

Porter, Karen

From: Niland, Mark
Sent: 02 July 2025 12:53
To: _planningadvice
Subject: FW: H16-0515-25 - Land at Horseshoe Road, Spalding, PE11 3JB - Residential development of 76 dwellings and associated infrastructure
Attachments: We sent you safe versions of your files; H16-0515-25 Travel Plan Feedback Jun25.pdf

Hi,

H16-0515-25 - Land at Horseshoe Road

Please can the highways comments below be captured into the DIP. 2SUDS

Thanks
Mark

From: Samantha Legg <Samantha.Legg@lincolnshire.gov.uk>
Sent: 02 July 2025 11:41
To: Niland, Mark <Mark.Niland@sholland.gov.uk>
Subject: FW: H16-0515-25 - Land at Horseshoe Road, Spalding, PE11 3JB - Residential development of 76 dwellings and associated infrastructure

Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

Caution: This message originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you believe it is suspicious please forward to Suspicious.Emails@pspsl.co.uk and delete the email.

Hi Mark,

I have just sent over my interim comments in respect of this planning application. Please find attached comments on the Travel Plan referred to in my interim response.

Kind regards

Sam

Samantha Legg
Principal Development Management Officer
Lincolnshire County Council

County Offices, Newland, Lincoln LN1 1YL

Phone: 01522 782070

Email: developmentmanagement@lincolnshire.gov.uk

Teams: [Chat with me](#)

Website: www.lincolnshire.gov.uk



This feedback has been produced by Lincolnshire County Council (LCC) Sustainable Travel Officers, with a view to address the walking, wheeling, and cycling aspects in response to a Travel Plan for Land at Horseshoe Road, Spalding residential development submitted for comment.

Date: 26.06.2025
Planning Application No: H16-0515-25

Summary

The Travel Plan has been submitted to support a planning application for 76 dwelling. This document outlines key recommendations to improve active travel connections and the effectiveness of the proposed Travel Plan. Due to inadequate infrastructure for walking, wheeling, and cycling, it emphasises the need for strong resident communication, promoting safe and accessible alternatives to car use. The plan should incorporate the revised Highway Code, prioritise cycle storage, and make materials accessible. It recommends elevating sustainable travel promotion to a core objective, including ‘wheeling’ in all relevant contexts, and ensuring pedestrian and cyclist safety per LTN 1/20.

The Travel Information Pack must be co-developed with LCC, include incentives and maps, and support behaviour change through events and campaigns. Targets should focus on reducing single-occupancy car use and increasing active travel. A monitoring budget and responsibilities must be clarified, including annual surveys, use of the ModeShift STARS system, and a £1,000 annual monitoring fee secured via Section 106.

Please see comments below:

Travel Plan Reference	LCC Comment
Existing Active Travel Provision	Due to the lack of dedicated active travel provision connecting the development to Spalding, including nearby trip generators. It is essential that any communications shared with residents builds confidence and awareness of how to move around their place. Providing supporting materials around the adaptations to the Highway Code, specifically the hierarchy of road users, Rules H2 and H3 as starting examples.
Objectives	<p>2.2 “Promote car sharing, walking, cycling and public transport as safe...” Recommend this objective to be moved up to the ‘key objectives’ list.</p> <p>2.4 Travel Plan Benefits Please include ‘wheeling’ in the first benefit listed.</p>
Accessibility	<p>4.2 “A151 is a single carriageway road with generous lane widths in each direction.” Lane width is considerably reduced along this road due to on-street parking. Walking, wheeling, and cycling opportunities should be separated in this regard. Whilst the pedestrian access may be sufficient, the road network is not suitable or accessible for everyone aged 8 to 80, as per LTN 1/20 recommendations.</p> <p>As the site has dwellings without garages there should be a commitment to providing adequate cycle storage for those dwellings. Manual for Streets requires that enough convenient and secure cycle parking at people’s homes and other locations for both residents and visitors is critical to increasing the use of cycles. In residential developments, designers should aim to make access to cycle storage at least as convenient as access to car parking. This can be provided through dedicated cycle lockers, part of other storage facilities (garages/sheds) or shared secure buildings.</p>

	<p>Travel Information Pack - Prior to circulation of the Travel Packs it is requested that the developer liaise with LCC to ensure that the contents are comprehensive and up to date.</p>
<p>Travel Plan Co-ordinator</p>	<p>5.2 Please confirm the frequency and duration the TPC is proposed to undertake surveys and questionnaires.</p> <p>Any documentation such as the Travel Information or Welcome Packs for residents must also be made available in accessible formats.</p> <p>Please including wheeling, in the following TPC duties. ‘Actively encouraging and promoting residents to walk, wheel, and cycle...’</p> <p>The accompanying Induction Welcome Pack should include a map of the local area, identifying active travel routes, crossing points and journey times for walking, wheeling, and cycling.</p>
<p>Travel Plan Measures</p>	<p>6.2 The Travel Information pack should include cycle parking locations within a 5km distance of the development site.</p> <p>To increase incentive choice residents could be offered a voucher within the travel pack for either a bus ticket, hi-visibility vest/D locks, BikeRegister vouchers or cycle safety check (for cyclists), additionally a personal alarm/pedometer (for walkers). Residents can then opt for the incentive most beneficial to them.</p> <p>Other measures that could be used to incentivise change in travel habits and maintain profile of the Travel Plan include sustainable travel workshops on or around the survey, Dr. Bike sessions alongside workshops and a resident active travel group. The TPC must also promote Bike Week, Walk to Work Week, Liftshare Week, and Love To Ride campaigns.</p> <p>Measures to Reduce the Need to Travel Recommendations provided are outside of the control of a TPC in regard to working patterns. Promotion of behaviour changes around multiple purpose journeys - or information sharing of cycle sharing schemes/local bike donation projects - would support more journeys by bike to local assets such as shops, educational establishments or leisure facilities. This would in turn be possible to monitor the modal shifts over time.</p> <p>6.3 Pedestrian Measures It is recommended that the Lets Move Lincolnshire (www.letsmovelincolnshire.com) website is promoted as part of the resources to residents.</p>
<p>Targets</p>	<p>2.3 Travel Plan Targets LCC requires the developer to include specific targets, identified as ‘outcome targets’ or ‘specific action’ targets to ensure maximum effectiveness. LCC will await the SMART targets post-travel surveys.</p> <p>LCC suggest altering the potential target for ‘a reduction in single occupancy car mode share’, would be more effective by explicitly identifying the ‘increased use of walking, wheeling, and cycling as sustainable modes’.</p> <p>7.2 Future Target Modal Split As stated in LCCs Travel Plan Guidance, a greater target for modal shift is required. “...all new site developments should commit to a minimum reduction</p>

	of 10% in single occupancy car journeys in rural areas and 15% in urban areas. A lower target must be justified.”
Implementation and Communication	<p>8.1 Adaptations required as per requests set out in earlier sections.</p> <p>8.2 Can the developer state what the source of the communications would be? Are they proposing to share the additional publicity material just to households within the development or seek to utilise local media outlets to further share the messages.</p> <p>Can the developer confirm the intended duration of the marketing strategy and who this responsibility sits with.</p>
Monitoring	<p>9.2 Questions around comfort and safety when travelling by walking, wheeling, and cycling are of critical importance to understand travel behaviours and support future modal shifts.</p> <p>Please can the developer establish a desired response rate for the annual surveys.</p> <p>It is strongly recommended that the TPC uses this ModeShift STARS system to undertake resident surveys and help with the monitoring of the Travel Plan which could ultimately lead to accreditation and recognition Further information can be found at https://www.modeshiftstars.org/ .</p>
Budget/obligations	<p>Ideally additional details are required in respect of providing an indicative budget that will be required to fund the various elements of the Travel Plan, such as TPC appointment, surveys, vouchers, promotion of events, travel packs etc. This budget does not need to be part of the S106 but informs the LCC that the developer has considered and allowed for sufficient monies to commit to the plan.</p> <p>The costs of carrying out the monitoring and review process are the responsibility of the developer. To successfully monitor a Travel Plan, Highways Authority requires a monitoring fee (secured through a Section 106 agreement) to be paid by the developer/occupier to cover officer time and overheads required to coordinate and complete the monitoring process over the lifetime of the Travel Plan. The current charge is £1,000 per annum over 5 years.</p>

Recommendation:

That the above comments are considered and a revised Travel Plan submitted for approval.

That S106 funding be requested to allow the LCC to monitor and ensure that the Travel Plan is monitored by the developer.

Prepared By: Dom Fieldhouse-Gray