



**RESIDENTIAL DEVELOPMENT  
UPPER HALLIFORD ROAD  
SHEPPERTON**

**FRAMEWORK TRAVEL PLAN**

**NOVEMBER 2022**



**the journey is the reward**

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<b>Project Code:</b>	<b>APBugle4.1</b>
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**Residential Development  
Upper Halliford Road  
Shepperton  
Framework Travel Plan**

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# 1 Introduction

- 1.1 Mayer Brown Limited has been commissioned by Angle Property (RLP Shepperton) LLP to produce a Framework Travel Plan for the residential development at the Bugle Nurseries site, Upper Halliford Road, Shepperton.
- 1.2 The site is well served by and situated adjacent to Upper Halliford Road, providing access to Upper Halliford Rail Station and Sunbury Common to the north, and Lower Halliford and Walton-on-Thames to the south. It connects to junction 1 of the M3 2.2km north of the site, via the A308 in Sunbury.
- 1.3 The proposed new residential development consists of a total of 80 units.

## Travel Plan

- 1.4 This Plan is a long-term strategy which aims to reduce dependence on private car use by residents. There will also be some potential to encourage visitors to use sustainable modes (acknowledging that these trips are less predictable and frequent than trips by residents).
- 1.5 The aims of the strategy are to:
- Increase the awareness of residents to the advantages and potential for travel by more environmentally-friendly modes of transport
  - Introduce a package of physical and management measures that will facilitate resident and visitor travel by sustainable modes of transport
- 1.6 This Framework Travel Plan has been prepared with reference to the following documents:
- A Travel Plan Resources Pack for Employers, Transport Energy Best Practice Report
  - Transport 2000 Making Travel Plans Work: Lessons From UK Case Studies (July 2002)
  - Travel Plans Good Practice Guide (SCC, 2010)
- 1.7 The Travel Plan is only the framework for the strategy, and whilst this document provides the necessary guidelines for the operators of the Plan, the success of the strategy will depend upon the co-operation of residents and visitors as much as the content contained in this document. The aim of the Plan is to increase the awareness of residents and visitors on sustainable travel, including generating enthusiasm and assistance through introducing of a range of measures and incentives which are detailed in this document.

- 1.8 The format of the remainder of this document reflects the various elements involved in the Plan. Section 2 provides a background summary of the site, including travel options. Section 3 sets out the mechanisms for the administration of the Plan, including the on-going consultation, updating and promotion of the document. Section 4 outlines the measures that constitute the Plan, including specific physical and management initiatives grouped under different modes of transport. Finally, Section 5 sets out procedures for the on-going monitoring and review process.

## 2 Background

- 2.1 The residential development consists of a total of 80 dwellings in addition to the ancillary access roads, parking bays, gardens and public grassland.
- 2.2 The accommodation schedule of the proposed residential development comprises the following:
- x11 two-bedroom houses
  - x34 three-bedroom houses
  - x11 four-bedroom houses
  - x18 one-bedroom apartments
  - x6 two-bedroom apartments

### Vehicle Parking

- 2.3 A total of 158 car parking spaces will be provided within the site. This includes 3 unallocated spaces at the southwest end of the spine road. This constitutes an average of just below 2 parking bays per unit.
- 1.1. 6 additional parking bays are provided on the northern edge of the spine road for unallocated use by visitors, residents and individuals accessing the green space and footpaths. These are provided at a convenient central location for access to the play area and green space.
- 2.4 A number of the larger houses on the site are provided with garages to the rear of their tandem parking spaces.
- 2.5 3 disabled parking bays are provided near the entrances to the apartment buildings, providing larger parking bays for residents and guests with Blue Badges.
- 2.6 Another larger bay for disabled parking is provided in the southwest corner of the site.
- 2.7 9 of the apartment parking bays will be provided with electric vehicle charging provision, exceeding SCC's required provision of 20% of apartment bays.
- 2.8 All houses will be provided with the capability to install an electric vehicle charging facility.

### Cycle Parking

- 2.9 The houses all feature gardens, which can be used for cycle storage. Covered and secure cycle parking for 24 bicycles will be provided for the proposed apartment units, meeting the cycle parking standards.

- 2.10 10 additional visitor cycle parking spaces are provided by the play area, and a further 10 are provided to the south of the play area, centrally in the development.

### Accessibility

- 2.11 A map summarising key accessibility features of the site is provided in Figure 2.1 below:

- Blue stars indicate bus stops, and are accompanied by the bus stop name and routes serving the stop
- Orange stars indicate places of note, accompanied by the place name in orange
- Large orange stars indicate multiple notable places in close proximity to each other, and are accompanied by text boxes detailing the individual places
- Green double-ended arrows indicate pedestrian crossing facilities

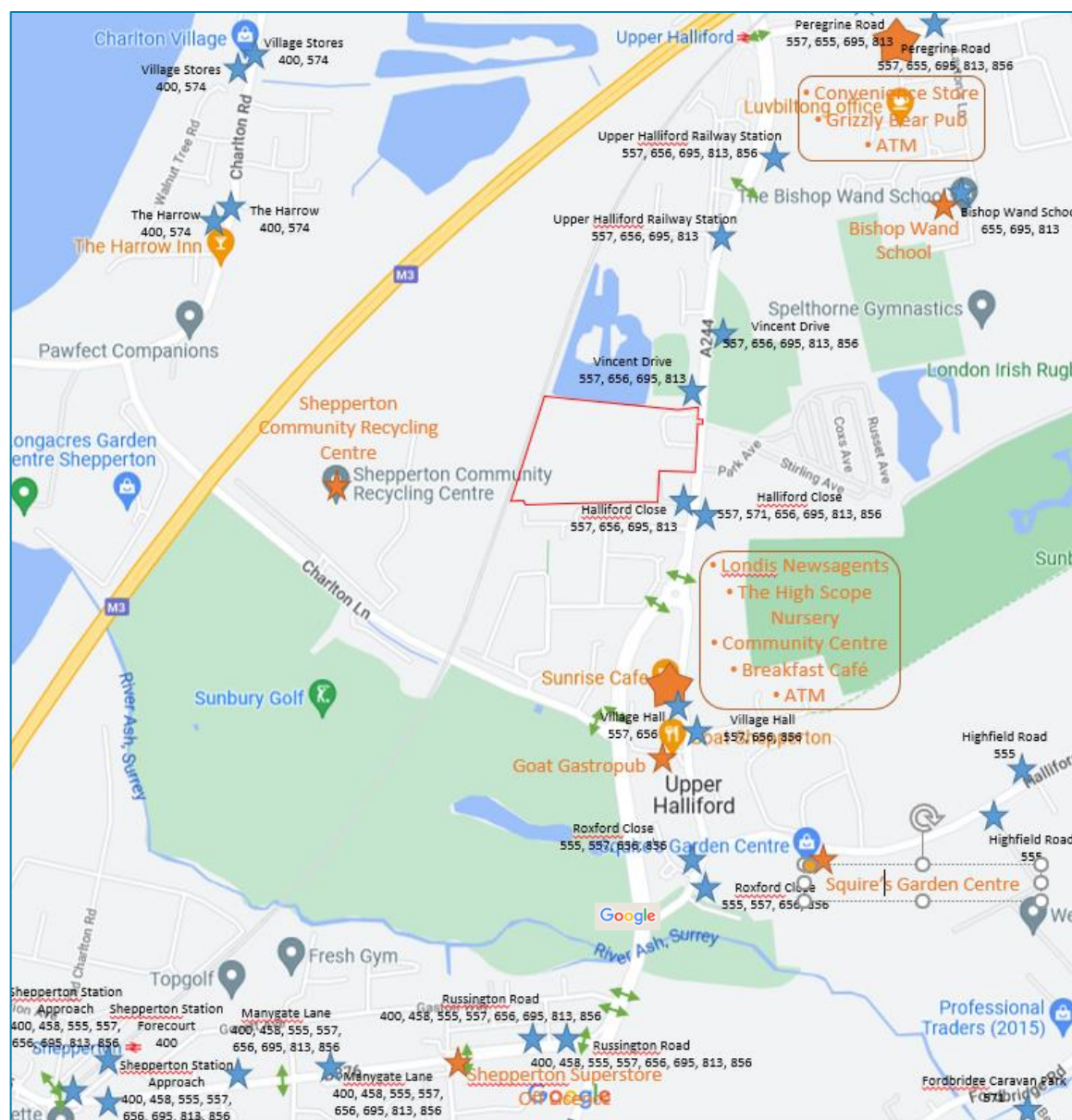


Figure 2.1: Accessibility Map

2.12 It can be seen that the site is well located with regard to the local facilities.

2.13 The following table presents a list of accessible retail, health and educational facilities and their distance in relation to the site. Typical walking and cycling times to the sites are also provided. From these times, it can be seen that many key facilities are within easy walking or cycling distance of the site:

Location	Distance	Walk time @ 80m/min	Cycle time @ 260m/min
Vincent Drive Bus Stop (Northbound)	70m	0.9 mins	0.3 mins
Halliford Close Bus Stop (Northbound)	110m	1.4 mins	0.4 mins
Halliford Close Bus Stop (Southbound)	135m	1.7 mins	0.5 mins
Vincent Drive Bus Stop (Southbound)	180m	2.3 mins	0.7 mins
Londis Newsagents	460m	5.8 mins	1.8 mins
Sunrise Café (Breakfast Café)	465m	5.8 mins	1.8 mins
The High Scope Nursery, Halliford Community Centre	480m	6 mins	1.8 mins
St Andrews Baptist Church	515m	6.4 mins	2 mins
The Goat Gastropub	585m	7.3 mins	2.3 mins
Upper Halliford Rail Station	740m	9.3 mins	2.8 mins
London Irish Rugby Football Club	990m	12.4 mins	3.8 mins
Squire's Garden Centre	1000m	12.5 mins	3.8 mins
Hawkedale Infant School	1060m	13.3 mins	4.1 mins
Sunbury Golf Course	1090m	13.6 mins	4.2 mins
Grizzly Bear Pub	1105m	13.8 mins	4.3 mins
Springfield Primary School	1180m	14.8 mins	4.5 mins
The Bishop Wand CofE School	1400m	17.5 mins	5.4 mins
Sunbury Leisure Centre, Sunbury Manor School	1465m	18.3 mins	5.6 mins
Tesco Extra	1715m	21.4 mins	6.6 mins
St Ignatius Catholic Primary School	1725m	21.6 mins	6.6 mins
Sunbury Cross Shopping Centre	1995m	24.9 mins	7.7 mins
Shepperton Rail Station	2025m	25.3 mins	7.8 mins

**Table 2.1: Accessible Facilities**

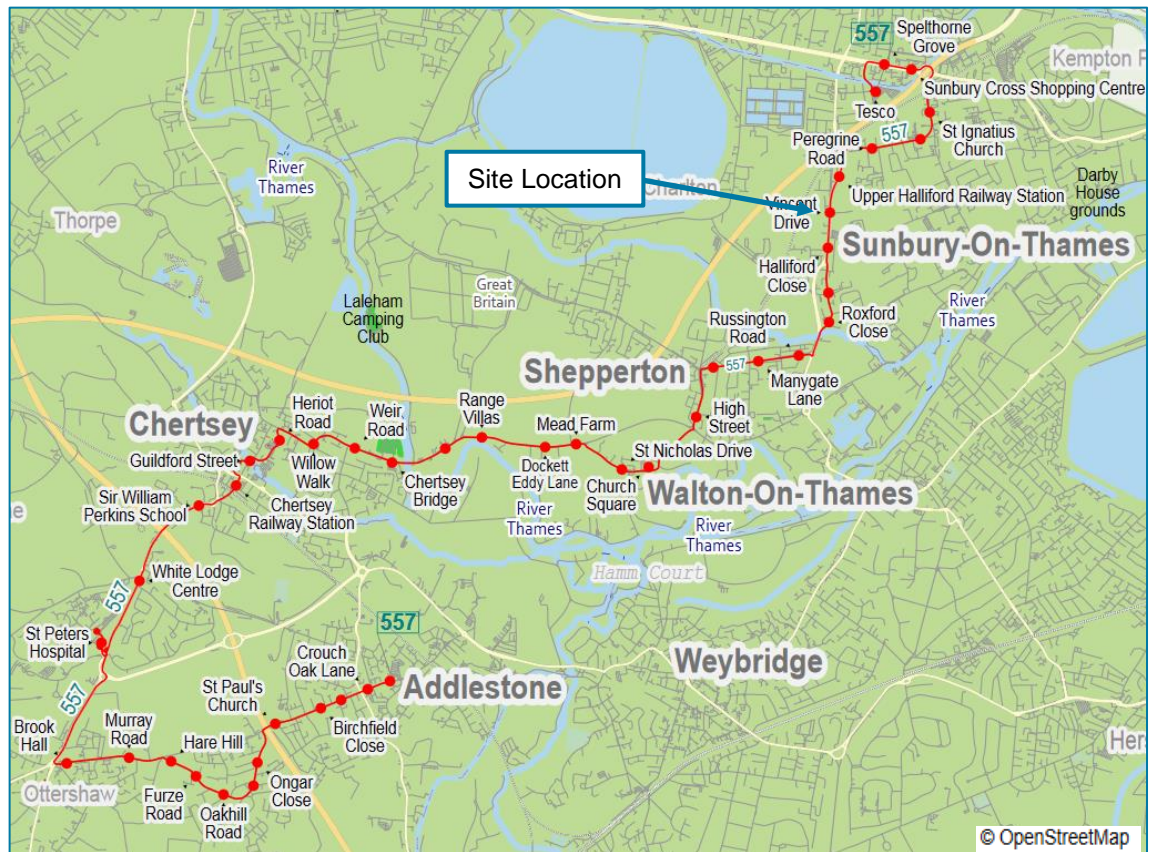
#### Potential for Local Bus Trips

2.14 Vincent Drive and Halliford Close are the nearest bus stops to the site. The 557 bus service is the only regular (non-school) bus service that stops at these bus stops.

2.15 The frequent 557 bus service provides one bus in each direction each hour Monday to Saturday and calls at Sunbury, Shepperton, Chertsey and Addlestone. Furthermore, it provides bus access between the site and Upper Halliford Rail Station, in addition to also calling at Sunbury and Shepperton Rail Stations.

2.16 Figure 2.2 below displays the 557 bus route:





**Figure 2.2: 557 Bus Route**

- 2.17 Detailed timetables will be provided to residents through travel packs to enable them to make an informed decision on whether the bus is a suitable mode for them to access the site, and to residents on travel noticeboards within the development.

#### [Rail Journey Opportunities](#)

- 2.18 Upper Halliford is the closest rail station to the site, located approximately 740m (or a 9-minute walk) north from the site.
- 2.19 Shepperton and Sunbury rail stations are also within a 2,200m walk (or a 28-minute walk, assuming an average walking speed of 80m/min) of the site.
- 2.20 Sunbury, Upper Halliford and Shepperton Rail Stations, in that order, are the final three stops of the Shepperton Branch Line, which connects to the rest of the South West Trains network between Strawberry Hill and Teddington Rail Stations.
- 2.21 All rail services utilising the Shepperton Branch Line call at every stop on the line, except some which do not stop at Kempton Park Rail Station. Almost all of these services also call at all stops between London Waterloo and Teddington.

2.22 Rail stations directly accessible from Upper Halliford Rail Station, are out in Table 2.2 below. Stations in bold provide rail connections to other lines and routes:

Destination	Route	Journey Time	Weekday Frequency		Sat Frequency	Sun Frequency
			08:00 – 09:00	17:00 – 18:00		
Shepperton	Upper Halliford - Shepperton	5 mins	2 per hour	2 per hour	2 per hour	1 per hour
London Waterloo	Upper Halliford – Sunbury – Kempton Park – Hampton – Fulwell – <b>Teddington</b> – Hampton Wick – Kingston – Norbiton – <b>New Malden</b> – Raynes Park – <b>Wimbledon</b> – Earlsfield – <b>Clapham Junction</b> – <b>Vauxhall</b> – <b>London Waterloo</b>	52 mins	2 per hour	2 per hour	2 per hour	1 per hour
London Waterloo	Upper Halliford – Sunbury – Kempton Park – Hampton – Fulwell – Strawberry Hill – <b>Twickenham</b> – St Margarets – <b>Richmond</b> – North Sheen – Mortlake – <b>Barnes</b> – Putney – Wandsworth Town – <b>Clapham Junction</b> – Queenstown Road – <b>Vauxhall</b> – <b>London Waterloo</b>	61 mins	1 per hour	-	-	-

**Table 2.2: Rail Services from Upper Halliford**

2.23 It is evident that the site has a high level of accessibility across surrounding Surrey and South West London areas via bus or train, and central London is easily accessed via stopping service trains every half an hour to London Waterloo.

#### [Walking and Cycling](#)

2.24 Good pedestrian access is provided from the site to the local facilities in Upper Halliford via pedestrian footways and a controlled pedestrian crossing on Upper Halliford Road.

2.25 Footpath FP19 begins at the northern access point to the site and continues along the site's northern border, providing access to and beyond the railway line.

2.26 There is also an existing pedestrian access route from Upper Halliford Road directly opposite the site eastwards via footpath FP20 through fields to Green Street. Green Street runs north-south from Sunbury Rail Station to the River Thames and features numerous amenities.

2.27 The Upper Halliford Bypass (A244) connects to Upper Halliford Road via a roundabout junction located approximately 155m south of the site. Upper Halliford Bypass features

- a marked designated cycleway on the edge of the carriageway, separated from motor vehicle traffic by white hatching for much of the road.
- 2.28 A high-quality signalised junction facility featuring Toucan crossings with tactile paving is provided at the junction of the Upper Halliford Bypass and Charlton Lane and provides dropped-kerb access from the west side of the Upper Halliford Road and Upper Halliford Bypass to the amenities in Upper Halliford.
- 2.29 A new pedestrian crossing over Upper Halliford Road is proposed as part of the application in order to serve the development and improve pedestrian facilities in the local area. This controlled pedestrian crossing will take the form of a pelican crossing, as recommended for roads with 85%ile speeds greater than 30mph. There is a high level of visibility along Upper Halliford Road, and pedestrians at this crossing will therefore be easily visible by oncoming traffic.
- 2.30 This crossing will provide a safe link between FP20 to the east and FP19 which lies on the northern boundary of the site.
- 2.31 Painted cycles on the edge of the carriageway of Upper Halliford Road inform road users of an unsegregated on-road cycleway. This designation is present from the southern terminus of the road, north to the Upper Halliford Railway Station bus stop, approximately 300m north of the site.
- 2.32 This style of cycle provision is also utilised by the stretch of the A244 between the M3 overpass and its junction with the A308, to the north of the site.
- 2.33 The provision of cycleways on the main arterial route providing access to the site demonstrates that the site is accessible by cycle from neighbouring towns and villages.
- 2.34 The now superseded Planning Policy Guidance 13 (Transport) had set out that cycling offers an attractive alternative to the car for trips of less than five kilometres, and this distance remains a useful indicator of appropriate cycling distances. Many population centres and railway stations are located within a 5km distance of the site, including Weybridge, Walton-on-Thames, Feltham, Ashford, Hampton and Shepperton.
- 2.35 Cycle route mapping for the area will be displayed on a noticeboard within the apartment block.

#### [Accessibility Summary](#)

- 2.36 As can be seen from the above, the site is well located for access to local amenities, either by foot or by cycle.

- 2.37 Numerous pedestrian and cycle facilities are provided in the local area. Pedestrian facility in the local area will be improved by the development.
- 2.38 The 557 bus route provides access from the site to Sunbury, including Sunbury Rail Station, Sunbury Cross Shopping Centre and Tesco Extra, to Chertsey Rail Station, and to other locations across Surrey.
- 2.39 Upper Halliford Rail Station is within a 10-minute walk of the site and provides regular rail connections to Wimbledon and London Waterloo.

## 3 Travel Plan Administration

### Travel Plan Co-ordinator

- 3.1 The site operator will appoint a Travel Plan Co-ordinator, who will implement and administer the Plan. For practical purposes, this is usually someone who is office-based, and ideally this person will be interested in sustainability issues and keen to encourage more environmentally friendly travel among residents and visitors.
- 3.2 The Travel Plan Co-ordinator will send their contact details to Surrey County Council (SCC) on appointment.
- 3.3 The initial Travel Plan Co-ordinator will be the site operator manager. Once the site is in operation, they may then delegate some elements of this role (such as updating timetable information) to another office-based or administration employee.
- 3.4 The duties of the Travel Plan Co-ordinator are on-going but would normally be carried out alongside their normal office duties. The Travel Plan Co-ordinator will be responsible for:
- The operation of the Plan
  - Maintenance of the database containing residents travel to work information
  - Monitoring of the Travel Plan
  - The preparation of subsequent update Travel Plan reports for submission to the Local Authority (to be produced every 24 months)
  - Liaison with the Local Authority Travel Plan Co-ordinator where appropriate
  - Liaison with Public Transport providers where appropriate
  - Promotion of the Travel Plan (all new residents will be made aware of the existence of the Travel Plan upon occupation, its objectives and their role as individuals in achieving these objectives)

### Funding

- 3.5 Financial measures will be considered at an appropriate time, and a suitable budget will be set aside for the Travel Plan and the measures included within the Plan. Many of the more expensive elements, such as cycle parking, will be included as part of the new build masterplanning and will not require separate budgets. Elements involving dissemination of information will be at minimal cost, such as photocopying.
- 3.6 Certain measures, if provided, will be implemented by the corporate branch of the operator, due to the salary sacrifice required.

## Action Plan

- 3.7 The following table indicates the objectives to be met by the Travel Plan Co-ordinator as well as timescales for the implementation of each objective:

Objective	Target Date	Comment / Objective
‘Action’ type targets		
Occupier to identify a Travel Plan Coordinator (TPC) to drive the plan forward prior to first occupation of a site		To be Achieved Within 3 Months of 20% Occupation of Site
TPC to identify the Travel Plan initiatives to be brought forward for inclusion into their Travel Plans and audit each initiative in terms of cost and provide a budget accordingly		To be Achieved Within 3 Months of 20% Occupation of Site
TPC to prepare and submit Travel Survey Questionnaires		To be Achieved Within 3 Months of 20% Occupation of Site and on an Annual Basis Thereafter
TPC to collate questionnaires and ensure response rate is above 20%, otherwise extend the survey timescale		To be Achieved After Initial/Annual Travel Surveys
TPC to amend the Final Travel Plan to include full multi-modal travel survey data and include/update multi-modal targets and approved list of Travel Plan initiatives		To be Achieved After Initial/Annual Travel Surveys
TPC to set up a Bicycle User Group and publicise through notifications on-site		Dependent on Interest and Viability
TPC to amend the Final Travel Plan to include approved list of Travel Plan initiatives		To be Achieved After 6 Months of 20% Occupation of Site
TPC to monitor cycle parking demand for the first year of occupation and evaluate as necessary		To be Achieved After 1 Years Occupation of Site
TPC to submit an evaluation report to SCC for audit at Years 1, 3 and 5		To be Achieved After Annual Travel Surveys to Ensure Regular Liaison is Maintained with Council

**Table 3.1: “Action” Type Targets**



## 4 Travel Plan Measures

- 4.1 The Travel Plan is effectively a set of measures which are intended to encourage travel by sustainable modes. Where it is not possible for residents to make work-based journeys either on foot, cycle, or public transport, car sharing will be promoted as the next most sustainable alternative.
- 4.2 As far as possible the measures set out in this chapter are designed to be suitable for review and monitoring. The list is not exhaustive and additional measures may be added to the list in the future – the Plan needs to be flexible to changing circumstances and innovations. Once the Plan has been implemented, the Travel Plan Co-ordinator will be encouraged to investigate and adopt other potential initiatives to increase the attractiveness of making work-based journeys by non-car modes as and where appropriate.
- 4.3 A travel noticeboard will be provided in a prominent location within the site, which will display information about travel options (for example, maps and timetables) and special travel events. Internal postings will also be used as appropriate to disseminate certain information.

### Walking

- 4.4 The site is well located for walking to local areas, with footways along most roads.
- 4.5 The Travel Plan Co-ordinator will liaise with the Highway Authority to ensure that available pedestrian walk routes are appropriately maintained
- 4.6 Promotional posters highlighting the benefits of walking to work will be available on a travel noticeboard in the apartment block, along with plans showing local walking routes. This information will also be provided within the residents' Welcome Packs.

### Cycling

- 4.7 The site will have various measures in place to encourage cycling:
- The masterplan for the site redevelopment proposes secured and covered cycle parking spaces
  - Use of communal cycle parking facilities will be monitored. Additional communal/visitor cycle parking spaces will be provided should demand warrant it
  - The Travel Plan Co-ordinator will liaise with the Highway Authority to ensure that cycle routes are appropriately maintained

- Promotional material on bicycle maintenance will be available on the noticeboard and within the residents' Welcome Pack

### Public Transport Services

4.8 The site is located in close proximity to bus stops with access to regular bus services stopping. Local train stations are located within walking/cycling distance for residents. Measures to encourage bus and train usage include:

- Providing up to date information on bus and train services, including route information and service frequencies, on the noticeboard and within Welcome Packs
- The Travel Plan Co-ordinator will liaise with the Council and the public transport operators to ensure that any information remains valid
- The Travel Plan Co-ordinator will bring to the bus and rail operators attention any issues raised periodically by residents to ensure that the potential for the use of these services to the site is maximised
- The Travel Plan Co-ordinator will investigate whether discounts for residents can be organised for residents using the local bus services

### Taxis

4.9 Taxis may allow residents and visitors to make trips by public transport and then access the site more easily, although due to the cost, such trips may be occasional.

- A list of local taxi companies' contact details will be available on the travel noticeboard and within Welcome Packs
- Likely taxi fares from key locations will also be listed on the travel noticeboard

### Car Sharing

4.10 Car sharing represents a relatively convenient alternative form of travel and a car share scheme could reduce the total private mileage by residents. Drivers could make considerable cost savings by using this mode – by car sharing with one other person for just two journeys per week, a driver with a small petrol car travelling 5 miles to (for example) Staines could save £97 a year, whilst a driver of a large petrol car travelling 10 miles to (for example) Woking could save over £350 a year. Copies of a table demonstrating cost savings from local towns will be included in the Welcome Packs for residents and also displayed on the travel noticeboard.

4.11 A paper based and easy to use car sharing scheme will be introduced at the site. The scheme will be advertised to residents.



- 4.12 There are also public car sharing websites available, such as [surreyliftshare.com](http://surreyliftshare.com). These enable residents find potential journey share matches within the general public. Details of this website will be included on the travel noticeboard.
- 4.13 Financial measures will be considered at an appropriate time to ensure that a suitable budget will be allocated to provide a guaranteed lift home in those instances when due to unforeseen circumstances, a designated driver is unable to give a passenger a pre-arranged lift home. This measure will act as a safety net for potential car sharers by ensuring that a backup measure is in place should an agreed car share journey not go ahead as planned. Evidence from other sites suggests this fund is used only occasionally, as car sharers do not wish to “let down” their sharing partners.
- 4.14 Consideration will be given by the Travel Plan Co-ordinator to the possibility of making some parking spaces into car share only spaces, should the scheme prove popular.
- 4.15 The residents’ noticeboard will provide an opportunity for residents to find potential car or taxi sharers for regular or occasional trips, such as to local shops. The cost saving table will also be displayed on these noticeboards. A sign-up sheet will be provided, which will include proposed days and times of such trips.

#### **General – The Travel Plan Welcome Pack**

- 4.16 Upon occupation of their dwelling, each new resident will be provided with a Travel Plan Welcome Pack. This pack will contain all the information an individual will need in order to make an informed choice on the mode of travel to be used for their journeys. The pack will comprise of the following information:
- A summary page introducing the Travel Plan
  - Local walking and cycling information
  - Local bus service timetable information
  - A summary note explaining the car share scheme and including example cost savings
  - Any other relevant travel information
- 4.17 The Travel Plan Pack information will be checked and updated by the Travel Plan Co-ordinator prior to initial occupation.

## 5 Plan Monitoring and Review

- 5.1 The Travel Plan is a strategy for the indefinite future and as such will evolve over time. It is important that the Travel Plan is a flexible document that is responsive to change although the underlying objectives of the Plan which are to educate residents and visitors and to facilitate travel by sustainable modes will not change. A programme of monitoring and review has been designed to generate information by which the success of the Plan can be evaluated. Monitoring and review will be the responsibility of the Travel Plan Co-ordinator.

### Monitoring

- 5.2 The outputs of an on-going monitoring programme will be used to inform the content of the subsequent updated Travel Plan reports (as detailed in paragraph 5.13) and will encompass the following elements:
- Monitoring the use of car parking
  - Monitoring the use of cycle parking
  - Monitoring the demand for additional cycle parking
  - Monitoring the take up of the car share scheme
  - Recording of comments/observations received from residents and residents on transport and travel to the site
  - Monitoring the number of claims made for a guaranteed lift home
- 5.3 Resident travel surveys will be carried out within one month of the residential development opening and reported within three months of this (at Year 0) and then again 12 months after opening (Year 1), and every two years after this to Year 5. This may make use of the questionnaire included in Appendix A, or it may be a similar questionnaire, as deemed appropriate by the Travel Plan Co-ordinator.

### Resident Travel Targets

- 5.4 Targets will be set for the levels of travel by single occupancy car trips. It is not considered appropriate to set specific modal targets for all uses, such as foot, bike, bus or train, as the Travel Plan is interested in the change from private car (single occupancy journeys) to other methods and it does not matter if there is variation in the exact levels of usage within the sustainable modes. As long as the single occupancy car targets are met, it does not matter if the bus target is 5% higher than target (for example) while the walking target is 5% lower, and to be required to transfer residents off buses and onto foot in order to meet targets would not display any benefits.

- 5.5 As no surveys can be carried out until the site is constructed and occupied, preliminary temporary targets will be set based on the results of travel to work 2011 census data for the Spelthorne local authority area.
- 5.6 This data demonstrated that 69% of journeys to work in the ward were as a driver and 4% were as a car passenger. Although the census data does not separate drivers who travel alone and those who travel with passengers, it is assumed that 4% carry passengers (to correspond with the proportion who travel as passengers). This figure is taken as the “baseline” figure for the resident travel targets.
- 5.7 A preliminary target will therefore be set that 12 months after the opening of the new residences (at Year 1), travel alone by private car will be reduced to 64%, which is considered a reasonable and achievable target. It is likely that the largest change in modal split will happen immediately after the Travel Plan is implemented and the site is occupied. Beyond the initial 5% reduction, the target will be that private car travel will reduce by 1% per year. These levels of reduction will remain in place following receipt of the resident travel survey results.
- 5.8 Preliminary temporary targets for changing modal split are therefore:
- Baseline figure from census: 69% of trips alone by private car
  - Year 1: 64% of trips alone by private car
  - Year 3: 63% of trips alone by private car
  - Year 5: 62% of trips alone by private car
- 5.9 Once the first resident travel surveys have been carried out, these targets will be reviewed and revised to more appropriate site-specific rates, based on the results of the surveys.
- 5.10 However, the proposed rates of reduction (initial 5% reduction in single occupancy car travel to Year 1, followed by 1% per year) will remain in place following receipt of the resident travel survey results.
- 5.11 If the targets are not met in the future reviews at Years 1, 3 and 5, consideration will be given to additional remedial measures which will help to reduce car usage. Once the initial surveys are carried out, these results will highlight which travel modes are the most and least popular and which modes need to be focus upon – for example, if walking levels are low despite high levels of local employment by residents, focus can be given to encouraging travel by this mode.

## Process and Review

5.12 The first surveys will be carried out within three months of the site opening or when at least 20% of dwellings have been occupied (whichever comes soonest), and the Travel Plan and its targets will be updated within three months of this survey – this will be considered the Year 0 baseline point. A full review will be one year after opening, considered Year 1, and will include production of a brief Travel Plan review report. This will be submitted to SCC for its information. After the first review at Year 1, a further review will be carried out every two years, which will include submission of a short review report to SCC. This will continue for five years after opening of the new home. The review of the Plan will include:

- Analysis of the latest travel survey responses
- The latest bus, cycle, and walking route information
- Consideration of any subsequent development or new transport provision in the local area and its implications for the Plan
- Review of targets for the future year
- Any additional measures, any changes/refinements to existing measures
- Evaluation of the success of the various measures implemented to date

## Conclusion

5.13 The objective of the Travel Plan is to encourage residents and visitors to make sustainable travel choices. This will be achieved by allowing users to make informed decisions when selecting a mode of transport for accessing the site.

5.14 Therefore, the Travel Plan puts a significant amount of emphasis on the dissemination of relevant information regarding local bus services, car sharing, walk routes and cycle routes. Provision of travel information at the site will also give visitors the opportunity to consider sustainable travel options to the home.

5.15 A Travel Plan Co-ordinator will be appointed, and they will be responsible for implementing and administering the plan to ensure its success.

## **APPENDIX A: Travel Questionnaire**

Residential Travel Questionnaire

Date

1: Name?

2: Work postcode?

3: Does a disability impact on your travel options?

4: Do you currently car share? (state number of people you car share with)

5: Are you interested in car sharing? (Yes/No)

6: Are you a member of a local car club?

7: Please state your typical commuting arrival and departure times -

Arr

Dep

8: Method(s) of travel to work? Please state approximately how many days per week you use each method.

Car (Drive)

Car (Passenger)

Taxi / Minicab

Motorbike

Bus

Train

Cycle

Walk

Other

(Please Specify Main Reason)

9: (For Residents that drive to work) How do you travel to work when your vehicle is unavailable?

10: Distance travelled to work?

< 1 mile

1 – 2 miles

3 – 4 miles

5 – 7 miles

7 – 10 miles

10 – 15 miles

15+ miles

11: What other means of transport would you consider using to travel to work?

Car (Drive)

Car (Passenger)

Taxi / Minicab

Motorbike

Bus

Train

Cycle

Walk

Other

(Please Specify)

12: Please state your main mode of travel for non-work trips and how many days per week you use each method.

Car (Drive)

Car (Passenger)

Taxi / Minicab

Motorbike

Bus

Train

Cycle

Walk

Other

(Please Specify)

13: What incentives would help to facilitate an increased use of public transport?

Rank effectiveness from 1 (Highest) to 4 (Lowest)

More frequent services

Discount tickets/passes

More timetable information

Other

(Please Specify)

14: What incentives would help to facilitate an increase in walking trips?

Rank effectiveness from 1 (Highest) to 5 (Lowest)

Better lighting/security

Safer crossing points

Information on safe walking routes

Clothing discounts

Other

(Please Specify)

15: What incentives would help to facilitate an increase in cycle use?

Rank effectiveness from 1 (Highest) to 7 (Lowest)

Better lighting/security

Better cycle paths

Information on safe cycle routes

Improved cycle parking

A Bicycle User Group

Cycle store discounts

Other

(Please Specify)

16: What incentives would help to support car sharing?

Rank effectiveness from 1 (Highest) to 5 (Lowest)

Additional help finding a car share partner

Assistance to get home in an emergency

Reserved parking for car sharers

Assistance to get home if let down by partner

Other

(Please Specify)

