

Proposed Food Store & Coffee Drive Thru, Holbeach Road, Spalding

Interim Travel Plan

November 2025

Commercial Development Projects Limited

AMA Project Number: 22428

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1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 Andrew Moseley Associates (AMA) has been commissioned by Commercial Development Projects Limited to prepare a Transport Assessment (TA) and Interim Travel Plan (ITP) in support of a full planning application comprising a foodstore and coffee drive-thru (Use Class E) located on land to the south of the A151 Holbeach Road, Spalding. The site layout plan is attached at [Appendix A](#).
- 1.1.2 The Local Planning Authority (LPA) is South Holland District Council (SHDC), and the Local Highway Authority (LHA) is Lincolnshire County Council (LCC).
- 1.1.3 Lincolnshire County Councils guidance note 'For the preparation and implementation of Development Travel Plans' (2021) has been referenced in the production of the ITP.
- 1.1.4 The application site consists of undeveloped land which does not generate any existing traffic. The application site benefits from extant planning permission (reference: H16-0397-04) for the erection of a hotel, pub/restaurant, restaurant and drive-thru restaurant with associated works. The application was approved in August 2005, and therefore the principle of development is considered acceptable in this location.
- 1.1.5 A TA has been prepared for the proposals and will also be submitted in support of the planning application. The TA concludes that the site can be appropriately accessed, there are no significant highway impacts and that the site is located in a sustainable location, with access to a variety of key facilities and services via sustainable modes of transport such as walking, cycling and public transport.
- 1.1.6 This ITP summarises the accessibility of the site and outlines a range of Travel Plan measures which will be promoted to employees / customers to encourage sustainable travel patterns at the site. This document provides an outline of the proposed measures and monitoring strategy, which will be implemented at this site.
- 1.1.7 A Full Travel Plan based upon this document will be produced following occupation of the development when meaningful surveys can be undertaken, and suitable targets implemented.

1.2 REPORT STRUCTURE

- 1.2.1 The structure of the report is set out as follows:
 - ▶ **Section 2** – The aims and objectives of the Travel Plan;
 - ▶ **Section 3** – Details of the development proposals including site location, proposed vehicle and pedestrian access and parking provision;
 - ▶ **Section 5** – The accessibility of the site is assessed including details of existing facilities near to the site such as walk, cycle and public transport routes;
 - ▶ **Section 6** – Details of the roles and responsibilities are outlined including the role of the Travel Plan Co-ordinator;
 - ▶ **Section 7** – The proposed Travel Plan measures;
 - ▶ **Section 8** – The proposed Travel Plan targets;
 - ▶ **Section 9** – Details of the proposed Travel Plan monitoring process; and
 - ▶ **Section 9** – A summary of the Travel Plan measures and timescales for its implementation.

2 TRAVEL PLAN OBJECTIVES AND BENEFITS

2.1 INTRODUCTION

- 2.1.1 This section sets out the vision and objectives that will guide the TP development and implementation. This TP 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

- 2.2.1 This TP 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 employees and customers of the development to have informed choices about their travel options;
 - ▶ To improve the health and well-being of the employees and customers of the development;
 - ▶ To ensure transport arrangements of the development have minimum environmental impact; and
 - ▶ To ensure that the development is accessible by sustainable transport modes.
- 2.2.2 The TP will therefore broadly seek to:
- ▶ Develop an awareness of locally available non-car modes of transport among employees and customers;
 - ▶ Promote sustainable travel and continue to engage with employees and customers on sustainable travel choices to achieve a long-term commitment to changing travel habits amongst the new community; 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 BENEFITS

- 2.3.1 There are a large number of benefits that will be derived from the successful implementation of a Travel Plan at the development for employees and customers.
- 2.3.2 The employees and customers to the proposed development could expect to experience:
- ▶ 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 and its immediate environs as vehicular movements are minimised.
- 2.3.3 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.
- 2.3.4 The overall Travel Plan strategy will include physical measures designed to enhance the sustainable transport linkages at the site, travel awareness initiatives and other measures to assist in the achievement of the objectives of the Plan.
- 2.3.5 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 PROPOSALS

3.1 DEVELOPMENT PROPOSAL AND SITE LAYOUT

- 3.1.1 The proposals include a foodstore and coffee drive-thru (Use Class E) located on land to the south of the A151 Holbeach Road, Spalding.
- 3.1.2 All pedestrian routes within the site will be a minimum of 2m and lit.
- 3.1.3 The proposed site layout is attached at **Appendix A**.

3.2 PROPOSED ACCESS AND SERVICING ARRANGEMENTS

- 3.2.1 Vehicular, walking and cycling access is proposed via an upgraded access which currently provides access to Woodhouse Farm Lodge. The access will form a proposed new ghost island right turn access with left out only egress. The existing access track for Woodhouse Farm Lodge will connect with the eastern extent of the proposed upgraded access arrangement.
- 3.2.2 The access would be equipped with pedestrian crossing facilities across the central island, equipped with dropped kerbs and tactile paving. The wider pedestrian footway provision will connect with the existing pedestrian footways to the west of the site.

3.3 PARKING

- 3.3.1 Parking for the site is to be provided in line with the required South East Lincolnshire SPD. Within the SPD, the following policies are set out:
 - ▶ Parking for residents, employees and visitors should be integral to the design and form of all new development, and should ensure that:
 - ▶ parking spaces are fit for their intended use in terms of size and design;
 - ▶ a. secure, covered, convenient storage for bicycles for employees should be provided close to an entrance to the building. Changing and shower facilities should be provided where possible;
 - ▶ secure, covered bicycle storage for visitors are located close to the main entrance to the building;
 - ▶ where more than 50 parking spaces are provided, at least one double electric vehicle charge point will be required (2 spaces). For each additional 50 parking spaces, one double charging point should be provided up to a maximum of three (6 spaces); and
 - ▶ parking is well-integrated within the townscape or landscape, through an appropriate use of materials and landscaping;
- 3.3.2 The standards set out that a minimum parking provision should be provided of 1 space per 14m² for a retail site. Therefore, the following parking provision is proposed.

Food Store

- ▶ 165 parking spaces, including;
 - 3 staff parking spaces
 - 10 electric vehicle parking spaces
 - including 2 disabled parking spaces
 - 6 disabled parking spaces
 - 6 'parent and child' spaces

Coffee Drive Thru

- ▶ 20 parking spaces, including;
 - 2 disabled parking spaces.
- 3.3.3 Parking spaces will be provided at 2.4m x 4.8m across the site in line with the standard design details for car parks in line with the South East Lincolnshire SPD.
- 3.3.4 It is considered that the above parking provision meets the operational needs of the site whilst ensuring the requirements of the SPD are met.
- 3.3.5 The requested cycle parking provision and zebra type marking on all pedestrian crossing points will be provided. These items can be dealt with by planning conditions.
- 3.3.6 Shower facilities will not be provided as they not required for developments of this type.

4 EXISTING SUSTAINABLE TRANSPORT PROVISION

4.1 INTRODUCTION

- 4.1.1 The Government's objectives set out in the NPPF are to ensure that new developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes can be maximised.
- 4.1.2 As detailed within **Figure 4-1**, the application site is bound to the north by the A151 Holbeach Road; to the east by Woodhouse Farm Lodge and grazing land; to the south by a public footpath and grazing land; and to the west by the A16 Low Road.

Figure 4-1 Site Location Plan



- 4.1.3 This section outlines the existing walking, cycling and public transport facilities within the vicinity of the development site and describes the accessibility of the site in terms of its proximity to key services and destinations.

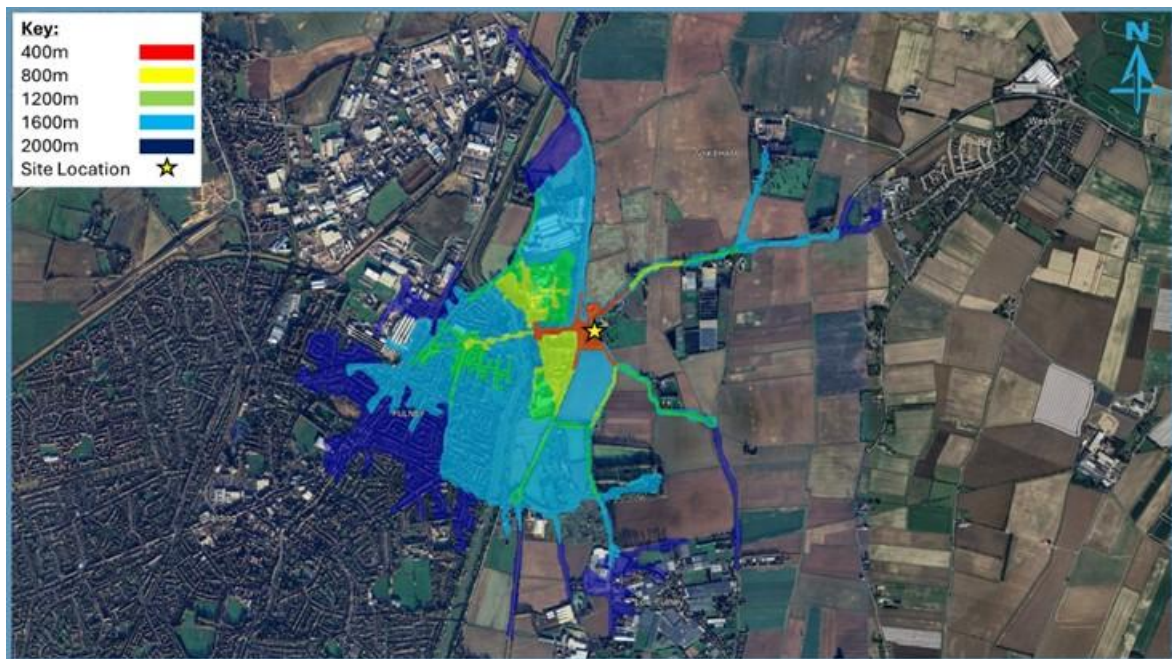
4.2 WALKING ACCESSIBILITY

- 4.2.1 Whilst superseded by the NPPF, the transport policies set out in the former PPG13 set out specific guidance related to walking:

“Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometers” (Para 74)

- 4.2.2 **Figure 4-2** shows a 2km walking catchment area from the centre of the site. Its catchment includes the surrounding areas of Springfield Outlet Shopping and Leisure and the residential area of Fulney, providing access to a range of facilities, amenities and services as well as providing the existing residents of Epworth with a range of new services part of the proposed development.

Figure 4-2 2km Walking Catchment Plan



- 4.2.3 As part of the ‘Springfields Roundabout’ junction upgrades, the proposals include improvements to the existing pedestrian infrastructure and crossing facilities within the vicinity of the site. The pedestrian improvements will provide a safe route for both staff and customers walking to and from the site.
- 4.2.4 The site therefore provides potential for employees and customers to travel to and from the site on foot.

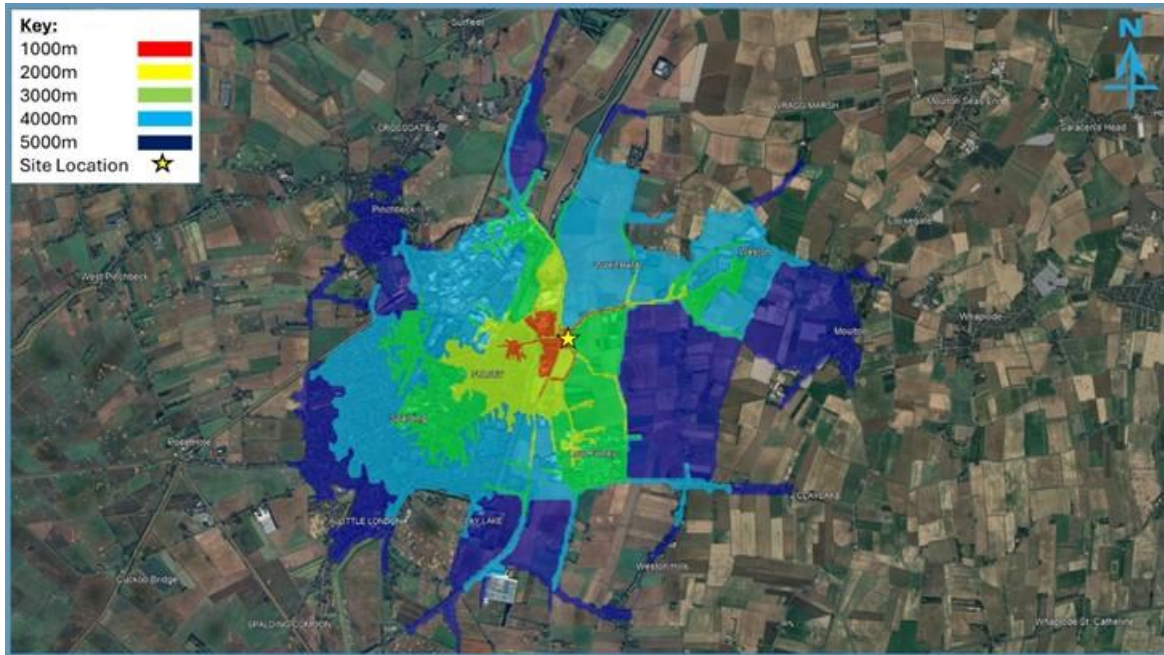
4.3 CYCLING ACCESSIBILITY

- 4.3.1 Whilst superseded by the NPPF, the transport policies set out in the former PPG13 set out specific guidance related to cycling:

“Cycling also has potential to substitute for short car trips, particularly those under 5 kilometers, and to form part of a longer journey by public transport” (Para 77)

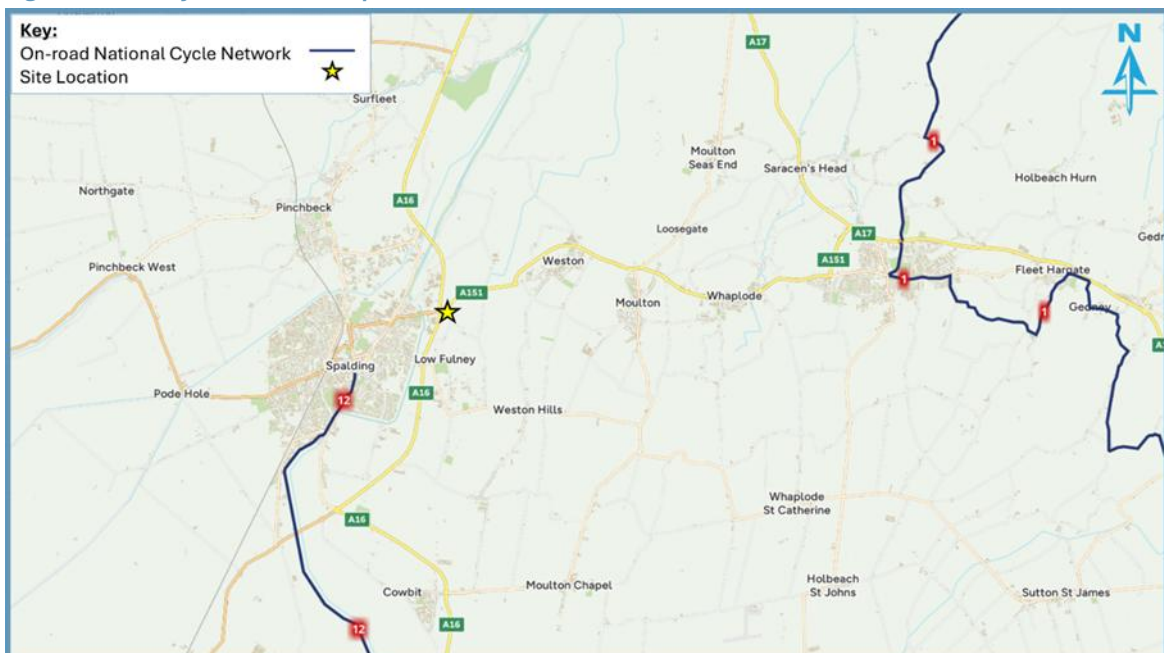
- 4.3.2 As such, those areas and facilities within a reasonable walking distance can also be considered to be within a reasonable cycling distance. The plan attached at **Figure 4-3** shows a 5km cycling catchment area from the centre of the site which includes the surrounding residential settlements of Weston, Pinchbeck, Fulney, Low Fulney, Clay Lake and Little London. This provides a wide range of potential areas for employees and customers to travel to and from the site by cycle.

Figure 4-3 5km Cycling Catchment Plan



- 4.3.3 Cycling infrastructure is present within the vicinity of the application site, with an off-road cycle route shared with pedestrian footway is present along the north-eastern bound carriageway of the A151 Holbeach Road. This cycling infrastructure continues along the A151 Holbeach Road (W) towards Spalding town centre.
- 4.3.4 A review of the Sustrans interactive map identifies that the National Cycle Network (NCN) Route 12 is located approximately 2.5km (10minute cycle time) to the south-west of the site. The NCN Route 12 runs alongside the River Welland in a general north / south alignment providing access to Crowland. Details of the Sustrans cycling infrastructure present within the vicinity of the site is provided in [Figure 4-4](#).

Figure 4-4 Cycle Network Map



- 4.3.5 The site therefore provides potential for employees and customers to travel to and from the site by bicycle.

4.4 PUBLIC TRANSPORT

Bus Services

- 4.4.1 In line with current local and national transport objectives, particularly of encouraging modal shift away from the private car and increasing accessibility through sustainable travel, public transport has a major role to play. The IHT's 'Guidelines for Planning for Public Transport in Developments' (IHT 1999) recommend that the maximum walking distance to bus routes should not exceed 400 metres. Measures to facilitate the use of public transport are therefore an integral part of good land use and transport planning.
- 4.4.2 Bus stops are situated outside of the recommended walking distance from the site. There are three bus stops situated approximately 650m from the northern site access; located on the A151 Holbeach Road (.c 600m) and within the Springfield's Outlet (c. 650m).
- 4.4.3 Although these stops are beyond the generally recommended 400m distance, this guidance should not be slavishly followed as bus stop accessibility should be based on the quality of the routes to these stops, as well as the facilities and frequency of services available. Stops are directly accessible via existing footway provision, therefore given the site's location these stops and services are considered to be feasible for use by those on site to travel to local and regional destinations.
- 4.4.4 The stops detailed are set out on the attached plan at [Figure 4-5](#)

Figure 4-5 Public Transport Location Plan



4.4.5 The buses that serve these stops and their approximate frequencies are summarised in **Table 4-1**.

Table 4-1 Local Bus Services

Services	Route	Weekday	Saturday	Sunday
37	Peterborough – Spalding	Every 60 mins	Every 60 mins	Every 120 mins
43	Sutton St James – Spalding	One AM service except Thursdays	-	-
301/302	Spalding – Stamford	Every 60 mins	Every 120 mins	-
505/B	Kings Lynn – Spalding	Every 30 mins	Every 30 mins	Every 60 mins
B3/X	Boston – Spalding	Every 60 mins	-	-
IT2	Spalding Circular	Every 45 mins	Every 45 mins	-

4.4.6 As can be seen, there are six bus routes that provide a combined frequency of approximately six buses per hour towards Peterborough, Stamford, Kings Lynn, Boston and within Spalding.

4.5 SUMMARY

4.5.1 It has been demonstrated that the site is accessible by sustainable transport modes. There are a range of local amenities within a short walk or cycle from the site, meaning employees and customers will not be reliant on the private car for journeys to the site. Public transport is available for those travelling longer distances.

5 ROLES AND RESPONSIBILITIES

5.1 INTRODUCTION

- 5.1.1 This section of the report sets out the roles of those people who will be responsible for implementing the Travel Plan and its measures.
- 5.1.2 An important aspect of a successful TP 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.

5.2 TRAVEL PLAN CO-ORDINATOR

- 5.2.1 Three months prior to occupation of the development, Commercial Development Projects Limited will appoint a Travel Plan Co-ordinator (TPC) who will be responsible for the implementation of the TP. The TPC will share their contact details with LCC upon appointment. In the meantime, Matthew Taylor (matt@amatp.co.uk) can be contacted to discuss the status of the Travel Plan.
- 5.2.2 The TPC will be provided with any appropriate training, time, and budget to fulfil the role. The TPC must be empowered to act on behalf of the community and should have management support from Commercial Development Projects Limited or a suitably appointed consultant managing the TP. The TPC role does not need to be full time, and with appropriate support and budget, the role could also be fulfilled by an employee.
- 5.2.3 The duties of the TPC will include, but not be limited to:
 - ▶ Oversee the implementation of the measures listed within this Travel Plan, including fulfilment of any Travel Plan obligations;
 - ▶ Prepare, distribute, and update the Travel Plan materials, as appropriate;
 - ▶ Engagement with employees / customers, including actively encouraging and promoting sustainable modes of travel to and from the site, where possible;
 - ▶ Liaison with the highway authority with respect to the development of the plan, and the evaluation, monitoring, and review of targets; and
 - ▶ Preparation of an annual monitoring report.
- 5.2.4 A range of measures have been included in this TP for implementation by the TPC. This is not an exhaustive list and should be subject to on-going review as part of the monitoring process set out later in the report.

6 TRAVEL PLAN MEASURES

6.1 INTRODUCTION

- 6.1.1 This section outlines the measures which will be implemented at the site to achieve the objectives outlined in [Section 2](#).
- 6.1.2 Physical measures to encourage sustainable travel such as improved walking and cycling links are also described below, along with details of 'soft' measures to encourage the use of these modes and reduce the need to travel.

6.2 PHYSICAL MEASURES

- 6.2.1 The design of the site access network is such that vehicle speeds will be low, and this combined with the low traffic flows on the internal roads will mean that the internal networks are also suitable for use by cyclists.
- 6.2.2 The site access will also include a new pedestrian footway that runs throughout the site as well as connecting in with the existing footway provision at the Springfields Roundabout.
- 6.2.3 Secure cycle storage / parking will be available for both the foodstore and drive-thru site.

6.3 MEASURES TO ENCOURAGE SUSTAINABLE TRAVEL

Sustainable Travel Information Pack

- 6.3.1 A Travel Information Pack could be provided to all employees upon the opening of the site. The pack would include maps detailing local walking and cycling routes and local amenities as well as public transport timetables and ticket information, car sharing, car clubs and the benefits of electric / hybrid vehicles, and links to further sources of sustainable travel information.
- 6.3.2 The pack would be distributed by the Travel Plan Co-Ordinator. The contents of the pack will be reviewed during each monitoring period and will be reprinted to highlight any changes to travel in the local area, if required.
- 6.3.3 The pack shall be provided to all employees, throughout the entirety of the sites operation.

Annual Sustainable Travel Newsletter

- 6.3.4 An Annual Sustainable Travel Newsletter could be provided to each unit to allow the TPC to engage with employees year on year, reminding them of their sustainable travel options and the benefits of travelling sustainably. The newsletter would be displayed in any staff communal areas.
- 6.3.5 It also gives the TPC the opportunity to update employees / customers with any local travel changes that have occurred, for example, changes to bus timetables or the introduction of new services / routes.
- 6.3.6 The newsletter also provides an opportunity to engage with employees that start work in the years following the initial site opening. The news letter will be updated quarterly to ensure that everyone is aware of the latest travel information and initiatives.
- 6.3.7 The newsletter will promote regional, national and international sustainable travel related events, such as National Walking Month, Cycle to Work Day, Bike Week, Cycle September and Clean Air Day, amongst others.

Personal Journey Plan

- 6.3.8 The offer of a free personal journey plan to help inform employees / customers of the journey options available to them will be promoted via the aforementioned communication channels. The personal

journey plan will include helpful details such as journey start time, length of journey, route, and relevant ticket information if using public transport.

6.4 MEASURES TO REDUCE THE NEED TO TRAVEL

- 6.4.1 The TPC will encourage employees / customers to examine their travel patterns in order to reduce the need to travel where appropriate (reducing the number or length of journeys made).
- 6.4.2 The benefits of reducing the number or length of journeys made will be promoted to all employees / customers, including:
 - ▶ Save money on fuel and parking;
 - ▶ Reduce journey times;
 - ▶ Make journeys less stressful by avoiding traffic and having more predictable trips;
 - ▶ Improve health and fitness; and
 - ▶ Have a better work-life balance.

6.5 PEDESTRIAN MEASURES

- 6.5.1 The following measures aim to encourage walking to and from the site. These measures will be communicated to future employees / customers via the aforementioned methods of communication.
 - ▶ Provide plans and information to employees / customers indicating pedestrian / cycle routes in the surrounding area to local amenities;
 - ▶ Publicise links to walking resources on the LCC and SHDC websites including <https://www.lincolnshire.gov.uk/coast-countryside/public-rights-way>;
 - ▶ Promote local, national and international walking initiatives and campaigns such as <https://www.livingstreets.org.uk/get-involved/>; and
 - ▶ Promote the event 'Walk to Work Day' (<https://www.awarenessdays.com/awareness-days-calendar/walk-to-work-day/>)

6.6 CYCLE MEASURES

- 6.6.1 The following measures aim to promote cycling:
 - ▶ Publicise local cycle information available free of charge from the LCC website such as <https://www.lincolnshire.gov.uk/coast-countryside/walking-cycling-horse-riding>;
 - ▶ Publicise www.sustrans.org.uk for access to local, regional and national cycle route maps for use by employees;
 - ▶ Promote and encourage cycling to work through events such as 'Cycle to Work Day' and 'Bike Week' (www.bikeweek.org.uk); and
 - ▶ Promote local 'Dr Bike' events, workshops and resident active travel groups and Cycle September.

6.7 PUBLIC TRANSPORT MEASURES

- 6.7.1 The location of the site in relation to public transport should encourage a number of trips to the site to be made by public transport which would primarily be via bus. 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 on <https://www.lincolnshire.gov.uk/public-transport>;
 - ▶ Publicise details of the journey planner provided at <https://www.traveline.info/>;
 - ▶ Advertise local bus and rail discounts; and

6.8 SUSTAINABLE CAR USE MEASURES

- ▶ The website www.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 and the local area (as well as nationally) and therefore maximises the opportunity for potential matches to be made.
- ▶ The TPC will promote hybrid / electric vehicles and the benefits of sustainable car travel. They will be available to provide advice on making the switch to an electric or hybrid vehicle, with links to further advice and key sources of information provided in via aforementioned communication channels, such as <https://energysavingtrust.org.uk/advice/electric-vehicles/>

6.9 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.
- 6.9.3 The provision of travel packs and annual newsletters enables employees 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.
- 6.9.4 The information provided in the travel packs and the annual newsletters will ensure that employees are aware of their travel options for accessing key facilities and services such as those outlined in **Section 3**.

7 TRAVEL PLAN TARGETS

7.1 INTRODUCTION

7.1.1 This travel plan aims to promote travel choice for employees and customers of the development, and hence to increase the use of sustainable transport modes.

7.1.2 Targets should be 'SMART' i.e. they must be: -

- ▶ [S](#)ite-specific
- ▶ [M](#)easurable
- ▶ [A](#)chievable
- ▶ [R](#)ealistic
- ▶ [T](#)ime-bound

7.2 MODE SHARE TARGET

7.2.1 To ascertain the outline targets for the Full Travel Plan, local mode split data based on the MSOA's within the vicinity of the site that include the entirety of Spalding have been selected. This includes data from four MSOA's, considering the MSOA Annual Travel to Work Survey Data. This data has been used to identify the likely mode split for development generated during the AM and PM peak periods. The travel survey mode split data is summarised in [Error! Reference source not found.](#).

Table 7-1 Journey to Work Mode Split Data and Targets

Mode	2021 Census	Target Change
Public Transport	1%	5%
Taxi	0%	0%
Motorcycle	1%	1%
Pedestrian	11%	14%
Driving a car or van	71%	61%
Passenger in a car or van	9%	9%
Bicycle	6%	9%
Other	1%	1%

7.2.2 It is proposed that a 10% reduction target in single occupancy car trips is achieved over the five-year TP monitoring period. The target will, therefore, be considered to be met if the percentage of journeys to work made by car drivers is 61% or less. The target change is set out above in [Table 6-1](#).

7.2.3 It should be noted that the mode share presented in [Table 6-1](#) above will be validated by way of an initial travel survey. Should it differ significantly, the targets will be reviewed with LCC accordingly.

7.2.4 A travel survey response rate has been set at 30%. This is considered to provide a statistically reliable sample, whilst taking into account the difficulties experienced in undertaking employees and customers travel surveys. To try and achieve this, a prize draw incentive will be considered by the TPC to encourage employees to complete the survey.

8 TRAVEL PLAN MONITORING AND REVIEW

8.1 INTRODUCTION

- 8.1.1 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.

8.2 MONITORING

- 8.2.1 A successful Travel Plan must have an appropriate monitoring programme that measures success (and areas for improvement) and reinvigorates the process where necessary.
- 8.2.2 The travel planning tool 'Modeshift STARS' is used by Council that allows users to collect data and information linked to the site and input into the system. Where residents do not have email access, paper versions of the survey can be used. The process allows access for the site TPC and the LA and therefore more efficient than paper and enables more effective monitoring for both parties of the Travel Plan. The TPC will use this system to undertake staff surveys and help with the monitoring of the Travel Plan. Further information can be found at <https://www.modeshiftstars.org/>.

8.3 RESIDENTIAL TRAVEL SURVEYS

- 8.3.1 The initial residential travel survey will be carried out 3 months post first occupation. A short monitoring note will be submitted to LCC, via the TPC, summarising the results of the survey, within 3 months of completion of the survey. Surveys will be carried out on an annual basis (year on year from the month of the initial residential travel survey being carried out). An annual monitoring note will be prepared and submitted to LCC, via the TPC, within three months of completion of the surveys.
- 8.3.2 The survey questionnaire should include the following elements, which should be agreed with the Highway Authority prior to issue:
- ▶ How employees / customers currently travel to / from the site;
 - ▶ How employees / customers prefer to travel to / from the site; and
 - ▶ Measures that would encourage the use of sustainable modes.
- 8.3.3 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 LCC as outlined in [Section 7](#).

8.4 SUMMARY

- 8.4.1 [Table 8-1](#) below summarises the proposed timescales for the implementation and monitoring of the travel plan.

Table 8-1 *Travel Plan Action Plan and Timescales*

Measures / Action	Target Date	Responsibility
Prepare / Agree Travel Plan	Planning application	AMA
Appoint TPC	3 months prior to occupation	Commercial Development Projects Limited
Conduct Initial Residential Travel Survey	Within 3 months post first occupation	TPC
Prepare monitoring note summarising the results of the initial residential travel survey and review targets with LCC	Within 3 months post initial residential travel survey	TPC
Conduct Annual Travel Surveys and Prepare Annual Monitoring Notes	Annually until the end of the five-year monitoring period	TPC

9 SUMMARY AND CONCLUSION

9.1 SUMMARY

- 9.1.1 A summary of the main TP measures is included in **Table 9-1**. The table summarises the details of the timescales associated with the implementation of the measures and monitoring of the TP and the person / organisation responsible for the funding and implementation are also presented.

Table 9-1 Summary of Measures

Measures / Action	Target Date	Responsibility
Provision of a sustainable travel information pack, including information on the walking, cycling, public transport and sustainable car use	At occupation	TPC
Provision of an annual sustainable travel newsletter	Annually throughout lifetime of Travel Plan	TPC
Provision of personal journey planning support	Annually throughout lifetime of Travel Plan	TPC
Maximise opportunities for travel by walking and cycling	Through design	Commercial Development Projects Limited
Provide cycle storage	At construction	Commercial Development Projects Limited
Promotion of internet food shopping and flexible working practices	Ongoing throughout lifetime of Travel Plan	TPC
Promote and encourage active travel	Ongoing throughout lifetime of Travel Plan	TPC
Promote and encourage public transport use	Ongoing throughout lifetime of Travel Plan	TPC
Promote and encourage sustainable car use	Ongoing throughout lifetime of Travel Plan	TPC

9.2 CONCLUSION

- 9.2.1 AMA has been commissioned to prepare this ITP in connection with the proposed development of a foodstore and coffee drive-thru (Use Class E) located on land to the south of the A151 Holbeach Road, Spalding.
- 9.2.2 The Travel Plan appraises the current accessibility of the development site, describing the opportunities for sustainable travel for future employees / customers. Consideration is then given to how these options can be best promoted to employees in order to encourage and facilitate sustainable travel behaviour, thereby reducing any potential detrimental impact from the development on the local transport network in terms of congestion, air pollution or road safety.
- 9.2.3 Clear targets and a monitoring regime are proposed that enable those responsible to measure, report upon and maximise the effectiveness of the Travel Plan in achieving its aims and objectives. A programme of impactful, yet realistic measures and deliverables are set out, that link back to the Travel Plans objectives and targets.

APPENDICES

Appendix A Proposed Site Layout



Appendix A
Proposed Site Layout



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Rev.	Date	Description	Drawn	CHK'd
A	19.02.25	Roundabout updated to latest	BGL	JDB
B	03.06.25	Landscape plan + areas added	BGL	BL
C	23.06.25	Amended to comments	BGL	BL
D	09.07.25	Scheme updated to AMA layout	BGL	BL



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