# Interim Travel Plan

## Residential Development – Northons Lane, Holbeach

## Prepared for: Gleeson Regeneration Ltd

## March 2020

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|---|---|
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## 1.0 INTRODUCTION

1.1 attp has been commissioned by Gleeson Regeneration Ltd to prepare a Transport Assessment (TA) in support of a detailed planning application for residential development on land to the south of the A17 and north of Northons Lane in Holbeach. The local planning authority is South Holland District Council (SHDC) and the highways authority is Lincolnshire County Council (LCC).

1.2 The site is located to the north western extent of the Holbeach urban area c.800m from the town centre, 12km north east of Spalding town centre, 23km south of Boston town centre and 36km north east of Peterborough city centre.

1.3 The site is bound on its northern side by the A17, on its western side by the New River (Drain) undeveloped land and the A151, on its southern side by Northons lane and on its eastern side by the residential dwellings fronting Cedar Drive and Oakwood Glade. Further afield to the north and east is the residential settlement of Holbeach and the facilities associated with a town centre. To the north and west is predominantly undeveloped land. The location of the site is shown on the plan attached at **Appendix 1**.

1.4 A site layout has been developed which comprises 110 residential dwellings which will be accessed via extensions to two existing cul de sacs Oakwood Glade and Cedar Drive. A copy of the proposed site layout is attached at **Appendix 2**.

1.5 This report sets out the following:

- Section 2 – the aims and objectives of the travel plan are outlined.
- Section 3 – details of the development proposals including site location, proposed vehicle and pedestrian access and parking provision.
- Section 4 – the accessibility of the site is assessed including details of existing facilities near to the site such as walk, cycle and public transport routes.
- Section 5 – the proposed Travel Plan measures are outlined including the role of the Travel Plan Co-ordinator and proposed measures to encourage travel by walking, cycling and public transport.
- Section 6 – Details of the proposed Travel Plan monitoring process are included along with details of timescales.

- Section 7 – A summary of the Travel Plan measures and timescales for its implementation are set out.

## 2.0 TRAVEL PLAN OBJECTIVES AND BENEFITS

2.1 This section sets out the vision and objectives that will guide the Travel Plan development and implementation.

2.2 This ITP seeks to outline a range of potential measures which encourage sustainable travel patterns at the site and achieves the objectives and subsequent benefits outlined below.

OBJECTIVES

2.3 This ITP (and the resultant Final Travel Plan which will be developed for the proposals) is based upon the achievement of the following key objectives:

- To reduce the impact and frequency of car travel especially single occupancy vehicle use;
- To reduce the impact of the development on the local road network;
- To enable residents of the development to have informed choices about their travel options;
- To improve the health and well-being of the residents of the development;
- To ensure transport arrangements of the development have minimum environmental impact; and
- To ensure that the development is accessible to the widest possible range of services.

2.4 The Travel Plan will therefore broadly seek to:

- develop an awareness of locally available non-car modes of transport among residents;
- promote sustainable travel and to continue to engage directly with residents on sustainable travel choices to achieve a long-term commitment to changing travel habits amongst the new community; and
- promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and to highlight the health and environmental benefits of adopting sustainable travel patterns.

TRAVEL PLAN BENEFITS

2.5 There are a large number of benefits that will be derived from the successful implementation of a Travel Plan at the development for residents and visitors as well as the wider community.

2.6 The residents and visitors to the proposed development could expect to enjoy:

- improved health and fitness through increased levels of walking and cycling;
- increased flexibility offered through wider travel choices;
- the social aspects of sharing transport with others; and
- a better environment within the site and its immediate environs as vehicular movements are minimised.

2.7 In terms of the wider community, the successful implementation of a Travel Plan will lead to reduced traffic impact as a result of the reduction in car use.

2.8 The overall Travel Plan strategy will include physical measures designed to enhance the sustainable transport linkages at the site, travel awareness initiatives and other measures to assist in the achievement of the objectives of the Plan.

2.9 The proposed monitoring strategy that will be adopted for the site to determine how the Travel Plan is performing against these objectives is set out later in this interim report.

## 3.0 DEVELOPMENT PROPOSALS

3.1 A site layout has been developed which comprises 110 residential dwellings which will be accessed via extensions to two existing cul de sacs Oakwood Glade and Cedar Drive. A copy of the proposed site layout is attached at **Appendix 2**.

3.2 The principle spine roads will be 5.5 metres wide with 2.0m wide footways located on both sides of the carriageway.

3.3 The planning layout shows a hierarchy of access roads throughout the site serving the residential units. The internal layout has been designed with principal spine roads running into the site from Oakwood Glade and Cedar Drive with a hierarchy of roads branching off the main spine road, providing access to properties across the site.

3.4 Beyond this principal network of roads there are a number of private drives providing access to individual properties. The internal access roads have been designed to achieve low vehicle speeds within the site, incorporating appropriate changes in the road alignment which assist in providing a safe environment for pedestrians and cyclists within the site. The site layout proposals include a network of footways and footpaths across the site.

3.5 Following the publication of the NPPF, there is no longer a need for local authorities to set maximum car parking standards. Accordingly, LCC has ceased using the previously adopted maximum standards in its role as local highway authority. Instead, proposals are being dealt with on a case-by-case basis with the main issue being the provision of sufficient off-street parking to avoid the over-spill of parked vehicles onto the highway to the detriment of road safety and capacity.

3.6 Parking for the residential units will be provided on the basis of two spaces per dwelling. It is considered that the proposed level of parking provides an appropriate balance between the need to promote sustainable modes of transport, meeting residents' demands and minimising on street parking.

## 4.0 EXISTING SUSTAINABLE TRANSPORT PROVISION

4.1 The Government's objectives set out in the NPPF are to ensure that new developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes can be maximised.

4.2 The site has a good level of accessibility by sustainable modes of transport and as outlined in the Introduction, this TP has been prepared to encourage the use of alternative modes of travel. It is anticipated to reduce the overall travel demands of the site, particularly trips by single occupancy vehicles.

4.3 Travel by non-car modes will be encouraged at the site and as outlined in Section 3.0, the proposals include pedestrian and cycle connections across the site, linking into the surrounding facilities.

4.4 This section outlines the existing walking, cycling and public transport facilities within the vicinity of the development site and describes the accessibility of the site in terms of its proximity to key services and destinations.

WALKING AND CYCLING

4.5 Whilst superseded by the NPPF, the transport policies set out in the former PPG13 set out specific guidance related to walking and cycling:

*"Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres"* (Para 74)

and

*"Cycling also has potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport"* (Para 77).

**Walking**

4.6 Walking is recognised as the most important mode of travel at a local level and it offers the greatest potential to replace short car trips, particularly those trips under two kilometres. The walking isochrone plan attached at **Appendix 3** shows the 2.0 kilometre walking catchment area from the centre of the site which comprises Holbeach in its entirety, including key local facilities such as schools, healthcare facilities and food stores.

4.7 Footways will be provided on both sides of the internal spine road which will connect into the existing footways on both sides of Oakwood Glade and Cedar Drive. Footways in the surrounding area meet standards, and generous along certain roads, with dropped/low kerbs at appropriate junctions.

**Cycling**

4.8 Cycling also has the potential to substitute for short car trips, particularly those that are less than five kilometres. As such, all areas and facilities within a reasonable walking distance can also be considered to be within a reasonable cycling distance. The cycle isochrone plan attached at **Appendix 3** shows a 5.0 kilometre cycling catchment area from the centre of the site. It can be seen that, in addition to the areas that are accessible on foot, the five kilometre catchment area includes the surrounding villages of Fleet Hargate, Fleet, Whaplode and Saracens Head.

PUBLIC TRANSPORT

**Bus**

4.9 The nearest bus stops to the site are located on both sides the B1168 Boston Road South and the B1515 Spalding Road. As shown on the public transport figure attached at **Appendix 3** the most southerly extent of the site is 600m walking distance from a bus stop with the most northerly extent being 800m walking distance. A summary of the buses serving the stops in the vicinity of the site as summarised in **Table 4.1**.

**Table 4.1: Bus Services**

| Service | Route Description | Service Frequency | |
|---|---|---|---|
| | | Monday to Saturday | Sunday |
| **B1168 Boston Road South and Spalding Road Bus Stops** | | | |
| 505 interConnect | Kings Lynn to Spalding | Every 30 minutes | - |
| 505H | Holbeach Call Connect | On Demand | - |
| **Spalding Road Bus Stops** | | | |
| 6067 | Holbeach to Tydd St Mary | School Bus | |
| NG01 | Spalding to Sutton Bridge | School Bus | |
| S36 | Holbeach to Deeping St James | School Bus | |
| S125 | Boston to Weston | School Bus | |

4.10 **Table 4.1** shows that bus 505 serves the bus stops on the B1168 Boston Road and the B1515 Spalding Road with a service frequency of two buses per hour Monday to Saturday until around 2030. This service provides access into Holbeach town centre in addition to other surrounding towns and villages, including Kings Lynn, Long Sutton, Whaplode, Moulton and Spalding. There are additional bus services available from Spalding.

4.11 The Holbeach CallConnect is also available from the bus stops on the B1168 Boston Road and the B1515 Spalding Road. CallConnect buses operate throughout rural areas of Lincolnshire, North Lincolnshire, Rutland, Peterborough and East Northants. The service is designed to improve transport opportunities in rural communities and market towns where conventional bus services are limited or infrequent.

4.12 Everyone is welcome to use the CallConnect bus service for any reason and as frequently as required. The service is operated by modern, accessible minibuses and services operate between 7am-7pm Monday to Friday and 7.30am-6.30pm Saturday. Every CallConnect bus operates within an area of up to 12 miles giving passengers access to hundreds of locations. Serving small hamlets, remote villages, rural communities and market towns, our minibuses enables passengers to connect and travel further. More information can be found in our guides below.

4.13 In addition, there are a number of school buses which serve the stop on the B1515 Spalding Road, providing school children with a sustainable route from the site to and from school.

**Rail**

4.14 The nearest railway station to the site is located on Winsover Road in Spalding town centre which is accessible via the buses which serve the stops on the B1168 Boston Road and the B1515 Spalding Road. There is car and cycle parking available at the station and it is on the Lincoln to Peterborough line which operates every 60 minutes.

TRAVEL PATTERNS AND KEY DESTINATIONS

4.15 The surrounding area has a wide range of services and facilities which can be accessed by future residents of the site. All measurements are taken from the centre of the site.

- Holbeach town centre – has a range of facilities including public houses, restaurants, cafes, a range of shops, a library, a convenience store, places of worship, a doctors surgery, a pharmacy and a primary school, all of which are within a reasonable walking and cycling distance of the site and are accessible via public transport;

- Education provision – Holbeach Primary School is located on the B1168 Boston Road South circa 550m east of the site, University Academy Holbeach is located on Park Road circa 1.1km east of the site, all of which are within a reasonable walking and cycling distance of the site and are assessible via public transport;

- Health facilities - Holbeach Medical centre is located on Park Road circa 1.1km south east of the site, Little bury Medical Centre is located on Fishpond Lane circa 1.5km south east of the site, Holbeach Dental Practice is located on Albert Street circa 1.3km south east of the site, Boots Pharmacy is located on High Street circa 1.3km south east of the site and Coop Pharmacy is located on Fleet Street circa 1.4km south east of the site, all of which are within a reasonable walking and cycling distance of the site and are assessible via public transport;

- Food shopping – Tesco Superstore is located on the B1168 Boston Road South circa 1.0km south east of the site, One Stop is located on West End circa 1.0km south east of the site, Coles is located on High Street circa 1.3 km south east of the site and Coop is located on Fleet Street circa 1.4km south east of the site, all of which are within a reasonable walking and cycling distance of the site and are assessible via public transport;

- Recreation – Holbeach United FC Social Club is located on Park Road circa 1.4km south east of the site, Holbeach United Community Sports Academy is located on Penny Hill Road circa 1.4km north east of the site, Holbeach Community Centre is located on Fish Pond Lane circa 1.9km south east of the site and Netherfield Playing Fields are located north of Hall Gate circa 2.0km south of the site, all of which are within a reasonable walking and cycling distance of the site and are assessible via public transport.

SUMMARY

4.16 It is considered that the site is well served by existing bus services providing good connections around Holbeach, as well as the surrounding villages including Spalding. There are additional bus and rail services available from Spalding which may be used as part of a linked trip by those residents travelling further afield.

4.17 The site is situated in an accessible location with public houses, restaurants, cafes, a range of shops, a library, a convenience store, places of worship, a doctors surgery, a pharmacy and a primary school all located within a reasonable walking and cycling distance of the site and are accessible by bus. Additional facilities are available in Spalding town centre which is accessible via public transport.

4.18 Overall, it is concluded that a range of key facilities and services, including employment, retail, health and education uses, are readily accessible from the site. It is therefore considered that the location of the site is consistent with national and local policy objectives.

## 5.0 TRAVEL PLAN MEASURES

INTRODUCTION

5.1 This section outlines the Travel Plan measures which will be implemented at the site to achieve the objectives and benefits outlined in Section 2.0.

5.2 The role of the Travel Plan Co-ordinator (TPC) is crucial to the success of the Travel Plan. The TPC's role is outlined in more detail below.

5.3 Physical measures to encourage sustainable travel such as improved walking and cycling links are also described below, along with details of 'soft' measures to encourage the use of these modes and reduce the need to travel.

5.4 By submitting this TP, Gleeson, commit themselves to strategically implementing the measures contained within this document, monitoring the progress of the plan, amending it where necessary. To achieve this, necessary resources and funding will be made available to the Travel Plan Coordinator.

TRAVEL PLAN CO-ORDINATOR

5.5 The developer is committed to promoting the measures contained within the TP and supporting the broader sustainable travel programme through the provision of a dedicated Travel Plan Coordinator.

5.6 The TPC will have overall responsibility for the development, initial implementation and ongoing management of the plan. Contact details of the Travel Plan Co-ordinator will be provided to LCC upon appointment. The Travel Plan to state that the TPC will be in post for 5 years or one year post final completion, whichever is greater.

5.7 The role of the TPC will include (but not be limited to):

- Preparation and distribution of travel information and marketing material, including liaising with the sales office to ensure easy dissemination;
- Engaging with residents on travel and transport related issues;
- Delivering annual monitoring in line with council requirements; and
- Responding to travel issues/questions.

PHYSICAL MEASURES

5.8 Footways will be provided on both sides of the internal spine road which will connect into the existing footways on both sides of Oakwood Glade and Cedar Drive. A pedestrian/ cycle only access is also proposed from the eastern boundary of the site onto Boston Road.

5.9 The internal road network will be designed so that vehicle speeds are low and this combined with the low traffic flows on the internal roads will mean that the internal networks are also suitable for use by cyclists.

MEASURES TO ENCOURAGE SUSTAINABLE TRANSPORT

5.10 One of the principal aims of this travel plan is to ensure that the range of sustainable travel options are effectively promoted to all residents, both prior to moving to the site and also following occupation.

5.11 Whilst promotion of individual travel modes is set out further on in this section, the following sets out the engagement techniques that will be utilised in delivering this information to residents.

5.12 One of the best times to influence travel patterns and habits is before they are established. For this reason, it is important that all prospective residents are made aware of the travel options available to them at the point at which they are considering moving to the development.

5.13 Staff dealing with residential occupations will therefore be made fully aware of the travel plan and its aims and objectives. Within the site office travel information leaflets (Travel Information Pack) will be provided ensuring information is available on the full range of travel options available at the earliest possible stage.

**Travel Information Pack and Sustainable Travel Website**

5.14 The pack will include details of walk/cycle/public transport routes and timetable information as well as potential car sharing arrangements (see below). It will include a local area walking and cycling map also showing local amenities. This will be foldable to allow residents to take this with them when leaving home. The pack will promote the health benefits of regular exercise including walking and cycling.

5.15 The pack will also include information such as the location of the nearest bike shops and tips on cycle maintenance. The TPC will investigate the possibility for a Bicycle User Group to be established at the site to encourage residents to meet and exchange tips on cycle routes and maintenance and also whether local cycle shops are prepared to offer discounts.

5.16 The pack will also include information regarding any national travel initiatives which are relevant to the site, such as Bike Week (normally held in June).

5.17 A copy of the Travel Information Pack will be provided to LCC for comment prior to first issue.

5.18 Given the scale of the site and the likely demographic of those occupying the residential units it is anticipated that the most popular communication channel will be online information.

5.19 Furthermore, most transport providers no longer provide hard copy information but rather refer people to use online information sources.

5.20 One of the key elements to the travel plan therefore will be the development of a branded and bespoke travel information website; a one stop shop for travel information for new and prospective residents which will contain, but not be limited to: -

- Site location information;
- Local cycle routes, cycle shops and adult cycle training opportunities;
- Public transport maps, timetables and destination information;
- Information on Call Connect Bus Services;
- Links to online car sharing databases;
- Information on eco-driving;
- A range of links to local and national travel information websites; and
- Contact information for the travel plan coordinators on site.

5.21 This website will be developed and managed by the TPC and will be maintained to ensure information is accurate and up to date.

5.22 The Travel Information Pack and website will include, but not be limited to the following:

**Walking**

5.23 Walking contributes towards maintaining fitness levels and research indicates that 30 minutes of brisk walking per day could halve the risk of heart disease. Given the location of the site and the local walking routes available, travelling on foot can provide many residents with a practical way of accessing key local destinations.

5.24 For those who have got out of the habit of walking even half a mile can feel like a real effort to begin with, but once they are doing it regularly it becomes easier and quicker. Marketing walking can foster this virtuous cycle by highlighting benefits to health and wellbeing.

5.25 Walking will, therefore, be marketed through the resident engagement techniques outlined previously in this section. In particular, this marketing should include:

- The benefits of walking (health, financial, environmental etc);
- Promotion of local and national schemes and initiatives;
- Promotion of local walking routes and the location of key local destinations within a realistic walking distance; and
- Promotion of links to further sources of advice and information, including the Walkit.com journey planner and walking maps.

**Cycling**

5.26 Cycling has many benefits in terms of health and fitness, mental wellbeing and reliability. In traffic congestion and over short distances cycling offers competitive journey times with motorised transport. Furthermore, cycling is recognised as having the potential to significantly contribute towards reducing car parking demand and peak hour congestion.

5.27 Cycling and its benefits will be marketed through the communication channels outlined earlier. In particular the marketing should include:

- The benefits of cycling (health, financial, environmental etc);
- Access to online cycle journey planners, such as www.cyclestreets.net;
- Details of cycle hire facilities; and
- Details of destinations that can be easily accessed by bike.

**Public Transport**

5.28 New residents at the development may initially be unaware of their public transport options. Through the provision of easy to use travel information, residents can be encouraged to use bus / rail services. With this in mind, information on public transport opportunities will be made available to residents via the range of communication channels identified earlier.

5.29 Furthermore, with a range of user friendly, easily accessible journey planning tools now available online, it is quick and simple to plan a journey whether for commuting or leisure purposes. Car Sharing Travel by public transport will be marketed through the communication channels identified earlier, and in particular will include the following:

- Access to relevant bus timetables and maps in electronic copy;
- Ticketing information;
- Bus and Train departure information
- Access to Lincolnshire County Council's public transport pages;
- Details of online public transport journey planners; and
- A plan showing the location of the nearest bus stops.

**Car Sharing**

5.30 Car sharing is when two or more people share a journey by car and travel together. It allows people to take advantage of the benefits of using the car, whilst at the same time reduces the overall number of vehicle trips made, and subsequently the impact on the environment. On a personal level, car sharing allows individuals to significantly reduce the cost of travelling by car.

5.31 A great deal of car sharing is arranged informally; however, to assist residents that wish to make more formal arrangements to either offer or find a lift, the local car share scheme (https://liftshare.com/uk/journeys/from/lincolnshire) will be promoted. The scheme will be promoted to both prospective residents and existing residents by way of the aforementioned leaflet.

**Measures to Reduce the Needs to Travel**

5.32 The TPC will encourage residents to examine their travel patterns in order to reduce the need to travel where appropriate. These measures could include the promotion of internet food shopping and flexible working practices to work from home or fit working hours around public transport services.

## 6.0 TRAVEL PLAN MODE SPLIT AND TARGETS

INTRODUCTION

6.1 Prior to the baseline surveys being carried out it is accepted practice to examine census data for the ward in which the development site is located in order to determine existing local travel patterns. The development site is situated within the South Holland 003 Middle Super Output Area (MSOA). The base-line (without a Travel Plan) model split data is summarised in **Table 6.1**.

**Table 6.1: National Statistics Mode Split Data for South Holland 003 MSOA**

| Mode | Percentage |
|---|---|
| Pedestrian | 8.5% |
| Bicycle | 3.8% |
| Motorcycle | 0.5% |
| Car Driver | 75.6% |
| Car Passenger | 7.7% |
| Bus | 3.0% |
| Train | 0.5% |
| Working from Home | 100% |
| Total | 8.5% |

6.2 In order to predict the level of total person trips that will be made as a result of the residential development prior to any travel planning measures being in place, the total vehicle trip rates set out within the Transport Assessment submitted in support of the planning application have been utilised. The total vehicle trip rates and resulting trip generation and are summarised in **Table 6.2** below.

**Table 6.2: Total Vehicle Trip Rates and Generation (110 dwellings)**

| Period | AM Peak | | PM Peak | |
|---|---|---|---|---|
| | Arrivals | Departures | Arrivals | Departures |
| Trip Rates | 0.155 | 0.432 | 0.414 | 0.230 |
| Trip Generation | 17 | 48 | 46 | 25 |

6.3 Using the base-line percentage modal split in **Table 6.1** and the total vehicle trips in **Table 6.2**, the morning and evening peak hour trips for each mode have been calculated and are shown in **Table 6.3**.

**Table 6.3: Trip Generation by Mode**

| Period | AM Peak | | PM Peak | |
|---|---|---|---|---|
| | Arrivals | Departures | Arrivals | Departures |
| Pedestrian | 2 | 5 | 5 | 3 |
| Bicycle | 1 | 2 | 2 | 1 |
| Motorcycle | 0 | 0 | 0 | 0 |
| Car Driver | 17 | 48 | 46 | 25 |
| Car Passenger | 1 | 5 | 5 | 3 |
| Bus | 1 | 2 | 2 | 1 |
| Train | 0 | 1 | 1 | 0 |
| Working from Home | 22 | 63 | 61 | 33 |
| Total | 2 | 5 | 5 | 3 |

6.4 From this baseline data a 10% reduction target in single occupancy car trips is required over the five year TP monitoring period. This information can be compared with actual travel mode survey information for the proposed development.

6.5 The initial baseline residential travel survey responses will be reviewed within 12 months of first occupation with travel surveys handed out to residents within their sustainable travel packs, upon occupation.

## 7.0 TRAVEL PLAN MONITORING

INTRODUCTION

7.1 The TPC, whose role has been outlined in earlier sections, is critical to the monitoring process and they will oversee the implementation of the Travel Plan and its subsequent monitoring. The TPC will be appointed three months prior to occupation of the first dwelling. Further details are set out below along with details on timescales for the implementation of the Plan.

MONITORING

7.2 The Final Travel Plan will be agreed with LCC and will be implemented one month prior to the first occupation of residential units on the site.

7.3 The initial baseline residential travel survey will be undertaken upon occupation of each dwelling, with the survey provided to residents within their sustainable travel pack. At completion of 50 surveys/ or within 12 months of first occupation, whichever is sooner, the results will be presented to the LCC in the form of a monitoring report. The monitoring report will summarise the results, outline any actions already undertaken, together with an outline of actions to be undertaken in the following year, as appropriate. This will include the undertaking of remedial actions where necessary, should survey results fall short of agreed targets.

7.4 The residents travel survey will be administered online and will seek to determine the mode split of journeys generated by the development (for commuting purposes) as well as gaining feedback on residents' perceptions of the travel options available in the vicinity of the site and the promotional materials received as part of the home buying process (i.e. the Travel Guide).

7.5 On the anniversary of the submission of the baseline monitoring report and every 12 months thereafter a follow-up residents survey will be undertaken. This will follow the same format as the baseline survey, such that comparisons can be made over time. The results of the annual surveys will be presented in an annual Monitoring Report for submission to LCC. The monitoring period will be five years or one year post final completion, whichever is greater.

7.6 Should there be a poor response rate to the surveys we will undertake manual traffic counts at the site entrances to ensure we obtain robust data. A response rate below 50% would trigger the need for the counts.

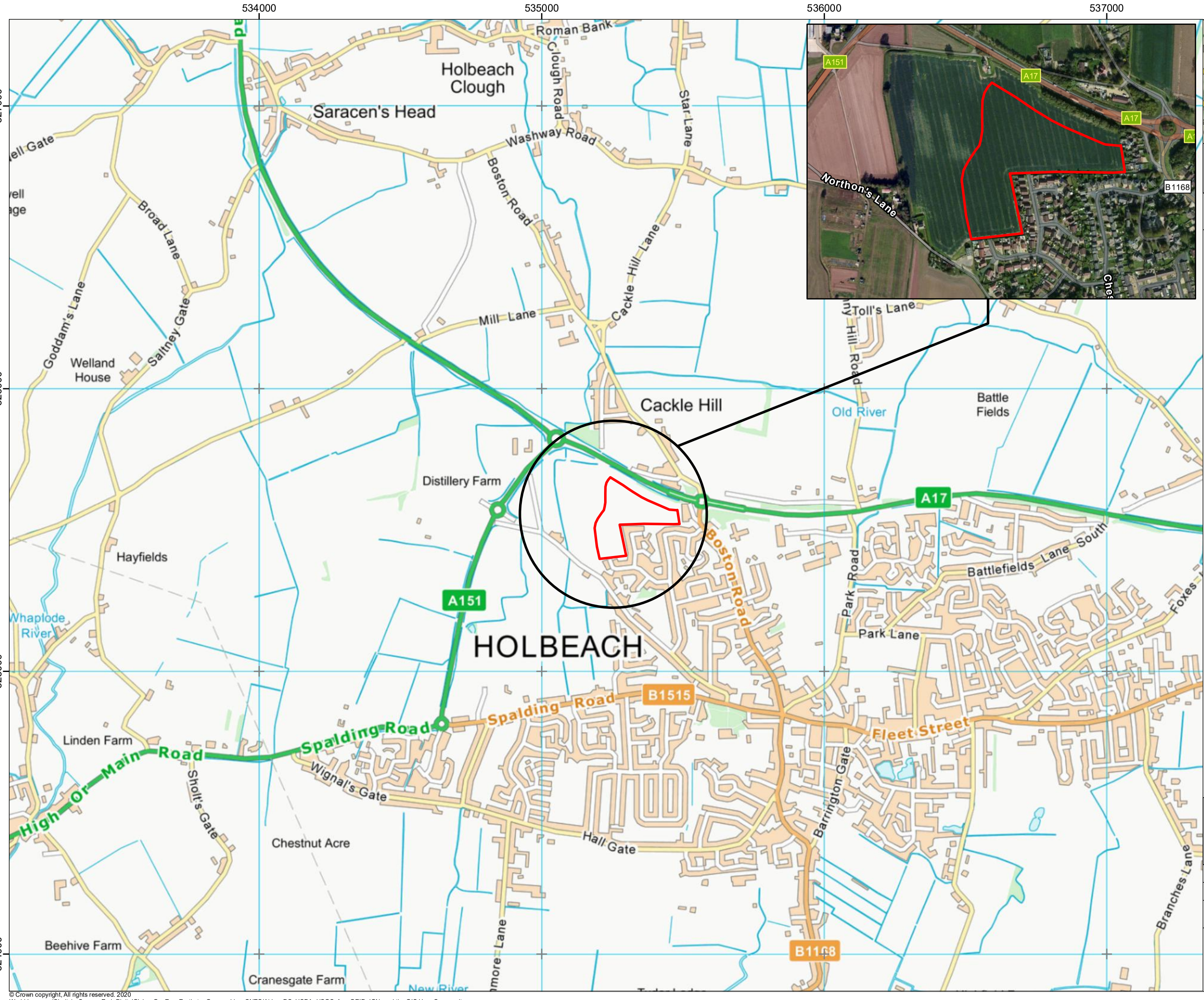
## 8.0 SUMMARY AND ACTION PLAN

8.1 A summary of the main Travel Plan measures is included in **Table 8.1**. The table summarises the details of the timescales associated with the implementation of the measures and monitoring of the Travel Plan and the person/ organisation responsible for the funding and implementation are also presented.

**Table 8.1 Travel Plan Summary of Measures and Actions**

| Measure/ Action | Target Date | Responsibility |
|---|---|---|
| Appoint TPC | Three months prior to occupation of first dwelling | Developer |
| Agree/ implement Final Travel Plan | One month prior to occupation of first dwelling | TPC |
| Deliver pedestrian and cycle links across the site | Delivered as part of site construction | Developer |
| Produce travel packs | Prior to first occupation | TPC |
| Activate Website | Prior to first occupation | TPC |
| Promote sustainable travel measures set out within TP | Within travel packs | TPC |
| Conduct baseline travel survey (Questionnaire) | Upon occupation of each dwelling | TPC |
| Issue initial baseline monitoring report | 50 responses or 12 months following first occupation, whichever is sooner. | TPC |
| Conduct annual travel survey (Questionnaire) | Annually from issue of baseline monitoring report to LCC. For a five year period or one year after final occupation, whichever is greater. | TPC |

# APPENDIX 1




PROJECT:

**Northons Lane, Holbeach**

TITLE:

**Site Layout Plan**

Legend:

Site Boundary


AIMEE THOMPSON TRANSPORT PLANNING

m: 07507342334
e: aimee@at-transportplanning.co.uk


| Rev | Date | Purpose of Revision | Drawn |
|---|---|---|---|
| A | 12/02/2020 | Initial Issue | DR |

Drawing Reference: 702202

0 50 100 200 Metres

SCALE: 1:12,500

ISO A3

DO NOT SCALE


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# APPENDIX 2

## Schedule of Accommodation

To be read in conjunction with drawing no. 3162-0-001-A - DRAFT OVERLAY

| Housetype | No. of Beds | Type | No. of Units | Percentage | Sq. Ft. | Total Sq. Ft. |
|---|---|---|---|---|---|---|
| 201 | 2 Bedrooms | Semi-detached | 17 | 15.45 | 651.00 | 11067.00 |
| 202 | 2 Bedrooms | Semi-detached | 6 | 5.45 | 671.00 | 4026.00 |
| 301 | 3 Bedrooms | Semi-detached | 11 | 10.00 | 759.00 | 8349.00 |
| 307 | 3 Bedrooms | Detached | 12 | 10.91 | 807.00 | 9684.00 |
| 310S | 3 Bedrooms | Semi-detached | 13 | 11.82 | 788.00 | 10244.00 |
| 311 | 3 Bedrooms | Semi-detached | 11 | 10.00 | 759.00 | 8349.00 |
| 313 | 3 Bedrooms | Semi-detached | 4 | 3.64 | 811.00 | 3244.00 |
| 314 | 3 Bedrooms | Detached | 3 | 2.73 | 811.00 | 2433.00 |
| 315 | 3 Bedrooms | Detached | 17 | 15.45 | 816.00 | 13872 |
| 401 | 4 Bedrooms | Detached | 11 | 10.00 | 1066.00 | 11726.00 |
| 403 | 4 Bedrooms | Detached | 3 | 2.73 | 1048.00 | 3144.00 |
| 405 | 4 Bedrooms | Detached | 2 | 1.82 | 1172.00 | 2344 |
| Totals | | | 110 | 100.00 | | 88482.00 |

Trinity House

Drain

Drain

SALES ARENA

BASIN

SPRUCE CL

CEDAR DRIVE

PINE CL

103

93

eld House

# Northon's Lane, HOLBEACH

DO NOT SCALE - ALL DIMENSIONS & LEVELS TO BE CHECKED ON SITE - THIS DRAWING IS COPYRIGHT

SKETCH
subject to structural review
subject to accurate measured survey

| revision | date | content | initials |
|---|---|---|---|

project: PROPOSED RESIDENTIAL
NORTHON'S LANE
HOLBEACH

client: GLEESON DEVELOPMENT

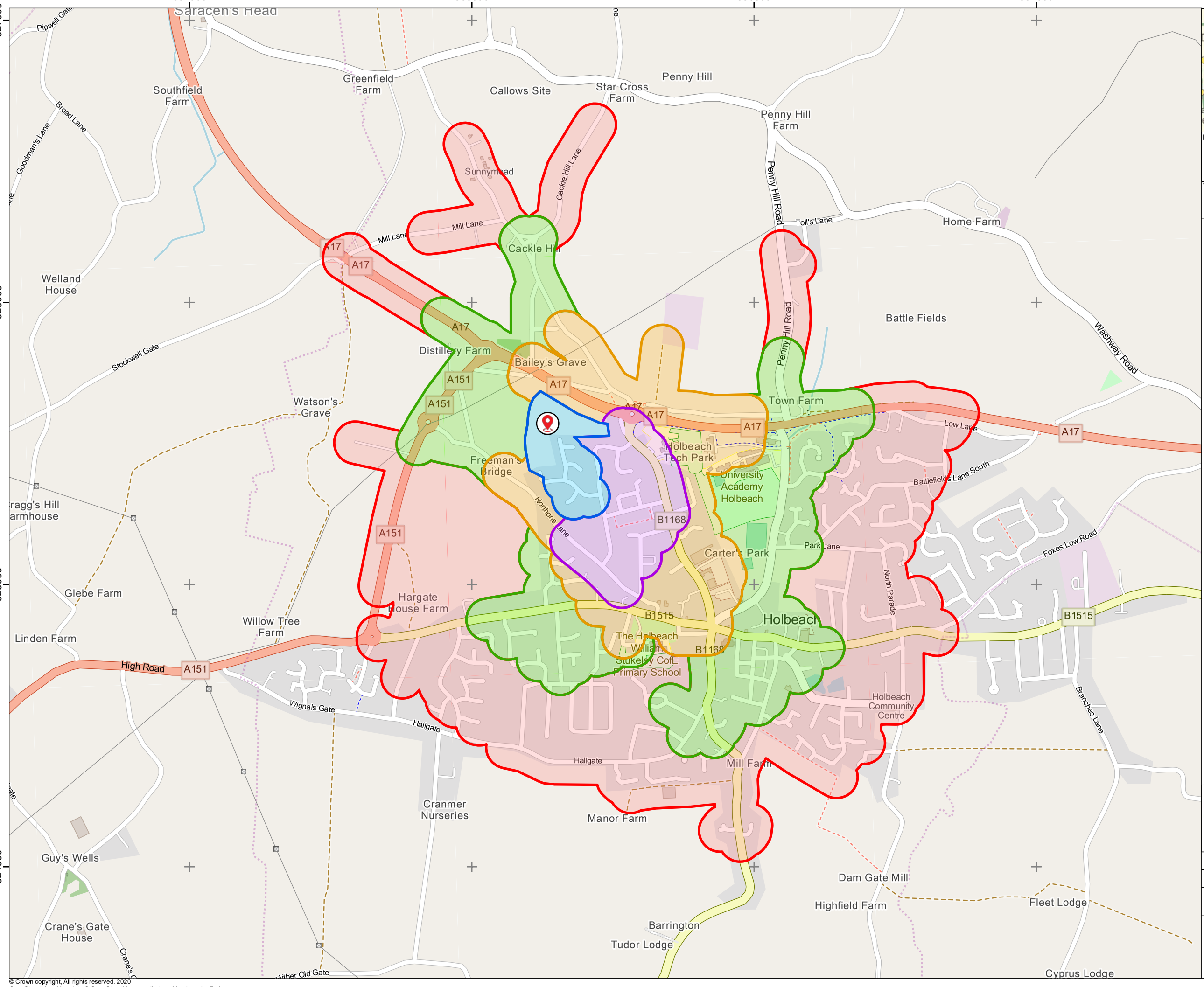
title: SCHEMATIC SITE LAYOUT

date: 23.01.20 | scale: 1:500@A1 | drawn: DDS

drawing number: 3162-0-001 B | checked:

niemen architects
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Fax: 0113 239 5401
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# APPENDIX 3




PROJECT:

**Northons Lane, Holbeach**

TITLE:

**Walking Isochrone Plan**

Legend:

Site Location

Walking Isochrone (m):

- 400
- 800
- 1200
- 1600
- 2000


AIMEE THOMPSON TRANSPORT PLANNING

m: 07507342334
e: aimee@at-transportplanning.co.uk


| Rev | Date | Purpose of Revision | Drawn |
|---|---|---|---|
| A | 12/02/2020 | Initial Issue | DR |

Drawing Reference:
702202

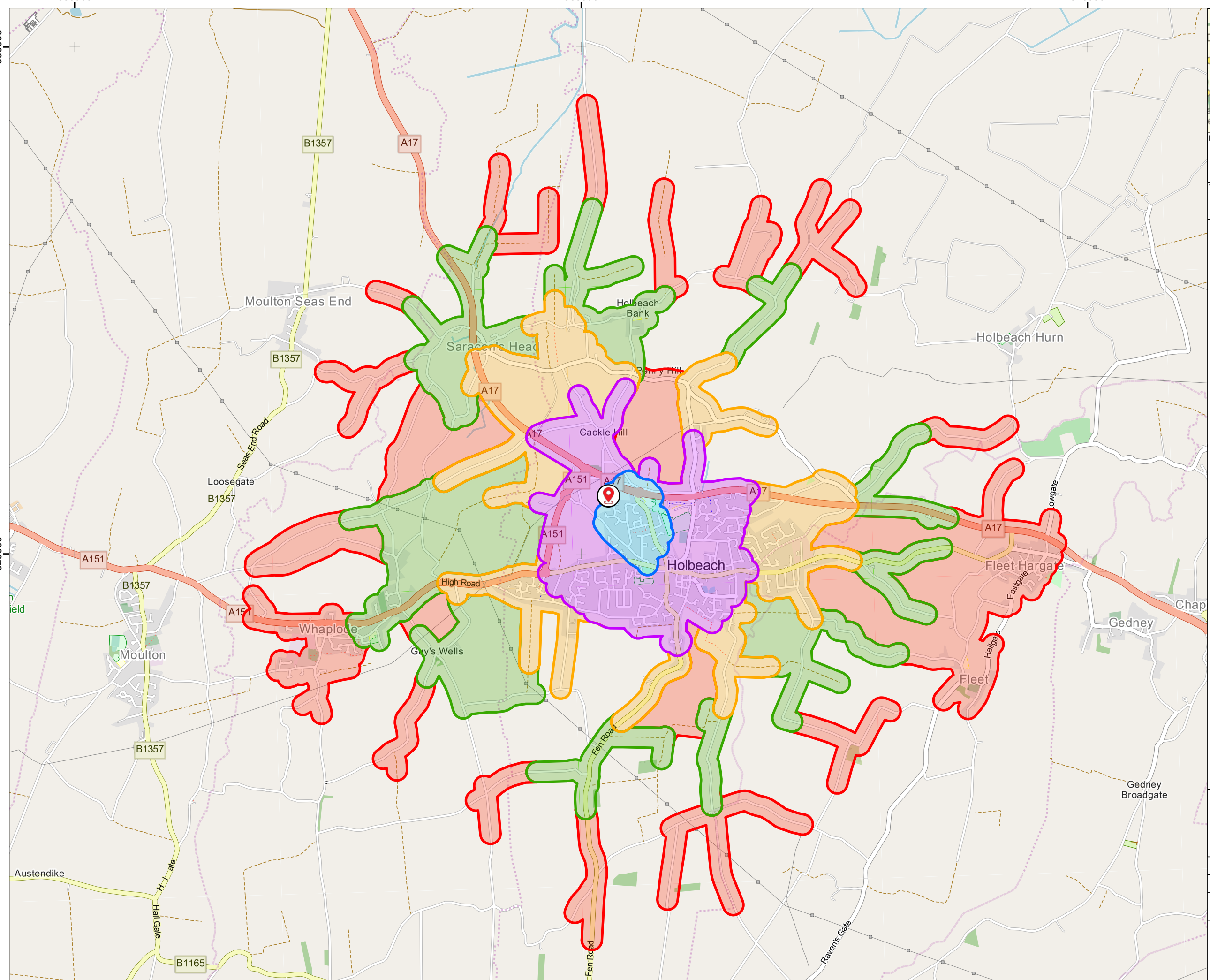
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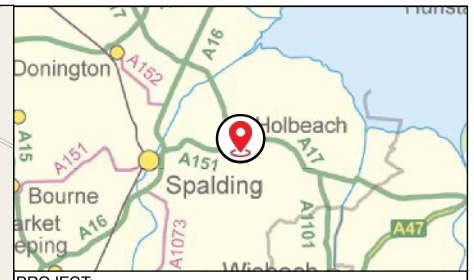
SCALE: 1:12,500

ISO A3

DO NOT SCALE


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PROJECT:

**Northons Lane, Holbeach**

TITLE:

**Cycling Isochrone Plan**

Legend:

Site Location

Cycling Isochrone (m):

- 1000
- 2000
- 3000
- 4000
- 5000


AIMEE THOMPSON TRANSPORT PLANNING

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| Rev | Date | Purpose of Revision | Drawn |
|---|---|---|---|
| A | 12/02/2020 | Initial Issue | DR |

Drawing Reference:
702202

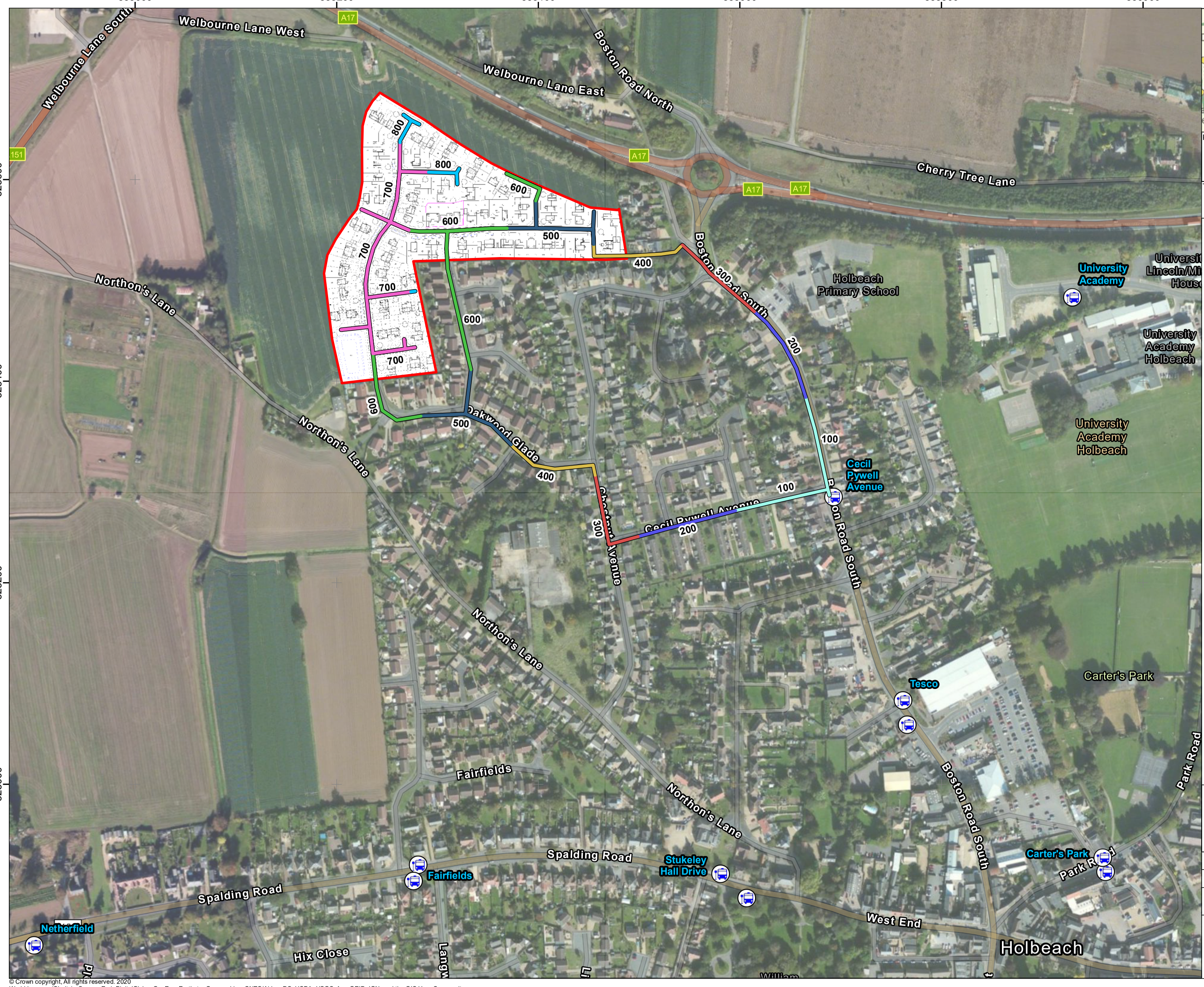
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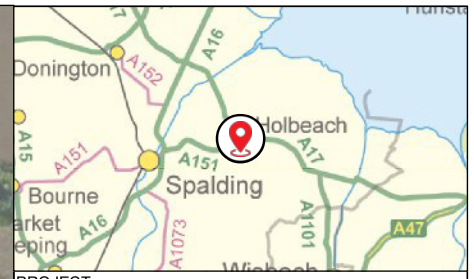
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ISO A3

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PROJECT:

**Northons Lane, Holbeach**

TITLE:

**Bus Stop Plan**

Legend:

- Site Boundary
- Bus Stop Locations

Bus Stop Walking Distances:

- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800


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| Rev | Date | Purpose of Revision | Drawn |
|---|---|---|---|
| A | 31/03/2020 | Initial Issue | DR |

Drawing Reference:
702202

0 25 50 100 Metres

SCALE: 1:3,500

ISO A3

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