## Journey Time Assessment Template

1. **Development Details (See Guidance Note no.1, Appendix 2, Inner Moray Firth Proposed Local Development Plan 2)**

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| --- |
| **Brief description (including existing site use)** |
|  |
| **Size (e.g. GFA, no of units)** |  |
| **Opening Year** |  |

1. **Committed Developments and/or Programmed Infrastructure Improvements (See Guidance Note no.2)**

Please identify nearby major developments that have planning consent or programmed road infrastructure schemes.

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1. **Trip Generation (See Guidance Note no.3)**

Please provide an estimate of journeys to and from the development site during relevant traffic periods, for example Peak and off-peak, as illustrated in the example table below:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Travel mode** | **Weekday peak hour(s)**  | **Weekday off peak**  | **Weekend peak hour(s)** | **Weekend peak** |
| **AM** | **PM** |  | **Sat PM** | **Sun PM** |  |
| Walk |  |  |  |  |  |  |
| Cycle |  |  |  |  |  |  |
| Bus |  |  |  |  |  |  |
| Train |  |  |  |  |  |  |
| Taxi |  |  |  |  |  |  |
| Car (driver only) |  |  |  |  |  |  |
| Car (with passenger) |  |  |  |  |  |  |
| LGV |  |  |  |  |  |  |
| HGV |  |  |  |  |  |  |

1. **User Profile (See Guidance Note no.4)**

Please describe intended users of the development i.e., customers, staff, residents, tourists etc and likely trip origins/destinations:

|  |  |
| --- | --- |
| **Users** | **Origin/Destination** |
| Customers |  |
| Staff |  |
| Residents |  |

1. **Representative Journey Times (See Guidance Note 5)**

Show the representative journey times for trip origin/destinations (methodology to derive these should be agreed with the Council’s Transport Planning Team in advance of the assessment).

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| --- | --- |
| **Trip Origin/ Destination** | **Representative journey time** |
| **Car** | **Public Transport** | **Walk** | **Cycle** |
|  |  |  |  |  |
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1. **High-level Assessment**

Please provide an assessment of the journey times for each mode and what potential currently exists for non-car modes. Qualitative information should be identified here, such as quality, safety, attractiveness of active travel routes, costs for any fares associated with public transport journeys etc.

|  |  |
| --- | --- |
| **Journey Mode** | **Assessment** |
| Car |  |
| Public Transport |  |
| Walk |  |
| Cycle |  |

1. **Travel Time Ratio**

The ratio of car to non-car travel time should be provided for each mode and destination/ origin in the table below.

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| --- | --- |
| **Trip Origin/ Destination** | **Travel Time Ratio** |
| **Public Transport** | **Walk** | **Cycle** |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |

1. **Public Transport Coverage and Competitiveness**

The frequency score for each Trip Origin/Destination should be calculated and reported in the table below:

|  |  |
| --- | --- |
| **Trip Origin/ Destination** | **Frequency score** |
|  |  |
|  |  |
|  |  |
|  |  |

The travel time ratio score for each Trip Origin/Destination should be calculated and reported in the table below:

|  |  |
| --- | --- |
| **Trip Origin/ Destination** | **Travel time ratio score** |
|  |  |
|  |  |
|  |  |
|  |  |

1. **Active Travel competitiveness and quality**

|  |  |  |
| --- | --- | --- |
| **Trip Origin/ Destination** | **Walking competitiveness** | **Cycling competitiveness** |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |

1. **Infrastructure Requirements**

For each origin/destination, show the outcome of the assessment for each sustainable mode, the cells should be coloured based on Figure 2 (Note: table filled in for illustration only).

|  |  |
| --- | --- |
| **Trip Origin** | **Sustainable Mode** |
| **Public Transport** | **Walk** | **Cycle** |
| Example A | Mainly Competitive | Not competitive | Potentially Competitive |
| Example B | Mainly Competitive | Potentially competitive | Mainly Competitive |
| Example C | Basic Coverage | Basic | Mainly Competitive |
| Example D | Good Coverage | Mainly Competitive | Mainly Competitive |

Provide a photographic summary of the deficiencies in the quality of existing infrastructure for non-car modes. See guidance note 8 for further information.

|  |  |  |
| --- | --- | --- |
| **Location** |  **Photograph**  | **Improvements/Mitigation Required** |
|  |  |  |
|  |  |  |
|  |  |  |