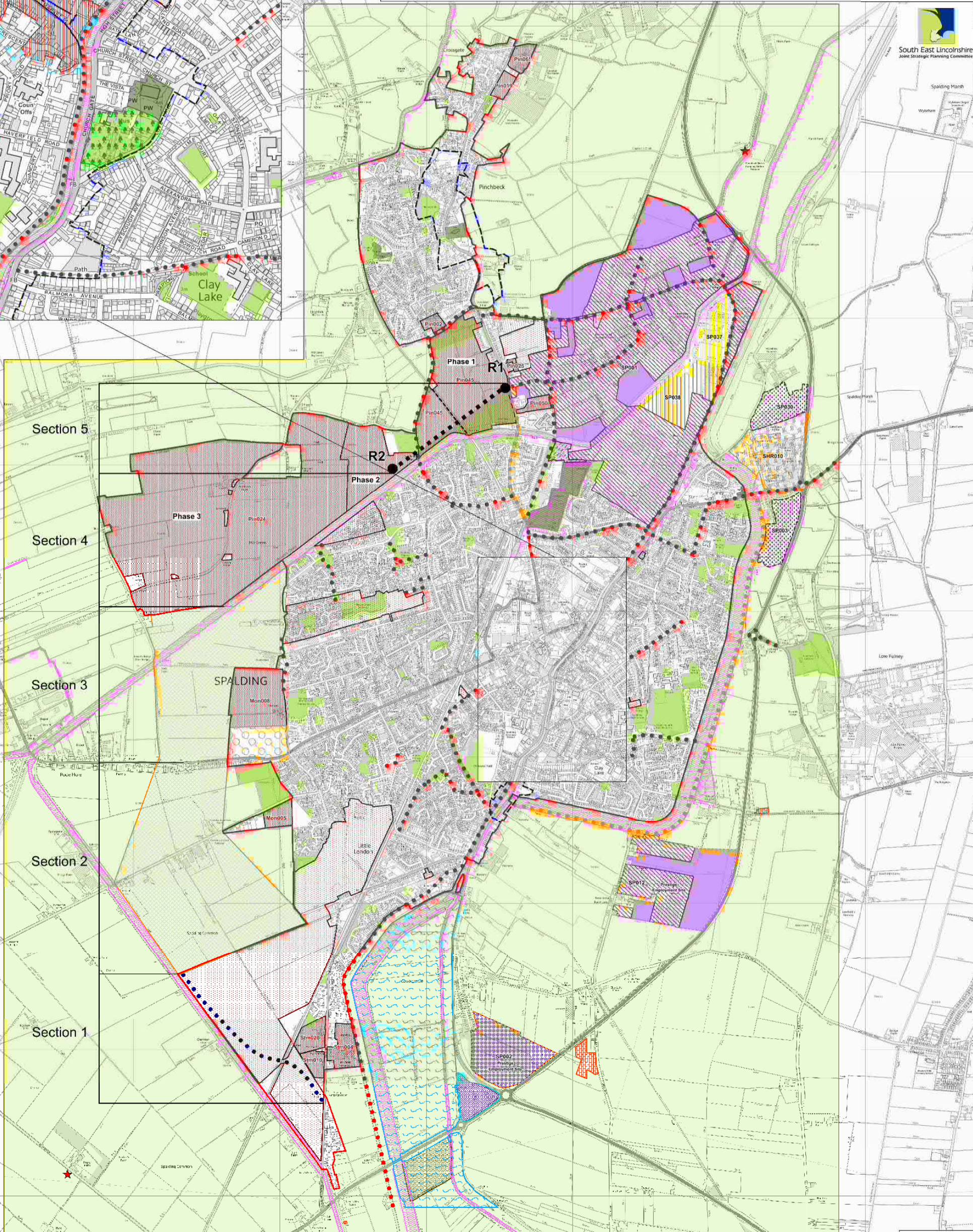
The next step in the evolution of the SWRR will be as follows:

- LCC will consider the public's views and then further work regarding the feasibility of a preferred route will be undertaken.
- Feasibility and option development to identify preferred option to be taken forward for design.

Appendix A – Extract from South East Lincolnshire Local Plan



	Inset Map Boundary			Springfields Shopping and Festival Gardens	Policy 9,27
	Countryside	Policy 1,9,19,22,23		Primary Shopping Area	Policy 24,26
	Settlement Boundary	Policy 1,19,22,23		Primary Shopping Frontage	Policy 26
	Town Centre Boundary	Policy 24,25,26,27		SSSI	Policy 28
	Conservation Area	Policy 29		Local Wildlife Site	Policy 28
	Housing Commitment	Policy 11		Local Nature Reserve	Policy 28
	Housing Allocation	Policy 11,15		Flood Storage Area	Policy 4
	Existing Residential Gypsy/Traveller Site	Policy 20		Recreational Open Space	Policy 32
	Existing Main Employment Area	Policy 7		Green Infrastructure	Policy 32
	Proposed Main Employment Area	Policy 7		Historic Park and Garden	Policy 29
	Established Employment Site	Policy 7		Section 1 (Southern Section) of SWRR: Indicative Road Line	Policy 15,33,35
	Existing Mixed Use Employment Site	Policy 7		Extend SWRR Safeguarding Corridor to the north of Site Mon008	Policy 15,33,35
	Proposed Mixed Use Employment Site	Policy 7		Section 5 (Northern Section) of SWRR: Indicative Road Line	Policy 15,33,35
	Existing Restricted Use Site	Policy 7		Roundabout 1	Policy 15,33,35
	Proposed Restricted Use Site	Policy 7		Roundabout 2	Policy 15,33,35
	Prestige Employment Site	Policy 8		Extent of SWRR Delivery Strategy Sections	Policy 15,33,35
	Proposed Education Facilities	Policy 5		Cycle Route	Policy 33
				Proposed Cycle Route	Policy 33
				Ancient Monument	Policy 29



Appendix B – Drop-In Events Notice Board Materials

Spalding Western Relief Road

The Spalding Western Relief Road (SWRR) is a major highways project that is currently being planned and designed by Lincolnshire County Council, in partnership with South Holland District Council.

When built, the relief road will provide a new strategic route around the west side of the town, linking Spalding Common in the south to Spalding Road/Pinchbeck Road in the north.

Current plans are to apply for planning permission for the southern and northern parts of the road this spring, with a view to breaking ground on-site during Winter 2019/20.

The benefits of the relief road will include:

- ◆ Reduced congestion and improved journey times
- ◆ Supporting economic and housing growth in South Holland
- ◆ Meeting current and future transport demands
- ◆ Lessened impact of more freight passing through Spalding
- ◆ Improved public transport and encouraging walking and cycling

Some key facts about the project are:

- ◆ The full route is 6.3km
- ◆ The route for the central, western part of the new road is still being defined
- ◆ Current plans include two new roundabouts (at the Littleworth Drove and B1356 Spalding Road junctions) and two new vehicle bridges over the rail line, as well as any other roundabouts and structures part of the central section once designed

For more information about the Spalding Western Relief Road, visit www.lincolnshire.gov.uk/swrr.

Spalding Western Relief Road

Panoramic view of Spalding Western Relief



Below are illustrations of what sections of the Spalding Western Relief Road could look like.



Artist's render of a section of the new relief road



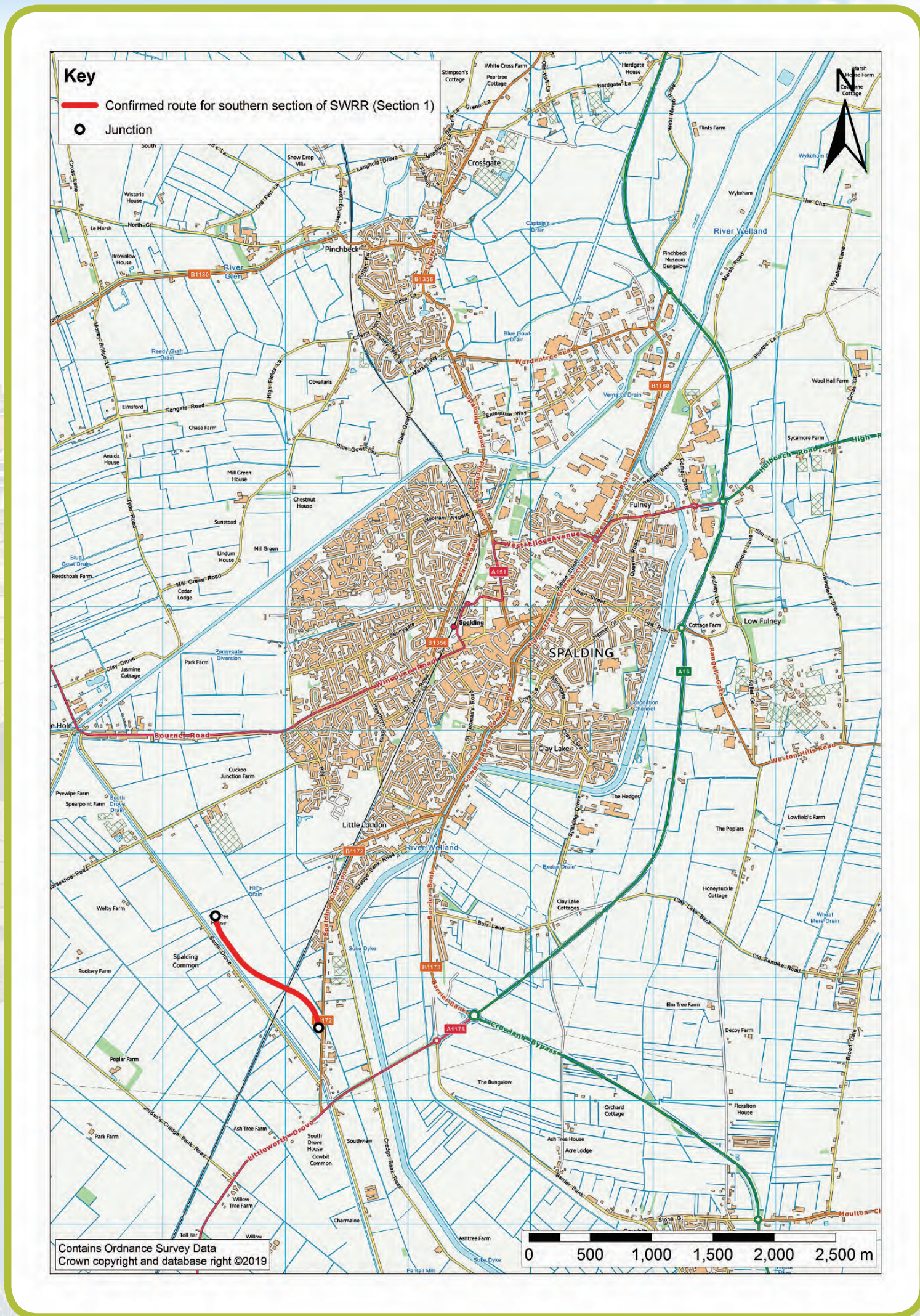
Artist's render of new Spalding Western Relief Road bridge



Artist's render of a section of the new relief road

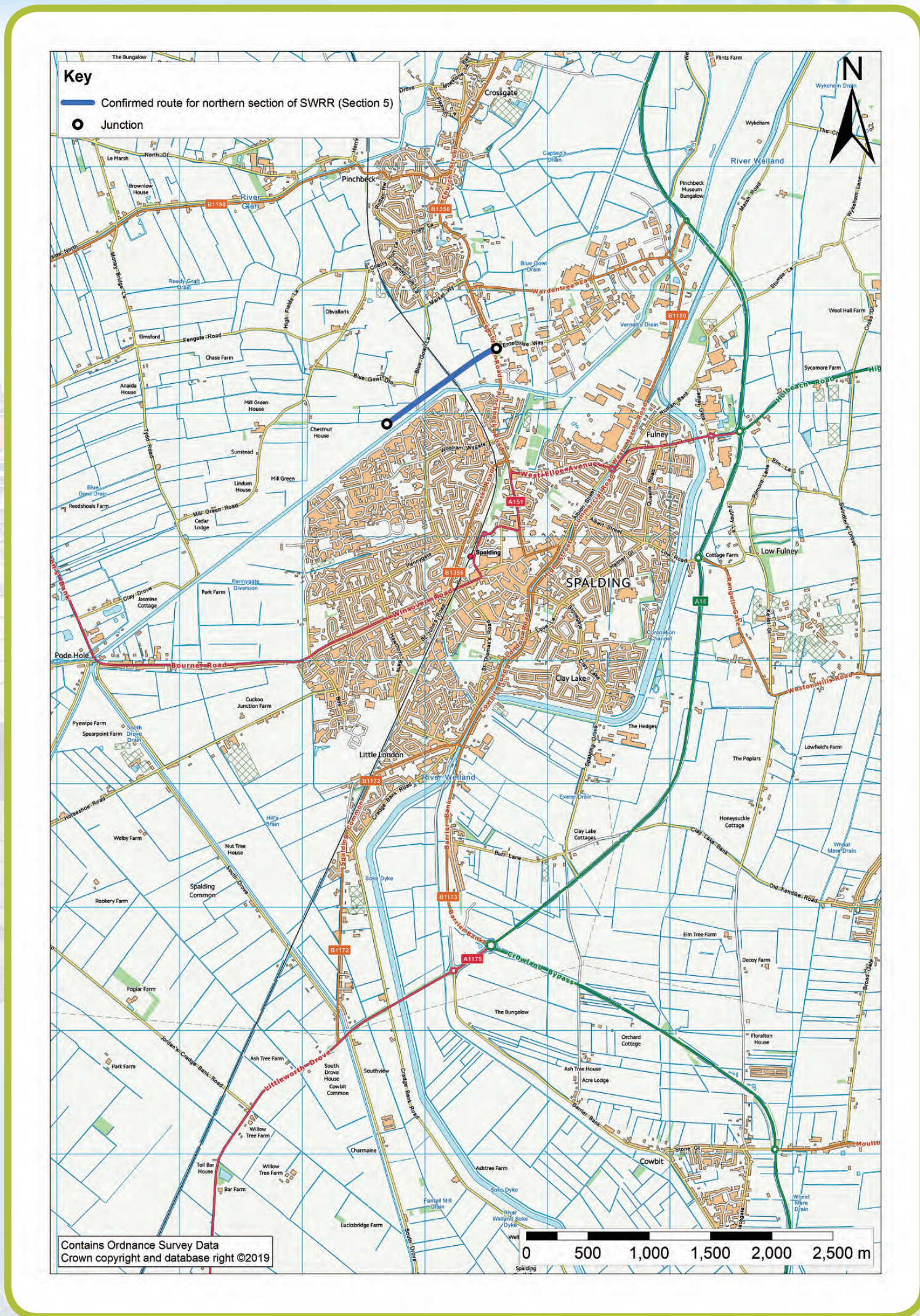
Spalding Western Relief Road

Southern section of relief road (Section 1)



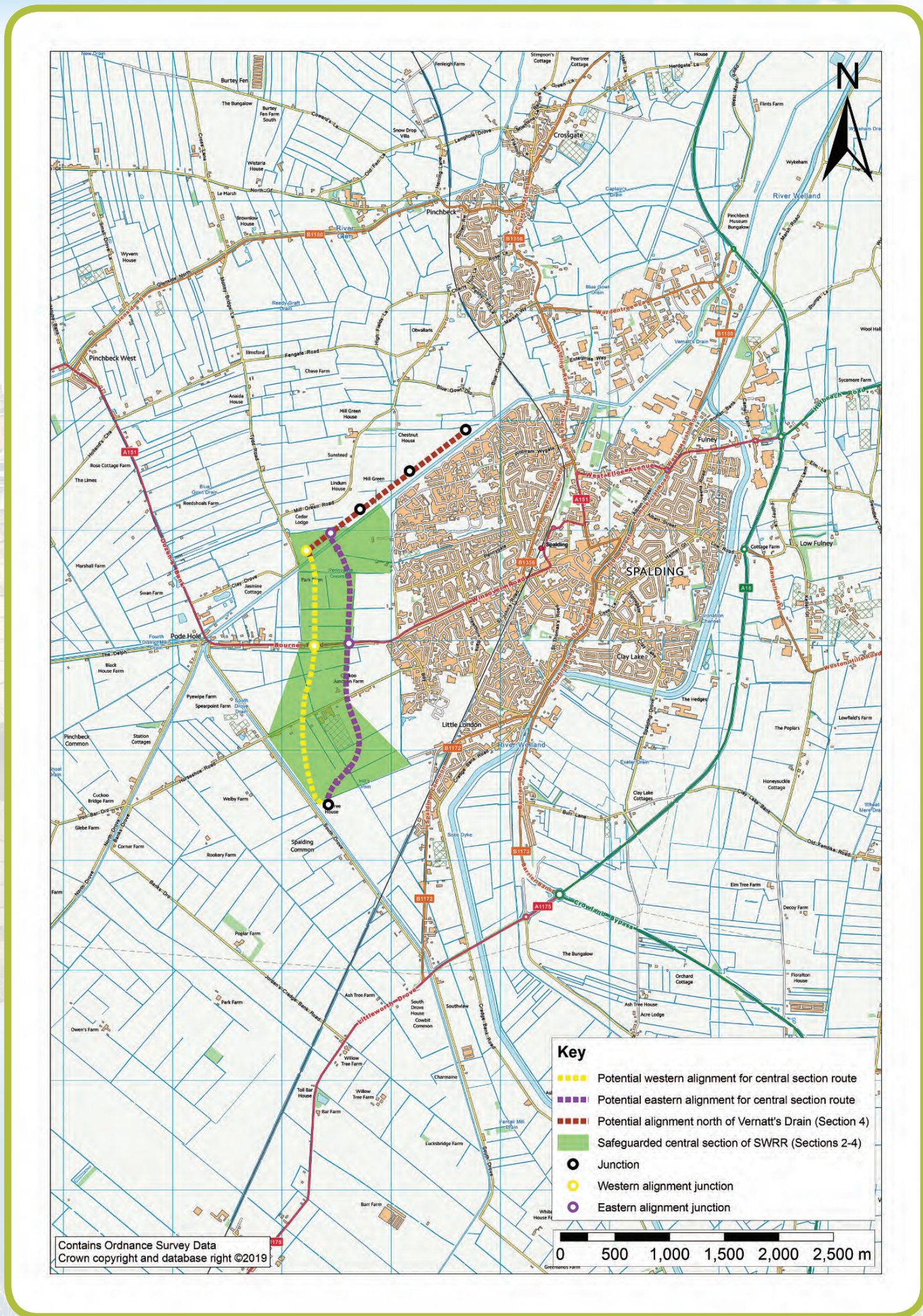
Spalding Western Relief Road

Northern section of relief road (Section 5)



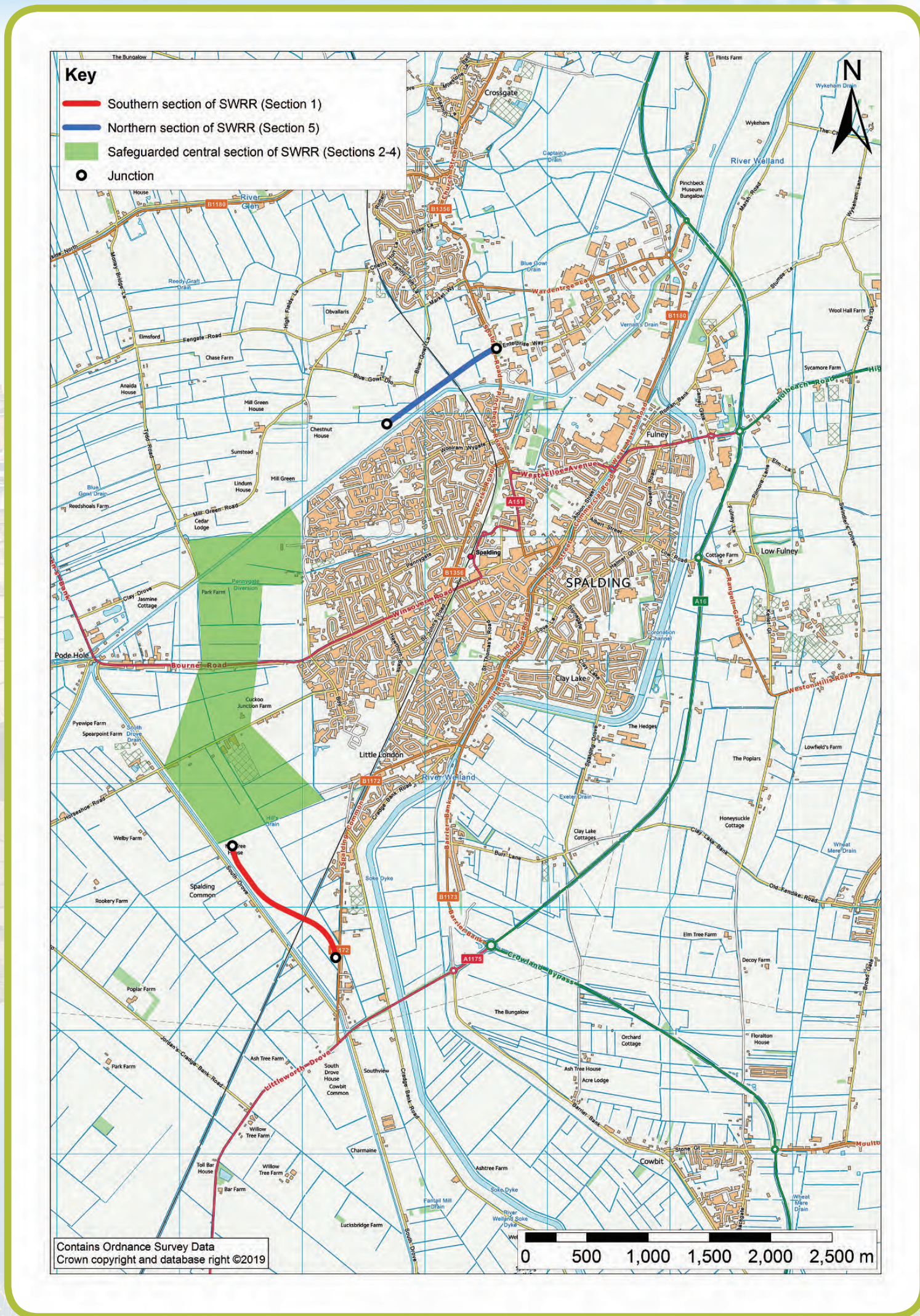
Spalding Western Relief Road

Potential alignments for central section (Sections 2-4)



Spalding Western Relief Road

Route plan for Spalding Western Relief Road



Appendix C – Engagement Questionnaire

Spalding Western Relief Road

Questionnaire



Spalding Western Relief Road Central Section Alignment

Engagement Questionnaire

The Spalding Western Relief Road (SWRR) is a major highways project that is currently being planned and designed by Lincolnshire County Council, in partnership with South Holland District Council.

When built, SWRR will provide a new strategic road around the west side of the town, linking Spalding Common in the south to Spalding Road/Pinchbeck Road in the north.

The new road will improve journey times, reduce congestion in the town centre and help support housing growth within South Holland, among many other benefits.

The alignment of the southern and northern sections of the new relief road has already been decided.

However, until now, there has only been a safeguarding corridor (or a broad area where the road could go) covering the central sections of the new relief road (which will cross Horseshoe Road and Bourne Road and then run adjacent to Vernatt's Drain). A preferred alignment of the relief road within this safeguarded corridor now needs to be developed.

We want to hear your views on the alignment of this central section of the Spalding Western Relief Road.

Your views will be carefully considered and will help us to continue understanding the best way forward for the scheme before moving forward with detailed design of the central section.

Please visit our web page at <https://www.lincolnshire.gov.uk/swrr> for more detailed background information, a list of public events and to keep up-to-date with the progress of the scheme.

1 What is your main interest in the scheme?

- Member of the public
- Statutory interest
- Business interest directly affected by the scheme
- Landowner directly affected by the scheme
- Elected Member of a Parish Council
- Elected Member of a District Council
- Elected Member of Lincolnshire County Council
- Officer of a Local Authority or other public sector organisation
- Representative of an interest group
- Representative from the Emergency Services
- Other

If other, please tell us your main interest in the scheme:

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2 If you are representing an organisation, business or group, please tell us its name:

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Supplementary Questions

5 How did you hear about this survey and the drop-in events? Please select all that apply.

- Simply Spalding Magazine / leaflet received in the post
- Lincolnshire County Council website
- Social Media
- Local Radio
- Television
- Posters/Parish Notice Boards
- Word of mouth
- Other

If other, please tell us how:

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6 Did you attend any of our public engagement events?

- Yes (please answer Question 6a)
- No (please skip to Question 7)

6a Did you find the event useful?

- Yes
- No

Please tell us why:

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A Little About You

Your Personal Data

Lincolnshire County Council takes our responsibilities to your personal data very seriously. We will manage your personal data in line with Data Protection Legislation.

There is no intent to identify individuals from this survey, only to identify trends in certain areas. For more information on what we do with your personal data, please see

<https://www.lincolnshire.gov.uk/privacy>

It is your choice to answer the following questions. If you do choose to answer them, this will help us to make informed decisions.

To help us to analyse if we have engaged with the communities that may be affected by this activity, please provide the first five digits of your post code.

Post Code

7 Age – What age group are you in?

- 15 and under
- 16-19
- 20-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75-84
- 85 and over
- Prefer not to state

Thank you for completing the questionnaire.

Your responses and comments will be collated and used to help develop proposals for the central sections of the Spalding Western Relief Road.

Return Address:

Lincolnshire County Council
c/o Teresa James
Crown House
Grantham Street
Lincoln
LN2 1BD



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