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Residential Development

Centurion Chase, Wallsend

Travel Plan

January 2024

RESIDENTIAL DEVELOPMENT
CENTURION CHASE
WALLSEND

BELLWAY HOMES

TRAVEL PLAN

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1.0 INTRODUCTION

1.1 This Travel Plan (TP) has been prepared by Bryan G Hall (BGH) on behalf of Bellway Homes to meet the requirements of a planning condition associated with a residential development of 215 dwellings on land at Centurion Chase, Wallsend, Newcastle upon Tyne.

1.2 In April 2023, North Tyneside Council (NTC) granted permission for 215 residential dwellings at the site (planning application reference 22/01122/FUL). This TP has been prepared to meet the requirements of Condition 50 of the Decision Notice, as set out below;

> 50) Notwithstanding the details submitted in the Travel Plan, no part of the development shall be occupied until a Full Travel Plan in accordance with the council's Travel Plan Scope, has been submitted to and approved by in writing the Local Planning Authority. Thereafter, the development shall be carried out in full accordance with the agreed Travel Plan. The Travel Plan will require the Travel Plan Coordinator to be in place three months prior to first occupation until at least five years from first occupation and will also include an undertaking to conduct annual travel surveys to monitor whether the Travel Plan targets are being met with a Monitoring Report submitted to the council within two months of surveys being undertaken. Reason: To accord with Central Government and Local Plan Policy DM7.3 and Transport and Highways SPD.

1.3 The Travel Plan Scope referred to in Condition 50 is contained within the signed Section 106 decision notice dated April 2023. For reference, this is provided at Appendix TP1.

Site Location and Development Proposals

1.4 The site is located within the residential suburb of Wallsend, approximately 4.9 kilometres to the north-east of Newcastle upon Tyne city centre. The site is bound to the north and east by Centurion Park Golf club, and to the south and west by playing fields.

1.5 A plan showing the site location relative to the surrounding highway network is provided at Figure 1.1.

Figure 1.1 - Site Location

1.6 The residential development on the site will comprise 215 dwellings. A mixture of 2, 3, 4 and 5-bedroom dwellings will be constructed on the site with a mix of privately owned and affordable homes. Vehicular access to the site will be taken via a reconfiguration of Rheydt Avenue. A plan illustrating the proposed site layout is provided at Appendix TP2.

Travel Plan Objectives

1.7 In line with National Planning Policy Framework (NPPF), the following objectives have been identified for this TP:

To minimise the number of single occupant car trips to and from the site, particularly by petrol and diesel vehicles;

To increase awareness of the advantages and potential for travel by environmentally friendly modes of transport; and

To encourage residents to adopt sustainable modes of travel for most of their journeys to and from the site.

1.8 This TP represents a long-term commitment to reducing reliance on the private car. All prospective residents will be made aware of the TP and the associated commitments from the outset. Through the provision of this TP, the applicant is committed to ensuring that the measures outlined will support sustainable travel for residents at the site.

1.9 A TP is not a static document; it evolves over time and adapts to reflect new guidance and emerging best practice. This TP will be updated by the Travel Plan Coordinator (TPC) to incorporate additional measures and best practice where appropriate.

1.10 This TP has been prepared in accordance with national transport planning policy, including the NPPF, the Department for Transport's Planning Practice Guidance (PPG) and LTN1/20 Infrastructure Design It has also been produced to align with the NTC documents "Transport and Highways Supplementary Planning Document LDD12" and North Tyneside Cycling Design Guide" "".

Report Structure

1.11 Following this introduction, the TP is divided into the following sections:

Table 1.1 Travel Plan Report Structure

Section	Title	Description
2.0	Access by Sustainable Transport	This section describes the opportunities to travel to and from the site by sustainable modes of transport
3.0	Travel Plan Coordinator	This section outlines the role of the TPC and sets out their responsibilities.
4.0	Targets and Monitoring	This section sets out the existing modal split for the area in the vicinity of the site, sets out appropriate targets for the site and explains how the TP will be monitored.
5.0	Travel Plan Measures and Action Plan	This section provides a package of initial measures for the site to promote sustainable travel, and an associated action plan.

2.0 ACCESS BY SUSTAINABLE TRANSPORT

2.1 National and local transport policies seek to reduce the need to travel and to promote travel by means other than the private car. A review of the accessibility of the site by walking, cycling and using public transport has therefore been undertaken as follows.

Walking

2.2 With regard to pedestrian provision at new developments, guidance is set out within the CIHT document 'Planning for Walking' (March 2015) and describes how approximately 80% of all journeys, shorter than 1 mile (1.6 kilometres), are made wholly on foot. If destinations are within a convenient walking distance, people are more likely to walk if it is safe, comfortable, and the surrounding environment is attractive. Walking is also regarded as an essential part of public transport travel, as bus stops are usually accessed on foot.

2.3 Further guidance within the earlier CIHT Publication 'Guidelines for Providing for Journeys on Foot' (2000) sets out the suggested acceptable walking distances for pedestrians without any mobility impairment. The recommended desirable, acceptable and preferred maximum walking distances for commuting/school and other journeys, such as retail/shopping, are shown in Table 2.1.

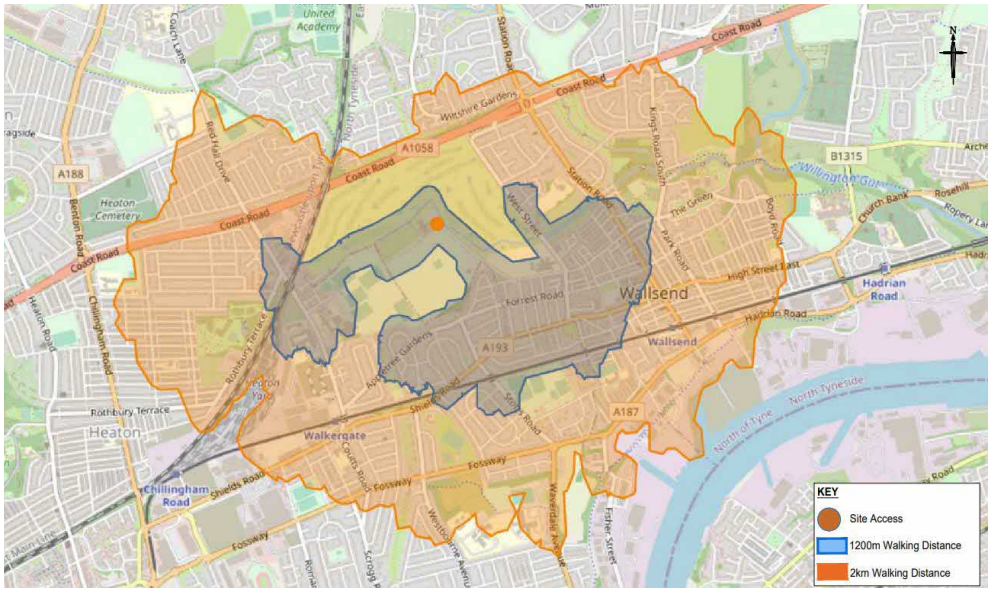
Table 2.1: Recommended Walking Distances

	Trip Purpose	
	Commuting/School	Other Journeys (Retail/Shopping)
Desirable	500 metres	400 metres
Acceptable	1,000 metres	800 metres
Preferred Maximum	2,000 metres	1,200 metres

2.4 Table 2.1 shows that the preferred maximum walking distance for 'commuting / school' journeys is 2,000 metres and the preferred maximum walking distance for other journeys is 1,200 metres. A walking catchment plan prepared using Iso4app has been prepared for the application site, which illustrates the areas accessible within a preferred maximum 2,000 metres (orange) walking distance from the site

for commuting and journeys to school together within 1,200 metres (blue) for other journeys.

Figure 2.1: 1,200 metre and 2,000 metre Pedestrian Catchment



2.5 Figure 2.1 above shows that the entirety of Wallsend is accessible within a 2,000-metre walking distance from the site where a number of retail, leisure and employment facilities are available. Future residents will be able to conveniently walk to a number of local services and destinations inter alia:

Hadrian Health Centre

The Forum Shopping Centre

Aldi Supermarket

Asda Wallsend Supermarket

2.6 There are also several schools located within the 2,000-metre preferred maximum walking distance including Benfield Secondary School, Western Community Primary School, and St Columba's Catholic Primary School.

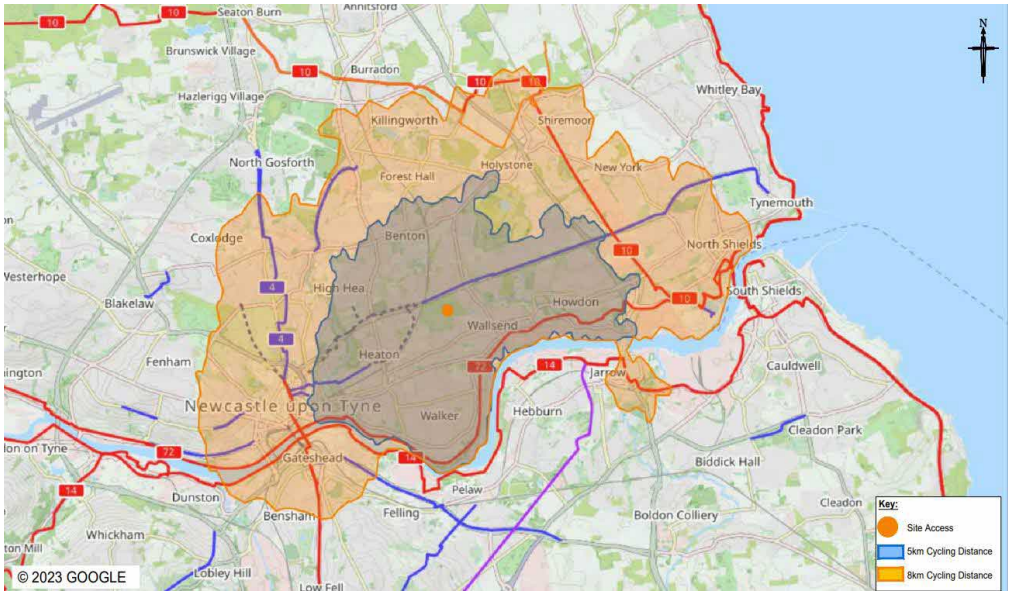
2.7 Footways are to be provided to the western side of Rheydt Avenue which will tie into existing footway provision. The footway provides a route to the south from the site into Wallsend where a multitude of amenities are available. This will encourage future residents to walk to destinations further afield and will assist improving mental health and wellbeing.

Cycling

2.8 Guidance in the Department for Transport's (DfT) 'Cycling and Walking Investment Strategy' (April 2017) and 'Cycle Infrastructure Design' (LTN 1/20 – July 2020) sets out that two out of every three personal trips are within 5 miles (8 kilometres), which is an achievable distance to cycle for most people. It is also generally accepted that the bike is an ideal mode of transport for journeys under 8 kilometres and that cycling has clear potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport.

2.9 A cycling catchment plan has been prepared for the application site, which illustrates the areas accessible within a 5-kilometre and an 8-kilometre cycling distance from the site, as shown below in Figure 2.2 (prepared using Iso4app).

Figure 2.2: 5-kilometre and 8-kilometre Cycling Catchment



2.10 The cycle accessibility plan demonstrates that there are several destinations within a reasonable cycling distance including Wallsend, Jarrow, Holystone and the city centre of Newcastle upon Tyne.

2.11 Approximately 1.5 kilometres to the south of the site, a connection can be made with the National Cycle Network Route 72. Locally this provides a mixture of on and off road routes towards South-Sheilds to the east and Newcastle upon Tyne city centre to the west.

2.12 Cycle spaces will be provided via a single steel floor anchor secured within a shed or garage associated with each property.

Public Transport

Bus

2.13 With regard to public transport provision at new developments, the CIHT publication "Buses in Urban Developments" (January 2018) refers to a maximum walking distance to bus stops of 400 metres, this is a historic recommended distance which has been applied for many years. The aforementioned "Planning for Walking" also states that 400 metres has traditionally been regarded as a cut off point for walking distance to bus stops.

2.14 "Buses in Urban Developments" also recognises that there are a number of other factors to consider. For example, people will accept longer walks to reach bus services that are fast, direct, frequent and serve a wider range of destinations.

2.15 The nearest bus stops are located on West Street, approximately 600m walking distance from the entrance of the site, via Rheydt Avenue. There are further stops located on Appletree Gardens, approximately 650m southwest of the site entrance, on Benfield Road, approximately 700m west of the site via an existing footpath to the north of the site, and on the A193 (High Street West), approximately 620m south of the site entrance.

2.16 Table 2.2 summarises the bus services available from these stops.

Table 2.2: Summary of Existing Bus Services

Route Number	Route Description	Frequency		
		Mon to Fri (mins)	Sat Daytime (mins)	Sunday (mins)
		Benfield Road		
553	Wallsend - Gosforth	60 minutes	60 minutes	No service
995	Byker - Longbenton	1 AM service (07:36)	No service	No service
		Appletree Gardens		
1 Coaster	Whitley Bay - Gateshead	20 minutes	20 minutes	30 minutes
995	Byker - Longbenton	1 AM service (07:36)	No service	No service
		A193 High Street		
1 Coaster	Whitley Bay - Gateshead	20 minutes	20 minutes	30 minutes
12	Fenham – Wallsend	20 minutes	20 minutes	20 minutes
22	Cobalt - Throckley	10 minutes	10 minutes	30 minutes
40	Chapel House - Wallsend	12 minutes	12 minutes	20 minutes
91	West Chirton – Team Valley	1 AM Service (05:09)	No service	No service
553	Wallsend - Gosforth	60 minutes	60 minutes	No service
		West Street		
342	Wallsend - Westerthorpe	30 minutes	60 minutes	60 minutes

2.17 Table 2.2 shows there is a wide range of local bus stops, that are accessible within a short walk from the site. There are a number of bus services from these stops which provide a wide range of services to destinations across the region including Newcastle City Centre, Gateshead and Whitley Bay.

Rail

2.18 The closest railway station to the site is Newcastle station, located approximately 6.4 kilometres cycling distance to the south-west of the site. This would be a circa 25-minute cycle or a 40-minute bus journey from the Sheilds Road bus stop (700 metres south of the site).

2.19 The railway station provides services to national and local destinations including Sunderland, Darlington, Leeds, and London. The station benefits from CCTV, a ticket machine, step free access and 122 cycle parking spaces.

Metro

2.20 Walkergate Metro station is located approximately 1,200 metres southwest of the entrance to the site. The station has up to five services per hour in each direction, Monday to Saturday with up to four services per hour on Sundays. Walkergate is located on the 'Yellow Line' and provides a direct route towards Newcastle upon Tyne to the south-west and towards North Shields and Whitley Bay to the east.

Summary

2.21 There are a range of existing facilities within Wallsend and surrounding areas which future residents of the site would be able to access conveniently on foot or by cycle. There are regular bus services within the vicinity of the site, providing links to destinations such as Newcastle upon Tyne city centre. Newcastle railway station is located within a reasonable cycling distance of the site and provides an opportunity for combined journeys by cycle and rail. Walkergate Metro Station is located within a suitable walking distance for future residents of the site.

3.0 TRAVEL PLAN COORDINATOR

3.1 It is widely recognised that a TPC plays a key role in the success of any TP. The TPC will be responsible for the overall management and implementation of the TP including establishing the measures contained in this report, travel surveys, future monitoring and the review process.

3.2 The TPC will be in place at least 3 months prior to first occupation, so that travel information in the form of a residential welcome pack can be prepared and included in promotional literature to prospective residents. It is acknowledged that the TPC may change from time to time as the site moves from initial marketing through to implementation and then during the early years of occupation. If the TPC changes, NTC will be advised of the relevant changes and contact details within 10 days of the change occurring.

3.3 The TPC will work closely with NTC to ensure a partnership approach is adopted and the TP accords with the requirements set out by the authority.

Budget

3.4 A dedicated budget will be made available for the TPC to cover the cost of implementing the measures outlined within the TP. The ongoing cost of providing a TPC will be funded by the site developer throughout the TP implementation period.

Contact Details of the TPC

3.5 Bryan G Hall will be the primary contact for this TP, the contact details for the TPC are as follows:

Travel Plan Coordinator
(ref: 23-395 Centurion Chase, Wallsend)
Bryan G Hall
Suite E15, Josephs Well, Hanover Walk
Leeds LS3 1AB
Email: tpc@bryanghall.co.uk
Telephone: 0113 246 1555

4.0 TARGETS AND MONITORING

4.1 The primary objective of this TP is to achieve a reduction in dependence on private car journeys (particularly single occupancy journeys) to the site. In order to determine the impact of the TP, challenging but realistic targets must be established. These targets will be set and monitored using resident travel surveys and the results of an initial multi-modal travel survey.

Resident Surveys and Targets

4.2 The baseline resident travel surveys will be undertaken within the first six months of occupation or upon occupation of 50th dwelling, whichever is first, at the same time as the multi-modal counts and parking surveys. The travel surveys will ask residents their main mode of travel when travelling to and from the site, their main mode of travel for educational purposes and the average percentage of residents travel by vehicle. A suitable target response rate will be agreed with NTC, but an initial response rate of 40% will be sought.

Trip Generation

4.3 In line with guidance from NTC, a baseline position has been determined using the approved vehicular trip rates contained within the Transport Assessment produced for the site, prior to the collection of initial travel survey data. The vehicular trip rates per dwelling and likely number of generated vehicular trips is set out in Table 4.1 below. The data shows that the proposed development will generate approximately 109 trips in both the morning and evening peak period.

Table 4.1: Trip Rates and Generated Vehicle Trips

	Morning Peak Hour			Evening Peak Hour		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Vehicle Trip Rates (per dwelling)	0.134	0.372	0.506	0.347	0.156	0.503
Generated Vehicle Trips	29	80	109	75	34	109

4.4 The recommended target is for a 10% reduction in single occupancy vehicle trips three years after final occupation, i.e. from 109 trips to 99 trips. The vehicular trip generation targets are shown in Table 4.2 below.

Table 4.2: Target Vehicle Movements

	Morning Peak Hour			Evening Peak Hour		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Baseline Vehicle Trip Rates	0.134	0.372	0.506	0.347	0.156	0.503
Baseline Vehicle Trips	29	80	109	75	34	109
10% Target Reduction						
Target Vehicle Trip Rates	0.122	0.338	0.460	0.315	0.142	0.457
Target Vehicle Trips	26	73	99	68	31	99

Modal Split

4.5 Prior to the collection of baseline travel data, it is common practice to examine census data for the area within which the development is located. As described within the accompanying TA, the development is located within the North Tyneside 030 middle super output area (MSOA).

4.6 It is noted that data from the 2021 National Census data has been released recently and this can be interrogated to determine the likely travel patterns of residents in the local area. However, it is also noted that the 2021 Census was undertaken at a time when various travel restrictions were in place throughout England due to the Covid-19 pandemic. On the official survey date of 21st March 2021, England was in its third national lockdown with a 'stay at home' order in place for non-essential travel. Obtaining modal split data from the 2021 Census data would therefore not be representative. Modal split data has instead been obtained from the 2011 Census data as the other available data source.

4.7 As previously discussed, an initial resident survey will ascertain the true baseline position and this will be updated in future monitoring reports. The modal split results from the 2011 census are summarised in Table 4.3.

Table 4.3:
National Statistics Census 2011 Data for North Tyneside 030 MSOA
Method used to travel to work

Travel Mode	% Modal Split
Train/Underground	11%
Bus	19%
Taxi	1%
Motorcycle	1%
Car/Van Driver	50%
Car/Van Passenger	7%
Bicycle	3%
On foot	8%
Other	0%
Total	100%

4.8 The modal splits shown in Table 4.3 will be used to inform a discussion with officers at NTC, so that target reductions in car usage can be agreed and appropriate targets for alternative modes of transport for the site can be identified.

4.9 An initial target of a 10% reduction in single occupancy vehicle trips (i.e. from 50% to 45%) from the baseline over a period at least three years post final occupation, which is indicated in Table 4.4. This will be refined/informed by the results of the baseline residential travel survey and agreed with NTC. As detailed previously, these targets will also reflect any findings of the multi-modal traffic counts.

Table 4.4:
Target Modal Splits

Modal Split	% Split	Target
Car (single occupancy)	50%	45%
Train/Underground	11%	Additional 5% split between other modes.
Bus	19%	
Taxi	1%	
Motorcycle	1%	
Car/Van Passenger	7%	
Bicycle	3%	
On foot	8%	
Other	0%	
Total	100%	100%

Monitoring

4.10 Baseline monitoring will be undertaken 6 months after first occupation or upon occupation of 50th dwelling, whichever is first. First year monitoring will then occur upon occupation of the final dwelling of the development, and repeated on the anniversary of this date for a minimum period of 3 years. An Annual TP Monitoring Report will be submitted annually to NTC for approval within 3 months of monitoring surveys being undertaken.

4.11 Using the rough estimate that 40 dwellings will be constructed per year, it can be assumed that a TPC will be in place for a minimum of 8 years, taking into account the 5 year construction period and the minimum 3-years of full monitoring once the final dwelling has been occupied.

4.12 As part of monitoring and review, an annual review of occupation to date and a sustainable travel event will be undertaken on-site to coincide with the anniversary of the Baseline Survey. During the site visit and event, the TPC will review onsite

parking, the condition of footways and cycleways and identify any areas for concern within the development. Any notable findings will be highlighted and discussed with the developer.

Other Targets

4.13 Whilst the primary objective of this TP will be to achieve a reduction in dependence on private cars (particularly single occupancy journeys), a less direct objective will be to increase the awareness of residents of the advantages and the potential for more environmentally friendly modes of travel.

4.14 In addition to the modal split targets outlined previously, the objectives of this TP will be actively pursued as the TP is implemented to:

Minimise the number of single occupant car trips to and from the site;
Target – that residents utilise the existing and future facilities within the local area.
Measure – through travel surveys

Increase awareness of the advantages and potential for travel by environmentally friendly modes of transport;
Target - to ensure that awareness of the health, financial and environmental benefits of sustainable modes of travel increase each year.
Measure – through travel surveys

Encourage residents to adopt sustainable modes of travel for most of their journeys to and from the site;
Target – that residents are choosing sustainable modes of travel where reasonably practicable for most of their journeys.
Measure – through travel surveys

4.15 The TP will strive to achieve these objectives through the measures described in Section 5.0. The objectives and targets will be refined following the initial travel surveys and adjusted accordingly. The targets will be agreed in consultation with NTC following the first survey.

4.16 In the event that the objectives and targets are not met at the end of the TP period, it may be necessary for monitoring to continue to work towards achieving the targets for the proposed development over an additional period of time, with additional measures to be agreed with NTC at the appropriate time.

5.0 TRAVEL PLAN MEASURES AND ACTION PLAN

5.1 It is an important principle that the implementation of the TP can establish a pattern of travel behaviour, favouring sustainable modes of travel from the inception of the development.

5.2 The following measures have been selected to make existing sustainable modes of travel to the site more attractive. By introducing a variety of measures, residents can pick and choose the most appropriate. It is unlikely that a single measure will ever address all transport needs. Therefore, having a range of measures enables users to choose the most appropriate to them, thus providing flexibility to choose different measures at different times.

5.3 The TP is not a static document. It will be developed further once approved and baseline travel surveys have been collected. The measures outlined below are not exhaustive and as the TP evolves, they will include emerging best practice and measures. It will also respond to local changes, as and when appropriate. It will be subject to change in light of progression and completion of the development and will remain responsive to change in line with the findings from future travel surveys and the on-site multi-modal traffic counts.

Measures to encourage sustainable modes of travel through site design

The development has been designed in accordance with relevant design guidance and standards, ensuring that the development promotes and encourages walking and cycling, use of public transport and to reduce the dependence on the private car. Footways are provided throughout the site which provide a permeable and well-connected development, ensuring there are no barriers to walking trips within the site.

Measure 1
Site Specific Travel Guide

A site-specific travel guide will be prepared and shared with prospective residents via the marketing suite. Providing this information ahead of first occupation can assist in site wide recognition and cooperation with the plan and aspirations for resident travel. The guide will include maps showing walking routes and facilities, locations and routes to bus stops, cycle routes and other places of interest in the local areas. The maps will be annotated to show distances and average walk/cycle times.

Similarly, up-to-date information on electric bikes, cars and scooters will be included in the Travel Guide and will be updated accordingly in future newsletters.

Measure 2
Personalised Travel Planning

All first occupiers will be contacted within one month of occupation to be offered the opportunity for personalised travel planning with the TPC. It is anticipated that one month post occupation, residents will have had time to deal with any issues associated with moving house and may be in a position to consider their travel options and travel initiatives in more detail.

The process of personalised travel planning can help guide people through their potential travel options and alleviate some of the pressure regarding journey planning, for example, identifying where the closest bus services travel to, and local walking and cycling options.

Through discussion with residents the TPC will establish the preferred method of communication going forward. This will allow the TPC to tailor the approach to suit the residents at the development and ensure that the information provided is accessible.

This measure will be available on a face-to-face basis for those residents that choose this option.

Measure 3
Periodic Travel Newsletter

As a means of updating residents of national and local events and periodic campaigns, travel newsletters will be prepared and distributed annually following the Baseline Survey.

The travel newsletter will be produced and distributed at least twice per year, or more frequently if required, in order to report any travel related items of interest. The letter will also advertise events such as resident meetings and will request feedback in order to judge demand for such events.

The newsletter could include, but not be limited to the following:

- Latest government advice regarding walking, cycling and use of public transport;
- Walking and cycle routes within the vicinity of the site;
- Details of local cycling groups;
- Associated health, wellbeing and financial benefits of adopting active modes of travel;

- Promotion of local Car Share scheme- https://liftshare.com/uk/search/from/newcastle-upon-tyne
- Bus timetables (which will be reviewed regularly to ensure that they are up to date, especially over holiday periods);
- Links to websites and apps which allow users to get regular travel updates in real time; and
- National and local sustainable travel initiatives such as Bike Week/Walk to Work Week / National Liftshare Week

Measure 4
Sustainable Travel Voucher

Sustainable travel vouchers are to be offered to each dwelling at the time of occupation, which include either:

3x All Zones Network One Travel Ticket Pass (one week) or, subject to NTC agreement, the equivalent value pre-loaded on a Pop card, and
1 x Equivalent Pedestrian/Cycle Voucher

Measure 5
Sustainable Travel to Schools

The TPC will promote sustainable travel to school options, such as walking, cycling and public transport. One example of how this could be promoted is through encouraging participation in national and local events such as Walk to School Week. There may also be the opportunity for the TPC to liaise with the local school regarding the sustainable travel options available, to help identify which of these would benefit residents of the proposed site and where potential improvements could be made.

Measure 6
Cycle User Group

The TPC will promote and arrange a residents cycle user group to encourage cycling.

This will consist of information regarding bicycle maintenance, local cycle routes and general cycle advice. It will also allow residents to connect with other residents who are interested in cycling.

The cycle user group will meet every 6 months and will be promoted within the resident newsletter and travel guide prior to each meeting.

Measure 7
Measures to encourage car sharing

The TPC will promote car sharing through the newsletters and travel guide. The TPC will inform residents of the web based Liftshare scheme at https://liftshare.com/uk/search/from/newcastle-upon-tyne . Car sharing is often considered to be a relatively convenient form of sustainable travel with the associated convenience of car travel. Consideration will be given to setting up a site-specific car share scheme, whereby residents of the development can share with other residents, with journey matches facilitated by the TPC.

Measure 8
Car Club

Car Club cars are to be provided on site for the duration of the Travel Plan with an incentive provided to each dwelling to encourage use of the vehicles. The TPC will be responsible for agreeing the number of car club vehicles for the site through scoping discussions with NTC.

5.4 The following are other potential measures that the TPC could explore, should residents express interest in additional measures:

Contact a nearby cycle store to discuss options for providing discounts to future residents, for the purchase of bicycles, clothing and other accessories;

Contact a nearby cycle store to discuss holding a bicycle maintenance event at the site; and

Contact a nearby sportswear store to discuss options for providing discounts to future residents, for the purchase of walking, running and other sports clothing accessories which may help residents to travel via sustainable modes.

5.5 An initial action plan has been prepared to guide the implementation of this TP, as shown in Table 5.1. The action plan summarises the TP measures, identifies the associated timescales for implementation and identifies the person responsible for undertaking this action.

Table 5.1: Initial Action Plan

Action	Date	Responsibility	Progress to Date
Appoint Travel Plan Coordinator	Prior to marketing of the sites	Developer	Bryan G Hall appointed as interim 3 months before occupation
Pedestrian links to be built	During construction, in line with development proposals	Developer	Design ongoing
Prepare Travel Guide	For residents prior to first occupation and included within resident welcome packs	Travel Plan Coordinator in conjunction with NTC	To be completed prior to occupation
Undertake personalised travel planning	Within 1 month of occupation and continued throughout the lifespan of the TP	Travel Plan Coordinator	To be offered within one month of occupation
Prepare travel newsletter	Every 6 months and distributed biannually for the duration of the TP	Travel Plan Coordinator	To be completed within six months of first occupation
Sustainable Travel Voucher	Provided to each unit at time of occupation	Travel Plan Coordinator	To be promoted in residents welcome travel guide
Promote sustainable travel to schools	On first occupation to be promoted within site specific travel guide and newsletters	Travel Plan Coordinator	To be promoted in travel guide and newsletters
Provide measures to encourage walking	During construction and on first occupation to be promoted within site specific travel guide and newsletters	Travel Plan Coordinator	Design ongoing, promotion to be included in travel guide and newsletters
Provide measures to encourage cycling (Cycle User Group)	During construction and on first occupation to be promoted within site specific travel guide and newsletters	Travel Plan Coordinator	Design ongoing, promotion to be included in travel guide and newsletters
Provide measures to encourage car sharing	On first occupation to be promoted within site specific travel guide and newsletters	Travel Plan Coordinator	To be promoted in travel guide and newsletters. Car Club Cars to be provided on

			site for the duration of the Travel Plan
Advise residents on reducing the need to travel/working from home	On first occupation to be promoted within site specific travel guide and newsletters	Travel Plan Coordinator	To be promoted in travel guide and newsletters
Undertake monitoring travel surveys/multi-modal count	Baseline survey and multi-modal count to be undertaken within 6 months of first occupation or upon occupation of the 50th dwelling whichever occurs first.	Travel Plan Coordinator	Within 6 months of first occupation or upon occupation of the 50th dwelling whichever occurs first.
Undertake monitoring travel surveys/multi-modal count	First survey to be undertaken upon occupation of the final unit and annually thereafter for a period of 3 years.	Travel Plan Coordinator	Upon occupation of the final unit
Review Travel Plan/Action Plan	Report submitted to NTC 3 months after survey date and repeated annually	Travel Plan Coordinator in conjunction with NTC.	Ongoing throughout the monitoring period

APPENDIX TP 1

SCHEDULE 6

Travel Plan

First Survey	Means the survey to be carried out by the Owner upon Occupation of the final Dwelling in the Development to ascertain the vehicular use of the occupants of the Dwellings. Such survey to include, but not necessarily be limited to, the following questions (or wording which has a similar effect): (a) What is your main mode of travel to work? (b) What is your main mode of travel to school, college, or university? (c) On average, what percentage of your travel is via vehicle (not including public transport)?
Fourth Survey	Means the survey to be carried out by the Owner on the third anniversary of the First Survey to ascertain the vehicular use of the occupants of the Dwellings. Such survey to include, but not necessarily be limited to, the following questions (or wording which has a similar effect): (a) What is your main mode of travel to work? (b) What is your main mode of travel to school, college, or university? (c) On average, what percentage of your travel is via vehicle (not including public transport)?
Initial Baseline Survey	Means the survey to be carried out by the Owner on a date six (6) months after first Occupation of the Development to ascertain the vehicular use of the occupants of the Dwellings. Such survey to include, but not necessarily be limited to, the following questions (or wording which has a similar effect): (a) What is your main mode of travel to work? (b) What is your main mode of travel to school, college, or university? (c) On average, what percentage of your travel is via vehicle (not including public transport)?
Second Survey	Means the survey to be carried out by the Owner on the first anniversary of the First Survey to ascertain the vehicular use of the occupants of the Dwellings. Such survey to include, but not necessarily be limited to, the following questions (or wording which has a similar effect): (a) What is your main mode of travel to work? (b) What is your main mode of travel to school, college, or university? (c) On average, what percentage of your travel is via vehicle (not including public transport)?

Third Survey	Means the survey to be carried out by the Owner on the second anniversary of the First Survey to ascertain the vehicular use of the occupants of the Dwellings. Such survey to include, but not necessarily be limited to, the following questions (or wording which has a similar effect): (a) What is your main mode of travel to work? (b) What is your main mode of travel to school, college, or university? (c) On average, what percentage of your travel is via vehicle (not including public transport)?
Travel Plan	The travel plan to be submitted for approval in writing to the Council by the Owner pursuant to Condition 50 of the Planning Permission and in accordance with the Travel Plan Scope.
Travel Plan Scope	The document set out in Schedule 9 of this Deed.
Travel Plan Sum	Means the total sum of £100,000.00 (one hundred thousand pounds) which may become payable under Paragraph 2 of this Schedule and is to be used by the Council towards schemes to contribute towards travel reduction.
Travel Plan Target	Means the target reduction in vehicular travel by the occupants of the Development of 10% between the results of the Initial Baseline Survey and the results of the First Survey/Second Survey/Third Survey/Fourth Survey (as appropriate).

1. TRAVEL PLAN

1.1 The Owner agrees to submit the Travel Plan to the Council in accordance with Condition 50 of the Planning Permission and the Travel Plan Scope.

1.2 The Owner shall implement and comply with the Travel Plan in accordance with the timescales and time periods contained therein.

2. TRAVEL PLAN SUM

2.1 The Owner covenants with the Council that:

2.1.1 six (6) months after first Occupation of the Development it will, within thirty (30) days of that date, issue the Initial Baseline Survey to all Occupied Dwellings and will share the results with the Council within three (3) months of issue;

2.1.2 within 30 days of the final Occupation of the Development, it will issue the First Survey to all Dwellings and will share the results with the Council within three (3) months of issue;

2.1.3 within 30 days of the first anniversary of the First survey, it will issue the Second Survey to all Dwellings and will share the results with the Council within three (3) months of issue;

2.1.4 within 30 days of the second anniversary of the First survey, it will issue the Third Survey to all Dwellings and will share the results with the Council within three (3) months of issue; and

2.1.5 within 30 days of the third anniversary of the First survey, it will issue the Fourth Survey to all Dwellings and will share the results with the Council within three (3) months of issue.

2.2 In the event that the results of the First Survey show that the Travel Plan Target has not been achieved, the Owner covenants to the Council that it will pay the Council 25% of the Travel Plan Sum, being £25,000.00 (twenty five thousand pounds) within 30 days of the results being shared with the Council.

2.3 If the results of the First Survey show that the Travel Plan Target has been achieved, the payment at paragraph 2.2 of this Schedule shall not be payable.

2.4 In the event that the results of the Second Survey show that the Travel Plan Target has not been achieved, the Owner covenants to the Council that it will pay the Council 25% of the Travel Plan Sum, being £25,000.00 (twenty five thousand pounds) within 30 days of the results being shared with the Council.

2.5 If the results of the Second Survey show that the Travel Plan Target has been achieved, the payment at paragraph 2.4 of this Schedule shall not be payable.

2.6 In the event that the results of the Third Survey show that the Travel Plan Target has not been achieved, the Owner covenants to the Council that it will pay the Council 25% of the Travel Plan Sum, being £25,000.00 (twenty five thousand pounds) within 30 days of the results being shared with the Council.

2.7 If the results of the Third Survey show that the Travel Plan Target has been achieved, the payment at paragraph 2.6 of this Schedule shall not be payable.

2.8 In the event that the results of the Fourth Survey show that the Travel Plan Target has not been achieved, the Owner covenants to the Council that it will pay the Council 25% of the Travel Plan Sum, being £25,000.00 (twenty five thousand pounds) within 30 days of the results being shared with the Council.

2.9 If the results of the Fourth Survey show that the Travel Plan Target has been achieved, the payment at paragraph 2.8 of this Schedule shall not be payable.

SCHEDULE 9

Travel Plan Scope

A Full Travel Plan is required to be submitted prior to first occupation of the Development.

A Travel Plan Sum of £100,000 will be included in the Section 106 Agreement alongside the Travel Plan Scope (as below).

Travel Plan (TP) Scope

A Full Travel Plan is required for this Development, the requirements are detailed below:

1. A Full Residential Travel Plan (TP) for the Development is to be submitted and approved by North Tyneside Council (NTC) prior to first Occupation.
2. The lifespan of the TP is from the date the TP is approved by NTC until 3 years after first Occupation of the final unit.
3. Where relevant the TP should reflect the guidance set out in NTC Transport and Highways Supplementary Planning Document, North Tyneside Cycling Design Guide, LTN1/20 Infrastructure Design and NTC Officer recommendations following scoping discussions.
4. Within TP outline timescales for occupation and details of any phasing of the Development.
5. For Walking and Cycling demonstrate how residents can get to the nearest:

5.1 Strategic cycle route;

5.2 Shops & local facilities; and

5.3 Primary & Secondary Schools.

6. Include information on proposed Public Transport Infrastructure. Such as bus stops, bus services, bus gates, Metro.
7. The TP should detail the cycle parking to be provided for the Development (as agreed through the planning application).
8. The TP should detail the electric vehicle charging points to be provided for the Development. (as agreed through the planning application).
9. Aims & objectives;
10. Baseline travel patterns derived from Census;
11. The TP Mode Share Targets should be displayed in a table breaking the % targets down by each year (Baseline and 1 to 5) and each mode. The TP should be ambitious in seeking to limit the modal share for single occupancy car trips. The annual targets are to be agreed with NTC.
12. The predicted Trip Generation for the Development from the Transport Assessment must be included as a table within the TP to form part of the Travel Plan Targets for annual monitoring.
13. A suitably experienced Travel Plan Coordinator (TPC) is to be in place at least 3 months prior to occupation and for the lifespan of the TP as set out in paragraph 2, above.
14. If the TPC changes, NTC are to be informed of the new TPC and the updated contact details within 10 days.
15. Residential Welcome Pack to be provided for each unit.
16. Travel Plan Incentives are to be offered to each unit at time of occupation. To include:

16.1 2 x four week Network One Travel Ticket All Zone Passes, or equivalent; and

16.2 1 x Pedestrian/Cycle voucher with value of £80.

17. The TPC will monitor the use of the visitor parking bays and any overspill parking from adjacent uses, and highlight any issues (and propose any remedial measures) as part of their annual report to NTC.

18. To confindentially provide an estimate of the cost of the measures over the lifespan of the TP and demonstrate how this cost will be met and by whom.
19. The TP applies to all movements associated with the residential units, with post occupation baseline monitoring completed within 6 months of first occupation (or upon occupation of 50th unit, whichever is first), then annual monitoring to be undertaken on the anniversary; until 3 years after first occupation of the final unit.
20. The Monitoring surveys required are:

20.1 Household Travel Behaviour Surveys (to aim for a 40% response rate);

20.2 Classified Traffic Survey at all access points (including all motorised and non-motorised modes); and

20.3 Parking Surveys to monitor the use of the visitor parking bays as overspill parking from adjacent uses (formal and informal including car and cycle parking).

21. TP Annual Monitoring Report to be submitted to NTC for approval within 2 months of monitoring surveys being undertaken.
22. Include an Action Plan table which includes all measures and actions outlined within the TP including when an action is established as well as the frequency of the action being repeated; for the lifespan of the TP. To be clear who has responsibility for undertaking each action. To confidentially provide a budget cost for delivering each action for the lifespan of the TP.
23. Within the Action Plan include timescales associated with the delivery of the TP such as Monitoring Surveys being undertaken and TP Annual Monitoring report being submitted to NTC. Also include any triggers from any relevant Planning Conditions/Legal Agreements such as any transport-related triggers e.g. infrastructure provision linked to occupied units.
24. It is important to establish a remedial strategy within the TP so that all interested parties are clear what action will be taken if targets are not achieved, or if current projections suggest that targets will be missed.
25. The Travel Plan should be a stand alone document and not rely on information provided in other documents.
26. The contact email address for engagement with NTC regarding the travel plan is: new.developments@northtyneside.gov.uk

APPENDIX TP 2

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