

This feedback has been produced by Lincolnshire County Council Sustainable Travel Officers with a view to address the walking, wheeling and, cycling aspects in response to **the proposed residential development Land to the west of Monks House Lane, Spalding, PE11 3LH** submitted for comment.

Date: 25.07.2025
Planning Application No: H16-0584-25

Summary

The document does not refer to or consider LTN 1/20 guidance for supporting the sites integration with the existing walking and cycling network. Adaptations are required as to the developers definition of sustainable travel and more ambitious modal shift targets are required.

Please see comments below:

Ref	Travel Plan Reference	LCC Comment
1.5	Objectives	<p>Electric vehicles should not be considered as sustainable travel alongside public transport, walking and cycling. For example, congestion issues, pavement parking and the safety of walkers, wheelers and cyclists will not be resolved with increased electric vehicle journeys. This statement also contradicts the secondary objectives in 1.5.3.</p> <p>Primary objectives should identify walking, wheeling, and cycling, and public transport as sustainable travel methods.</p>
2.3.12	Local Transport Facilities, Walking	Clarity is required in identifying the PROW and footpaths in Figure 2.5. Which routes support pedestrians into, through and out of the proposed site? Has an accessibility been considered when promoting the viability of the access points to the site? Will people with mobility aids, wheelchair users or prams be able to utilise these for utility purposes?
2.3.19	Local Transport Facilities, Cycling	An assessment of the form of cycle infrastructure should be considered. Which aspects of the network are segregated, shared, off-carriageway etc. This could be identified within Figure 2.7.
2.4.3	Example Resident Travel Survey	Figure 2.11 would benefit from questions around segmented journeys. Do people walk to the bus stop, cycle to the train station or drive to the train station etc? This will help further understand travel behaviours to inform the TPCs potential solutions.
2.5	Census Review and Targets	<p>It is unclear which areas or ward boundaries have been considered to provide the data stated in Figure 2.12.</p> <p>Travel Mode Targets (Table 2.3) must seek to achieve a minimum of 10% reduction in single car useage, 5% stated must be changed. Additional targets that have been stated are unambitious, considering the proximity of the site to work, leisure and utility destinations.</p>
3.0	Travel Plan Administration	<p>3.2 Duties should include the TPC to organise, deliver and assess community activities to support sustainable travel, such as increasing residents choices they could be offered;</p> <ul style="list-style-type: none"> • a voucher within the travel pack hi-visibility vest/D locks, to encourage spending at local businesses • cycle proficiency training • cycle safety check (for cyclists) or personal alarm/pedometer (for walkers)

		<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, resident active travel group. The TPC could also promote Bikeweek (June), Walk to Work week (May) Liftshare Week (October).</p> <p>3.3 Promotion of Travel Plan - Prior to circulation of the it is requested that the developer liaise with County Council to ensure that the contents are comprehensive and up to date. The website is a positive measure but only available to internet users, the information distributed should be made available in additional accessible formats.</p>
5.2.1	Monitoring	<p>Monitoring does not mention cycle journeys being assessed, walking journeys being recorded. The suggestions identified will not provide data that is reflective of travel behaviours.</p> <p>5.3.3 Process and Review, upon evaluation of the review, it would be expected to identify the desire to adapt processes at each point of review to continually seek improvements in the modal shift of the residents.</p>
	Budget/obligations	<p>The costs of carrying out the monitoring and review process are the responsibility of the developer. In order 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>
	Site Layout	
	Northern Boundary	<p>To increase the permeability of the site, it is recommended additional pedestrian access points are included around the north-western area, linking to the northern parcel of the site.</p>
	Eastern Pedestrian Link	<p>Please confirm the width of the setback pedestrian link running north-south along the eastern perimeter of the development. To support safe, and accessible journeys for pedestrians, wheelchair users and cyclists, a minimum of 3m in width is desired.</p>
	Southern Pedestrian Links	<p>Regarding the access restriction bollards, we encourage the developer to adhere to guidance provided by Wheels for Wellbeing, ensuring widths between bollards do not drop below 1.5m. This guidance is proposed as to supplement LTN 1.20 and Manual for Streets recommendations also.</p> <p>Confirm whether the links are to be segregated as per drawings. Segregated cycle/footpaths should be implemented as shared use if 3m wide.</p>
	Central Footbridge	<p>Confirm the width of this footbridge and suggested gradient. Will it be wide enough for multiple users of pedestrians, cyclists or wheelchair users?</p>
	Internal Footpaths	<p>Confirm the widths of the internal footpaths, at which points tactile paving and dropped kerbs will be present.</p>
	Internal Crossings	<p>Are the shaded areas across each internal junction to be raised tables, ideally as continuous crossings for pedestrians? If so, it is recommended they are delivered with contrasting materials as to</p>

		support the lowering of vehicle speeds, and highlighting pedestrian priority when seeking to cross.
	Cycle Parking	LTN 1/20 guidance recommends for residential buildings, that cycle parking must be provided for long-stay requirements at a rate of 1 space per bedroom. Should properties on this development not have internal storage space such as a garage. It is recommended communal, safe and secure cycle storage options are provided at numerous points around the development, with each location under natural surveillance.
	Obligations	Lincolnshire County Council request £1,370,000, combining with the upcoming parcel of land to the north, to support the development of the Spalding walking and cycling network, as per the recommendations outlined in the Spalding Cycling and Walking Infrastructure Plan. The request will support the connectivity of the new development to the existing town with coherent, direct, safe, comfortable and attractive options for residents to move around their local area under their own steam.

Recommendation:

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

That S106 funding be requested to allow the LCC to implement interventions for supporting safer and better-connected sustainable travel journeys and to monitor and ensure that the Travel Plan is monitored by the developer.

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