



Proposed Residential Development, Land to the West of Monks House Lane, Spalding

Interim Travel Plan

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1 Introduction

1.1 Scope of this Report

Clancy Consulting has been appointed by Seagate Homes Ltd. to provide Transport Planning services in connection with a development proposal to create new homes on land adjacent to Monks House Lane, Spalding.

This Interim Travel Plan (ITP) has been produced as an accompanying document to support the client's planning application and provides a consideration of how the prospective residents and visitors associated with the development proposals will travel to and from the site.

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1.2 Report Structure

The structure of the report is set out as follows;

- **Section 2** – The aims and objectives of the travel plan are outlined;
- **Section 3** – Details of the development proposals including site location, proposed vehicle and pedestrian access and parking provision;
- **Section 4** – The accessibility of the site is assessed including details of existing facilities near to the site such as walking, cycling and public transport routes;
- **Section 5** – Details of the roles and responsibilities are outlined including the role of the Travel Plan Co-ordinator;
- **Section 6** – The proposed Travel Plan measures are outlined including the proposed measures to encourage travel by walking, cycling and public transport;
- **Section 7** – Identifies the targets for reducing dependency on single occupancy car use;
- **Section 8** – Outlines the travel plan measures which will be implemented and communicated at the site;
- **Section 9** – Details of the proposed Travel Plan monitoring process are included along with details of timescales; and
- **Section 10** - A summary of the Travel Plan measures and timescales for its implementation are set out.

2 Aims and Objectives

2.1 Overview

This section sets out the vision and objectives that will guide the ITP development and implementation. This ITP seeks to outline a range of potential measures which encourage sustainable travel patterns at the site and achieves the objectives and subsequent benefits outlined below.

2.2 Objectives

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

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

This ITP will therefore broadly seek to:

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

2.3 Travel Plan Targets

This travel plan aims to promote travel choice for residents of the development, and hence to increase the use of sustainable transport modes. Overarching targets for the site are to be set once baseline travel surveys have been carried out.

It is crucial that any defined targets will need to be 'SMART' i.e. they must be:-

- Site-specific;
- Measurable;
- Achievable;
- Realistic; and
- Time related.

Without detailed travel survey information for the prospective residents it is not possible to set specific mode split targets for the development. However some indicative targets have been proposed to assist in monitoring the progress of the Travel Plan in achieving the overall objectives.

The potential targets for the Travel Plan are summarised as follows:

- Target a reduction in single occupancy car mode share and increased use of non-car modes; and
- Implementation and uptake of proposed Travel Plan measures.

Specific targets relating to modal shift will be established once detailed travel surveys have been undertaken. Information relating to the implementation of measures and their uptake would also be obtained through the proposed monitoring programme.

It is anticipated that once an appropriate modal shift target is identified the target would be achieved within one year to allow the Travel Plan measures to take effect. This provides an appropriate timescale against which to measure progress against targets. Once achieved, the target mode split will be maintained at that level and reviewed as part of the annual monitoring programme for five years.

Further details of monitoring and measures should the targets not be reached within these timescales are provided in **Section 7** of the report.

2.4 Travel Plan Benefits

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

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

- Improved health and fitness through increased levels of walking and cycling;
- Increased flexibility offered through wider travel choices;
- The social aspects of sharing transport with others; and
- A better environment within the site's immediate environs as vehicular movements are minimised.

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

The overall Travel Plan strategy will include travel awareness initiatives and other measures to assist in the achievement of the objectives of the Plan.

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

3 Development Overview

The proposed development comprises approximately 160 new homes within the detailed planning site boundary and up to a further 274 new homes within the outline planning site boundary, on land to the west of Monks House Lane, Spalding.

3.1 Site Location

The site is located to the immediate west of Monks House Lane. The site is bounded by Monks House Lane to the east and agricultural land to the south and west.

The site location shown in its wider context can be seen in **Image 3.1** below.



Image 3.1 – Site Location: Wider Context

The site location shown in its more local context can be seen in **Image 3.2** below.

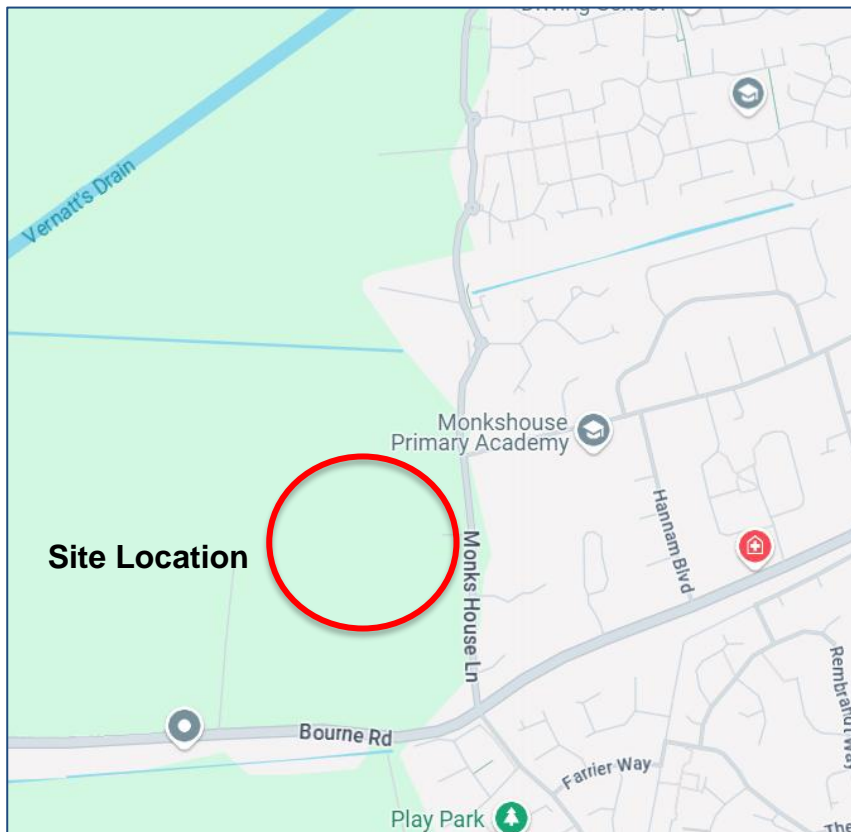


Image 3.2 – Site Location: Local Context

3.2 Traffic Generation

As agreed during the scoping process, the TRICS® database has been used to forecast the likely traffic generation levels associated with the proposed development (and to assess the same for the committed development sites).

The full TRICS® outputs can be found in **Appendix C** of the accompanying Transport Assessment whilst a summary of the forecast trip rates and the resulting traffic generation levels are presented below in **Tables 3.1** and **3.2** respectively:

TRICS® Trip Rate	8-9am Arr.	8-9am Dep.	8-9am Total 2-way	5-6pm Arr.	5-6pm Dep.	5-6pm Total 2-way
Residential Development	0.133	0.356	0.489	0.326	0.152	0.478

Table 3.1 – Trip Rates

Phase of Development	8-9am Arr.	8-9am Dep.	8-9am Total 2-way	5-6pm Arr.	5-6pm Dep.	5-6pm Total 2-way
Detailed Planning (160 Homes)	21	57	78	52	24	76
Outline Planning (240 Homes)	32	85	117	78	36	115

Table 3.2 – Traffic Generation Levels

These trip rates form part of a vision-led assessment of the development proposals, which are positioned in a sustainable location as supported by the land allocation in the Local Plan. Walking and cycling to access local services and facilities will form a vital part of the prospective new residents' travel habits, helping to enhance their health and wellbeing whilst connecting them to the established communities to the east of Monks House Lane and beyond into the town centre.

3.3 Access and Parking

The proposed development will have two main points of vehicular access on Monks House Lane. The first of which, will take the form of a simple priority-controlled T-junction and will be located approximately 130 metres to the south of the existing Pennygate junction.

The second vehicular access, predominantly serving the outline application site, will be located approximately 95m to the north of the existing Pennygate junction and will also take the form of a simple priority-controlled T-junction. These new access points can be seen in drawings **8-3024-100** and **8-3024-101** of the accompanying Transport Assessment.

In order to achieve the vision-led aspirations of this development proposal there are measures included to integrate with the established residential areas and their local services and facilities, as well as demonstrating physical connectivity to adjacent land allocated for future educational development

Car parking associated with each home varies in line with the number of bedrooms, with the 1 bedroom homes having a single parking space, 2-3 bedroom homes having 2 parking spaces and the 4-5 bedroom homes having an average of 2.5 parking spaces including some oversized garage spaces. Shared visitor parking is also provided in areas across the proposed development.

4 Accessibility Review

4.1 Local Road Network

Monks House Lane

The two proposed vehicular site access points connect onto Monks House Lane, which runs on a north-south alignment on the western edge of Spalding's settlement area.

Monks House Lane comprises a single carriageway with one lane in each direction. It has a speed limit of 30mph and it has street lighting on both sides of the road and a footway is present along the eastern side of the carriageway.

Pennygate

From its priority-controlled junction with Monks House Lane, Pennygate runs in an east-west alignment and comprises a single carriageway with one lane in each direction and has a speed limit of 30mph. There are footways present on both sides of the road along with street lighting along the northern footway.

Wygate Park

This road is a continuation of Monks House Lane to the north of the site and similar to Monks House Lane it comprises a single carriageway with one lane in each direction. It has a speed limit of 30mph and it has street lighting on both sides of the road and a footway is present along the eastern side of the carriageway.

Some traffic calming is present along Wygate Park in the form of occasional horizontal deflection measures accompanied by road signage to require vehicles to give way to oncoming traffic.

The A151 Bourne Road

At the southern terminal point of Monks House Lane, Bourne Road and Broadway form a 4-arm traffic signal-controlled crossroads, with Bourne Road forming the eastern and western arms. Bourne Road provides strategic access to the wider local area, Spalding town centre to the east and on to the A16 and A1175 to the south and east.

Bourne Road comprises a single carriageway with one lane in each direction and a 40mph speed limit. There are footways and street lighting present on both sides of the road.

4.2 Accessibility

Public Transport - Buses

The nearest bus stops are located approximately 400m from the centre of the "detailed planning" element of the proposed development, and 350m from the centre of the "outline planning" element of the proposed development. These bus stops are found on Pennygate, approximately 100 metres east of the junction with Monks House Lane.

From the bus stops on Pennygate, access can be gained to the IT1 bus service, which has a 45-50 mins frequency and operates from approximately 7am to 6.30pm. The IT1 bus service connects the area with established residential areas to the immediate north and north-east of Pennygate, as well as connecting to Spalding Town centre via other residential areas to the south of Bourne Road.

The IT1 bus route offers access to a wider range of local services and facilities such as educational, employment, retail and leisure. The bus service also has a stop located close to Spalding rail station, offering interchange to East Midlands Railway services.

Travel by bus is therefore considered to be a viable option for prospective residents to make trips for commuting, education, retail and leisure-based activities.

Public Transport - Rail

The site is located just over 1 mile from Spalding Rail Station, which would take approximately 24 minutes on foot, or 6 minutes by cycle from the site.

The East Midlands Rail services offer frequent direct connections to Sleaford, Lincoln and Doncaster in the north and north-west and to the south to Peterborough where further connections can be made for journeys to the west into Norfolk.

As noted earlier, the IT1 bus service also connects the proposed development to the rail station.

Travel by rail, particularly when combined with active travel or a connecting bus journey, is therefore seen as a viable option for prospective residents for journeys such as commuting and leisure-based trips.

Active Travel

Walking and cycling to and from the proposed redevelopment presents a significant opportunity to gain access to a range of local services and facilities using Active Travel. A proposed new pedestrian crossing on Monks House Lane, just to the south of the Pennygate junction, will promote safe crossing for pedestrians to access the existing services and facilities found along Pennygate including the Monkshouse Primary Academy along with the adjacent children's play area and playing field.

There are also places of worship, a medical centre and a convenience store, all within a ten minute walk or a 3 minute cycle ride from the proposed development.

Spalding Town centre can be reached by cycle in less than ten minutes from the proposed development, by travelling east either along Pennygate or along the A151 Bourne Road/Winsover Road. There are no dedicated cycle facilities along these routes, whilst the A151 is a single carriageway road with generous lane widths in each direction.

Active Travel is therefore considered viable for prospective new residents of the proposed development to access local facilities and services, reducing the reliance on the use of private cars for short-distance trips.

5 Roles and Responsibilities

5.1 Introduction

This section of the report sets out the roles of those people who will be responsible for implementing the Travel Plan and its measures.

An important aspect of a successful Travel Plan is the allocation of sufficient time and resources to enable it to happen. This can in part be achieved by the recognition from the outset of the roles and responsibilities of those who will be involved. From this will lead the appropriate allocation of time and resources to those charged with managing the process.

Following the occupation of the development and the undertaking of baseline survey, a Full Travel Plan would be prepared and a Travel Plan Co-ordinator (TPC) will be appointed.

5.2 Travel Plan Coordinator

Three months prior to occupation of the development, the occupants will appoint a designated TPC who will be responsible for the development and implementation of the Travel Plan. Full details will be provided to the LHA in accordance with associated planning consent conditions.

The TPC will be provided with any appropriate training and time to fulfil the role. The TPC must be empowered to act on behalf of the residents and should have management support from the developer or a suitably appointed consultant managing the TP. The TPC role does not need to be full time, and with appropriate support, the role could easily be fulfilled by an employee.

A critical part of the information gathering associated with the preparation of the Travel Plan is to carry out a questionnaire survey of all residents, to provide details of individual circumstances, travel patterns and preferences etc. For new residents, completion of the survey will be undertaken upon 60% occupation to raise awareness of the Travel Plan. The surveys can be carried out either on-line or can be paper based.

In the three months prior to occupation of the development, the TPC shall update and / or acquire all of the supporting information such as public transport timetables and cycle maps and review the overall contents of the document to ensure its currency and relevance. The timetables and cycle route information will be provided to residents as part of their induction welcome pack.

The TPC will also provide the highway authority with their name and contact details. The duties of the TPC will include:

- Oversee the gathering of information, including the travel questionnaire;
- Liaison with incoming residents to explain the objectives and benefits of the Travel Plan to ensure awareness of the Plan and to encourage participation;
- Acting as a focal point for transport, access and travel related issues in relation to the development;
- Actively encouraging and promoting residents to walk, cycle or use public transport to travel to and from the site, where possible. Hence residents will be encouraged to be fully aware of different travel options which are available from the site;
- Promote the advantages of using local / national car share schemes;
- Obtaining up-to-date details of the information required in the Travel Plan;
- Implementing, monitoring and reviewing the Travel Plan and it's measures; and

- Liaison with the highway authority with respect to initiatives, the development of the plan, evaluation of monitoring and the setting of targets for modal shift.

6 Travel Plan Measures

6.1 Overview

This section outlines the Travel Plan measures which will be implemented at the site to achieve the objectives and benefits outlined in **Section 2**.

The role of the TPC is crucial to the success of the Travel Plan. The TPC's role is outlined in more detail in **Section 5**.

6.2 Measures To Encourage Sustainable Travel

Travel Information Pack

A Travel Information Pack will be provided to all residents at the site upon occupation. The pack will include details of walking /cycling /public transport routes and timetable information as well as potential car sharing arrangements (see below). It will include a local area walking and cycling map also showing local amenities. This will be foldable to allow residents to take this with them when commuting. The pack will promote the health benefits of regular exercise including walking and cycling.

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

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

The TPC will distribute the pack amongst new residents.

Measures to Reduce the Need to Travel

The TPC will encourage residents to examine their travel patterns in order to reduce the need to travel where appropriate. These measures could include the promotion of flexible working practices to work from home or fit working hours around public transport services. A short 'car share form' will also be included in the Travel Information packs and the responses reviewed by the TPC. The TPC will then aim to set up informal matches between residents.

6.3 Pedestrian Measures

The following measures are proposed to encourage walking to and from the site:

- Provide plans and information to residents indicating pedestrian / cycle routes in the surrounding area to local amenities; and
- Publicise links to walking resources on internet.

6.4 Cycle Measures

The following measures are proposed to increase the proportion of cycle trips:

- Publicise the Cycle to Work scheme www.gov.uk/government/publications/cycle-to-work-scheme-implementation-guidance for those residents who could cycle to work;

- Publicise www.sustrans.org.uk for access to local, regional and national cycle route maps for use by residents;
- Publicise local cycle information available free of charge from local council and other organisations online; and
- The TPC shall promote and encourage walking and cycling to work, through events such as 'Bike to Work Day' and 'Bike Week' (www.cyclinguk.org/bikeweek), to heighten awareness.

6.5 Public Transport

The following measures will be implemented to encourage the use of public transport, to access the site.

- Supply up-to-date public transport information available online on facilities within the surrounding area for residents. Information will be provided in residents' welcome packs;
- Publicise details of the journey planner provided at www.traveline.info; and
- Supply bus timetable information as well as websites associated with bus providers serving the stops nearest the site.

6.6 Car Sharing

- 6.7.1 The website liftshare.com/uk will be promoted as a database for potential car sharers. This website contains details of people who live and work throughout Spalding (as well as nationally) and therefore maximises the opportunity for potential matches to be made.

6.7 Other Measures

- 6.8.1 As well as the measures indicated above, the following additional measures will also be considered in order to reduce single occupancy car trips and the need to travel residents:
- Personalised Travel Planning – The TPC will offer residents personalised travel information for their individual journeys to set out the range of sustainable modes available for travel to the site and identify any benefits offered by other FTP measures identified above (e.g. concessionary tickets);
 - Liaison with the Local Authority regarding new travel initiatives in the region which could benefit the residents; and
 - Updating the travel questionnaire annually, over a five year period, to understand which initiatives are popular and of greatest benefit to residents, to help focus on the more successful initiatives, whilst revisiting those which are less successful.

6.8 Summary

- 6.9.1 The package of measures described above has been designed to meet the travel plan objectives described in **Section 2**.
- 6.9.2 The objectives relating to reducing the impact of car travel (particularly single occupancy car trips) on the wider network have been addressed through the provision of measures designed to promote travel by sustainable modes. The potential for car sharing at the site will reduce the level of single occupancy car use.

- 6.9.3 The provision of Travel Packs enables residents to have informed choices about their travel options and subsequently will help to achieve the health and well-being benefits outlined in the objectives through increased levels of cycling and walking. The information provided in the Travel Packs will ensure that residents are aware of their travel options for accessing the surrounding areas along with information about key facilities and services.
- 6.9.4 The environmental impacts of transport arrangements at the site are addressed through the promotion of measures to reduce the need to travel, with the encouragement of working from home meaning that the need for work trips is minimised.

7 Future Travel Plan Mode Split and Targets

7.1 Current Estimated Modal Split

As the proposed development is not yet built, it is not possible to survey the travel habits of the prospective residents of the site, therefore the TRICS database has been interrogated to forecast a typical modal split for the proposed employment use of the development. This is summarised below.

- | | |
|--------------------|-----|
| ▪ Car Trips | 72% |
| ▪ Pedestrian Trips | 14% |
| ▪ Cycle Trips | 4% |
| ▪ Public Transport | 9% |

7.2 Future Target Modal Split

The baseline survey undertaken at 60% occupancy of the development will determine site specific targets of modal shift from private car based journeys to other modes of transport. It is proposed as a minimum that a 5% reduction target in single occupancy car trips is achieved over the five year travel plan monitoring period.

A follow up survey will be undertaken one year after the initial survey and revised targets set if appropriate, further surveys will be undertaken annually over the five year travel plan monitoring period.

8 Implementation and Communication

8.1 Implementation

This section of the report provides further details of the proposed implementation strategy for the ITP and its associated measures and the communication of the Travel Plan objectives, targets and measures to residents.

The ITP clarifies the role of the TPC and sets out their responsibilities in terms of ensuring that the series of measures and initiatives identified, which will help to reduce the reliance on the private car, are delivered.

The following tables (8.1 to 8.3) summarise the proposed measures and sets out a schedule for their implementation.

MEASURES	POST OCCUPATION GUIDELINE TIMESCALE	REASONING / COMMENTS	RESPONSIBILITY
Provision of web addresses for cycle maps and pedestrian info in welcome packs	On occupation	To encourage cyclists and pedestrians by raising awareness of travel options	High level of deliverability. TPC to provide.
Provision of cycle parking	On occupation	To encourage cycling	High level of deliverability. Developer to provide.
Promotion of walking / cycling events	6 – 12 Months	To encourage walking and cycling	High level of deliverability. Promotion by TPC.

Table 8.1 – Pedestrian / Cycle Measures

MEASURES	POST OCCUPATION GUIDELINE TIMESCALE	REASONING / COMMENTS	RESPONSIBILITY
Provide web addresses to public transport information and bus route maps	On occupation	Lack of information can be a barrier to using public transport.	High level of deliverability. TPC to implement.
Provision of public transport timetables and leaflets	On Occupation	Lack of information can be a barrier to using public transport.	High level of deliverability. TPC to implement.

Table 8.2 – Public Transport Measures

MEASURES	POST OCCUPATION GUIDELINE TIMESCALE	REASONING / COMMENTS	RESPONSIBILITY
Promote the Lift Share scheme liftshare.com/uk	On occupation	To increase use of the car sharing database	High level of deliverability. TPC to implement
Promote the benefits of car sharing	On occupation	To raise awareness of the potential financial benefits of car sharing	High level of deliverability. TPC to implement
Personalised Travel Planning	On occupation	To make employees aware of travel options	High level of deliverability. TPC to implement

Table 8.3 – Car Share / Other Measures

8.2 Communication

Awareness Raising

When raising awareness of the Travel Plan, consideration should be given to different groups that should be targeted.

Publicity material will include the residents' welcome pack which will provide relevant information on sustainable travel to the site and details of the travel plan measures proposed to encourage travel by sustainable modes.

Additional publicity material to raise awareness will also include the following.

- Leaflets on specific aspects of the Travel Plan;
- Cycle route and bus timetable information in induction packages; and
- Success stories / regular updates in existing newspapers / bulletins.

When developing the marketing strategy it is often useful to identify which of the above media would be most effective at different stages of implementation and identify the timescale and who will be responsible for developing each.

Other means to publicise the Travel Plan and travel issues in general is through internet forums, social media sites and a site intranet. Further consideration will be given to whether these forms of communication are appropriate to implement at the site.

Maintaining Interest

In order to maintain interest in the Travel Plan, residents will need confidence in its benefits, as such the TPC will be responsible for:

- Making sure that measures implemented are successful and this will maintain confidence in the Travel Plan;
- Regular communication to keep the Travel Plan issues in people's minds;
- Assist residents to resolve any problems they have in changing mode;
- Making sure information provided is always up to date; and

- Developing a successful feedback mechanism.

9 Monitoring

9.1 Introduction

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

9.2 Monitoring

A successful Travel Plan must have an appropriate monitoring programme that measures success (and areas for improvement) and reinvigorates the process where necessary. The development of an appropriate monitoring and review strategy will be the responsibility of the TPC; however the following sets out a process for monitoring the Travel Plan over a five year period.

Travel surveys will be carried out on an annual basis (year on year from the month of the baseline surveys being carried out) with monitoring of travel information. The surveys will also be used to monitor the uptake of Travel Plan measures such as use of public transport. An annual monitoring / review report will be prepared and submitted to the Highway Authority, via the TPC, within three months of completion of the surveys.

The survey questionnaire should include the following elements, which should be agreed with the Highway Authority prior to issue:

- How residents currently travel to / from the site;
- How residents prefer to travel to / from the site;
- Measures that would encourage use of sustainable modes and barriers to changing mode;

The annual surveys will be undertaken by the TPC who will also be responsible for producing the relevant survey monitoring report. The monitoring reports will also review the progress that has been achieved in implementing measures against the modal shift targets over the preceding twelve month period. Any progress made will be reported by the TPC to residents and the Highway Authority.

The monitoring report should include reviews of how well the plan is working to meet the objectives, with any revised targets for discussion and agreement with the Highway Authority. The Travel Plan needs to be active and to be developed in conjunction with the survey results / experiences of the TPC. For example if there is little / no car sharing occurring amongst the residents, it would be appropriate for the TPC to review the promotion of car sharing and consider appropriate alternatives.

Following the annual monitoring report the Travel Plan will be reviewed by the TPC in conjunction with the Highway Authority as appropriate to produce an Action Plan. The Action Plan will identify the measures and actions to be implemented in the following 12 month period including a timetable for the implementation of the measures.

9.3 SUMMARY

Table 9.1 below summarises the proposed timescales for the implementation and monitoring of the travel plan.

MEASURES / ACTION	TARGET DATE	RESPONSIBILITY
Prepare / Agree Interim Travel Plan	Planning Application	Clancy
Appoint TPC	3 months prior to occupation	Developer
Prepare / Agree Final Travel Plan	Within 6 months post occupation or 60% occupancy on site	Developer
Implement Final Travel Plan	Within 6 months post occupation or 60% occupancy on site	TPC
Conduct Baseline Travel Survey (Questionnaire)	Within 6 months post occupation or 60% occupancy on site	TPC
Annual Travel Surveys (Questionnaire)	Annually from Baseline survey until the end of the five year period	TPC

Table 9.1 – Action Plan Timescales

10 Summary and Timescales

10.1 Summary

A summary of the main ITP measures is included in **Table 10.1**. The table summarises the details of the timescales associated with the implementation of the measures and monitoring of the ITP and the person / organisation responsible for the funding and implementation are also presented.

MEASURES / ACTION	TARGET DATE	RESPONSIBILITY
Appoint TPC	Three months prior to the occupation of the development	Developer
TPC to produce marketing materials	Prior to occupation of development	TPC
Prepare public transport / walking/ cycling information	Prior to occupation in information pack	TPC
Issue residents travel information packs	Upon of occupation of the development	TPC
Promote the benefits of working from home	From occupation	TPC
Investigate feasibility of BUG	Ongoing / details provided in travel information packs	TPC
Promote national travel initiatives / events	Ongoing	TPC
Investigate feasibility of developing a car sharing scheme for residents	Ongoing/ details provided in travel information packs	TPC
Agree and implement Final Travel Plan	Within 6 months post occupation	Developer / TPC
Conduct Baseline Travel Surveys (Questionnaire)	Within 6 months post occupation	TPC
Annual Travel Surveys (Questionnaire)	Annually from Baseline survey until the end of the five year period	TPC

Table 10.1 – Travel Plan Summary of Measures and Actions

10.2 Conclusion

- 10.2.1 In conclusion, the proposed site is well located in terms of its proximity to existing key services / facilities and sustainable travel infrastructure.
- 10.2.2 The development proposals will build upon this sustainable location through promoting the use of sustainable modes such as walking, cycling and public transport and through 'soft' Travel Planning measures such as the provision of up to date walking / cycling information.
- 10.2.3 The appointment of a TPC will facilitate the implementation of many of the proposed measures summarised in **Table 10.1**.