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CONSULTANCY | ENVIRONMENT
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TRANSPORT & INFRASTRUCTURE PLANNING

Bloor Homes Western Ltd
Land North of the Viaduct,
Ledbury

RESIDENTIAL TRAVEL PLAN

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RESIDENTIAL TRAVEL PLAN

Birmingham
Livery Place, 35 Livery Street, Colmore Business District, Birmingham, B3 2PB
T: 0121 233 3322

Leeds
Whitehall Waterfront, 2 Riverside Way, Leeds
LS1 4EH
T: 0113 233 8000

London
11 Borough High Street, London, SE1
T: 020 7234 9122

Manchester
4th Floor Carvers Warehouse, 77 Dale Street
Manchester, M1 2HG
T: 0161 233 4260

Nottingham
Waterfront House, Station Street, Nottingham NG2 3DQ
T: 0115 924 1100

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Limitations

The assessments and interpretation have been made in line with legislation and guidelines in force at the time of writing, representing best practice at that time.

All of the comments and opinions contained in this report, including any conclusions, are based on the information obtained by BWB during our investigations.

There may be other conditions prevailing on the site which have not been disclosed by this investigation and which have not been taken into account by this report. Responsibility cannot be accepted for conditions not revealed by the investigation.

Any diagram or opinion of the possible configuration of the findings is conjectural and given for guidance only and confirmation of intermediate ground conditions should be considered if deemed necessary.

Except as otherwise requested by the Client, BWB is not obliged and disclaims any obligation to update the report for events taking place after:

- a) the date on which this assessment was undertaken; and
- b) the date on which the final report is delivered.

BWB makes no representation whatsoever concerning the legal significance of its findings or to other legal matters referred to in the following report.

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APPENDICES

- Appendix A Illustrative Masterplan

1.0 INTRODUCTION

- 1.1 BWB Consulting (BWB) has been instructed by Bloor Homes Western Ltd (the Client) to provide highways and transport advice for the proposed development of land located off the B4124 Bromyard Road, Ledbury, Herefordshire.
- 1.2 The scheme comprises a mixed use development including construction of up to 625 new dwellings (including affordable housing), up to approximately 12,000sqm of B1a/B1b/B1c employment, a canal corridor, public open space (including a linear park), access and drainage works and other associated works on land north of the Viaduct, Ledbury. The proposal is for outline planning permission with all matters reserved for future consideration with the exception of access. Only the means of access into the site is sought as part of this outline application, not the internal site access arrangements. Vehicular access is proposed from Bromyard Road. The illustrative masterplan is attached in **Appendix A**.
- 1.3 A Transport Assessment (TA) report has been prepared by BWB Consulting Ltd, as a separate document, and also accompanies the planning application for the proposed development. This Travel Plan should be read in conjunction with the Transport Assessment.

Definition of a Travel Plan

- 1.4 Practice Guidelines: Delivering Travel Plans through the Planning Process¹ states that a Travel Plan is *"a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action, and is articulated in a document that is regularly reviewed"*.
- 1.5 A Travel Plan involves the development of agreed targets and outcomes which are linked to an appropriate package of measures aimed at reducing the need to travel, encouraging more sustainable travel, and reducing single occupancy car use, for all trips to and from the development.

Introduction to this Travel Plan

- 1.6 This report contains a set of recommendations and potential measures to promote sustainable travel modes such as walking, cycling and public transport, for individuals travelling to / from the proposed development site.
- 1.7 This report is structured as follows:
- Section Two details the aims, objectives, and benefits that the Travel Plan will provide;
 - Section Three describes the existing conditions, including the site location, and the existing accessibility by sustainable travel modes such as walking, cycling, and public transport;
 - Section Four describes the proposed development;

¹ Good Practice Guidelines: Delivering Travel Plans through the Planning Process, Department for Transport, April 2009

- Section Five outlines the opportunities to travel to and from the proposed development by sustainable modes with the implementation of off-site improvements;
 - Section Six outlines the possible initial modal share and person trip rate;
 - Section Seven outlines initial travel plan targets against which the implementation of this document can be assessed;
 - Section Eight describes the measures and tools that could be implemented at the proposed development to encourage individuals to travel sustainably;
 - Section Nine describes the management and monitoring process for this Residential Travel Plan; and
 - Section Ten summarises the Action Plan of this Residential Travel Plan.
- 1.8 This document has been prepared following a review of the latest guidance on Travel Plans, including the National Planning Policy Framework (NPPF)² which states that:
- 'At the heart of the NPPF is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan making and decision taking. Policies in Local Plans should follow the approach of the presumption in favour of sustainable development so that it is clear that development which is sustainable can be approved without delay'.*
- 1.9 Furthermore, Policy MT1 of Herefordshire's Core Strategy (CS)³ states that development proposals should incorporate the following principal (among others) covering transport and movement:
- 1.10 'Encourage active travel behaviour to reduce numbers of short distance car journeys through the use of travel plans and other promotion and awareness raising activities'
- 1.11 Subsequently, the production of this Travel Plan to support the proposed development has been produced in line with Policy MT1 of the CS.

² National Planning Policy Framework, Department for Communities and Local Government, March 2012

³ Herefordshire Local Plan Core Strategy 2011 – 2031, Herefordshire Council, October 2015

2.0 TRAVEL PLAN BENEFITS AND OBJECTIVES

Introduction

- 2.1 Central Government and Local Authorities are placing increasing emphasis on the need to reduce the number, and length, of motorised journeys and encourage greater use of alternative means of travel. This means that the use of other modes such as walking, cycling, and public transport should be promoted over car use. Travel Plans for any type of new development are therefore becoming increasingly important.

Travel Plan Aims and Objectives

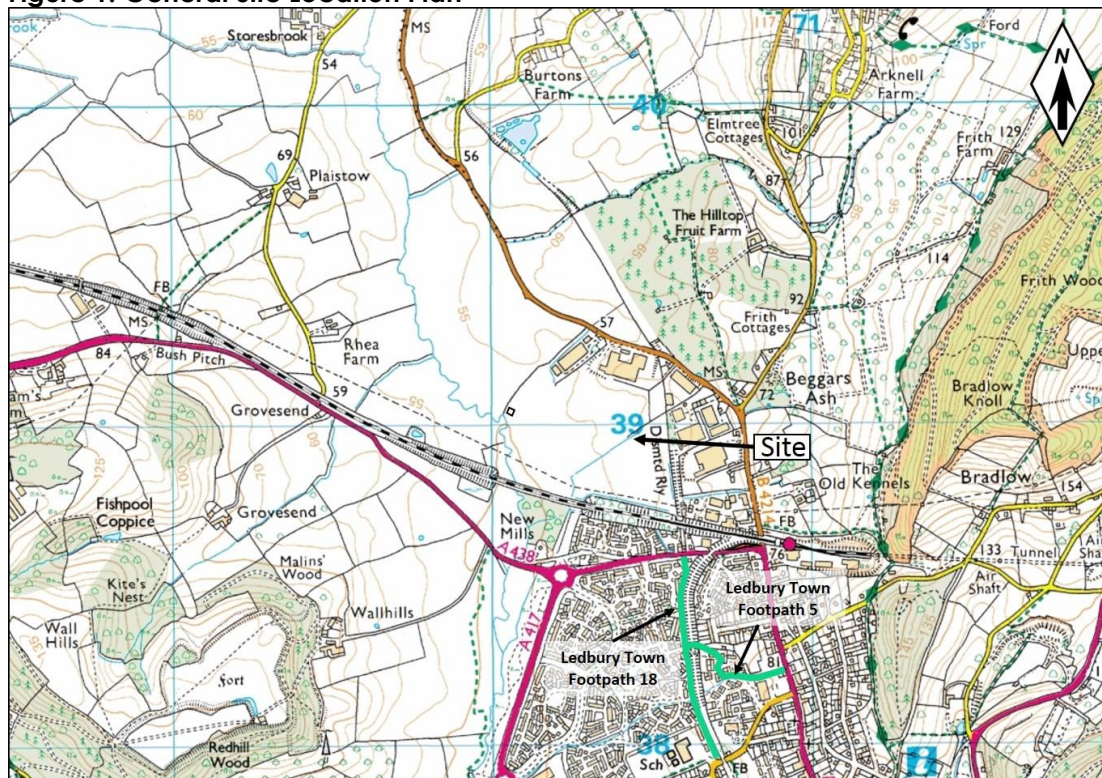
- 2.2 In line with the NPPF, this Residential Travel Plan will focus on maximising sustainable access to the development and facilitating smarter journey choices. In doing so, the Travel Plan sets out the aims to reduce the number of car trips generated by the site on a daily basis, and therefore reduce the potential impact of any additional car trips on the local highway network.
- 2.3 NPPF and the Good Practice Guidelines: Delivering Travel Plans through the Planning Process document set out in detail the Central Government Guidance with respect to Travel Plans.
- 2.4 This Travel Plan will aim to meet the objectives contained within the above documents, and to:
- Achieve the minimum number of car movements to and from the development.
 - To encourage people to travel to and from the site by sustainable modes of transport, which would have many positive effects such as:
 - reducing pressure on the surrounding highway capacity, particularly at peak times.
 - cutting carbon emissions and their contribution to climate change.
 - reducing road danger and protecting vulnerable road user.
 - encouraging more active travel with associated health gains.
 - improving local air quality.
 - reducing noise pollution.
 - Address the access needs of site users, by supporting walking, cycling and public transport.
 - Provide adequately for those with mobility difficulties.
- 2.5 This Residential Travel Plan represents good practice and provides an educational tool to help change perceptions about the convenience and benefits (economic, environmental and health) of not using the car where alternatives exist.
- 2.6 This Residential Travel Plan also acts as a part of the transport mitigation plan, focusing on maximising sustainable access to the development, and facilitating smarter journey choices.

3.0 EXISTING CONDITIONS

Site Location

- 3.1 The proposed development site is located off Bromyard Road, approximately 2km northwest of Ledbury town centre, as shown in **Figure 1**.

Figure 1. General Site Location Plan



Existing Use

- 3.2 The site is bound by Bromyard Road and agricultural land to the north and west, employment land-uses to the east and residential dwellings and the Hereford – Worcester Rail Line to the south.
- 3.3 Access to the main site is for agricultural traffic and is currently achieved from Bromyard Road to the north via an un-formalised opening along the hedgerow. Access to the southern part of the site is along a track road off the Hereford Road/New Mills Way/Leadon Way Roundabout from the south. This also provides a Viaduct maintenance access for Network Rail.

Local Highway Network

- 3.4 The local highway network and pedestrian infrastructure is shown in **Figure 2**.

Figure 2. Existing Local Highway Network and Pedestrian Infrastructure Plan



- 3.5 Bromyard Road is a single carriageway road located to the north of the site and is subject to a 40mph speed limit. Bromyard Road northbound routes towards Bromyard and southbound the road forms a priority-controlled T-junction with Beggars Ash. Beggars Ash is subject to the national speed limit and provides a route to the village of Wellington Heath and access onto the A4103.
- 3.6 Bromyard Road further extends south to form a priority controlled T-junction with Hereford Road and The Homend, adjacent to Ledbury railway station. To the north of the site, Bromyard Road provides a connection onto Rhea Lane, a narrow track, which provides a route onto Hereford Road.
- 3.7 Hereford Road is located to the south of the site and is a single carriageway road subject to a 30mph speed limit in the vicinity of the site. Eastbound Hereford Road provides a connection to Bromyard Road and routes towards the town centre. Westbound, the A438 routes to Hereford.
- 3.8 The Homend is a single carriageway road subject to a speed limit of 30mph and provides a direct route into the centre of Ledbury. The Homend also provides a connection onto Knapp Lane which provides a route towards the A449 and Worcester.
- 3.9 In terms of the wider road network, connections from Ledbury town centre provide access to Worcester via the A449, Gloucester via the A417 and the M50 Motorway. Additionally, Bromyard Road northbound provides links onto the A4103 and A44 which link to the adjacent areas of Hereford, Leominster and Worcester.

- 3.10 Overall it is concluded that, the site is well located to access the local and regional highway network.

Pedestrian Travel

- 3.11 The Guidelines for Providing for Journeys on Foot (GPJF)⁴ document describes acceptable walking distances for pedestrians without mobility impairment. They suggest that, for commuting, up to 500 metres is the desirable walking distance, up to 1,000 metres is an acceptable walking distance and 2,000 metres is the preferred maximum walking distance. GPJF states that an average walking speed of approximately 1.4m/s (5km's/hr) can be assumed. Based on the average walking speed of 1.4m/s, the suggested commuting distance equates to up to 6 minutes for desirable walking distance, up to 12 minutes for acceptable walking distance and up to 24 minutes for preferred maximum walking distance.
- 3.12 A footway of approximately 1.7m width, with street lighting is present along Hereford Road. The footway alternates between the southern and northern side of the carriageway. Dropped kerbs are provided at the majority of crossings on Hereford Road to facilitate pedestrian movement, especially for people with pushchairs or reduced mobility.
- 3.13 The Riverside Walk can be accessed to the west of Hereford Road/Leadon Way roundabout. This provides a footpath towards the south of Ledbury and also provides connection onto the Town Trail. The Town Trail can also be accessed via the viaduct along Hereford Road. **Figure 3** illustrates a map of the Riverside Walk and Town Trail which forms a loop within Ledbury, providing links to the retail, leisure, education, health and employment facilities within Ledbury.

⁴ Guidelines for Providing for Journeys on Foot, Chartered Institution of Highways and Transportation

Figure 3. Riverside Walk and Town Trail map



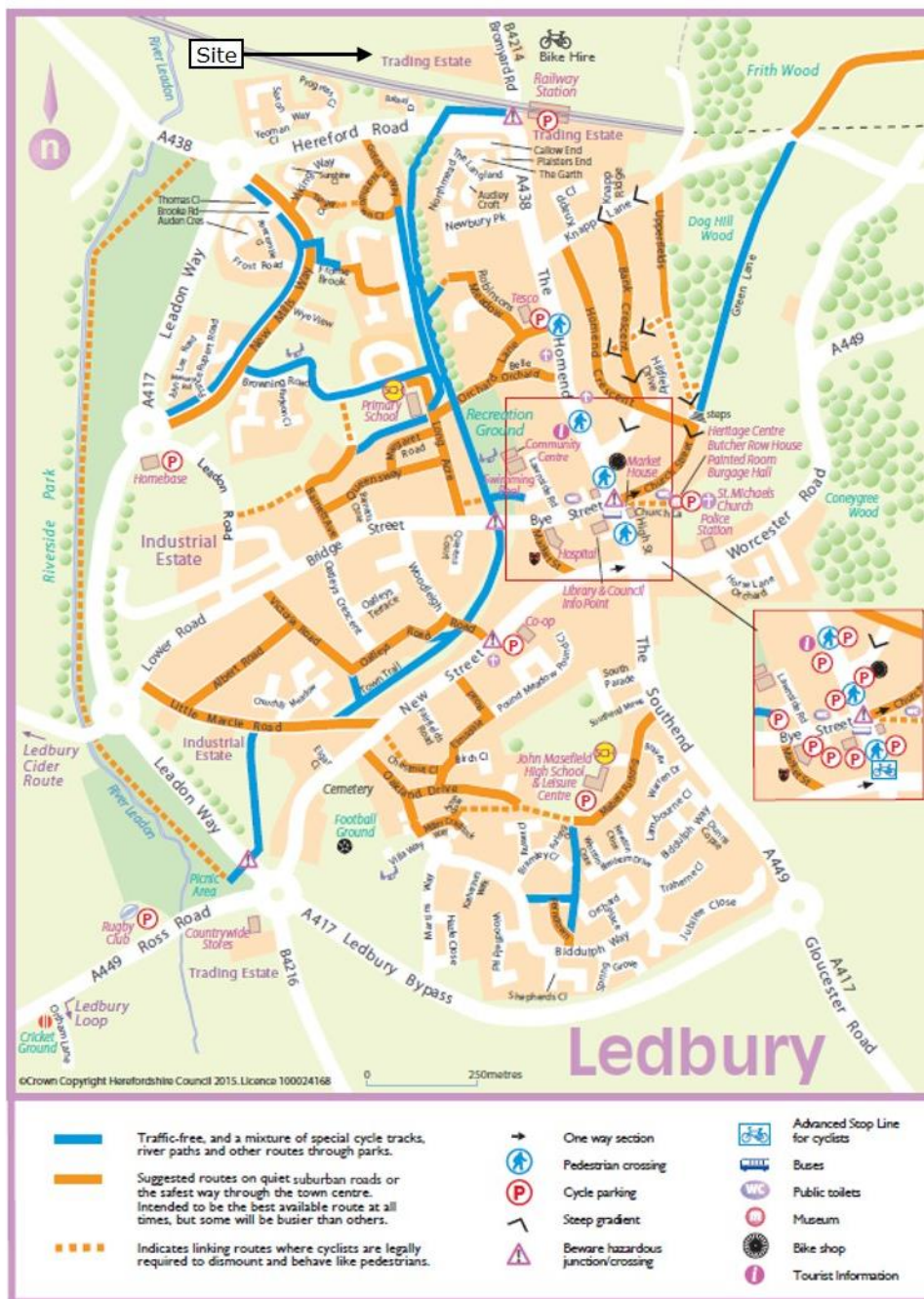
- 3.14 The town trail provides a connection to Ledbury Town Centre and provides a vehicle free environment which facilitates pedestrians and cyclists and promotes sustainable active travel modes.
- 3.15 Public Right of Way (PROW) 'Ledbury Town Footpath 18' is located opposite Ballard Close which provides a direct link onto the town trail and subsequently to the centre of Ledbury town.
- 3.16 A footway of approximately 1.1m width is present on the eastern side of Bromyard Road from the junction with Beggars Ash to Ledbury Rail Station, this footway provides a link to the Rail Station and south towards the town centre. A footway is also present along the western side of Bromyard Road adjacent to the existing employment facilities, which begins next to Sequani and extends north for approximately 215m ending adjacent to Wye Fruit Ltd. These footways provide a pedestrian route southbound towards Ledbury and access to the employment facilities on Bromyard Road.
- 3.17 Footways in the vicinity of the site provide an extensive network of routes throughout Ledbury and the town centre. However, currently there are no footway links present from the site to the footways on Hereford Road. Furthermore, the width and/or quality of some of these routes may require improvement to accommodate additional demand. Proposed improvements/mitigation is discussed later within this report.

Cycle Based Travel

- 3.18 Local Transport Note (LTN) 1/04⁵ states that there are limits to the distances generally considered acceptable for cycling. The mean average length for cycling is 4km (2.4 miles), although journeys of up to three times this distance are not uncommon for regular commuters. It is widely considered that cycling has the potential to substitute for short car trips, particularly those under 5km, and form part of a longer journey by public transport. Cycling therefore has the ability to replace short journeys previously made by car.
- 3.19 **Figure 4** identifies the local cycle routes and facilities within Ledbury.

⁵ Department for Transport – Local Transport Note 1/04. Policy, Planning and Design for Walking and Cycling. 2004

Figure 4. Local Cycle Network

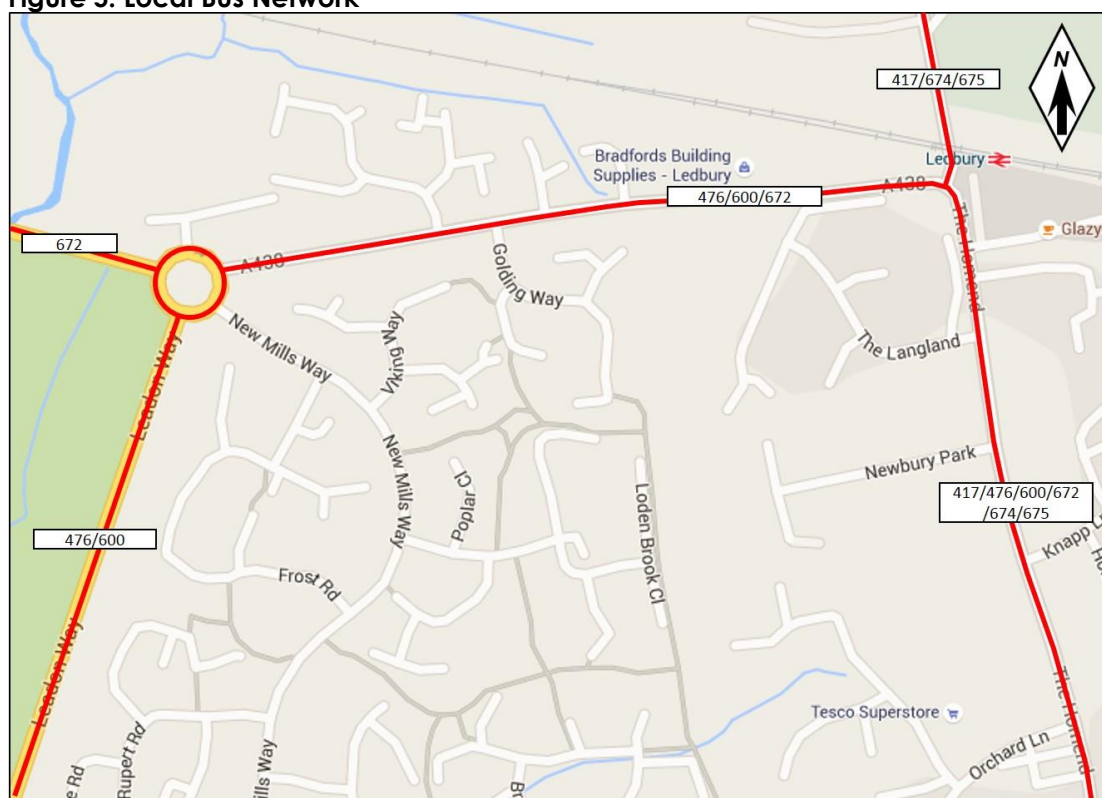


3.20 **Figure 4** demonstrates that within the vicinity of the site and throughout Ledbury there is currently a comprehensive cycle network comprising of a number of Traffic-free and Suggested cycle routes. This also illustrates the town trail is accessible from Hereford Road which provides a direct route towards the centre of Ledbury.

Bus Based Public Transport

- 3.21 The Guidelines for Planning for Public Transport in Developments⁶, states that “generally walking distances to bus stops in urban areas should be a maximum of 400m and preferably no more than 300m”.
- 3.22 The nearest bus stops are located on Hereford Road approximately a 300m walk from the southern boundary of the site, and are served by bus services 476, 600 and 672 which provides access to Hereford, Ledbury Town Centre and New Mills. These bus stops are street lit with bus flags, bus shelters with bus timetable information and raised kerbing for step free access.
- 3.23 Additionally, bus services 417, 674 and 675 are also available from The Homend approximately 700-1200m south-east of the site. These bus stops are street lit with bus flags, bus shelters with bus timetable information, on road bus cages and dropped kerb with tactile paving crossing facilities. Raised kerbing for step free access is provided on the east side of the road. The local bus network is shown in **Figure 5** below.

Figure 5. Local Bus Network



- 3.24 A summary of the available weekday and weekend bus services is provided in **Table 1** and **Table 2** respectively.

⁶ Guidelines for Planning For Public Transport In Developments', Chartered Institution of Highways and Transportation, 1999

Table 1. Summary of Weekday Bus Services

Service	Route	First Service	Last Service	Approximate Frequency (Per Direction)		
				AM Peak Hour (08:00-09:00) Period	Interpeak Periods	PM Peak Hour (17:00-18:00) Period
417	Worcester - Cradley - Ledbury	09:38	18:07	0 Services	3-4 Services	0-1 Service
476	Hereford - Ledbury	06:52	19:45*	1 Service	60 Minutes	1-2 Services
600	Ledbury - New Mills	08:47	14:52	1 Service	3-5 Services	0 Services
672^	Ledbury - Bromyard	10:10	12:07	0 Services	1 Service	0 Services
674 (School Service)	Ledbury - Bromyard	08:17	15:27	1 Service	1 Service	0 Services
675	Ledbury - Great Malvern	07:27	17:17	1 Service	4 Services	1 Service

Note: Indicative first/last service time from Ledbury Railway Station in either direction.
Interpeak periods include all services operating outside of the peak periods.

*Bus operates until 23:45 on Fridays

^Not Wednesdays or Fridays

Table 2. Summary of Weekend Bus Services

Service	Route	Saturday			Sunday		
		First Service	Last Service	Approx. Freq.	First Service	Last Service	Approx. Freq.
417	Worcester - Cradley - Ledbury	09:08	18:07	6-7 Services	-	-	-
476	Hereford - Ledbury	07:47	23:45	60 Mins	09:37	16:50	120 Mins
600	Ledbury - New Mills	08:47	14:52	4 Services	-	-	-
675	Ledbury - Great Malvern	08:33	17:17	120 Mins	-	-	-

Note: Indicative first/last service time from Ledbury Railway Station in either direction.

3.25 **Table 1** and **Table 2** identify that there are several bus services serving a number of locations nearby to the proposed development. These services provide direct access to Ledbury Town Centre as well as the surrounding areas of Hereford, Gloucester, Worcester, Bromyard and Great Malvern. As these services provide peak time weekday routes to key areas of employment, it is considered they offer good opportunities for commuter journeys.

3.26 Service 476 offers adequate services to Hereford and Ledbury Town Centre operating at an approximate hourly weekday frequency. Bus service 476 operates from bus stops located on Hereford Road in close proximity to the southern boundary of the proposed development.

- 3.27 Improved pedestrian links would be provided to the south of the proposed development to deliver a high quality link to these bus stops which will be discussed later in this report.

Rail Based Public Transport

- 3.28 Ledbury Railway Station is located approximately an 800-1,500m walk to the east of the site and can be accessed via pedestrian routes on Hereford Road. However, there are currently no footway links to and from the site. Subject to providing a link onto Hereford Road existing infrastructure would provide a good opportunity for rail based sustainable travel to and from the proposed development.
- 3.29 Regular rail services are available to a range of destinations including Worcester, Hereford, Malvern, Birmingham and London. A summary of the available services from Ledbury station and approximate journey times are provided in **Table 3**. As these services provide peak time weekday routes to key areas of employment, it is considered they offer good opportunities for commuter journeys.

Table 3. Summary of Weekday Local Train Services from Ledbury Railway Station

Destination	Approximate Daytime Frequency	Approximate Journey time	First Service	Last Service
Malvern	30-60mins	15mins	05:04	23:15
Hereford	30-60mins	20mins	06:25	22:34
Worcester	30-60mins	25mins	05:04	23:15
Birmingham	60mins	1hr 10mins	05:04	21:45
London	60mins	3hrs	05:04	23:15

4.0 PROPOSED DEVELOPMENT

Introduction

- 4.1 The proposed scheme comprises of a mixed use development including up to 625 new homes (including affordable housing), up to approximately 12,000sqm of B1a/B1b/B1c employment and, a canal corridor, public open space (including a linear park), access and drainage works and other associated works on land north of the Viaduct, Ledbury.
- 4.2 The proposal is for outline planning permission with all matters reserved except for access. Vehicular access is proposed off Bromyard Road. A copy of the masterplan is presented in **Appendix A**.

Vehicular Site Access

- 4.3 It is proposed that vehicle access to the site will be achieved from Bromyard Road. Therefore, it is proposed that vehicular access to the site will be achieved from Bromyard Road, via a proposed four-arm roundabout. Two access arms to the development provide resilience in case one access was closed due to an Emergency. A further dedicated emergency access is proposed and discussed below.
- 4.4 Furthermore, the distance from the proposed roundabout to the furthest point southeast of the scheme was measured which equated to approximately 820m. Assuming a vehicle travels at a constant speed of 20mph (8.9m/s), it would only take approximately 92 seconds to the proposed roundabout which is considered to be negligible in terms of the total travel time.
- 4.5 A 7 day ATC was commissioned between 25/04/2016 and 01/05/2016 on Bromyard Road at the proposed site access location which recorded an 85th percentile speed of 43mph and 38.7mph northbound and southbound respectively. Therefore, the roundabout has been design to a 'Design Speed' of 70kph (43.5mph). As part of the roundabout design, it is proposed that the existing 40mph speed limit on Bromyard Road is extended to include the roundabout.
- 4.6 The proposed four-arm roundabout has been designed based on the DMRB TD1607 Design Guide for Geometric Design of Roundabouts. The detailed design proposals are shown in **LUE-BWB-HML-XX-DR-D-109-S2 P3**. The drawing also demonstrates the roundabout has been designed to accommodate the turning movements of a max legal articulated vehicle.

Emergency Access

- 4.7 A separate emergency access to the site will be provided along Bromyard Road to the south of the proposed roundabout access. The location of the proposed emergency access is indicatively shown on the Illustrative Masterplan reproduced in **Appendix A**. Details of this emergency access will be determined at the detailed design stage. This access will not form part of the access strategy for pedestrians and cyclists.

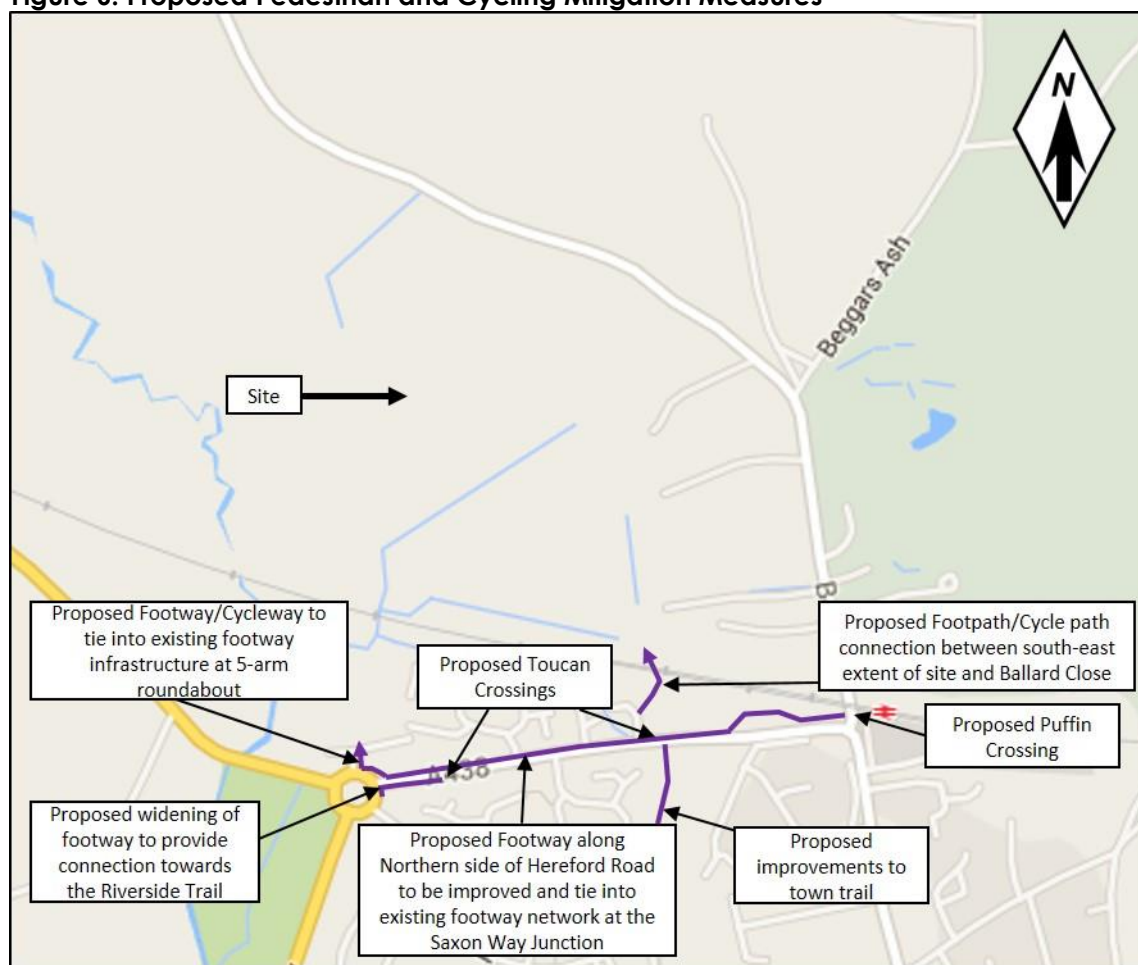
Pedestrian/Cyclist Access

- 4.8 Previously a pedestrian/footway link was proposed along Bromyard Road. However, after reviewing this option and through discussions with HC, it was concluded that two

pedestrian/cycle links from the south of the site would be more appropriate in line with policy LB2. These will be provided prior to first occupation on site to ensure that sustainable links are available for residents and employees from the outset.

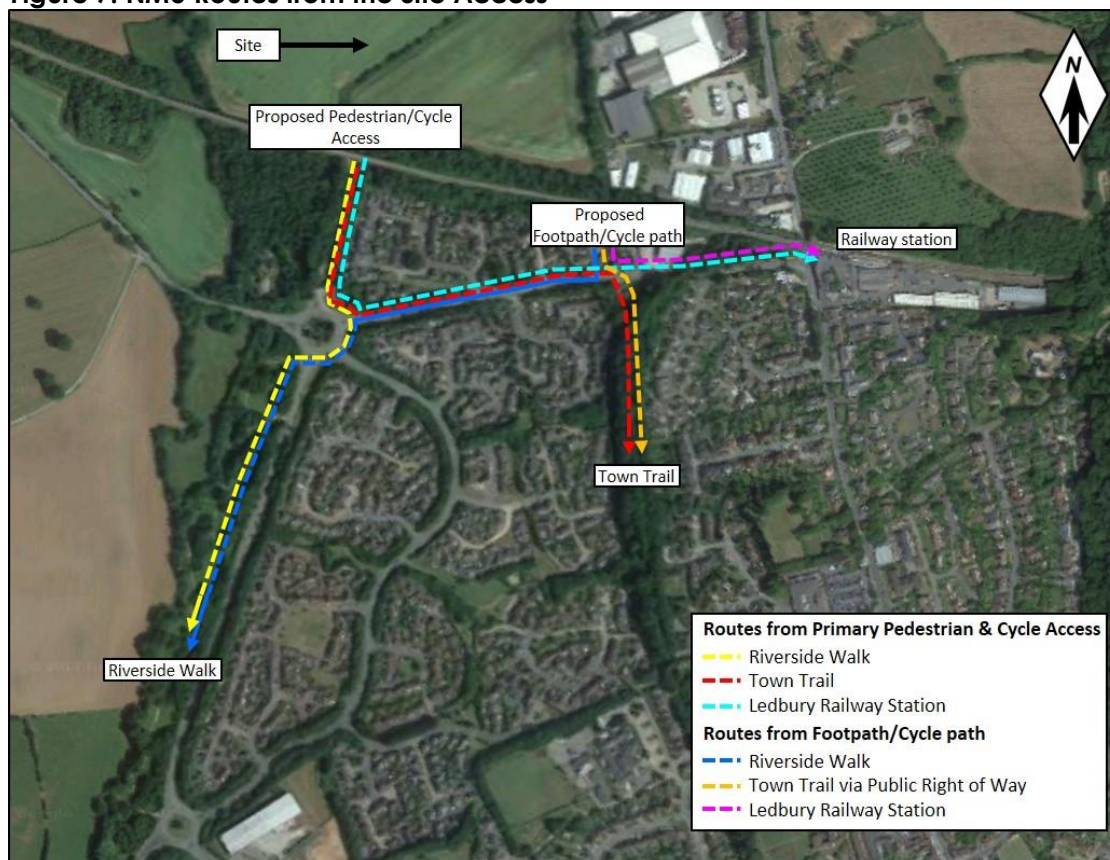
- 4.9 A 3m shared footway/cycleway is therefore proposed to the south of the site through the viaduct to connect into the existing pedestrian infrastructure along the northern side of Hereford Road. The existing footpath infrastructure on the northern side of Hereford Road currently terminates to the west of the junction with Saxon Way.
- 4.10 On the southern side of Hereford Road, the existing footway will be widened to 3m for approximately 125m east from the Hereford Road/Leadon Way roundabout which provides a route towards the Riverside Walk and further existing walking and cycling routes.
- 4.11 A toucan crossing facility is proposed approximately 100m east of Hereford Road/Leadon Way roundabout to provide a safe crossing route to/from the proposed site.
- 4.12 A secondary pedestrian/cycle access point is proposed from the south-eastern extent of the site underneath the viaduct and through Ballard Close onto Hereford Road. This comprises of a 3m footpath/cycle path from the site through the viaduct after which the proposed route narrows down to 2 metres due to land constraints. Appropriate signage will be provided at either end by the viaduct and also by Ballard Close to advise cyclists to dismount where the path has been narrowed.
- 4.13 An existing footpath is located adjacent to Hereford Road which provides a direct connection to the 'Town Trail' and also provides access to the local public transport services and facilities within Ledbury. A Toucan crossing will be provided opposite footpath the Town Trail on Hereford Road. The northern section of Town Trail will also be improved for a distance of approximately 165m from Hereford Road.
- 4.14 The pedestrian and cyclist off-site infrastructure that is proposed to link the site to the surrounding network of footways and cycleways is shown in **Figure 6** below and illustrated in **Drawing LUE-BWB-HML-XX-DR-D-114-S2-P6**.

Figure 6. Proposed Pedestrian and Cycling Mitigation Measures



4.15 **Figure 7** illustrates the routes that become accessible from the proposed NMU links.

Figure 7. NMU Routes from the Site Access



- 4.16 The proposed pedestrian infrastructure will be provided prior to occupation to ensure that the development will be sustainable from the outset.

Parking

- 4.17 The final quantum of parking will be provided in accordance with the relevant parking standards at the detailed design stage.

5.0 OPPORTUNITIES FOR SUSTAINABLE TRAVEL

Introduction

- 5.1 This section will review the opportunities to travel to and from the site by sustainable modes of travel, with the implementation of off-site improvements.

Local Facilities

- 5.2 To connect the site to the existing footways within the vicinity of the site and assess the accessibility from the site, all walking and cycling catchment assessments within this section have been calculated based on these links and improvements being provided prior to occupation of the site.

Pedestrians

- 5.3 Based on the links provided onto Hereford Road **Figure 8, Figure 9, Figure 10** and **Table 4** illustrate walking catchments from the site, showing the approximate time taken to walk to the nearby facilities from three points within the site (the north, middle and south).

Figure 8. Walking Distance and Local Facilities Plan from North of Site

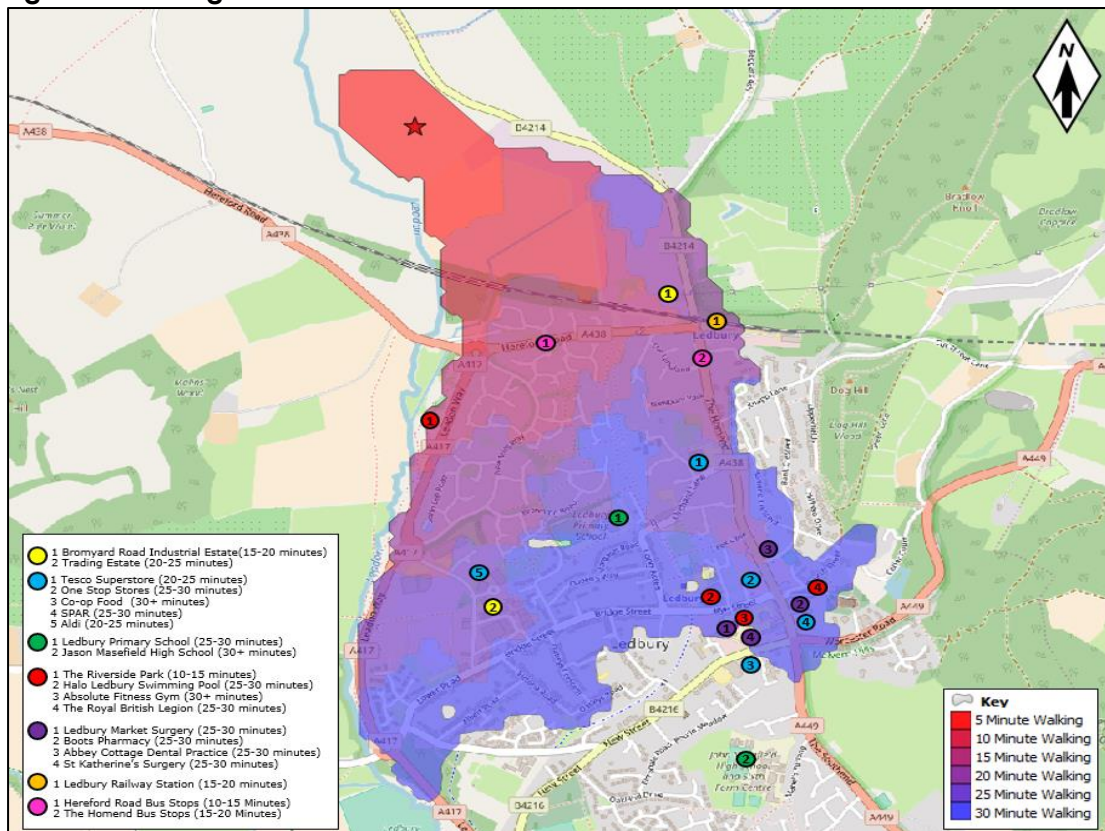


Figure 9. Walking Distance and Local Facilities Plan from Middle of Site

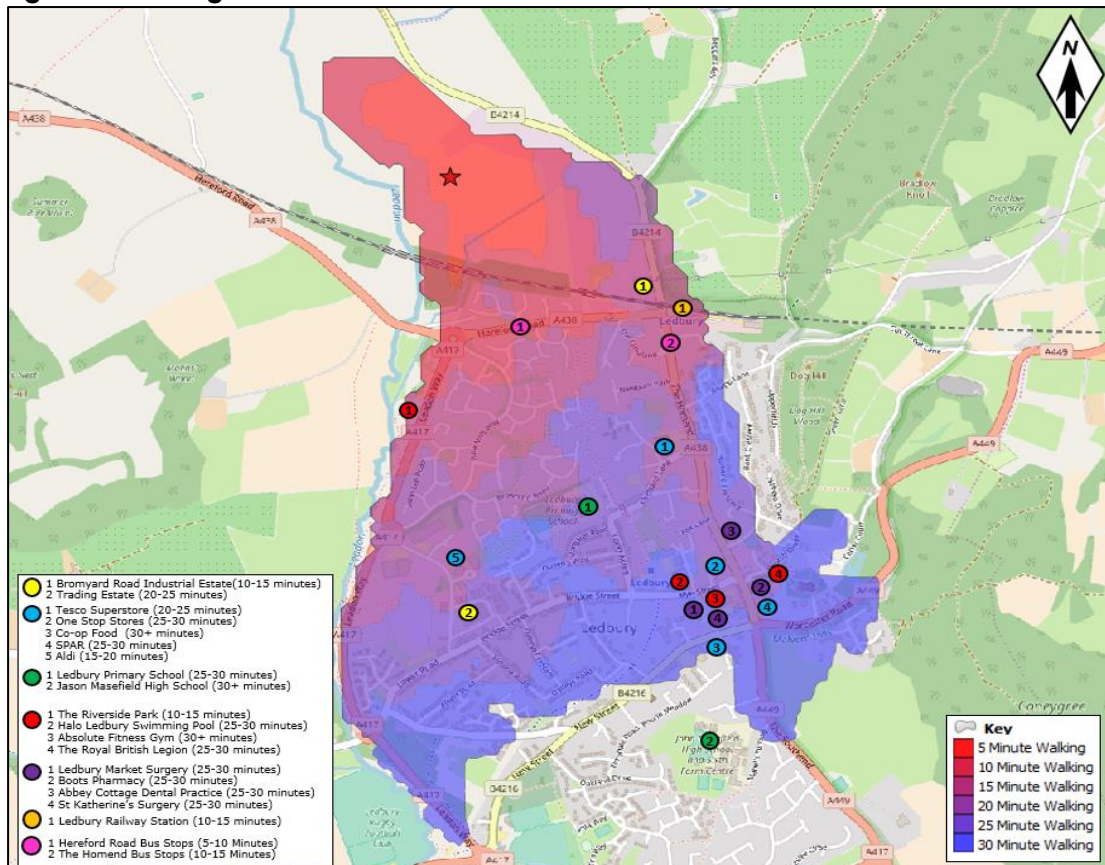


Figure 10. Walking Distance and Local Facilities Plan from South of Site

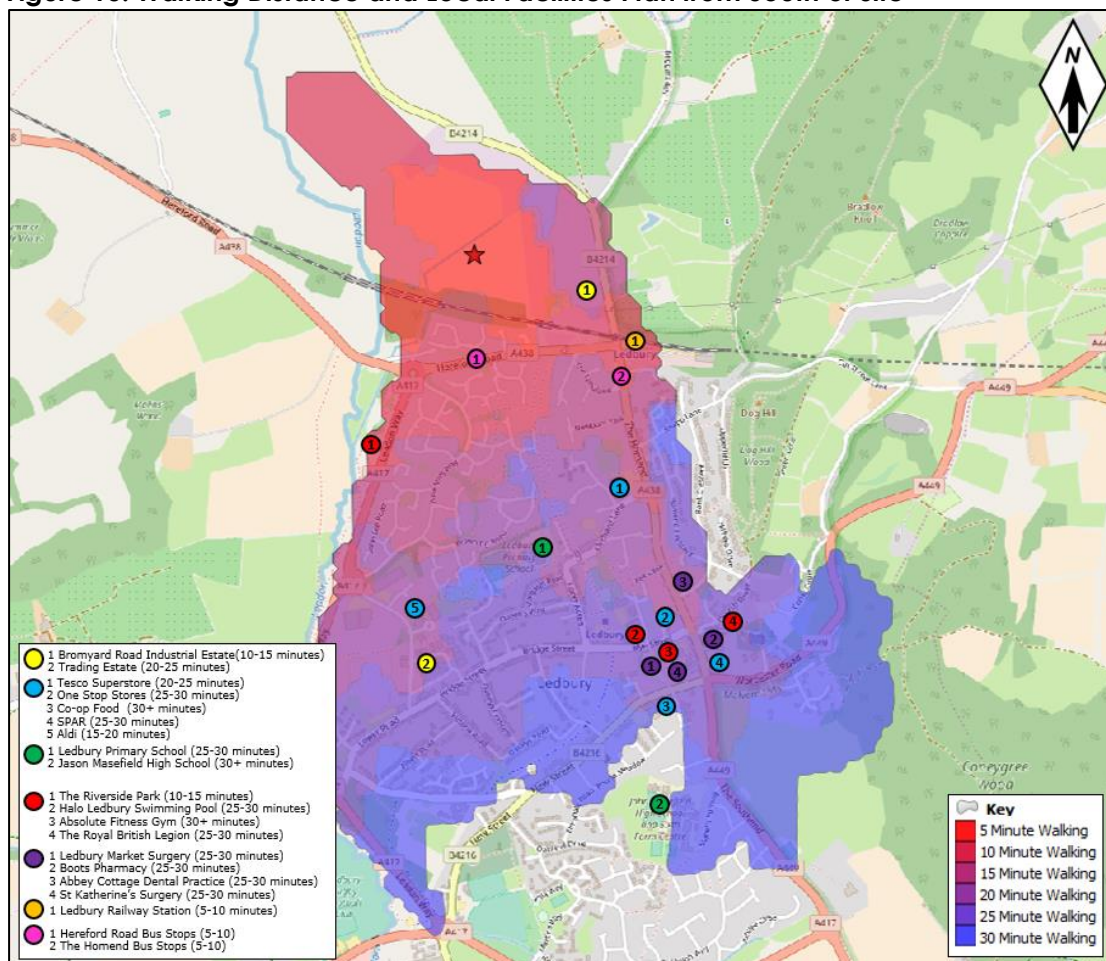


Table 4. Local Facilities Summary Table

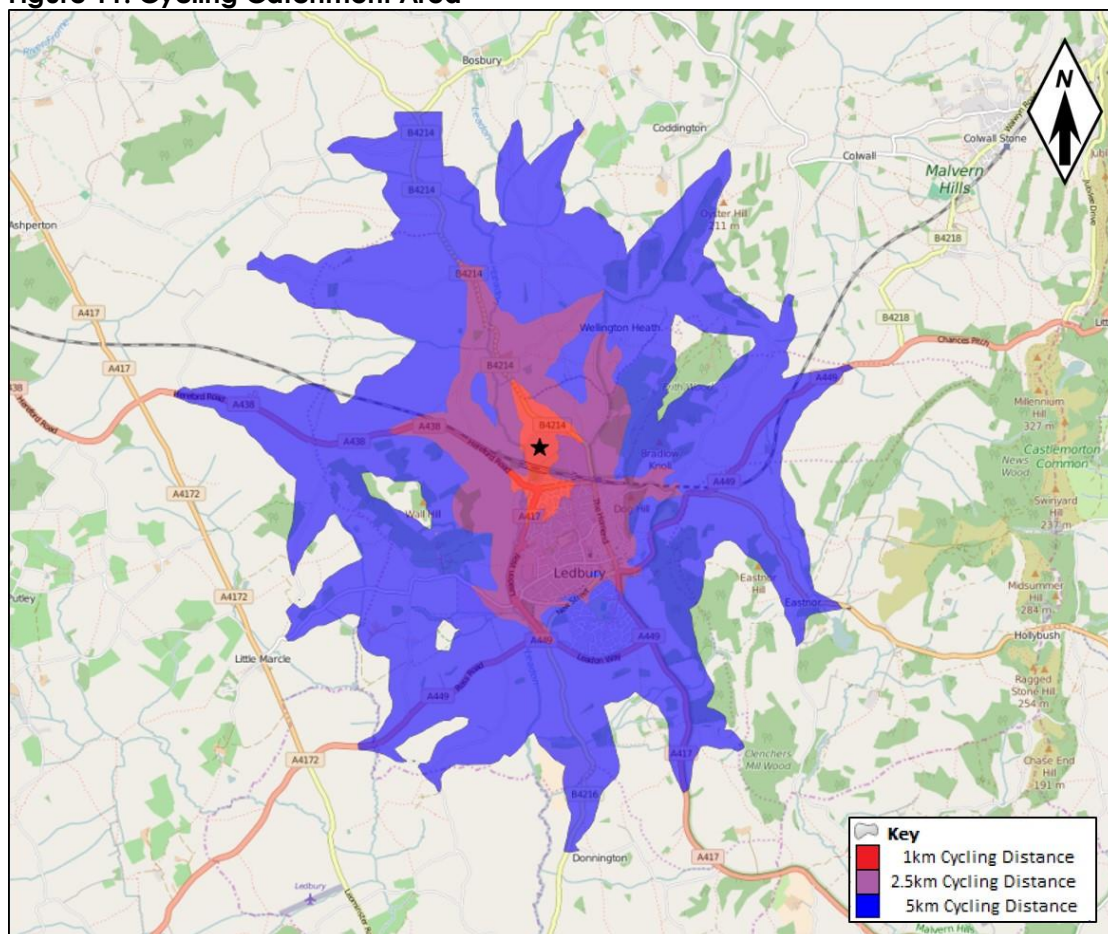
Local Facility	Walking Time from Site to Local Facilities (Minutes)			
	North	Middle	South	Range
Tesco Superstore	20-25	20-25	20-25	20-25
One Stop Stores	25-30	25-30	25-30	25-30
Co-Op Food	30+	30+	30+	30+
SPAR	25-30	25-30	25-30	25-30
Aldi	20-25	15-20	15-20	15-25
Ledbury Primary School	25-30	25-30	25-30	25-30
Jason Masefield High School	30+	30+	30+	30+
The Riverside Park	10-15	10-15	10-15	10-15
Halo Ledbury Swimming Pool	25-30	25-30	25-30	25-30
Absolute Fitness Gym	30+	30+	30+	30+
The Royal British Legion	25-30	25-30	25-30	25-30
Ledbury Market Surgery	25-30	25-30	25-30	25-30
Boots Pharmacy	25-30	25-30	25-30	25-30
Abbey Cottage Dental Practice	25-30	25-30	25-30	25-30
St Katherine's Surgery	25-30	25-30	25-30	25-30
Ledbury Railway Station	15-20	10-15	5-10	5-20
Hereford Road Bus Stops	10-15	5-10	5-10	5-15
The Homend Bus Stops	15-20	10-15	5-10	5-20

- 5.4 **Table 4** and **Figure 8**, **Figure 9** and **Figure 10** illustrate that a large number of facilities within Ledbury can be accessed on foot from the site with the provision of footway links onto Hereford Road.
- 5.5 As outlined above, the provision of these two links is in line with local policy and will provide good opportunities for pedestrians to walk between the site, public transport services and the local facilities within Ledbury. Hence, there is no requirement to provide an additional footway link along Bromyard Road.
- 5.6 As part of the discussions with HC, it was requested that an NMU audit was commissioned for the route to and from the town trail, riverside trail, railway station and the town centre.
- 5.7 Within the audit, a survey across the pedestrian refuge along Hereford Road and at the existing Hereford Road/Bromyard Road junction adjacent to Ledbury Railway Station was undertaken. This survey identified that between 07:00-19:00 a total of 14 and 23 NMU users crossed Hereford Road and Bromyard Road respectively.
- 5.8 The NMU Audit identified that subject to provision of the above proposed improvements, the site will be accessible to pedestrians and there will be good opportunities for pedestrians to walk between the site, public transport services and the local facilities within Ledbury.

Cyclists

- 5.9 A 5km cycle catchment isochrone from the site is shown below in **Figure 11**, based on the existing and proposed local infrastructure for cyclists.

Figure 11. Cycling Catchment Area



- 5.10 **Figure 11** demonstrates that all of Ledbury town and the adjacent areas of Staplow, Wellington Heath, Eastnor and Ludstock are within an acceptable cycling distance of the site with the provision of the pedestrian/cycle links from the site.
- 5.11 Cycle parking at the proposed development will be provided in accordance with the local standards.

Employment

- 5.12 The site is well located to a number of employment areas including the Bromyard Road Industrial Estate and the Trading Estate located 0.8km-1.7km and 1.25km-2km walking distance respectively from the site.

Education

- 5.13 The National Travel Survey (NTS) 2013⁷ is primary source of data on personal travel patterns in Great Britain, this has shown that the average journey distance to primary and secondary schools is 1.8 miles (2.9km) and 3.4 miles (5.4km) respectively.
- 5.14 Ledbury Primary school is located approximate 1.0km to the south of the site, and can be accessed via the pedestrian and cycle routes from Hereford Road. The closest

⁷ National Travel Survey 2012 – Statistical Release 30 July 2013 revised September 2013

secondary school is the John Masefield High School, located approximately 2.3km south of the site. This school is under the average journey distance to a secondary school. The school can also be accessed via the 674 and 675 bus services and via local cycle routes from the site.

- 5.15 Given the location of the primary and secondary schools and the good sustainable transport links, it is considered that there is excellent opportunity for residents to travel to the local schools by sustainable modes of transport subject to provision of footway links from the site to the existing routes on Hereford Road as discussed below.

Essential Facilities

- 5.16 As shown in **Table 4**, Ledbury town centre has a wide range of local facilities including retail, employment, health services and recreational facilities. Residents of the development would be able to access these facilities via the established footway network, Town Trail, local cycle routes and bus services.
- 5.17 The nearest supermarket is a Tesco Superstore approximately 1.2km south of the site, additionally an Aldi store, a Co-op, One Stop and Spar are all also available within acceptable walking distance of the site.
- 5.18 Health services including a medical centre, GP surgery, pharmacy, opticians and dentist, which are also all located between 1.2 - 1.5km from the development and can be accessed via the existing footway network, local cycle routes and bus services.
- 5.19 Riverside Park is located approximately 200m south of the site adjacent to Leadon Way. Halo Ledbury Swimming Pool and an Absolute Fitness Gym are located 1.4km and 1.5km to the south of the site respectively, which are within the acceptable walking distance.
- 5.20 Ledbury railway station is located approximately a 800-1,500m walk to the east of the site.

Summary

- 5.21 Overall, within the vicinity of the site there are good levels of pedestrian infrastructure for pedestrians to access the local facilities and public transport services however currently there are no footway links to/from the site to the existing footways on Hereford Road. With the implementation of links from the site to the existing routes, it is considered that the site will be accessible to pedestrians and there will be good opportunities for pedestrians to walk between the site, public transport services and the local facilities within Ledbury.
- 5.22 Local cycle routes identified in **Figure 4** and **Figure 11** provide links to a range of employment, retail, education and health facilities within Ledbury, all of which are within acceptable cycle distances from the site. However, currently there are no cycle links to/from the site to connect with these existing routes. With the implementation of links from the site to the existing routes, the site will have good accessibility to a number of facilities, services and areas within Ledbury.
- 5.23 As a result of the above, it is concluded that subject to provision of the proposed pedestrian and cycle infrastructure, there will be good opportunities for pedestrian and cycle travel between the site and the surrounding area.

6.0 MODAL SHARE AND PERSON TRIP GENERATION

- 6.1 To determine the likely modal splits of residents of the proposed development, the 2011 Census travel to work (daytime) data for the local area was examined.
- 6.2 At the time of the 2011 Census, the site was located in Ledbury 019 Super Output Middle Layer which included the residential area and town centre located south of the site. The proposed residential development modals splits are summarised in **Table 5**.

Table 5. Residential Modal Splits

Mode	Modal Share
Pedestrian	23.1%
Cyclist	2.3%
Public Transport	3.4%
Car passenger	5.4%
Car driver	64.5%
Other	1.3%
Total	100.0%

- 6.3 **Table 5** indicates that currently 69.9% of people travel by car to work as a car driver or passenger. In terms of the percentage of the resident population that currently travel to work using non-car modes, 23.1%, 2.3% and 3.4% travel via walking, cycle and public transport respectively. Given the location of the site, the above modal shares are considered appropriate.
- 6.4 Hence the modal splits outlined in **Table 5** have been combined with the vehicle trip generation to calculate the two-way person trips associated with the residential development of 625 dwellings. These trips are shown in **Table 6**.

Table 6. Proposed Residential Development Person Trips

Mode	AM Peak (0800 – 0900)		PM Peak (1700 – 1800)	
	Arrive	Depart	Arrive	Depart
Pedestrian	27	87	84	44
Cyclist	3	9	8	4
Public Transport	4	13	12	6
Car passenger	6	20	20	10
Car driver	75	243	234	123
Other	2	5	5	2
Total	117	377	363	189

7.0 TARGET

Introduction

- 7.1 The modal splits detailed above represent a sound basis to identify an initial specific target upon which the Travel Plan will be based.

Proposed target

- 7.2 The target for the Travel Plan is therefore as follows:
- **Target** - The development will promote the opportunities and benefits of sustainable modes of travel, with the aim to achieve a 10% reduction in car driver modal share within the travel plan monitoring period (detailed later within this report)
- 7.3 With regards to the target, the number of car driver trips will be reduced by 10.0%, based on the forecast number of car drivers in **Table 6**. This will be complimented by an increase in the proportion of walking, cycling, public transport and car sharing travel modes. **Table 7** identifies the resulting number of car trips to the site as a result of the 10% reduction, this will be superseded once travel surveys are undertaken to identify the actual base modal share.

Table 7. Proposed Residential Car Driver Trips with 10% Targeted Reduction

Mode	AM Peak (0800 – 0900)		PM Peak (1700 – 1800)	
	Arrive	Depart	Arrive	Depart
Car driver	68	219	211	111

8.0 MEASURES AND TOOLS

Introduction

- 8.1 This Residential Travel Plan outlines the proposed measures and tools aimed at promoting sustainable travel modes when travelling to and from the proposed development.
- 8.2 As detailed in previously, the site is accessible to pedestrians, cyclists and public transport users. The following measures will be implemented by the Developer just prior to, and during occupation, in order to promote and support the use of sustainable travel modes, including walking, cycling, public transport use, and car sharing. The Travel Plan will promote the use of alternative travel modes to minimise car dependency to achieve the targets.
- 8.3 These measures focus on providing residents with the appropriate information to allow them to take ownership and make informed decisions about their travel choices. However, this promotion will need to be undertaken in a sensitive manner, so that it is not viewed as a mandatory requirement but rather an information process which allows them to make informed decisions on their selected transport mode. This is vitally important in order to avoid any potential for residents to view this process as overbearing and intrusive.
- 8.4 The measures relate to the potential for reducing the need to travel, and where travel is necessary, promoting and increasing travel by walking, cycling, public transport and car sharing, amongst all residents. The methods for implementing, monitoring, and reviewing the success of these measures are detailed later within this report.
- 8.5 To provide accurate and clear timescales for the implementation of the Travel Plan, its associated measures, incentives and targets, are linked to the construction and occupation of the new development. Immediate measures refer to those that will be implemented prior to the occupation of the new development and short-term measures refer to those which will be implemented prior to, or within one month of first occupation.

Travel Plan Co-ordinator Role

- 8.6 The Travel Plan Co-ordinator will initially be responsible for introducing the Travel Plan to residents. Full contact details, including their name, address (postal and email) and telephone number, will be supplied to HC, as soon as they are appointed. HC will then be informed of any changes to the Travel Plan Co-ordinator contact details, which may occur for whatever reason.
- 8.7 The role of the Travel Plan Co-ordinator, which will begin from the date construction first begins, will be to:
- Promote the Travel Plan to potential and confirmed residents;
 - Act as a point of contact for all residents requiring information;
 - Represent the 'human face' of the Travel Plan – explaining the purpose and the opportunities on offer, including the travel welcome packs and the induction/follow-up sessions; and,
 - Take a key role in the review of the Travel Plan.

8.8 The Travel Plan Co-ordinator will also need to:

- Issue the Welcome Packs;
- Liaise with other sales and marketing staff regarding the Travel Plan, so that they can also promote it as a positive extra benefit for new residents; and,
- Liaise with other sales and marketing staff so that they are fully informed each time a dwelling is sold/rented, and when the new household will move in, in order to allow them to arrange the induction session.

8.9 The Travel Plan Co-ordinator will be in the post for the duration of the TP monitoring period (detailed later within this report).

Developer commitments

8.10 The following measures will be funded and implemented by the Developer during the construction process and prior to occupation:

TP1: Appointment of a Travel Plan Co-ordinator.

8.11 Appointment of a Travel Plan Co-ordinator (IMMEDIATE) upon opening of on-site marketing suite, to ensure all prospective residents can be informed of the sustainable travel options. The likely Travel Plan Co-ordinator is currently unknown but could be a professional travel plan co-ordinator working for a third party company.

8.12 The Travel Plan Co-ordinator will be fully trained in the aims and objectives of the Travel Plan and will be involved throughout the marketing, sale/rent, and occupation processes. The appointment of a Travel Plan Co-ordinator during the planning stages is essential to the successful implementation of the Travel Plan.

8.13 Once the Travel Plan Co-ordinator has been appointed, their name, address, and telephone number will be provided to HC.

8.14 The Developer will register the scheme with Travelwise.

TP2: Provision of pedestrian routes within and connecting the development to the wider network.

8.15 As detailed in previously, there are good levels of pedestrian routes/infrastructure within the vicinity of the site to the south and throughout Ledbury. The pedestrian infrastructure that is proposed to be implemented will be done so prior to first occupation on site, to ensure pedestrian connectivity from the outset. It is proposed to provide two pedestrian routes to the south of the site, the first will connect with existing footways at the Hereford Road / New Mills Road roundabout. A second pedestrian route will be provided from the site to Hereford Road via Ballard close. (IMMEDIATE).

8.16 Details of all pedestrian routes and pedestrian route maps will be provided to residents and will also be included in the Travel Welcome Pack. (IMMEDIATE).

TP3: Provision of Cycle Storage.

8.17 Secure, lockable cycle parking will be provided within the curtilage of dwellings. In most instances this will be in the form of a shed or garage. (IMMEDIATE).

Travel Plan Co-ordinator Commitments

- 8.18 The following measures will be funded by the developer and will be the responsibility of the Travel Plan Co-ordinator for implementation:

TP4: Travel Welcome Packs.

- 8.19 Travel Welcome Packs, given to residents upon first occupation (SHORT TERM). These will be agreed with HC before issue. The TPC will be responsible for ensuring that all residents receive an up to date copy of the welcome pack and contain:

- Promotional information on the benefits of walking, cycling, public transport use, car sharing and the social, environmental and economic costs of each mode;
- The Ledbury Walking and Cycling Map and a map showing pedestrian routes to key destinations, such as local food shops and supermarkets, doctor's surgeries, retail areas and transport facilities, with distances and journey times;
- A cycle route map to key destinations, with distances and journey times. The map will also show the location of any public cycle parking facilities;
- To further encourage cycling, the Welcome Pack will include information on the location and contact details of local bicycle shops, cycling organisations, and cycle training centres for both children and adults;
- Public transport information, including a bus and train route maps and the latest timetable information. The Welcome Pack will also include full details of the range of tickets available and links to the public transport information such as: <http://www.herefordshire.gov.uk/public-transport>
- Advertise the various journey planning websites, such as: www.nationalrail.co.uk
- These provide up to date timetable and route information as well as journey times, costs and transport interchange information;
- Contact details and a location map showing all local car hire firms, and taxi companies, based on postcode information;
- Advertise details of relevant car share schemes;
- The contact details of local running and walking groups will also be provided within the Travel Welcome Packs. These groups promote the benefits of walking on health and wellbeing and as an alternative to car travel;
- Contact details of all local supermarkets and retail outlets that provide a home delivery service, which would result in a reduction in the need to travel;
- Information about home working and home shopping;
- The range of benefits that can be seen by choosing more sustainable modes of transport will be detailed. The possible benefits that residents could see include, improvements to their health, reducing their monthly outgoings on transport, reduction in their carbon footprint, reducing congestion and pollution levels in the local area; and
- Contact details of the Travel Plan Co-ordinator, and HC's Travel Plan Officer.



- 8.20 This will allow perspective residents to have knowledge of the sustainable options to travel to the development and the facilities at the site to aid sustainable travel.

TP5: Sustainable travel incentives.

- 8.21 Cycling and public transport modal use (i.e. bus and rail) present significant opportunities to reduce the level of car driver vehicle usage. Subsequently, incentives to encourage and promote these modes have the potential to increase the level of sustainable travel at the proposed development.
- 8.22 Discussions will be made with local cycle retailers, cycle training organisations and local bus/rail operators to negotiate discounts / taster tickets for a package of benefits which could be offered to new residents.
- 8.23 It should be noted that HC offer a free 'Bikeability' training course which includes advice on safety equipment, bike maintenance, where to position yourself on the road, assessing traffic and controlling your bike. This would also be promoted as part of the travel welcome packs (TP4).
- 8.24 A package of benefits will be offered to each new (initial) household to promote the use of sustainable travel modes, the total value of which is to be formally determined through discussions with HC and secured through a S106 agreement. This could include any of, or a combination of the following:
- Discounted cycle training courses;
 - Discounted bikes / cycling equipment;
 - Discounted / taster bus tickets (i.e. 1 month season ticket); and
 - Discounted / taster rail tickets (i.e. 1 month season ticket).

TP6: Free Adult Cycle Training

- 8.25 Herefordshire Council offers free adult cycle training. This should have minimal cost to the employer and should encourage cyclists to have more confidence to cycle to work at the site (IMMEDIATE).

TP7: Travel Plan training for sales/marketing staff.

- 8.26 The 'green transport' credentials of the development must be sold as a positive extra for new residents.
- 8.27 This will involve Travel Plan training for sales/marketing staff so that they can inform all potential residents about the Travel Plan process and answer any questions that they may have. This will help to ensure that the residents are committed to sign up to the Travel Planning process, and the sustainable lifestyle, including the regular monitoring processes and travel questionnaires.
- 8.28 The Travel Plan Co-ordinator will update the staff as necessary to ensure they are able to provide the future residents with the most up to date sustainable travel information.

TP8: Discussion and implementation of transport changes required with HC.

- 8.29 The Travel Plan Co-ordinator will contact HC's Travel Plan Officer to discuss any changes to the transport facilities within the vicinity of the site. The TPC will also regularly review changes to bus and rail services to ensure that all travel information that is provided to residents is up to date. (CONTINUOUS).

TP9: Promotion and Awareness raising.

- 8.30 To facilitate continued promotion and awareness raising, the Travel Plan Co-ordinator will also act as a point of contact for all residents requiring information (CONTINUOUS). This will enable residents to get in touch with the Travel Plan Co-ordinator if they need any further information with regards to local transport facilities.
- 8.31 This will also enable residents to communicate any ideas they would like to put forward, to enhance the sustainable travel choice available at the site. Where necessary, the Travel Plan Co-ordinator will direct residents to contact HC's Travel Plan Officer for further information and advice.
- 8.32 A travel newsletter will be produced by the Travel Plan Co-ordinator which will be provided to all residents of the development. The newsletter/s will be produced to inform the residents of any changes to travel opportunities as necessary as well as to advertise sustainable travel promotional events that are upcoming.
- 8.33 Annual sustainable travel promotion events will be arranged/promoted to the residents of the development to provide further awareness of the sustainable modes of travel to and from the development. These events are likely to comprise a mixture of advertising/incorporating national events such as Cycle to Work week, in addition to local events such as cycle training/cycle workshops. These events will be promoted through the newsletter produced by the Travel Plan Co-ordinator.
- 8.34 The Travel Plan will be promoted in the marketing and promotion of the site (IMMEDIATE). The sustainable transport opportunities at the site will be sold as an attractive benefit for new residents.

TP10: Travel Plan Steering Group

- 8.35 The Travel Plan Co-ordinator will also set up a steering group to meet annually during monitoring period comprising representatives of residents and the highways authority. This steering group will meet to discuss and review the effectiveness and progress with the travel plan as well as potential further measures and improvements.

TP11: Car Sharing

- 8.36 The Travel Plan Co-ordinator will promote existing car services such as www.liftshare.com/uk. The Travel Plan Co-ordinator will also set up a 'coffee morning' event where residents of the development and local area of Ledbury could meet to find suitable matches to travel with.

Ensuring the continuation of the Travel Plan in the long term

- 8.37 To ensure the continuation of the Travel Plan in the long term, all of the immediate and short term measures would be reviewed, and updated as required by the Travel Plan Co-ordinator and HC. TPC will liaise with HC to discuss any issues with the Travel Plan and any proposed changes that the TPC is proposing to change. This will ensure effective measures are promoted, less effective measures are stopped or improved and new measures are implemented (LONG TERM).
- 8.38 Other means of promoting the Travel Plan will be investigated, which might take the form of community newsletters etc. Information on the progress of the Travel Plan,

including the results of the review, will be communicated to residents through means such as emails and notices, as appropriate by the Travel Plan Co-ordinator.

9.0 IMPLEMENTATION AND MONITORING

Implementation

- 9.1 Responsibility for the implementation of the measures and monitoring the Travel Plan will be with the Travel Plan Co-ordinator for the residential development. The Travel Plan Co-ordinator will promote measures to encouraging sustainable travel at the Ledbury Urban Extension Site.

Monitoring

- 9.2 The majority of measures to reduce car use, and promote walking, cycling, public transport, and car sharing will be implemented during the construction process, or within one month of occupation. This will allow people to assess the potential to travel by alternative modes of travel, and allow a sustainable travel culture to emerge from the off-set.
- 9.3 In order to monitor the Travel Plans, travel surveys will be undertaken 18 months after first occupation and then every other year up to the 300th occupation. The baseline and subsequent surveys would be undertaken in a neutral month (April, May, June, September or October).
- 9.4 The travel surveys would be commenced by the Travel Plan Co-ordinator and would determine the baseline modal split, base travel patterns, assess the uptake of any measures and incentives proposed in the Travel Plan, and help identify any further measures that need to be investigated and proposed should targets not be met.
- 9.5 The results of the surveys will be compiled by the Travel Plan Co-ordinator, and the content of the surveys will be agreed with HC prior to issue. In order to incentivise the completion of this survey, individuals surveyed will be given the opportunity to be entered into a raffle for a prize draw. The TPC will seek to maximise the response rate of the travel surveys, but this should be at least 50%. Should the response rate be below this, the surveys will be repeated for further periods, with the aim to receive a larger return of data.
- 9.6 The Travel Plan Co-ordinator will collate and summarise the results of the travel surveys in Monitoring Reports for submission to HC. The report will be restricted in length and include the survey results and analysis of trends against previous periods. The report would therefore confirm the modal splits of residents and this would be analysed against the targets. From this, the targets would be amended/agreed and any further measures introduced following feedback from the surveys.
- 9.7 The travel survey will include single and multiple choice questions, on topics such as:
- Gender;
 - Age;
 - work location;
 - working hours;
 - usual mode of travel to work;
 - reasons for using that mode;
 - Travel Plan awareness;
 - reasons for travel during the day;
 - usual mode of travel for day time trips; and,

- which measures and incentives might further encourage the use of sustainable modes of travel to and from work and during the day.
- 9.8 These survey questions will allow occupation levels, implementation progress and target achievement to be assessed. From the initial travel survey analysis and the hard data collection, the Travel Plan targets would be amended/agreed and further measures introduced. The Travel Plan will then be updated and expanded as necessary, as part of the on-going evolution of the Travel Plan process.
- 9.9 The Travel Plan will be monitored until 300th occupation. The surveys will be undertaken every other year and summary report prepared by the Travel Plan Co-ordinator .
- 9.10 The Monitoring Reports would be made available to residents within the development. This could be either as hard copies or as a digital copy sent via email. This is important so that individuals can see how their travel choices fit into the Travel Plan. The Monitoring Reports would contain the following detail:
- Introduction of the Travel Plan and the aims and objectives;
 - Details of progress made since the submission of the previous monitoring report and any other significant changes which have occurred over the period relevant to the Travel Plan (including occupation levels).
 - Assessment of travel survey data results;
 - Assessment of progress made against targets;
 - Detail of any revisions to be made to the Travel Plan or remedial measures to be implemented; and
 - Action plan for the coming period.
- 9.11 Should the Travel Plan be found not to be achieving its targets during the monitoring process then remedial measures may be required. Remedial measures would be discussed and agreed by the TPC with HC and could include:
- Extending the duration of appointment of the Travel Plan Coordinator;
 - Further marketing of the Travel Plan to local residents; and
 - Offer personal Travel Planning to all residents;

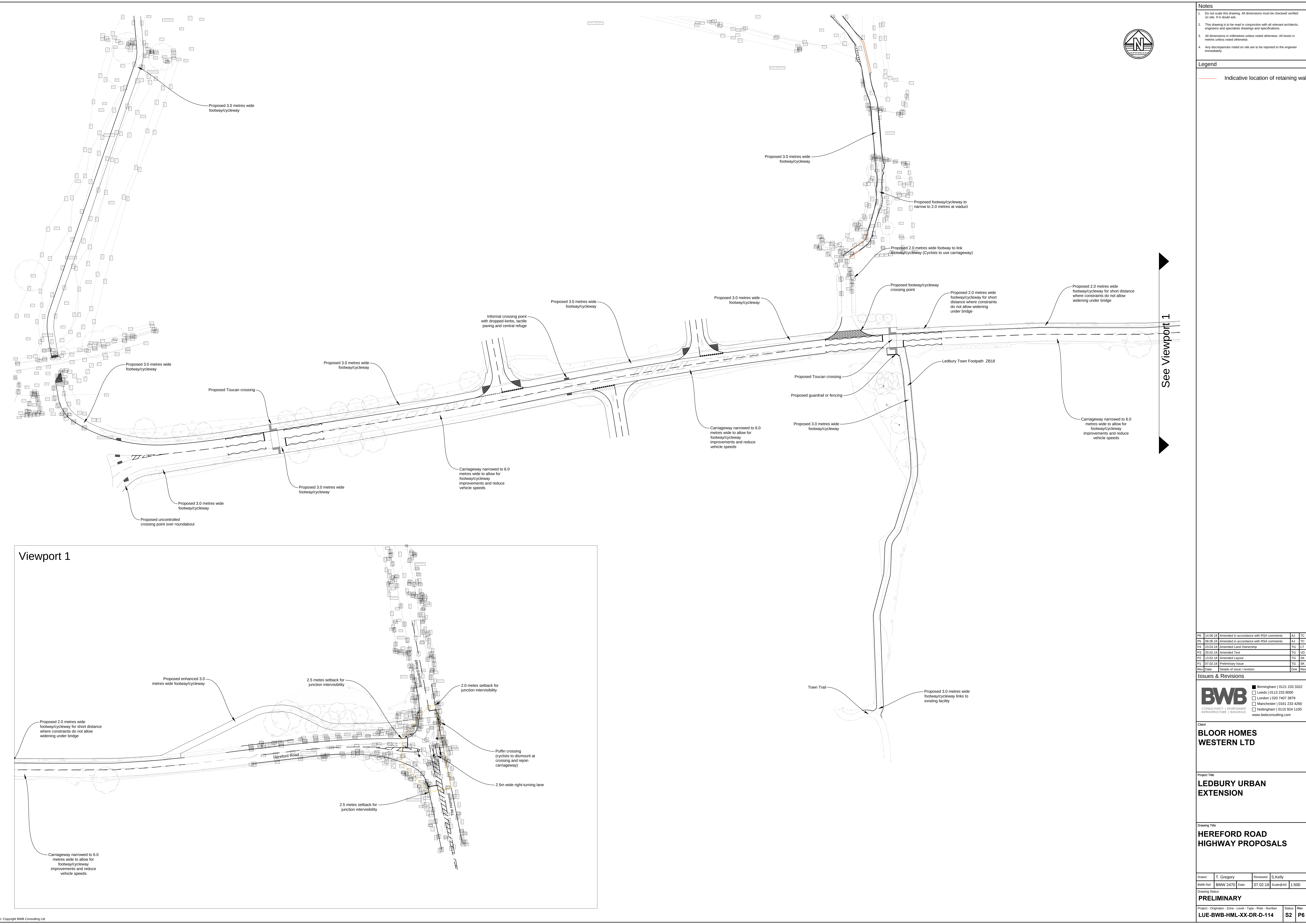
10.0 ACTION PLAN

10.1 In order to achieve the objectives of this Travel Plan, the below action plan (**Table 8**) summarises the programme and responsibilities for delivering the proposed measures.

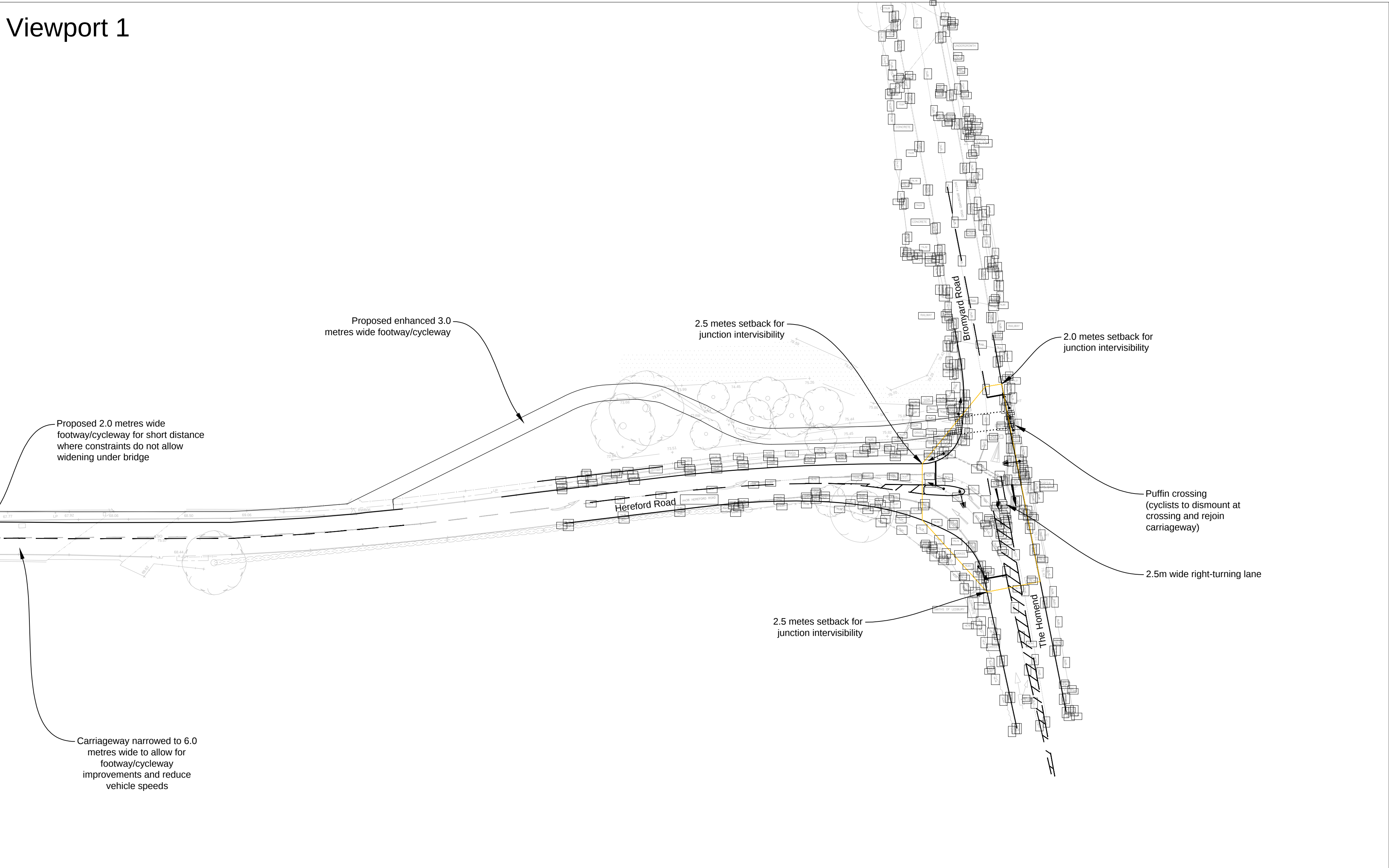
Table 8. Action Plan

Action	Timescale	Responsibility	Budget (approx.)
Appoint Travel Plan Coordinator	Upon opening of on-site marketing suite until 300 th occupation	Developer	£7.5k (per year)
Provision of Pedestrian and Cycle Infrastructure	Before occupation	Developer	\$106
TPC to liaise with HC Travel Plan Officer	On appointment of TPC and ongoing going through monitoring period	Travel Plan Co-Ordinator	N/A
TPC to set up Travel Plan Steering Group	To meet annually during monitoring period	Travel Plan Co-Ordinator	N/A
TPC to provide Travel Information and Marketing	Upon occupation and ongoing for the duration of the TPC role	Travel Plan Co-Ordinator	£2-3k
TPC to produce a newsletter for residents of up to date sustainable travel information and events	Upon occupation and ongoing	Travel Plan Co-Ordinator	£1-5k
TPC to arrange/promote annual sustainable travel promotional events	Once the development reaches 50% occupation for the duration of the TPC role	Travel Plan Co-Ordinator	£1-3k
TPC to provide Sustainable Travel Incentives	Upon occupation	Travel Plan Co-Ordinator	\$106
TPC to monitor and review Travel Plan	Within 18 months after first occupation and then every other year up to 300 th occupation	Travel Plan Co-Ordinator	£2-3k

DRAWINGS



Viewport 1



- Notes
1. Do not scale this drawing. All dimensions must be checked/verified on site, if in doubt ask.
 2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
 3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
 4. Any discrepancies noted on site are to be reported to the engineer immediately.

Indicative location of retaining wall

P6	14.06.18	Amended in accordance with RSA comments	AJ	TC
P5	18.06.18	Amended in accordance with RSA comments	AJ	TC
P4	23.03.18	Amended Land Ownership	TG	LT
P3	20.02.18	Amended Text	TG	VD
P2	13.02.18	Amended Layout	TG	SK
P1	07.02.18	Preliminary Issue	TG	SK
Rev	Date	Details of issues / revision	Drawn	Rev

Issues & Revisions

Leeds

0113 233 3322

London

020 7407 3679

Manchester

0161 233 4260

Nottingham

0115 924 1100

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Client

BLOOR HOMES WESTERN LTD

Project Title

LEDBURY URBAN EXTENSION

Drawing Title

HEREFORD ROAD HIGHWAY PROPOSALS

Drawn:	T. Gregory	Reviewed:	S. Kelly
BWB Ref:	BMW 2470	Date:	07.02.18
Scale:	A3	Scale:	1:500

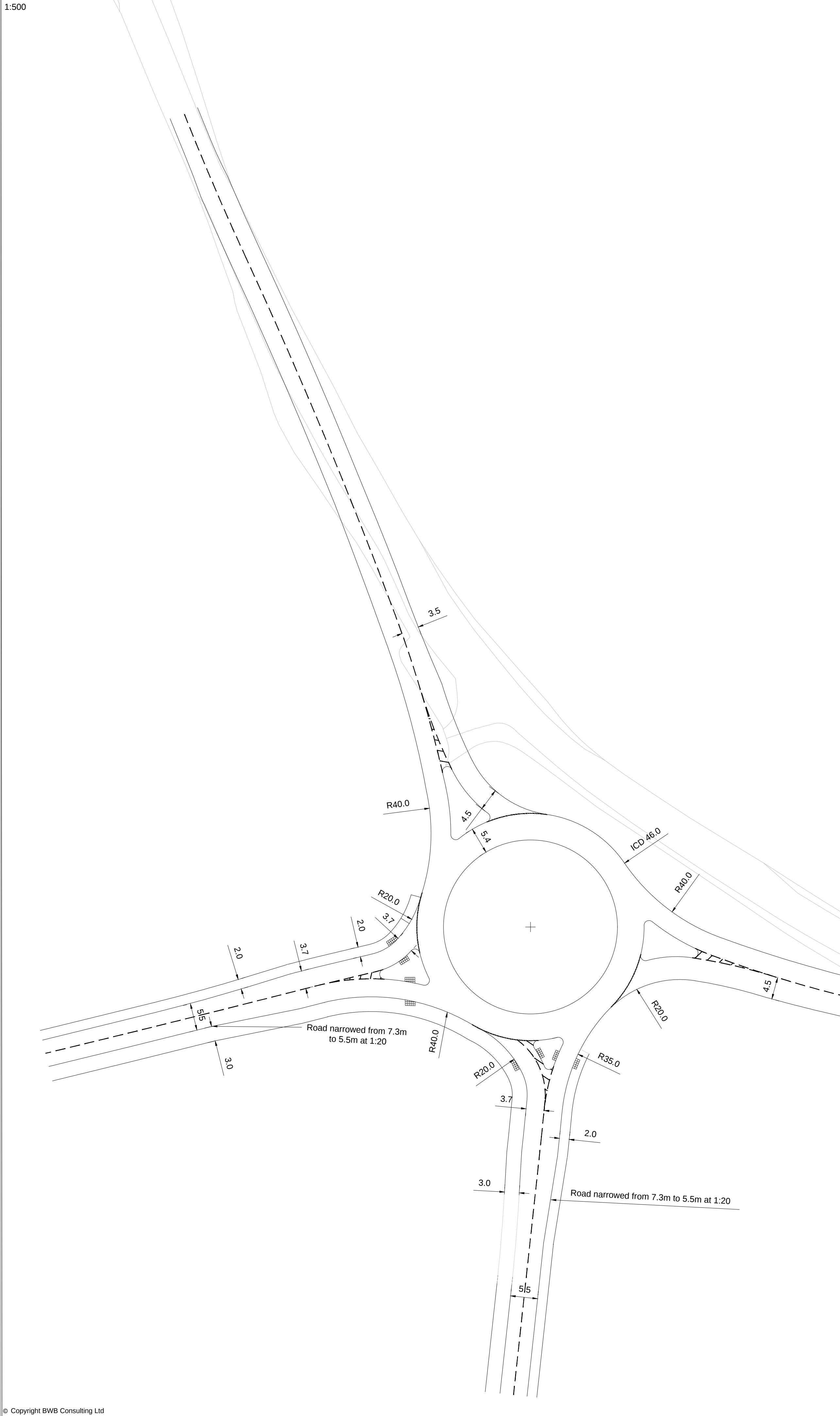
Drawing Status

PRELIMINARY

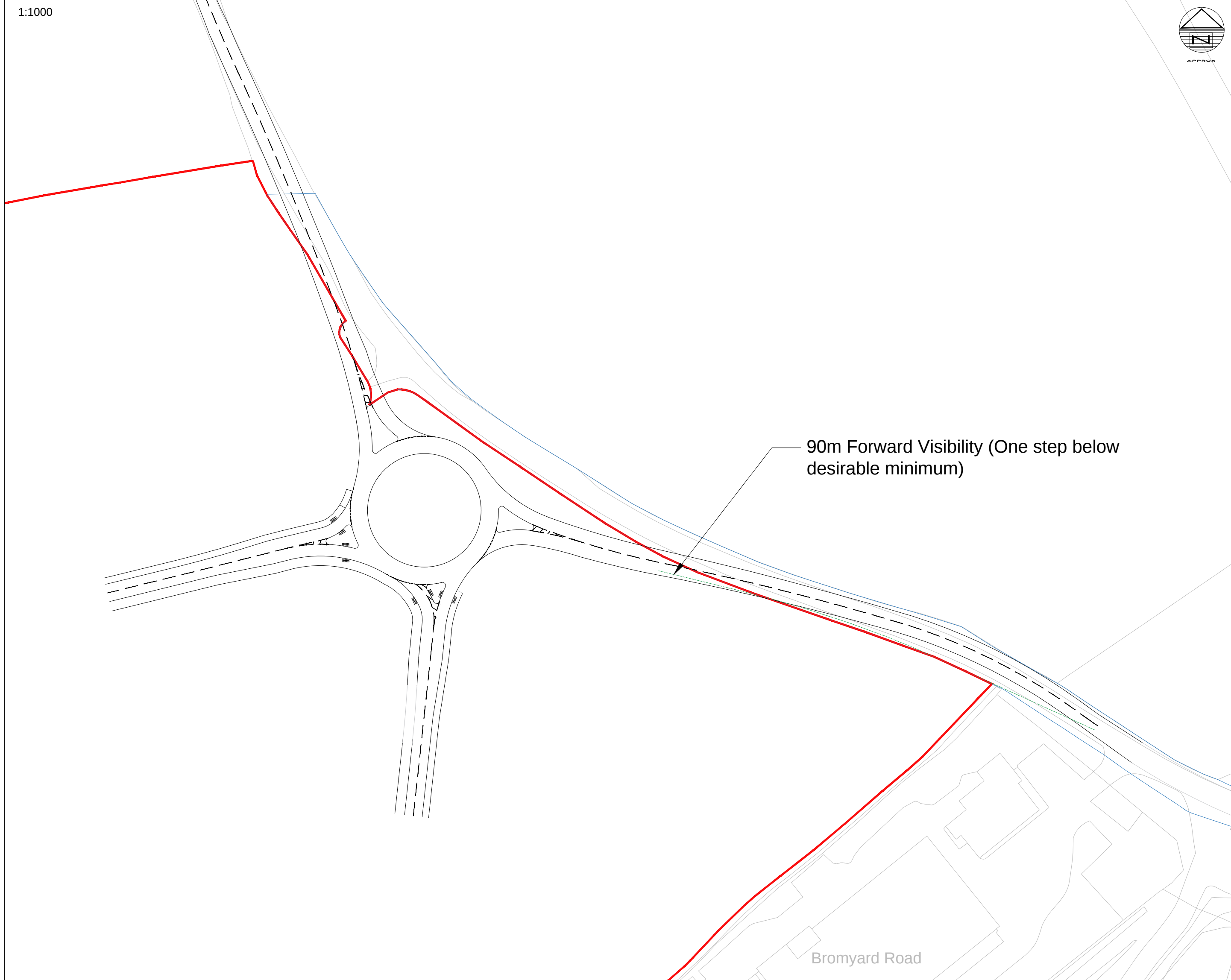
Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
LUE-BWB-HML-XX-DR-D-114	S2	P6

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1:500



1:1000



Notes

- Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
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- All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
- Any discrepancies noted on site are to be reported to the engineer immediately.

Legend

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Site Boundary

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Highway Boundary

P3	14.06.18	Preliminary Issue		TG	TC
P2	12.06.18	Preliminary Issue		LT	TC
P1	30.10.17	Preliminary Issue		VD	TC
Rev	Date	Details of issue / revision		Drw	Rev

Issues & Revisions

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Client

**BLOOR HOMES
WESTERN LTD**

Project Title

**LEDBURY URBAN
EXTENSION**

Drawing Title

**PROPOSED SITE ACCESS
ROUNDAABOUT**

Drawn:	V.Devaharan	Reviewed:	T.Cooke
BWB Ref:	BMW 2470	Date:	30.10.17
Scale@A1:	As Shown		

Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
LUE-BWB-HML-XX-DR-D-109	S2	P3

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APPENDICES

APPENDIX A

ILLUSTRATIVE MASTERPLAN



- Application boundary
- Residential
- Employment
- Vehicular access
- Pedestrian/cycle access
- Emergency access
- Primary vehicular route
- Access street
- Pedestrian/cycle path
- Public open space
- Proposed canal
- Existing trees
- Proposed trees
- LEAP and LAPs
- Attenuation basin
- Viaduct

Project
Land North of Ledbury Viaduct

Drawing Title
Illustrative Masterplan

Date 27.06.16	Scale 1:2,500@A2	Drawn by CW	Check by BW
Project No 25634	Drawing No 9701	Revision J	



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