

Hawthorn Bank /Meadow Way, Spalding

Residential Travel Plan

March 2026

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Report Reference

19690/RTP

Revision History

Rev	Amendments	Prepared By	Checked By	Date
First Issue	N/A	SP	GBR	30/03/2025

Introduction



Woods Hardwick

Architecture | Engineering | Planning | Surveying

Introduction

The following paragraphs state the purpose of this document, and its constraints. A summary of existing and future site details; together with relevant pre-planning correspondence is also provided.

- 1.1 This Residential Travel Plan (RTP) has been prepared by Woods Hardwick Ltd on behalf of Broadgate Homes in support of a Full Planning Application for a proposed residential development on a site known as 'Hawthorn Bank/Meadow Way', Spalding. A Site Location Plan is included in **Appendix A**.
- 1.2 The proposed development is for 230 dwellings with associated infrastructure. A copy of the Proposed Masterplan is included in **Appendix B**.

Existing Site

- 1.3 The application site is located in the south west of Spalding in South Holland district of Lincolnshire. Spalding is 22km south west of Boston and 24km north east of Peterborough.
- 1.4 The existing site currently consists of open grassland with a warehouse located in the north west quadrant. To the north, the site is abutted by existing residential properties; to the east by Hawthorn Bank, the railway line and Hills Drain. To the south the site is abutted by recently constructed residential dwellings (by the same developer), and to the west by existing residential dwellings.
- 1.5 By road Spalding is accessible from all directions. The A16 provides a connection to the north and south, the A151 provides a connection to the east and the A1175 provides a connection to the south west.
- 1.6 The closest Public Right of Way (PRoW) to the site is Footpath Spal/16/1 and Spal/17/1 which run either side of the River Welland. An extract of the PRoW map for Spalding is presented in Figure 2.1 on the following page.
- 1.7 In terms of access to public transport services, the site is conveniently located in proximity to a number of bus stops:
 - 'Dickens Street' bus stop is situated approximately 200m to the south west of the site and accessible within a 3-minute walk.
 - 'Rembrandt Way' bus stop is situated approximately 300m to the north of the site and accessible within a 4-minute walk.
 - 'Hawthorn Bank' bus stops are situated approximately 800m to the south east of the site and accessible within a 8-minute walk from the Hawthorn Bank site access.

- 1.8 The nearest train station to the site is Spalding Train Station, which is located approximately 1.6km to the north east of the site; and is accessible within a 22-minute walk, 17-28-minute bus journey or 6-minute cycle.

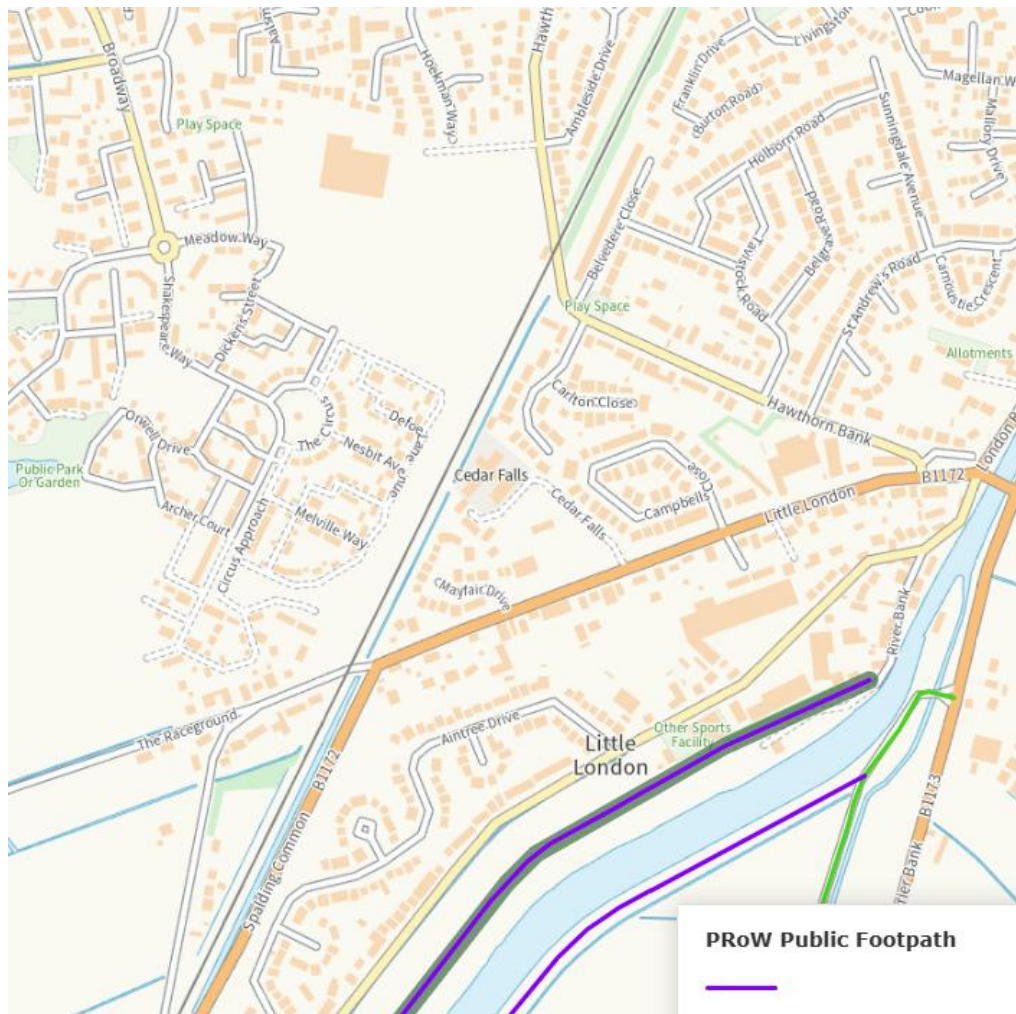


Figure 2.1: Extract of Lincolnshire County Council's PRoW Map

Proposed Development

- 1.9 Development proposals are for the construction of 230 residential dwellings, comprising a majority of private dwellings with 10 affordable units; with a range of detached, semi-detached and terraced properties. A copy of the Proposed Masterplan is included in **Appendix B**.
- 1.10 Vehicular access to the site will be provided from three locations:
- A priority T-junction off Hawthorn Bank which provides access for 56 dwellings.
 - An extension of Meadow Way which will act as the main vehicular access for the majority of dwellings on the site.
 - An extension of Steeple View which provides a connection to existing residential dwellings to the south.

- 1.11 In addition, there are a number of frontage plots off Hawthorn Bank, Keats Grove and Honeysuckle Way.
- 1.12 Both Hawthorn Bank and Meadow Way provide footways and street lighting on both sides of the road. Hawthorn Bank and Meadow Way are restricted to a 30mph (50kph) speed limit.
- 1.13 Non-vehicular access for pedestrians and cyclists will also be provided from both site accesses and will tie into the existing pedestrian infrastructure.
- 1.14 A 3m shared footway/cycleway is proposed within the site connecting Meadow Way to Hawthorn Bank and linking to the existing shared footway/cycleway on Meadow Way and Shakespeare Way.
- 1.15 This shared footway/cycleway benefits existing residents to the south and west of the site as it provides a more direct connection onto Hawthorn Bank and towards Spalding Town Centre, improving accessibility of local destinations via walking and cycling.

Travel Plan Policy

National Guidance

- 1.16 Within the 'Travel Plans, Transport Assessment and Statements' section of the DCLG, PPG; the definition of a Travel Plan is as follows:

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

- 1.17 The **National Planning Policy Framework (NPPF: December 2024)** aims to bring about sustainable development and create positive growth; to create economic, environmental and social progress for current and future generations. This revised document supersedes the previous NPPF, published in 2012, 2018, 2019, 2021 and 2023.
- 1.18 Section 9 of the NPPF focuses on promoting sustainable transport. NPPF Paragraph 118 states that 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 vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.
- 1.19 NPPF Paragraph 115 states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
- Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
 - Safe and suitable access to the site can be achieved for all users;

- The design of streets, parking areas, other transport elements and the content of associated standards reflect current national guidance, including the National Design Guide and the National Model Design Code; and
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision led approach.

1.20 NPPF Paragraph 110 states that 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.

1.21 NPPF Paragraph 117 states that applications for development should:

- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure and attractive - which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and;
- Where possible, be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

1.22 NPPF Paragraph 116 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

1.23 The requirement for developers (in partnership with local authorities) to submit travel plans that contain clear targets and commitments to manage the traffic impact of development and maximise the accessibility of and within sites by walking, wheeling, cycling, public transport and shared travel is outlined in the Department for Transport Circular 01/22.

- 1.24 Manual for Streets (MfS) (March 2007) recognises the significance of the design of a development in encouraging sustainable modes of transport as Paragraph 2.2.5 of MfS states that:

‘Attractive and well-connected permeable street networks encourage more people to walk and cycle to local destinations, improving health while reducing motor traffic, energy use and pollution.’

- 1.25 According to Manual for Streets (MfS) and the Chartered Institution of Highways and Transportation (CIHT) publication ‘Providing Journeys on Foot’; walking is widely considered to be the most important mode of travel at the local level; and Paragraph 4.4.1 of MfS states that ‘walking offers the greatest potential to replace short car trips, particularly for journeys of less than 2km’. It is also important to provide sustainable routes for journeys of greater distances through the provision of a high quality, safe, secure and reliable network of routes; with good interchanges that match the pattern of travel demand in order to maximise public transport patronage.

- 1.26 The ‘Road User Hierarchy’ as described in Department for Transport publications MfS and ‘Building Sustainable Transport into New Developments’ (2008) also puts forward walking and cycling as the two preferred modes of travel; followed by public transport, specialist service vehicles and lastly other motor traffic. It is recommended that where possible a scheme should follow this proposed hierarchy.

- 1.27 As advised in MfS Paragraph 6.1.3 and summarised in Manual for Streets 2 (MfS2) (September 2010) Paragraph 5.1.3; encouraging walking has many benefits, including reductions in vehicle emissions and traffic collisions, and improvements in personal health. In summary, the documents advise that:

- The propensity to walk is influenced not only by distance but also by the quality of the walking experience. A 20-minute walk alongside a busy highway can seem endless, yet in a rich and stimulating street, such as a town centre, it can pass without noticing.
- Good sightlines and visibility towards destinations and intermediate points are important for way finding and personal security.
- Pedestrian routes need to be connected. Where routes are separated by heavily trafficked routes, appropriate surface level crossings should be provided where practicable.
- Pedestrians should generally be accommodated on multifunctional streets rather than on routes segregated from motor traffic. In situations where it is appropriate to provide traffic free routes, they should be short, well overlooked and relatively wide.
- Obstructions on the footway should be minimised. Street furniture on footways can be a hazard for vulnerable people.
- There is no maximum width for footways; widths should take account of pedestrian volumes and composition.

1.28 As with walking, MfS and MfS2 advise that cycling can bring about benefits in terms of vehicular emissions, traffic collisions and public health. To summarise, MfS2 Paragraph 6.1.3 states:

- Cyclists should be accommodated on the carriageway.
- Cyclists prefer direct, barrier free routes that avoid the need to dismount. Routes that take cyclists away from their desire lines and require them to concede to side road traffic are less likely to be used.
- Off carriageway cycle tracks that bring cyclists into conflict with side road traffic can be more hazardous than routes that stay on the main carriageway.
- Cyclists are sensitive to traffic conditions; high speeds or high volumes of traffic tend to discourage cycling. If traffic conditions are inappropriate for on street cycling, they should be addressed to make on street cycling satisfactory.
- Junctions should be designed to accommodate cyclists needs. Over generous corner radii that lead to high traffic speeds should be avoided.

Regional Guidance

1.29 At a regional level, transport related policy is set out in LCC's Local Transport Plan 5 (LTP 5) (2022). The following themes have been identified within Lincolnshire's LTP 5, these are as follows;

- Theme 1 - Supporting economic growth
- Theme 2 - Future ready, green transport
- Theme 3 - Promote thriving environments
- Theme 4 - Supporting safety, security and a health lifestyle
- Theme 5 - Promoting high aspirations
- Theme 6 - Improve quality of life

1.30 Within Lincolnshire's LTP 5, the policies of particular relevance to the proposed residential development are:

- Policy EC3: Create town centres, villages and rural areas that are accessible but not vehicle dominated.
- Policy GREEN1: We will work with partners and take the necessary steps at a local level to reduce emissions from road-based transport and contribute towards the net-zero carbon target by 2050 as required by the 2008 Climate Change Act.
- Policy GREEN4: We will use the local and strategic development management processes to ensure that development is planned, delivered and managed to reduce the need to travel and support the delivery of sustainable transport modes. We will support the provision of improved walking, cycling and public transport services and facilities as part of new developments and actively encourage innovative solutions such as car clubs, mobility hubs, active travel plans and other sustainable solutions as opposed to single occupancy car use.

Local Guidance

1.31 The Spalding Transport Strategy (2014 - 2036) was jointly developed by Lincolnshire County Council and South Holland District Council. The transport strategy aims to deliver a transport system that supports economic growth and improves the quality of life in Spalding.

1.32 The overall objectives of the Strategy are:

- SP1: To support the sustainable economic growth of Spalding and its environs through transport improvements.
- SP2: To ensure transport infrastructure meets the needs of existing and proposed developments.
- SP3: To address town centre congestion by creating an efficient transport network.
- SP4: To encourage the use of alternative travel modes by improving the quality of journey experience.
- SP5: To improve connectivity and maximise accessibility by improving travel options especially for those without access to a private car.
- SP6: To improve the quality of life for residents by improving air quality and reducing noise levels by removing unnecessary traffic.
- SP7: To reduce the number and severity of road accidents by reducing the potential for conflict.
- SP8: To improve the attractiveness and liveability of Spalding for residents, workers and visitors by creating a safe, attractive and accessible environment and encouraging healthy travel and lifestyles.

- 1.33 In accordance with the objectives above this document has detailed the available public transport provisions within the vicinity of the site; in addition to providing service frequencies during the peak hours. This Residential Travel Plan has been produced in conjunction with a Transport Assessment (report ref: 19690/TA) for the site in an effort to ensure the development's likelihood of achieving the required level of modal shift towards sustainable forms of transport.

Parking Standards

- 1.34 Parking standards for Spalding are contained within the South East Lincolnshire Local Plan (2011-2036).

- 1.35 Policy 36: Vehicle and Cycle Parking, states:

'All new development, including change of use, should provide vehicle and cycle parking, in accordance with the minimum Parking Standards adopted by the Local Planning Authorities (in Appendix 6), unless a high quality-design can demonstrate that a lower standard of provision delivers the requirements set out below.

1. parking spaces are fit for their intended use in terms of size and design;

2. for major residential development:

- a. a balanced provision of allocated and communal parking is provided, overlooked and accessible to the development it serves;*
- b. off-curtilage parking is designed to maximise levels of security and safety for vehicles, drivers and pedestrians; and*
- c. a secure, covered, convenient space to store at least two bicycles is provided within each residential plot; in the case of flatted developments this may be provided as a communal facility within the curtilage of the building containing the flats;*

- 1.36 The standards for vehicle and cycle parking as per Appendix 6 of the Local Plan is shown below:

Table 1.1 Parking Standards South East Lincolnshire Local Plan

Type of Development	Car Parking Standard	Cycle Parking Standard
Houses and Flats (Use class C3a)	Within the curtilage: 2 spaces for dwellings with up to 3 bedrooms 3 spaces for dwellings with 4 or more bedrooms A garage can count as one space if it is 2.6m x 5.6m internal width with an additional 1m at the end to park cycles.	1 space within each residential plot or 1 space per unit within a flatted development

- 1.37 The development will provide vehicle and cycle parking in accordance with the above parking standards. Each dwelling will be provided with off-street parking spaces appropriate to its size.

Scope of Travel Plan

Scope of Travel Plan

The following paragraphs provide details on the existing and proposed future residential development site; in relation to location, land use and accessibility by sustainable modes of travel.

- 2.1 The proposed development comprises 230 residential dwellings. As this development is wholly residential in nature, the scope of this Travel Plan relates to trips made by residents and visitors travelling to and from the site.
- 2.2 In accordance with Lincolnshire County Council Travel Plan Guidance, developments of 80 dwellings or more are required to prepare a **Travel Plan**. As the proposed development exceeds this threshold, a Travel Plan has been prepared.
- 2.3 This RTP has been based upon established principles and guidance set out in the Department for Transport's (DfT) Travel Plan Guidance and Lincolnshire County Council's Travel Plan Guidance Notes.
- 2.4 This RTP has been prepared to ensure that sustainable modes of transport are available to future residents from the first occupation of the site. It is supportive of the reduction of single occupancy vehicle journeys to and from the site, and in favour of other more sustainable modes of travel. This should be achievable given the number of sustainable travel options that will be available to the residents of the site.
- 2.5 The Travel Plan will apply to all phases of the development once occupied and will seek to influence travel behaviour by promoting sustainable transport choices.
- 2.6 The Travel Plan will be implemented from **first occupation of the development** and will be monitored for a period of **five years following occupation**, during which time monitoring surveys and review reports will be undertaken and submitted to Lincolnshire County Council.
- 2.7 The Travel Plan will be managed by a Travel Plan Coordinator (TPC) appointed by the developer or management company, who will be responsible for implementation, monitoring and liaison with the Local Highway Authority.

Outcome Objectives

Outcome Objectives

The following paragraphs consider the potential objectives that the RTP should enforce from the outset, in order to ensure the development can best achieve its overall aim with regards to SOV trip reduction.

- 3.1 The primary objective of the RTP is to minimise the number of single occupancy car journeys by residents and visitors to and from the site, especially during the peak hours. To achieve these aims, the use of more sustainable modes of travel such as walking, cycling, public transport and car sharing will be actively encouraged.
- 3.2 The objectives within this RTP represent the high level aims for the site; they are as follows:
- To deliver a long-term commitment to changing travel habits, thus delivering environmental, health and road safety improvements.
 - To reduce the need for unnecessary travel to and from the site and ensure that those that do have to travel do so in a sustainable manner.
 - To minimise the traffic impact of the development on the wider highway network.
 - To offer every encouragement for those travelling to and from the site to be able to walk, cycle or use public transport in a safe and secure manner.
 - To educate residents on the most recent Highway Code, including understanding of the 'road user hierarchy'
 - The site to play its part in assisting LCC to achieve their sustainable travel goals and targets.
- 3.3 Overall, the purpose of this RTP is to set out a targeted long-term strategy to reduce the new residents' dependence on the private car as much as possible. The aim to encourage more sustainable travel methods is in line with current policy at both the national and local level.
- 3.4 The travel plan strategy therefore consists of the following elements:
- A Travel Plan Coordinator (TPC) is to be appointed by the developer prior to the occupation of the site, any updates to the TPC will be provided to LCC.

- The TPC will conduct an audit to ensure the information detailed within this document relating to sustainable travel options is up to date. The TPC will ensure they keep up to date with all sustainable travel options available within the immediate area.
- All relevant information will be made available in the 'Residential Travel Information Pack' which will be provided to each household upon occupation.
- The TPC will issue a site-specific Travel Questionnaire in order to assess the use of each mode of travel comparing current usage to the preferred alternatives (if applicable). This will allow the TPC to gauge to what extent the plan is meeting its targets and will also allow feedback from residents regarding any new initiatives that could be introduced to make the RTP more effective.
- The Travel Questionnaire will include questions on journey to educational establishments, leisure and recreational activities and retail. The Travel Questionnaire will be carried out annually.
- The Travel Questionnaire will be provided in both a digital and physical format, and accessible versions will be provided on request.

Existing Transport Conditions



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Existing Transport Conditions

The following paragraphs consider existing travel conditions in the vicinity of the site, focusing on the opportunities that exist for sustainable travel such as walking, cycling and public transport.

- 4.1 A summary of the sustainable travel options that are available for residents of and visitors to the site is provided below. The Travel Plan Coordinator will be responsible for overseeing the management and monitoring of the RTP to ensure that all available options are capitalised upon, thereby ensuring that the site is as sustainable as possible.

Pedestrians

Existing Pedestrian Infrastructure

- 4.2 Based on the Chartered Institution of Highways and Transportation (CIHT) publication 'Providing Journeys on Foot'; the preferred maximum walking distance for the purposes of commuting / school journeys / sight-seeing is considered to be 2km. It can be appreciated that the majority of Spalding is generally accessible within 2km of the site.
- 4.3 Within the vicinity of the site, cars, cyclists and pedestrians follow the same routes, which are easily navigable towards Spalding town centre. This is of great benefit to pedestrians who benefit from the legible design of roads within an area. Additionally, routes through existing residential areas are overlooked by residential dwellings, which will allow pedestrians to feel safe along their route. This is in line with the recommendations detailed within MfS, and it is proposed that these principles will be continued within the site.
- 4.4 The pedestrian infrastructure on Hawthorn Bank and Meadow Way both extend northwards towards Spalding Town Centre. Multiple services and facilities are therefore available to residents and visitors of the site within a short walking distance.
- 4.5 The closest Public Rights of Way (PRoW) to the site is Footpath Spal/16/1 and Spal/17/1 which run either side of the River Welland.
- 4.6 The pedestrian infrastructure along Hawthorn Bank facilitates quick and convenient access to public transport services; namely the 'Rembrandt Way' bus stop, and 'Hawthorn Bank' bus stops which are located 300m and 800m from the site respectively. Additionally, Spalding Train Station, which is located approximately 1.6km to the northeast of the site, is accessible within a 22-minute walk or 6-minute cycle from the proposed site access.

Existing Pedestrian Behaviour

- 4.7 2011 Census data shows that 5.4% (55) of the residents that regularly commute to work as recorded for 'E02005473 : South Holland 009', in which the site is located; do so by foot. This is less than the national average of 10.9%.
- 4.8 Census data from 2011 also shows that 18.0% (165) of 'E02005473 : South Holland 009' commuters live within 2km of their place of work. Therefore, there is potential for the proportion of people who walk to work to increase without exceeding a journey time of 25 minutes.
- 4.9 The CIHT document 'Providing Journeys on Foot' states that the average walking speed can be assumed to be 1.4m/s which roughly equates to 3mph (4.8kph). From this it can be concluded that a journey of 2km is anticipated to take around 25 minutes. As noted above, a distance of 2km is considered to be the preferred maximum walking distance for commuting purposes.
- 4.10 A list of destinations considered to be accessible within a 2km walking journey from the development site, together with the corresponding journey distances and times are shown in Table 4.1 in the next page. A walking isochrone map showing the extent of all possible journeys up to 25 minutes from the proposed site access is shown in Figure 4.1.

Table 4.1: Destinations accessible within a 25-minute Walk from the Development Site

Destinations	Journey Distance and Time
Spalding Pizza and Kebab House, The Waters Edge, The Drayman's Arms, Smudge Fitness (Gym), Spalding Gymnastic Academy, Welland Yacht Club, Fen House Dental Practice, Alder veterinary Practice, St John Baptist C of E Primary School, BeBright Preschool, Calvary Baptist Church, Kingdom Hall of Jehovah's Witnesses, Spar Convenience store, Premier Convenience Store.	Up to 1.2km Accessible within approx. 15 mins
• Restaurants: Rustic Spalding, CJ's Diner, Istanbul Restaurant Spalding, Gurkha Oven, Shanghai Garden, Sunshine Café & Restaurant, Amici Restaurant, Crystal Inn, Prezzo Italian, Jashir - Indian Cuisine, Sergis Tapas Bar, Rumbings Café & Takeaway, Tulip Tandoor Restaurant, Graffiti Bar & Restaurant, Fratelli Cafe • Pubs: The Pied Calf, The Ivy Wall, The Punchbowl, Lincoln Arms, The Imaginarium, Mulberry's Bar, Prior's Oven, • Takeaway Stores: Golden Tree, Silk Rose Takeaway, Xpress Pizza, Golden Lee, Artisan Bakery Spalding, Turners Fish Restaurant, Pacey's Bakery, Green Bowl, UK Pizza, Sultan Pizza & Shawarma, Turkish Best Kebab, Greggs, Costa Coffee • Grocery: Iceland Supermarket, Aldi, Sainsbury's, Lidl, Poundland, Warsaw Supermarket, Baltic Supermarket, Booths Greengrocer, Welland Stores • Schools: Ayscoughfee Hall School, Munchkins Kindergarten, Building Blocks Day Nurseries, Lilliput Day Nursery, Monkhouse Primary Academy, Spalding Grammar School, St Norbert's Catholic Primary School, • Churches: The Lighthouse Pentecostal Church • Health Care and Beauty: Winsover Dental Care, Elegant Smiles Dental and Implant Centre, Spalding Physiotherapy, Spalding Podiatry, Encanto Beauty & Hair Salon, Henrieta Haristylist, Jen Gray Hair, Boots Pharmacy • Recreation: Puregym Spalding, Everybody's Gym, Spalding Library • Banking: NatWest Spalding, HSBC Spalding, Santander	1.2 to 2.5km Accessible within approx. 25 mins

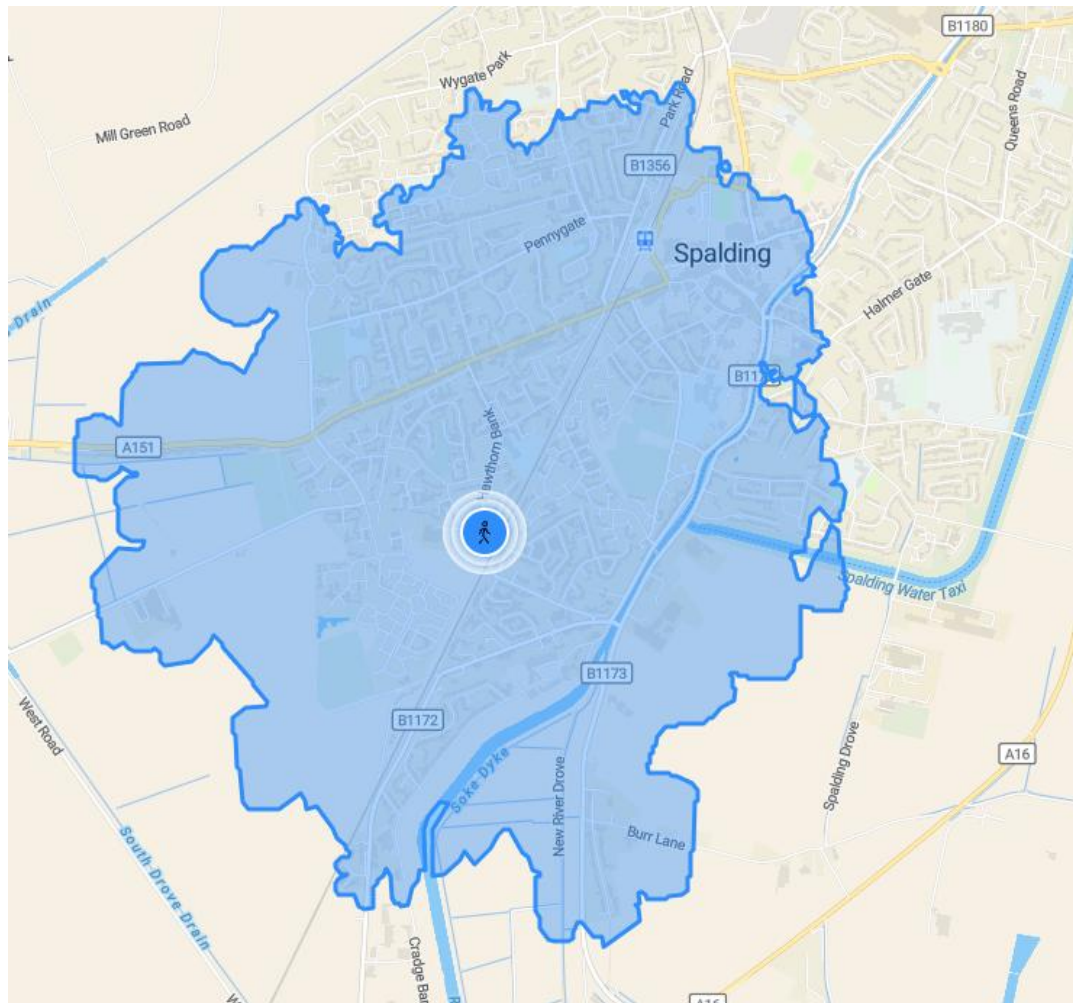


Figure 4.1: Walking Isochrone Extract for a 25-minute Journey from the Development Site

Cyclists

Existing Cycling Infrastructure

- 4.11 It is widely recognised that cycling has the potential to substitute for short car trips, particularly those of less than 5 km. It can be appreciated that all of Spalding in addition to Pinchbeck, Cowbit, Weston hills, Pode Hole and surrounding areas lie within a 5km cycling distance from the site.
- 4.12 National Cycle Route 12 is the closest cycle route to the site. The route runs between London and Spalding, south of Spalding Crowland and Peterborough can easily be reached via National Cycle route 12.
- 4.13 North east of the site, National Cycle Route 12 connects to Spalding/Springfield cycle route along the River Welland which provides easy access to Springfield Outlet and Recreation area.

- 4.14 Cycling is well suited to form part of longer journeys made by public transport. Therefore, it is important to note that a total of 16 secure cycle spaces are provided at Spalding Train Station, which is situated approximately 1.6km (a 6-minute cycle) to the north east of the site.
- 4.15 As noted above, a distance of 5 km is considered to be a reasonable travel distance by bicycle. According to the DfT document 'Cycle Infrastructure Design' Local Transport Note (LTN 1/20), the cycling speed for the average adult travelling on road is considered to be circa 15.5kph (9.6mph). Given the speeds riders are considered to be capable of, the average rider would travel 5km in approximately 20 minutes. However, to remain consistent with the assessment carried out for walking in the surrounding area, this section of the report will consider cycling destinations accessible within a 25-minute cycling journey.
- 4.16 A list of destinations considered to be accessible within a 5km cycling journey from the development site, together with the corresponding journey distances and times are shown in Table 4.2. A cycling isochrone map showing the extent of all possible journeys up to 25 minutes from the proposed site access is shown in Figure 4.2.

Table 4.2: Destinations Accessible within a 25-minute Cycle from the Development Site

Destinations	Journey Distance and Time
All of the destinations accessible within a 25-minute walk in addition to: • Grocery Stores: Morrisons, Lidl (Holbeach Road), • Schools: Tulip Academy Spalding, Springwell Alternative Academy, Spalding High School, Spalding Parish Church of England Day School, Spalding Primary School, Spalding St Paul's Primary School & Nursery, Spalding Academy • Churches: Saint Paul's Church Spalding, St Mary and St Nicolas Church • Pubs/Restaurants/Cafes: The Kitchen Restaurant, Subway, Springy's American Diner, Petalo Lounge, The Moorings, The Parlour Restaurant, Katana Japanese Cuisine, Caffè Nero • Takeaway stores: Spalding Chinese Takeaway, Jacks Fish Bar, Lincs Spice and Burger Hut, Riverside Chinese, Oh my Cod, Taco Bell, Wendy's • Cultural/Leisure/Public facilities: Castle Sports Centre & Swimming Pool, Spalding Skate Park, Springfields Festival Gardens, Springy's Splash Park, Traceys Fun & Fitness, Spalding Bowl, Vernatt's Nature Reserve, Spalding Town Bowling Club, Spalding Bounce, Heroes Gym, Sanp Fitness Spalding, Coronation Chanel Dam (Hiking area), Arnold's Meadow, • Medical: Beechfield Medical Centre, • Retail Stores: Springfields Designer Outlet	Up to 5.0km Accessible within approx. 15 mins
• McDonalds (Spalding) • Pinchbeck: Pinchbeck Friar, The Ship, Pinchbeck Slupe (nature reserve), Pinchbeck East C of E Primary School • West Pinchbeck: St Bartholomew's CE Primary School • Cowbit: Cowbit Village Hall, • Willow Tree Fen (nature reserve) • Weston: The Chequers of Weston, Weston Village Hall, Baytree Owl and Wildlife Centre, Weston St Mary's C of E (VC) Primary School	5.0km to 10.0km Accessible within approx. 25 mins

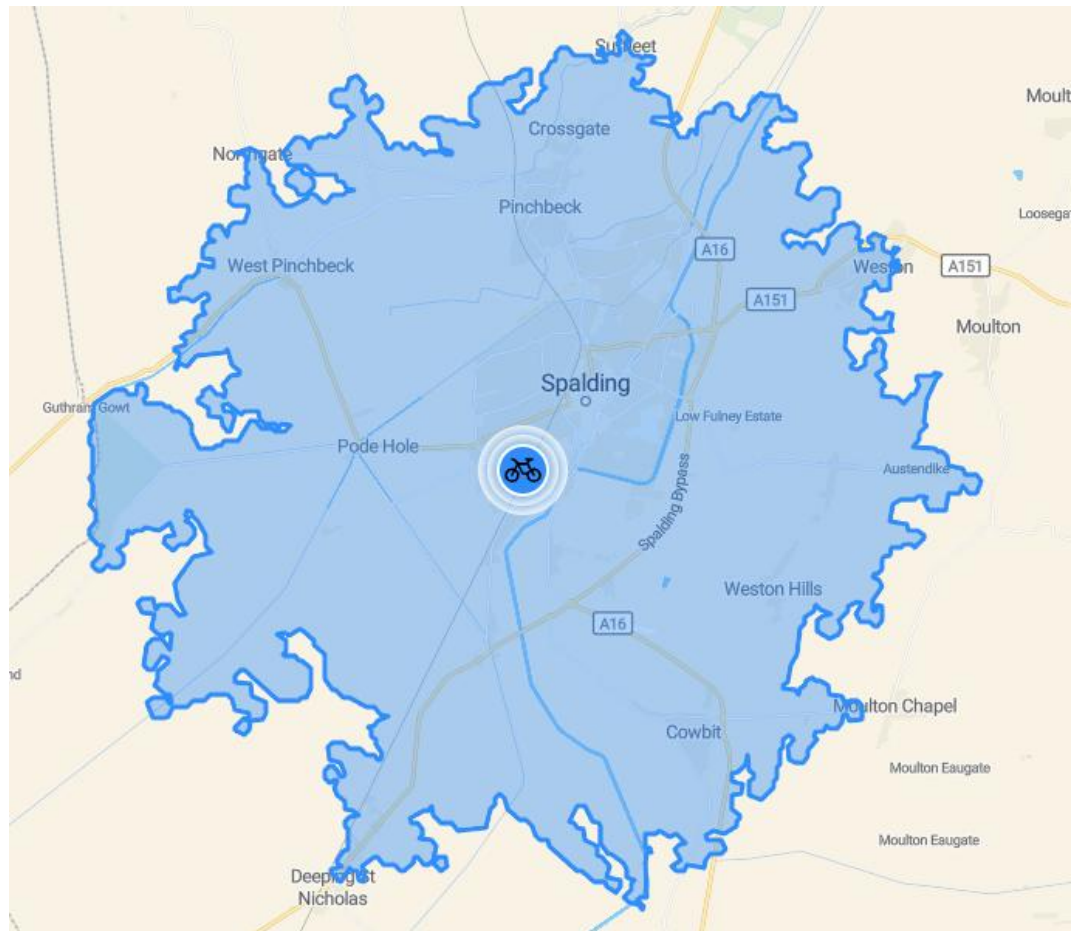


Figure 4.2: Cycling Isochrone Extract for a 25-minute Cycle from the Development Site

Existing Cycling Behaviour

- 4.17 2011 Census data shows that 7.1% (72) of residents commuting to their place of work from within 'E02005473 : South Holland 009'; do so by bicycle. This is above the national average of 3.2%.
- 4.18 Census data from 2011 also shows that 40.5% (371) of 'E02005473 : South Holland 009' commuters live within 5km of their place of work; where some 18.0% (165) live within a walkable commuting distance. Therefore, 22.5% (206) of 'E02005473 : South Holland 009' residents could reasonably take up cycling as a main mode of travel to work whilst maintaining a journey time that does not exceed 25 minutes. There is therefore potential for this mode of travel to increase.

Public Transport

Bus Services

- 4.19 The closest bus stop to the site, named 'Dickens Lane', is located approximately 200m (3-minute walk) to the south west of the site. An alternative bus stop named 'Rembrandt Way' is located 300m north of the site.

- 4.20 The 'Rembrandt Way' bus stop is not currently sheltered, however, a signpost is included highlighting the location of the stop and the relevant routes timetables. The 'Dickens Lane' bus stop is a new facility. These bus stops are served by route IT1 which facilitate access to Spalding Town Centre.
- 4.21 To access a wider range of bus services, Spalding Bus Station is accessible within a 25-minute walk, 7-minute cycle journey or 15-minute bus journey (via route 37 - bus stop is 8-minute walk away) from the proposed site access. Services operating from Spalding Bus Station provide access to Crowland, Peterborough, Weston, Moulton, Holbeach, Long Sutton, Clenchwarton, King's Lynn and surrounding villages.
- 4.22 Similar to the assessment carried out for walking and cycling; it can be concluded that a journey time of approximately 25 to 30 minutes for commuting purposes by a single mode of travel is generally the preferred acceptable limit. An outline of the available bus services are shown in Table 4.3. A public transport isochrone map showing the extent of all possible journeys by bus up to 30-minutes from the site are shown in Figure 4.3 on the following page.

Table 4.3: Bus Service Information from Local Bus Stops

No.	Route	Operator	Frequency
Accessible from Dickens Avenue and Rembrandt Way Bus Stops			
IT1	Spalding Bus Station Loop Service (west)	Stagecoach	Monday - Saturday: 1 - 2 services/hour
Accessible from Hawthorn Bank Bus Stop			
37	Spalding Springfields Outlet - Spalding Bus Station - Cowbit - Crowland - Peterborough	Stagecoach	Monday - Saturday: 1 service/hour Sunday: 5 services / day
301/302	Springfields Shopping Outlet - Spalding Common - Market Deeping - Stamford	Delaine Buses	Monday - Friday: 9 services / day Saturday: 8 services / day
Accessible from 121 London Road Bus Stop			
IT2	Spalding Bus Station Loop Service (east)	Stagecoach	Monday - Saturday: 1 - 2 services/hour

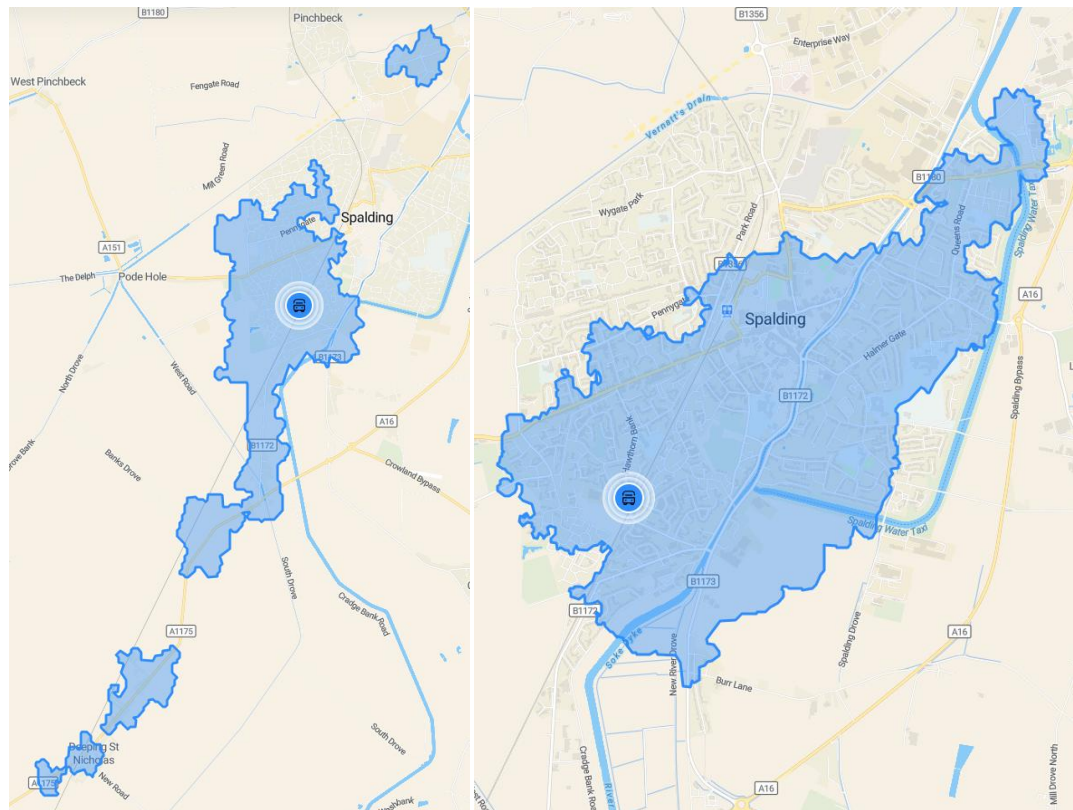


Figure 4.3: Public Transport (Bus) Isochrone Extract for a 30-minute Journey from the Development Site

Existing Bus Patronage

- 4.23 2011 Census data shows that 1.4% (14) of residents that regularly commute to work from within the area of E02005473 : South Holland 009'; do so by bus, minibus or coach. This is less than the national average of 8.2%.
- 4.24 Census data from 2011 also shows that 62.7% (574) of 'E02005473 : South Holland 009' commuters live within 10km of their place of work; where some 58.6% (536) are considered to live within a reasonable walking and/or cycling distance. Therefore, approximately 4.2% (38) of residents are considered to live a sufficient distance from their place of work that would specifically benefit from travel by public bus. Therefore, there is potential for the use of this mode of travel to increase.

Train Services

- 4.25 The nearest railway station to the site is Spalding Train Station, which is located approximately 1.6km to the northeast of the proposed development site. Spalding Train Station is accessible within a 6-minute cycle, or 17-28-minute bus journey from the proposed site access (via route 37, IT1. IT2). Key destinations accessible by train from Spalding Train Station include Lincoln, Peterborough and Sleaford.
- 4.26 As previously mentioned, a commuting journey time between 25 and 30 minutes by a single mode of travel is generally considered to be the preferred acceptable limit for the surrounding area. When travelling by train, it can be appreciated that a number of patrons may combine this journey with another mode of transport such as the public bus, cycling or private car. Therefore, it is important to note that Spalding Train Station benefits from the provision of a car park that is open for 24 hours with space for up to 52 vehicles. Additionally, storage for up to 16 bicycles is provided.
- 4.27 The weekday average frequency and journey times for direct trains between Spalding and key destinations are presented in Table 4.4. A public transport (car and train) isochrone map showing the extent of all possible journeys by car and train up to 30-minutes from the proposed development site are shown in Figure 4.4.

Table 4.4: Service Information for Direct Trains from Spalding Railway Station

Destination	Frequency of Peak Hour Service	Journey Time
Lincoln	1	51-minutes
Peterborough	1	20-minutes
Sleaford	1	22-minutes

Figure 4.4: Public Transport and Car Isochrone Extract for a 30-minute Journey from the Development Site

- 4.28 2011 Census data shows that 1.8% (18) of the residents that regularly commute to work from within 'E02005473 : South Holland 009', do so by train. This is below the national average of 5.7%.
- 4.29 Census data from 2011 also shows that 37.3% (341) of 'E02005473 : South Holland 009' commuters live further than 10km from their place of work and would thus benefit from travelling by train as part of their daily commute.
- 4.30 Given the proximity of the site to Spalding Train Station; it is considered that there is potential for this mode of travel to increase for residents of the site and within the surrounding local area.

Services and Facilities Accessible by Non-Vehicular Modes of Travel**Accessibility**

- 4.31 Accessibility includes access to all those land uses that are required to sustain day to day living. These will include employment opportunities, retail facilities, education establishments and recreation facilities.
- 4.32 The location of the site in relation to the surrounding land uses ensures that it is well placed with regard to the mix of services, facilities and employment within a 2km walk and 5km cycle.

Access to Employment

- 4.33 Main commercial centres tend to contain the main employment opportunities within any area. Large employment areas such as Peterborough and Sleaford are all easily accessible by bus or rail from the site. Within the immediate area, Spalding Town Centre represents the main employment hub.
- 4.34 It is anticipated that a proportion of the residents of the proposed development will be drawn to Peterborough and Sleaford. Therefore, residents will be encouraged to use the available public transport services to access these locations.

Access to Education

- 4.35 Access to education is considered to be particularly important on this site as it is anticipated that young families will acquire a number of the properties. Therefore, trips for educational purposes will potentially account for a large proportion of the overall site trip generation.
- 4.36 The site is well served by existing educational facilities with a number of nurseries, primary and secondary schools all located within a reasonable journey by foot or bicycle, including:
- BeBright Preschool is located a 4-minute walk or 1-minute cycle to the north west of the site.
 - St John Baptist C Of E Primary School is located a 5-minute walk or a 1-minute cycle to the north east of the site.
 - Monkhouse Primary Academy is located a 18-minute walk away or 5-minute cycle to the north east of the site
 - Spalding Grammar School is located a 22-minute walk and 6-minute cycle to the north east of the site.
 - Spalding High School is located a 33-minute walk or 9-minute cycle to the north east of the site.

Access to Shopping Facilities

- 4.37 In respect of convenience goods, although it is anticipated that many will seek opportunities to purchase convenience goods on the way home from work (particularly with regards to ‘top-up’ shopping), the presence of Spar Convenience Store, Premier and Lonsdale located within 2km of the site, ensure that accessibility to such facilities remains local and convenient.
- 4.38 Additionally, the presence of Aldi, Lidl, Sainsbury’s and other grocery stores within Spalding Town Centre provides access to a greater range of shopping facilities to suit a wider range of needs and preferences.

Leisure and Recreation

- 4.39 Within Spalding, there are a number of leisure and recreation opportunities available. Castle Sports Centre & Swimming Pool, Springfield Festival Gardens, Arnold’s Meadow, Rush Hour Escape Rooms, Spalding Bowl, Welland Yacht Club, Spalding Bounce and Spalding Skate Park all of which are easily accessible by foot, bicycle or public transport services.
- 4.40 As seen from the information presented above, the site is well placed in terms of access to services and facilities, which are within a comfortable walking or cycling distance from the proposed site.

Travel Plan Management



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Travel Plan Management

The following section outlines the management, administration, promotion and monitoring arrangements for the Residential Travel Plan, including the role and responsibilities of the Travel Plan Coordinator.

Appointment of a Travel Plan Coordinator

- 5.1 The appointment of a Travel Plan Coordinator for the development is integral to the success of the Travel Plan. The appointment of a specific, named TPC should be undertaken prior to the marketing/sales of the dwellings.
- 5.2 Prior to the first occupation of the site, the TPC will carry out the following duties:
- Conduct a transport audit that identifies the available transport links to the site; as well as any proposed transport initiatives within the area (where applicable). This will be an update of the audit currently included within this RTP.
 - Identify and prepare a plan showing the relevant walking / cycling routes and information.
 - Collect and collate up to date public transport route and timetable information.
 - Liaise with public transport operators in order to organise bus pass vouchers for the first occupiers of each new dwelling
 - Provide training to property sales staff members so that they are well briefed on all travel-related aspects of the proposed development.
 - Prepare the Residential Travel Information Pack as described above.
 - Distribute Residential Travel Information Pack to all first occupants of households.
 - Produce a Travel Questionnaire which will be issued to all residents within one year of occupation, ensuring sufficient time is allowed for residents to become suitably accustomed to their new location and to adapt their travel habits accordingly. An example of the Travel Questionnaire is included in **Appendix C**. The aim of the questionnaire is to gather information regarding residents' existing travel habits and any measures they would like to see introduced to further facilitate sustainable travel to and from the site. The results of the Travel Questionnaire will be recorded in a database which will be used to help inform the decision-making process for determining suitable site-specific Travel Plan targets.
 - Create a monitoring programme to assess the performance of the RTP and to identify any necessary adjustments if the Travel Plan is not considered to be achieving its targets.
- 5.3 The TPC will act as the primary point of contact between the development and the Highway Authority in relation to all Travel Plan matters.

Administration

- 5.4 A filing system for recording all correspondence will be established and maintained upon implementation of the RTP. The TPC will be responsible for setting up and maintaining a Residents' Travel Database which will contain the results of the Travel Questionnaires.
- 5.5 In the interests of confidentiality, the TPC alone will hold the database and will be responsible for the release of information.
- 5.6 New residents will be entered into the database upon occupation and those leaving the development will be removed from the database.

Promotion

- 5.7 All residents will be made aware of the RTP and its aims prior to occupation. Upon occupation, each household will receive a Residential Travel Information Pack containing all relevant information including walking / cycling routes, public transport services and relevant timetable information; in addition to details of any potential bicycle user groups and car share schemes.
- 5.8 The Residential Travel Information Pack will also include the contact details of the TPC to enable residents to discuss specific transport related issues.
- 5.9 The TPC will present an update on the success of the RTP at any residents' meetings. Available sustainable modes of travel will be included on the agenda at all meetings to encourage discussion and debate on the subject. Notes of any suggestions will be taken by the TPC and followed up accordingly.
- 5.10 The TPC will maintain an optional residents' mailing list, to email updates relating to the RTP and any relevant local or national events.

Review

- 5.11 This Residential Travel Plan is a living document and therefore will be updated on a regular basis to represent the scheme's current status at any given time. Measures and promotional activities may be reviewed periodically to ensure that the Travel Plan continues to promote sustainable travel behaviour among residents.

Measures



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Measures

The following paragraphs outline the specific physical and management measures to be undertaken as part of the Residential Travel Plan. Measures are grouped under the relevant mode of sustainable transport.

- 6.1 As far as possible, the obligations outlined below are designed to be suitable for review and monitoring. However, the list is not exhaustive, and the Travel Plan Coordinator will be free to investigate other potential initiatives to achieve the site's overall objective of reducing dependence upon SOV journeys.

Site Design

- 6.2 The development will include an internal network of footways and a shared footway/cycleway, which ties into existing provision towards the Town Centre. The site design will adhere to LTN 1/20 guidance (Cycle Infrastructure Design). The site is highly permeable for pedestrians and cyclists.
- 6.3 Car parking for dwellings will be provided in accordance with local parking standards while not overproviding, so as not to undermine the goals of the travel plan.
- 6.4 The dwellings will be designed to include high quality cycle parking in accordance with the cycle parking standards, this will include storage within garages and/or cycle sheds.
- 6.5 The site includes a Local Equipped Area of Play and public open space which encourages local recreational trips to be taken on foot, reducing the need for short car journeys.

Walking

- 6.6 The site is located in close proximity to Spalding Town centre and therefore within walking distance to a range of services and amenities, including schools, retail, recreation and health services. It is therefore expected that most trips to local amenities will be able to be undertaken by foot.
- 6.7 Walking is a wholly sustainable mode of travel and an excellent way of keeping fit, which should therefore be heavily encouraged. Walking will be fully promoted by the TPC and relevant maps and route information will be included within the Residential Travel Information Pack described in Section 7 of this report.
- 6.8 The TPC will promote participation in walking initiatives such as National Walk to Work Day, Living Streets' National Walking Month and Walk to School Week which are usually held in April and May each year.

Cycling

- 6.9 Cycling is second only to walking in terms of sustainability and is similarly an excellent way of keeping fit.
- 6.10 The TPC will promote bicycle user groups where these exist. If none are available within the immediate area, a site-specific user group will be promoted amongst future residents. This has the potential to ensure that as many residents as possible will work together to achieve the site's overall RTP objective. Bicycle user groups allow both cyclists and potential cyclists to meet and discuss the best routes in and around their frequented routes, as well as any problems they may encounter.
- 6.11 Within the Residential Travel Information Pack, details on any local or national cycle networks will be provided showing the safest and most convenient routes to and from the site and within the surrounding area.
- 6.12 The TPC will promote National Cycle to Work Week and Love to Ride Lincolnshire, among other resources.

Public Transport

- 6.13 The RTP seeks to maximise the use of bus and rail services as an alternative to driving amongst residents of the site. Public transport has several potential benefits when compared to driving, which include:
- Ability to relax or work while travelling.
 - A chance to meet with neighbours and friends.
 - No need to park or run a car.
 - Travel option if under 17 or unable to drive.
 - Overall reduction in cost when compared to owning and running a personal car.
- 6.14 In order to maximise the public transport uptake by residents, the following will be undertaken by the TPC:
- The Residential Travel Information Pack which is to be provided to the future residents upon occupation of their new home, will contain up to date travel details of bus and rail services, including route and fare information and service frequencies.
 - The TPC will liaise regularly with bus operators to ensure that any information provided to residents remains valid.
 - Inform residents of any changes to the public transport operators' websites and contact details.
 - Every 12 months (for a period of up to 5 years after the initial implementation of the RTP), the TPC will provide the relevant bus and rail operators with details of any points of concern which have been raised by residents and visitors of the site.

Car Sharing

- 6.15 Car sharing offers a more sustainable method of travel than single occupancy car journeys, whilst still offering the convenience that a car provides. Identified benefits of car sharing over driving include:
- Saving money;
 - Time to relax without driving;
 - Opportunity to socialise; and
 - Reducing overall journey time by reducing the overall number of vehicles on the road, and therefore congestion on the roads.
- 6.16 The TPC will promote the Liftshare website (<https://hub.liftshare.com/regional/lincolnshire>) amongst residents of the site. The Residents Travel Information Pack will provide information on 'Liftshare' and will outline the benefits of residents using the scheme and how to get involved.
- 6.17 Car sharers should decide amongst themselves how they wish to split the cost of travel. Costs should be agreed in advance and could be split in one of the following ways:
- Sharers can take turns driving their cars and no financial transactions will be necessary.
 - The driver charges for the share of the cost of petrol.
 - The driver charges on the basis of a mileage rate to cover petrol; in addition to depreciation, wear and tear.
- 6.18 Details of the car share scheme and any relevant links will be provided to all residents upon occupation in their Residential Travel Information Pack.

Supermarket Home Delivery Services

- 6.19 Supermarket home delivery services generally replace up to 40 shopping trips per delivery van, meaning that the use of these makes a significant contribution to reducing car-based food shopping trips. While many people combine their food shopping trips with other journeys, there are still a high proportion of single occupancy, single purpose car trips made to supermarkets.
- 6.20 One way to reduce the impact of single purpose food shopping trips associated with the development is to encourage residents to make use of supermarket home delivery services, if they are unable to make use of or access a more sustainable mode of travel to / from the supermarket of choice. As such, the TPC will liaise with local supermarkets providing a home delivery service to try to arrange free / discounted delivery charges and also provide details of all home delivery services that operate within the area.
- 6.21 Tesco, Co-op, Waitrose, Morrisons, Iceland, Sainsbury's are currently known to offer home delivery services. The use of this shopping service has the potential to contribute to the reduction of single occupancy, single purpose car trips made from the site to these destinations.

Residential Travel Information Pack



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Residential Travel Information Pack

The following section outlines the provision and content of the Residential Travel Information Pack, which will be issued to new residents to promote awareness and uptake of sustainable travel options from first occupation.

Residential Travel Information Pack

- 7.1 Upon occupation, each dwelling will be provided with a Residential Travel Information Pack.
 - 7.2 The Travel Information Pack is an important measure as it will help new residents form sustainable and healthy travel habits from the outset, when they first move into their new home.
 - 7.3 The Residential Travel Information Pack will consist of a booklet available in both physical and digital formats, with alternative versions (read-aloud, high contrast etc.) available on request. It will include information on:
 - Walking and cycling route maps of the local area and where possible journey times and distances will be indicated.
 - Useful online resources for walking and cycling such as <https://www.lovetoride.net/lincolnshire>, <https://letsmovelincnshire.com/> and <https://www.komoot.com/>
 - Resources for people on lower incomes, including community projects/charities, offering bike/clothing donations such as <https://www.activelincnshire.com/>
 - Information on reporting tools such as <https://fixmystreet.lincnshire.gov.uk/>
 - Contact details for accessing cycle training/maintenance events.
 - Promotion of the benefits of active travel.
 - Bus and rail route maps and associated timetables.
 - Walking route maps and information on local footpaths
 - Fare information for bus and rail services (inclusive of PlusBus).
 - Promotion of car share schemes and the associated benefits of car sharing.
 - Information about local shops offering online shopping and home delivery services.
 - 7.4 The Residential Travel Information Pack will also contain the details of the TPC and any measures that they will be implementing.
 - 7.5 The travel information will be updated for the duration of the travel plan as necessary.
-

Targets and Indicators

Targets and Indicators

The following paragraphs set out the proposed targets to be achieved by implementing the Residential Travel Plan. All targets proposed are subject to agreement with the TPC, residents and LCC.

- 8.1 Objectives, targets and indicators are all important parts of the RTP. The progress of the Travel Plan would be measured against specific outcome targets, typically targeting modal shift to sustainable modes. All targets should be 'SMART' - Site-specific, Measurable, Achievable, Realistic and Time-bound.
- 8.2 The target of the RTP will take the form of a percentage modal shift away from single occupancy car use towards more sustainable modes of travel, by implementing the measures detailed in Section 6 of this report.
- 8.3 It is considered that the precise nature of the target is a matter best agreed between the appointed TPC and LCC. This approach will ensure that all parties are committed towards achieving the same goal. Notwithstanding the above, the below table details the baseline modes shares for the E02005473 : South Holland 009 area from the 2011 Census, as well as suggested targets.

Table 8.1 Baseline Mode Shares and Suggested Mode Share Target

Mode	Baseline Mode Share	Suggested Mode Share Target	Measures which will help achieve this target
Walking	5.4%	7-8%	- Provision of walking maps and walking route information within the Residential Travel Information Pack - Promotion of National Walk to Work day and other initiatives
Cycling	7.1%	9-10%	- Creation/promotion of a Bicycle User Group - Promotion of National Cycle to Work day other initiatives - Details of cycle routes within the Residential Travel Information Pack
Bus	1.4%	2-3%	- Bus vouchers/passes - Bus service information within Travel Information Pack - Promotion of journey planning information via websites/ apps

Mode	Baseline Mode Share	Suggested Mode Share Target	Measures which will help achieve this target
Train	1.8%	2-3%	• Train station and service information within Residential Travel Information Pack • Information on combined journeys • Promotion of journey planning information via websites/ apps
Driving a car or van	76.1%	66.1%	• Car sharing information within Residential Travel Information Pack and promotion of Lift share website • Information regarding supermarket home delivery services within Residential Travel Information Pack

- 8.4 The predicted number of trips to and from the site are 115 two-way trips in the AM peak hour and 113 two-way trips in the PM peak hour at full occupation.
- 8.5 It is anticipated that the overarching target will be a 10% reduction in single occupancy car use. However, initial survey results will inform this, and the exact figure will be agreed with the LHA at a later stage.
- 8.6 It is proposed that the target is set / revised based upon the findings of the Travel Questionnaire, which will ensure that the resources are targeting the most appropriate modes of travel and that the overall targets can be considered to be realistic.

Monitoring and Review



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Monitoring and Review

The following paragraphs set out the structured process in which the RTP should be reviewed, to ensure that its implementation remains efficient and effective.

Travel Survey

- 9.1 For five years after initial occupation, the TPC will commission an Annual Residents Travel Survey and undertake a subsequent review. This objective will be to measure its success and to identify the potential for modification.
- 9.2 Although the travel database will be regularly updated, re-issue of the questionnaire to all residents will offer the opportunity to gather new information about attitudes towards travel over the lifetime of the RTP.
- 9.3 The survey will be issued in both physical and digital formats to all residents. An example of the Travel Questionnaire is included in **Appendix C**.
- 9.4 The survey will include questions on:
 - How residents currently travel to work
 - This will show the number and percentage of people travelling by each mode
 - This data will also show single occupancy car user numbers
 - How residents would prefer to travel to work
 - How residents could be encouraged to travel more sustainably to reduce single occupancy car journeys, e.g more frequent bus services, a car club etc.
- 9.5 After each survey, a written analysis report will be provided and this will:
 - Establish the most popular alternative modes of travel that people would prefer to be using and what would likely encourage modal shift
 - Identify which sustainable modes of travel could be targeted and promoted

Review Report

- 9.6 The TPC will then compile a Travel Plan Review Report every 12 months and this will be submitted to Lincolnshire County Council. This report will:
- Summarise survey findings and assess progress towards RTP objectives and targets
 - Detail additional measures that will be taken if travel plan targets have not been reached.
 - Outline any changes to the Travel Plan as a result of monitoring, as agreed with the LHA.
- 9.7 In the event that the annual review indicates that the targets of the RTP have not been met, the TPC will increase promotion of the travel plan initiatives and adapt the range of methods of promotion.

Implementation Programme



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Implementation Programme

The following paragraphs set out the schedule for which the various RTP initiatives will be carried out to ensure a successful implementation of the RTP.

Table 10.1: Hawthorn Bank/Meadow Way - Travel Plan Implementation Schedule

Timescale	Action
Prior to First Occupation	The developer will appoint a TPC for the site. The TPC will conduct a site audit to confirm/add to the findings of the site audit detailed in Chapter 5 of this report. The TPC will produce a plan showing the most desirable walking/cycling routes to/from the site; in addition to up to date public transport information. The TPC will liaise with any other developments in the area in order to incorporate any additional policies/ideas that will ensure that the RTP is as effective as possible. Upon occupation, all new residents will be provided with a Residential Travel Information Pack. The Pack will provide information on all of the sustainable travel options available in the area.
Within 3 Months of First Occupation or 25% occupancy	The first Travel Questionnaire will be conducted in order to determine the success of the RTP and to identify any problems that those travelling to/from the site may encounter. The first survey must be timed to allow sufficient time to enable the residents to become suitably accustomed to their new location and to adapt their travel habits accordingly. Targets will be agreed between the TPC and LCC Highways Officers following the first survey. Subsequent annual monitoring surveys will be used to measure the success of this Residential Travel Plan against those targets. The findings of the Travel Questionnaire will provide assistance in refining the sustainable measures that are introduced to encourage modal shift.
Every 12 Months up to 5 Year after Occupation	The TPC will prepare an annual report which will outline the results of the Travel Questionnaire and initiatives introduced during the year and indicate whether or not targets have been achieved. If the targets are not achieved then alternative measures to reduce dependence on single occupancy car use will be introduced. The TPC will liaise with LCC as to the viability of the initiatives and targets. A copy of any revisions of the RTP will be submitted to LCC.

Summary

Summary

The following paragraphs summarise the findings of this report and provide a recommendation for whether the development should be supported through the planning process.

- 11.1 This Residential Travel Plan (RTP) has been prepared by Woods Hardwick Ltd on behalf of Broadgate Homes in support of a Full Planning Application for a proposed residential development on a site known as 'Hawthorn Bank/Meadow Way', Spalding. A Site Location Plan is included in **Appendix A**.
- 11.2 The proposed development is for the construction of 230 residential dwellings, the majority being private dwellings with 10 affordable units. The proposals include a range of detached and semi-detached and terraced properties.
- 11.3 A preliminary audit of the sustainable travel options which will be available to the site has been conducted. The preliminary audit demonstrated that the site can be considered to lie in a sustainable location in terms of walking, cycling and accessibility to public transport services. The site also lies in a sustainable location in terms of access to a wide range of services and facilities.
- 11.4 Prior to the first occupation of the site, the TPC will conduct a further site audit to ensure that all of the information is up to date. This will also ensure that the TPC has first-hand knowledge of the information they are promoting.
- 11.5 The measures and initiatives which are included within the RTP are:
 - Provision of a Residential Travel Information Pack to all residents which outlines the aims of the RTP and includes up to date walking, cycling and public transport information.
 - Promotion of both local and national walking and cycling initiatives as appropriate.
 - Potential implementation of a site-specific bicycle user group.
 - Promotion of the Lincolnshire Liftshare car share scheme.
- 11.6 The measures listed above are not exhaustive and as such the TPC will be free to implement other measures which he/she feels will improve the sustainability credentials of the site.
- 11.7 The initial target of the RTP has been set as a 10% modal shift away from single occupancy car use towards the use of more sustainable modes; however, this target will be agreed between the TPC and LCC. An initial Travel Questionnaire will be conducted within one year of occupation. If, following the analysis of the Travel Questionnaire it is considered that the target of the RTP should be revised, then the TPC will liaise with LCC on the matter.

- 11.8 The success of the RTP will be monitored with a formal assessment of its success taking place annually. The TPC will compile a Monitoring Report every 12 months, which will be submitted to LCC, outlining the extent to which the RTP can be considered successful in achieving the RTP targets; in addition to the overall objective of reducing the dependence on single occupancy car use amongst residents of the site. The annual review will be carried out in consultation with LCC.
- 11.9 Given the site's location in terms of sustainable transport infrastructure, coupled with the measures proposed within this document; it is considered that the RTP has demonstrated to a sufficient level to provide the Local Highway Authority and Local Planning Authority with adequate evidence to show that the site will be successful in achieving the RTPs overall objectives and targets.
- 11.10 Based on all of the information provided within this document, it is considered that the proposed development should be fully supported through the planning process in terms of travel planning implementation, monitoring and review.

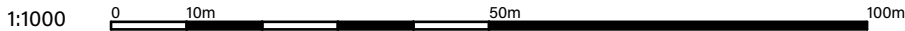
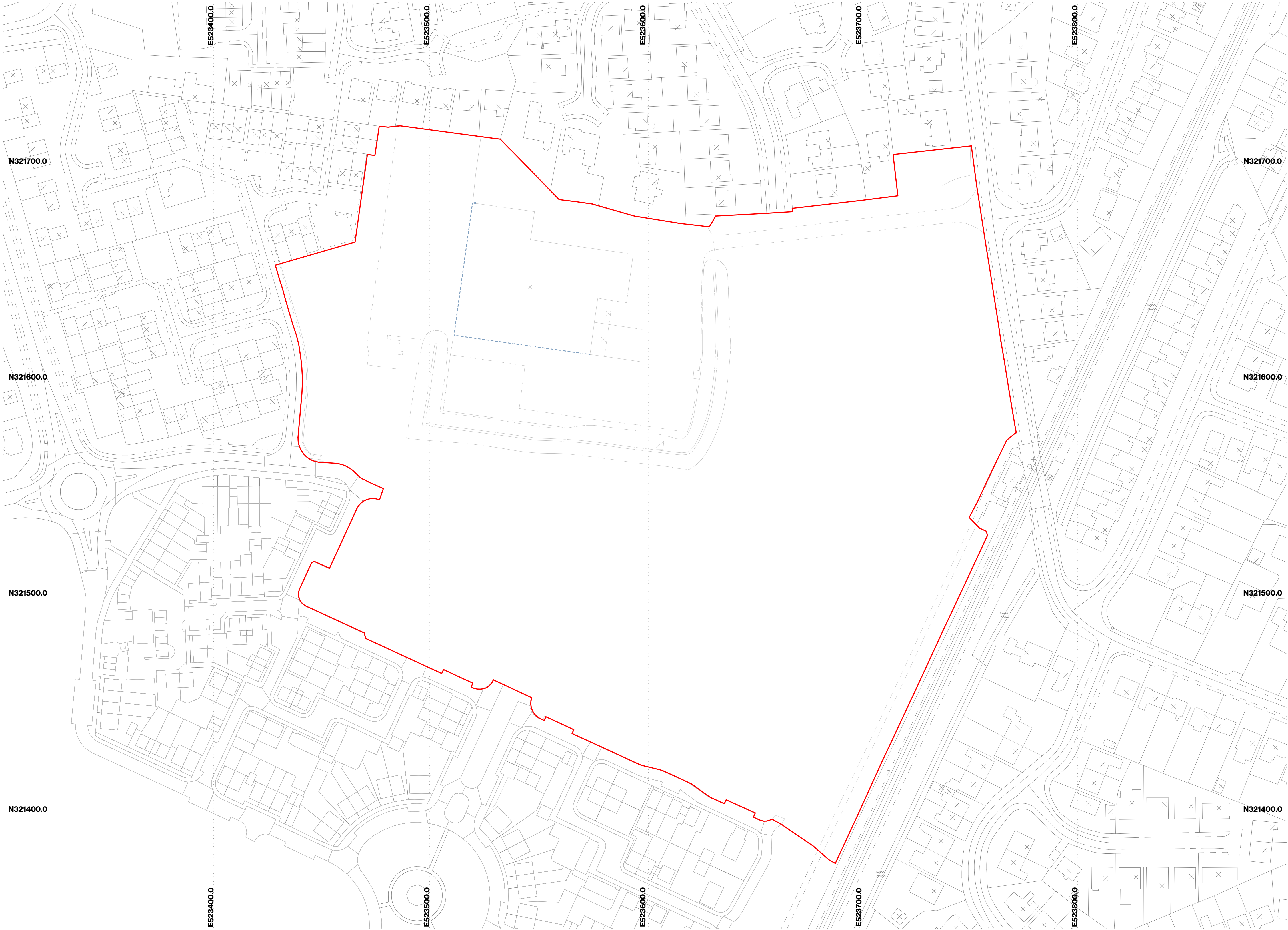
Appendix A

Site Location Plan



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REVISIONS			
Rev	Date	Change	By
01	25/02/2024	Issue for Review	24THREE

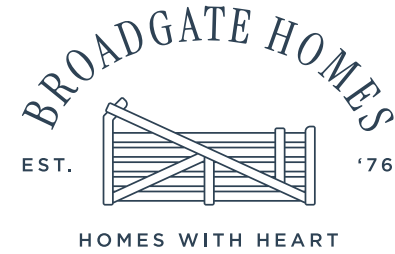


1000KEY

— Site Boundary
Site Area = 7.82Ha

Legal Information

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Project Title:

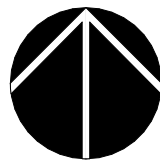
Hawthorn Bank / Meadow Way

Drawing Name:

Site Location Plan

Drawing Stage:	Preliminary			
STATUS:	S3 Suitable for Review and Comment			
243 File Ref:	25029-243-XX-XX-M3-A-1200_Proposed_Masterplan.pln			
25029 243 File Ref.	SD Drawn	LBF Drawn	1:1000 @ A1 Scale	001 Rev

DRAWING TITLE
25029-243-XX-XX-DR-A-1000
PROJECT CODE ORIGINATOR FUNCTIONAL SPATIAL FORM DISCIPLINE DOC NUMBER



Appendix B

Proposed Masterplan



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Plot Schedule	
Plot No.	House Type
001	Type 9
002	Type 8
003	Type 10
004	Type 10
005	Type 8
006	Type 9
007	Type 8
008	Type 8
009	Type 10
010	Type 10
011	Type 8
012	Type 8
013	Type 6
014	Type 6
015	Type 6
016	Type 6
017	Type 6
018	Type 6
019	Type 9
020	Type 8
021	Type 6
022	Type 6
023	Type 8
024	Type 9
025	Type 10
026	Type 10
027	Type 8
028	Type 8
029	Type 8
030	Type 8
031	Type 8
032	Type 6
033	Type 6
034	Type 8
035	Type 8
036	Type 9
037	Type 8
038	Type 1
039	Type 1
040	Type 1
041	Type 1
042	Type 6
043	Type 6
044	Type 9
045	Type 6
046	Type 6
047	Type 6
048	Type 1
049	Type 1
050	Type 1
051	Type 1
052	Type 10
053	Type 10
054	Type 8
055	Type 8
056	Type 9
057	Type 9
058	Type 8
059	Type 8
060	Type 8
061	Type 9
062	Type 6
063	Type 6
064	Type 6
065	Type 8
066	Type 8
067	Type 6
068	Type 6
069	Type 6
070	Type 6
071	Type 6
072	The Greetham
073	The Fulbeck
074	The Normanton
075	The Normanton
076	The Caythorpe
077	The Hundley
078	The Greetham
079	The Fulbeck
080	The Fulbeck
081	The Greetham
082	The Hundley
083	The Caythorpe
084	The Ludford
085	The Normanton
086	The Normanton
087	The Fulbeck
088	The Greetham
089	The Ludford
090	The Colsterworth
091	The Colsterworth
092	The Colsterworth
093	The Greetham
094	The Fulbeck
095	The Caythorpe
096	The Hundley
097	The Normanton
098	The Normanton
099	The Orby
100	The Orby

Affordable Housetype Mix					
Housetype	Beds	Persons	Storeys	No.	Housetype footprint (sqft)
The Bain	1B	2	1	8	650.0
Type 8	3B	5	2	8	866.6
				2	1733.2
				10	6933.2

Housetype Mix					
Housetype	Beds	Persons	Storeys	No.	Housetype footprint (sqft)
Type 1	1B	2	2	8	530.2
				8	424.6
The Caythorpe	2B	4	2	17	629.7
				17	10704.9
The Colsterworth	2B	4	2	9	649.3
				9	5843.7
The Doddington	2B	4	2	4	738.0
				4	2952.0
Type 6	2B	4	2	23	770.9
				23	1770.7
The Harrington	3B	4	2	5	909.5
				5	4547.5
The Keelby	3B	4	2	2	1202.5
				2	2405.0
The Fulbeck	3B	5	2	19	773.0
				19	14687.0
The Greetham	3B	5	2	18	853.1
				18	15355.8
Type 8	3B	5	2	21	866.6
				21	18198.6
Type 9	3B	5	2	9	912.7
				9	8214.3
The Ingleby	3B	5	2.5	12	1086.9
				12	13042.8
The Hundley	3B	5	2	15	1110.1
				15	16651.5
The Langworth	3B	5	3	6	1230.5
				6	7383.0
The Ludford	3B	5	2	4	1429.7
				4	5718.8
Type 10	4B	6	2	8	984.1
				8	7872.8
The Normanton	4B	6	2	15	1050.9
				15	15763.5
The Orby	4B	6	2	10	1217.8
				10	12178.0
The Riseholme	4B	6	2	9	1387.3
				9	12485.7
The Sudbrooke	4B	6	3	4	1431.9
				4	5727.6
The Winteringham	4B	6	2	2	1583.0
				2	3166.0
				220	204870.8
				230	211804.0

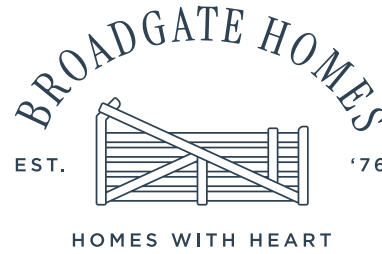
Landscaping shown based on Landscape Architect's proposal, please refer to LA's proposals for further details.

1201 KEY

- Site Boundary
- Existing Rising Main Sewer
- Existing Rising Main Sewer Easement
- Existing Bund
- Existing Gas Pipe
- Existing Gas Pipe Easement
- Hawthorn Bank Visibility Splays
- Approximate coverage area of former railway line through site.

Legal Information

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Lincolnshire, PE12 6DB

Project Title:

Hawthorn Bank / Meadow Way

Drawing Name:

Proposed Masterplan

Drawing Stage: Preliminary

STATUS: S3 Suitable for Review and Comment

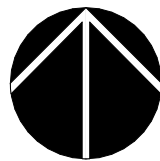
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25029 SD LBF 1:1000 @ A1 C01

DRAWING TITLE

25029-243-XX-XX-DR-A-1201

PROJECT CODE ORIGINATOR FUNCTIONAL SPATIAL FORM DISCIPLINE DOC NUMBER



1:1000 0 10m 50m 100m

Appendix C

Example Travel Questionnaire



Woods Hardwick

Architecture | Engineering | Planning | Surveying



Household Travel Survey

Please complete the questions below for all occupants in your property during the time of the survey. If there are more than 5 residents within your household, please state the details for the 5 oldest members.

Section A: About Your Household

1. What type of property do you live in?

☐ House

☐ Apartment

2. How many bedrooms does the property have?

☐ 1

☐ 2

☐ 3

☐ 4

3. How many people live in this property?

☐ 1

☐ 2

☐ 3

☐ 4

☐ 5 or more

4. How long has each resident lived at this property?

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
0-3 months	☐	☐	☐	☐	☐
3-6 months	☐	☐	☐	☐	☐
6-12 month	☐	☐	☐	☐	☐
1-2 years	☐	☐	☐	☐	☐
2-3 years	☐	☐	☐	☐	☐
3-4 years	☐	☐	☐	☐	☐
4-5 years	☐	☐	☐	☐	☐
5 years +	☐	☐	☐	☐	☐



5. Please select the age of all residents:

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
<16	☐	☐	☐	☐	☐
16-17	☐	☐	☐	☐	☐
18-29	☐	☐	☐	☐	☐
30-49	☐	☐	☐	☐	☐
50-64	☐	☐	☐	☐	☐
65+	☐	☐	☐	☐	☐

6. Please state the employment status for each member of the household:

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
Work Full Time	☐	☐	☐	☐	☐
Work Part Time	☐	☐	☐	☐	☐
Full Time Student	☐	☐	☐	☐	☐
Part Time Student	☐	☐	☐	☐	☐
Not working	☐	☐	☐	☐	☐
Retired	☐	☐	☐	☐	☐

7. For those in employment, do any of them work from home?

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
Regularly	☐	☐	☐	☐	☐
Sometimes	☐	☐	☐	☐	☐
Occasionally	☐	☐	☐	☐	☐
Never	☐	☐	☐	☐	☐
Not applicable	☐	☐	☐	☐	☐

8. Do any household members have a disability that affects the way they travel?

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
Yes	☐	☐	☐	☐	☐
No	☐	☐	☐	☐	☐



Section B: About Your Travel

9. How many vehicles are owned by household members?

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4 or more

10. Do any household members own a bicycle?

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
Yes	☐	☐	☐	☐	☐
No	☐	☐	☐	☐	☐

11. Do any household members belong to a car share club?

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
Yes	☐	☐	☐	☐	☐
No	☐	☐	☐	☐	☐

12. What time do household members usually leave for work/school?

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
6:00-6:30 am	☐	☐	☐	☐	☐
6:30-7:00 am	☐	☐	☐	☐	☐
7:00-7:30 am	☐	☐	☐	☐	☐
7:30-8:00 am	☐	☐	☐	☐	☐
8:00-8:30 am	☐	☐	☐	☐	☐
8:30-9:00 am	☐	☐	☐	☐	☐
9:00-9:30 am	☐	☐	☐	☐	☐
9:30-10:00am	☐	☐	☐	☐	☐
Other (please specify)					

.....

13. What time do household members return home from school/work?

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
15:00-15:30 pm	☐	☐	☐	☐	☐
15:30-16:00 pm	☐	☐	☐	☐	☐
16:00-16:30 pm	☐	☐	☐	☐	☐
16:30-17:00 pm	☐	☐	☐	☐	☐
17:00-17:30 pm	☐	☐	☐	☐	☐
17:30-18:00pm	☐	☐	☐	☐	☐
18:00-18:30pm	☐	☐	☐	☐	☐
18:30-19:00pm	☐	☐	☐	☐	☐
Other (please specify)					

.....



14. Have you received any local travel information since you moved to this property?

- ☐ Yes
☐ No
☐ Don't know

15. Did you respond to a Travel Survey for your property in 2017? If your answer is 'No' please skip to question 18.

- ☐ Yes
☐ No
☐ Don't know

16. If you answered 'Yes' to the previous question, could you state what information have you received?

.....
.....
.....

17. Please advise below whether your mode of travel has changed in the last year and why?

.....
.....
.....

18. What is the current method of travel to and from work/school for all household members?

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
Car (alone)	☐	☐	☐	☐	☐
Car (with others)	☐	☐	☐	☐	☐
Company Car	☐	☐	☐	☐	☐
Bus	☐	☐	☐	☐	☐
Train	☐	☐	☐	☐	☐
Motorbike	☐	☐	☐	☐	☐
Walk	☐	☐	☐	☐	☐
Cycle	☐	☐	☐	☐	☐
Taxi	☐	☐	☐	☐	☐

19. Why do household members travel in this way? (tick all that apply)

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
Convenience	☐	☐	☐	☐	☐
Cost	☐	☐	☐	☐	☐
Health reasons	☐	☐	☐	☐	☐
Alternative not available	☐	☐	☐	☐	☐
Need for work	☐	☐	☐	☐	☐
Other (please specify)					

.....



20. How far do household members travel to work/school?

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
< 2 km	☐	☐	☐	☐	☐
2-3 km	☐	☐	☐	☐	☐
3-5 km	☐	☐	☐	☐	☐
5-10 km	☐	☐	☐	☐	☐
10-45 km	☐	☐	☐	☐	☐
45 km +	☐	☐	☐	☐	☐
Other (please specify)					
.....					
.....					

21. What are the main reasons for household members driving to work/school?

- ☐ Drop/collect child off at school on the way to work
- ☐ Need car for other activities after work e.g. shopping, gym
- ☐ Distance from home too great to walk or cycle
- ☐ Need the car for work during the day
- ☐ No one to car share with
- ☐ No public transport or it would take too long
- ☐ Personal Safety
- ☐ Car needed because of health
- ☐ Cheaper than public transport
- ☐ More reliable than public transport
- ☐ Other (please specify)

.....

.....

22. How long do journeys for household members usually take?

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
<15 min	☐	☐	☐	☐	☐
16-30 min	☐	☐	☐	☐	☐
30-45 min	☐	☐	☐	☐	☐
45-60 min	☐	☐	☐	☐	☐
>60min	☐	☐	☐	☐	☐



23. On average, how many times each week does your household travel by car and/or car share?

	Car	Car Share
Daily	☐	☐
More than once a week	☐	☐
Once a week	☐	☐
Less than once a week	☐	☐
Never	☐	☐

24. On average, how many times each week does your household travel by walking and/or cycling?

	Walking	Cycling
Daily	☐	☐
More than once a week	☐	☐
Once a week	☐	☐
Less than once a week	☐	☐
Never	☐	☐

25. On average, how many times each week does your household travel by bus and/or train and/or taxi?

	Bus	Train	Taxi
Daily	☐	☐	☐
More than once a week	☐	☐	☐
Once a week	☐	☐	☐
Less than once a week	☐	☐	☐
Never	☐	☐	☐



Section C: Increasing Choice

26. Would household members who drive their car on their own be prepared to car share?

- ☐ Yes
- ☐ No
- ☐ Already do

27. How would household members prefer to travel to work?

- ☐ Car (alone)
- ☐ Car (share)
- ☐ Bus
- ☐ Train
- ☐ Motorbike
- ☐ Walk
- ☐ Cycle
- ☐ Taxi
- ☐ Other (please specify)

.....
.....

28. Which of the following would encourage you to **walk** to your destinations?

	Very likely	Possible	Not likely
Safe, better lit pathways	☐	☐	☐
More attractive routes	☐	☐	☐
Improved paths in the local area	☐	☐	☐
Other (please specify)			
.....			
.....			

29. Which of the following would encourage you to **cycle** to your destinations?

	Very likely	Possible	Not likely
Safe, better lit pathways	☐	☐	☐
More attractive routes	☐	☐	☐
Improved paths in the local area	☐	☐	☐
Advice/training on cycle safety	☐	☐	☐
Free/discounted bike for households	☐	☐	☐
Other (please specify)			
.....			
.....			



30. Which of the following would encourage you to use **public transport**?

	Very likely	Possible	Not likely
Subsidised/ discount fares	☐	☐	☐
More direct routes	☐	☐	☐
Better quality waiting environment	☐	☐	☐
Improved links to/from train station	☐	☐	☐
More frequent bus service	☐	☐	☐
More timetable information	☐	☐	☐
Other (please specify)			
.....			
.....			

31. Which of the following would encourage you to use **car-share**?

	Very likely	Possible	Not likely
Help in finding car share partners with similar work patterns	☐	☐	☐
Reserved parking for car-sharers	☐	☐	☐
Free taxi home if let down by driver	☐	☐	☐
Reduced parking charges for car-sharers	☐	☐	☐
Other (please specify)			
.....			
.....			

32. If you have any further comments or suggestions in regards to your travel plan please provide below:

.....

.....

.....

.....

.....

.....

.....

.....

Travel Plan Coordinator

