Proposed Residential Development Former Butterfly Park, Little London, Long Sutton, Lincolnshire

Travel Plan

May 2024

Client: D. Brown Building Contractors Limited

Ref: RHC-24-015-TP

Roberts Highway Consultants Limited
Company Number: 13958498

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Revision History

Revision	Comments	Written By
- May 2024	Initial submission	Andrew Roberts BA (Hons) MCIHT MTPS

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1.0 INTRODUCTION

1.1 Roberts Highway Consultants Limited has been appointed by D. Brown Building Contractors Limited to provide a residential Travel Plan as part of a planning application for the proposed residential development at land known as The Butterfly Park, Little London, Long Sutton.

1.2 The proposed application seeks full panning permission for 123 dwellings which will provide 57 new affordable homes and 66 market housing.

1.3 The broad extent of the site is outlined on **Plan 1**, with a proposed site plan contained within **Appendix A**.

Plan 1: Contextual Site Location Plan



© Google Maps

1.4 This Travel Plan should be read in conjunction with the Transport Assessment produced by Roberts Highway Consultants Limited (report ref. RHC-24-015-TA).

1.5 All Travel Plans are treated as 'living' documents that are reviewed and updated at various key stages of development, implementation, and occupation. Regular reviews are therefore proposed to enable effective monitoring and implementation of the Travel Plan, as detailed in this document. In this process, the report considers current Government Policy contained within the National Planning Policy Framework (NPPF), Paragraph 117 which states:

*"**Paragraph 117**. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*

1.6 The NPPF states that a Travel Plan is:

"A long-term management strategy for an organisation or site what seeks to deliver sustainable transport objectives and is regularly reviewed."

1.7 A residential Travel Plan is concerned with origin-based travel, with journeys made from a single origin (home) to multiple and changing destinations, with the time and travel mode all varying. A successful residential Travel Plan therefore has the potential to achieve a high proportion of trips by sustainable modes and reduce the number of single occupancy car trips generated by a development.

1.8 A Transport Assessment has also been completed in support of the proposed development. Where applicable, findings from the Transport Assessment have been used to inform any infrastructure improvements and modal split targets.

Report Structure

1.9 The structure of this report is as follows:

- The requirement of the document in relation to planning alongside the objectives of the Travel Plan is covered within **Chapter 2.0**.
- The location of the site alongside the existing sustainable travel opportunities within proximity of the site can be found within **Chapter 3.0**.
- The responsibility and management of the Travel Plan; its package of measures and the Travel Plan targets can be found within **Chapter 4.0**.
- Details on the implementation of the Travel Plan, how it will be monitored and actioned are included within **Chapter 5.0**.
- The summary and conclusions of the report can be found within **Chapter 6.0**.

Disclaimer

1.10 Roberts Highway Consultants Limited has completed this report for the benefit of the individuals referred to in paragraph 1.1, and any relevant statutory authority, which may require reference in relation to approvals for the proposed development. Other third parties should not use or rely upon the contents of this report unless explicit written approval has been gained from Roberts Highway Consultants Limited.

1.11 Roberts Highway Consultants Limited accepts no responsibility or liability for:

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2.0 SCOPING AND OBJECTIVES

Scoping

2.1 This report has been completed with reference to Lincolnshire County Council's document "Guidance Notes for the Preparation and Implementation of Development Travel Plans" (Version 5, December 2021).

2.2 In addition to the above, this Travel Plan has been completed in accordance with Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfT, 2009.

Objectives

2.3 The objectives of this Travel Plan have been derived from the guidance identified above, and subsequently used for the scoping of the Travel Plan.

2.4 The primary objective of this Travel Plan is to reduce the number of single occupancy private car trips to and from the site. Several travel-related measures will be implemented, aiming to positively influence the travel patterns of all users of the site. The main targets of this Travel Plan aim to:

1) To **decrease the amount of single occupancy vehicle usage to the site** by all users of the site, where it is practical to do so, particularly those travelling short distances (i.e., under 2km).
2) To **reduce carbon emissions** associated with the development by reducing single occupancy car use.
3) To **increase the awareness of sustainable travel modes**, particularly the use of public transport, available for all users of the site.
4) To assist in the **change in the travel behaviour** of individuals to a sustainable mode of travel and maintaining that change once it has occurred.
5) To complete the initial outcome-based targets and undertakes subsequent **yearly monitoring**.

2.5 The objectives outlined above have been carefully selected to help benefit the local area surrounding the proposed site. These objectives provide short, medium, and long-term achievable targets, which will contribute to the success of this Travel Plan.

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3.0 EXISTING CONDITIONS

Existing Site

3.1 The development site is located on the north-eastern edge of the market town of Long Sutton in Lincolnshire, approximately 20km west of the town of King's Lynn, 18km east of the town of Spalding and 33km north-east of the cathedral city of Peterborough.

3.2 The site is an irregular shape comprised of overgrown wasteland. It was formerly The Long Sutton Butterfly and Wildlife Park which closed in October 2012.

3.3 To the north, the site is bound by an open drainage ditch beyond which are sports pitches and playing fields for the Peele Leisure Centre and Lincoln University Academy, Long Sutton. A solar farm forms the boundary to the east of the site with Little London, a single carriageway road, forming the western boundary.

3.4 An access road to the solar farm forms the boundary to the south of the site, with an open drainage ditch and agricultural land beyond. A further solar farm bounds the southeastern corner of the site as can be made out within **Plan 1**.

3.5 The site's existing vehicular access, directly off the carriageway, is on the western boundary on Little London, between number 64, a residential property to the north, and property number 54 Hall Marsh House, a period property with intact historic character to the south.

Existing Mode Share

3.6 To ascertain travel patterns in the local area, a review of both the 2011 and 2021 census data has been undertaken from NOMIS for travel to workplaces for residents living in the South Holland 008C super output area – lower layer, which the site is situated.

3.7 The review has primarily been undertaken to ensure for a robust assessment of likely travel modes associated with residents of the site, given the 2021 census was undertaken during a period where travel behaviors may have been influenced by the Covid-19 pandemic.

3.8 **Table 1** provides a summary of the Travel to Work statistics for the South Holland 008C super output area – lower layer taken from both census datasets. A copy of the census data can be found within **Appendix B**.

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Table 1: Summary of Travel to Work Statistics

Method of Travel to Work	2011 Census Data		2021 Census Data	
	Persons	Percentage	Persons	Percentage
Work from Home	*55*	*7.7%*	*123*	*17.4%*
Underground/Metro/Light train/Tram	0	0.0%	0	0.0%
Train	2	0.3%	2	0.3%
Bus, Minibus/Coach	15	2.1%	1	0.1%
Taxi	1	0.1%	1	0.1%
Motorcycle/Scooter/Moped	6	0.8%	4	0.6%
Driving a Car or Van	518	72.1%	496	70.4%
Passenger in a Car or Van	51	7.1%	38	5.4%
Bicycle	30	4.2%	10	1.4%
On Foot	35	4.9%	22	3.1%
Other method of Travel to work	5	0.7%	8	1.1%
Total	718	100%	705	100%

3.9 The census data outlines how the 2011 census data would be a more robust dataset when reviewing modal shifts by single car occupancy journeys. Whilst the dataset shows how 65% of journeys to work during both the 2011 and 2021 census were made by single occupancy car/van trips (subtracting the number of car or van trips from the number of passengers), there was a significant increase in the percentage of residents working from home, a typical influencer given the time of the survey and the Covid-19 pandemic.

3.10 Upon reviewing the census data and considering the impacts of the Covid-19 pandemic upon the results, the 2011 census data will be used within this report to determine projected travel modes associated with the development site.

Sustainable Transport Opportunities

3.11 An accessibility assessment has been undertaken to determine the location of key local facilities and amenities in relation to walking and cycling to highlight travel time to these services. **Table 2** provides a summary of key amenities and facilities using these travel modes.

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Table 2: Accessibility Assessment to Local Amenities/Facilities

Amenity/Facility	Approx. Distance (m)	Approx. Walking Time	Approx. Cycling Time
Retail			
Long Sutton Tyres and Exhausts	800	10	3
One Stop Convenience Store	1000	12	4
Premier Convenience Store	1200	14	5
Lincolnshire Co-Op Long Sutton	1300	15	5
SPAR Long Sutton Convenience Store	1300	15	5
Education			
Rainbow Nursery	210	3	1
University Academy Long Sutton	280	3	1
Cinder Ash Pre-School	500	6	2
Long Sutton CP School and Nursery	1400	17	6
Leisure & Hospitality			
Peele Leisure Centre	300	4	1
Long Sutton Scout and Guide Hall	700	8	3
The Granary Bar and Grill	950	11	4
The Crown and Wolfpack Pub	1000	12	4
New Sutton House Chinese Takeaway	1000	12	4
San San Chinese Takeaway	1000	12	4
Palmers Ale House and Kitchen	1100	13	5
Domino's Pizza Long Sutton	1100	13	5
The Ship Long Sutton Pub	1300	15	5
Health			
Boots Pharmacy	1000	12	4
Coakley Opticians	1000	12	4
The Suttons Medical Group GP Practice	1300	15	5
Transport			
Market Court Bus Stop	1000	12	4
Employment			
Princes Ltd Food Products Supplier	2400	29	10

**Assumes a walking speed of 1.4m/s (3.2mph or 5.0kph) taken from the Guidance for Providing for Journeys on Foot (IHT, 2000) and cycling speed of 4m/s (9mph or 14.4kph), taken from Local Transport Note 1/86.*

3.12 **Table 2** highlights that there are several facilities and amenities located throughout the local area of Long Sutton which prospective residents would be able to utilise, with these facilities in context to the site outlined on the Key Facilities & Amenities Plan within **Appendix C**.

3.13 Additional facilities are located along Market Place which include a butchers, barbers, takeaways, a café and a post office.

Accessibility on Foot

3.14 Guidelines for "Providing for Journeys on Foot" commissioned by the Institution of Highways Engineers (IHT) suggest that for pedestrians without a mobility impairment, the following average distances are considered acceptable and should be used for planning and evaluation purposes. **Table 3** replicates those distances on the IHT guidance.

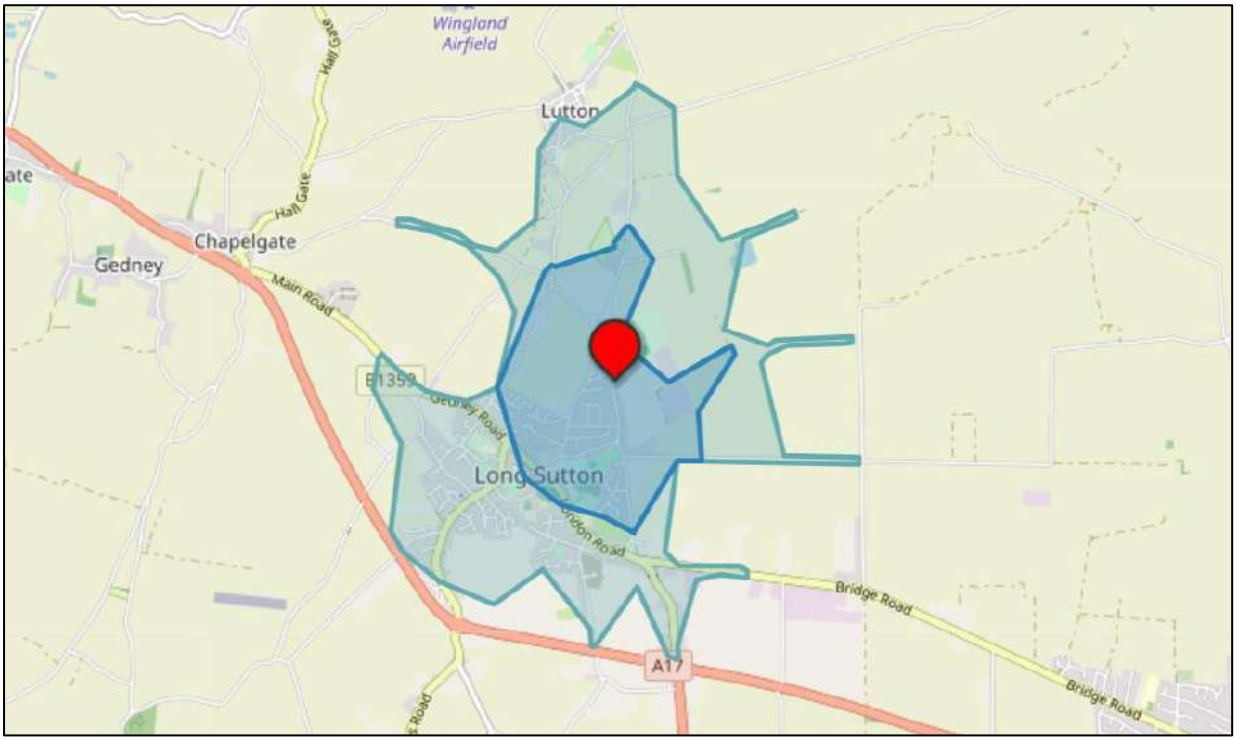
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Table 3: **IHT Suggested Walking Distances**

Suggested Acceptable Walking Distances			
	Town Centres	Commuting and School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Maximum	800m	2000m	1200m

3.15 For purposes of planning and evaluation, and in the absence of any other anecdotal evidence, it is generally accepted that the 'suggested' distances highlighted in the above table are used. To understand how these distances relate to the site and the surrounding infrastructure available to accommodate journeys by foot, an iso-distance map indicating a 2km iso-distance has been produced and presented in **Plan 2.**

Plan 2: 2km Walking Map Shown in 1km Isochrones



© Openrouteservice.org

3.16 **Plan 2** illustrates that the centre of Long Sutton is situated within 1.6km walking distance of the site. A range of facilities and amenities residents could utilise as part of a walking journey are situated along Market Place and High Street as previously mentioned.

3.17 Educational facilities are found within a 300m walking distance of the site to the north and south, with the southern aspect of Lutton Village located within 2km walking distance north of the site, which takes in Lutton St Nicholas Primary School.

3.18 Opposite the site, a Public Right of Way shown within **Photograph 1**, connects Queensway with Little London, providing residents with a more direct route to facilities to the west.

Photograph 1: Little London/Queensway Right of Way



Photograph Dated May 2024

3.19 Adjacent to the site, a footway can be found along the northbound side of Little London, whereas a footway on the southbound side of the carriageway is only in situ to the north of the site. Dropped kerbs and street lighting can be found in situ at various junctions.

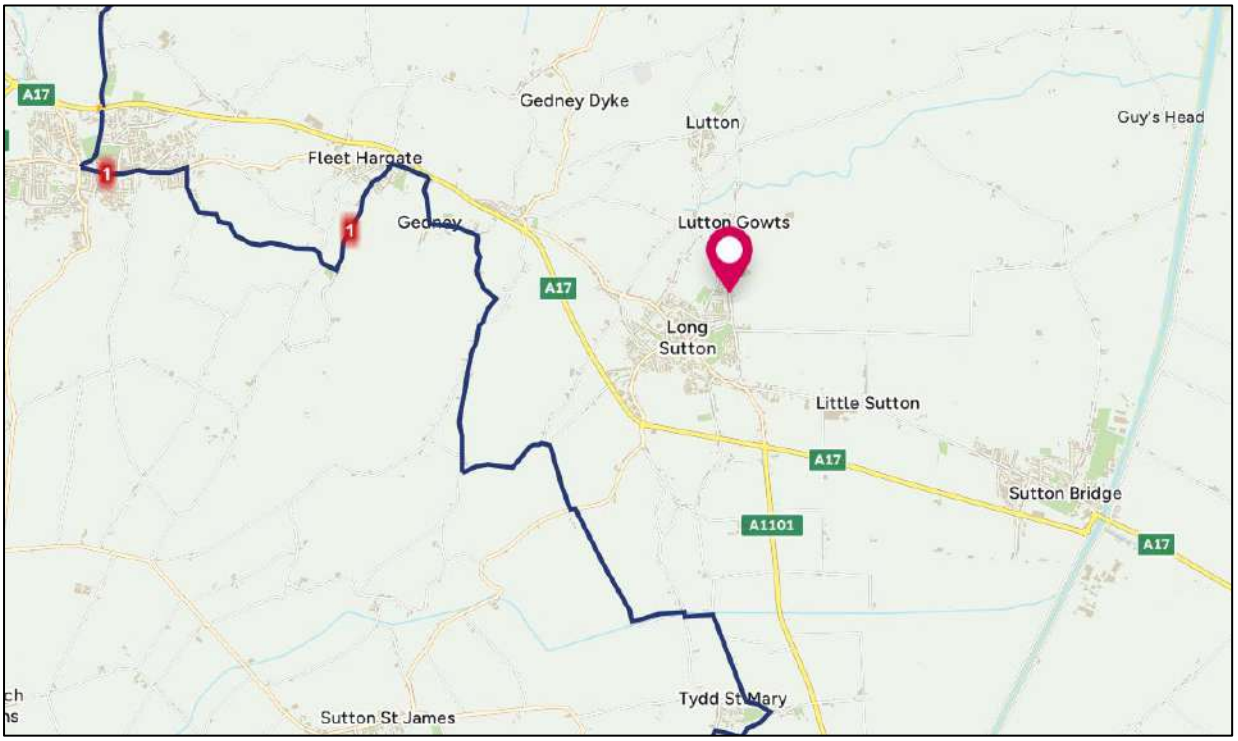
Accessibility by Cycle

3.20 A review of Sustrans.org.uk indicates that National Cycle Route 1 is the closest in proximity to the site and is located approximately 2.8km to the west. This route bypasses Long Sutton, connecting Wisbech, south of the site, with Boston to the north. **Plan 3** outlines the location of National Cycle Route 1 in relation to the site.

3.21 In addition to the National Cycle Network, cyclists could choose to cycle on the surrounding roads. A review of these roads suggests that cycling would be a suitable form of travel for residents due to their quiet nature and low vehicle speed limits (30mph).

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Plan 3: National Cycle Network Route Map



© Sustrans.org / Map Layer: OS Maps

Accessibility by Bus

3.22 Located approximately 1km walking distance southwest of the site access, the Market Court bus stops provide services travelling both northbound and southbound from Long Sutton.

3.23 The bus stop on the southbound side of the carriageway (**Photograph 2**) comprises of a flag-and-pole with attached bus timetable information. Kassell kerbs can be found in situ to aid transfers and a bus cage is situated along the carriageway to assist with identifying the stop. The northbound stop (**Photograph 3**) comprises similar but also benefits from a bus shelter.

Photograph 2: Market Ct Southbound Stop



Photograph 3: Market Ct Northbound Stop



Photographs Dated May 2024

3.24 A summary of the bus services which operate from Market Court can be found within **Table 4**, with a Public Transport Plan attached within **Appendix D**.

Table 4: Summary of Bus Services Along Market Court

Service	Operating Days	Approx. Operating Times	Approx. Frequency (up to)	Route	Provider
50	Mon-Fri	09:10-13:20	2 Services	Long Sutton-Wisbech	Stagecoach East Midlands
	Sat	07:40-17:20	4 Services		
505	Mon-Fri	05:53-20:21	Hourly	Spalding-Kings Lynn	
	Sat	07:31-20:21			
	Sun	09:23-18:24			
505A	Mon-Fri	14:24	Single Service		
505B	Mon-Fri	14:54			
NG1	Mon-Fri	16:21		Spalding-Sutton Bridge	

Timetable data taken from 'traveline.info' accessed 04/05/2024

3.25 The bus timetable information demonstrates that residents will be able to use the bus services along the B1359 to access local villages, towns, and educational facilities.

3.26 There is also a ghost stop situated along the site frontage with Little London (Butterfly Park). This stop provides a school-only service operated by Fowlers Travel, operating to/from University Academy Long Sutton to Gedney Hill, Monday to Friday.

Sustainability Conclusion

3.27 Upon reviewing the information within this chapter, the site can be described as being in accordance with Paragraph 109 of the NPPF which states;

> *'Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.*
>
> *Opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'*

3.28 It is apparent that the proposed residential development would be accommodated by the existing infrastructure within the site's locale, with direct access to public transport links as well as existing amenities.

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4.0 TRAVEL PLAN MANAGEMENT, MEASURES AND TARGETS

4.1 The effective implementation and maintenance of the Travel Plan as a live document is strongly dependent on a clear and efficient management regime. This section sets out the key roles and responsibilities for the management and implantation of the Travel Plan.

Travel Plan Management

4.2 A Travel Plan Coordinator will be responsible for promoting the Travel Plan to all users of the site and will act as a key point of contact during the construction, pre-occupation and operational phases of the site. They will ensure residents understand their travel choices, providing details of how those who wish to change their travel patterns, can do so.

4.3 The appointed Travel Plan Coordinator will be funded by the developer for a minimum of five years after the first year of occupation and will promote long-term measures to encourage a shift away from single occupancy car use towards alternative forms of travel such as walking, cycling, public transport and car sharing. This will be achieved through the provision of targeted advice, effective management and close liaison with the Lincolnshire County Council.

4.4 Contact details for the Travel Plan Coordinator will be provided to Lincolnshire County Council's Travel Plan Officer upon their appointment, with notification provided upon any changes in the role during the lifetime of the Travel Plan.

4.5 The Travel Plan Coordinator will be responsible for the distribution of travel information to residents and will be the first point of contact on all matters relating to travel to/from the site.

4.6 The user specific Travel Plan Coordinator's duties are likely to include:

- Providing relevant Travel Plan data, marketing material and travel information to users of the site. This will include for the preparation and distribution of Residents Travel Packs (discussed later within this report).
- Overseeing the implementation of the Travel Plan and liaising with Lincolnshire County Council's Travel Plan Officer for advice and guidance, and;
- Ensuring awareness of the Travel Plan and its benefits for all users of the site.

Travel Plan Measures

4.7 All residents will be made aware of the Travel Plan, including its aims and objectives, and the role of individuals in achieving these will be explained.

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4.8 The Travel Plan and its associated measures will be promoted to residents on an annual basis through newsletters.

4.9 In addition to the initial marketing of the Travel Plan, a range of physical, managerial and awareness measures have been outlined which will be implemented to promote and facilitate use of sustainable modes of travel when accessing the site.

4.10 The following measures will be implemented as part of the development to meet the key aims and objectives previously outlined within this report.

Measure One (M1): Travel Information Packs

4.11 Travel Information Packs, commonly shortened to Travel Packs, will be provided to all households upon occupation. The packs will contain the following information:

- Plans showing the location of local amenities within close proximity to the site such as shops, leisure facilities and health facilities and relevant walking/cycle routes.
- Bus timetable information of services operational past the site.
- Train timetable information for the most popular local routes as well as national services operational from local train stations, in conjunction with information on sustainable transport options to the stations.
- Details of websites such as the RAC's route planning service *'www.rac.co.uk/route-planner'* that specialise in route finding for walking, listing weather conditions and rest stops.
- Information about the Travel Pack including how it works, why it is required and its purpose.
- Details of car share websites such as liftshare.com to encourage residents to car share.

4.12 An annual newsletter/leaflet will be prepared by the Travel Plan Coordinator and issued to all households. The newsletter/leaflet will provide information on any changes in travel information, in addition to providing a summary of each travel survey, so residents can actively see their travel behaviours.

Measure Two (M2): Working from Home

4.13 The impact of the Covid-19 pandemic has changed the way in which we work. Many people have adapted to a hybrid way of working, with continued home working making use of technology (e.g. Microsoft Teams and Zoom) and other applications for continued collaboration. Working from home will not be possible for all people; however, the Travel Plan Coordinator will promote the idea and the benefits of hybrid working through Travel Information Packs.

4.14 In accordance with The Building etc Regulations 2022 (No. 2), the developer of the site will ensure connection to ultrafast broadband speeds, to allow the possibility of home working, subsequently reducing

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vehicle movements upon the highway. Internet shopping is also a popular form of shopping and therefore, internet provision will allow for this, reducing single car occupancy vehicle trips.

Measure Three (M3): Promote Walking and Cycling

4.15 Walking and cycling can play an important role in healthy and active lifestyles. These sustainable travel modes offer an easy and convenient way to integrate physical activity into daily routines. Through the promotion of various measures encouraging cycling and walking, residents will have the opportunity to regularly engage in physical activity.

4.16 Each household will be provided with a Travel Information Pack which will include for maps showing surrounding National Cycle Routes or local routes.

4.17 Contact details for the Travel Plan Coordinator will be displayed so they can be contacted with any issues, concerns or suggestions on additional content regarding travel to and from the site.

4.18 Bicycles would be stored within the boundary of each property, in garages, sheds or similar storage facilities. Each of the dwellings will have enough enclosed garden space for this to be achieved.

Measure Four (M4): Promote Public Transport

4.19 For journeys that are too far to walk or cycle, bus or train services may offer a viable alternative to private car use. Public transport reduces the number of vehicles on the road and can offer savings on fuel and car maintenance (especially where season tickets are purchased). Additionally, it also frees up time for would be drivers to spend on alternative activities such as reading during their journey.

4.20 Public transport route and timetable information will be provided within the Travel Information Pack as to maximise the opportunity to use existing public transport and raise awareness of alternative travel modes within proximity of the site.

Measure Five (M5): Promote Car Sharing

4.21 Car sharing can be an effective means of easing traffic congestion by reducing the number of single occupancy car trips to and from work and facilitate the achievement of sustainable travel objectives. For residents that have common journey requirements, car sharing can be a cost effective and time effective way of travelling.

4.22 The Travel Plan Coordinator will setup a Discord group specifically for residents of the development so they can discuss their opportunities to car share. Details of this group will be provided within the Travel Information Packs.

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Measure Six (M6): Promote Health and Wellbeing

4.23 Creating an environment where people actively choose to walk and cycle as part of everyday life can have a significant impact on public health. One of the ways to achieve the recommended level of exercise is by changing peoples' preferred method of travel from travel by car, to walking and cycling, as well as bus use that frequently requires a least a small amount of walking.

4.24 The NHS physical guidelines for adults recommend at least 150 minutes of moderate-intensity aerobic activity such as cycling or fast walking per week. Actively encouraging people to reduce the use of their car and providing opportunities to increase active travel can increase physical activity and help prevent chronic diseases, reduce risk of premature death and improve mental health.

4.25 The measures to assist with promoting Health and Wellbeing as part of the proposed development are as follows:

- The Public Open Space within the site will allow for users to undertake physical activity, including walking and jogging.
- Suitable access links will be provided to decrease walking times for users, which will encourage more frequent walking and cycling trips.
- The Travel Plan Coordinator will provide details to each household on local and national events to promote sustainable travel, e.g. bike week. Such information will be provided within the development's Discord group.

Travel Plan Targets

4.26 The Transport Assessment which accompanies this Travel Plan forecasts the peak hour vehicle trips that would be generated by the proposed development, using trip rates obtained from the Trip Rate Information Computer System (TRICS) database. **Table 5** outlines these trip rates.

Table 5: Vehicle Trip Rates

	AM Peak (8am to 9am)			PM Peak (5pm to 6pm)		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Trip Rates (per dwelling)	0.118	0.587	0.706	0.459	0.150	0.609

4.27 When applying the above trip rates to the proposed development of 123 dwellings, the following AM and PM peak hour vehicle trips are projected.

Table 6: Traffic Generation (123 Dwellings)

	AM Peak (8am to 9am)			PM Peak (5pm to 6pm)		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Trips	15	72	87	56	18	74

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4.28 When considering the projected vehicle flows within **Table 6**, the proposed development is forecast to generate 87 two-way vehicle trips during the busiest peak hour (AM Peak). This forecast has been taken forward for use in assessing the likely multi-modal trips associated with the site, using 2011 census percentages shown within **Table 1**.

4.29 A summary of the likely modal splits associated with the site can be found within **Table 7**.

Table 7: Anticipated Baseline Person Trips by Travel Mode

Method of Travel to Work	Percentage	AM Trips	PM Trips
Work from Home	*7.7%*	*9*	*8*
Underground/Metro/Light train/Tram	0.0%	0	0
Train	0.3%	0	0
Bus, Minibus/Coach	2.1%	3	2
Taxi	0.1%	0	0
Motorcycle/Scooter/Moped	0.8%	1	1
Driving a Car or Van	72.1%	87	74
Passenger in a Car or Van	7.1%	9	7
Bicycle	4.2%	5	4
On Foot	4.9%	6	5
Other method of Travel to work	0.7%	1	1
Total	100%	121	102

**Rounding may have occurred*

4.30 The base-line percentage modal shares from **Table 7** have been used as a basis for setting interim targets, subject to the completion of initial resident travel surveys, discussed later within this report.

4.31 The main objective of this Travel Plan is to reduce the number of single car occupancy vehicle trips to and from the site over a five-year period (or period as agreed with Lincolnshire County Council).

4.32 Lincolnshire County Council's travel plan guidance suggests that all new developments should commit to a reduction in single occupancy vehicle trips of 10% in rural areas or 15% in urban areas.

4.33 When taking into account the development and wider infrastructure, the following interim targets will be taken forward as part of this Travel Plan.

- Target 1: Reduce Single Car Occupancy vehicle trips by 10% (65% to 58.5%).
- Target 2: Increase the number of sustainable trips to and from the site by the corresponding percentage.

4.34 The above targets are considered to be Site-specific, Measurable, Achievable, Realistic and Time-related (SMART), especially when considering the location of the site and walkable services within Long Sutton.

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Residents Travel Survey

4.35 To identify a baseline modal split for travel, an initial resident travel survey will be undertaken within three months of first occupation. The survey, which will be undertaken as a questionnaire, will identify current travel habits when accessing the site. An example questionnaire can be found within **Appendix E**.

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5.0 IMPLEMENTATION, MONITORING AND REVIEW

Implementation

5.1 As previously discussed, the Travel Plan Coordinator will be responsible for a large proportion of the travel plan. Their role will be to implement the measures previously discussed within this report alongside undertaking the monitoring of the plan.

Monitoring

5.2 Initially, the Travel Plan Coordinator will be responsible for undertaking a travel survey of all occupied households within three months of first occupancy, as to obtain baseline model splits in which future Travel Plan targets will be reviewed against.

5.3 In addition to the baseline travel survey, updated travel surveys will be conducted annually from first occupation. Questionnaires, similar to that within **Appendix E**, will be issued to each household as to obtain up-to-date travel information.

5.4 It will be the responsibility of the Travel Plan Coordinator to maximise the response rate of the questionnaires and make them available to all users of the site when the time comes. It is estimated that the survey period would last two weeks, as to maximise the potential for the number of responses.

5.5 Upon completion of the survey period, an updated monitoring report will be completed by the Travel Plan Coordinator and submitted to Lincolnshire County Council's Travel Plan officer. The report will outline the findings of the survey including but not limiting to:

- Modal splits of travel by residents.
- The measures and their impact over the monitoring period.
- Achieved targets against previously set targets.
- Objectives and targets for future monitoring period.

5.6 The Travel Plan Coordinator will be responsible for making the results of the monitoring report available to all users of the site, via the annual travel newsletters.

Action Plan

5.7 An 'Action Plan' for the implementation of the Travel Plan is provided within **Table 8**.

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Table 8: Action Plan

Target Date	Action/Measure	Responsibility
Prior to Occupation	• Appointment of the Travel Plan Coordinator. • Provide Public Open Space areas and new footway links. • Provide broadband connections to each property. • Install dropped kerb crossing along Little London.	Developer
	• Setup residents Discord group for car sharing discussions. • Prepare Travel Information Packs ready for distribution.	Travel Plan Coordinator
Within three months of Occupation	• Undertake initial baseline travel survey. • Distribute Travel Information Packs to households.	
Annually	• Undertake updated travel surveys and review the Travel Plan measures and targets where appropriate. • Prepare and distribute annual newsletter/leaflet to all households.	
Ongoing	• Promote Local and National Awareness events such as cycle to work. • Liaison with Local Authority and public transport operators regarding Travel Plan and services. • Notifications within the discord group as and when travel information changes.	

5.8 A review of the Travel Plan will be undertaken at each monitoring period. Where the Travel Plan Coordinator or Local Authority believe the Travel Plan is not achieving its targets, remedial measures could be implemented, which may include a review of all existing measures and the re-marking of those measures to residents of the site.

Enforcement

5.9 The developer of the site will be responsible for providing the funding for the launch and implementation of the Travel Plan, along with the costs to implementation of those measures detailed in the Action Plan.

5.10 The developer will be required to provide sufficient funds to ensure that the Travel Plan remains active and current for a minimum of five years from commencement of development.

5.11 Suitable funding will also be set aside by the developer to revisit measures already outlined within this Travel Plan in the event the aims, objectives and targets are not being met. In addition, additional measures could be reviewed, such as discount cycle vouchers and or discounted bus tickets, subject to the findings of the residents' questionnaires and if these would be suitable.

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6.0 SUMMARY

6.1 This Travel Plan has been prepared in support of a proposed planning application for a proposed residential development at land known as The Butterfly Park, Little London, Long Sutton.

6.2 Following the review of accessibility to the site via sustainable modes, it is concluded that the site is well located in terms of access to walking, cycling and public transport network.

6.3 Based upon the level of identified sustainable transport provision in the vicinity of the proposed development, a series of Travel Plan initiatives and measures considered appropriate to the site have been identified.

6.4 The document sets out a package of measures for the end user of the site, aiming to have a beneficial impact on the travel choice of residents. These measures have been designed to support the implementation of sustainable transport to help reduce dependency on single occupancy car journeys. A summary of these measures are as follows:

- Measure One (M1): Travel Information Pack
- Measure Two (M2): Working From Home
- Measure Three (M3): Promote Walking and Cycling
- Measure Four (M4): Promote Public Transport
- Measure Five (M5): Promote Car Sharing
- Measure Six (M6): Promote Health and Wellbeing

6.5 The implementation of the Travel Plan will be the responsibility of the appointed Travel Plan Coordinator. Monitoring of the Travel Plan and updating of all information contained herein this document will fall to the appointed Travel Plan Coordinator.

6.6 The Travel Plan must be agreed prior to use of the site and the active implementation of the Travel Plan on site will commence as detailed above. Various measures relating to the plan will be implemented as agreed in this document.

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Appendix A: -



BOUNDARY TREATMENT

- **TYP 1** – 1.8m high robust close boarded timber fence, the fence will have no footholds and the rails and posts will be positioned to face the properties/within the gardens.
- **TYP 2** – 1.2m high Uncrainable timber post and rail fencing, rails and posts will be positioned to face the properties/within the gardens.
- **TYP 4** – 0.6m Timber knee rail to POS to avoid vehicular access
- **TYP 5** – 1-2 metal railing where site has key corners and in front of hedging
- **BOLLARDS**

HARD SURFACING

- **Denotes Highway** Tarmac
- **Denotes drive ways/parking** Block paving
- **Denotes Footpath** Tarmac
- **Denotes private patio area** concrete slab
- **Denotes orchard footpath** Breedon self-binding gravel path
- **Black Paved Road Surface** Constructed of pedestrian crossings on highway.

SOFT LANDSCAPING

- **Denotes rough grassland** Amenity rough grassland mix from Emorsgate Seeds
- **Denotes mowed grassland** Quality hard-wearing lawn seed mix 80% Perennial Ryegrass, 20% Creeping Red Fescue
- **Denotes proposed shrub planting**

GRASS & WILDFLOWER MAINTENANCE PLAN & SCHEDULE

AMENITY GRASS

Bracket sweep, repair, rotovate to level, re-seed if required, seed with BS4 mix 13	May-September	As required
Grass cut, leave arisings, trim edges and collect trimmings	April-October	Every 2 weeks
Fertiliser-Spring	April	Annually
Fertiliser-Autumn	October	Annually
Scarification	March	Annually
Spiking	Autumn	Twice Annually
Reforming of edges to paths and planting	Autumn	Annually

WILDFLOWER & WILDGRASS

These grasses will comprise of a native species mix and permitted to grow longer in order to provide habitat for wildlife and provide an attractive wild grass area. The maintenance is proposed and as follows:

Year 1 After Installation

Cut as necessary to keep the height of 15cm until the end of March, when the vegetation is cut to 5cm. Arisings to be removed. Cutting helps to weaken the annual species in favour to establish Perennials well enough to compete with more vigorous grass species.

Year 2 and Beyond

The number of cuts can be much reduced. Instead, the purpose will be to try and create a varied sward structure, encouraging a variety of plants. Cutting is still an important factor in successful grassland establishment. As the vegetation starts to die back in autumn, cut to 5cm and remove arisings. Repeat cut in autumn using mower/strimmer in October when the vegetation has died back.

The grassland should only be cut once plants and grasses have set and shed their seeds. The grassland should be cut to a length of 2-3 inches to ensure re-growth occurs. Cutting should be undertaken in July, August, or September. The first cut should be cuttings to dry in the cut for a day or two. This promotes any invertebrates that have colonised with an opportunity to disperse. Remove all cuttings before they begin to break down otherwise that breakdown will inadvertently increase soil fertility.

An open sward over the winter ensures healthy, disease free plants which can benefit from the low winter sun and frosts. Cutting in March will also help to control any early wildflowers and grasses are in the perfect position to develop flowers and seed heads quickly to expand their perennial cycle thus guaranteeing a wildflower meadow year after year.

NEW TREES

All new trees to be standard size 8-10cm girth, or 20 litre containers unless specified.

No.	Species	Root	Girth (cm)	Height (m)	25yr Height (m)
T1	Tilia cordata 'Greenspire'	BR	8-10	2.5-3.0	10
T2	Betula pendula 'Silver Birch'	BR	8-10	2.5-3.0	10
T3	Carpinus betulus 'Streetwise'	BR	8-10	2.5-3.0	9
T4	Sorbus aria 'Majestica'	BR	8-10	2.5-3.0	7
T5	Acer pseudoplatnus	BR	8-10	2.5-3.0	15
T6	Acer Campestre 'Streetwise'	BR	8-10	2.5-3.0	7
T7	Acer Campestre 'Field Maple'	BR	8-10	2.5-3.0	10
T8	Salix alba 'White Willow'	BR	8-10	2.5-3.0	12

PLANTING SPECIFICATION

All planting stock shall comply with the requirements of the British Standards 3936, and shall be healthy, strong with a well developed root system and shall be supplied in accordance with National plant specification. The native plants are to be of local provenance and be well tubaked. Trees and shrubs are to be lifted from the open ground in the nursery. They are not to be handled and transported in accordance with relevant codes of practice, with roots kept moist and wrapped to protect them from adverse weather conditions.

Additional topsoil to be supplied where required and to ensure that all tree pits are backfilled with a suitable quality soil ready for grass areas, 300mm deep for hedges and shrubs, and 750 deep x 1500 square for tree planting.

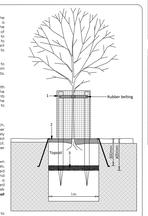
All planting operations shall be carried out in accordance with BS 4428. Planting pits are to be dug at a size in excess of the root ball of the plant. Trees and shrubs are to be lifted from the are to be planted at their natural depth as they existed in the nursery. Peat free planting compost or well rotted manure is to be incorporated in the backfill of all tree pits.

TREE PLANTING

Bare root trees are to be planted November - to - March. If planting is to be carried out at other times then container grown stock should be used, if planted in late spring or early summer then irrigation should be provided. Stakes are to be 1500mm long, 750mm into the ground and the tree secured by one tree tie. All plants are to have rabbit spirals and individual guards as well as a 600mm diameter mulch mat or bark mulch. 'In diameter round' the base of each standard tree is to be mulched 750mm deep with medium grade bark mulch. **Trees are to be planted 5m away from adoptable road objectes to prevent lateral damage to the highway.**

HEDGE PLANTING

Excavated trench to be 400mm wide and cultivated to 300mm deep. All pernicious weeds are to be eradicated. Plants are to be set out in a double staggered row, 300mm x 4 plants to the metre. Hedging is either to be planted through a weed control geo textile or mulched with 75mm of bark mulch. All hedging thus to be protected with rabbit guards.



1. Weld Mesh guard (12 gauge wire with a 25mm x 75mm grid size), secure with galvanised staples or ratchet ties
2. 80mm mulch to aid moisture retention and weed suppression
3. Dig and loosen base to aid drainage and root growth

NEW HEDGES

Plant at 4 plants per metre in double staggered row, species mix 3-7 at random - bare root plants

Species	Type	Roof	Size (mm)
Fagus Sylvatica 'copper beech'	n/a	BR	450-600

SUDS MAINTENANCE PLAN & SCHEDULE

Attenuation Basin

Schedule	Work to be carried out	Frequency
Regular maintenance	Remove litter and debris	Monthly
	Cut grass to spillways and access	Monthly (or as required)
	Cut meadow grass to specified areas and remove cuttings	Half-yearly (spring & autumn)
	Manage other vegetation & remove nuisance plants	Monthly (or as required)
	Inspect inlet, outlet and overflow arrangements to ensure they are working effectively and remove debris as necessary	Monthly
	Inspect bankstables, structures, pipework etc for damage	Monthly
	Top up of level gauge below level of planting stream	Annually
	Manage nuisance plants	Annually
Occasional maintenance	Weed control of any vegetation growth	As required
	Prune and trim any trees and remove cuttings	Every 2 years or as required
	Remove sediment from inlet basin	Every 5 years
Remedial Actions	Repair erosion or other damage by reseeding or re-turfing	As required
	Realignment of basin slopes and bankside design levels	As required
	Repair of inlets, outlets and overflows	As required

SUDS systems are to be managed and maintained by the Management Co.

LANDSCAPING MANAGEMENT PLAN & MAINTENANCE SCHEDULE

Description	Work to be carried out	Responsibility	Frequency
Unadopted parking areas	Apply approved weed killer Clean / Jetwash Fascia	Housing association	As required
Unadopted street lighting	Repair / relamp	Housing association	As required
Unadopted roads	Repair	Housing association	As required
Private gardens	Maintenance / repair	Property occupier	As required
Grass	Maintenance as noted	Management Co.	See notes
Hedging	Maintenance as noted	Management Co.	See notes

TREES MAINTENANCE SCHEDULE

Task	Time of Year	Frequency
Inspection of mature trees	March-September	Annually
Selective felling of over mature/ declining species	October to February	As required
New planting to broaden/ supplement diversity of tree stock	October to March	Annually
Other works- removal of debris trapped in branches etc.	As necessary	Annually
Removal of self self seedlings	January	Annually
Selective thinning and pruning to be undertaken to ensure there is sufficient light through the tree canopy	As necessary	As required

HEDGES

Task		
Trimming	April to October	3 times
Reshaping	Hard prune Oct-Feb	Annually
Chemical weed control along base	In winter and summer only when other methods have failed	Annually
Fertilising	Spring	Annually
New Planting	October-March	Annually
Litter/Debris	Throughout	Daily
Watering	As necessary, depending on weather	

Proposed Street Elevation A-A
Scale 1:200

Proposed Landscape Plan
Scale 1:500

Rev B- 22/05/2024- Pond Amends
Rev A- 12/04/2024- boundary amend adj.64

DRAWING ISSUES AND REVISIONS

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ldc

PROJECT :	Residential Development The Old Butterfly Park Long Sutton
DATE :	July 2023
TITLE :	Proposed Landscaping & Boundary Treatments
SCALE :	1:500
ORIGINAL SIZE	A0 (Landscape)
DRAWING NUMBER	LDC3963-PL-02_B

This drawing is the copyright of John Dean Consultancy and must not be reproduced or amended except by prior written permission. The contractor is responsible for checking all dimensions on site prior to commencement and reporting back to the architectural consultant any discrepancies. All materials specified on this drawing are to be installed in accordance with manufacturers written instructions and current codes of practice.

All Details and Specification on this drawing and in relation to this specific project should be adhered to. If any deviations occur the contractor / client should inform John Dean Consultancy as we cannot be held responsible for errors resulting from unchecked detail and specification changes.

Appendix B: -

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 15 May 2024]

population	All usual residents aged 16 to 74	
units	Persons	
area type	2011 super output areas - lower layer	
area name	E01026256 : South Holland 008C	
rural urban	Total	718

Method of Travel to Work	2011	
All categories: Method of travel to work	1,202	
Work mainly at or from home	55	7.7%
Underground, metro, light rail, tram	0	0.0%
Train	2	0.3%
Bus, minibus or coach	15	2.1%
Taxi	1	0.1%
Motorcycle, scooter or moped	6	0.8%
Driving a car or van	518	72.1%
Passenger in a car or van	51	7.1%
Bicycle	30	4.2%
On foot	35	4.9%
Other method of travel to work	5	0.7%
Not in employment	484	

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

TS061 - Method used to travel to work

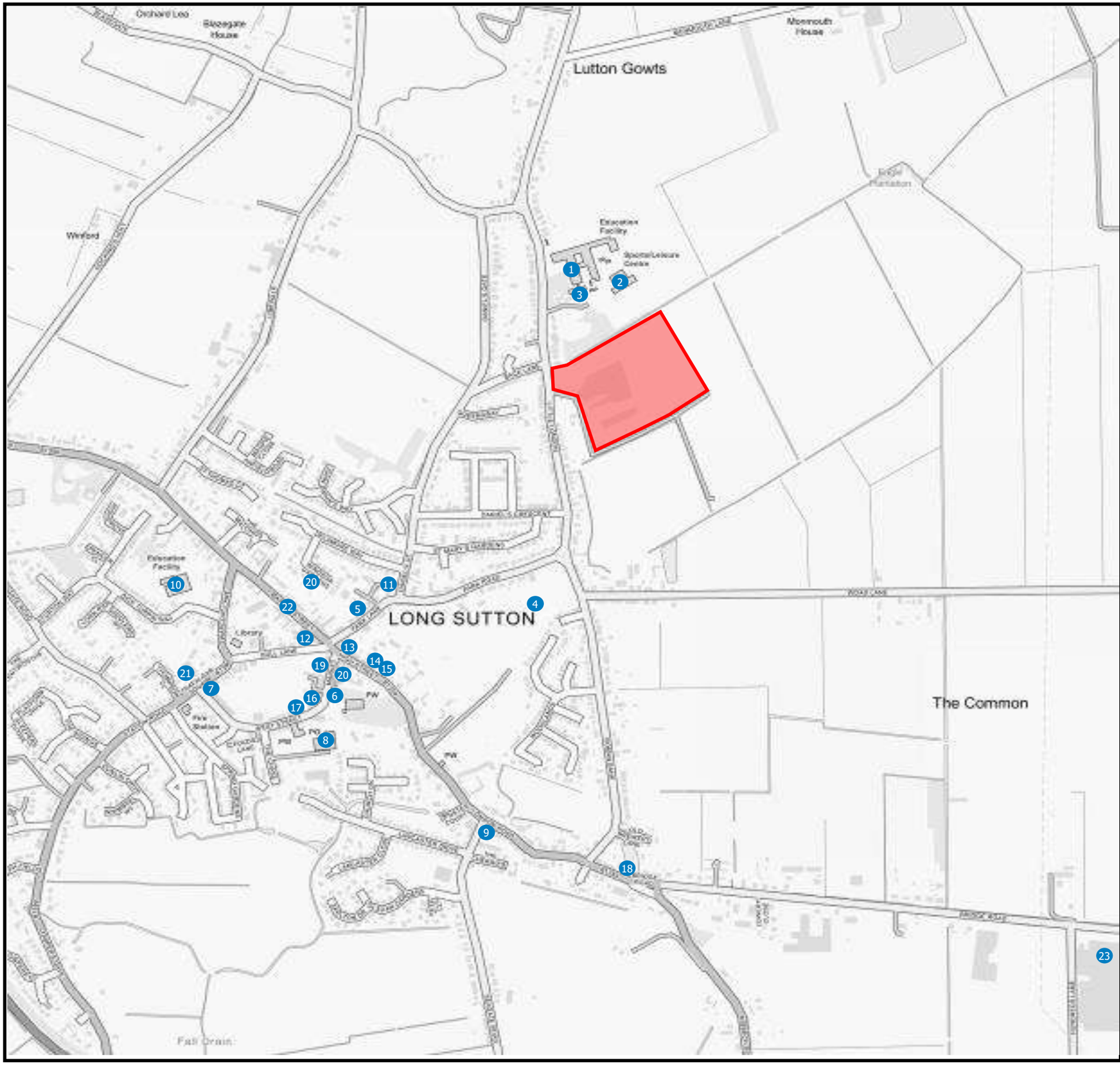
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population	All usual residents aged 16 years and over in employment the week before the census
units	Persons
area type	2021 super output areas - lower layer
area name	E01026256 : South Holland 008C

Method of travel to workplace	2021	
	number	%
Total: All usual residents aged 16 years and over in employment the week before the census	705	100.0
Work mainly at or from home	123	17.4
Underground, metro, light rail, tram	0	0.0
Train	2	0.3
Bus, minibus or coach	1	0.1
Taxi	1	0.1
Motorcycle, scooter or moped	4	0.6
Driving a car or van	496	70.4
Passenger in a car or van	38	5.4
Bicycle	10	1.4
On foot	22	3.1
Other method of travel to work	8	1.1

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.
Census 2021 took place during a period of rapid change. We gave extra guidance to help people on furlough answer the census questions about work. However, we are unable to determine how furloughed people followed the guidance.
Take care when using this data for planning purposes. Read more about specific quality considerations in our https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/methodologies/traveltoworkqualityinformationforcensus2021.

Appendix C: -



Scale:

Not To Scale.

N

Notes:

1. Do Not Scale From This Figure.
2. This Figure May Include Data Provided By 3rd Parties No Liability Is Accepted For The Accuracy Of Such Data.
3. This Figure Is Not Intended As A Comprehensive Listing, And Shows Only Selected Local Facilities Considered Of Significance.
4. Paved Footways May Not Be Available On All Routes.

Site Location

Local Facilities Key

1. University Academy Long Sutton
2. Peele Leisure Centre
3. Rainbow Nursery
4. Cinder Ash Pre-School
5. Long Sutton Tyres and Exhausts
6. One Stop Convenience Store
7. Premier Convenience Store
8. Lincolnshire Co-Op
9. SPAR Convenience Store
10. Long Sutton CP School and Nursery
11. Long Sutton Scout and Guide Hall
12. The Granary Bar and Grill
13. The Crown and Wolfpack
14. New Sutton House Chinese Takeaway
15. San San Chinese Takeaway
16. Palmers Ale House and Kitchen
17. Domino's Pizza
18. The Ship Long Sutton Pub
19. Boots Pharmacy
20. Coakley Opticians
21. The Suttons Medical Group
22. Market Court Bus Stop
23. Princes Food Supplier

Client:
D. Brown Building Contractors Limited

Project:
Little London
Long Sutton
Lincolnshire

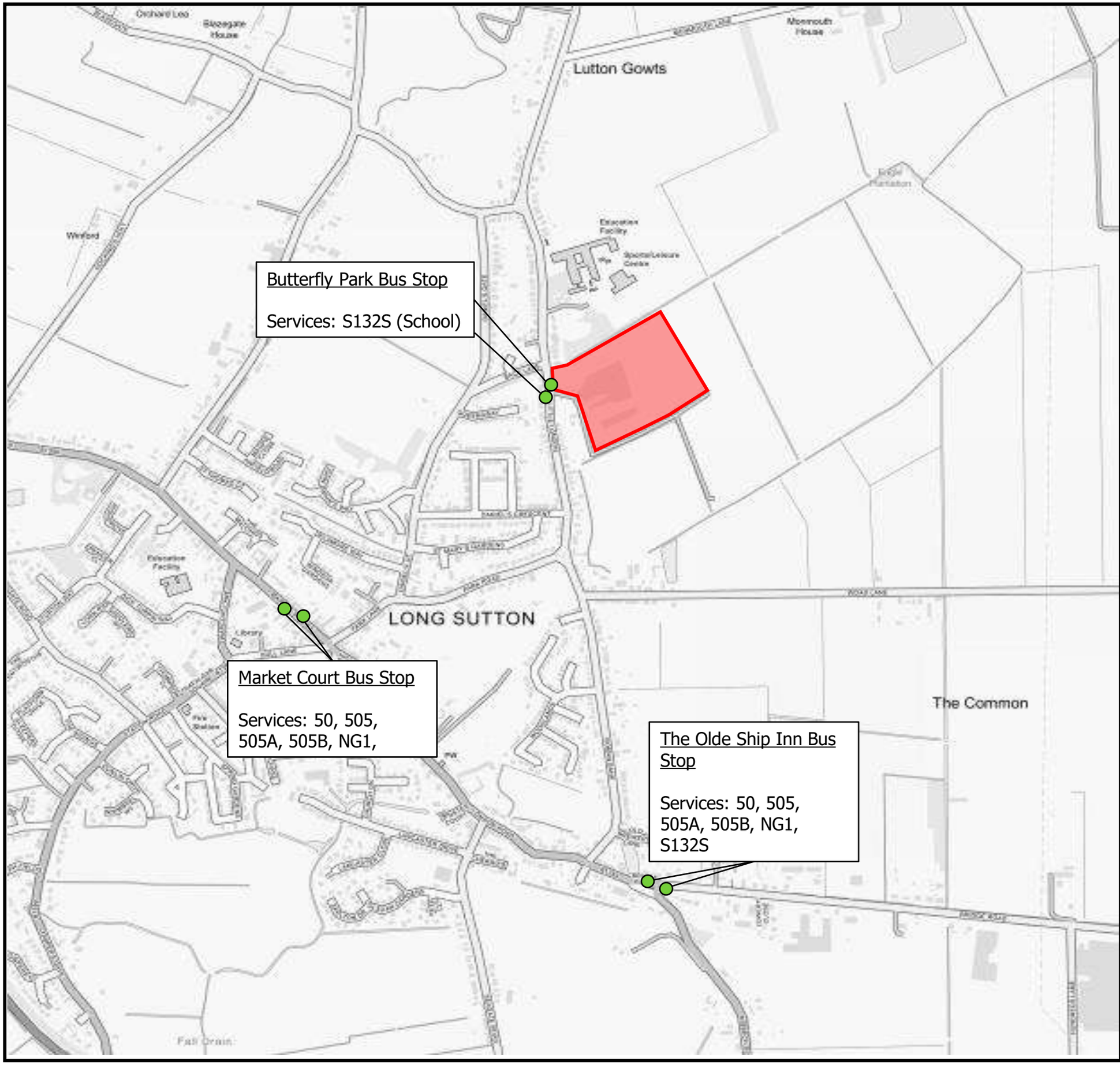
Diagram Title:
Facilities & Amenities Plan

Drawn & Checked By:	Date:
AR	01/05/2024

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Appendix D: -



Scale:

Not To Scale.

N

Notes:

1. Do Not Scale From This Figure.
2. This Figure May Include Data Provided By 3rd Parties No Liability Is Accepted For The Accuracy Of Such Data.

Site Location

Selected Bus Stops Close To Site

Client:
D. Brown Building Contractors Limited

Project:
Little London
Long Sutton
Lincolnshire

Diagram Title:
Public Transport Plan

Drawn & Checked By:	Date:
AR	01/05/2024

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Appendix E: -

Residents
TRAVEL QUESTIONNAIRE

Roberts Highway Consultants

Introduction

The following questions are designed to give your Travel Plan Coordinator, and Lincolnshire County Council (the overseeing organisation) an understanding of travel movements to and from your home in order to try and achieve a reduction in single occupancy vehicle trips. The questions are designed to be simple, with the entire questionnaire taking no longer than five minutes for you to complete.

Plot Number .....

Question 1) To help us understand the current transport use of the site, please complete the following:

How many people live in this household?	Under 18:	Over 18:
How many bicycles do you own?		
How many cars/vans are associated with this property?		
Does the property have access to Electric Vehicle Chargers?		

***Please answer all of the following questions for all adults (aged 18 or over)**

Question 2) Which of the following destination do you most frequently travel to/from during 'rush hour' periods:

	Adult 1	Adult 2	Adult 3	Adult 4	Adult 5
Work					
Education					
Shopping					
Leisure					
None					

Question 3) What mode of transport do you most frequently use to travel to this destination? (If you use multiple modes of travel, please choose the mode which constitutes the longest duration in journey time):

Travel Modes	Adult 1	Adult 2	Adult 3	Adult 4	Adult 5
Car Driver (alone)					
Car Driver (with passenger)					
Car Passenger					
Walking					
Cycling					
Bus					
Train					
Motorbike/Scooter					
Taxi					
Tram					

Residents
TRAVEL QUESTIONNAIRE

Roberts Highway Consultants

Question 4) Do you use any other modes of travel during the same journey which you have not outlined within Question 3?:

Travel Modes	Adult 1	Adult 2	Adult 3	Adult 4	Adult 5
Car Driver (alone)					
Car Driver (with passenger)					
Car Passenger					
Walking					
Cycling					
Bus					
Train					
Motorbike/Scooter					
Taxi					
Tram					

Question 5) What time do you usually leave the house to travel to this destination?

Time	Adult 1	Adult 2	Adult 3	Adult 4	Adult 5
Before 06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00					
After 09:00					

Question 6) How far is this journey normally?

Time	Adult 1	Adult 2	Adult 3	Adult 4	Adult 5
Under 1 mile					
1-3 miles					
4-10 miles					
10-20 miles					
Over 20 miles					

Question 7) Why do you choose this travel mode? (Please tick all that apply)

Reason	Adult 1	Adult 2	Adult 3	Adult 4	Adult 5
Cheapest					
Most Convenient					
Environmental Reasons					
Healthiest Option					
Quickest					
Work Requirement					
Lack of Public Transport					
For own Safety					

Question 8) What would encourage you to take more sustainable travel modes?

Incentive	Adult 1	Adult 2	Adult 3	Adult 4	Adult 5
Cycle and Walking Maps					
A Site Car Club					
Personalised Journey Plans					
Free Bus 'Taster Tickets'					
Discounted Rail Tickets					
Travel Information Leaflet					
Cyclist Training Sessions					
Life Share Coffee Mornings					
Life Share Noticeboards					
Not Possible due to Work					

Question 9) The Travel Plan Coordinator of the site will be establishing a 'Steering Group', responsible for continuing the work of the Travel Plan in future years. The group may meet every quarter for approximately one hour. If you would like to be contacted regarding this, please provide your details in the space below.

.....

Question 10) If you have any other information which you believe would be useful for this survey, please provide this in the space below.

.....

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.....

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.....

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Thank You for Your Assistance.

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