

## TRAVEL PLAN



**SYSTRA**

# RESIDENTIAL DEVELOPMENT, MILLFIELD WORKS, STOCKTON

## TRAVEL PLAN

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# INTRODUCTION

## 1.1 Background

- 1.1.1 SYSTRA Ltd was appointed by TJ Thomson & Son Ltd to prepare this Framework Travel Plan (FTP) and the accompanying Transport Assessment (TA) to support an outline planning application for approximately 600 dwellings on the land at the existing Millfield Works, Stockton-on-Tees.
- 1.1.2 TJ Thomason & Sons, hereafter referred to as the Developer, recognises the importance of reducing the potential negative transport-related impacts of the proposed development.
- 1.1.3 A FTP is the document submitted when the occupiers of the development are unknown and it is prepared in anticipation of a full Residential Travel Plan. The purpose of this FTP is to ensure that appropriate measures are in place to promote sustainable travel to the site by its residents and visitors, so as to help reduce the number of private car trips potentially generated by the development.

## 1.2 Travel Plan Scope

- 1.2.1 A TP is a long term management tool which is used to encourage sustainable travel to a site but should not be used to unfairly penalise drivers and cut provision for cars in a way that has negative impacts on the surrounding community<sup>1</sup>.
- 1.2.2 A TP must ensure and promote accessibility and facilitate sustainable options such as walking, cycling, motorcycling, public transport use, and car sharing. A robust travel plan will minimise the number of single occupancy vehicle trips generated by a development, reducing the pressure on the surrounding road network.
- 1.2.3 A TP is a site specific document and is guided by a framework of common principles and components outlined in government guidance. Factors that a Travel Plan should consider include benchmark and forecasted travel data, the nature of the proposed development; local travel habits; measures to reduce travel to and from the site that consider wider strategies for transport; provision of improved public transport services; and targets along with future monitoring and arrangements.
- 1.2.4 This Travel Plan, developed in accordance with relevant guidance, is structured as follows:
  - **Chapter 2:** Policy Background – Review relevant policy and best practice. Assess the proposals with the relevant policies;
  - **Chapter 3:** Existing Conditions – Details the site audit undertaken to assess the existing accessibility of the site. This assessment includes walking, cycling, and public transport;
  - **Chapter 4:** Proposed Development -describes the proposed development and access arrangements;
  - **Chapter 5:** Travel Plan Objectives – sets out the objectives of the Travel Plan;
  - **Chapter 6:** Travel Plan Measures – Describes a package of measures aimed at encouraging sustainable travel for both staff and spectators;
  - **Chapter 7:** Travel Plan Targets – Sets out a monitoring and review strategy including qualitative and quantitative targets;
  - **Chapter 8:** Monitoring and Review – sets out the process of monitoring the Travel Plan and explains the mechanism for updating as necessary.

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<sup>1</sup> <https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>

## 2. POLICY BACKGROUND

### 2.1 Introduction

- 2.1.1 Before considering measures appropriate for the proposed development, it is important to examine the relevant planning policies and guidelines. This section of the report sets out national and local policy elements, providing a spatial and planning context for the proposed development.
- 2.1.2 National guidance seeks to encourage uptake of sustainable modes of transport through the development process. They also aim to outline a planning system which places a greater emphasis on the link between transport and land use planning policies.
- 2.1.3 The following national guidance has been reviewed as a part of this TP:
- The Transport White Paper (2011);
  - The National Planning Policy Framework (NPPF); and
  - National Planning Practice Guidance (NPPG).
- 2.1.4 National documents aim to provide guidance to local councils for the development of local development guidance. Local guidance should encourage sustainable development whilst addressing community goals and requirements. It is local guidance that is primarily used to assess what proposed developments will be accepted and delivered.
- 2.1.5 As such, we have reviewed the following local planning documents as relevant to determining the outcome of the planning application for the proposed development at Millfield Works.
- Stockton on Tees Local Transport Plan 2011-2016 (LTP3); and
  - Stockton-on-Tees Core Strategy.

### 2.2 National guidance

#### **The Transport White Paper (2011)**

- 2.2.1 The Transport White Paper: “Creating Growth, Cutting Carbon – Making Sustainable local Transport Happen.” (January 2011) outlines Government’s vision for transport.
- 2.2.2 The White Paper recognises that it is at the local level where most can be done to encourage sustainable transport modes and implement sustainable transport schemes. It outlines a vision by which sustainable transport solutions are bespoke to the specific needs and behaviour patterns of individual communities.
- 2.2.3 The paper outlines a vision of sustainable transport solutions to meet national commitments on climate change and to have a positive impact on local and national growth. The vision acknowledges that the car and other historically motorised vehicles, will continue to be an important mode of transport and outlines a vision of making car travel greener through electric and other low emission vehicles

#### **National Planning Policy Framework**

- 2.2.4 The National Planning Policy Framework (NPPF) (2012) provides a framework for local communities and Authorities to develop relevant local plans and strategies. The NPPF aims to provide integrated and simple national planning policies governing new development, and is based on a range of core planning principles.

- 2.2.5 One important recommendation contained within the NPPF, is that, when considering proposed developments, there should be a presumption in favour of development if it is economically, socially and environmentally sustainable. By formalising this message in local development plans and frameworks, this message will ensure that sustainable development are identified and subsequently approved without delay.
- 2.2.6 Included in the NPPF is a recommendation that large developments be supported by a Travel Plan, as this document provides for the proposed development at Millfield Works.
- 2.2.7 The NPPF recognises that different policies and measures will be required in different communities, and specifically states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe.

### **National Planning Practice Guidance (NPPG)**

- 2.2.8 The Government's National Planning Practice Guidance (NPPG) (2014) adds further context to the NPPF. Within the NPPG, the 'Travel Plans, Transport Assessments and Statements in Decision-Taking' guidance provides advice on when TPs and TAs (or Transport Statements) are required. It also provides guidance on what they should contain.
- 2.2.9 Paragraph 6 sets out the importance of the TPs, TAs and TSs saying that they can positively contribute to:
- Encouraging sustainable travel;
  - Lessening traffic generation and its detrimental impacts;
  - Reducing carbon emissions and climate impacts;
  - Creating accessible, connected, inclusive communities;
  - Improving health outcomes and quality of life;
  - Improving road safety; and
  - Reducing the needs for new development to increase existing road capacity or provide new roads.
- 2.2.10 The NPPG recommends that the following key principles should be taken into account whilst preparing TA and TP reports, which should be:
- Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;
  - Established at the earliest practicable possible stages of development proposal;
  - Tailored to particular local circumstances;
  - Brought forward through collaborative ongoing working between the Local Planning Authority/ Transport Authority, Transport Operators, Rail Network Operators, Highways England (where there are implications for the strategic road network), and other relevant stakeholders such as local communities and businesses
- 2.2.11 A Transport Assessment has also been completed for the proposed development in Millfield Works which provides further detail on the impact of the development on the highway network.

## **2.3 Local guidance**

### **2.3.1 Stockton-on-Tees Local Transport Plan 2011 – 2016 (LTP3)**

- 2.3.2 LTP3 strategy documents sets out the councils aims for local transport for the Stockton-on-Tees area for 2011-2016. A new LTP to cover the period from 2016 is being developed by the council at present.



- 2.3.3** Guidance from the UK government includes five national transport goals which provide overarching priorities for LTPs. The goals are:
- Support economic growth;
  - Reduce carbon emissions;
  - Promote equality of opportunity;
  - Contribute to better safety, security and health;
  - Improve quality of life and a healthy natural environment.
- 2.3.4** LTP3 sets out Stockton-on-Tees' transport strategy in the context of these national goals.
- 2.3.5** In addition to the policy goals of national government, the Sustainable Community Strategy (SCS) provides the overarching strategic policy framework for Stockton-on-Tees. The current SCS was developed by the Stockton Renaissance (a partnership of Stockton's business, community, voluntary sector and public sector agencies) in 2008. The strategy describes the vision for life in Stockton-on-Tees by 2021.
- 2.3.6** LTP3 will ensure that transport helps to meet the needs of people in Stockton-on-Tees. The goals and objectives for LTP3 are therefore based on supporting and contributing towards the following SCS visions:
- "Stockton-on-Tees driving Economic Renaissance at the heart of a vibrant Tees Valley city-region."
  - "An enhanced quality of place, including renewed town centres and improved local neighbourhoods."
  - "Enhanced wellbeing and achievement for local people."
- 2.3.7** LTP3 seeks to build on the success of the previous plans and takes account of the national, regional and local policy context and stakeholder engagement, as well as having due regard to the legal duties as the local Highway Authority. The goals describe what Stockton-on-Tees Borough Council is trying to achieve to tackle the key challenges:
- "Improve the journey experience of transport users of urban, regional and local networks, including interfaces with national and international networks."
  - "Improve the connectivity and access to labour markets of key business centres."
  - "Deliver quantified reductions in greenhouse gas emissions within cities and regional networks, taking account of cross-network policy measures."
- 2.3.8** To achieve a transport system described by the goals, the LTP sets objectives aimed at addressing emerging challenges related to accessibility, mode share, the economy and congestion amongst other issues.
- 2.3.9** It is considered that the proposed development is in accordance with the goals of the LTP3 as detailed above.
- 2.3.10** **Stockton-on-Tees Core Strategy Development Plan Document**
- 2.3.11** The Stockton-on-Tees Core Strategy Development Plan Document (DPD) was adopted on 24<sup>th</sup> March 2010 and sets out the spatial strategy to 2024. The DPD is accompanied by a Sustainability Appraisal, a Habitats Regulation Assessment, an Infrastructure Strategy and a Consultation Statement.
- 2.3.12** The DPD outlines 12 objectives, these being:
- 1.** "To enable all of Stockton Borough's residents to live in prosperous, cohesive, and sustainable communities."
  - 2.** "To encourage economic development and promote a more entrepreneurial culture within the Borough, as a means of diversifying the economic base, in

addition to strengthening existing economic clusters such as the chemical processing industries.”

3. “To increase employment opportunities, with emphasis on maintaining, enhancing and retaining a highly skilled workforce.”
4. “To delivery healthy and vibrant town centres, enhancing the role of Stockton as the main centre, a market and university town, and improving the environments of Billingham, Thornaby and Yarm district centres.”
5. “To ensure good accessibility for all to jobs, facilities, goods and services within the Borough, and to improve links to other areas of the Tees Valley and beyond.”
6. “To provide high quality services and facilities to meet the needs of the Borough’s growing and ageing populating, with emphasis on improving the health of the Borough’s population, in terms of health care, education and training, together with sport, leisure, recreation and cultural pursuits.”
7. “To promote equality, diversity and strengthen community cohesion.”
8. “To protect and enhance the Borough’s natural environment and to promote the creation, extension and better management of green infrastructure and biodiversity, taking advantage of the Borough’s special qualities and location at the mouth of the River Tees.”
9. “To protect and enhance the built environment and the area’s archaeological, industrial and cultural heritage.”
10. “To ensure better use of resources, particularly the re-use of previously developed land”.
11. “To provide a safe, healthy and attractive environment.”
12. “To provide homes to suit all needs and incomes.”

- 2.3.13 It is considered that the proposed development does not negatively affect the objectives of the DPD detailed above.

## **2.4 Summary**

- 2.4.1 In summary, it can be seen that there are a number of current and emerging integrated land use and transport planning policies and policy guidance documents that support and underpin the proposed development; and encourage travel to and from the proposed land uses to be by sustainable modes where possible. A TA has been produced alongside this Framework Travel Plan and submitted with the planning application.

## 3. EXISTING CONDITIONS

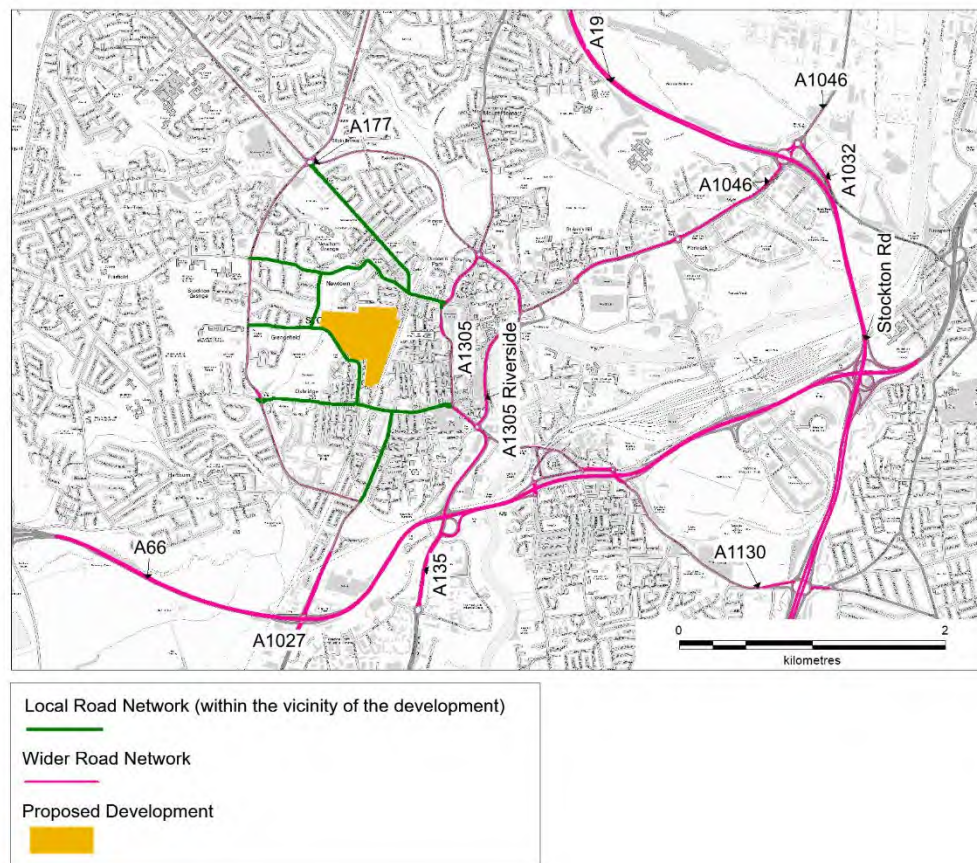
### 3.1 Introduction

- 3.1.1 The previous chapter has set out the relevant policy background with respect to the development. This chapter details the existing transport conditions, including public transport, walking, cycling and the surrounding highway network.

### 3.2 Site Location

- 3.2.1 The proposed development site is located approximately 850m west of Stockton town centre, on Grangefield Road.
- 3.2.2 The site is bounded by Grangefield Road to the south-west, an industrial unit to the south-east, Stockton rail line to the east, a residential community to the north and a woodland area to the north-west. The location of the proposed development in relation to the local and strategic highway network is shown in **Figure 1**. The indicative site layout is provided at **Appendix A**.

**Figure 1. Site Location**



### 3.3 Existing Site Use

- 3.3.1 The site totals around 55 acres and has been a scrap metal processing plant since 1932. The site operation has gradually been wound down of the last few years. Two vehicular accesses exist from Grangefield Road. Further accesses to the site are from Light Pipe Hall Road and Riley Road.

### **3.4 Surrounding Highways Network**

#### **3.4.1 Grangefield Road**

- 3.4.2 Grangefield road is the main access road to the site. It runs to the south-west of the site and is a two-way single carriageway road with a 30mph speed limit. To the west Grangefield Road connects to Oxbridge Avenue via a signalised junction with pedestrian crossing facilities. To the east, Grangefield Road becomes Tyndale Street (the location of the secondary site access) and then Sheraton Street. Footways and street lighting are present on both sides of the road and buses operate along this route.

#### **3.4.3 Sheraton Street**

- 3.4.4 Sheraton Street runs on from Grangefield Road and Tyndale Street and operates a north-south direction at the southern end of the site. It is a two-way single carriageway road with a 30mph speed limit and central hatching. To the south, Sheraton Street connects to Oxbridge Lane via a priority T-junction. Double yellow lines are present on the approach to the priority T-junction. Footways and street lighting are present on both sides of the road and buses operate along this route.

#### **3.4.5 Oxbridge Avenue**

- 3.4.6 Oxbridge Avenue runs in a north-south direction. West of the proposed site, traffic lights connect Oxbridge Avenue to Grangefield Road and in the south-west a four-arm roundabout connects to Oxbridge Lane. Oxbridge Avenue is a two-way single carriageway road subject to a 30mph speed limit. There is also a recommended variable speed limit (20mph) which operates during school opening and closing times. Footways and street lighting are present on both sides of the road, often with a grass verge to separate pedestrians from road users. Buses also operate along this route.

#### **3.4.7 Oxbridge Lane**

- 3.4.8 Oxbridge Lane operates in a west-east direction and incorporates a series of roundabouts and T-junctions. In the vicinity of Sheraton Street (which links to the proposed development in the north), yellow lines are present and a designated right-turn pocket is present to support efficient and safe right-turns into Sheraton Street.

#### **3.4.9 Grays Road**

- 3.4.10 Grays Road connects to Grangefield Road to the west of the proposed development via a priority T-junction. Grays Road is a two-way single-carriageway road which runs in a north-south direction. The road runs through a residential community, with three T-junctions along its length accessing other residential streets. Grays Road is subject to a 20mph speed limit and traffic calming measures are present. Footways and street lighting are present on both sides of the road.

#### **3.4.11 Bishopton Road**

- 3.4.12 At the northern point of Grays Road, a priority T-junction connects to Bishopton Road. Bishopton Road is a two-way single-carriageway road running in a west-east direction. The road is subject to a 30mph speed limit. Footways and street lighting are present on both sides of the road and buses operate along this route.

## 3.5 Sustainable Accessibility

### 3.5.1 Pedestrians

3.5.2 Accessibility standards for new developments are set out in the Chartered Institute for Highways and Transportation (CIHT) guidance document 'Providing for Journeys on Foot' (2000). The CIHT guidance recognises that this "varies by location, individual circumstances and various factors including:

- An individual's fitness and physical ability
- Encumbrances, e.g. shopping or pushchair
- Availability, cost and convenience of alternative transport modes
- Time savings
- Journey purpose
- Personal motivation
- General deterrent to walking".

3.5.3 The development site is located to the west of Stockton town centre and is surrounded by residential communities.

3.5.4 There is an existing pedestrian footway that runs from Tynedale Street to Dovecot Street through an underpass under the railway line. A 5-10 minute walk along this link provides access to Stockton High Street and amenities. A further route over the railway line is available from the north east of the site to Mill Street East and on to Stockton town centre and rail station.

3.5.5 The masterplan for the development shows there is the potential to integrate the development with the existing external surrounding pedestrian and cycle infrastructure. Internally the permeability of the site has been considered and the road layout is such that it is anticipated that vehicle speeds will be low.

3.5.6 A review of PROW located in the vicinity of the application site has been undertaken. **Figure 3** is an extract from the Stockton-on-Tees Borough Council website showing routes in the local area. As can be seen the route from Tynedale Street via the underpass to Dovecot Street is identified as a PROW. This route is considered to be very important for the development providing a key sustainable connection to the town centre, it will therefore be incorporated and enhanced as part of the development.

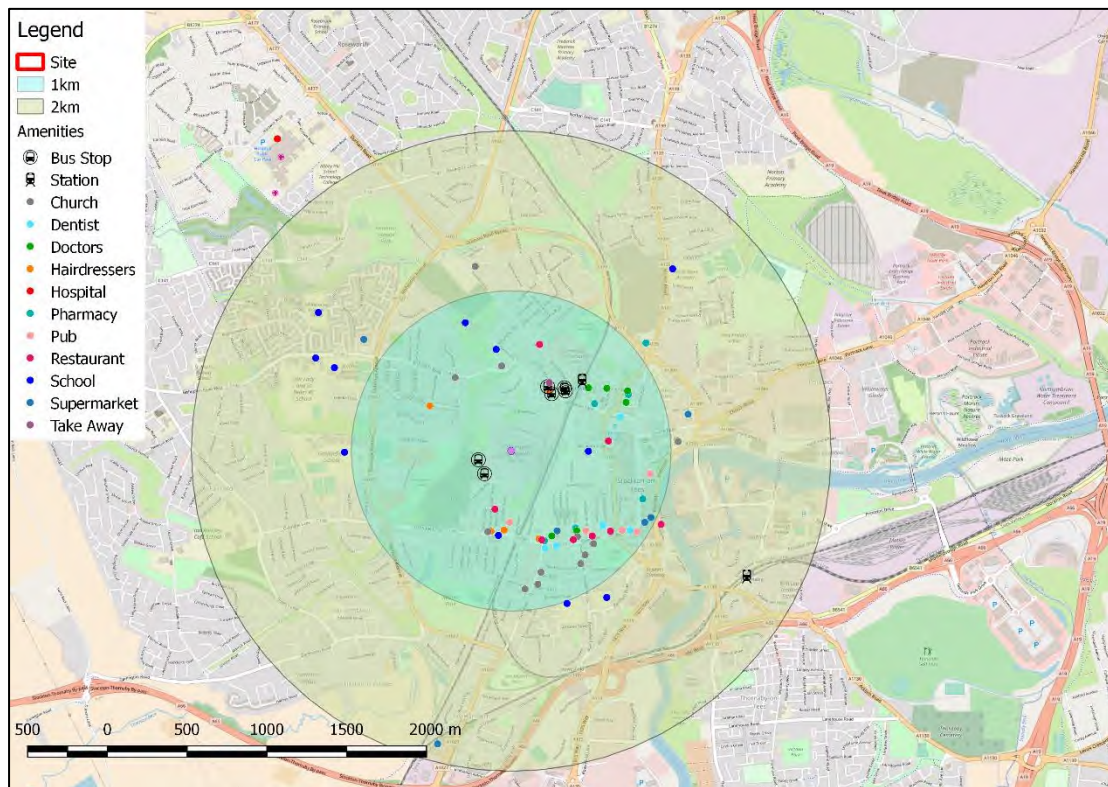


Figure 2. PROW Map



- 3.5.7 The guidance goes on to suggest acceptable walking distances for pedestrians without mobility impairments based on an average walk speed of 1.4 metres/s. For commuting and school journey purposes it prescribes 1,000 metres as an 'acceptable' walk distance and 2,000 metres as the 'preferred maximum' walk distance.

**Figure 3. Site Accessibility Plan**



*Source: GIS/OS Data*

3.5.8 **Figure 7** is an accessibility plan showing the proximity of the proposed residential site in relation to local amenities, including walking isochrones for ‘acceptable’ and ‘preferred maximum’ walk distances.

3.5.9 The accessibility plan demonstrates that the proposed residential site is within an ‘acceptable’ walk distance of a number of healthcare, educational, religious and other amenities, with Stockton town centre within an ‘acceptable’ walking distance. This includes Stockton rail station. Further afield are a number of additional healthcare, educational, religious and other amenities within the ‘preferred maximum’ walk distance of 2,000 meters. This includes Thornaby rail station. Just outside of the ‘preferred maximum’ walk distance of 2000 meters is North Tees Hospital.

### 3.5.10 Cyclists

3.5.11 Cycling has the potential to cater for many more trips and is considered a viable mode of travel for journeys less than five kilometres. Cycle use is considered a feasible means of transport over short to medium distances. It is influenced by many the same factors as walking but will also be influenced by route conditions, traffic levels and secure parking at destination.

3.5.12 The availability of traffic-free cycle routes that are direct and safe can have a positive effect on cycling levels. Currently, the provision of designated on or off road cycle routes in the vicinity of the site and surrounding area is generally good.

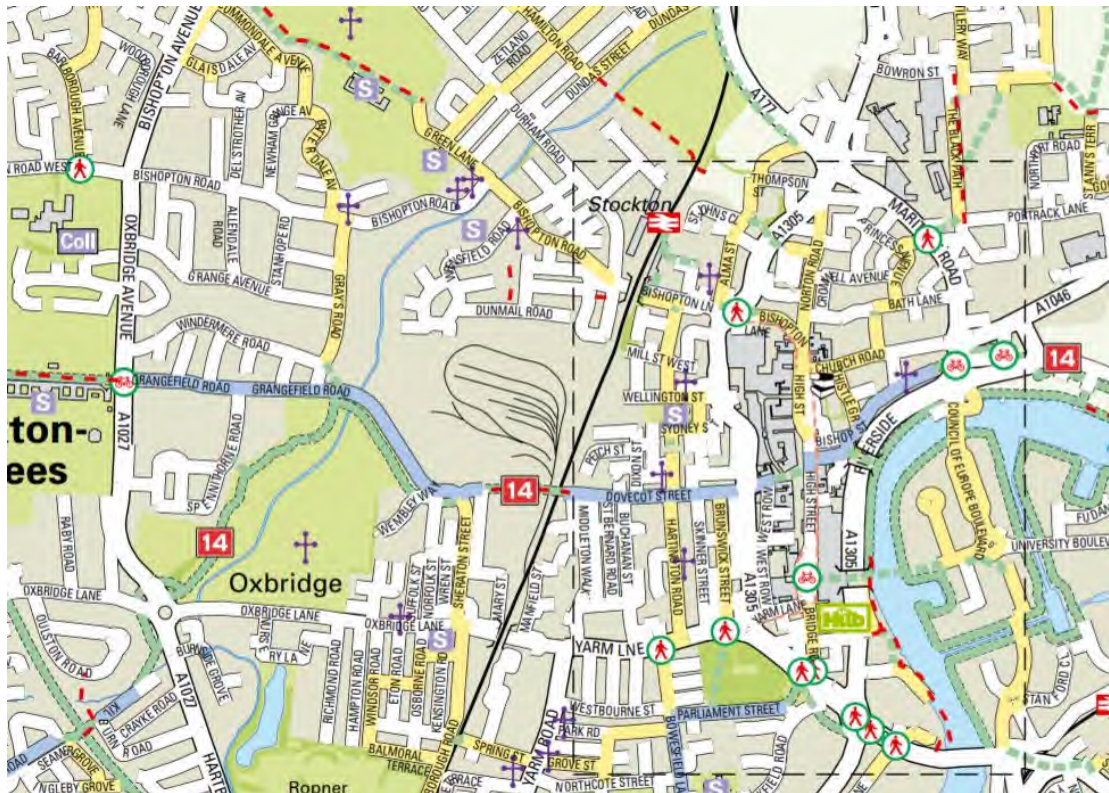
3.5.13 The development is located to greatly benefit from cycle provision. The exert from Stockton Borough Council’s Cycle Map (Figure 4) identifies that NCN14 will run through the middle of the development and connect to the town centre via the underpass. NCN14 will run along the north western boundary of the development and then connect to NCN1.

3.5.14 NCN Route 14 runs from Darlington, through Stockton, Hartlepool, Durham, and South Shields. NCN 1 runs towards Middlesbrough in the east and Sunderland in the North. A



number of local cycle routes, including advisory cycle routes exist within the vicinity of the development.

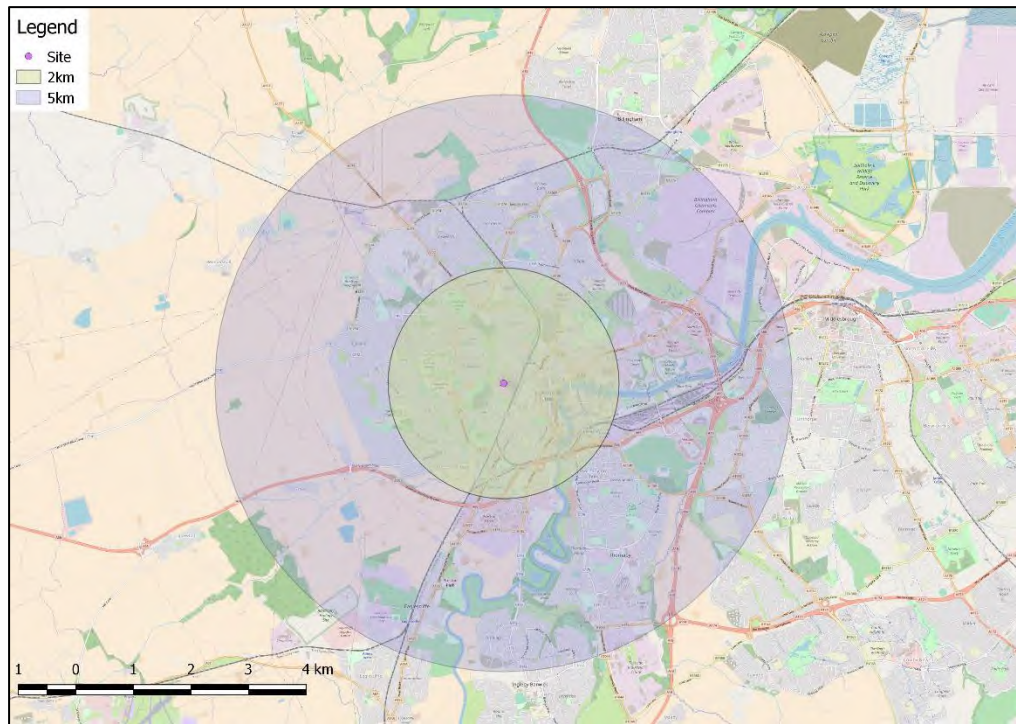
**Figure 4. Stockton Cycle Map**



- 3.5.15 The review of the sustainable transport provision is considered to demonstrate that the development is located in a very sustainable area in terms of its proximity to the town centre, access to public transport and walking and cycling routes.
- 3.5.16 There is no definitive national or local guidance for accessibility standards by bicycle for new developments. However, based on the acceptable and preferred maximum walk distances and the associated travel times, it is assumed that those travelling by bicycle would have similar travel time thresholds. As such, **Figure 5** has plotted 2km and 5km cycle isochrones from the proposed residential site.



**Figure 5. 2km and 5km cycle isochrones**



Source: GIS/OS Data

3.5.17 As can be seen, the whole of Stockton urban area is accessible within less than 20 minutes travel time by bicycle.

### **3.5.18 Public Transport**

3.5.19 The bus is generally considered a viable mode of travel over short and medium distances although some routes and services with limited stops can make longer distances viable.

3.5.20 The guidance document '*Guidelines for Planning for Public Transport in Developments*' (1999). advises that bus stops should be located within 400 metres of a development i.e. a five minute walk for ease of accessibility.

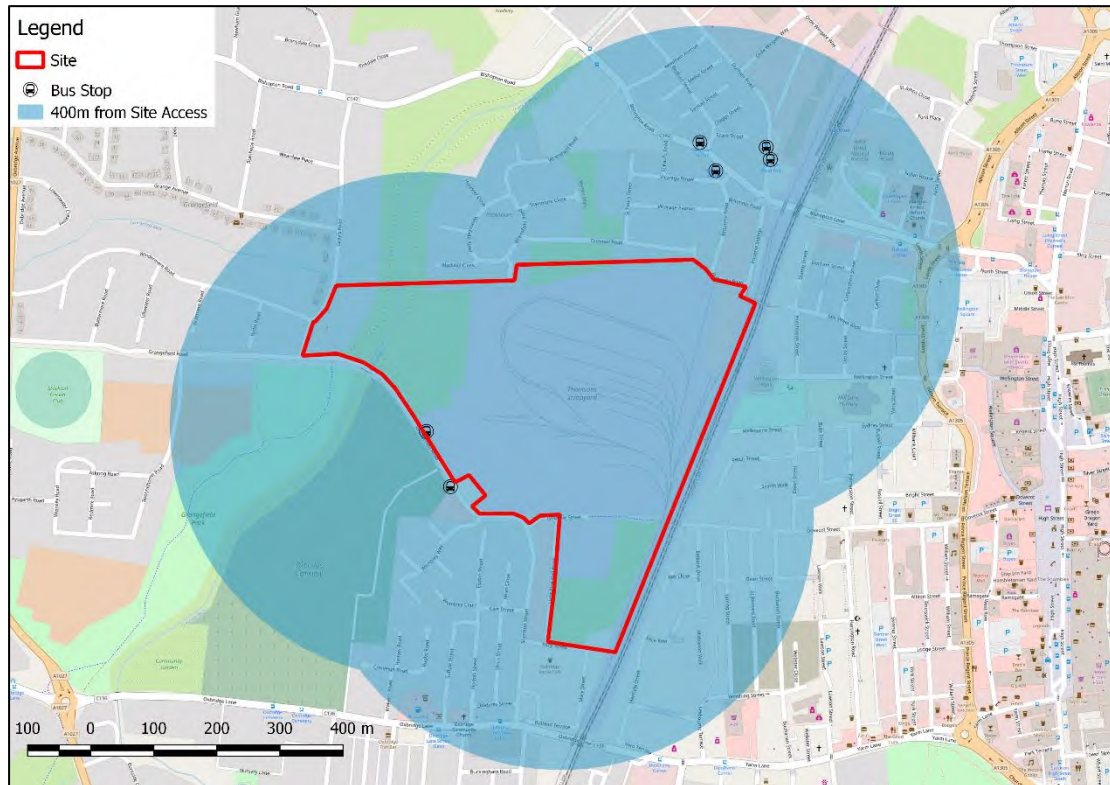
3.5.21 There is a pair of bus stops on Grange Road along the site frontage. The northbound bus stop is located opposite the ambulance station and provides services towards Newham Grange and Hardwick, the southbound bus stop is located adjacent to the site entrance and provides services to Middlesbrough, Stainton and Stockton. The stops have direct frontage access to the western boundary of the site.

3.5.22 Additional bus stops can be found on Bishopton Road, with the westbound stop providing services towards Hardwick and Stillington and the eastbound stop providing services towards Middlesbrough and Stockton. Another pair of bus stops are located on Durham Road, within 400m of the northern pedestrian access to the site. Services from the southbound stop are available to Ingleby Barwick, Thornaby, Stockton, Middlesbrough and Port Clarence, while services northbound from this stop are available to Peterlee, Hardwick, Newham Grange and Roseworth.

3.5.23 All bus stops are located within a 400m walk distance of the application site. This is in accordance with the best practice guidance provided in '*Guidelines for Planning for Public Transport in Developments*' (1999). This is illustrated in **Figure 6**.

**Figure 6. Bus Stop Locations**

Source: GIS/OS Data/Site Visit



3.5.24 The bus services operating via these stops is summarised in **Table 1**.

3.5.25 Overall, the site is considered well placed with regard to accessibility and sustainable travel options for bus travel. The bus stops on Grangefield Road and Bishopton Road are within the recommended walking threshold and therefore the proposed residential development can be considered accessible by bus transport.

3.5.26 Both bus stops on Grangefield Road consist of a bus stop flag with supporting timetable information. The westbound bus stop on Bishopton Road provides a sheltered waiting area for passengers, a bus stop flag, seating and timetable information. The eastbound bus stop has a bus stop flag and timetable information. Both bus stops on Durham Road provide sheltered waiting areas for passengers, a bus stop flag and timetable information.

**Table 1. Bus Services**

SERVICE / OPERATOR	ROUTE & KEY DESTINATIONS	DAY	FIRST SERVICE	HEADWAY (MINS)		LAST SERVICE
				Daytime	Evening (after 19:00)	
13A (Stagecoach North East)	Hemlington and Stainton – Middlesbrough – Portrack – Stockton – <b>Grangefield Road</b> – Salters Lane	Mon-Fri	07:30	60	No Service	17:50
		Sat	08:35	60	No Service	17:50
		Sun	No Service			
13 (Stagecoach North East)	Salters Lane – <b>Grangefield Road</b>	Mon-Fri	07:17	60	No Service	17:40

SERVICE / OPERATOR	ROUTE & KEY DESTINATIONS	DAY	FIRST SERVICE	HEADWAY (MINS)		LAST SERVICE
				Daytime	Evening (after 19:00)	
	– Stockton – Portrack – Middlesbrough – Hemlington and Stainton	Sat	08:30	60	No Service	17:40
		Sun	No Service			
6 (Stagecarriage)	Stockton – <b>Grangefield Road</b> – North Tees Hospital	Mon-Sat	10:02	60	No Service	15:02
		Sun	No Service			
	North Tees Hospital – <b>Grangefield Road</b> – Stockton	Mon – Sat	09:47	60	No Service	14:47
		Sun	No Service			
59 (Stagecoach North East)	Stockton – <b>Bishopton Road</b> – Elm Tree – North Tees Hospital – Summerville Tesco	Mon – Fri	06:44	15	60	23:23
		Sat	07:24	20	60	23:23
		Sun	10:13	60	60	23:23
	Summerville Tesco – North Tees Hospital – Elm Tree – <b>Bishopton Road</b> – Stockton	Mon – Fri	07:17	15	60	22:57
		Sat	07:45	20	60	22:57
		Sun	10:03	60	60	22:57
X8 (Stagecarriage)	Stillington – North Tees Hospital – <b>Bishopton Road</b> – Stockton – Teesside Park – Middlesbrough	Mon-Sat	08:18	60	No Service	18:23
		Sun	No Service			
	Middlesbrough – Teesside Park – Stockton – <b>Bishopton Road</b> – North Tees Hospital – Stillington	Mon - Sat	08:15	60	No Service	18:25
		Sun	No Service			
13A (Stagecoach North East)	Salters Lane – <b>Durham Road</b> – Stockton – Portrack – Middlesbrough – Hemlington and Stainton	Mon - Fri	07:55	60	No Service	18:15
		Sat	09:00	60	No Service	18:15
		Sun	No Service			
13 (Stagecoach North East)	Hemlington and Stainton – Middlesbrough – Portrack – Stockton – <b>Durham Road</b> – Salters Lane	Mon – Fri	07:50	60	No Service	18:15
		Sat	07:55	60	No Service	18:15

SERVICE / OPERATOR	ROUTE & KEY DESTINATIONS	DAY	FIRST SERVICE	HEADWAY (MINS)		LAST SERVICE
				Daytime	Evening (after 19:00)	
15 (Arriva North East)	North Tees Hospital – Roseworth – <b>Durham Road</b> – Stockton – Ingleby Barwick - Thornaby	Mon – Fri	06:25	7/8	30	23:35
		Sat	07:25	7/8	30	23:35
		Sun	09:49	30	30	23:35
	Thornaby – Ingleby Barwick – Stockton – <b>Durham Road</b> – Roseworth – North Tees Hospital	Mon - Fri	06:30	7/8	30	23:41
		Sat	08:04	7/8	30	23:41
		Sun	09:38	30	30	23:31
58 (Stagecoach North East)	Stockton – <b>Durham Road</b> – Hardwick – University Hospital of North Tees	Mon - Fri	06:17	10	30	23:35
		Sat	06:48	10	30	23:35
		Sun	09:45	30	30	22:58
	Hardwick - North Tees Hospital – <b>Durham Road</b> – Stockton	Mon – Fri	06:39	10	30	23:18
		Sat	07:10	10	30	23:18
		Sun	10:06	30	30	23:18
58A (Stagecoach North East)	Hardwick – North Tees Hospital – <b>Durham Road</b> – Stockton – Portrack – Port Clarence	Mon – Fri	06:57	30	No Service	07:27
		Sat – Sun	No Service			
X22 (Arriva North East)	Middlesbrough – Stockton – <b>Durham Road</b> – North Tees Hospital – Sedgfield – Trimdon – Wingate - Peterlee	Mon - Fri	06:56	60	No Service	17:26
		Sat	08:06	60	No Service	17:21
		Sun	No Service			

### 3.5.27 Train

3.5.28 Stockton rail station is located approximately 0.5km to the north east of the development site. The station is located on the Durham Coast Line. The preceding station is Billingham in the north and the following is Thornaby to the south.

3.5.29 Northern Rail manage the station and operate all services. There are hourly services to Hexham and Middlesbrough, with some services extending past Middlesbrough to Whitby or Saltburn. Additional services operate between Darlington and Hartlepool. From Middlesbrough, Darlington and Newcastle additional intercity services can be accessed.

- 3.5.30 Both platforms offer step free access to and from trains, and feature passenger waiting shelters, with customer information and help points, the station is unstaffed.
- 3.5.31 The station is served by buses that run along Bishopton Road and Durham Road. The station is also accessible by cycling or foot from the site within minutes.
- 3.5.32 Thornaby rail station is located approximately 2.3km south east of the development site, and is situated on the Tees Valley Line and Durham Coast Line. The preceding stations are Stockton on the Durham Coast Line to the north and Eaglescliffe on the Tees Valley Line to the west. The following is Middlesbrough to the west.
- 3.5.33 TransPennine Express manage the station and operate some of the services. There are hourly TransPennine Express services to Middlesbrough and Manchester Airport via York where additional intercity services can be accessed.
- 3.5.34 Northern Rail operate additional services from Thornaby with hourly northbound services along the Durham Coast line towards Hexham, and half hourly services to Darlington, with alternate services extending to Bishop Auckland. Eastbound there are three services per hour to Middlesbrough with extensions to Saltburn, Nunthorpe and Whitby.
- 3.5.35 Both platforms offer step free access to and from trains, and feature passenger waiting shelters, with customer information screens and a help point in the station car park and on platform 2. The station is staffed with a ticket office open during daytime hours.
- 3.5.36 The station is served by buses along Mandale Road and Station Street. The station is also accessible by cycling or foot from the site with an approximate 30 minute walk, and 10 minute cycle from the northern site access.

### **3.6 Summary**

- 3.6.1 On review of the information presented above, it is considered that the site location is very sustainable in terms of accessibility by alternative modes to the private car.
- 3.6.2 The proposed residential site is located within acceptable walk distances to the nearest bus stops, which provide regular services to the hospital, Stockton, Teesside Park and Middlesborough and further afield to County Durham.

## 4. DEVELOPMENT PROPOSALS

### 4.1 Introduction

- 4.1.1 This chapter outlines the development proposals for the site. It includes a description of the proposed land uses, access and servicing arrangements and a review of car and cycle parking provision.
- 4.1.2 The proposed development is an outline planning application for 600 dwellings with associated infrastructure.

### 4.2 Vehicular access

- 4.2.1 The proposal includes two points of access to serve the residential development.
- 4.2.2 The primary vehicular access will be from Grangefield Road and will be located at the site of the existing primary site access. The junction will take the form of a standard priority junction.
- 4.2.3 A secondary site access will be provided from Tynedale Street. This will include the extension of the existing road into the development site. The priority will change with Light Pipe Hall Road being controlled by a give way marking.
- 4.2.4 The proposed site access layout can be seen on **Drawing Ref: 18C59\_SA01** in **Appendix B**.
- 4.2.5 A further emergency access will be provided to the north east of the development accessed via Britannia Road. This access will be controlled by a lockable bollard to limit vehicular access to the emergency services only. This route will also act as a pedestrian/cycle route connecting to the bridge over the railway and towards the town centre.
- 4.2.6 The primary access point will be provided with footways internal to the development connecting to Grangefield Road. Footways will be provided adjacent to all carriageways throughout the development.
- 4.2.1 As part of the development it is proposed to construct a 3m wide shared footway / cycleway along the route of the existing NCN14 route from Tynedale Street via the existing underpass and towards the town centre. The pedestrian/cycle route will cross the southern spur of the development internal road network. This will be achieved by providing a raised table to slow vehicles down.
- 4.2.2 As outlined a further pedestrian/cycle route, incorporated into the design for an emergency access point, will be provided to the north east of the development connecting to the bridge over the railway and towards the town centre.
- 4.2.3 The road network internal to the development will be designed to encourage slow speeds.

### 4.3 Car and Cycle Parking

- 4.3.1 Owing to the outline nature of the residential planning application, details of car and cycle parking have not been confirmed. Details relating to the proposed level and types of parking will be confirmed as part of future submissions and will be in accordance with the parking standards at that time.



## **5. TRAVEL PLAN OBJECTIVES**

### **5.1 Introduction**

- 5.1.1 Any development needs to be in a location whereby other amenities are readily accessible to promote shared and linked trips. This section sets out the objectives associated with the implementation of this Travel Plan and how accessibility will be maximised for all users.
- 5.1.2 Objectives are the high-level aims of the Travel Plan; they give it a direction and provide a focus.
- 5.1.3 A Travel Plan is not a static document; rather it is constantly evolving to best suit the needs of the persons it is intended for, whilst reflecting changing local and national policy. Given the variable nature of a person's needs and the ongoing changes in government policies, the objectives set out in this document should be reviewed on a regular basis and amended where necessary to maximise the potential of the Travel Plan to influence travel behaviour.

### **5.2 Objectives**

- 5.2.1 This Framework Travel Plan intends to demonstrate a commitment to improving accessibility and reducing negative environmental impacts by encouraging alternative means of travel and promoting the health benefits of options such as cycling and walking.
- 5.2.2 The main objective of this Framework Travel Plan is to actively encourage the use of more sustainable modes of travel. To support this main objective, a number of supporting objectives are identified:
  - To improve awareness of transport issues and the impact of traffic on the local environment for residents;
  - To reduce the proportion of private car journeys to and from the site;
  - To increase the proportion of journeys to and from the site made by sustainable modes such as walking, cycling and public transport;
  - To raise awareness and increase the attractiveness of alternative modes of transport available to and from the development for residents and, in particular the benefits associated with walking and cycling for short journeys;
  - To provide residents with up-to-date travel information; and
  - To reduce the overall need for parking.
- 5.2.3 The following sections detail a package of measures which will be investigated by the developer to achieve the above objectives. This package of measures will be influential in developing quantitative targets for modal shift and qualitative goals for influencing changes in travel behaviour.

## 6. TRAVEL PLAN MEASURES

### 6.1 Introduction

- 6.1.1 This section outlines a range of measures which will be implemented to achieve the targets. The initiatives chosen are designed to reflect the site and are based on existing facilities for walking, cycling and public transport; ongoing Travel Planning best practice and also SYSTRA's previous experience of Travel Plans for similar sites.
- 6.1.2 The main aim of the measures included in this travel plan are to ensure that sufficient information and provision is available to ensure that residents are fully informed with regard to accessibility to the site.

### 6.2 Management Strategy

- 6.2.1 A programme for managing the implementation of the Travel Plan will be in place from the outset. The programme details specific responsibilities associated with the task of implementing, monitoring, reviewing and developing the Plan. A number of initiatives are proposed to assist in the management and on-going development of the Travel Plan.
- 6.2.2 To be successful, the Travel Plan requires the support of the management, whereby staff and funding can be allocated to ensure the Travel Plan Co-ordinator can fulfil their duties.
- 6.2.3 The Travel Plan Co-ordinator will manage the implementation of the Travel Plan. The Travel Plan Co-ordinator will operate and maintain the Travel Plan. In the first instance it is anticipated that the Travel Plan Co-ordinator will be a member of the on-site Sales and Marketing Team.
- 6.2.4 The roles and responsibilities of the Co-ordinator will include:
  - Promoting the travel plan;
  - Being the main point of contact for residents regarding the Travel Plan;
  - Providing advice and information for travel and transport-related topics to residents and sales staff;
  - Developing promotional marketing and awareness raising materials;
  - Liaising with interested parties including the local authority's Travel Plan officer and local public transport operators; and
  - Undertaking monitoring of the Travel Plan.
- 6.2.5 In addition, they will be responsible for answering queries by, and managing communications between, various stakeholders including local residents, prospective/ new residents, local schools and other public service providers, and Stockton Borough Council. The Travel Plan Co-ordinator will be responsible for recording and escalating sustainable transport issues as and when they arise.
- 6.2.6 The Travel Plan Co-ordinator will also continually investigate additional opportunities to develop the Travel Plan, including public transport discount fare schemes, cycle promotion schemes, and other events. The Travel Plan Co-ordinator will be responsible for updating the Travel Plan as appropriate based on new opportunities and input from stakeholders.
- 6.2.7 The developer remains responsible for delivering the Travel Plan through its initial implementation until three years post occupation. Following this initial period, the responsibility for managing and developing the Travel Plan will pass on to a residents steering group or an identified local resident.



- 6.2.8 When they are in post, the contact details of the Travel Plan Co-ordinator will be provided to Stockton Borough Council.
- 6.2.9 Funding of the Travel Plan Co-ordinator, and ensuring they have suitable ongoing administrative fund, is the responsibility of the developer. An annual fee will be identified for use by the Travel Plan Co-ordinator to promote the Travel Plan. This sum will be reviewed incrementally to assess its suitability.
- 6.2.10 The management of the plan will be governed by a resident's charter which outlines the aims and responsibilities of the group and clarifies accountability. The management process has been summarised in **Table 2**. This is in line with the Department for Transport document 'Making Residential Travel Plans Work: Guidelines for New Developments'.

**Table 2. Management of the Travel Plan**

PHASE	MANAGEMENT	ACTIVITY
Pre-Construction	This Travel Plan prepared by developer	Agreed appointment of Travel Plan Co-ordinator
Construction	Travel Plan Co-ordinator in post in advance of occupation	<ul style="list-style-type: none"> <li>- Liaising with and training of sales staff</li> <li>- Preparation of marketing materials</li> <li>- Ensuring TP measures are in place from outset</li> </ul>
Moving in Period	Travel Plan Co-ordinator in post	<ul style="list-style-type: none"> <li>- Publicity and launch of Travel Plan</li> <li>- Provision of personalised travel marketing</li> </ul>
Establishing Community	Establishment of residents group	<ul style="list-style-type: none"> <li>- Promotion of individual plan measures</li> <li>- Establish the residents group and prepare residents charter</li> <li>- Implementation, Monitoring and Revision of Travel Plan</li> </ul>
Established Community	Residents Group to take on formal responsibility for the plan	<ul style="list-style-type: none"> <li>- Transfer of duties from Co-ordinator to Residents Group</li> <li>- Implementation, Monitoring and Revision of Travel Plan</li> </ul>

- 1. A Travel Plan Co-ordinator will be appointed to implement and manage the Travel Plan.*
- 2. A Residents Group will be established to take ownership of the Travel Plan.*

- 6.2.11 The following Sub-Sections identify the measures to promote sustainable travel these are grouped into;

- Built Environment incentives;
- Welcome packs and information;
- Personalised Travel Planning;
- Promotional strategy;

- Cycling Measures;
- Vehicle Measures;
- Public Transport Measures; and
- Other Measures;

### 6.3 Built Environment Incentives

**Measure 1: Bike parking-** Each household will be provided with safe and easily accessible bike storage facilities proportionate to the size of the property.

**Measure 2: Layout-** The layout of the site will aim to reduce vehicle speed, and provide off-road walking and cycling routes within the development which, where possible, will follow expected desire lines and provide access to nearby existing footpath and road infrastructure.

**Measure 3: Lighting** - Adequate street lighting will be implemented along foot, cycle and roads.

**Measure 4: Way finders-** Footpaths and cycle routes within the development will be supported by way finders providing clear directions to nearby destinations.

**Measure 5: Supporting Home Working** - All households will be fitted with connections to broadband internet to facilitate home working which will reduce the number of car journeys generated by the site.

**Measure 6: New site access** – In addition to the primary vehicular site access, an additional emergency and pedestrian/cycle site access will be provided at the north-east section of the site to provide cyclists and pedestrians easy access to the train station and amenities to the north.

**Measure 7: New cycle and pedestrian infrastructure** – internal routes from the new site access on Tynedale Street to the railway underpass will be improved. The space will be opened out and tree lined, providing users with an enhanced environment more attractive to active travel. A 3m wide cycle path will be installed to facilitate cycle journeys from residential units to further connections to Stockton town centre and the National Cycle Network.

### 6.4 Welcome packs including information and incentives

**Measure 8: Welcome packs** - Each household will be supplied with a welcome pack when they move in to a property on the site. The welcome pack will include paper-based information on: local sustainable transport options, incentives to help them to travel sustainably, information on the residents webpages, and an invitation to participate in a Personalised Travel Plan (PTP) consultation.

**Measure 9: Incentives** - Incentives are useful to provide additional encouragement to residents to make sustainable travel choices. The Travel Plan Co-Ordinator will investigate if a programme is in place that will allow incentives to be offered to residents, either in their welcome packs, or during a PTP consultation. Programmes are often led by the local authority or other organisations promoting sustainable travel.

**Measure 10: Local information resources-** Participants will be offered a toolkit of existing paper-based resources in their welcome packs. If available, these will include:

cycle maps, bus timetables for all local bus services, and local walking maps showing the preferred routes to local facilities and areas of employment.

- 6.4.1 Upfront information on the location of local facilities and amenities along with information on how to access them using sustainable modes, can reduce the perceived 'need' for car journeys to access these destinations.

**Measure 11: Site-specific Information resources-** In addition to existing paper-based information, a new map will be developed which are site-specific, and show how to access nearby popular destinations using sustainable modes directly from the development. This will be simple resources centred on a map-based image, and will include information on cycle routes, cycle parking facilities, walking routes, and options by bus to nearby destinations including schools, and the town centre. This information will be provided to a household in their welcome packs.

## 6.5 Personalised Travel Planning

- 6.5.1 Personalised Travel Planning (PTP) is a one-to-one consultation between a resident and a trained Travel Adviser, most likely the Travel Plan co-ordinator during which the Travel Adviser assesses the travel needs of a household. After the PTP consultation, a household is issued a personalised package containing goals, travel challenges, offers and incentives to help them to travel sustainably.

**Measure 12: PTP -** Residents will be invited to partake in a Personalised Travel Planning (PTP) consultation in their welcome packs, during their first year of occupancy.

- 6.5.2 The schemes, incentives, and information offered during PTP consultations are outlined throughout this section.

## 6.6 Promotional strategy

- 6.6.1 In addition to the PTP consultation, information on available schemes will be disseminated via other available communication platforms.
- 6.6.2 Information can disseminated directly by the Travel Plan Co-ordinator from direct and indirect communication with residents, and via the local Steering Group.
- 6.6.3 A residents website (anticipated to be as part of the sales website) and e-newsletter will also be developed as a communication platform to residents about the scheme (see below). These 'other' communication platforms will be the primary communication channels used in the years following a PTP consultation.

**Measure 13: Residents website -** Wherever possible, all paper-based resources will be held electronically online in a private group specifically for residents, which could be accessed via the Developers website or otherwise. The website will also be used by the site Travel Plan Co-ordinator to gather feedback from residents.

**Measure 14: Residents e-newsletter -** All residents will be automatically signed up to the residents e-newsletter which will be sent to an assigned email account on a quarterly basis. These will be used to summarise upcoming activity, to celebrate case studies of residents travelling sustainably, and to raise awareness of the site Travel Plan.

## 6.7 Other measures

- 6.7.1 Extra measures to encourage bike use will be explored further by the Travel Plan Co-ordinator. This includes:

**Measure 15: Free bike health check vouchers** – TPC will investigate the potential for a bike health check-up session. This would be operated in spring in the first year of occupancy during a PTP consultation. Subject to agreement with the mechanics, vouchers will be valid with a local bike shop/ local bike shops.

**Measure 16: Group cycle training** - TPC will investigate the potential for a group bike training session to which all local residents will be invited to attend. These sessions could include the opportunity to try-out bikes or get advice on child seats subject to discussion with a suitable provider e.g. local bike shops..

- 6.7.2 For some journeys and for some residents, the car may be the only viable option for a journey. Lift sharing can reduce the number of vehicles on the road.

**Measure 17: Lift share database** - Residents will be encouraged to sign up to a new, area-specific car sharing database or an national car sharing database such as [www.liftshare.com](http://www.liftshare.com) during PTP consultation and through other communication channels. The co-ordinator will liaise with other travel plan co-ordinators e.g. for nearby developments, to promote the scheme in the wider area.

- 6.7.3 In addition to schemes, incentives, and information offered through PTP activities, additional measures will help support active travel in the wider community and in the long term. Specifically:

**Measure 18: Establishing community groups** - A community forum will be held to identify what schemes there could be demand for in the community. Following this, practical support will be given to the community to help them set up and run these schemes. Potential schemes include social walking/ cycling groups, a walk to school group, and social weekend activities.

## 7. TRAVEL PLAN TARGETS

### 7.1 Introduction

7.1.1 The travel needs of future residents is currently unknown therefore it is difficult at this stage to set binding mode share targets and timescales for the implementation of measures, as a number of variables exist which may significantly influence the uptake of sustainable modes at the site. These factors include:

- The implementation of Travel Plan measures, as agreed with the Council;
- The known travel behaviour and travel patterns of residents once the site is developed;
- Any planned improvements to sustainable transport infrastructure provision.

7.1.2 It is however important to ensure that the Travel Plan provides some initial mode share targets (based on the local Census area statistics) that are both realistic and achievable based on the measures outlined in this Plan.

7.1.3 Two types of target are proposed for this Travel Plan – quantitative mode share targets, which are set at the mode-split will be set once baseline travel survey data has been collected, and qualitative goals, which have been determined below.

### 7.2 Quantitative Targets

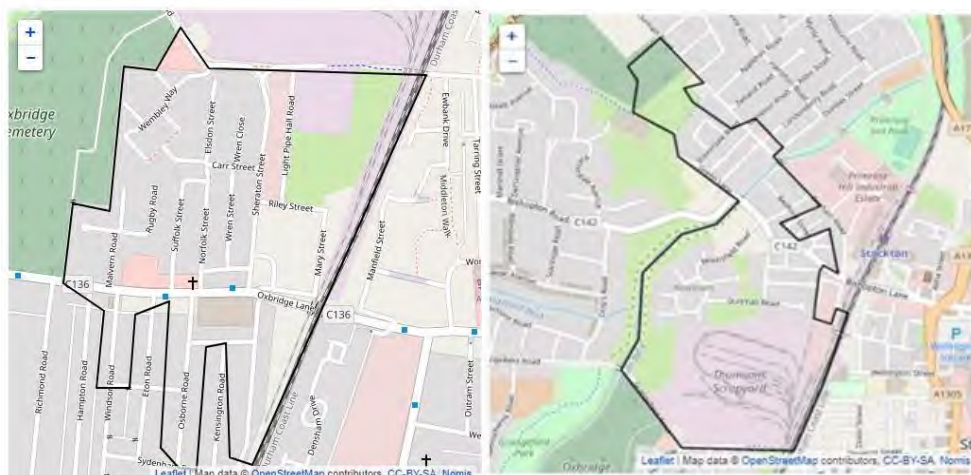
7.2.1 The primary purpose of the Travel Plan is to minimise the traffic impact of the development, through promoting and incentivising sustainable modes. The Travel Plan will aim to maximise the number of residents who regularly use alternative modes to the private car.

7.2.2 To quantify the aims and outcomes of the Travel Plan initiatives, initial objectives and targets have been formulated from the outset. Objectives centre on a requirement to increase the use of alternative modes of transport, and support the development of ongoing sustainable travel practices at the site.

### 7.3 Mode-Split targets

7.3.1 Targets for mode-splits have been set using 2011 Census dataset Method of Travel to Work for the for E33001621 and E33001647 areas. These areas incorporate the site and existing residential developments surrounding the site. **Figure 7** shows the extent of E33001621 and E33001647. **Table 3** presents the local travel mode split and calculates the average of this across both areas.

**Figure 7. E33001621 and E33001647 Boundary (Nomis)**



**Table 3. J2W Modal Split**

METHOD OF TRAVEL TO WORK	%
Underground, metro, light rail or tram	0%
Train	0%
Bus, minibus or coach	7%
Taxi	1%
Motorcycle, scooter or moped	1%
Driving a car or van	68%
Passenger in a car or van	6%
Bicycle	2%
On foot	14%
Other method of travel to work	1%

- 7.3.2 **Table 3** shows that a total of approximately 30% of trips to work are by sustainable modes of travel, with a high proportion of walking trips at 14% of all travel to work trips.
- 7.3.3 **Table 4** presents the current local travel mode split and provides a breakdown of the targeted modal shift away from single occupancy car driver trips to more sustainable modes over the five year period.

**Table 4. Journey to Work Census Data and 3 Year Targets**

METHOD OF TRAVEL TO WORK	BASELINE PROPORTION BASED ON CENSUS %	YEAR 1 %	YEAR 2 %	YEAR 3 %
Underground, metro, light rail or tram	0%	0%	0%	0%
Train	0%	0.5%	1%	1%
Bus, minibus or coach	7%	7%	7%	7%
Taxi	1%	1%	1%	1%
Motorcycle, scooter or moped	1%	1%	1%	1%
Driving a car or van	68%	66%	64%	63%
Passenger in a car or van	6%	6.5%	7%	7.5%
Bicycle	2%	2.5%	3%	3.0%
On foot	14%	14.5%	15%	15.5%
Other method of travel to work	1%	1%	1%	1%

7.3.4 Prior to the collection of any baseline travel data specific to the development, an indicative target has been provided based on Census data. Rather than propose unrealistic and unattainable targets, those identified reflect the site location and consider realistically the extent to which the measures outlined will be likely to influence travel behaviour. Once baseline data is available following occupation, targets can be reviewed and amended as appropriate.

7.3.5 Using the currently available Census data, alongside the measures identified within this Travel Plan and the guidance provided by the DfT, the modal shift targets identified in **Table 3** are potentially achievable. However, data collected during the initial travel questionnaire, conducted 6 months after first site occupancy or after 50 dwellings are occupied, will supersede the baseline census data above, and the targets will need adjusting appropriately. However broadly, mode split targets aim to reduce the proportion of journeys made by car drivers by 6% over a three year period, with uptake of more sustainable modes of travel to replace the reduction.

## 7.4 Travel Plan Awareness Targets

7.4.1 Awareness of the Travel Plan will be promoted will be measured through the travel survey.

7.4.2 The target set for Travel Plan awareness is 60% and will be assessed through the annual household travel questionnaire.

## **7.5 Updating Travel Plan Targets**

- 7.5.1 The targets outlined above provide measureable and achievable targets based on available data on the proposed development, and information on the local area, travel patterns, and transport provision.
- 7.5.2 However, the precise format of some measures will be determined by factors which are currently unknown, such as the success of engagement with transport providers, mechanics, and local stakeholders. Furthermore, more data will be collected on travel patterns during the traffic survey and questionnaires which is site-specific. These factors will help define more precise targets for individual measures, and may effect some of the targets which have already been set.
- 7.5.3 The Travel Plan Co-ordinator will review the Travel Plan on an ongoing basis and submit suggested updates or new measures/ target to Stockton Borough Council, based on their ongoing monitoring of the plan and outcomes of stakeholder engagement activities. By doing so, the Travel Plan will be continually improved and the risk of not meeting targets will be reduced.
- 7.5.4 If Travel Plan targets are not met at the yearly review, the Travel Plan Co-ordinator will conduct an investigation on what the causative factors were, proportionate to size of the shortfall. Are residents not interested in the measures being offered? Were activities delivered to a high enough standard? Are there other barriers to sustainable travel which the Travel Plan does not yet address?
- 7.5.5 If it is felt that measures and activities that are currently being provided are not sufficient to address the needs of the residents, then a series of amended measures to mitigate for the shortfall will then be discussed and agreed upon with the Council and a new set of targets set.



## **8. MONITORING AND REVIEW**

### **8.1 Introduction**

- 8.1.1 This section of the report details a strategy for monitoring and reviewing the progress of the Travel Plan with respect to the quantitative mode share targets, the qualitative goals and the overarching aims and objectives.
- 8.1.2 A comprehensive strategy for monitoring and review is essential to evaluate the success of the Plan and when the implementation of the Travel Plan is secured by way of a planning condition, monitoring will also demonstrate the fulfilment of the developer's obligations under the planning consent.
- 8.1.3 Monitoring and review will be the responsibility of the Travel Plan Co-ordinator. The remainder of this section details the monitoring mechanisms available as part of the Travel Plan.

### **8.2 Monitoring**

- 8.2.1 Travel Plan outcomes will be monitored using:

- Travel Survey completed by residents annually;
- Recorded uptake of travel plan offers, information, and incentives; and
- Recorded activity on the residents website.

#### **Travel Survey**

- 8.2.2 A travel survey will be undertaken in year one with follow up surveys occurring every year for three years after the development is fully built out. From this, the Travel Plan Co-ordinator will provide updated modal shift information for comparison with the data obtained from the baseline and any subsequent travel surveys. This will enable an assessment of travel patterns against the identified targets.
- 8.2.3 The Travel Plan Coordinator will provide a copy of the travel survey to the Council for comment prior to distribution to residents.
- 8.2.4 The Travel Plan Coordinator will distribute the travel surveys to residents in a variety of forms to ensure the maximum possible response rate.

#### **Uptake of travel plan offers**

- 8.2.5 Measures concerned with the built environment will form part of the build-phase. The Travel Plan Co-ordinator will keep a record at site completion of the extent to which these measures were successfully delivered.
- 8.2.6 An ongoing log will be kept by the Travel Plan co-ordinator on the uptake of schemes associated with Travel Plan. An agreed mechanism and frequency with which to provide this data will be agreed between the Travel plan co-ordinator and the activity provider, or other stakeholder, before the scheme starts.
- 8.2.7 Following a PTP consultation, the Travel Plan Co-ordinator will make follow-up contact with a participating household (with their permission) to get feedback on which incentives, information, and offers were particularly helpful with the aim to improve future Travel Plan activities.

### **Residents webpage**

- 8.2.8 The number of visits to the resident's webpages will be recorded by the web developer (or other relevant party), as well as the number of residents signed up to the resident's e-newsletter. This data should be supplied at an agreed frequency with the Travel Plan Co-ordinator.

### **Monitoring Report**

- 8.2.9 Analysis of the data obtained from the above monitoring sources will form part of an Monitoring Report. This will be produced by the Travel Plan Co-ordinator annually for 3 years following completion of the development and will be issued to the Council for review within two months of the aforementioned surveys beings undertaken.

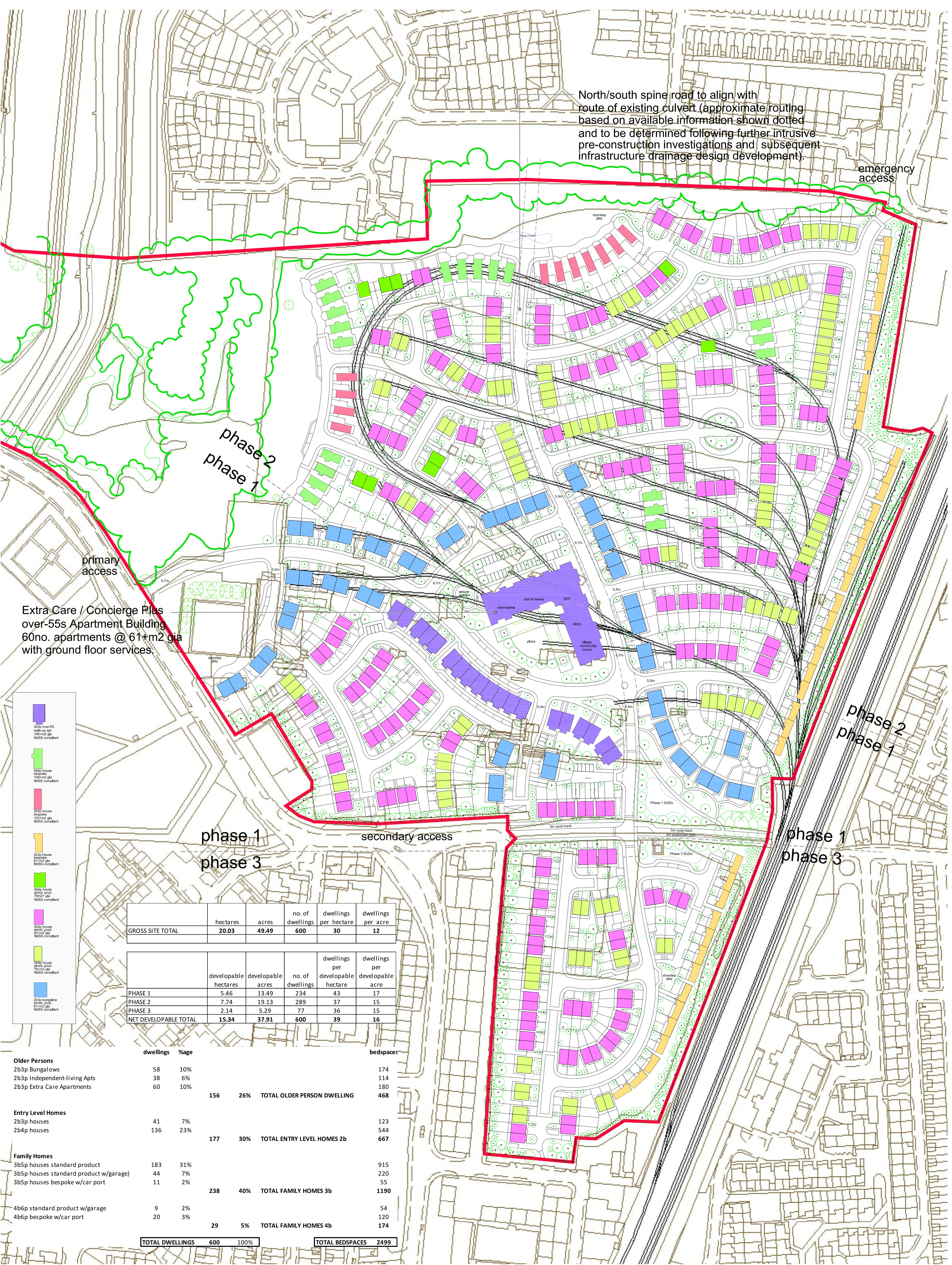
## **8.3 Summary**

- 8.3.1 This monitoring process will ensure that the Travel Plan remains a fluid and evolving document, reflecting the travel habits of the residents whilst committing to realistic and relevant measures that will most successfully influence travel behaviour.

## APPENDICES

## **Appendix A – Site Layout**





North/south spine road to align with route of existing culvert (approximate routing based on available information shown dotted and to be determined following further intrusive pre-construction investigations and subsequent infrastructure drainage design development).

emergency access

phase 2  
phase 1

primary access

Extra Care / Concierge Plus over-55s Apartment Building  
60no. apartments @ 61+m2 gfa with ground floor services.

2b3p over-55s  
apartment unit  
108+m2 gfa  
NHS compliant

4b6p house  
bespoke  
108+m2 gfa  
NHS compliant

3b5p house  
bespoke  
102+m2 gfa  
NHS compliant

2b3p house  
bespoke  
81+m2 gfa  
NHS compliant

4b6p house  
standard product  
74+m2 gfa  
NHS compliant

3b5p house  
standard product  
92+m2 gfa  
NHS compliant

2b3p house  
standard product  
74+m2 gfa  
NHS compliant

2b3p bungalow  
standard product  
61+m2 gfa  
NHS compliant

	hectares	acres	no. of dwellings	dwellings per hectare	dwellings per acre
GROSS SITE TOTAL	20.03	49.49	600	30	12

	developable hectares	developable acres	no. of dwellings	dwellings per developable hectare	dwellings per developable acre
PHASE 1	5.46	13.49	234	43	17
PHASE 2	7.74	19.13	289	37	15
PHASE 3	2.14	5.29	77	36	15
NET DEVELOPABLE TOTAL	15.34	37.91	600	39	16

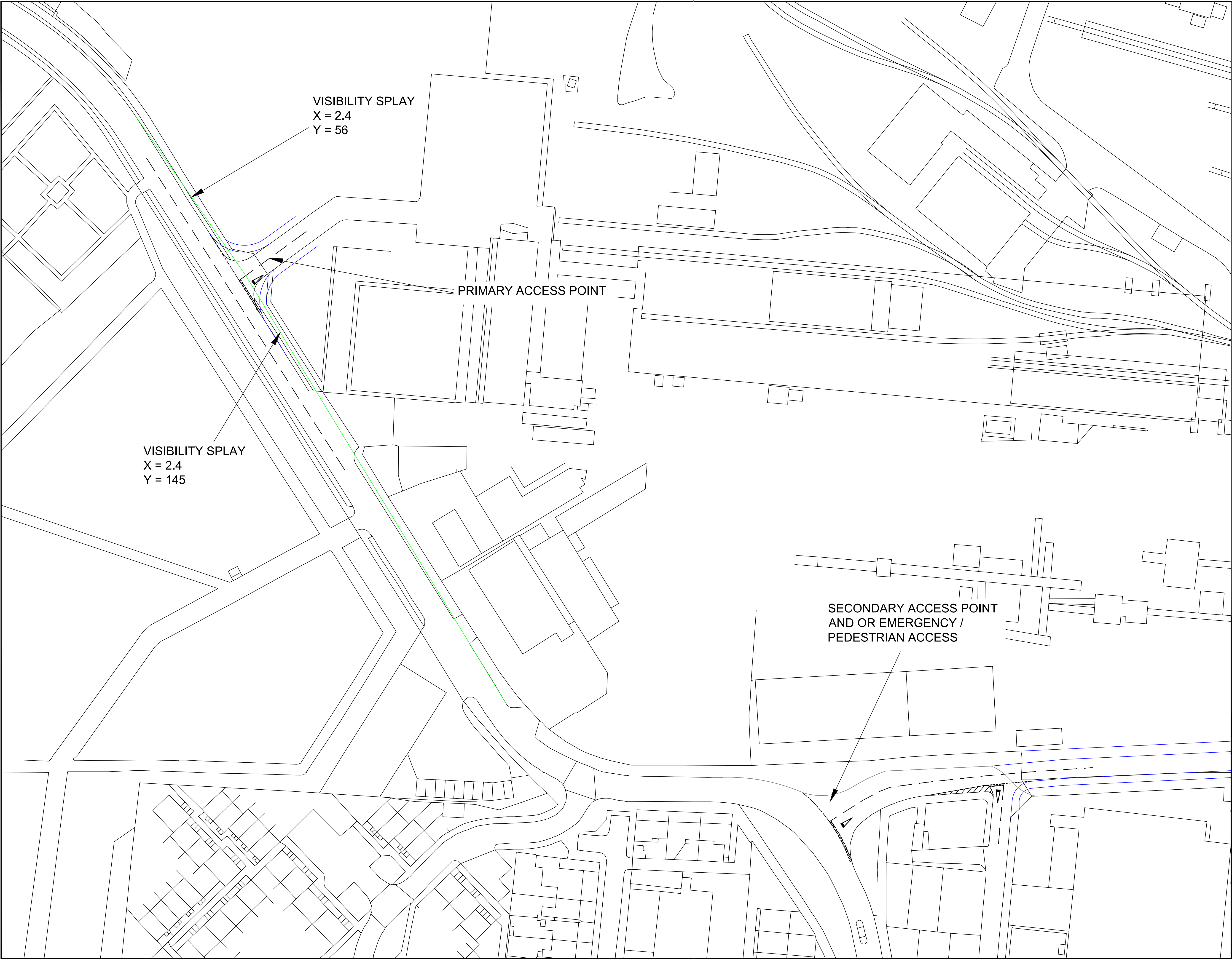
	dwellings	%age		bedspaces
Older Persons				
2b3p Bungalows	58	10%		174
2b3p Independent-living Apts	38	6%		114
2b3p Extra Care Apartments	60	10%		180
	156	26%	TOTAL OLDER PERSON DWELLING	468
Entry Level Homes				
2b3p houses	41	7%		123
2b4p houses	136	23%		544
	177	30%	TOTAL ENTRY LEVEL HOMES 2b	667
Family Homes				
3b5p houses standard product	183	31%		915
3b5p houses standard product w/garage	44	7%		220
3b5p houses bespoke w/car port	11	2%		55
	238	40%	TOTAL FAMILY HOMES 3b	1190
4b6p standard product w/garage	9	2%		54
4b6p bespoke w/car port	20	3%		120
	29	5%	TOTAL FAMILY HOMES 4b	174

TOTAL DWELLINGS 600 100%

TOTAL BEDSPACES 2499




## **Appendix B – Site Access**



- NOTES**
1. Do not scale from this drawing.
  2. This drawing is based on OS Mastermap Topographical layer.
  3. All dimensions in metres unless otherwise stated.
  4. This drawing is for planning purposes only.

- KEY**
- Proposed Kerbline
  - Road Markings
  - Visibility Splay

Rev.	Date	Revision details	Drawn	Checked	Approved
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Project					
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Title					
SITE ACCESS					
Drawn	JP	Checked	JQ	Approved	SP
Original dwg. size	A1	Date	19.06.18	Scale	1:500
Drawing Status	INFORMATION		Drawing Number	18C59_SA01	Rev.
					-

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