

Lindum Homes

**Proposed Residential Development
Nettleham Road, Scothern, Lincolnshire
Travel Plan**

April 2024

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April 2024

Client Commission

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LTP PROJECT TEAM

As part of our commitment to quality the following team of transport professionals was assembled specifically for the delivery of this project. Relevant qualifications are shown, and CVs are available upon request to demonstrate our experience and credentials.

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PROPOSED RESIDENTIAL DEVELOPMENT NETTLEHAM ROAD, SCOTHERN, LINCOLNSHIRE TRAVEL PLAN

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I. INTRODUCTION

I.1 Background

- 1.1.1 Local Transport Projects Ltd (LTP) has been commissioned to produce a Travel Plan (TP) in support of a planning application for a residential development on land to the east of Nettleham Road in Scothern, Lincolnshire. This TP provides a strategy for encouraging users of the site to travel by sustainable modes of transport, including walking, cycling, public transport and car sharing. A plan of the approved site layout is attached as Appendix 1.
- 1.1.2 The local planning authority for the site is West Lindsey District Council (WLDC) and the local highway authority is Lincolnshire County Council (LCC).
- 1.1.3 A Transport Statement (TS) (LTP, 2024) that provides an appraisal of all transport aspects associated with the development will be submitted in support of the planning application. Reference has been made to the associated TS when preparing this document, with specific information and traffic projections taken directly from the TS.

I.2 Scope

- 1.2.1 This Travel Plan is written in accordance with the Government's 'National Planning Policy Framework' (DLUHC, 2023) and 'Planning Practice Guidance' (DLUHC, 2014), with the scope summarised below:

- **Background:**
 - Introduction to the Travel Plan, the approved development and the relevant planning history;
 - Outline of the Travel Plan scope;
 - Determine the benefits that a successful Travel Plan can achieve, relative to residents, visitors, the local community and the developer;
 - Outline the relevant travel planning policy context, including the latest local and national travel planning guidance.
- Assess **accessibility** of the site by sustainable modes, including:
 - Walking;
 - Cycling;
 - Public Transport;
 - Car Sharing.
- Definition of the overall **aim and objectives** of the Travel Plan.
- Establish the expected **baseline travel situation**.
- Set appropriate **targets** to minimise car journeys to/from the site, based on the expected baseline situation.
- Establish **roles and responsibilities** for implementing the Travel Plan, including the role of the Travel Plan Coordinator and the overall responsibility for funding.
- Outline the Travel Plan Strategy and **Action Plan**, which would include a range of measures for achieving the objectives, under the following headings:

- Walking;
 - Cycling;
 - Public transport;
 - Car sharing;
 - Welcome Travel Pack.
- The Action Plan would also contain details on the **funding and timescales** for each of the proposed schemes.
 - Outline the **monitoring and evaluation strategy** of the Travel Plan, to include annual surveying and other indicators.
 - Establish **intervention measures** to be implemented if the review process identifies that the Travel Plan targets are not being achieved.

1.3 Site Location & Existing Use

- 1.3.1 The proposed development site is located on land to the east of Nettleham Road in Scothern, Lincolnshire and currently forms open grassland. The site is bound by residential dwellings accessed by Nettleham Road/Church Street to the north, dwellings accessed by The Alders/Sudbrooke Road to the east, commercial developments and agricultural land to the south, with Nettleham Road forming the site's western boundary. There is an existing public footpath along the eastern boundary of the site. The approximate boundary of the proposed development site is shown in red in Figure 1.

Figure 1: Site Location

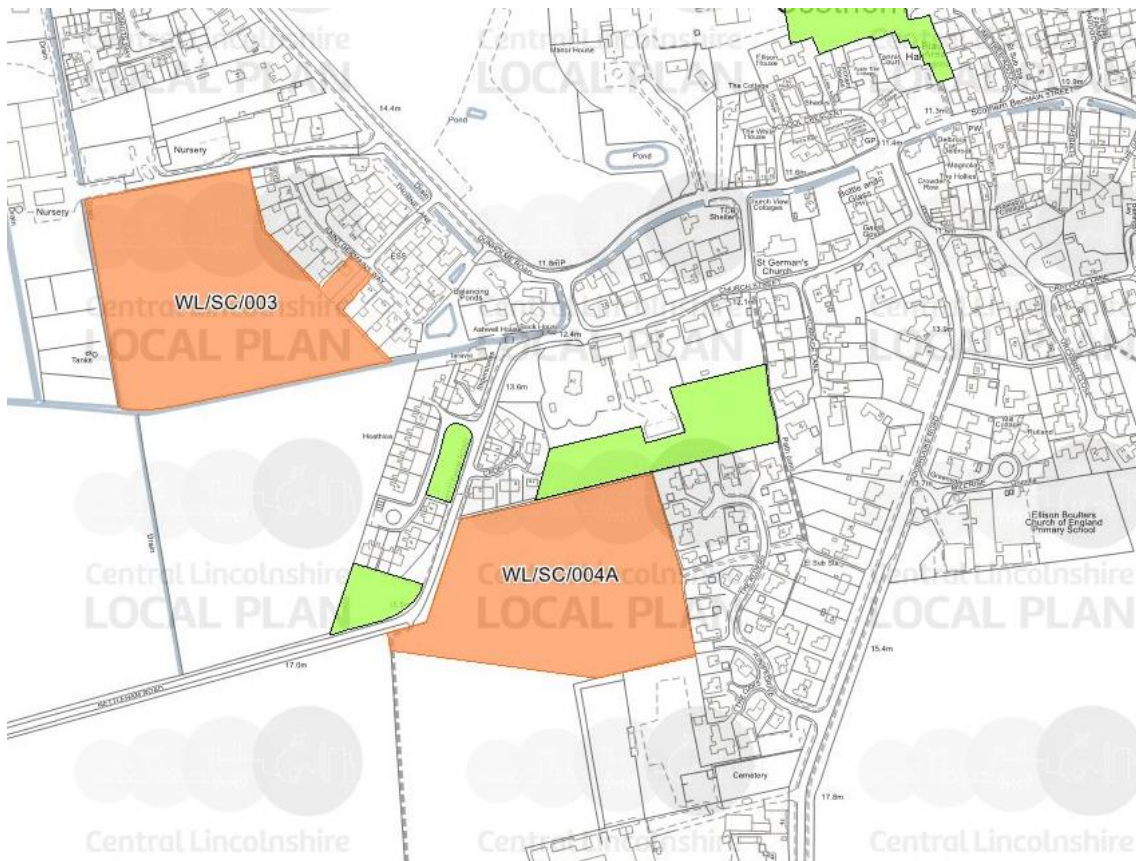


Source Imagery: Copyright Google Earth Pro (License Key-JCPMR5M58LXF2GE)

1.4 Allocation Status & Planning History

1.4.1 The proposed development site forms part of land allocated for residential development within the adopted 'Central Lincolnshire Local Plan' (CLJSPC, 2023) (Policy: S2). The full allocation site, known as 'WL/SC/004a', has an indicative capacity of 41 dwellings, with the boundary shown below in Figure 2:

Figure 2: CLJSPC Local Plan Policies Map



Source: CLJSPC, 2023

1.4.2 A full planning application (ref: 133190) was submitted in June 2015 and was subsequently refused in February 2016 for a 'residential development of 38no. dwellings', although the cited reasons for refusal were not highways related.

1.4.3 LCC Highways did not raise any objections to the planning application, subject to the following conditions listed below:

- "A revised detailed development layout showing the development and the drainage elements combined on plan
- Proposals of roof water disposal
- Discharge and adoption agreements
- A plan showing minimum visibility splays at the proposed access (2.4 x 43m)
- Confirmation of what the dotted line on the shared surface is. A soft service margin of 1.8m along the edge of the shared surface would also be desirable."

1.4.4 After the refusal of the original application (ref: 134295) at the site, an appeal was made in January 2017, and was subsequently dismissed in March 2017.

1.4.5 A pre-application enquiry (dated: 12/06/2023) was submitted to LCC Highways (ref: John Clifton) with the response reproduced below:

"We do not permit vertical deflections in the carriageway (speed bumps). It's not clear whether these are being shown.

The pedestrian link to The Alders would appear to pass through a private drive arrangement. It would be better to extend the adoptable area here, to provide an adoptable footway link straight through to the adjacent estate.

An internal link road will need to be incorporated into the layout, serving Juniper Way.

Upgrades to the existing Public Rights of Way that border the site will be required."

1.5 Development Proposals & Access Arrangements

1.5.1 This report is based upon the proposals outlined on the site layout plan attached as Appendix 1. The proposals involve the development of 49 residential dwellings, comprising a mix of dwelling type and size.

1.5.2 Vehicular access to the proposed development will be provided via Nettleham Road to the west of the site via a new simple priority T-junction connecting with Nettleham Road on the western site boundary. Since the proposals are to develop only 49 dwellings it is considered that a single vehicular access point would be sufficient to serve the site and therefore a second vehicular access via Juniper Drive will not be included as part of the proposals.

1.5.3 It should be noted that there is a ditch running along the western boundary of the site restricting space along the site frontage to provide a new footway along the eastern side of Nettleham Road. Therefore, a dropped kerb and tactile crossing point is to be provided within the vicinity of the site access junction to provide a pedestrian route across to the existing footway on the western side of Nettleham Road.

1.5.4 Cyclists are expected to access the site via the Nettleham Road access on-carriageway, in line with the principles outlined within 'Manual for Streets' (MfS), which advises that *"cyclists should generally be accommodated on the carriageway. In areas with low traffic volumes and speeds, there should not be any need for dedicated cycle lanes on the street"* (DfT, 2007b).

1.5.5 Car parking standards are outlined within the 'Central Lincolnshire Local Plan' (CLJSPC, 2023). The document outlines that for 1-bed dwellings, 1 car parking space is required, 2-bed dwellings require 2 car parking spaces, and 3+ bed dwellings require 3 car parking spaces. The proposed car parking provision is expected to be provided in line with the local requirements.

2. TRAVEL PLANNING BACKGROUND

2.1 What is a Travel Plan?

2.1.1 Planning Practice Guidance (PPG) entitled *‘Travel Plans, Transport Assessments and Statements in Decision-taking’* defines Travel Plans as *“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 development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling)”* (DLUHC, 2014).

2.1.2 A key guidance document in terms of Residential Travel Plans is *‘Making Residential Travel Plans Work’* (DfT, 2007a). This document introduces the concept of the Residential Travel Plan Pyramid, which is discussed further within Section 2.3. The document describes a Residential Travel Plan as *“a package of measures designed to reduce car use originating from new housing by supporting alternative forms of transport and reducing the need to travel in the first place. They are an important tool to help deliver accessible, sustainable communities and offer clear benefits to all the parties involved – public, private and the community. They involve meeting the access needs of residents in a new way and require partnerships between developers, local authorities, local communities and new residents”* (DfT, 2007a).

2.1.3 As well as the guidance highlighted above, this Travel Plan is situated within the context of the following policy documents:

- Central Lincolnshire Local Plan (CLJSPC, 2023);
- National Planning Policy Framework (DLUHC, 2023);
- 5th Lincolnshire Local Transport Plan (LCC, 2022);
- Guidance Notes for the Preparation and Implementation of Development Travel Plans (LCC, 2019);
- Planning Practice Guidance (DLUHC, 2014);
- Manual for Streets 2: Wider Application of the Principles (CIHT, 2010);
- The Essential Guide to Travel Planning (DfT, 2008);
- Guidance on Transport Assessment (DfT, 2007b);
- Manual for Streets (DfT, 2007c);
- A Guide on Travel Plans for Developers (DfT, 2005a);
- Making Smarter Choices Work (DfT, 2005b); and
- Using the Planning Process to Secure Travel Plans. Best Practice Guide (DfT, 2002).

2.2 Why Prepare a Travel Plan? – The Benefits

2.2.1 A successful Travel Plan can be expected to realise a number of environmental, economic, health and social benefits. These benefits can be experienced by individuals, the developer, the Local Authority and the wider community. Figure 3 highlights a number of benefits that a successful Travel Plan can bring.

Figure 3: Potential Benefits of a Successful Travel Plan

Benefits to the individual

- Improved travel choices which can provide travel options that are **cheaper**, **quicker** and **more convenient**.
- There are various health benefits associated with walking and cycling, including improved physical fitness and reduced stress.
- A more attractive and cleaner environment at the site as a result of reduced congestion and lower demand for parking.

Benefits to the local community

- Improved travel links in the area for local people.
- Reducing the number of car journeys on the local roads can help make the streets less congested.
- A reduction in pollutants will improve air quality and help contribute towards wider local, national and global environmental targets.

Benefits to the Developer

- Enhances site accessibility.
- Provides evidence of sustainable credentials against criteria such as BREEAM.
- Producing a Travel Plan could offer positive image enhancement benefits to the development, which could improve sales of the proposed dwellings.
- Creates good relations with the local community.
- Improve marketability with an added value product.
- Potentially reduce the need for expenditure on new highway infrastructure.
- Residents and visitors are provided with a better experience from the reduced congestion and demand for parking.

2.2.2 This Travel Plan sets out the proposals for promoting sustainable travel choices by residents and visitors of the proposed development.

2.3 The Residential Travel Plan Pyramid

2.3.1 The Residential Travel Plan Pyramid (see Figure 4) is a diagrammatic tool which illustrates that successful Residential Travel Plans are built on the firm foundations of good location and site design. These elements must be supplemented by various measures, including the appointment of a Travel Plan Coordinator (TPC), a Travel Plan Strategy and Action Plan and also a promotional strategy which combines all elements of the pyramid into a coherent and marketable Travel Plan.

Figure 4: The Residential Travel Plan Pyramid



Source: DfT, 2007a

2.3.2 By linking to the relevant levels of the pyramid the remainder of this Travel Plan outlines the strategy for achieving a high-quality housing development which maximises travel choices available to its residents:

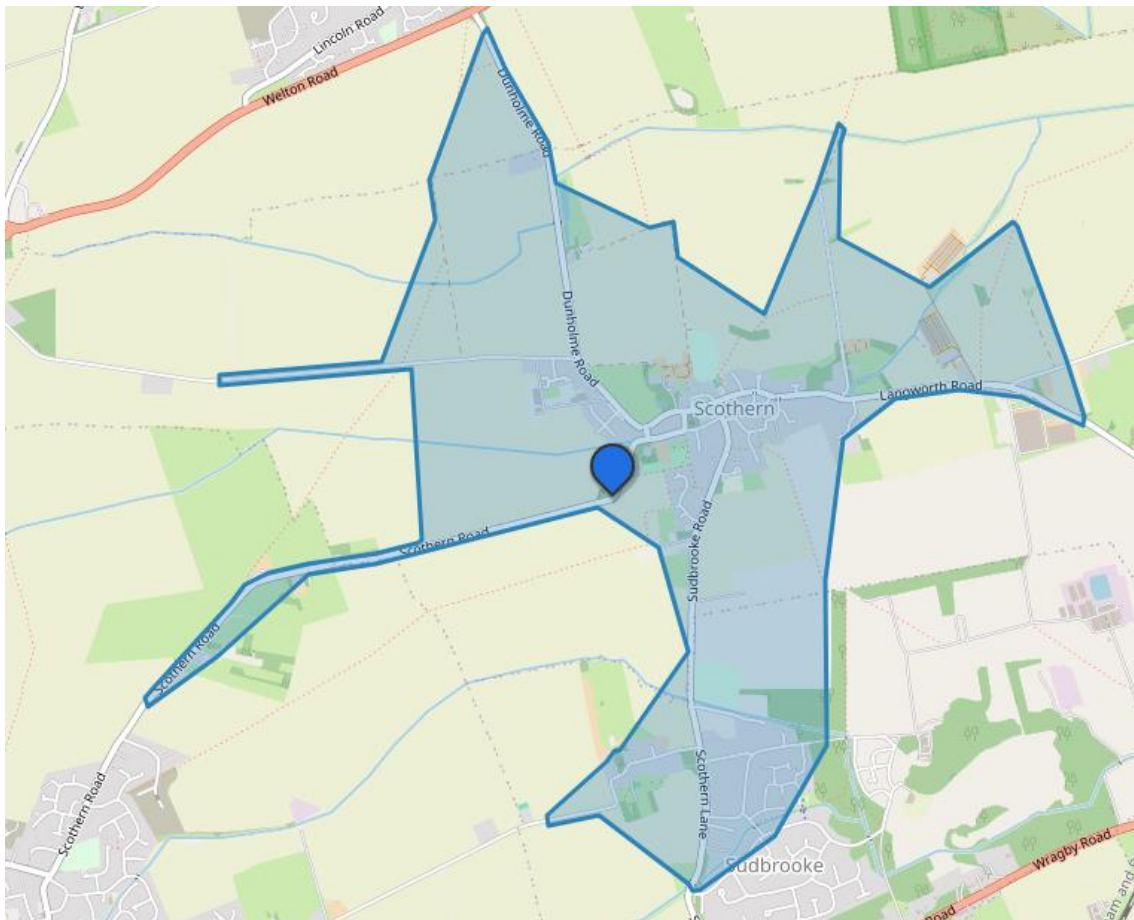
- **Section 3** – Considers the foundations of the pyramid and assesses the location and surrounding built environment of the proposed development in relation to each sustainable mode of travel;
- **Sections 4 & 5** – Identify the Travel Plan aim, objectives and targets;
- **Section 6** – Outlines the central and varying roles that the TPC will occupy in developing and advancing the Travel Plan;
- **Section 7** – Outlines the Travel Plan measures that are to be implemented at the site; and
- **Section 8** – Details the Travel Plan monitoring and evaluation strategy.

3. OPTIONS FOR SUSTAINABLE TRAVEL

3.1 Pedestrian Provision

3.1.1 Guidance from the Chartered Institution of Highways & Transportation (CIHT) suggests a preferred maximum walking distance of 2km for a number of trips, including commuting and school trips (IHT, 2000). The proposed development site is located within a 2km walking distance of the built-up areas of Scothern and northern Sudbrooke, as shown below in Figure 5.

Figure 5: 2km Walking Isochrone



Source: ORS, 2024

3.1.2 The site is located within a reasonable walking distance (up to 2km) of a number of retail, health, leisure, and education facilities located within Scothern and Sudbrooke to the south of the site. These include a village store, Scothern Village Hall, Ellison Boulters Academy (closest primary school), Sudbrooke pre-school group, in addition to other amenities.

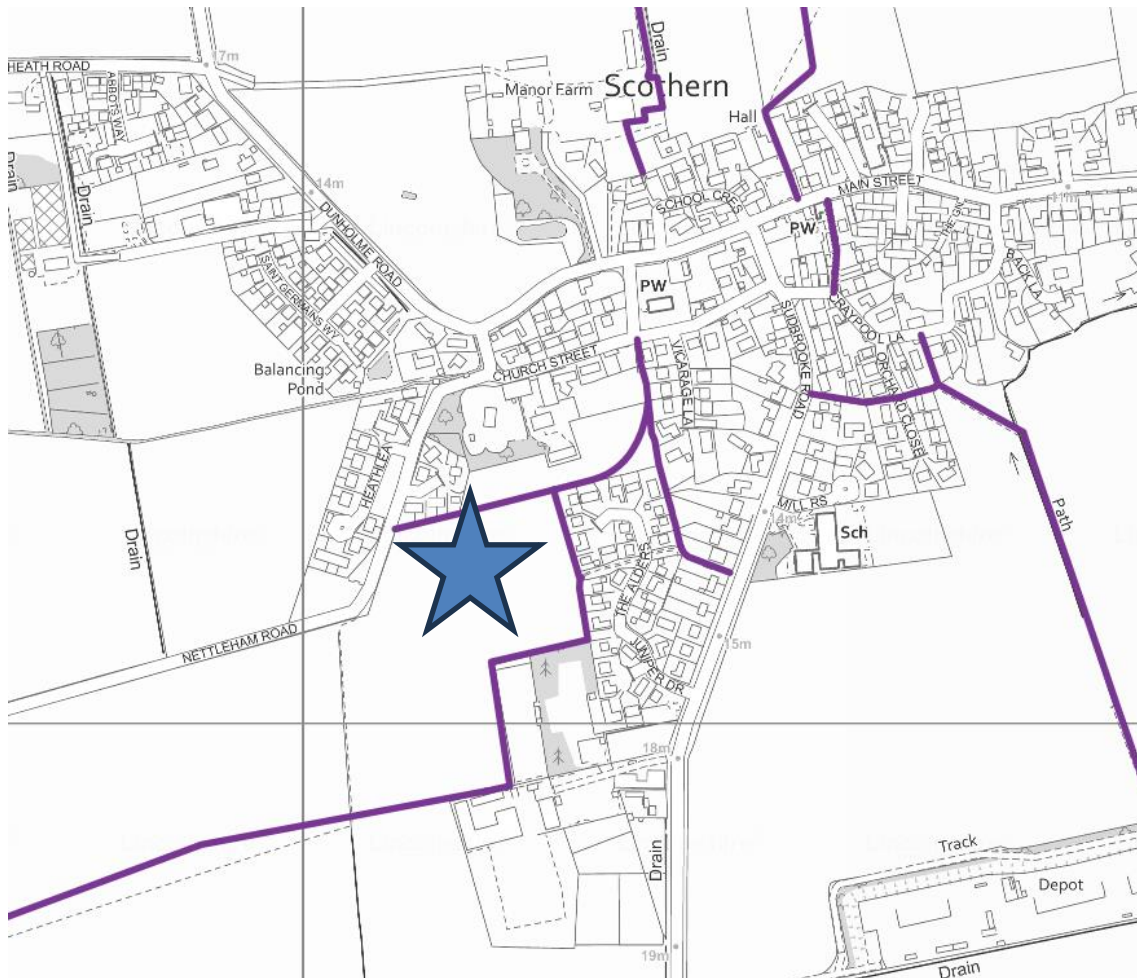
- 3.1.3 A footway measuring approximately 1.5m in width is provided on the western side of Nettleham Road within the vicinity of the site. As previously mentioned, a dropped kerb and tactile crossing point is to be provided within the vicinity of the site access to provide a pedestrian connection to the existing footway on the western side of Nettleham Road. This will create a continuous pedestrian route to the centre of Scothern approximately 700m to the north-east of the site.

Photo 1: Pedestrian Infrastructure on Nettleham Road



- 3.1.4 Figure 6 shows the existing Public Rights of Way (PRoW) within the vicinity of the site (site indicated by blue star) with public footpaths highlighted in purple.

Figure 6: Public Rights of Way



Source: LCC, 2024

3.1.5 Figure 6 shows that there are several public footpaths within the vicinity of the site, including the Scth/852/1 footpath which runs along the northern boundary of the site, between Nettleham Road and Church Street. The Scth/149/2 footpath runs along the eastern and southern boundaries of the site, providing a pedestrian route to Nettleham to the south-west and connecting to footpath Scth/153/2 to the east of the site, which runs between Church Street and Sudbrooke Road, providing a pedestrian route to Alison Boulter Academy.

Photo 2: Footpath on Northern boundary of the site

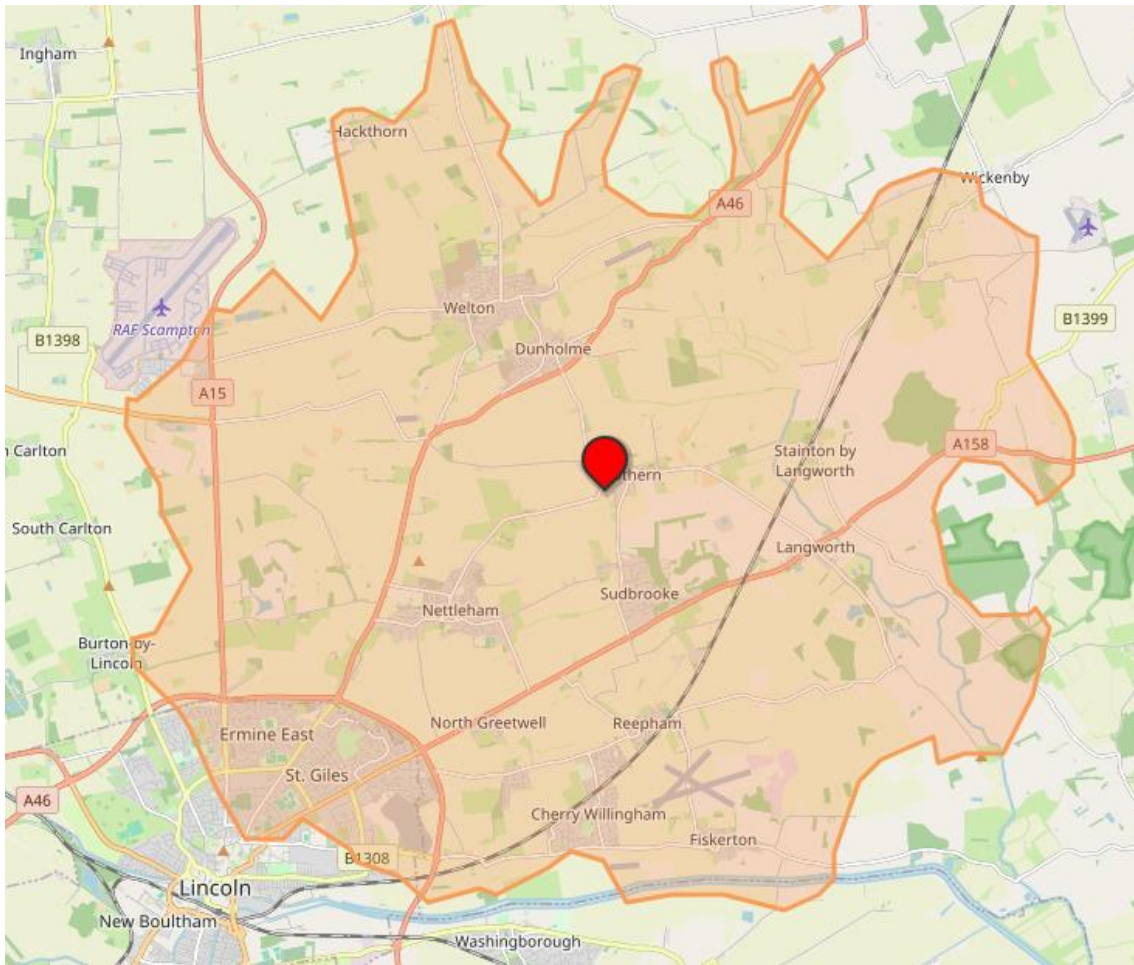


- 3.1.6 The pedestrian infrastructure within the vicinity of the site appears to generally be sufficient to facilitate the movements of mobility and visually impaired people, with the provision of dropped kerbs and tactile paving at local junctions. The footways are generally of sufficient width and surface quality to accommodate the passage of wheelchair users and walkers (DfT, 2021).
- 3.1.7 Measures to promote and encourage walking trips to/from the site are outlined within Section 7.3.

3.2 Cycling Provision

- 3.2.1 Cycling is a low cost and healthy alternative to car use, which can substitute for short car trips, or can form part of a longer journey by public transport. The Department for Transport (DfT) state that journeys up to five miles (circa 8km) are “*an achievable distance to cycle for most people*” (DfT, 2020).
- 3.2.2 The proposed site is located within a reasonable cycle ride, up to 8km (approximately 25 minutes at the average cycling speed of 12mph), of the built-up areas of Scothern, Nettleham, Sudbrooke, Welton, Dunholme and the eastern and northern extents of Lincoln, and a range of further settlements as shown below in Figure 7.

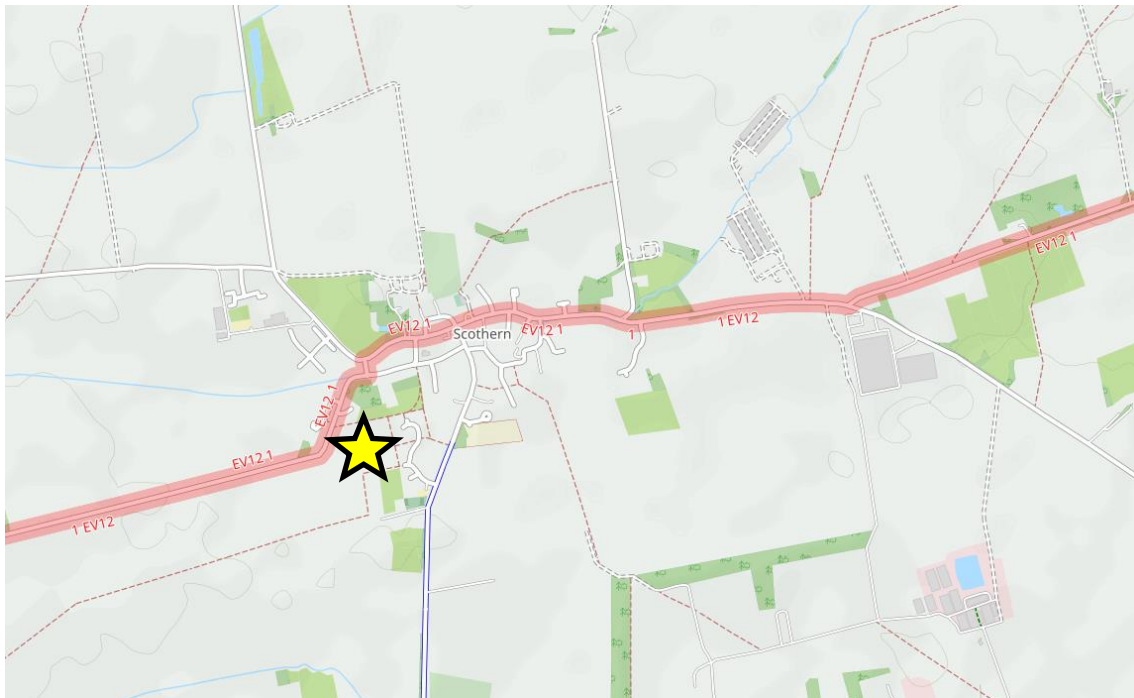
Figure 7: 8km Cycle Isochrone



Source: ORS, 2024

3.2.3 An extract of the OpenCycleMap is provided below in Figure 8 and shows the available cycle facilities within the vicinity of the proposed site, with National Cycle Network (NCN) routes shown in red, local cycle routes highlighted in blue, and the proposed site highlighted by the yellow star.

Figure 8: Local Cycle Routes



Source: OCM, 2023

3.2.4 As demonstrated in Figure 8, NCN route 1 can be accessed immediately to the west of the site access via Nettleham Road. NCN Route 1 is a long-distance leisure route that runs between the highlands of Scotland and Dover, and also makes up part of the North Sea Cycle Route (Euro Velo 12) which runs between the highlands of Scotland and the western coast of Norway.

3.2.5 Measures to promote and encourage cycling trips to the site are outlined within Section 7.4.

3.3 Public Transport Provision

3.3.1 Advice within 'Guidelines for Public Transport in Development' (IHT, 1999) states that the generally acceptable maximum distance that a bus stop should be located from a development site is 400m, although it is acknowledged that actual walking distances can be notably longer.

3.3.2 The nearest bus stops to the site are located on Nettleham Road approximately 100m to the north of the proposed site access. There are two services available from the bus stops on Nettleham Road, the #958 which connects the site to Cherry Willingham and Wragby with one service per day in both directions, and the #11A which connects the site to Lincoln with one service per day in both directions.

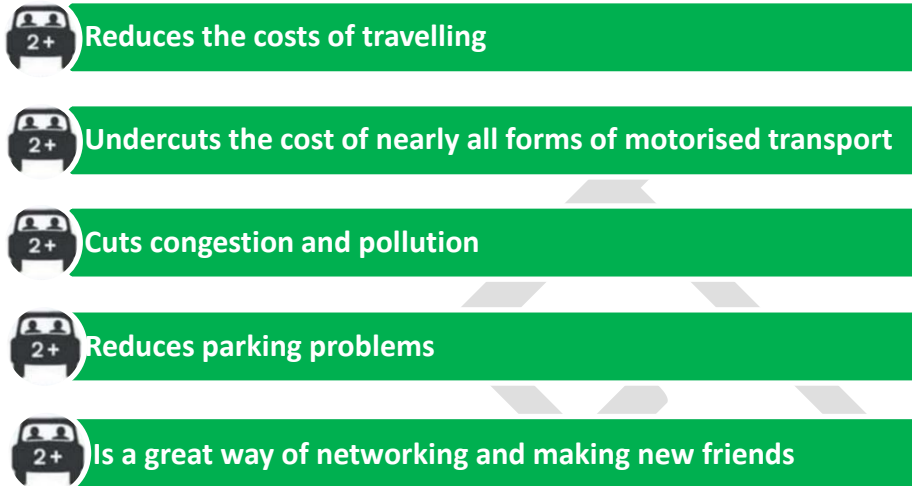
Photo 3: Bus Stop on Nettleham Road

- 3.3.3 The nearest rail station to the site is Lincoln Rail Station, which is located approximately 9.9km to the west to the site. It should be noted that the #11A bus service stops at Lincoln Central Bus Station, which is located to the immediate north of Lincoln Rail Station. Services at Lincoln Rail Station are operated by East Midlands Rail, providing access to local, regional, and national destinations, including Leeds, Sheffield, Peterborough, Sleaford, Grimsby, Leicester, Nottingham, Loughborough, and London King's Cross. Facilities available at the station include cycle parking, a car park and step-free access.
- 3.3.4 Measures to promote and encourage trips by public transport to the site are outlined within Section 7.5.

3.4 Car Sharing

3.4.1 Car sharing is a sustainable mode of travel that can reduce the number of single occupant vehicle trips generated by a site. www.liftshare.com enables organised car sharing by connecting people travelling in the same direction so they can arrange to travel together. Liftshare suggests that there are several benefits to car sharing, as outlined within Figure 9.

Figure 9: Benefits of Car Sharing



3.4.1 Another car sharing website which may be useful to residents and visitors of the development site is www.blablacar.com.

3.4.2 Measures to promote and encourage car sharing trips to the site are outlined within Section 7.6.

4. AIM & OBJECTIVES

4.1 Overall Aim

- 4.1.1 In order to minimise the impact of traffic generated by the proposed development, the overall aim of producing and implementing this Travel Plan is:

To minimise the number of vehicle trips generated by the site, particularly single occupant trips, in favour of more sustainable travel.

4.2 Objectives

- 4.2.1 To help achieve the overall Travel Plan aim, a number of Travel Plan objectives have been set, as outlined below in Figure 10:

Figure 10: Travel Plan Objectives

1. To encourage residents and visitors of the development to evaluate their travel patterns and consider options for more sustainable travel

2. To increase awareness and actively promote travel by sustainable modes of transport, including the health and environmental benefits

3. To promote car sharing as a more sustainable alternative to travelling as a single car occupant

4. To set and agree appropriate targets that are regularly reviewed and amended if necessary to reflect changing circumstances

5. To monitor the travel patterns and performance against the Travel Plan targets

6. To provide a long term commitment to meeting the overall aim of this Travel Plan

- 4.2.2 This Travel Plan sets out the strategy for meeting these objectives through a variety of mechanisms and measures. This is a 'live' document that is to be reviewed and updated at key milestones in the development's planning, construction and occupation phases, as discussed in Section 8.

5. BASELINE TRAVEL SCENARIO & TARGETS

5.1 Baseline Travel Scenario

- 5.1.1 For a Travel Plan being developed for an existing, operational site, the baseline transport position would ideally be developed through detailed surveys of existing travel patterns. However, this Travel Plan has been produced for an approved future development. As such, no assessment of baseline travel patterns at the development could be established through surveys at this stage. Nonetheless, a transport base position is necessary to inform the development of this plan and in particular the initial target.
- 5.1.2 As previously outlined, a TS (LTP, 2024) appraising the likely transport impact of the proposals was prepared in conjunction with this TP. The TS included projections of the trip generation and modal split for the proposed residential development.
- 5.1.3 In the TS, the TRICS database was interrogated to find suitable data to assist in projecting the expected baseline travel scenario of the proposed residential development. The TRICS sites utilised to predict the traffic generation of the proposed development also contained multi-modal information, therefore the person trip generation of the site has been predicted based on the person trip rates derived from the comparable TRICS sites.
- 5.1.4 Using the TRICS-based modal split projections, Table 1 presents the projected modal split for the proposed development.

Table 1: Projected Modal Split

| Mode of Travel | Modal Split |
|--------------------------|--------------|
| Vehicle Drivers | 63.2% |
| Vehicle Passengers | 21.2% |
| Vehicle Occupants | 84.4% |
| Pedestrians | 12% |
| Cyclists | 1.6% |
| Public Transport Users | 2.1% |
| TOTAL | 100% |

* Total may not represent the sum of its parts due to rounding.

- 5.1.5 It is noted that 'vehicle driver' includes all vehicle trip generating modes, including car drivers, taxi trips and Powered Two-Wheelers (PTW).
- 5.1.6 For the purposes of this Travel Plan, it is assumed that the modal split shown in Table 1 above reflects the baseline travel scenario at the proposed site. Therefore, the baseline travel situation for the site relative to the overall aim of this Travel Plan (see Section 4.1) is predicted to be:

63.2% of trips are made by vehicle drivers

5.2 Targets

5.2.1 The key aims of Travel Plans is to minimise the number of vehicle trips generated by a development, particularly those made by single occupants. This is most commonly done by setting appropriate targets. In setting Travel Plan targets it is important to highlight that targets need to be responsive as situations change. It is recognised that the targets of this Travel Plan should be SMART.

Figure 11: SMART Travel Plan Components



5.2.2 Travel Plan targets have been set for a five-year period and are a means of monitoring progress and aim to be challenging, but achievable. The targets are based on the assumed baseline situation (see Section 5.1) and are to be achieved within the timeframes set out below:

Year 0 (baseline) – No more than 63.2% trips to be made by vehicle trip generating modes

Year 1 - No more than 61% of trips to be made by vehicle trip generating modes

Year 2 - No more than 59% of trips to be made by vehicle trip generating modes

Year 3 - No more than 57% of trips to be made by vehicle trip generating modes

Year 4 - No more than 55% of trips to be made by vehicle trip generating modes

Year 5 - No more than 53% of trips to be made by vehicle trip generating modes

- 5.2.3 The performance against the Travel Plan targets is to be monitored via annual travel surveys as detailed within Section 8. The first travel survey should be undertaken within 12 months of occupation of the development, and should the results reveal a vastly different modal split from that assumed within Section 5.1, then the above targets should be revised as appropriate. It is noted that all the dwellings are unlikely to be built and occupied 12 months after first occupation, however the targets can still be applied on a pro-rata basis to a partially occupied site. The annual travel survey is to be undertaken during a 'neutral' month, as outlined within 'Guidance Notes For the Implementation of Development Travel Plans' (LCC, 2019).

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6. ROLES & RESPONSIBILITIES

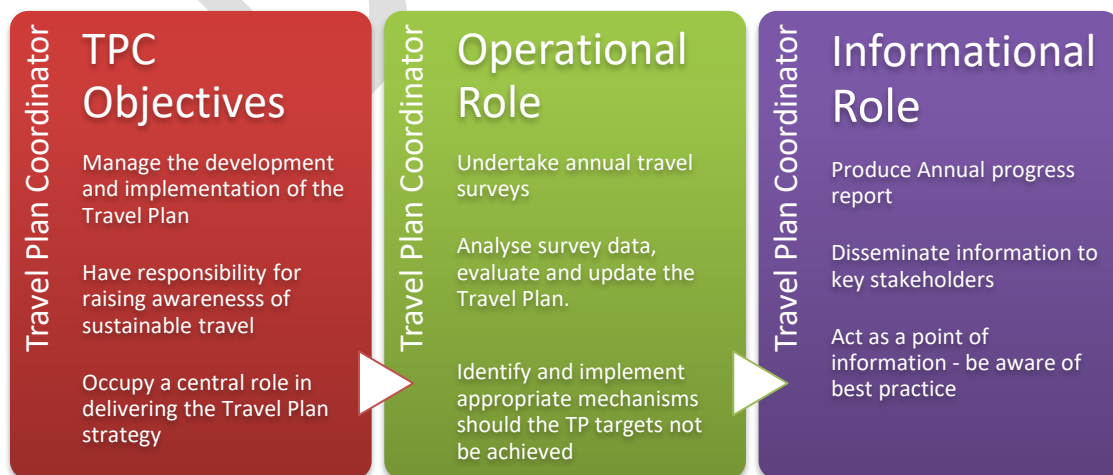
6.1 Ownership & Funding

- 6.1.1 It is recognised that the ownership and management of the site may change across the various planning, construction and operational stages of the development. The responsibility for implementing this Travel Plan lies with the owner of the overall development, therefore the responsibility for this Travel Plan may change hands with the ownership of the site.
- 6.1.2 At the planning stage, the Applicant acts as the owner of the development and is therefore responsible for the implementation of this Travel Plan, until such time as the ownership of the development is passed on.
- 6.1.3 The site owner will be responsible for ensuring the provision of adequate resources to develop and implement the Travel Plan, including the appointment of an appropriately experienced and qualified Travel Plan Coordinator (TPC). It will be the role of the TPC to utilise the funding provided by the site owner to deliver the Travel Plan measures, as detailed in Section 7. The funding stream associated with each of the Travel Plan measures is outlined within Section 7.2.

6.2 Travel Plan Coordinator

- 6.2.1 As outlined within the Residential Travel Plan Pyramid (see Section 2.3), a key part of a successful Travel Plan is the appointment of a TPC and the clear delineation of their roles and responsibilities.
- 6.2.2 The Applicant will appoint a suitably qualified person/organisation to act as a TPC at the site at least 3 months prior to first occupation of the development. The role of the TPC is wide ranging, incorporating key actions which will provide a focus for Travel Plan development over the duration of the appointment. The TPC will also be responsible for the monitoring and evaluation of the Travel Plan. The suggested objectives and roles of the TPC are illustrated within Figure 12:

Figure 12: TPC Objectives & Roles



6.3 Key Stakeholders

- 6.3.1 For the Travel Plan to be successful it is essential that partnership working between key stakeholders takes place. As well as residents, the developer and the TPC, other key stakeholders include the local planning authority (WLDC), the local highway authority (LCC) and local public transport providers.
- 6.3.2 It is essential that all stakeholders work together to help make sure that the greatest Travel Plan benefits possible are achieved. An example of this is providing support with the production of the 'Welcome Travel Pack' (WTP) which is to be issued to all residents upon occupation of their dwelling (see Section 7.7 for further details on the WTP). Rather than the developer providing a WTP on their own, any WTP is likely to be more effective if it has input from knowledgeable key stakeholders.
- 6.3.3 To ensure that key stakeholders buy-in and provide continued support to the Travel Plan, it is recommended that stakeholders provide details of the relevant contacts in relation to the Travel Plan. Once all contact details are provided, the Travel Plan (and subsequent Welcome Travel Pack information) can be updated accordingly with all points of contact clearly outlined. The provision of contact details will also ensure that all monitoring and evaluation data is sent to the correct Officers in a timely manner.

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7. ACTION PLAN

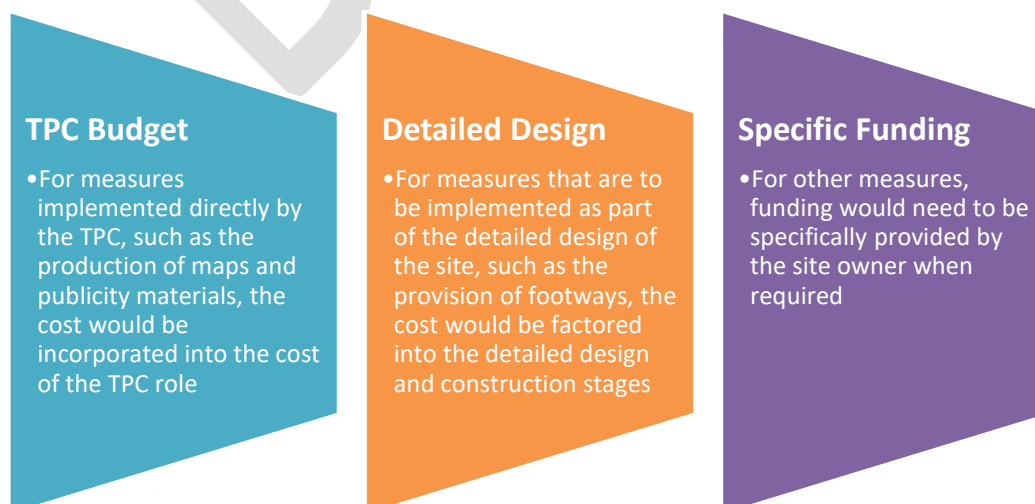
7.1 Introduction

- 7.1.1 This section outlines the Travel Plan measures that are to be implemented with respect to each mode of transport. An audit of existing transport infrastructure in the vicinity of the site was carried out to help inform the development of sustainable travel initiatives. The Travel Plan contains measures to increase travel choices and reduce reliance on single occupancy car travel.
- 7.1.2 The monitoring of the Travel Plan will allow travel patterns to be determined and the actual modal split to be identified. This will enable measures to be determined and specifically targeted to residents and visitors to facilitate the production of a more efficient and relevant Travel Plan.
- 7.1.3 The key measures as currently identified will be implemented and then following monitoring will be refined and defined to meet the specific needs of the users of the site.
- 7.1.4 The early stages of the Travel Plan development and implementation covers the detailed design process, construction period, initial occupation of the site, and the first monitoring and review periods of the plan. This period is crucial in terms of ensuring that the outlined measures are actively implemented. As a result, the majority of measures detailed herein are to be implemented prior to, or within the first year of plan implementation.

7.2 Funding Streams

- 7.2.1 As outlined in Section 6, the measures outlined in this Travel Plan are to be funded by the Applicant, with the TPC responsible for implementing the measures. However, not all of the Travel Plan measures would require separate funding; the fees associated with implementing a number of the measures would be absorbed into other funded activities. The potential ways in which the Travel Plan measures can be funded are outlined below:

Figure 13: Funding Streams for Measures



7.3 Measures to Promote Walking

7.3.1 Practically all journeys, regardless of the main mode used, start and end by walking, which is the most sustainable mode of all. There is potential for travel to be made to and from the proposed development site on foot, at least as part of journeys using other modes. Table 2 outlines the measures to be employed to actively promote travel to and from the site on foot.

Table 2: Measures to Encourage Walking

| Measures | Timescale | Funding |
|---|---|-----------------|
| Ensure that the pedestrian routes within the development are safe, convenient, accessible, and well lit, providing good internal permeability and access to all dwellings and open spaces, and the external pedestrian network. | During the detailed site design | Detailed Design |
| Design the development in accordance with a 'pedestrian first' policy with good lighting, dropped kerbs and a road layout that maintains a low vehicle speed environment. | During the detailed site design | Detailed Design |
| Produce and distribute a map showing key pedestrian features within the site and the local network. This will form part of a WTP for residents, to include walking/cycling distances and travel times to local amenities. | Upon each resident's site occupation | TPC Budget |
| Publicity materials regarding the health and financial benefits of walking to be made available to residents as part of the WTP. | Upon each resident's site occupation | TPC Budget |
| Liaise with local schools in order to encourage the establishment/extension of a 'walking bus' to/from the development. | 12-24 months following first occupation | TPC Budget |

7.4 Measures to Promote Cycling

7.4.1 Cycling is a sustainable mode of travel and is an excellent way of introducing physical activity into the everyday lives of people. Table 3 outlines the measures that will be implemented to help promote cycling to/from the site.

Table 3: Measures to Encourage Cycling

| Measures | Timescale | Funding |
|--|--|------------|
| Promote the benefits of and provide information on the established 'Cycle to Work' salary sacrifice scheme that residents should be able to access via places of employment. | Upon each resident's site occupation and ongoing | TPC Budget |
| Publicity materials regarding the health and financial benefits of cycling to be made available to residents as part of the WTP. | Upon each resident's site occupation | TPC Budget |
| Distribute copies of relevant cycle maps to all residents. Related information with regard to local cycle shops should also be distributed. This will form part of the WTP. | Upon each resident's site occupation | TPC Budget |
| Inform residents of local WLDC/LCC and national initiatives aimed at increasing cycling levels. | Upon each resident's site occupation | TPC Budget |
| Investigate the possibility of establishing a Bicycle User Group (BUG) or working group equivalent and implement if there is sufficient interest. This could tie into existing local cycle groups. | 12-24 months following first occupation | TPC Budget |
| Investigate organising 'Dr Bike' sessions where residents would have their bikes checked over by a local bike mechanic and have any small problems fixed for free. | 12-24 months following first occupation | TPC Budget |

7.5 Measures to Encourage Public Transport Use

7.5.1 Measures that will be implemented to encourage public transport use at the site are summarised within Table 4.

Table 4: Measures to Encourage Public Transport Use

| Measures | Timescale | Funding |
|--|--|------------|
| Disseminate public transport information to all residents (e.g. https://lincsbus.info/). To encourage public transport use it is essential that information is readily available. Bus maps, timetable information, ticket information, taxi firm numbers and wider publicity will all be provided to residents. Information on resources such as journey planner sites which can help plan trips using both buses and trains should also be disseminated. This information should be reviewed and updated when required. | Upon each resident's site occupation and ongoing | TPC Budget |
| Meet local bus operators regarding the potential for re-routing or providing additional bus services to better accommodate the residents of the site and the surrounding area. This could be done in light of responses to the first annual travel survey. | 12-24 months following site occupation | TPC Budget |

7.6 Measures to Promote Car Sharing

7.6.1 The TPC should encourage site users to consider car sharing as an alternative to travelling as a single car occupant. Information on local and national car sharing schemes should be distributed. The national 'Liftshare' website (www.liftshare.com) estimates that a typical car sharer will save themselves around £1,000 and 1 tonne of CO₂ per year by sharing their daily journey. There is the facility to calculate tailored potential CO₂ and cost savings. Measures that will be implemented to encourage car sharing amongst residents are summarised within Table 5.

Table 5: Measures to Encourage Car Sharing

| Measures | Timescale | Funding |
|---|--|------------|
| Promote the use of online car share databases such as www.liftshare.com and www.blablacar.com aimed at assisting people in finding car share partners for commuting journeys. | Upon each resident's site occupation and ongoing | TPC Budget |
| Make residents aware of the environmental (and financial) benefits of car sharing. | Upon each resident's site occupation and ongoing | TPC Budget |
| Investigate the possibility of setting up a resident car sharing database for residents at the site, subject to demand. | 12-24 months following first occupation | TPC Budget |

7.7 Welcome Travel Pack

7.7.1 Raising awareness of the existing sustainable transport options available to residents of the site would allow them to make informed travel choices. The provision of information on a variety of transport options for travelling to and from the site will ensure all residents are fully aware of the choices available to them.

- 7.7.2 An effective time to change an individual's travel behaviour is at a transition point in their lives, such as when moving to a new home. Therefore, it is proposed that all residents would receive a WTP upon first occupation of the site, or if possible, prior to their relocation (i.e. at exchange of contracts). The WTP should also be placed on display within the site's sales office.
- 7.7.3 The pack is to be prepared and disseminated by the TPC with assistance from LCC and public transport operators (in terms of producing walking, cycling maps and public transport information). The proposed WTP contents are outlined within Figure 14:

Figure 14: Proposed Welcome Travel Pack Contents



8. MONITORING & EVALUATION STRATEGY

8.1 Introduction

8.1.1 In order to measure the effectiveness of any Travel Plan it is important that an appropriate monitoring and evaluation strategy is employed. This Travel Plan is intended to provide a flexible working strategy that will be regularly reviewed and updated based upon experience of residents at the site. It is anticipated that as part of an annual evaluation certain aspects, such as the Travel Plan targets, will be reviewed, and modified if required. The Travel Plan monitoring and evaluation process is shown graphically in Figure 15.

Figure 15: Monitoring & Evaluation Process

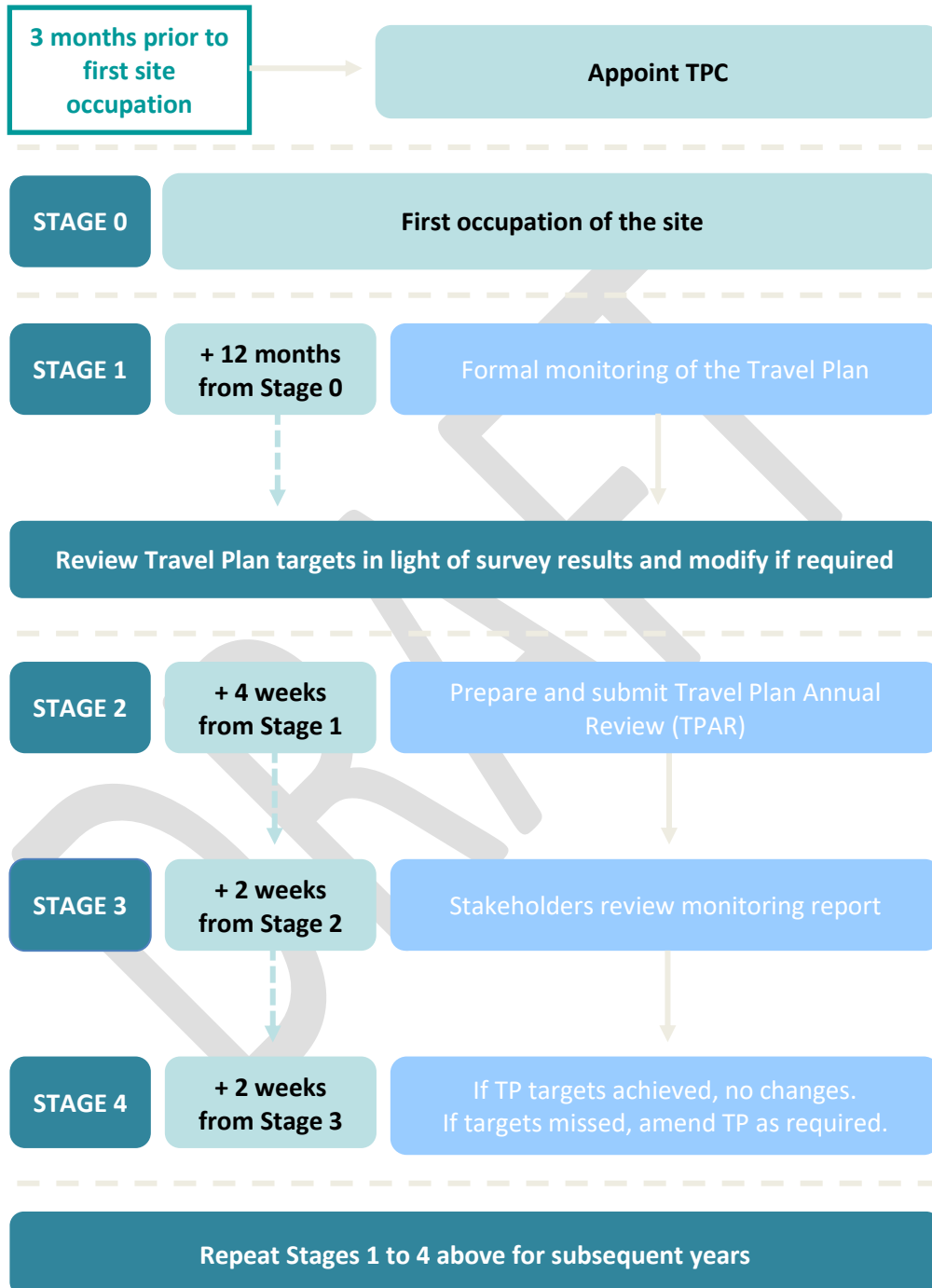


8.1.2 The review process provides the opportunity for key stakeholders to consider the performance of the Travel Plan and determine whether the targets have been achieved. All stakeholders should come together to consider the outcomes of the review process and decide, if any amendments are required to the Travel Plan. Any intervention measures (see Section 8.7) should be approved by all key stakeholders and implemented as appropriate.

8.2 Monitoring & Evaluation Strategy

8.2.1 The proposed monitoring and evaluation strategy is illustrated in Figure 16 followed by the relevant explanatory text.

Figure 16: Monitoring & Evaluation Strategy



8.3 Stage 0 – First Site Occupation

8.3.1 A number of the measures and actions of the Travel Plan are to be implemented prior to occupation of the site. However, Stage 0 provides a starting point for the formal monitoring and evaluating process. It is recognised that occupation of the development is likely to occur gradually over time, therefore this Travel Plan is to be monitored from the occupation of the first dwelling at the site.

8.4 Stage I – Formal Monitoring

8.4.1 Implementation of the Travel Plan must be monitored and reviewed if the intended benefits are to be secured. Formal monitoring of the Travel Plan and its targets is to start 12 months after first occupation of the development. This will involve undertaking a questionnaire-based survey amongst residents.

8.4.2 This would ascertain details of site-specific circumstances, behaviours, existing and preferred travel patterns. The survey can also enhance the support of residents for the Travel Plan and increases their awareness of sustainable travel issues. The TPC will organise the survey and prior to undertaking the surveys it may be beneficial to seek agreement with LCC on the travel survey questionnaire for the site.

8.4.3 As a minimum, the travel survey questionnaire should look to establish the mode of transport usually used by residents. As the survey could be used to justify alterations to the Travel Plan targets, it is essential that the reasoning behind mode choice (particularly car drivers) is established. This can be done by a series of 'why' questions which assess why residents are using their chosen mode and may outline likely barriers in achieving modal shift. There are a number of things that a travel questionnaire could look to establish, such as:

- Usual mode of transport used and reasons for current mode choice;
- Other modes of transport used;
- Number of times per week (on average) residents travel to/from the site and distance travelled;
- Perceived barriers and incentives to a modal switch towards sustainable travel;
- Receptiveness to a modal switch towards sustainable travel and receptiveness to potential Travel Plan measures;
- Awareness of Travel Plan, initiatives, measures and travel options;
- General opinions and views on site travel issues; and
- Any special travel circumstances (e.g. mobility issues).

8.4.4 If necessary, person trip generation surveys could also be undertaken at the development site access point to supplement the questionnaire data.

8.5 Stage 2 – Travel Plan Annual Review (TPAR)

8.5.1 The results of the formal monitoring surveys will culminate in the production of a Travel Plan Annual Review (TPAR) report that can be used to assess the performance of the Travel Plan. The report could also identify possible future Travel Plan actions at the site. The report will be prepared by the TPC on behalf of the Applicant and would be provided to LCC. The TPAR is to be provided to key stakeholders within 4 weeks of completion of the annual monitoring surveys.

8.6 Stage 3 – Stakeholder Review

8.6.1 As part of the stakeholder review stage, LCC are to provide the TPC with any comments on the submitted monitoring report. Revisions to the Travel Plan may follow once the development is constructed and occupied, the travel patterns are understood from data collected through the formal monitoring stage and the Travel Plan Annual Review is undertaken. Any amendments (if required) to the Travel Plan and the targets within it will be discussed at this stage.

8.7 Stage 4 – Intervention Strategy

8.7.1 If the annual review process identifies that the Travel Plan targets are being missed by a significant margin, then potential additional measures/initiatives may be required at the site. Discussion should take place between the TPC, the Applicant, LCC and any other relevant parties to determine which, if any, additional Travel Plan measures need to be implemented. For example, if the targets require a 5% reduction in single-occupant car travel, then a reduction of only 1% or less could be considered to have missed the targets by a significant margin, although this definition would need to be discussed and agreed with LCC in light of the site-specific circumstances and feedback from the annual monitoring exercise.

8.7.2 Potential additional measures include:

- Area-wide (potentially local authority-wide) initiatives, working with neighbouring developments and the local authority;
- More active marketing of the Travel Plan, incorporating a shift of focus; and
- Offer of personalised journey planning services to residents.

8.7.3 Any intervention measures would need to be funded either through the TPC role or implemented with specific funding from the site owner. The impact of the intervention measures will be monitored as part of future annual reviews.

8.8 Subsequent Years

8.8.1 Stages 1 to 4 of the above monitoring and evaluation strategy would be repeated for subsequent years. It is suggested that a monitoring and evaluation period of five years from first occupation of the site should be suitable.

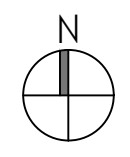
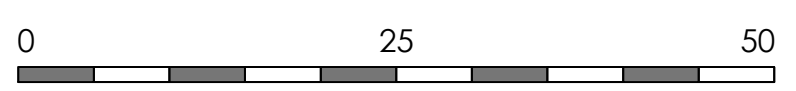
8.8.2 It is considered that the monitoring and evaluation strategy outlined above will allow the Travel Plan to be appropriately reviewed and modified to ensure the achievement and maintenance of the TP targets.

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Appendix I – Site Layout Plan

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| Rev | Revision note | Date | Drawn by |
|-----|--|-----------------------|----------------------|
| | PROPOSED RESIDENTIAL DEVELOPMENT AT LAND OFF NETTLEHAM ROAD SCOTHERN | | |
| | Drawn by HU | Issue PRELIMINARY | Date JAN 2024 |
| | PROPOSED SITE PLAN | Dwg No J2342.00103 | Scale 1:500 of A1 |
| | | | Rev |