

# Tra01

## Transport assessment and travel plan

### Objective:

“To reward awareness of existing local transport and identify improvements to make it more sustainable.”

### Actions:

- i. Complete a **site-specific transport assessment** and **draft travel plan** before the end of **RIBA Stage 2**
- ii. Complete a travel plan based on the site-specific transport assessment

### i. Transport assessment and draft travel plan

A site-specific transport assessment and a draft travel plan must be completed before the end of **RIBA Stage 2**, which can demonstrably be used to influence the site layout and built form.

#### The site-specific transport assessment shall cover as a minimum:

- Travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities (if relevant)
- Predicted travel patterns and transport impact of future building or site users
- Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors
- Reporting of the number and type of existing accessible amenities, within **500m** of the site. These can be:
  - o appropriate food outlet
  - o access to cash
  - o access to an outdoor open space (public or private, suitably sized and accessible to building users)
  - o access to a recreation or leisure facility for fitness or sports
  - o publicly available postal facility
  - o community facility
  - o over the counter services associated with a pharmacy
  - o public sector GP surgery or general medical centre
  - o childcare facility or school
- Disabled access accounting for varying levels and types of disability, including visual impairment.
- Calculation of the existing public transport Accessibility Index (AI)
- Current facilities for cyclists

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Note: This document is intended as guidance only. Consult your BREEAM AP or Assessor to ensure compliance is achieved.

## Does the project need a transport assessment or statement?

**All projects** must provide a travel plan, however, for smaller sites where the proposed development is unlikely to have a significant impact on local transport networks or related environmental impacts, can provide a transport **statement** instead of a transport **assessment**. A transport statement must cover the same minimum content as above but can be completed by a member of the design team.

A transport statement can demonstrate compliance with BREEAM if relatively low numbers of trips or traffic flows, with minor transport impacts, are expected from the proposed development.

The study area for a transport assessment should be determined in discussions between the developer and appropriate authorities.

## ii. Travel plan

A site-specific **travel plan** must be developed, based on the transport assessment/statement, which provides a long-term management strategy and encourages more sustainable travel. The travel plan must include measures to increase or improve more sustainable modes of transport and movement of people and goods during the building's operation.

### As a minimum, the following measures shall be considered when developing the travel plan:

- Negotiation with local bus, train or tram companies an increase in the local service provision for the development
- Provision of a public transport information system in a publicly accessible area
- Provision of electric recharging stations
- Provision of parking priority spaces for car sharers
- Consultation with the local authority on the state of the local cycling network and on improvements
- Provision of dedicated and convenient cycle storage
- Provision of cyclists' facilities
- Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas
- Restrictions or charging for car parking
- Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes
- Provision of suitable taxi drop-off or waiting areas
- Ensure rural buildings have appropriate access to transport to serve the local community adequately (where procured to do so, e.g. community centre).

**If the occupier is known, they should be involved in the development of the travel plan.**

It must be demonstrated that the travel plan will be **implemented and supported** by the building's management in operation.

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