



Castle Meadows, Egremont

Residential Travel Plan

Gleeson Homes

March 2026

Report Control

Document	Residential Travel Plan
Project	Castle Meadows, Egremont
Client	Gleeson Homes
Job Number	A26020
File Origin	https://astutetransport.sharepoint.com/sites/AstuteTransport/Shared Documents/2026/A26020 Uldale View Travel Plan/Documents/A26020 Uldale View TP 03.03.2026.docx

Document Checking

Primary Author	Genna Woods	Initials	GW
Contributor	Richard Whiting	Initials	RW
Review by	Richard Whiting	Initials	RW

Issue	Date	Status	Checked
1	04/03/2026	Detailed Travel Plan v1	RW



Table of Contents

1.	Introduction	1
	Planning History and Purpose of Report	2
	Proposed Development	2
	The Travel Plan	3
	Gleeson Homes Sustainability Commitments	3
	Travel Plan Aims and Objectives.....	4
	Scope of Report.....	4
2.	Planning Policy Guidance	6
	Introduction	6
	National Planning Policy Framework.....	6
	Copeland Local Plan 2021 - 2039	6
	Travel Plans and the Planning Process in Cumbria: Guidance for Developers	7
	Overarching Principles on Travel Plans, Transport Assessments and Statements.....	7
3.	Accessibility by Sustainable Modes.....	9
	Introduction	9
	Accessibility by Walking	9
	Accessibility by Cycling	11
	Accessibility by Bus	14
	Summary	15
4.	Measures.....	16
	Introduction	16
	Travel Handbook	16
	On-Line Information.....	16
	Promotion	17
	Sustainable Travel Infrastructure	17
5.	Plan Administration.....	18
	The Travel Plan Co-ordinator.....	18
	Key Responsibilities	18
6.	Targets.....	19
	Introduction	19
7.	Monitoring and Review	20
	Introduction	20
	Baseline Travel Survey.....	20
	First Annual Performance Report.....	20
	On-Going Monitoring	21
8.	Action Plan	22



Appendices

Appendix A Site Layout Plan
Appendix B Travel Handbook



1. Introduction

- 1.1. Astute Transport Planning ("Astute") has been appointed by Gleeson Homes to prepare a Residential Travel Plan in support of the Castle Meadows development on land off Uldale View in Egremont.
- 1.2. The proposed development is situated approximately 750 metres southwest of Egremont Town Centre, with the site location presented in **Figure 1.1**.

Figure 1.1: Site Location (Source: Open Street Map)



- 1.3. The site is bound by residential areas to the north, and west, with agricultural land adjoining to the east and south. In relation to the local highway network, the site fronts Uldale View along its western perimeter and for a short stretch of Bookwell at the northwestern edge.
- 1.4. The development site is located within the jurisdiction of Cumberland Council (CC), who act as both the local planning and highway authority.

Planning History and Purpose of Report

- 1.5. Planning application 4/23/2313/0F1 was approved for the Castle Meadows scheme in November 2023. This secured the development of 164 residential dwellings on the site. The approved site layout plan is provided in **Appendix A**.
- 1.6. The planning application was supported by a Transport Assessment and Interim Travel Plan (ITP) prepared by Vectos (part of SLR). The ITP was approved by the Council and reference to this has been made in the preparation of this Travel Plan.
- 1.7. The planning application Decision Notice included Condition 17 which related to the preparation of a Travel Plan. This states that:

"Prior to the first occupation of any dwelling on the site hereby approved, the developer must prepare and submit to the Local Planning Authority for their approval a Travel Plan which shall identify the measures that will be undertaken by the developer to encourage the achievement of a modal shift away from the use of private cars to visit the development to sustainable transport modes. The measures identified in the Travel Plan must be implemented by the developer within 12 months of the development (or any part thereof) opening for business."

- 1.8. This Travel Plan has been prepared to discharge Condition 17.
- 1.9. Condition 18 then relates to the Travel Plan actions which are required once the development is operational, stating:

"An annual report reviewing the effectiveness of the approved Travel Plan and including any necessary amendments or measures must be prepared by the developer and submitted to the Local Planning Authority for approval following occupation of the 100th unit on the site.

Further Annual Performance Reports and Travel Plan modifications are to be prepared and submitted to the County Council for approval within two months of each subsequent anniversary of the aforementioned dated on an annual basis up to and including the fourth anniversary of the first Annual Performance Report".

- 1.10. This Travel Plan also includes a details of how this monitoring will be undertaken.

Proposed Development

- 1.11. The proposed development is for 164 residential dwellings, including residents and visitor parking in accordance with the Council's guidance. The schedule of accommodation is as follows:
 - 13 x 2 bedroom dwellings;
 - 90 x 3 bedroom dwellings;



- 57 x 4 bedroom dwellings; and
 - 4 x 5 bedroom dwellings.
- 1.12. Vehicle access is to be taken via a priority controlled junction with Uldale View. Pedestrian and cycle access to the site is also proposed from this location.
- 1.13. The site layout also includes a new section of footway on the northern side of the access, which runs along the site frontage and will connect with the existing provision at the Uldale View/ Bookwell junction. A financial contribution was also provided towards improvements to the footway which connects Bookwell School to Uldale View.
- 1.14. Within the site a comprehensive network of footways is provided, enabling direct access to properties, or leading to areas of shared surface treatment.

The Travel Plan

- 1.15. A Travel Plan is a package of measures and policies developed to promote, encourage, and enable the use of sustainable transport and to reduce reliance on the car, especially single occupancy car use.
- 1.16. The Travel Plan is a dynamic and 'living' document that will be updated to reflect changes in its environs. It should be noted that a Travel Plan starts with writing the paper document and will evolve over time. The report will be improved, monitored, reviewed, and adjusted to reflect changing circumstances.
- 1.17. As part of the planning approval a contribution of £6,600 has been made to CC towards the on-going monitoring of the Travel Plan.

Gleeson Homes Sustainability Commitments

- 1.18. Gleeson Homes have a Sustainability Policy. This outlines that the company's commitment to sustainability is central to their mission to improve communities, lives and the environment. Their sustainable strategy is structured around three pillars:
- **Communities**, and the desire to create sustainable and safe places to live where local people can choose to stay local;
 - **People**, and the commitment to ensuring all employees and sub-contractors will be treated fairly, kept safe and be paid a fair wage; and
 - **Environment**, and a commitment to taking all reasonable measures to ensure that they conduct the business in a way that minimises the impact on the environment and enhances the land they develop.



- 1.19. Gleeson Homes recognises that by developing a Travel Plan sustainable travel patterns can be established from the outset and maintained over time. This minimises the impact that the development has upon the local environment and ensures that residents are able to make informed journey choices.
- 1.20. Gleeson Homes has adopted a corporate approach to Travel Plan implementation across many of their sites, to ensure promotion of sustainable travel is targeted and ultimately, effective. This Travel Plan is reflective of this wider approach.
- 1.21. Gleeson Homes commit to implementing the measures contained within this Travel Plan, monitoring the progress of the plan, and amending it where necessary. To achieve this the necessary resources and funding will be made available to the Travel Plan Co-ordinator.

Travel Plan Aims and Objectives

- 1.22. The core aim of the Travel Plan is to:

Minimise the use of car trips and promote a shift in travel behaviour that encourages the uptake of sustainable modes of transport amongst residents.

- 1.23. The objectives detailed below are intended to facilitate this aim.
 - To reduce the environmental impact of the site as a whole, and promote a commitment to environmental values.
 - To provide residents with convenient, safe and viable alternatives to the car in order to access the site as well as local destinations and amenities.
 - To raise awareness amongst residents of the detrimental impacts of car use in order to encourage the use of alternatives.
 - To regularly monitor the means of travel used by residents to encourage transfer to the most sustainable modes, as achieved through the implementation of the Travel Plan.
 - To ensure the ongoing development and implementation of sustainable travel practices in the longer term.

Scope of Report

- 1.24. Following this introduction, the report provides the following information:
 - **Section 2:** Planning Policy Guidance



- **Section 3:** Accessibility by Sustainable Modes
- **Section 4:** Measures
- **Section 5:** Plan Administration
- **Section 6:** Targets
- **Section 7:** Monitoring & Review
- **Section 8:** Action Plan



2. Planning Policy Guidance

Introduction

- 2.1. The following paragraphs provide an overview of policy and guidance relevant to the development site. These have been referred to in the preparation of this document.

National Planning Policy Framework

- 2.2. The National Planning Policy Framework (NPPF) promotes the goal of achieving sustainable development. The NPPF aims for plans to protect and exploit opportunities for the use of sustainable transport modes. Paragraph 118 of the NPPF states that:

“All developments that will generate significant amounts of movement should be required to provide a travel plan.”

Copeland Local Plan 2021 - 2039

- 2.3. The Copeland Local Plan 2021-2039 is the core planning document now guiding development in the former Copeland area (part of Cumberland Council); the plan was formally adopted in November 2024. The plan sets out a strategic development vision for the area, aiming to improve housing growth, economic development, infrastructure delivery, environmental protections, and connectivity.
- 2.4. Within the Local Plan Strategic Policy CO4: Sustainable Travel, outlines that proposals must include safe and direct connections to routes that promote active travel, such as cycling and walking routes where appropriate. It notes that the Council will also support, in principle, developments which encourages the use of sustainable modes of transport, in particular:
- a) Proposals that have safe and direct connections to cycling and walking routes where appropriate and those that provide access to regular public transport services;
 - b) Proposals that enable the sustainable movement of freight;
 - c) Proposals that make provision for electric vehicles
 - d) Proposals for the integration of electric vehicle charging infrastructure into new developments. This will have different requirements dependent on the scale of development.
 - e) Proposals that take opportunities available to use disused rail track beds to widen sustainable transport choices, encourage active travel within Copeland and provide spaces for biodiversity.



- 2.5. The policy continues to state that "*Developments that are likely to generate a large amount of movement will be required to secure an appropriate Travel Plan and be supported by a Transport Assessment in line with the Cumbria Design Guide (or any document that replaces it)*".
- 2.6. The development has been designed to provide safe and convenient access for pedestrians and cyclists, reflecting the transport hierarchy identified in the Local Plan. It also provides convenient access to local public transport services.

Travel Plans and the Planning Process in Cumbria: Guidance for Developers

- 2.7. The Travel Plans and the Planning Process in Cumbria: Guidance for Developers document was produced by the former county council for Cumbria and issued in September of 2012. While the County Council has now been converted into two unitary authorities, for the production of Travel Plans in the Cumbria area this guide still acts as a useful reference point on essential elements required for a Travel Plan, appropriate objectives, and considerations for effective measures.
- 2.8. The document states that: "*By helping to reduce single occupant car use, Travel Plans can encourage effective use of current transport networks, help support sustainable economic growth, encourage healthy lifestyles, promote social inclusion, manage travel demand and assist in reducing the impacts of climate change*".
- 2.9. The residential development at near Uldale View in Egremont will give residents travelling to or from a site a choice of sustainable travel options, and encourage the reduced use of single occupancy car trips. This Travel Plan and its associated Residential Travel Handbook will align with this guidance.

Overarching Principles on Travel Plans, Transport Assessments and Statements

- 2.10. In March 2014 the Department for Communities and Local Government published guidance on the overarching principles on Travel Plans, Transport Assessments and Statements.
- 2.11. Within this guidance it is specified that a Travel Plan is a long-term management strategy for integrating proposals for sustainable travel into the planning process.
- 2.12. It is also detailed that a Travel Plan can positively contribute to a range of benefits, including the below:
- Encouraging sustainable transport;
 - Lessening traffic generation and its detrimental impacts;
 - Reducing Carbon Emissions and climate impacts;



- Creating accessible, connected, and inclusive communities;
- Improving road safety; and
- Reducing the need for new development to increase existing road capacity or provide new roads.

2.13. This Travel Plan has been prepared cognisant of this guidance.



3. Accessibility by Sustainable Modes

Introduction

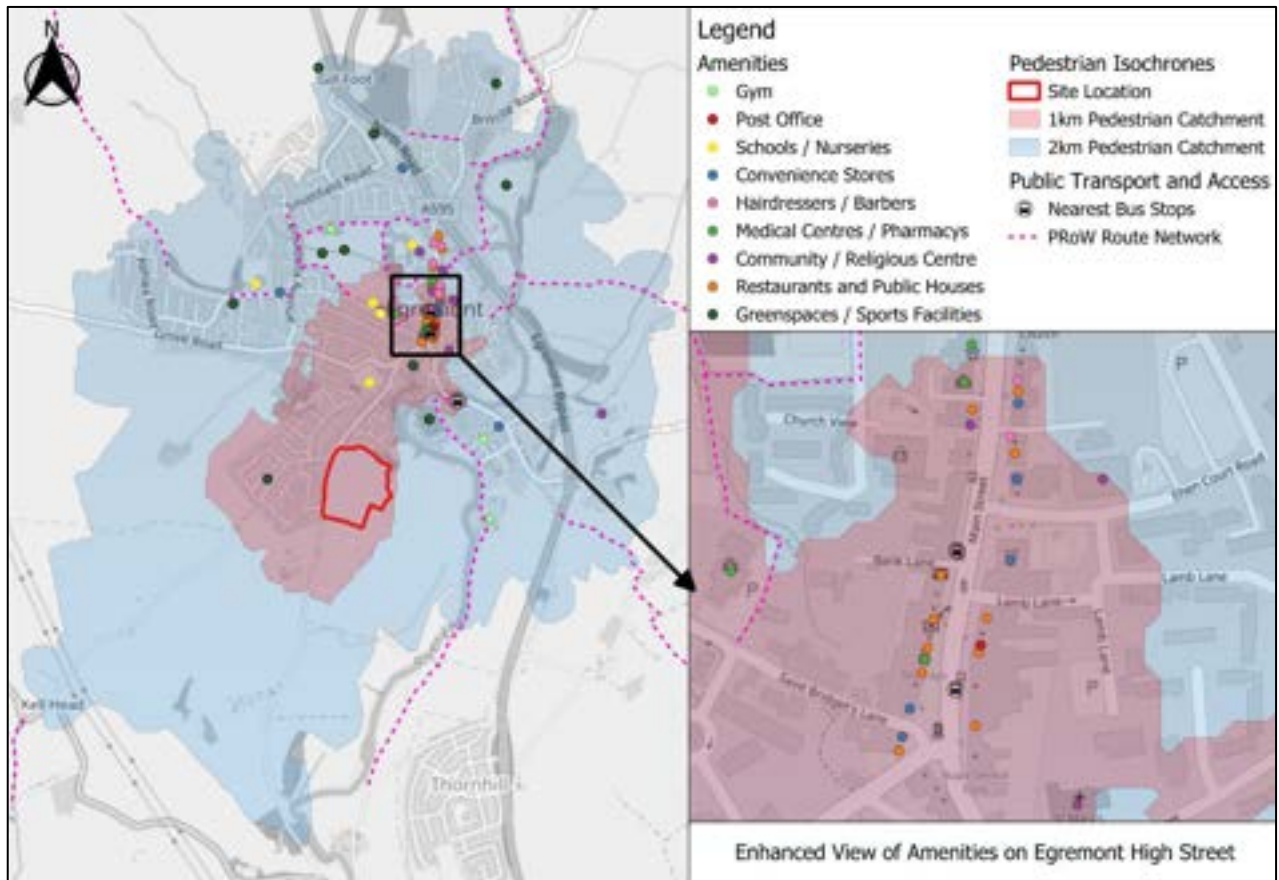
- 3.1. This section provides an audit of sustainable transport accessibility within the vicinity of the development site.

Accessibility by Walking

- 3.2. The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' (2000) contains suggested acceptable walking distances to key facilities for pedestrians without mobility impairment. The guidelines suggest that an acceptable walking distance for commuting and education is 1 kilometre, with the preferred maximum distance of 2 kilometres. Walking can also be promoted as part of a multi-modal journey, particularly with public transport. The more recent IHT document 'Planning for Walking' (2015) affirms this by stating that 80% of journeys shorter than a mile (approximately 1.6 kilometres) are made wholly on foot.
- 3.3. **Figure 3.1** provides 1 kilometre and 2 kilometres walking isochrones from the centre of site; each pedestrian isochrone/catchment equates to approximately 12, and 25 minute walks respectively. These have been used to create a pedestrian catchment plan to highlight the pedestrian network, key amenities and facilities that are accessible in the nearby vicinity of the proposed site.



Figure 3.1: Walking Catchments of 1 Kilometre & 2 Kilometres (km) from Site (Source: Open Street Map)



3.4. As shown in **Figure 3.1**, the majority of Egremont, including the whole of the town centre is within the pedestrian catchment of the site. Egremont provides a wide range of key amenities including:

- Education facilities such as Bookwell Primary School, West Lakes Academy, Little Learners Nursery, St Bridgets Catholic Primary School, and Orgill Primary School;
- NHS Services at Cohens Chemist, Egremont Boots Pharmacy, Egremont NHS Dental Access Centre, and Fellview Healthcare;
- Supermarkets, convenience stores, discount stores, and retailers offering fresh produce including Napiers Butchers, the Egremont store, Co-op food, and Heron Foods;
- Outdoor space and sports facilities at Ling Road Play Area, Egremont Castle, Northern Warrior Fitness Gym, Strength Cartel, Egremont Rugby Union & Football Club, A.P.I Fitness, SASRA (Falcon Club), Egremont Skatepark, Egremont Bowling Club, and the Egremont Cricket Club;



- Community offerings at St. Mary & St. Michael's Church, Egremont & District Conservative Club, St. Mary's Catholic Church, Egremont Methodist Church, Egremont Library, Florence Arts Centre, and Egremont Veterans Club;
 - Several bus stops providing access to public transport traveling across the Copeland area; and
 - Numerous hairdressers, barbers, public houses, cafes, restaurants, and take-away restaurant.
- 3.5. In addition, there are industrial and employment land uses on the outskirts of the town which provide convenient employment opportunities such as the units within the Bridge End Industrial Estate.
- 3.6. To encourage pedestrian travel, the development will deliver a new footway along the site frontage to the north of the proposed access. This will link to the existing pedestrian provision at the Uldale View/Bookwell/Queens Drive junction. The lit footway provides convenient connections to Egremont Town Centre, with dropped kerbs available at key junctions to improve accessibility. Crossing points on Bookwell are facilitated by a pedestrian refuge island located near the junction with Castle Close.
- 3.7. The review therefore confirms that the site is ideally located to support trips for a variety of purposes to be undertaken on foot. These trips are safely enabled by an established pedestrian network that is available. As such, the site is concluded to be accessible by this mode of travel. The site is therefore considered to be well located to encourage and facilitate journeys on foot to everyday amenities and facilities.

Accessibility by Cycling

- 3.8. An alternative mode of travel to the site would be achieved by bicycle. Cycling is increasingly being recognised as a viable alternative to the car and there has been sustained growth in cycling as both a mode of travel and leisure activity.
- 3.9. The DfT's Local Transport Note 1/20 Cycle Infrastructure Design notes that many utility cycle journeys are under 3 miles (5 kilometres), which equates to a circa 25-minute journey. Consequently, cycling has the potential to replace short car journeys, particularly those under 5 kilometres. At a leisurely cycle speed of 12 kilometres per hour this would equate to a journey of around 25 minutes.
- 3.10. A 5-kilometre cycling catchment from the site encompasses the entirety of Egremont, as well as several nearby villages, including Thornhill, Bigrigg and Cleator, together with the outskirts of St Bees. The major employment centre at Sellafield lies approximately 7.5 kilometres from the site which is not an unreasonable cycle journey from Egremont.
- 3.11. National Route 72 of the National Cycle Network, also known as Hadrian's Cycleway, runs south/north through the Egremont Town Centre relatively close to the site. It is a long distance cycle route that starts in Ravenglass then

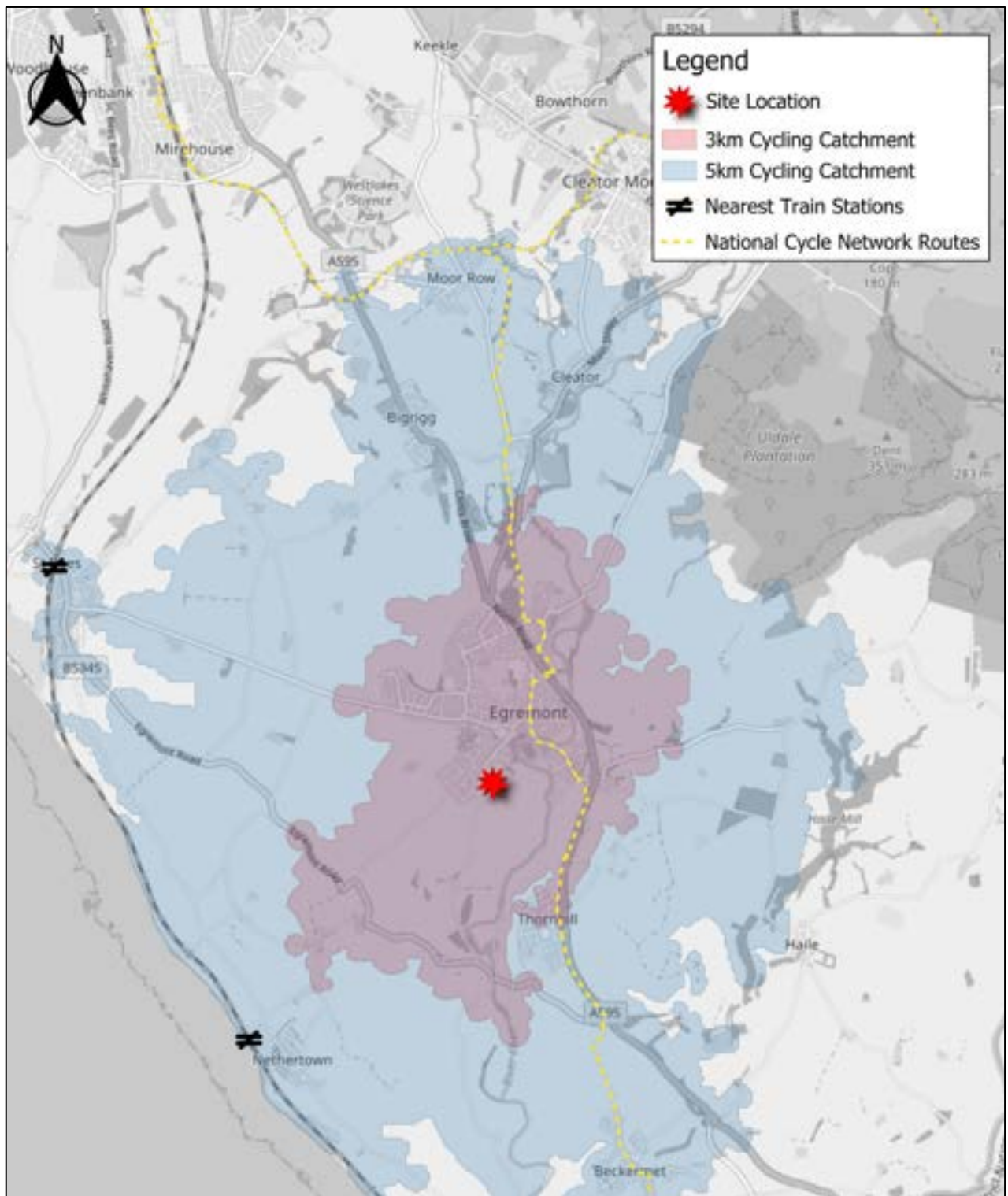


journeys north making its way around the Cumbrian coast through Egremont, Whitehaven, and Carlisle then heads east through Northumberland and Newcastle then ends in South Shields.

- 3.12. The route is located around 750 metres to the northeast of the site, and can be reached from the site access by heading north up Uldale View then following along Bookwell / Castle Villas into Egremont Town Centre till the priority T-junction with South Street. From here NCN Route 72 can be followed north to travel to Moor Row or south to journey towards either Thornhill or Beckermet.
- 3.13. **Figure 3.2** provides 3 kilometres and 5 kilometres cycle catchments from the centre of the site; each cycle isochrone/catchment equates to approximately 12, and 20 minute cycles respectively. These have been used to create a cycle catchment plan to highlight the cycle network, and transport facilities that are accessible in the nearby vicinity of the proposed site.



Figure 3.2: Cycling Catchments of 3 Kilometres & 5 Kilometres from Site (Source: Open Street Map)



3.14. As shown in **Figure 3.2**, the National Cycle Network, in particular Route 72, is within 3 kilometres of the centre of the site and within 5 kilometres are the St Bees, Nethertown, and Braystones train stations.



- 3.15. On the basis of the above, it is considered that the site, and the nearby area are well located to encourage and facilitate trips by cycle.

Accessibility by Bus

- 3.16. The CIHT document 'Guidelines for Planning for Public Transport in Development' (1999) states that new developments should be located so that public transport trips involve a walking distance of less than 400 metres from the nearest bus stop.
- 3.17. Paragraph 5.18 of the document clarifies that this standard should be treated as guidance, to be achieved where possible, and goes on to state that "*it is more important to provide services that are easy for passengers to understand and attractive to use than to achieve slavish adherence to some arbitrary criteria for walking distance*".
- 3.18. The nearest bus stops to the proposed site are located to the north on Main Street circa 750 metres, these bus stops are marked by a flag arrangement attached to a lamppost along with the associated road markings. Additional bus stops are located along Vale View circa 880 metres, these bus stops are marked by a flag arrangement attached to a lamppost.
- 3.19. The nearby bus stop can be accessed via the pedestrian infrastructure located within the vicinity of the site. To assist in illustrating the available provision, a summary of the services available from the nearest bus stop is presented in

Table 3.1.

Table 3.1 Frequency per Hour of Existing Bus Services Operating in the Vicinity of the Site

Service No	Route	Weekday (per hour)			Saturday (per hour)			Sunday (per hour)
		AM Peak	PM Peak	Evening	AM Peak	PM Peak	Evening	
X7	Ravenglass to Millom or Whitehaven	08:12, 11:12	15:12	18:12	08:12, 11:12	15:12	18:12	-
X7	Millom or Whitehaven to Ravenglass	09:12	12:52, 16:52	18:42	09:12	12:52, 16:52	18:42	-
22 / 22A	Egremont - Whitehaven	1	1	1	1	1	1	-
22 / 22A	Whitehaven - Egremont	1	1	1	1	1	1	-
30	Thornhill / Frizington to Maryport via Whitehaven, West Cumbria Hospital and Workington	2	2	1	2	2	1	1 (between 09:30am - 06:30pm)



Service No	Route	Weekday (per hour)			Saturday (per hour)			Sunday (per hour)
		AM Peak	PM Peak	Evening	AM Peak	PM Peak	Evening	
30	Maryport to Thornhill / Frizington via Workington, West Cumbria Hospital and Whitehaven	2	2	1	2	2	1	1 (between 10:30am - 06:00pm)

3.20. As shown in **Table 3.1**, the site is well connected to the local bus network and the regular services provide access to key employment, and residential areas as well as direct routing into Ravenglass, Whitehaven Town Centre, West Cumbria Hospital, and the Workington Town Centre.

3.21. On the basis of the above, the location of the development is considered to be well located in relation to local bus services.

Summary

3.22. The site benefits from good accessibility by walking, cycling and public transport modes. Bus connections are available within an acceptable walking distance of the site and there are footways along all of the roads surrounding the site that provide connections to the bus services.

3.23. The site is therefore considered to be accessible by sustainable modes of transport which will encourage residents to use active and shared travel modes.



4. Measures

Introduction

- 4.1. The following measures are proposed in conjunction with the Travel Plan and will be delivered prior to first occupation on the development, unless otherwise agreed with the Council.

Travel Handbook

- 4.2. A Travel Handbook has been prepared. This will provide residents with convenient access to information on:

- The benefits of sustainable travel
- Walking and cycling opportunities
- Public transport information
- Local Amenities
- Travel awareness, including relevant phone apps;
- Car sharing opportunities

- 4.3. The Travel Handbook is included in **Appendix B**. This will be provided to the first occupant of each dwelling on the site. The Handbook can be provided either as a hard copy or electronically.

On-Line Information

- 4.4. All Gleeson Homes developments include a dedicated web page on the company website.
- 4.5. In each instance this provides information for existing and future residents on the transport characteristics of the site, including bus services, local schools, locally available amenities, and local leisure facilities. This helps to inform residents of the opportunities for travel by non-car modes.
- 4.6. The webpage for the Castle Meadows development is available at www.gleesonhomes.co.uk/developments/castle-meadows. An example of the information provided on the 'Transport' page is provided in **Figure 4.1** below.



Figure 4.1: Castle Meadows Development Webpage

Promotion

- 4.7. One of the best times to influence travel patterns and behaviour is before they are established. For this reason, it is important that all prospective residents are made aware of the travel options available to them at the point at which they are considering moving to the development.
- 4.8. The sales team dealing with the development will therefore be made fully aware of the Travel Plan and its aims and objectives. The sales office will be provided with copies of the Travel Handbook which they can provide as required.

Sustainable Travel Infrastructure

- 4.9. The site layout has been designed to provide convenient connections for pedestrians and cyclists, including car free routes and shared surface areas.
- 4.10. The development will also provide a new section of footway on the northern side of the site access junction with Uldale View, which will run along the site frontage and will connect with the existing provision at the Uldale View/Bookwell junction.
- 4.11. A financial contribution has also been committed towards improvements to the footway which connects Bookwell School to Uldale View.

5. Plan Administration

The Travel Plan Co-ordinator

- 5.1. Gleeson Homes will appoint a Travel Plan Co-ordinator (TPC) no later than 3 months prior to first occupation of any dwelling on the development. The TPC's contact details will then be provided to the Council.
- 5.2. Until the TPC is appointed, responsibility for implementing the Travel Plan will lie with:

Interim TPC	Gleesons Representative
Richard Whiting	Frank Teggarty
Director - Astute Transport Planning	Gleeson Homes Technical Manager
Richard.whiting@astutetransport.com	frank.teggarty@mjgleeson.com

- 5.3. The TPC position will last a minimum of 5 years from occupation of the development. The Council will be advised of any changes to the TPC role that occur within the lifetime of the Travel Plan.

Key Responsibilities

- 5.4. The key responsibilities of the TPC include:
- Promotion of the Travel Plan to residents;
 - Provide ongoing advice to residents on travel related queries and updates to the Travel Plan as necessary. This advice will be tailored to residents' personal circumstances;
 - Ensuring the efficient distribution of the Travel Handbook;
 - Undertaking annual travel surveys and submitting Annual Performance Reports to CC;
 - Assessing the performance of the TP against the agreed targets and identifying any additional measures that may be needed to meet these as required; and
 - Liaising with CC Travel Plan Officers with regard to progress.



6. Targets

Introduction

- 6.1. In accordance with the requirements of CC this Travel Plan sets out targets to encourage sustainable travel behaviour, with the aim of minimising single occupancy vehicle journeys.
- 6.2. Travel Plan targets should be 'SMART', which means they must be:
- **S**ite-specific.
 - **M**easurable.
 - **A**chievable.
 - **R**ealistic.
 - **T**ime-specific.
- 6.3. As the site is not yet occupied, preliminary mode share targets have been set in accordance with those defined in the ITP. These are based on Journey to Work data from the 2011 Census for Mid-Layer Super Output Area Copeland 006.
- 6.4. The targets, as established by Vectos and agreed with the Council during determination of the planning application, are outlined in **Table 6.1**. It should be noted that the targets for the sustainable modes are inter-changeable, as the key target is a reduction in single car occupancy driving.

Table 6.1: Mode Share - Baseline and Targeted Mode Shift

Mode	Mode Share										
	Baseline	Year 1		Year 2		Year 3		Year 4		Year 5	
		Shift	Share	Shift	Share	Shift	Share	Shift	Share	Shift	Share
Car (Driver)	68%	-1%	67%	-1%	66%	-1%	65%	-1%	64%	-1%	63%
Car (Pax)	12%	0%	12%	1%	13%	0%	13%	0%	13%	0%	13%
Public Transport	6%	0%	6%	0%	6%	0%	6%	1%	7%	0%	7%
Walking	10%	1%	11%	0%	11%	0%	11%	0%	11%	1%	12%
Cycling	3%	0%	3%	0%	3%	1%	4%	0%	4%	0%	4%

- 6.5. Should the baseline surveys suggest very different modal splits to those agreed as part of the planning process then the agreed targets may be adjusted accordingly.
- 6.6. Should targets not be met, or if there are site specific issues that limit or discourage the use of sustainable travel, then the TPC will identify what pattern of travel behaviour requires improvement and direct initiatives at that issue.



7. Monitoring and Review

Introduction

- 7.1. When delivering a Travel Plan it is important to monitor its progress and success. One easy way of understanding the impact of the Plan is to consider the modal split of trips being made from the site.
- 7.2. The monitoring strategy for the site is set out below, and it is confirmed that this is in accordance with the requirements of Condition 18.

Baseline Travel Survey

- 7.3. The first resident's travel survey will be undertaken following occupation of the 100th dwelling on site. It is proposed that a leaflet be delivered to each property notifying resident's of the upcoming survey, and providing a weblink/ QR code so that surveys can be completed electronically using a facility such as survey monkey. Hard copies of the surveys can be provided should any resident not be able to access the on-line version.
- 7.4. It will be requested that each resident over the age of 18 complete the survey.
- 7.5. It is proposed that the travel survey collect the following information:
 - How long they have lived at the property;
 - Employment status;
 - Typical mode of travel for daytime journeys in the week;
 - How many days a week, if any, are worked from home.; and,
 - What prevents you from using walking, cycling or public transport.

First Annual Performance Report

- 7.6. Within 2 months of the baseline travel surveys being completed an Annual Performance Report will be submitted to the Council.
- 7.7. This will outline the results of the baseline travel survey and will confirm the appropriateness of the mode share targets outlined in **Table 6.1**. Should it be considered that the targets require revision, this will be outlined in the Annual Performance Report. Any revised targets will be agreed with CC.



On-Going Monitoring

- 7.8. Repeat resident's travel surveys will be undertaken each year. These will be conducted on the approximate anniversary of the baseline survey.
- 7.9. Further Annual Monitoring Reports will then be submitted within 2 months of each repeat survey being undertaken. These will provide the results of the most recent survey, and will suggest mitigation measures should it transpire that the agreed travel targets are not being met.
- 7.10. Any mitigation measures, or revisions to targets, will be agreed with CC through this process.
- 7.11. The on-going monitoring of the Travel Plan will be undertaken on an annual basis for a period of 4 years following the first annual report.
- 7.12. The information provided in the Staff Handbook will also be reviewed annually until such time as all dwellings have been occupied for the first time, up to the 5 year anniversary of the first occupation on the site.



8. Action Plan

Table 8.1: Action Plan

Action/Initiative	Responsibility	Timescale
Prepare Framework Travel Plan	Vectos	Completed
Provide on and off-site pedestrian and cycle Infrastructure	Gleeson Homes	Prior to occupation of first dwelling or timescale otherwise agreed with the Council
Appoint Interim TPC	Astute/ Gleeson Homes	Completed
Appoint TPC	Gleeson Homes	No later than 3 months prior to occupation of first dwelling
Provide TPC Contact Details to CC	TPC	Upon appointment of TPC
Prepare Travel Handbook	Astute	Completed
Prepare On-line Information	Gleeson Homes	Completed
Prepare Travel Plan	Astute	Completed
Undertake Baseline Travel Surveys	TPC/ Astute	Following occupation of 100th dwelling
Prepare first Annual Performance Report	TPC/ Astute	Within 2 months of Baseline Surveys
Review Travel Handbook Information	TPC	To be reviewed annually until distributed to the first occupant of all dwellings
Annual Surveys	TPC/ Astute	On anniversary of Baseline surveys for a 4 year period
Annual Performance Report	TPC/ Astute	2 months after each subsequent travel survey for a 4 year period

- 8.1. The Travel Plan will be maintained as a live document for a period of 5 years following occupation of the first dwelling on the site.

Appendix A

Site Layout



NOTES
 Do not scale from this drawing. Only figured dimensions are to be taken from this drawing.
 The contractor must verify all dimensions on site before commencing any work or shop drawings.
 The contractor must report any discrepancies to design by pod ltd before commencing work. If this drawing exceeds the quantities taken in any way, design by pod ltd is to be informed before the work is initiated.
 Ordnance Survey information is used on design by pod ltd drawings. design by pod ltd is not responsible for the accuracy of dimensions relating to any Ordnance Survey data, or beyond the boundary of the inserted topographic survey data.
 Work within The Construction (Design and Management) Regulations 2015 is not to start until a Health and Safety Plan has been produced.
 COPYRIGHT © design by pod ltd
 This drawing is Copyright and must not be reproduced in any format or media without written/verbal consent of design by pod ltd



Uldale View, Egmont - 164 Units 19/02/24 73D-MJG-100-G

SCHEDULE OF ACCOMMODATION

Ref	House Name/Type No.	House Type	Sq.Ft	Garage/Parking	No.	Total Sq.Ft.
Standard Units						
201	CORK	2 bed semi or terraced	651	Front / Side Parking	10	6510
254	MOY	2 bed detached bungalow	697	Front / Side Parking	3	2091
301	TYRONE	3 bed semi or terraced	759	Front / Side Parking	13	9867
302	AVONMORE	3 bed semi or end terrace	759	Front / Side Parking	11	8349
340	KEADY	3 bed semi	839	Integral Garage	10	8390
369	369	3 bed semi	1061	Side / Front Parking	2	2122
390	390	3 bed semi / 2.5	1086	Side / Front Parking	10	10860
304	KILKENNY	3 bed detached	772	Front / Side Parking	7	5404
337	CALRY	3 bed detached	884	Integral Garage	8	6912
359	CLIFDEN	3 bed detached	984	Side / Front Parking	20	19680
360	MILFORD	3 bed detached	919	Side / Front Parking	9	8271
490	490	4 bed semi / 2.5	1212	Side / Front Parking	12	14544
401	LONGFORD	4 bed detached	1066	Side / Front Parking	11	11726
435	CALRY	4 bed detached	1221	Integral Garage	13	15873
436	KEADY	4 bed detached	1096	Integral Garage	15	16440
455	455	4 bed detached	1138	Detached garage	6	6828
590	590	5 bed detached / 2.5	1586	Detached garage	4	6344
					164	
Total Number of Units and Square Foot					164	160211

Gross Site Area in Metres	77875.8414
Gross Site Area in Acres	19.24
Strategic Public open Space in M	23974.2993
Strategic Public open Space in Ac	5.92
Net Site Area in Metres	53901.5421
Net Site Area in Acres	13.32
Net Site Area in Hectares	5.39
Density (Sq.Ft per Acre)	12028
Density (Units Per Acre)	12
Density (Units Per Hectare)	30.42

design by pod
 99 galgate/barnard castle/
 county durham/d12 8es
 e: andy@designbypod.co.uk
 tel: 01833 696 600
 web: www.designbypod.co.uk

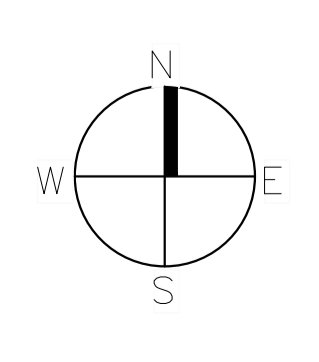
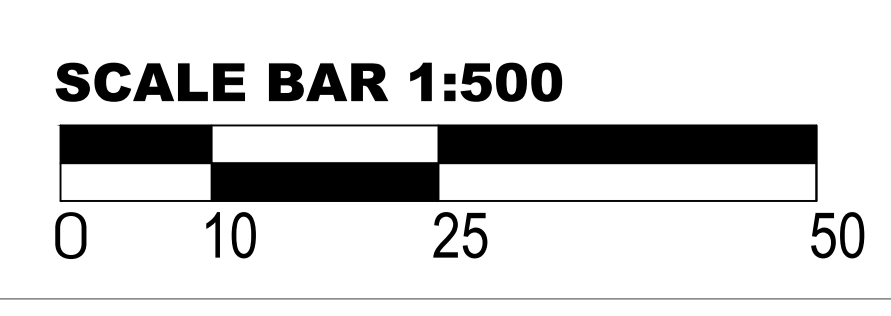
PROJECT:
**Land off Uldale View,
 Egmont**

DRAWING TITLE:
Detailed Site Layout Plan

CLIENT: MJG	DATE: 04/23
STATUS: PLANNING	DWN BY: JK
SCALE: 1:500	REVISION: AD
SHEET SIZE: A0	J

PROJECT NO:
73D-MJG

DRAWING NO:
100



Appendix B

Travel Handbook



gleeson

Castle Meadows, Egremont

Travel Handbook



Welcome to your Travel Handbook

This handbook will help you get the most out of your new location. It highlights the various travel options available to you.

Inside, you'll find detailed information on local public transport services, including bus and rail connections, as well as walking and cycling routes.

Whether you're commuting, running errands, or exploring the local area, this information will help you get around town more easily.

We encourage you to explore the local area and its surroundings, and to make the most of the excellent travel links right at your doorstep.



Walking

Your new home is conveniently situated within easy walking distance of Egremont town centre.

The most direct route is to head north along the Uldale View footpaths, then continue onto Bookwell. Follow the footpaths as they carry on north and link up with Castle Villas.

When you arrive at the cenotaph at the corner of Castle Villas and Main Street, you'll be at the entrance to the town centre.

From here, you can explore a variety of shops, restaurants, cafés, parks, and other local amenities.



To walk more, make walking part of your everyday routine!

Walk the Kids to School

From your new home, Bookwell Primary School and West Lakes Academy can be reached after 5 to 17 minutes of walking.



Benefits of Walking

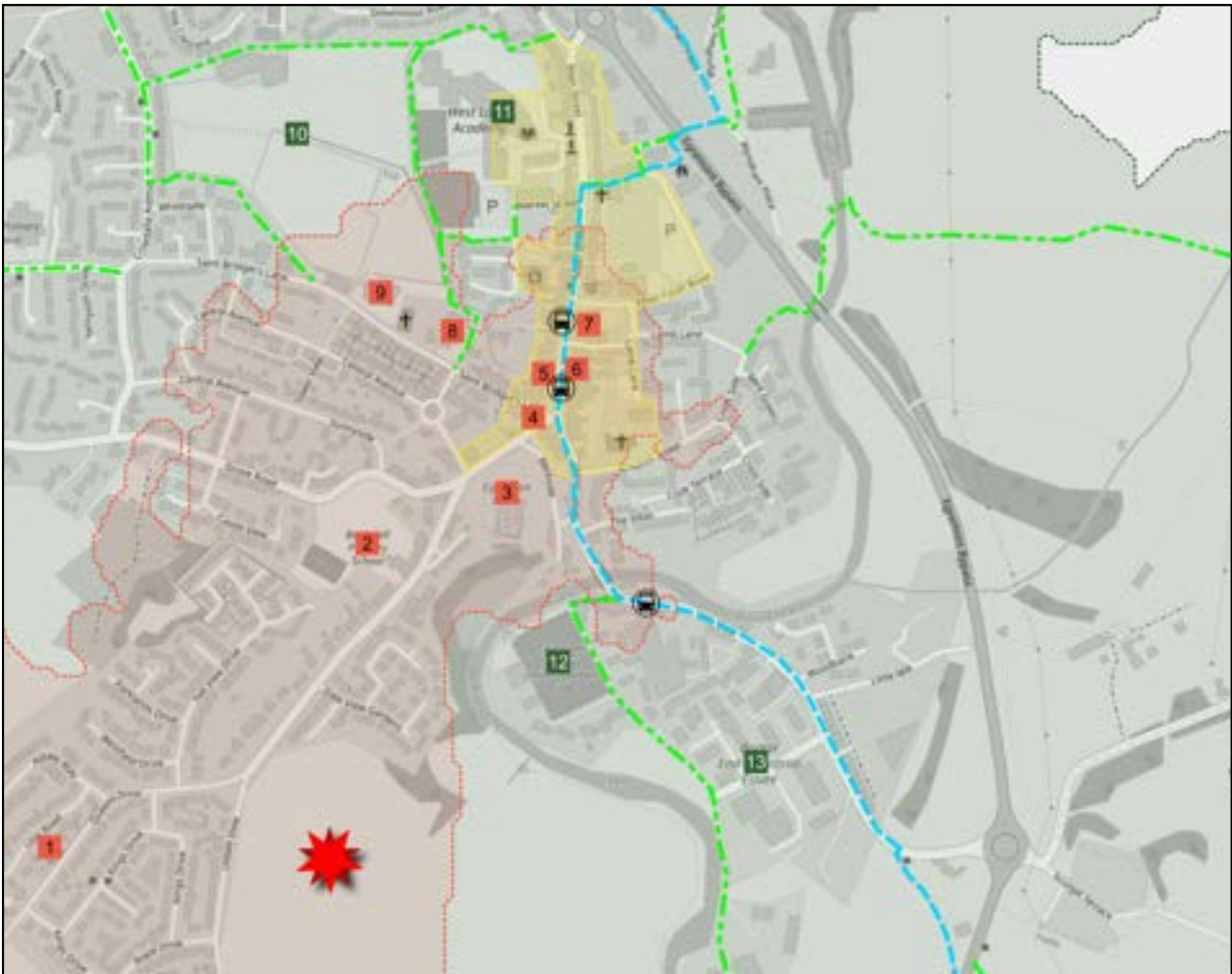
Adults should get about 20 minutes of exercise daily. A brisk walk is one of the easiest ways to do this.

Regular walking has excellent benefits such as boosting mood, reduces stress, and improves health.







The Local Area

Here is a map of some of the key local amenities, public transport facilities, along with walking and cycling routes near your new home.






Legend

Local Area

-  Site Location small
-  Local Centre
-  Within a 12 Minute Walk
-  Within a 24 Minute Walk

Public Transport and Routes

-  Nearest Bus Stops
-  National Cycle Route 72
-  Public Right of Way Routes

Local Amenities

-  1 Ling Road Play Area
-  2 Bookwell Primary School
-  3 Egremont Castle
-  4 The Wheatsheaf (Public House)
-  5 Cohens Chemist
-  6 Egremont Post Office
-  7 Co-op Food
-  8 Fellview Healthcare
-  9 St Bridgets Catholic Primary School
-  10 SASRA (Falcon Club)
-  11 West Lakes Academy
-  12 Egremont Rugby Union Football Club
-  13 Bridge End Industrial Estate



Cycling

Whether for a commute, errands, exercise, or leisure, Egremont is well-equipped to support pedal-powered journeys.

National Cycle Network Route 72

Route 72, also known as Hadrian's Cycleway, runs south to north through Egremont Town Centre which is pretty close to your home.

It is a long distance cycle route that starts in Ravenglass and makes its way around the Cumbrian coast travelling through Seascale, Egremont, Whitehaven, and Carlisle then heads east through Northumberland and Newcastle then ends in South Shields.

An OS map for the route can be found via the following link:

www.walkwheelcycletrust.org.uk/find-other-routes/hadrians-cycleway-route-72

Benefits of Cycling

- Boosts mental wellbeing
- Supports physical health
- Saves money
- Reduces traffic and pollution



Bus Travel

Your nearest bus stops are located just a short walk from your home in Egremont Town Centre along Main Street.

These bus stops serve the 22 / 22A, 30, and X7 bus services.

The 22 / 22A bus service runs hourly during 7am to 8pm between Egremont and Whitehaven from Monday through to Saturday.

The 30 bus service runs hourly between 7am to 8pm from Monday though to Saturday traveling between Workington and Thornhill via Whitehaven and the West Cumbrian Hospital.

The X7 bus runs 4 times a day from Ravenglass to Whitehaven from Monday though to Saturday.



Save Money on Bus Travel

If you are eligible, you can apply for a concessionary or discounted travel pass from Cumberland Council. For more details, visit:

www.cumberland.gov.uk/parking-roads-and-transport/public-and-community-transport/bus-services/bus-passes



Benefits of Taking the Bus

- Promotes daily physical activity by walking to and from the bus stop
- Reduces stress, let someone else do the driving!
- Cost-effective, it is cheaper than running a car
- Environmentally friendly, fewer cars help reduce traffic congestion and emissions



Car Sharing & Smarter Car Travel

Car Sharing

Cut down on travel costs by sharing your journey with others.

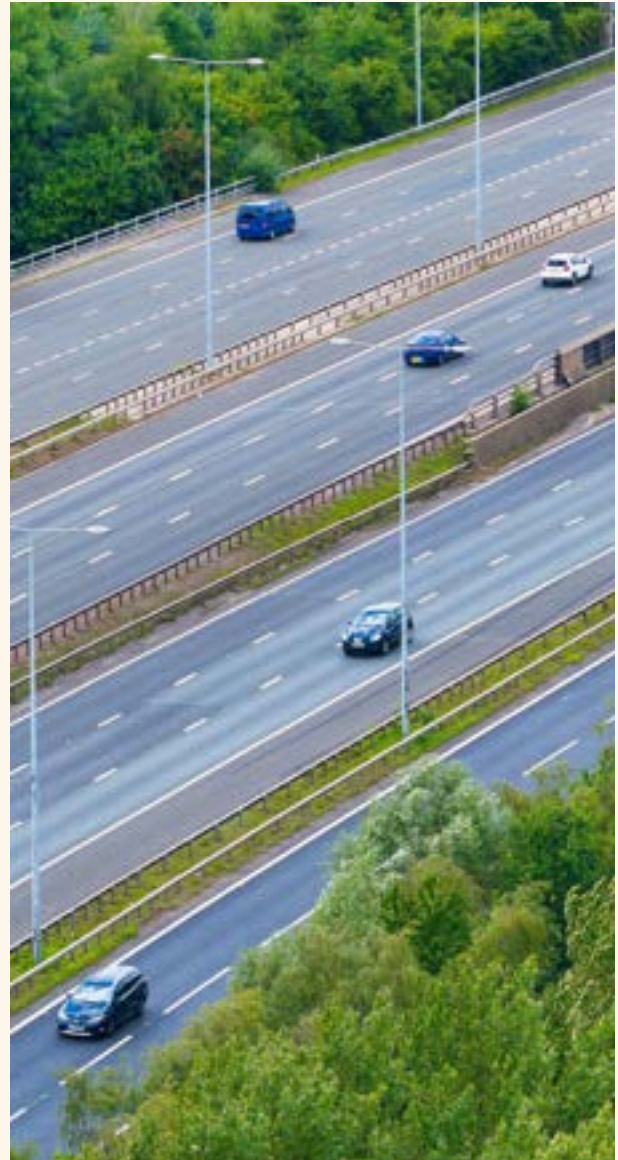
Register on the Liftshare website to find other like-minded people saving money and the planet by car sharing: liftshare.com/uk

Smarter Car Travel

There are lots of simple ways to cut down your impact on the environment, such as reducing your car use or being more efficient about it.

Work from Home

Skipping the commute just one day a week can cut your car use by 20% or you could ask about changing your hours to avoid peak travelling times. Even small changes can make a big difference.




Benefits of Car Sharing

- Lower travel costs
- Decreased vehicle wear and tear
- Less traffic congestion
- Reduced stress.






Useful apps & websites




Walking and cycling

	ramblers.org.uk/go-walking/wellbeing-walks/egremont-amblers	Active local walking club, within the national Ramblers Association. All levels of walkers are welcome.
	walkwheelcycletrust.org.uk	Good website for searching and planning traffic free cycle and walking /wheeling routes.
	activecumbria.org	Active travel website with local Activity Finder, and advice on incorporating active travel in your journey to school.
	strava.com	Discover, create, and follow cycling, running, and walking routes within your community, family and friends.
	gleesonhomes.co.uk/developments/castle-meadows/	Gleeson Homes hosts a dedicated website for your estate with a site plan, and info on local transport, amenities, schools, and leisure offerings.

Public transport

	stagecoachbus.com	The app and website provides up to date bus information, along with the ability to purchase tickets.
	traveline.info	The website and app gives live bus and train timetables for across the UK. Additionally, the website offers comprehensive journey planning.
	nationalrail.co.uk	The app and website makes it easy to plan your train journeys and keeps you updated with alerts and notifications if there are any delays or disruptions.

Car travel

	bigriggcabs.co.uk	Taxi service that is available in and around West Cumbria. You can book by calling: 01625 616666.
	liftshare.com/uk	A great website and app to help you find car sharing partners in the local area.
	zap-map.com	A website and app for finding nearby EV charging points, or planning routes to include them.





hello@astutetransport.com
0161 553 0569
astutetransport.com

Astute
Huckletree
The Express Building
9 Great Ancoats St
Manchester M4 5AD

