TRAVEL PLAN

LAND EAST OF NORMANTON ROAD,
CROWLAND

ADC Infrastructure Limited, City Buildings, 34-36 Carrington Street, Nottingham, NG1 7FG
tel. 0115 941 4817, www.ADCinfrastructure.com

DOCUMENT CONTROL

project number: ADC3686			report reference: ADC3686-RP-D	
version	date	author	reviewer	comments
1		Chris Dunstan		internal draft
2	27/06/2025	Chris Dunstan	Tim Cooke	first issue to the client team
3	04/07/2025	Chris Dunstan	Tim Cooke	first issue to the client team

CONTENTS

1.0 INTRODUCTION 4
2.0 OBJECTIVE AND BENEFITS 6
Objective 6
Benefits 6
3.0 EXISTING TRAVEL CONDITIONS 8
Local highway network 8
Opportunities for pedestrian travel 10
Opportunities for cycle travel 12
Opportunities for travel by public transport 13
Summary 15
4.0 PROPOSED DEVELOPMENT 16
Development proposals 16
Vehicle access 16
Accessibility 16
5.0 TRIP GENERATION AND TARGETS 17
Trip generation and modal split 17
Targets 17
6.0 MEASURES AND INCENTIVES 18
Introduction 18
House builder's commitments prior to occupation 18
Travel Plan Co-ordinators commitments post occupation 18
7.0 IMPLEMENTATION AND MONITORING 20

APPENDICES

Appendix A Site Layout

1.0 INTRODUCTION

1.1 ADC Infrastructure Limited (ADC) are commissioned by Allison Homes (the Applicant) to provide highways and transport advice, including the production of this Travel Plan (TP) in support of a full planning application for a proposed residential development at a site located to the east of Normanton Road, within the town of Crowland, Lincolnshire. Crowland is situated within southern Lincolnshire, approximately 12km north of Peterborough. The site's general location is displayed in **Figure 1** below.

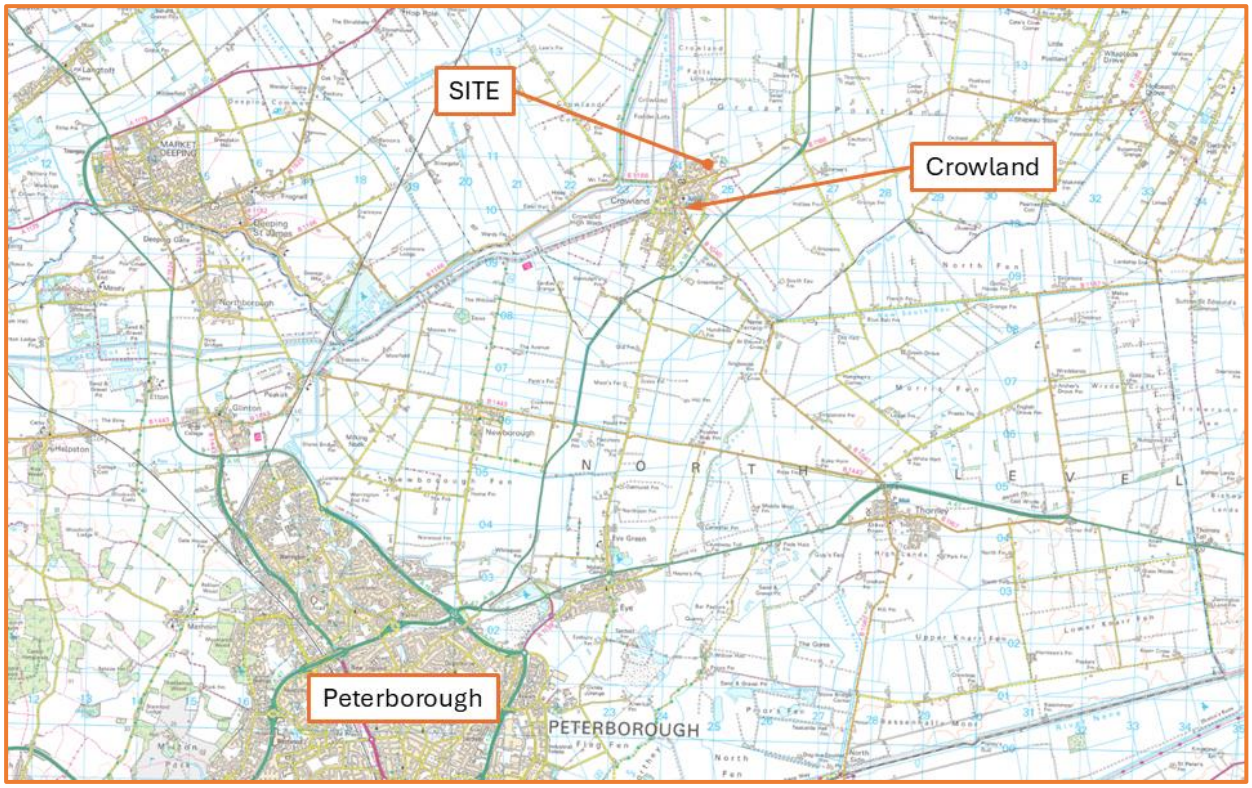


Figure 1: general site location

1.2 For the area surrounding the site, South Holland District Council (SHDC) represent the Local Planning Authority (LPA), and Lincolnshire County Council (LCC) represent the Local Highway Authority (LHA).

1.3 LCC guidance suggests that where the proposed use, scale, and accessibility needs of a development are known, then a full Travel Plan is appropriate. Accordingly, this report constitutes a full Travel Plan for the proposed development and has been prepared with reference to National Planning Policy Guidance, which states:

"Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets.

Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation."

1.4 A Travel Plan therefore is a living document that sets out the ways to reduce the number of vehicle trips generated by a development. It involves the setting of agreed targets and outcomes which are linked to an appropriate package of measures aimed at encouraging the use of more sustainable transport modes, whilst also reducing both the need to travel, and single occupancy car use, for all trips to and from the development. The Travel Plan process also includes continuous monitoring, review and refinement overtime, as travel survey data is used to determine trends in travel patterns.

1.5 This Travel Plan is structured as follows:

- Section Two details the existing objective and benefits of the Travel Plan for residents and visitors of the development.
- Section Three details the site's location and the existing travel conditions within the vicinity of the site.
- Section Four details the development proposals.
- Section Five details the forecast trip generation of the proposed development and sets out the Travel Plan targets.
- Section Six details the measures and incentives used to encourage the use of sustainable modes of travel, within the context of the site's location, the existing opportunities for sustainable travel and the likely operation of the development.
- Section Seven includes the methods for implementing, monitoring an reviewing the Travel Plan and the travel patterns on the development.

1.6 This report has been structured in the order detailed above. It is emphasised that a Travel Plan is a living document, and the Travel Plan includes continuous monitoring, review and refinement over time, as travel survey data is used to determine trends in travel patterns. A such, this report represents the first stage in the Travel Plan process.

2.0 OBJECTIVE AND BENEFITS

Objective

2.1 The overall objective of this Travel Plan is to minimise the number of new car trips generated by the residents and visitors travelling to and from the proposed residential development, by promoting and supporting the use of alternative modes of travel (walking, cycling, public transport, and car sharing).

Benefits

2.2 LCC's Travel Plan guidance notes[1] highlight the following potential benefits of successfully implementing a Travel Plan:

- Reducing the demand for parking
- Enable more people to be able to access a site.
- A reduction in traffic congestion in and around the site.
- Ease delays to deliveries and movement of goods on or off site.
- Personal cash savings from not running a car as often or from participating in a car share scheme. Health and wellbeing benefits from walking and cycling
- Environmental benefits of reducing car use
- Reduced car usage on site resulting in a more pedestrian friendly environment
- Highlighting the choice of travel modes that are available to travel to and from the site.

2.3 Furthermore, *Making Residential Travel Plans Work*[2] details potential local benefits that can be achieved when a Travel Plan is designed into a residential development from the beginning. Some of the potential benefits that this Travel Plan will provide for the residents and visitors are listed below:

- a focused approach to influence the travel behaviour of residents and visitors.
- the introduction of safe and viable alternatives to single-occupancy car travel, increasing the choice of travel modes to the site, reducing the number of vehicle trips, and reducing vehicle mileage.
- increased awareness of the potential for, and advantages of, travelling by sustainable modes of travel, including walking, cycling, public transport, and car sharing.
- increased awareness of the social, environmental, and economic costs of individual travel choices
- a positive change in attitudes towards the use of alternative travel modes
- provision of practical information on how to travel by more sustainable transport modes, with integration between different transport modes.
- provision of practical initiatives, based on regular appraisal of resident's travel patterns; and
- improved accessibility, safety, and security for people travelling to, from, and within the site, particularly vulnerable road users, such as children, the elderly, and disabled.

2.4 In addition to these benefits, in line with the *Delivering Travel Plans through the Planning Process – Good Practice Guidelines*[3], the Travel Plan will also seek the following outcomes:

- reduction in the overall need for travel to and from the site.

[1] Development of a Travel Plan guidance notes – Lincolnshire County Council (December 2021)
[2] Making residential Travel Plans work: good practice guidelines for new development, Department for Transport, (September 2005)
[3] Delivering Travel Plans through the Planning Process – Good Practice Guidelines, Department for Transport (April 2009)

- reduction in the need for car use, with associated benefits in terms of reduced traffic, congestion, air pollution, and accidents.
- generation of only the minimum number of car movements to and from the development.
- more attractive environments.
- supporting the viability of local public transport services and helping reduce social exclusion.
- increased usage and safety of neighbourhood cycling and walking routes.
- opportunities provided to build healthy exercise into daily life.
- represent good practice and provide an educational tool to help change perceptions about the convenience and benefits of not using the car where alternatives exist; and
- increased marketability of the development as more households seek to change their travel behaviour.

3.0 EXISTING TRAVEL CONDITIONS

3.1 The existing site comprises approximately 4.89ha of agricultural adjacent to residential areas located to the north of Crowland. A detailed view of the site's location is shown in the aerial photograph presented in **Figure 2**.

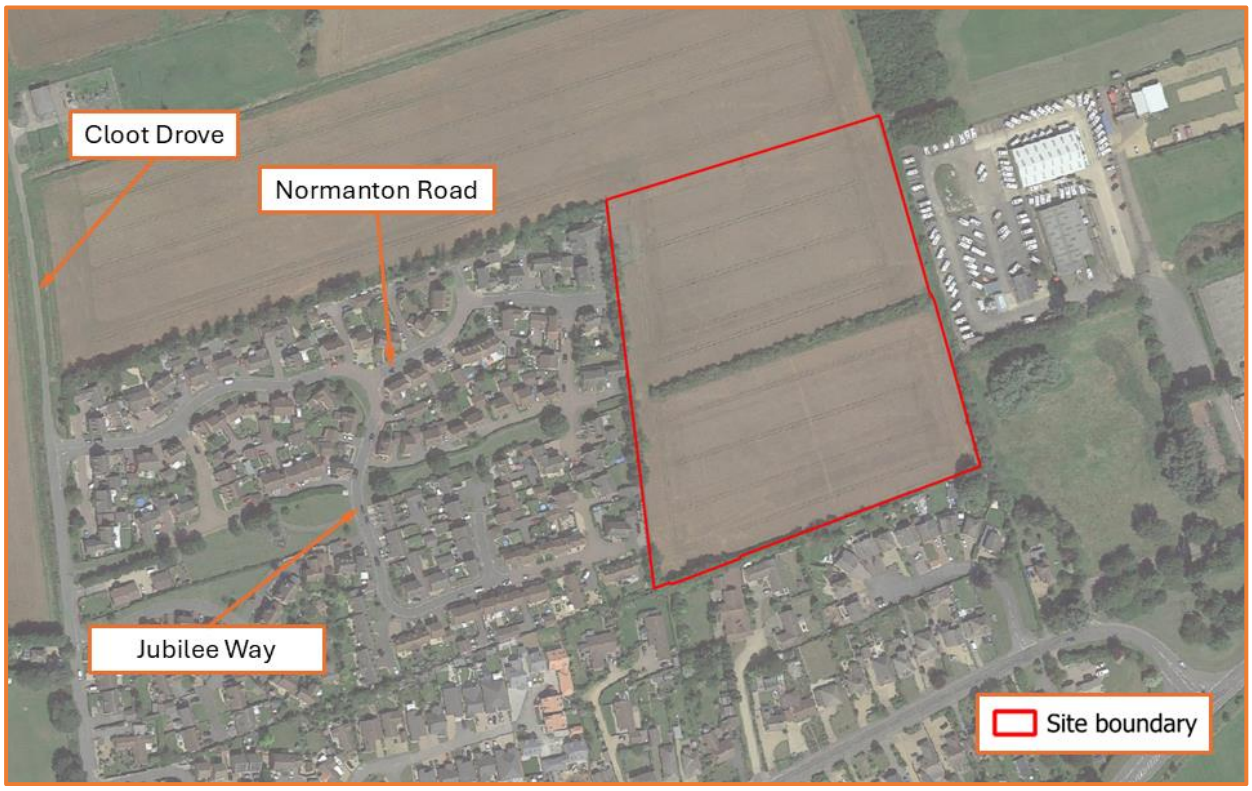


Figure 2: detailed site location

3.2 As shown, the site comprises two field parcels. The site is bordered by established residential uses along Normanton Road and Jubilee Way to the west, residential uses to the south, established employment uses to the east, and further agricultural land to the north.

3.3 The site is allocated in the South East Lincolnshire Local Plan (2011-2016) for residential development of around 70 dwellings.

Local highway network

3.4 The local highway network within the vicinity of the site is presented at **Figure 3.**

Normanton Road

3.5 The site is proposed to be accessed via the extension of Normanton Road into the site. Normanton Road is an unclassified residential cul-de-sac, running east from Cloot Drove and currently serving 145 dwellings in total. Along its route, Normanton Road splits at three points. One of these splits comprises Jubilee Way.

3.6 Between the site and Cloot Drove, Normanton Road has an approximate length of 325m and comprises a carriageway width of 5.5m. It benefits from street-lighting along its length. Junction tables are provided at points where Normanton Way splits, ensuring vehicles travel at a safe and suitable speed. Normanton Way benefits from footways, between 1.8m and 2.0m in width on either side, connecting to further pedestrian infrastructure on Cloot Drove.

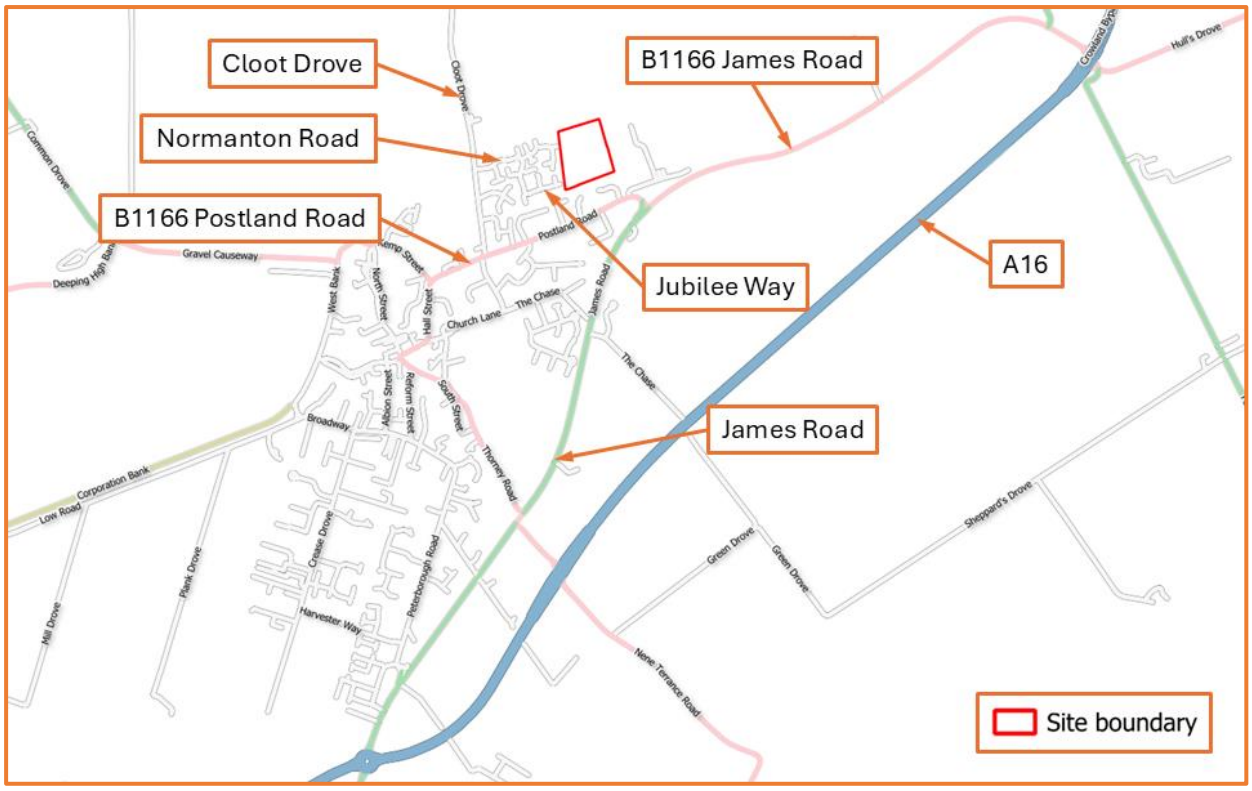


Figure 3: local highway network

Cloot Drove

3.7 Cloot Drove runs from north to south, to the west of the site and Normanton Road. To the south of Normanton Road, Cloot Drove forms a residential road with a width of 5.5m and serves existing further residential development to the east via several priority-controlled T-junctions. North of Normanton Road, Cloot Drove narrows to approximately 3.0m and forms a rural lane that continues directly north whilst bordered either side by two deep ditches.

3.8 There is a change of speed limit located where Cloot Drove narrows, imposing a 30mph limit for southbound vehicles approaching Crowland, and the national limit for those leaving.

3.9 To the south of Normanton Road, a 2.0m footway is present along the eastern side of Cloot Drove with dropped kerb crossings provided at appropriate points. Cloot Drove is street-lit within the vicinity of the existing residential areas and continues south for approximately 400m before forming the minority arm of a priority-controlled T-junction with the B1166 Postland Road.

B1166 Postland Road

3.10 The B1166 Postland Road runs east to west through northern Crowland and forms one of the main routes in and out of the town. Within the vicinity of Cloot Drove, Postland Road has a width of approximately 6.0m, and is bordered by footways either side.

3.11 To the west, Postland Road forms the main route from the site to the centre of town. The local Primary School is situated north off Postland Road, approximately 100m west of Cloot Drove. Accordingly, Postland Road is subject to a 20mph advisory speed limit throughout a designated 'School Safety Zone', with 'Keep-Clear' road markings and signage prohibiting vehicles from stopping near the school. Postland Road benefits from a wide footway to the north, connecting the school to Cloot Drove and providing access to other nearby facilities. Postland Road

continues west beyond the school where it routes through the centre of town and provides access to key amenities and residential areas within the rest of Crowland.

3.12 Furthermore, east of Cloot Drove, Postland Road continues to the B1166 James Road where it forms the minor arm of a priority-controlled junction. Located approximately 125m east of Cloot Drove on Postland Road are the closest bus-stops to the site. Further details concerning these stops is provided below. To the east, Postland Road continues to benefit from footways located on either side of the carriageway.

James Road

3.13 James Road forms the main route in and out of Crowland. It connects to the A16 at both ends and, in the past would have formed the main route through Crowland until the opening of the A16 bypass in 2010. James Road comprises a carriageway with width of 8.0m and is governed by a 50mph speed limit along its length. A number of key roads within Crowland form a priority-controlled junction with James Road including Postland Road, Thorney Road and Peterborough Road.

3.14 As is to be expected, there is little pedestrian infrastructure along James Road congruent with its lack of prominence as a desire line for pedestrians. South of Crowland, James Road forms the northern arm of a 4-arm priority-controlled roundabout with the A16 (eastern and western arms) and Peterborough Road (southern arm). Peterborough Road provides a direct connection from the site to Peterborough city centre.

A16

3.15 The A16 forms the principal route from Crowland to the wider highway network. Access to the A16 from Crowland is provided via a priority-controlled junction and a priority-controlled 4-arm roundabout with James Road, located to the north and south of the town. Within the vicinity of Crowland, the A16 comprises a single-carriageway road and is governed by the national speed limit. Further afield, the A16 provides connectivity to much of Lincolnshire to the north, and central Peterborough to the south.

Opportunities for pedestrian travel

3.16 Typically, pedestrians are prepared to walk up to 2km for non-leisure journeys such as travelling to work or school[4]. Accordingly, a 2km pedestrian catchment measured from the centre of the site is presented at **Figure 4**.

3.17 As shown, all of central Crowland is within a 2km walk from the site. As such the site benefits from a range of amenities and facilities within an acceptable walking distance. Nearby, South View Primary School provides primary level education for the town of Crowland and is located on Postland Drive, approximately an 800m walk from the location of the proposed site access. The school is also home to a pre-school facility welcoming children between the ages of 2 and 4, as well as the Crowland Leisure and Wellbeing Centre which is available for public use.

3.18 To the southwest, Crowland town centre is located slightly further afield, but within a 2km walk of the site via Postland Road. The town centre is home to a pharmacy, library, several supermarkets, convenience stores, cafes, restaurants and pubs. There are several recreational areas in Crowland within an acceptable walking distance including the Normanton Road Play

[4] Guidelines for Providing for Journeys on Foot, Institution of Highways and Transportation, 2000

Area adjacent to the site, and the main formal green space within Crowland: Snowden Park and Sports Field.

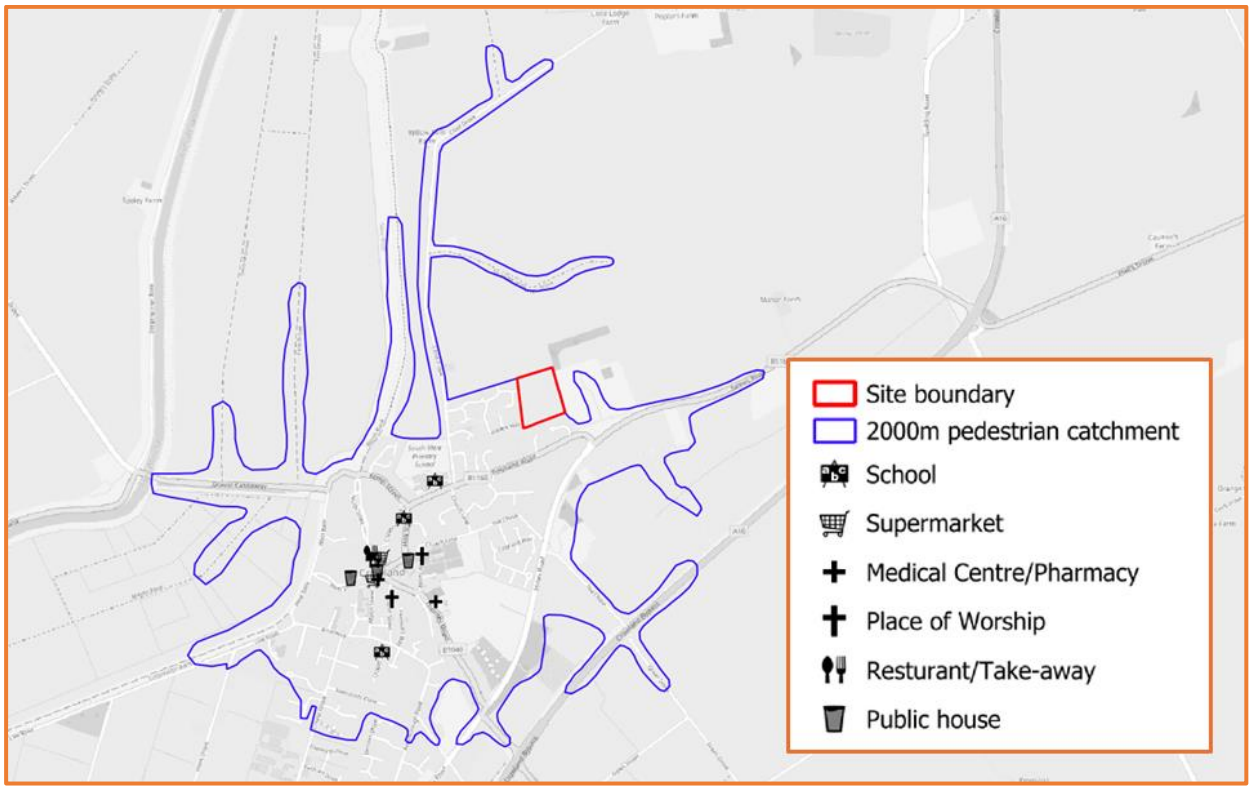


Figure 4: 2000m pedestrian catchment

3.19 Normanton Road benefits from footways of 1.8m-2.0m width on either side. These run from the location of the proposed access, to Cloot Drove. The footways are of good quality, are even, with minimal obstructions present. The residential areas to the west of the site benefit from several off-road pedestrian corridors which aid permeability for those walking to and from the site. These routes are surfaced and benefit from lighting along their length.

3.20 In terms of the pedestrian infrastructure provided on Cloot Drove, a footway is provided on the eastern side of the carriageway that measures approximately 2.0m in width. The footway continues south from Normanton Road to Postland Road and benefits from dropped kerb crossings at appropriate points and street-lighting along its entire length. No footway is provided on the western side of Cloot Drove, but this is unsurprising given that few dwellings are located to the west of Cloot Drove, and there is no major desire line to the west for pedestrians.

3.21 As outlined above, the main route from the site to central Crowland is to the east along Postland Road on which the pedestrian infrastructure is generally of a good standard. Footways are present on both sides of the carriageway and although varied, are generally of a generous width. The footways are more constrained closer to central Crowland, but this is a recuring theme throughout the town. Nevertheless, the route benefits from dropped kerbed crossings at junctions and private drives, street-lighting, and a pedestrian island located near central Crowland that enables users to cross Postland Road safely.

3.22 The network of Public Rights of Way (PRoW) within the vicinity of the site is presented in **Figure 5.** No PRoWs intersect or border the site. As shown, there are a several footpaths within Crowland that aid pedestrian permeability throughout the town. Notably, to the west of the site, a footpath and bridleway are located along the banks of the River Welland and connect Crowland to nearby villages, including Deeping St James.

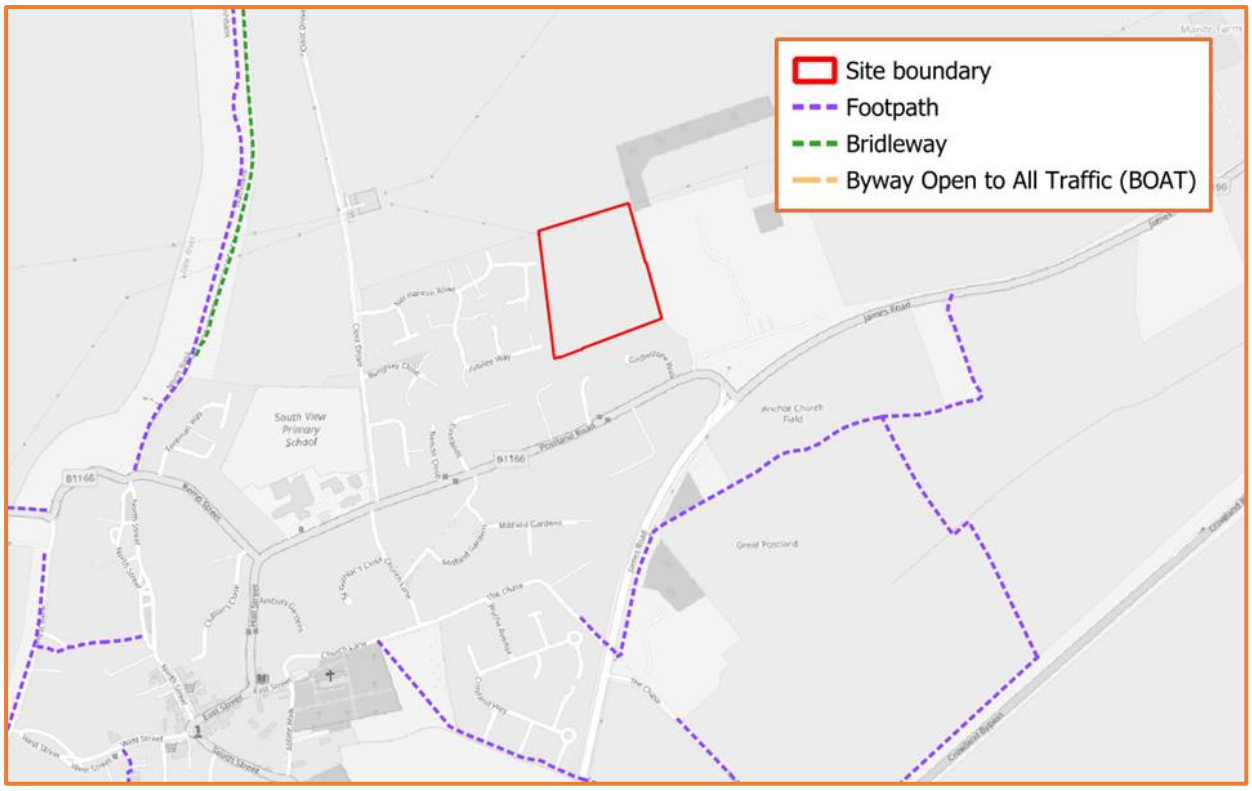


Figure 5: PRoW network within vicinity of the site

Opportunities for cycle travel

3.23 Statistics from the National Travel Survey 2023[5] indicate that the average length of a cycle journey is approximately 4.8km, although it is generally recognised that this is an average and that cyclists will commute significantly longer distances if the topography and highway conditions are favourable. For robustness, a 5km cycle catchment measured from the site is shown in **Figure 6**.

3.24 As shown, the entire of Crowland is situated within an acceptable cycle distance from the site. Generally, within Crowland the roads are quiet and suitable for on-carriageway cycling. As such there is little cycle specific infrastructure provided within Crowland, congruent with its rural location. Notably, the topology within the vicinity of Crowland is flat which aids cyclists in travelling longer distances. North of Crowland there is a network of rural lanes and bridleways that are suitable for cyclists of all abilities.

3.25 Highlighted on **Figure 6** is the National Cycle Network (NCN) Route 12, which routes through the centre of Crowland. Route 12 comprises both on and off-road sections and provides a good quality route along the River Welland to nearby villages including Market Deeping, Cowbit, and Deeping St James, where the nearest secondary school to the site is located. Further afield, the NCN connects to key regional destinations including Peterborough city centre.

[5] National Statistics National Travel Survey, 2023

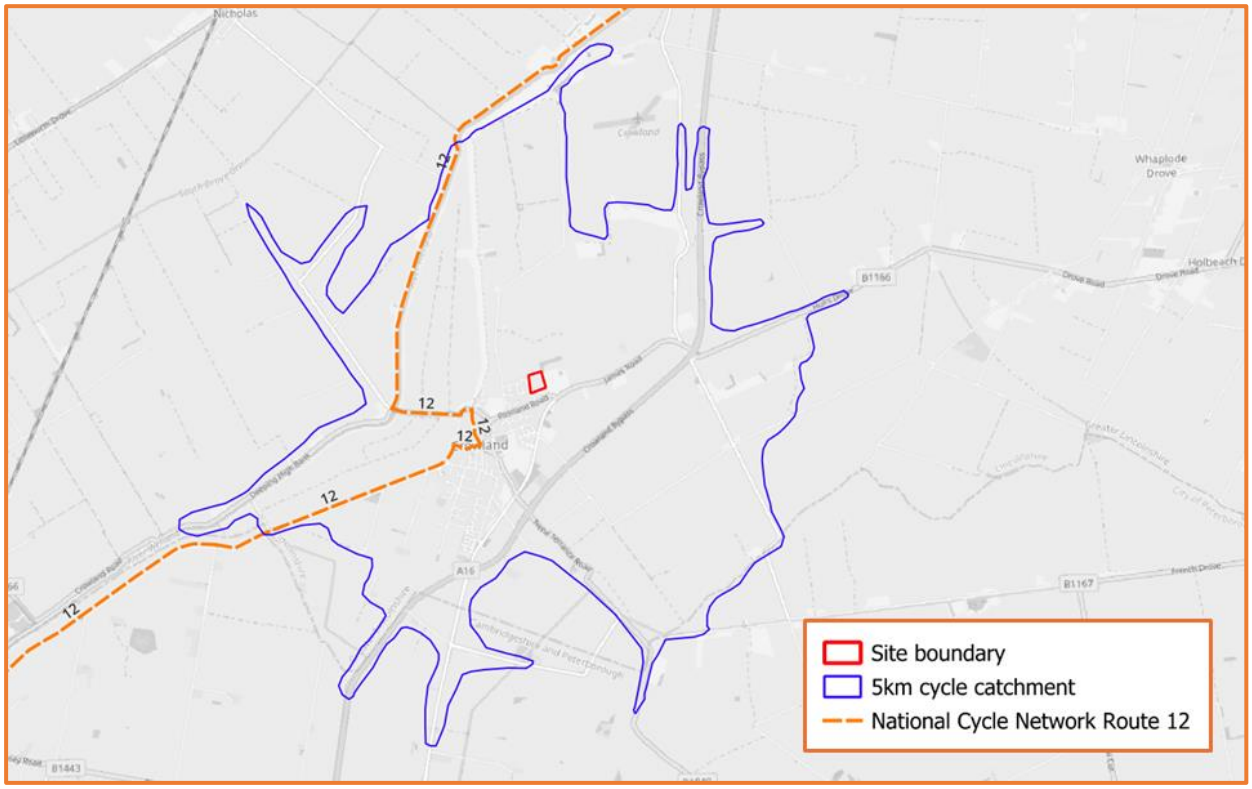


Figure 6: 5km cycle catchment

Opportunities for travel by public transport

3.26 As shown in **Figure 7,** the nearest bus stops to the site are located on Postland Road, and are known as 'Crowland, adjacent to Eastlands'. The stops are located within a 800m from the proposed site access via the local highway network.

3.27 Eastbound, the stops comprise a flag and pole sign, with the timetables presented in casing below. Similarly, westbound, the stops similarly comprise a flag and pole sign complete with timetables. The westbound stops also benefit from a brick shelter. Both stops benefit from a raised kerb on Postland Road adjacent to the respective stops allowing for easier access for users onto busses. Additionally, there is a dropped kerb crossing point with tactile paving across Postland Road connecting the two stops.

3.28 The stops are served by the 37-bus service operated by Stagecoach East. The service runs between Spalding and Peterborough 7-days a week. A summary of the times and frequencies of the 37 service is provided in the table below, and a map of the route is included at **Figure 8**.

service	route	days	times	daytime frequency
37	Peterborough – Crowland - Spalding	Monday to Saturday Sunday	05:34 to 19:01 08:26 to 17:56	60 mins 120 mins
	Spalding – Crowland - Peterborough	Monday to Saturday Sunday	06:53 to 20:28 09:56 to 19:26	60 mins 120 mins

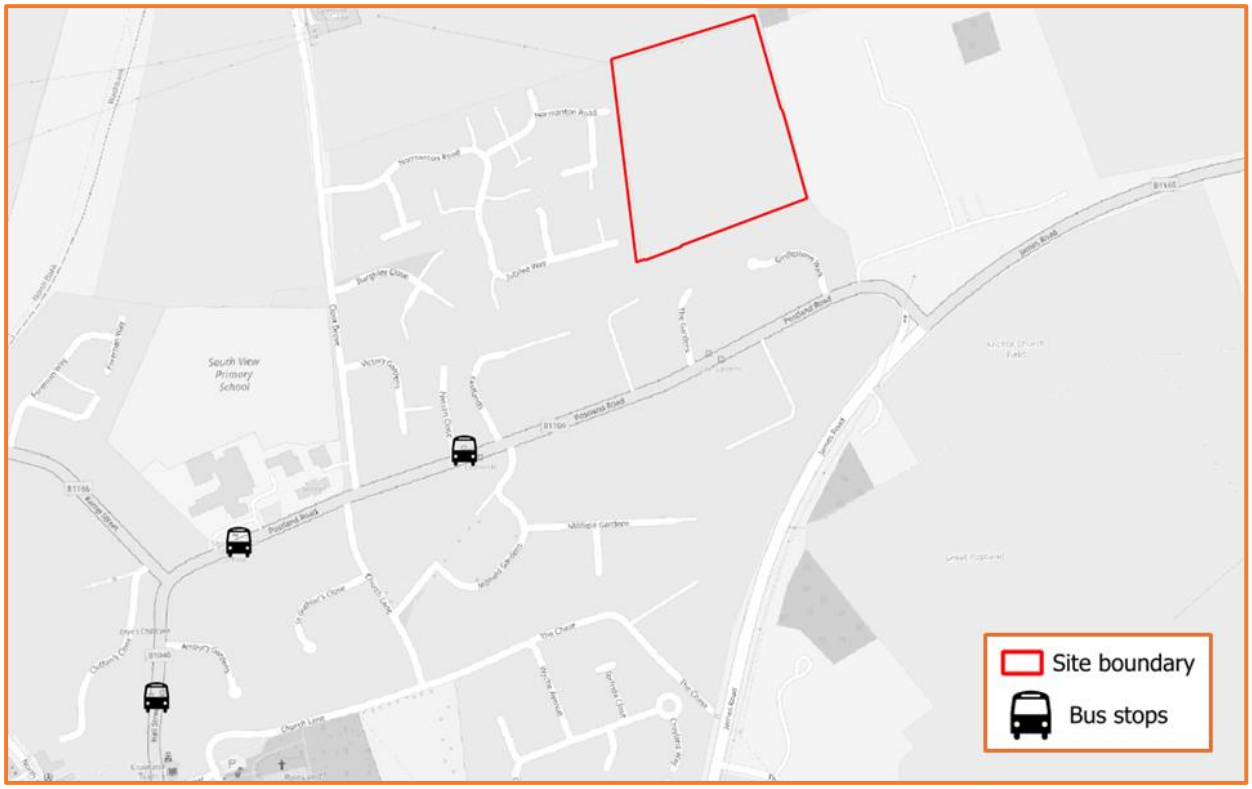


Figure 7: nearest bus-stops to the site



Figure 8: 37-bus route

3.29 The nearest railway station to the site is located at Peterborough, approximately 17km south of the site. Peterborough Railway Station is managed by London North Eastern Railway (LNER) and is a major interchange, serving both the East Coast Mainline, running north to south, as well as regional east-west lines. Regular services are provided to local towns and key national destinations.

3.30 The nearest railway station to the site is located at Peterborough, approximately 17km south of the site. Peterborough Railway Station is managed by London North Eastern Railway (LNER) and is a major interchange, serving both the East Coast Mainline, running north to south, as well as regional east-west lines. Regular services are provided to local towns and key national destinations.

Summary

3.31 The existing site comprises approximately 4.89ha of agricultural land adjacent to residential and employment areas located to the north of Crowland. Normanton Road is an unclassified but publicly adopted residential cul-de-sac, running east from Cloot Drove and serving 145 dwellings.

3.32 With regard to accessibility for non-motorised users, the site is located within close proximity to the centre of Crowland and is therefore located within a short walking distance of a good range of amenities, including a primary school, supermarkets, and other important amenities. The site is located within an area that provides good pedestrian connectivity along an established network of footways, particularly along the key desire line into the centre of town. Furthermore, there is a good range of amenities within an acceptable cycle distance from the site, including schools, retail, and leisure facilities. The National Cycle Network passes within the vicinity of the site and provides links nearby villages as well as Peterborough city centre.

3.33 In terms of accessibility to public transport, the nearest bus stops to the site are located within 800m from the proposed site access and are served the 37 service, operating 7 days a week. The nearest railway station to the site is Peterborough, a key national interchange.

3.34 Overall, the site is considered to be in a sustainable location on the edge of an established urban area, resulting in a number of amenities and destinations being accessible via various sustainable modes of travel.

4.0 PROPOSED DEVELOPMENT

Development proposals

4.1 The development proposals comprise the construction of 80 dwellings with associated infrastructure, open space, and landscaping. A plan of the site layout of the proposals is included at **Appendix A.**

Vehicle access

4.2 Vehicle access to the site would be taken via the extension of Normanton Road into the site. The site would maintain the existing 5.5m width of Normanton Road and access to private drives off Normanton Road within the vicinity of the site would be maintained.

Accessibility

4.3 To encourage pedestrian travel, footways and shared space environments would be provided throughout the site. At the site access, on both sides of the carriageway, the existing footways would be extended into the site with 2.0m width.

4.4 Cyclists would be able to safely cycle on the carriageways throughout the site and Normanton Road due to the slow vehicle speeds and low number of vehicles. With regards to bus travel, the existing bus stops on Postland Road are within a reasonable walking distance of the site.

5.0 TRIP GENERATION AND TARGETS

Trip generation and modal split

5.1 As the development has not yet been built, no surveys have been carried out to determine the baseline modal split. However, the Transport Statement produced in support of the proposals forecast that the development would generate the peak hour traffic generation shown below.

	AM peak			PM peak		
	arrive	depart	two-way	arrive	depart	two-way
vehicle trip rates (per dwelling)	0.167	0.390	0.557	0.354	0.169	0.523
vehicle trips (per 80 dwellings)	13	31	44	28	14	42

5.2 The Transport Statement also forecast the daily modal split for the proposed development. The modal split identified in the Transport Statement, and its application to the proposed quantum of development is as follows:

mode of transport	daily trip rates (per dwelling)	modal split	daily trips (per 80 dwellings)
all vehicles	4.694	77.6%	376
cyclists	0.117	1.9%	9
pedestrians	1.027	17.0%	82
public transport users	0.208	3.4%	17
total	6.046	100%	484

5.3 As shown, the proposed development is forecast to generate up to 82 pedestrian trips, 9 trips by bicycle, and 17 trips by public transport across a typical day

Targets

5.4 Travel Plans, and the promotion of sustainable travel modes, have a significant impact on the modal split of a development and the proportion of car trips. Therefore, this Travel Plan adopts the following primary targets for the residential development:

- Target 1 – All residents over 16 and potential purchasers will be made aware of the Travel Plan prior to occupation or within two weeks of occupation.
- Target 2 – The opportunities and benefits of sustainable travel modes will be promoted, with the aim to achieve a 10% reduction in peak hour vehicle trips, by the end of the monitoring period.

5.5 With regard to Target One, every resident over the age of 16 years is to be made aware of the objective of the Travel Plan, the measures that are on offer, how to contact the Travel Plan Co-ordinator, and that the Travel Plan Co-ordinator can advise residents on alternative travel options for all types of journeys, within two weeks of moving into the development.

5.6 With regard to Target Two, the 10% reduction in the single occupancy vehicle trips will be complimented by a corresponding increase in the proportion of walking, cycling, public transport and car sharing travel modes and also a reduction in overall travel.

5.7 The Travel Plan targets would not be changed or updated without prior written approval from LCC.

6.0 MEASURES AND INCENTIVES

Introduction

6.1 Once the development is occupied, there will be opportunities to travel by all modes of transport. Therefore, the measures and incentives put in place to achieve this Travel Plan's targets focus on promoting all modes. The measures focus on providing residents with the appropriate information to allow them to take ownership and make informed decisions about their travel choices. This promotion will be undertaken in a sensitive manner, so that it is not viewed as oppressive by residents, but rather as a helpful, informative process that allows them to make informed decisions based on the benefits of each mode.

House builder's commitments prior to occupation

6.2 The following measures will be funded and implemented by the development during the construction process and until the end of the monitoring period unless agreed with LCC:

- Appointment of a Travel Plan Co-ordinator to co-coordinate the implementation and monitoring of the Travel Plan at the point of the occupation of the first dwelling.
- Full contact details of the Travel Plan Co-ordinator, including their name, addresses (postal and email) and telephone number, will be supplied to LCC as soon as they are appointed.
- The role will commence when the construction of the first residential dwelling begins until one year following final occupation. The Travel Plan Co-ordinator will therefore be involved throughout the construction, marketing, sale/rent, and occupation processes.
- The Travel Plan Co-ordinator will give a Travel Plan briefing to all other sale/marketing staff associated with the development. This will involve the Travel Plan Co-ordinator explaining the Travel Plan and the travel opportunities at the site to their other sale/marketing staff so that they can inform all potential residents about the Travel Plan process and answer any questions they may have. This will help to ensure that the residents are fully aware of the Travel Plan process when they buy/rent the dwellings.
- The Travel Plan will be promoted in the marketing promotion of the development, on both the website and also through sales literature. Alternative means of travel will be sold as an attractive benefit for new residents.
- Providing funding for travel welcome packs for each household, containing walking, cycling and public transport information to promote the use of these modes, and also where possible, reduce the need to Travel.
- Provide funding for a Modeshift Stars monitoring fee, usually secured via Section 106 Agreement. This will allow the Travel Plan Co-ordinator to use their monitoring portal.

Travel Plan Co-ordinators commitments post occupation

6.3 The Travel Plan Co-ordinator will be responsible for introducing the Travel Plan to the prospective/confirmed residents. LCC will be informed of any changes to the Travel Plan Co-ordinator contact details.

6.4 The role of the Travel Plan Co-ordinator will be to:

- secure and manage a budget for the implementation of the Travel Plan measures and monitoring of the Travel Plan;
- promote the Travel Plan to potential and confirmed residents;
- act as a point of contact for all residents and visitors requiring information;
- represent the 'human face' of the Travel Plan – explaining the purpose and the opportunities on offer, including the travel welcome packs and the induction sessions;

- take a key role in the monitoring and review of the Travel Plan.

6.5 The Travel Plan Co-ordinator will also:

- liaise with sales and marketing staff regarding the Travel Plan, so that they can also promote it as a positive extra benefit for new residents; and
- liaise with sales and marketing staff so that they are fully informed each time a dwelling is sold/rented, and when the new household will move in, in order to allow them to arrange the induction session.

6.6 In addition, the Travel Plan Co-ordinator will provide Travel Packs to residents upon occupation. These will be funded by the house builders and be produced by either the Travel Plan Co-ordinator or LCC, and contain the following:

- Promotional information on the benefits of walking, cycling, public transport use, and car sharing, and the social, environmental and economic costs of each mode.
- A pedestrian route map to key destinations, such as local shops and schools etc, with distances and journey times.
- A cycle route map to key destinations, with distances and journey times. The map will also show the location of any public cycle parking facilities.
- Public transport information, including a bus route map, and the latest bus timetables. The Welcome Pack will also include details of the range of tickets available, and the costs of these tickets. Contact details where further information can be obtained, including website addresses, will also be included. Contact details where further information can be obtained, including website addresses will be included.
- Contact details and a location map showing local car hire firms, and taxi companies, based on postcode information.
- Information about the benefits of car sharing
- Advertise details of relevant car share schemes such as Liftshare.
- Contact details of local supermarkets and retail outlets that provide a home delivery service. This would result in a reduction in the need to travel.
- Information about home working and home shopping.

6.7 To encourage increased walking to/from the proposed development, the Travel Plan Co-ordinator will provide local walking maps as part of the residents' travel packs and will promote local and national walking initiatives (e.g. National Walking Month, Walk to Work week and Walk to School week). The Travel Plan Co-ordinator will also seek to liaise with the local schools to promote walking initiatives (e.g. walking bus) and look at the potential to set up a local walking/cycling group.

6.8 To encourage increased cycling to/from the proposed development the Travel Plan Co-ordinator will investigate the potential for discount vouchers to be provided to residents to purchase cycling equipment at local cycle shops. The Travel Plan Co-ordinator will look to promote cycling events and initiatives such as National Bike Week.

6.9 The measures/initiatives listed are not exhaustive and will be refined/adapted throughout the period of the Travel Plan and as the development is progressed.

7.0 IMPLEMENTATION AND MONITORING

7.1 The Travel Plan should not be a static document but is intended to be updated throughout its lifetime. The responsibility for the maintenance of the Travel Plan lies with the Travel Plan Co-ordinator, who will undertake ongoing monitoring and evaluation of site travel patterns, to review and develop the Travel Plan, and report back to LCC.

7.2 The majority of measures to reduce car use, and promote walking, cycling, public transport, and car sharing will be implemented during the construction process, or within two weeks of occupation. This will allow people to assess the potential to travel by alternative modes of travel and allow a sustainable travel culture to emerge from the start.

7.3 Nevertheless, the Travel Plan will be monitored for a period of one year following final occupation of the development. LCC use Modeshift (www.modeshift.org.uk) to monitor travel plans, and therefore this Travel Plan refers to Modeshift.

7.4 To monitor the Travel Plan, travel surveys will be undertaken at each household within one year of the first occupation on the site. The surveys will be produced by the Travel Plan Co-ordinator with approval from LCC and will determine the baseline modal split and travel patterns of each household, and thus at the site as a whole. They will report on the uptake of any measures and incentives proposed in this Travel Plan and help identify any further measures that need to be investigated and proposed. The Modeshift monitoring surveys will therefore allow appropriate monitoring of Target One (Travel Plan awareness), and Target Two (trip generation). The Travel Plan Co-ordinator will also record general resident feedback on the Travel Plan and any travel issues.

7.5 A monitoring report will be compiled by the Travel Plan Co-ordinator and issued to LCC within one month of the travel surveys being completed. This will be informed by the travel surveys, traffic counts and resident feedback.

7.6 The Modeshift surveys and monitoring report will then be completed again in a neutral month the following year and on an annual basis for one year following final occupation, and the results summarised and issued to LCC.

7.7 The annual report will include an introduction, the annual survey results, including analysis of trends against previous years, and brief details of measures implemented throughout the year.

7.8 The Monitoring Reports and hence details of the survey results will be issued to the residents by the Travel Plan Co-ordinator to ensure residents are aware of the progress being made by the Travel Plan. This will also help to ensure that residents are engaged in the plan and encouraged to take on increasing responsibility for its delivery.

APPENDIX A

SITE LAYOUT



KEY

- SITE BOUNDARY
- AFFORDABLE RENT UNITS
- SHARED OWNERSHIP UNITS
- DENOTES MAINTENENCE STRIP TO EXISTING DITCH (5M OFFSET FROM TOP OF BANK)
- POTENTIAL LOCATION FOR DRAINAGE ATTENUATION (SUBJECT TO ENGINEERING STEER)
- INDICATIVE TREE PLANTING (SUBJECT TO LANDSCAPING PROPOSALS)
- 3M WIDE SWALE TO PRIMARY STREET

Cloot Drove, Crowland | Accommodation Schedule

Open Market Units

Unit Type	No. Beds	Storeys	No. of Units	Sqft./unit	Total Sqft
Hartley	1	2	6	635	3,810
Danbury	2	2	0	756	0
Loxley	2	2	18	855	15,390
Fulford	3	2	0	911	0
Morley	3	2	27	1001	27,027
Oatley	3	2	3	1001	3,003
Totley	4	2	6	1165	6,990
Total Open Market Dwellings			60		56,220 sqft

Affordable Rent Units

Unit Type	No. Beds	Storeys	No. of Units	Sqft./unit	Total Sqft
Hartley	1	2	2	635	1,270
Danbury	2	2	0	756	0
Loxley	2	2	4	855	3,420
Fulford	3	2	0	911	0
Morley	3	2	6	1001	6,006
Oatley	3	2	1	1001	1,001
Totley	4	2	1	1165	1,165
Total Affordable Rent			14		12,862 sqft

Shared Ownership Units

Unit Type	No. Beds	Storeys	No. of Units	Sqft./unit	Total Sqft
Hartley	1	2	0	635	0
Danbury	2	2	0	756	0
Loxley	2	2	2	855	1,710
Fulford	3	2	0	911	0
Morley	3	2	1	1001	1,001
Oatley	3	2	2	1001	2,002
Totley	4	2	1	1165	1,165
Total Shared Ownership			6		5,878 sqft
Total Affordable			20		18,740 sqft
Total Dwellings			80		74,960 sqft

Net Developable Area	**1.99 hectares**
	4.92 acres
Coverage	**15,244 sqft/acre**
Density	**40 dph**

© Pegasus Planning Group Limited. © Crown copyright and database rights OS 100042093. Promap Licence number 100020449. EmapSite Licence number 0100031673. Terms & Conditions @ pegasusgroup.co.uk

Issue

N 0 25 50 m

DRAFT

LAND AT CLOOT DROVE, CROWLAND - TESTING LAYOUT (ALLOCATION LAND)

PEGASUS GROUP

| PEGASUSGROUP.CO.UK | TEAM/DRAWN BY: TC | APPROVED BY: RWB | DATE: 18/06/2025 | SCALE: 1:500@A0 | DRWG: P24-1403_DE_003_G_01 | CLIENT: ALLISON HOMES |