



Transport Statement

Stagecoach Bus Depot, Spalding

Stagecoach Group Limited

Prepared by:

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Basis of Report

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Drawings

Dwg 024009-VSA-XX-XX-DR-A-20001-SD	Site Redline Plan
Dwg 024009-VSA-XX-XX-DR-A-20010-SD	Existing Site (Detail)
Dwg 415.064636.00001.001	Pedestrian Catchment Plan
Dwg 415.064636.00001.002	Cycle Catchment Plan
Dwg 024009-VSA-XX-XX-DR-A-22001i-SD	Bus Depot Site Layout

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1.0 Introduction

Background

- 1.1 SLR has been appointed by Stagecoach Group Limited to provide traffic and transportation advice to support the relocation of a bus depot for Stagecoach Services Ltd to a vacant site on the Pinchbeck Estate, off Wavertree Park, in Spalding, PE11 3ZN.
- 1.2 This facility is relocating from another site on Limewalk, Long Sutton (PE12 9HQ), which is located in a relatively remote area, with a reduced size and being shared with other businesses. Therefore, Stagecoach determined that it was not fit for purpose, and that the bus depot had to be relocated to a new facility.
- 1.3 This site is located on the northern edge of the Spalding industrial area, which is also to the north of the town centre and to the south east of Pinchbeck. The site is currently used as a parking area for large vehicles. **Figure A** below shows an aerial image of the site and the surrounding highway and transport network.

Figure A: Site Location (Source: OpenStreetMap)



- 1.4 The new bus depot facility includes an office within a Portacabin on an existing concrete slab, bus fuelling and walk around washing facility on a new concrete slab incorporating new drainage/interceptor, 30no. car parking spaces, bus storage for 15no. double decker buses and 15no. minibuses.



- 1.5 A pre-application enquiry was submitted to South Holland District Council (SHDC). As accepted by SHDC:

“The proposed use is broadly in keeping with the character of the area. The proposed use (while technically Sui Generis) is commercial in nature, and therefore, would be appear in keeping with the industrial character of the area. The previous use as an HGV park is broadly similar to the proposed use, reducing the potential character impact. Furthermore, as the proposed building work appears to be relatively limited, the potential character impacts are further reduced.”

- 1.6 Lincolnshire County Council (LCC) as Highway Authority also provided some initial informal comments on the proposal as part of the pre-application enquiry:

“A simple Transport Statement is required detailing the vehicle movements associated with the former use compared to those envisaged with the proposed use. To include the different types/sizes of vehicles accessing the site on the daily basis. So that we can understand the impact the proposal will have on the highway network.”

- 1.7 With regards to parking provision, LCC stated that:

“Policy 36 and Appendix 6 concern parking standards. There are no defined requirements for a development of this nature. That being said, adequate parking would need to be demonstrated here.”

Structure of the Report

- 1.8 This Transport Statement (TS) has been prepared in accordance with guidance provided by the Department for Transport's (DfT) 'Guidance for Transport Assessment' (2014) document and has been prepared to inform Planning Officers at South Holland District Council (SHDC) and Highways Officers at Lincolnshire County Council (LCC) of all current traffic and transportation matters associated with the application.

- 1.9 Following this introductory chapter, the report provides the following information:

- **Section 2: Policy Context**– outlines the national and local policy relevant to the proposed development;
- **Section 3: Baseline Conditions** – discusses the existing site and the local highway network (including pictures obtained in a site visit) and reviews the available accident data in the vicinity of the site;
- **Section 4: Accessibility by Sustainable Modes of Travel** – describes the accessibility of the site by all modes of sustainable transport;
- **Section 5: Proposed Development** – sets out the development proposals, access, servicing and parking arrangements;
- **Section 6: Highway Operational Assessment** – outlines the vehicular trip generation of the proposed scheme and the consented land use, and the impact of the site redevelopment on the site access junction operation; and
- **Section 7: Summary and Conclusions** – summarises the findings of the TS and provides the report conclusions.



2.0 Policy Context

Overview

- 2.1 This section of the report provides an outline of national and local policy applicable to the development site. It is important that the TS is in accordance with such guidance and that the principles of development are consistent with national and local policies.

National Planning Policy

National Planning Policy Framework

- 2.2 The latest National Planning Policy Framework (NPPF) was published in December 2023 by the Ministry of Housing, Communities and Local Government, replacing the previous versions published in 2012, 2018, 2019 and 2021. The NPPF sets out the government's planning policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development.
- 2.3 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced.
- 2.4 The three overarching objectives to achieve sustainable development outlined within the NPPF include:
- **An economic objective** – *“to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure”;*
 - **A social objective** – *“to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being”; and*
 - **An environmental objective** – *“to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy”.*
- 2.5 Chapter 9 covers the promotion of “Sustainable Transport”, and states in paragraph 108 that *“transport issues should be considered from the earliest stages of plan making and development proposals, so that:*
- a.) *the potential impacts of development on transport networks can be addressed;*
 - b.) *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*



- c.) *opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d.) *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e.) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.'*

Considering Development Proposals

- 2.6 The NPPF states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
- a.) *“appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - b.) *safe and suitable access to the site can be achieved for all users; and*
 - c.) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree”.*
- 2.7 Guidance is provided in Paragraph 115 on the consideration of proposals. It is mentioned that *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.*
- 2.8 Within the above context it is stated that all applications for developments should:
- a.) *“give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - b.) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport; and*
 - c.) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character”.*



Local Planning Policy

South East Lincolnshire Local Plan 2019

- 2.9 South Holland District Council produced a new Local Plan jointly with Boston Borough Council and Lincolnshire County Council, the South East Lincolnshire Local Plan (SELLP), which was adopted in March 2019. This document sets out the three Councils' spatial approach up to 2036 and the policies which will be used for decision-making. It is a comprehensive plan which sets out the strategic vision for the aforementioned areas, which identifies where new development will happen and sets out the policies where planning applications will be determined.
- 2.10 As acknowledge by SHDC on their pre-application response letter, Policies 2 and 3 of SELLP sets out that residential amenity and the relationship to existing development and land uses is a main consideration when making planning decisions.
- 2.11 As the proposed site is industrial in nature, with no dwellings in the immediate area, the potential amenity impacts are significantly reduced.
- 2.12 Furthermore, the proposals are compliant with the relevant transport policies included in the SELLP, as the new and more efficient bus depot can contribute to improve the quality and reliability of the bus services offered by Stagecoach in the area.

Lincolnshire County Council Local Transport Plan (2020-2034)

- 2.13 The 5th Lincolnshire Local Transport Plan runs from 2020 to 2034 and ensure that all highways under their control operate satisfactorily and are well maintained. Their objectives are:
- **Supporting economic growth:** Contributing to economic growth by delivering reliable and resilient transport networks and services, improving connectivity throughout Lincolnshire;
 - **Future ready, green transport:** Supporting the introduction of low-carbon technologies;
 - **Promote thriving environment:** Improving equality of opportunity by facilitating access to services;
 - **Supporting safety, security and a healthy lifestyle:** Improving road and transport safety and healthier travel opportunities;
 - **Promoting high aspirations:** Improving the accessibility of the transport system and in particular access onto public transport.
 - **Improve quality of life:** Reducing the overall negative impacts of transport on people's lives.
- 2.14 The LTP5 also has a chapter including a Bus Implementation Plan, aiming to:
- Encourage bus operators to reduce CO2 emissions;
 - Encourage bus operators to use zero- or ultra-low emission vehicles; and
 - Embrace new and emerging vehicle, fuel and mobility technologies.



2.15 The main policies of the Bus Implementation Plan include:

- Improve bus connectivity;
- Ensure a resilient and reliable bus system for people;
- Support the vitality and integrity of our town centres and rural communities;
- Increase confidence in a safer and more secure bus network; and
- Reduce the impacts of air quality and noise.

2.16 The proposed bus depot relocation will help Stagecoach to improve the efficiency and quality of their operations, therefore contributing to the objectives of the LTP5 in general and the Bus Implementation Plan in particular.

Summary

2.17 The following chapters of this Transport Statement will demonstrate that the development proposals follow relevant national and local planning policy guidelines.



3.0 Baseline Conditions

Site Location and Existing Use

- 3.1 The site location as describe with the red line boundary is given in **Dwg 024009-VSA-XX-XX-DR-A-20001-SD**. The existing site in more detail is shown in **Dwg 024009-VSA-XX-XX-DR-A-20010-SD**.
- 3.2 With regards to the site access, there is a gated access with circa 10m in width off Wardentree Park (see **Figure B**). Visibility splays from this access point onto Wardentree Park are compliant with the guidance in Manual for Steets.

Figure B: Existing Access off Wardentree Park (Source: Traffic Video Survey from Charge Surveys)



Local Highway Network

Wardentree Park

- 3.3 Wardentree Park grants access to the development site and is connected to the local highway network to the south via the roundabout with the B1180 Wardentree Lane and Benner Road. The northern end of the road is a dead end with a concrete barrier. It is a single carriageway, two-way road as shown in **Figure C**.
- 3.4 The carriageway measures approximately 7m in width and is subject to a speed limit of 30mph. Junctions with other minor roads and private accesses take the form of simple T-priority junctions, while as previously discussed, a roundabout is available to access the B1180 Wardentree Lane and Benner Road.
- 3.5 No parking restrictions are present can be observed on this road, except around the junction with Bervor Close, where double yellow lines are present on both sides of the road.
- 3.6 The road is covered by a system of street lighting.



- 3.7 There are footways of a good standard on both sides of the road, with circa 2 metres in width and green verges between them and the carriageway and dropped kerbs with tactile paving at the crossing points.
- 3.8 The eastern footway on Wardentree Park is shared with cyclists.

Figure C: Wardentree Park (Source: Google StreetView)



B1180 Wardentree Lane

- 3.9 The B1180 Wardentree Lane links Wardentree Park with the A16 to the east (which is a key highway corridor in the area) and with Spalding Road to the west. It is a single carriageway, two-way road. It is shown in **Figure D**.
- 3.10 Around the Wardentree Park / Benner Road roundabout, the carriageway measures approximately 9 metres wide. It is subject to a 40-mph speed limit.
- 3.11 Junctions with other minor roads take the form of ghost island junctions, with long right-turn lanes available in all cases. A central hatched area can be observed outside junctions. Junctions with key highways are roundabouts (Benner Road, West Marsh Road or the A16) or are signal controlled (Spalding Road). No parking restrictions can be observed on this road.
- 3.12 Street lighting is present along the whole Wardentree Lane. A footway is available along the northern side measuring approximately 2 metres, being also a cycleway to the west of the aforementioned roundabout. Limited sections of footway are available on the southern side of the road, mainly around junctions.



Figure D: Wardentree Lane (Source: Google StreetView)



Benner Road – Enterprise Way

- 3.13 Benner Road (named Enterprise Way on its western section) links the B1180 Wardentree Lane and Wardentree Park with Spalding Road / Pinchbeck Road, which eventually leads to Spalding town centre. It is shown in **Figure E**.

Figure E: Benner Road (Source: Google StreetView)

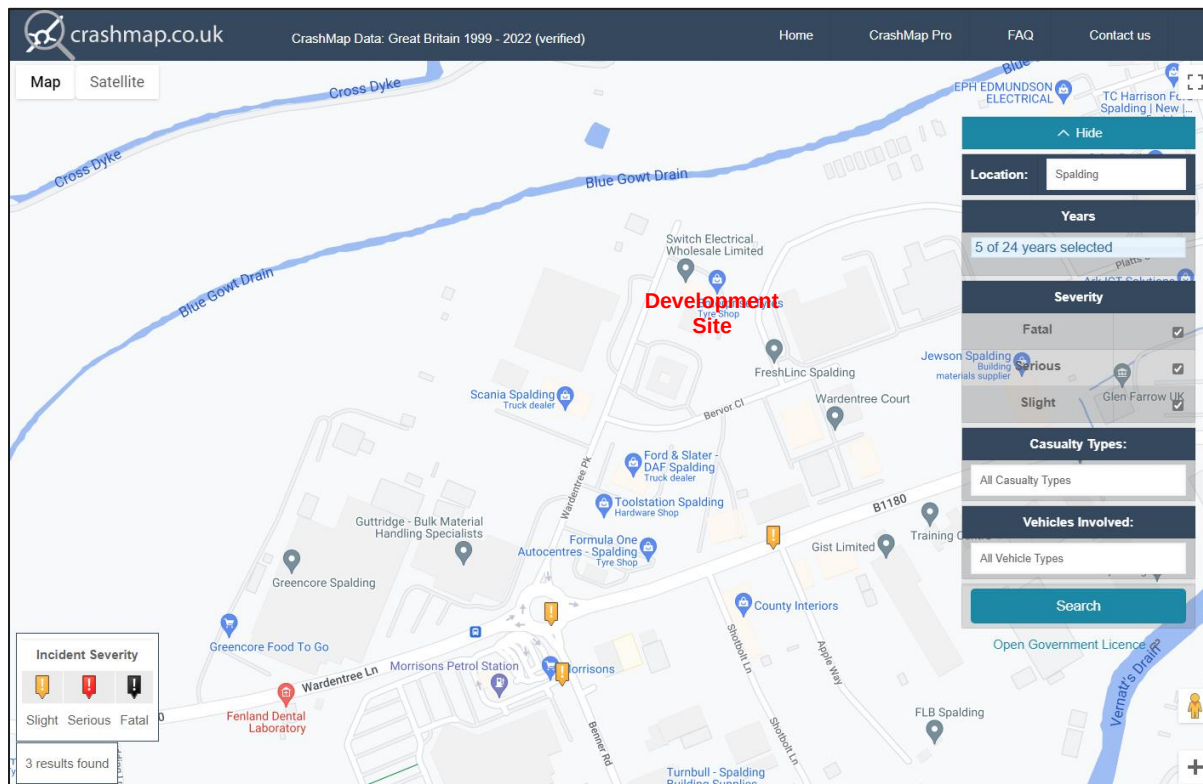


- 3.14 The carriageway facilitates two-way flow along a single carriageway and measures approximately 7.5m in width. There is a 30mph speed limit in place along this road and no parking restrictions are observable. Junction with minor roads take the form of simple T-priority junctions, while roundabouts can be found on both of its ends.
- 3.15 Street lighting is provided. The western footway has 2m in width, while the eastern one if also for cycle use and has 3m in width. Dropped kerbs are present at junctions and private accesses, with some of them having also tactile paving.

Road Safety Analysis

- 3.16 A review of collision records for the local highway network has been undertaken using data available on the CrashMap website. CrashMap uses data collected by the police for collisions occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.
- 3.17 The CrashMap analysis has been undertaken for the most recent five-year period, between 2018 and 2022. Three collisions have been recorded in the area surrounding the development site, encompassing Wardentree Park, where the site access will be located, and the road sections of the B1180 Wardentree Lane and Benner Road adjacent to the roundabout linking them. The study area is shown in **Figure F** overleaf. Cars were involved in all three collisions. It should be noted that no goods vehicles, motorcycles, bicycles, pedestrians or children were involved in the recorded collisions.

Figure F: Five-Year Recorded Accident Record (Source: CrashMap)



- 3.18 All three collisions resulted in slightly injured casualties, whilst no serious or fatal incidents were recorded in the study area.



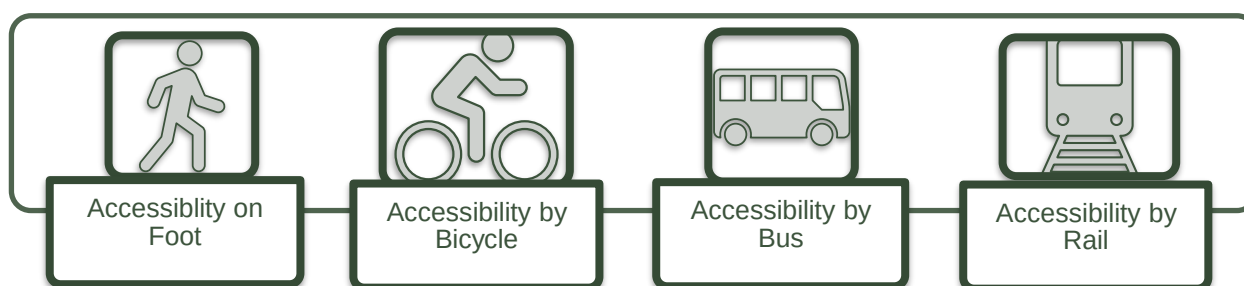
- 3.19 The collision recorded on 22/02/2018 on the roundabout where Wardentree Lane, Wardentree Park and Benner Road meet, involved two cars, with two of their occupants getting slight injuries. Similarly, the incident recorded on 22/02/2022 on B1180 Wardentree Lane around the junction with Apple Way also involved two cars and resulted in two of their occupants being slightly injured.
- 3.20 Meanwhile, at the collision that took place on 30/01/2020 at the Morrisons' access junction off Benner Road, a single car was recorded, with one of its occupants being slightly injured.
- 3.21 No collisions took place on Wardentree Park, where the site access point is located.
- 3.22 The level of collisions recorded in the area is low indicating the local highway network operates in a safe manner nor any no identifiable trends which would give rise to any highway safety concerns.



4.0 Accessibility By Sustainable Modes of Transport

Introduction

- 4.1 In this section we consider the accessibility of the site by modes other than the car, while bearing in mind this development is a Bus Depot. Consequently, staff benefit from free bus travel although some staff will arrive and depart when buses are not operating.
- 4.2 A key element of national and local policy is to ensure that developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.



Pedestrian Accessibility

- 4.3 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, topography and other local facilities. For commuting purposes, a maximum distance of 2km is considered acceptable which equates to just under a 25-minute walk.
- 4.4 An indicative pedestrian catchment plan has been produced. **Dwg 415.064636.00001.001** shows distances of 500 metres, 1,000 metres and 2,000 metres. The 2-kilometre catchment includes the majority of the north of Spalding industrial and commercial area, as well as some residential areas to the south Vernatt's Drain and in Pinchbeck.
- 4.5 The local infrastructure is considered adequate for pedestrians as the following are provided on:
- All roads around the site have footways on one or both sides with street lighting at regular intervals and dropped kerbs at junctions, with tactiles being also available at some junctions / crossing points; and
 - Staggered unsignalised pedestrian crossing facilities are available on the B1180 Wardentree Lane / Benner Road / Wardentree Park junction.
- 4.6 The site is therefore concluded to be accessible on foot, with a bus stop and some residential areas being within the aforementioned catchments areas. Walking would therefore be an attractive option for depot drivers if travelling to site during daylight hours.



Cycle Accessibility

- 4.7 Cycling has the potential to replace short car journeys, particularly those under 5 kilometres. At a leisurely cycle speed of 10 miles per hour this would equate to a journey of around 25 minutes.
- 4.8 A 5-kilometre cycle catchment from the site is shown in **Dwg 415.064636.00001.002** illustrates that almost the entirety of Spalding is accessible within a comfortable cycling distance from the site, whilst other settlements as Surfleet, Pinchbeck are also accessible in this distance.
- 4.9 The entire eastern footway on Wardentree Park is signed for pedestrian and shared cycle use, as well as two short sections of the western footway around the junction with Bervor Close. Additionally, shared-use footways can also be found along the northern side of the B1180 Wardentree Park (only to the west of the junction with Wardentree Park / Benner Road) and also along the eastern side of Benner Road.
- 4.10 A traffic-free route connects of the B1180 Wardentree Park approximately 1km to the south west of the site with the B1356 Pinchbeck Road / Park Road junction to the north of Spalding town centre, via Moortoft Lane and Daffodil Walk. It is also worth highlighting that the profile of this route, and Spalding in general, is mostly flat.
- 4.11 Based on the above, it is considered that the site is accessible by cycle. Cycling has therefore a clear potential to substitute for short car trips and /or to form part of a longer journey by public transport.

Accessibility by Bus

- 4.12 While the scheme will help deliver bus services for the area the bus services running in the local area and their frequencies from these stops is outlined in **Error! Reference source not found..**

Table A: Bus Services Available

Service	Route	First bus (M-F)	Last bus (M-F)	Average frequency		
				M-F	Sat	Sun
IT2	Spalding > Pinchbeck > Spalding (Circular)	07:54	17:45	Every 45min to 1h	Every 45min to 1h	No service
37	Peterborough > Newark > Crowland > Spalding > Pinchbeck > Springsfields Outlet	09:32	19:36	Hourly	Hourly	Every 2h to 3h
B3	Boston > Wyberton > Sutterton > Pinchbeck > Spalding	07:18	08:20	2 services per day	No service	No service



Accessibility by Rail

- 4.13 Spalding rail station is approximately 3.5km to the south west of the site. It is accessible within a 25 to 35-minute bus journey (on any of the services from **Error! Reference source not found.**) or in a 10 to 15-minute cycle ride from the site.
- 4.14 It has 16 cycle parking spaces and step-free access to one of the platforms.
- 4.15 The station benefits from an hourly service northbound to Lincoln and Sleaford and southbound to Peterborough is available Monday to Saturday, with some services reaching Doncaster and a daily service accessing Newark North Gate. No services are available on Sundays.
- 4.16 It is therefore possible to travel to site from local and regional destinations as part of a multi-modal trip (including a taxi, bus or bicycle leg).



5.0 Development Proposals

Outline Proposed Development Summary

- 5.1 The proposals support the relocation of a bus depot for Stagecoach Services Ltd from a site on Limewalk, Long Sutton (PE12 9HQ), shared with other businesses and not fit for purpose, to a vacant site on the Pinchbeck Estate, off Wavertree Park, in Spalding (PE11 3ZN).
- 5.2 This facility is relocating from another site and will include:
- An office within a Portacabin on an existing concrete slab;
 - Bus fuelling and walk around washing facility on a new concrete slab incorporating new drainage/interceptor;
 - 30no. car parking spaces for staff;
 - Bus storage for 15no. Double Decker Buses and 15no. Mini-buses.
- 5.3 It is also proposed to retain the existing access point off Wardentree Park, which is suitable for two-way bus operations due to its width of circa 10m.
- 5.4 The proposed site layout plan is attached as **Dwg 024009-VSA-XX-XX-DR-A-22001i-SD**.
- 5.5 The relocation is beneficial for the employees as overall they live closer to the new location. Furthermore, pedestrian and cycle access to the new facilities is notably better than to the previous one, as there are adequate facilities available around the site, while public transport provision around the proposed site is also better. Meanwhile, the previous bus depot at Long Sutton is on a more remote area with lower accessibility.
- 5.6 Regarding bus operations, vehicles' trips to the starting and end points of the commercial routes will also be covered in less time, enabling Stagecoach to operate the depot more efficiently.
- 5.7 Consequently, the bus company will save a significant amount of fuel after the depot relocation, which will also bring a reduction of their pollution and noise emissions.

Access and Servicing

Access Points and Internal Road Layout

- 5.8 As previously discussed, the existing access point off Wardentree Park is to be retained, with a width of circa 10m. This access point is used by motor vehicles, bicycles and pedestrians.
- 5.9 Visibility splays from this access point onto Wardentree Park comply with Manual for Street guidance.
- 5.10 The internal loop road within the site would be for one-way traffic only to enable safer and more efficient operations. The 30no. bus storing spaces would be on the central space delimited by the loop road, while the fuel tank, washing facilities, storage containers, refuse bins, the Portacabin office are to be located between the loop road and the eastern edge of the site, while all 30no. car parking spaces would be located to the north of the site.



- 5.11 The site would be served by an oil tanker and refuse collection vehicles.
- 5.12 Pedestrians would find a footway immediately to the north of the access point, leading to the Portacabin office.
- 5.13 The site layout plan also shows the swept path of buses turning around the space and this demonstrates that the site is suitable for the access by suitability of the proposed access arrangements and site layout.

Proposed Parking Provision

Car and LGV Parking

- 5.14 A total of 30no. car / LGV parking spaces are provided on site. This is sufficient as it exceeds the demand for parking as surveyed.

Cycle Parking

- 5.15 Two staff were observed travelling to site. While they can lock their bikes up securely at the moment, it is proposed to provide covered cycle stands adjacent to the Portacabin to serve the site.

Bus Storage Parking

- 5.16 A total of 30no. bus storage spaces are provided on site. The traffic survey undertaken shows that the maximum number of buses stored during any given hour is 14, so there is ample spare capacity available.



6.0 Highways Operation Assessment

Trip Generation

- 6.1 The bus depot is already operational and given this a 24-hour traffic video survey was undertaken at the depot entrance on Monday the 17th June 2024.
- 6.2 Analysis of the traffic survey indicates that the peak hours for the development take place from 07:00 to 08:00, with 14 two-way trips, and from 18:00 to 19:00, with 12 two-way trips. During the two traditional network peak hours (08:00 to 09:00 and 17:00 to 18:00), 8 two-way movements per hour were recorded.
- 6.3 Error! Reference source not found. below summarises the surveyed trip generation of the site during its peak hours and during the traditional highway network peak hours.

Table B: Surveyed Site Trip Generation

Type of Vehicular Trips	Site AM Peak (07:00 - 08:00)			Network AM Peak (08:00 - 09:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Cars	3	1	4	5	1	6
Buses	2	7	9	0	2	2
Other	1	0	1	0	0	0
Total	6	8	14	5	3	8
Type of Vehicular Trips	Network PM Peak (17:00 - 18:00)			Site PM Peak (18:00 – 19:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Cars	1	3	4	0	3	3
Buses	0	1	1	7	1	8
Other	2	1	3	0	1	1
Total	3	5	8	7	5	12

- 6.4 The profile of arrivals and departures across the day is staggered, with:
- No more than 6 vehicular staff arrivals (recorded at 05:00 to 06:00) and 4 departures (recorded from 11:00 to 12:00 and from 14:00 to 15:00) are generated per hour;
 - Bus departures peak at 7 between 07:00 to 08:00 (to travel to the routes' starting points) and departures also at 7, in this case from 18:00 to 19:00 (returning from the routes' ending points), being between 0 and 4 during the rest of the hours of the day;
 - With regards to 'other' types of vehicles, 9 LGV arrivals and 8 departures were captured by the video survey, corresponding to the same two servicing vehicles, with one of them being from Stagecoach and the other one external; and
 - 2 cycle arrivals and another 2 departures were also recorded through the day among the 'other' types of vehicle' category.
- 6.5 The full analysis of the survey data can be found in **Appendix A** at the rear of this report.



Parking Accumulation

- 6.6 To determine the suitability of the car parking and bus storage spaces proposed, a parking accumulation exercised has been undertaken also using the video survey results.
- 6.7 For staff cars / service vehicles' parking, it was noted that 1 car was already parked at the beginning of the survey. The maximum car / service vehicle parking accumulation is 23 (between 12:00 and 13:00). Therefore, the proposed 30no. spaces are sufficient for the current level of operations and would allow for some growth in the future without causing any overspill parking on the surrounding highways.
- 6.8 At the beginning of the survey, 14 buses were observed to be parked on site, as well as between 00:00 and 04:00, which is the highest accumulation value throughout the day. It is therefore considered that the proposed provision of bus storage spaces (30no.) is sufficient for the present level of operations and would also allow Stagecoach to operate additional buses from this site in the future.
- 6.9 Error! Reference source not found. below summarises the surveyed trip generation of the site during its peak hours and during the traditional highway network peak hours.

Table C: Parking Assessment

Cars			Buses		
Maximum Accumulation	Spaces	Total	Maximum Accumulation	Spaces	Total
23	30	+7	14	30	+16

- 6.10 Full parking accumulation calculations can also be found in **Appendix A** at the rear of this report.

Impact on the Surrounding Highways

- 6.11 The bus depot generates 8 two-way trips during the traditional peak hour, and 12 on the next hour, hence the impact on the Wardentree Park flows is extremely low. In practice this volume of vehicle movement would not cause any observable change in highway operation.
- 6.12 To give an indication of this volume of traffic against existing flows, a pre-covid traffic survey on Wardentree Park/Wardentree Lane Roundabout (as part of a Transport Assessment for previous planning application). That would indicate that the bus depot flows would be less than 3.3% of traffic flows at its most robust
- 6.13 Such changes in traffic volumes would not be perceptible on the wider highway network.



7.0 Summary and Conclusion

Summary

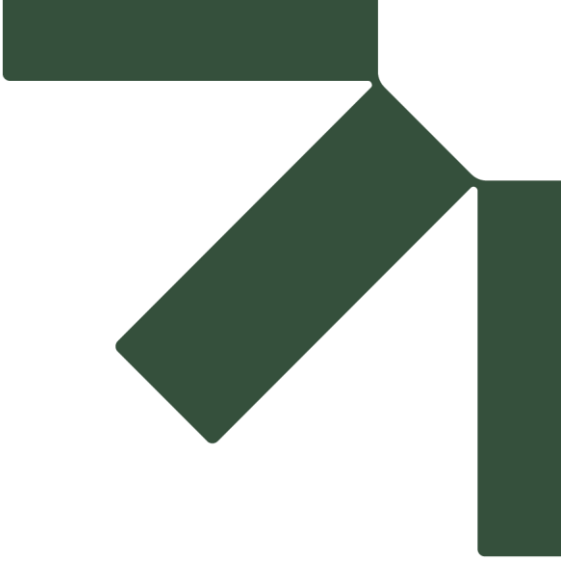
- 7.1 SLR has been appointed by Stagecoach Group Limited to provide traffic and transportation advice to support the relocation of a bus depot for Stagecoach Services Ltd on Limewalk, Long Sutton (PE12 9HQ), shared with other businesses, to a vacant site on the Pinchbeck Estate, off Wavertree Park, in Spalding (PE11 3ZN) to be used exclusively by Stagecoach.
- 7.2 This facility includes an office within a Portacabin on an existing concrete slab, bus fuelling and walk around washing facility on a new concrete slab incorporating new drainage/interceptor, 30no. car parking spaces, bus storage for 15no. double decker buses and 15no. minibuses.
- 7.3 The relocation is beneficial for the employees as the site is more accessible and has also better pedestrian, cycle and public transport accessibility.
- 7.4 Regarding bus operations, vehicles' trips to the starting and end points of the commercial routes will also be covered in less time, enabling Stagecoach to operate the depot more efficiently. Consequently, the bus company will save a significant amount of fuel after the depot relocation, which will also bring a reduction of their pollution and noise emissions.
- 7.5 The collision record on the surrounding highway network shows that the site operates in a safe manner and there are not any identifiable trends which would give rise to any highway safety concerns.
- 7.6 The depot will use the existing access point off Wardentree Park, which is suitable for two-way bus operations due to its width of circa 10m.
- 7.7 The internal loop road within the site would be for one-way traffic only to enable safer and more efficient operations. The 30no. bus storing spaces would be on the central space delimited by the loop road, while the fuel tank, washing facilities, storage containers, refuse bins, the Portacabin office are to be located between the loop road and the eastern edge of the site, while all 30no. car parking spaces would be located to the north of the site.
- 7.8 The site will be served by an oil tanker and a refuse vehicle as required.
- 7.9 To determine the trip generation associated with the proposed residential development, a 24-hour traffic video survey was undertaken at the bus depot entrance. Analysis of the traffic survey indicates that the peak hours for traffic movements takes place between 07:00 to 08:00, with 14 two-way vehicle movements, and from 18:00 to 19:00 there were 12 two-way vehicle movements. During the two traditional network peak hours (08:00 to 09:00 and 17:00 to 18:00), 8 two-way movements per hour were recorded.
- 7.10 This level of vehicular trip generation is very low and will not change the existing highway operation and will not be perceptible to the general road user.
- 7.11 A total of 30 car / LGV parking spaces are provided on site, as well as 30 bus storage spaces. This provision is in excess of the observed parking demand of 23 cars / LGVs and 14 buses are parked on site which offers some headroom for parking if needed.



Conclusions

- 7.12 The proposed site is well located to direct buses onto their bus route and minimise 'dead mileage' and is also well located to minimise employee commuting distance. This will have positive implications environmentally with less CO² released.
- 7.13 The proposed depot location offers a safe environment for vehicles to access the site and will allow pedestrians and cyclists to also access the site in a safe manner.
- 7.14 The impact of development is negligible to the network and therefore it is considered there are no reasons why the planning application should be refused on highway or transportation grounds.





Drawings

Transport Statement

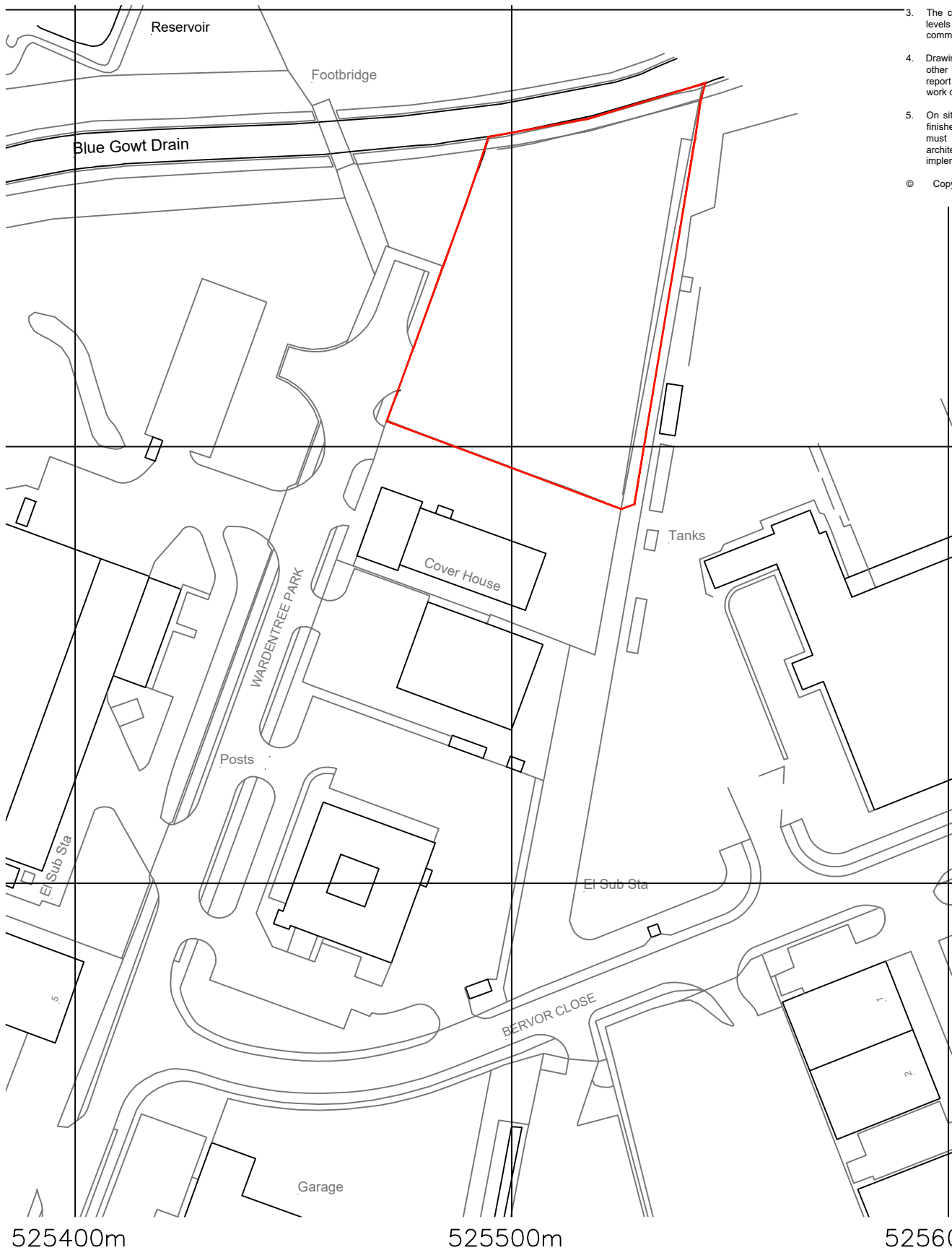
Stagecoach Bus Depot, Spalding

Stagecoach Group Limited

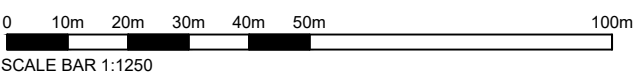
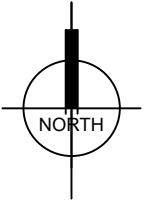
SLR Project No.: 415.064636.00001

24 July 2024

SITE LOCATION PLAN - 1:1250



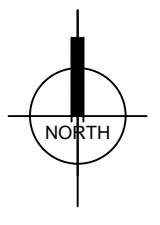
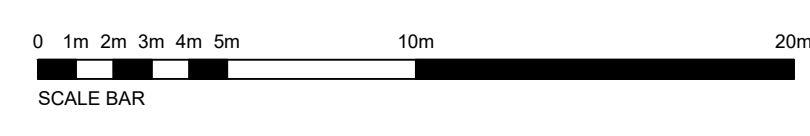
- NOTES:**
- 1. All work to be carried out in accordance with the building regulations and the requirements of the local authority.
 - 2. Do not scale from this drawing - use figured dimensions only.
 - 3. The contractor shall check and verify all levels and dimensions on site before work commences.
 - 4. Drawing to be read in conjunction with all other consultants/specialists drawings. report any discrepancies before affected work commences.
 - 5. On site alterations to the construction or finishes shown or implied on this drawing must be drawn to the attention of the architect before such work is implemented.
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Revision	Description	Date	Drawn	Checked
-	-	-	-	-
Client: Stagecoach Services Ltd Drawn: RVF UPRN - 024009 Scale: 1:1250 @ A4 Checked: RVF - VSA Date: 28-03-2024 Suitability: S02 - XX Project: Spalding Depot, Wardentree Park, PE11 3UG Sheet Title: Existing Site Location Plan Originator - Zone - Level - Type - Role - Dwg No. - Rev. - XX - XX - DR - A - 20001 - -				
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EXISTING SITE PLAN - 1:200

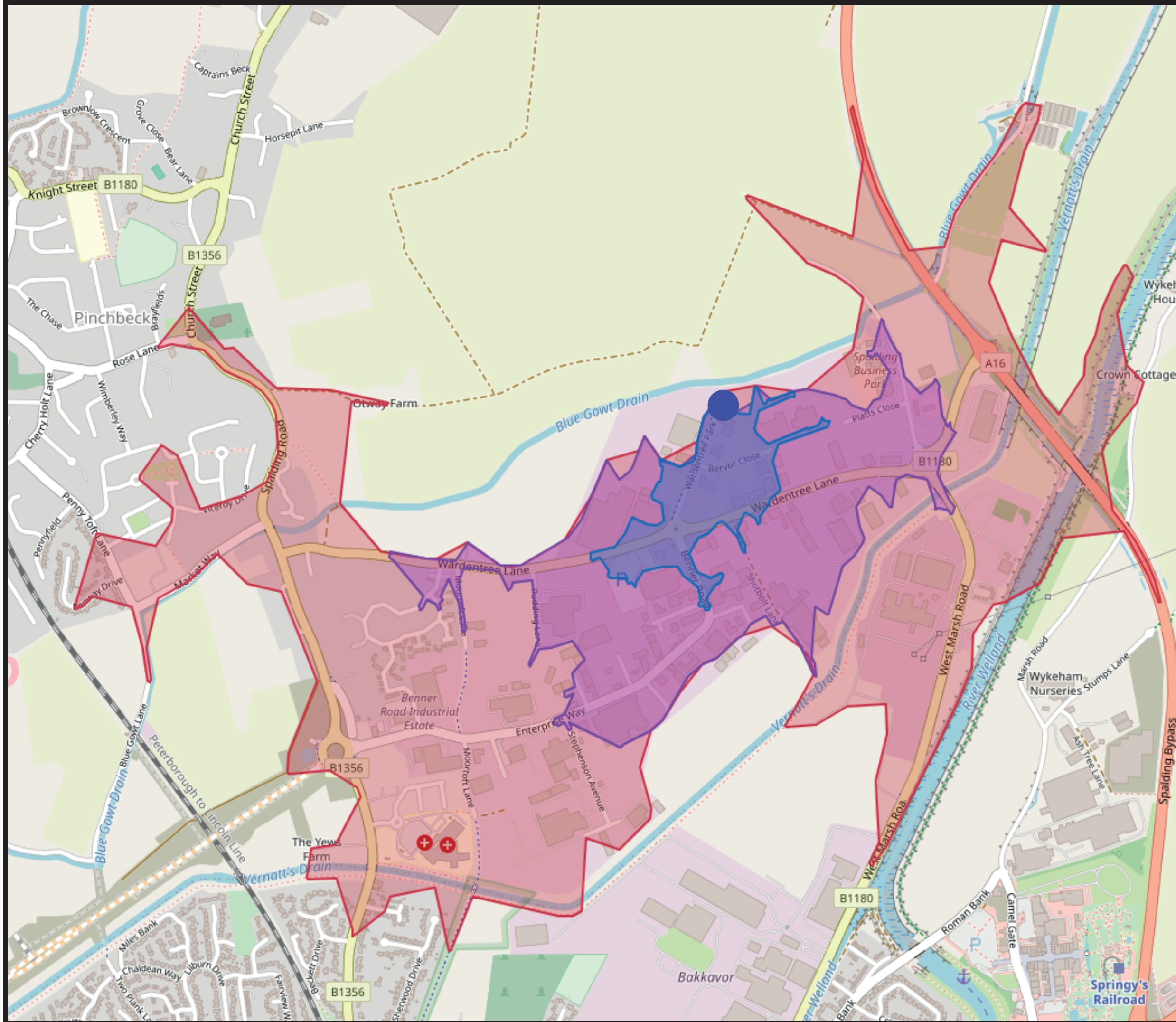


- NOTES:**
- All work to be carried out in accordance with the building regulations and the requirements of the local authority.
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Revision	Description	Date	Drawn	Checked
A	Topographical Survey Added 14-05-2024.	14-05-2024	RVF	RVF
Project: Spalding Depot, Wardenree Park, PE11 3UG Sheet Title: Existing Site Plan Client: Stagecoach Services Ltd Drawn: RVF Checked: RVF Date: 28-03-2024 Suitability: S02 UPRN - Originator - Zone - Level - Type - Role - Dwg No. - Rev. 024009 - VSA - XX - XX - DR - A - 20010 - A Scale: 1:500 @ A2 VSA VINCENT STUART ARCHITECTURE www.v-s-a.co.uk				

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- KEY:
- 500m Catchment Area
 - 1km Catchment Area
 - 2km Catchment Area
 - Site Location

Base Map Source:
OpenStreetMap

PROJECT:

Stagecoach Bus Depot,
Spalding

DRAWING TITLE:

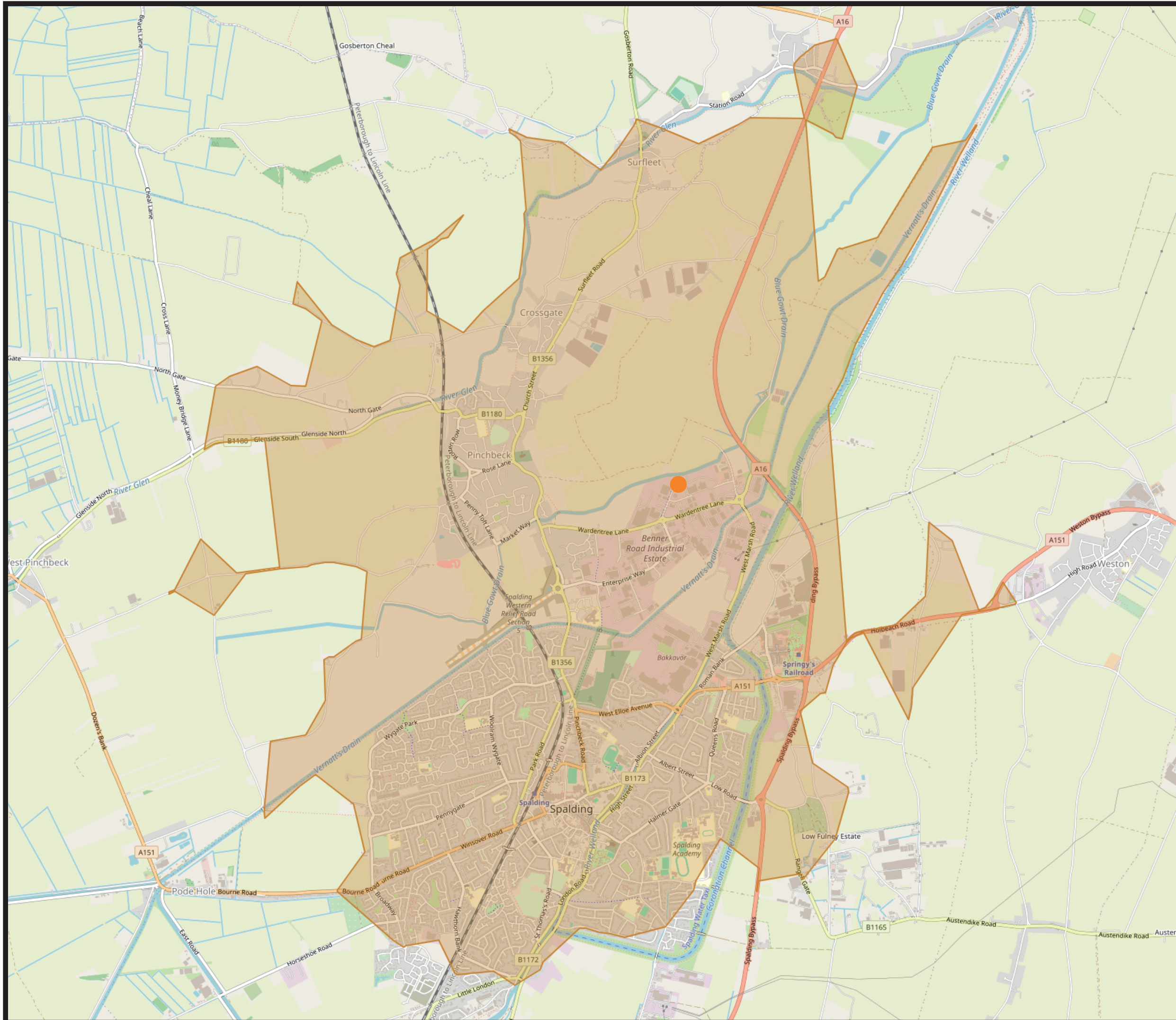
Pedestrian
Catchment
Plan



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DRAWING NUMBER:

415.064636.00001_001



KEY:

5km Catchment Area

- Site Location

Base Map Source:
OpenStreetMap

PROJECT:

Stagecoach Bus Depot, Spalding

DRAWING TITLE:

Cycle Catchment Plan

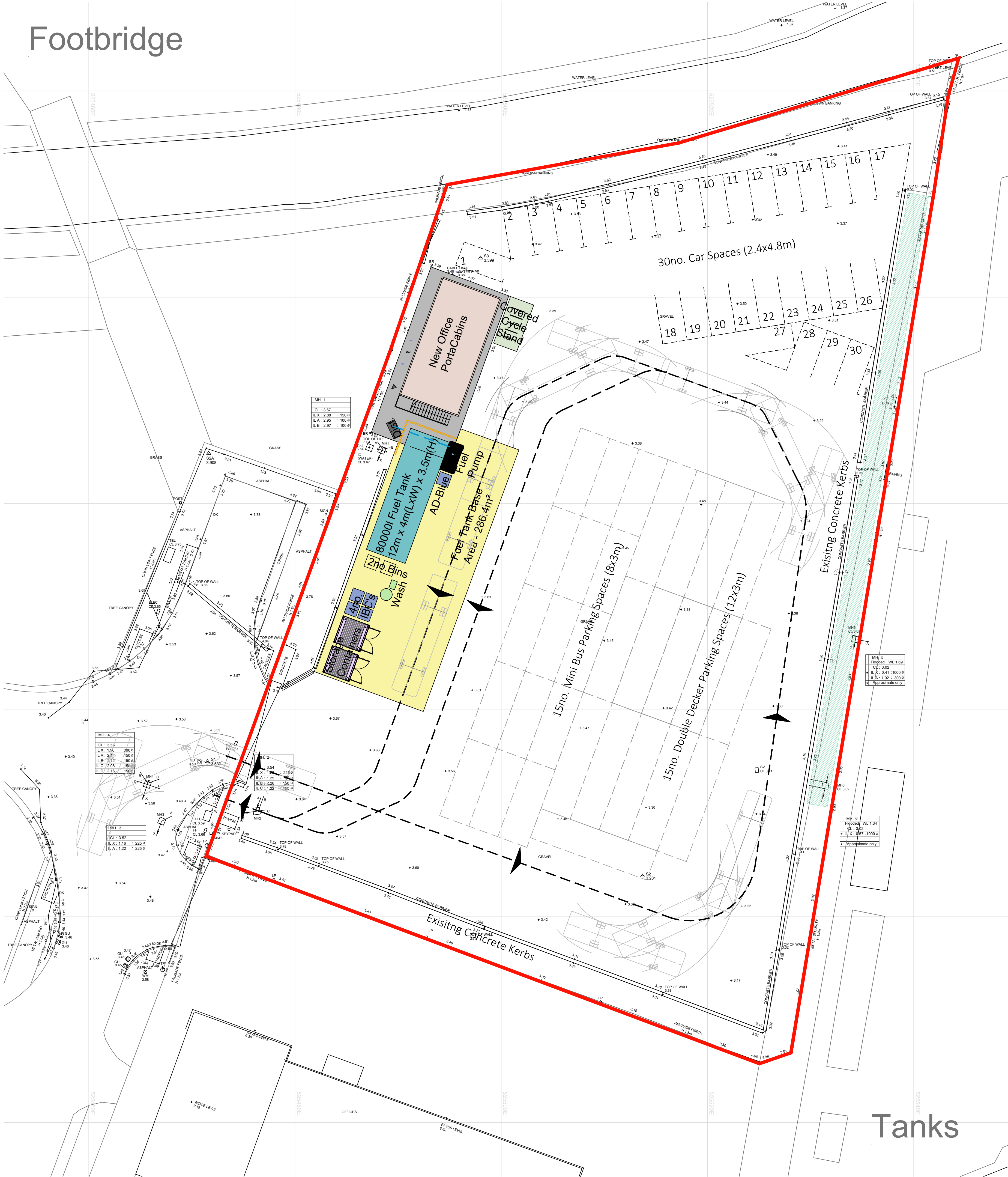


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Spaces, 7 Park Row, Leeds, LS1 5HD
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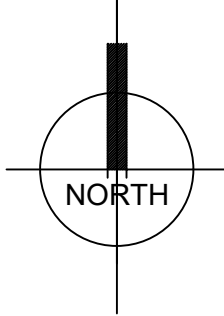
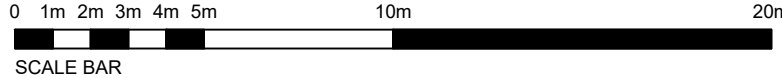
DRAWING NUMBER:

415.064636.00001_002

Footbridge



PROPOSED SITE LAYOUT PLAN - 1:200



SITE KEY :

- Ownership Boundary
- Ad-Blue + 4no. IBC's
- Fuel Tank (12m x 4m x 3.5m high)
- Office - Cabin (40ft x 20ft)
- Storage Containers (2no. 9ft x 9ft)
- Bus Walkaround Wash
- New Hardstanding (Approx. 368m²) to S.E. Information - Nominal: 250mm thick C35 concrete slab with 2 x layers of A393 mesh. Min. cement content of 340
- Existing Hardstanding (17m x 7.95m)
- Covered Cycle Stand
- Potential Drainage Route dependent on permissions.
- New Electrical Connections Required from existing Distribution box to New Cabins and Fuel Tank and Bus Wash.
- New 60min Fire Separation Wall, approx. height 300mm higher than fuel tank.
- Mixed species native shrub belt along 60m long and 2m wide includes hawthorn, blackthorn, dog rose, hazel and wild privet.

Revision	Description	Date	Drawn	Checked
I	Minor amendment. to cycle stand location.	17-07-2024	RVF	RVF
H	Minor Amends. of Fuel and Bus Wash and Circulation route.	05-07-2024	RVF	RVF
G	Topographical Survey Overlay on Proposed Layout.	17-05-2024	RVF	RVF

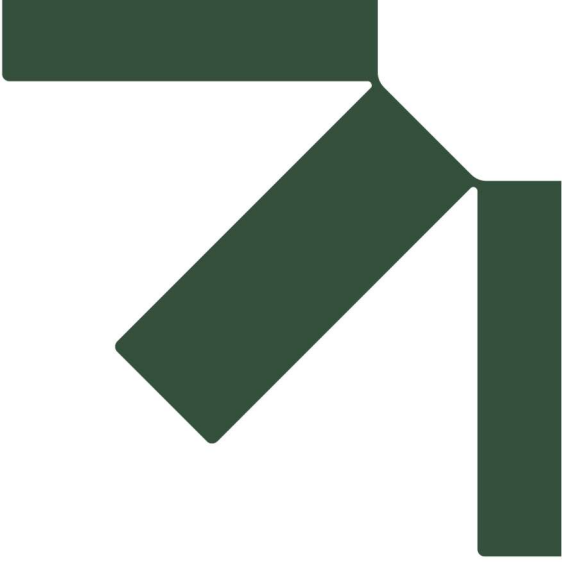
Client:	Stagecoach Services Ltd	Scale:	1:200 @ A1
Drawn:	Checked:	Date:	Suitability:
RVF	RVF	07-03-2024	S02
UPRN	-	Originator - Zone - Level - Type - Role - Dwg No. - Rev.	
024009	-	VSA - XX - XX - DR - A - 22001 - i	

Project:	Spalding Depot, Wardentree Park, PE11 3UG
Sheet Title:	Proposed Site Layout
VSA	VINCENT STUART ARCHITECTURE
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NOTES:

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Appendix A Traffic Survey & Parking Accumulations

Transport Statement

Stagecoach Bus Depot, Spalding

Stagecoach Group Limited

SLR Project No.: 415.064636.00001

25 June 2024

415.064636.00001

Stagecoach Bus Depot, Spalding

Video Traffic Survey Results

Surveys Undertaken on Monday 17th June 2024 by Charge Surveys

Analysis Unudertaken by SLR Consulting

Trip Generation

Time		Cars			Buses			LGVs			Bicycles			Total		
From	To	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
00:00	01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
01:00	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	04:00	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1
04:00	05:00	4	0	4	0	1	1	0	0	0	0	0	0	4	1	5
05:00	06:00	6	0	6	1	3	4	0	0	0	0	0	0	7	3	10
06:00	07:00	4	0	4	0	3	3	0	0	0	0	0	0	4	3	7
07:00	08:00	3	1	4	2	7	9	0	0	0	1	0	1	6	8	14
08:00	09:00	5	1	6	0	2	2	0	0	0	0	0	0	5	3	8
09:00	10:00	1	2	3	2	2	4	1	0	1	0	1	1	4	5	9
10:00	11:00	3	3	6	0	0	0	0	1	1	0	0	0	3	4	7
11:00	12:00	5	4	9	0	0	0	1	0	1	0	0	0	6	4	10
12:00	13:00	3	1	4	1	1	2	0	0	0	1	0	1	5	2	7
13:00	14:00	2	3	5	0	0	0	1	2	3	0	0	0	3	5	8
14:00	15:00	0	4	4	1	0	1	2	2	4	0	0	0	3	6	9
15:00	16:00	1	2	3	0	0	0	2	1	3	0	0	0	3	3	6
16:00	17:00	0	0	0	2	1	3	0	1	1	0	0	0	2	2	4
17:00	18:00	1	3	4	0	1	1	2	1	3	0	0	0	3	5	8
18:00	19:00	0	3	3	7	1	8	0	0	0	0	1	1	7	5	12
19:00	20:00	0	3	3	1	0	1	0	0	0	0	0	0	1	3	4
20:00	21:00	0	2	2	0	0	0	0	0	0	0	0	0	0	2	2
21:00	22:00	0	3	3	4	0	4	0	0	0	0	0	0	4	3	7
22:00	23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
23:00	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		39	37	76	21	22	43	9	8	17	2	2	4	71	69	140

	Traditional Highway Network Peak Hours
	Recorded Bus Depot Peak Hours

Parking Accumulation

Time		Vehicles	
From	To	Cars	Buses
Before 00:00		1	14
00:00	01:00	0	14
01:00	02:00	0	14
02:00	03:00	0	14
03:00	04:00	1	14
04:00	05:00	5	13
05:00	06:00	11	11
06:00	07:00	15	8
07:00	08:00	17	3
08:00	09:00	21	1
09:00	10:00	20	1
10:00	11:00	20	1
11:00	12:00	21	1
12:00	13:00	23	1
13:00	14:00	22	1
14:00	15:00	18	2
15:00	16:00	17	2
16:00	17:00	17	3
17:00	18:00	15	2
18:00	19:00	12	8
19:00	20:00	9	9
20:00	21:00	7	9
21:00	22:00	4	13
22:00	23:00	3	13
23:00	00:00	3	13



Making Sustainability Happen