



## Ben Fairgrieve, Principal

### mode transport planning

#### Professional Qualifications

BA (Hons) Geography

University of Wales: Swansea

#### Summary

Ben is a traffic and transportation planner with eight years' experience working with both private and public sector clients. Ben has substantial development planning experience including production of Transport Assessments, Travel Plans, junction and highway layout design and capacity analysis, traffic forecasting, data collection and analysis and sustainable transport assessment.

#### Key Skills/Achievements

- Preparation of Transport Assessments, Transport Statements, Travel Plans, Environmental Impact Assessment, Development Briefs and Plans.
- Project management of various schemes and management of team in preparation of technical submission documentation.
- Involvement in research work on the DfT's Manual for Streets and for internal technical board topics.
- Experience of both detailed and strategic level cycle infrastructure assessment and strategic level cycle network planning.
- Sustainable transport assessment including multimodal trip generation, public transport strategy, modal shift targets and measures and assessment of impacts by all modes of transport.
- Commissioning and interpretation of traffic count data for determination of peak periods, traffic composition, traffic distribution and percentage impact to inform transport assessment and noise and air quality assessment.
- First principles traffic generation and distribution techniques for large scale developments.
- Experience of analysis of strategic modelling inputs and outputs from the S-PARAMICS, VISSIM and VISUM programs.
- Use of ARCADY, PICADY, LINSIG and TRANSYT to inform the design process and capacity analysis for roundabouts, priority junctions and traffic signal controlled junctions.
- First principles analysis of construction traffic volumes, distributions and impacts.
- Use of GIS and AutoCAD software to manipulate and analyse data.
- Preparation of preliminary junction designs, using AutoCAD, and supporting documentation for Stage 1 Road Safety Audit reports and subsequent Designers Response.
- Use of Auto Track to assess development proposals in relation to the swept paths of the types of vehicles expected to use them.

## SECTOR EXPERIENCE

### *Gateway, Rugby*

Gateway is a large, mixed use development comprising residential, employment, education and ancillary land uses on the northern outskirts of Rugby, Warwickshire. This project involved preparation of a Transport Assessment, Travel Plan and Sustainable Transport Strategy. The traffic forecast to be generated by the development proposals was calculated and distributed using a first principles methodology and was used to inform S-PARAMICS modelling being undertaken by the local authority. In conjunction with this a full capacity analysis of the nearby highway network was carried out using ARCADY, LINSIG and TRANSYT to inform the client team of the likely impacts of the development proposals. This site has now received planning consent and construction has commenced on the first phases of development. **Clients:** Bloor Homes, CALA Homes and Renew Holdings PLC

### *Grove Farm, Newport*

Project managed the production of a Transport Assessment and Travel Plan for a residential scheme of circa 320 dwellings in Newport, Shropshire. This involved consideration of future growth forecasts in the area based upon a first principles traffic distribution methodology based upon the Telford and Wrekin Core Strategy. This site now benefits from outline planning consent. **Client:** Henry Davidson Developments Limited.

### *Newark Future*

This proposed development comprises some 3,150 residential dwellings as well as associated community hub facilities and a large mixed use employment sector. Ben was responsible for the production of a Transport Assessment and transportation chapter of the Environmental Impact Assessment in conjunction with inputs towards a Public Transport Strategy and Travel Plan.

This project involved extensive consultation with the Highways Agency culminating in the removal of two holding objections prior to the site going to planning committee. Extensive consultation was also undertaken with the local highway and planning authorities both pre and post-submission of the outline planning application.

This project involved extensive analysis of VISUM model inputs and outputs in conjunction with PICADY, ARCADY and LINSIG assessments of specific junction locations in order to ascertain the forecast impacts of the development proposals. This site has now received outline planning consent. **Client:** Catesby Property Group

### *Keresley Eco-suburb*

The Keresley Sustainable Urban Extension comprises land which could be allocated for residential development, alongside associated commercial and community facilities, as part of Coventry City Councils emerging Local Development Framework (LDF). Prepared a Sustainable Transport Strategy for the site to support its progress through the core strategy pre-submission consultation period and the West Midlands Regional Spatial Strategy Phase 2 revision Examination in Public. This strategy involved assessment of existing walking, cycling and public transport facilities and identifying where improvements would provide tangible benefits to users and also how to link these routes with the development proposals. New public transport services linking the

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development proposals with movement attractors in the Coventry area were explored. A review of census data was undertaken to inform on existing movement patterns and modal splits.

A Travel Plan Framework was prepared identifying hard and soft measures to promote sustainable travel and consideration of designing for sustainable travel at an early stage was also undertaken. **Clients:** Queens College Oxford, CALA (Midlands) Homes Limited and Bluemark Developments Limited

### *The Frythe, Welwyn*

Ben was responsible for the preparation of a Transport Assessment and Travel Plan for this site in Hertfordshire. The development comprises some 200 dwellings on a brownfield site formerly occupied by a pharmaceutical research facility. Ben also prepared the transportation chapter for the Environmental Impact Assessment as well as traffic inputs to feed into noise and air quality assessments.

This project involved extensive negotiations with the Highways Agency and the local highway authority in order to agree assessment parameters, the bespoke sustainable transport package to be provided and S106 advice relating to Travel Plan measures and their future implementation.

This scheme now benefits from outline planning consent and enabling works have now commenced on site. **Client:** Lands Improvement Holdings

### *Gateford Park, Worksop*

Ben was responsible for the preparation of transportation position papers to support this site of circa 750 dwellings, a primary school and ancillary community uses through the core strategy site allocation process. This involved consideration of traffic impacts and junction capacity modelling using PICADY, ARCADY, LINSIG and TRANSYT. Mitigation solutions were explored in a number of junction locations and outline scheme designs for these were prepared for the consideration of the local highway authority. A review of Personal Injury Accident data and sustainable transport measures was also undertaken to consider the site in the round. **Client:** Lands Improvement Holdings

### *Ipswich Road, Colchester*

This site is a residential led mixed use development of circa 200 dwellings on a brownfield site in Colchester. Ben was responsible for the preparation of a Transport Statement and Travel Plan Framework for the site as well as the transportation chapter for the Environmental Impact Assessment and traffic inputs to feed into noise and air quality assessments.

This project involved extensive negotiations with the Highways Agency and the local highway authority in order to agree assessment parameters, the bespoke sustainable transport package to be provided and advice relating to Travel Plan measures and their future implementation. **Client:** Lands Improvement Holdings

### *Alexander Gardens, Malvern*

This site is an extra-care village of circa 100 dwellings situated in Malvern, Worcestershire. Ben was responsible for the preparation of a Travel Plan for staff and regular visitors to the site in order to discharge a planning condition. Ben also prepared indicative lifetime costs for the Travel Plan in order to inform the decision making process amongst the client team. **Client:** Festival Housing

## Commercial

### *Maidenhead Town Centre Regeneration*

Ben was responsible for the preparation of inputs to the Transport Assessment, Travel Plan Framework, Public Transport Strategy and Servicing Strategy for this mixed use development comprising of retail, employment and residential elements.

This project involved extensive consultation with the local highway authority both pre and post-submission of the outline planning application.

This project involved extensive analysis of VISSIM and VISUM model inputs and outputs in conjunction with PICADY, ARCADY and LINSIG assessments of specific junction locations in order to ascertain the forecast impacts of the development proposals.

**Client:** ING RED UK Ltd

### *Edgware Travelodge*

This is a 120 bedroom Travelodge scheme proposed to be situated above an existing shopping mall in Barnet. Ben was project manager for the preparation of a Transport Assessment and Travel Plan to support an outline planning application for the scheme.

**Client:** Bride Hall

### *The Green, Solihull*

A B1 Office development situated to the south of Solihull town centre. Carried out a cycle audit of routes between the proposed development site and residential areas, local railway stations and local amenities in order to identify areas where improvements to the existing cycling infrastructure could contribute towards attracting a greater modal share of cyclists commuting to and from the site. Responsible for drafting a series of travel plan measures and costs, specific to the site, to inform the Client team. This evolved into a full Travel Plan for the site. Also responsible for the manipulation and interpretation of traffic flow data and the modelling of site access and off-site junctions using ARCADY and PICADY. **Client:** BNP Paribas

### *Habitat, Chester*

Project managed the preparation of a Transport Statement and Travel Plan Statement for a change of use planning application from A1 to A3 land use for this site in the centre of Chester. This involved consideration of the net traffic impact of the development proposals as well parking, servicing and integrating the site with the wider pedestrian infrastructure network. **Client:** Bride Hall

### *Ladywood House*

Ben managed the preparation of a Transport Statement and Travel Plan for a change of use planning application from office to hotel land use. This involved consideration of the net impacts of the proposals on the highway network as well as access to the site by sustainable modes. **Client:** Network Rail

### *Biogas Plant, Warborough*

This is a farm diversification scheme located adjacent to a pre-existing pig-rearing unit on a farm in Warborough, Oxfordshire. Ben prepared a Transport Statement comprising a review of local planning policy, PIA data analysis, sustainable access, delivery vehicle flows and routing site access and servicing requirements to support the outline application for this site.

## Education

### *Halesowen College, Whittingham Campus, Halesowen*

Undertook peak hour parking surveys at key locations surrounding the campus in order to ascertain the extent of parking occurring outside of the college grounds. The surveys also aimed to ascertain what proportion of the parking on the roads surrounding the college could be attributed to the college as well as monitoring coach and bus movements. An Autotrack analysis was also carried out in order to investigate potential improvements to the current coach and bus parking facilities adjacent to the site. Cycle audits were also carried out to review the level of existing cycling infrastructure provision in the area surrounding the college. Routes were also assessed in terms of journey times, personal security, gradients, intimidation in relation to traffic conditions and legibility. **Client:** Halesowen College

## Healthcare

### *Ludlow Community Hospital*

Instructed by Shropshire Primary Care Trust to evaluate nine potential development sites in highways and transportation terms for provision of a new community hospital in Ludlow, Shropshire. This involved undertaking a qualitative analysis of each site in terms of ease of providing vehicle access, likely form of access, sustainable access and access to the strategic highway network. Advice was also provided on vehicle parking requirements for each site. Ben was responsible for the production of a Transport Assessment, Travel Plan and Parking Strategy for the outline planning application. These reports included first principles traffic generation and parking accumulation analysis and full staff travel survey analysis. The scheme has subsequently been granted planning permission. **Client:** Shropshire Primary Case Trust

## Public Sector

### *Northamptonshire Cycling Development Plans*

This project involved preparation of cycling development plans for each of the towns in Northamptonshire to provide a basis for consultation on the relevant area of Northamptonshire County Councils LTP3. This work involved review and amalgamation of all previous cycling studies in relation to growth forecasts to ensure that a cohesive cycle network was identified, culminating in a report and associated plans for each market town in Northamptonshire. Consultation on each development plan was also undertaken to ensure the views of the County Council, Borough Councils, Sustrans and the Cyclists Touring Club were taken into account.

### *Solihull Junction Assessments*

This scheme involved an ongoing review of junction capacity in the Solihull Borough, on behalf of Solihull Metropolitan Borough Council. This review was carried out at eight junctions, perceived by the local authority as being amongst the worst in the borough in terms of junction capacity and road user delay. These junctions were assessed using ARCADY, PICADY or LINSIG and where relevant preliminary mitigation schemes were proposed.

## *Solihull Pedestrian Crossing Assessments*

Following requests from local stakeholders, carried out a review of two locations where formalised pedestrian crossing facilities on behalf of Solihull Metropolitan Borough Council. For each site a site visit was undertaken, followed by a review of traffic count data, speed survey data, personal injury accident data and pedestrian survey data. A report detailing site observations, as well as data analysis results was prepared for each site and included recommendations on the requirement, form and location of any pedestrian crossing facilities which were deemed as being needed.

## *Northampton Junction Congestion Relief*

Working for Northamptonshire County Council undertaking an assessment of the highway network along Northampton's 'Riverside' corridor. This involved modelling junctions using LINSIG software and designing mitigation schemes to ensure the junctions operate effectively under all future traffic scenarios modelled.

## *Solihull Safer Routes to School Cycling Schemes*

Solihull Metropolitan Borough Council has carried out a feasibility study of cycling improvements at a number of schools within the borough in relation to the Safer Routes to School initiative. Ben provided a support role for the consultation process, including site visits to review the existing situation and identify potential improvements which could be implemented, a preliminary review of potential risks to the delivery of cycling schemes in these locations and the production of materials for use by Solihull Metropolitan Borough Council's Travel Plan officer in stakeholder consultation.

## *Kettering Town Centre*

Northamptonshire County Council and Kettering Borough Council have previously commissioned several studies which have considered highway options in an attempt to provide a south to north route through Kettering town centre and to provide for future forecast traffic growth in Kettering town centre. This study considers the NCC and KBC preferred option, and a number of variants, in further detail. Ben undertook preliminary junction assessment and design using LINSIG for a number of junctions to accommodate for future traffic flow scenarios.

## *Bridgeway, Stratford-upon-Avon*

The scope of works for this project was to provide highways and transportation input into a development brief for the Bridgeway area in Stratford-upon-Avon. This involved a review of the existing highway arrangement and traffic conditions, existing car parking (on/off street) facilities and pedestrian and cycle facilities to identify opportunities and constraints to inform a number of land-use options.

## *Leamington Spa Station Area, Leamington Spa*

The scope of works for this project was to provide highways and transportation input into a development brief for the Leamington Spa Station Area. This involved a review of existing access arrangements, existing traffic levels, walking and cycling facilities, public transport, local planning policy and historic planning applications in order to identify opportunities and constraints for any development proposals in highways and transportation terms. This involved consultation with both the team and the Local Authority (the Client) in order to establish a suitable development brief, incorporating the comments of local interested parties.

## **EMPLOYMENT HISTORY**

### **Mode Transport**

*February 2013 – Present – Principal Engineer*

Principal Engineer based in Birmingham responsible for the preparation of transportation documentation in support of planning applications as well as to discharge planning conditions for existing consents. Range of work includes, Project and Team Management, Transport Assessments, Travel Plans, Environmental Impact Assessment, Pre-planning and post planning advice, masterplanning and construction impact assessment.

### **WSP UK**

*March 2006 – January 2013 – Graduate Engineer rising to Senior Engineer*

Senior Engineer responsible for preparation of Transport Assessments, Travel Plans, junction and highway layout design and capacity analysis, traffic forecasting, data collection and analysis and sustainable transport assessment. Ben was also responsible for the project management of various schemes including management of the workload of junior staff on specific schemes.

### **GTBBJV/Carillion Transport**

*Dec 2003 – Dec 2005 – Technical Controller*

Worked within long and short term access planning teams on major rail project renewing overhead lines on the West Coast Route Modernisation. Was responsible for the production of safety briefing drawings and documentation, work plans, planning documentation, conflict documentation, business cases and general administration tasks. Also assisted planners with the planning process.