



For and on behalf of
Boningale Homes

Outline Residential Travel Plan

**Land to the East of Boscobel Lane,
Bishop's Wood**

**Prepared by
Sustainable Development and Delivery
DLP Planning Ltd
Sheffield**

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APPENDICES

APPENDIX A. Framework Masterplan

1.0 INTRODUCTION

- 1.1 This Outline Residential Travel Plan (TP) has been prepared by the Sustainable Development and Delivery (SDD) team of DLP Planning on behalf of Boningle Homes in support of an upcoming outline planning application on land to the east of Boscobel Lane in Bishops Wood, Staffordshire for a residential development of up to 100 dwellings and a local shop.
- 1.2 This TP will form the first stage of a series of assessments and initiatives to encourage sustainable travel at the site for the residential element of the site.
- 1.3 This document has been prepared with due consideration to national sustainable travel planning policy contained within 'Travel Plans, Transport Assessments and Statements' (DfT, March 2014) and the National Planning Policy Framework (DLUHC, December 2024).
- 1.4 Staffordshire County Council (SCC) advocate the use of their adopted 'Guidelines for Transport Assessments and Travel Plans' (January 2008). The guidance recommends that Appendix B of the 'Guidance on Transport Assessment' (GTA) (DfT and DCLG, March 2007) be used to determine the requirement of a TP in support of a Transport Assessment (TA). Appendix B of the GTA guidance document states that applications for 'C3 Dwelling Houses' developments of more than 80 dwellings require a Transport Assessment and TP to be submitted.
- 1.5 A Transport Assessment has also been prepared in support of the proposed development. Where appropriate, this TP adopts the findings of the Transport Assessment, particularly in respect of the proposed infrastructure to promote sustainable travel.
- 1.6 The remainder of the TP sets out the following:
- The existing site conditions in terms of accessibility, transport and highway matters;
 - The benefits, aims and objectives of the TP;
 - A summary of the development proposals;
 - The Travel Plan Co-ordinator role and responsibilities;
 - Potential measures that will and could be implemented at the development;
 - Mode split targets; and,
 - Travel Plan monitoring and how the Travel Plan shall be enforced and reviewed.

2.0 DEVELOPMENT PROPOSALS

Site Location

- 2.1 The existing site measures approximately 4.7ha and comprises of undeveloped grassland. The site has a single existing access point of access off Boscobel Lane on the western frontage, in the form of a field gate access.
- 2.2 As shown at **Figure 1**, the site lies approximately 350m to the south of Bishop's Wood and is bound by Tong Road, residential dwellings and Kiddemore Green Road to the north, undeveloped land to the east and south, and Boscobel Lane to the west.



Figure 1. Site Location Plan

Proposed Development

- 2.3 The proposed development is to comprise of up to 100 dwellings with the indicative framework masterplan contained at **Appendix A**. The proposals would also allow for a small village shop to be provided within the development. Whilst there is no precise scale regarding the size of the shop, it is understood that it could comprise a maximum gross floor area of 100sqm.
- 2.4 The proposals will allow for a new vehicular access point off Boscobel Lane to the west that form as a simple priority junction, with a new footway and pedestrian crossing points on Boscobel Lane.
- 2.5 In addition, a further pedestrian access point would also be provided to the northeast off Kiddemore Green Road that will connect into the infrastructure on Old Coach Road.

3.0 ACCESSIBILITY

Introduction

3.1 Paragraph 115 of the NPPF (December 2024) requires that plans and applications should ensure that:

“sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;”

3.2 Furthermore, Paragraph 109 of the NPPF states that transport issues should be considered at the earliest opportunities of plan making to involve:

“identifying and pursuing opportunities to promote walking, cycling and public transport use;”

3.3 The main focus of national and local transport related policy is that development should be vision-led with a view to reducing reliance on the private car. The revised NPPF highlights the relevance of Travel Plans in relation to managing demands for movement and promoting the use of more sustainable modes of transport.

3.4 This section of the report considers the accessible nature of the site, demonstrating that the proposed development will be conveniently accessible to pedestrians, cyclists and public transport users.

Pedestrian Accessibility

3.5 Walking is recognised as the most important mode of travel at a local level, and it offers the greatest potential to replace short car trips.

3.6 Table 3.2 of The Institute of Highways & Transportation publication ‘Guidelines for Providing for Journeys on Foot’ (2000) recommends a preferred maximum walking distance of 2000 metres for commuting trips for residents walking to work.

3.7 The site is within the above recommended walking distances to a variety of nearby services and facilities which future residents are likely to use. These are shown in **Table 1**, indicates that the site is sustainable offering with close proximity to a range of facilities in Bishop’s Wood.

Destination	Approximate Walking Distance from the Centre of the Site
Bishop’s Wood Village Hall	175m
St Johns Church, Kiddemore Green Road	250m
The Royal Oak (Public House)	400m
Nearest Bus Stop – Kiddemore Green Road	450m

St Johns C of E First School	850m
Bishop’s Wood Play Area	850m

Table 1. Key Facilities in the Vicinity of the Site

3.8 In light of the above, **Figure 2** shows a 2km pedestrian isochrone confirming that the entirety of Bishops Wood village is within a comfortable walking distance of the site. This includes amenities such as Bishops Wood Village Hall, St Johns Church, St Johns C of E First School, Bishops Wood Play Area, The Royal Oak Public House and the bus stops located on Old Coach Road.

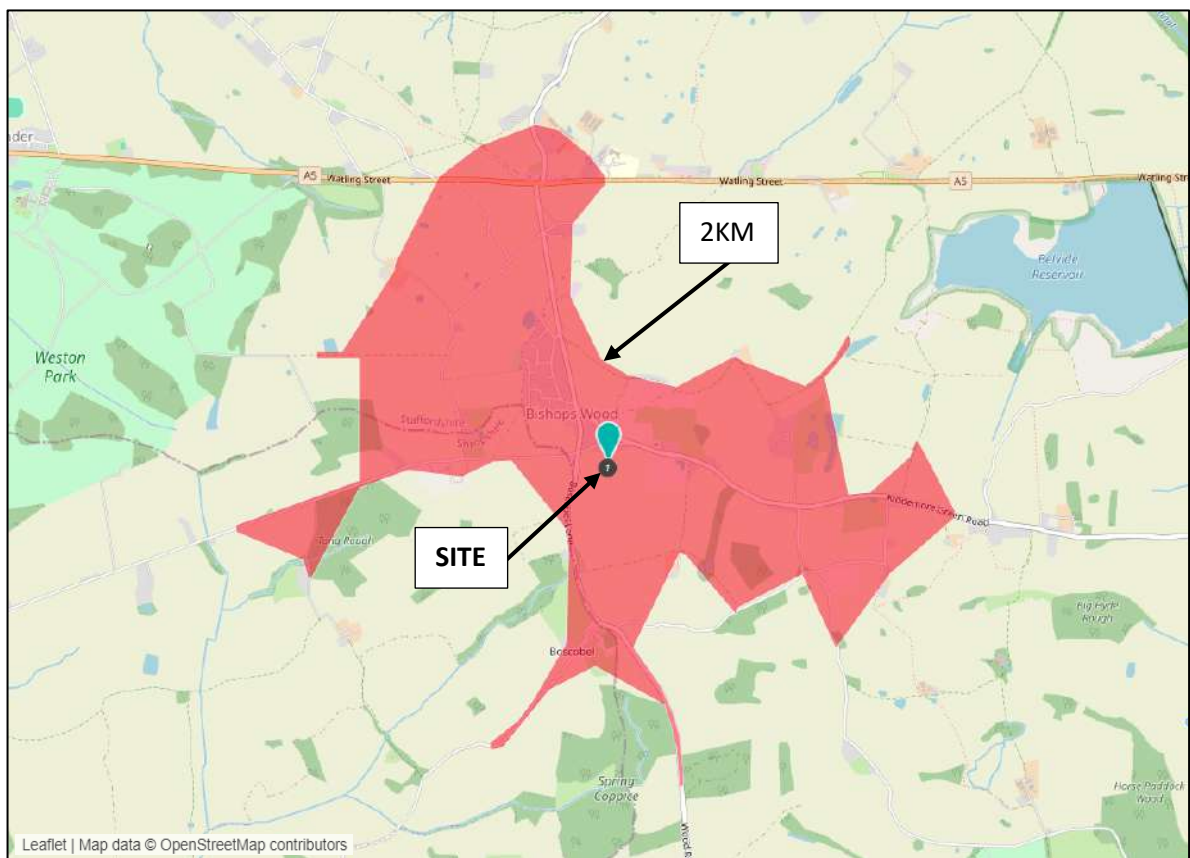


Figure 2. 2km Pedestrian Isochrone (source: Openroute service map)

3.9 As set out previously, there is a pedestrian access into Bishop’s Wood Village Hall Car Park which can be accessed via the footway on the northwestern edge of the Boscobel Lane / Offoxey Road / Ivetsey Bank Road / Tong Road crossroads (see **Figure 3**).



Figure 3. Footway on Ivetsey Bank Road / Offoxey Road and Pedestrian Access Point into the Village Hall Car Park

- 3.10 The footway on the western edge of Ivetsey Bank Road is approximately 1.8m wide and provides a continuous connection to the north towards the amenities in Bishop's Wood.
- 3.11 There is also a footway on Old Coach Road which also measures approximately 1.5m wide that extends to the junction with Ivetsey Bank Road to the north. As shown in **Figure 4**, there the footway extends just south of the Old Coach Road / Ivetsey Bank Road priority junction.



Figure 4. Footway on Old Coach Road to the Junction with Ivetsey Bank Road

- 3.12 There are three Public Right of Ways (PROWs) located in the vicinity of the site as shown in **Figure 5**, although there are none which run directly through or adjacent to the site boundary.

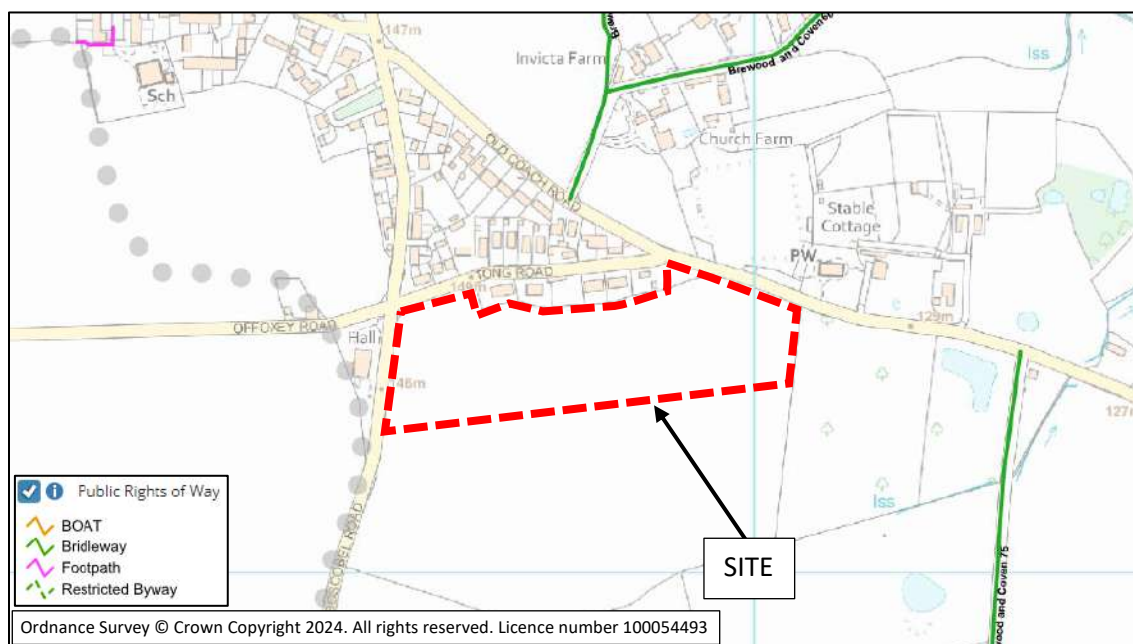


Figure 5. PROWs in the Vicinity of the Site (source: Staffordshire Footpaths and Bridleways map)

3.13 **Figure 5** shows that Brewood and Coven Bridleway’s 60 and 76 can be accessed from Old Coach Road to the north of the site. Furthermore, there is also Brewood and Coven Bridleway 75 which can be accessed off Kiddemore Green Road to the east of the site.

Cyclist Accessibility

3.14 Cycling has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport. With reference to acceptable cycling distances, ‘Cycling England’s’ ‘Integrating Cycling into Development Proposals’ (2011) document notes that:

“Most Cycle journeys for non-work purposes and those to rail stations are between 0.5 miles [0.8km] and 2 miles [3.2km], but many cyclists are willing to cycle much further. For work, a distance of 5 miles [8km] should be assumed”.

3.15 Informed by the guidance above, **Figure 6** shows a 5km catchment area in the vicinity of the site which confirms that areas such as Bishop’s Wood, Wheaton Aston and Brewood are within comfortable cycling distance. It should be noted that Albrighton, Codsall, and Cosford are all located within circa 8km cycling distance and therefore are within a realistic distance for commuter trips.

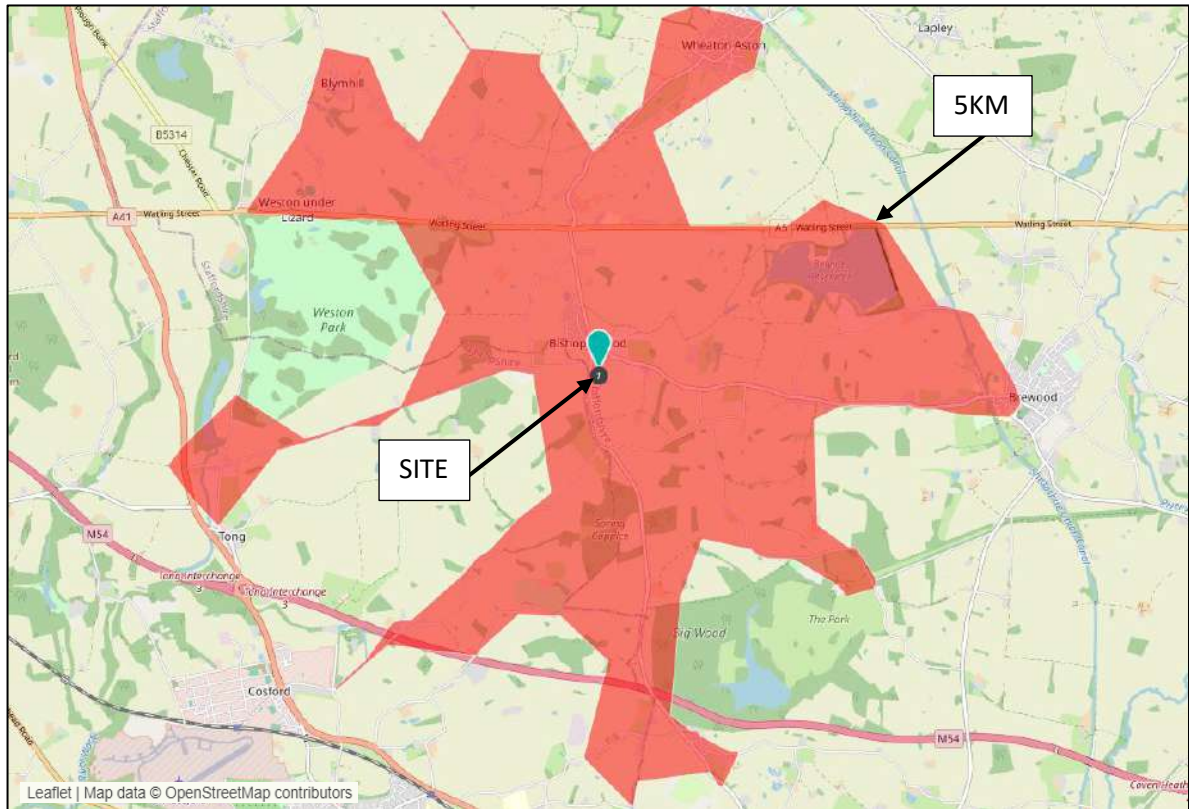


Figure 6. 5km Cyclist Isochrone (source: Openroute service map)

3.16 Whilst there are no National Cycle Routes within the vicinity of the site, a review of the ‘Cycling in South Staffordshire’ Map (extract contained at **Figure 7**) shows that there are numerous “advisory cycle routes”, bridleways and byways within the vicinity of the site. These routes provide links to Wheaton Aston via Ivetsey Bank Road and Brewood via Kiddemore Green Road.

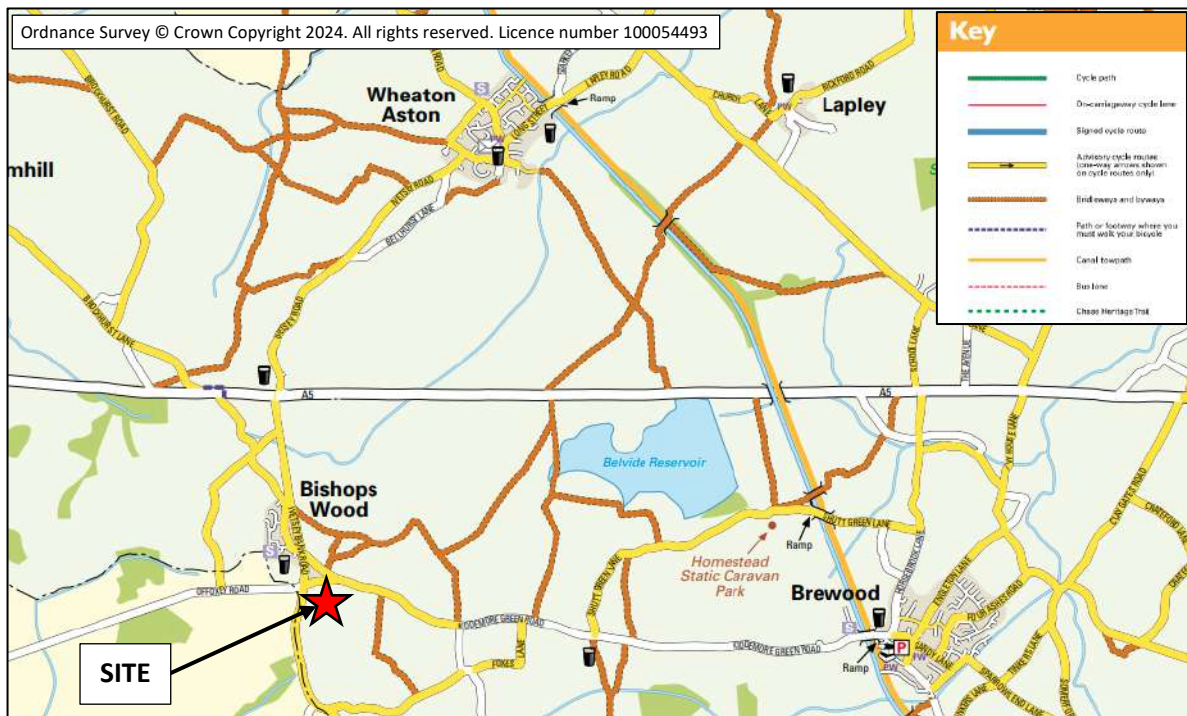


Figure 7. Local Cycle Routes (source: Cycling in South Staffordshire map)

Public Transport Accessibility

3.17 SCC’s ‘Bus Infrastructure & Information in Staffordshire – a Design Guide’ states that:

“The Institute of Highways and Transportation recommends that bus stops should be located such that all premises are located no more than 400m from them”.

3.18 The nearest bus stops are located on Old Coach Road adjacent to the Old Coach Road / Ivetsey Bank Road priority junction. The northbound stop is located adjacent to the junction and the southbound stop is located on Old Coach Road approximately 35m to the east of the junction.

3.19 The northbound stop is approximately 450m walking distance to the north of the (approximate) centre of the site and the southbound stop is approximately 480m walking distance away. It is important to note that, whilst this is further than 400m, these bus stops are the only ones in Bishop’s Wood. Therefore existing residents are already required to walk further than 400m and this is deemed inherently acceptable to both the LPA and LHA.

3.20 The southbound stop comprises of a flag and pole and a small section of dedicated paving approximately 3.5m long and 1.5m wide, whilst the northbound bus stop comprises of a shelter with a bench and village noticeboard / timetable information; however there is no flag and pole arrangement (bus stops shown at **Figure 8**).



**Figure 8. Nearest Bus Stops to the Site - Southbound = Left - Northbound = Right
(source: Google Maps)**

3.21 Both the northbound and southbound bus stops are served by the 877 / 878 bus services operated by Select Bus Services. Based on the bus timetable contained on the Select Bus Services website, the 877 / 878 both run between Stafford and Wolverhampton via Brewood, with the only difference being the 877 passes through Church Eaton, whilst the 878 passes through Penkridge. These services operate at a combined frequent of one service an hour between 7.30am and 6pm, Monday to Friday. On Saturdays, there are four services, with no Sunday service.

4.0 WHAT IS A TRAVEL PLAN? POLICY, BENEFITS, AIMS AND OBJECTIVES

What is a Travel Plan?

4.1 A TP seeks to reduce car use and to encourage alternative sustainable transport choices. It sets aims and tangible targets (where appropriate) so that a 'real' change in travel behaviour can be achieved.

4.2 According to the 'Travel Plans, Transport Assessments and Statements (DfT, March 2014) document, a TP is:

"long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets."

(Paragraph 003)

4.3 The document continues on and advises that the primary purpose of a TP is:

"to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes. As noted above, though, they should not be used as a way of unfairly penalising drivers."

(Paragraph 005)

4.4 The overall aim of any TP should be to influence long-term changes in travel behaviour by providing the right package of measures that promote and value sustainable transport initiatives. It is important that the measures of a TP are site-specific and tailored to the needs of future users of the site in order to succeed in its aim.

Benefits of a Travel Plan

4.5 Experience shows that the benefits of a TP can be extensive. For this development, the measures set out in the TP can potentially:

- Reduce the likelihood of any off-site or inappropriate on-site parking;
- Reduce the overall vehicle trip generation of the site;
- Encourage more sustainable transport modes; and
- Promote healthy lifestyles, particularly through encouragement of more physical activity and active travel.

Aims and Objectives

4.6 The purpose of the TP is to set out a package of measures to encourage the desired modal shift towards more sustainable forms of transport and to increase accessibility to and from the site by more sustainable travel modes.

- 4.7 The following is a list of identified aims and objectives specific to the site which will guide the measures proposed in the TP:
- Ensuring that all residents are aware of the TP and widen the sustainable travel options available at the development. It is important that residents at the site are made fully aware of the sustainable transport choices available to them so that sustainable travel habits are encouraged. This will take place in the form of TP promotion measures and the provision of Travel Information Packs outlined in **Section 6**.
 - Encouraging less reliance on the car, wherever practicable, particularly for single occupancy journeys. The measures referenced in this document are intended to not only encourage and facilitate walking, cycling and public transport use but also to make better use of the car through initiatives such as a car share scheme.
 - Monitoring and developing the TP over time. It is imperative to the success of the TP that the right mechanisms are in place to monitor and manage it, so that it is effective year on year. **Section 7** sets out a monitoring strategy.
- 4.8 As the TP develops year on year, it will be appropriate to consider the adoption of additional objectives and, where appropriate, the potential setting of further targets.
- 4.9 The implementation of the TP and the measures contained within it will be relatively flexible to allow for alterations and new measures to be introduced as and when required.
- 4.10 The TP should not be viewed as a finite document but, if required, a rolling programme of measures that will continue to evolve over the longer term to adapt to changing needs and mode choice of the residents.

5.0 TRAVEL PLAN MANAGEMENT

Travel Plan Co-ordinator (TPC)

- 5.1 A TPC for the site will be appointed by the future developer to implement and manage the TP for the full monitoring period. The TPC will be responsible for the implementation and delivery of the measures set out in the following Sections of this document.
- 5.2 The TPC will undertake the following tasks:
- Implement and promote the TP;
 - Undertake or co-ordinate the data gathering exercises and monitoring reviews;
 - Monitor the success of the TP, using the results of future travel surveys;
 - Liaise with public transport operators and members of the Council to improve the opportunities for sustainable travel; and
 - Be the point of contact for any queries associated with the TP.
- 5.3 The TPC will be responsible for the co-ordination of all Travel Planning measures for the development and will also liaise with the future residents regarding any TP issues via telephone / email.
- 5.4 The TPC will also be the point of contact for SCC Travel Plan officers. The TPC contact details will be provided to all residents via Travel Information Packs (TIP) provided to residents.
- 5.5 The TPC will be appointed by the future developer prior to occupation of the site. The requirement to implement, manage and fund this role could be secured by way of a S106 legal agreement.
- 5.6 The contact details of the appointed TPC will be provided to the Local Planning Authority / SCC six months prior to first occupation of the development.

Travel Plan Management and Strategy

- 5.7 The management of a TP represents an important element in pursuing the overall aims of the NPPF and wider national and local government policy. It is proposed that a TP is developed through the planning process to ensure site-specific targets are set to create a positive impact for the new residents and surrounding highway network users.

6.0 TRAVEL PLAN MEASURES

- 6.1 As set out in this TP, the development is relatively well located to accommodate trips by sustainable modes via the existing walking, cycling and public transport facilities. However, in order to reduce the number of single occupancy vehicle journeys, incentives should be provided such that journeys by foot, cycle or public transport are encouraged.
- 6.2 This TP has therefore identified measures to encourage such sustainable modes of travel and achieve the targets set out in this report. In time, the need to further improve some of these facilities may arise through feedback from residents. However, at this stage in the TP process, the key focus will be on reducing the need for car travel primarily through softer measures, with additional measures that include a new footway on Boscobel Lane and Kiddemore Green Road with uncontrolled crossing point also being provided.

Pool Cars

- 6.3 As part of the scheme, Boningale Homes would provide 4 EV pool cars which would be located adjacent to the local shop element of the site. The pool cars would be bookable and available to residents of the new development or existing residents within Bishops Wood. Funding for the provision and five years' worth of operation will be secured through the Section 106 Agreement.

Public Transport Improvements

- 6.4 Boningale Homes are in discussions with the Staffordshire Public Transport Team to identify what level of funding and / or infrastructure improvements they would be seeking in support of the development. At the time of preparing this Travel Plan, the applicant was still awaiting a response from SCC. Nevertheless the applicant is committed to providing a fair and reasonable level of contributions as part of the S106 Agreement.

Travel Plan Coordinator

- 6.5 The TPC will be responsible for the co-ordination of all Travel Planning measures for the proposed development and will also liaise with the future residents regarding any TP issues via telephone / email.
- 6.6 The on-site TPC will be responsible for all aspects of the TP including the following:
- Liaison with SCC Travel Plan Officers;
 - Provision of TIP to all residents;
 - Upkeep of all sustainable travel information including notice boards;
 - Promoting car share databases to all residents;
 - Promotion of sustainable transport options;
 - Provision of 'personalised travel planning' guidance; and,
 - Monitoring and reporting.
- 6.7 The future developer will be required to secure funding for the role of the TPC from appointment until the end of the proposed five-year monitoring period. The TPC will be responsible for the implementation and delivery of the measures set out in the following

Sections of this document.

Sales Staff

- 6.8 The first step towards behavioural change is for an individual to understand the benefits of the sustainable travel options which are realistic and feasible to them. The key barrier to behavioural change is often a person not being aware of the sustainable travel options available to them.
- 6.9 Training will be provided to all sales staff that will be responsible for meeting the prospective residents when they visit the on-site sales suite. The training focuses on ensuring all sales staff are familiar with the objectives of the TP and are able to communicate to a prospective resident the sustainable travel opportunities available to them, including prior to occupation.

Sustainable Travel Information Pack

- 6.10 A sustainable TIP will be issued to new residents prior to occupation as part of the contract / purchase package. This document will be reviewed, updated and re-issued to residents on an annual basis or upon the TPC being informed of a change of tenure of one of the dwellings.
- 6.11 The information contained in the TIP will also be provided on the developer's website and will include:
- A plan showing the nearest bus stops and details of the bus and rail services available within close proximity of the site, including frequency and journey times to key destinations to promote the use of public transport;
 - Key walking and cycling routes (including local maps) to encourage their uptake for shorter journeys;
 - Details of the site specific and wider car share schemes;
 - Details of the closest bike and walking accessory shops;
 - Information on local taxi services; and
 - Information on how to arrange personalised travel planning meetings with the TPC.

Personalised Travel Planning

- 6.12 In order to assist with implementing the TP on site, it is anticipated that the TPC will spend approximately 2-3 hours per week on providing travel advice to residents, conducting travel surveys and updating the TIP and the sustainable travel notice boards.
- 6.13 Residents will be able to book a one to one 'personalised travel planning' session with the TPC, during which the alternative sustainable travel methods available to the residents will be discussed, explored and promoted by the TPC. The ability to book this session will be advertised in the TIP and on the sustainable travel notice boards.

Sustainable Travel Notice Boards

- 6.14 Sustainable travel notice boards, will be provided to update residents and visitors on the sustainable travel opportunities available to them in order to help avoid fixed car-dependant travel patterns becoming established.

- 6.15 The notice boards will be maintained by the TPC and will illustrate the key information included in the TIP. They will be provided in prominent locations within the residential development.

Car Share Scheme

- 6.16 Car sharing is when two or more people share a journey by car and travel together. It allows people to take advantage of the benefits of using the car, whilst at the same time reduces the overall number of vehicle trips made, and subsequently the impact on the environment. On a personal level, car sharing allows individuals to significantly reduce the cost of travelling by car.
- 6.17 Car sharing is often arranged informally; however, for residents who wish to make more formal arrangements to either offer or find a lift, 'Lift Share' (<https://liftshare.com/uk>) is the UK's biggest car sharing community and this will be promoted at the site. The website will be promoted to prospective residents within the TIP and on the sustainable travel noticeboard for the site.
- 6.18 Alternative car share schemes in the local area include:
- The i54 South Staffordshire Car Share (<https://i54share.co.uk/>)
 - Wolverhampton Carshare (<https://wolverhamptoncarshare.net/>)

Travel Plan Promotion Events

- 6.19 The TPC will promote sustainable travel and TP awareness events within the TIP. These could include 'Dr Bike' events or walking / cycling awareness events to coincide with national sustainable travel promotions including, but not exclusively, Cycle to Work Day, National Walking Month, Green Transport Week or National Liftshare Week.

Taxis

- 6.20 The contact details of local taxi firms will be provided to all residents within the TIP and kept up to date on the sustainable travel notice boards.

7.0 TRAVEL PLAN MONITORING, TARGETS AND REVIEW

Targets

7.1 Targets are essential to ensure everyone involved in the travel plan process knows what needs to be done and to enable progress to be assessed. Targets should be SMART (see below) and can take the form of ‘aim-type’ targets and ‘action-type’ targets:

- Specific;
- Measurable;
- Achievable;
- Realistic; and
- Time-bound.

Action-type Targets

7.2 Action-type targets are non-quantifiable targets and take the form of actions that need to be achieved. The action-type targets specific to this travel plan can be found in the previous section of this TP, where specific measures for delivery have been identified. The subsequent Action Plan details roles, responsibilities and timescales for delivery.

Aim-type Targets

7.3 Aim-type targets are quantifiable targets against which the effectiveness of the TP in achieving its stated aims and objectives can be measured.

7.4 As set out in the SCC ‘Guidelines for Transport Assessments and Travel Plans’ (January 2008) document, it is stated that a TP should deliver sustainable transport objectives which seek to “reduce the need to travel (to and from the site)” and “reduce the number of vehicles attending the site, particularly single occupancy vehicles.”

7.5 The key aim of a TP should be to reduce single-occupancy car trips by promoting access by sustainable methods. This target is usually set around the agreed trip generation figures provided within the Transport Assessment.

7.6 As part of the Transport Assessment which has been provided as part of the application, a TRICS trip generation has been undertaken.

7.7 A summary of the vehicle trip rates for the residential element has been provided below for ease of reference in **Table 2**.

Time Period	Arrivals	Departures	Two-Way
08:00 – 09:00 Trip Generation (100 units)	18	33	51
17:00 – 18:00 Trip Generation (100 units)	35	16	51

Table 2. Proposed Residential Element TRICS Assessment

Resident Travel Mode Split Targets (Residential Element)

- 7.8 The 2021 Census was undertaken during a period of COVID-19 Lockdown where all non-key workers were instructed to work from home which would clearly have a significant impact on method of travel to work. Therefore the 2011 Census has been used.
- 7.9 The 2011 Census database relating to the ‘QS701EW – Method of Travel to Work’ dataset has been reviewed in order to understand the existing modal split for the local area. The ‘South Staffordshire 003’ Middle Super Output Area (MSOA) has been reviewed and can be used as a starting point for the purpose of this report.
- 7.10 The following modal split and person trips would therefore be applicable to the proposed development of up to 100 dwellings (see **Table 3**).

Mode of Travel	Percentage
Underground, Metro, Light Rail, Tram	0%
Train	2%
Bus, Minibus or Coach	1%
Taxi	0%
Motorcycle, Scooter or Moped	0%
Driving a Car or Van	84%
Passenger in a Car or Van	5%
Bicycle	1%
On Foot	6%

Table 3. Method of Travel to Work – South Staffordshire 003

- 7.11 Given the information obtained from the Census data, and that the SCC have no specific guidance for setting targets for reducing single car occupancy, a 10% reduction to 74%, in single-occupancy vehicle trips over the five year monitoring period is deemed to be realistic. This aligns with Paragraph 118 of the revised NPPF which requires the impacts of development to be monitored.
- 7.12 As set out above, the proposed indicative target would be revised following the completion of the first annual survey, to ensure that they are directly representative of the level of vehicle trips generated at the site.

Monitoring and Reporting

- 7.13 The progress of the TP will need to be monitored to ensure it is in line with the targets set and that the measures implemented are effective. Monitoring of the TP will be the responsibility of the TPC.

- 7.14 Further to the above, Resident Travel Surveys will be undertaken with initial baseline monitoring completed after the site reaches 50% occupation, and then on an annual basis thereafter for a period of five years.
- 7.15 It is noted that SCC guidance states that:
- “the monitoring of any Travel Plan secured by S106 is not for a limited period of time. It is intended to be an on-going activity which aims for continual improvement. Monitoring may be considered necessary on an annual basis for the first five years or at least until the County Council is assured that the Plans aims and objectives are being achieved. Thereafter, more casual monitoring on a two or three yearly basis may be considered appropriate.”*
- 7.16 Therefore, before the initial five year monitoring period is complete, it should be confirmed by the TPC in collaboration with SCC, what the future ‘casual monitoring’ period should be and the trigger for such additional monitoring.
- 7.17 In line with SCC guidance, the future developer will be required, at their own expense, to report the progress in implementing the TP and results of surveys of the changes in movements and travel choice behaviour of travellers to and from the site. The workings of the TP should be reviewed at least annually.
- 7.18 The developer of the site will be required to submit via its TPC, a written report to the SCC, within an agreed period (anticipated three months) after each monitoring date.
- 7.19 As outlined above, annual Monitoring Reports for the site would be prepared following baseline survey data collection. Reports would be provided to SCC for comment and discussion.
- 7.20 Following the submission of the report and subsequent discussions a new action plan would then need to be prepared for the following year, to ensure sustainable travel at the site is maintained and sustainable travel opportunities are supported and maximised for residents. Along with a new action plan, TP targets will also be revised if necessary.

8.0 ACTION PLAN

8.1 The Action Plan set out in this section summarises the TP measures / initiatives prior to first occupation and over the five-year period formal monitoring period covered by the TP for the proposed development.

8.2 **Table 4** below outlines the programme for the TP development alongside key milestones.

Timescales	Action
Pre-Construction	Development team to undertake discussion with officers and public transport team re-providing appropriate sustainable travel measures.
Construction Stage	Implementation of physical infrastructure measures such as traffic calming measures and improved pedestrian links. Provision of cycle parking in line with SCC guidance at the RM application stage.
Prior to First Occupation	Appoint TPC. Preparation of the Sustainable TIP for residents. Preparation of sustainable travel information for the sustainable travel notice boards TPC to set up car share scheme.
On Occupation of Each Residential Unit / Ongoing	Issue the TIP packs to all new residents for the duration of the TP monitoring period which will include invite to PTP.
50% Occupation	Issue Baseline Resident Travel Survey.
3 months after completion of baseline residential travel survey / ongoing	Prepare update / monitoring report for submission to SCC. Promote measures in TP and promote annual national initiatives such as 'Walk to Work Week', 'Bike Week' and 'Car Free Day'.
Annually After Baseline Travel Survey Completion (to end of Fifth Year)	Complete travel surveys. Review TP performance and submit findings of new travel surveys / counts to SCC. Review Travel Plan Action Plans and measures. Update TP as appropriate and submit to SCC. Update any information in the TIP and on the notice boards.

<p>Before the Completion of the Five Year Monitoring Period</p>	<p>TPC to liaise with SCC to, if required, determine the ongoing 'casual monitoring' period.</p>
<p>After Five Years</p>	<p>Review of TP performance as a whole and effectiveness measured against set targets.</p> <p>Prepare handover TP summary to submit to SCC.</p> <p>Handover of the development mode split and targets information.</p>

Table 4. Residential Element Action Plan

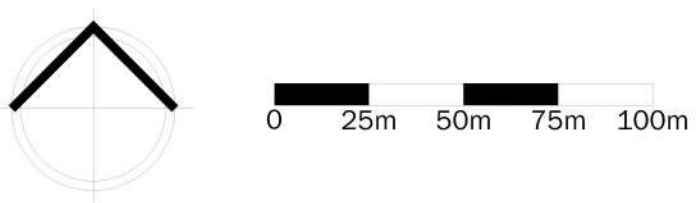
ST5074-10PD Boscobel Lane, Bishops Wood
Outline Residential Travel Plan
Bonigale Homes
February 2025



APPENDIX A. Framework Masterplan

Key

- Site Boundary
- Proposed Vehicular Access
- Proposed Pedestrian / Cycle Access
- Proposed Residential Blocks
- Proposed Local Shop
(Site to include unit and parking / servicing area)
- Proposed Primary Route
- Proposed Secondary Route
- Proposed Private Drive
- Indicative Attenuation Basin
- Indicative Retained and Enhanced Landscaping
- Indicative Play Provision
- Indicative Orchard



Status **Final**

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Client: **Boningale Development Ltd**

Project title: **Boscobel Lane, Bishops Wood**

Drawing title: **Indicative Framework Plan**

Scale: **1:2000 (A3)**

Date: **January 2025**

Drawn by: **JMP**

Checked by: **LH**

Drawing no.: **2503213.32.02**

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