



BETTER SOLUTIONS, INTELLIGENTLY ENGINEERED

TRANSPORT & INFRASTRUCTURE PLANNING

Avant Homes Ltd
Moorthorpe Gate, Owlthorpe
Sheffield
Travel Plan

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CONTENTS PAGE

| | | |
|-----|-----------------------------|----|
| 1.0 | INTRODUCTION..... | 4 |
| 2.0 | EXISTING CONDITIONS | 6 |
| 3.0 | DEVELOPMENT PROPOSALS | 12 |
| 4.0 | AIMS & TARGETS | 14 |
| 5.0 | MEASURES & INCENTIVES | 16 |
| 6.0 | MONITORING AND REVIEW | 21 |

LIST OF FIGURES

| | |
|--|----|
| Figure 1: Site Location Plan..... | 6 |
| Figure 2: Walking Isochrones | 7 |
| Figure 3: Public Rights of Way Map | 8 |
| Figure 4: Cycling Isochrones..... | 9 |
| Figure 5: Map of Cycle Routes..... | 10 |

LIST OF TABLES

| | |
|---|----|
| Table 1: Bus Services Summary..... | 11 |
| Table 2: Tram Services to/from Donetsk Way | 11 |
| Table 3: SCC Residential Parking Standards..... | 13 |
| Table 4: Maximum Car Parking Calculations | 13 |
| Table 5: Proposed Mode Share Targets | 14 |
| Table 6: Initial Mode Share Targets | 15 |
| Table 7: Multi-modal Trip Generation with Mode Share Targets..... | 15 |
| Table 8: Travel Plan Monitoring Surveys..... | 21 |

APPENDICES

| | |
|------------|-----------------------------------|
| Appendix A | Proposed Site Layout Plan |
| Appendix B | Residential Travel Survey Example |

1.0 INTRODUCTION

Introduction

- 1.1 BWB Consulting Ltd (BWB) has been appointed by Avant Homes Ltd (the 'Applicant') to prepare this Travel Plan (TP) to support a full planning application for a residential development on land adjacent to Moorthorpe Gate in Owlthorpe, Sheffield (the 'Site').
- 1.2 The proposed development comprises 74 residential dwellings (C3) on vacant land adjacent to Moorthorpe Gate in Owlthorpe. The proposed site layout plan is included in **Appendix A** for reference.
- 1.3 A Transport Assessment (TA) report has been prepared as a separate document to support the planning application. In summary, the TA details the traffic impact of the proposed development in terms of highway safety and capacity on agreed study area junctions.
- 1.4 This TP should be read in conjunction with the TA in terms of promoting sustainable travel and accessibility to pedestrian, cycling and public transport infrastructure for future residents.
- 1.5 The local planning and highways authority is Sheffield County Council (SCC), a unitary authority.
- 1.6 The Site is referenced as 'Housing Site E' in the Council's '*Housing Sites (C,D,E), Moorthorpe Way, Owlthorpe: Planning Design Brief*' published in July 2014. Paragraph 5.2.10 of the Brief states that 'applications for residential development exceeding 80 dwellings require a Transport Assessment and a Travel Plan.'

Definition of a Travel Plan

- 1.7 The National Guidance on Travel Planning and Decision-taking¹ states that a Travel Plan is "*a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action, and is articulated in a document that is regularly reviewed*".
- 1.8 A TP involves the development of agreed targets and outcomes which are linked to an appropriate package of measures aimed at reducing the need to travel, encouraging more sustainable travel, and reducing single occupancy car use, for all trips to and from the development.
- 1.9 This TP contains a set of recommendations for the necessary aims, objectives, targets and measures to reduce the number of single occupancy car trips generated by the proposed development and increase the number of pedestrian, cycle and public transport trips. It also includes proposed methods for implementing and monitoring travel patterns, and updating the Travel Planning report over a five year period.
- 1.10 Once operational, the TP would deliver the following:
 - Partnership approach to influence the travel behaviour of future residents to and from the site;

¹ The National Guidance on Travel Plans, Transport Assessment & Transport Statements in Decision-taking, Planning Practice Guidance, March 2014

- Safe and viable alternatives to single occupancy car travel to the site and to work;
- Fewer vehicle trips and a reduction in overall vehicle mileage;
- Inform future residents of the social, environmental and economic costs of their travel choices, and;
- Improved accessibility for all.

Report Structure

1.11 Following this introductory section the TP is structured as follows:

- **Section 2: Existing Conditions** – describes the local highway network, sustainable infrastructure and review of existing road safety and traffic conditions;
- **Section 3: Development Proposals** – provides details of the proposed development and access arrangements, including review of parking provision and site servicing;
- **Section 4: Aims and Targets** – Details the initial targets of the TP to achieve relevant the overarching aim of promoting sustainable travel;
- **Section 5: Measures and Incentives** – Describes the measures and incentives that would be implemented at the site in order to achieve the targets; including the TPC commitments and responsibilities; and
- **Section 6: Monitoring and Review** – Detail methods to monitor and review the TP, together with remedial actions.

2.0 EXISTING CONDITIONS

Site Location

- 2.1 The proposed development site is located to the southeast of Sheffield in Owlthorpe, circa 8km southeast of Sheffield City Centre. **Figure 1** shows the location of the proposed development site and the local highway network.

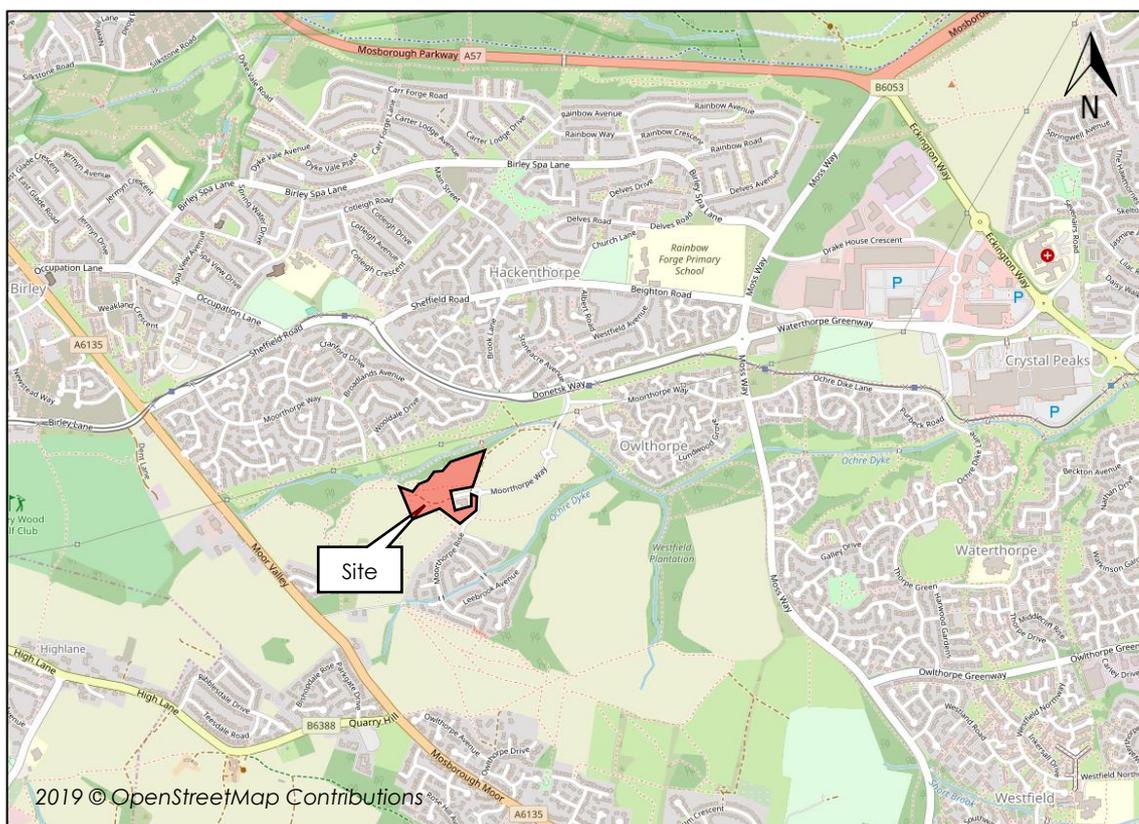


Figure 1: Site Location Plan

Existing Use

- 2.2 The existing site is currently undeveloped, except for the existing medical centre which is to be retained and is outside the redline boundary of the site.

Surrounding Highway Network

- 2.3 Moorthorpe Gate is a single carriageway road running between Donetsky Way to the north and Moorthorpe Rise to the southwest. It is between 6.5 and 7.0 metres wide along the site frontage as is subject to a 30 mph speed limit throughout. Footways are currently provided on both sides of the carriageway for the entire stretch of the road.
- 2.4 Donetsky Way is a single carriageway running from Sheffield Road to the west and the Donetsky Roundabout to the east. The road is mainly subject to a 30 mph speed limit, however this changes to a 40 mph speed limit 300m west of the Donetsky Roundabout. A tram line runs to the south of the road up until 200m west of the junction with Moorthorpe Gate, where the tram merges with and runs on the carriageway. There is a footway on the northern side of the road when the road is subjected to a 30mph speed limit, but no footways when the road becomes a 40mph speed limit. The section

of road in the vicinity of the Donetsk Way tram stop has footways on both sides of the carriageway.

- 2.5 Moss Way is a single carriageway road that runs from the A57 to the north and Station Road to the south. The road is subject to a 40mph speed limit. Between the A57 and Birley Spa Lane there are no footways on the road, however to the south of Birley Spa Lane, in the built-up area, there are footways present on at least one side of the carriageway throughout.

Sustainable Travel Accessibility

Pedestrian Accessibility

- 2.6 The Chartered Institution of Highways and Transportation (CIHT) publication 'Guidelines for Providing for Journeys on Foot' (2000) describes what are considered acceptable walking distances for pedestrians without mobility impairment.
- 2.7 The guidance suggests that for commuting, school, and sight-seeing, up to 500m is the desirable walking distance, up to 1.0 km is an acceptable walking distance, and 2.0 km is the preferred maximum walking distance.
- 2.8 For bus stops in residential areas, 400m has traditionally been regarded as the maximum recommended walking distance. For train stations however, people are willing to walk up to 800m.
- 2.9 **Figure 2** shows 0.5 km, 1 km and 2 km walking isochrones from the site.

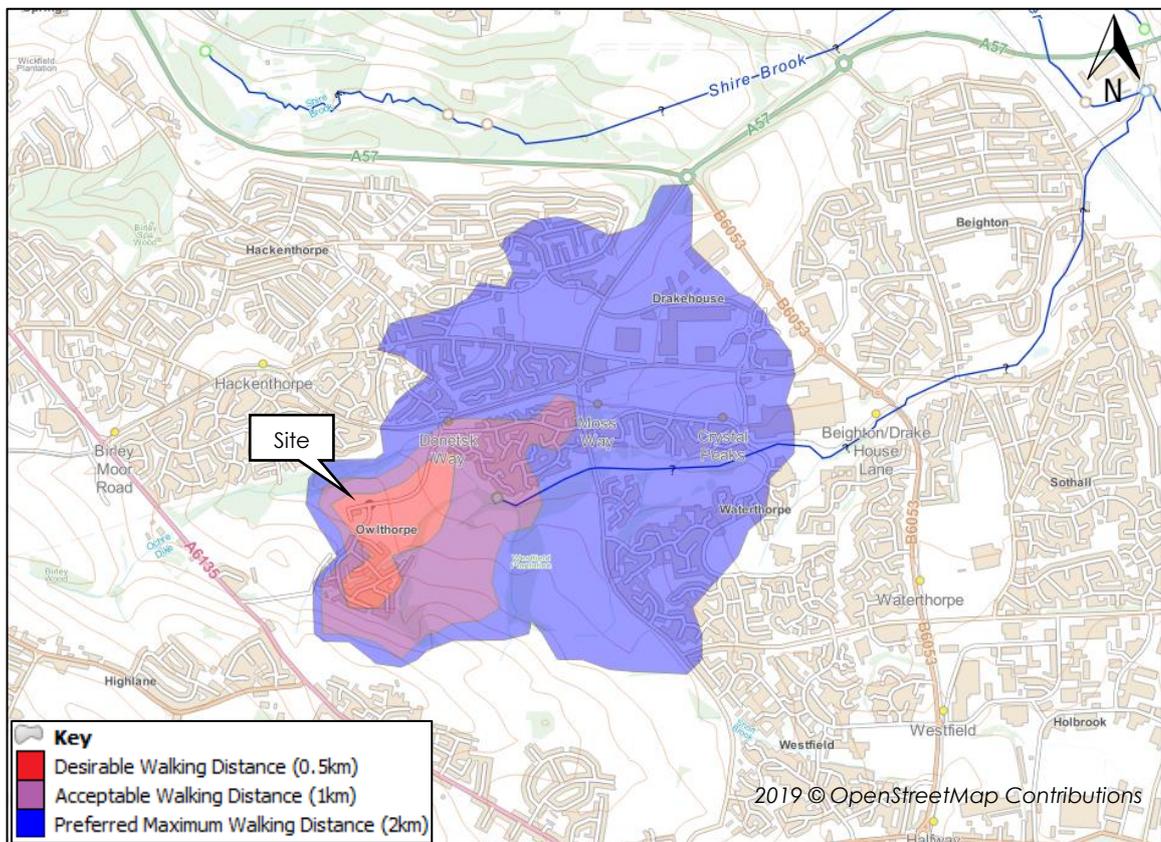


Figure 2: Walking Isochrones

2.10 A number of key local amenities are therefore located within 2.0 km walking distance, including:

- Owlthorpe Surgery – within the site boundary.
- Rainbow Forge Primary Academy – 1000m from the site.
- ASDA Sheffield Drakehouse Superstore – 1300m from the site.
- St John Fisher Catholic Primary School – 1400m from the site.
- Birley Spa Primary Academy – 1700m from the site.
- Crystal Peaks Shopping Mall and Retail Park – 1900m from the site.

2.11 In terms of Public Rights of Ways (PROW), footpaths are accessible to the site from Donetsk Way to the north, Moorthorpe Way to the west and Moor Valley to the south.

2.12 **Figure 3** below shows the PROW in proximity of the site. The red lines in **Figure 3** indicate paved footpaths and the pink lines indicate bridleways that are suitable for cycling. The dashed lines are informal, unpaved footpaths.

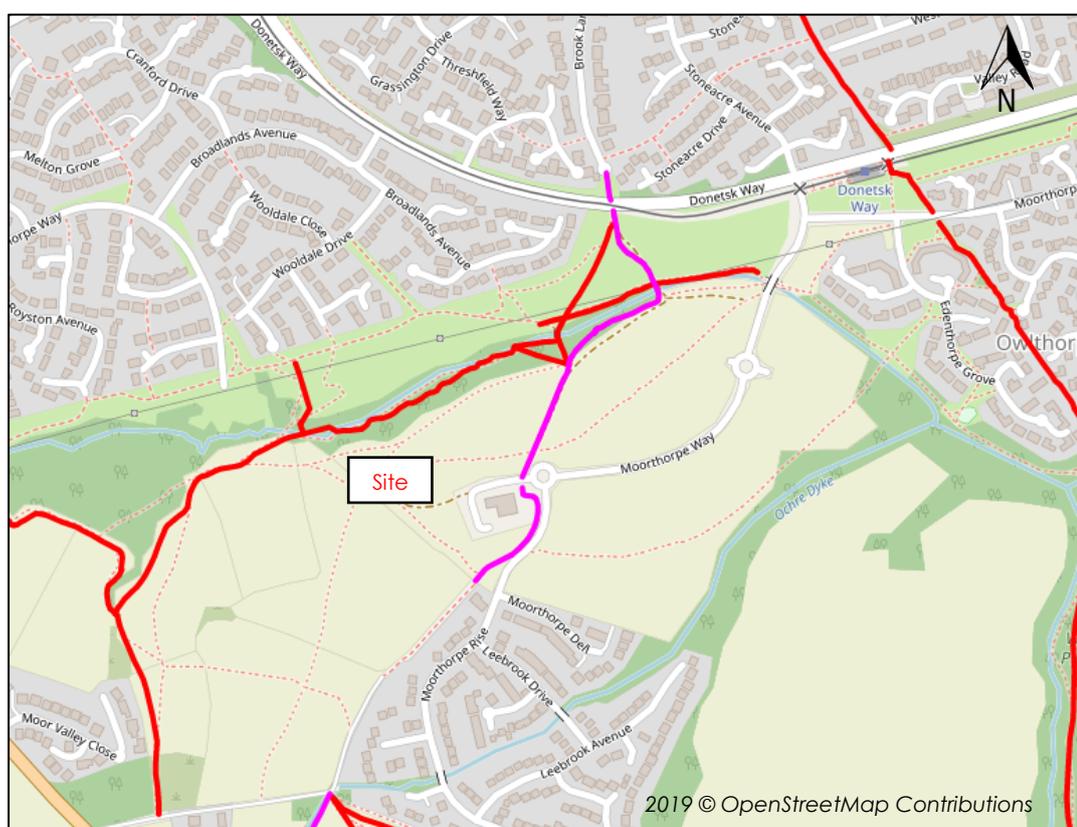


Figure 3: Public Rights of Way Map

Cycling Accessibility

2.13 Local Transport Note 2/08- Cycle Infrastructure design (DfT, October 2008) states that 'many cycle journeys are under three miles (5km), although for commuter journeys, a trip distance of five miles (8km) or more is not uncommon'. **Figure 4** shows a 5km catchment area centred on the site.

2.14 DfT's Local Transport Note (LTN) 1/04 suggest that there are limits to the distances generally considered acceptable for cycling. The mean average length for cycling is 4km (2.4 miles), although journeys of up to three times this distance are not uncommon for regular commuters.

2.15 It is widely considered that cycling has the potential to substitute for short car trips, particularly those under 5km, and form part of a longer journey by public transport. Cycling is therefore an important journey to work mode that has the potential to perform a more significant role.

2.16 **Figure 4** shows 1 km, 2.5 km and 5 km isochrones from the site.

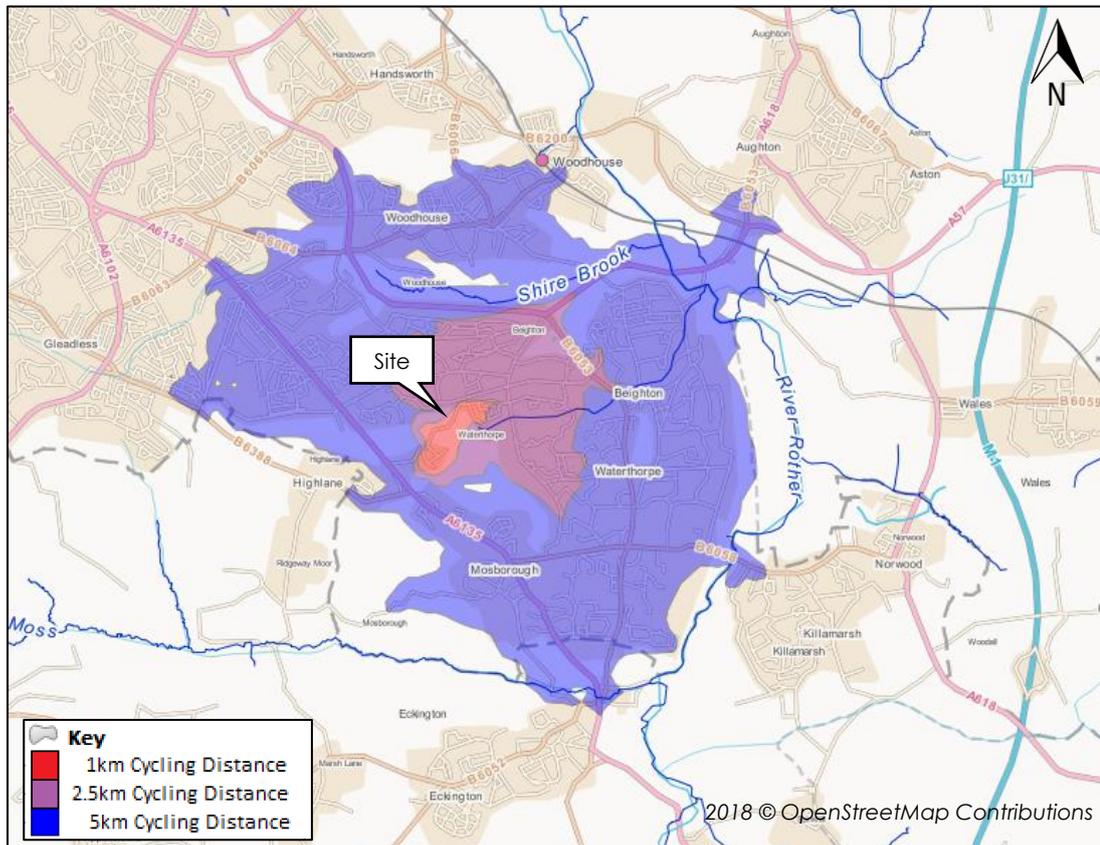


Figure 4: Cycling Isochrones

2.17 As shown, there are several further amenities such as Beighton Community Hospital, Westfield School, Holbrook Industrial Estate and Morrisons within cycling distance of the site.

2.18 **Figure 5** below shows the local cycle routes in the vicinity of the site. As shown, there is a off-road cycle route that runs from Donetsk Way to Moor Valley north to south, which passes to the east of the site.

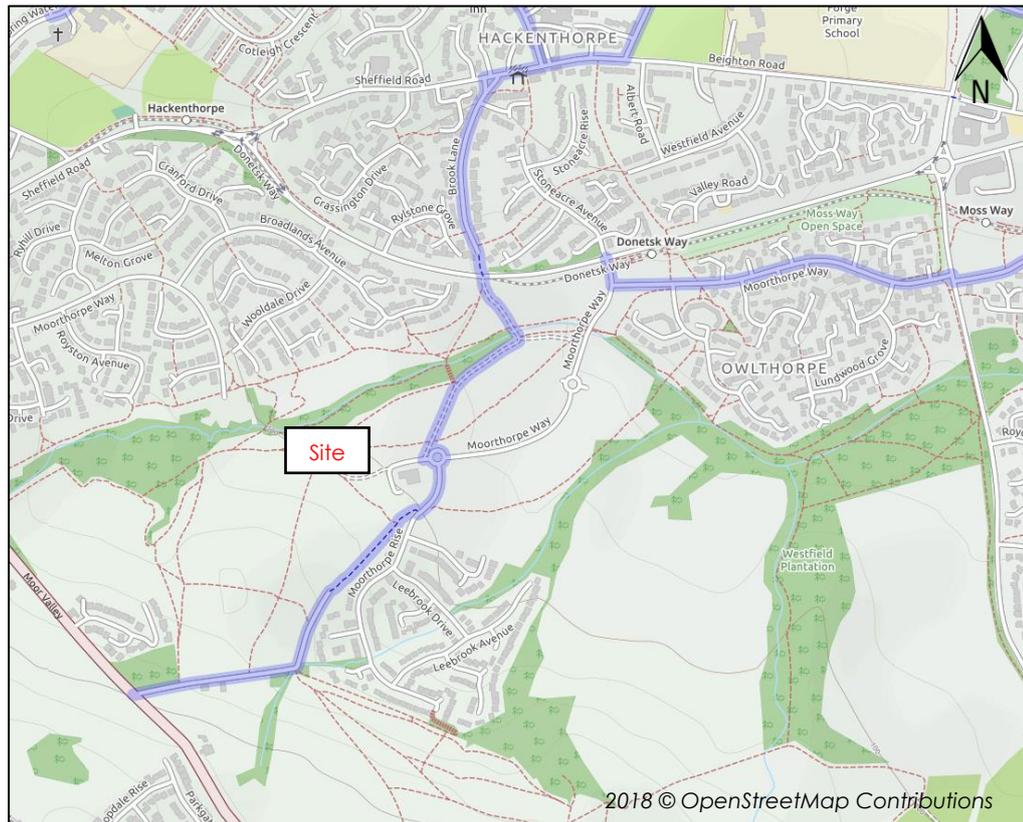


Figure 5: Map of Cycle Routes

Public Transport Accessibility

Bus Travel

- 2.19 In relation to bus accessibility, the Chartered Institute of Highways and Transportation's (CIHT) 'Buses in Urban Developments, January 2018' publication, recommends that the maximum walking distance to 'single high-frequency routes (every 12 minutes or better)' should be 400m. For less frequent bus routes, the maximum recommended walking distance is 300m.
- 2.20 The nearest bus stop to the site is located on Broadlands Avenue, approximately 600m from the site. However, this only offers a limited service. Another bus stop is available approximately 1000m from the site on Moss Way/Ochre Dike Lane, which offers more frequent buses.
- 2.21 A summary of the local bus services from the Moss Way bus stop is provided in **Table 1**.

Table 1: Bus Services Summary

| Service | Route (two-way) | Time of Operation & Frequency | | |
|---------|--|-----------------------------------|-----------------------------------|-----------------------------------|
| | | Weekday | Saturday | Sundays |
| 8/8a | Crystal Peaks – Birley – Sheffield – Ecclesfield | 07:01-19:06 (every 20 minutes) | 07:56-19:06 (every 30 minutes) | No Service |
| 55 | Halfway - Crystal Peaks – Sheffield – Fulwood | 05:11-23:40 (every 10 minutes) | 05:10-23:40 (every 12 minutes) | 06:14-23:18 (every 20 minutes) |
| 120 | Plumley – Moss Way – Plumley | 09:22-14:22 (every 60 minutes) | 09:22-14:22 (every 60 minutes) | No Service |

Sources: <https://www.firstgroup.com>, <http://www.tmtravel.co.uk>

2.22 As shown, the Moss Way bus stop is served by a bus on average every 5-10 minutes on weekdays, every 10 minutes on Saturday and every 20 minutes on Sunday.

Tram Travel

2.23 The Donetsk Way tram stop is on the Sheffield Blue Route, and is located approximately 600m from the site. **Table 2** shows the tram services to/from Donetsk Way.

Table 2: Tram Services to/from Donetsk Way

| Route (two-way) | Time of Operation & Frequency | | |
|--|-----------------------------------|-----------------------------------|-----------------------------------|
| | Weekdays | Saturdays | Sundays |
| Halfway – Donetsk Way – Sheffield – Malin Bridge | 05:57-00:25 (every 10 minutes) | 06:03-00:25 (every 12 minutes) | 08:07-23:59 (every 20 minutes) |

Source: <https://www.travelsouthyorkshire.com/>

2.24 As shown, the Donetsk Way tram stop is served on average every 10 minutes on weekdays, every 12 minutes on Saturday and every 20 minutes on Sunday.

Summary

2.25 In summary, the site is considered to be located in a sustainable location with access to a number of local amenities and public transport facilities. In addition, the internal layout of the proposed development will be designed to adoptable standards, with provision of pedestrian and cycling infrastructure that links to the surrounding sustainable infrastructure.

2.26 Furthermore, this TP report aims to encourage future residents to travel by sustainable modes of transport, particularly to employment destinations and part of work. BWB considers that the proposed measures and incentives outlined in the TP would manage and indeed reduce traffic and parking demand associated with the proposed development.

3.0 DEVELOPMENT PROPOSALS

Schedule of Accommodation

- 3.1 The proposed development comprises 74 dwellings, of which approximately 20.3% will be affordable and 80% open market units. The proposed schedule of accommodation is as follows:
- Affordable Housing = 15 dwellings (4 two-bedrooms, 6 three-bedrooms and 5 four-bedrooms)
 - Three bedrooms = 24 dwellings
 - Four bedrooms = 31 dwellings
 - Five bedrooms = 4 dwellings
- 3.2 The proposed site layout plan is included in **Appendix A** for reference.

Access Arrangements

- 3.3 The site already benefits from vehicular access to its boundary via a stub end road, which currently serves the Owlthorpe Doctors Surgery. This links to an existing roundabout where Moorthorpe Rise meets Moorthorpe Gate for access to the wider highway network.
- 3.4 The existing stub road is 6.75m wide with 2.0m wide footways on both sides of the carriageway, which connects to a 5.5m wide link road with a priority junction to provide access to the Owlthorpe Surgery. The 2.0 wide footway is continued along the east side of the carriageway for this road. Appropriate street lighting is currently provided along both the access roads.
- 3.5 Therefore, access to the development will involve extending the existing carriageway into the site and connecting with the internal layout, which has been designed to an adoptable standard.

Internal Layout

- 3.6 The stub road will be extended to form a spine road with a width of 6.75m, as mentioned previously. The spine road will link to 5.5m wide carriageways, which are designed according to South Yorkshire Residential Design Guide (SYRDG) standards and larger than the recommended minimum of 5m from Manual for Streets, with turning heads that can accommodate the necessary turning movements for a refuse vehicle. These internal carriageways will link to minor roads of shared surface material with access to driveways.
- 3.7 Drawings OWL-BWB-GEN-XX-DR-TR-110, OWL-BWB-GEN-XX-DR-TR-111 and OWL-BWB-GEN-XX-DR-TR-112 included in the TA report show swept path analysis of 2.5 x 12.0m 'Mercedes Vulture mid steer' refuse vehicle turning around in each of the turning heads and internally.

Car Parking

- 3.8 Car parking standards in Sheffield are set out in SCC's 'Highway Development and Adoptions – Information Sheet 3' titled 'Car Parking Guidelines'. The Guidelines state that:

“they should be interpreted as maximum standards, in accordance with policy CS53 of the adopted Core Strategy of the Sheffield Development Framework. There is some flexibility in the standards but higher parking levels will be assessed on a site by site basis, following the national guidance set out in PPG13. For any shortfall in parking the Council will need to be satisfied that this will not cause a problem, or can be otherwise managed.”

- 3.9 The maximum residential parking standards prescribed by SCC in ‘Outside City Centre’ locations are summarised in **Table 3** below.

Table 3: SCC Residential Parking Standards

| Dwelling Size / Other | Maximum Standard |
|-----------------------|--------------------------------------|
| 1-bed | 1 space |
| 2-3 bedroom | 2 spaces |
| 4-5 bedroom | 2-3 spaces |
| 6+ bedroom | Negotiated |
| Visitor Parking | In addition – one space per 4 houses |

- 3.10 Therefore, based on the proposed schedule of accommodation outlined in 4.1, the proposal should provide a maximum of 188 spaces for residents and an additional 18 spaces for visitors. This is broken down in **Table 4** below.

Table 4: Maximum Car Parking Calculations

| SoA | Maximum no. Spaces |
|-------------------|--------------------|
| 34 no. 2 & 3 beds | 68 |
| 40 no. 4 & 5 beds | 120 |
| Visitor Parking | 18 |
| Total | 206 |

- 3.11 The proposed site plan is in accordance with the above maximum standards and include 18 visitor parking spaces, which are identified on the proposed site plan (**Appendix A**).

Cycle Parking

- 3.12 Cycle parking standards in Sheffield are set out in SCC's ‘Highway Development and Adoptions – Information Sheet 4’ titled ‘Bicycle Parking Guidelines’. For residential development, this requires one long-stay (covered) bicycle parking space per dwelling.
- 3.13 Where garages are proposed, it is suggested that these can be used for bicycle parking. For dwellings without a garages, there will be sufficient space in the garden for a shed, along with side access to enable the storage of at least one bicycle.
- 3.14 Therefore, it is considered that cycle parking is proposed in accordance with SCC's Bicycle Parking Guidelines.

4.0 AIMS & TARGETS

Introduction

- 4.1 This TP is targeting future residents of the proposed development, aimed at encouraging them to travel by sustainable modes of transport rather than single occupancy car use.

Modal Split and Travel Plan Targets

- 4.2 As the proposed development is yet to be occupied, the travel patterns for residents are currently unknown. Therefore, at this stage the multi-modal trip generation of the development has been estimated using local 2011 Census travel to work data. **Table 5** below shows the person trip generation broken down by each mode of travel.

Table 5: Proposed Mode Share Targets

| Method of Travel | Weekday Morning Peak | | | Weekday Evening Peak | | | Saturday Peak | | |
|--|----------------------|-----------|-----------|----------------------|-----------|-----------|---------------|-----------|-----------|
| | Arr. | Dep. | 2-way | Arr. | Dep. | 2-way | Arr. | Dep. | 2-way |
| Underground, metro, light rail or tram | 1 | 3 | 3 | 2 | 1 | 3 | 1 | 1 | 2 |
| Train | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bus, minibus or coach | 2 | 7 | 9 | 5 | 2 | 7 | 2 | 2 | 4 |
| Taxi | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Motorcycle, scooter or moped | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Driving a car or van | 11 | 41 | 51 | 31 | 12 | 42 | 11 | 14 | 25 |
| Passenger in a car or van | 1 | 5 | 6 | 3 | 1 | 5 | 1 | 2 | 3 |
| Bicycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On foot | 1 | 5 | 6 | 4 | 1 | 5 | 1 | 2 | 3 |
| Total | 16 | 61 | 77 | 46 | 17 | 63 | 16 | 21 | 37 |

- 4.3 The main objective of this TP is to minimise single-occupancy car trips amongst all users of the proposed development by promoting and supporting alternative sustainable travel modes.
- 4.4 The aim is to achieve a **10% reduction** in single occupancy car use within the initial five-year monitoring period. This would be complemented by an increase in sustainable multi-modal trips. **Table 6** shows the current and proposed modal split targets for the proposed development.

Table 6: Initial Mode Share Targets

| Travel Mode | Timescales | | | | | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|
| | Baseline | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 |
| Single Occ. Car Driver | 67% | 65% | 63% | 61% | 59% | 57% |
| Car Sharing (inc. taxi, drop-off / pick-up) | 8% | 8% | 7% | 7% | 6% | 6% |
| Public Transport | 15% | 16% | 17% | 17% | 18% | 18% |
| Bicycle | 1% | 2% | 3% | 4% | 5% | 6% |
| On foot | 8% | 9% | 10% | 11% | 12% | 13% |
| Total | 100% | 100% | 100% | 100% | 100% | 100% |

- 4.5 The baseline percentage of single occupancy car driver is based on the estimated vehicular trips generated by the proposed development during one of the peak hours (i.e. $(51/77) \times 100$). Thereafter, the aim is to achieve a 2% reduction in single occupancy car driver mode share each year over the five-year travel planning framework.
- 4.6 **Table 7** below shows the multi-modal split targets with the TP in place and the aim to achieve a **10% reduction** in single occupancy car based travel over 5 years period.

Table 7: Multi-modal Trip Generation with Mode Share Targets

| Travel Mode | Base Year | 1 Year | 2 Years | 3 Years | 4 Years | 5 Years |
|--------------------------|-------------------------------------|-----------|-----------|-----------|-----------|-----------|
| | Multi-Modal Trip Generation Targets | | | | | |
| Single Occupancy Driving | 51 | 50 | 48 | 46 | 44 | 42 |
| Car Sharing | 6 | 6 | 6 | 6 | 6 | 6 |
| Public Transport | 12 | 13 | 14 | 14 | 15 | 16 |
| Bicycle | 0 | 1 | 2 | 3 | 3 | 4 |
| On foot | 6 | 7 | 7 | 8 | 9 | 9 |
| Total | 77 | 77 | 77 | 77 | 77 | 77 |

- 4.7 As shown, with the TP in place, the single occupancy driving mode share is expected to decrease to 42 trips during the morning peak hour, which is worst case as the trip generation is higher than the evening peak. This would result in increase in other sustainable mode shares, such as walking, cycling and public transport.
- 4.8 The success of the TP in achieving the above targets would be monitored by undertaking traffic surveys and residential modal split surveys as detailed further within **Section 6.0**.
- 4.9 Should the surveys identify that the above targets are not being met, the Travel Plan Co-ordinator (TPC) would investigate providing further TP measures to promote sustainable travel and in liaison with the Developer, SCC Travel Plan Officers and relevant parties (e.g. bus operators).

5.0 MEASURES & INCENTIVES

Introduction

- 5.1 The following measures should be implemented to promote and support the use of sustainable travel modes, including walking, cycling, public transport and car sharing. This will help minimise car dependency to achieve the TP targets.
- 5.2 These measures focus on providing future residents with the appropriate information to allow them to take ownership and make informed decisions about their travel choices. However this promotion will need to be undertaken in a sensitive manner, so that it is not viewed as a mandatory requirement but rather an information process which allows them to make decisions on their selected transport mode whilst highlighting the benefits of alternatives to the private car use.
- 5.3 The measures relate to the potential for reducing the need to travel, and where travel is necessary, promoting and increasing travel by walking, cycling, public transport and car sharing amongst all residents. The methods for implementing, monitoring, and reviewing the success of these measures is detailed in **Section 6.0**.

Delivering the Travel Plan

- 5.4 A TPC would be appointed by the Applicant prior to occupation of first unit and should remain appointed until the fifth anniversary of the first occupation of the final dwelling. SCC will be notified of this appointment by the Applicant by email once the details of a TPC have been confirmed.
- 5.5 It is recommended that the TPC is a full-time member of the on-site Sales Team or Site Management Company as these roles are more likely to be actively involved with the day-to-day operations at the Site and would be able to build a rapport with residents.
- 5.6 The TPC would commit to undertaking the following duties to maintain and promote this TP:
- Liaise with SCC on a regular basis.
 - Implement the measures outlined in this report.
 - Promote the objectives and benefits of the TP.
 - Act as a point of contact for all future residents requiring information.
 - Represent the 'human face' of the TP – explaining the purpose of the TP and the opportunities on offer.
 - Oversee the monitoring of the TP, including residential travel surveys, welcome packs and preparation of annual progress reports to be submitted to SCC.
- 5.7 A Sustainable Travel Fund of £10,000 (equating to £140 per household) will be provided. The Fund would be managed by the Travel Plan Coordinator so that householders in the development can apply for money to spend on sustainable transport choices as they please, such as for a tram season ticket contribution or a contribution towards buying a bike. The precise terms and conditions of this offer will be confirmed by the

Applicant and be agreed with the SCC travel planning team and South Yorkshire Public Transport Executive (SYPTTE).

Travel Welcome Packs

- 5.8 The TPC will liaise with SCC to facilitate the production of Travel Welcome Packs, which usually include:
- Walking and cycling measures, including route maps and information on surrounding footpaths, cycle parking, etc.
 - Benefits of 'Cycle to Work' schemes.
 - Details of local bus timetables and maps that include bus stop locations and routes.
 - Details of bus passes and discounted travel passes available to residents.
 - List of local bus operators, bicycle workshops, journey planning and car sharing websites.
 - Details of Smartphone applications for bus times, walking/ cycling route planning etc.
 - Details of regular local and national cycling/ marathon events.
- 5.9 Travel Welcome Packs should be distributed to all residents on occupation as part of portfolio or welcome inventory. This could be provided by Sales Team or Estate Agent.

Cycling

- 5.10 The TPC will promote (albeit not restricted) the following measures to encourage residents to cycle to work and leisure destinations:
- Provide cycle information with maps showing local cycling routes in Welcome Packs or leaflets.
 - Promote the health benefits of cycling.
 - Promote the concept of 'Bicycle User Groups'.
 - Promote www.cyclescheme.co.uk for residents to discuss with local employers.
 - Provide details of the following websites in Welcome Packs:
 - i. <http://www.cyclestreets.net> - to plan routes to the site and workout distances, best routes, on and off-road routes, health benefits and times for each journey using a bike.
 - ii. Cycle Map: www.sustrans.org.uk
 - iii. SCC cycling information: <http://www.cyclesheffield.org.uk>
 - iv. Encourage residents to download the following Smartphone Applications, which can assist in planning cycling journeys:



Cycle Streets (<http://www.cyclestreets.net/mobile/>) can be used to plan routes from A to B anywhere in the UK, including the option to select routing mode from beginner to regular commuters.



Map My Ride (<http://www.mapmyride.com/app/>) is similar to the Map My Walk application. It also tracks fitness activities, including distance ridden, route planning and duration.

- 5.11 The TPC would also liaise with local bicycle workshops to determine whether new residents would be able to receive discounted cycle equipment or servicing to their bicycles.

Walking

- 5.12 The TPC would encourage residents to walk to and from their home by:

- Promoting the health benefits of walking.
- Encouraging residents to use <https://www.google.co.uk/maps> to plan routes and workout distances and journey times.
- Providing plans of the recommended walking routes to the site.
- Investigating the feasibility of purchasing walking equipment (e.g. waterproof clothing / umbrellas).
- Promoting the concept of 'walking buddies'.
- Providing details of the following websites in the Travel Welcome Packs:
 - i. Living Streets: www.livingstreets.org.uk/
 - ii. Walking for Health: <https://www.walkingforhealth.org.uk/walkfinder>
 - iii. Sheffield Walking Club: <http://www.sheffieldramblers.org>
 - iv. Walk it: <http://walkit.com/>
 - v. Encourage residents to download the following Smartphone Applications, which can assist in planning walking journeys:



Map My Walk (<http://www.mapmywalk.com/app/>), which is a GPS walking and step tracking application that can help identify a suitable route, including tracking duration, distance, pace and calories burned.



Walkmeter GPS Pedometer (<https://abvio.com/walkmeter/>) can be also used to help plan walking routes with maps, graphs, splits, zones and training plans.

Public Transport

- 5.13 All households (74 units) will be eligible for a free 'Stagecoach Silver 28 Day Megarider' ticket up to the value of £65 per household. The precise terms and conditions of this offer will be confirmed by the Applicant and agreed with SCC travel planning team and South Yorkshire Public Transport Executive (SYPT). This fund is in addition to the

aforementioned Sustainable Travel Fund, so effectively each household is eligible to claim up to £205.

- 5.14 In addition to the above offer, the TPC would:
- Provide an updated summary of local bus services in the Travel Welcome Packs.
 - Provide residents with sources of up to date public transport services, timetable and ticketing information.
 - Promote the following websites which can be used to plan journeys to/from the site by public transport:
 - i. <https://www.travelsouthyorkshire.com>
 - ii. www.greenerjourneys.com
 - iii. <https://www.sheffield.ac.uk/visitors/mapsandtravel/local-public-transport>
 - iv. <https://www.stagecoachbus.com/supertram>
 - v. <https://www.firstgroup.com/south-yorkshire>

- 5.15 The following public transport applications would be also promoted to residents:



The official Traveline GB application, which include live bus times, route explorer, journey planning and many other services
(<https://itunes.apple.com/gb/app/traveline-gb/id948642078?mt=8>)

The official Trainline application, which provide live journey times, duration, offers, instant ticket purchase and many other services
(<https://itunes.apple.com/gb/app/trainline-uk/id334235181?mt=8>)

Car Sharing

- 5.16 The TPC would encourage residents to car share by providing the following information in the Travel Welcome Packs:
- The following benefits of car sharing will be promoted:
 - i. Financial benefits – such as fuel and mileage savings.
 - ii. A reduction in the number of vehicles on the roads, resulting in less pollution and congestion.
 - iii. A useful contribution towards reducing the need for parking spaces.
 - iv. Provides social benefits.
 - v. Reduces the need for a private car.
 - The following websites would be also promoted to residents:
 - i. Sheffield Lift Shares: <http://business.liftshare.com/>
<https://liftshare.com/uk/journeys/from/sheffield-united-kingdom>
 - ii. Energy Saving Trust: <http://www.energysavingtrust.org.uk/transport>
 - iii. The following car sharing applications would be also promoted to residents:



The Liftshare application, which has to date over 400,000 Liftshare members (<http://blog.liftshare.com/app>)



BlaBlaCar – Trusted Ridesharing (<https://www.blablacar.co.uk/apps-mobile>)

Electric Vehicle Charging Points

- 5.17 All open market households will be provided with a single electric vehicle charge point with 20% of the costs for these spent on installation and 30% on the required infrastructure.

Summary

- 5.18 The TPC would be responsible for implementing, promoting and monitoring the TP measures and incentives. Specific timescales and indicators to measure the success of these incentives would be undertaken as part of an action plan, which is produced to monitor the implementation process of the TP.
- 5.19 This TP is considered a live document, and is implemented over a five year period, therefore the targets, measures and incentives are open to be revised and updated as necessary. Beyond this initial five year period a Steering Group would be established to continue the TP process as they see fit to ensure the site continues to operate sustainably.

6.0 MONITORING AND REVIEW

Introduction

- 6.1 The TP monitoring process will incorporate the collation of a variety of data in order to confirm progress on travel modal splits, the uptake of proposed initiatives and other transport related issues at the site raised by future residents.

Travel Modal Split Surveys

- 6.2 As mentioned previously, the baseline travel patterns of site residents are not known at this stage. Therefore baseline travel surveys would be undertaken as residents occupy the development. Once 75% of the units are occupied, a monitoring report would be produced collating all the responses.
- 6.3 A travel survey questionnaire example is provided in **Appendix B**, and includes an approximate format for the survey questions. The surveys would have multiple choice answers and questions in relation to work destinations, main travel modes and measures for encouraging residents to use alternative travel modes.
- 6.4 Once the initial travel survey results are identified, they will supersede the initial baseline modal split data identified in **Table 5** previously, and a 10% reduction in single occupancy car trips target should still be achieved. This however would be agreed with SCC.
- 6.5 Thereafter, travel surveys would be conducted on an annual basis on the anniversary of undertaking the first travel survey, or as otherwise agreed with SCC. Residents would be provided with a short summary travel information sheet requesting essential basic information relating to their travel habits. The surveys should identify barriers to using some sustainable modes as well as identifying the likely level of uptake of initiatives across the development. **Table 8** below shows year-on-year survey methodology that would be undertaken to monitor the progress of the TP.

Table 8: Travel Plan Monitoring Surveys

| Year | SAM (Traffic survey) | Resident Travel Survey |
|----------|----------------------|------------------------|
| Baseline | No | Yes |
| 1 | Yes | Yes |
| 2 | No | Yes |
| 3 | Yes | Yes |
| 4 | No | Yes |
| 5 | Yes | Yes |

- 6.6 The TPC would aim for a response rate of 50%, and in the event that a statistically significant sample of surveys are not acquired, a traffic count would be conducted at the development access points on an annual basis (as per the table above), to monitor total trip generation of the site. This would provide "actual" data, whereby the car driver percentage can be ascertained.

Annual Monitoring Report

- 6.7 An analysis of the survey results by the TPC will help contribute to the first Monitoring Report. The reports will shape / allow for potential future initiatives and specific targets which take on board all factors. Annual monitoring reports would be produced in accordance with the timeframe of this TP, which is set to run for 5 years. Therefore 5 monitoring reports would be produced.
- 6.8 An Annual Monitoring Report would comprise the following information:
- A survey of resident travel patterns, (main and preferred travel modes and associated travel destinations).
 - Current travel issues.
 - An update of works carried out over the year to promote sustainable travel at the site.
 - An action plan of what is to happen the following year, including a marketing plan of how the initiatives have been / are to be promoted e.g. leaflets, newsletters, etc.
 - Modal split targets to indicate how successful the TP has become.
 - Up to date contact details of the TPC and SCC Travel/Transport Team.
 - Maps to demonstrate resident travel destinations against walking and cycling catchments, and updated bus service information.
 - Appendices to contain any meeting notes, letters to residents, leaflets distributed, additional information etc.
- 6.9 Summaries of the monitoring reports will be issued to all residents such that the progress of the TP can be established and to encourage the continued uptake of sustainable travel modes.
- 6.10 The above surveys and monitoring practices will help identify which initiatives are 'working', any barriers to using some sustainable modes, and identify whether any further actions are required to encourage particular modes of travel, i.e. providing discounted public transport vouchers.

Remedial Actions

- 6.11 The TPC would liaise with SCC to determine additional actions if the targets are not met to determine what else may be required to ensure the success of the TP.
- 6.12 If the targets are not met within the five year period the TPC will review and identify which measures are contributing and which are not, to help achieve the overall target. Remedial actions would include one or a combination of the following:

- Monitoring period of the TP, suggested at five years (a typical minimum) would be increased if targets are not reached. This include extending the mentoring surveys to determine the success of additional remedial measures.
 - Further funding and resourcing would be allocated to support the TPC and promotional actions that are inclined towards the promotion of sustainable travel.
- 6.13 The requirements of any remedial measures will depend on how much effort has been made to ensure the success of this TP. If, for reasons outside of the Applicant's/ TPC control the TP targets have not been achieved, any additional measures should not be set to be overly onerous to implement.

APPENDICES

Appendix A
Proposed Site Layout Plan

| House Type Name | Sq Ft | Beds | No. of Plots |
|---------------------------|-------|------|--------------|
| Affordable Housing | | | |
| Helmstedale Ter | 745 | 2 | 4 |
| Nithdale Ter | 903 | 3 | 6 |
| Weydale Ter | 1,059 | 4 | 5 |
| Market Housing | | | |
| Easton Det | 881 | 3 | 6 |
| Haddington Semi | 941 | 3 | 6 |
| Haddington Det | 941 | 3 | 1 |
| Kinnerton Det | 953 | 3 | 3 |
| Paignton Semi | 1,226 | 3 | 4 |
| Seaton Semi | 1,259 | 3 | 4 |
| Denbury Det | 1,211 | 4 | 2 |
| Finsbury Det | 1,221 | 4 | 2 |
| Luthbury Det | 1,355 | 4 | 7 |
| Napsbury Det | 1,450 | 4 | 8 |
| Sudbury Det | 1,503 | 4 | 9 |
| Ramsbury Det | 1,502 | 4 | 3 |
| Chesham Det | 1,759 | 5 | 4 |
| Total | | | 74 |



Appendix B
Residential Travel Survey Example

Example Residential Travel Survey

The following pages provide an example Residential Travel Survey that may be used to inform your travel plan. Not all of the questions may be relevant to your development and this survey should be tailored to each location.

(Example Introduction)

As part of the monitoring process for the Residential Travel Plan, we are currently conducting a Travel Survey. We would be grateful if one member of your household could complete this brief survey to help us better understand your travel patterns, needs and how we may be able to assist with your travel requirements.

It will take about 5 minutes to complete and all responses will be treated confidentially.

Explanation of the Travel Plan: (TPC to complete)

Who Should Participate (TPC to Complete)

Who to Return Completed Form to? (TPC to Complete)

If you have any queries about the survey, or for guidance on how to complete it, please do not hesitate to contact me at the details provided below:

(TPC to complete details)

Travel Plan Coordinator:

Telephone:

E-mail:

Section A: About your travel to and from your home

How do you most frequently travel to and from your home for the following activities?
(Choose the mode of travel that you use most often)

| Reason for travel | Walk | Cycle | Bus | Train | Tram | Car share (driver/passenger) | Car (alone) | Motorcycle or scooter | Other (please specify) |
|-------------------|------|-------|-----|-------|------|---------------------------------|-------------|--------------------------|---------------------------|
| Work | | | | | | | | | |
| Shopping | | | | | | | | | |
| Education | | | | | | | | | |

How often do you use the following modes of travel for journeys from your home?
(Tick all modes that you ever use, for all or part of a journey, choosing the frequency with which you use them)

| Travel mode | Very often (7 or more in every 10 trips) | Quite Often (between 3 & 6 out of every 10 trips) | Occasionally (less than 2 out of every 10 trips) | Never |
|-------------------------------|--|---|---|-------|
| Walk | | | | |
| Cycle | | | | |
| Bus | | | | |
| Train | | | | |
| Tram | | | | |
| Car share (driver/ passenger) | | | | |
| Car (alone) | | | | |
| Motorcycle or scooter | | | | |
| Other | | | | |

Have you changed your most common mode of transport since relocating to this development?

| | |
|-----|--|
| Yes | |
| No | |

If yes, what was the main reason for this change?

| |
|--|
| |
|--|

Section B: About your future journeys

Which of the following changes would most encourage you to cycle for journeys in the local area? (If you already cycle, which would you most like to see?)

| | |
|---|--|
| Safer, better lit cycle paths | |
| Improve cycle paths on the journey to town centre/ rail station | |
| Improve cycle parking at this development | |
| Arrangements to buy a bicycle at discount | |
| Improved crossing facilities | |
| Improved cycle parking at local facilities – where? | |
| None of the above | |
| Other (please specify) | |

Which of the following changes would most encourage you to use public transport for your journeys in the local area? (If you already travel to by public transport, which would you most like to see).

| | |
|--|--|
| More direct bus routes | |
| More frequent bus services | |
| More frequent train services | |
| More frequent tram services | |
| Better lighting at bus shelters and on footpaths | |
| More convenient bus drop-off points | |
| Better bus links to work from station | |
| Public transport information | |
| None of the above | |
| Other (please specify) | |

Which of the following changes would most encourage you to walk for journeys in the local area? (If you already walk, which would you most like to see?)

| | |
|--|--|
| Cleaner, better maintained workplace footpaths | |
| Better lighting on workplace footpaths | |
| More improved pedestrian crossing points | |
| Higher presence of security around the site | |
| Slower speed limits | |
| Better street lighting in the local area | |
| None | |
| Other (please specify) | |

Which of the following changes would most encourage you to car share? (If you already car share, which would you most like to see?)

| | |
|---|--|
| More help finding car share partners who have similar work patterns | |
| Free taxi home if let down by car | |
| More information regarding car sharing i.e. benefits and cost savings | |
| None | |
| Other (please specify) | |

Did you know this development operated a Travel Plan?

| | |
|-----|--|
| Yes | |
| No | |

If yes, how did you find out about the Travel Plan?

| | |
|---|--|
| During the sales process | |
| Word of mouth | |
| Development publication/newsletter/notice board/website | |
| Personalised travel planning process | |
| Other (please specify) | |

Would you like to receive more information regarding the Travel Plan?

| | |
|-----|--|
| Yes | |
| No | |

Please use the following box to provide any comments you wish to make in relation to travel in the local area:

Section C: About you and your home

| Which age range do you fall into? | |
|-----------------------------------|--------------------------|
| 16 - 25 | <input type="checkbox"/> |
| 26 - 35 | <input type="checkbox"/> |
| 36 - 45 | <input type="checkbox"/> |
| 46 - 55 | <input type="checkbox"/> |
| 56 - 65 | <input type="checkbox"/> |
| 65+ | <input type="checkbox"/> |

| Do you or any member of your household own a car? | |
|---|--------------------------|
| Yes | <input type="checkbox"/> |
| No | <input type="checkbox"/> |
| If yes, how many in total? | |
| <input type="text"/> | |

| How long have you lived at your current address? | |
|--|--------------------------|
| 0 - 6 months | <input type="checkbox"/> |
| 6 months - 1 year | <input type="checkbox"/> |
| 1 - 2 years | <input type="checkbox"/> |
| 2 - 3 years | <input type="checkbox"/> |
| 3 - 4 years | <input type="checkbox"/> |
| 4 - 5 years | <input type="checkbox"/> |
| Longer than 5 years | <input type="checkbox"/> |

| What is your Home Postcode? |
|-----------------------------|
| <input type="text"/> |

Thank you for your time.



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