

Travel Plans for Residential Development

A residential Travel Plan is a package of measures designed to reduce the number and length of car trips generated by a residential development, while supporting more sustainable forms of travel and reducing the overall need to travel. An effective plan helps to tackle increasing congestion, rising pollution and improve accessibility.

The Government's Sustainable Communities Plan - a major programme for improving new and regenerated communities and housing across the country - acknowledges that Travel Plans are an important tool in delivering accessible communities. Communities need to be well connected with facilities to encourage safe walking and cycling, the provision of good public transport and easy access to high quality services. They should also help reduce pressure of additional traffic on surrounding roads, while creating more attractive and liveable neighbourhoods.

The Department for Transport has published a guide identifying issues for residential Travel Plans and providing examples of good practice. Both a detailed good practice guide(2005) and a summary document (2007) on making residential travel plans work are available from the Department of Transport website at www.dft.gov.uk.

Relevant policies

- PPS1: Delivering Sustainable Development
- PPG3: Housing
- PPG13: Transport - Travel Plans should be submitted alongside planning applications for all major developments. Also for smaller developments which are likely to generate significant amounts of travel and where there are already local traffic problems.
- Local Transport Plan for Merseyside 2006-11 - contributes to delivering shared priorities of improved access to jobs and services, improved public transport, reduced congestion, pollution and better safety.

Benefits of a residential Travel Plan to the developer

- Achieves more attractive environments that contribute to regeneration and renewal initiatives
- Creates good PR and can erode local resistance to schemes
- Improves marketability with an added value product
- Contributes to the welcome pack for the resident
- Can influence the overall layout and approach
- Can increase density and housing numbers
- Can make Section 106 packages more effective and more financially viable
- Supports affordable housing provision
- Parking, access and public transport are all considered holistically



An effective Residential Travel Plan includes:

Pre application

Discussion of the Travel Plan in the initial stages should speed up approval. This will also ensure that site design is incorporated.

Coordination

- Requirement for ongoing management organisation and structure
- Commitment from management company
- Travel Plan coordinator in place prior to occupation of site
- Allocation of budget to implement plan
- Mechanisms for communication and marketing
- Action Group to involve local residents, relevant authorities and special interest groups
- Timetabled action plan, including initial marketing plan and survey of residents
- Monitoring and submission of annual action plan for approval by local authority

Targets

The Transport Assessment should illustrate current and future accessibility to site by all modes and the likely modal split of journey to and from site. The Transport Assessment is important in identifying what actions should be included in the Travel Plan and for future enforcement. Targets could be:

- Number of car journeys per households per day

- % reduction of private car trips
- Modal split for all journeys

Measures for the Travel Plan

Cycling

- Attractive and accessible cycle routes provided and signed within the development, connecting to cycle network outside of site
- Secure, convenient and covered cycle storage for each residential unit
- Information on local routes, parking, cycle shops and local cycle groups
- Information about health and other benefits of cycling
- Bicycle User Group
- Communal cycle pump, toolkit and battery recharge
- Promotion of cycling such as Bike to Work events, Dr Bike visits, etc

Walking

- Safe, convenient, accessible and well lit routes around the development, to all facilities and to access points with public transport and cycle paths
- 'Pedestrian first' policy with good lighting, drop kerbs and a road layout that keeps vehicles at walking speed
- Information about local footpath network, 'walking for health' schemes, etc
- Pedestrian only accesses
- Facilitate 'Walking buses' to schools
- Information about health benefits

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Public
Transport



Walking



Cycling



Traffic

Public transport

- Buses re-routed/extended to/through sites
- Services subsidised by developer
- Shelter/seating at stops
- Layout, design, and siting of bus stops that encourages non-car travel, e.g. all homes within 400m walk of stops
- Minibus provided to residents through estate management company
- Bus-only accesses
- Information provision/packs - timetables, fares, telephone enquiry numbers, websites
- Information about community transport and school buses
- Personalised travel advice (sometimes called 'individualised marketing')
- 'Starter packs' of vouchers for discounted or free ticketing
- Website links to real time information and bus timetables

Car park management

- Level of provision and specific allocation of spaces on need
- Separate sale of spaces wherever possible
- Permit system
- Shared parking strategy with neighbouring developments to reduce parking requirements
- Electric charging points for vehicles
- Prioritisation of spaces for disabled drivers, electric/LPG vehicles and cars with smaller engines
- Control of off-site parking

Car sharing scheme

- Promotion to residents
- Priority parking spaces

Car club

- Enrolment of the development within an existing scheme (see Use of Car Clubs within the Workplace)
- Provision of on-site parking bay(s) for car club
- Free hours given to residents as part of welcome pack

Motorcycling

- Level of provision and specific allocation of spaces for motorized two-wheelers
- Availability of covered parking
- Information about road safety specific to motorcycling

Reducing the need to travel

- On site facilities (e.g. offices, live/work units, shops, doctors surgery, crèche, banking facilities)
- Proximity to neighbourhood facilities
- Broadband installation to enable working from home
- Home delivery

Home zone

- Restriction of vehicle speed
- Physical measures to prioritise pedestrians and provide child friendly environments



Low or car free

- No car parking facilities for residents or visitors other than as required to meet the needs of disabled people
- Consider reducing parking provision when a development is within a parking controlled zone, and has good links to public transport and amenities

Promotion of the Travel Plan

- Liaison with other developments nearby
- Welcome pack
 - > Personalised journey planners#
 - > Public transport info
 - > Public transport tickets
 - > Cycle maps
 - > Details of cycle shops and cycle parking
 - > Car share information
 - > Car club membership
 - > Locations of local schools and contacts for walking buses
 - > Events
 - > Community website
 - > Notice boards

Example

Charter Homes residential development at The Woodlands, Aigburth, Liverpool

“Iliad property development group recognise the benefits of using sustainable transport and have provided residents of their Liverpool based properties with free city centre circular bus passes to encourage less frequent use of the car for short trips”

On yer bike for healthy life - Property Mart Extra 21 July 2005

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