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Document description:

Travel Plan

Trewennack, Helston

Date: August 2023

Client:



Job Ref: JP/TP/97/23

1.0 Introduction

- 1.1 This Travel Plan (TP) has been produced by Jon Pearson Ltd on behalf of Rhosnoweth Developments Ltd in support of a planning application for the construction of 9 new mixed-tenure dwellings on land off A394, Trewennack, Helston.
- 1.2 The proposed development intends to provide 200% parking provision with all parking spaces enabled for electric vehicle (EV) charging when required/on demand.

2.0 Aim and Purpose of the Travel Plan

- 2.1 This Travel Plan will target the future residents and their opportunity to access both local services and the long distance public transport options ensuring a sustainable place to live ie not needing to rely upon the private car for travel.
- 2.2 This TP represents a long-term strategy to promote more sustainable travel and where possible offer realistic sustainable mode of transport choices. This will be done both to reduce single occupancy vehicular travel but also for all other journeys associated with the proposed development.

3.0 Site Location and Local Highway Network

- 3.1 The proposed development site (**Appendix A**) is currently vacant land served directly off the A394 to the south west of the centre of Trewennack and east of Helston – see Figure 1 below.

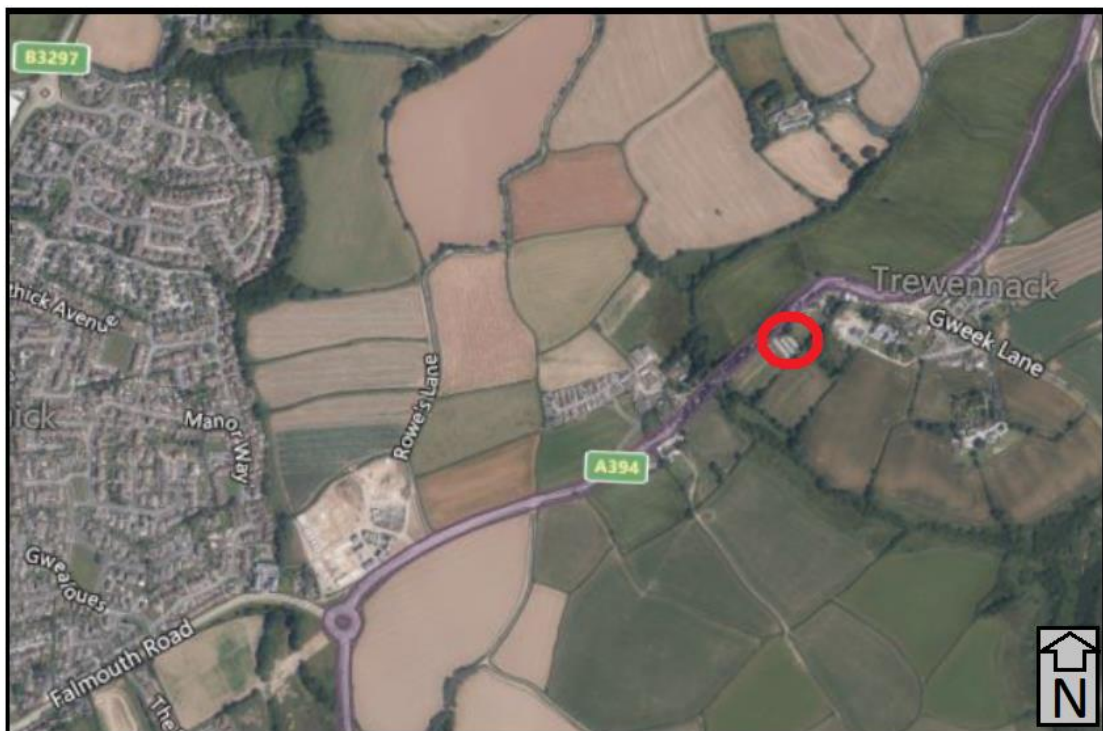


Figure 1 – Site Location

3.2 There is a new short section of footway linking the adjacent new dwellings to a footway which provides safe walking access to the available bus stops. The bus stops are approximately 145m to north the west of the site, well within recognised the 800m acceptable 'walking neighbourhood', recommended within Manual for Streets (MfS) guidance.

4.0 The Proposal

4.1 The proposal involves construction of 9 new dwellings consisting of 5 Affordable and 4 Open Market units, integral parking and new estate road with turning head. Each unit will have 200% parking provision (EV enabled) and dedicated cycle parking within each property.

4.2 The applicant recognises the important contribution that Travel Plans can make to the environmental agenda and acknowledges that this TP can play an important albeit small part in helping to minimise car-borne travel on the region's roads within Cornwall.

5.0 The Travel Plan Focus

5.1 The purpose of this TP is to set out a long-term strategy for reducing the resident's dependence on single occupancy car travel. Its objective is to reduce private car use and specifically single occupancy vehicles (SOV's) in favour of a more sustainable mode of travel, in line with current Government policy.

6.0 Sustainability

6.1 The long held industry average for dwellings within the UK are 7 vehicular trips per a dwelling daily. However, a recent report by TRICs ('Guidance Note on the Practical Implementation of the Decide & Provide Approach' Feb 2021) found that the number of daily trips plus the desire to travel by car have dropped. The report states: *'There is now evidence going back 25 years that we are travelling less today than we used to. On average, 16% fewer trips are made now than in 1996. We use motorised transport for almost 100 (14%) fewer trips per year than in 2002. Person miles are 10% less than in 2002 and people are spending 22 hours less time travelling than in 2005, and less than at the start of the 1990s...'*

6.2 Studies have shown that even pre-Covid online shopping had been growing at around 10-12% per year and in 2018 represented almost 17% of total UK retail sales with a 30% decrease in physical shopping trips over the past decade and a 16% decline in distance travelled. The report adds *'The Covid-19 pandemic has amplified this trend. Office for National Statistics (ONS) retail sales figures show that online sales as a proportion of all UK sales hit a record high of more than 30% in May 2020 during lockdown...'*

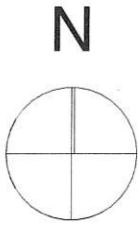
- 6.3 Evidence shows that the generation gap in how much people are travelling has closed and, most significantly, younger people are far less likely to have a driving licence and subsequently drive less than previous generations. The report states *'It is important not to assume that future generations will follow the same patterns of previous generations as they age. Younger generations are travelling less – 20% less for 17 to 34 year olds and 10% less for 35 to 64 years olds...Driving license take-up: Specifically, whereas in 1993 55% of 17 to 20 year old males held a license this is now 33% with the corresponding figures for women being 42% and 29%...'*
- 6.4 Apart from the Covid effect increasing the numbers of people working from home the recession and decline in disposable income will affect travel choices including social interactions, which are more commonly being undertaken online, all of which affect trip making. The report refers to the Department for Transport's substantive review of travel to work trends in 2017 which revealed *'...that there has been a substantial decrease in commuting trips between 1988/92 and 2013/14, from 7.1 journeys per worker per week down to 5.7 journeys. The average distance to work has increased by 10% and the number of people in work has never been higher. The net effect of this, despite the previous economic growth and population growth, is a decline in annual commuting trips from 8.5 billion to 7.9 billion.'*
- 6.5 The long term effect of the Covid 19 crisis has yet to be fully assessed but it must be accepted that residents working practices, with an increase of home working, the increase in Teams and Zoom meetings online etc will have a major impact by reducing the peak hour travel rates over the coming years.
- 6.6 With the recent innovation and popularity of electrically assisted bicycles or 'E-bikes' helping riders get up hills more easily and greatly reduce journey times, local services would be easily accessible. They can be a viable replacement for a car with all the environmental, financial and other benefits that this entails. E-Bikes also carry heavier loads more easily than with a regular bike, so many shopping trips and the school run might now be a possibility. The centre of Helston is only approx. 2.2km west of the site, easily covered within 10-15 minutes on an E-Bike.
- 6.7 The benefits of non-car travel are clear environmentally but there is also a health benefit for the participants from reduction of stress by removing the need to drive long distances to personal health through walking and cycling. An often hidden benefit is the cost savings for the individual from car free travel. An average total cost of owning a car is around £296 per month in the UK (which covers fuel, insurance, road tax and servicing, but not the initial cost of the car itself), approximately 47 pence per mile (Nimblefins 2022) compared to train travel for example being an average 16 pence per mile ('Whatprice?' train per mile costs 2021).

6.8 Local large supermarkets in Helston and Penryn offer home grocery delivery plus 'click and collect' service where residents may pick up ordered groceries at their convenience, driving home after work for example.

7.0 Conclusion

7.1 This Travel Plan will be of benefit to the new residents and hopefully establish the most sustainable development possible.

Appendix A



TR13 OFT

- AFFORDABLE 2-BED
- AFFORDABLE 3-BED
- OPEN MARKET



CONSTRUCTION

Trewennack 1.2

Job Title:
Residential development on land to the south-west of Trewennack, Heiston

Date:
Jan. 2023

Client(s):
Rhosnoweth Developments Ltd

Job Reference:

Rhos Construction Ltd
 Unit 1, Chenoweths Business Park,
 Chenoweths Garage,
 Ruanhighlanes, Truro TR2 5JT

Tel: 01872 501 090

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1:500 @ A3

Rev: Date Amendments

Drawing:
Preliminary layout plan

Layout ID Revision
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