TECHNICAL NOTE

Job Title: Proposed Care Home and Apartment Development, Spalding
Job Number: Q30145/VAB
Date: 10th February 2016
Author: Ajay Patel/Brighton Malunga
To: Khoury Architects
Topic: High Level Highways Assessment

1 INTRODUCTION

1.1.1 Pell Frischmann has been commissioned by Millhouse Developments to undertake a High Level Highways Assessment (HLHA) in support of an outline planning application for the proposed development of 88 bed care home and 30 extra care apartments along Roman Bank, Spalding

1.1.2 This site will accommodate a total of 15 Staff on part time and shift basis shared between two uses with a maximum of 7 Staff on site at any time. Car parking provision is comprised of 35 car parking spaces, including 3 disabled spaces, and availability of 18 cycle racks.

1.1.3 This note looks to respond to the comments provided by the highways officer at Lincolnshire County Council (LCC) following submission of the planning application. The comments are shown below.

> ADDITIONAL INFORMATION REQUIRED
>
> HI00 - Please ask the Applicants/Agents to provide evidence of how the 20 car parking spaces that are proposed to be provided within the site would be sufficient to accommodate all residents', staff and visitors' vehicles that would be expected to be on the site at any one time.

1.1.4 Following review of this comments, an initial discussion has been undertaken with the LCC highway officer as to how to respond to these concerns and to understand any additional concerns or issues the authority may have regarding the highway implications of the proposed development.

1.1.5 The note below undertakes a high level assessment of the existing site based on the scope shown as follows.

- Existing Site Analysis of local PT, walking and cycling infrastructure;
- Proposed Development Details;
- Proposed Development Operation - Staff Numbers and Visitors Numbers, Opening/Closing/Visiting Hours;
- Parking Assessment to Justify Parking Provision Including Details of Provision of Parking, Local Parking Standards & NPPF Guidance, TRICS Generation, Agreement with LPA, Derive Trip Generation from TRICS, Cumulative Parking Assessment; and
- Summary and Conclusion

1.2 EXISTING SITE ANALYSIS

1.2.1 An analysis has been undertaken on the existing site with regard to the local highway, public transport, walking and cycling facilities. This is discussed below.

Local Highway

1.2.2 A plan of the local highway network is provided below.



Figure 1 Plan of Local Highway Network

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Public Transport Infrastructure

1.1.1 The bus stops nearest to the site are situated approximately 150 metres and 215 metres on Holbeach Road for both east bound services and the westbound services respectively. Other bus stops can be found on Holbeach Road adjacent Ash Court approximately less than 250 metres southwest of the site.

1.1.2 The approximate location of the closest bus stop and others nearby are shown in Figure 2.

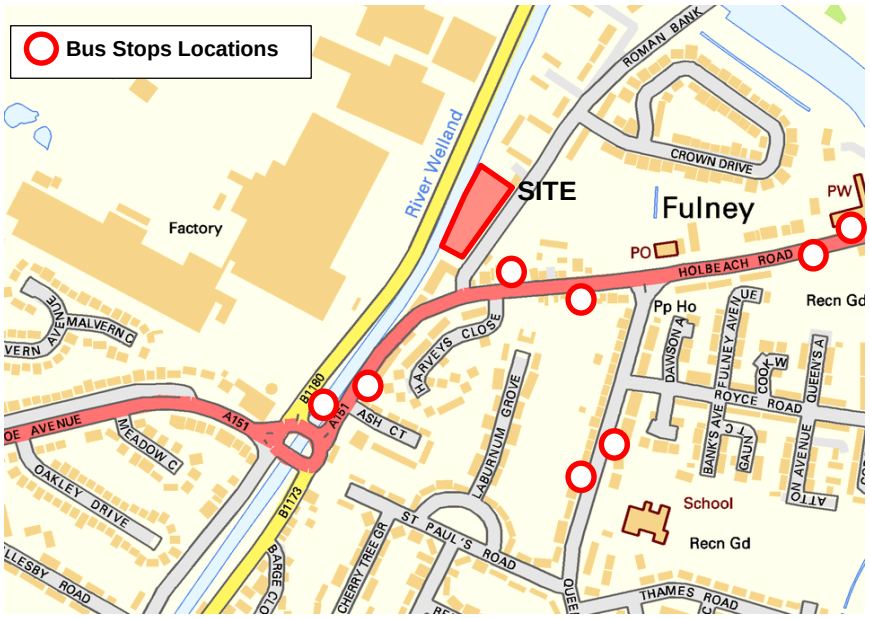


Figure 2 Bus Stop Location Plan

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1.1.3 All the bus stops identified on the **Figure 2** above comprise a flag pole with bus timetables attached.

1.1.4 The desk top study shows that services numbers 49, 100, 505, S36 and (Into Town 1) IT-1 can be accessed via these bus stops. Stagecoach, Brylaine travel service, Shawn Coaches and Langtoft Private Hire are the main public transport operators.

1.1.5 The destinations and frequencies of the buses that would serve Spalding Care Home on Holbeach Road are outlined in **Table 1** below. Bus timetables and maps are provided in **Appendix A**.

Service No	Operator	Route	Other Areas Served	Frequency Mon - Sat	Frequency Sun
IT1	Brylaine	Spalding Town Service	Spalding, West Elloe Avenue, Queens Road, St Pauls Primary School, Clay Lake School, Council Offices, Magetrates Courts, Monkshouse Primary School	Services Starts from 07:45am to 17:15pm Runs every 45min	No Services
505	Stagecoach	Spalding – Kings Lynn	Spalding, Queens Road, Weston, Moulton, Whaplope, Holbeach, Gedney, Long Sutton, Walpole Cross Keys, Terrington, Clenchwarton, West Lynn and King Lynn	Services Starts from 07:50am for **Sch** and 08:05am **NSch** until 19:40pm Runs every 20min	Services Starts from 09:35am until 17:55pm Runs, every 60min interval

49	Stagecoach Norfolk	Spalding – Wisbech	Spalding, Weston Hills, Moulton Chapel, Whaplode, Holbeach Drove, Gedney Hill, Throckenholt, Sutton St Edmund, Murrow, Parson Drove and Wisbech	Services Starts from 09:20am for **Thu Only** and 12:10pm **Other weekdays** until 14:10pm Runs, 2 services/day	No Service
100	Shawn Coaches	Market Deeping – Spalding	Market Deeping, Deeping St James, Deeping St Nicholas, Spalding Common and Spalding.	Services Starts from 11:45am until 17:05pm Limited Services	No Service
S36	Langtoft Private Hire	Holbeach – Deeping St James	Holbeach, Whaplode, Moulton, Spalding, Deeping St Nicholas and Deeping St James	One **Sch** Services only Starts from 07:35am and return 15:15pm	No Service

Table 1 Local Bus Services within the Proposed Development
NOTE: NSch – *journeys runs during school holidays only and* ***Sch*** *runs on schooldays only.*

1.1.6 **Table 1** shows that two are several services that operate within in the immediate vicinity of the site. Into the town, the Spalding Circular has a frequency of every 45 minutes during the morning times, while service number 505 has a frequency of every 20 minutes travelling between Spalding and Kings Lynn.

Rail Service

1.1.7 Spalding Train Station is located south west of the proposed development on A51 and is just under two kilometre walking distance using Albion Street / Westlode Street route. By cycling, the station is approximately 9 minutes away using the same route.

1.1.8 Spalding Train Station is owned by Network Rail and managed by East Midlands Trains who also provides all passenger services calling at the station. It provides services to Doncaster, Lincoln, Nottingham, Peterborough and London Kings Cross. **Table 2** presents a summary of the train services from Spalding Train Station and the stations / areas they serve.

Service Provider	Route	Areas served	Frequency Mon - Fri	Average Journeys
East Midlands Trains	Spalding – London Kings Cross	Peterborough and London Kings Cross	Services are from 07:00am to 21:05pm	11 trains per day during Weekdays & Saturdays
East Midlands Trains	London Kings Cross - Spalding	Sleaford, Ruskington, Metheringham, Lincoln, Saxilby, Gainsborough Lea Road, Sheffield and Doncaster	Services are from 06:53am to 20:53pm	13 trains per day during Weekdays & 11 trains on Saturdays

Table 2 Spalding Train Station – Train Frequency

Walking Network

Local Amenities

1.1.9 The location of the site has been discussed based on its pedestrian accessibility.

1.1.10 The Chartered Institution of Highways and Transportation (CIHT) publication [2000] 'Guidelines for Providing for Journeys on Foot' notes, "A quarter of journeys in Great Britain are made entirely on foot. Walking accounts for 80% of journeys of less than one mile" (1.6km). Walking is also an essential part of public transport travel; bus stops are usually accessed on foot, and about 80% of rail travellers arrive at or leave the station on foot. Promoting sustainable, integrated transport involves the provision of good pedestrian links to public transport facilities.

1.1.11 The CIHT Guidelines has outlined 'acceptable' walking distance for pedestrians without mobility impairment. They suggest that, for commuting, up to 500 metres is the desirable distance, up to 1 km is an acceptable distance and 2 km as the preferred maximum.

1.1.12 Given this guidance, a review of accessibility has been undertaken by identifying the potential walking catchment area associated with the proposed development. Different amenities listed on **Table 3** can be accessed from the site from within the preferred maximum walking distances of 500m and <1600m.

Facilities	Distance (Metres)	Time
Public Transport facilities: (Local Bus Stops) Holbeach Road opp Queens Road	150m	2 min walk
Education facilities: St Paul's County Primary School, Ivo Resource & Day Centre, Garth School	640m	8 min walk
Retail shops, Services and Public Houses, Westons Farm Suppliers, Europe Store Off-licence, Lietuviskas Skonis, Jacks Fish Bar, Riverside Chinese, Money Gram, Springfields Outlet Shopping & Festival Gardens and more	100m	1 min walk
Praying and Worship: St Paul's Church Spalding	150m	2 min walk
General amenities – Springfields Horticultural Society, Scott Taylor Racing Ltd	320m	4 min walk
Health and Medical facilities: Munro Medical Centre, West Elloe Pharmacy, Pro Bodies Health & Fitness, Beechfield Medical Centre	965m	12 min-walk
Employment Areas: Bakkavor, Fowler Welch, Springfields Outlet Shopping & Festival Gardens	640m	9 min-walk

Table 1.1.12 Amenities within the Proposed Site

1.1.13 The walking distances and times for amenities surrounding the proposed development site have been presented on **Table 3** showing facilities within the preferred maximum walking distances of 500m and <1600m.

1.1.14 It can be seen that the site is readily accessible by walking to the local schools, both nursery and primary, as well as large areas of employment off W Marsh Road and within Springfields Outlet Shopping Centre itself to the east.

1.1.15 Local shopping, community and healthcare facilities also lie within preferred maximum distances, to the south west of the site.

1.1.16 However, it is considered that the position of this site on the edge of town, and not within an "urban" area would allow for some flexibility in terms of requirements for parking provisions given that most amenities lies within preferred maximum walking distances.

Walking Environment

1.1.17 The existing pedestrian infrastructure discussed above is critical in linking this proposed development to local services. This will help to promote sustainable travel and reduced reliance on the car. Therefore, it is important to consider the facilities in relation to the "Five Cs", as set out in the IHT 'Guidelines for Providing for Journeys on Foot':

- **Connectivity:** The proposed development lies on the edge of a market town, off Roman Bank, and is provided with excellent footway network on both sides of the carriageway. These in turn link directly to the wider pedestrian facilities, extending to Spalding town and the employment areas to the west.
- **Comfortable:** The terrain around the site is relatively flat, so gradients would not deter people from making journeys on foot or by bike. The facilities themselves are of a high quality and are well maintained with tactile pavement dropped kerbs at crossing points to assist the mobility impaired and those with pushchairs. Street lighting columns and other street furniture lies on the back of footways providing no obstruction on the movement of pedestrians and cyclists.
- **Convenient:** The provision of footways around the site is convenient to the proposed development and provides direct links to the likely destinations, including local shops.
- **Convivial:** The routes themselves provide an attractive environment in which to walk / cycle. The routes along W Elloe Avenue are within a lightly trafficked carriageway with trees at regular intervals along its sides provided.
- **Conspicuous:** Routes within the proposed development site and the wider areas of Spalding are well overlooked and street lighting provides an additional level of security. All other routes to main amenities are wide and well lit, with natural surveillance provided by adjacent properties.

Cycle Network

1.1.18 It has been noted that there are good cycle links in the area surrounding the proposed development site. Figure 3 below shows a map of the cycle infrastructure that is in the proximity of the site.

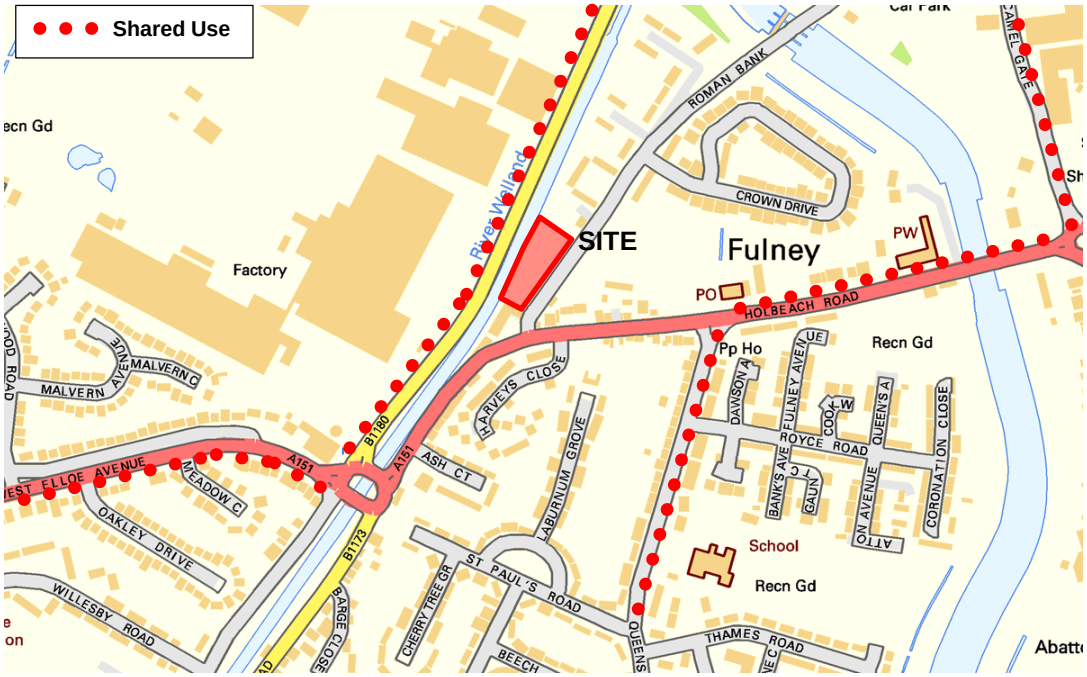


Figure 3 Local Cycler Infrastructure

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1.1.19 The map shows shared cycles / pedestrians facilities located within the immediate vicinity of the site, with the closest shared facility being along Holbeach Road, Queens Road and Camel Gate to the east of the site and also the west of the site along W Marsh Road.

1.1.20 It can be seen that the site is readily accessible by cycling to the local schools, both nursery and primary, as well as large areas of employment off W Marsh Road and within Springfields Outlet Shopping Centre itself to the east.

1.1.21 The National Cycle Route (NC12) further south west of the site (not shown on the Figure 3) will run from Enfield Lock in north London to Spalding via Stevenage, St Neots and Peterborough when fully open.

Taxis Availability

1.1.22 There are a number of taxis firms that are located either in close proximity to the site or within the town centre. Spalding Taxis are located closest to the site on Camel Gate which can be used to travel from the site. A number of additional taxi firms are located in the town centre and around Spalding which can be used to travel to the site.

Parking Restrictions and Availability

1.1.23 There are double yellow lines located at the junction of the Roman Bank and A151 Hollbeach Road. This prohibits parking along this section of the road which restricts parking at any time. The remainder of Roman Bank travelling northbound lead into a residential area which has no parking restrictions.

River Welland – Water Taxis

1.1.24 The River Welland is located to the rear of the proposed development. The River Welland accommodates Water Taxis (www.spaldingwatertaxi.co.uk) that travel along the River Welland for tourist and private hire. It is unlikely that this will be used to access the proposed development by potential visitors and staff.

1.3 PROPOSED DEVELOPMENT DETAILS

1.3.1 The proposal is for the development of a 88- bed care home and 30 extra care apartments along Roman Bank, Spalding. It is located adjacent to the junction of Roman Bank and A151 Holbeach Road. A site location plan of the proposed development is shown below in **Figure 4.**

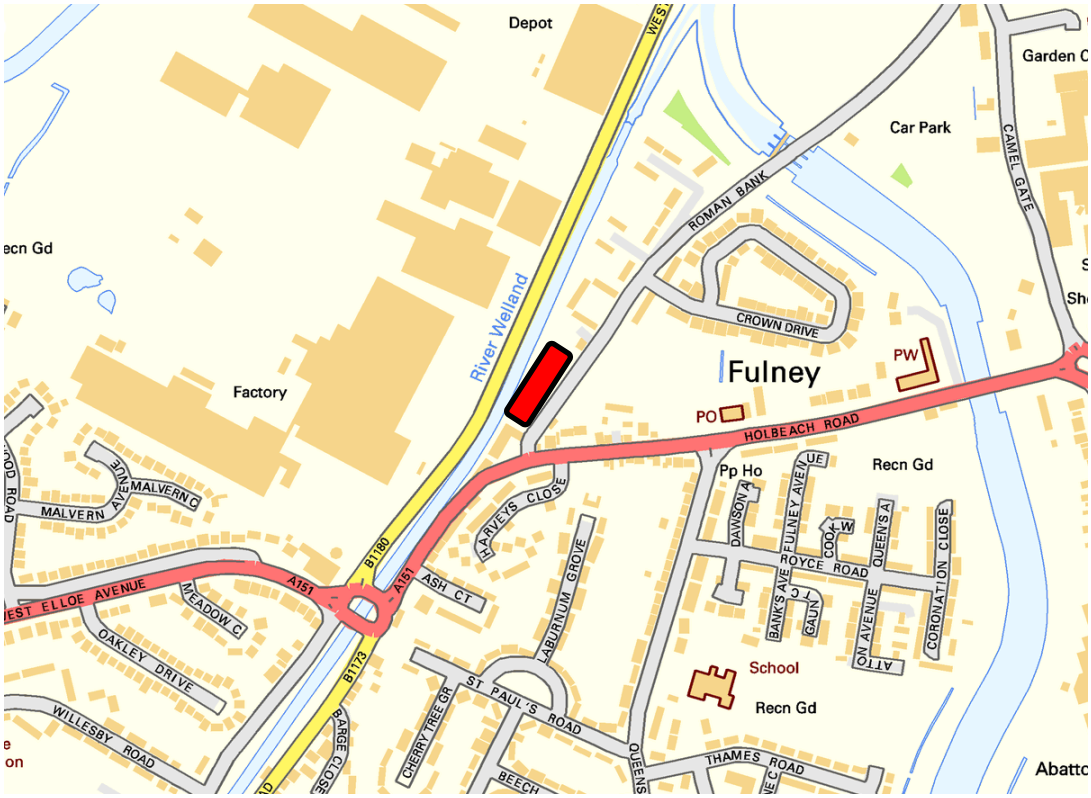


Figure 4 Site Location Plan
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1.3.2 The layout of the proposed development is shown below in Figure 5.

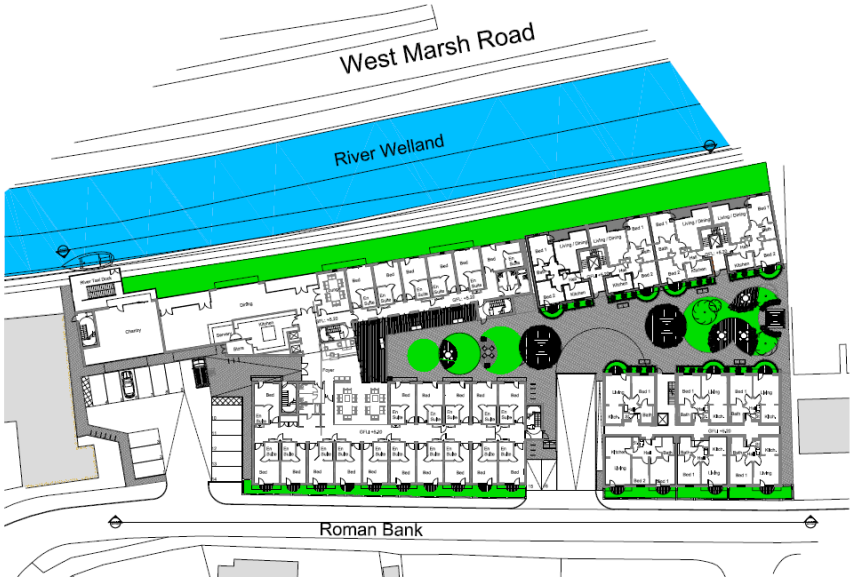


Figure 5 Proposed Development Plan
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1.3.3 There will be two proposed vehicular accesses that will serve the site.

1.3.4 The first access will be located along Roman Bank which is situated along the southern end of the development. This will lead into the internal car park for the care home.

1.3.5 The second access is located along Roman Bank situated along the northern end of the development. This will lead into the internal car park for the flats.

1.4 PROPOSED DEVELOPMENT OPERATION

1.4.1 This site will accommodate a total of 15 Staff on part time and shift basis shared between two uses with a maximum of 7 Staff on site at any time

1.4.2 The care home opening and closing times for visitors are likely to be in the afternoon and the evening.

1.4.3 It is envisaged that servicing, refuse and delivery will be undertaken via the internal car parks for either the carehome and flat development.

1.5 PARKING ASSESSMENT

1.5.1 A parking assessment has been undertaken of the proposed parking provision and the forecast of the parking demand.

1.5.2 The assessment will help to understand if the proposed parking provision is sufficient to accommodate the parking demand from the proposed development and if this will result in any strain on the proposed parking provision. This will also identify if any additional parking provision is required as it is understood from conversations with the local authority that the development proposal should avoid any overspill parking onto the surrounding highway network.

1.5.3 The parking assessment to be undertaken is structured as follows.

- Details of Provision of Parking,
- Local Parking Standards & NPPF Guidance,
- TRICS Generation,
- Agreement with LPA,
- Derive Trip Generation from TRICS,
- Cumulative Parking Assessment;

Details of Provision of Parking,

1.5.4 The proposed development will provide a total of 35 parking spaces. These will be split between two car parks located on the north and south side of the proposed development.

1.5.5 The north side will be comprised of undercroft car parking with parking provision of 19 spaces including 1 disabled bays and with an additional 2 spaces provided at surface level. The south side will be at surface level car parking with parking provision of 14 spaces including 2 disabled bays. The standard car bays will be provided with the standard parking dimension of 2.4 m by 4.8 m.

1.5.6 The site will also provide 18 cycle racks capable of accommodating 18 cycles, with 12 at ground level and 6 within the undercroft.

1.5.7 An additional emergency bay will also be provided. This will be located adjacent to the foyer entrance of the care home.

Local Parking Standards & NPPF Guidance

1.5.8 Discussion has been undertaken with the highways officer at LCC to understand the local car parking standards applicable to the proposed development.

1.5.9 From discussion it is understood there is currently no local standards available and instead guidance should be taken from the National Planning Policy Framework. From reference to the LCC website this states the following.

Following the publication of the National Planning Policy Framework, there is no longer a need for local authorities to set maximum car parking standards. Accordingly, the Council has ceased using the previously adopted maximum standards in its role as local highway authority.

Instead, proposals are being dealt with on a case-by-case basis with the main issue being the provision of sufficient off-street parking to avoid the over-spill of parked vehicles onto the highway to the detriment of road safety and capacity.

In due course, new standards are expected to be included in the new Local Plans currently being prepared by the local planning authorities across the County. In the meantime, developers (or their consultants) should contact the Highway Authority to discuss this further if there are any concerns.
(Source:https://www.lincolnshire.gov.uk/transport-and-roads/strategy-policy-and-licences/control-of-new-development-affecting-the-highway/design-and-construction-guidance/car-parking-standards/101316.article)

1.5.10 Therefore, car parking has been derived based on derived TRICS data. This is shown below.

TRICS Generation,

1.5.11 Based on the type of resident proposed at the development, it is expected that there will not be significant levels of traffic generation at the site throughout the day. Similarly, it is expected that there will not be high levels of car ownerships for residents at the care home or extra car apartments.

1.5.12 However an analysis of the traffic generation has been undertaken to determine if there is any significant highway impact on the local highway network during the peak travel periods as it is expected that this will be when the majority of trips occur. Similarly, a Cumulative Parking Assessment has been undertaken to understand the forecast parking demand at the proposed development based on the trip generation.

1.5.13 The proposed vehicle trip rates and traffic generation for the care home of the proposed development has been derived using the land classification 05 Health, Category F – Care Home (Elderly Residential).

1.5.14 The proposed vehicle trip rates and traffic generation for the flat element of the proposed development has been derived using the land classification 03 Residential, Category N – Retirement Flats.

1.5.15 To ensure the trip rates are representative, sites located in Edge of Town Centre and Town Centre sited were included and sites located in Greater London and South East were excluded. The 0800-0900 and 1700-1800 travel periods have chosen for traffic generation analysis as these are the peak periods for travel

1.5.16 Therefore trip rates have been derived on this basis with full outputs of the trip rates are shown in **Appendix B**.

Agreement with LPA

1.5.17 The derived trip rates have been sent to the highways officer at LCC for review and approval of use within this assessment. Email discussion for the use of trip are shown in **Appendix C**.

Derivation of Trip Generation from TRICS

1.5.18 Please note a percentage reduction of 15% has been applied to these trip rates. This is applied bearing in mind the type of residents who are proposed to occupy the dwellings. The use of this methodology is being discussed and subject to agreement with the Highway Officers at LCC. The reasoning for applying a percentage reduction is as set out below.

1.5.19 The majority of residents will be tenants who would be in elderly care. This includes residents who need assistance and/or care at home, families with a member who requires wheelchair access and tenants who need to downsize. Therefore, it is expected that car ownership will be lower for these types of residents.

1.5.20 Furthermore, levels of car ownership in South Holland has been reviewed. This has been taken from Page 10 of the document South Holland District Council Facts and Figures 2013. This has shown that in 2011 14.6 of the households in South Holland have no cars or vans in the household. This is shown in **Appendix D**.

1.5.21 Therefore, for the reasons outlined above, it is considered a percentage reduction of 15% applied to the proposed trip rates is a robust reduction.

1.5.22 Therefore, TRICS trip generation rates and the subsequent predicted trips for the peak travel periods and daily periods, including the 15% percentage reduction, for the proposed use are shown in Table 4.

Peak Period	**Land Use (Care Home 88 Beds, 30 Extra Care Apartments)**	**Trip Rate per dwelling**		**Traffic Generation**	
		Inbound	**Outbound**	**Inbound**	**Outbound**
AM Peak (0800-0900)	Care Home	0.066	0.077	6	7
PM Peak (1700-1800)	Care Home	0.066	0.106	6	9
Daily (0700-1900)	Care Home	1.436	1.45	126	128
AM Peak (0800-0900)	Flats	0.038	0		
PM Peak (1700-1800)	Flats	0.038	0.058	1	0
Daily (0700-1900)	Flats	0.75	0.77	1	2
Totals					
AM Peak (0800-0900)	/	/	/	7	7
PM Peak (1700-1800)	/	/	/	7	11
Daily (0700-1900)	/	/	/	149	151
15% Percentage Reduction					

AM Peak (0800-0900)	/	/	/	6	6
PM Peak (1700-1800)	/	/	/	6	9
Daily (0700-1900)	/	/	/	127	128

Table 4: Proposed Development Trip Rates and Traffic Generation

1.5.23 Table 4 shows that the proposed development (with the 15% reduction in trips) is predicted to generate 12 two-way trips in the AM peak period and 15 two-way trips in the PM peak period.

1.5.24 It is not considered that these are significant number of trips during the peak periods and therefore the impact on the highway during the peak periods is immaterial.

Cumulative Parking Assessment;

1.5.25 In order to determine to required parking provision for the proposed development maximum parking accumulation calculations have been undertaken. The maximum parking accumulation calculation uses the predicted arrival and departures for each use for the whole day to calculate how many vehicles will arrive and depart from the site per hour for the duration of working day (0700-1900).

1.5.26 In undertaking this calculation we can ascertain the maximum number of vehicles that will park at the site at one time during the day for both staff and visitors. The accumulation assessment calculations have been carried out based on traffic generations as shown in Table 5. Please note in order to makes the assessment robust the 15% reduction has not been applied. Furthermore, a total of 17 vehicles are assumed to be parked overnight and within in the car park before 7am (assumed worst case 50% full). These calculations are shown in **Appendix E**.

1.5.27 Therefore, the assessment shows that a maximum parking provision of 34 car parking spaces is required to accommodate the proposed development.

1.5.28 Therefore, the provision of 35 spaces would provide sufficient capacity for the proposed development. However, to further reduce the likelihood of overspill parking, additional mitigation will be put forward that reduces the demand for parking on-site.

Potential Mode Split

1.5.29 In order undertake a secondary assessment on parking demand the 2011 National Census has been interrogated to understand the mode split in terms of the method of travel for South Holland which includes Spalding. It is likely that staff will be employed locally and within South Holland district. This is shown in Table 4 below. Full output of these calculations are shown in Appendix F.

	Local Authority	**Region**	**Country**
	South Holland	**East Midlands**	**England**
Work Mainly at or From Home	6%	5%	5%
Underground, Metro, Light Rail, Tram	0%	0%	4%
Train	1%	1%	5%
Bus, Minibus or Coach	2%	6%	7%
Taxi	0%	0%	1%
Motorcycle, Scooter or Moped	1%	1%	1%
Driving a Car or Van	71%	66%	57%
Passenger in a Car or Van	7%	6%	5%
Bicycle	4%	3%	3%

On Foot	9%	11%	11%
Other Method of Travel to Work	1%	1%	1%

Table 5 Travel to Work data (2011 National Census) *Excludes Residents Not in Employment

1.5.30 This shows that that in South Holland 71% drive to work in car or van with the remainder using sustainable mode of travel to work (i.e not a single occupancy vehicle). This includes for South Holland 1% using train, 2% using bus, 1% using motorcycle, 7% using car share or drop-off, 4% using bicycle and 9% on foot.

1.5.31 This can be approximated to say that at least three quarter of employees (75%) travel to work by car and the remainder travel to work by sustainable modes.

1.5.32 Based on the number of a total of 15 Staff on part time and shift basis shared between two uses with a maximum of 7 Staff on site at any time, based on the 2011 census data we can conclude that:-

- Of the total 15 staff on part time and shift basis shared between two uses 11 staff (75%) will travel by car and 4 staff will travel by sustainable means
- Of the maximum 7 staff on site an any time 5 staff (75%) will travel by car and 2 staff will travel by sustainable means.

1.5.33 Therefore the parking demand based on staff trips only show that parking for staff will be accommodated by the proposed parking provision.

Proposed Mitigation for Parking

1.5.34 Therefore, based on the cumulative parking assessments the provision of 35 spaces would provide sufficient capacity for the proposed development.

1.5.35 However, to further reduce the likelihood of overspill parking, additional mitigation can be put forward that reduces the demand for parking. Therefore, there are a number of potential solutions to accommodate the additional parking provision provided. This is shown as follows.

- Travel Plan: Effective Implementation can result in 10% reduction of required spaces. This is the equivalent of 4 spaces;
- Parking Management Strategy – Can be provided as part of a Full Travel Plan to control staff and visitor parking activity and reduce likelihood of overspill parking;

1.5.36 It is considered that the provision of a Full Travel Plan will help encourage staff and visitors to travel by sustainable modes of transport to and from the site.

SUMMARY AND CONCLUSION

1.5.37 Comments from LCC have been reviewed and in response a HLHA has been undertaken on the development proposals.

1.5.38 Therefore, based on the cumulative parking the provision of 35 spaces would provide sufficient capacity for the proposed development.

1.5.39 However, to further reduce the likelihood of overspill parking, there are a number of potential solutions to accommodate the additional parking provision provided. This is shown as follows.

- Travel Plan: Effective Implementation can result in 10% reduction of required spaces. This is the equivalent of 4 spaces.

- Parking Management Strategy – Can be provided as part of a Travel Plan to contrail parking activity and reduce likelyhood of overspill parking

1.5.40 On this basis it is considered that there are no significant issues with regard to parking with the development having suitable parking provision with 35 spaces and access to local parking facilities closeby, good accessibility to public transport infrastructure with the two bus stops on Holbeach Road and the excellent accessibility to local amenities in the town centre. Additional solution such as the Full Travel Plan and Parking Management Strategy to further mitigate parking issues.

1.5.41 Therefore on the basis of these reasons it is concluded that the planning application should be approved.