



Spalding Post 16 Centre ESFA FSP

Transport Feasibility Study
Mace Group Ltd



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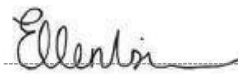
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1. Introduction and Report Structure

1.1. Introduction

Opus International Consultants (UK) Ltd have been appointed by Mace Group Ltd to prepare a Transport Feasibility Study to examine the highways and transportation issues associated with the redevelopment proposals at the existing South Holland Post 16 Centre in Spalding, Lincolnshire. It is understood that as part of the Education and Skills Funding Agency (ESFA) Free Schools Programme, the existing Post 16 Centre is to be remodelled to an Alternative Provision (AP) school to accommodate 62 pupils. It is also proposed that external works are carried out at the front of the building, which includes the provision of a drop off and pick up area.

This Transport Feasibility Report has been prepared to take account of the National Planning Policy Framework (March 2012) as well as local policy, including the Lincolnshire County Council 4th Local Transport Plan (April 2013) and the Spalding Transport Strategy (September 2014).

This report sets out Opus' findings on the transport constraints of the site and the additional work required to support a planning application for the proposed redevelopment of the existing South Holland Post 16 Centre.

1.2. Report Structure

This Transport Feasibility Study investigates the highways and transportation issues associated with the proposed development. The layout of the report is as follows:

- Section 2 provides a review of the policy context;
- Section 3 describes the existing site and highway conditions;
- Section 4 outlines the development proposals;
- Section 5 considers the accessibility of the site;
- Section 6 provides a series of recommendations for additional work required to support a planning application for the development; and
- Section 7 concludes the Transport Feasibility Study.

2. Policy Context

2.1. National Planning Policy

2.1.1. National Planning Policy Framework (NPPF)

In support of the identified need for the review of many aspects of planning policy, the government has published the National Planning Policy Framework (NPPF) in March 2012 which replaces much of the national policy previously found in Planning Policy Statements and Planning Policy Guidance.

The NPPF sets out to achieve sustainable development by seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life. Two of the twelve core planning principles set out within the NPPF in paragraph 17 include:

- Actively managing 'patterns of growth to make the fullest possible use of public transport, walking and cycling and focus on significant development in locations which are or can be made sustainable'; and,
- 'Take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.'

In addition, in terms of sustainable transport paragraph 32 states that:

- 'All developments that generate significant amounts of movement should be supported by a Transport Statement of Transport Assessment. Plans and decisions should take account of whether:
- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transports infrastructure;
- Safe and sustainable access to the site can be achieved for all people; and improvements can be undertaken within the transport network that efficiently limits the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe.'

NPPF states that there is a presumption in favour of sustainable development and transport policy has an important role to play in facilitating sustainable development, giving people real choices about how they travel.

The NPPF states that Transport Statements, Transport Assessments and Travel Plans should be prepared to protect and exploit opportunities for the use of sustainable transports modes giving priority to pedestrian and cycle movements, ensure access to high quality public transport facilities and create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

2.2. Local Planning Policy

2.2.1. Lincolnshire County Council 4th Local Transport Plan 2013/14 to 2022/23 – April 2013

The 4th Local Transport Plan (LTP) for Lincolnshire was published by Lincolnshire County Council in April 2013. The Plan covers the period 2013/14 to 2022/23 and sets out an integrated transport strategy for the area. The Plan states that good transport is essential for a thriving economy and for social wellbeing, as well as supporting a wider range of aims and objectives, such as promoting a healthy lifestyle.

Three key challenges have been identified as part of the 4th LTP:

- Supporting growth and the local economy;
- Improving access to employment, training and key services; and,
- Contributing to a healthier community.

One of the key aims of the LTP is to support growth in the local area and reduce congestion. The development of travel plans and a reduction in single occupancy car journeys. It is stated that further work is higher education establishments will assist in providing sustainable transport solutions for the present, whilst also signposting users to travel initiatives in their area. All schools in Lincolnshire have a nationally accredited School Travel Plan in place, which has contributed to further progress in achieving modal shift in schools.

Another key aim of the LTP is improving accessibility to education, training and leisure. Projects that actively develop solutions to this are actively encouraged as one of the Council's priorities. This includes the improvement of off-road routes linking communities with schools, employment centres and local services.

2.2.2. *Spalding Transport Strategy 2014 - 2036 – September 2014*

The Spalding Transport Strategy was published in September 2014 by Lincolnshire County Council's Highways Alliance and South Holland District Council. The Strategy provides an approach to the improvement and provision of transport and access for the town of Spalding and the surrounding area.

The Strategy identifies that almost 3,500 pupils attend the three secondary schools in the town, generating significant movements of pupils throughout the town. Furthermore, salaries are rising at a higher rate than the national average. It is stated that this may present a challenge in encouraging modal shift away from car use.

The Strategy considers sustainable travel and states that walking and car travel are the most dominant modes of travel to school, with very low numbers of pupils cycling. The introduction of the Bikeability scheme has been well received by schools, however the take up of various initiatives on offer to employers, schools and other organisations are relatively low given the opportunities available.

Improving the local environment is viewed as a key aim in the strategy. Although the Spalding cycle network is fairly well development, better links to schools and employment in the south-east of the town is considered desirable. Schools are stated to generate a large number of car journeys in peak hours. If some of these trips could be shifted to active modes of travel or public transport, it is stated that congestion in Spalding will decrease and the environment will improve.

3. Existing Site and Highway Conditions

3.1. Site Location

The South Holland Post 16 Centre is located on Matmore Gate, approximately 1.2 kilometres south-east of Spalding town centre. The location of the school is shown in Figure 1, which is also contained in **Appendix A**.

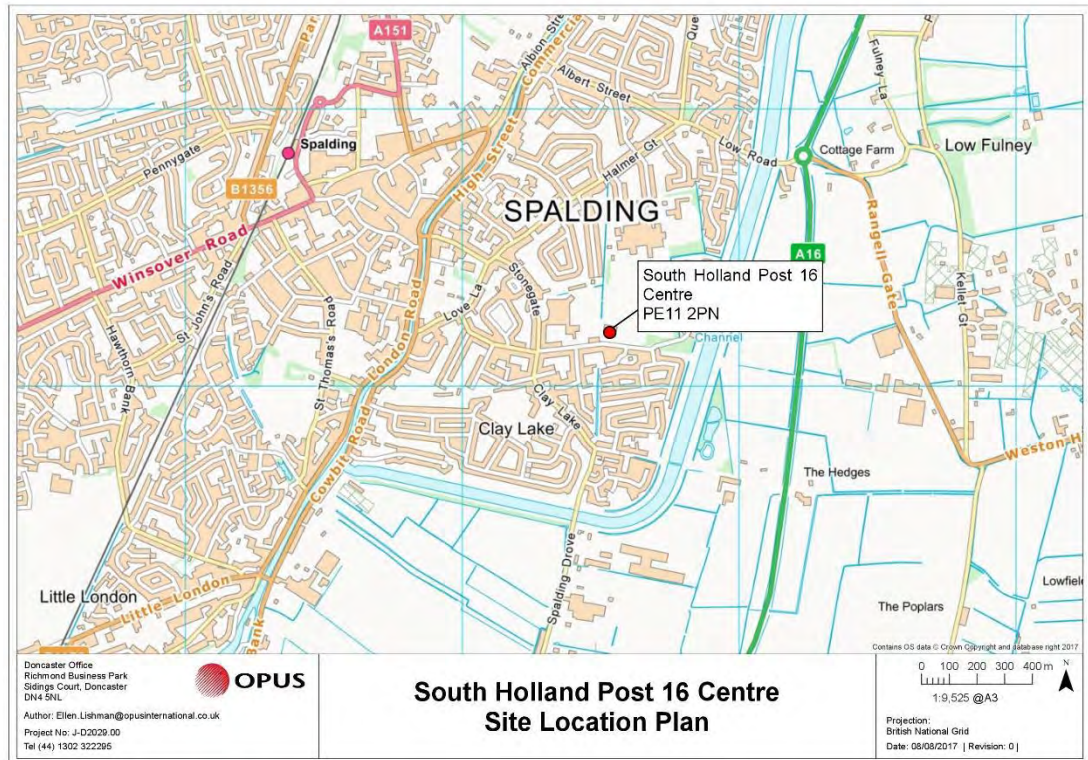


Figure 1 - Site Location Plan

The school is served by one vehicular access point in the form of a single priority junction on Matmore Gate. The junction provides access in and out of the school car park and is gated.

A pedestrian access point to the school is provided to the west of the vehicular access point. The access point is gated, as shown in Figure 2.



Figure 2 - Pedestrian Access Point to South Holland Post-16 Centre

3.2. Existing School

The South Holland Post 16 Centre forms part of Spalding Academy, which was formerly known as Sir John Gleeds High School until September 2016. The South Holland Post 16 Centre is located within the same grounds as Spalding Academy, which is located to the north on Neville Avenue. The Post 16 Centre only had a small number of Year 13 students during the 2016/2017 school year and these students left at the end of the Summer 2017 term. It is understood that the South Holland Post 16 Centre will not admit students for the 2017/2018 school year and as such is now vacant.

The school day at Spalding Academy starts at 08:40 and finished at 15:15. The South Holland Post 16 Centre followed the same opening hours.

3.3. Local Highway Network

3.3.1. Matmore Gate

Matmore Gate is a single carriageway road with an approximate width of 7 metres. Matmore Gate is subject to a 30mph speed limit.

There are no parking restrictions or carriageway markings along Matmore Gate, as shown in Figure 3.



Figure 3 - Matmore Gate in the vicinity of South Holland Post 16 Centre

Street lighting is provided along Matmore Gate.

The Lincolnshire Road Safety Partnership were contacted in August 2017 to determine whether any existing traffic data was available for Matmore Gate. Alex Ille, Information Analyst confirmed that the Partnership do not hold any data that has been collected on Matmore Gate.

3.3.2. Stonegate

Stonegate is a single carriageway road which forms a simple priority junction with Matmore Gate to the west of the South Holland Post 16 Centre. Stonegate is of a varying width and is subject to a 30mph speed limit.

Single yellow line carriageway markings are provided along both sides of Stonegate to the south of the Matmore Gate junction. Intermittent single white lines are provided on both sides of the carriageway to the north of the Matmore Gate junction. Street lighting is also provided.

3.3.2.1. Existing Speed and Volume Data

As stated in Section 3.3.1, the Lincolnshire Road Safety Partnership were contacted to determine if any existing traffic data was available for Matmore Gate or Stonegate. The Partnership have provided speed and volume data collected on Stonegate between Tuesday 24th November 2009 and Wednesday 2nd December 2009. The data was collected in the vicinity of the Stonegate / Halmer Gate junction, approximately 404 metres north-west of the Stonegate / Matmore Gate junction. While it is acknowledged that this data is now out of date, it is the most recent available for Stonegate.

Table 1 shows the traffic count volumes recorded between Tuesday 24th November 2009 and Wednesday 2nd December 2009, which was during school term time.

Table 1 - Average Traffic Volumes on Stonegate and Halmer Gate

	Stonegate	Halmer Gate
AM Peak (08:00 – 09:00)	200	194
School PM Peak (15:00 – 16:00)	197	191
Network PM Peak (16:00 – 17:00)	198	198
12 Hour (07:00 – 19:00)	1762	1927
24 Hour (00:00 – 24:00)	2157	2473

The AM Peak period has been identified as 08:00 – 09:00, while the Network PM Peak period occurred between 16:00 – 17:00. On both roads there was little variation in the volume of traffic that was recorded in the AM Peak, School PM Peak and Network PM Peak periods. On average, more vehicles were recorded to be travelling on Halmer Gate than Stonegate over 24 hours.

Table 2 shows the 85th percentile vehicle speeds on Stonegate and Halmer Gate that were recorded during the survey. Both roads are subject to a 30mph speed limit.

Table 2 – 85th Percentile Vehicle Speeds on Stonegate and Halmer Gate

	Stonegate	Halmer Gate
AM Peak (08:00 – 09:00)	29mph	32mph
School PM Peak (15:00 – 16:00)	28mph	30mph
Network PM Peak (16:00 – 17:00)	30mph	32mph
12 Hour (07:00 – 19:00)	31mph	33mph
24 Hour (00:00 – 24:00)	32mph	33mph

On Stonegate, vehicles in the 85th percentile of recorded vehicle speeds were travelling at or below the speed limit within the AM Peak and Network PM Peak periods. On Halmer Gate, the 85th percentile vehicle speeds are 2mph above the speed limit in the AM Peak and Network PM Peak. Vehicle speeds were slightly lower during the school PM Peak Period between 15:00 and 16:00. For both Stonegate and Halmer Gate, the average 85th percentile speeds that were recorded over the 12 and 24 hour periods were slightly higher than during the peak hours.

Recommendations on further traffic data that may be required as part of any planning submission for the proposed development is discussed in Section 6.

4. Accessibility

The sustainability of a site is inherently linked to its location and access to facilities for active travel and public transport.

4.1. Walking

The aim of land use and transport policy is to promote and encourage the choice of walking and cycling above all else where the need to travel exists. Therefore it is reasonable to assume that walking is a viable and growing means of transport, and that new development should be designed to promote and encourage it.

In practice, the distance that an individual is likely to choose to walk depends on the individual circumstances, but it is reasonable to assume that over time, given current policies to encourage active travel, the propensity for individuals to walk, and to walk further, will increase.

The Institution of Highways and Transportation in their document 'Guidelines for Providing for Journeys on Foot' state that "walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile".

PPG13 'A Guide to Better Practice' (2001) stated that people are prepared to walk up to 2 kilometres (1.24 miles). Whilst PPG13 has been superseded, it is considered that this distance is still relevant and appropriate as a guide to what is acceptable and reasonable to many people.

The isochrone shown in Figure 4 and contained in **Appendix C** shows a 2km walking area from the South Holland Post 16 Centre.

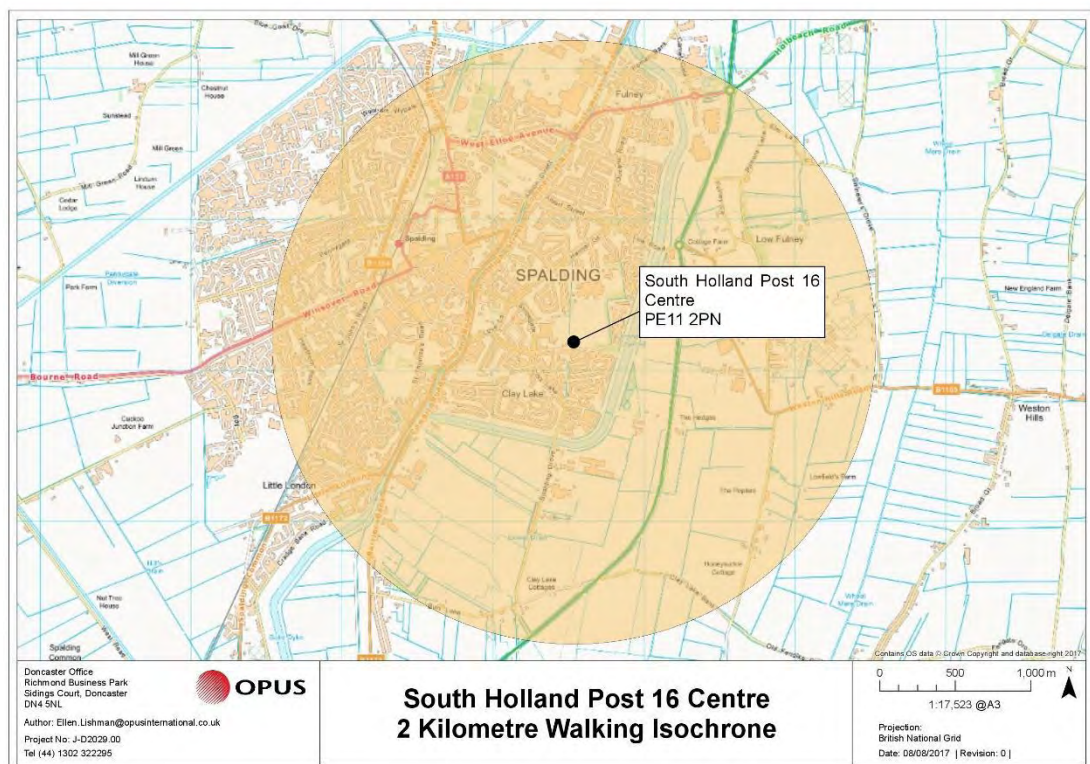


Figure 4 – 2km Walking Isochrone

The isochrone shows that the school is within walking distance of Spalding town centre, as well as many residential areas to the east of the town. Several local services and amenities are also within walking distance of the school, such as Spalding Railway Station, Spalding Bus Station and food outlets.

Footways are provided on both sides of the carriageway in the vicinity of the school, with an approximate width of 1.7 metres. While a dedicated pedestrian access point is provided to

the school, tactile paving is also provided on both sides of the vehicle access point. The topography of the land surrounding the school is relatively flat and the footways are considered a sufficient width for use by wheelchair users, in accordance with the Department for Transport's 'Inclusive Mobility' (2005) guidance. The lack of formal crossing facilities in the vicinity of school may restrict pedestrian access to the school for some mobility impaired users.

A review has been undertaken of any Public Rights of Way (PROW) in the vicinity the South Holland Post 16 Centre. A PROW Bridleway runs along Matmore Gate from approximately 79 metres west of the school and continues eastbound over the Coronation Channel, where it becomes an off-road route.

4.2. Cycling

The DfT in their "Transport Statistics on Cycling in Great Britain" state that the average length of a cycle journey is 3.84km (2.4 miles). PPG13 "A Guide to Better Practice" (2001) identified that people were prepared to cycle up to 8km (5 miles); which, although the guidance has been superseded, is still considered appropriate. The DfT's LTN 2/08 "Cycle Infrastructure Design" (October 2008) states that 'in common with other modes, many utility cycle journeys are over short distances under three miles (4.8km), although for commuter journeys, a trip distance of up to five miles (7.2km) is not uncommon'.

It is therefore considered that a distance of 4km (2.5 miles) represents a reasonable cycling distance and that 8km (5 miles) is a maximum realistic range for cycle trips. A cycling isochrones plan is shown in Figure 5 and is contained in **Appendix C**.

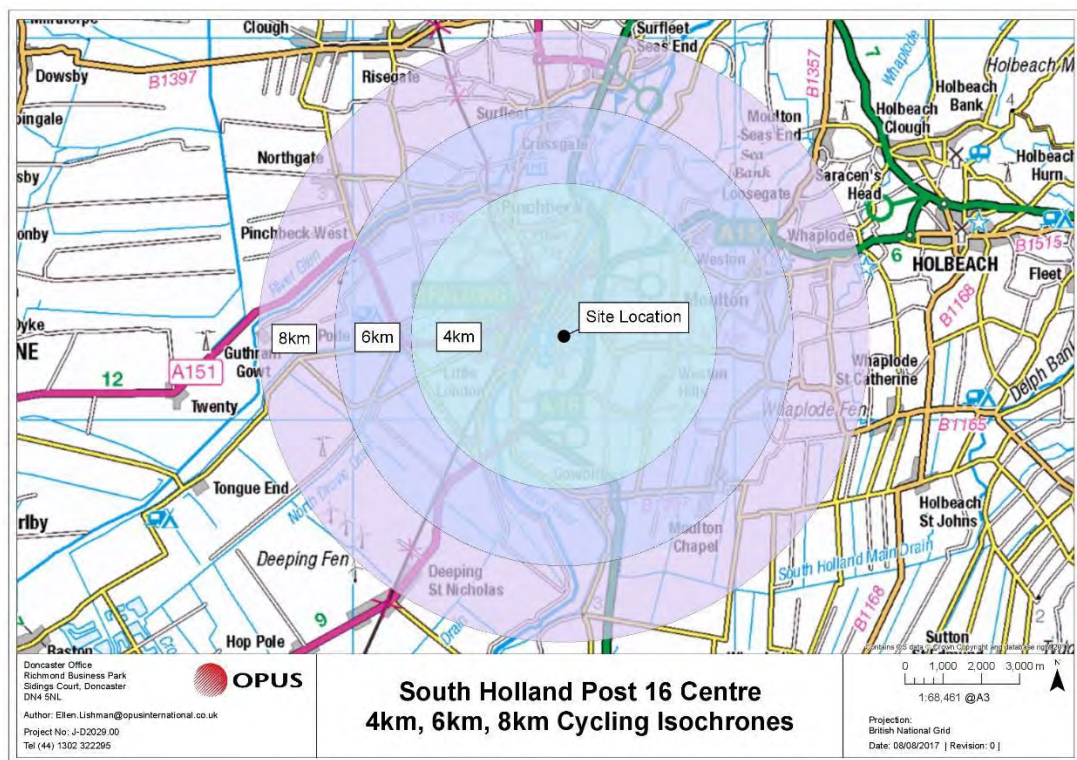


Figure 5 - Cycling Isochrones

The isochrones show that the South Holland Post 16 Centre is within cycling distance of all residential areas in Spalding and other villages in the region. The roads surrounding the school are considered of good quality surfacing and are of a sufficient width which is considered suitable for cycling.

The South Holland Post 16 Centre is within cycling distance of National Cycle Network Route 12, which runs along London Road, adjacent to the River Welland. When complete, Route 12 will run from North London to Spalding via Stevenage, St Neots and Peterborough. The terrain is a mixture of traffic-free and on road paths.

A review of the LCC Definitive PROW Map has confirmed that an on-road cycle track is provided along Matmore Gate, which commences approximately 79 metres west of the school. The cycle track continues westbound through Spalding and crosses the River Welland, where cyclists can then travel northbound or southbound. This provides connectivity for cyclists throughout the town centre.

4.3. Public Transport – Bus Services

The nearest bus stops to the South Holland Post 16 Centre are located on Stonegate, approximately 555 metres to the south-west. The bus stops comprise of a flag pole and timetable. One service can be accessed from each bus stop, which provide connectivity throughout Spalding.

Table 3 provides a summary of the services than can be accessed from each bus stop.

Table 3 - Local Bus Services

Service Number	Operator	Starts	Terminates	Areas Served	Frequency Mon – Fri
It1	Brylaine	Spalding Bus Station	Spalding Bus Station	Spalding Town Centre, Fulney, Clay Lake	Six services daily, one additional service during school term time
It2	Brylaine	Spalding Bus Station	Spalding Bus Station	Spalding Town Centre, Fulney, Clay Lake	Five services daily, one additional service during school term time

Based on the summary of bus services, a frequent service is provided on weekdays which provides connectivity throughout Spalding. During term time one additional service per day is provided at school opening and closing times, which is beneficial for encouraging students to travel by sustainable modes. It should be noted that the above information was correct at the time of this report being prepared.

In addition to the above services, it is understood that Spalding Academy is served by a number of dedicated school buses, which also stop at Spalding High School. There are nine dedicated school bus services which connect the two schools to the wider area surrounding Spalding, including Tydd St Giles, Sutton St Edmunds, Holbeach Hurn, Crowland, Wragg Marsh and Donington.

4.4. Public Transport - Rail Services

Spalding Station is located on Winsover Road, approximately 1.6 kilometres north-west of the South Holland Post 16 Centre. The station is managed by East Midlands Trains, who provide frequent services to Peterborough, Lincoln and many other local areas.

Spalding Station is located outside of the preferred walking distance of 1200 metres from the school, as suggested in Table 3.2 of the Institute of Highways and Transportation (IHT) 'Guidelines for Providing Journeys on Foot' (2000). However, the station can be reached by both bus services that are shown in Table 3.

Table 4 provides a summary of the services from Spalding Railway Station and the areas served.

Table 4 - Rail Services and Frequencies

Operator	Route	Other Stations Served	Frequency of Services Mon-Fri
East Midlands Trains	Doncaster – Lincoln – Peterborough	Metheringham, Ruskington, Sleaford, Peterborough, London Kings Cross On some services: Saxilby, Gainsborough Lea Road, Sheffield	Hourly

It is apparent from the rail services summary that a regular service is provided to local areas and cities during weekdays.

It is noted that the above summary table shows the approximate frequency of trains due to variations in the arrival and departure times, as well as the stations called at on each service.

4.5. Conclusion

The South Holland Post 16 Centre is considered to be in a sustainable location given its proximity to the existing sustainable transport provision in the area, particularly for pedestrians and cyclists. The school is within close proximity of existing PROW routes and existing routes for cyclists in Spalding. In addition, a frequent service is provided at school opening and closing times on the It1 and It2 bus services.

4.6. Collision Data

A review of www.crashmap.co.uk has been undertaken to identify any collisions that have occurred within the vicinity of the South Holland Post 16 Centre within the latest five year period. One collision of slight severity occurred at the Matmore Gate / Finlay Close junction in April 2014. The collision involved two vehicles and resulted in one casualty.

Another collision of slight severity occurred on the Stonegate arm of the Stonegate / Matmore Gate junction in May 2013. The collision involved two vehicles and there was one casualty.

No other collisions have occurred in the vicinity of the South Holland Post 16 Centre within the latest five year period. The review confirms that there are no existing highway safety concerns within the vicinity of the site.

4.7. Existing Parking Provision

The existing car park has capacity for 55 vehicles and six disabled spaces. The car park is located at the front of the school building and is segregated by a paved pathway connecting the pedestrian access point to the main entrance to the school building. The disabled spaces are located adjacent to the pedestrian walkway. Lighting columns are located within the car park.

The existing car park is shown in Figure 6.



Figure 6 - Existing Car Park at the South Holland Post 16 College

4.8. Servicing Arrangements

It is understood that refuse and service vehicles currently enter and exit the South Holland Post 16 Centre via the existing vehicular access point. No further information is available regarding the servicing arrangements for the school.

5. Development Proposals

5.1. Development Proposals

It is proposed that the existing South Holland Post 16 College is redeveloped to an AP school, which will have capacity accommodate 62 pupils. The proposed school will provide education for Key Stages 1 to 4, which includes primary and secondary school curriculum. On this basis, it is anticipated that the age of the students will range between 4 and 16. It is understood that the proposed school will be known as Springwell AP and will be managed by a different trust to that of Spalding Academy, which is within the same grounds. The two schools will therefore function separately from each other.

The Proposed Site Plan is shown in Figure 7 (drawing reference: MAC-XX-XX-DR-A-003 Rev 6).



Figure 7 - Proposed External Layout Plan

As shown in Figure 7, the proposed school will comprise of one teaching block, a secure play area, a Multi-Use Games Area (MUGA) and a car parking area. The MUGA area will also function as a fire muster point and a drop-off and pick-up point for taxis.

5.1.1. Vehicular Access

It is understood that the existing vehicular access point on Matmore Gate will be retained as part of the development proposals. At this stage, the retention of the existing vehicular access point is considered acceptable.

The existing pedestrian access point to the east of the vehicular access point will be retained.

5.2. Parking Provision

The Local Highway Authority for Spalding is LCC. The Council has ceased using the previously adopted maximum parking standards and proposals are dealt with on a case-by-case basis. This ensures that sufficient off-street parking is provided to avoid the over-spill of parked vehicles onto the highway to the detriment of road safety and capacity.

It is understood that 30 car parking spaces are proposed to be provided for use by staff. In the absence of parking standards, the proposed level of car parking provision should take account of staff numbers and Travel to Work Data from the 2011 Census.

5.2.1.1. Travel to Work Data

The Travel to Work data which was collected as part of the 2011 Census provides an indication of how those who reside in the area surrounding the site travel to and from work. This can be used to gain an appreciation on how staff are likely to travel to the proposed development and the percentages can be applied to the proposed staff numbers. At this stage, it is unknown how many staff will be based at the proposed school.

Table 5 shows the Travel to Work data from the South Holland Mid-Layer Area 007, which covers the majority of east Spalding.

Table 5 – Travel to Work Data from the 2011 Census, South Holland Mid-Layer Area 007

Method of Travel to Work	Percentage
Vehicle Driver	62%
Vehicle Passenger	9%
Motorcycle Driver	1%
Train	1%
Bus, Minibus or Coach	1%
Bicycle	8%
On Foot	19%

The above table shows that the majority of people who reside in the area surrounding the school travel to school by private car, with 62% of people travelling by this mode. The second most popular mode of travel is walking which accounts for 19% of the population in the area, while 8% cycle to work. The baseline modal split should be taken into account as part of the proposed parking provision.

5.2.2. Drop Off and Pick Up Bays

It is understood that Mace Group Ltd and the Trust are considering the provision of a drop off and pick up area within the curtilage of the site. It is proposed that 12 drop off and pick up / holding bays for taxis are provided within the car park. The MUGA will also operate as a taxi drop off and pick up point. At this stage, the number of taxis that can use this area at any one time is unclear. The suitability of the number of drop off and pick up spaces should be assessed against the multi-modal trip generation profile for the proposed 62 pupils who will attend the school. This should also be agreed with LCC, as discussed further in Section 5.1.1.

5.2.3. Cycle Parking

The current external layout plan shown in Figure 6 does not specify the amount of cycle parking that will be provided, or where this will be located. Secure cycle parking for staff and students should also be provided in accordance with LCC requirements. While there are no standards for the provision of cycle parking, this will be reviewed on a case by case basis by LCC as Highway Authority.

5.2.4. Disabled Parking Provision

The Proposed Site Plan (drawing reference: MAC-XX-XX-DR-A-003 Rev 6) shown in Figure 7 includes the provision of two disabled spaces. There are no LCC standards on the provision of disabled parking spaces and it will be reviewed on a case by case basis by the Highway Authority. Recommendations regarding the provision of disabled parking spaces are provided in Section 5.1.2.1.

5.3. Trip Generation

A review has been undertaken of the TRICS Version 4.3.1 database to consider the trip generation for the proposed site. TRICS is an industry standard software which provides trip rates during peak hours for a range of development types, including education establishment. This trip rates that can be acquired from the database can be used to provide an indication of the number of trips that are likely to be generated in the peak periods by the proposed development. The review has confirmed that the database does not contain any trip rates for other AP schools which could be used to calculate the trip generation for the proposed development. As a result, the use of the TRICS database is not recommended in this instance.

As an alternative to the TRICS database, travel to school data for similar AP schools in the area or managed by the same trust could be analysed to determine the trip generation for the proposed development. This information is likely to be included in a School Travel Plan. In the absence of any available data, as it worst case scenario it can be assumed that all students and staff travel separately by car to and from the proposed development. It should be noted that the methodology for determining the trip generation should be agreed with LCC, furthermore junction modelling based on the trip generation may also be required.

6. Recommendations and Key Considerations

Considering the existing site and highway conditions and the development proposals, a series of recommendations and areas for consideration have been identified.

6.1.1. *Potential Construction Constraints*

A Construction Traffic Management Plan (CTMP) may be required to assess the interaction between site traffic and the operation of the surrounding highway network. Given the proximity of other schools in the area and the potential interaction between vulnerable users and construction traffic. The CTMP should consider the type of construction vehicles that will be required as part of the redevelopment, as well as any traffic management requirements and the need for construction or storage compounds. The CTMP should also account for the provision of on-site parking prior to the commencement of the construction activities, as well as cleaning facilities that may be required.

6.1.2. *Potential Design Constraints*

A swept path analysis assessment should be undertaken to ensure that service, refuse and emergency service vehicles can negotiate the proposed car park layout, as well as being able to safely enter and egress the site in a forward gear.

Several areas of improvement have been identified, such as the provision of carriageway markings on Matmore Gate in the vicinity of the site. 'Keep Clear' carriageway markings may be required, which would span the vehicular and pedestrian access points. The potential need for speed management provisions should also be considered, which could be included in the provision of a Transport Assessment. An ATC survey would provide an indication of vehicle speeds along Matmore Gate and whether vehicles are adhering to the speed limit in the vicinity of the proposed development.

Consideration should be given to inclusive design in order to ensure that the access proposals are inclusive of everyone, including those with disabilities. The pedestrian access points should be of a sufficient width for wheelchair users, furthermore the provision of handrails and lighting within the car park should be considered. The needs of the pupils who will be attending the school should be incorporated into the design

6.1.3. *Transport Assessment*

Given the scale of the development, it is likely that a Transport Assessment will be required as part of any planning application that is submitted for the proposed development. LCC recommend that they are consulted as Highway Authority to determine the need for, level and scope of a formal Transport Assessment for any development in the County. Early engagement with Highways is recommended.

As stated in Section 3.3.1, The Lincolnshire Road Safety Partnership do not hold any existing traffic data for Matmore Gate. The data that is available for Stonegate is not in the vicinity of the Matmore Gate / Stonegate junction, furthermore it was collected in 2009 which is likely to be considered out of date. Traffic surveys such as Automatic Traffic Counts and Junction Counts may be required as part of the Transport Assessment and is subject to agreement with LCC.

As part of the Transport Assessment, a multi-modal trip generation profile should be established for the existing and proposed development. As stated in Section 4.3, it is not considered appropriate to use the industry standard TRICS database to determine the proposed trip generation for the school. As an alternative, travel to school data for a similar AP school should be acquired and utilised if available. The parameters and methodology of the trip generation profile should be agreed during the scoping exercise with LCC. If a school bus is to be provided for the proposed school then this should also be considered with an analysis of its capacity and how many students will travel by this mode.

Similarly, the requirement for any traffic distribution and junction modelling as part of the Transport Assessment should be agreed with LCC. Junction modelling may be required for the highway network surrounding the proposed development, which will assess whether the junctions have sufficient capacity to accommodate the trips that will be generated by the proposed development. This is likely to be required for the Matmore Gate / Stonegate

junction as a minimum. Given that the Lincolnshire Road Safety Partnership do not hold any data for the junctions surrounding the site, surveys of these junctions may be required.

It is understood that the existing site access junction will be retained. Visibility splays for the existing site access should be provided to ensure that there is adequate inter-visibility between vehicles on the major and minor arms of the junction. The visibility requirements for a 30mph road are detailed in Table 7.1 of the Department for Transport Manual for Streets (2007) guidance. Vehicle drivers should be able to see 43 metres left and right along the main carriageway alignment, 2.4 metres back from the give way line.

The servicing and refuse collection arrangements should also be considered as part of the Transport Assessment. A swept path analysis should be included, as discussed previously in Section 5.1.1.

6.1.3.1. Parking Provision

The methodology for determining the proposed parking provision and the suitability of this should be considered further as part of the Transport Assessment. This should be agreed in conjunction LCC and may need to be considered against Travel to Work and staff and student numbers. If available, travel to school data for similar AP schools should also be assessed.

Cycle parking should also be incorporated into the development proposals. The provision of secure cycle parking will aide to encourage sustainable travel to and from the development and is likely to be required by LCC. There are no standards for the provision of cycle parking and the parking requirements will be determined on a case by case basis by the Highway Authority. The cycle parking should be located within close proximity of the school building and should also be considered against Travel to Work data and staff and student numbers. The promotion of cycling to and from the proposed development should be encouraged as part of the School Travel Plan, therefore an appropriate level of parking is necessary.

It is proposed that two disabled parking spaces are provided at the school, which are located within close proximity of the main entrance to the proposed school block. There are no standards for the provision of disabled parking spaces and as above this will be determined on a case by case basis. Consideration should also be given to the needs of the students who will be attending the proposed school when determining the disabled parking provision. The geometry of the parking spaces should be agreed with LCC.

The inclusion of a car parking accumulation exercise within the Transport Assessment would enable to suitability of the propose car parking provision to be assessed. The accumulation exercise would consider whether there is sufficient space for the number of vehicles that are likely to arrive at the site and whether this was likely to overspill onto the surrounding highway network. This allows for any necessary mitigation measures to be identified. The accumulation would be calculated based on the proposed trip generation and the number of pupils and staff who are anticipated to be based at the school.

6.1.4. School Travel Plan

It is stated in the LCC '4th Local Transport Plan' that all schools in the County have a nationally accredited School Travel Plan. A School Travel Plan will be required for the proposed school and should take account of the findings of the Transport Assessment.

The LCC 'Guidance Notes for the Preparation and Implementation of Development Travel Plans' (September 2015) provides further information on the provision of Travel Plans and a toolkit of measures that developers can consider. A template for schools is also provided in Appendix F of the Guidance Notes document. LCC should be consulted on the content of the Travel Plan as part of the scoping exercise undertaken with the Highway Authority.

The Travel Plan should seek to encourage a modal shift away from the use of private cars and towards sustainable modes of travel. A baseline modal split should be established as part of the Travel Plan using data on how staff and students travel to school. In the interim, the modal split can be established using Travel to Work data for the South Holland census area, as shown previously in Table 5. Modal share targets should then be established which seek to reduce car use and facilitate a shift towards an increase in the trips made by sustainable modes, such as walking and cycling. A number of measures to encourage this

should also be set out. The progress towards achieving the modal share targets should be monitored through the life of the School Travel Plan.

7. Summary

Opus International Consultants (UK) Ltd have been appointed by Mace Group Ltd to produce a Transport Feasibility Report for the proposed redevelopment of the existing South Holland Post 16 College in Spalding, Lincolnshire. It is understood that the development proposals comprise the remodelling of the existing school to an AP school, which will have the capacity to accommodate 62 pupils in Key Stages 1 to 4. It is also proposed that external works are carried out at the front of the building, which includes the provision of a drop off and pick up area.

This Transport Feasibility Report has been prepared to take account of the National Planning Policy Framework and local planning policy, including the LCC 4th Local Transport Plan (April 2013) and the Spalding Transport Strategy (September 2014).

An assessment has been made of the existing site and access to sustainable modes of transport, including walking, cycling and public transport. The assessment has shown that the existing site is well served by a bus service which provides access to most areas in Spalding. The bus service also provides connectivity to Spalding Railway Station to the north-west of the existing school. Footways are provided on both sides of the Matmore Gate carriageway and the school is within cycling distance of several existing cycle routes. The footways and cycle routes in the vicinity of the site are considered suitable for the proposed development use.

An assessment has been undertaken of the development proposals for the proposed remodelling of the existing South Holland Post-16 Centre, including the level of parking provision. A series of recommendations have been made regarding the suitability of the development proposals and additional work that is likely to be required as part of any planning submission. Due to the absence of carriageway markings on Matmore Gate, it is recommended that consideration is given to the provision of 'keep clear' markings across the site access junction and pedestrian access point. This will ensure that the carriageway is kept clear of obstruction from parked vehicles, particularly during school drop off and pick up times. The extent of the markings should be agreed with LCC and can be considered as part of a Transport Assessment.

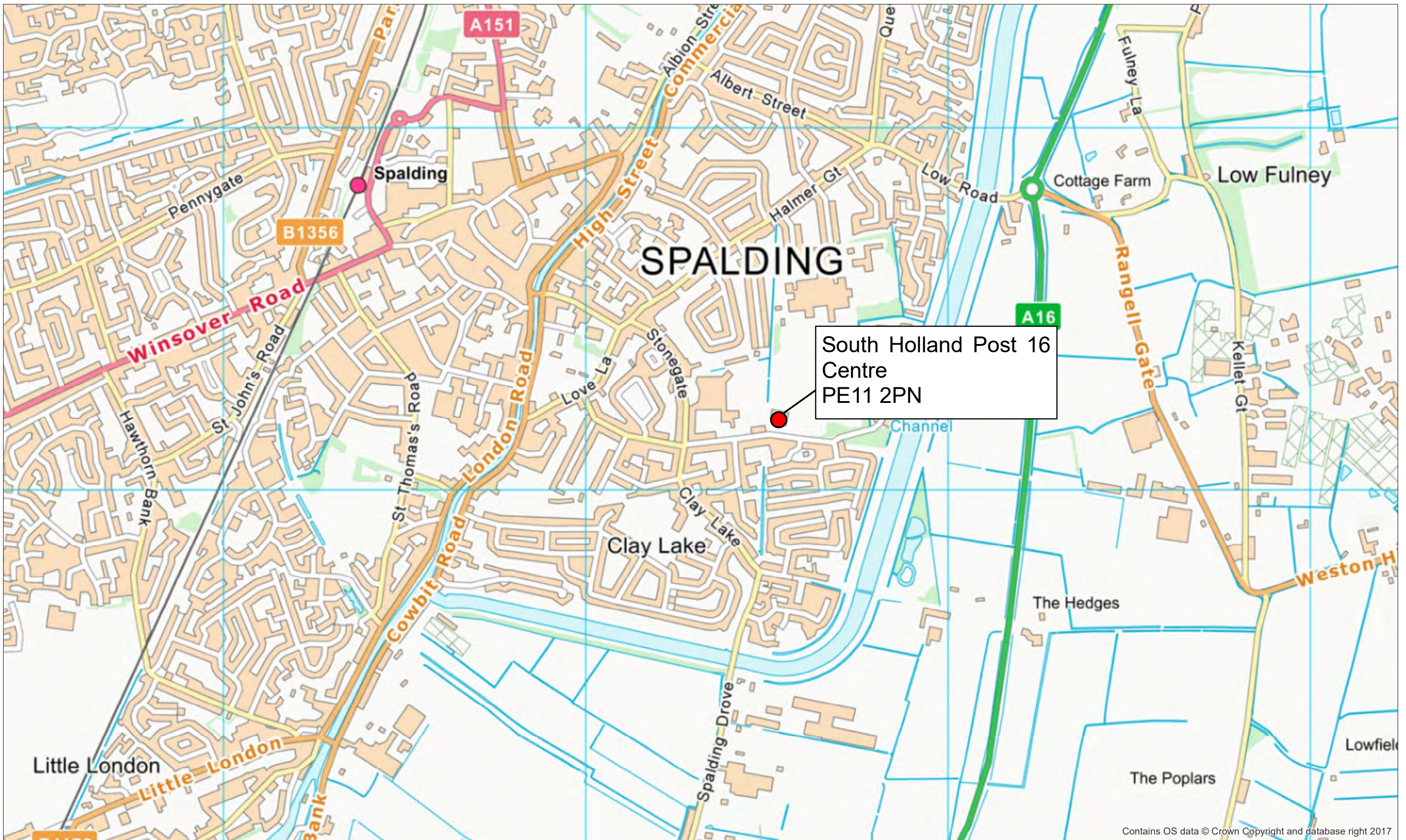
It is recommended that a Transport Assessment is produced and submitted as part of any planning application for the proposed school. The scope of the Transport Assessment should be agreed at an early stage with LCC, who are the Highway Authority for South Holland District Council. The Transport Assessment should give further consideration to the vehicle, cycle and disabled parking arrangements, as well as the multi-modal trip generation for proposed development. Visibility splays should be provided for the existing site access junction which is proposed to be retained, as well as swept path analysis assessments for service and refuse vehicles.

A nationally accredited School Travel Plan has been produced for all schools in Lincolnshire and as such one will be required for the proposed school. It is recommended that the Travel Plan is produced in accordance with the LCC 'Guidance Notes for the Preparation and Implementation of Development Travel Plans' (September 2015) document. The Travel Plan should seek to achieve a reduction in the number of vehicle trips to and from the proposed development and encourage the uptake of sustainable travel.



Appendix A

Site Location Plan



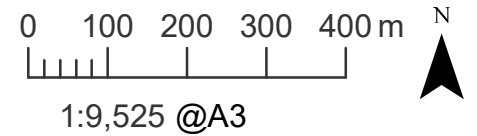
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Project No: J-D2029.00
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South Holland Post 16 Centre Site Location Plan

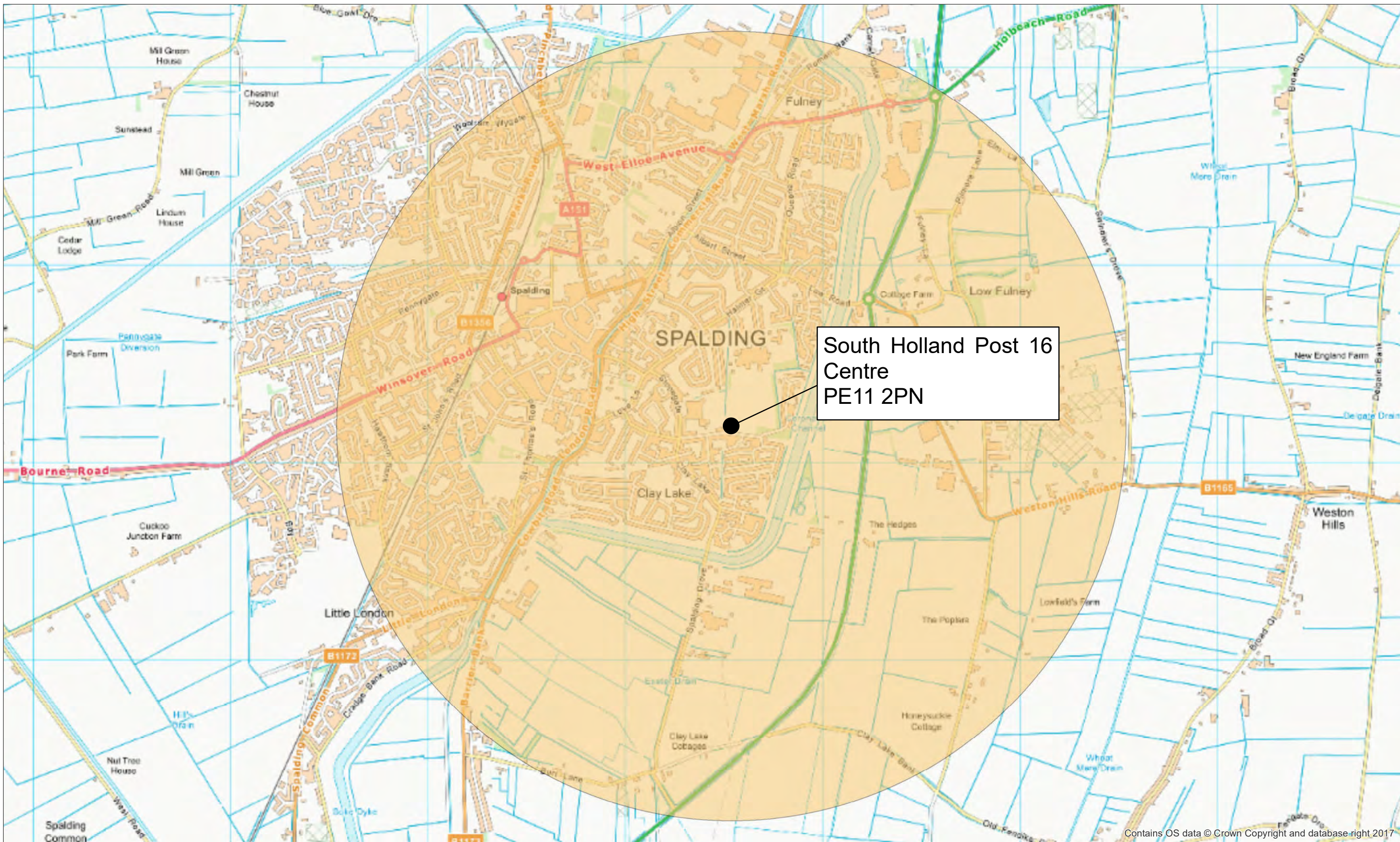


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Appendix B

Walking and Cycling Isochrones



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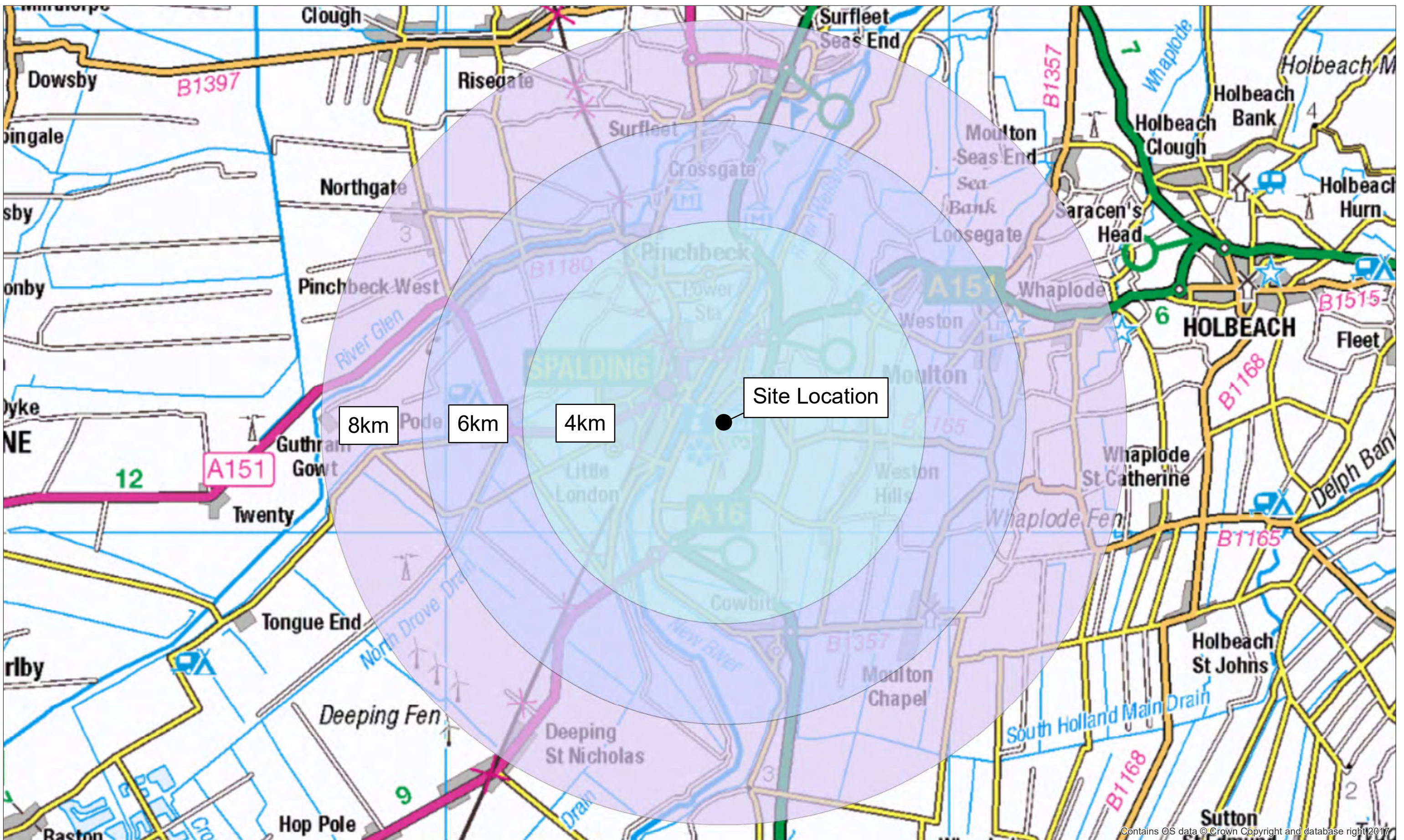
Project No: J-D2029.00

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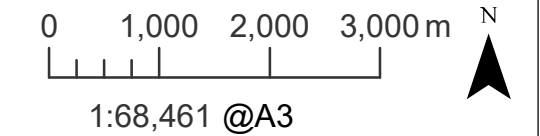
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 **OPUS**

South Holland Post 16 Centre 4km, 6km, 8km Cycling Isochrones

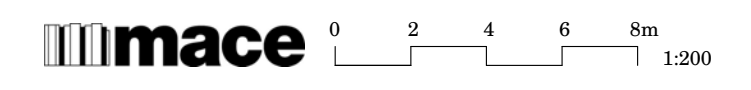


Appendix C

Development Proposals



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REPRODUCTION DO NOT SCALE FOR CONSTRUCTION PURPOSES.
ALL DIMENSIONS TO BE CHECKED & VERIFIED ON SITE PRIOR TO CONSTRUCTION.



- LEGEND:**
- Site Area Boundary
 - Proposed Fence at 2.4m height (existing fence posts to remain and be used where possible)
 - Proposed MUGA Fence at 3m height
 - Existing Canopy Roof Line
 - Existing Floodlight
 - Relocated Floodlight
 - Grass
 - Existing Hard Surface
 - New Paving to match existing
 - Resin bind existing gravel/replace with concrete
 - MUGA (Hard Outdoor PE)
 - Hard Informal & Social (Porous Macadam)
 - Staff Car Parking Bays
 - Disabled Parking Bays
 - Taxi Parking / Holding Bays
 - Planting
 - New Hard / Vehicular Road Surface

6	12.09.17	Issued for information.	HB	12
5	11.09.17	Issued for information.	HB	11
4	25.06.17	Issued for feasibility.	HB	10
3	24.08.17	Issued for information.	HB	9
2	23.08.17	Issued for information.	HB	8
1	15.08.17	Issued for information and planning / letter of comfort purposes.	HB	6
REV	DATE	DESCRIPTION	DRAW	CHK/APP
KEY PLAN				

PROJECT STATUS		FEASIBILITY	
CLIENT		Education & Skills Funding Agency	
ORIGINATOR		mace	
PROJECT TITLE		SPRINGWELL NE SPALDING AP BEHAVIOUR	
DRAWING TITLE		PROPOSED SITE PLAN	
PROJECT NO.	34241	DRAWN BY	HB
CHK BY	MP	DATE	06/09/17
APPD BY	MP	DATE	
ORIGINATOR	MAC - XX - XX - DR - A -	LEVEL	003
ZONE		TYPE	
ROLE		DATE	
DWG. NO.		REV.	6
SHEET NO.		SCALE	1 : 200
1 of 1		ORIG. SHEET SIZE	@ A1
INFORMATION HANDLING CLASSIFICATION		UNRESTRICTED	
		SUITABILITY	
		S2	



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