

KIER LIVING LTD

PROPOSED RESIDENTIAL DEVELOPMENT AND VILLAGE HALL
ON LAND EAST OF THE A1175 LITTLEWORTH DROVE,
DEEPING ST NICHOLAS, LINCOLNSHIRE

TRAVEL PLAN

ADC Infrastructure Limited
Western House
Western Street
Nottingham
NG1 3AZ

www.ADCinfrastructure.com

project number: ADC1500		report reference: ADC1500 TP	
version	date	version	date
5	27/04/2017	Rebecca Leconte	development proposals amended

EXECUTIVE SUMMARY

ADC Infrastructure Ltd were commissioned by Robert Doughty Consultancy, on behalf of the applicants Kier Living Ltd, to provide transport and highways advice in support of an outline planning application for residential development on land east of the A1175 Littleworth Drove, in Deeping St Nicholas, Lincolnshire. A Transport Assessment has been produced to accompany the planning application. This report is the Travel Plan and builds upon the information contained within the Transport Assessment.

A Travel Plan is defined as *“a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action, and is articulated in a document that is regularly reviewed.”* This Travel Plan has been prepared in accordance with Lincolnshire County Council's (LCC) 'Guidance notes for the preparation and implementation of Development Travel Plans' (September 2015).

The outline planning application is for up to 135 residential dwellings and associated parking. A new village hall with 80 space car park is also proposed. The development would primarily be accessed via a new junction on Littleworth Drove in the vicinity of the existing access junction, and via a cul-de-sac arrangement via an extension to Hay Barn Road.

The development site is accessible by a range of sustainable travel modes, and is therefore suitable for residential development. Littleworth Drove provides access to Spalding and Market Deeping, and connects to the wider highway network via the A15 and A16. There are opportunities for pedestrian and cycle travel, with all of Market Deeping within walking and cycling distance. There are also opportunities for bus and rail travel.

The proposed residential dwellings will generate up to 96 two-way traffic movements in a peak hour. In addition, they will generate 5 pedestrian journeys, 1 cycle journey and 3 public transport journeys.

The following targets are proposed:

- Target 1 – All of the development's residents, aged 16 to 74 years, will be aware of the Travel Plan prior to or within two weeks of occupation.
- Target 2 - The opportunities and benefits of sustainable modes of travel will be promoted, with the aim to achieve a 5% reduction in the residents' single occupancy vehicle car driver modal share, by the end of the five year post occupation monitoring period.

Various measures and incentives are proposed to achieve these targets, including the appointment of a Travel Plan Co-ordinator to implement and monitor the Travel Plan process, and the provision of travel information via travel welcome packs.

A monitoring regime is proposed to ensure that the Travel Plan achieves the objective and targets, including annual resident travel surveys and the preparation of annual monitoring reports using the iTrace system.

CONTENTS

EXECUTIVE SUMMARY	2
1.0 INTRODUCTION	4
2.0 OBJECTIVE AND BENEFITS	7
Objective	
Benefits and outcomes	
3.0 EXISTING CONDITIONS	8
Site location	
Existing use	
Nearby development	
Highway network	
Opportunities for pedestrian and travel	
Opportunities for public transport travel	
Summary	
4.0 PROPOSED DEVELOPMENT	10
Development proposals	
Car and cycle parking	
Access	
Internal layout	
Sustainable travel measures designed into the masterplan	
5.0 TRIP GENERATION AND MODAL SPLIT	12
Introduction	
Traffic generation	
Modal split and person trip generation	
6.0 TARGETS	13
Introduction	
Proposed targets	
7.0 MEASURES AND INCENTIVES	14
Introduction	
Prior to occupation	
Post occupation	
8.0 IMPLEMENTATION AND MONITORING	17
Implementation	
Monitoring	

DRAWINGS

ADC1461/001C Proposed site access layout

APPENDICES

Appendix A Illustrative development masterplan
Appendix B Masterplan for H03-0331-016

1.0 INTRODUCTION

- 1.1 Robert Doughty Consultancy commissioned ADC Infrastructure Ltd, on behalf of the applicants Kier Living Ltd, to produce a Transport Assessment and Travel Plan in support of an outline planning application for residential development on land to the east of the A1175 Littleworth Drove, in Deeping St Nicholas, Lincolnshire. The general and detailed site location are shown in **Figures 1 and 2**.
- 1.2 The site is currently occupied by Home Farm, and comprises agricultural buildings with a GFA of approximately 3,300sqm and part of a field, as shown in **Figure 3**. Home Farm is accessed via a simple priority-controlled T-junction on the A1175.
- 1.3 The development proposals comprise the demolition of the existing farm buildings, and the construction of up to 135 dwellings with associated parking. A new village hall with 80 space car park is also proposed. The development would be accessed via a simple priority-controlled T-junction on the A1175, to the east of the existing access and designed to the relevant standards. The illustrative masterplan is contained in **Appendix A**.



Figure 1: general site location

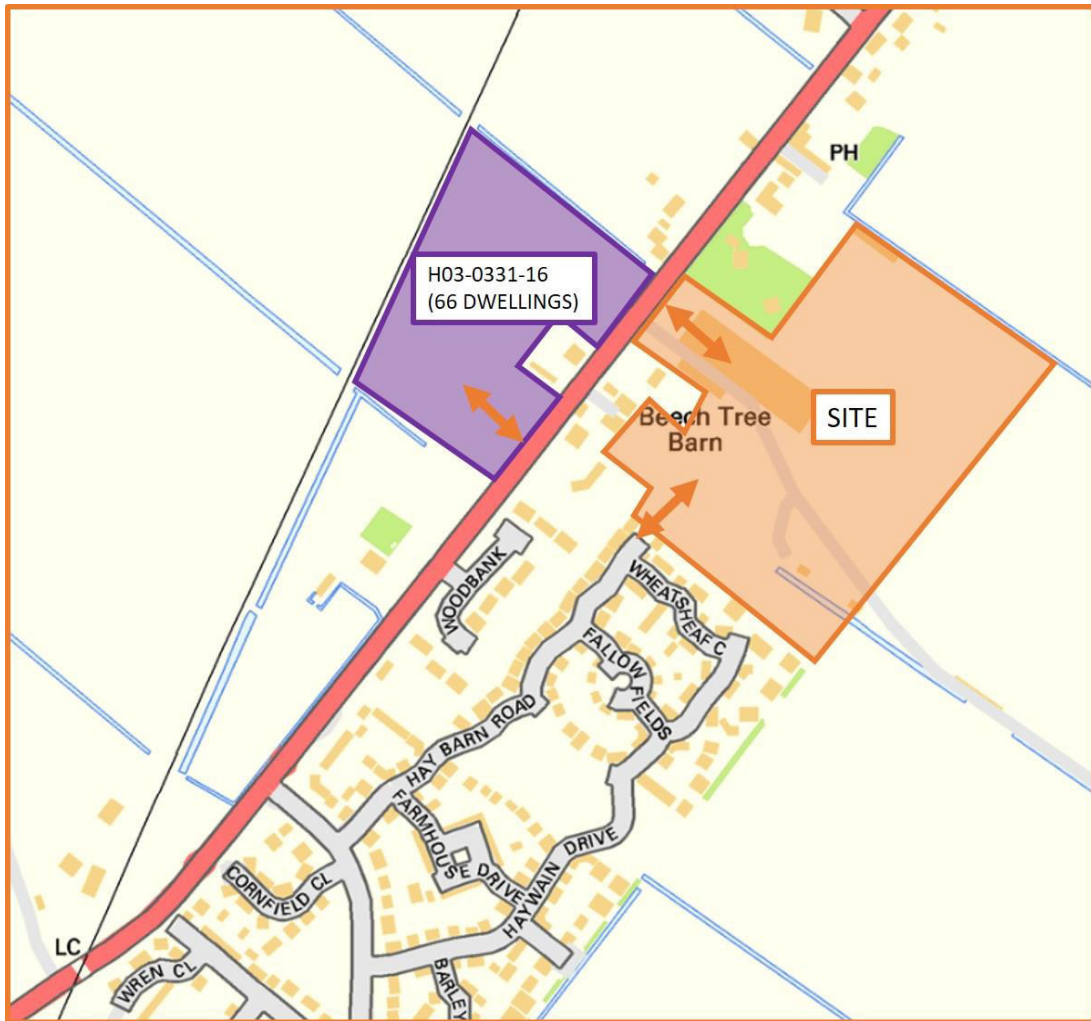


Figure 2: detailed site location



Figure 3: aerial photograph

- 1.4 In accordance with guidance¹, a Travel Plan is required to support the planning application, as the proposed development includes more than 80 dwellings. A Travel Plan is defined as *“a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action, and is articulated in a document that is regularly reviewed”*².
- 1.5 A Travel Plan is therefore a living document that sets out ways to reduce the number of vehicle trips generated by a site. It involves the development of agreed targets and outcomes which are linked to an appropriate package of measures aimed at encouraging the use of more sustainable travel 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 over time, as travel survey data is collected to determine trends in travel patterns.
- 1.6 A residential Travel Plan is site specific and considers the unique needs and interests of residents, in the context of the local environment and transport network. Residential Travel Plans are concerned with origin-based travel, with journeys made from a single origin (home) to multiple and changing destinations, with the time and travel mode all varying. A successful residential Travel Plan has the potential to achieve a high proportion of trips by sustainable modes and reduce the number of single occupancy car trips generated by the site.
- 1.7 This Travel Plan includes all of the necessary contents and predominantly focuses on providing information on the opportunities for travel to and from the site by sustainable modes, to empower residents and visitors alike to take ownership and make informed decisions about their travel choices.
- 1.8 The report is structured as follows:
- Section 2 of the report details the objective of the Travel Plan, and the benefits that it will provide to the residents within the new dwellings.
 - Section 3 describes the site, and the opportunities for travel by foot, cycle, and public transport. The local highway network is also briefly described.
 - Section 4 outlines the development proposals, including the number of dwellings, the parking provision, and the access for vehicles and non-car users.
 - Section 5 details the forecast number of vehicle and person trips, and the modal split.
 - Section 6 details the initial targets of the Travel Plan for residents within the new dwellings.
 - Section 7 details the ‘soft’ measures and incentives that will be implemented to achieve these targets amongst residents of the new dwellings.
 - Section 8 details the methods for implementation, monitoring and review of the Travel Plan. It is explained that the Travel Plan will initially be implemented, monitored, and reviewed by the Travel Plan Co-ordinator, before responsibility is passed on to a Travel Plan steering group comprising residents within the new dwellings.
- 1.9 This Travel Plan has been prepared in accordance with Lincolnshire County Council’s (LCC) ‘Guidance notes for the preparation and implementation of Development Travel Plans’ (September 2015).

¹ Guidance notes for the preparation and implementation of Development Travel Plans, LCC, September 2015

² Good Practice Guidelines: Delivering Travel Plans through the Planning Process, Department for Transport April 2009

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 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) and reducing the overall need to travel.

Benefits and outcomes

- 2.2 *Making Residential Travel Plans Work*³ 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 and emissions;
 - 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.
- 2.3 In addition to these benefits, in line with the *Delivering Travel Plans through the Planning Process – Good Practice Guidelines*, and the *Making Residential Travel Plans Work*, the Travel Plan will also seek the following outcomes:
- reduction in the overall need for travel to and from the site;
 - 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 Making residential Travel Plans work: good practice guidelines for new development, Department for Transport, September 2005

3.0 EXISTING CONDITIONS

Site location

- 3.1 As shown in **Figures 1 and 2**, the development site is located to the east of the A1175 in Deeping St Nicholas. Deeping St Nicholas is located approximately half way between Spalding and Market Deeping.
- 3.2 The site is bordered by properties fronting the A1175 to the north, fields to the east, residential dwellings along Haybarn Road, Wheatsheaf Court and Haywain Drive to the south, and the A1175 to the west.

Existing use

- 3.3 The site is currently occupied by Home Farm, comprising agricultural buildings with a GFA of approximately 3,300sqm and part of a field. The farm generates trips associated with staff, as well as day to day activities. Vehicle movements are largely seasonal, depending on what crop is being grown and stored that year. The redevelopment of the site will remove the large, slow moving vehicles from the highway network.

Nearby development

- 3.4 A planning application was approved in November 2016 for 66 residential dwellings on land on the western side of the A1175 directly opposite the site (application reference H03-0331-16). As shown in the masterplan in **Appendix B**, the development would take access from the A1175 to the west of the site frontage that is the subject of this report.

Highway network

- 3.5 The proposed development would be accessed from the A1175 Littleworth Drove. The A1175 runs between the A1 at Stamford to the south, and the A16 at Spalding to the north, and also provides access to the A15 at Market Deeping. Along the site frontage, the A1175 is a wide road with hatched central markings, and is subject to a 40mph speed limit.
- 3.6 To the west of the site is the A1175/St Nicholas Way priority-controlled T-junction with ghost island right turn lane. This forms the main access for all the residential dwellings within Deeping St Nicholas on the southern side of the A1175. Visibility at the junction is good in both directions along the A1175 from St Nicholas Way, and good forward visibility is achievable.
- 3.7 Hay Barn Road and Haywain Drive border the site to the south, and are residential roads providing direct frontage access to the dwellings along both sides of the carriageway. Although all dwellings have off-street parking, both roads have some on-street parking.
- 3.8 To the west of the A1175/St Nicholas Way junction is a level crossing where the road crosses the railway line. This is approximately 650 metres from the proposed site access junction. Beyond the level crossing, the speed limit on the A1175 reduces to 30mph passed the primary school.

Opportunities for pedestrian and cycle travel

- 3.9 The desirable walking distance⁴ for commuters and school pupils is up to 500 metres, whilst up to 1,000 metres is an acceptable walking distance, and up to 2,000 metres is the preferred

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

maximum walking distance. Cyclists are typically prepared to cycle up to 5km for non-leisure journeys, such as those to school or work.

- 3.10 The pedestrian and cycle catchment area therefore covers all of Deeping St Nicholas and the associated facilities, including the parish church, public house (closed) and Deeping St Nicholas Primary School.
- 3.11 With regards to pedestrian infrastructure, there are footways on both sides of Littleworth Drove, Haybarn Road, Haywain Drive and Wheatsheaf Close. These connect to infrastructure throughout the village. At the level crossing, the pedestrian route is marked by painted solid white lines, and to the south of the level crossing, there is a footway on the western side of Littleworth Drove, providing a pedestrian route through to the primary school.
- 3.12 There are pedestrian crossings with dropped kerbs, tactile paving and central islands on Littleworth Drove on both sides of the St Nicholas Way junction to the west of the site, to facilitate pedestrian movements across the main road.
- 3.13 There are no designated cycle routes through Deeping St Nicholas, but experienced cyclists could use the carriageways.

Opportunities for public transport travel

- 3.14 The nearest bus stops are on Littleworth Drove, to the east and west of the proposed site access, and within walking distance of the site. These provide access to Service 100 which routes between Spalding and Market Deeping approximately once every two hours from Monday to Saturday. There are other services through the village, but they are less frequent.
- 3.15 Service 100 provides access to Spalding train station, which is the nearest train station to the site. From the station, there are hourly services between Lincoln and Peterborough.
- 3.16 In addition, the Spalding CallConnect bus services (16S and 37S) also serve Deeping St Nicholas. CallConnect is a demand responsive service, where journeys must be booked at least 2-hours in advance by either phone, text message or online. The Spalding CallConnect services operate between 07:00-18:30hrs (Mon-Sat) and will travel to destinations including Crowland, Bourne and Spalding.

Summary

- 3.17 The site comprises Home Farm, to the east of the A1175 Littleworth Drove. It is accessible by all modes of travel, and is therefore suitable for residential development.
- 3.18 Littleworth Drove provides access to Spalding and Market Deeping, and connects to the wider highway network via the A15 and A16.
- 3.19 There are opportunities for pedestrian and cycle travel, with all of Market Deeping within walking and cycling distance. There are also opportunities for bus and rail travel.

4.0 PROPOSED DEVELOPMENT

Development proposals

- 4.1 The development proposals comprise up to 135 residential dwellings with associated parking. A new village hall with 80 space car park is also proposed. A copy of the illustrative development masterplan is contained in **Appendix A**.

Car and cycle parking

- 4.2 The planning application is in outline, and therefore the number of car parking spaces that would be provided for the residential development cannot be confirmed at this stage. Nevertheless, the residential car parking spaces would be provided in line with the likely car parking demand, to avoid the development leading to excessive on-street parking both within the site and on the local highway network. The likely provision is 1 to 2 spaces for each of the smaller dwellings, and 3 spaces for the largest dwellings.
- 4.3 Each house will have space within the curtilage of the dwelling for cycle storage.
- 4.4 A car park with 80 spaces is proposed for the new village hall. Secure, covered cycle parking would also be provided adjacent to the village hall to facilitate sustainable travel.

Access

- 4.5 The proposed development would primarily be accessed via a simple T-junction on Littleworth Drove, to the east of the existing site access junction. The proposed junction layout is shown in **Drawing ADC1500/001C**. The junction has been designed in accordance with the requirements for a major access road as detailed in Lincolnshire's Design Guide for Residential Areas. Access to Wisteria House would be from the new site access road, whilst access to Beech Tree Barn would be retained in the existing location via a new private drive arrangement.
- 4.6 In addition, it is proposed to access some of the residential development site via a cul-de-sac arrangement via an extension to Hay Barn Close, as illustrated on the masterplan. The proposed layout is shown in **Drawing ADC1500/001C**.

Internal layout

- 4.7 Away from the main access roads, the internal layout would include a mix of shared space roads, accessways and private driveways. The internal layout would be designed to ensure that service vehicles can enter, manoeuvre and exit the site in a forward gear, with the provision of appropriate turning heads and appropriate provision would be made for refuse and emergency service vehicles.

Sustainable travel measures designed into the masterplan

- 4.8 To encourage pedestrian travel, footways and shared space environments would be provided throughout the site. These would connect with existing infrastructure on the A1175, Hay Barn Close and Haywain Drive.
- 4.9 Cyclists would be encouraged to cycle on the carriageways throughout the site and it is not necessary to provide designated cycle lanes. Cycle storage will be available in garages.
- 4.10 With regards to bus travel, the existing bus stops on Littleworth Drove are within walking distance of the site.

- 4.11 Where possible, high speed broadband connections will be provided to each new dwelling. This will facilitate working from home/internet shopping etc and thus help reduce the need to travel to and from the site.

5.0 TRIP GENERATION AND MODAL SPLIT

Introduction

- 5.1 As detailed in Section 1, residential Travel Plans are concerned with origin-based travel, with journeys made from a single origin (home) to multiple and changing destinations, with the time, destinations and travel mode all varying.

Traffic generation

- 5.2 The Transport Assessment identified that the proposed residential development would generate the peak hour vehicle trip rates (per dwelling) and traffic generation shown in the table below.

		arrive	depart	two-way
trip rates (per dwelling)	AM peak hour	0.177	0.523	0.700
	PM peak hour	0.439	0.274	0.713
vehicle trips (135 dwellings)	AM peak hour	24	71	95
	PM peak hour	59	37	96

Modal split and person trip generation

- 5.3 The Transport Assessment identified that the proposed residential development would generate the modal split and average peak hour person trip generation shown in the table below.

on foot	bicycle	bus	train	motorcycle	car driver	passenger
4.4%	0.7%	1.0%	1.7%	0.6%	86.0%	5.5%
5	1	1	2	1	96	6

- 5.4 The above modal split and person trip generation does not take into account the effects of this Travel Plan. Nevertheless, it is considered that the existing and proposed routes in and around the site would be able to accommodate the increase in pedestrian, cycle and public transport movements. It would also accommodate pedestrian and cycle trips to and from the new village hall.

6.0 TARGETS

Introduction

- 6.1 Section 5 detailed the likely modal split and person trip generation of the development. The modal split shows a car driver proportion of 86.0%, and a single occupancy car driver proportion of 80.5% (= 86-5.5% passengers).
- 6.2 Nevertheless, there is significant evidence to suggest that 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.
- 6.3 Section Four of *Guidance on the Assessment of Travel Plans*⁵ is entitled 'Developing credible Travel Plan targets'. Paragraph 4.4 of the guidance states that once the baseline modal split has been established, i.e. the modal split that would occur if there was no Travel Plan in place, (as shown in the table at Paragraph 5.4), the next step is to establish how the Travel Plan could reduce car use.
- 6.4 The guidance notes that a strong relationship exists between the potential for changes to the modal split and the measures and incentives proposed in the Travel Plan, and therefore provides guidance on the setting of appropriate and realistic targets. The relationship is as follows:
- a plan containing only marketing and promotion is unlikely to achieve any modal shift
 - a plan with the above plus car sharing and cycle measures could achieve a 3-5% reduction in drive alone commuting
 - a plan with the above measures plus discounts on public transport, works buses, additional public transport links, could achieve around a 10% reduction
 - the combination of all of the above measures plus disincentives to car use could achieve a 15-30% reduction in drive alone commuting.
- 6.5 The guidance notes that *"only in very exceptional cases will the reduction be greater than this"*. Although this document has been archived, it is considered that the research findings are still relevant, and that it helps put the targets proposed in this report into context.
- 6.6 In addition, reference was made to the more recent *The Effects of Smarter Choice Programmes in the Sustainable Travel Towns* report⁶. In summary, Darlington, Peterborough, and Worcester implemented a programme of measures between 2004 and 2009 with the aim to reduce car use. A key finding was that car driver trips per resident of the three towns together fell by 9% between 2004 and 2008.

Proposed targets

- 6.7 In line with the above research, the following targets are proposed:
- Target 1 – All of the development's residents, aged 16 to 74 years, will be aware of the Travel Plan prior to or within two weeks of occupation.
 - Target 2 - The opportunities and benefits of sustainable modes of travel will be promoted, with the aim to achieve a 5% reduction in the residents' single occupancy vehicle car driver modal share, by the end of the five year post occupation monitoring period.
- 6.8 With regards to Target 1, every resident between the age of 16 and 74 years is to be aware of the objective of the Travel Plan, 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 to the development.

⁵ Guidance on the Assessment of Travel Plans, Department for Transport, December 2005

⁶ The Effects of Smarter Choice Programmes in the Sustainable Travel Towns, February 2010

- 6.9 With regards to Target 2, the 5% reduction in the single occupancy vehicle trips will be complimented by an increase in the proportion of walking, cycling, public transport and car sharing travel modes, and also by a reduction in overall travel. Given the location of the site, this target is considered appropriate.
- 6.10 To quantify, a 5% reduction in the 80.5% single occupancy vehicle car driver modal share will equate to a 4% reduction, and thus a single occupancy car driver modal share of 76.5%.

7.0 MEASURES AND INCENTIVES

Introduction

- 7.1 As concluded in Section 3, the site is in a relatively sustainable location, with opportunities for travel by foot, cycle, and public transport, including both bus and rail. The provisions of the masterplan will further facilitate access by sustainable modes.
- 7.2 In addition, 'soft' measures will be implemented prior to and during occupation, in order to promote and further support the use of sustainable travel modes, including walking, cycling, bus, and car sharing. As detailed in Section 1, the measures focus on providing residents with the appropriate information to empower them to make informed decisions about their travel choices.
- 7.3 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 which allows them to make informed decisions on their selected transport mode and the benefits of each mode. This is vitally important in order to avoid any potential for residents to view this process as overbearing and intrusive.

Prior to occupation

- 7.4 The following measures will be funded and implemented during the construction process and prior to occupation:
- Appointment of a Travel Plan Co-ordinator, to co-ordinate the implementation and monitoring of the Travel Plan. The Travel Plan Co-ordinator role will be undertaken by a Sales Advisor, with senior management support. The role will commence when the construction of the first residential dwelling begins until the occupation of the final dwelling. The Travel Plan Co-ordinator will therefore be involved throughout the construction, marketing, sale/rent, and occupation processes.
 - The Travel Plan Co-ordinator will then give a Travel Plan briefing to all other sales/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 sales/marketing staff, so that they can also inform all potential residents about the Travel Plan process, and answer any questions that 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 advertised in the marketing and promotion of the site. The green transport credentials of the site will be sold as an attractive benefit for new residents.
 - Provide 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. The travel welcome packs will be compiled by the Travel Plan Co-ordinator with approval from LCC, or compiled by LCC. They will be compiled prior to first occupation, and issued by the Travel Plan Co-ordinator to residents on occupation.

Post occupation

- 7.5 The following measures will be undertaken by the Travel Plan Co-ordinator following occupation, to maintain Travel Plan promotion and awareness raising:
- Induction sessions for new households. Each newly occupied home will receive a voluntary induction visit, at which their Travel Plan Co-ordinator makes contact, takes the householders through the travel opportunities of the site, and explains about the Travel Planning process.

- Travel welcome packs, given to residents by the Travel Plan Co-ordinator upon occupation. These will be funded by the developer, and produced by the Travel Plan Co-ordinator in consultation with the Travel Plan Officer at LCC:
 - Promotional information on the benefits of walking, cycling, public transport use, and car sharing, and the social, environmental and economic costs of each mode.
 - 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 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 <https://lincs.liftshare.com>.
 - 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.
 - Contact details of the Travel Plan Co-ordinator, and LCC's Travel Plan Officer.
- 7.6 To facilitate continued promotion and awareness raising, the Travel Plan Co-ordinator will also act as a point of contact for all residents and visitors requiring information. The Travel Plan Co-ordinator will also liaise with the Travel Plan Co-ordinator at Deeping St Nicholas Primary School, to help promote sustainable travel to and from school.

8.0 IMPLEMENTATION AND MONITORING

Implementation

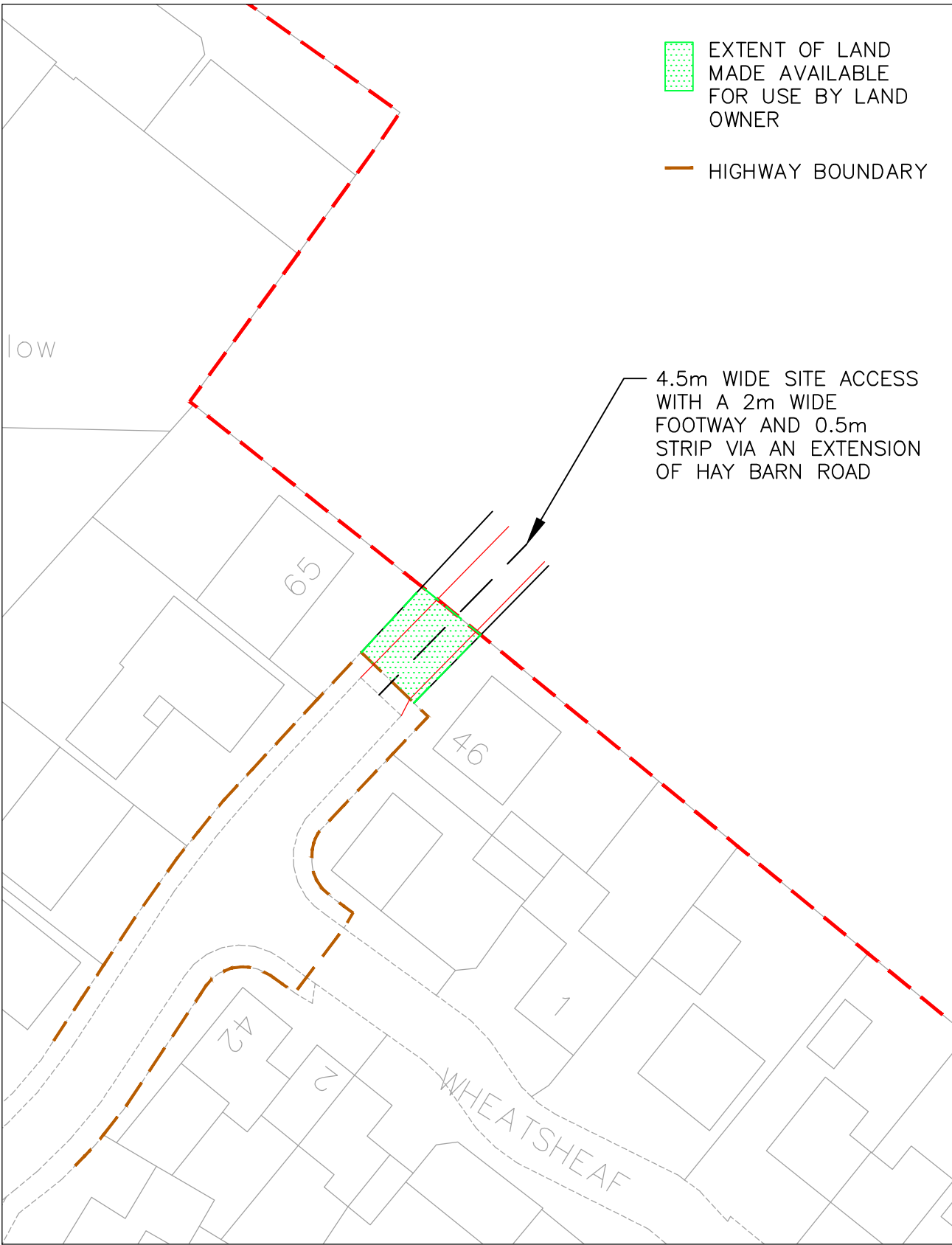
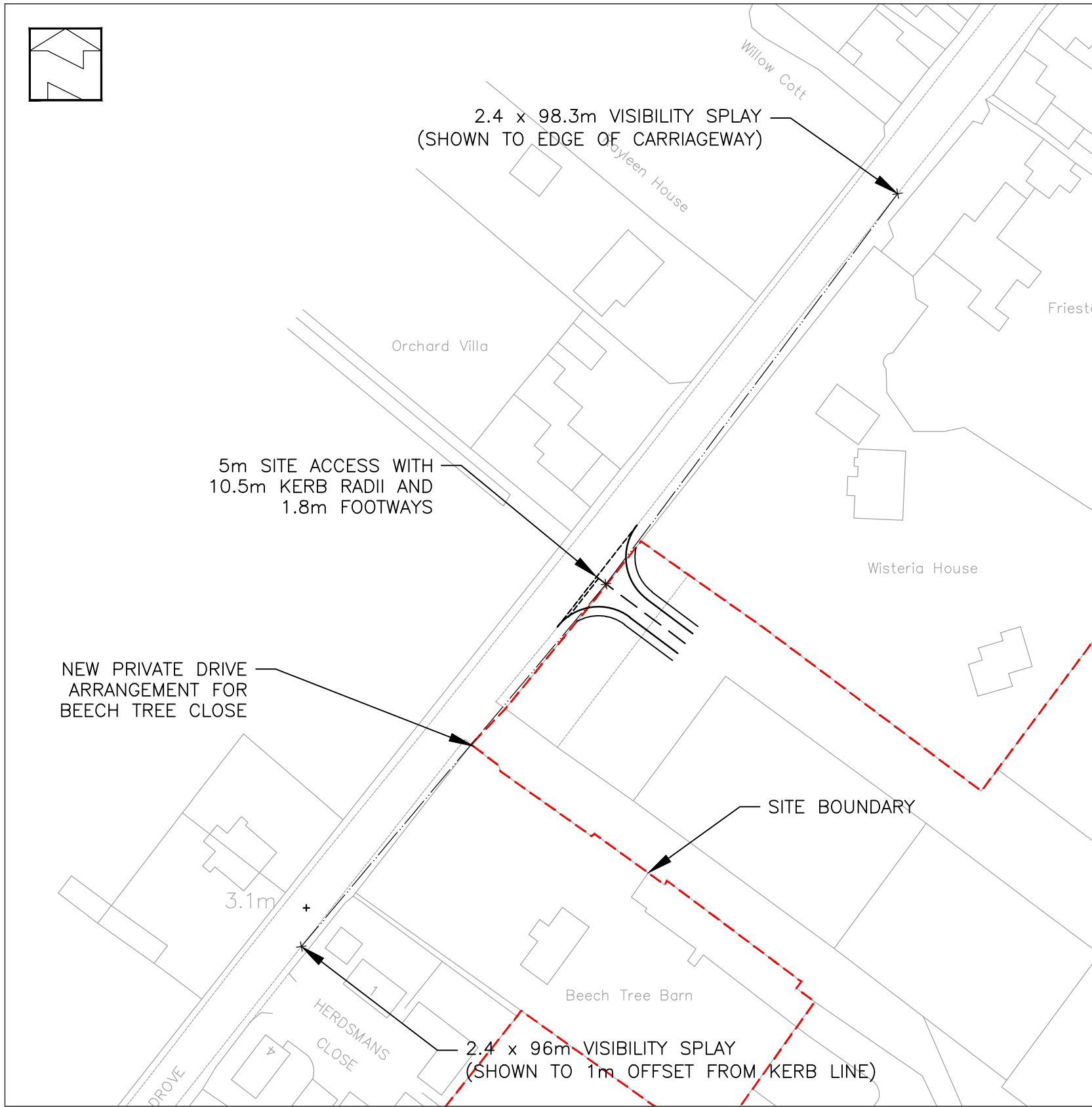
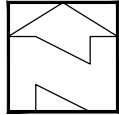
- 8.1 The Travel Plan Co-ordinator will be responsible for introducing the Travel Plan to the prospective/confirmed residents. Full contact details of the Travel Plan Co-ordinator, including their name, addresses (postal and email) and telephone number, will be supplied to LCC as soon as they are appointed. LCC will be informed of any changes to the Travel Plan Co-ordinator contact details, which may occur for whatever reason. The details of the Travel Plan will then be entered onto iTrace by LCC to ensure monitoring can be undertaken.
- 8.2 The role of the Travel Plan Co-ordinator, which will begin from the date construction first begins until the occupation of the final dwelling, 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;
 - liaise with local transport operators and other stakeholders including cycling organisations, to ensure that the Travel Plan and the information contained within the travel welcome packs remains up to date; and
 - take a key role in the monitoring and review of the Travel Plan.
- 8.3 The Travel Plan Co-ordinator will also need to:
- 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/delivery of the travel welcome pack.
- 8.4 To assist in the management of a successful Travel Plan, the transition of ownership and responsibility should be planned prior to site occupation. Whilst the developer may not remain involved in the day to day operation of the Travel Plan following occupation, they will remain ultimately responsible for its success or failure. Therefore, towards the end of their role, the Travel Plan Co-ordinator will seek to establish a Travel Plan Steering Group, to demonstrate ongoing community responsibility for sustainable travel. The Steering Group will be created to allow the residents to continue to pursue the sustainable travel objectives and services long after the Travel Plan Co-ordinator role ceases (after occupation of the final dwelling). It is envisaged that the Steering Group will comprise local residents, and a representative from LCC will also be invited to join. Given that this Travel Plan focuses on providing residents with information to make informed decisions, any measures and incentives required to achieve and maintain a positive modal split and a reduced number of vehicle trips will be minimal. Therefore, the role of the Steering Group will mainly be to co-ordinate the monitoring and review strategies, and produce the Annual Monitoring Reports.

Monitoring

- 8.5 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 one month of occupation. This will allow residents to assess the potential to travel by alternative modes of travel, and allow a sustainable travel culture to emerge from the start.
- 8.6 In order to monitor the Travel Plans, travel surveys will be undertaken at each household within three months of their occupation. They will therefore be undertaken as part of a wider post-

occupation survey process undertaken by the housebuilder to ensure that they receive feedback on the development from the new occupants. This will be more efficient and result in a higher response rate than waiting until a certain number of dwellings are occupied.

- 8.7 The surveys will be provided by LCC to the Travel Plan Co-ordinator using the iTrace system. The surveys would determine the baseline modal split and travel patterns of each household, and thus at the site as a whole, the uptake of any measures and incentives proposed in this Travel Plan (including the uptake of the voluntary induction visits), and help identify any further measures that need to be investigated and proposed. The surveys will therefore allow appropriate monitoring of Target One (Travel Plan awareness), Target Two (modal split).
- 8.8 A monitoring report will be compiled by the Travel Plan Co-ordinator, and issued to LCC within three months of the travel surveys being completed using the iTrace system.
- 8.9 The surveys and monitoring report will then be completed again in a neutral month the following year and on an annual basis for five years after initial occupation, and the results summarised and issued to LCC using the iTrace system. The report will include an introduction, the annual survey results including analysis of trends against previous years, brief details of measures implemented throughout the year, details of progress made since the last report and whether targets have been met, and identification of action and priorities for the following year.
- 8.10 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.
- 8.11 Remedial measures could be implemented in the event of a shortfall in the progress towards agreed targets. These could include: extending the role and responsibilities of the Travel Plan Co-ordinator; relaunching the Travel Plan; providing additional promotional activities to promote sustainable travel; and other Travel Plan measures. However, such measures should not be required because, as detailed in Section 1, a Travel Plan is a living document, and therefore, in accordance with DfT's guidance, *"effective review mechanisms should enable the plan to be adjusted and avoid the need for invoking any default mechanisms or resorting to enforcement action"*.



Project:

**Proposed Residential Development
Home Farm, Deeping St Nicholas**

Client:

Kier Living Ltd



Title:

Proposed Site Access Layouts

Rev	Description	Date
C	Revised Access Layout	27/04/17
B	Revised Access Layout	31/01/17
A	Revised Access Layout	09/12/16

Drg Size: A3	Scale: 1:500	Date: 21/09/2016
Drg No: ADC1500/001		Rev: C

APPENDIX A

ILLUSTRATIVE DEVELOPMENT LAYOUT

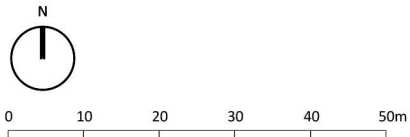


Notes

Measurements
All measurements should be checked against on site conditions and any discrepancies should be brought to the attention of the Robert Doughty Consultancy.

Ordnance Survey Map
© Crown Copyright 2017. OS Licence No: AR 100010613

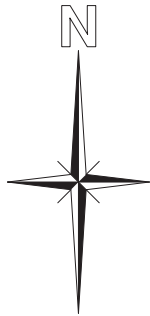
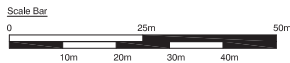
CDM 2015
This drawing is for illustrative purposes and/or obtaining the relevant planning permission only. It should not be used for construction and accordingly, risk identification under the Construction (Design & Management) Regulations 2015 has not been undertaken.



A	WW	Layout revised RE: Flood data	25.4.17
Rev	By	Notes	Date
rdc Robert Doughty Consultancy 32 High Street, Helpingham Sleaford, Lincolnshire NG34 0RA Tel: 01529 421646 Fax: 01529 421358 Email: admin@rdc-landplan.co.uk Web: www.rdc-landplan.co.uk			
Client Kier Living Ltd			
Project Home farm, Deeping St Nicholas			
Drawing title Site Plan			
Drawing No 739-19_OP_SP01		Rev A	Drawn WW
Scale 1:1000 @ A2		Date 13.04.17	Checked LMS

APPENDIX B

MASTERPLAN FOR H03-0331-16



Indicative Site Layout

Do not scale, use ignored dimensions only. All measurements to be notified to Artech Designs Limited. This drawing remains the copyright of Artech Designs Limited.

Schedule:

Dwelling Unit Mix:

2 Bed units = 14no (21%)
3 Bed units = 33no (50%)
4 Bed Units = 19no (29%)

Total Number of Dwelling Units = **66no**

Total Site Area = **31,900m² or 3.19ha**

Public Open Space:

14% of developable area
(Site area) - (pond area) = 31,900 - 3,700 = 28,200
($\frac{28,200}{100} \times 14$) = 3,948m²

Public Open Space Proposed = **4,050m²**

(Excludes the area allocated to the pond)

Developable Area:

Therefore, Site Density =
66units ÷ 2.82 = **23units/ha**

Parking Provision:

Each dwelling unit has a min. of **2no parking spaces**

Affordable Units:

30% of total number of units = **20no units**

Revised	Description	Date
Trustees of D W Dennis Settlement		
Caulton's Field, Littleworth Drive, Deeping Saint Nicholas Lincolnshire		
Drawing	Proposed Site Plan	
Status:	Planning	
Scale:	1:500 @ A1	
Date:	February 2016	
Dwg. No:	1429D/002	
Revised:		Drawn by: mdf

artech
DESIGNS

Artech Designs Ltd
Architectural Consultants
448 Church Road - Newark
Lincoln - LN1 8JH
Tel: 01522 802382
Mob: 07760 870388
mailto:info@artechdesigns.co.uk
www.artechdesigns.co.uk