

Keepmoat

**Proposed Residential Development
Lincolnshire Lakes, Scunthorpe
Travel Plan**

December 2023

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Client Commission

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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 CV's are available upon request to demonstrate our experience and credentials.

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PROPOSED RESIDENTIAL DEVELOPMENT LINCOLNSHIRE LAKES, SCUNTHORPE 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 of 599 dwellings which is to form part of the wider Lincolnshire Lakes development in Scunthorpe, North Lincolnshire. This TP aims to encourage travel by sustainable modes at the site. A plan of the proposed site layout is attached as Appendix 1.
- 1.1.2 The local planning and highway authority for the site is North Lincolnshire Council (NLC), with National Highways (NH) also a key consultee of the scheme given the proximity of the site to the Strategic Road Network (SRN)..
- 1.1.3 A Transport Assessment (TA) (LTP, 2023) that provides a detailed appraisal of all transport aspects associated with the development site has been produced alongside this Travel Plan. Reference has been made to the associated TA when preparing this document, with specific information and traffic projections taken directly from the TA.

I.2 Scope

- 1.2.1 The scope of this report is written in accordance with the Government's 'National Planning Policy Framework' (DLUHC, 2023), 'Planning Practice Guidance' (DLUHC, 2014) and 'Strategic road network and the delivery of sustainable development' (DfT, 2022), as summarised below:

- **Background:**
 - Introduction to the Travel Plan, the proposals and the relevant planning history;
 - Determine the benefits that a successful Travel Plan can achieve, relative to residents, the local community and the developer;
 - Outline the relevant travel planning policy context, including the latest local and national travel planning guidance.
- 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.
- Assess **accessibility** of the site by sustainable modes, including:
 - Walking;
 - Cycling;
 - Public Transport;
 - Car Sharing.
- 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 target is not being achieved.

1.3 Site Location & Existing Use

1.3.1 The proposed development site is located to the north of Burringham Road in Scunthorpe and currently forms agricultural land. The site is bound by agricultural land to the north, Carisbrooke Manor Lane which serves an assisted living facility (Carisbrooke Manor) to the east, Burringham Road to the south and the M181 to the west. The approximate boundary of the site is highlighted in red in Figure 1:

Figure 1: Site Location

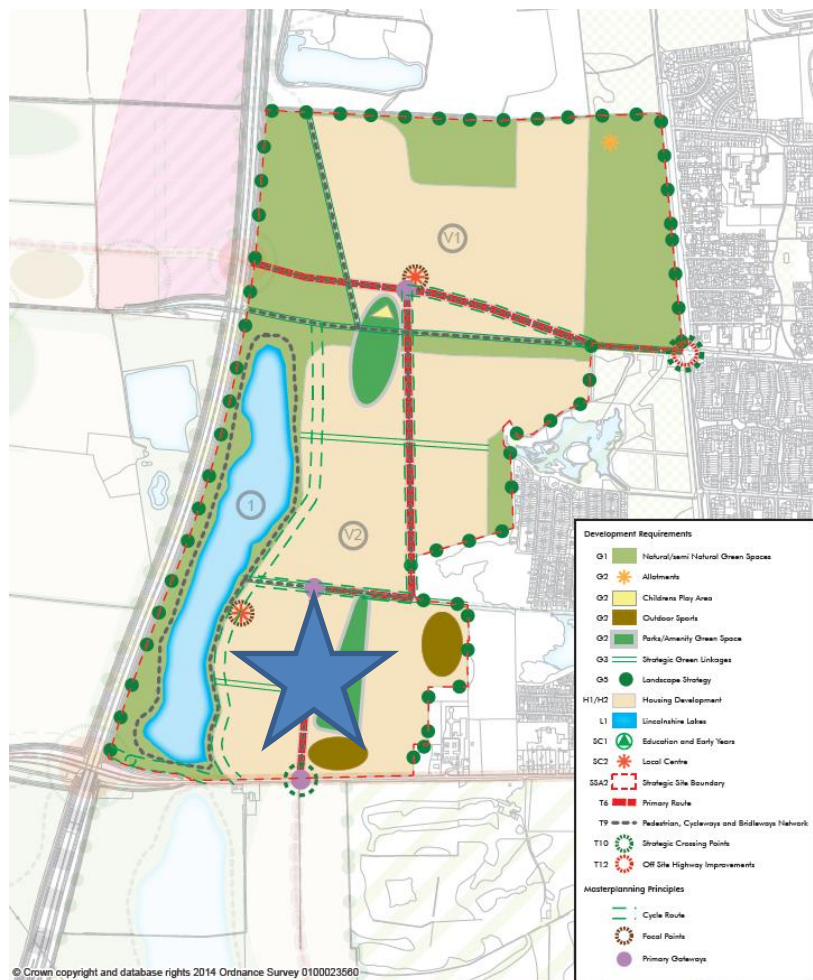


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1.4 Allocation Status & Planning History

- 1.4.1 The proposed development site forms part of the Lincolnshire Lakes development located at land east of M181 and north of Burringham Road, Scunthorpe. The wider Lincolnshire Lakes development involves the provision of up to 6,000 new homes along with recreation and sports facilities in a series of waterside village settlements. The 'Lincolnshire Lakes Area Action Plan (AAP)' (NLC, 2016b) was adopted in 2016 and sets out the strategy for bringing forward the delivery of the development.
- 1.4.2 The proposed development site forms approximately half of 'Village 2', which is identified for approximately 1,188 dwellings, a local centre and a primary school within the Lincolnshire Lakes AAP. An indicative land use plan of Village 2 is provided within Figure 2, with the blue star highlighting the approximate location of the development within the wider site.

Figure 2: Lincolnshire Lakes AAP – Village 2



Source: NLC, 2016b

- 1.4.3 There are no relevant recent planning applications relating to the exact boundary of the proposed development site, however there are a number of applications pertinent to the wider Lincolnshire Lakes development in which the site is situated.

- 1.4.4 An outline planning application (ref: PA/2015/0396) was submitted to NLC in May 2015 for ‘...the development of up to 2500 new homes including a village centre (Use Classes A1, A2, A3, A4, A5, B1 and D1), a health care facility (Use Class D1), community facilities (Use Class D1), a 3 form of entry primary school (Use Class D1), new roads and footpaths, informal areas of open space, play spaces and new wildlife habitats, water bodies and wetlands with all matters reserved for subsequent approval’. The application relates to land to the north of Burringham Road (B1450) and to the east and west of the M181 motorway and was submitted alongside two other applications, including an application for amendments to the local highway infrastructure, namely a new M181 terminating roundabout and associated roundabouts (ref: PA/2015/0627) and an application for landscaping, lakes and a great lake (ref: PA/2015/0628). The applications were all subsequently approved in August 2021. A TA was produced in support of all three applications (ARUP, 2016).
- 1.4.5 The outline approval (ref: PA/2015/0396) is subject to a number of planning conditions, including trigger points for the implementation of highway mitigation measures/improvement schemes, including the following:
- **Condition 35:** “Prior to the occupation of the 601st dwelling approved under PA/2015/0396 a comprehensive mitigation scheme covering works to the existing Burringham Road/Scotter Road roundabout to mitigate traffic impact generated by the development and provision of enhanced footway/cycleway facilities along Burringham Road shall be submitted to and approved in writing by the Local Planning Authority”;
 - **Condition 36:** “Prior to the occupation of the 801st dwelling approved under PA/2015/0396 all highway improvement measures identified in condition 35 shall be completed in accordance with the approved details and shall be operational and accessible to all users”; and
 - **Condition 37:** “Prior to the occupation of the 250th dwelling approved under PA/2015/0396 (served off Burringham Road), works to the M181 southern (terminating) junction roundabout including connection to the existing Burringham Road and associated roundabouts approved under PA/2015/0627, must be constructed and operational and accessible to motor vehicles”.
- 1.4.6 The mitigation scheme identified within Condition #35 is also secured within the Section 106 agreement for the outline consent, with a preliminary design of the proposed roundabout layout identified and approved as part of a separate planning application (ref: PA/2020/1295).

- 1.4.7 A separate subsequent full planning application (ref: PA/2017/1386) was submitted to NLC in August 2017 and was approved in January 2019 for ‘highway works to deliver a new terminating junction to the M181 motorway comprising a new at-grade roundabout to access the B1450 Burringham Road from the M181, new B1450 side roads and realignment of the existing B1450, two new additional roundabouts on the realigned B1450, drainage ponds and outfalls, landscaping and associated re-profiling and ancillary works’. The works involve the de-trunking of the existing M181 and the provision of a new four-arm roundabout connecting the M181 with Burringham Road (B1450). The M181 will be de-trunked to the north of the proposed roundabout and become part of the A1077. Two new roundabouts will also be provided to the east and west of the proposed M181 roundabout and will serve Village 2 and Village 6 of the Lincolnshire Lakes development, which were previously given outline approval (ref: PA/2015/0396) in August 2021, as outlined previously. The proposed highway works will facilitate links between the Lincolnshire Lakes development (including the proposed development site) and the Strategic Road Network (SRN).

1.5 Development Proposals & Access Arrangements

- 1.5.1 The current proposals involve the development of 599no. dwellings and lake, along with associated infrastructure, including landscaping, public open space and play area, pedestrian and cycle links, pumping station and sub-station. A mix of dwelling types are expected to be provided at the site, with a range of property sizes. A proposed site layout plan is attached as Appendix 1.
- 1.5.2 It should be noted that the application represents a new full planning application for the development and does not form a reserved matters application associated with the previous outline consent, although the context of the wider outline consent and Lincolnshire Lakes development is still considered to be pertinent.
- 1.5.3 Although the planning application for the development is currently seeking consent for 599 dwellings, it is intended that the development will be extended to the north in the future to accommodate additional dwellings as part of the wider Lincolnshire Lakes development. The proposed site access arrangements and internal roads have therefore been designed with these future development aspirations in mind.
- 1.5.4 The proposed residential development is to be served via a new simple priority T-junction with Burringham Road, which is to serve up to 250 dwellings before a roundabout is constructed to the west of this access, which is also to provide access to the site. The proposed roundabout will form the eastern roundabout previously approved as part of a separate full planning application (ref: PA/2017/1386), as detailed in Section 1.4 above and will be provided by the developer after the occupation of 250 dwellings at the site. This will ensure that the full development is not served via a single point of access.
- 1.5.5 The visibility splay from the access junctions are understood to have been designed to provide sufficient SSD in line with Manual for Streets (MfS) (DfT 2007b) and Design Manual for Roads and Bridges (DMRB) (NH, 2021), respectively.

- 1.5.6 Footways measuring 2m in width will be provided on one side of the primary streets within the development, with a 3m shared foot/cycleway on the other side, as indicated by the blue lines on the plan within Figure 3. The foot/cycleways will be extended to the northern boundary of the site to facilitate future extensions to any future development to the north. A crushed stone pedestrian footpath will also be provided along the full northern boundary of the site, with the potential for this to be extended into the land to the north in the future as part of a wider leisure walking route.

Figure 3: Proposed Foot/Cycleways



Source: nineteen47, 2023

- 1.5.7 Raised tables are to be provided in various locations on the primary streets to reduce vehicle speeds and create a pedestrian/cycle friendly environment to facilitate crossing movements. The detailed design of the street layout will be undertaken post-planning and be subject to agreement with NLC Highways as part of the Section 38 agreement process, therefore the detailed design of crossing points will be undertaken at this stage and will align with LTN 1/20 (DfT, 2020) and Inclusive Mobility (DfT, 2021).

-
- 1.5.8 A 3m foot/cycleway will also be provided on the northern side of Burringham Road within the site frontage, connecting with the existing provision to the east of Carisbrooke Manor Lane to the east of the site. Cyclists are to access the site via the proposed cycle/footway.
 - 1.5.9 The internal highway network of the site has been designed to ensure that refuse vehicles can utilise the highway alignment to enter and exit the site in a forward gear, with appropriate turning heads provided in connecting culs-de-sac.
 - 1.5.10 NLC's adopted parking standards are provided within the '*North Lincolnshire Council Residential Roads Design Guide*' (NLC, undated) and state that dwellings with two or three beds should be provided with 1 off-street parking space, with two spaces required at dwellings with more than four beds. The standards also state that 0.5 communal spaces should be provided per dwelling. At least one allocated car parking space will be provided per dwelling at the site, with the majority of the larger dwellings provided with a driveway suitable to accommodate at least two off-street car parking spaces. Visitor car parking spaces will also be provided throughout the development. The proposed parking provision therefore accords with the adopted standards.
 - 1.5.11 Cycle parking in line with NLC and LTN 1/20 guidance will be provided within the boundary of each dwelling.

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).

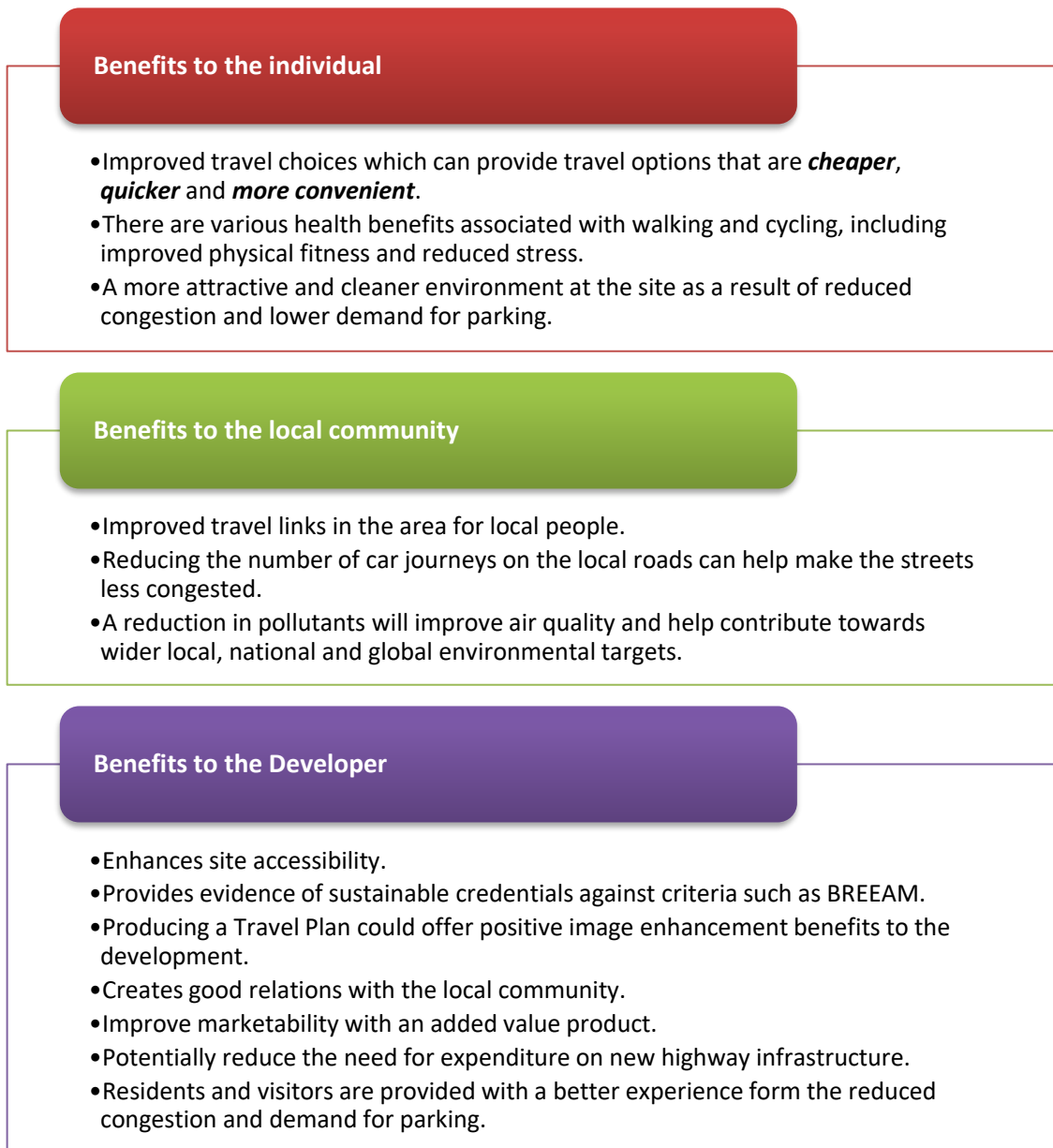
2.1.3 As well as the guidance highlighted above, this Travel Plan is situated within the context of the following policy documents:

- National Planning Policy Framework (DLUHC, 2021);
- North Lincolnshire Housing and Employment Land Allocations Development Plan Document (DPD) (NLC, 2016a)
- Lincolnshire Lakes Area Action Plan (NLC, 2016b);
- Planning Practice Guidance (DLUHC, 2014);
- North Lincolnshire Local Development Framework: Core Strategy (NLC, 2011a);
- North Lincolnshire Local Transport Plan 2011-2026 (NLC, 2011b);
- The Essential Guide to Travel Planning (DfT, 2008a);
- Making Residential Travel Plans Work (DfT, 2007a);
- Manual for Streets (DfT, 2007b);
- Guidance on Transport Assessment (DfT, 2007c);
- A Guide on Travel Plans for Developers (DfT, 2005a);
- Making Smarter Choices Work (DfT, 2005b);
- North Lincolnshire Local Plan (Saved Policies) (NLC, 2003); 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 4 highlights a number of benefits that a successful Travel Plan can bring.

Figure 4: Potential Benefits of a Successful Travel Plan



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

2.3 The Residential Travel Plan Pyramid

2.3.1 The Residential Travel Plan Pyramid (see Figure 5) 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 5: 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** – Takes into account 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 target;
- **Section 6** – Outlines the central and varying roles that the Travel Plan Coordinator (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 MODES OF 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 a number of local trip attractors, as outlined within Table 1.

Table 1: Key Trip Attractors by Foot

Trip Attractor	Walking Route	Walking Distance*
Education		
Westcliffe Primary School	Burringham Road – Dryden Road	1.8km
Mellior Community College (south site)	Burringham Road – Enderby Road	2km
Retail/Commercial		
Asda Scunthorpe Superstore	Burringham Road	900m
Silicia Lodge Garden Centre	Burringham Road – Scotter Road South	1.6km
South Park Industrial Estate	Burringham Road – Scotter Road South	1.9km
Leisure		
Ashby Decoy Golf Club/Oglesby Park	Burringham Road	500m
Ashfield Caravan Site	Burringham Road	700m
The Iron Forge Public House	Burringham Road	900m
Church of Jesus Christ of Latter Day Saints	Burringham Road – Whitestone Road	1.4km
Silica Country Park	Burringham Road – Scotter Road South	1.5km
Manor Park	Burringham Road	1.6km
Healthcare		
Lindsey Lodge Hospice	Burringham Road	300m

*Walking distances are approximate (measured along footways, rather than as the crow flies) and have been measured from the proposed site access on Burringham Road.

3.1.2 Table 1 shows that the proposed development site is located within a reasonable walking distance (up to 2km) of local amenities, including education, retail and leisure facilities.

3.1.3 As discussed within Section 1.4 of this report, the wider Lincolnshire Lakes development is expected to include a variety of new amenities, including local centres, primary schools and recreation/sports facilities. It is stated in the AAP that “all new dwellings will be within 800m of a Local Centre and education provision. Where they are not, they will be accessible via bus routes and/or children will attend existing schools on the western edge of Scunthorpe” (NLC, 2016b).

- 3.1.4 Whilst it is acknowledged that these amenities may be delivered after the proposed development, it is unlikely that they could be sustained in isolation without the surrounding dwellings. The delivery of dwellings in the first instance will therefore encourage the future provision of amenities at the site within a short walk of the development, but in the meantime the amenities listed within Table 1 are available and accessible via Burringham Road.
- 3.1.5 There is a footway provided on the northern side of Burringham Road which measures approximately 2m in width and is accessible directly east of the site, extending to Scotter Road/Burringham Road roundabout, providing access to local amenities and the wider pedestrian infrastructure in Scunthorpe. This footway is proposed to be widened to form a 3m wide shared foot/cycleway as part of a separate planning application (ref: PA/2020/1295).

Photo 1: Footway on Burringham Road



- 3.1.6 The local footways are complemented by existing crossing facilities, including a pedestrian refuge island on the Scotter Road and Burringham Road (east) arms of the roundabout to the east of the site.

Photo 2: Pedestrian Refuge Island on Scotter Road

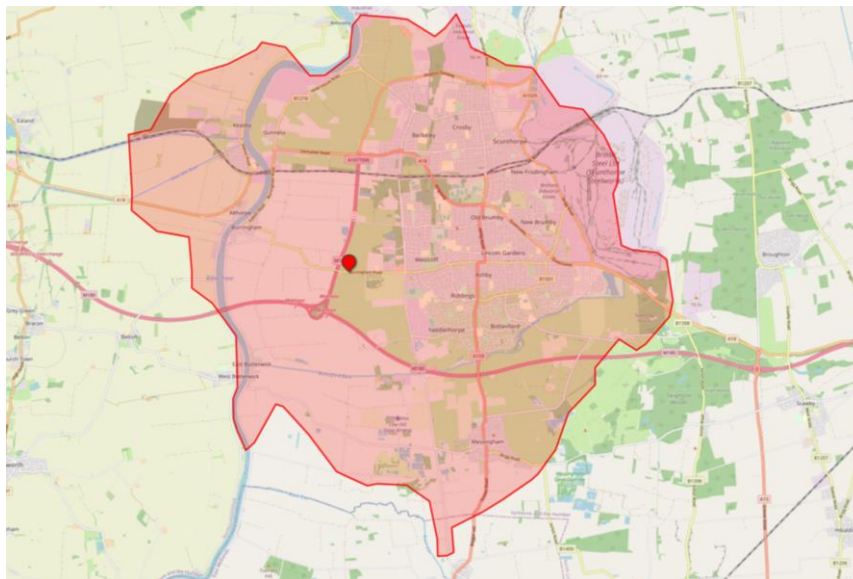


- 3.1.7 There are no Public Rights of Way (PRoW) within the vicinity of the site.
- 3.1.8 Whilst it is acknowledged that there are no pedestrian facilities along the site frontage as existing, as part of the proposals the footway to the east of the site is to be extended along the site frontage and further pedestrian infrastructure is proposed as part of the wider Lincolnshire Lakes site to ensure connectivity.
- 3.1.9 The existing and proposed pedestrian infrastructure within the vicinity of the site appears to generally be sufficient to facilitate the movements of mobility and visually impaired people, with provision of dropped kerbs at most local junctions and crossing points within the local area. The footways are generally of sufficient width and surface quality to accommodate the passage of wheelchairs (DfT, 2021).
- 3.1.10 The proposed internal pedestrian routes are expected to be of adequate width, with step-free access between the site and the local footway network. It is therefore considered that the site can be suitably accessed on foot by all users, including those accompanied by young children and the mobility impaired.
- 3.1.11 Measures to promote and encourage walking trips to 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 development site is located within a reasonable cycle ride, up to 8km (approximately 25 minutes at the average cycling speed of 12mph), of a number of settlements within Scunthorpe, including Riddings, Yaddlethorpe, Westcliff, Ashby and Burringham as shown in Figure 6.

Figure 6: Cycling Isochrone Map



Source: ORS, 2022

- 3.2.3 National Cycle Network (NCN) Route 169 is accessible approximately 2.2km to the north-east of the site on Burringham Road. The NCN Route 169 is a short north-south route through Scunthorpe. The majority of the length of the route is off-road, with some of it on-road. The Trent Valley Way is within cycling distance of the site; approximately 2.6km to the west, running between Newark-on-Trent and Barton-upon-Humber, providing access to Flixborough to the north and East Butterwick to the south.
- 3.2.4 As discussed within Section 3.1 above, the wider Lincolnshire Lakes development is expected to include a variety of local amenities, all of which are expected to be within a short cycle ride of the site.
- 3.2.5 As discussed in Section 1.5, shared foot/cycleways measuring 3.0m in width are to be provided on at least one side of the main spine roads within the site, and will connect with wider future provision within the Lincolnshire Lakes development. As discussed in Section 3.1 above, a 3m shared foot/cycleway is proposed to be provided on the northern side of Burringham Road between the site boundary and Scotter Road/Burringham Road roundabout as part of a separate planning application (ref: PA/2020/1295).
- 3.2.6 Measures to promote and encourage cycling trips to the site are outlined within Section 7.4.

3.3 Public Transport Provision

- 3.3.1 Guidance outlined within 'Guidelines for Public Transport in Development' (IHT, 1999) states that the generally acceptable maximum walking 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 proposed development site are located on Burringham Road approximately 900m east of the site adjacent to Asda Superstore, providing travel in both directions. This stop is served by route #12, which operates on an hourly basis and serves Riddings, Ashby, Old Brumby and Scunthorpe Bus Station, where a number of additional services are available. The service is operated by Hornsby Travel.

Photo 3: Bus Stop on Burringham Road

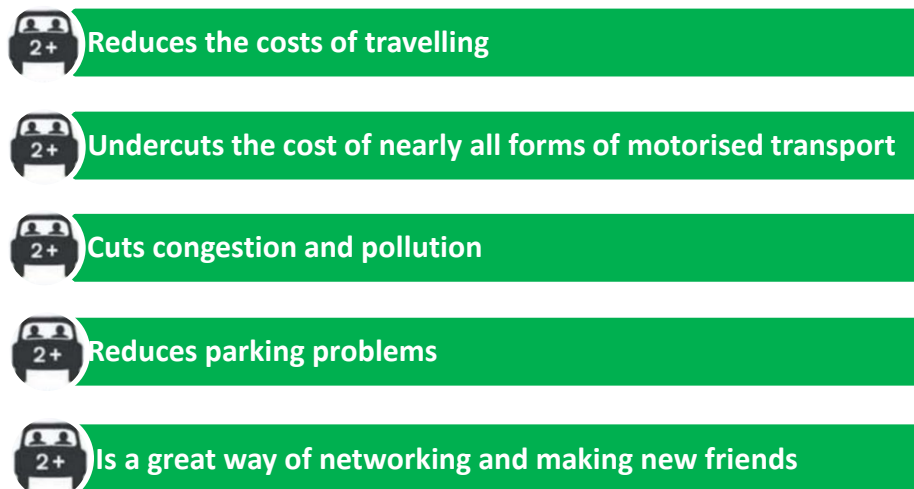


- 3.3.3 As previously mentioned in Section 1.4 of this report, the proposed site is part of the wider Lincolnshire Lakes development and it is expected that the 'primary route network' identified within the AAP will accommodate bus routes and cover the proposed site, providing better access to bus services (NLC, 2016b).
- 3.3.4 The nearest rail station to the site is Scunthorpe Rail Station, located approximately 5.3km to the north-east of the site and accessible by bus via service #12. Scunthorpe Rail Station is operated by TransPennine Express and provides services to local, regional and national destinations. The station is served by hourly TransPennine Express services between Manchester Piccadilly and Cleethorpes via Doncaster, with additional hourly Northern services also available between Scunthorpe and Doncaster.
- 3.3.5 Measures to promote and encourage trips by public transport to the site are outlined within Section 7.5.

3.4 Potential for 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 7:

Figure 7: Benefits of Car Sharing



- 3.4.1 Another car sharing website which may be useful to residents of the proposed development site is www.gocarshare.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 environmental 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 8:

Figure 8: Travel Plan Objectives

1. To encourage residents and visitors of the proposed 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 set and agree appropriate targets that are regularly reviewed and amended if necessary to reflect changing circumstances

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

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

- 4.2.2 This TP 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 & TARGET

5.1 Travel Projections

- 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 a proposed 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 TA (LTP, 2023) appraising the likely transport impact of the proposals was prepared in conjunction with this TP. The TA included projections of the trip generation and modal split for the proposed residential development.
- 5.1.3 In the TA, the person trip rates and modal split projections were derived from the industry standard TRICS database. The modal split projections are outlined within Table 2:

Table 2: Projected Modal Split

Mode	Modal Split
Vehicle Drivers	64%
Vehicle Passengers	22%
Pedestrians	10.6%
Cyclists	1.7%
Public Transport Users	1.6%
TOTAL	100%

- 5.1.4 As discussed in Section 3.1, it is acknowledged that the wider Lincolnshire Lakes development includes various local amenities within a short walk of the development site, and that these amenities may be delivered after the proposed development as it is unlikely that the dwellings could be sustained in isolation without the surrounding dwellings. The initial modal split by sustainable modes may therefore be slightly lower than outlined in Table 2, but is likely to be achieved in the medium-long term as the accessibility of the site increases.
- 5.1.5 It is noted that pedestrian trips are still likely to be generated by the development in the early stages, including to the amenities to the east of the site and leisure walking trips within the local area. The modal split projections in Table 2 are therefore considered to be realistic for the purposes of this TP, until such a time that site-specific data can be collected after first occupation.

5.2 Baseline Travel Scenario

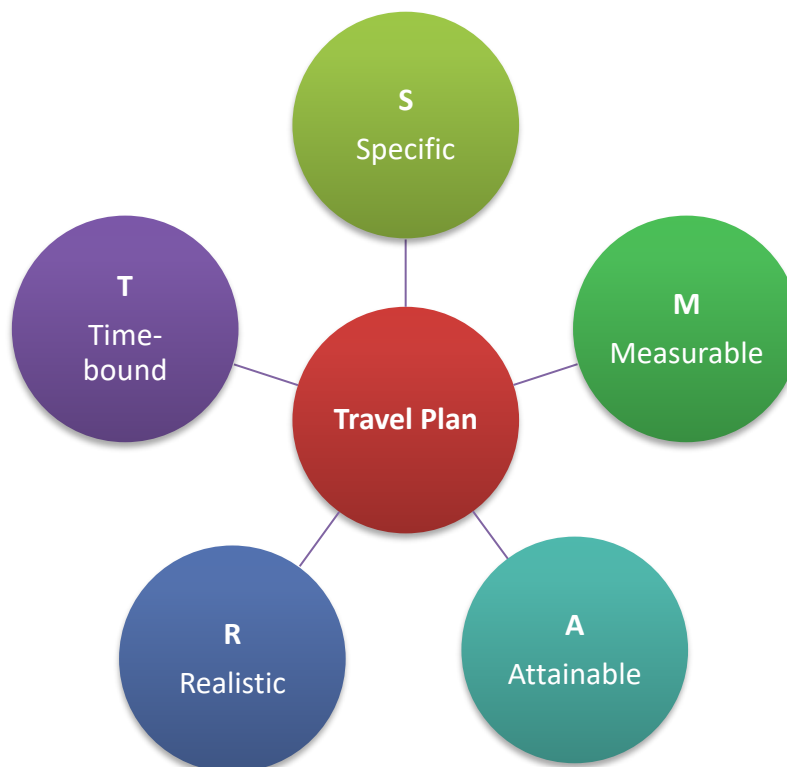
5.2.1 For the purposes of this Travel Plan, it is assumed that the modal split projections in Section 5.1 reflect the baseline travel scenario at the proposed development site upon occupation of the full site. Therefore, the baseline travel situation for the site relative to the overall aim of this Travel Plan (see Section 4.1) is predicted to be:

64% of trips are made by vehicle trip generating modes

5.3 Targets

5.3.1 The key emphasis 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 target of this Travel Plan should be SMART:

Figure 9: SMART Travel Plan Components



5.3.2 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 5.2) and are to be achieved within the timeframes set out below:

Year 0 (baseline) – No more than 64% trips to be made by vehicle drivers

Year 1 - No more than 63% of trips to be made by vehicle drivers

Year 2 - No more than 62% of trips to be made by vehicle drivers

Year 3 - No more than 61% of trips to be made by vehicle drivers

Year 4 - No more than 60% of trips to be made by vehicle drivers

Year 5 - No more than 59% of trips to be made by vehicle drivers

- 5.3.3 The target modal split by mode after a five-year period is shown in Table 3, although it should be noted that the trips by sustainable modes may vary, with the key target being to reduce trips by vehicle trip generating modes in line with the overall aim of this TP:

Table 3: Target Modal Split (Year 5)

Mode	Modal Split
Vehicle Drivers	59%
Vehicle Passengers	23%
Pedestrians	12.6%
Cyclists	2.7%
Public Transport Users	2.6%
TOTAL	100%

- 5.3.4 The performance of the proposed development 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 proposed development and should the results reveal a significantly different modal split from that assumed within Section 5.2, then the above targets should be revised as appropriate. It is noted that all the dwellings of the proposed development are unlikely to be built and occupied 12 months after first occupation, however the target can still be applied on a pro-rata basis to a partially occupied site.

6. ROLES & RESPONSIBILITIES

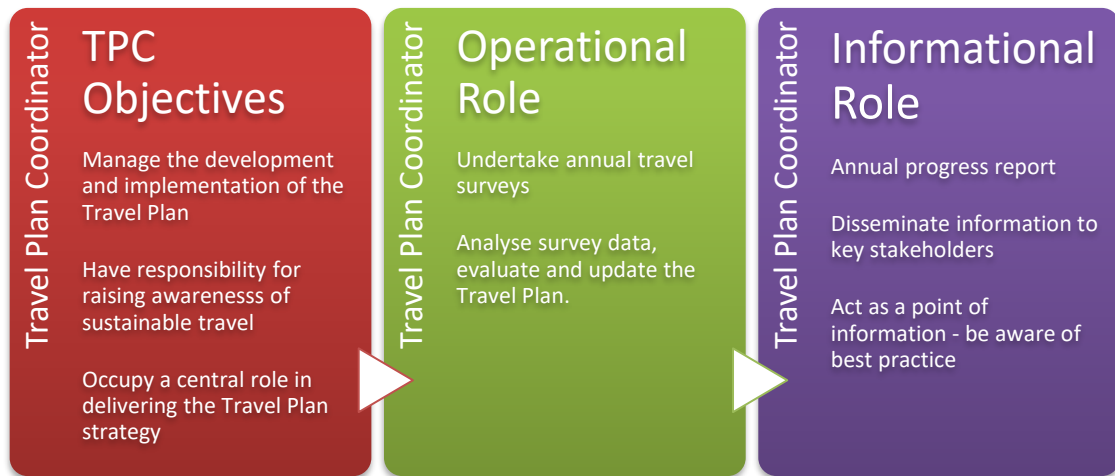
6.1 Ownership & Funding

- 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 this 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 Applicant will be responsible for ensuring the provision of adequate resources to develop and implement the Travel Plan, including the appointment of a 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 (TPC)

- 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 Travel Plan Coordinator (TPC) and the clear delineation of their roles and responsibilities. The DfT's *'Making Residential Travel Plans Work'* outlines that a TPC *"plays a crucial role in developing the plan and working with residents and developers to ensure that the plan meets their needs for access and evolves over time"* (DfT, 2007a).
- 6.2.2 The Applicant will appoint 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 10.

Figure 10: 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 highway authority (NLC) 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 TPC support for 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).
- 6.3.3 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. Given the wider health and environmental agendas, NLC officers are likely to be able to assist in the production of the pack by providing/producing walking/cycling maps. Similarly, bus operators are likely to see benefits in ensuring that new residents are aware of the availability of local public transport services.
- 6.3.4 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 WTP 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.

7. ACTION PLAN

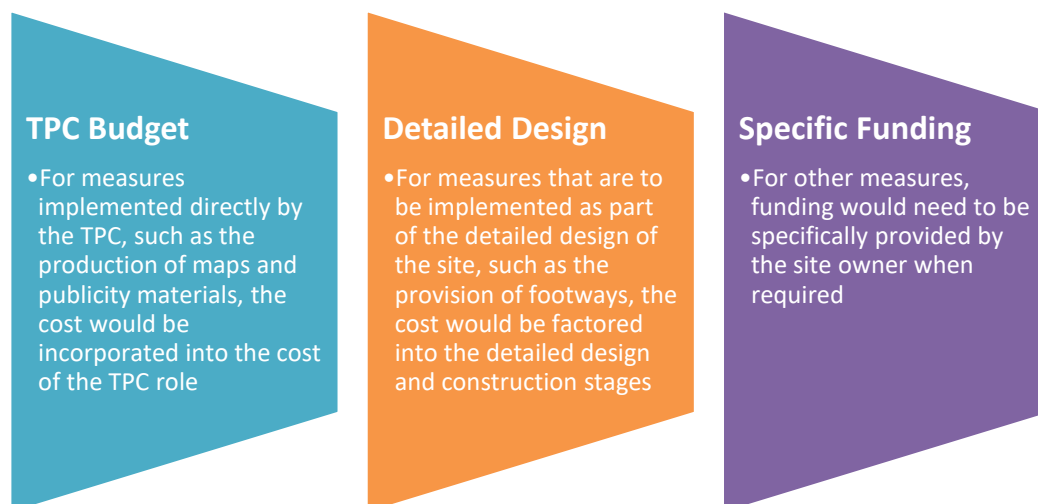
7.1 Introduction

- 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 at site residents.
- 7.1.3 The key measures as currently identified will be implemented and then following monitoring will be refined and developed 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 11: 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, particularly for journeys to/from local amenities. Table 4 outlines the measures to be employed to actively promote travel to and from the site on foot.

Table 4: 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.	During 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 detailed site design	Detailed Design
Distribute a map showing key pedestrian features within the local network. This will form part of a WTP for residents, to include a table of 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 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 5 outlines the measures that will be implemented to help promote cycling to/from the site.

Table 5: 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 and local cycle groups should also be distributed. This will form part of the WTP.	Upon each resident's site occupation	TPC Budget
Inform residents of local NLC 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

7.5 Measures to Promote Public Transport Use

7.5.1 Measures that will be implemented to encourage public transport use at the site are summarised in Table 6.

Table 6: Measures to Encourage Public Transport Use

Measures	Timescale	Funding
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. These meetings and discussions are to include the TPC for this TP, but also the TPCs and representatives for the developers/developments on other parcels of the wider Lincolnshire Lakes development, also including close consultation with NLC Highways and Passenger Transport teams.	3 months prior to site occupation and annually thereafter	TPC Budget
Disseminate public transport information to all residents. To encourage public transport use it is essential that information is readily available. Bus maps, timetable 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	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 among residents are summarised within Table 7.

Table 7: Measures to Encourage Car Sharing

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

7.7 Welcome Travel Pack

- 7.7.1 Raising awareness of the existing sustainable transport options available to residents of the proposed 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 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. The proposed contents of the WTP are outlined within Figure 12:

Figure 12: Proposed Welcome Travel Pack Contents

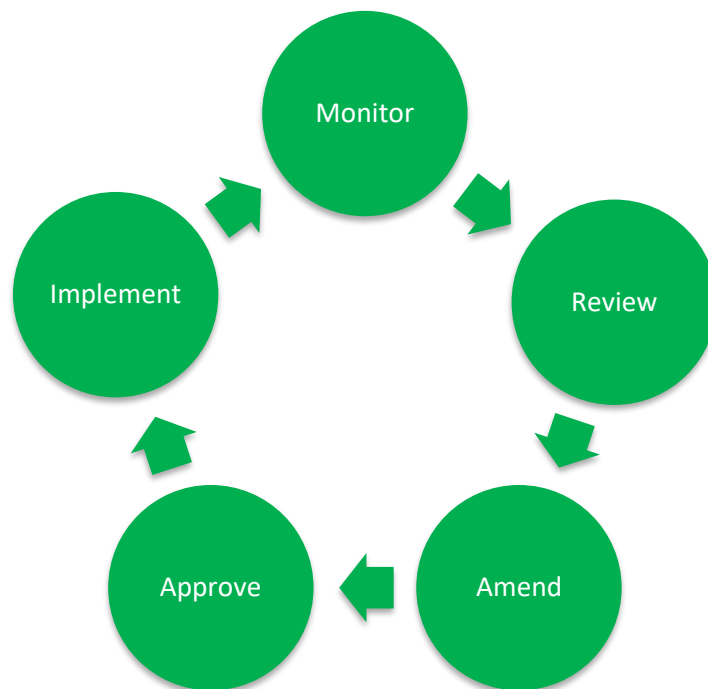


8. MONITORING & EVALUATION STRATEGY

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 13.

Figure 13: Monitoring & Evaluation Process

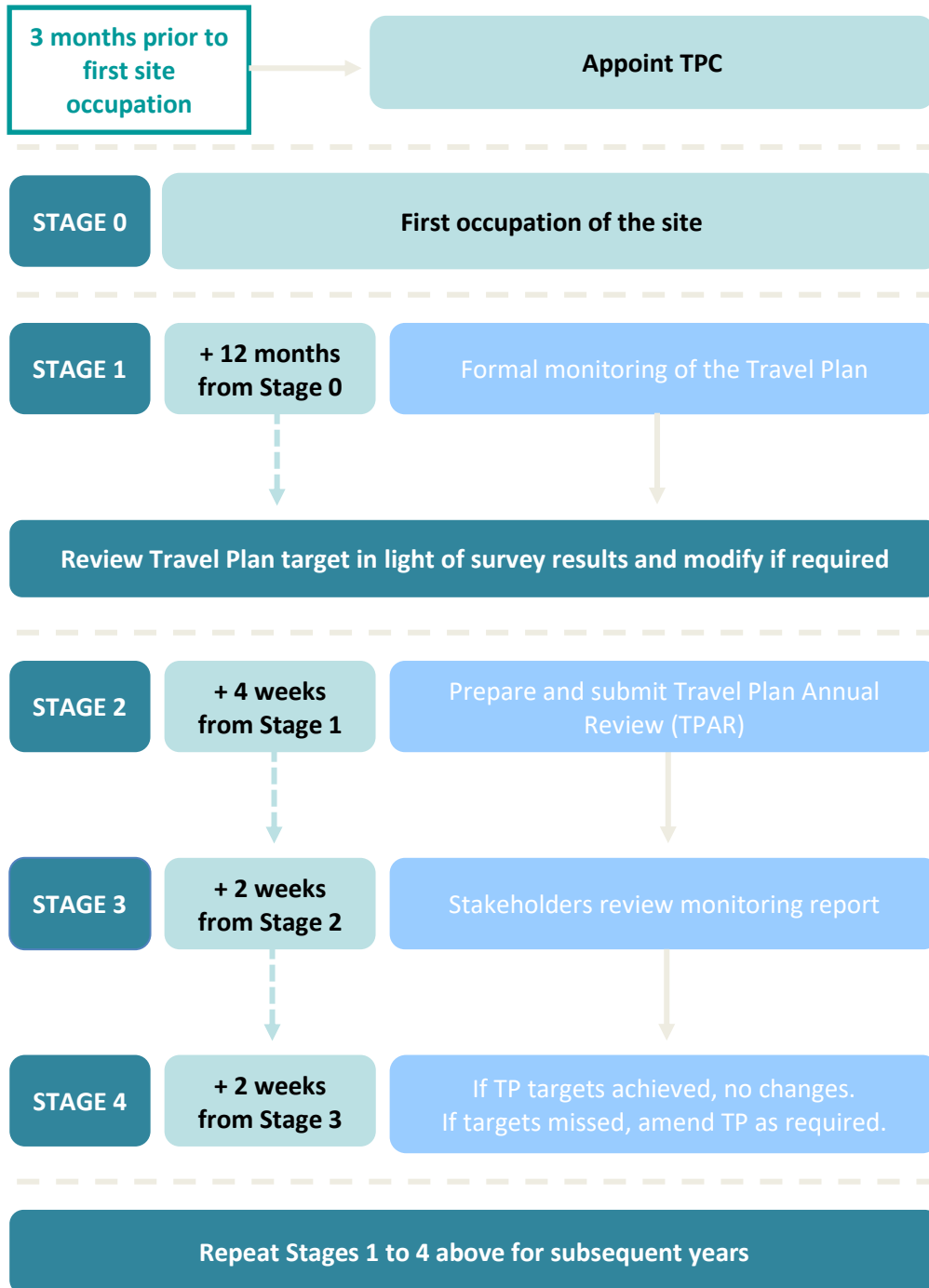


8.1.2 The review process provides the opportunity for key stakeholders to consider the performance of the Travel Plan and determine whether the targets has been achieved. All stakeholders should come together to consider the outcomes of the review process and decide, if any amendments are required to 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 14 followed by the relevant explanatory text.

Figure 14: 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.

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. This will involve undertaking a questionnaire based survey.

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 NLC on a standardised travel survey questionnaire for the site.

8.4.3 As a minimum, a 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, 12 hour (07:00-19:00) daily person trip generation surveys could also be undertaken at the development site access points 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 NLC. 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, NLC 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, NLC 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 2% reduction in single-occupant car travel, then a reduction of only 0.5% 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 NLC 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 post full occupation at 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

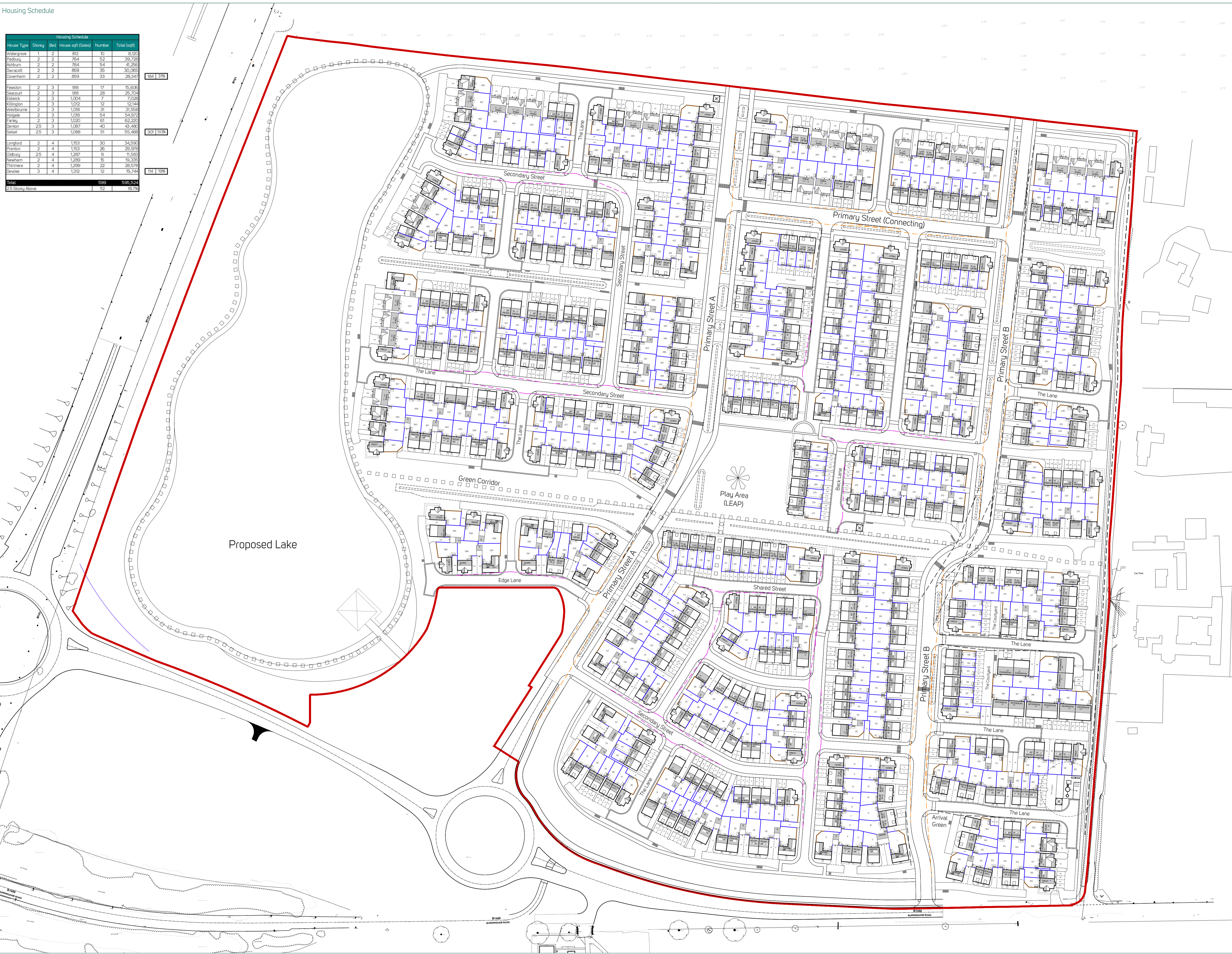
House Type	Storey	Bed	House sqft (Sales)	Number	Total (sqft)
Watergrove	1	2	852	10	8,520
Redbury	2	2	754	52	39,208
Ashburn	2	2	754	54	41,256
Deiraclott	2	2	859	35	30,065
Covenham	2	2	859	33	28,347
Fewston	2	3	918	17	15,606
Seacourt	2	3	918	26	23,868
Edwick	2	3	1,004	7	7,028
Killington	2	3	1,012	12	12,144
Westbourne	2	3	1,018	31	31,558
Holgate	2	3	1,018	54	54,972
Ferley	2	3	1,020	51	52,220
Denton	2.5	3	1,087	42	45,654
Seset	2.5	3	1,088	51	55,488
Longford	2	4	1,153	30	34,590
Preston	2	4	1,153	26	29,978
Oldbury	2.5	4	1,287	9	11,583
Newham	2	4	1,289	15	19,335
Thimere	2	4	1,299	22	28,578
Devise	3	4	1,312	12	15,744
Total				599	595,524
2.5 Storey Above				112	18,774

154 | 3%

301 | 50%

114 | 19%

- Key**
- Application boundary
 - Private bin storage
 - Shared drive bin collection point (only to be used on collection days)
 - Indicates block paving areas
 - Gates
 - 1.8m high screen wall
 - 1.8m high timber fence
 - 1.5m high timber fence with 0.3m trellis & 1.8m high privacy panel between dwellings



Revision	Date	Revision Note	Issued
C	16.12.23	Layout amended to accommodate highway changes	m47
B	Nov 2022	Amendments to highway made and layout updated accordingly	m47
A	-	Planning Layout Issue Revision	m47
		Revision Note	Issued

Keepmoat Homes

nineteen47
CHARTERED TOWN PLANNERS & URBAN DESIGNERS

Project
Lincolnshire Lakes

Drawing Title
Planning Layout

Project Code: n1720 Drawing No: 008 Rev: C Drawing Scale: 1:1000 @ A1