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Project: The Former Marchon Chemical Works
High Road, Whitehaven

Proposed Redevelopment for
Residential Development

Client: Persimmon Homes and Whitehaven Developments Limited

Document: Travel Plan Framework



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1 Introduction

General

- 1.1 CBO Transport Ltd [CBO] has been commissioned by Persimmon Homes to advise on highway and transportation matters associated with the redevelopment of the former Marchon chemical works in Whitehaven, Cumbria. The location of the site and the local context is shown in **Figure 1.1** of this report.
- 1.2 The site is in Copeland and Copeland Borough Council (CBC) are the local planning authority. Cumbria County Council (CCC) are the local highway authority. Most of the site is a proposed allocation for residential development in CBC's Preferred Options Draft Local Plan.
- 1.3 At the time of writing the reorganisation of Cumbria into two unitary authorities was announced. It is recognised that in the future there will not be separate planning and highway authorities representing this area but the two tier system will be in place while planning permission is being determined. However, the implementation and operation of the Travel Plan for the site will occur once the new unitary authority is in place. Where reference is made to CBC and CCC in this report, in the context of travel plan implementation, in all likelihood this will actually be the new unitary which will proceed them.
- 1.4 This Travel Plan Framework (FTP) represents a culmination of this work and is submitted with a hybrid planning application for the scheme. A Transport Assessment (TA) has also been prepared and submitted with the planning application.
- 1.5 The former Marchon site is located to the southwest of Whitehaven town centre on the west side of High Road. The proposed residential redevelopment is on the northern part of the site. The southern part has a proposal for a coal mine which is being developed by West Cumbria Mining Limited (WCML). The WCML proposal is to be considered at an appeal.
- 1.6 There is existing residential development on the opposite side of High Road and to the north of the site. There is also new housing being provided to the south by Story Homes.
- 1.7 The proposal is for a residential development that is to be built over several phases. The first phase consists of 139 units for which full planning permission is being applied. Phase 1 is to the north of the site. The remaining phases, for which outline planning approval is being sought are located on the previously developed parts of the site. The remaining phases are referred to collectively in this report as Phase 2.
- 1.8 There is also a small ancillary commercial development proposed in Phase 2 fronting High Road which is likely to include a convenience store and pub / restaurant. Outline planning permission is also being sought for the ancillary commercial development.
- 1.9 There are two exiting accesses to the site on High Road. The proposal is to utilise the northerly of the two to access the first phase residential. The southerly would be used to access the ancillary commercial development and the Phase 2 residential. There is also a new access proposed on High Road to provide a second access to the Phase 2 residential development.
- 1.10 The site layout plan is included in **Appendix A**. There are two plans in the Appendix, PL-02 Rev G which focuses on the detail (Phase 1) element of the proposed development and PL-02_1 Rev B which is at a smaller scale and shows how the part of the site covered by the outline application (Phase 2) would connect with Phase 1.

Existing Uses

- 1.11 The site is currently vacant and the chemical works were cleared a number of years ago. It has in the past been a major generator of trips when the chemical works were in full operation.

Introduction to the Travel Plan

- 1.12 In conjunction with Transport Assessments, Travel Plans produced at the planning application stage can play a key role in shaping travel choice at proposed developments, managing future travel demand and reducing the reliance on the private car. As alluded to above, it is clearly not possible to derive specific and detailed measures and objectives relating to the day to day operation of the development at this early stage of its delivery given the variety of unknowns. However, it is possible to

identify overarching objectives and targets to be met to ensure appropriate early action is taken and that both the developer and future residents have an understanding of the direction the full and detailed Travel Plans need to take in the future.

- 1.13 The purpose therefore of this document is to provide a framework of measures on which full Travel Plans will be prepared as the dwellings on the development become occupied. This document therefore identifies a package of measures and initiatives tailored to the requirements of the sites with the aim of promoting more sustainable travel choice and reducing reliance on the private car. It is intended to be a dynamic document which will be continuously monitored and reviewed throughout the life of the development.

Scope of Report

- 1.14 In light of the above, this Travel Plan has been produced in 8 sections including this introduction.
- 1.15 Section 2 considers the policy and guidance background to the Travel Plan, whilst Section 3 provides details of the development proposals. Section 4 then goes on to look at existing transport conditions and the accessibility of the site.
- 1.16 Section 5 looks at the Travel Plan objectives and targets, whilst Section 6 outlines measures that can be implemented to support the Travel Plan.
- 1.17 Section 7 then identifies how the travel plans will be delivered, monitored and reviewed, whilst Section 8 outlines a potential Action Plan for their implementation.

2 Policy and Guidance

Introduction

- 2.1 This section considers the proposed developments and its associated Travel Plan against the backdrop of current national and local policy, as it relates to sustainable travel and the requirement to reduce single occupancy vehicular trips and reliance on the private car. It also considers current guidance relating to the production of Travel Plans.

National Policy

- 2.2 The need for and benefit of travel plans in supporting sustainable development has now been included in national policy for many years. This theme has been continued in the revised National Planning Policy Framework [NPPF] July 2021, paragraph 113 of which states that:

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

- 2.3 In a transportation context, NPPF also states at paragraph 105 that:

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making".

Planning Practice Guidance

- 2.4 Planning Practice Guidance was updated on the 6th March 2014. This guidance includes a section entitled "Travel plans, transport assessments and statements in decision-taking".
- 2.5 In considering the over-arching principles that should be taken into account in preparing Travel Plans, this section of the guidance suggests they should be:
- *"proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
 - *established at the earliest practicable possible stage of a development proposal;*
 - *be tailored to particular local circumstances;*
 - *be brought forward through collaborative ongoing working between the Local Planning Authority/ Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies."*
- 2.6 This report accords with this guidance.

National Guidance

- 2.7 The Department for Transport [DfT] have produced a number of documents providing guidance on Travel Plans, including "Making residential travel plans work: guidelines for new development" (2007) and "Good Practice Guidelines: Delivering Travel Plans through the Planning Process" (April 2009).
- 2.8 These guidelines include a Travel Plan pyramid, which sets out five key tiers to a successful residential Travel Plan. This Pyramid is reproduced and discussed below.



- 2.9 Considering the above tiers, the first tier considers site location. This is seen as a key element by the guidance and one that underpins *"all the other aspects of accessibility of the site"*.
- 2.10 The second tier *"comprises the fundamental characteristics that need to be incorporated into the design of the site from an early stage in order to reduce the need to travel and support walking, cycling and bus use"*. This effectively relates to the physical measures that can be delivered as part of the development to ensure it ties into the sustainable transport network as effectively as possible.
- 2.11 The third tier puts in place *"the resource to facilitate and develop the measures in the plan"*. This effectively means the identification of a suitable person to lead the Travel Plan process and ensure the effective management and development of the Travel Plan.
- 2.12 The fourth tier then goes on to consider *"the services that will need to be obtained for the site"* and primarily relates to the 'soft' travel planning measures, whilst the fifth and final tier looks at *"promotion, marketing and awareness raising to ensure adequate take-up of these services and to communicate the travel plan to residents"*.

Local Guidance

- 2.13 Cumbria County Council (CCC) provides guidance on Travel Plans in their document Travel Plans and the Planning Process in Cumbria: Guidance for Developers (September 2012).
- 2.14 The Guidance substantially follows that set out in national guidance but where appropriate cognisance has been taken of this document in preparing this Framework Travel Plan.

3 Development Proposals

Basis of Masterplan and Access Proposals

- 3.1 The key access and transport considerations to the design and layout of the site have been:
- The provision of a number of points of access to High Road to provide convenient access to the site and to maintain the residential nature of this part of the road provided through the development on the opposite side.
 - To reuse the northern existing site access junction to access a Phase 1 development of 139 units.
 - To reuse the southern existing access to serve the ancillary commercial development and provide one of the two accesses to the Phase 2 residential development of up to 400 units.
 - To provide a new access to serve as the other access to the Phase 2 development.
 - Access to existing bus services in the local area.
 - Pedestrian and cycle access to local streets and the provision of routes through the site to maintain existing PROW access to the coast.
- 3.2 The Phase 1 development would be accessed from the existing northern access. Modification would be made to the access road to provide a wider footway which will require modifications to junction radii at High Road.
- 3.3 On this basis the proposed access is shown in drawing number CBO-0542-003 Rev A in **Appendix B**. The use of this junction to serve the Phase 1 development has been agreed with CCC.
- 3.4 Drawing CBO-0542-005 in **Appendix B** shows that the southern existing access is appropriate to serve the ancillary commercial development and form one of two accesses to the Phase 2 development. The reuse of this junction has been agreed with CCC.
- 3.5 The other proposed access to the Phase 2 development is shown in drawing CBO-0542-008 in **Appendix B**.
- 3.6 Full planning permission is being sought for these access points. Full planning permission is also being sought for the Phase 1 residential development. Outline planning permission is being sought for the Phase 2 development including the ancillary commercial development.

Development Content

- 3.7 The proposed development is for residential development with 139 in Phase 1 to the north of the site and several other phases of housing on the remaining areas.
- 3.8 A small ancillary commercial development would also be provided on the site. This development would be primarily aimed at serving the development itself and the local area. It is not anticipated that it would include uses which would attract trips from further afield.
- 3.9 The ancillary development would not be included in the travel plan but the presence of these uses on the site will clearly assist with reducing longer distance trips by car as future residents would be able to walk to them.

4 Accessibility by Walking, Cycling and Public Transport

Overview

- 4.1 The site is in an established residential area to the southwest of Whitehaven town centre. The town centre is about 1.7 km from the northern edge of the site.
- 4.2 New housing is being built further south on High Road by Story Homes and WCML are also proposing to develop the land to the south. Residential development on the proposal site will fill the gap between these other developments – which are further away from the town centre – and the existing residential to the north and east of the site. At this most strategic transport planning level residential development on the site is clearly an appropriate form of redevelopment for this predominately brown field site.
- 4.3 There will be a number of points of connection between the site and the existing highway infrastructure on High Road which will provide the opportunity for a well linked and permeable site for all local transport modes including walking and cycling.
- 4.4 In this context the site will form a sustainable urban development within the existing urban area. The area has many local facilities including a number of primary schools and local shops and is served by a regular bus service. Additional local facilities will be provided on the commercial part of the site.
- 4.5 The fact that most of the site is a proposed allocation for residential development in CBC's Preferred Options Draft Local Plan means the local planning authority accept this is a site which can accommodate sustainable and accessible residential development.
- 4.6 Set out in the remainder of this section of the report is a summary of the location of key local facilities and summary descriptions of facilities for pedestrians, cyclists and public transport services.

Local Facilities

- 4.7 The site is located to the southwest of Whitehaven. Facilities in this area of the town and in the town centre are within relatively close proximity to future residents on the site, as of course will any facilities provided on the site itself. **Figure 4.1** shows the location of a number of these facilities.

Local Schools

- 4.8 There are three local primary schools in close proximity to the site as shown in **Figure 4.1**. St Marys Catholic Primary School and Kells Infant School are located on High Road immediately to the north of the site. Monkway Junior School is located about 900m from the northern edge of the site.
- 4.9 In terms of secondary education there are two high schools in Whitehaven located on the eastside of the A595 as shown in **Figure 1.1**. They are located between 3.5 and 4km from the site. This is within the statutory maximum walk distance and is an easy cycling distance. There is a school bus to Whitehaven Academy which runs along High Road.

Shops and Health Care

- 4.10 There are a number of convenience stores in the local area and a convenience store is likely to be provided in the commercial development. There are larger foodstores on the southern edge of the town centre including Aldi, Asda and Morrisons. All parts of this site would be within an 800m walk of one or other of these convenience stores. 800m is normally adopted as a maximum desirable walking distance to a convenience store in the context of residential development.
- 4.11 The town centre is 1.7km from the site which is within recommended walking / cycling distances. There is also a regular bus service linking the site with the town centre. There is a range of retail facilities including a post office and banks in the town centre as well as a number of doctor's surgeries.
- 4.12 There is a pharmacy on High Road immediately adjacent to the site's northern access.
- 4.13 West Cumberland Hospital is located on the eastside of the A595 as shown in **Figure 1.1**. It is about 3.5km from the site. As such it is outside a typical walking catchment but is an easy cycling distance. There are also bus connections to the hospital via the town centre.

Employment

- 4.14 West Cumbria Mine will become a major source of local employment and this is located immediately to the south of the site and therefore within an easy walking distance.
- 4.15 There are also significant employment opportunities in the town centre which in terms of journeys to work is within the recognised walking and cycling distance of the site. CBC offices are in the town centre and offices linked to Sellafield are also located there.
- 4.16 There is local industrial type employment at Pow Beck which is within walking distance of the site.

Pedestrians

- 4.17 The former Marchon site would connect into the existing urban fabric and as such pedestrians would be accommodated on the existing network of footways and crossing points. The footways on High Road and within the existing residential areas are of standard or wider width and dropped crossings are provided at most crossing points.
- 4.18 The roads within the immediate vicinity of the site, including High Road are not heavily trafficked and there is not the requirement for controlled crossing points within the area to link with the proposed development.
- 4.19 There are public footpaths within the site which link to coastal paths. These rights of way would be maintained and enhanced through the development of this site. The linkages with the coast will be a key feature of the residential development delivered on the site.

Cyclists

- 4.20 There are no specific cycle facilities in the area so the majority of cycling takes place on carriageway.
- 4.21 The Coast to Coast cycle route starts in Whitehaven and as such a number of roads and paths in the town are identified as cycle routes. These are of limited use in terms of day to day cycle journeys but there is a cycle route from Whitehaven to Sellafield (NCR 72) which could be used for journeys to work for keen cyclists.

Public Transport - Bus

- 4.22 The local area is served by bus No 2 which is operated by Stagecoach. The existing stops closest to the site are shown on **Figure 4.1**. The bus provides a local service linking the residential area to the south of the town with the town centre. In the town centre there are connections to other parts of the town including the hospital, high schools and employment areas on the eastern side of the town.
- 4.23 These bus routes are shown on the Stagecoach route map in **Figure 4.2**.
- 4.24 Bus 2, Mondays to Saturdays, services start at 07:00 and run on a 30 minute frequency until 18:00. There are two buses later in the evening. There is also a reduced service on Sundays.

Public Transport - Rail

- 4.25 The closest station to the site is Corkickle which is about 1.7km from the site and on the Barrow to Carlisle line. There is typically one train an hour in each direction.
- 4.26 Southbound trains call at Sellafield station as well as Barrow. The journey time to Barrow is about 80 minutes.
- 4.27 Northbound the trains call at Workington as well as Carlisle. The journey time to Workington is about 20 minutes and to Carlisle about 80 minutes.

Summary

- 4.28 The site is in an accessible location with future residents having a choice of transport modes for many journey purposes.
- 4.29 This section of the Travel Plan demonstrates that existing pedestrian, cycle and public transport provisions and infrastructure in the vicinity of the site are of a good quality and provide links to local employment, education, retail and leisure services. These provisions mean the site is well placed in terms of pedestrian, cycle and public transport connectivity and ideal for encouraging travel by the sustainable modes.
- 4.30 In light of the above, it is considered that the site location adequately meets tier 1 'Location – proximity to existing facilities and services' of the DfT's Travel Plan Guidance pyramid and *"provides the foundation for good accessibility, by ensuring proximity to existing facilities and services, including shops, health facilities, schools and public transport"*.

5 Travel Plan Objectives and Targets

Overview

- 5.1 In Sections 3 and 4 of this Travel Plan the physical elements of providing an accessible site are described both in the context of existing provision and how the development would link into existing networks.
- 5.2 This shows that the site is accessible to all main modes of transport and there are realistic opportunities for future residents to make many journeys without having to use their cars. In the context of the Travel Plan pyramid this represents tiers one and two.
- 5.3 Tiers three, four and five of the pyramid deal with how the travel plan can encourage the use of these modes and how this process can be effectively implemented, managed and monitored.

Objectives

- 5.4 Travel Plans offer a package of measures to encourage site users to choose alternatives to single-occupancy car use. They can deliver real benefits to residents, site users and the local community and can help improve issues associated with health, accessibility and air quality. The objectives of this Travel Plan are:
 - To encourage sustainable transport and increase the use of walking, cycling and public transport, as well as car sharing;
 - To improve access to the site by all modes and promote viable alternatives to the car; and
 - To ensure safe access and help improve site user health through active travel.

Travel Plan Targets

- 5.5 Travel Plans include targets against which the success of the plan can be monitored over time. Targets should be ambitious yet realistic. There are two main types of targets that are applicable to this Travel Plan Framework: "action type" and "aim type" targets.
- 5.6 Action targets include the commitment to deliver a package of measures to help promote and encourage sustainable travel. Possible measures are discussed further in Section 6 and will be reviewed and agreed following the residents travel surveys.
- 5.7 Aim targets are aspirational and set out a target for the changes in travel modes used by residents. These are typically defined by a reduction in the number of single occupancy car journeys or targets for non-car modes of travel.
- 5.8 Aim targets are site specific and cannot be fully set until the dwellings start to be occupied and peoples travel characteristics determined through surveys. These targets would be subject to agreement with the Council.
- 5.9 The developer will investigate setting the initial targets for the Phase 1 development against locally derived mode split information from one of the recently developed residential developments on High Road, such as that accessed from Waters Edge Close or Story Homes Edgehill Park site. If this is not feasible, initial Phase 1 targets will be based on 2011 census journey to work data for medium super output area (MSOA) Whitehaven 005 which covers south Whitehaven.
- 5.10 The mode split from the census information for the main modes is
 - Car Driver - 63%
 - Car passenger 13%
 - Public Transport – 10%
 - Walking - 11%
 - Cycling 1%

6 Measures

Introduction

- 6.1 In order to ensure that the opportunities for modal shift can be realised there are a number of measures that can be implemented during construction or by the site management team post construction.
- 6.2 This chapter sets out general measures for the site and potential measures that could be taken forward to encourage sustainable travel and reduce reliance on the private car.

Tier 2 – Physical Measures

Sustainable Provision

- 6.3 A number of physical measures would be implemented as part of the development to enhance sustainable access, including:
 - The provision of 2 metre wide footways within the development linking into existing footways on High Road; and
 - The ability to provide cycle parking within each house curtilage.
- 6.4 These facilities will enhance the accessibility of the developments and help promote additional use of sustainable transport.

Tier 3 - Appointment of the Travel Plan Co-ordinator [TPC]

- 6.5 The Travel Plan will be implemented under the control of a Travel Plan Co-ordinator [TPC] who will work in conjunction with the planning and highway authorities for the continuing progression of the Travel Plan. The TPC will be appointed by the developer and will be appointed prior to the first dwelling becoming occupied.
- 6.6 The TPC will be the key decision maker on day-to-day matters of implementation of the Travel Plan. On appointment the TPC will contact the relevant officers at CBC and CCC or their predecessors.
- 6.7 The role of the TPC will be as follows:
 - Provision of walking information to and from the site to all residents;
 - Provision of cycling information to and from the site to all residents;
 - Providing information on appropriate public transport routes to travel to and from the site;
 - Ensuring that all relevant information is provided to all new residents;
 - Providing information for new residents within standard welcome packs to encourage them to travel to and from the site, where possible, by alternative modes of transport to the private car;
 - Participation in the annual multi-modal travel survey of residents;
 - To liaise with CBC / CCC to assist with the development and implementation of the Travel Plan.

Tier 4 – 'Soft' Measures

- 6.8 Set out below are a number of 'soft' travel planning measures which will be explored and assist in meeting the developers objectives. These will be continually reviewed / investigated as the development progresses and the Travel Plan evolves.

Car Share

- 6.9 Given the scale of the development, a dedicated car share scheme would not be effective. However, there are a number of car share websites and smartphone apps on the internet therefore details of these schemes would be provided to new residents through the welcome pack.

Public Transport Awareness

- 6.10 The TPC will make residents aware of local bus and rail services, and direct them to websites and applications to assist planning their journey by these modes.

Take Part in National Sustainable Travel Events

- 6.11 Throughout the year a wide range of sustainable travel events take place including bike / walk to work week, car free day, national liftshare day and others associated with health such as world health day or obesity awareness week. The TPC should promote these events.

Measures to Educate Residents to Travel More Sustainably

- 6.12 Travel information would be provided in the residents welcome packs.
- 6.13 The welcome pack would offer a range of information on travel by non-car modes. This may include local walking and cycling maps, details of safe walking and cycling routes, local bus and rail timetables and details of car share schemes. The welcome pack could also be used to promote the measures discussed below. Details would also be provided in the welcome pack in relation to current journey planning websites and applications.

Provide travel information

- 6.14 The TPC would liaise with CBC and CCC to identify readily available information such as maps and timetables, or website links to these maps and timetables, and arrange for these to be circulated to residents via the residents welcome pack.
- 6.15 To ensure that all residents understand their travel options, a Travel Plan summary with associated plans and maps would be distributed to all residents through the welcome pack. The summary should clearly state the name and contact details of the TPC, allowing those who need extra help to plan their journeys to easily contact them.

'Buddy' schemes / Bicycle User Group

- 6.16 The TPC could investigate the interest in walking and cycling buddy schemes and, if appropriate, set up a scheme that caters for any identified need. The TPC could also inform residents of websites designed to put people in touch with others who may be walking and cycling the same routes.
- 6.17 The TPC could also investigate the potential for a bicycle user group within the site, and research other clubs and groups in the area, to help provide opportunities for future residents to cycle as part of a group and not individually.

Providing skills and incentives

- 6.18 The TPC could review the potential for a cycling training scheme, a "try a bike" scheme and maintenance checks.

School Travel

- 6.19 The TPC could review the potential for promoting measures specifically aimed at school travel, such as walking buses and scoot to school arrangements. The TPC may also speak to local schools to link any identified measures to the aims and objectives of individual School Travel Plans within the local catchment.

7 Delivery, Monitoring and Review

Introduction

- 7.1 A Travel Plan is a site specific document and remains a live document influenced by continuous improvement. As such, travel plans need to be based on surveys and monitoring. This section therefore sets out a suggested process for delivering, monitoring and reviewing the Travel Plan.

Travel Plan Co-ordinator

- 7.2 The TPC will be responsible for co-ordinating the travel survey as well as launching, promoting and monitoring the Travel Plan.

Resident Engagement

- 7.3 Information on the Travel Plan, for example new initiatives, should be disseminated to residents via the appropriate mechanism, likely to be social media and email.

Promotion of the Travel Plan

- 7.4 The Travel Plans should be promoted to all residents with a focus on the objectives of travel planning and the benefits for individuals, the site and the local community. All residents should be able to access the Travel Plan via the TPC.
- 7.5 Findings of the travel surveys and on-going monitoring and review should be communicated to residents via appropriate mechanisms.
- 7.6 Following the residents surveys, the approach to marketing may be reviewed to respond to local issues.
- 7.7 The TPC will liaise with CBC and CCC to obtain leaflets, posters and other marketing information that may help with promoting non-car modes.

Liaison with Local Authority

- 7.8 There will be an on-going improvement process including periodic monitoring, as necessary, by the TPC. This will include monitoring the use of facilities, ascertaining the impact on residents travel behaviour and collecting feedback.
- 7.9 The TPC will in any case, as the key point of contact, consult with the local authority on a regular basis as necessary.
- 7.10 Findings of the residents travel survey will be made available to CBC / CCC and should be submitted with a short report comparing results with targets. This information should be made available within 3 months of the survey.

Residents Travel Surveys

- 7.11 A resident's travel survey will be undertaken as part of the preparation of the Travel Plan. This survey will provide information on the existing travel patterns of residents and help identify changes to the measures if required to assist in meeting targets. Surveys will be repeated as part of the review process every 12 months for a period of up to three years after completion of the development. The surveys will be used to determine any changes in mode split and uptake of travel plan initiatives. The resident's surveys will be shared with CBC / CCC prior to the first survey and any subsequent changes agreed.
- 7.12 The first residents survey will be undertaken after of 50 units or 24 months after first occupation, whichever occurs sooner.
- 7.13 The surveys will aim to ascertain how residents currently travel and why, investigate awareness and opinions of measures to encourage sustainable travel and which factors might encourage greater sustainable travel.

Timescales

- 7.14 The suggested timescales for implementing the Travel Plan and monitoring are set out below.

Action	Timescale
Appointment of TPC	At least 2 months prior to first occupation
Completion of welcome packs. Agreement and implementation of initial measures.	Before first occupation
First Residents Travel Survey	Full occupation / 24 months after first occupation, whichever sooner.
Review of Travel Plan and measures and set site specific targets	1 to 2 months after completion of first travel survey
Implementation of revised measures	3 months after Travel Plan review
Updated residents survey	Annual, starting 12 months after first survey for a period of up to 3 years following completion of the development

Improvements

- 7.15 Should targets not be met, discussions should be held with the local authority on ways that non-car travel can be further encouraged.

8 Action Plan

- 8.1 A summary of the key actions is set out in the Table below. This is a guide only and may be subject to change as the plan is implemented, operated and reviewed.

Action	Purpose	Timescale	Responsibility
Appointment of TPC	Effective Travel Plan Implementation	2 months before first occupation	Developer
Completion of welcome packs. Agreement and implementation of initial measures.	Disseminate information to residents	Prior to first occupation	Developer and TPC
Liaison with CBC / CCC.	Information sharing / approvals	First occupation and on going	TPC
Residents Travel Survey	Monitoring	Occupation of 50 units or 24 months after first occupation, whichever sooner	TPC
Updated Travel Survey	Monitoring	Annual, starting 12 months after first survey for a period of up to 3 years post completion of the development	TPC
Setting and review targets	Monitoring	1 to 2 months after completion of first travel survey	TPC / CBC / CCC



Figures

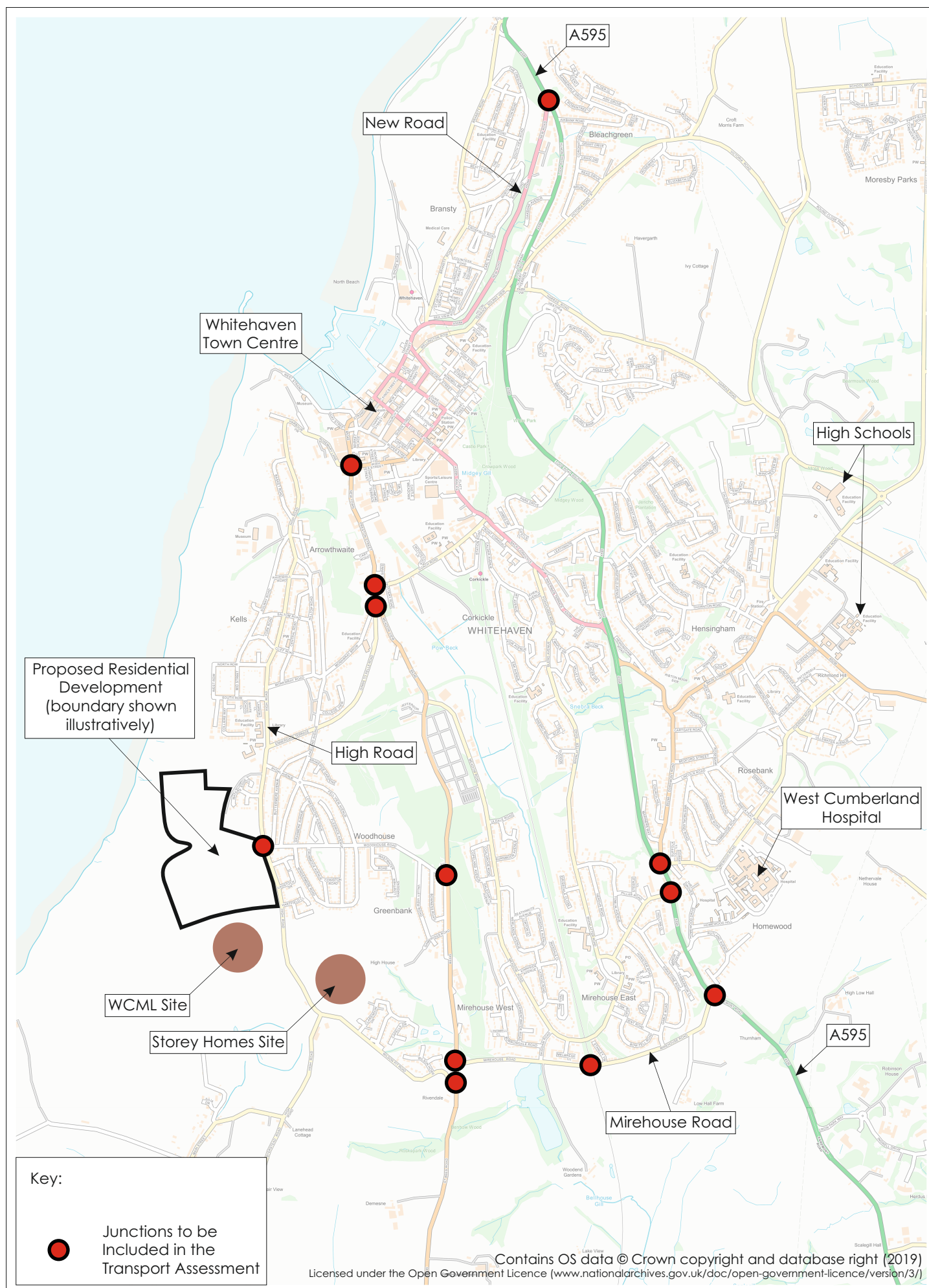


Figure 4.1 Local Facilities

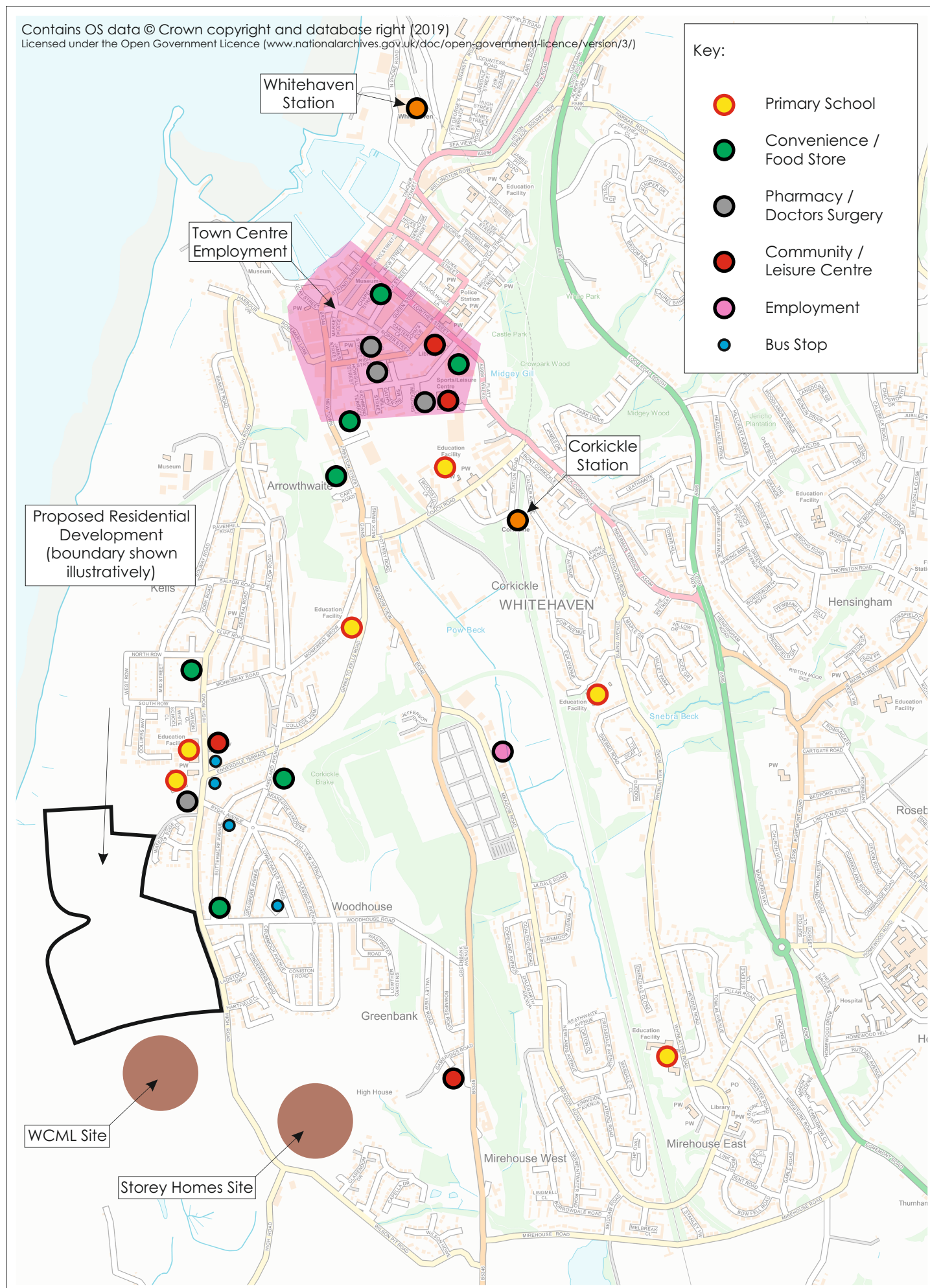


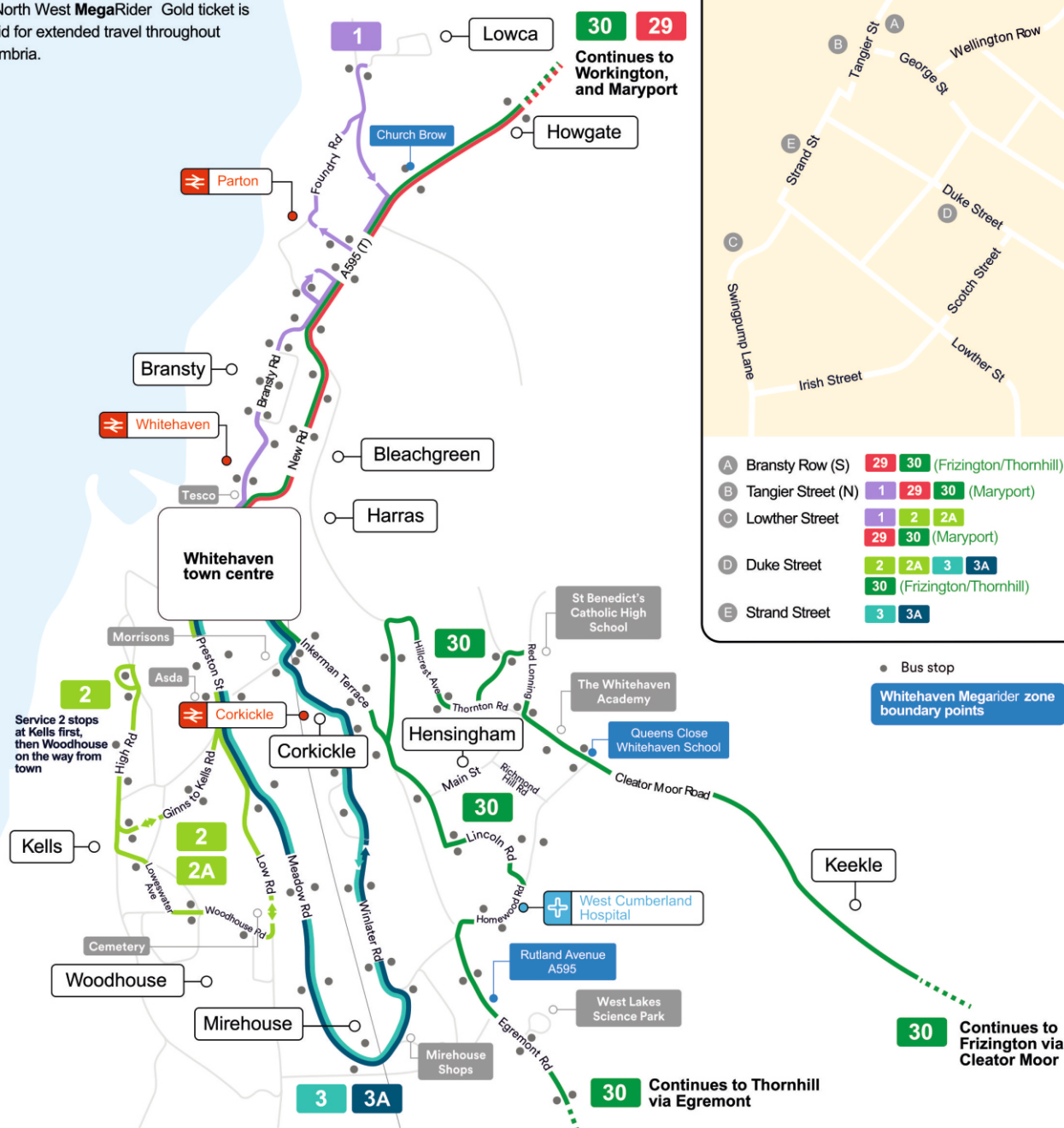
Figure 4.2 Local Bus Routes

Whitehaven



A West Cumbria **MegaRider Plus** ticket is valid for travel within West Cumbria to Cockermouth, Maryport and Whitehaven.

A North West **MegaRider Gold** ticket is valid for extended travel throughout Cumbria.



Correct at time of print; 2/11/2020



Appendix A: Concept Architecture Site Layout Plans
Drawing No. PL-02 Rev J and PL-02_1 Rev C



DO NOT SCALE
DO NOT SCALE THIS DRAWING. USE DIMENSIONS IN ALL CASES. CHECK ALL
DIMENSIONS ON SITE. REPORT ANY DISCREPANCIES TO CONCEPT ARCHITECTURE BEFORE
PROCEEDING.





Appendix B: Proposed Access Arrangements



A	06.03.19	Updated topographical survey	SFB	SFB	PRC
Rev.	Date	Revision Details	Drawn	Check	App.



CBO
TRANSPORT

Barnett House
53 Fountain Street
Manchester
M2 2AN
T: 0161 235 6365
F: 0161 235 6566
E: info@cbotransport.co.uk
W: www.cbotransport.co.uk

Client

Persimmon Homes

Project

High Road, Whitehaven

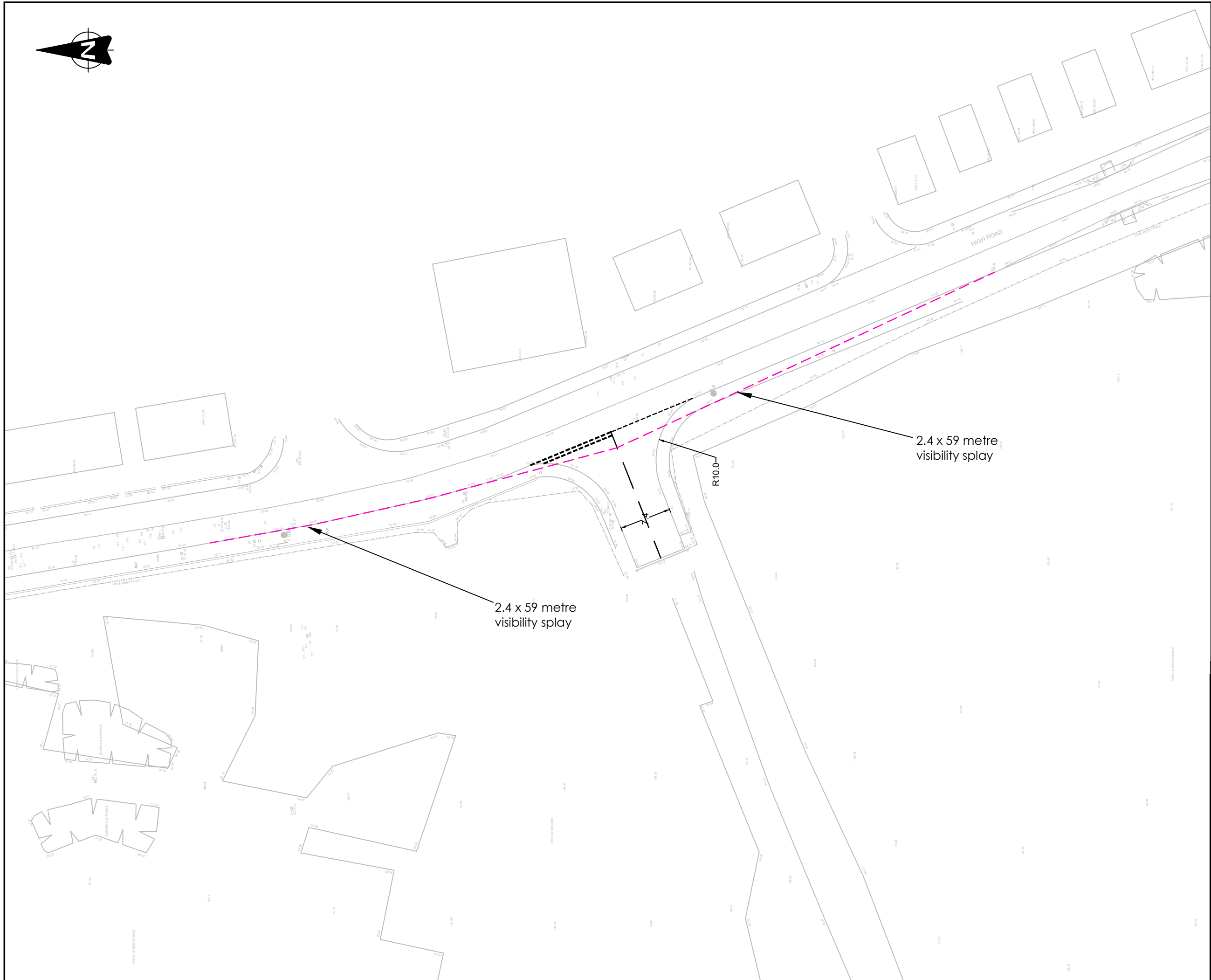
Drawing Title

Proposed Reuse of the Existing Northern Access with
Footway Widening - Phase 1 Access

Drawn	Checked	Approved
LPB	PC	PC

Scale / Size	Date
1:500@ A3	29.11.2018

Status	Drg No	Rev
Information	CBO-0542-003	A



Rev.	Date	Revision Details	Drawn	Check	App.



CBO
TRANSPORT

Barnett House
53 Fountain Street
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T: 0161 235 6365
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E: info@cbotransport.co.uk
W: www.cbotransport.co.uk

Client

Persimmon Homes

Project

High Road, Whitehaven

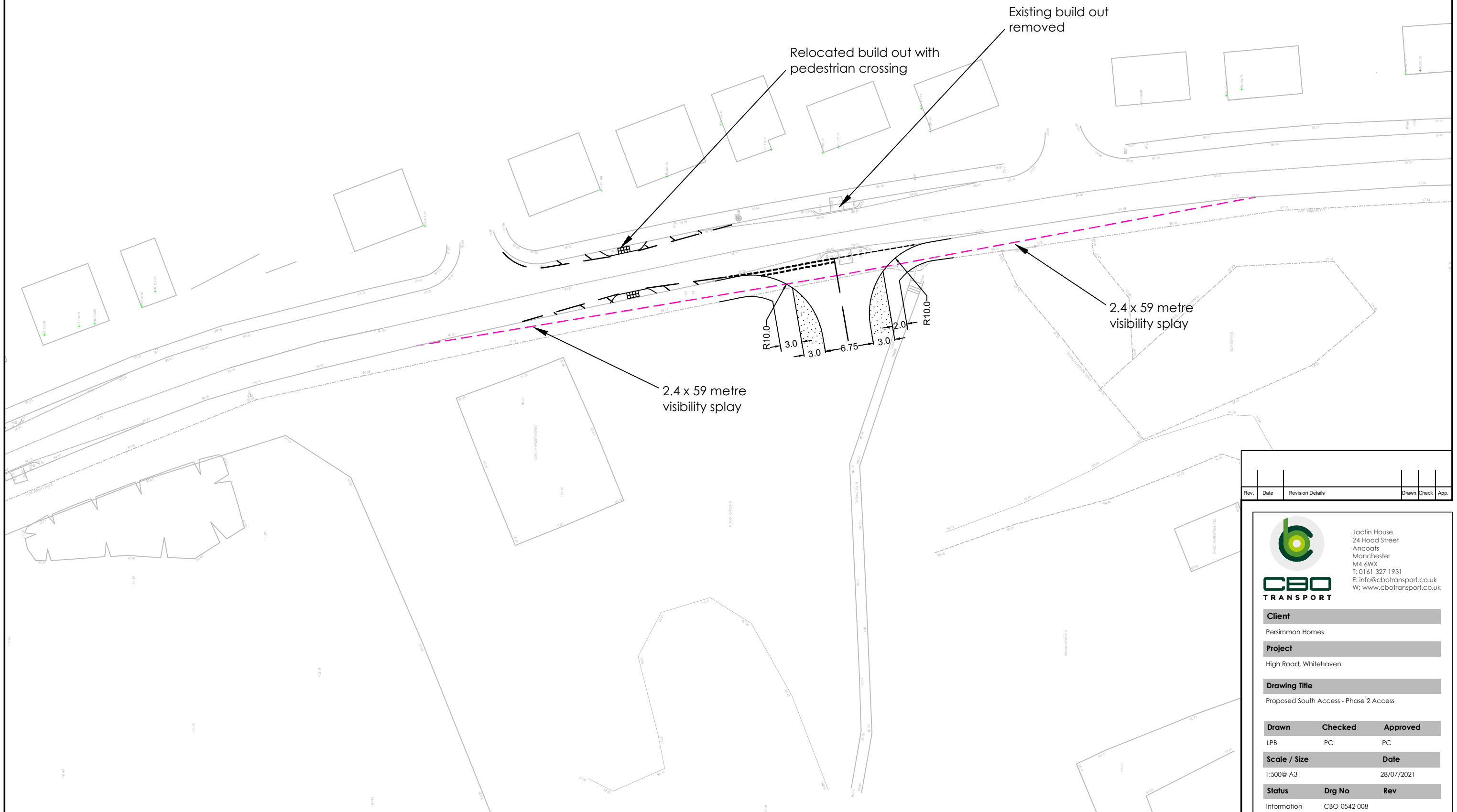
Drawing Title

Proposed Reuse of the Existing Southern Access - Phase 2 Access

Drawn	Checked	Approved
SFB	PC	PC

Scale / Size	Date
1:500@ A3	29.01.2019

Status	Drg No	Rev
Information	CBO-0542-005	



Rev.	Date	Revision Details	Drawn	Check	App.



CBO
TRANSPORT

Jactin House
24 Hood Street
Ancoats
Manchester
M4 6WX
T: 0161 327 1931
E: info@cbotransport.co.uk
W: www.cbotransport.co.uk

Client

Persimmon Homes

Project

High Road, Whitehaven

Drawing Title

Proposed South Access - Phase 2 Access

Drawn	Checked	Approved
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LPB	PC	PC
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Scale / Size	Date
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1:500@ A3	28/07/2021
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Status	Drg No	Rev
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Information	CBO-0542-008	
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