



Land North of A708, Moffat

Travel Plan

A110548

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Prepared on behalf of

Hartfell Homes and Loreburn Housing Association



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1.0 Executive Summary

- 1.1.1 WYG has been commissioned by Hartfell Homes and Loreburn Housing Association to prepare a Travel Plan to promote sustainable travel to and from the masterplan for residential development on land north off the A708 on the eastern edge of Moffat.
- 1.1.2 The proposed development Masterplan illustrates around 220 residential units with vehicular access from Selkirk Road (A708) and from Well Road. The intention is for this Travel Plan to be agreed as suitable to support the full masterplanned development. Thereafter, subsequent planning applications for phases of that development can come forward, each under this agreed overarching Travel Plan.
- 1.1.3 The site is allocated for residential development in the Dumfries and Galloway Council Local Development Plan. The site location is therefore already considered to be adequately accessible by sustainable forms of transport.
- 1.1.4 Nevertheless, Hartfell Homes and Loreburn Housing Association are committed to providing a highly sustainable development and are willing to provide funding of £500 per dwelling to fund the implementation of this Travel Plan which delivers annual surveys, sustainable transport measures and enhances sustainable transport infrastructure within the site. The funding will be made available up to the end of the Travel Plan's lifetime i.e. five years following the implementation of the first planning permission pertaining to the masterplan.
- 1.1.5 As part of this Travel Plan, a Travel Plan Co-ordinator will be appointed for the whole Masterplan site who will have the overall responsibility of co-ordinating and managing the implementation of the Travel Plan. In this role, the coordinator will liaise with residents, employees, and Dumfries and Galloway Council (D&GC).
- 1.1.6 In order to establish resident trip rates and travel patterns, traffic surveys and a travel questionnaire will be undertaken after the occupation of 50 residential dwellings. Where appropriate, targets will be set (i.e. a 10% reduction in car trip rates) and the surveys and travel questionnaire will be repeated annually (for five years after the first implementation of the plan) and the results will be reviewed in order to determine the success of the Travel Plan.



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- 1.1.7 The questionnaire will obtain travel information such as residents' commuting patterns, current travel mode and will seek opinions on car sharing, walking and cycle use, and public transport use. The results will be used to determine which travel plan measures have been successful, and which measures may need to be enhanced.
- 1.1.8 The Travel Plan will be actively promoted by the Travel Plan Co-ordinator and every dwelling will be provided with a Travel Information pack which will set out access to relevant public transport, cycle and pedestrian network information.
- 1.1.9 Initiatives that the Travel Plan funding is intended to support include:
- Provision of footways and 'green routes' for pedestrians and cyclists within the site as identified in the site masterplan.
 - Electric vehicle charging points.
 - The appointment of a Travel Plan Coordinator.
 - Annual traffic and resident travel surveys (for up to five years).
 - Provision of Travel Information Packs (updated yearly up to five years).
 - Setting up of a Bicycle User Group.
 - Other measures as may arise from the travel surveys.



2.0 Introduction

2.1 Preamble

- 2.1.1 WYG has been commissioned by Hartfell Homes and Loreburn Housing Association to prepare a Travel Plan (TP) to promote sustainable travel to and from a masterplanned residential development north of the A708 in Moffat.
- 2.1.2 **Plan 1** shows the location of the Masterplan site which is on land on the eastern edge of the current town. The site is bounded to the south by the A708 Selkirk Road, to the west by residential dwellings and Moffat Hospital, to the north by agricultural land/Well Road, and to the east by a private access road. The location of the proposed development in relation to the local road network is shown in **Plan 2**.
- 2.1.3 The site is allocated for residential development in the Dumfries and Galloway Council Local Development Plan (LDP) (adopted in September 2014) for 200 units (Site MOF.H4). Therefore, the location of the site is confirmed to be inherently suitable for residential development. The LDP states that a masterplan needs to be prepared for the site and agreed with the Council. In terms of roads and transport, the LDP goes on to state that the masterplan must incorporate sustainable transport measures and that *'access points should be maximised with: main access from the A708 Selkirk Road, minor access from Well Road, emergency access from Ballplay Road, and pedestrian /cycle access onto Well Lane (also known as Alton Road)'*.
- 2.1.4 This TP seeks to support that Masterplan and the proposed residential numbers of around 220 dwellings. Within that, the development is intended to provide up to 56 general needs housing and bungalow (affordable) dwelling units and 20 extra care units (i.e. a total of up to 76 dwelling units). The affordable housing and extra care units would be developed by Loreburn Housing Association who have purchased 4.7 hectares (11.6 acres) of the site adjacent to Selkirk Road (A708). This is likely to be the first phase of the Masterplan.
- 2.1.5 As part of the Masterplan, three new vehicular access points are featured, two from Selkirk Road (A708) which bounds the site to the south, and one from Well Road via Ballplay Road. A Masterplan for the site has been developed and the main routes within that plan have been illustrated as attached in **Appendix A**.
- 2.1.6 The proposed development was originally assessed and found to be acceptable in roads and transportation terms by the Denis Wilson Business Group (DWBG) in their 2009 "Transportation, Roads and Traffic Options Appraisal for Development" report.

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2.1.7 The report concluded that:

"The proposed site accesses would operate satisfactorily further to the opening of the development.

The trip generation associated with the proposed residential development would not have a significant detrimental impact on the local road network.

In conclusion it is considered, subject to improvements that the site could be developed to serve a residential development comprising 300 dwellings and a 40-bed care home."

2.1.8 This conclusion, notably for a larger development than is now masterplanned, was accepted by Dumfries and Galloway Council (D&GC).

2.1.9 A further Technical Note has been prepared and issued to (D&GC) by WYG (dated 29th November 2018) to re-examine the acceptability of the proposed Masterplan from a roads and transportation perspective. The WYG Technical Note concluded that *"the 2009 DWBG report continues to provide appropriate assessment of the traffic related impacts of the proposed development."* The report also concluded that there are no road impact or transportation grounds on which an application to bring forward a development quantum of 300 residential dwellings and a 40-bed care home should be refused. That document has been accepted by D&GC.

2.1.10 Again, in November 2018, D&GC provided a "Pre application enquiry advisory report" in respect of the proposals. Within that document a request was made for a Travel Plan to be produced with reference to the LDP supplementary Guidance on Travel Plans (dated 2014).

2.1.11 That position was reinforced by a request from the Senior Planning Officer for the masterplan to incorporate sustainable travel measures and for an "Initial TP" to be prepared.

2.1.12 A discussion took place between WYG and D&GC where WYG went a step further and expressed two preferences.

- To focus TP initiatives primarily on the provision of physical measures such as footways on the basis that such physical measures are long lasting.
- To prepare a detailed TP for agreement as being appropriate to support the Masterplan, rather than an Initial TP.

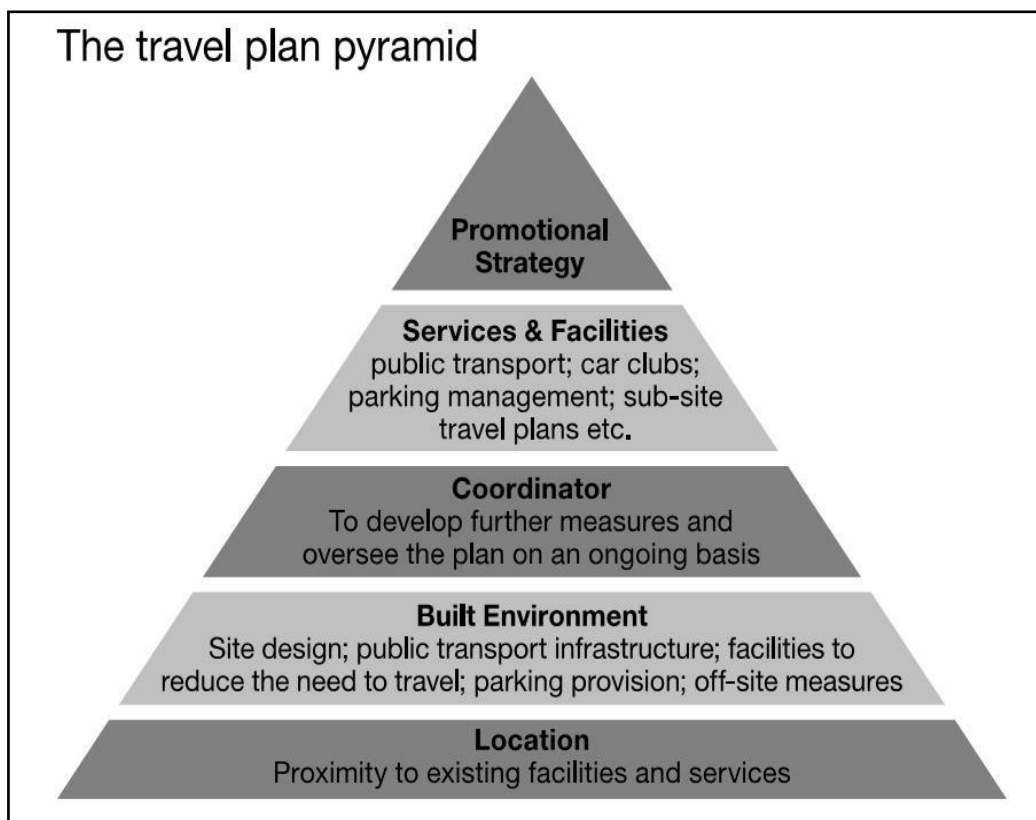
2.1.13 Those preferences were welcomed by D&GC and the TP which follows has been written on that basis.

3.0 Travel Plan Context

3.1 Background to TPs

- 3.1.1 A TP is a package of practical measures aimed at reducing the transportation and traffic impact of a development. The main objective of a TP is to reduce single occupancy car use and encourage travel via more sustainable modes.
- 3.1.2 D&GC provide guidance on the preparation of Travel Plans in their Local Development Plan Supplementary Guidance on Travel Plans (adopted 1st December 2014). The document provides advice on preparing a TP, what a TP should contain and its suggested content. That D&GC document has been taken into account in the preparation of this TP.
- 3.1.3 Although not guidance in Scotland, a very helpful concept is set out in the Department for Transport (DfT) 'Making Residential TPs Work' (June 2007) which introduces the concept of a 'TP Pyramid'. This helps demonstrate how successful plans are built on more permanent attributes such as good location and site design, e.g. physical measures such as footpath and cycle provision. The pyramid is presented in **Figure 3.1**.

Figure 3.1: TP Pyramid from DfT's 'Making TPs Work'



- 3.1.4 The use of a pyramid structure to illustrate the 5-tier hierarchy of measures, demonstrates the concept that each higher layer builds upon the more important foundations of the criteria and initiatives below it.
- 3.1.5 The most important layer of the pyramid (the base), shows that the key to making TPs work is the actual location of the development and its proximity to local facilities and services essential to everyday life. In this respect, the site location performs well. The site is already allocated for residential development and therefore the location of the site is confirmed by D&GC to be inherently suitable for residential development.
- 3.1.6 The D&GC LDP states that Moffat '*contains a number of facilities including a primary and secondary school, hotels, parks, small supermarket, range of shops and other small businesses*'. The LDP2 Issue 11 noted "The site is within reasonable walking distance of the town centre.
- 3.1.7 The 2009 DWBG report identified that the site was within walking distance of Moffat town centre. The 2009 DWBG report also stated that the site was accessible by cycle and that there were peak hour bus services serving Moffat, making the site accessible by bus as part of a wider journey, albeit the services were limited during the rest of the day.
- 3.1.8 Based on the above, the site has a firm foundation to encourage sustainable transport use. The site achieves the most important aspect of a successful TP.
- 3.1.9 The second layer of the pyramid refers to how site design, the provision of public transport infrastructure, and off-site measures can encourage sustainable travel to and from the site.
- 3.1.10 In this respect, the site will again perform well. The masterplan that has been developed for the site encourages sustainable travel by designing the internal site layout so that it offers a safe and low speed environment conducive to encouraging walking and cycling (ref **Appendix A**). Footways are provided within the site and connections from the site to the external network are provided wherever possible. A 'green corridor' is provided within the site for pedestrians and cyclists segregated from vehicular traffic that links the site to the external network at a number of points around the Masterplan.
- 3.1.11 Where appropriate and possible, extensions to existing footways will be made to connect the site to the existing footway provision. The Masterplan through the provision of physical infrastructure therefore also achieves the second most important aspect of a successful TP.



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- 3.1.12 In line with level 3 of the pyramid, a TP Co-ordinator (TPC) will be appointed to implement and monitor the TP and to direct the Travel Plan funding to implement measures to encourage sustainable travel at the development. The TPC will coordinate and report on an annual travel survey over the lifetime of the TP. At this juncture, it can be seen that the Masterplan will achieve the three most important aspects of delivering a successful TP.
- 3.1.13 Level 4 of the pyramid looks at how measures such as parking management can influence travel choice. Car parking provision at the site will be provided in accordance with current parking standards. Secure cycle parking will also be provided throughout the Masterplan in the form of garages provided for individual dwellings. It has to be recognised (and indeed the LDP supplementary guidance of Travel Plans does recognise) that such measures have greater effect when applied to non-residential developments. Nevertheless, initiatives to promote sustainable travel will be promoted at this residential development.
- 3.1.14 The top layer of the pyramid relates to how the TP will be marketed and to how the measures within it will be promoted. In this respect, future residents of the development will be made aware of the aims of the TP and will be provided with a Travel Information Pack which will set out the travel choices and alternatives to car travel which are available. The Travel Information Pack will be updated and distributed yearly at the time of annual travel surveys.
- 3.1.15 This TP delivers on all five tiers of the Travel Plan pyramid. Moreover, it seeks to focus delivery on the lower more important areas, primarily provision of long-term physical infrastructure.



4.0 Aims, Objectives and Targets

4.1 Aims and Objectives

4.1.1 The headline aims of the TP are to reduce car trip rates, widen travel choice for residents, and to work towards reducing the impact of the development on the local road network. The TP will commence upon implementation of the first planning permission under the Masterplan and will run for five years.

4.1.2 In more detail, the key objectives of this TP are to:

- Reduce total travel by car – particularly single occupancy car trips.
- Improve travel options for residents.
- Reduce reliance on the private car, reduce single occupancy car journeys, and improve awareness and usage of alternative modes of transport.
- Promote walking, cycling and public transport as alternatives to the private car.
- Provide for leisure walking on site.
- Highlight the health and environmental benefits of using sustainable travel modes.
- Enable people to make more informed and therefore better travel choices.

4.1.3 Benefits that will be derived through the successful implementation of the TP both for future residents and the wider community include:

- Improved health and fitness through increased levels of walking and cycling.
- Increased flexibility offered through wider travel choices.
- The social aspects of sharing transport with others.
- Attracting leisure walking from the wider community.

4.2 Setting Targets

4.2.1 Targets are the measurable goals by which the progress of the TP will be assessed. Targets are essential for monitoring the progress and success of the TP, and should be 'SMART' – Specific, Measurable, Achievable, Realistic and Time-related.

4.2.2 The TP targets aim to achieve a realistic and feasible reduction in single occupancy car driver trips over the lifetime of the TP and beyond.

- 4.2.3 There are a number of ways to set targets for a reduction in vehicular trips. For the purpose of this TP, a combination of obtaining information about the Masterplan’s vehicular trip rate and setting a target reduction, together with obtaining information about the modal split of trips generated by the development and setting targets to particularly reduce single occupancy car trips will be used. The following sets out how these will be undertaken.
- 4.2.4 The Technical Note prepared by WYG in 2018 presented the trip rates set out in **Table 4.1**. The resulting volume of trips forecast to be generated by 300 dwellings (the previous higher volume) on the site during peak hours are set out in **Table 4.2**.

Table 4.1: Comparison of Trip Rates

Period	2018 TRICS		
	Residential		
	Arrivals	Departures	Total
0800-0900	0.196	0.377	0.573
1630-1730	0.37	0.267	0.637

Table 4.2: Trip Generation Comparison (300 Dwellings)

Period	2018 TRICS		
	Residential		
	Arrivals	Departures	Total
0800-0900	59	113	172
1630-1730	111	80	191

- 4.2.5 **Table 4.2** shows that the proposed residential element of the development at that time was forecast to generate 172 vehicle movements during the weekday AM peak and 191 vehicle movements during the weekday PM peak. The analysis presented to D&GC which assessed traffic impact was on that basis.
- 4.2.6 A target can be applied to the reduction in vehicle movements during peak hours. Based on a target reduction of 10% in vehicle trip rates and then expressed for 220 dwellings, **Table 4.3** sets out the target trip rates while **Table 4.4** sets out the resultant vehicle trip generation. The same principle can be applied to the daily trip rates.



Table 4.3: Comparison of Trip Rates

Period	2018 TRICS		
	Residential		
	Arrivals	Departures	Arrivals
0800-0900	0.176	0.339	0.516
1630-1730	0.333	0.240	0.573

Table 4.4: Trip Generation Comparison (220 Dwellings)

Period	2018 TRICS		
	Residential		
	Arrivals	Departures	Arrivals
0800-0900	39	75	114
1630-1730	73	53	126

- 4.2.7 Traffic counts at the development’s entrances/exits will be undertaken on occupation of the 50th dwelling (potentially via a week-long ATC survey) to determine the volume of traffic generated by the development during peak periods as well as on a day to day basis. From that information it will be possible to determine the development’s trip generation rate and a target can be set.
- 4.2.8 In conjunction with the above, a travel survey questionnaire will also be undertaken on occupation of the 50th dwelling to determine existing travel characteristics and the existing modal split of travel. Once this is known, targets can then be set to reduce single occupancy car trips and increase the number of journeys undertaken by sustainable transport modes. The TP survey questionnaire is attached in **Appendix B**.

4.3 Timescales

- 4.3.1 Once the 50th residential dwelling is occupied, a traffic count at the entrance/exits to the development will be undertaken together with a residents’ travel survey questionnaire. Together that data will enable the success of the physical TP measures to be gauged against the forecast conditions. The surveys will be repeated annually for the duration of the TP (i.e. five years after the implementation of the Travel Plan) which will enable an analysis of how well the TP is working, whether it is maintaining its effectiveness and whether certain measures need to be reinforced or reduced.



5.0 Existing Accessibility

- 5.1.1 The D&GC LDP recognises that Moffat '*contains a number of facilities including a primary and secondary school, hotels, parks, small supermarket, range of shops and other small businesses*'.
- 5.1.2 The 2009 DWBG report considered the existing opportunities for journeys to be made by sustainable modes of transport, i.e. on foot, by cycle, and by public transport. Since the 2009 report was published, the accessibility of the site remains unchanged. Further details of the accessibility of the site and sustainable transport options that can be used by future residents and employees of the site can be found in the 2009 DWBG report.
- 5.1.3 The site was allocated in the 2014 D&GC LDP and therefore the site was considered to be already accessible by sustainable forms of transport to an acceptable level by the Council.

6.0 Proposed TP Measures

6.1 Introduction

6.1.1 This TP contains the level of commitment set out below, which will be funded by Hartfell Homes and Loreburn Housing Association to a value of £500 per dwelling. In particular, the TP fund will be spent on the following:

- Provision of physical measures to encourage sustainable travel. i.e. the proposed footpath routes and the proposed combined pedestrian and cycle routes illustrated in **Appendix A**.
- Appointment of a TP Co-ordinator (TPC).
- Provision of Travel Information Packs.
- Annual Traffic counts and travel surveys.
- Contribution to sustainable transport initiatives/improvements as may arise from the annual surveys.

6.2 Site Design - Physical Measures

6.2.1 Along with the location of the development, the next main component of a successful TP is the site design and the provision of physical measures which encourage the use of sustainable transport.

6.2.2 As set out in **Section 2.1**, a masterplan has been developed for the site which will encourage sustainable travel by designing the internal site layout so that it offers a safe and low speed environment conducive to encouraging walking and cycling. Footways will be provided within the site and connections from the site to the external network will be provided.

6.2.3 The TP funding will be used to deliver a 'green corridor' within the site for pedestrians and cyclists, segregated from vehicular traffic and linking the site to the external network at a number of points around the development.

6.2.4 Secure cycle parking will be provided throughout the development.

6.2.5 Infrastructure for Electric vehicles (EV) can be provided in the form of charging points at dwellings.

6.3 TP Coordinator

- 6.3.1 A key element of the overall TP involves the appointment of a TP Coordinator (TPC) who will have overall ownership of the Plan's objectives and who will work with the developer, owners, occupiers, and other interested parties to ensure that these are delivered.
- 6.3.2 The TPC will initially be appointed by the applicant. However, it is expected that a resident, local resident group, or a representative from the Housing Association could fulfil the role in the future.
- 6.3.3 The TPC will act as the main contact for the proposed Masterplan and will be responsible for implementing the TP and TP measures, liaising with residents and the representatives from the Housing Association, and monitoring the effects of the TP's implementation. A full set of potential duties and responsibilities of the TPC is set out later in this section.
- 6.3.4 Whilst the proposed Masterplan will primarily be residential, there is also the Housing Association element proposed on the site. As a result, at this stage it is proposed that the management strategy for the site wide TP will be made up of the following representatives:
- An overall TP Co-ordinator who will have overall responsibility for co-ordinating the TP and managing the implementation and directing the expenditure of the travel plan fund.
 - A TP representative from the Housing Association who will be responsible for providing feedback to the overall TP co-ordinator on any travel issues and the impact of TP measures.
 - A D&GC Contact– a key stakeholder to whom the annual survey results and initiatives can be reported.
- 6.3.5 The overall TP Co-ordinator will liaise with the above representatives on a regular basis to discuss progress on the implementation of the TP, on required surveys, and to discuss the effect of the TP and the need or otherwise for possible improvements or further initiatives.
- 6.3.6 Potential occupiers of the site will be advised of the TP requirements, objectives, and benefits of the plan, including targets for reducing car usage.
- 6.3.7 The TPC will be appointed at the implementation of the TP and will act as a liaison point for any issues relating to the TP. This will include liaising with public transport operators where necessary.

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- 6.3.8 The first traffic count and travel survey will be undertaken once the 50th residential property is occupied.
- 6.3.9 In terms of the roles and responsibilities, the TPC will be expected to:
- Administer/manage the TP and provide a liaison point for implementing the plan with individual residential occupiers, the Housing Association TP representative, and D&GC.
 - Raise travel awareness amongst future residents and employees.
 - Direct the expenditure of the Travel Plan funding.
 - Provide a point of contact and travel information.
 - Provide receipted proof of Travel Plan Funding expenditure to D&GC
 - Coordinate the traffic count and travel surveys following occupation of the 50th dwelling and every year thereafter for the duration of the TP.
 - Promote and encourage the use of travel modes other than the car.
 - Ensure the availability of up to date travel information.
 - Ensure that all residents of the site receive a Travel Information Pack which will contain details of public transport services i.e. timetables and route information as well as advice on walking and cycle routes to the site. The Travel Information Pack will be updated every year.
 - Provide a point of contact with the various occupiers on the site, transport operators and the Travel Plan officer at D&GC.

6.4 Encourage and Promote Sustainable Travel

- 6.4.1 All residents and employees on the site will be made aware of the existence of the TP and its aims.
- 6.4.2 Lack of awareness of available travel options is a frequently given reason for not using sustainable travel modes. To promote sustainable travel, the TPC will prepare Travel Information Packs which will be issued to all residents. The Travel Information Packs will contain relevant information concerning local walking and cycling routes and up-to-date public transport information including timetables, fares and bus stop information.

6.5 Resident Travel Information Packs

- 6.5.1 Travel Information Packs will be prepared and issued to residents upon first occupation. The Travel Information Packs will include:



- Information about the TP and its benefits.
- Walking and cycling maps showing local walking and cycling routes in relationship to local facilities around and including Moffat town centre.
- Local public transport information. This will explain what buses can be taken to specific key destinations – shopping, education, employment etc. Information relating to any discounted travel season tickets etc will also be included.
- A summary of local services that support sustainable travel, such as the availability of delivery services and local taxi services etc.
- Information about sustainable travel websites such as Dumfries and Galloway GoSmart www.gosmartdumfries.co.uk, and www.travellinescotland.com.
- Details of Dumfries and Galloway's car sharing website www.dgtrips.com

6.5.2 Travel Information Packs will be made available as part of the handover / homeowner's pack to future residents. The packs will be updated with the latest information available every year at a similar time as the surveys are being undertaken.

6.6 Traffic Counts and Travel Survey

6.6.1 Traffic counts at the entrances/exits to the masterplan and a resident's travel survey questionnaire will be conducted once the 50th dwelling on the site has been occupied and will then be carried out every year for the duration of the TP as part of the monitoring and review process.

6.6.2 The traffic counts will be undertaken to determine vehicular trip rates generated by the development and the residents travel survey questionnaire will be undertaken in order to determine existing travel patterns and existing modal split.

6.6.3 The surveys will play a key role in the sustainability process as they will provide the data which will enable the success in achieving the TP targets to be gauged. The data will also provide a baseline from which to measure changes in travel as a result of the TP. By conducting the counts and questionnaire survey every year, this will give an indication of how travel behaviour is changing at the site and in turn will provide an important indication as to the success of the TP. The TP Survey Questionnaire is attached in **Appendix B**.



7.0 Plan Monitoring and Review

7.1 Preamble

- 7.1.1 A monitoring and review process will be designed to generate information by which the TP can be evaluated, revised, developed, and improved over the life of the TP.
- 7.1.2 Traffic counts will be undertaken to determine vehicular trip rates generated by the development and the residents travel survey questionnaire will be undertaken. The travel survey will be used to show how people, at the time of the survey, travel to and from the site, what potential there is for change (for example, the number of people who would like to walk, cycle or use public transport, but are unable to do so), what are the most significant deterrents to walking, cycling and using public transport, and what would encourage people to reduce single occupancy car use.
- 7.1.3 The surveys will be repeated annually through the life of the TP. On repeating the surveys, it will be possible to gauge whether the Travel Plan measures (such as physical measures and information / awareness packs) have been successful in achieving the target of reducing vehicular trip rates by 10%. It will also be possible to gauge what further targets might be achievable through further initiatives.

7.2 Monitoring

- 7.2.1 A strategy for monitoring and review is essential to evaluate the success of the TP. Monitoring and review will be the responsibility of the TPC. The monitoring and review will take place each year following the surveys. It is designed to generate information by which the TP can be evaluated, revised, developed and improved.
- 7.2.2 The principal objective of the TP is to reduce vehicular trip rates generated by the site and encourage the use of more sustainable forms of transport. This objective will be monitored using the results of the traffic count and travel survey questionnaire to provide updated vehicular trip rates and mode share information for comparison with the results of the 'baseline' survey.

7.3 Action Plan/Monitoring Schedule

7.3.1 In accordance with best practice guidance on the preparation of TPs, a target of a 10% reduction in vehicular trip rates as compared to the traffic forecast at the time of planning approval has been set, against which the efficiency of the plan can be measured. The preliminary action plan / monitoring schedule is set out in **Table 7.1**.

Table 7.1: Action Plan / Monitoring Schedule

Actions / Measures	Target Date for each Development Phase
Submit full TP to D&GC for approval	Masterplan Stage
Site design including footway/cycleways within the site where appropriate and provision of facilities that reduce the need to travel e.g. facilitate home working through remote server access at home, Electric Vehicle Charging Points, and provision of adequate cycle storage across the site.	Planning application stage and Design and Construction stage as appropriate
Delivery of pedestrian infrastructure and new bus stops where appropriate.	Design and Construction Stage
Appoint TP Coordinator (TPC) and inform D&GC	Prior to occupation
TPC to liaise with the public transport operators to identify public transport connections	Prior to occupation
Provide all residents and employees with Travel Information Packs	Issued upon each occupation
Undertake initial travel surveys	Following occupation of the 50 th dwelling in first Phase
Agree on preliminary resident modal split targets/reduction in single occupancy car trip rates with D&GC	As set in the TP
Continue survey and monitoring process	Annually for the duration of the TP
Transfer TP responsibilities to residents/employee group	TBC
Aims	Target Date
Reduce the need to travel	Throughout
Promote sustainable travel	Throughout
Promote healthy lifestyles	Throughout

7.4 Plan Review

7.4.1 The TPC will arrange for a review of the TP every year following consideration of the survey results. The review will assess the success of the plan and will identify measures which could potentially be included in the future.



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- 7.4.2 Undertaking annual traffic counts and the re-issue of the travel survey questionnaire will provide the opportunity to gather new information regarding the development's vehicular trip rate and residents' attitudes to travel. It will also show trends in the modal split, as compared to the previous survey year.
- 7.4.3 Each year following the surveys, a review report will be produced summarising the survey results and any changes, since the previous review and that will be shared with D&GC.

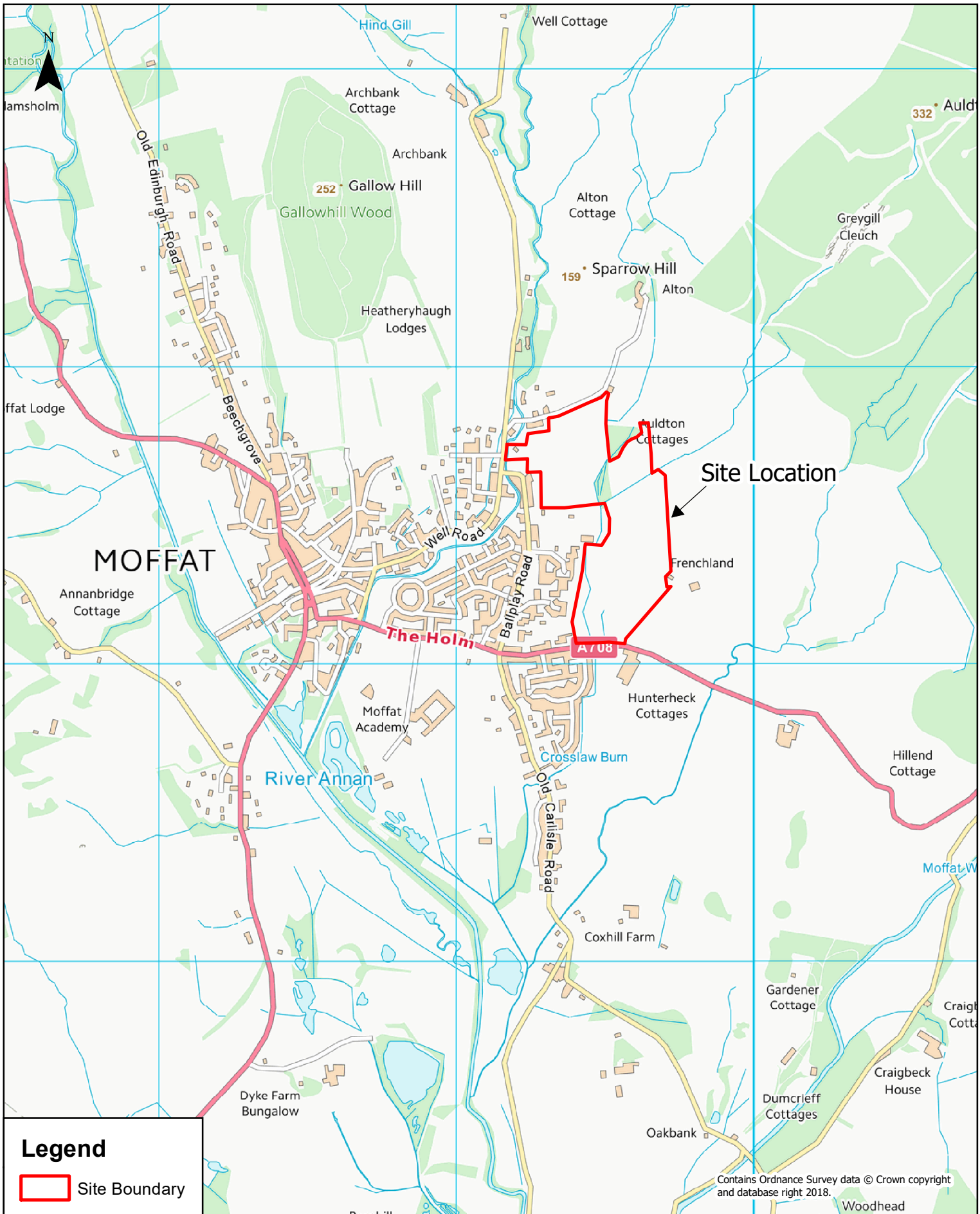


8.0 Summary and Conclusion

- 8.1.1 Hartfell Homes and Loreburn Housing Association are committed to providing a sustainably accessible development and are willing to provide funding of £500 per dwelling to fund the implementation of this Travel Plan, annual surveys, and physical measures to encourage sustainable travel and enhance sustainable transport infrastructure within the site.
- 8.1.2 As agreed with Dumfries and Galloway Council prior to the preparation of this Travel Plan, this document is presented as a detailed Travel Plan to be accepted as appropriate to support the Masterplan and the subsequent phased development of the site. It contains initiatives which focus on the provision of physical measures such as footways on the basis that such physical measures are long lasting and will deliver long term benefits.
- 8.1.3 As part of the Travel Plan, a Travel Plan Co-ordinator will be appointed for the whole Masterplan site who will have the overall responsibility of co-ordinating and managing the implementation of the Travel Plan. The Travel Plan shall be implemented following the implementation of the first phase planning permission and shall be undertaken for a period of five years.
- 8.1.4 Initiatives that the Travel Plan funding is intended to support include:
- Provision of footways and 'green routes' for pedestrians and cyclists within the site as identified in the site masterplan.
 - Electric vehicle charging points.
 - The appointment of a Travel Plan Coordinator.
 - Annual traffic and resident travel surveys (for up to five years).
 - Provision of Travel Information Packs (updated yearly for up to five years).
 - Possible extensions to existing footways and street lighting along the A708 and Well Road to connect the site to the existing footway provision.
 - Setting up of a Bicycle User Group.
 - Other measures as may arise from the travel surveys.



Plans



Land North of A708, Moffat

Plan 1: Site Location

Scale @ A4 NTS

Project No: A110548

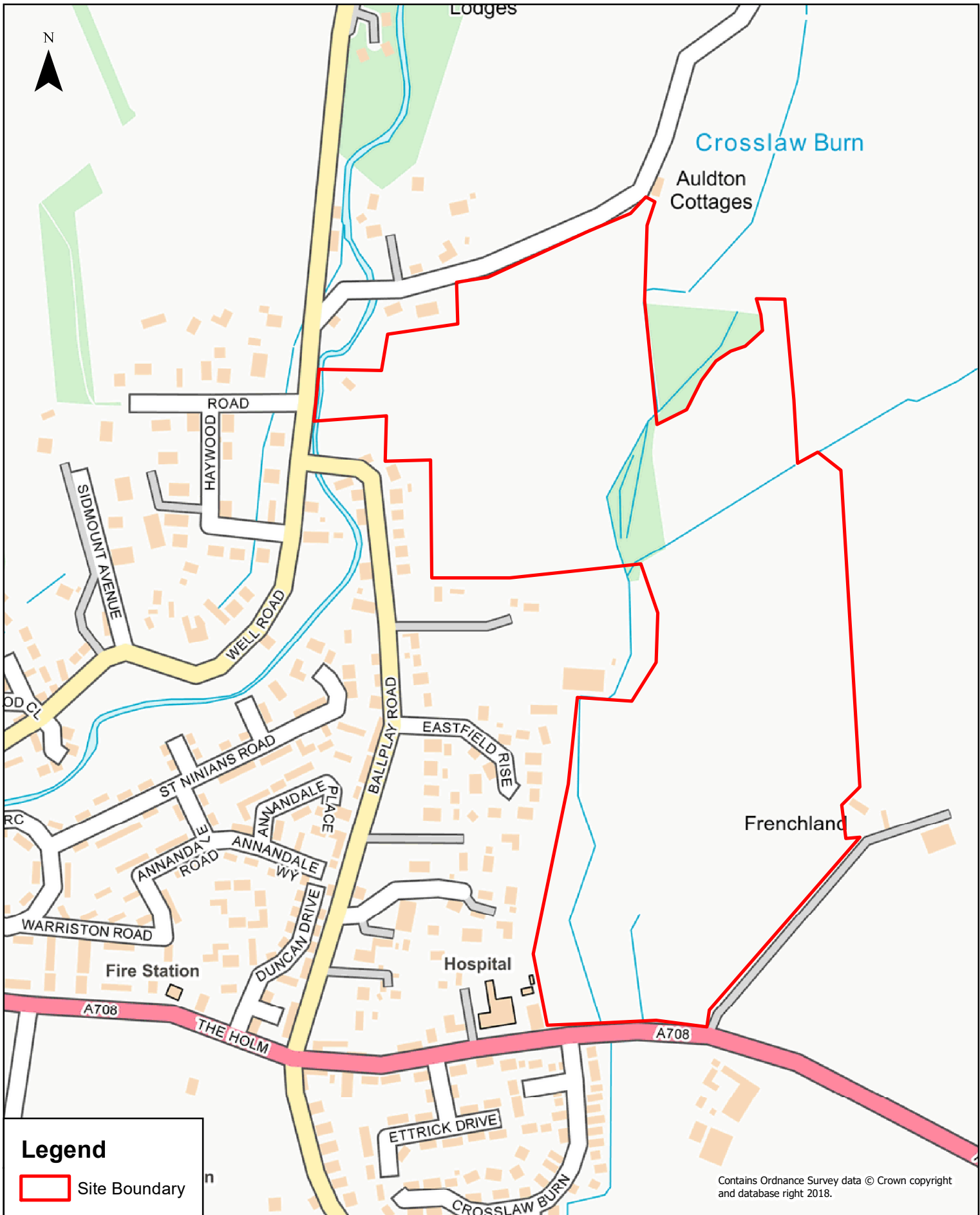
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Legend

 Site Boundary

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Land North of A708, Moffat

Plan 2: Local Highway Network

Scale @ A4 NTS

Project No: A110548

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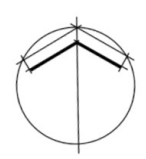


Appendices

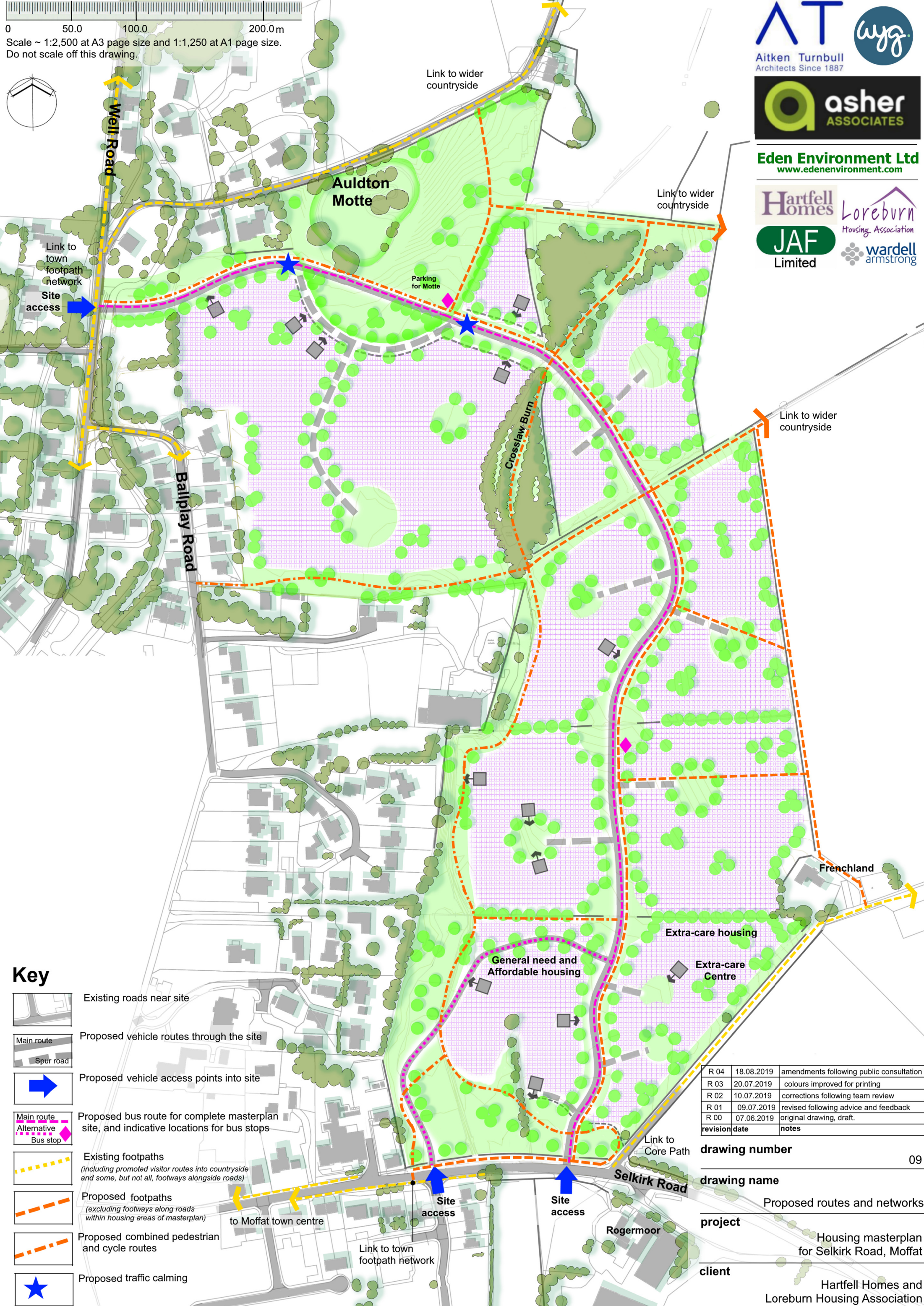


Appendix A: Proposed Routes and Networks Plan (Site Masterplan)


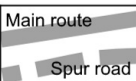
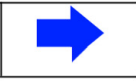
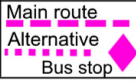

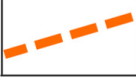


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 Do not scale off this drawing.



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Key

-  Existing roads near site
-  Proposed vehicle routes through the site
-  Proposed vehicle access points into site
-  Proposed bus route for complete masterplan site, and indicative locations for bus stops
-  Existing footpaths (including promoted visitor routes into countryside and some, but not all, footways alongside roads)
-  Proposed footpaths (excluding footways along roads within housing areas of masterplan)
-  Proposed combined pedestrian and cycle routes
-  Proposed traffic calming

R 04	18.08.2019	amendments following public consultation
R 03	20.07.2019	colours improved for printing
R 02	10.07.2019	corrections following team review
R 01	09.07.2019	revised following advice and feedback
R 00	07.06.2019	original drawing, draft.
revision	date	notes

drawing number 09
drawing name Proposed routes and networks
project Housing masterplan for Selkirk Road, Moffat
client Hartfell Homes and Loreburn Housing Association



Appendix B: TP Survey Questionnaire

Residential Travel Plan Questionnaire

12. What is your main reason for using the mode of transport you use most each week?

- | | | |
|---|--------------------------------------|---|
| <input type="checkbox"/> Dropping off/collecting passenger(s) | <input type="checkbox"/> Convenience | <input type="checkbox"/> Lack of alternative |
| <input type="checkbox"/> Health reasons | <input type="checkbox"/> Time Saving | <input type="checkbox"/> Other (please specify) |
| | <input type="checkbox"/> Cost | _____ |

13. Which of the following would encourage you to walk/cycle to key services more? (e.g. to the shops)

	Mode of transport					
	Walking			Cycling		
	Very Likely	Possibly	Not Likely	Very Likely	Possibly	Not Likely
Safer, better lit footways						
More attractive routes						
Improved paths in the local area						
Other (please specify)						

14. Which of the following would encourage you to use public transport more to key services?

	Very Likely	Possibly	Not Likely
Subsidised or discounted fares			
More direct routes			
Better waiting environment			
Improved links to/from train station			
More frequent bus service			
More timetable information			
Increased difficulty in parking at the destination			
Other (please specify)			

15. Which of the following would encourage you to car share more? (e.g. to get to work)

	Very Likely	Possibly	Not Likely
Help in finding car share partners with similar work patterns			
Reserved parking for car-sharers			
Free taxi home if let down by driver			
Reduced parking charges for car sharers			
Other (please specify)			

16. Would you be interested in joining a car sharing club?

- Yes No

17. Please make any other suggestions or comments regarding travel below:
