



Proposed Residential Development Racecourse Road, East Ayton

Framework Travel Plan

November 2017

PROPOSED RESIDENTIAL DEVELOPMENT
RACECOURSE ROAD
EAST AYTON
SCARBOROUGH

KCS DEVELOPMENTS

FRAMEWORK TRAVEL PLAN

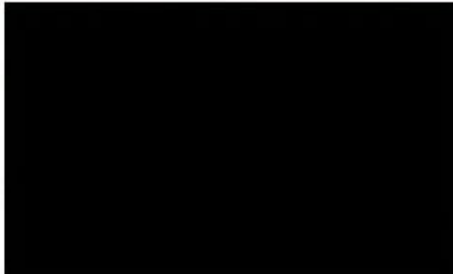
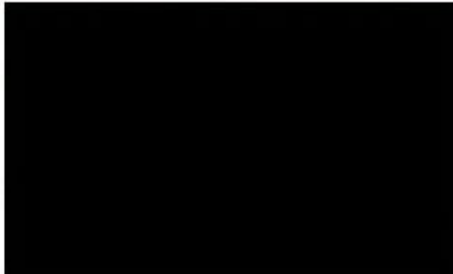
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APPENDICES

Appendix TP1

Site Location Plan

Appendix TP2

Proposed Site Layout Plan

Appendix TP3

TRACC Walking Catchment Plan

Appendix TP4

TRACC Cycling Catchment Plan

Appendix TP5

TRACC Public Transport Catchment Plans

Appendix TP6

Travel Plan Action Plan

1.0 INTRODUCTION

1.1 This Framework Travel Plan (FTP) forms part of a planning application by KCS Development Ltd for a proposed residential development on land to the north of Racecourse Road in East Ayton, Scarborough, North Yorkshire. A plan showing the site location relative to the surrounding highway network is attached at **Appendix TP1**.

1.2 A Travel Plan is described as a package of measures designed to manage access to a development in a way that reduces the impacts of vehicular transport on local roads and the environment, whilst promoting sustainable modes of travel to and from a development.

1.3 This FTP has been developed for the proposed development with the primary aim of reducing the number of single occupancy vehicle trips to and from the site. An effective Travel Plan will promote sustainable methods of transport to residents of, and visitors to, the proposed development.

Development Details

1.4 The development proposals for the site are for 96 residential dwellings with access to be taken by way of a priority junction from the north western side of Racecourse Road. The proposed new access will be 5.5 metres wide, with 2 metre wide footways to both sides. The proposed site layout plan is attached at **Appendix TP2**.

1.5 A Stage 1 Road Safety Audit has been undertaken on the proposed site access arrangements, which include the introduction of a traffic island to the south west of the proposed site access junction, the relocation of the existing gateway feature and associated rumble strips, a proposed break in the central hatch for vehicles turning in to the site and the widening of the existing footway between the site access and The Nurseries.

1.6 Car parking for the residential development will be provided in accordance with the NYCC minimum standards. The parking standards also require that each dwelling should have a secure facility to lock cycles.

1.7 In line with Policy DEC 2 of the Scarborough Borough Local Plan, each new residential property at the proposed development site will include an electric vehicle charging socket in line with the minimum requirement of a single phase 13

amp socket. This will be accessible from either the parking space or within the garage of each dwelling.

Policy Context

1.8 This Framework Travel Plan accords with the following transport planning policy documents – from both a national and local level:

- National Planning Policy Framework (March 2012)
- Department for Transport's Transport White Paper 2011: Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen
- Department for Transport's Good Practice Guidelines: Delivering Travel Plans through the Planning Process (2009)
- The Department for Transport Planning Practice Guidance - Travel plans, transport assessments and statements in decision-taking (March 2015)
- North Yorkshire County Council's (NYCC) Local Transport Plan 4 (2016)
- Scarborough Borough Local Plan (2011 – 2032)

2.0 ACCESSIBILITY

Pedestrian Accessibility

- 2.1 The Chartered Institution of Highways and Transportation publication [2000] 'Guidelines for Providing for Journeys on Foot' notes that walking accounts for over a quarter of all journeys and four-fifths of journeys less than one mile (1.6 kilometres).
- 2.2 Walking is also an essential part of public transport travel with bus stops and in some instances railway stations usually being accessed on foot. Promoting sustainable, integrated transport involves providing good pedestrian links to the public transport facilities, which are currently available to the development site.
- 2.3 The CIHT Guidelines also describe 'acceptable' walking distances for pedestrians without any mobility impairment. The recommended desirable, acceptable and preferred maximum walking distances for commuting/school and other journeys, such as retail/shopping, are shown in Table 2.1 below.

Table 2.1: Recommended Walking Distances

| | Trip Purpose | |
|-----------------------------|------------------|----------------------------------|
| | Commuting/School | Other Journeys (Retail/Shopping) |
| Desirable Maximum Distance | 500 metres | 400 metres |
| Acceptable Maximum Distance | 1,000 metres | 800 metres |
| Preferred Maximum Distance | 2,000 metres | 1,200 metres |

- 2.4 The walking accessibility plan attached at **Appendix TP3** has been prepared using the Visography TRACC software. It shows that the entire village of East Ayton and part of West Ayton is accessible from the site within a 2 kilometre walking distance, where there are a number of local facilities within the recommended walking distances.
- 2.5 Facilities in East Ayton within walking distance of the site include the Honey Farm Visitor Centre, Betton Business Park, a Primary School, a hair salon, a pharmacy, a petrol station with convenience store, a post office, restaurants, public houses, a food takeaway, a village hall, a library and a dental surgery.