

Residential Development | Rossett Road | Rossett

CASTLE GREEN

Residential Travel Plan

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REPORT

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1 INTRODUCTION

1.1 Preamble

1.1.1 Croft have been instructed by Castle Green to advise on the traffic and transportation issues relating to the development of two sites off Rossett Road in Rossett for residential purposes.

1.1.2 This Travel Plan has been prepared to discharge Planning Condition no. 14 of the approved development planning application reference P/2018/0560. The planning condition states that;

"No dwellings in a phase shall be occupied until a Final Travel Plan for that phase has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan(s) shall include measures to encourage occupiers of the development to walk, cycle and to use local facilities and public transport."

Reason: To assist future occupiers of the development to make sustainable transport choices – UDP Policy GDP1(e)."

1.1.3 This Residential Travel Plan will set out the principal strategies that will be put in place once the development is open and residents are occupying the dwellings, to encourage sustainable travel to the development.

1.1.4 It should be noted that this report makes reference to various documents and guidance in relation to preferable and acceptable walking distances to local facilities and amenities and whilst it is acknowledged these are not all specific to Wales, these measures are considered to provide a useful understanding of the sites sustainable accessibility credentials in relation to the surrounding area.

1.1.5 The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments.

1.2 Development Site and its Location

- 1.2.1 The application site comprises two separate parcels of land, bisected by the B5102 Rossett Road, and is located approximately 800 metres to the north-east of the village and approximately 10.5 kilometres to the north of Wrexham town centre.
- 1.2.2 The location of the site in its local context is identified in **Plan 1**.
- 1.2.3 The development seeks to provide a total of approximately 132 residential dwelling across the two sites, with associated car parking and landscaping.
- 1.2.4 The internal layout of the site is shown in **Plan 2**.

1.3 The Travel Plan

- 1.3.1 The management of residents' travel represents an important element in pursuing the overall aims of the latest national guidance included within the DfT's Best Practice Guide and the Welsh Assembly's Smarter Choice: Wales document.
- 1.3.2 A Travel Plan is effectively a combination of information, proposals and incentives designed to use most effectively the different means of travel available to residents and visitors.
- 1.3.3 The aims of the Travel Plans are as follows:
- To encourage residents and visitors to use alternatives to the private car;
 - To increase the awareness of the advantages and potential for travel by more environmentally friendly modes, and
 - To introduce a package of management measures that will facilitate travel modes of transport other than the private car.



1.4 Residents Travel Pack

- 1.4.1 The principle Travel Plan measure will consist of a Residents Travel Pack containing relevant material to promote non-car modes of travel. This will be discussed further in Section 5 of this Plan.

2 TRAVEL PLAN AIMS AND BENEFITS

2.1.1 The overall aim of the Travel Plan is to ensure residents are aware of all their travel choices and encourage them to use sustainable modes, where possible, in order to reduce travel by the private car. The aims include;

- Reductions in car usage (particularly single occupancy journeys) and increased use of public transport, walking and cycling.
- Reduced traffic speeds and improved road safety and personal security particularly for pedestrians and cyclists.
- More environmentally friendly delivery and freight movements, including home delivery services (where applicable).

2.1.2 The guidance identifies a number of benefits that Travel Plans can bring to new development, not only to the developer, but to the local authority and ultimately the end-users of the site.

2.1.3 Some of these include;

- Less congestion and therefore improved safety on local roads by promoting alternatives to the car.
- Reduced highway capacity problems by promoting sustainable travel choices.
- Local environmental improvements from reduced congestion, carbon emissions, pollution and noise.
- Making the site more attractive to potential occupiers/users.
- Increased opportunities for active healthy travel, such as walking and cycling.



- Improved travel choice, quality and affordable access to services for all users.

3 TRAVEL PLANNING POLICY AND GUIDANCE

3.1 Travel Planning Policy

- 3.1.1 The need to manage transport in new developments is included within national and local policy.

3.2 Travel Planning Guidance

- 3.2.1 The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments.

- 3.2.2 The document, entitled '*Good Practice Guidelines: Delivering Travel Plans through the Planning Process*' sets out an overview of the process and delivery of Travel Plans and 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."

- 3.2.3 Whilst not specific to Wales, the DfT document entitled "*Making Residential Travel Plans Work*" states that *Travel Planning is one of a range of measures known as smarter choices which have been found to be effective on reducing traffic and improving accessibility in residential areas*" and goes on to say:

"Travel Planning is one of a range of measures known as smarter choices which have been found to be effective on reducing traffic and improving accessibility in residential areas".

- 3.2.4 The DfT's '*Making Residential Travel Plans Work*' also introduces the concept of a 'Travel Plan Pyramid'. This helps demonstrate how successful plans are built on the firm foundations of a good location and site design. The pyramid is presented in **Figure 3.1** below;

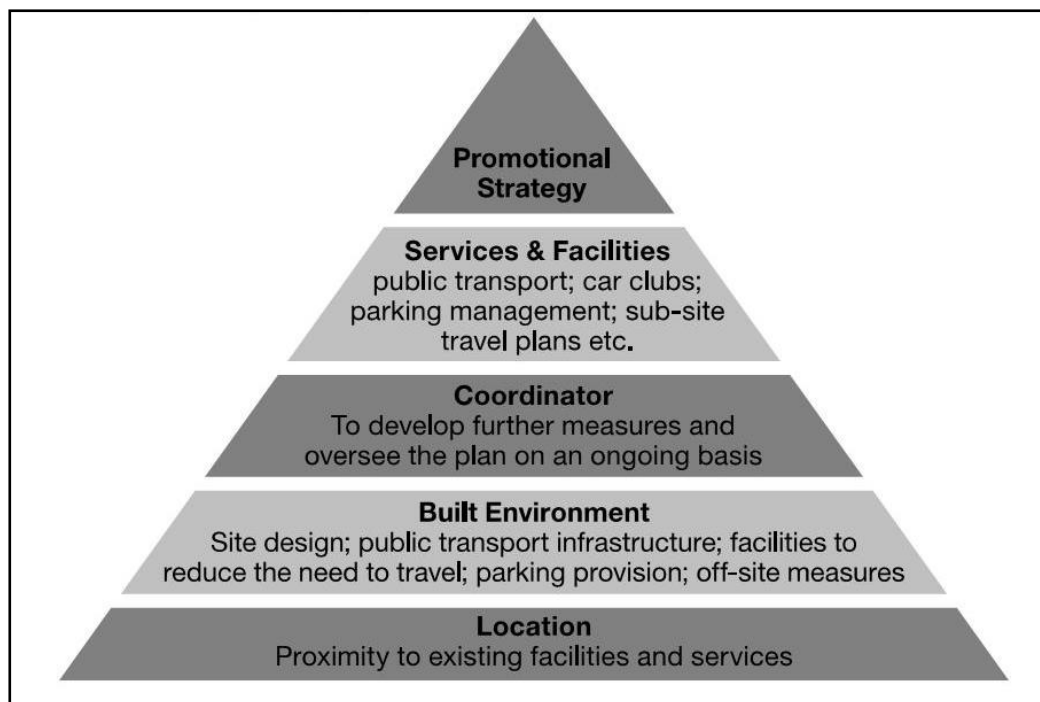


Figure 3.1 – The Travel Plan Pyramid

- 3.2.5 The hierarchy of 5 tiers of measures and criteria are well illustrated in pyramid form since the concept presented within that “good practice” is that each higher layer builds upon the more important foundations of the criteria and initiatives below it.
- 3.2.6 The most important layer of the pyramid is considered to be the base, this shows the key to making Travel Plans work is the actual location of the development and its proximity to local facilities and services essential to everyday life.
- 3.2.7 The second layer of the pyramid refers to how the layout of the site can assist in reducing the need to travel, which in this instance is again linked to the existing level of provision to facilitate sustainable travel.
- 3.2.8 As indicated in level 3 of the pyramid, the Travel Plan co-ordinator will be free to develop further measures to maximise the sustainability of the site.



- 3.2.9 The fourth layer of the pyramid looks at how parking management and public transport can influence travel choice, while the top layer of the pyramid relates to how the Travel Plan will be marketed and how the measures within are to be promoted.

4 ACCESSIBILITY BY NON CAR MODES

4.1 Introduction

4.1.1 The Welsh Government aims to extend choice in transport and secure accessibility in a way which supports sustainable development and helps to tackle the causes of climate change by;

"Encouraging a more effective and efficient transport system, with greater use of the more sustainable and healthy forms of travel, and minimising the need to travel. This will be achieved through integration:

- within and between different types of transport;*
- between transport measures and land use planning;*
- between transport measures and policies to protect and improve the environment; and*
- between transport measures and policies for education, health, social inclusion and wealth creation".*

4.1.2 Land use planning can help to achieve the Welsh Government's objectives for transport through:

- reducing the need to travel, especially by private car, by locating development where there is good access by public transport, walking and cycling;*
- locating development near other related uses to encourage multi-purpose trips and reduce the length of journeys;*
- improving accessibility by walking, cycling and public transport;*



- *ensuring that transport is accessible to all, taking into account the needs of disabled and other less mobile people;*
- *promoting walking and cycling;*
- *supporting the provision of high quality public transport;*
- *supporting traffic management measures;*
- *promoting sustainable transport options for freight and commerce;*
- *supporting sustainable travel options in rural areas;*
- *supporting necessary infrastructure improvements; and*
- *ensuring that, as far as possible, transport infrastructure does not contribute to land take, urban sprawl or neighbourhood severance.*

4.1.3 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

4.1.4 To demonstrate the above, the accessibility of the site has been considered by the following modes of transport:

- Accessibility on foot.
- Accessibility by cycle.
- Accessibility by bus.
- Accessibility by rail.

4.2 Accessibility on Foot

- 4.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life.
- 4.2.2 This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.
- 4.2.3 Footways of 2 metres in width will be provided within the development and will connect in to the existing provision at the Rossett Road/Chapel Lane junction.
- 4.2.4 Within the Institution of Highways and Transportation (IHT) document, entitled "Guidelines for Providing for Journeys on Foot", a distance of 800 metres is identified as the preferred maximum distance for town centres, whilst a distance of 2 kilometres is defined as a preferred maximum for commuting.
- 4.2.5 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly those under 2 kilometres. In addition, the DFT National Travel Survey of 2015 confirms that 78% of all trips less than a mile (1.6km) are carried out on foot.
- 4.2.6 **Plan 3** shows the pedestrian catchment for 800 metres and 2 kilometres from the centre of the site and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.
- 4.2.7 In addition to the pedestrian catchment plan, a review of the proximity of local facilities such as pharmacies/doctor's surgeries, schools (both primary and secondary) local shops/retail outlets and leisure facilities has been undertaken.
- 4.2.8 The locations of such facilities in relation to the site are also identified in Plan 3.



- 4.2.9 As can be seen, the 800 metres catchment includes residential areas of Rossett along with Rossett village centre and its amenities, such as Christ the King Catholic Church, The Golden Lion Public House, Rossett Pharmacy, The Village store and St Peter's Primary School.
- 4.2.10 The 2 kilometre pedestrian catchment illustrates that the whole of Rossett can be accessed including areas such as Darland, Lavister, Trevalyn and Marford.
- 4.2.11 In addition to the above, there are a variety of retail, leisure, healthcare and community facilities located within the catchment, these include Rossett Parish church, The Alyn Public House, Darland Golf Course, a SPAR convenience store, Rossett Dental Care, Rossett and Burton Village Hall and The Griffin Inn Public House.
- 4.2.12 **Table 4.1** below, shows the walking distances from the centre of the site to the local retail facilities and other nearby key amenities in the vicinity of the site:

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Christ the King Catholic Church	520m	1,600m	YES
St Peter's Primary School	370m	3,200m	YES
The Village Store	680m	1,600m	YES
The Golden Lion Public House	700m	1,600m	YES
Rossett Pharmacy	800m	1,600m	YES
Rossett Pharmacy	800m	1,600m	YES
Rossett Parish Church	950m	1,600m	YES
The Alyn Public House	970m	1,600m	YES
SPAR	1,030m	1,600m	YES
Burton Village Hall	1,130m	1,600m	YES
Rossett Dental Care	1,140m	1,600m	YES
The Griffin Inn Public House	1,240m	1,600m	YES
Darland Golf Club	1,600m	1,600m	YES

Table 4.1 – Distance from Site to Local Facilities

- 4.2.13 As can be seen in the above table, the site is located within close proximity to a number of key local amenities including primary services, as well as retail and healthcare facilities.
- 4.2.14 It is therefore considered that the existing and new pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and local destinations.

4.3 Access by Cycle

- 4.3.1 An alternative mode of travel to the site could be achieved by bicycle.
- 4.3.2 A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass Marford, Gresford, Llay, Pulford and Belgrave.
- 4.3.3 An on-road local cycle route is located approximately 3.5 kilometres south-west from the centre of the site, this cycle route extends into Wrexham town centre, before linking up with various other local cycle routes.
- 4.3.4 The site can therefore be considered as being accessible by cycle.

4.4 Access by Bus

- 4.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.
- 4.4.2 The nearest bus stops to the site are located on Harwood's Lane, Rossett Road and Chester Road, with the closest stop approximately 140 metres from the centre of the site. However, it is noted that the main bus stops serving Wrexham town centre are located on Chester Road and these bus stops consist of a bus shelter along with a bus service timetable.
- 4.4.3 In light of the above, it is highly likely that anyone wishing to access these services on foot from the two development sites will walk along the B5102 Holt Road or Chapel Lane. It is acknowledged that both Holt Road and Chapel Lane have limited footway provision but it is likely that the introduction of the 20 mph speed limit through the village will have a positive effect, keeping traffic speeds low and hence will create a more pedestrian friendly environment.

- 4.4.4 The location of the nearest bus stops to the development site are shown on Plan 3, but it should also be noted that new bus stops will be provided directly outside the site, as part of the development.
- 4.4.5 A summary of the services available from the nearest bus stops of the development site is provided in **Table 4.2** below.

Service No	Route	Monday – Friday (per hour)				Sat	Sun
		AM Peak	Midday	PM Peak	Eve		
1	Wrexham – Gresford – Pulford - Chester	4	4	4	2	4	2
34	Wrexham – Trevalyn 3 services daily (Weds/Fri/Sat)	10:23	12:23	16:23	0	3	0

Table 4.2 – Existing Bus Services Operation in the Vicinity of the Site

- 4.4.6 As can be seen above, the nearest bus stops to the centre of the site offer up to 7 services per hour, providing direct into Wrexham and Chester.
- 4.4.7 These services operate from 0540 hours in the morning until 2329 hours in the evening, providing the opportunity for residents to travel by public transport for commuting and leisure trips.
- 4.4.8 In order to demonstrate the level of accessibility some example journey times by bus are presented below **Table 4.3** below.

Destination	Duration
Wrexham	17 minutes
Chester (train station)	31 minutes

Table 4.3 Example Bus Journey Times

4.4.9 The above demonstrates that Wrexham is a 17 minute journey from the site and Chester railway station is a 31 minute bus journey.

4.4.10 It is therefore concluded that the development site is highly accessible by bus

4.5 Access by Rail

4.5.1 The nearest train stations to the site are Wrexham Central and Wrexham General, and although these fall outside the recommended 2 kilometre pedestrian catchment, they are accessible via a 17 minute bus journey from the site and a short walk, equating to an overall journey time of approximately 20 minutes.

4.5.2 Wrexham Central train station is managed by Arriva Trains Wales and has 1 platform, offering an hourly service to Bidston, whilst Wrexham general train station has 4 platforms, offering 4 services per hour to Cardiff, Birmingham, Holyhead and Bidston.

4.5.3 It is also worth noting that Chester train station is also accessible via a 31 minute bus journey using service number 1. This train station is also managed by Arriva Trains Wales but has 7 platforms, offering 13 services per hour to destinations throughout the UK such as Liverpool, Manchester, Birmingham and London Euston.

4.5.4 In conclusion, the site can be considered as being highly accessible in terms of travel by rail.

4.6 Summary

4.6.1 The site has been considered in terms of its accessibility by non-car modes and the following conclusions can be drawn from this section of the Report:

- The site is accessible on foot and these provisions will be substantially improved as part of the development, with new and upgraded footpath links.
- The modifications to the Rossett Road/Chapel Lane junction will have a positive impact and improve road safety in the area, not just for residents but for the wider community as well, including school children.
- The site is well located to generate trips on foot and provides potential for a high degree of linked walk trips between the development and the surrounding area.
- It has been demonstrated that the site is accessible by cycle, with a local cycle route situated 3.5 kilometres south west of the site, which travels into Wrexham centre.
- The close proximity of new bus stops outside the site providing the same services as those on Chester Road to Wrexham and Chester demonstrates that the development can be considered as being highly accessible by bus.
- Residents can also travel to and from the site by rail using services from the two Wrexham train stations which can be accessed via local bus services.

4.6.2 In light of the above, it is considered that the site is highly accessible and able to cater for needs of the development's residents and visitors and assist in promoting a choice of travel modes other than the private car.

5 MANAGEMENT MEASURES

5.1 Introduction

5.1.1 The following Travel Plan measures will be implemented:

- i) Appointment of a Travel Plan Co-ordinator
- ii) Residents Travel Pack
- iii) Residents Travel Survey
- iv) Travel Awareness and Information
- v) Promotion of National Car Sharing Scheme
- vi) Encouraging Walking/Cycling
- vii) Encouraging Travel by Public Transport
- viii) Marketing and Promotion

5.2 Appointment of Travel Co-ordinator

5.2.1 A Travel Plan Co-ordinator will be appointed at least 3 months prior to the occupation of the first dwelling with the contact details of the Travel Plan Co-ordinator submitted to WCBC's Travel Team.

5.2.2 Until all of the properties are occupied this role is likely to be undertaken by a person employed by the developer, as this will show a commitment to the Travel Plan from an early stage.

5.2.3 The post of Travel Plan co-ordinator will continue for the life of the development.

5.3 Residents Travel Pack

- 5.3.1 It is an important and emerging principle in residential developments that where appropriate, the implementation of travel plan type measures can establish a pattern of travel behaviour favouring sustainable modes from the inception of the development.
- 5.3.2 The development is very well placed for encouraging access on foot or by cycle to a wide range of facilities. Similarly, the existence of a local bus service close to the site will encourage the choice of public transport as a primary means of travel for the development.
- 5.3.3 However, in order to build on these locational advantages it is recommended that a Residents Travel Pack is provided for the occupants of each new residential unit, prior to the occupation of the first unit. The contents of such a Travel Pack would include information relating to walking and cycling routes in the area and the provision of up to date bus and rail timetable information.
- 5.3.4 In addition, as part of the information supplied to purchasers, the pack will include a map to identify the location of nearby local facilities along with approximate distances and walk times to allow residents to choose a more sustainable mode of travel, rather than the private car, where appropriate.
- 5.3.5 The adoption of such Travel Packs is recognised as being an important element in ensuring that access by non-car modes is promoted from the earliest occupation of a residential development.
- 5.3.6 The provision of a Residents Travel Pack will form part of the terms of the sale or occupancy of the dwellings and therefore they are aware in advance of what is required of them within the Travel Plan.

5.4 Travel Awareness and Information

- 5.4.1 All residents will be made aware of the existence of the Travel Plan.
- 5.4.2 As mentioned previously, Residents Travel Packs will be issued for new residents moving into the development and prospective buyers will be made aware of the Travel Plan and its aims when viewing properties.

5.5 Travel Survey

- 5.5.1 A key to developing the operational Travel Plan is to establish how the site users make journeys to and from the site. After occupation of the site, travel surveys would be performed in order to ascertain travel patterns of site residents. The survey will play a key role in the sustainability process as it provides a baseline from which to measure changes in travel as a result of the Travel Plan.
- 5.5.2 The travel surveys will continue to be carried out as long as the Travel Plan is in place at the site (for a period of 5 years) and they will be completed between every 2 to 3 years. The surveys will give an indication of how travel behaviour is changing.
- 5.5.3 The travel survey will be used to show how people travel to the site, what potential there is for change (for example, the numbers of people who would like to walk, cycle or use public transport, but are unable to), what are the most significant deterrents to walking, cycling and using public transport, what would encourage people to reduce car use.
- 5.5.4 The following information can be obtained:
- How site users usually travel to and from the site (walking, cycling, using public transport, arriving by car or car sharing with others),
 - Where site users are generally travelling to/from.
 - What routes children are using for the school journey.

- Which places are considered to be dangerous for walking or cycling, and why?
- Any problems there are with bus services and where a new service might be helpful.
- How site users would like to travel if they had the choice and whether they own a bike or have a bus pass.

5.5.5 The results of the surveys will provide a valuable 'baseline' against which the success of the Travel Plan in reducing car journeys and increasing journeys by walking, cycling and public transport will be measured.

5.6 Promotion of National Car Sharing Scheme

5.6.1 The Travel Plan Co-ordinator will promote the use of car sharing via registering on the Liftshare website. This is recognised website which allows users to register their details, where they are travelling to in the area, and if they are offering a lift to their destination.

5.6.2 The website can be found at the following location www.liftshare.com

5.6.3 Travel Plan Co-ordinator will also investigate the viability of establishing a Car Sharing Club for the residential development. However, it is likely that the promotion of the lift share scheme will be more beneficial to local residents.

5.7 Encouraging Walking/Cycling

5.7.1 Residents will be provided with information and advice concerning safe pedestrian and cycle routes to the site through the WalkBUDi/BikeBUDi schemes. Information on these schemes is available on the following websites;

www.walkbudi.com and www.bikebudi.com

5.7.2 The WalkBUDi/BikeBUDi schemes are part of the National Lift Share Network and are simple and free to use.



5.7.3 They simply match individuals with others walking or cycling the same way so they can walk or cycle together. They can be used for regular trips such as walking or cycling to the office or going to the station as well as making a journey safer. The matches are displayed in both table and map format, allowing the user to easily find the most suitable people.

5.7.4 Through the Travel Plan, residents will be encouraged to register with one or both of the above schemes.

5.8 Encouraging Travel by Public Transport

5.8.1 The TPC will liaise with the local bus operators to promote the use of bus and rail services and ensure that up to date timetable information is readily available to residents.

5.8.2 Travel by public transport will be promoted and residents will be encouraged to access the public transport information provided on relevant websites, as well as utilising the Journey Planning tools available.

5.9 Marketing and Promotion

5.9.1 To ensure that potential residents of the site are informed about the Travel Plan and its goals from the earliest stage, the Travel Plan will have a significant presence within the sales suite of the development which will include a display outlining the sustainable travel measures being implemented and details of access by sustainable travel modes.

5.9.2 The sales staff will be given training to promote the Travel Plan as an asset and selling point of the development and key concepts relating to accessibility included in marketing/sales particulars.

6 TRAVEL PLAN TARGETS

6.1 Introduction

- 6.1.1 This section of the Travel Plan deals with the post development scenario i.e. once the development is complete, occupied and the Travel Plan has been implemented and relates to targets against which the success of the Plan in achieving its objectives will be measured. The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale.
- 6.1.2 In order to set the targets, further information (e.g. through a travel survey) may have to be obtained in order to establish against which to set the targets.
- 6.1.3 This information will be related to existing patterns of movement (i.e. the proportion of residents who travel to their workplace by non-car mode) and may be obtained from sources such as the National Travel Survey and the National Census.
- 6.1.4 More accurate information to establish the baseline targets, however, will be obtained from a Residents Travel Survey which will be undertaken within one month of the development being 50% occupied.
- 6.1.5 Suitable targets for reducing the need to travel by private car will be set against the baseline targets and agreed with WCBC and included in the final Residential Travel Plan for the whole development.

6.2 Potential Targets

- 6.2.1 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescales.
- 6.2.2 Targets which according to the DfT may potentially be included in the Travel Plan include the following:



- Car trips per household - targets set on the basis of predicted trip rates for the development.
- Uptake of alternatives - targets for bus patronage, registration and participation in the Liftshare car share scheme, cycle counts and pedestrian counts.
- Car ownership and mode of travel - trip based targets may be supplemented by targets related to car ownership, travel to work by mode and travel to school by mode.
- Travel Plan awareness targets - for example, a target can be established to ensure a significant percentage of residents are aware of the Travel Plan and its purpose.

6.3 Action Plan

6.3.1 **Table 6.1** below provides an Action Plan and timescales to assist the Travel Plan Co-ordinator (TPC) to implement the obligations of the Travel Plan;

Action	Target Date	Indicator/Measured by	Responsibility
Appointment of Travel Plan Coordinator (TPC)	TPC appointed 3 months prior to first occupation of site	Appointment of TPC by target date	Developer
Production of Residents Travel Pack	Upon Occupation	Distribution of Resident's Travel Pack	Developer
Undertake initial travel surveys	Within 1 months of reaching 50% occupation.	Receipt of survey results	TPC
Agree Travel Plan Targets	1 month of initial travel survey undertaken	Receipt of written agreements of target	TPC
Achieve target car driver to work mode split	5 years after initial travel survey	Residents travel surveys conducted in years 1, 3 and 5	TPC

Table 6.1 – Travel Plan Action Plan and Timescales

- 6.3.2 The table above sets out the key tasks that will need to be undertaken by the Travel Plan Co-ordinator as part of the Travel Plan including guidance as to timescales for the tasks to be undertaken.

6.4 Travel Plan Budget

- 6.4.1 To show commitment to the aims of the Travel Plan funding has been allocated for the launch and implementation of the TP, while an annual budget will be in place to deal with the day to day operation of the TP through the appointed TP Co-ordinator.
- 6.4.2 The use of the above budget will be at the discretion of the TPC as it may be that the majority of spending is required during the early stages of the development i.e. incentives to encourage bus or walking/cycling.

- 6.4.3 Such measures should ideally be implemented from the on-set of the development being occupied as it is easier to influence trips made by people before they get into 'bad habits'. The requirement to implement other incentives could form part of the monitoring process i.e. if the number of cyclists or walkers has reduced from the initial travel survey, then measures could be put in place to encourage the use of these modes.
- 6.4.4 In addition to the above, numerous maps and leaflets (walking, cycling and public transport) are likely to be available free of charge from WCBC's sustainable Travel Team.
- 6.4.5 The TPC will be free to investigate how the TP can be promoted, for example TP events could be organised to coincide with national initiatives such as such as national Walking Month and Bike Week. Posters and promotional material for such events are available to download free of charge off the internet.

6.5 Plan Monitoring and Assessment

- 6.5.1 DfT best practice guidelines state that monitoring of the Travel Plan should normally take place on the following basis:
- Early on in the occupation period of the site - for example, triggered by 50% occupancy to provide the information base for the review of the plan;
 - Annually or at least every two years thereafter to provide on-going information on the impact of the plan.
 - Monitoring should take place over a wide range of time periods to reflect the different pattern of journeys that can be generated by residential development.
- 6.5.2 The monitoring could include items such as:
- Full residential surveys to be completed between every 2 to 3 years and snap shot surveys to be completed every 6 to 12 months.



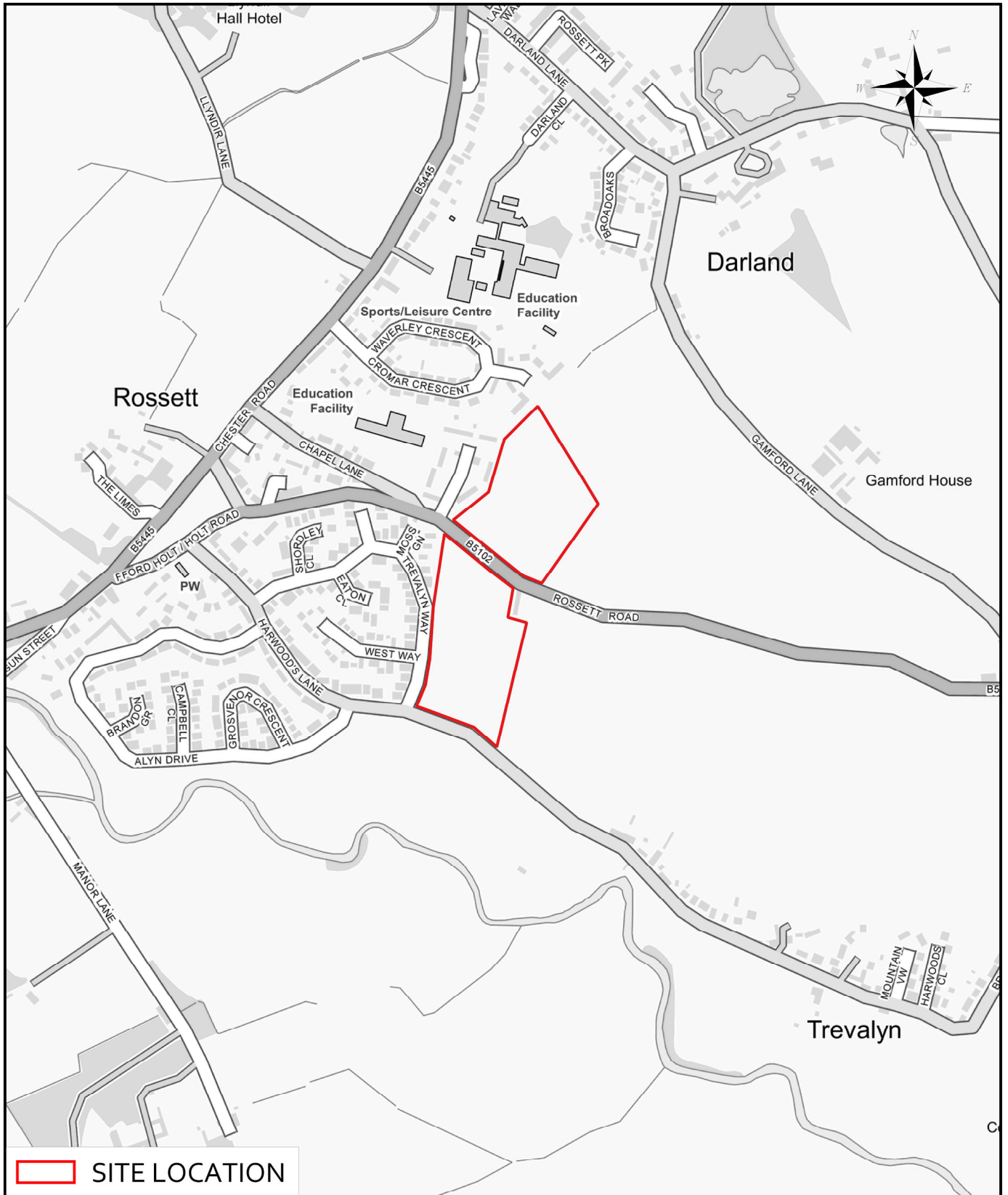
- Feedback from bus operators to establish demand for local bus services.

- 6.5.3 Consideration will be given on how best to monitor and measure the success of the Travel Plan measures when preparing the final Travel Plan for the development. Appropriate monitoring arrangements will be discussed and agreed with WCBC.
- 6.5.4 The monitoring and assessment of the Travel Plan will include the submission of annual progress reports detailing the results of the travel surveys with regards to targets, budgets, general effectiveness and current initiatives.
- 6.5.5 An annual report is to be submitted to the local authority no later than one month following the anniversary of the approval of the Travel Plan.
- 6.5.6 This will allow effective measures to be promoted and increased while ineffective measures can be revised and rectified. New initiatives for the coming year will also be contained within the report and submitted to officers at the Council.

7 CONCLUSIONS

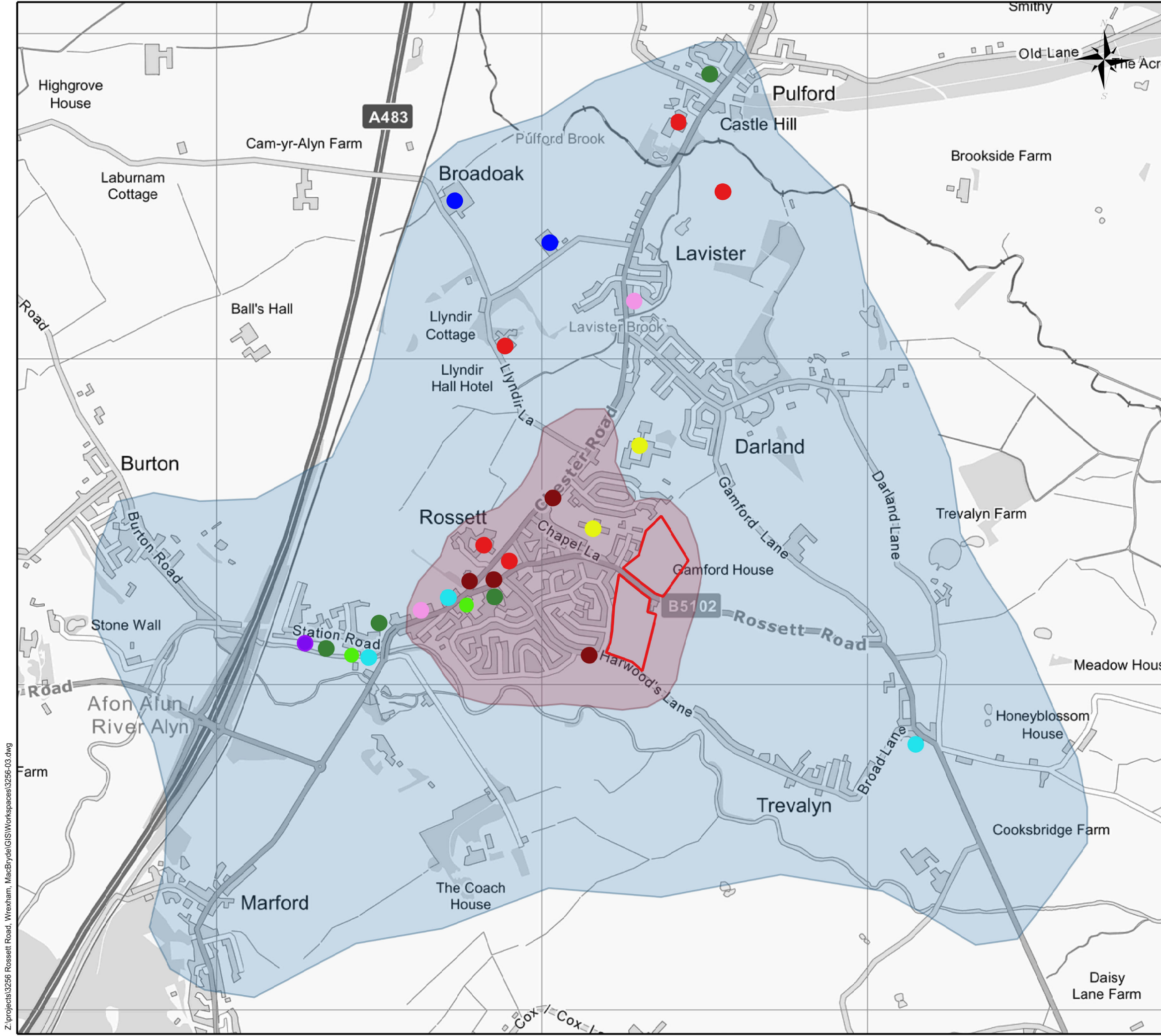
- 7.1.1 This Travel Plan has detailed the proposals associated with the development site to promote sustainable modes of travel and reduce the dependency of the private car.
- 7.1.2 Additionally, the Travel Plan has presented a series of measures to be implemented to reduce the number of single car occupancy trips.
- 7.1.3 The information contained within the Travel Plan and details of sustainable modes of transport in the vicinity of the site will be accessible to residents and visitors to the development.
- 7.1.4 The aim of the Travel Plan is:
- to encourage residents to use sustainable modes of transport to access the site;
 - reduce the reliance on single car occupancy journeys; and generally reduce traffic related pollution and noise.
- 7.1.5 A wide range of measures and actions will be used to encourage car sharing, public transport use, cycling and walking.
- 7.1.6 The Travel Plan Co-ordinator will ensure the Travel Plan is implemented and is operating effectively.
- 7.1.7 A detailed Resident Travel Survey will be undertaken to establish travel modes of residents and following this, specific targets will be set and agreed with the Travel Plan team at the Council.
- 7.1.8 The site has been demonstrated to benefit from good non-car accessibility and it should, therefore, be expected that the adoption of a Travel Plan would be particularly effective.
- 7.1.9 It can therefore be concluded that the proposals will provide a highly sustainable development and should be considered acceptable to the local highway authority.

PLANS



CLIENT: CASTLE GREEN					Croft Transport Planning & Design 340 Deansgate Manchester M3 4LY Email: info@crofts.co.uk Tel: 0161 837 7380 Web: www.eddisons.com/services/transport-planning	
DRAWING TITLE: PROPOSED RESIDENTIAL DEVELOPMENT ROSSETT ROAD, ROSSETT SITE LOCATION					DRAWING NUMBER: 3256-01	REVISION: -
DRAWN: SM	DATE: 05.02.16	CHECKED: MR	DATE: 05.02.16	SCALES: NTS @ A4	Eddisons Incorporating Croft	

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NOTES

Site Location

800m Pedestrian Catchment

2km Pedestrian Catchment

Nearest Bus Stops

Retail

Medical/Pharmacy

Leisure/Sport

Education

Dentist

Community/Facilities

Cafe/Takeaway/Public House

Business/Industrial

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

CASTLE GREEN

PROJECT:

ROSSETT ROAD, ROSSETT

DRAWING TITLE:

800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES

SCALES:

NTS @ A3

DRAWN:

SM

CHECKED:

MR

DATE:

FEB 16

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DRAWING NUMBER:

3256-03

REVISION:

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