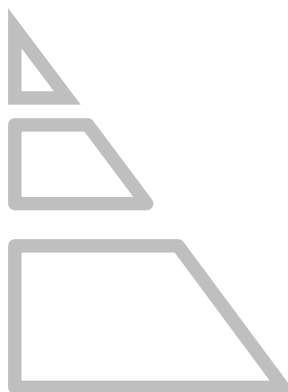


Keepmoat Homes Ltd

**Proposed Residential Development
Trinity South, South Shields**

**Residential Travel Plan
FINAL Revision B**

March 2013



S-A-J Transport Consultants

Suite 43, 4th Floor,
Northumbrian Water House,
7 -15, Pink Lane, Newcastle upon Tyne,
NE1 5DW

Tel: 0191 261 8679
Email: info@saj-consultants.com
Web: www.saj-consultants.com

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PROJECT: Residential Development, Trinity South, South Shields

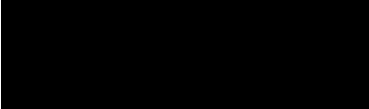
REPORT: Residential Travel Plan

CLIENT'S REFERENCE:

PREPARED BY:

Paul Whitley, Transport Consultant: 

CHECKED AND APPROVED BY:

Stephen A. Jobey, Director: 

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REFERENCES

1. Guidance on Transport Assessment (Published March 2007, Department for Transport)
2. National Planning Policy Framework (Published March 2012, Communities and Local Government)
3. LTP3: The Third Local Transport Plan for Tyne and Wear (2011 – 2021) (Published March 2011, Tyne and Wear Integrated Transport Authority)
4. NOT USED
5. National Travel Survey 2011: (Published December 2012, Department for Transport)
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8. Cycling: Personal Travel Factsheet (Published July 2007, Department for Transport)
9. Guidelines for Planning for Public Transport in Developments (Published 2001; Institution of Highways and Transportation)

1. INTRODUCTION

Background

- 1.1 S-A-J Transport Consultants Ltd has been commissioned by Keepmoat Homes Ltd. to prepare a Residential Travel Plan (RTP) for a proposed residential development at Trinity South, South Shields.
- 1.2 The location of the site is shown on Figure 1.
- 1.3 Outline planning permission was granted in November 2009 (Ref ST/0588/OUT) for a mixed use development comprising 401 residential units, 5,700sqm commercial floor space (Use Class B1 and B2) and 400sqm retail and leisure floor space (Use Class A1, A2, A3, A4 and D2) on an area that included the proposed site.
- 1.4 The proposed development will comprise 222 residential dwellings. The development masterplan is included at Appendix A.
- 1.5 Current national guidance (Reference 1) provides threshold figures to guide local authorities over the level of assessment required for particular land uses, based on the size and/or scale of a proposed development.
- 1.6 The thresholds suggest that for a development with above 80 residential dwellings then a Transport Assessment and a Travel Plan are required.
- 1.7 The proposed level of development exceeds this threshold. A Transport Assessment (TA) and a Residential Travel Plan (RTP) have been prepared in support of the planning application to address the impacts associated with the development.
- 1.8 A RTP is a strategy and action plan to improve accessibility to a specific residential development, providing a package of measures aimed at minimising single occupancy car travel, by encouraging and promoting the use of alternative more sustainable modes of transport; i.e. walking, cycle and public transport.

2. POLICY

National Planning Policy Framework (NPPF) – March 2012

- 2.1 The National Planning Policy Framework (NPPF) sets out the Governments planning policies for England (Reference 2).
- 2.2 The NPPF clearly states that plans and decisions should take into account whether:
 - The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
 - Safe and suitable access to the site can be achieved for all people; and

- Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development.
- 2.3 The development is located in close proximity to local shops, schools, employment opportunities and frequent public transport services offering the opportunity to maximise sustainable travel from the development. All modes have been taken into consideration in the development of the masterplan.

LTP3: The Third Local Transport Plan Tyne and Wear – March 2011

- 2.4 The Third Local Transport Plan (LTP3) for Tyne and Wear sets out the ten-year transport strategy for the area (Reference 3). The Plan is produced by the Tyne and Wear Integrated Transport Authority (TWITA) on behalf of the five Local Authorities in Tyne and Wear (Gateshead, Newcastle, North Tyneside, South Tyneside, and Sunderland) plus Nexus, as the Passenger Transport Executive (PTE).
- 2.5 The strategy is focussed on ways to address challenges within three key areas:
- Supporting economic development and regeneration;
 - Addressing climate change; and
 - Supporting safe and sustainable communities.
- 2.6 In addressing the three challenges, a strategic framework based on three broad intervention types (measures) has been adopted;
- Managing the demand for travel;
 - Managing and further integrating existing networks; and
 - Targeting new investment at top priority challenges.
- 2.7 The potential contribution of Travel Planning, including site specific Travel Plans, is recognised throughout the LTP3 document. It is also notable that many of the individual demand management measures often included in Travel Plans have been recognised.
- 2.8 Policy 11 of LTP3 sets out the essential components of a Travel Plan:
- An assessment of the site, including the transport links to the site, on-site facilities (e.g. car parking, cycle parking etc.), any transport issues and problems, barriers to non-car use and possible improvements to encourage walking, cycling and bus use;
 - The results from a travel survey, including details of means of distribution, number of surveys distributed and response rate, and analysis of the results;
 - Clearly defined objectives, targets and indicators;
 - Details of proposed measures;

- An Action Plan for implementing measures, each of which has a deadline and responsibility allocated to a specific person;
- Clearly defined senior management and staff responsibilities and roles, staff (and, if applicable, union) participation;
- Details of the budget available for the implementation of Travel Plan measures;
- A plan for monitoring and reviewing the effectiveness of the Travel Plan, including mitigation proposals for remedial actions in the event that targets are not achieved;
- Proposals for maintaining momentum, publicising success and setting further targets once initial targets are achieved; and
- Name and contact details of the Travel Plan Co-ordinator or (in a smaller development) Travel Plan contact person, including what percentage of their full time role they will spend on Travel Planning for the site.

2.9 This Travel Plan document endeavours to fulfil the requirements of the identified components in Policy 11, by setting out an action plan for the dynamic development of the RTP, although recognising that some of the components of Policy 11 will be fulfilled during the commitment of the Residential Travel Plan Coordinator.

South Tyneside Local Development Framework Core Strategy

2.10 The Core Strategy lies at the heart of the Local Development Framework and sets out the overall direction for the plan and drive forward the blueprint for the future.

2.11 The spatial vision for the Borough seeks to ensure that:

- development meets the needs of our residents and businesses without compromising the ability of future generations to enjoy the same quality of life that we aspire to;
- we deliver the regeneration of our Borough. In doing so, we need to focus development on:
 - the main centres of South Shields, Jarrow and Hebburn;
 - major riverside sites – bringing life back to the riverside and creating sustainable communities where people choose to live;
- proposals are of sufficient scale can deliver a major change in the perception of the Borough and have the greatest impact on the economy, opportunity for new housing, quality of life and cultural facilities;
- all residents have a choice of good quality and affordable housing in a variety of tenures and which meets their future needs;

- our natural and built environment that is valued, protected, enhanced and capitalised on for the benefit of all;
- all those within the Borough can access the opportunities that are available, with reliable public transport, efficient road network and above all, focusing on delivering accessibility rather than relying on mobility; and
- despite the focus on the big projects and key regeneration areas, the suburban areas and villages outside of the key regeneration hot-spots must not be ignored – ensuring appropriate levels of essential services are provided and that any local needs for development are met.

2.12 It should be noted that the proposed site is allocated in the 'South Tyneside LDF Sites and Proposals (April 2012)' document for retail/commercial leisure/housing and includes a total of 377 dwellings.

2.13 It is considered that the proposed development is in line with the LDF Core Strategy.

3. OBJECTIVES

3.1 The aim of the Residential Travel Plan (RTP) will be to encourage and promote the use of alternative modes of transport to single occupancy car travel, and hence reduce the reliance on this mode of transport.

3.2 In order to achieve this aim the objectives of the RTP are to:

- Promote walking and cycling;
- Encourage the use of public transport;
- Encourage modal shift from single occupancy car travel to more sustainable modes of transport.

3.3 In turn this will:

- Help minimise congestion on the road network;
- Help reduce emissions and energy use and therefore reduce the potential impacts of climate change;
- Support social inclusion by ensuring the accessibility of the development by all modes of transport.

4. BENEFITS OF THE TRAVEL PLAN

4.1 Travel Plans have been found to be an effective means to encourage a reduction in private car usage, to increase the use of sustainable modes of travel, and to improve the overall accessibility of residential developments.

- 4.2 The successful implementation of the Travel Plan has the potential to produce significant benefits for future residents and the wider local community.

Benefits for Residents

- The promotion of measures to encourage walking and cycling can help to improve the health of individuals;
- There are financial benefits associated with lower travelling costs through walking, cycling and the use of public transport compared with single occupancy car travel;

Benefits for the Community

- The Travel Plan will identify barriers to the use of sustainable travel modes and if possible find solutions to overcome those barriers, often resulting in improved non-motorised user routes;
- The increase use of non-motorised user routes can help to improve the attractiveness of the route to vulnerable users;
- If patronage on commercial public transport services can be increased then private operators could generate more profit, which may provide opportunities for improving services that will ultimately benefit the wider community.

5. SITE ACCESSIBILITY AUDIT - GENERAL

- 5.1 An accessibility audit has been undertaken and has established the distance between the centre of the proposed development and the most significant surrounding key services and amenities.
- 5.2 Pedestrian, cycling and public transport accessibility are all included in the context of access to existing key services including education, employment centres, retail opportunities, health facilities and leisure destinations.
- 5.3 The audit draws upon statistics produced by the Department for Transport, in the form of annual reports and Personal Travel Factsheets (PTF) summarising data from the National Travel Survey (NTS).
- 5.4 The data contained within these DFT publications has been used to assess the accessibility of the proposed development

6. SITE ACCESSIBILITY AUDIT - WALKING

Introduction

- 6.1 Pedestrian access to the surrounding amenities and facilities is considered in the following sections.
- 6.2 Access to the public transport infrastructure is considered in Section 8.

Connectivity

- 6.3 The site is located to the west of the Frederick Street neighbourhood shopping centre.
- 6.4 Pedestrian access between the development and Frederick Street has been a key consideration in the development of the masterplan with several routes facilitating pedestrian movements towards the retail opportunities present at Frederick Street.
- 6.5 The masterplan also illustrates the footways would be integrated with the wider existing pedestrian infrastructure on Laygate, Reed Street and Eldon Street facilitating pedestrian movements towards local education and employment destinations.
- 6.6 Internally, pedestrian permeability through the development has been considered in the design of the masterplan with pedestrian footways and linkages throughout the development area.

Access to Education

- 6.7 The site is within acceptable walking distance of several primary and secondary schools. These findings can be supported by the DFT National Travel Survey (NTS) findings and IHT walking guidelines.
- 6.8 For school trips of less than 1 mile (1,600m), 84% of trips by primary school children are on foot (Reference 5). This would suggest that it is reasonable to assume that a walking distance to primary school of up to 1,600m is a readily acceptable walking distance for trips on foot to primary school.
- 6.9 The following Primary Schools are within 1,600m of the centre of the proposed development:
 - Laygate Primary School;
 - St Bedes RC Primary School;
 - Mortimer Primary School; and
 - Stanhope Primary School.
- 6.10 For secondary school trips of less than 1 mile (1,600m) 89% of trips on foot (Reference 3), with 58% of trips made on foot for trips of between 1 mile (1,600m) and 2 miles (3,200m). This would suggest that it is reasonable to assume that a walking distance of up to 3,200m.

- 6.11 The following Secondary Schools are within 3,200m of the centre of the proposed development:
- Mortimer Community College;
 - South Shields Community College; and
 - Harton Technology College.
- 6.12 The combination of the sites proximity to local primary and secondary schools suggests there is great potential to encourage walking trips between the site and local schools.
- 6.13 Pedestrian access to bus stops and the availability of scholar bus services are discussed later in the report.

Access to Employment

- 6.14 The accessibility audit has identified several potential employment opportunities within acceptable walking distance of the proposed development. These findings can be supported by the DFT National Travel Survey (NTS) findings and IHT walking guidelines.
- 6.15 The IHT document, Providing for Journeys on Foot (Reference 6) suggests 2,000m as an acceptable walking distance for commuting, but also recognises a distance of up to two miles (3,200m) is practicable for walking. This is supported by DFT data which shows over 40% of commuter journeys of less than 2 miles (3,200m) are by walking (Chart 3, Reference 7).
- 6.16 Figure 3 shows there are a range of employment opportunities within walking distance of the development including amongst others:
- One Trinity South;
 - Rekendyke Industrial Estate;
 - B&Q;
 - Wickes;
 - Tyne Dock;
 - South Shields Town Centre;
- 6.17 All of the above employment opportunities are accessed via the existing network of footways.
- 6.18 It is concluded that there are a number of employment opportunities within acceptable walking distance of the proposed development, offering a genuine opportunity to consider walking as an alternative to the use of the private car for some commuting journeys.

Access to Convenience Retail

- 6.19 Good access to convenience shopping and other stores can reduce the need to travel.
- 6.20 National statistics show 22% of all shopping trips are made on foot (Reference 5).
- 6.21 It is generally accepted that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres.
- 6.22 As discussed earlier the development is to the west of the Frederick Street local centre. Permeability between the proposed development and Frederick Street has been a key consideration during the design of the masterplan.
- 6.23 Further retail opportunities including Lidl, Aldi and Asda are also considered to be within walking distance.
- 6.24 It is considered the sites proximity to Frederick Street and further retail opportunities including Aldi, Lidl and Asda provides a realistic opportunity to promote walking as the chosen mode of travel for convenience shopping.

7. SITE ACCESSIBILITY AUDIT - CYCLING

Site Connectivity

- 7.1 The site is bounded to the south by Reed Street, which is an advisory on-road cycle route running east west between Chichester Metro Station and High Shields on the banks of the River Tyne.
- 7.2 Reed Street subsequently connects with National Cycle Route 14 (NCR14). NCR14 runs from South Shields town centre in the north towards Gateshead in the west.
- 7.3 Several local, regional and national cycle routes feed into NCR14 including NCR1, NCR72 and Regional Cycle Network 11 (RCN11).
- 7.4 Details of the cycle route network can be obtained from South Tyneside Council (STC) in the leaflet entitled Cycle North East: South Tyneside Cycling Map. The leaflet is one of 6 such leaflets that cover cycling throughout the north east region and is also available online at: <http://www.tyneandwearltp.gov.uk/maps/>.

Access to Employment

- 7.5 The accessibility audit has identified several potential employment opportunities within an acceptable cycling distance, based on information published by the

Department for Transport (DFT) and the Institution of Highways and Transportation (IHT).

- 7.6 The Department for Transport (Reference 8) suggests that the average cycle trip is 2.4 miles (3,860m). It also confirms that the main reasons for making a cycling trip are for leisure/social purposes (38% of all cycling trips) and commuting (30% of all cycling trips).
- 7.7 Figure 3 shows in addition to those employment locations within walking distance there are a range of employment opportunities within 3,860m cycling distance of the development including:
- Bede Trading Estate;
 - South Tyneside Hospital; and
 - Middlefield's Industrial Estate.
- 7.8 DFT Local Transport Note 2/08 (Reference 9) considers that commuter trips over 5 miles (8,000m) are not uncommon. It is our judgement that commuter trips of this length will only be undertaken by experienced cyclists.
- 7.9 Using 8,000m as the maximum acceptable cycle distance Figure 3 shows there are further employment opportunities within cycling distance of the development including:
- Viking Industrial Estate;
 - A&P Tyne;
 - Royal Quays; and
 - Tyne Tunnel Trading Estate.
- 7.10 The above employment opportunities are accessible using the identified cycle routes, however, in places cyclists will need to mix with road traffic.
- 7.11 It is concluded that there are a number of employment opportunities within acceptable cycling distance of the proposed development, offering a genuine opportunity to consider cycling as an alternative to the use of the private car for some commuting journeys.

Access to Education

- 7.12 The site is within acceptable cycling distance of local secondary schools. These findings can be supported by the DFT National Travel Survey (NTS) findings.
- 7.13 For school trips of less than 1 mile (1,600m) and between 1 and 2 miles 4% of secondary are by cycle (Reference 5).
- 7.14 Figure 2 shows the three schools:

- Mortimer Community College;
- South Shields Community School;
- Harton Technology College.

7.15 There could be opportunities to promote the use of cycling as an alternative to the use of the private car for journeys to and from secondary school.

8. SITE ACCESSIBILITY AUDIT – PUBLIC TRANSPORT

Access to Bus Services

8.1 IHT guidelines describe a walking distance of 400m as being the desirable maximum distance to the closest bus stop from a new development (Reference 9).

8.2 There are several bus stops surrounding the proposed development. Figure 5 shows a 400m walking catchment from the centre of the site.

8.3 A summary of the services accessible within 400m is contained in table 8.1:

Operator & Service No.	Bus Stop No.	Route	Frequency (mins)			
			Mon- Fri	Sat	Sun	Eve (After 1800)
7 Stagecoach	7	South Shields – Marsden – South Shields	10	10	30	30
8 Stagecoach	6	South Shields – Marsden – South Shields	10	10	30	30
12/12A Stagecoach	1,2,3,6,7	Watson Avenue/The Lonnen – Mile End Road	30	30	30	30
17 Stagecoach	6,7	South Shields – Whiteleas – South Shields	10	10	30	30
E2 Stagecoach	6,7	South Shields – Horsley Hill – Whitburn – Fulwell - Sunderland	20	20	30	30
TB503 Eurocab Minibuses	4,5,8	Boldon Asda – Cotswold Estate – Simonside – South Shields	60	60	-	-
TB504 Eurocab Minibuses	4,5,8	South Shields – Tyne Dock – South Tyneside Hospital – Horsley Hill	-	-	60	60

8.4 Service no. 7 and no. 8 are operated by Stagecoach. The services operate a circular route between South Shields and Marsden providing access to South Shields town centre (3 minutes).

- 8.5 Service no. 12/12A are operated by Stagecoach. The service operates between Mile End Road and Watson Avenue/The Lonnen providing access to the town hall (2mins); South Shields town centre (4mins); Tyne Dock Offices (4mins); and the District Hospital (10mins).
- 8.6 Service no. 17 is operated by Stagecoach. The service operates between Whiteleas and South Shields providing access to the town centre (2mins).
- 8.7 Service no. E2 is operated by Stagecoach. The service operates between South Shields and Sunderland providing access to South Shields town centre (2mins) and Sunderland city centre (38mins).
- 8.8 Service no. TB503 is operated by Eurocab Minibuses. The service operates between Boldon Asda and South Shields from 09:30 – 17:30 providing access to Tyne Dock (4 mins), South Shields town centre (4 mins), Simonside Industrial Estate (8 mins), and Boldon Asda (16 mins).
- 8.9 Service no. TB5034 is operated by Eurocab Minibuses. The service operates between South Shields and Horsley Hill providing access to Tyne Dock (3mins), South Shields town centre (4mins), and South Tyneside Hospital (9mins).
- 8.10 It is concluded that the availability of bus services between the development and major employment locations including Tyne Dock, South Shields town centre and Sunderland suggests there is the potential to encourage residents to use local bus services as an alternative to single occupancy car travel for commuter trips.

Access to Metro Services

- 8.11 IHT guidelines describe a walking distance of 800m as being the desirable maximum distance to the closest train station from a new development (Reference 9).
- 8.12 Chichester Metro Station is within 800m walking distance of the centre of the proposed development.
- 8.13 A summary of the services available is contained in Table 9.1:

Operator & Service No.	Route	Frequency			
		Mon- Fri	Sat	Sun	Eve (After 1800)
Platform 1	Chichester to South Shields	12	12	15	60
Platform 2	Chichester to St James via the coast	12	12	15	60

- 8.14 A copy of the full timetable is included at Appendix B.
- 8.15 The Metro provides services towards Pelaw (15 mins), Gateshead (22 mins), Newcastle (26 mins), and South Gosforth (34 mins) amongst other locations. Employment locations accessible by Metro include Bede Industrial Estate, Simonside Industrial Estate, Newcastle City Centre and South Shields town centre.
- 8.16 The availability of Metro services between the development and major employment locations suggests there is the potential to encourage residents to use public transport as an alternative to single occupancy car travel for commuter trips.

Access to Ferry Services

- 8.17 In addition to bus and Metro services, the Shields Ferry is approximately 1,250m from the centre of the proposed development.
- 8.18 The Ferry service operates between 06:00 – 19:00 Monday to Wednesday, 06:00 – 22:00 Thursday to Saturday, and 10:00 – 17:00 on a Sunday.
- 8.19 The ferry service could be an alternative to single occupancy car travel for some commuter journeys. It could also be used for leisure purposes.

9. TRAVEL PLAN CO-ORDINATOR

- 9.1 To be successful Residential Travel Plan's (RTP) require partnerships between developers, local authorities and residents. A key element to the RTP will be the appointment of a Residential Travel Plan Co-ordinator (TPC).
- 9.2 The developer will appoint a TPC to provide a point of contact for the Local Authority. The developer will be responsible for appointing and maintaining the involvement of the TPC.
- 9.3 The TPC will be responsible for the 'day to day' running of the Travel Plan, providing the overall co-ordination needed to ensure the Travel Plan's success.
- 9.4 The appointment does not need to be a full time appointment, indeed the input required would vary according to the stage of development. However, senior management within the developer's organisation will ensure that sufficient time and resource is made available to the TPC to allow the Travel Plan to be managed, implemented and developed.
- 9.5 The Travel Plan Co-ordinator will be appointed prior to the occupation of the first dwelling for a time period to be agreed with the local authority.

10. SUSTAINABLE TRAVEL INITIATIVES

- 10.1 Alongside the appointment of the Travel Plan Co-ordinator, soft measures such as information and marketing aspects of the Residential Travel Plan (RTP) will be key mechanisms to its successful implementation.
- 10.2 The Travel Plan Co-ordinator will ensure that travel information is included as part of each buyers Home User Guide. The Home User Guide will be the primary method of marketing sustainable travel to residents. The Home User Guide will be distributed to each end occupier as part of the sales process and will include:
- Details of where residents can access free cycle maps;
 - Details of where the closest bus stops are and where they can access detailed timetable information e.g. transport direct;
 - A copy of the timetables for the local bus services and Chichester Metro station;
 - A map of local amenities and key services;
 - Details of the Tyne and Wear Smarter Choices car sharing website (<http://www.sharesmarter.co.uk>) will be provided to new residents setting out the concept and the benefits of car sharing;
 - Information on the health benefits associated with increased walking and cycling, including how travelling by sustainable modes can be a simple way of incorporating exercise into your daily routine.
- 10.3 In addition to the travel awareness, information based, marketing aspect of the Travel Plan the needs of pedestrians, cyclists and public transport users has been a consideration during the design of the masterplan. The hard measures incorporated into the design process have included:
- Pedestrian permeability – multiple non-vehicular access points;
 - Integration with the existing pedestrian infrastructure;
 - Proposed relocated bus stop including associated facilities; and
 - Cycle storage will be provided at each dwelling, this could be in the form of a secure garden shed, communal storage, or a garage where appropriate.
- 10.4 The combination of the sites accessible location, the inclusion of hard measures incorporated into the design of the masterplan, soft measures to promote sustainable modes of travel and the appointment of a Travel Plan Co-ordinator will help limit the number of single occupancy trips from the development.

11. TARGETS AND MONITORING OF THE TRAVEL PLAN

Targets

- 11.1 Unlike existing developments, Travel Plans for new residential developments have to be prepared in the absence of surveyed trip generation and modal split information.
- 11.2 As such, targets for the on-going monitoring of the Residential Travel Plan (RTP) should be considered preliminary targets that will need to be reviewed following occupation of a set proportion of the development. It is proposed the targets should be reviewed within 3 months of the first baseline travel survey.
- 11.3 In the absence of surveyed trip generation and mode share associated with the residential development the targets are based on the trip generation included as part of the Transport Assessment submitted in support of the planning application, see Table 11.1.

Peak Period	Arrivals		Departures		Total	
	Rate	Trips	Rate	Trips	Rate	Trips
AM Peak (08:00 – 09:00)	0.243	54	0.491	109	0.734	163
PM Peak (17:00 – 18:00)	0.405	90	0.369	82	0.774	172

* Trip generation from Table 6.1 in JN0682-Rep-0001.0 Transport Assessment

- 11.1 The target of the Travel Plan will be to not exceed the 2-way trip rate used in the accompanying Transport Assessment.
- 11.2 Mode share targets for the development will be set following the baseline travel survey.

Monitoring

- 11.3 The primary aim of the Travel Plan is not to exceed the 2-way trip generation rate used in the Transport Assessment.
- 11.4 In order to monitor the travel patterns associated with the proposed development, the Travel Plan Co-ordinator will commission various surveys, as follows:
- A baseline survey will be undertaken 1 year following the occupation of the first dwelling;
 - Subsequently annual surveys will be undertaken on alternate years for the period of the Travel Plan Co-ordinator commitment.

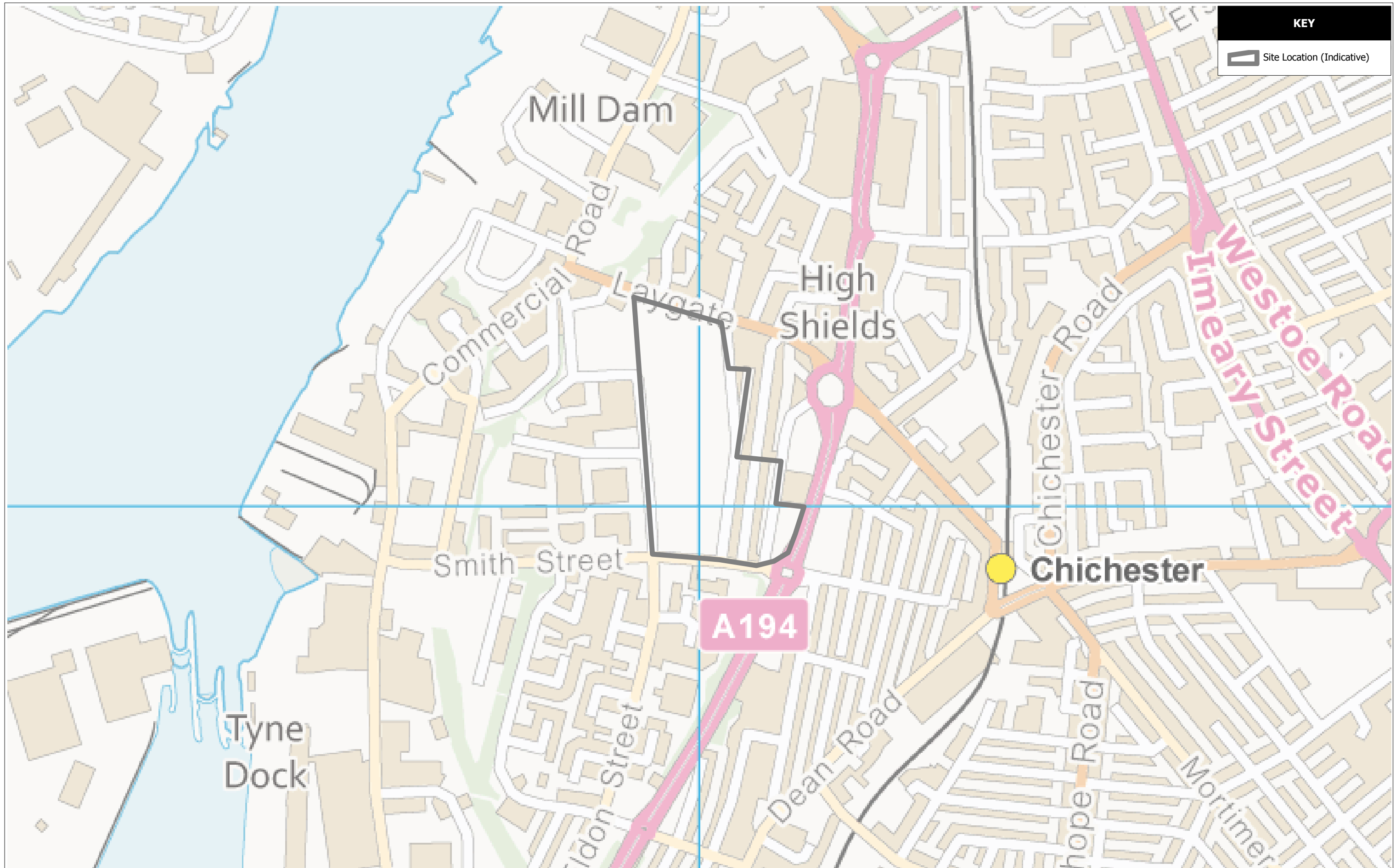
- 11.5 The format of the surveys will be agreed with the Local Authority prior to any survey work being undertaken. A summary of the survey results will be provided on request.

12. ACTION PLAN

12.1 Table 12.1 provides an action timeline for measures to be implemented as part of the Travel Plan.

Table 12.1 Action Plan - Tasks			
Task No.	Description	Responsibility	Timescale
1	Prepare and agree Travel Plan	Keepmoat / S.A.J / STC	A.S.A.P
2	Appoint Travel Plan Co-ordinator (TPC)	Keepmoat	To be agreed.
3	Preparation of Home User Guide	TPC/Keepmoat	Prior to occupation
a	Details of where residents can access free cycle maps.	TPC/Keepmoat	Prior to occupation
b	Details of where the closest bus stops are and where they can access detailed timetable information e.g. transport direct	TPC/Keepmoat	Prior to occupation
c	A copy of the timetables for the local bus services and Chichester Metro station	TPC/Keepmoat	Prior to occupation
d	A map of local amenities and key services	TPC/Keepmoat	Prior to occupation
e	Details of the Tyne and Wear Smarter Choices car sharing website (http://www.sharesmarter.co.uk) will be provided to new residents setting out the concept and the benefits of car sharing	TPC/Keepmoat	Prior to occupation
f	Information on the health benefits associated with increased walking and cycling, including how travelling by sustainable modes can be a simple way of incorporating exercise into your daily routine	TPC/Keepmoat	Prior to occupation
4	Issue Home User Guide	TPC/Keepmoat	On-going as residents occupy dwellings
5	Provide cycle storage at each dwelling	Keepmoat	During Construction
6	Regularly update Home User Guide	TPC/Keepmoat	On-going
7	Undertake baseline travel survey	TPC/Keepmoat	1 year following the occupation of the first dwelling
8	Review and agree revised trip generation / mode share targets	TPC/Keepmoat/ STC	Within 3 months of baseline travel survey
9	Undertake annual travel survey	TPC/Keepmoat	Annually following baseline travel survey
10	Prepare annual report	TPC/Keepmoat	Annually following baseline travel survey
11	Issue annual report	TPC/Keepmoat/ STC	On request
*STC = South Tyneside Council			

FIGURES

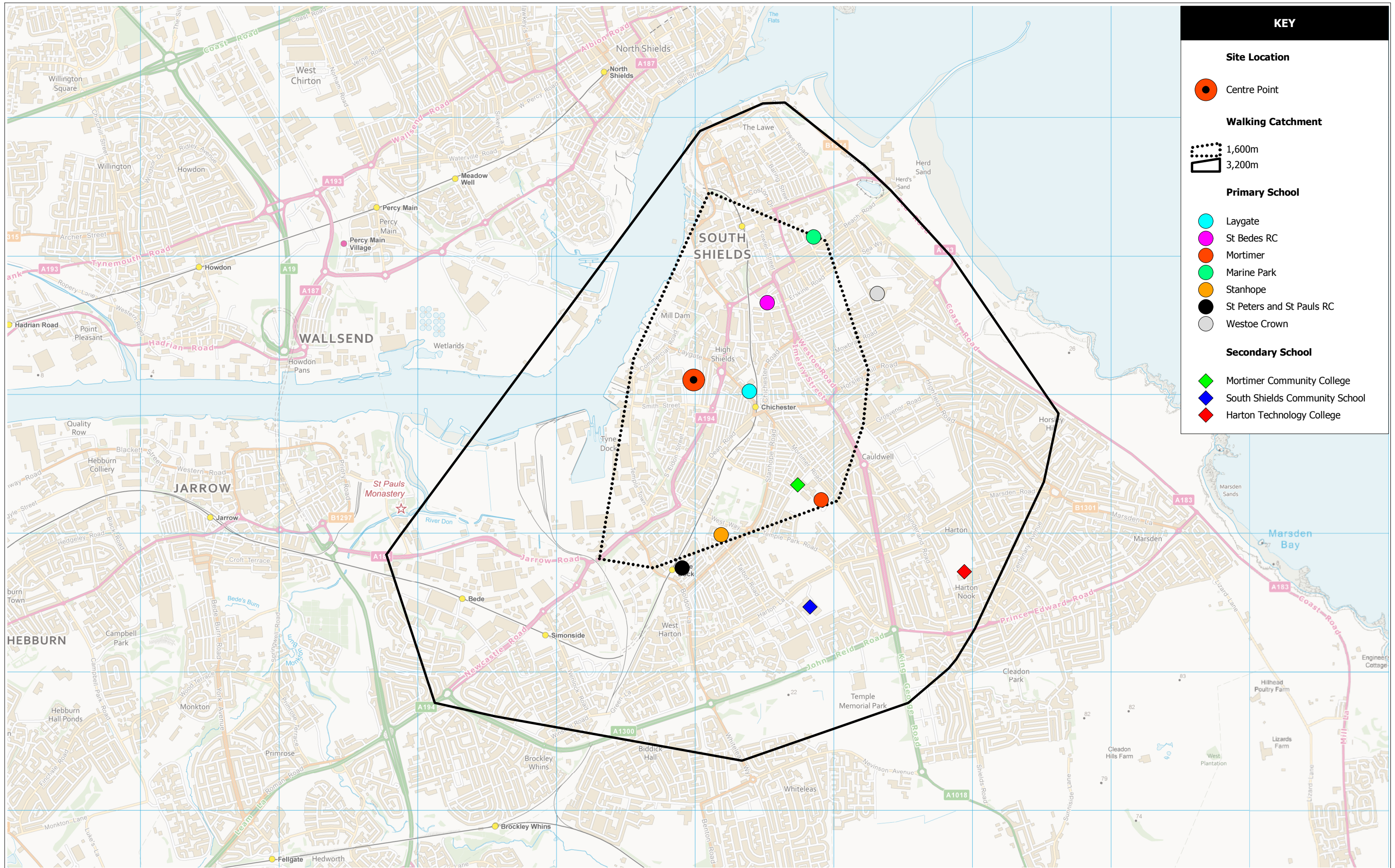


CLIENT		KEEPMOAT HOMES LTD	
DRG No.	JN0682_GIS_0001_01_DWG01	SCALE	NTS

PROJECT		TRINITY SOUTH, SOUTH SHIELDS	
DATE	JANUARY 2013	DRAWN BY	PWH

DRAWING TITLE		FIGURE 1 SITE LOCATION	
CHECKED BY	PB	APPROVED BY	PB





KEY

Site Location

- Centre Point

Walking Catchment

- 1,600m
- 3,200m

Primary School

- Laygate
- St Bedes RC
- Mortimer
- Marine Park
- Stanhope
- St Peters and St Pauls RC
- Westoe Crown

Secondary School

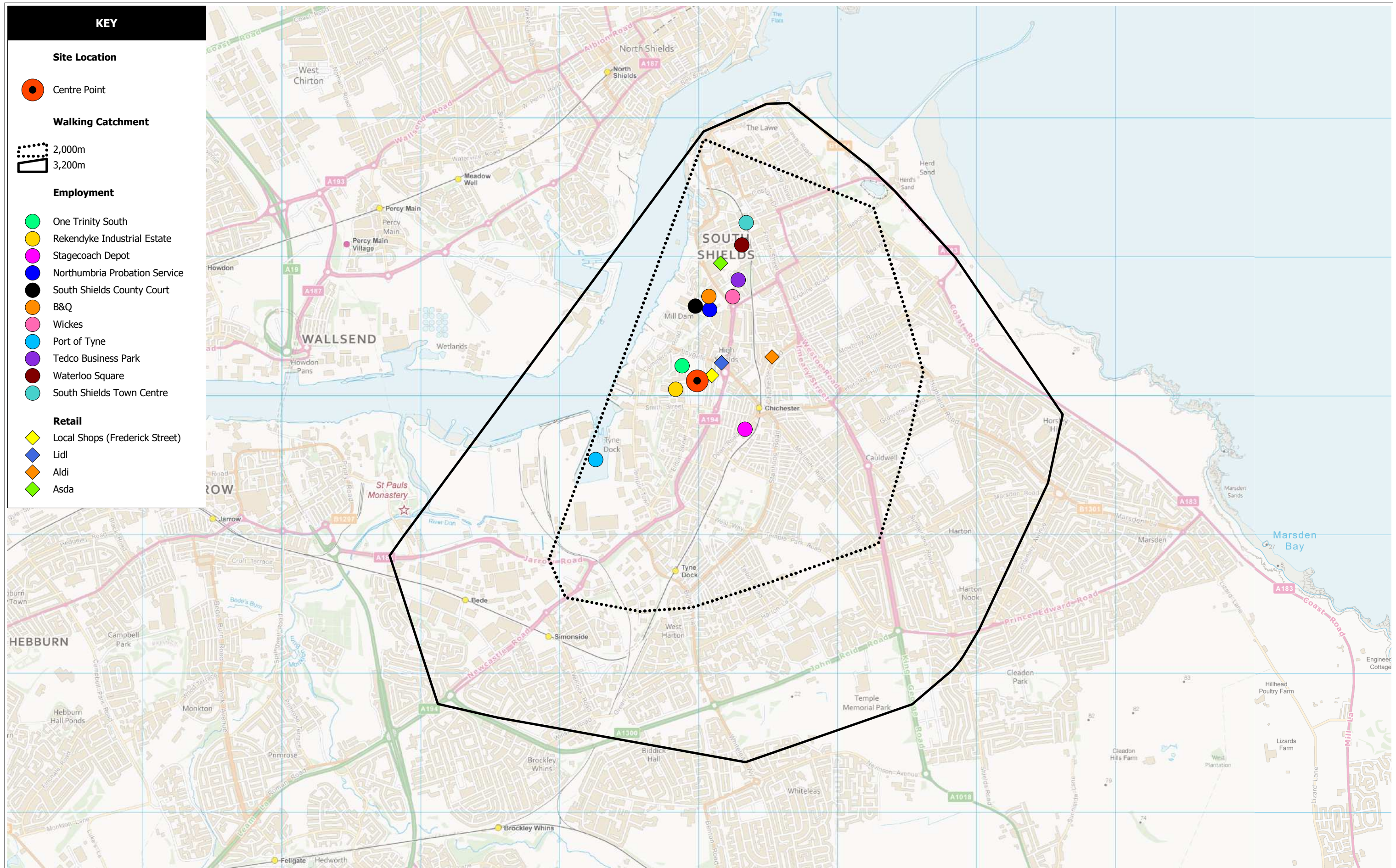
- Mortimer Community College
- South Shields Community School
- Harton Technology College

CLIENT		PROJECT	
KEEPMOAT HOMES LTD		TRINITY SOUTH, SOUTH SHIELDS	
DRG No.	SCALE	DATE	DRAWN BY
JN0682_GIS_0001_01_DWG02	NTS	JANUARY 2013	PWH

DRAWING TITLE		APPROVED BY	
FIGURE 2 ACCESS TO EDUCATION		PB	
CHECKED BY	APPROVED BY	PB	
PB	PB	PB	

DRAWING TITLE		APPROVED BY	
FIGURE 2 ACCESS TO EDUCATION		PB	
CHECKED BY	APPROVED BY	PB	
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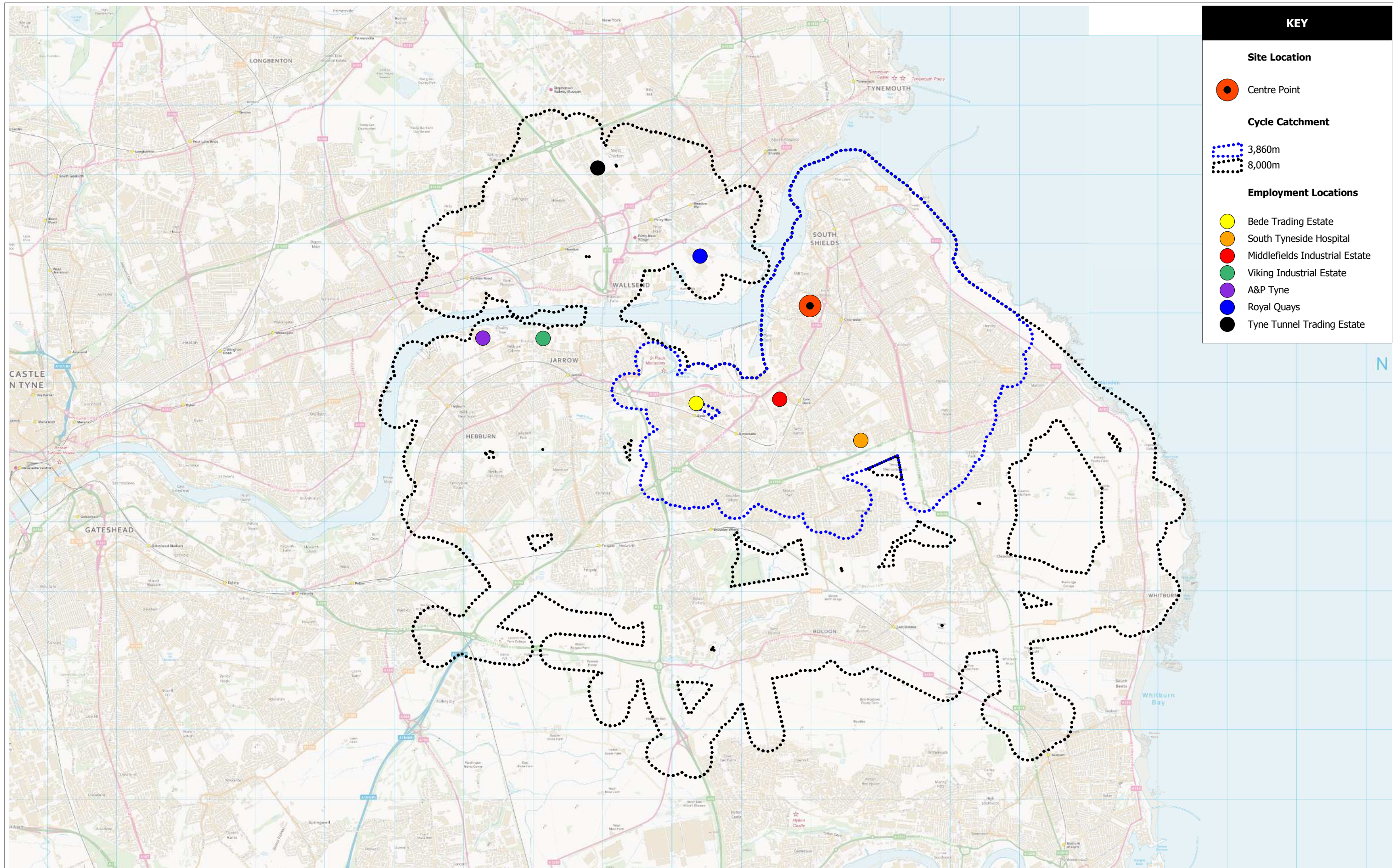


CLIENT	KEEPMOAT HOMES LTD
DRG No.	JN0682_GIS_0001_01_DWG03
SCALE	NTS

PROJECT	TRINITY SOUTH, SOUTH SHIELDS
DATE	JANUARY 2013
DRAWN BY	PWH

DRAWING TITLE	FIGURE 3 ACCESS TO EMPLOYMENT AND RETAIL
CHECKED BY	PB
APPROVED BY	PB





KEY

Site Location

- Centre Point

Cycle Catchment

- 3,860m
- 8,000m

Employment Locations

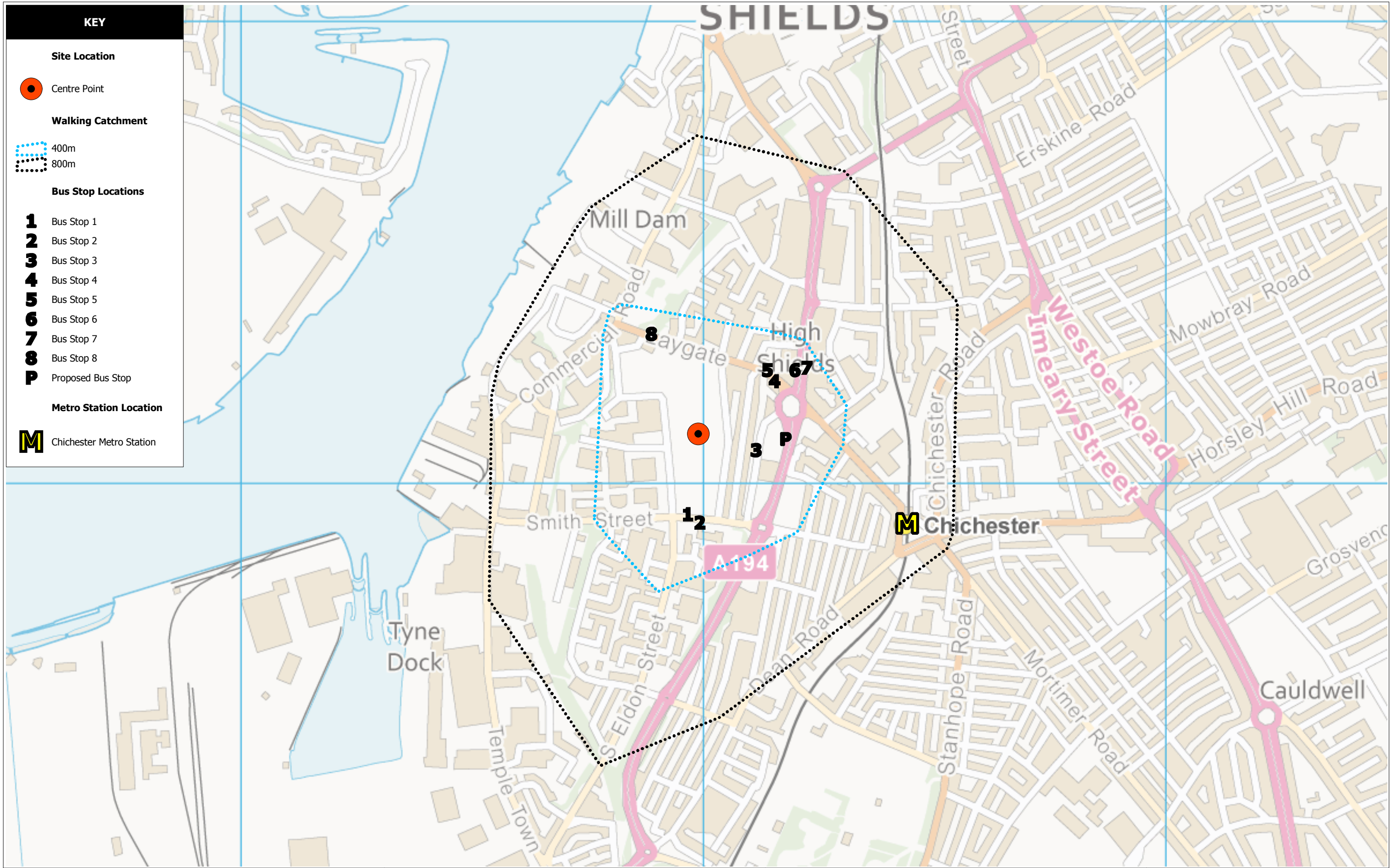
- Bede Trading Estate
- South Tyneside Hospital
- Middlefields Industrial Estate
- Viking Industrial Estate
- A&P Tyne
- Royal Quays
- Tyne Tunnel Trading Estate

CLIENT		KEEPMOAT HOMES LTD	
DRG No.	JN0682_GIS_0001_01_DWG05	SCALE	NTS

PROJECT		TRINITY SOUTH, SOUTH SHIELDS	
DATE	JANUARY 2013	DRAWN BY	PWH

DRAWING TITLE		FIGURE 4 CYCLE CATCHMENT	
CHECKED BY	PB	APPROVED BY	PB





CLIENT	KEEPMOAT HOMES LTD.
DRG No.	JN0682_GIS_0001_01_DWG04
SCALE	NTS

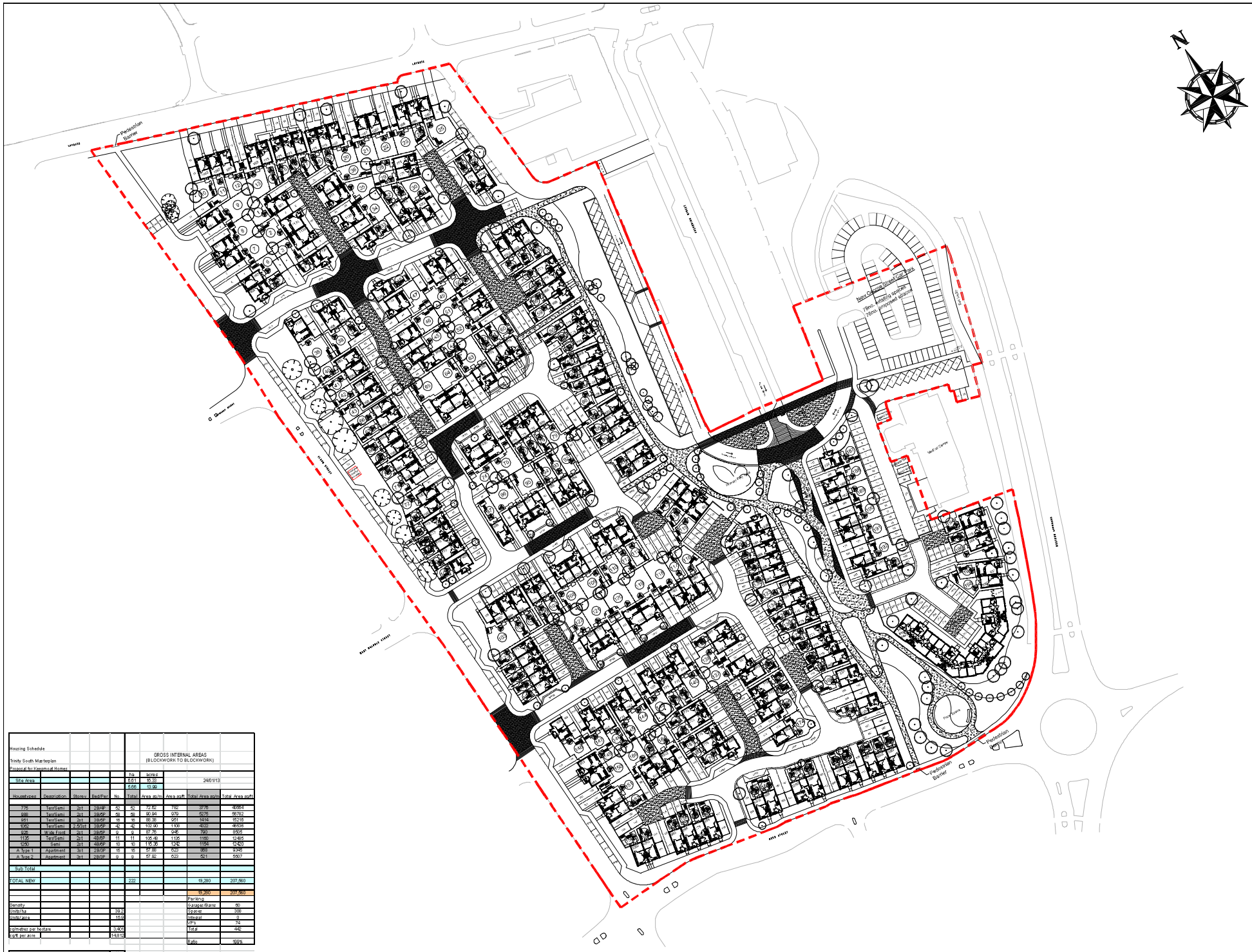
PROJECT	TRINITY SOUTH, SOUTH SHIELDS
DATE	JANUARY 2013
DRAWN BY	PWH

DRAWING TITLE	FIGURE 5 ACCESS TO PUBLIC TRANSPORT
CHECKED BY	PB
APPROVED BY	PB



APPENDIX A

DEVELOPMENT MASTERPLAN



Housing Schedule		GROSS INTERNAL AREAS (BLOCKWORK TO BLOCKWORK)	
Block	Units	Area (sqm)	Area (sqft)
175	10	1285	13820
180	10	1285	13820
185	10	1285	13820
190	10	1285	13820
195	10	1285	13820
200	10	1285	13820
205	10	1285	13820
210	10	1285	13820
215	10	1285	13820
220	10	1285	13820
225	10	1285	13820
230	10	1285	13820
235	10	1285	13820
240	10	1285	13820
245	10	1285	13820
250	10	1285	13820
255	10	1285	13820
260	10	1285	13820
265	10	1285	13820
270	10	1285	13820
275	10	1285	13820
280	10	1285	13820
285	10	1285	13820
290	10	1285	13820
295	10	1285	13820
300	10	1285	13820
305	10	1285	13820
310	10	1285	13820
315	10	1285	13820
320	10	1285	13820
325	10	1285	13820
330	10	1285	13820
335	10	1285	13820
340	10	1285	13820
345	10	1285	13820
350	10	1285	13820
355	10	1285	13820
360	10	1285	13820
365	10	1285	13820
370	10	1285	13820
375	10	1285	13820
380	10	1285	13820
385	10	1285	13820
390	10	1285	13820
395	10	1285	13820
400	10	1285	13820
405	10	1285	13820
410	10	1285	13820
415	10	1285	13820
420	10	1285	13820
425	10	1285	13820
430	10	1285	13820
435	10	1285	13820
440	10	1285	13820
445	10	1285	13820
450	10	1285	13820
455	10	1285	13820
460	10	1285	13820
465	10	1285	13820
470	10	1285	13820
475	10	1285	13820
480	10	1285	13820
485	10	1285	13820
490	10	1285	13820
495	10	1285	13820
500	10	1285	13820
505	10	1285	13820
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525	10	1285	13820
530	10	1285	13820
535	10	1285	13820
540	10	1285	13820
545	10	1285	13820
550	10	1285	13820
555	10	1285	13820
560	10	1285	13820
565	10	1285	13820
570	10	1285	13820
575	10	1285	13820
580	10	1285	13820
585	10	1285	13820
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595	10	1285	13820
600	10	1285	13820
605	10	1285	13820
610	10	1285	13820
615	10	1285	13820
620	10	1285	13820
625	10	1285	13820
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700	10	1285	13820
705	10	1285	13820
710	10	1285	13820
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720	10	1285	13820
725	10	1285	13820
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755	10	1285	13820
760	10	1285	13820
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780	10	1285	13820
785	10	1285	13820
790	10	1285	13820
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810	10	1285	13820
815	10	1285	13820
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825	10	1285	13820
830	10	1285	13820
835	10	1285	13820
840	10	1285	13820
845	10	1285	13820
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855	10	1285	13820
860	10	1285	13820
865	10	1285	13820
870	10	1285	13820
875	10	1285	13820
880	10	1285	13820
885	10	1285	13820
890	10	1285	13820
895	10	1285	13820
900	10	1285	13820
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910	10	1285	13820
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920	10	1285	13820
925	10	1285	13820
930	10	1285	13820
935	10	1285	13820
940	10	1285	13820
945	10	1285	13820
950	10	1285	13820
955	10	1285	13820
960	10	1285	13820
965	10	1285	13820
970	10	1285	13820
975	10	1285	13820
980	10	1285	13820
985	10	1285	13820
990	10	1285	13820
995	10	1285	13820
1000	10	1285	13820

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Tisbury South for
 Residential Homes Ltd

Proposed S10 Layout

DATE: 12/09/2012 PROJECT: M90:136 SITE: SL002N

SCALE: 1:500 DRAWN: [Name] CHECKED: [Name] DATE: 12/09/2012

COPYRIGHT - [Name]

Landscaping indicative only. Please refer to Southern Green drawings for all landscaping requirements.

APPENDIX B

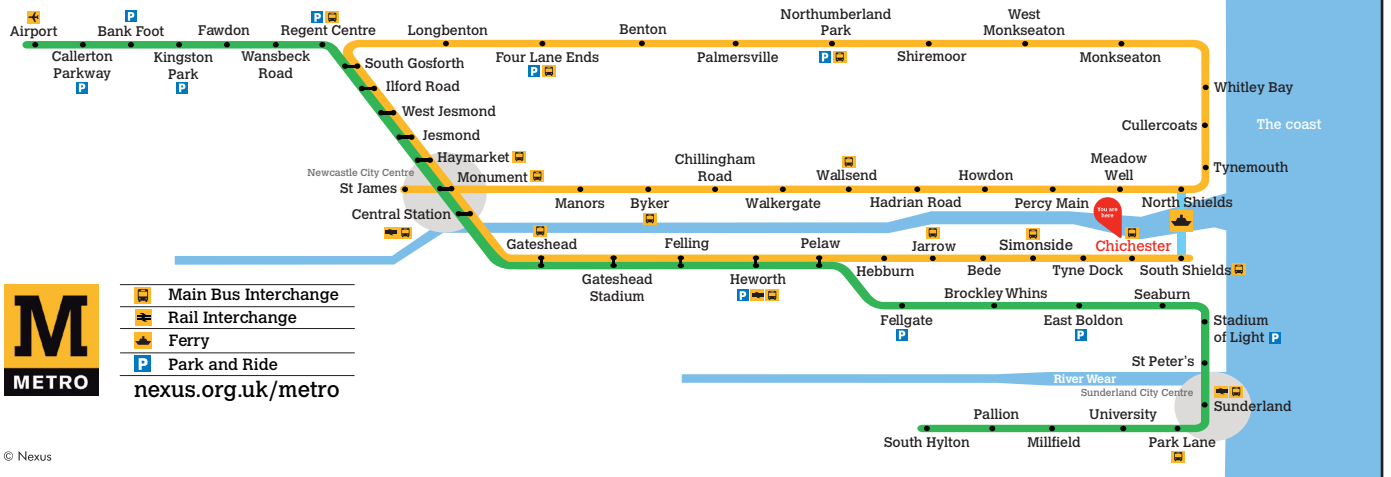
METRO TIMETABLE

Metro timetable Chichester



Platform 1 to South Shields

Valid from 9 December 2012



Platform 1		Chichester to South Shields																								
Monday to Friday																										
05 00	06 00	07 00	08 00	09 00	10 00	11 00	12 00	13 00	14 00	15 00	16 00	17 00	18 00	19 00	20 00	21 00	22 00	23 00	00 00							
05 38	06 14	07 13	then at										18 00	19 07	20 06	21 04	22 04	23 04	No							
	06 32	07 24	00, 12, 24, 36 & 48										18 12	19 20	20 19	21 19	22 19	23 19	Service							
	06 44	07 36	minutes past each hour until										18 24	19 35	20 34	21 34	22 34	23 34								
	06 57	07 48											18 36	19 49	20 49	21 49	22 49	23 49								
													18 47													
Saturday																										
05 00	06 00	07 00	08 00	09 00	10 00	11 00	12 00	13 00	14 00	15 00	16 00	17 00	18 00	19 00	20 00	21 00	22 00	23 00	00 00							
05 43	06 19	07 06	08 04	09 06	then at										18 00	19 07	20 05	21 04	22 04	23 04	No					
	06 35	07 20	08 20	09 20	00, 12, 24, 36 & 48										18 12	19 20	20 19	21 19	22 19	23 19	Service					
	06 49	07 35	08 36	09 35	minutes past each hour until										18 23	19 35	20 34	21 34	22 34	23 34						
		07 49	08 51	09 48											18 36	19 49	20 49	21 49	22 49	23 49						
			08 59												18 47											
Sunday																										
05 00	06 00	07 00	08 00	09 00	10 00	11 00	12 00	13 00	14 00	15 00	16 00	17 00	18 00	19 00	20 00	21 00	22 00	23 00	00 00							
No	06 57	07 27	08 20	09 19	then at 04, 19, 34 & 49 minutes past each hour until																			No		
Service		07 50	08 50	09 49																					Service	
Journey times from this station					Public holidays					Key																
to South Shields about 2 minutes					This timetable will change on Public Holidays; for information call at any Nexus Travelshop, phone Traveline or visit our website.					Please check front of trains for destinations																

