



City House, Sutton Park Road, Sutton, SM1 2AE

FRAMEWORK TRAVEL PLAN

For Proposed Mixed Use Development
on behalf of Macar Living (City House) Ltd

2022/6805/TP03

February 2024

DOCUMENT CONTROL

Project: City House, Sutton Park Road, Sutton, SM1 2AE
For Proposed Mixed Use Development

Report Type: Framework Travel Plan

Client: Macar Living (City House) Ltd

Reference: 2022/6805/TP03

Document Checking

Author:	BT	Date:	13/12/2023
Checked by:	WT	Date:	18/12/2023
Approved by:	WT	Date:	21/12/2023

DOCUMENT STATUS

Issue	Date	Status	Issued by
1.	22/12/2023	Draft	WT
2.	01/02/2024	Final	WT
3.			
4.			
5.			
6.			

© Copyright RGP Consulting Engineers Limited 2024

No part of this publication may be reproduced by any means without the prior permission of RGP Consulting Engineers Limited.

TABLE of CONTENTS

1	INTRODUCTION	4
	1.1 Background	4
	1.2 Travel Planning Policy	5
	1.3 National Planning Policy Framework (December 2023)	5
	1.4 National Planning Practice Guidance	6
	1.5 LBS Sustainable Transport Strategy SPG (2020-2025)	6
	1.6 What is a Travel Plan?	7
	1.7 Travel Plan Coordinator (TPC)	7
2	BASELINE CONDITIONS	8
	2.1 Site Location and Local Highway Network	8
	2.2 Access	9
	2.3 Local Amenities	9
3	ACCESSIBILITY CREDENTIALS	11
	3.1 Accessibility Credentials	11
	Walking and Cycling	11
	Bus	13
	Sutton Train Station	15
	3.2 PTAL Assessment	15
	3.3 Car Club Schemes	15
	3.4 Summary	16
4	DEVELOPMENT PROPOSALS	17
	4.1 Overview	17
	4.2 Parking	17
	4.3 Cycle Parking	17
	4.4 Delivery & Servicing	17
5	BASELINE TRAVEL BEHAVIOUR	18
6	AIMS, OBJECTIVES AND TARGETS	19
	6.1 Aims and Objectives	19
	6.2 Targets	19
7	TRAVEL PLAN MEASURES	21
	7.2 Effectiveness of Travel Plan Measures	21
8	REVIEW AND APPROVAL	22
	8.1 Implementation and Funding	22
	8.2 Monitoring	22
9	APPROVAL	24

Appendices

Appendix A	Site Layout Plan
Appendix B	Sutton Cycle Network
Appendix C	PTAL Assessment
Appendix D	Action Plan
Appendix E	Health, Fitness and Travel Apps
Appendix F	Example Travel Welcome Pack

List of Figures

Figure 1	Site Location Plan.....	4
Figure 2	Site Location and Accessibility Plan.....	8
Figure 3	Facilities within 500m.....	9
Figure 4	Sutton Cycle Guide	13
Figure 5	Sutton Civic Centre Bus Stop Services.....	14
Figure 6	Local Rail Services	15
Figure 7	Zipcar Locations.....	16
Figure 8	Total Proposed Trip Generation.....	18
Figure 9	Summary of Targets	20
Figure 10	Travel Plan Timeline	22

1 INTRODUCTION

1.1 Background

1.1.1 This Travel Plan is prepared by RGP on behalf of Macar Living (City House) Ltd in relation to the proposed mixed-use development at City House, Sutton Park Road, Sutton ("the site"). The site lies within the jurisdiction of the London Borough of Sutton Council (LBS).

1.1.2 The site is located on the eastern side of the one-way section of the A232 gyratory within the town centre of Sutton and currently comprises an office building with a total floor area of approximately 1,117 sqm. Vehicular access to the site is provided from the eastern side of the A232 Sutton Park Road via a shared service road with the adjacent Morrisons, over which the applicant has suitable rights of access.

1.1.3 The site is shown in its local context below.



Figure 1 Site Location Plan

1.1.4 The development proposals comprise the redevelopment of the site in order to re-provide circa 220 sqm of office space at ground floor level and 70 residential flats, including a mix of 1-3 bedroom units, on the upper floors. A copy of the proposed site layout plan is attached at Appendix A.

1.1.5 This Travel Plan outlines the opportunities for sustainable travel to and from the development, targeting residents, staff, visitors, guests and deliveries to the site. It details specific measures and initiatives to be implemented with the aim of reducing reliance on the private car and achieving the targets specified through the promotion of active travel modes (walking and cycling). It takes the form of a Framework Travel Plan with future occupiers required to prepare Full Travel Plans upon occupation.

Framework Travel Plan

1.1.6 A Transport Assessment has been prepared by RGP (Ref: 2022/6805/TA02) to support the planning application and describes the likely transport impact of the development proposals (including trip generation and parking demand) in detail. This Travel Plan should therefore be read in conjunction with that document.

1.2 Travel Planning Policy

1.2.1 The need to manage transport in new developments is embedded within national, regional and local policy, with the need to reduce car dependency, increase travel choices and encourage sustainable travel supported by the National Planning Policy Framework (NPPF) which states that all developments which will generate significant amounts of movement should be required to provide a Travel Plan (Paragraph 117). Whilst this proposal does not generate 'significant' amounts of movement, this Travel Plan has been prepared nevertheless to reduce the impact of the development on the surrounding area.

1.2.2 Furthermore, Paragraph 110 of the NPPF recommends that planning policies support an appropriate mix of uses across an area, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities and at Paragraph 114 states it should be ensured that appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.

1.3 National Planning Policy Framework (December 2023)

1.3.1 The NPPF sets out the Government's planning policies for England and how these are expected to be applied. It sets out a presumption in favour of sustainable development (Paragraph 12) and urges local planning authorities to support proposals that facilitate the use of sustainable modes of transport.

1.3.2 When assessing applications for development, Paragraph 114 clarifies that the following should be ensured:

- (i) *“Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- (ii) *Safe and suitable access to the site can be achieved for all users;*
- (iii) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- (iv) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

1.3.3 Sustainable travel options are available locally which support the national policy for promoting sustainable travel, and this document provides a strategy for promoting these options to staff and visitors of the business park.

1.3.4 The NPPF also states that: *“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. (Paragraph 109)”*.

1.3.5 Paragraph 116 of the NPPF further states that: *“Applications for development should:*

a) give priority first to pedestrian and cycle movements ...and (have) appropriate facilities that encourage public transport use;

b) address the need of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles"

1.4 National Planning Practice Guidance

1.4.1 NPPG provides additional information to support the NPPF, this includes in relation to the production of supporting documents such as 'Travel Plans, Transport Assessments and Transport Statements'. With regard to Travel Plans NPPG states:

"Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling)."

1.5 LBS Sustainable Transport Strategy SPG (2020-2025)

1.5.1 The London Borough of Suttons (STS) outlines sustainable transport related plans and objectives for the future of the county, the following objectives have been highlighted to help meet their future vision:

"STS1: Ensuring that the borough transport network supports the local economy and meets the current and future needs of the borough in a sustainable way;

STS2: Enabling smarter travel choices, including implementing infrastructure which supports the use of walking, cycling and public transport and reduces dependence on the private car, particularly for local trips;

STS3: Reducing the harmful effects of transport on health, and reducing its negative effect on the environment and climate change;

STS4: Improving the safety and security of road users, particularly pedestrians, cyclists and public transport users;

STS5: Enhancing transport accessibility for all, especially disabled and older residents, and improving the public realm and street design."

1.5.2 The development and implementation of this Travel Plan will therefore assist in achieving these objectives by reducing the negative impacts of the development on the surrounding transport network.

Framework Travel Plan

1.6 What is a Travel Plan?

1.6.1 A Travel Plan is a strategy through which an organisation is able to manage journeys related to its operation. It comprises a package of measures tailored to the needs of an individual site and aimed at promoting more sustainable travel (walking, cycling and public transport) and reducing reliance on the private car. The development of such measures can reduce the impact of travel and transport whilst also bringing a range of benefits to individuals and the local community, including reduced air pollution and use of fossil fuels.

1.6.2 For staff, visitors and residents a Travel Plan can:

- (v) Help provide less stressful options for travel, with the ability to socialise;
- (vi) Present opportunities to build healthy exercise into daily life; and
- (vii) Reduce the cost of travel.

1.1.2 For the local community, a Travel Plan can:

- (i) Make local streets less congested, less dangerous, less noisy and less polluted;
- (ii) Enhance public transport;
- (iii) Improve the environment and the routes available for walking and cycling; and
- (iv) Help create a place which is better to live in, work in and visit, which in turn can attract investment.

1.1.3 A Travel Plan is a strategy through which an organisation is able to manage journeys related to its operation.

1.7 Travel Plan Coordinator (TPC)

1.7.1 The Travel Plan Coordinator (TPC) will be appointed by the developer and would be responsible for taking the lead for travel planning at City House. It will be their responsibility to raise awareness of sustainable travel, promote initiatives and monitor the overall effectiveness as well as, but not limited to the following:

- Overseeing the development and implementation of the Travel Plan
- Raising awareness of the Travel Plan by designing and implementing effective marketing campaigns to promote the Travel Plan
- Liaising with Sutton Council to help meet collective targets.
- Coordination of the monitoring programme for the Travel Plan including setting new targets and review dates

1.7.2 Contact details of the appointed TPC will be provided to LBS once the position has been appointed.

2 BASELINE CONDITIONS

2.1 Site Location and Local Highway Network

2.1.1 The site is bound by the A232 Sutton Park Road which loops around the eastern and northern boundary of the site, Sutton Baptist Church on its eastern side and the shared service road with Morrisons to the south of the site. The site location is illustrated in Figure 2.

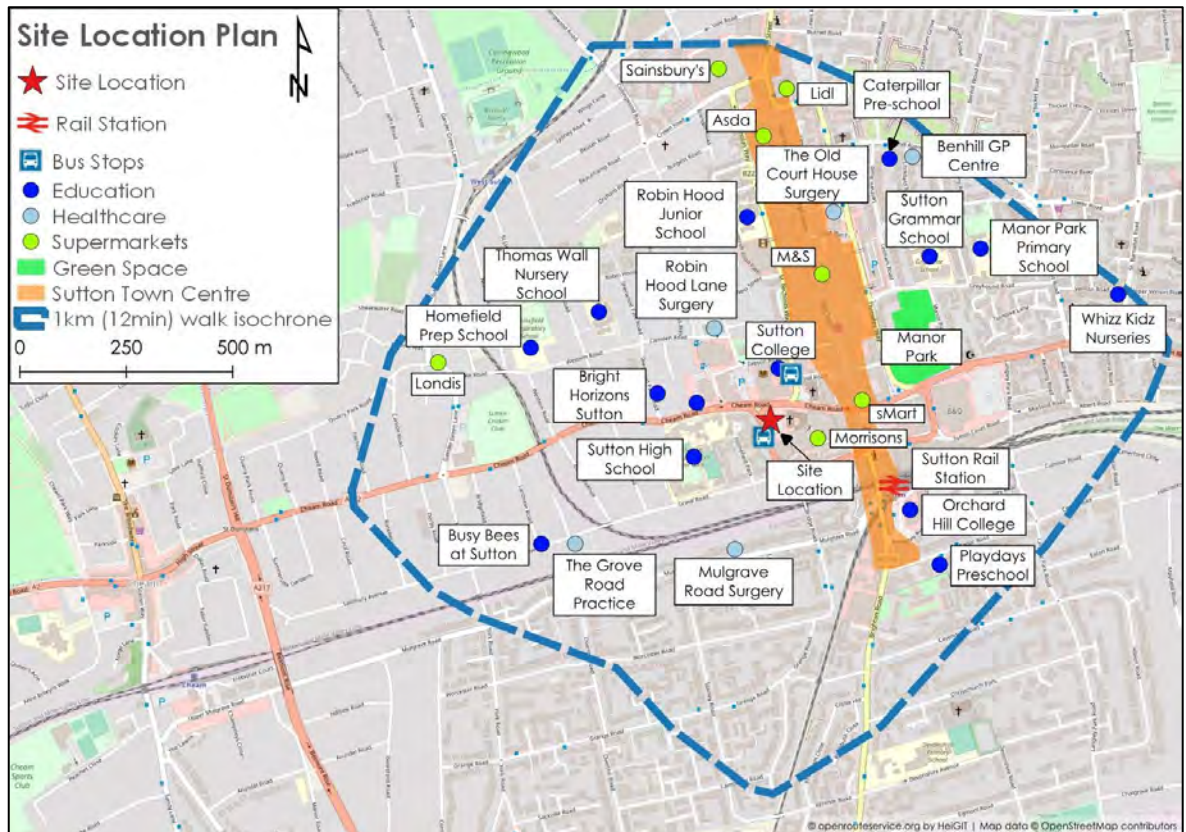


Figure 2 Site Location and Accessibility Plan

2.1.2 Vehicular access to the site is provided from the eastern side of the A232 Sutton Park Road. The service road serves two loading bays associated with the Morrisons supermarket as well as gated entrance to City House. The applicant has suitable rights of access over the access road.

2.1.3 There are also two additional points of pedestrian access from the site's northern boundary with the A232, providing a good level of permeability across the site.

2.1.4 The A232 Sutton Park Road forms part of Transport for London's Red Route Network (TLRN) with double red line markings located along both sides of the carriageway which prohibit stopping at any time.

2.1.5 The A232 Sutton Park Road provides a one-way route which operates in a clockwise direction through the town centre of Sutton. At the north-western corner of the site, the A232 gyratory meets via a signalised junction, facilitating access west towards the A217 and Cheam.

2.2 Access

2.2.1 Vehicular access to the site is provided from the eastern side of the A232 Sutton Park Road via a shared service road with the adjacent Morrisons, over which the applicant has suitable rights of access. Entry and egress from the site is provided via right turn only manoeuvres via the A232. Photographs 1 & 2 shows the existing site access.



Photograph's 1 and 2 Site Access Arrangements

2.3 Local Amenities

2.3.1 Figure 3 outlines the amenities available within 500m of the site as defined within the BREEAM guidance. In addition, the table includes the general walk times in accordance with the Chartered Institution of Highways and Transportation (CIHT) guidelines of 80 metres per minute walking speed.

Amenity	Distance (m)	Walking Time (minutes)
Morrisons (A232)	330	4
Robin Hood Lane Surgery	480	7
ATM (B2230 - High Street)	480	7
LA Cafe (B2230 - High Street)	160	3
The Gym Group (Woodbridge Meadows)	480	7
Kamsons Pharmacy (A232)	160	3
Sutton Post Office	325	5

Figure 3 Facilities within 500m

Framework Travel Plan

- 2.3.2 As shown in Figure 3, the site benefits from good access to nearby amenities, as well as public transport infrastructure including bus stops, which would meet the day-to-day needs of future residents of the proposals.

3 ACCESSIBILITY CREDENTIALS

3.1 Accessibility Credentials

- 3.1.1 In order to establish the potential for future end users (i.e. residents, staff and visitors) of the proposed development to travel by sustainable travel modes, in accordance with relevant national (The National Planning Policy Framework), regional (The London Plan) and local (LBS Local Plan) transport planning policy objectives, a review of the existing transport infrastructure and services within the vicinity of the site is provided within this section of the report.
- 3.1.2 Considering the site's highly accessible location, it is likely that public transport and 'active' modes of travel such as walking and cycling would form the principal mode of travel by all users to reach the site and to complete local trips during the day.
- 3.1.3 In order to gain an understanding of how journeys would be made to and from the proposed development by sustainable means of travel, a review of the existing provision of transport infrastructure and services has been undertaken.

Walking and Cycling

- 3.1.4 It is commonly accepted that walking and cycling can replace motorised transport for journeys of up to 2km and 5km respectively which are considered the preferred maximum distances as outlined in *Guidelines for Providing Journeys on Foot* (2000).
- 3.1.5 Walking and cycling play a vital role in healthy and active lifestyles and if convenient and safe links are available there is significant opportunity to reduce the need for local car trips, thus reducing the traffic volumes on the surrounding highway network. Over short distances, especially in urban areas such as Sutton, cycling is often quicker and cheaper than using a car and more flexible than public transport.
- 3.1.6 Figure 2 above that the site is located in a highly accessible area with access to a multitude of amenities all within a 12-minute one way walking trip from the site, some amenities include but are not limited to: Sutton High Street, Sutton Rail Station, Manor Park and Robin Hood Lane Surgery.
- 3.1.7 The site benefits from an excellent standard of pedestrian infrastructure in the vicinity of the site which continue in the local area including to but not limited to the town centre of Sutton. The existing footways are wide (at least 2.0m) and appear well lit, as illustrated in Photographs 3 and 4.



Photograph's 3 and 4 Footway Provision

3.1.8 The existing access with the A232 – Sutton Park Road benefits from dropped kerbs and tactile paving on both sides of the junction to enhance pedestrian safety, as illustrated in Photographs 3 and 4.

3.1.9 There are a number of designated crossing points throughout the local area including at the north-western corner of the site and to the south-west of the site. Both feature wide pedestrian crossings with associated pedestrian infrastructure, as illustrated in Photographs 5 and 6.



Photographs 5 and 6 Local Crossing Points.

3.1.10 The local highway network is considered conducive to on-road cycling, particularly for commuting journeys. Figure 4 below shows the extent of cycle routes across the wider area of Sutton, full details of which are shown at Appendix B. As shown, there are no dedicated cycle lanes on the A232 gyratory, however the gyratory is one-way for vehicle traffic and is therefore suitable for on-road cycling, providing connections to numerous dedicated cycle routes / lanes in the town centre. The Healthy Streets Check for Designers outlined in the TA also identifies Sutton Park Road as being safe and appropriate for on-road cycling.

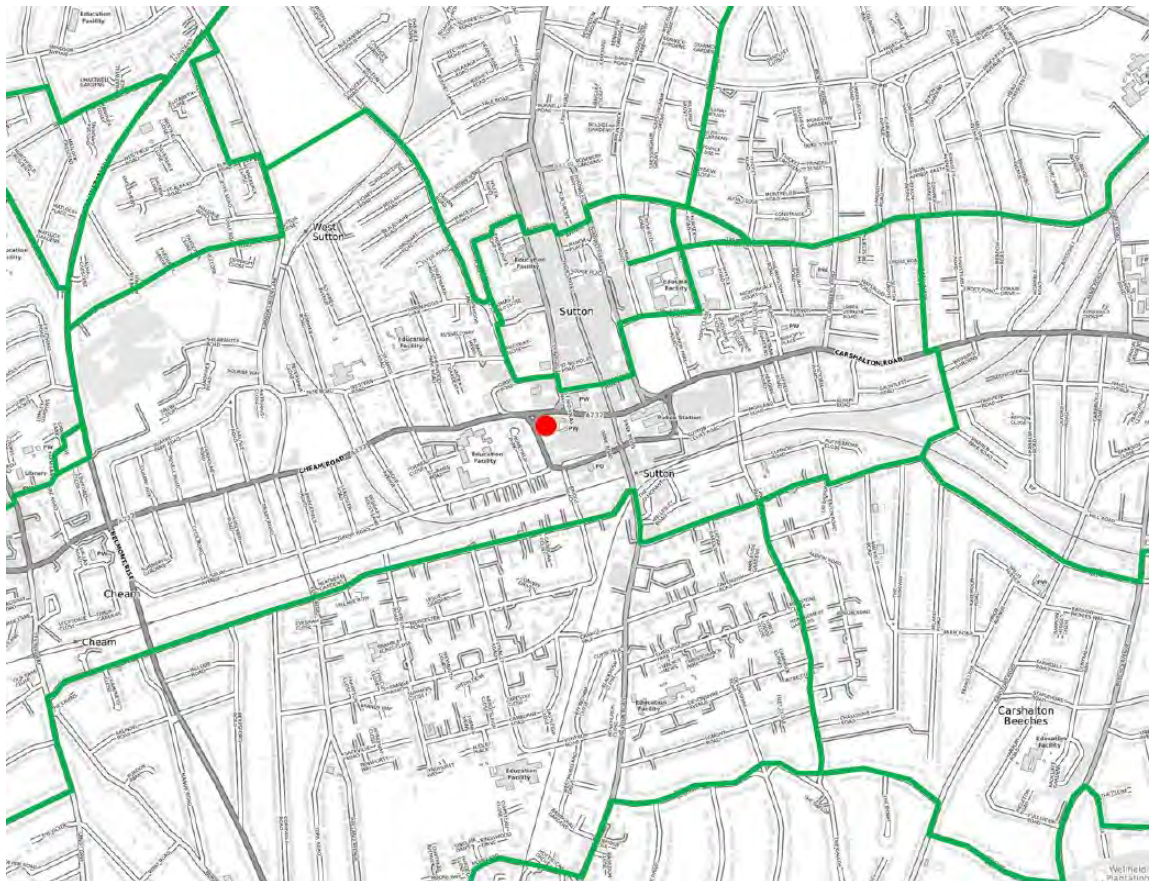


Figure 4 Sutton Cycle Guide

Bus

- 3.1.11 The nearest bus stop to the site is located on Sutton Park Road (Stop T) directly opposite the serving bus routes 151, 213, 413, 613 and 627, which provide a combined frequency of approximately 15 services per hour to a number of destinations such as Kingston, Worcester Park and Morden, for example. The bus stop is accessible via the pedestrian crossing located on Sutton Park Road.
- 3.1.12 Furthermore, additional bus services can be accessed from the Sutton Civic Centre (Stop V) bus stop located just to the north of the site on St Nicholas Way. This stop is served by bus routes 80, 151, 164, 213, 280, 407, 413, 420, 470, 613, N44, S1, S3 and S4.
- 3.1.13 A detailed summary of the bus services that can be accessed from these stops, is illustrated below in Figure 5.

Route Summary	Typical Frequency	Hours of operation
80: Downview and Highdown Prisons –Sutton Civic Centre –Reynolds Close	Mon-Fri: Every 6-10 mins Sat: Every 7-10 mins Sun: Every 14-15 mins	Mon-Fri: 04:55-01:05 Sat: 04:56-01:05 Sun: 06:41-01:05
151: Worcester Park Station - Shotfield	Mon-Fri: Every 8-12 mins Sat: Every 9-13 mins Sun: Every 19-22 mins	Mon-Fri: 05:46-00:38 Sat: 05:45-00:40 Sun: 06:25-00:38
164: Sutton Station – Francis Grove	Mon-Sat: every 9-11 mins Sun: Every 15 mins	Mon-Sun: 04:41-01:07
213: Fairfield Bus Station - Sutton Bus Garage	Mon-Fri: every 7-12 mins Sat: Every 8-12 mins Sun: Every 11-13 mins	Mon-Sun: 24 hrs service
280: Belmont Station/Brighton Road – Blackshaw Road	Mon-Fri: Every 8-12 mins Sat: Every 9-12 mins Sun: Every 10-12 mins	Mon-Fri: 05:11-00:27 Sat and Sun: 05:10-00:27
407: Caterham Valley Station –Sutton/Marshall's Road	Mon-Fri: Every 9-12 mins Sat: every 11-14 mins Sun: every 20 mins	Mon-Fri: 05:56-01:28 Sat: 05:47-01:28 Sun: 07:52-01:28
413: Sutton Bus Garage – Morden Tube Station	Mon-Sat: Every 15 mins Sun: Every 30 mins	Mon-Fri: 05:21-01:00 Sat: 05:21-01:01 Sun: 06:56-01:00
420: Crawley Bus Station - Sutton Bus Garage	Mon-Fri: hourly Sat: Hourly Sun: Every 2 hrs	Mon-Fri: 06:45-19:40 Sat: 07:25-19:03 Sun: 09:34-17:33
470: Epsom Clock Tower – Colliers Wood Tube Station	Mon-Sat: Every 30 mins	Mon-Sat: 06:44-20:54
N44: Sutton Station/The Quadrant– Aldwych/Drury Lane	Mon-Fri morning: roughly every 30 mins Sat and Sun morning: every 30 mins	Mon-Fri morning: 00:37-04:38 Sat and Sun morning: 00:38-04:38
S1: Banstead/M&S –Victoria Road/Lavender Fields	Mon-Sat: Every 15 mins Sun: Every 20 mins	Mon-Fri: 05:39-00:02 Sat: 05:38-00:03 Sun: 06:59-00:03
S3: Belmont Station – Malden Manor Station	Mon-Sat: every 20 mins	Mon-Fri: 06:17-21:36 Sat: 06:26-21:36
S4: Wilson's School – St Helier Station	Mon-Fri: Roughly every 30 mins Sat: Every 30 mins	Mon-Fri: 06:41-00:37 Sat: 06:37-00:37

Figure 5 Sutton Civic Centre Bus Stop Services

3.1.14 As summarised, a high frequency of services to an extensive range of destinations is available from within close proximity of the site, including a 24-hour services. These bus stops would provide convenient services for residents, staff and visitors travelling to and from the site to a range of destinations throughout Sutton and across south London.

Sutton Train Station

3.1.15 Sutton Rail Station is located approximately 370 metres (a circa 5 minute walk) to the south-east of the site and is directly accessible on-foot via the existing footways. Sutton Station is served by both Southern and Thameslink and a range of destinations can be reached from here including London Victoria, London Bridge, Clapham Junction, Dorking, Epsom and locations further afield such as St Albans City.

3.1.16 Figure 6 summarises the rail services from Sutton, full details of which can be found at: www.nationalrail.co.uk.

Destination	Typical Frequency	Typical duration
London Victoria	4 trains per hour	48 mins
London Bridge	2 trains per hour	32 minutes
St Albans City	4 trains per hour	1 hour 21-33 minutes
Epsom	2 trains per hour	10 minutes
Epsom Downs	2 trains per hour	10 minutes
Dorking	2 trains per hour	27 minutes

Figure 6 Local Rail Services

3.1.17 As demonstrated, frequent and desirable rail services are available within short walking distance of the site where a number of destinations across London can be accessed directly, including larger interchanges such as London Victoria which facilitate access to a number of destinations across the southeast.

3.2 PTAL Assessment

3.2.1 To assess the Public Transport Accessibility Level (PTAL) available at the development site, RGP has considered the assessment undertaken by Web-CAT which is a web-based Connectivity Assessment Toolkit. The results of the PTAL assessment for the site, based on TfL's online tool, are attached hereto at Appendix C which suggests that the site has an Accessibility Index of 33.53, which corresponds to a PTAL rating of 6a.

3.2.2 This reflects sites with excellent accessibility to the public transport network which would be suitable to accommodate ones daily travel needs.

3.3 Car Club Schemes

3.3.1 Car clubs allow users to become members with a company offering a scheme that provides access to cars and vans in local communities. Car club vehicles can be found in designated parking bays in many towns and cities across the UK and offer a potential travel option that residents may choose for some trips when the use of the car is essential, reducing the need to own a private car.

3.3.2 As shown in Figure 7, 3 car club vehicles are located within a 2 kilometre radius of the site operated by Zipcar which could be conveniently utilised by any residents when needed.

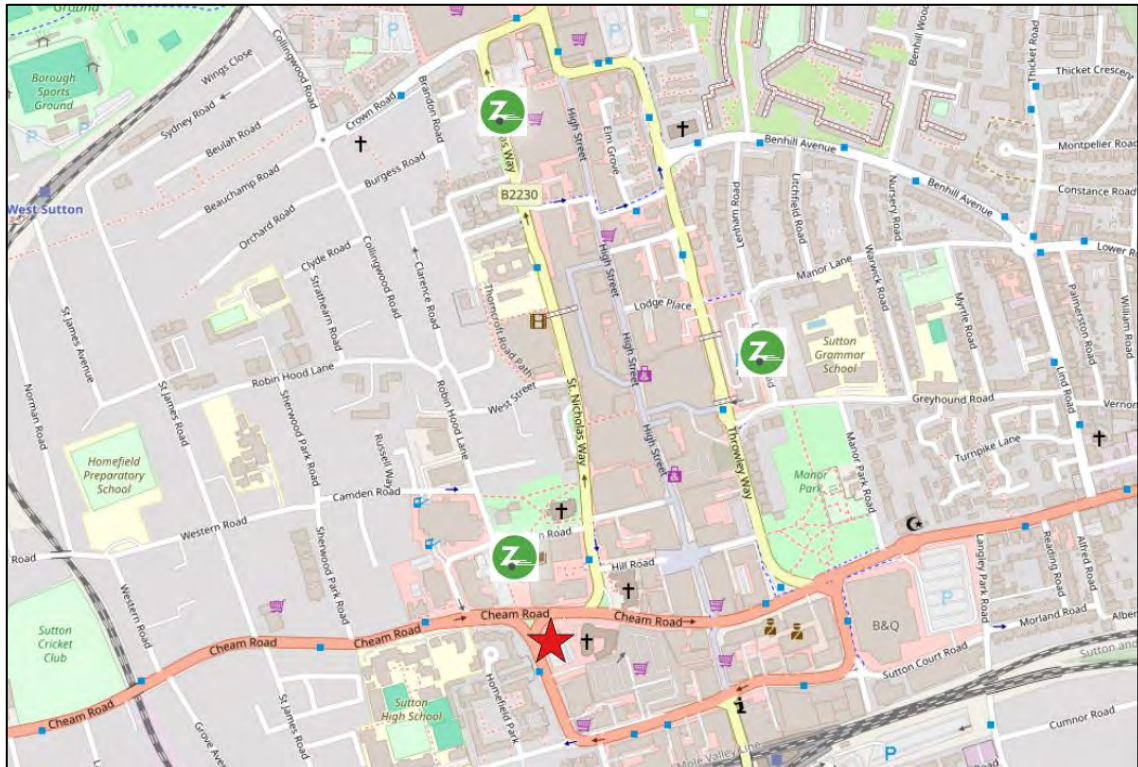


Figure 7 Zipcar Locations

3.4 Summary

3.4.1 RGP considers that the accessibility credentials of the proposed site are of an excellent standard, as highlighted by the site's access to frequent and convenient public transport services locally and the proximity of Sutton town centre via active modes, providing residents and staff with numerous opportunities to travel by sustainable modes and reducing the need to travel away from the site by car.

4 DEVELOPMENT PROPOSALS

4.1 Overview

- 4.1.1 The proposals are for the redevelopment of the site to provide 220 sqm of commercial space and 70 residential units.
- 4.1.2 A copy of the proposed site layout plan is attached hereto at Appendix A.

4.2 Parking

- 4.2.1 The site would operate as a car-free development, in accordance with the London Plan standards for a site in a PTAL 6, except for two disabled bays.
- 4.2.2 The use of the disabled bays would be monitored by a Site Management Company, who would also review the demands for electric vehicle charging.

4.3 Cycle Parking

- 4.3.1 The cycle parking standards outlined within the London Plan have been used to establish an appropriate level of cycle parking for the site. Cycle parking would be provided above the minimum standards and in accordance with the mix of cycle parking which is applied by the best practice within the London Cycle Design Standards.

4.4 Delivery & Servicing

- 4.4.1 A dedicated delivery bay would be provided on-site to enable a typical goods online vehicle to safely turn around on the site, away from the shared service yard. Refuse collection would continue from the shared service road as existing.
- 4.4.2 The proposals would reduce the level of delivery and servicing activity taking place on the service road when compared with the existing office, thereby improving highway safety in this regard and with regard to the existing Morrisons.

5 BASELINE TRAVEL BEHAVIOUR

- 5.1.1 It is necessary to collect data to establish and understand the baseline travel habits, against which the Travel Plan's progress can be measured. The anticipated modal split associated with the proposals has been established based on modal split data outlined in the Transport Assessment, full details of which are set out within the Transport Assessment which accompanies this application.
- 5.1.2 The majority of trips would be undertaken by public transport given that most residents and staff are likely to travel by active modes or to utilise the excellent standard of public transport services available in the local area for commuting purposes.
- 5.1.3 Figure 8 presents the anticipated trip generation for the site comprising both residential and commercial trips, as detailed within the Transport Assessment.

Total Proposed Trip Generation	Total People		Vehicles		Goods vehicles		Car Passengers		Cycle		Pedestrians		Public Transport	
	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
AM Peak (08:00 - 09:00)	13	37	1	2	0	0	0	3	0	1	5	12	7	20
PM Peak (17:00 - 18:00)	21	19	1	1	0	0	1	1	0	0	10	8	9	9
Daily (07:00-19:00)	219	225	12	12	1	2	7	5	5	4	99	103	95	99

Figure 8 Total Proposed Trip Generation

- 5.1.4 The baseline information outlined above is considered to be a suitable starting point for formulating appropriate measures and targets, however iTRACE compliant travel surveys will be carried out within 6 months of the site's occupation to establish the travel behaviour of all site users and provide a baseline for future monitoring purposes.
- 5.1.5 The travel surveys will obtain information on travel patterns, including mode and distance travelled as well as attitudinal data pertaining to the reasons why different transport options are utilised and measures which would encourage / maintain the use of sustainable transport.
- 5.1.6 Further baseline data can be collected by conducting a site audit to include an assessment of cycle stand usage and by interviewing visitors.
- 5.1.7 Upon receipt of the completed travel surveys and site audit, this Framework Travel Plan will be reviewed and updated to a Full Travel Plan, to ensure that appropriate objectives and targeted measures are implemented.

6 AIMS, OBJECTIVES AND TARGETS

6.1 Aims and Objectives

6.1.1 It is now widely accepted that it is not possible to build our way out of congestion. Instead, the approach has to be to reduce the need to travel by increasing travel choice and awareness, therefore the overall aim of this Travel Plan is:

To reduce reliance upon the private car, by effecting a change in attitude to travel by increasing awareness of sustainable travel modes and their associated benefits.

6.1.2 To achieve this aim, objectives should be provided that reflect the challenges of the site and focus the role of the Travel Plan. These objectives also support the Local Authority's policy aims. For the development site, the objectives are:

Objective 1 – Promote and actively encourage sustainable travel to and from the site

Objective 2 - Provide infrastructure to facilitate sustainable travel

6.1.3 Furthermore, given the site's good accessibility to public transport services and the current uptake of these, this Travel Plan is focussed on achieving a shift away from overcrowded public transport services, towards active modes.

6.2 Targets

6.2.1 To support the aim and objectives, targets have been set to focus the delivery of the Travel Plan.

6.2.2 When setting site specific targets, it is important that they are "SMART" in order that the outcomes can be quantified and an assessment of what the Travel Plan has or will achieve can be made.

Specific
Measurable
Achievable
Realistic
Time-bound

6.2.3 Figure 9 presents the targets for the Travel Plan which will support the overall aim and two objectives. These should be achieved 3 and 5 years from first occupation, they will be assessed against the data presented in Section 5 of this report.

Action	Target Date
Decrease the proportion of journeys made by single occupancy car by 5% / 10%	End of Year 3 / 5
Increase the proportion of trips made by active modes (walking/cycling) by 3% / 5%	End of Year 3 / 5

Figure 9 Summary of Targets

- 6.2.4 Following baseline surveys, these targets will be reviewed and amended based on the site-specific data obtained. However, with its implementation from the outset it is reasonable to assume that the Travel Plan would be effective in changing the travel habits of residents, who would be encouraged to consider the available transport modes prior to moving in.
- 6.2.5 Since the development is not yet occupied, the above targets are based on Travel Plan research which has indicated that Travel Plans can deliver single occupancy vehicle trip reductions between 11% (rural areas) and 20% (urban areas) depending upon the measures implemented.
- 6.2.6 A target of a 10% reduction against the baseline traffic generation as presented in the Transport Statement over a 5-year period is considered reasonable and could be assessed by way of Automatic Traffic Counter survey.
- 6.2.7 The targets stated, will be reviewed regularly and should be achieved by the target date set. If they have been attained before the target date, they will be modified to provide further, more challenging targets, while if the surveys show that progress is not being made towards achieving the targets, the reasons why would be investigated, including a review of the current measures which would be added to or modified to ensure that the overall targets will be met.
- 6.2.8 Travel related concerns raised by users of the site and any identified barriers to sustainable travel will be ascertained by way of regular travel surveys and routine monitoring. Further bespoke measures and changes could then be introduced to address these barriers, if necessary, and to ensure that the Travel Plan continues towards achieving its targets and overall aim.
- 6.2.9 Future targets will be established through a process of consultation between the Developer and LBS to ensure that they are appropriate in the context of the objectives, yet realistic and achievable.

7 TRAVEL PLAN MEASURES

- 7.1.1 An Action Plan outlining the proposed Travel Plan measures and actions identified for the site, along with responsibilities, estimated costs and implementation timescales is attached at Appendix D.
- 7.1.2 The Action Plan also pinpoints the objective that each measure will support to ensure that any initiative is targeted to achieving the overall aim for this site.
- 7.1.3 The Action Plan includes the following measures, to be agreed by the residents prior to occupation:

Objective 1 - Promote and actively encourage sustainable travel to and from the site

- Appoint Travel Plan Coordinator (TPC)
- Nearby Facilities
- Walking / Cycling Routes
- Bicycle Purchase Scheme
- Cycle Training
- Bicycle Maintenance
- Public Transport Information
- Health, Fitness and Travel Apps – Appendix E
- Car Sharing
- Car Clubs
- E-Newsletters
- Promote Travel Plan in Sales Literature
- **Resident's Welcome Packs** – see example at Appendix F
- Press Release
- Public Health / Environmental Campaigns

Objective 2 - Provide infrastructure to facilitate sustainable travel

- Broadband Internet Connection
- Cycle Parking / Storage
- Bicycle Security
- Electric Vehicle Charging Points
- Travel Noticeboard
- Car Park Management Measures

7.2 Effectiveness of Travel Plan Measures

- 7.2.1 The specified measures and initiatives should act to achieve the overall aim of the Travel Plan, consequently increasing the use of sustainable modes and achieving the targets set.

8 REVIEW AND APPROVAL

8.1 Implementation and Funding

8.1.1 Prior to the occupation of the development, a Travel Plan Coordinator (TPC) will be appointed to oversee the management of the Travel Plan and ensure it seeks to achieve the stated aims. It is anticipated that the TPC role would fall within the remit of the Site Manager or similar, although specific tasks would become the responsibility of others, following instruction from the TPC.

8.1.2 The TPC will be responsible for the Travel Plan's management to include the implementation, review and promotion of the Travel Plan. It is anticipated that this role would take 3-5 hours per month. Any infrastructure works are associated with the development's construction costs.

8.1.3 The TPC will also be responsible for managing the agreed budget for the Travel Plan. Aside from infrastructure works which are associated with the development's construction costs, funding is required to cover initial set up, printing and marketing. This is estimated to amount to circa £500 annually and would be paid for by the site operator.

8.1.4 This investment in resources, both in terms of appointment of a TPC and monetary, support the implementation, management and review of the Travel Plan and mitigate against any financial burden that may be imposed as a consequence of failure to meet the agreed targets.

8.2 Monitoring

8.2.1 Figure 10 illustrates the monitoring timeline for the initial 5-year life of the Travel Plan.

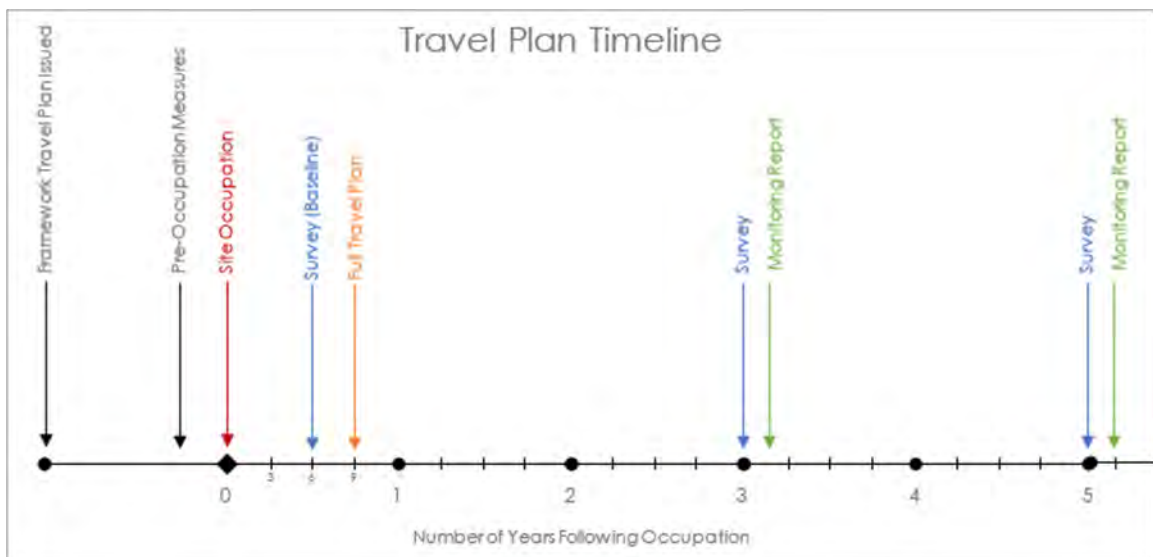


Figure 10 Travel Plan Timeline

8.2.2 Site-specific baseline data is to be collected 6 months following full occupation. This will represent Year 1 of the Travel Plan and form the revised baseline for inclusion in the Full/updated Travel Plan.

Framework Travel Plan

- 8.2.3 This Travel Plan represents a Full Travel Plan containing baseline targets against which future progress will be measured.
- 8.2.4 Monitoring reports will then be produced by the TPCs and submitted to the Council for approval in relation to the targets set [for the end of Years 3 and 5. These reports shall demonstrate how the Travel Plan has been implemented to date and will include:
- (i) Details of measures introduced and actions taken to promote the Travel Plan;
 - (ii) A statistical summary of the modal split of residents disclosed by the monitoring surveys;
 - (iii) The progress of the Travel Plan in achieving the targets and identifying any amendments to be agreed in writing by the Council in the event that targets are not achieved; and
 - (iv) A plan for future actions, to include additional or remedial measures, if required.
- 1.1.4 To support this process surveys will be undertaken in Years 1, 3 and 5 to establish the travel patterns of all site users. These surveys will be iTRACE / TRICS compliant, as detailed in Section 5.
- 1.1.5 Furthermore, the following items will be monitored annually by the TPC:
- (i) The demand for car (including electric vehicle charging);
 - (ii) Cycle parking usage;
 - (iii) The uptake of car sharing and car clubs; and
 - (iv) Comments made by site users relating to transport and the Travel Plan
- 1.1.6 To maintain the emphasis of the Travel Plan, the results of the monitoring and review process will be communicated by way of an on-site Travel Plan noticeboard.

9 APPROVAL

9.1.1 This Travel Plan is hereby approved for implementation at the following site:

City House, Sutton Park Road, Sutton,

Signed: B Taylor (RGP)

Date: 11/12/2023

Signed: TBC (TPC)

Date:TBC.....

9.1.2 This Travel Plan is a 'live' document and will be subject to continuous updates and amendments over the course of its implementation.

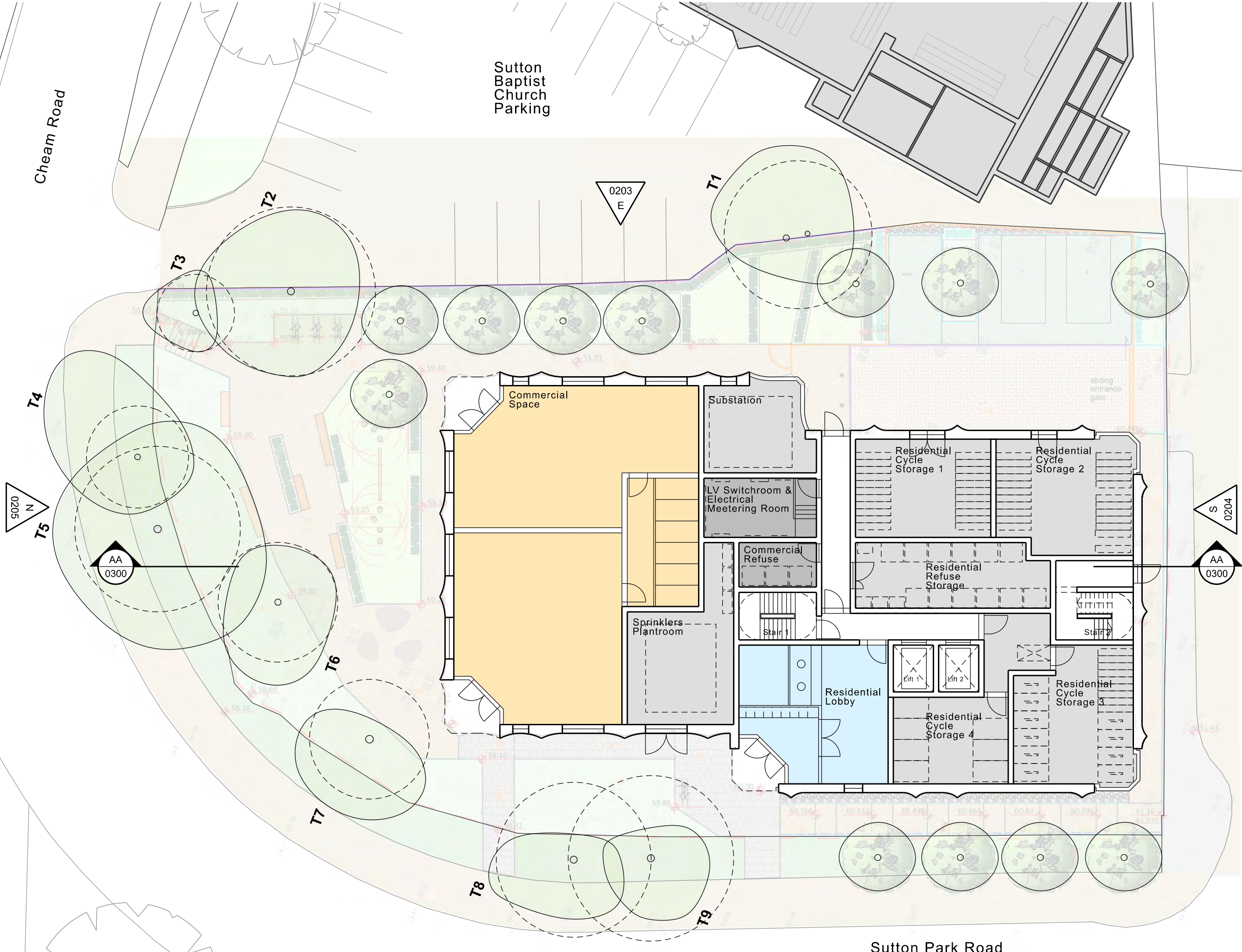
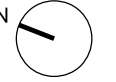


APPENDIX A

Cheam Road

Sutton Baptist Church Parking

0 1m 5m



- Key:**
- Residential Lobby
 - Residential BOH
 - Commercial Space
 - Commercial BOH

P0	XX/01/24	Planning Issue
Revision	Date	Description

© copyright Wimshurst Pelleriti, all rights reserved 2019

Do not scale-off this drawing. Wimshurst Pelleriti take no responsibility for any dimensions obtained by measuring or scaling from this drawing and no reliance may be placed on such dimensions. If no dimension is given, it is the responsibility of the recipient to ascertain the dimension specifically from the Architect or by site measurement.

The sizing of all structural and service elements must always be checked against the relevant engineers drawings. No reliance should be placed upon sizing information shown on this drawing.

Project
City House, Sutton
 Sutton Park Road, SM1 2AE


Drawing Title
 Ground Floor Plan
 Proposed

Drawing Number	Revision
0816-WPA-0110	P0
Scale @ A3	Revision Date
1:200	

Drawing Purpose
 PLANNING

WIMSHURST PELLERITI

The Mews,
 6 Putney Common, SW15 1HL
 0208 780 2206
 info@wp.uk.com
 wimshurst-pelleriti.com



Sutton Park Road

W 0202

N 0205

S 0204
AA 0300

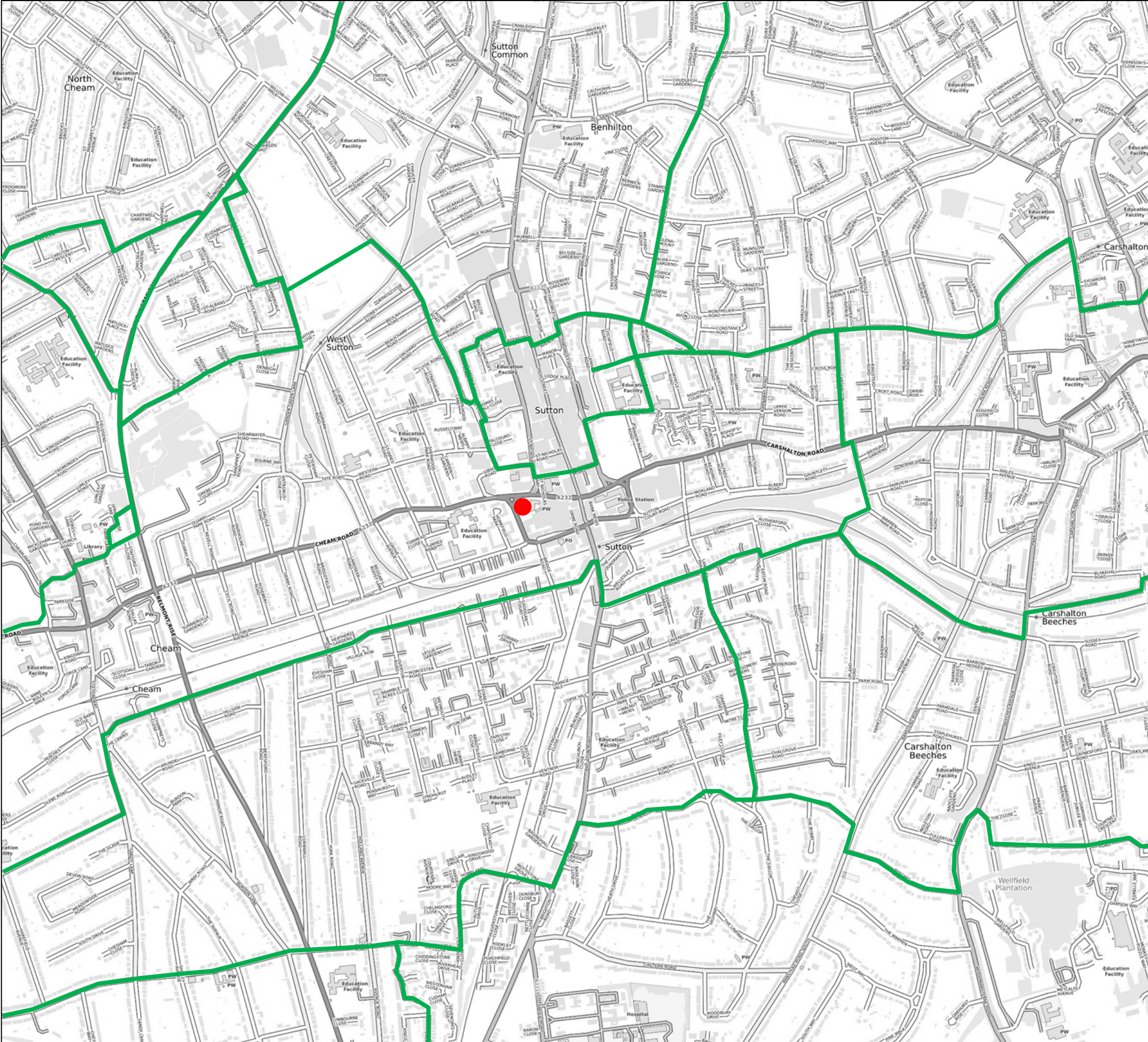
AA 0300



APPENDIX B

LEGEND

- SITE LOCATION
- CYCLE ROUTES

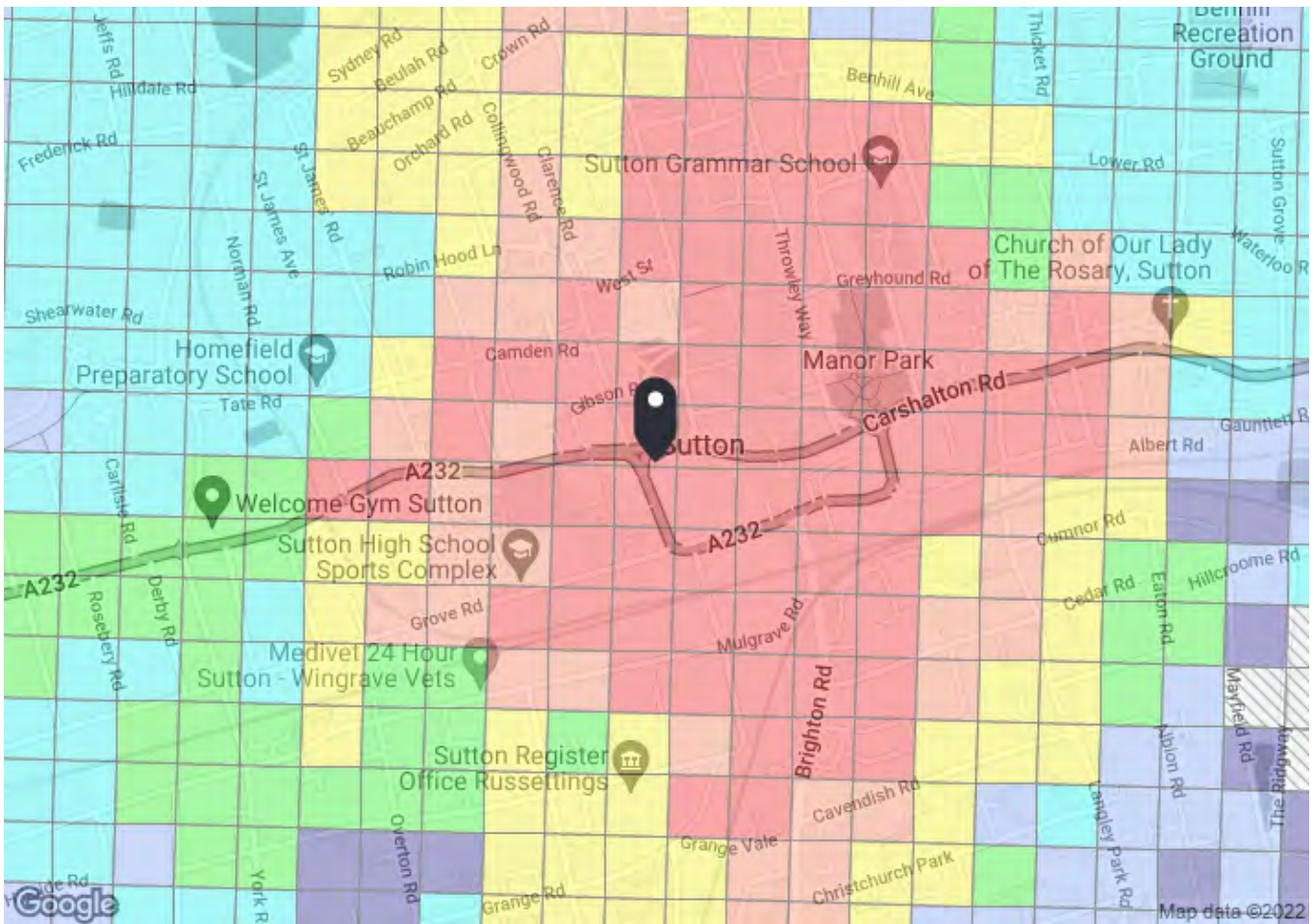


Transport Planning and Infrastructure Design Consultants
 Shackelford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY
 1-2 Paris Garden, London, SE1 8ND
 Tel: 01483 861681 / 020 7078 9662 Fax: 01483 861682
www.rgp.co.uk

Client:		Macar Living (City House) Ltd	
Project:		City House, Sutton Park Road	
Title:		Cycle Route Plan	
Plan No:	Job No:	Date:	
Plan 04	23/6805	December 2023	
Drawn By:	Checked By:	Rev:	A3
GE	WT	-	



APPENDIX C



PTAL output for Base Year 6a

CityHouse
CityHouse, Sutton Park Rd, Sutton SM1 2AE, UK
Easting: 525765, Northing: 163995

Grid Cell: 12263

Report generated: 31/08/2022

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

- PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	SUTTON ST NICHOLAS WAY	280	169.84	6	2.12	7	9.12	3.29	0.5	1.64
Bus	SUTTON PARK ROAD	151	6.09	6	0.08	7	7.08	4.24	0.5	2.12
Bus	SUTTON PARK ROAD	X26	6.09	2	0.08	17	17.08	1.76	0.5	0.88
Bus	SUTTON PARK ROAD	S3	6.09	3	0.08	12	12.08	2.48	0.5	1.24
Bus	SUTTON PARK ROAD	413	6.09	4	0.08	9.5	9.58	3.13	0.5	1.57
Bus	SUTTON PARK ROAD	80	6.09	6	0.08	7	7.08	4.24	0.5	2.12
Bus	SUTTON PARK ROAD	S1	6.09	4	0.08	9.5	9.58	3.13	0.5	1.57
Bus	SUTTON PARK ROAD	407	6.09	4	0.08	9.5	9.58	3.13	0.5	1.57
Bus	SUTTON PARK ROAD	164	6.09	6	0.08	7	7.08	4.24	0.5	2.12
Bus	SUTTON PARK ROAD	470	6.09	2	0.08	17	17.08	1.76	0.5	0.88
Bus	SUTTON PARK ROAD	S4	6.09	2	0.08	17	17.08	1.76	0.5	0.88
Bus	SUTTON PARK ROAD	213	6.09	7	0.08	6.29	6.36	4.72	1	4.72
Rail	Sutton	'WIMBLDN-LNDNBDC 2E6Z'	390.78	1.67	4.88	18.71	23.6	1.27	1	1.27
Rail	Sutton	'LNDNBDC-EPSM 2E91'	390.78	0.33	4.88	91.66	96.54	0.31	0.5	0.16
Rail	Sutton	'SUTTON-LNDNBDC 2U06'	390.78	0.33	4.88	91.66	96.54	0.31	0.5	0.16
Rail	Sutton	'EPSM-LNDNBDC 2U70'	390.78	1	4.88	30.75	35.63	0.84	0.5	0.42
Rail	Sutton	'GUILDFD-LNDNBDC 2U98'	390.78	0.33	4.88	91.66	96.54	0.31	0.5	0.16
Rail	Sutton	'BEDFDM-SUTTON 1O13'	390.78	0.33	4.88	91.66	96.54	0.31	0.5	0.16
Rail	Sutton	'BEDFDM-SUTTON 1V23'	390.78	0.33	4.88	91.66	96.54	0.31	0.5	0.16
Rail	Sutton	'BEDFDM-SUTTON 1V82'	390.78	0.33	4.88	91.66	96.54	0.31	0.5	0.16
Rail	Sutton	'SUTTON-LUTON 2O00'	390.78	0.33	4.88	91.66	96.54	0.31	0.5	0.16
Rail	Sutton	'SUTTON-BEDFDM 2O04'	390.78	0.33	4.88	91.66	96.54	0.31	0.5	0.16
Rail	Sutton	'SUTTON-STALBCY 2O06'	390.78	0.33	4.88	91.66	96.54	0.31	0.5	0.16
Rail	Sutton	'SUTTON-LUTON 2O10'	390.78	1	4.88	30.75	35.63	0.84	0.5	0.42
Rail	Sutton	'LUTON-SUTTON 2O17'	390.78	0.67	4.88	45.53	50.41	0.6	0.5	0.3
Rail	Sutton	'STALBCY-SUTTON 2O21'	390.78	0.33	4.88	91.66	96.54	0.31	0.5	0.16
Rail	Sutton	'STALBCY-SUTTON 2O29'	390.78	0.67	4.88	45.53	50.41	0.6	0.5	0.3
Rail	Sutton	'SUTTON-STALBCY 2V02'	390.78	0.33	4.88	91.66	96.54	0.31	0.5	0.16
Rail	Sutton	'SUTTON-STALBCY 2V08'	390.78	0.67	4.88	45.53	50.41	0.6	0.5	0.3
Rail	Sutton	'BEDFDM-SUTTON 2V15'	390.78	0.33	4.88	91.66	96.54	0.31	0.5	0.16
Rail	Sutton	'SUTTON-BEDFDM 2V16'	390.78	0.33	4.88	91.66	96.54	0.31	0.5	0.16
Rail	Sutton	'LUTON-SUTTON 2V19'	390.78	0.33	4.88	91.66	96.54	0.31	0.5	0.16
Rail	Sutton	'SUTTON-KNTSHTN 2V20'	390.78	0.33	4.88	91.66	96.54	0.31	0.5	0.16
Rail	Sutton	'STALBCY-SUTTON 2V27'	390.78	0.33	4.88	91.66	96.54	0.31	0.5	0.16
Rail	Sutton	'LUTON-SUTTON 2V31'	390.78	0.33	4.88	91.66	96.54	0.31	0.5	0.16
Rail	Sutton	'VICTRIC-SUTTON 2B90'	390.78	0.33	4.88	91.66	96.54	0.31	0.5	0.16
Rail	Sutton	'SUTTON-VICTRIC 2B91'	390.78	0.33	4.88	91.66	96.54	0.31	0.5	0.16
Rail	Sutton	'HORSHAM-VICTRIC 2E03'	390.78	1	4.88	30.75	35.63	0.84	0.5	0.42
Rail	Sutton	'VICTRIC-HORSHAM 2E04'	390.78	0.33	4.88	91.66	96.54	0.31	0.5	0.16
Rail	Sutton	'DORKING-VICTRIC 2E07'	390.78	0.33	4.88	91.66	96.54	0.31	0.5	0.16
Rail	Sutton	'HORSHAM-VICTRIC 2E09'	390.78	0.33	4.88	91.66	96.54	0.31	0.5	0.16
Rail	Sutton	'EPSM-VICTRIC 2E11'	390.78	0.33	4.88	91.66	96.54	0.31	0.5	0.16
Rail	Sutton	'VICTRIC-HORSHAM 2E12'	390.78	0.33	4.88	91.66	96.54	0.31	0.5	0.16
Rail	Sutton	'HORSHAM-VICTRIC 2E13'	390.78	0.33	4.88	91.66	96.54	0.31	0.5	0.16
Rail	Sutton	'VICTRIC-HORSHAM 2E14'	390.78	0.33	4.88	91.66	96.54	0.31	0.5	0.16
Rail	Sutton	'VICTRIC-EPSM 2E16'	390.78	1	4.88	30.75	35.63	0.84	0.5	0.42
Rail	Sutton	'DORKING-VICTRIC 2E17'	390.78	0.33	4.88	91.66	96.54	0.31	0.5	0.16
Rail	Sutton	'VICTRIC-DORKING 2E18'	390.78	0.33	4.88	91.66	96.54	0.31	0.5	0.16
Rail	Sutton	'VICTRIC-HORSHAM 2E22'	390.78	0.33	4.88	91.66	96.54	0.31	0.5	0.16
Rail	Sutton	'GUILDFD-VICTRIC 2E95'	390.78	0.33	4.88	91.66	96.54	0.31	0.5	0.16
Rail	Sutton	'SUTTON-VICTRIC 2R05'	390.78	0.67	4.88	45.53	50.41	0.6	0.5	0.3
Rail	Sutton	'VICTRIC-EPDMS 2R06'	390.78	1.33	4.88	23.31	28.19	1.06	0.5	0.53
Rail	Sutton	'EPDMS-VICTRIC 2R11'	390.78	1.67	4.88	18.71	23.6	1.27	0.5	0.64
Rail	Sutton	'SUTTON-VICTRIC 2R17'	390.78	0.33	4.88	91.66	96.54	0.31	0.5	0.16
Rail	Sutton	'VICTRIC-SUTTON 2R20'	390.78	0.33	4.88	91.66	96.54	0.31	0.5	0.16
Rail	Sutton	'VICTRIC-EPSM 2R24'	390.78	0.33	4.88	91.66	96.54	0.31	0.5	0.16
Rail	Sutton	'VICTRIC-SUTTON 2R26'	390.78	0.67	4.88	45.53	50.41	0.6	0.5	0.3
Rail	Sutton	'VICTRIC-EPDMS 2R28'	390.78	0.33	4.88	91.66	96.54	0.31	0.5	0.16

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Rail	Sutton	'VICTRIC-EPSM 2R32'	390.78	0.33	4.88	91.66	96.54	0.31	0.5	0.16
Rail	Sutton	'SUTTON-VICTRIC 2S15'	390.78	0.33	4.88	91.66	96.54	0.31	0.5	0.16
Rail	Sutton	'VICTRIC-EPSM 2S66'	390.78	0.33	4.88	91.66	96.54	0.31	0.5	0.16
Rail	Sutton	'VICTRIC-DORKING 2S58'	390.78	0.33	4.88	91.66	96.54	0.31	0.5	0.16
Rail	Sutton	'VICTRIC-SUTTON 2S60'	390.78	1.33	4.88	23.31	28.19	1.06	0.5	0.53
Total Grid Cell AI:										33.53



APPENDIX D

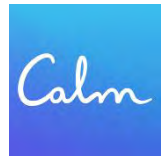
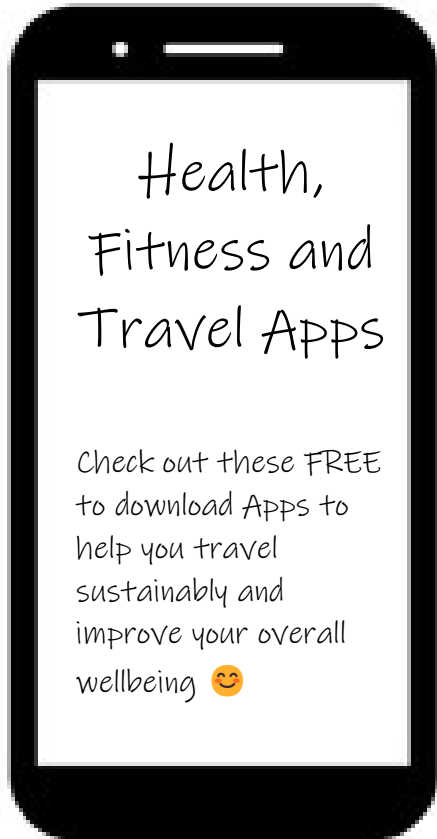
City House, Sutton - Action Plan

OBJECTIVE	MEASURE	DETAILS	RESPONSIBILITY	ESTIMATED COST / BUDGET	OUTCOME / IMPLEMENTATION TIMESCALES
Objective 1: Promote and actively encourage sustainable travel to and from the site	Travel Plan Coordinator (TPC)	TPC to be appointed prior to occupation and trained to ensure they are fully aware of their responsibilities.	Estate Management Company	3-5 hours per month. Staffing budget	To be appointed prior to occupation.
	Nearby Facilities	Make residents / staff aware of the services local to the site that can be walked/cycled to, to avoid unnecessary trips further afield.	TPC	Part of TPC role (4 hours a year) £60 annually	Prior to occupation and then ongoing for the 5 years of the plan.
	Walking / Cycling Routes	Promote local walking and cycling routes, journey planners such as https://tfl.gov.uk/plan-a-journey/ and provide maps.	TPC	Part of TPC role (4 hours a year) £60 annually	Prior to occupation and then quarterly review for the 5 years of the plan.
	Bicycle Purchase Scheme	Promote https://www.peddlemywheels.com/try-before-you-bike whereby those living, working or studying in the borough can trial/purchase a bicycle at a discount. Residents in employment may also be eligible to purchase a bike via a cycle to work scheme.	TPC to promote	Part of TPC role to promote (3 hours a year) £45 annually	Ongoing promotion for the 5 years of the plan.
	Cycle Training	Offer cycle training to residents or staff, particularly those who may not have used a bicycle recently.	TPC	Part of TPC role to promote (3 hours a year) £45 annually	Ongoing promotion for the 5 years of the plan.
	Bicycle Maintenance	Provide training courses and/or invite Dr Bike to the site to provide bicycle maintenance classes for residents.	TPC	Dr Bike c. £40-60 per hour (normally 2 hours a session and includes basic new parts) Maintenance course - basic 2 day home mechanic course is c.£300 per person Part of TPC role to arrange (3 hours a year) £45 annually	Subject to interest.
	Public Transport Information	Publicise public transport routes, timetables and fare information to all residents and staff	TPC	Part of TPC role (4 hours a year) £60 annually	Prior to occupation and then quarterly review for the 5 years of the plan.
	Health, Fitness and Travel Apps	Promote Apps which allow for mobile handset planning of public transport trips and awareness of network issues and problems as well as other aspects of health, wellbeing and fitness. (see Appendix D)	TPC	Part of TPC role (4 hours a year) £60 annually	Ongoing for the 5 years of the plan.
	Car Sharing	The car share database (www.liftshare.com) will be promoted to all residents and staff to facilitate finding a car share match.	TPC	Part of TPC role (4 hours a year) £60 annually	Prior to occupation and then quarterly review for the 5 years of the plan.
	Car Clubs	A number of Zipcar vehicles are available in the vicinity of the site and can be hired on an adhoc basis. These can be promoted to reduce the need for private car ownership.	TPC	Part of TPC role (4 hours a year) £60 annually	Prior to occupation and then quarterly review for the 5 years of the plan.
	E-Newsletters	Send e-newsletters to residents on pertinent topics (i.e. cycle events, financial savings, ways to get fit and healthy, routes to school).	TPC	Part of TPC role (10 hours a year) £150 annually	Send 6-monthly for the life of the Travel Plan.
	Promote Travel Plan in Sales Literature	Display and make promotional travel material available as part of the sales pack and show home for the site, so that prospective residents are aware of the Travel Plan prior to property purchase.	Developer / TPC	Marketing budget	Earliest stage - prior to sale of dwellings.
Resident's Welcome Packs	Travel information will be communicated via a Resident's Welcome Pack. See example at Appendix E .	TPC	Electronic distribution or estimated printing costs of £1 per pack, with preparation costs of £750.	Prepare and distribute upon occupation.	

	Press Release	Prepare an article promoting the Travel Plan for publication in the local press, site website, newsletter etc.	TPC	Part of TPC role (5 hours per year) £75 annually	6 monthly / as appropriate.
	Public Health / Environmental Campaigns	Include health and environmental benefits as part of general promotional materials.	TPC	Part of TPC role (3 hours a year) £45 annually	Ongoing as part of the promotion of sustainable transport modes.
Objective 2: Provide the on-site infrastructure to facilitate sustainable travel / reduce the need to travel	Broadband Internet Connection	All dwellings and commercial space would be equipped with a super-fast broadband connection to support home working and internet shopping.	Construction Company	Construction budget	To be installed as part of the construction.
	Cycle Parking / Storage	Covered and secure cycle parking will be provided on-site for both uses.	Construction Company	Construction budget Minimum circa £30 per Sheffield style cycle rack. Plus c. £120 installation cost per rack.	To be established as part of the construction phase.
	Bicycle Security	Promotion of cycle security and bike marking schemes to reduce theft.	TPC	Part of TPC role (3 hours a year) £45 annually	Ongoing for the life of the Travel Plan.
	Electric Vehicle Charging Points	Electric vehicle charging points in accordance with London Plan standards.	Construction Company	£0-2.5k for equipment and installation of private off-street EVCPs	To be installed as part of the construction phase.
	Travel Noticeboard	A Travel Noticeboard will be established in a prominent place on-site. This will include walking and cycling maps/routes, bus and rail timetable information.	Estate Management Company / TPC to install	Noticeboard costs - variable	Erected prior to opening and content reviewed quarterly.
	Car Park Management Measures	Introduce measures to restrict/manage the use of the car park, if warranted.	Car Park Management Company	Cost is dependent on the measures required	To be introduced if parking problems arise.
Monitoring	Travel Surveys	Collection of baseline data relating to the modes of travel used by residents in Year 1, repeating in Years 3 and 5.	TPC	c. £2000-£4000 per annum depending on data collection methods.	To be completed for baseline in Year 1 and then repeated in Years 3 and 5 after occupation.
	Interim Monitoring	'Snapshot surveys' and review of car and cycle parking usage.	TPC	Part of TPC role (4 hours a year) £60 annually	To be completed during Years 2 and 4 after occupation.
	Target Review	Set targets in Year 1 and then review all targets in Years 3 and 5 to establish whether the targets are being met. Revise measures/targets accordingly.	TPC	Responsibility of TPC to arrange	Targets to be set in Year 1, following completion of the corresponding Travel Survey and reviewed in Years 3 & 5.
	Update Report	Produce a Full Travel Plan for the site in Year 1, then prepare an Update/Progress Report to summarise the travel surveys/target review in Years 3 and 5, identifying if any significant amendments are required to the content of the Travel Plan, from that originally agreed in Year 1. Issue report to relevant Council Officers.	TPC	Responsibility of TPC to arrange	Full Travel Plan to be prepared and issued in Year 1 and Progress Reports produced in Years 3 & 5 within 3 months of Travel Surveys.
	Additional / Remedial Measures	Further promotion of above initiatives and possible introduction of new initiatives, if targets are not met.	TPC / Site Operator	TBC	Annually for 5 years following Biennial and Snapshot Travel Surveys being completed.



APPENDIX E



Calm - Meditation and Sleep Stories
Sleep more. Stress Less. Live Better.



Strava - Run & Ride Training
Track your fitness activity Record your run, map a cycling route & analyse your training.



Transport for London Go - Live
Tube, Bus, Rail
London journey planner.



Komoot: Cycling, Walking, MTB
Turn your next ride, hike, or run into an adventure.



MyFitnessPal
Lose weight and build healthy habits.



Liftshare Companion
Instant messaging for Liftshare members. Request and confirm shared trips.



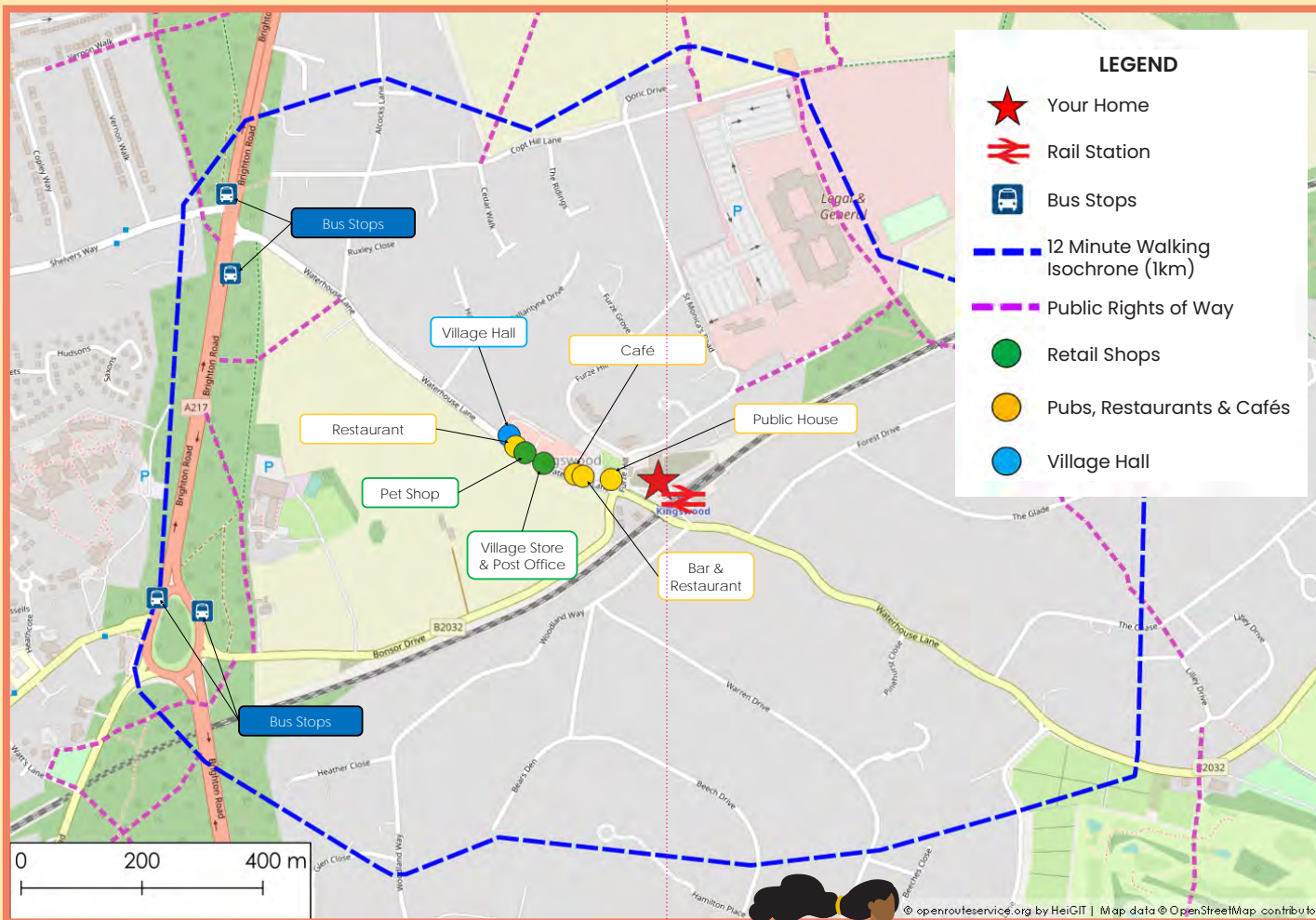
Citymapper
Compare your travel options in real-time globally.



APPENDIX F

WELCOME TO YOUR TRAVEL PACK

This leaflet has been created to help you to save money, improve your health and wellbeing and enhance the local environment by outlining the available, alternative transport modes to the private car.



DID YOU KNOW...

Regular walking reduces the risk of type 2 diabetes and certain cancers by 50% (NHS)



DID YOU KNOW...

Regular cyclists enjoy the general health of someone approximately 10 years younger (British Cycling)



ALL RESIDENTS ARE REQUESTED TO COMPLETE THIS SHORT ONLINE TRAVEL SURVEY

<https://www.surveymonkey.co.uk/surveylinkhere>

The survey will be open until XXXX and one respondent (chosen at random) will win a **£100 John Lewis Gift Voucher**.

If you have any problems or questions, please email tpc@rgp.co.uk



WALKING

CYCLING

DID YOU KNOW...

Regular cyclists enjoy the general health of someone approximately 10 years younger
(British Cycling)



BUS TRAVEL



TRAIN TRAVEL

DRIVING

TAXI

DID YOU KNOW...

A regular brisk 30 min walk reduces the risk of a stroke by up to 27%
(Stroke Association)



NATIONAL EVENTS - WHY NOT GET INVOLVED?



RGP – Transport Planning and Infrastructure Design Consultants

Surrey Office Shackleford Suite, Mill Pool House, Mill Lane, Godalming, Surrey GU7 1EY

London Office 1-2 Paris Garden, London, SE1 8ND

enquiries@rgp.co.uk

T: 01483 861 681

T: 020 7078 9662

www.rgp.co.uk

