



# Residential Travel Plan

Anyards Road, Cobham

Iceni Projects Limited on behalf of Shanly  
Homes

October 2023

## Iceni Projects

Birmingham: The Colmore Building, 20 Colmore Circus Queensway, Birmingham B4 6AT

London: Da Vinci House, 44 Saffron Hill, London, EC1N 8FH

Edinburgh: 11 Alva Street, Edinburgh, EH2 4PH

Glasgow: 177 West George Street, Glasgow, G2 2LB

Manchester: This is the Space, 68 Quay Street, Manchester, M3 3EJ

t: 020 3640 8508 | w: [iceniprojects.com](https://www.iceniprojects.com) | e: [mail@iceniprojects.com](mailto:mail@iceniprojects.com)

linkedin: [linkedin.com/company/iceni-projects](https://www.linkedin.com/company/iceni-projects) | twitter: @iceniprojects

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ICENI PROJECTS LIMITED  
ON BEHALF OF SHANLY  
HOMES

**Residential Travel Plan**  
ANYARDS ROAD, COBHAM

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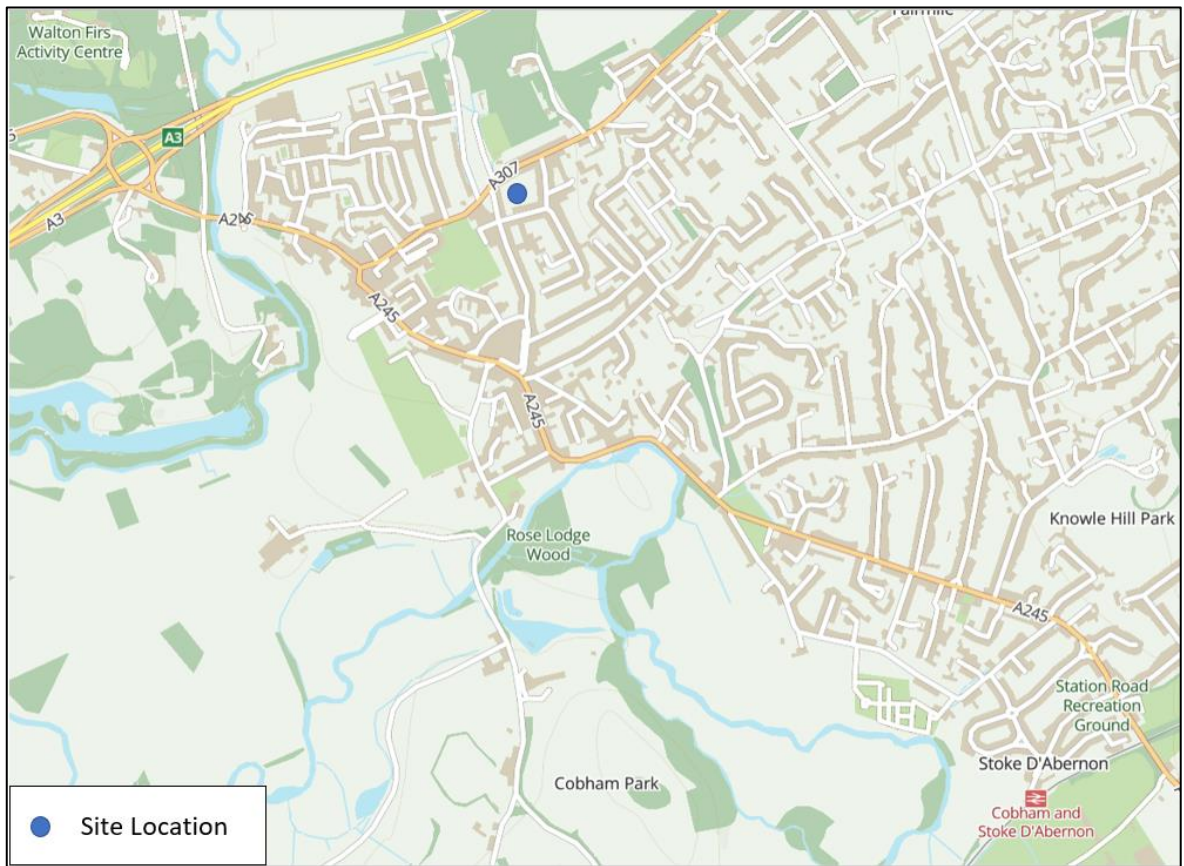
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# 1. INTRODUCTION

## Overview

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- 1.1 Icen Projects has been instructed by Shanly Homes ('the Applicant') to provide a Transport Statement (TS) for the proposed redevelopment of the Anyards Road site in Cobham, Surrey ('the Site'). This TS supports the outline planning application for a residential development on a brownfield site. The development will include both houses and apartments.
- 1.2 The Site falls within the jurisdiction of Elmbridge Borough Council (EBC) and is indicatively shown in **Figure 1.1**.



**Figure 1.1 – Indicative Site Location**

- 1.3 The planning application for Anyards Road seeks planning permission for the following description of development:

*Outline Application for the demolition of the existing buildings and the erection of 26 residential dwellings, with layout, scale, access, and appearance for consideration, leaving landscaping as a reserved matter at Anyards Road, Cobham*

## **What is a Travel Plan?**

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- 1.4 Every development has potential implications for local transport systems to a lesser or greater degree. The way that these implications are managed is fundamental to the scale of transport effects associated with the development.
- 1.5 RTPs provide a means of managing the transport generated by a development and implementing measures to reduce identified adverse effects of such transportation.
- 1.6 An RTP is essentially a series of initiatives that are introduced by an organisation to provide residents with an enhanced range of sustainable transport opportunities. The overriding objectives of RTPs are to reduce the level of single occupancy car use for all journeys and to maximise the use of other sustainable forms of travel such as walking, cycling, and public transport.

## **Benefits of a Travel Plan**

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- 1.7 The most easily identifiable benefits of an RTP are those that are directly related to reductions in vehicle use; namely proportionally less congestion, noise, air pollution and collisions.
- 1.8 There is, however, also a broader range of more intangible benefits that can accrue from the implementation of RTP initiatives. Depending on the characteristics of each development, such benefits can include:
- Healthier residents
  - Energy savings – through reduced fossil fuel use
  - Improved use of public transport – through RTP initiatives
  - An improved environment for pedestrians and cyclists
  - Cost savings – to residents as travel becomes more efficient
  - Improved quality of life – through time savings achieved as a result of less congestion and reduced stress

## **Why do we have a Travel Plan?**

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- 1.9 While there are a wide range of benefits that can result from the operation of a RTP, their implementation is increasingly being required within the planning system as a condition, or requirement, associated with development.
- 1.10 At a national level, the National Planning Policy Framework (NPPF) 2021 places an emphasis on the need for all developments to encourage the use of sustainable transport, stating that:

### **National Planning Policy Framework (NPPF)**

*“Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to*

- accommodate the efficient delivery of goods and supplies;*
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- consider the needs of people with disabilities by all modes of transport*

*A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.”*

### **Development Proposals**

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- 1.11 A full description of the proposed development scheme is contained within the planning application submission documents. The bullet points below provide a description of the residential development proposals relevant to transport:
- 26 residential units made up of 8 x 3 bed houses, 3 x 2 bed apartments and 15 x 1 bed apartments.
  - Two access points are to be provided into the site.
  - A walking and cycling route to be provided through the site.
  - 39 car parking spaces made up of 1 space per unit for apartments and 2 spaces per unit for houses with 4 visitor bays. The car parking space for 53 Copse Road is also moved to the front of the unit.
  - Cycle parking within individual garages and apartment block cycle stores
  - Refuse storage within accessible locations with sufficient space for refuse vehicles to collect and exit in forward gear
- 1.12 Overall, suitable and safe means of vehicular and pedestrian access to the site can be provided from each of the two access points which would not be detrimental to highway safety or capacity and can be accommodated using site land and publicly maintainable highway.

## 2. AIMS AND OBJECTIVES

2.1 The aim of the RTP for the site is to help to reduce the number of single-occupancy car trips and is intended to achieve the objectives, listed below:

- Foster a partnership approach with and between residents as appropriate to influence travel behaviour;
- Generate fewer single-occupancy car trips than would otherwise be the case by encouraging a modal shift in travel to the site;
- Encourage safe and viable alternatives for accessing the site for all site users;
- To reduce the environmental impact associated with development traffic by raising travel awareness amongst residents encouraging the use of alternative modes to private cars;
- Encourage the uptake of electric vehicles by providing charge points based on government guidance and the move towards Net Zero through the phasing out of combustion engines; and
- Reduction in overall vehicle mileage.

2.2 Given the difficulty in influencing visitors travel habits, the RTP is primarily aimed at influencing resident travel, however, many of the measures will also benefit other users of the site.

### Surveys

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2.3 As part of the RTP proposal the occupier(s) will undertake surveys which would assess the travel and transport issues and influences of the occupier(s). The Travel Plan co-ordinator(s) (TPC) will sign up to aid in the evaluation and monitoring of the RTP.

2.4 Multi modal count surveys are to be undertaken within the 6 months of occupation, with targets and measure to be determined and agreed with SCC. Occupation assumes 90% of houses occupied.

2.5 Resident Questionnaire Surveys are also to be undertaken within the first 2 months of occupation. The results of these questionnaire surveys will also assist with determining targets and measures.

2.6 The surveys, monitoring and review would be undertaken so as to achieve the joint aims of promoting sustainable transport and education as regards to reducing reliance on private car use.

2.7 One of the main objectives of the RTP is to provide encouragement, information and initiatives to the residents to use public transport and other more sustainable methods of transport instead of placing sole reliance on privately owned motor vehicles or undertaking single purpose trips.

2.8 Where applicable, targets can be included in a RTP to help achieve the objectives and there are two main types that are applicable to RTPs. The most easily demonstrated are the commitments to deliver the package of measures set out in the plan. Such measures are detailed within Section 4. The second form of target is aspirational and related to proportional changes in the travel modes used to get to the Site, although the exact existing travel modes are not known at this time.

### 3. SUSTAINABLE TRAVEL MODES

#### Site Location

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- 3.1 The site is located to the rear of properties on Anyards Road and Copse Road in the northern part of Cobham. A plan showing the site location was included in Figure 1-1.

#### The Existing Site

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- 3.2 The existing site is made up of hardstanding and a number of disused garages. At present the garages are fenced off and none are in use. Access is available from both Anyards Road and Copse Road.
- 3.3 A series of photos showing access points into the Site are shown below.

Figure 3.1 – Site Access Photos (Photo 1 – Anyards Road, Photo 2 – Copse Road)



#### Walking and Cycling

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##### Walking

- 3.4 The two existing access points to the Site also act as pedestrian access points. These are accessible using the footways available on both sides of Anyards Road and Copse Road. All roads in the area have footways of an appropriate width.
- 3.5 The key walking routes to and from the Site are likely to be towards Cobham Village Centre, the Sainsburys superstore and the train station. Cobham Village Centre is approximately a 7-minute walk from the Site and is all along Anyards Road.



- 3.6 The onward route to the train station (approximately 34 minute walk from the Site), following on from Anyards Road uses the footways through the Village Centre before using a narrow footway alongside Mill Road. Safe walking is only possible on one side of the road here before the footway remerges to provide adequate width on both sides along the A245. Once the route then turns onto Tilt Road there are then footways on at least one side of the carriageway all the way through to the station, with Tilt Road and Bray Road predominantly being low trafficked with slow speeds.
- 3.7 The route towards Sainsbury's uses a crossing on the A307 Portsmouth Road to the west of the Site. Coveham Crescent, Wyndham Avenue and Molesworth Road then all have footways that lead into the Sainsbury's Car Park.

### Cycling

- 3.8 There is limited physical cycle infrastructure surrounding the site, however all roads are suitable for cyclists.
- 3.9 At Cobham and Stoke D'Abernon station there is a bike storage unit with space for 88 spaces indicating that residents will be able to easily cycle to and from the station if required.

### Local Amenities

- 3.10 Table 3.1 sets out details of approximate distances between the Site and local amenities and public transport facilities, for both future visitors and staff at the development. This illustrates that there are a number of facilities within walking and cycle distance of the Site.
- 3.11 Whilst there isn't a need for local amenities to the extent of a residential development it still indicates a high level of accessibility and that there are numerous supplementary uses nearby for employees to make use of before or after work or during breaks without needing to drive to them.

**Table 3.1 - Local Amenities and Public Transport Facilities**

Local Amenity / Public Transport Facility	Distance	Walking Time	Cycling Time
<b>Public Transport Facility</b>			
Portsmouth Road Bus Stops	160m	2 minutes	1 minute
Cobham and Stoke D'Abernon Station	2.7km	34 minutes	9 minutes
<b>Local Amenity</b>			
Cobham Free School Juniors	230m	3 minutes	1 minutes
Cobham Day Surgery	400m	5 minutes	3 minutes
Village Centre	500m	6 minutes	2 minutes

Village Hall	500m	6 minutes	1 minute
Waitrose	600m	7 minutes	2 minutes
St Andrew's Primary School	750m	10 minutes	4 minutes
Sainsburys	950m	12 minutes	4 minutes
Cobham Free School (Secondary)	1.3km	16 minutes	6 mins
<b>Open Space</b>			
Anyards Road Recreation Ground	500m	6 minutes	1 minutes

## Public Transport Accessibility

### Rail Services

- 3.12 The closest station to the Site is Cobham and Stoke D'Abernon Station, which is approximately 2.7km walk from the Site (24 minutes) or approximately 9 minutes by cycle, or 15 minutes by bus allowing for the walk to and from the bus stop at either end of the journey. Walking routes to the stations includes roads with footways and pedestrian crossings.
- 3.13 The Station is served by South Western Railway. Services from this station operate between Guildford and London Waterloo. These trains also call at stations such as Surbiton, Wimbledon (Thameslink, South Western Railway, District Line and Tram Services), Clapham Junction (London Overground, South Western Railway and Southern services) and Vauxhall (Victoria Line). In the other direction the train also calls at a number of smaller towns and villages in Surrey before reaching Guildford. In the AM peak hour there are two trains per hour that call at Cobham and Stoke D'Abernon in each direction.
- 3.14 **Table 3.2** shows the journey times towards each of the rail destinations outlined above.

**Table 3.2 - Rail Journey Times**

Destination	AM Peak Hour Journey Time	Destination	AM Peak Hour Journey Time
Rail			
Surbiton	17 minutes	Clapham Junction	34 minutes
Guildford	26 minutes	Vauxhall	39 minutes
Wimbledon	26 minutes	London Waterloo	46 minutes

## Buses

- 3.15 There are a number of bus services that serve stops within close proximity of the Site on Portsmouth Road and within the Town Centre. A summary of the bus services available from the stops close to the Site, are provided in **Table 3.3**.

**Table 3.3 - Local Bus Services**

Bus Stop	Service	From	To	Frequency
Portsmouth Road – Free School Opp and Adj.	C3	Cobham	Stoke D’Abernon	5 per day
	862	Oxshott	Ashstead	1 per day (school days only)
	715	Kingston	Guildford	1 per hour

- 3.16 Table 3.3 highlights the number of buses available in close proximity to the Site. There are also other bus services available from within the Town Centre.

## Highway Network

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- 3.17 The Site is located to the rear of properties on Anyards Road and Copse Road, there are two vehicle access points into the Site with one access point on each of these roads. Copse Road is a residential road that leads further into the residential area before linking back onto the Portsmouth Road. Anyards Road is also a residential road but one that links with Cobham Town Centre as well as providing a gateway into the town from the A307 Portsmouth Road. Both Anyards Road and Copse Road are used as an entrance point into Cobham with Copse Road providing a popular exit route out onto the Portsmouth Road.
- 3.18 The High Street to the south of Anyards Road then provides the main retail area of the town but also links southwards out of the town towards the station, Stoke D’Abernon and Leatherhead. The A307 Portsmouth Road then links north east towards Esher and north west towards the A3. From the A3 there is then good access towards the M25, into central London and towards Guildford.
- 3.19 Both access junctions are priority junctions that are between residential units. The access points currently serve garages that are no longer in use but have previously catered for vehicles coming in and out.

## Summary

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- 3.20 In summary, the site is located close to numerous local facilities and public transport infrastructure with good access to active and sustainable travel networks. The town centre being within 20 minutes walking distance indicates this site is well located in the Cobham neighbourhood.

## 4. TRAVEL PLAN MANAGEMENT

### Overview

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- 4.1 In order to ensure that the RTP is as successful as possible it is essential that it is managed in such a way that all parties are aware of the aims and objectives and also the options available to them in terms of travelling to the site using sustainable modes of transport. It is essential that there is a point of contact for the residents and the local authority and also a driving force behind the implementation of the measures contained within the plan. To help achieve this, a TPC will be appointed, and it is anticipated that this will be facilitated in the main by an individual within a site management company (to be appointed), who will fund the role of the TPC. Initially, this role may be taken by the developer's on-site sales team. Once the individual's details are known they will be provided to SCC.

### The Travel Plan Co-ordinator and Associated Support

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- 4.2 The TPC will work in conjunction with the LPA, the local community and other interested parties for the continuing progression of the RTP. The TPC will be appointed prior to first occupation of the development.
- 4.3 The role of the TPC will be as follows:
- To promote and encourage the use of travel modes other than the car;
  - To provide a point of contact and travel information for residents and other stakeholders, such as Elmbridge Borough Council and SCC;
  - To liaise with TPCs at local schools and businesses;
  - To ensure that all relevant information is provided to residents and that up-to-date information is available; and
  - To arrange for the travel surveys to be undertaken when necessary.

### Softer Travel Plan Initiatives

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- 4.4 The Travel Plan will operate as an organic document, which means it is a living document that can be amended over future years to tailor to future residents' travel to and from the site. The developer and TPC will aim to ensure that the RTP responds to both internal and external influences as well as possible in terms of promoting and delivering sustainable travel and transport use to and from the development.
- 4.5 To ensure that the opportunities for modal shift can be realised there are a number of measures that can be undertaken or encouraged by the development proposal. Broadly these measures can be categorised as follows:

- Direct measures to reduce car usage;
- Measures to promote alternative travel modes; and
- Monitoring and management.

4.6 As part of the proposed development there are a series of measures which will be introduced that will ensure the site is accessible to all main modes of road transport and pedestrians. In particular, those who travel by modes other than the private car will be encouraged. These measures are detailed below.

### **Travel Surveys**

4.7 As stated in Chapter 2, questionnaire surveys of the residents' travel patterns will be undertaken as part of the review process. These will be of a more basic nature, seeking to determine any change in the modal split and uptake of RTP initiatives.

### **Monitoring and Review Mechanisms**

4.8 In order to ascertain whether the objectives and targets set out within this RTP have been met, annual monitoring will be conducted at the following times:

- Baseline at 90% occupation;
- Year 1;
- End of Year 3; and
- End of Year 5.

4.9 The monitoring will be based on the surveys undertaken which will form the basis of the monitoring reports shared with SCC as required. The TPC will form a contact point for communication with the local authority who will be involved in the monitoring process.

### **Sustaining Interest**

4.10 It is important to sustain interest and commitment to this RTP to ensure its success. The TPC should be proactive in ensuring information is available and up-to-date and ensure that residents are aware of this RTP and the travel options available to them.

4.11 With regard to residents, it is difficult for the developer to sustain interest, however, the initiation of resident walking and cycling user groups will assist in sustaining interest in active travel, with members taking an active role in promoting and encouraging active travel.

### **Marketing and Communication**

4.12 In addition to the initiatives already outlined within the RTP, there will be an ongoing marketing and communication of information following on from the launch.

- 4.13 All residents will be provided with a digital residential travel pack outlining walking, cycling and public transport routes surrounding the site, local car clubs and car sharing services and relevant contact details for public transport operators and local walking and cycling groups.

### **On-going Marketing**

- 4.14 The RTP will be launched on the opening of the site and will be continually marketed through the provision and updating of travel information and leaflets. The information contained within the digital travel packs will be periodically reviewed and updated and reissued as appropriate.

### **Hard Measures to Promote Alternatives**

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#### **Walking and Cycling**

- 4.15 Residential properties will have space for cycles within each unit that will be both secure and sheltered. The houses will have space provided within the curtilage of the houses, whilst the apartment blocks will have specific cycle stores.
- 4.16 A footway / cycleway will be provided through the Site to ensure that pedestrians and cycles have a choice of access / egress and avoid the need to take longer routes. Within the Site there will be a shared surface to slow vehicles and provide a better walking and cycling environment for residents.
- 4.17 Surrey County Council also provides courses for residents who want to improve their biking skills. All residents will be made aware of this as this could encourage less experienced cyclists to consider cycling to and from the site.
- 4.18 A walk / cycle buddy scheme will also be established by the individual TPCs as a further measure to encourage walking and cycling. Any residents who may prefer to walk / cycle with someone rather than on their own could be matched with a neighbour(s) walking / cycling to and from a similar location or recreationally.
- 4.19 Discounts will be negotiated/sought at local cycle stores for residents. The TPC will investigate opportunities to secure discounts which will encourage residents to purchase a bike and promote a more sustainable mode of travel.
- 4.20 In addition to this, regularly updated information will be made available to residents about pedal cycle routes and other helpful contact details and local cycling events via the online information packs.

#### **Public Transport**

Increased accessibility to, and use of, public transport is a key element of any RTP. The following measures to encourage bus and rail use will be incorporated:

- Residents will be encouraged to use bus and rail services along with walking and cycling as appropriate, for journeys to and from work, as well as shopping and leisure.
- Provide up-to-date public transport information including timetables and bus company contact information within the digital travel packs.
- Discounts will be negotiated/sought with the relevant bus and rail operators for residents of the development where possible.

### **Car parking**

- 4.21 With regard to journeys to the site by car, parking restraint is a widely recognised ‘hard’ measure to limit car use and, as a consequence, encourage sustainable travel behaviour.
- 4.22 The residential car parking provision at the site is provided in line with SCC Parking Guidance and whilst these are maximum standards and less spaces could be provided; it is important to provide a balance between providing less parking and impacting the surrounding roads with overflow parking. The site is therefore providing the minimum possible without having negative impacts elsewhere.

### **Car Share**

- 4.23 Car sharing is a good means of reducing single-occupancy car use. The practicalities of car sharing within this development may be limited due to the nature and working hours of residents to make an individual car share scheme viable, however, the TPC will endeavour to promote a car sharing scheme for residents to encourage those driving to work, shopping, etc, to offer to share the journey with a neighbour(s).

### **General Scheme Promotion**

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- 4.24 All initiatives and activities within the RTP will be effectively communicated to residents. Social Media and face to face meetings will be used for generating support for the RTP amongst residents and the use of sustainable modes of transport will be provided within a digital travel pack at the time of occupation.
- 4.25 Residents will be advised during occupation of the range of sustainable travel options for travel to and from the site other than the private car and encourage them to travel by these modes.
- 4.26 All reference material such as public transport timetables and contact information will be made available to residents digitally to ensure ease of access. This material will be regularly reviewed and refreshed.

## **Monitoring and management**

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- 4.27 The TPC will be required to undertake an initial residents travel questionnaire survey in line with the monitoring strategy set out in section 4.8. The TPC will also be responsible for liaising with residents and undertaking further monitoring and sharing any results with the Council.

## **Funding**

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- 4.28 Separate budgets will be set aside by the developer for each element of the RTP delivery including;
- TPC post;
  - Measures (including marketing costs, etc); and
  - Monitoring programme.
- 4.29 In accordance with SCC guidance, a contribution will be paid to SCC for monitoring and promotion incentives in line with the SCC travel plan guidance.



## 5. TRAVEL PLAN TARGETS

- 5.1 The objectives given previously provide the framework for the RTP measures. Where applicable, targets can be included in an RTP to help achieve the objectives and there are two main types that are applicable. The most easily demonstrated are the commitment to deliver the package of measures set out in the plan. These measures are set out in the previous chapter and include initiatives to promote increases in the use of cycling through infrastructure improvements, walking, car-sharing and public transport.
- 5.2 The second form of target is aspirational and related to proportional changes in the travel modes used to get to the Site. At this stage, it is difficult to define exactly the aspirational targets in advance of the development opening, as the modal split of residents is not known. However, possible targets could be to increase the number of active travel trips between 5% - 10% over a five-year period. The results of the resident travel questionnaire surveys will provide more accurate information on the prevailing travel choices of residents and hence will provide a basis for the setting of aspirational targets in a later revision of the RTP.
- 5.3 RTPs are evolving documents that need to remain adaptable to changing working practices and local conditions and, therefore, the targets will be given over varying timescales. **Table 6.1** at the end of this report details the proposed measures and the respective timescales.
- 5.4 Based on evaluation of similar sites and using the primary objectives of the RTP, the key RTP targets are outlined in **Table 5.1**.

**Table 5.1 Travel Plan Targets**

Target	Action	Timescale
Aim to increase active modes of travel by 5%	Provide up to date digital information of public transport and local pedestrian and cycle routes, the promotion of schemes and groups, the provision of cycle parking. Monitoring of cycle use based on each the build out of the development. This will determine the number of utilised cycle spaces and will be built into the development proposals going forward.	Within 3 Years of the Initial Survey
Aim to increase active modes of travel by 10%	Continual provision of information and ensuring there is consistently strong communication between residents and the Travel Plan Coordinator(s) to ensure the Travel Plan remains a high priority	Within 5 Years of the Initial Survey

- 5.5 The modal split for residents will be determined following the subsequent surveys and Table 5.2 (which uses existing 2011 census data for the Elmbridge 017 Middle Super Output Area) will be updated to provide existing modal split and targets based on those outlined in Table 5.1. Table 5.2

also includes an adjusted modal share which reflects the nature of the proposals, and is therefore more accurate and as such, this will be used as the baseline.

**Table 5.2 Estimated Targets**

Mode of Travel	Modal Share	Year 3 Target	Year 5 Target
Underground, Metro, Light Rail, Tram	1%	1%	1%
Train	18%	20% (+2%)	20% (+2%)
Bus, Minibus or Coach	1%	4% (+3%)	4% (+3%)
Taxi	0%	0%	0%
Motorcycle	1%	1%	1%
Driving a Car or Van	63%	55% (-8%)	50% (-13%)
Passenger in a Car or Van	3%	0% (-3%)	0% (-3%)
Bicycle	2%	5% (+3%)	7% (+5%)
On Foot	12%	14% (+2%)	17% (+5%)
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

Note: Method of travel to work (2011 specification) (Elmbridge 017 MSOA) Numbers rounded up

- 5.6 This data provided in **Table 5.2** sets out a percentage split of transport modes people currently travel to work. This data should only be taken as a guideline as surveys of the actual residents will be undertaken once the development is occupied.
- 5.7 It needs to be recognised that some people will never own a bicycle or wish to use one, no matter the level of cycle parking provision provided, and it is considered that for a development of this scale the flexibility needs to be built in at the start of the development.
- 5.8 The RTP can provide the opportunity to constantly monitor the amount of cycling and usage of any cycle parking spaces, adding additional numbers as necessary to meet any growing demand, without the provision of excessive unnecessary.

### **Resident Travel Patterns**

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- 5.9 In order to establish the likely travel patterns of residents at the time of introducing the Plan, a comprehensive questionnaire survey will be carried out as required.
- 5.10 One of the key findings of the questionnaire is the existing modal split for travel among residents. These splits will be broken down as shown in **Table 5.2**. After the survey has been completed the results will be shared with the Local Authority as required, along with any revisions to the RTP. This data will represent the base data for the RTP upon which the future targets will be assessed.

Monitoring will be undertaken as required for a minimum of 5 years post full occupation of the development. Any targets will be set in agreement with SCC.

## 6. CONCLUSION

- 6.1 The measures and initiatives recommended within this Travel Plan are considered to be sufficient to encourage future residents of the proposed development to travel in a sustainable manner by promoting and securing initiatives and incentives which would minimise the need to travel by private car given the other options available to those living within the site.
- 6.2 This RTP identifies that the site has excellent opportunities for potential residents to use existing modes of transport other than the car.
- 6.3 The monitoring and review process will ensure the Travel Plan remains a live document and will sustain the necessary efforts for it to reach its objectives with the TPC responsible for any ongoing updates.
- 6.4 This Travel Plan has also considered the relevant Travel Plan policies set out within the NPPF and sufficiently satisfies the policy requirements.
- 6.5 Taking all of the above into account, it is considered that the proposed development not only has good access to the existing walking, cycling and public transport networks, but will also ensure that with the additional measures incorporated as part of the development all users of the site will be encouraged to use modes of transport other than the car.

Table 6.1 Summary of the Measure Proposed in the Travel Plan

Target		Measures Proposed	Timescale
Measures to reduce car use by 5% year on year or more over 5 years.		Appointment of a Travel Plan Coordinator	Prior to first occupation
		Provide information to all residents via Digital Travel Packs.	On occupation
		A copy of a Digital Travel Pack made available to residents.	On occupation
Measures to promote alternatives	Public Transport	Information to be provided via Digital Travel Packs. Negotiate possible resident discounts on bus and rail travel	On occupation
	Cycling	Secure and covered cycle storage will be provided at the site within each unit	On occupation
	Cycling	Negotiate possible resident discounts on bike purchases and related safety equipment at local cycle shop	On occupation
	A comprehensive baseline survey to be undertaken at the appropriate milestones.	Multimodal count surveys and Resident Questionnaire Surveys as required.	As required
Monitoring and Management	General monitoring to be undertaken by TPC – Surveys to be carried out as required with any results shared with SCC for a period of 5 years or until such time as targets are achieved, whichever is the longer period.	As required	