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Proposed Residential Development Land South of Hall Gate, Holbeach

Travel Plan For Ashley King Developments Ltd



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1.0 Introduction

- 1.1 BSP Consulting has been commissioned by Ashley King Developments Ltd to prepare a Travel Plan (TP) in respect of their planning application for a residential development on land to the south of Hall Gate, Holbeach, Lincolnshire.
- 1.2 The TP is being prepared for submission as part of a planning application on the site. Lincolnshire County Council (LCC) are the local highway authority whilst South Holland District Council (SHDC) are the local planning authority.
- 1.3 The development proposals entail the development of up to 900 dwellings on the site with a vehicular access gained from Hall Gate and Fen Road. There are also pedestrian/cycle only accesses provided onto both of these roads, and a potential additional pedestrian/cycle link to Tudor Way. A location plan showing the full extent of the site and an indicative site layout is provided as **Appendix A**.
- 1.4 TPs have become an important element of working towards national and local transport and sustainability policy objectives, including the National Planning Policy Framework (NPPF), the Local Transport Plan prepared by LCC, and the Local Plan prepared by SHDC.
- 1.5 This document has been prepared in accordance with the NPPF, the local planning and transport policies prepared by LCC and SHDC, and the *Guidance on Transport Assessment* (DfT & DCLG, 2007). The TP brings together aspects regarding on-site measures, in the form of scheme design and the on-site infrastructure proposed, as well as off-site travel options, including walking, cycling and public transport facilities.
- 1.6 As stated in the good practice guide *Making Residential Travel Plans Work: Guidelines for new development* (DfT 2005), residential TPs have the potential to help achieve more sustainable communities. The implementation of TPs for new residential developments ensure a high standard of accessibility and actively encourages sustainable travel choice by promoting walking, cycling and use of public transport, as well as alternatives such as car sharing and home working.

2.0 Travel Planning Guidance

Context

- 2.1 The emergence of TPs has been an important development in transport policy. They demonstrate that the environmental improvement sought from the transport sector can be achieved at a local level and can contribute towards easing congestion, especially during peak periods.
- 2.2 Residential TPs relate to journeys made from a single origin (home) to multiple and changing destinations and take account of different needs and travel choices over time. A crucial difference between residential origin based TPs and destination focused TPs is the requirement for an ongoing management organisation and structure for the TP, as there is often no single company or institution to provide continuity and a common point of interest for residents.
- 2.3 A TP is a management tool that brings together a coordinated strategy and a package of initiatives to minimise the number and length of car trips generated by a residential development, while supporting more sustainable forms of travel and reducing the overall need to travel.
- 2.4 This TP concentrates on sustainability issues and outlines a package of initiatives that are designed to encourage more efficient use of the private car and promote a choice of alternative travel modes. In addition to the policy documents reviewed as part of the Transport Assessment there are various publications on a national level which provide TP guidance. The policy context for the TP is summarised below.

Active Travel Strategy (2010)

- 2.5 The Department of Health and Department for Transport (DfT) jointly published the Active Travel Strategy in February 2010. The strategy highlights plans to put walking and cycling at the heart of local transport and public health strategies over the next decade.
- 2.6 The guiding principles for the strategy are that walking and cycling should be everyday ways of travel; not just for their own sake but also because of what they can do to

improve public health, tackle congestion, reduce carbon emissions and improve the local environment.

Good Practice Guidelines: Delivering Travel Plans through the Planning Process (2009)

2.7 The DfT and Department for Communities and Local Government published the guidelines on delivering TPs in April 2009. The guidelines aim to help those involved in creating and implementing TPs understand the processes involved and good practice for achieving successful and sustainable plans.

2.8 The guidelines provide information with regards to:

- Requirements for a TP
- How a TP should be designed and what it should contain
- How to evaluate a TP
- How to secure a TP through the planning process
- Implementation and management of a TP
- Monitoring and enforcement of a TP.

2.9 With specific regard to residential TPs the guidelines state that; *‘Residential travel plans focus on travel by residents in housing developments. They are different from ‘destination’ travel plans in that they are designed to encourage more sustainable travel from the origin of journeys and across the full range of journey purposes. Residential travel plans place a strong emphasis on the choice of location and on the design of the development to reduce the need to travel. This can be achieved through the provision of local facilities and by ensuring high levels of connectivity with good public transport. Residential travel plans may also incorporate personalised travel planning.’*

2.10 The guidelines state that an outcomes approach should be adopted by TPs in which outcomes are linked to specific targets. If the targets are not been met remedial measures can be set out which are adopted if the specified targets are not reached.

Making Residential Travel Plans Work: Guidelines for New Development (2005)

2.11 The DfT published the guidelines ‘Making Residential Travel Plans work’ in September 2005. The document brings together principles of good practice and identifies issues

that need to be taken into account in developing residential TPs.

2.12 The document sets out the main objectives of Residential TPs as being to:

- Address residents' need for access to a full range of facilities for work, education, health, leisure, recreation and shopping. In some cases this will mean providing facilities that reduce the need to travel, such as a local shop.
- Reduce the traffic generated by the development to a significantly lower level of car trips than would be predicted for the site without the implementation of the TP. However, the residential TP should not provide grounds for permitting unacceptable development in the wrong location.
- Promote healthy lifestyles and sustainable, vibrant local communities.
- Encourage good urban design principles that open up the permeability of the development for walking and cycling linked to the design and access statements.
- Address specific problems identified in the site's Transport Assessment - for example, a road safety problem that prevents children or older people from gaining access to key facilities.

2.13 The guidelines also layout some key principles, which are that Residential TPs should:

- Be site specific;
- Combine 'hard' and 'soft' measures;
- Provide a holistic package of measures;
- Include measures to support walking, cycling and public transport use; and
- Include parking restraint.

3.0 Travel Plan Benefits and Objectives

Benefits

3.1 The implementation of an effective TP can help to reduce congestion and traffic related pollution for residents on and within the vicinity of a new development. In promoting the alternatives to single car occupancy there are a number of benefits (economic, social and environmental) that can be realised, including:

- Solving issues caused by parking demand;
- Reducing traffic congestion within and around the site;
- Individuals saving money from not running a car as often, or from participating in a car share scheme;
- Health benefits from an increased number of walking and cycling journeys undertaken;
- Environmental benefits from a reduced number of car journeys (i.e. reduced vehicle emission levels);
- Improved pedestrian/cyclist environment through a reduction to the number of car journeys generated; and
- Enhancement of accessibility through the improved choice of travel modes available to residents.

Objectives

3.2 The overall aim of implementing a TP is to *‘reduce the environmental impact of transport associated with journeys to and from the site’*. This will be achieved through achievement of the following objectives:

- Reducing the need to travel;
- Reducing travel by car, particularly single occupancy car journeys; and
- Encouraging and promoting the use of more sustainable modes of travel.

3.3 A TP helps to make a site more accessible to all, including those without access to a car and those with disabilities, by helping to provide and promote safe and feasible travel choices. The general aim is to reduce the number of single occupancy car journeys to

and from the site, and increase the use of more sustainable modes of transport. This has obvious environmental benefits, helping to tackle congestion and reduce emissions, and also encouraging more people to walk and cycle will help to improve national health.

- 3.4 Targets will be set to reduce the percentage of single occupancy car journeys to and from the site, and to increase the percentage of people using more sustainable modes of transport (public transport, cycling, walking, car sharing, etc.) for these journeys.
- 3.5 Once the targets have been set, the objective of the TP is to provide a mixture of measures and mechanisms to encourage using more sustainable transport methods, make these alternatives more attractive than the single occupancy car journey and ultimately achieve the targets. This will include providing information and marketing material, suitable facilities, and holding promotional events. The TP will also monitor the results of putting measures in place, and review the targets and progression on a regular basis.

4.0 Travel Plan Administration

4.1 A Travel Plan Co-ordinator (TPC) will be appointed by the developer 4-6 months prior to expected occupation of the first dwellings, and remain in post until the completion of the development. The TPC will administer this TP, and liaise with LCC / SHDC. The appointed person should have the necessary authority to ensure that measures are implemented, be able to make decisions relating to the TP and be responsible for the TP budget. The developer will submit contact details for the appointed TPC to the councils 4-6 months prior to the occupation of the site.

4.2 In order to initiate the TP, basic information about the TP will be included in general sales / marketing literature for the Hall Gate development. Subsequently, Welcome Packs will be distributed to all new residents as they move in which will include information about travel options and facilities available in the area. The welcome packs will include the following information on sustainable travel:

- Public transport information about bus routes operated within the area;
- Maps of walking and cycling routes, highlighting popular destinations;
- A voucher for a bus taster ticket valid for one week's travel, or the ticket itself (paid for by the developer to encourage bus travel, see Section 7.0 for further details); and
- Local and national sustainable travel schemes that residents can join.

4.3 LCC can produce travel information packs which would form part of the welcome pack, or packs can be produced independently by the developer, so long as the content is agreed with LCC. It is important to get information to residents at an early stage, in order to influence their travel behaviour before any new travel patterns become established.

4.4 The responsibilities of the TPC are set out below:

- Liaise with LCC / SHDC,
- Liaise with public transport operators, and other transport organisations,
- Prepare and disseminate information packs for residents,
- Be a point of contact for residents on transport issues,

- Organise multi-modal traffic counts and provide an update report within 3 months of the occupation of 20% of the proposed dwellings (180)
- Organise further multi-modal traffic counts and provide monitoring reports in accordance with the monitoring schedule,
- Oversee the implementation and development of the TP (including managing the TP budget),
- Monitor and review the TP; and
- Prepare and submit update reports to LCC / SHDC for approval.

5.0 Existing Conditions and Sustainable Travel Options

Site Location

- 5.1 The site is located on the southern fringe of the Holbeach urban area. The centre of the site is situated approximately 900m to the south of the centre of Holbeach and 11km to the east of Spalding. The site location is shown in the context of the surrounding area within **Figure 5.1**.

Figure 5.1: Site Location Plan



- 5.2 The northern boundary of the site is shared with Hall Gate, on the opposite side of which are existing residential properties. The eastern boundary of the site is shared with a combination of agricultural land and residential properties which line the B1168 Fen Road. The southern and western site boundaries are shared with agricultural land uses.
- 5.3 The area is characterised by a mix of land uses situated on the fringe of the town, with residential and agricultural land uses being prominent.

Local Facilities

- 5.4 The application site is located on the southern edge of the urban area that makes up Holbeach and is therefore situated within close proximity to established residential areas and amenities provided within the town centre. It is therefore anticipated that a

considerable number of new trips generated by the proposed residential development will be retained within the town. A plan showing the location of notable facilities and amenities within Holbeach and an indicative 1km zone from the centre of the site is included as **Figure 5.2**. This demonstrates that there are a good range of facilities within walking/cycling distance of the site.

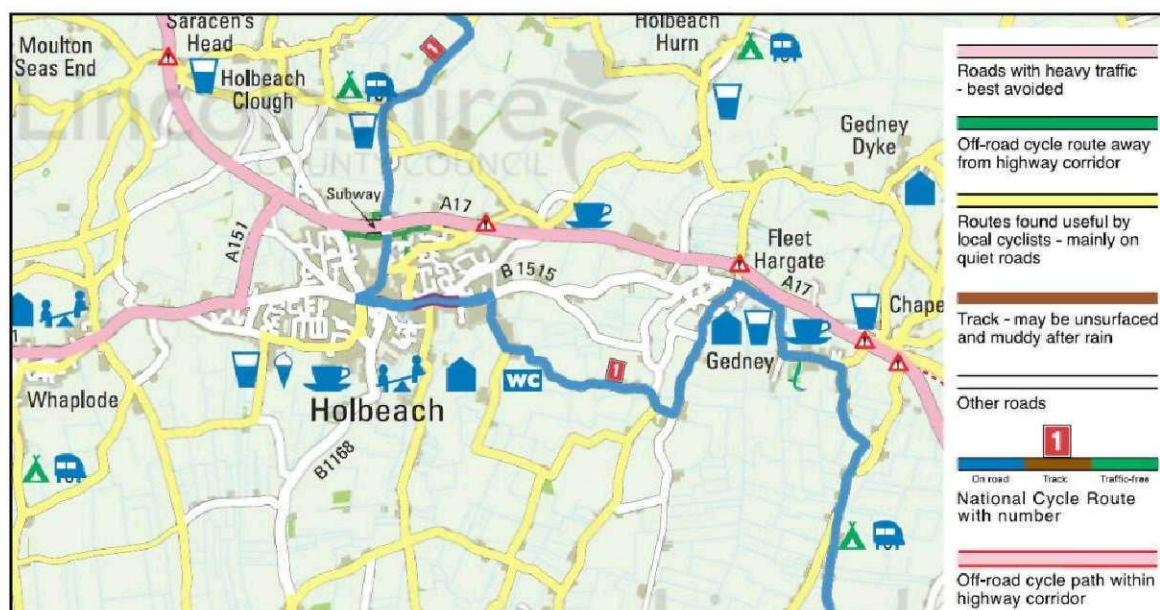
- 5.5 The town library, the William Stukeley Primary School and the town centre provide the main amenities situated within a 1km walking distance (walking time of less than 12 minutes based on an average walking speed of 1.4m/s) from the centre of the proposed development site. The town centre provides a variety of goods and services and includes retailers and service providers such as Budgens, Boots, Loylds TSB and the Post Office.
- 5.6 A short distance beyond the town centre health facilities in the form of doctors surgeries are situated along Park Road and Fishpond Lane, both of which are a walking distance of approximately 1.2km from the centre of the proposed site (less than 15 minutes walking time). The large Tesco Supermarket, situated along the B1168 Boston Road South, is a walking distance of approximately 1.3km from the centre of the site (a walking time less than 16 minutes).
- 5.7 A cluster of educational facilities exists on the northern edge of Holbeach. The cluster includes Holbeach Primary School, Holbeach Academy (Secondary School & 6th Form) and the University of Lincoln's Holbeach Campus which is a national centre for food manufacturing. The facilities are accessed from either the B1168 Boston Road or Penny Hill Road. Each of these facilities are within a walking distance of 1.85km (a walking journey time of approximately 22 minutes).
- 5.8 Holbeach Community Centre is situated to the east of the town centre, along Fishpond Lane and can be accessed from the centre of the proposed development site via a walk of less than 1.5km, a journey time of less than 18 minutes.
- 5.9 Due to the number of amenities situated within an accessible walking distance of the proposed development site it is considered that the site is situated within a sustainable location. A view supported by the SHDC Local Plan which looks to locate new residential development in 'Area Centres' such as Holbeach.

Walking

- 5.10 The application site is situated on the edge of the urban area which forms the town of Holbeach and as such is located within an area which provides good connectivity along an established network of footways, providing pedestrian access throughout the town. Public rights of way running through the area also aid pedestrian accessibility within the town and provide links into the surrounding countryside. A plan showing the location of transport facilities within the area is included as **Figure 5.3**.
- 5.11 Footways run alongside the carriageway on Hall Gate and Fen Road providing pedestrian access into the centre of Holbeach. There are a number of uncontrolled crossing facilities provided along Fen Road and Hall Gate, provided by way of dropped kerbs (some with tactile paving), situated across the minor arms of priority junctions along both routes. Signal controlled crossing facilities, including dropped kerbs, tactile paving and guard rails, are incorporated into the 5-arm signalised crossroads of B1168 / B1515 / Park Road in the centre of the town. Additional zebra and signalised crossing facilities are provided along High Street (within the town centre) whilst a zebra crossing facility is provided to the south of the Tesco supermarket situated along Boston Road South (marked within **Figure 5.2**).
- 5.12 In addition to the pedestrian network running alongside the carriageway, there are a number of footpath links, some of which are public rights of way, running through the area provide additional accessibility for pedestrians. The footpaths are marked on **Figure 5.3**.

Cycling

- 5.13 An extract from the LCC cycle plan for the area is included as **Figure 5.4**.

Figure 5.4: LCC Cycle Plan Extract

- 5.14 **Figure 5.4** shows that Hall Gate, as it runs adjacent to the proposed development site, is classified as a route found useful by local cyclists. The route along Hall Gate provides a connection between the site and the town centre, through which National Cycle Route (NCR) 1 runs.
- 5.15 NCR1 is a long distance route travelling between Dover and the Shetland Isles. Locally NCR1 runs through villages including Fleet Hargate and Tydd Saint Mary as it travels between Holbeach and Wisbech.
- 5.16 There are some physical cycle facilities provided within Holbeach (some are marked in **Figure 5.3**). These facilities are provided in the form of short sections of on-road cycle routes along the B1515, to the east of the town centre, and along Park Road on the approach to the signalised junction with the B1515 and B1168. A shared pedestrian/cycle route is also provided, running alongside the A17 and B1168, between the Lincoln University Campus and Academy on Penny Hill Road and Holbeach Primary school. There are also cycle parking facilities within the town, including some located at the entrance to Tesco on Boston Road South, outside Budgens on Fleet Street, and at the back of the Holbeach and District Age Concern Centre on Church Street, close to the library.

Public Transport - Bus Services

- 5.17 A 400m walking distance to the nearest bus stop is recommended by the Institute of Highways and Transportation's Guidelines for Planning for Public Transport in Developments (IHT 1999). However the guidelines also state that the recommended 400m is to be "treated as guidance" and that it is "more important to provide services that are easy for passengers to understand and attractive to use than to achieve slavish adherence to some arbitrary criteria for walking distance".
- 5.18 The nearest existing bus stops to the centre of the site are situated along the B1515 Spalding Road, close to Fairfields (to the north of the site), a walking distance of approximately 1.1km from the centre of the site. Further bus stops are provided along the B1515 as it runs through Holbeach. Bus stops are also provided along the B1168 Boston Road South and some services also stop at the Academy of Perry Hill Road.
- 5.19 The locations of bus stops within Holbeach are marked on **Figure 5.3** together with the service operating routes. A summary of the existing bus services travelling via Holbeach is provided within **Table 5.1**, whilst full timetable details can be found at <http://www.travelineeastmidlands.co.uk/>.

Table 5.1: Bus Service Summary

Service No.	Route	Days	Times	Frequency
108 Fowlers Travel	Throckenholt – Long Sutton	School Days only	0830	1 service
	Long Sutton – Throckenholt	School Days only	1545	1 service
Intercon nect 505 Norfolk Green	Kings Lynn – Holbeach - Spalding	Mon – Sat	0713 – 1910	20 mins
		Sun	0910 - 1725	30 mins
	Spalding – Holbeach – Kings Lynn	Mon – Sat	0650 (Mon- Fri -0738 Sat 2005	20 mins
		Sun	0935 - 1818	30 mins
505H Kier	Holbeach CallConnect (includes Penny Hill, Fleet, Gedney Dyke/Broadgate, Sutton St James, Whaplode ad Moulton)	Mon – Fri	0800 - 1900	60 mins
		Sat	0900 - 1800	60 mins

	Holbeach CallConnect	Mon – Fri	0700 - 1800	60 mins
		Sat	0800 - 1700	60 mins
G55 Brylaine Travel	Long Sutton – Boston	School Days only	0918	1 service
	Boston – Long Sutton	School Days only	1457	1 service
NG01 & NG03 Norfolk Green	(Walpole –) Sutton Bridge - Spalding	School Days only	0813, 0819	2 services
	Spalding – Sutton Bridge	School Days only	1603, 1624	2 services
S36 Langtoft Private Hire	Holbeach – Deeping St James	School Days only	0735	1 service
	Deeping St James – Moulton	School Days only	1605	1 service
S125 Haines Coaches	Moulton – Boston	School Days only	0758	1 service
	Boston - Moulton	School Days only	1737	1 service

Note: Times are as timetabled for nearest stops within Holbeach

- 5.20 The one standard service operating through Holbeach, the Interconnect 505 (operated by Norfolk Green) provides regular frequent links throughout the week between Kings Lynn and Spalding, via villages which include Sutton Bridge, Long Sutton, Gedney, Whaplode and Weston. This service runs every 20mins on weekdays and Saturdays and every 30mins on Sundays, and is an excellent sustainable transport options for existing and prospective residential of Holbeach who wish to travel along the A17/A151 corridor.
- 5.21 The 505H CallConnect service is an on demand bus service that operates only in response to pre-booked requests (on a ‘dial a bus’ basis). There is no fixed timetable as the route the bus takes is defined by passenger demand and can differ each day. Anyone can use the service as frequently as required. The service will pick up and set down at designated locations in each village or town. Home pick-ups and drop-offs are also available for people who are unable to use conventional bus services due to age, disability or mobility impairment.
- 5.22 There are also a number of different school/college services operating through Holbeach which provide links to facilities including the Peele Community College (Long Sutton), the College of West Anglia (Kings Lynn), The Deepings School (Market Deeping),

Spalding High School and Boston College.

Public Transport - Train Services

- 5.23 The nearest railway station to the site is situated at Spalding, approximately 11km to the west of the proposed development site. Bus service 505 stops at Spalding Bus Station situated within a walking distance of 400m therefore the rail station is accessible by bus travel from Holbeach.
- 5.24 Train services running from Spalding run between Peterborough and Lincoln or Doncaster, calling at Sleaford on route. Rail services run to an approximate 60-90 minute frequency on weekdays (Mon-Sat). There are no services running on Sundays.
- 5.25 The full rail service timetable information can be found at http://www.eastmidlandstrains.co.uk/Global/Documents/TT6_Pbro_Linc_Donc_Dec_2014_Webv2a.pdf or <http://www.nationalrail.co.uk/>.

Summary of Sustainable Travel Options

- 5.26 The site location is considered to be sustainable due to its location on the edge of Holbeach, resulting in a number of amenities being accessible by various sustainable travel modes.
- 5.27 The site will link into the existing footways running alongside Hall Gate and Fen Road which provides pedestrians with a route into the centre of Holbeach, where a number of local amenities can be accessed. The site location will therefore enable a number of walking journeys to be undertaken to purchase goods and access a variety of services and facilities.
- 5.28 Hall Gate provides a recommended route for cyclists travelling between the site and the town centre, where the route connects with the NCR 1 which provides a route to the east and north of the town. These cycle routes will provide residents with cycling accessibility to location within the town as well as providing access to surrounding areas to the north and east.
- 5.29 Existing bus services operating through Holbeach stop along the B1515 as it travels east-west through the town and provide an opportunity for residents to travel beyond

the local area, with services providing regular links to locations including Spalding and Kings Lynn. School bus services also run through the town providing access to an additional secondary and higher education facilities. Public transport accessibility will be improved through the provision of the bus service proposed as part of the development scheme (see Section 7.0 for further details). Rail services accessed at Spalding provide additional public transport links to destinations, including Peterborough, Sleaford and Lincoln.

6.0 Development Proposals, Travel Demands and Targets

Development Proposals

- 6.1 The proposals are for a residential development consisting of 900 dwellings, with 33.3% the total (300 units) being ‘affordable’ housing units. A location plan showing the full extent of the site and an indicative site layout plan is provided in **Appendix A**.

Access Arrangements

- 6.2 The proposed residential development will be served through the creation of two vehicular site access junctions, one on Hall Gate and one on Fen Road. There are also pedestrian/cycle only accesses provided onto both of these roads, and a potential additional pedestrian/cycle link to Tudor Way. The access arrangements are shown on the drawings within **Appendix B**.
- 6.3 The two site access roads will both have a carriageway width of 6.75m and link within the site, in order to be suitable for use as a bus route and to serve the proposed number of dwellings, in accordance with the ‘Lincolnshire Design Guide for Residential Areas’. Footways 1.8m wide will run alongside the carriageway, and these and the additional pedestrian/cycle only routes, will link to the existing network.
- 6.4 The proposed site access arrangements on Hall Gate involve realigning the existing road, and creating a compact roundabout. Footways are provided from the site to crossing facilities with dropped kerbs and tactile paving on each arm of the junction, and then link to the existing footway on the north side of Hall Gate.
- 6.5 An informal crossing with dropped kerbs and tactile paving has been provided at the top of the segregated pedestrian/cycle link from the site which extends up to Hall Gate to the west of the roundabout. This provides a link to footways on the north side of Hall Gate and to the footpath leading to Langwith Gardens.
- 6.6 There are speed reducing features proposed to reduce vehicle speeds to below the existing 30mph speed limit on Hall Gate, as 85th percentile speeds of 37mph were recorded, and at the public consultation exhibition, existing residents voiced concerns about excessive traffic speeds and highway safety. The design includes the realignment

of the existing road, adding bends and a roundabout which will force drivers to slow down. It is proposed to supplement this with a localised traffic calming scheme to be agreed with the local highway authority. A potential option is indicative shown on Drawing 13401/001B in **Appendix B**. This shows raised junction tables at the junctions of Hall Gate with Harwood Avenue and The Boundaries, and speed cushions at intervals of 70m or less, between the roundabout and The Boundaries. As illustrated, the raised junction table at the Hall Gate/The Boundaries junction could provide a footway level crossing facility with tactile paving, at the end of the proposed footway/cycleway link which meets Hall Gate at the existing field access (to be closed to vehicular traffic) just west of this junction.

- 6.7 The traffic calming scheme is proposed to physically reduce 85th percentile vehicle speeds to below the 30mph speed limit. The exact specification and location of any traffic calming features will need to be agreed with LCC, with the aim to provide a balance between speed reduction (along with the associated environmental benefits) and a low impact on residents, bus passengers and emergency service vehicles.
- 6.8 The Fen Road site access is provided in the form of a priority junction with a ghost island right turn lane, which has a deceleration and storage area for right-turning traffic, so that any traffic turning right into the site has minimal impact on the flow of traffic on Fen Road. The access road will have a carriageway width of 6.75m and junction radii of 6m. A 1.8m wide footway is provided to the north from the site access junction on Fen Road, linking to the existing footway on the west side of Fen Road.
- 6.9 As part of the access arrangements, it is also proposed to relocate the start of the 30mph speed limit to the south of the proposed junction, and reinforce this by introducing gateway features on the approach to Holbeach. The proposed gateway features include: the relocation of the 30mph and national speed limit terminal signs and Holbeach boundary sign, combining the ‘Holbeach’ entry sign and 30 roundel onto one sign with a yellow backing board; providing red anti-skid surfacing and a 30 roundel road marking at the gateway; and providing dragons teeth markings on the approach.
- 6.10 Traffic islands have also been added within the hatching for the right turn lane, with keep left bollards and beacons, and a VAS (vehicle activated sign) with a 30 roundel or a left bend ahead warning sign, and the words ‘Slow Down’, is proposed on the

approach to the left bend at the approximate location of the exiting speed limit terminal signs.

- 6.11 An additional footway/cycleway link to Fen Road will replace the existing access to the site, and a 1.8m new footway will be provided to the north towards the town centre. The proposals are also shown in **Appendix B**.
- 6.12 The potential additional pedestrian/cycle link to Tudor Way, is proposed to provide improved permeability through Holbeach by walking and cycling, and enable existing residents to utilise the proposed areas of public open space. This link would increase movement and natural surveillance of the open parkland which provides a buffer between the proposed housing and existing properties on Fen Road and Tudor Way.
- 6.13 The internal layout will be designed in accordance with the ‘Lincolnshire Design Guide for Residential Areas’ and ‘Manual for Streets’. The proposed site access points, together with the internal site layout, will ensure that service and emergency vehicles will be able to safely access, manoeuvre within, and egress, from the proposed development site. Permeable pedestrian and footway/cycleway links will be provided throughout the site.
- 6.14 The proposed development site will include for the provision of a bus route and bus stopping facilities within the site. It is proposed to provide a dedicated bus service for the development which will operate a route within Holbeach. The proposed route and frequencies of service will be agreed in consultation with LCC and local bus operators, but it is anticipated that the service would also serve other nearby residential areas and call at primary destinations within the town, including the town centre and the educational facilities (secondary, 6th form and university campus) situated along Park Road.

Parking

- 6.15 Car parking will be provided in line with the standards set out within the LCC ‘Development Guide on Transport and New Development Issues in Lincolnshire’ unless otherwise agreed. The guide provides a maximum standard of *‘on average 2 spaces for dwellings with 3 bedrooms or less and 3 spaces for dwellings with 4 or more bedrooms’*.

- 6.16 Cycle storage will be provided for each property, either within garages or to the secure rear of individual properties.

Trip Generation

- 6.17 The calculation of the total number of trips to be generated by the Hall Gate site is detailed within the accompanying Transport Assessment and summarised within **Table 6.1**.

Table 6.1 – Multi-Modal Trip Generation

Mode	Split (%)	AM Peak		PM Peak	
		In	Out	In	Out
Car Driver	75.2%	128	321	327	201
Car Passenger	7.8%	13	33	34	21
Pedestrians	8.5%	14	36	37	23
Public Transport	3.6%	6	16	16	10
Bicycle	3.7%	6	16	16	10
PTW	0.5%	1	2	2	1
Other	0.7%	1	3	3	2
Total	100.0%	170	427	435	267

- 6.18 The multi-modal generation summarised within **Table 6.1** provides an initial estimate of the generation anticipated to be created by the proposed development. The actual trip rates and baseline modal split will be determined as part of the initial travel survey undertaken once 20% of the proposed dwellings on the site have been occupied (180 dwellings).

Targets

- 6.19 A provisional target to reduce the percentage of car drivers during the AM and PM peak hours by 5% over 5 years is considered appropriate. However, it is suggested that the TP targets are confirmed based on the results of the initial travel survey in order to ensure that they are realistic. An update report confirming the results and the primary target reduce the percentage of car drivers will be submitted to LCC for approval within 3 months of the occupation of 20% of the proposed dwellings.

- 6.20 Additional secondary targets can also be set out in the update report for increasing the use of particular modes of travel based on the opportunities identified and to provide focus for the measures being implemented, e.g. for evaluating the use of bus incentives or car share scheme membership. The full monitoring schedule is set out in section 8.0, which will involve future travel surveys being undertaken within the anniversary month of the initial travel surveys, with monitoring reports submitted to LCC for approval within 3 months of the surveys.

7.0 Travel Plan Measures

7.1 The proposed TP measures are set out in **Table 7.1**, by mode of travel, with infrastructure based ‘hard’ measures followed by marketing based ‘soft’ measures. The list is not exhaustive and can be developed and expanded on by the TPC as the TP is implemented. The following initiatives will be undertaken by the Developer/TPC. An approximate budget to implement the measures, that will not be already included within the design and build of the development, are included in the Action Plan (see Section 9.0 & Appendix C).

Table 7.1: Travel Plan Measures

Focus	Infrastructural / ‘Hard’ Measures
Reducing the Need to Travel & Travel Plan Information	Locate development within walking/ cycling distance of local shops, services and facilities.
	Provide infrastructure for broadband internet access to facilitate home working and on-line shopping, etc.
	Investigate the feasibility of provided community facilities on-site.
Walking & Cycling	Provide pedestrian / cycle links from the site to the existing facilities on Hall Gate and Fen Road (including new crossing facilities on Hall Gate and new sections of footway on Fen Road).
	Provide footways adjacent to carriageways (unless shared surface road/private drive) and other pedestrian / cycle routes through the development site to ensure a permeable layout.
	Provide lighting along all pedestrian routes within the site.
	Provide dropped kerbs and tactile paving at all proposed pedestrian / cycle crossings.
	Provide dwellings with secure cycle storage.
Public Transport	Developer to make S106 contributions over a period of 5 years for LCC to provide an additional Call Connect vehicle to service the development and surrounding area, with a mix of fixed route and demand responsive services, anticipated to operate Mon-Fri 7am-7pm and Sat 8am-6pm. Capital Costs: £45,000 for additional vehicle Revenue Costs: Year 1 £75,000, Year 2 £75,000, Year 3 £75,000, Year 4 £50,000 and Year 5 £25,000.

	Provision of new bus stops as required for the proposed services above in accessible locations within the development site, to include lighting, level access, shelters and timetable information where appropriate.
	Obtain confirmation from the parish council that they will maintain any new bus stops/facilities.
	Provision of a permeable internal site layout which will facilitate pedestrian access to on-site bus stops.
Car	Provide an appropriate levels of parking in accordance with the standards set out within LCC's 'Development Guide on Transport and New Development Issues in Lincolnshire' unless otherwise agreed.

Focus	Marketing / 'Soft' Measures
Reducing the Need to Travel & Travel Plan Information	Promote the TP in sales literature.
	Prepare Travel Information Packs (TIP) and distribute to each household on occupation.
	Provide contact details for TPC and other sources of information.
	Advertise relevant services available from home (e.g. online delivery services).
	Consider organising for the TPC to undertake follow up visit to new residents approx. 2 weeks after occupation, to introduce the travel plan and answer any queries that new residents (subject to review with LCC, as sales staff will be on site to assist with any initial queries).
	Consider setting up a Community Trust for the site to include sustainable travel within their remit.
Walking & Cycling	Liaise with local schools to see if any existing/proposed school TP measures to promote safe routes to school can be promoted and supported.
	Investigate the possibility of securing a discount on cycling equipment for residents at local retailers.
	Provide information showing pedestrian and cycle routes to key local amenities.
	Promote the concept of walking and cycling buddies, including promotion of the WalkBudi and BikeBudi database.
	Promote health and financial benefits of walking and cycling.

	Promote local cycling organisations and events.
	Promote the tax free national Cycle to Work Scheme (www.cyclescheme.co.uk) which residents can take up with their employers.
	Investigate demand for setting up a local Bicycle User Group (BUG) to provide cyclists with a forum to exchange information and build interest in cycling, or a more general active travel group.
	Investigate holding twice yearly sustainable travel workshops, to include Dr bike sessions.
Public Transport	Provide information on public transport services and bus stops within the Travel Information Packs (TIP).
	Provide a voucher within the TIP for a bus taster ticket valid for one week's travel (paid for by the developer to encourage bus travel). LCC recommend this is provided for the Interconnect 505 service. Current weekly adult fares are £11 - £29.50 depending on destination.
Car	Promote and raise awareness of car sharing and local schemes (including lineshare).

8.0 Monitoring and Review

- 8.1 The monitoring of progress towards the modal shift targets will be the responsibility of the TPC. There will be an annual review of travel patterns to assess progress towards achieving the target mode shifts, as well as setting annual progress targets for the following year.
- 8.2 Following the initial multi-modal traffic counts to help set the TP targets, the TPC will organise further annual multi-modal traffic counts to be undertaken to establish the modal split and review how this changes over time.
- 8.3 The TPC will collate, analyse and summarise the raw data before issuing an annual monitoring report to SHDC / LCC. The monitoring reports will contain the following elements:
- A summary of the multi-modal traffic counts undertaken; and
 - Details of the progress made since the last report. The findings of the monitoring survey will be used to identify progress towards the target mode shifts;
 - The identification of actions and priorities for the forthcoming year.
- 8.4 The TPC will liaise with SHDC / LCC to review and amend the TP targets and measures accordingly.
- 8.5 LCC uses the iTRACE system to assist in the production and monitoring of TP within the authority area. The iTRACE system can provide electronic surveys, as well as templates for site audits. The TPC will utilise the iTRACE system, if required by LCC, to support the monitoring of the TP.
- 8.6 A proposed monitoring schedule is presented within **Table 8.1**.

Table 8.1: Proposed Monitoring Schedule

Action	Description	Deadline	Specification
1	Initial Multi-modal Traffic Count & Update Report	Within 3 months of occupation of 20% of the proposed dwellings	Complete multi-modal traffic count survey at all access points to establish the modal split of journeys to / from the site. Compare the survey results with the calculated trip generations and anticipated modal split. Confirmation of the proposed TP targets and measures. Submit update report.
2	Annual Multi-modal Traffic Count & Monitoring Report	Survey in same month as the initial surveys 1 year later, report within 3 months of Year 1 survey	Complete multi-modal traffic count survey at all access points to establish the modal split of journeys to / from the site. Summary of initiatives undertaken and measures implemented by the TPC. Compare the survey results with the previous year's results. Review of targets and measures, if appropriate. Submit monitoring report.
3	Annual Multi-modal Traffic Count & Monitoring Report	Survey in same month as the initial surveys 2 years later, report within 3 months of Year 2 survey	
4	Annual Multi-modal Traffic Count & Monitoring Report	Survey in same month as the initial surveys 3 years later, report within 3 months of Year 3 survey	
5	Annual Multi-modal Traffic Count & Monitoring Report	Survey in same month as the initial surveys 4 years later, report within 3 months of Year 4 survey	
6	Annual Multi-modal Traffic Count & Monitoring Report	Survey in same month as the initial surveys 5 years later, report within 3 months of Year 5 survey	

9.0 Action Plan

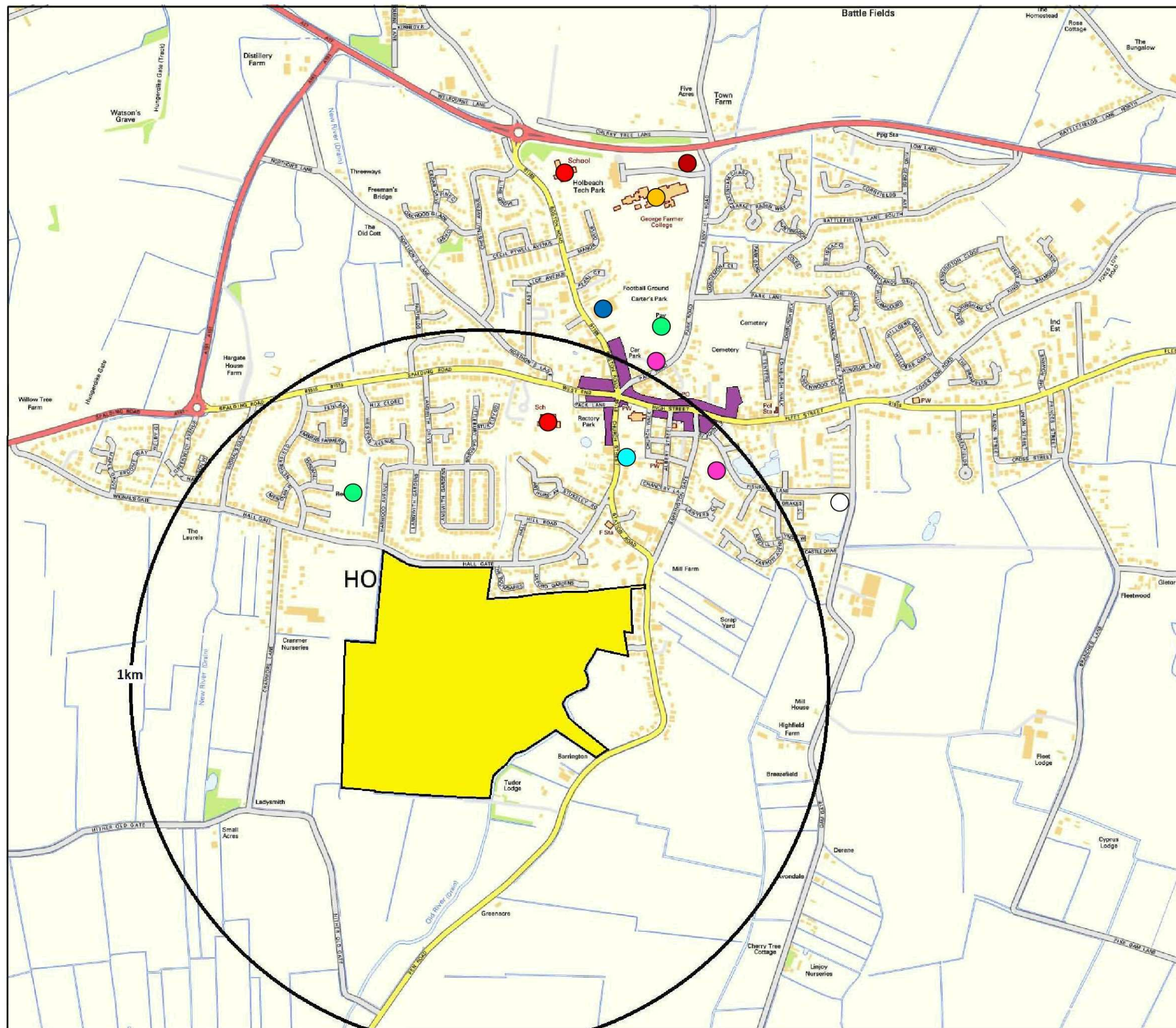
- 9.1 An Action Plan for the TPC is provided in **Appendix C**. It sets out the tasks required to initiate and implement the TP, including the proposed measures and ongoing responsibilities, as well as the monitoring schedule.

For and on behalf of BSP Consulting

Martin Murphy BSc(Hons)
Senior Transport Planner

Joanna Posnett BA (Hons) MCIHT
Principal Transport Planner

Figures



Key

- Site Location
- Primary School
- Secondary School & 6th Form College
- University Campus
- Library
- Doctors
- Town Centre Retail
- Large Supermarket
- Sports / Recreation Ground
- Community Centre



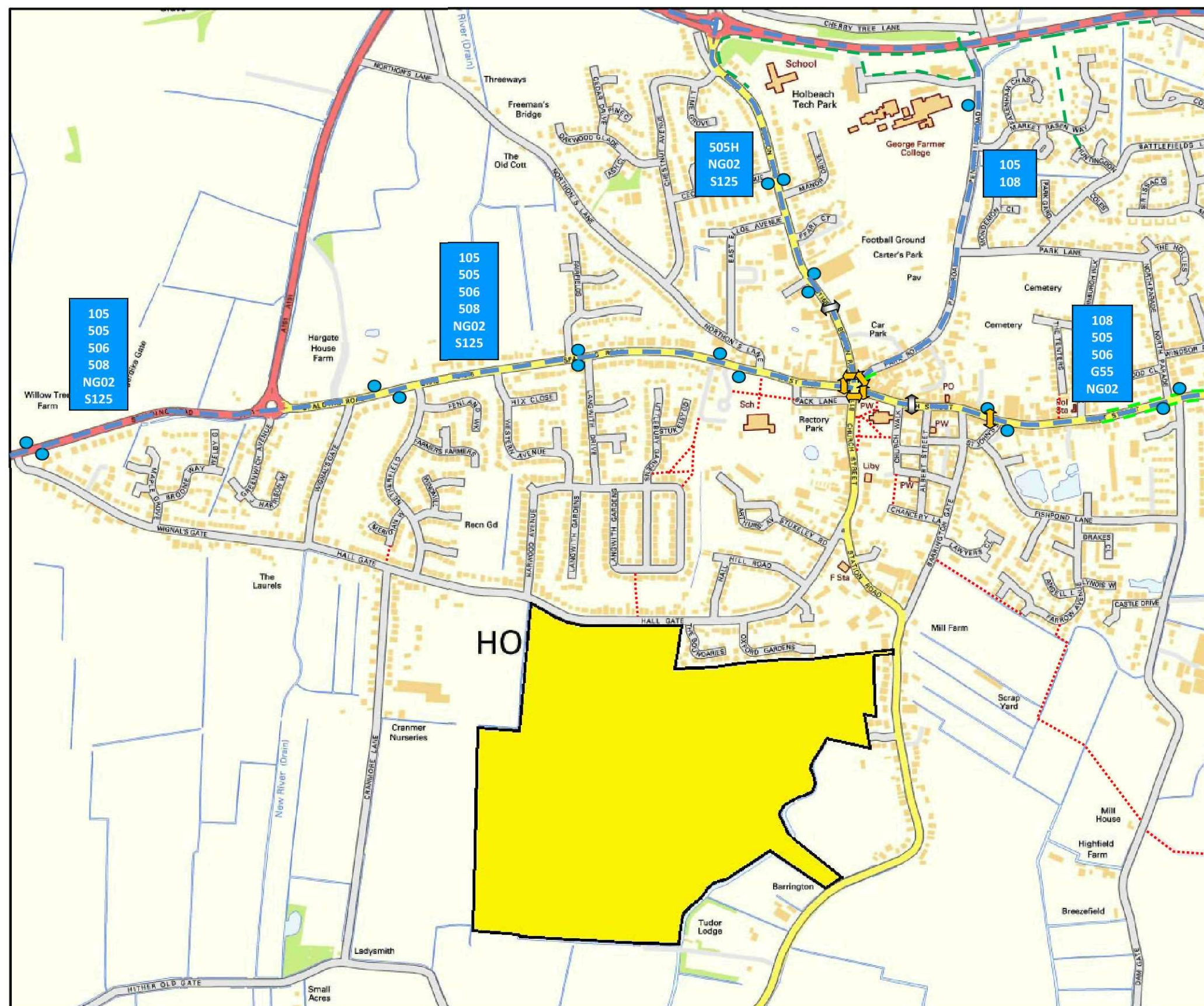
Project: Residential

**Development, Land
South of Hall Gate,
Holbeach**

Client: Ashley King

Developments Ltd

**Figure 5.2: Local Facilities
Plan**



Key

- Proposed Development Site
- Bus Stop
- Bus Route
- 508 Bus Service Number
- ⇅ Signalised Crossing
- ⇅ Zebra Crossing
- ⇅ Proposed Toucan Crossing
- Shared Pedestrian / Cycle Way
- On-Road Cycle Lanes
- Footpath Link

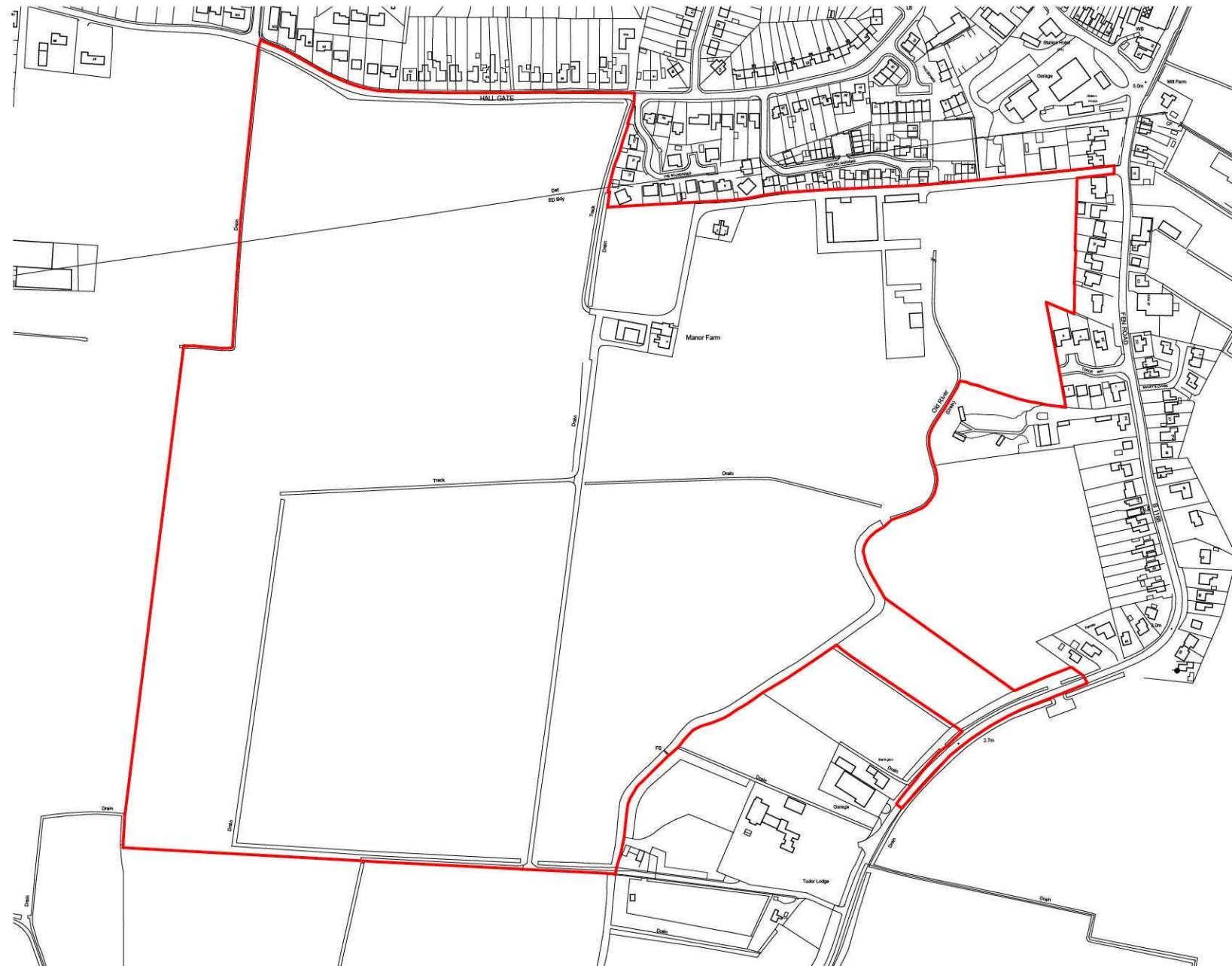
Project: Residential Development, Land South of Hall Gate, Holbeach

Client: Ashley King Developments Ltd

Figure 5.3: Local Transport Facilities Plan

Appendix A

Location Plan & Indicative Site Layout



Architects · Project Managers · Quantity Surveyors
130 New Walk
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Tel: 0116 204 5800, Fax: 0116 204 5801
email: design@rg-p.co.uk, www.rg-p.co.uk

Project: Land South of Hall Gate,
Holbeach, Lincolnshire

Client: Ashley King Developments

Sheet title: Location Plan @ A3

Ref: 7884 019

Scale: 1:5000 @ A3

Date: May 2014

Drawn: PK

Checked:



Project: Land South of Hall Gate,
Holbeach, Lincolnshire

Client: Ashley King Developments

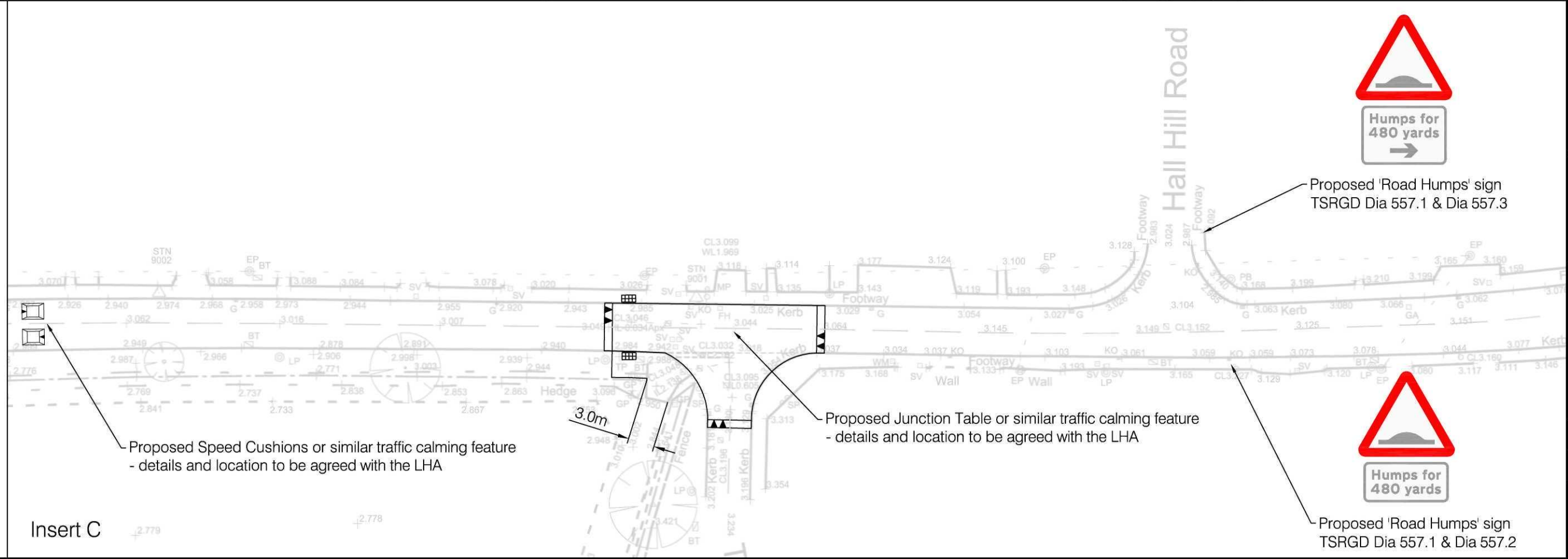
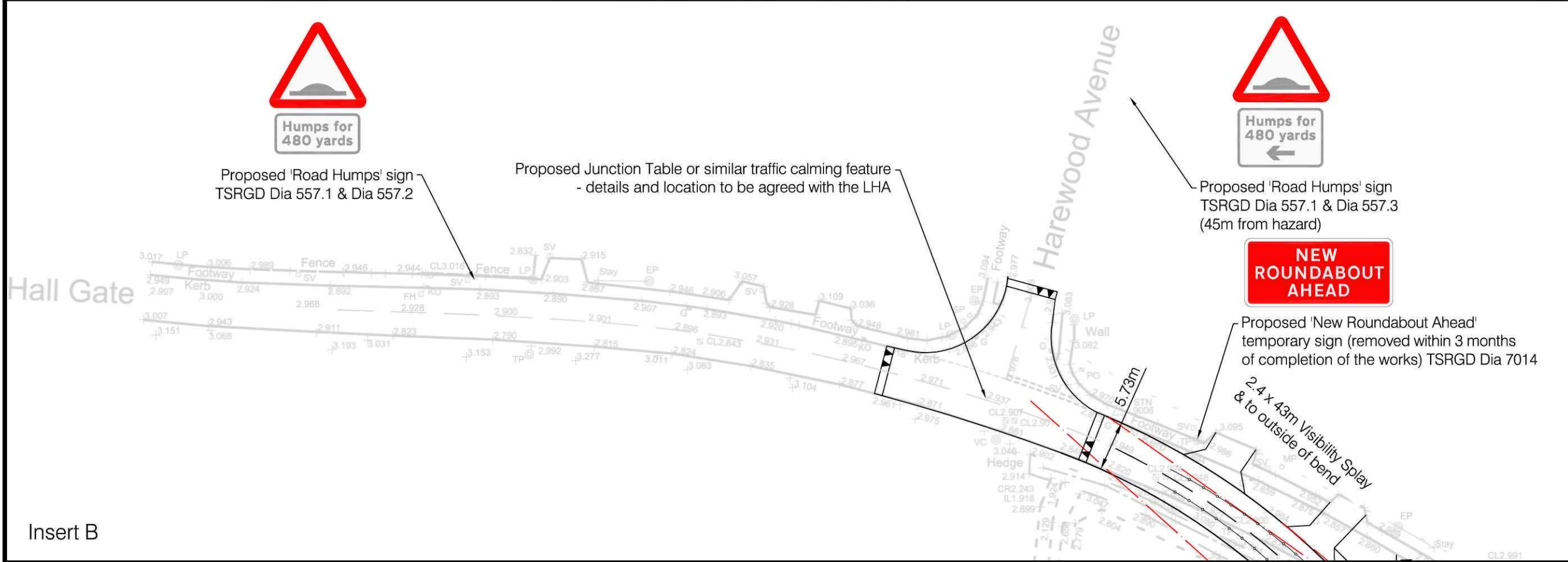
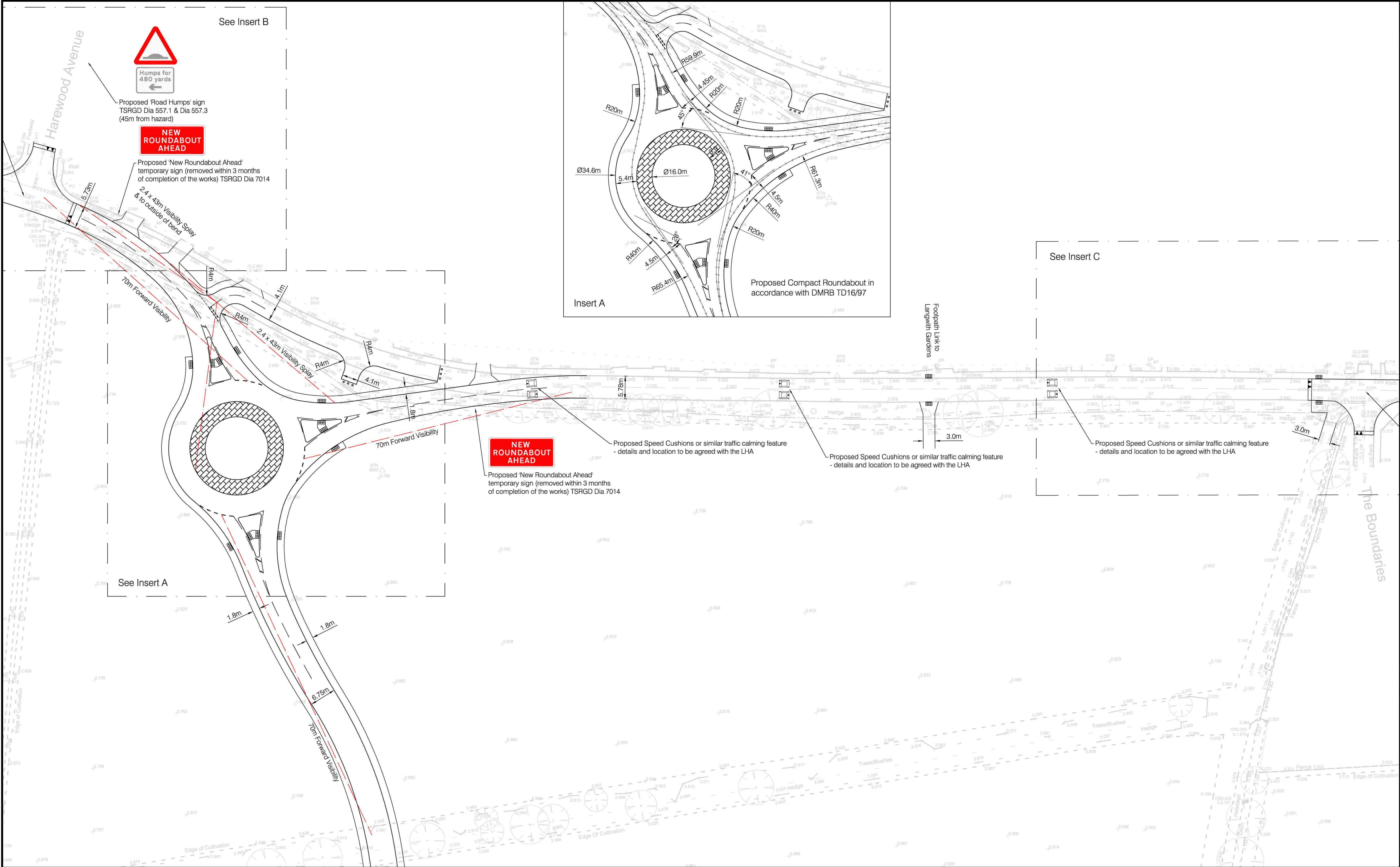
Ref: 7884 021

Date: May 2014

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Appendix B

Proposed Site Access Arrangements



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0 10 20 30 40 50
Millimetres At Original Drawing Size

General Notes

1. DO NOT SCALE.

2. This drawing is to be read in conjunction with all other relevant drawings and details.

3. Should there be any conflict between the details indicated on this drawing and those indicated on other drawings the Engineer should be informed PRIOR to construction on site.

4. Until technical approval has been obtained from the relevant Authority, it should be understood that all drawings issued are Preliminary and NOT for construction. Should the contractor commence site work prior to such approval being given, it is entirely at his own risk.

5. All dimensions are in millimetres unless otherwise stated.

6. The BSP Hazard Identification and Risk Assessment information for this project must be reviewed and understood by the contractor PRIOR to the commencement of any works on site.

B	Amended Roundabout Option, with additional viewpoints and annotation added.	29.05.2014	JSP	JAD
A	Roundabout Option	06.05.2014	JSP	JAD

Rev	Description	Date	Drawn	Appr

CIVIL

STRUCTURAL

TRANSPORTATION

GEOTECHNICAL

ENVIRONMENTAL

bsp

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QUALITY ASSURED

ISO 9001

Drawing Status

FOR APPROVAL

Client

Ashley King Developments Ltd

Project Title

Proposed Development
Off Hall Gate & Fen Road
Holbeach, Lincolnshire

Drawing Title

Site Access Junction
Hall Gate

Drawn By:	JSP	Checked By:	MWR	Scale:	1:500 (1:200)
Project Engineer:	JSP	Approved By:	MWR	Date:	Dec 2013

Drawing Number:	13401/001	Revision:	B
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- | | | | | |
|-----|---|------------|-------|------|
| | | | | |
| B | Site boundary confirmed, junction relocated and additional notes added. | 30.05.2014 | JSP | JAD |
| A | Gateway features and traffic islands added. | 06.05.2014 | JSP | JAD |
| Rev | Description | Date | Drawn | Appr |

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FOR APPROVAL

Client
Ashley King Developments Ltd

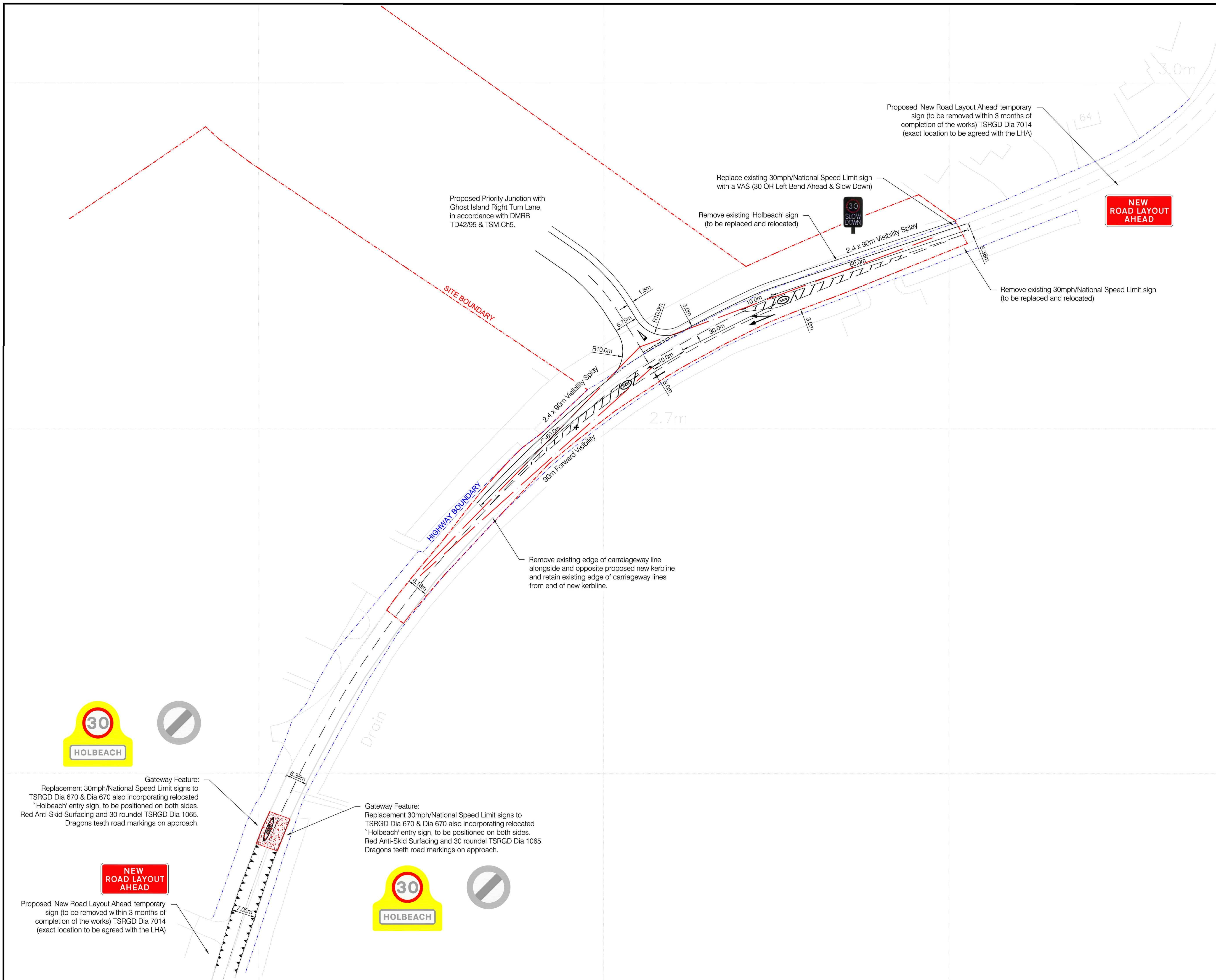
Project Title
Proposed Development
Off Hall Gate & Fen Road
Holbeach, Lincolnshire

Drawing Title

Site Access Junction
Fen Road

Drawn By: JSP	Checked By: MWR	Scale: 1:500
Project Engineer: JSP	Approved By: MWR	Date: Dec 2013

Drawing Number:	Revision:
13401/002	B



Appendix C

Action Plan

ACTION PLAN

INITIATE THE TRAVEL PLAN		ACTIONS			Budget [Low <£5k Med £5k-£50k High >£50k]
		By Whom?	By When?	How to measure success?	
Prepare a Travel Plan		Developer / BSP	Planning Application	Travel Plan approved by LCC	Low
Appoint Travel Plan Co-ordinator		Developer	4-6 months prior to occupation	Travel Plan Co-ordinator contact details provided to LCC	Low
MEASURES		ACTIONS			Budget
		By Whom?	By When?	How to measure success?	
Reducing the Need to Travel & Travel Plan Information	Locate development within walking/ cycling distance of local shops, services and facilities	Developer	Planning Application	Summary of existing local Sustainable Travel facilities set out in Travel Plan	Part of Design & Build
	Provide infrastructure for broadband internet access to facilitate home working and on-line shopping, etc.	Developer	Prior to occupation	Suitable facilities provided as part of the development prior to occupation	Part of Design & Build
	Investigate the feasibility of provided community facilities on-site	Developer	Prior to occupation	Result of investigations set out in Travel Plan Update Report	Part of Design & Build
	Promote the TP in sales literature	Developer / TPC	Prior to occupation	Travel Plan Information included in sales literature	Low
	Prepare Travel Information Packs (TIP) and distribute to each household on occupation	Developer / TPC	Preparation prior to occupation and distribution on occupation	Travel Information Packs received by residents on occupation	Low £3,620 (LCC currently charge £4.02 per pack) plus distribution costs.

MEASURES		ACTIONS			Budget [Low <£5k Med £5k-£50k High >£50k]
		By Whom?	By When?	How to measure success?	
Reducing the Need to Travel & Travel Plan Information (continued)	Provide contact details for TPC and other sources of information	TPC	On occupation	Included within Travel Information Packs	Part of TIP
	Advertise relevant services available from home (e.g. online delivery services)	TPC	On occupation	Included within Travel Information Packs	Part of TIP
	Consider organising for the TPC to undertake follow up visit to new residents approx. 2 weeks after occupation, to introduce the travel plan and answer any queries that new residents (subject to review with LCC, as sales staff will be on site to assist with any initial queries).	TPC	On occupation and ongoing	Follow up visits undertaken and recorded	Medium
	Consider setting up a Community Trust for the site to include sustainable travel within their remit.	Developer	Prior to occupation and ongoing	Community Trust established and operating	Medium
Walking & Cycling	Provide pedestrian / cycle links from the site to the existing facilities on Hall Gate and Fen Road (including new crossing facilities on Hall Gate and new sections of footway on Fen Road)	Developer	Prior to occupation	Suitable facilities provided as part of the development prior to occupation	Part of Design & Build
	Provide footways adjacent to carriageways (unless shared surface road/private drive) and other pedestrian / cycle routes through the development site to ensure a permeable layout	Developer	Prior to occupation	Suitable facilities provided as part of the development prior to occupation	Part of Design & Build
	Provide lighting along all pedestrian routes within the site	Developer	Prior to occupation	Suitable facilities provided as part of the development prior to occupation	Part of Design & Build
	Provide dropped kerbs and tactile paving at all proposed pedestrian / cycle crossings	Developer	Prior to occupation	Suitable facilities provided as part of the development prior to occupation	Part of Design & Build

MEASURES		ACTIONS			Budget [Low <£5k Med £5k-£50k High >£50k]
		By Whom?	By When?	How to measure success?	
Walking & Cycling (continued)	Provide dwellings with secure cycle storage	Developer	Prior to occupation	Suitable facilities provided as part of the development prior to occupation	Part of Design & Build
	Liaise with local schools to see if any existing/proposed school TP measures to promote safe routes to school can be promoted and supported	TPC	Prior to occupation	Results of investigations set out in Travel Plan Update Report, and Monitoring Reports if applicable	Low
	Investigate the possibility of securing a discount on cycling equipment for residents at local retailers	TPC	Prior to occupation	Results of investigations set out in Travel Plan Update Report, and Monitoring Reports if applicable	Low
	Provide information showing pedestrian and cycle routes to key local amenities	TPC	On occupation	Included within Travel Information Packs	Part of TIP
	Promote the concept of walking and cycling buddies, including promotion of the WalkBudi and BikeBudi database	TPC	On occupation	Included within Travel Information Packs	Part of TIP
	Promote health and financial benefits of walking and cycling	TPC	On occupation	Included within Travel Information Packs	Part of TIP
	Promote local cycling organisations and events	TPC	On occupation	Included within Travel Information Packs	Part of TIP
	Promote the tax free national Cycle to Work Scheme (www.cyclescheme.co.uk) which residents can take up with their employers	TPC	On occupation	Included within Travel Information Packs	Part of TIP
	Investigate demand for setting up a local Bicycle User Group (BUG) to provide cyclists with a forum to exchange information and build interest in cycling, or a more general active travel group	TPC	On occupation, and ongoing	Results of investigations set out in Travel Plan Update Report, and Monitoring Reports if applicable	Low

MEASURES		ACTIONS			Budget [Low <£5k Med £5k-£50k High >£50k]
		By Whom?	By When?	How to measure success?	
Walking & Cycling (continued)	Investigate holding twice yearly sustainable travel workshops, to include Dr bike sessions.	TPC	Twice a year	Workshops held and recorded	Low-Med
Public Transport	Developer to make S106 contributions over a period of 5 years for LCC to provide an additional Call Connect vehicle to service the development and surrounding area, with a mix of fixed route and demand responsive services, anticipated to operate Mon-Fri 7am-7pm and Sat 8am-6pm.	Developer / TPC	Prior to occupation	Results of investigations set out in Travel Plan Update Report, and Monitoring Reports if applicable	High £45,000 for additional vehicle, plus Year 1 £75,000, Year 2 £75,000, Year 3 £75,000, Year 4 £50,000, Year 5 £25,000.
	Provision of new bus stops as required for the proposed services above in accessible locations within the development site, to include lighting, level access, shelters and timetable information where appropriate	Developer	Prior to occupation	Suitable facilities provided as part of the development prior to occupation	Part of Design & Build
	Obtain confirmation from the parish council that they will maintain any new bus stops/facilities.	Developer	Prior to installation	Agreement made and recorded	Part of Design & Build
	Provision of a permeable internal site layout which will facilitate pedestrian access to on-site bus stops	Developer	Prior to occupation	Suitable facilities provided as part of the development prior to occupation	Part of Design & Build
	Provide information on public transport services and bus stops within the Travel Information Packs (TIP)	TPC	On occupation	Include within Travel Information Packs provided to each household on occupation	Part of TIP

MEASURES		ACTIONS			Budget [Low <£5k Med £5k-£50k High >£50k]
		By Whom?	By When?	How to measure success?	
Public Transport (continued)	Provide a voucher within the TIP for a bus taster ticket valid for one week's travel (paid for by the developer to encourage bus travel). LCC recommend this is provided for the Interconnect 505 service. Current weekly adult fares are £11 - £29.50 depending on destination.	TPC	Prior to occupation	Results of investigations set out in Travel Plan Update Report, and Monitoring Reports if applicable	Low- Med, depending on take up & destinations. Max £26,550 for 900 weekly adult tickets to/from Kings Lynn.
Car	Provide an appropriate levels of parking in accordance with the standards set out within LCC's 'Development Guide on Transport and New Development Issues in Lincolnshire' unless otherwise agreed	Developer	Prior to occupation	Suitable facilities provided as part of the development prior to occupation	Part of Design & Build
	Promote and raise awareness of car sharing and local schemes (including lincshare).	TPC	Prior to occupation	Included within Travel Information Packs	Part of TIP
MONITOR & REVIEW		ACTIONS			Budget
		By Whom?	By When?	How to measure success?	
- Organise initial multi-modal traffic count survey - Review travel patterns, targets and proposed actions/measures - Submit Travel Plan Update Report to LCC		TPC	Within 3 months of occupation of 20% of the proposed dwellings	Analysis of travel survey results and reviewed targets and measures included in Travel Plan Update Report, approved by LCC	Low
- Organise annual multi-modal traffic count surveys - Review travel patterns, targets and proposed actions/measures - Submit Travel Plan Monitoring Report to LCC		TPC	Annually for a further 5 years	Analysis of travel survey results and reviewed targets and measures included in Travel Plan Monitoring Report, approved by LCC	Low