



Tim Speed Consulting

*Travel Plan*  
*Residential Development*  
*Sussex Street, Middlesbrough*

for  
**Thirteen Group**

## Document Validation

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## 1. Introduction

- 1.1. A Travel Plan is a package of measures designed to reduce single-occupancy car use by supporting alternative and sustainable forms of transport, alongside reducing the need to travel in the first place. Travel plans should help developments overcome problems of accessibility and ensure they perform better in terms of walking, cycling and public transport access.
- 1.2. The development comprises eleven one-bedroom apartments, ten two-bedroom apartments, thirteen one-bedroom live/work apartments and six two-bedroom live/work apartments set in two buildings. The location of the site is shown in Appendix A. The site layout is shown in Appendix B.



## 2. National and Local Policies

2.1. Travel Plans are management tools that bring about coordinated transport strategies to sites. National and local Government policies have been reviewed as these put in place a framework that is believed capable of delivering Government Transport Policies.

2.2. This Travel Plan has been prepared in accordance with the following local and national guidance which include:

- DfT publication 'The Essential Guide to Travel Planning' (2008)
- DfT publication 'Making Travel Plans Work: Lessons from UK Case Studies'
- DfT publication 'Smarter Choices – Changing the Way We Travel'

2.3. The Government's ten-year Transport Plan (Transport 2010) creates the following vision of a transport system that includes:

- Modern, high quality public transport, both locally and nationally, people will have more choice about how they travel, and more will use public transport;
- Easier access to jobs and services through improved transport links to regeneration areas and better land use planning;
- A modern train fleet, with reliable and more frequent services, and faster trains cutting inter-city journey times;
- A well-maintained road network with real-time driver information for strategic routes and reduced congestion;
- Fully integrated public transport information, booking and ticketing systems, with a single ticket or card covering the whole journey;
- Safer and more secure transport accessible to all;
- A transport system that makes less impact on the environment.

2.4. In an update (2002) the Department for Transport raised the objective of identifying 2144 travel management plans being implemented as a result of current policies.



## 2.5. National Planning Policy Framework

- 2.5.1. The National Planning Policy Framework discusses sustainable transport in Section 9.
- 2.5.2. Paragraph 111 states “All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed”.
- 2.5.3. Paragraph 108(a) states “In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location”.

## 2.6. Middlesbrough Local Plan

- 2.6.1. Middlesbrough Local Plan Policy CS18 “Demand Management” states “As part of the creation of a sustainable transport network it will be necessary to incorporate measures into development proposals that improve the choice of transport options available to people. Priorities will include:
- f. requiring travel plans and transport assessment for all major development proposals that will generate significant additional journeys in accordance with the provisions of DFT Circular 02/2007, and the requirement in the Guidance on Transport Assessment. These will need to demonstrate that the strategic road network will be no worse off as a result of the development.”



### 3. Site Audit

#### 3.1. Walking

- 3.1.1. Walking is the most important mode of travel at the local level and offers the potential to replace short car trips, particularly those less than two kilometres.
- 3.1.2. All streets in the vicinity have a footway on each side.
- 3.1.3. All streets in the vicinity have a maximum speed limit 30mph and have street lighting.
- 3.1.4. There are pedestrian phases across the northern and western arms of the three-arm Queen's Square/Exchange Place/Bridge Street West signal-controlled junction.
- 3.1.5. There are pedestrian phases across all four arms of the Albert Road/Wilson Street signal-controlled junction.

#### 3.2. Cycling

- 3.2.1. Cycling has the potential to substitute for short car trips, particularly those less than five kilometres.
- 3.2.2. An extract of the Middlesbrough Cycle Map is shown in Appendix A. Advisory cycle routes are shown yellow, signed cycle routes are shown blue, traffic-free cycle paths are shown green and on-carriageway cycle lanes are shown red. There are a number of cycle routes in close proximity to the site.

#### 3.3. Local Amenities

- 3.3.1. A post box is located 292 metres from the site access and a cash machine 464 metres from the site access. More significantly, the retail, leisure and business elements of Middlesbrough town centre start at Albert Road to the south of Wilson Street only a 500 metre/6¼ minute walk from the site access.

#### 3.4. Public Transport – Buses

- 3.4.1. The nearest bus stop is located on Bridge Street West. The westbound stop is a 188 metre/2½ minute walk from the site access and has timetable information.



3.4.2. Bus service PR1 stops at this bus stop. A summary of the bus service, correct at the time of preparation of this section of the Travel Plan in September 2018, is included in Table 3.1.

Table 3.1. Summary of the Bus Service on Bridge Street West.

Service No.	Route	Times	Weekday Daytime Frequency
PR1	Free park and ride service: Teesside University Southfield Road, Bridge Street West/ Middlesbrough train station, Cannon Park car park.	Westbound: Monday – Friday (Teesside University term times only): half-hourly 0812-1742.	Half-hourly

3.4.3. Further bus stops are located on Cleveland Street and Queen’s Square. The north-eastbound stop is a 194 metre/2½ minute walk from the site access and has timetable information. The southbound stop is a 304 metre/3¾ minute walk from the site access and has timetable information.

3.4.4. Bus services TR1 and TR2 stop at these bus stops. Summaries of the bus services, correct at the time of preparation of this section of the Travel Plan in September 2018, are included in Table 3.2.





Table 3.2. Summaries of the Bus Services on Cleveland Street/Queen's Square.

Service No.	Route	Times	Weekday Daytime Frequency
TR1	Middlesbrough bus station, Middlesbrough train station, Transporter Bridge, Middlesbrough College, Middlesbrough train station, Middlesbrough bus station.	<p>North-eastbound: Monday – Friday: every 15 mins 0833-0933, 0938, 0948, 0953, 1003, 1008, 1018, 1023, every 15 mins 1123-1423, every 15 mins 1523-1553.</p> <p>Southbound: Monday – Friday: every 15 mins 0837-0937, 0947, 0952, 0957, 1007, 1012, 1022, 1027, every 15 mins 1127-1427, every 15 mins 1527-1557.</p>	Generally every 15 minutes
TR2	Middlesbrough bus station, Middlesbrough train station, Transporter Bridge, Middlesbrough College, Middlesbrough train station, Middlesbrough bus station.	<p>Southbound: Monday – Friday: every 15 mins 0659-0929, every 15 mins 1615-1845.</p>	Generally every 15 minutes

3.4.5. A further bus stop is located on Albert Road. The northbound stop is a 472 metre/6 minute walk from the site.

3.4.6. Bus services 39 and X80 stop at this bus stop. Summaries of the bus services, correct at the time of preparation of this section of the Travel Plan in September 2018, are included in Table 3.3.



Table 3.3. Summary of the Bus Services on Albert Road.

Service No.	Route	Times	Weekday Daytime Frequency
39	Park End terminus, North Ormesby Market Place, Albert Road, Middlesbrough bus station.	Northbound: Monday – Friday: 0525, 0545, 0622, every 15 mins 0622-0852, every 10 mins 0905-1715, every 14 mins 1726-1850, half-hourly 1916-2316. Saturday: 0526, 0556, 0626, 0700, 0738, 0808, every 15 mins 0833-1103, every 10 mins 1115-1715, every 14 mins 1726-1850, half-hourly 1916-2316. Sunday: 0902, 0932, every 20 mins 1002-1702, half-hourly 1716-2316.	Every 10 minutes
X80	Northallerton, Brompton, Swainby, Stokesley, Great Ayton, Nunthorpe, Marton, James Cook University Hospital, Middlesbrough Town Hall, Albert Road, Middlesbrough train station, Middlesbrough bus station.	Southbound: Monday – Saturday: 1054, 1319, 1610.	

3.4.7. Connections to numerous other bus services can be made at Middlesbrough bus station.

### 3.5. Public Transport – Trains

3.5.1. Middlesbrough train station is a 236 metre/3 minute walk from the site access and is well within the generally accepted 800 metre maximum acceptable walk to a train station.

3.5.2. There are frequent direct services seven days per week to and from Thornaby, Yarm, Darlington, Northallerton, Thirsk, York, Leeds, Dewsbury,



Huddersfield, Manchester, James Cook, Marton, Gypsy Lane, Nunthorpe, Stockton, Billingham, Seaton Carew, Hartlepool, Seaham, Sunderland, Heworth, Newcastle, MetroCentre, Bishop Auckland, Shildon, Newton Aycliffe, Heighington, North Road, Dinsdale, Allens West, Eaglescliffe, South Bank, Redcar Central, Redcar East, Longbeck, Marske, Saltburn, Blaydon, Wylam, Prudhoe, Stocksfield, Riding Mill, Corbridge, Hexham, Haydon Bridge, Bardon Mill, Haltwhistle, Brampton, Wetheral, Carlisle, Great Ayton, Battersby, Kildale, Comondale, Castleton Moor, Danby, Lealholm, Glaisdale, Egton, Grosmont, Sleights, Ruswarp and Whitby.

### **3.6. Car Parking**

- 3.6.1. Thirteen Group has permits for four on-street car parking spaces on Sussex Street. There are 37 on-site car parking spaces provided. Each of the 40 apartments is given the opportunity to have one allocated car parking space.
- 3.6.2. There are on-street pay car parking spaces on Sussex Street and on Gosford Street.



## 4. Travel Plan Aims and Objectives

### 4.1. Objectives

- 4.1.1. The residents of this development would be encouraged to adopt sustainable modes of transport. Initially, the responsibility for encouraging sustainable travel would rest with the developer until a residents' Working Group of Travel Plan Representatives (TPR) is established. If this can be established, the Working Group would then continue to encourage sustainable travel at a local level with support from Middlesbrough Council's Travel Plan Officer.
- 4.1.2. The travel management objectives for the development would fully support the principles proposed by Government to promote best practice.
- 4.1.3. Broadly stated, these support sustainable development through comprehensive design that removes the barriers to the use of public transport, cycling and walking as the primary modes of choice for residential developments and promotes safety for all residents.
- 4.1.4. Trips generated from residential land uses encompass the full range of trip purposes, as home is the ultimate origin/destination for all trips.
- 4.1.5. Broadly the travel management objectives for residential land use are:
  - To promote through design, a reduced reliance on the car as the primary mode of travel;
  - To encourage journeys to be made possible by alternative modes in comparison to those possible by car;
  - To support through design, alternative working practices;
  - To engage residential communities in sustainable transport initiatives and to promote a greater sense of ownership for the local transport network.

### 4.2. Travel Plan Coordinator/Travel Plan Representatives

- 4.2.1. It is critical to the success of the Travel Plan that someone is identified to oversee, run and keep the Travel Plan up to date. The responsibility for this would rest with the developer's Travel Plan Coordinator (TPC) who would be in post from six months before the first occupancy until one year after the occupancy of the final apartment. It is programmed to start construction in 2019 and that the build-out of the development would take in the order of a



year. The development would be fully occupied within months of the build completion. It would be intended to establish a residents' Working Group of Travel Plan Representatives. The Working Group would continue to encourage sustainable travel at a local level with support from Middlesbrough Council's Travel Plan Officer.

4.2.2. The Plan must be a proactive live document in order to be effective. The key tasks of the TPC/TPRs would be to:

- Develop and promote the Travel Plan;
- Identify, implement and monitor measures to achieve the Travel Plan target in relation to the number of trips made by the private car;
- Maintain the support and commitment of the residents;
- Undertake or arrange travel surveys to monitor the success of the Travel Plan;
- Act as a point of contact and reference for any users with transport-related queries;
- Act as a point of contact for external agencies such as bus operators and Middlesbrough Council;
- Coordinate the monitoring process and establish and review targets with Middlesbrough Council's Travel Plan Officer.



## 5. Travel Mode Targets

5.1. Initially, travel mode targets would be based upon data on employment travel modes of the residents of the Middlesbrough 001 Census Ward from the 2011 Census.

5.2. Table 5.1 provides data on employment travel modes of the residents of the Middlesbrough 001 Census ward, together with initial Travel Plan targets.

Table 5.1. Travel Modes and Targets.

Travel Mode	2011 Census %age	Travel Plan Target %age
Car driver	37.5	31.3
On foot	32.9	33.3
Bus	11.1	12.5
Car passenger	10.4	10.4
Taxi	2.5	2.1
Cycle	2.4	4.1
Train	1.6	2.1
Motorcycle	0.8	2.1
Work from home	0.0	2.1
Other	0.0	0.0

5.3. Further targets would be set in agreement with Middlesbrough Council's Travel Plan Officer based on the findings of each residents' questionnaire travel survey, the first of which will be undertaken one year after the first occupancy. The targets would need to recognise the situation and travel patterns that exist at the time of the survey, and would need to be SMART (Specific, Measurable, Achievable, Realistic and Timebound).



## 6. Travel Plan Measures

### 6.1. Introduction

6.1.1. There is a range of measures which could be implemented to achieve the targets. However, it would be for the TPC to decide at any particular time, after liaising with Middlesbrough Council's Travel Plan Officer, the most appropriate measures to implement to achieve the targets.

### 6.2. Walking

6.2.1. Measures which can be used to influence residents' choice of walking would include:

- Provision of convenient walking routes through the development that reflect pedestrian desire lines;
- Promotion to residents the benefits of walking, for example personal health and financial benefits;
- Provide information on the walking route planning website, [www.walkit.com](http://www.walkit.com);
- TPC/TPRs would liaise with Middlesbrough Council regarding maintaining the adopted footway network in the local vicinity to good standards. For example, the TPC/TPRs would advise the Council of any required works such as footway and street lighting repairs, and checking that repairs are carried out within a reasonable timeframe;
- Liaison with Middlesbrough Council's Travel Plan Officer to promote existing 'Safer Routes to Schools' schemes which operate locally as part of local schools' Travel Plans.

### 6.3. Cycling

6.3.1. There is secure parking for 18 cycles within the buildings.

6.3.2. The TPC/TPRs would:

- Promote to residents the benefits of cycling, for example health and financial benefits;
- Provide information on the cycle route planning website, [www.cyclestreets.net](http://www.cyclestreets.net);



- Provide information on [www.lovetoride.net](http://www.lovetoride.net);
- Provide local cycle route information;
- Advise residents that his/her employer can join the Government's Cyclescheme to enable the resident to purchase a cycle tax-free;
- Obtain a discount for residents at a local cycle shop for cycle purchase, service, parts and accessories;
- Undertake surveys of the cycle parking to ensure that it is maintained in a good condition and that, for example, it is not being used as facility for dumping rubbish.

6.3.3. A Bicycle User Group will be set up to convey to the TPC the opinions and needs of residents in relation to cycling. The group will provide a forum for discussion and feedback. It will be chaired by one of its members who would feed back any comments to the TPC. The TPC would be invited to the group's meetings.

#### **6.4. Public Transport**

6.4.1. To encourage travel by bus, the Travel Guide would include details on the locations of bus stops, bus timetable information and contact details for bus journey planning.

#### **6.5. Reducing the Need to Travel**

6.5.1. To encourage home working and thus reduce work-related car trips, each apartment is cabled for broadband/Internet connection.

#### **6.6. Sustainable Travel Tasters**

6.6.1. The first occupier of each apartment would be invited to apply to the developer for a voucher to purchase cycles, cycle accessories or bus passes to the value of £200 per apartment.





## 6.7. “Welcome Home” Pack

6.7.1. New occupiers of all of the apartments would receive a “Welcome Home” pack. This would include information about travel options from and to the site.

6.7.2. The pack would include the following:

- a Travel Guide providing information on:
  - i. the health benefits of walking and cycling;
  - ii. locations of, and walking and cycling times to, bus stops and local amenities;
  - iii. bus timetable information;
  - iv. contact details for bus journey planning, etc.
  - v. information about partnerships with and discounts offered by, for example, local cycle shops and car hire companies;
  - vi. information on local taxi operators;
  - vii. details of [www.walkit.com](http://www.walkit.com);
  - viii. details of the [www.cyclestreet.net](http://www.cyclestreet.net) cycling route planner and of [www.lovetocycle.net](http://www.lovetocycle.net);
  - ix. [www.hungryhouse.co.uk](http://www.hungryhouse.co.uk) and [www.just-eat.co.uk](http://www.just-eat.co.uk) online takeaway food delivery services website addresses;
  - x. contact details of the Travel Plan Coordinator.
- a form to apply for up to £200 sustainable travel taster;
- an offer to allow residents to book an appointment with the TPC to obtain personalised information on their travel options from the site to their destinations;
- an invitation to join a Bicycle User Group;
- [www.walkit.com](http://www.walkit.com) flier;
- how to access the Travel Plan for the site.

6.7.3. The Travel Guide would also be provided to potential purchasers by the developer’s sales team in order that they could use that information when deciding on whether to purchase an apartment and what their travel options would be.



## 6.8. Marketing

6.8.1. The Travel Plan will be promoted to residents of the site. Careful marketing is necessary to ensure its objectives are met.

6.8.2. The TPC/TPRs would consider different means of communication to ensure accessibility to the information. The key to successful travel management is keeping the information regularly updated and relevant, and reporting progress on the plan. The TPC/TPRs would be responsible for updating the information.

## 6.9. Maintaining Interest

6.9.1. It is important to maintain interest in a residential Travel Plan. There are a few key points which could assist in ensuring that people are continued to be encouraged. These are:

- Ensure that measures implemented do work, to maintain confidence in the Travel Plan;
- Regular communication to keep the Travel Plan in the minds of residents and visitors;
- Availability of easily contactable assistance to solve any problems residents have in changing travel mode;
- Ensure information provided to residents is always up to date;
- Develop a successful feedback mechanism.



## 7. Travel Surveys and Monitoring

### 7.1. Travel Surveys

- 7.1.1. Travel surveys are an essential component of the Travel Plan process. The travel surveys which would be agreed in advance with Middlesbrough Council's Travel Plan Officer will be undertaken by the TPC/TPRs. The results of these will be included in a biennial report and used to ascertain the success of the Travel Plan targets for the mode share proportions.
- 7.1.2. Questionnaire surveys of the residents will be undertaken. They enable key information, such as travel modes, travel patterns and views, to be collected from residents. The travel survey is the key factor in distinguishing the evidence-based information regarding what measures may be needed from what is initially thought to be needed to reach the stated objectives and targets.
- 7.1.3. The TPC/TPRs would liaise with Middlesbrough Council's Travel Plan Officer regarding the content of the surveys. The surveys would identify certain elements such as how people travel to and from the site and why, and determine the attitudes and opinions of the residents.
- 7.1.4. The first survey will be undertaken at one year after first occupancy. Subsequent surveys will be undertaken on a biennial basis until one year after the occupation of the final apartment.

### 7.2. Monitoring, Reporting and Review

- 7.2.1. A review mechanism is required in order to assess the effectiveness of the Travel Plan and its measures.
- 7.2.2. The initial review process will be undertaken for the first report and the first surveys undertaken at one year after first occupancy. Further reviews will take place thereafter on a biennial basis until one year after the occupation of the final apartment.
- 7.2.3. The effectiveness of the implemented measures against the targets will be evaluated in the biennial reports. This will be undertaken by the TPC/TPRs. Should the biennial review indicate that the Travel Plan is not meeting its targets, the Travel Plan Coordinator, in agreement with Middlesbrough Council's Travel Plan Officer, will identify and implement appropriate measures that would be necessary to achieve the stated targets. The



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biennial report will describe such measures, the implementation process and how the outcomes will be monitored.

- 7.2.4. The biennial reports will be submitted to Middlesbrough Council's Travel Plan Officer within two months of completion of the surveys.



Appendix A  
Site Location and Cycle Map





Appendix B  
Site Layout





