



Proposed Residential Development
Land East of Knowle Lane, Cranleigh

Travel Plan

For

Gleeson Land

Document Control Sheet

Proposed Residential Development
Land East of Knowle Lane, Cranleigh
Gleeson Land

This document has been issued and amended as follows:

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1.0 Introduction

- 1.1 This Travel Plan has been prepared on behalf of Gleeson Land (the Applicant) to accompany an outline planning application (with all matters reserved except means of access) in respect of land east of Knowle Lane, Cranleigh.
- 1.2 The application site lies to the south of Cranleigh village centre, within the administrative boundaries of Waverley Borough Council (WBC) the Local Planning Authority and Surrey County Council (SCC) the Local Highway Authority. It is accessible by the more sustainable modes of travel and benefits from close proximity to a wide range of local amenities.
- 1.3 The planning application seeks permission for up to 3 phases of residential development of up to 162 dwellings (including 30% affordable dwellings) including the creation of new vehicular access, pedestrian and cycle accesses, parking spaces, public open space, biodiversity enhancement, landscape planting, surface water attenuation, associated infrastructure and other associated works.
- 1.4 The main pedestrian/cycle access will be located at the north of the site with a connection to the Downs Link bridleway. Access to the site for vehicles is proposed via a new vehicular access onto Knowle Lane.
- 1.5 The application proposals have been subject to pre-application discussions with SCC. The pre-application dialogue has been a key part in developing the proposals for the site and ensuring the assessment of the proposals is appropriate in view of the current planning context.
- 1.6 Following this introduction, this Travel Plan is split into 6 sections as follows:
 - ▶ Section 2 reviews applicable national and local policy and guidance;
 - ▶ Section 3 details the Plan objectives as informed by that policy, and describes the benefits of the Travel Plan for site occupants and users, the local community, and the local and global environment;
 - ▶ Section 4 describes the site location and its accessibility;
 - ▶ Section 5 details the proposed development;
 - ▶ Section 6 explains how the Plan will be managed and the opportunities that will be provided for site occupant and user engagement;
 - ▶ Section 7 sets out the measures that will be implemented to support use of active and/or sustainable travel modes for trips to and from the proposed development;
 - ▶ Section 8 provides indicative baseline modal split targets derived from representative data for likely future travel habits, taking into account the scheme design and range of available local travel options;
 - ▶ Section 9 describes the monitoring and review programme that will be implemented to track progress being made towards achievement of the plan targets, necessarily involving rolling reports and modification, as necessary, of the Plan implementation measures; and
 - ▶ Section 10 provides an Action Plan summarising the scheme design elements relating to travel, the Plan management and implementation measures, the party/ies responsible in each instance, and an indicative timeline.

2.0 Policy and Guidance

2.1 The key policy documents that set the travel planning context for the proposed development are:

- ▶ National Planning Policy Framework, Ministry of Housing, Communities and Local Government, July 2021;
- ▶ National Design Guide, Ministry of Housing, Communities & Local Government, October 2019;
- ▶ Planning Practice Guidance, Ministry of Housing, Communities and & Local Government, March 2014;
- ▶ Working Together to Promote Active Travel - A Briefing for Local Authorities, Public Health England, May 2016;
- ▶ Planning for Walking and Planning for Cycling, Chartered Institution of Highways and Transportation, April 2015 and October 2014 respectively;
- ▶ Gear Change: A bold vision for cycling and walking, Department for Transport, July 2020;
- ▶ Local Transport Note (LTN) 1/20 Cycle Infrastructure Design, Department for Transport, July 2020;
- ▶ Manual for Streets (MfS), Department for Transport, March 2007;
- ▶ National Travel Survey (NTS), Department for Transport, 2015;
- ▶ WBC Local Plan, 2018; and
- ▶ Vehicle, Cycle and Electric Vehicle Parking Guidance for New Development, SCC, November 2021

2.2 The Objectives of this Travel Plan have been derived from the above-referenced policy and guidance.

National Policy

National Planning Policy Framework (NPPF)

- 2.3 The NPPF sets a presumption in favour of sustainable development, requiring that social, environmental and economic matters be considered.
- 2.4 The NPPF promotes incorporation of sustainable transport in development proposals (par. 102) and states that the planning system should actively manage patterns of growth such that a genuine choice of transport modes is offered (par. 105).
- 2.5 With regard to the delivery of sustainable transport the NPPF states at paragraph 113 that:
- "All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*
- 2.6 The NPPF goes on to describe a Travel Plan as: "A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed." (NPPF pg. 73)

National Design Guide (NDG)

- 2.7 The National Design Guide (NDG) sets out the characteristics of well-designed places and demonstrates what good design means in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance related to design process and tools.
- 2.8 With respect to consideration of 'movement' in the design of new development, the NDG promotes assessment of existing and delivery of new features that result in developments being accessible and

easy to move around within and between by all applicable transport modes, with priority being placed on active and/or sustainable modes.

Planning Practice Guidance (PPG)

- 2.9 Planning practice guidance (PPG) supports delivery of the principles set out in the National Planning Policy Framework (NPPF).
- 2.10 The guidance describes Travel Plans as "... 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). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets." (PPG paragraph: 003; reference ID: 42-003-20140306)
- 2.11 Furthermore, the guidance indicates that "... Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation." (PPG paragraph: 003; reference ID: 42-003-20140306)
- 2.12 It is stated that the primary purpose of a Travel Plan is:
- "... to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes. ..., they should not be used as a way of unfairly penalising drivers."*
(PPG paragraph 005; reference ID: 42-005-20140306)

Working Together to Promote Active Travel - A Briefing for Local Authorities

- 2.13 Public Health England has issued a briefing for Local Authorities containing their latest research findings relating to active travel:
- ▶ *"Physical inactivity directly contributes to 1 in 6 deaths in the UK and costs £7.4 billion a year to businesses and wider society"*
 - ▶ *"The growth in road transport has been a major factor in reducing levels of physical activity"*
 - ▶ *"Building walking and cycling into daily routines are the most effective ways to increase physical activity"*
 - ▶ *"Short car trips (under 5 miles) are a prime area for switching to active travel and to public transport"*
 - ▶ *"Health-promoting transport systems are pro-business and support economic prosperity. They enable optimal travel to work with less congestion, collisions and pollution, and they support a healthier workforce."*

Planning for Walking and Cycling

- 2.14 Walking and cycling are active *and* sustainable forms of transport in their own right and as linking modes for accessing public transport, for example, when making longer journeys.
- ▶ The Chartered Institution of Highways and Transportation (CIHT) documents 'Planning for Walking' and 'Planning for Cycling' provide an insight into these modes of transport:
 - ▶ "Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot...but beyond that distance cars are the dominant modes" (Planning for Walking, 2015, pg.6).
 - ▶ "Majority of cycling trips are used for short distances, with 80% being less than five miles and with 40% being less than two miles" (Planning for Cycling, 2014, pg.4).

- 2.15 The CIHT also published 'Guidelines for Providing for Journeys on Foot' (2000) to support implementation of the central Government publication 'Encouraging walking: advice to local authorities'. The CIHT Guidelines suggest acceptable, desirable and preferred maximum walking distances ('acceptable' walking distances would vary between individuals) for pedestrians without mobility impairment for some common trip purposes, which are set out at Table 2.1.

Description of Walking Distance	Distance to Destination (metres)		
	Town Centres	Commuting/Schools	Elsewhere
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred maximum	800	2,000	1,200

Table 2.1 - Suggested Walking Distances (CIHT, 2000, 'Guidelines for Providing for Journeys on Foot')

- 2.16 The Department for Transport (DfT) updated their advice to Local Authorities in Local Transport Note (LTN) 1/20 'Cycle Infrastructure Design', which was published in July 2020 alongside the DfT's 'Gear Change: A bold vision for cycling and walking'. LTN 1/20 promotes the inclusion of good quality cycling infrastructure in Local Authority planning, design and highway adoption policies and processes, with new developments, new highways and new highway improvement schemes contributing accordingly.

Manual for Streets and National Travel Survey

- 2.17 Manual for Streets (MfS) identifies 'walkable neighbourhoods' as "having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot". Within MfS it is also noted that 800 metres is not considered the maximum walking distance for pedestrians, highlighting that walking can replace short car trips, particularly those under 2 kilometres.
- 2.18 The 2015 National Travel Survey (NTS) noted that "76% of all trips under one mile are walks", making it the most frequent mode of travel for very short distances. (1 mile = 1.6 kilometres)

Local Policy and Guidance

WBC Local Plan

- 2.19 The local Borough Plan sets out policies and guidelines for towns and villages to follow when creating development plans. There are two parts to the Local Plan; Part 1 – Strategic Policies and Part 2 – Examination of the Local Plan, the relevant policies and strategies are within Part 1. This includes a number of policies to do with developments and transport, including:

- ▶ Policy SP1: Presumption in Favour of Sustainable Development: The council will take a favourable approach to proposals that reflects the use of sustainable transport and development set out in the NPPF.

- ▶ Policy ST1: Sustainable Transport:

'The Council will work in partnership with Surrey County Council, neighbouring authorities, transport providers and other key stakeholders to ensure that development schemes:

1. are located where opportunities for sustainable transport modes can be maximised;

2. make the necessary contributions to the improvement of existing, and provision of new, transport schemes that lead to improvements in accessibility and give priority to the needs of pedestrians, cyclists, users of public transport, car sharers and users of low and ultra-low emission vehicles;

3. include measures to encourage non-car use such as on-site cycle parking.'

- ▶ Policy ALH1 – The amount and Location of Housing: New development should be approved/ looked out depending on their level of accessibility to public transport and accessibility of the site.
- ▶ Policy AHN1 – Affordable Housing on Development Sites:

'The Council will require a minimum provision of 30% affordable housing on all housing developments where at least one of the following applies: In designated rural areas 15 developments providing a net increase of 6 dwellings or more, or. In non-designated rural areas developments providing a net increase of 11 dwellings or more, or. In Developments that have a maximum combined gross floorspace of more than 1000 sq m.'

Parking Standards

- 2.20 Parking Standards for developments within Waverley are set out within WBC's document entitled 'Parking Guidelines', which was published in October 2013. This is a supporting document to the local plan and provides the recommended car parking and minimum cycle parking levels based on the land use of a proposed development. A summary of the recommended/minimum car parking standards and cycle parking levels for residential dwellings is outlined within Table 2.1 below.

Land Use	Locational Characteristics	Recommended Car Parking Standard	Minimum Cycle Parking Standards
Residential dwelling, 1 bedroom	Not town centre	1 space per unit	1 space per unit
Residential dwelling, 2 bedrooms	Not town centre	2 spaces per unit	1 space per unit
Residential dwelling, 3+ bedrooms	Not town centre	2.5 spaces per unit	2 spaces per unit

Table 2.1: WBC Parking Standards for Residential Land Uses

- 2.21 SCC published further guidance in November 2021 with respect to parking entitled 'Vehicle, Cycle and Electric Vehicle Parking Guidance for New Development'. This guidance outlines the recommended car parking and minimum cycle parking levels for residential dwellings. A summary of the recommended car and cycle parking levels for the relevant residential land use is outlined within Table 2.2 below.

Land Use	Locational Characteristics	Recommended Car Parking Standard	Minimum Cycle Parking Standards
1 & 2 bed flats	Village/Rural	1 space per unit	1 space per unit
1 & 2 bed houses		1.5+ spaces per unit	1 space per unit
3 bed houses		2+ spaces per unit	2 spaces per unit
4+ bed houses		2+ spaces per unit	2 spaces per unit

Table 2.2: SCC Parking Standards for Residential Land Uses

- 2.22 SCC's standards also state that a minimum of 1 fast charge socket should be provided for every house or flat. The charge point should be a 7kw Mode 3 with Type 2 connector requiring a 230v AC 32 Amp single phase dedicated power supply.
- 2.23 WBC's standards require a greater provision of spaces than the SCC guidance. The reason for the discrepancy between WBC and SCC parking standards is explained by Waverley as follows: "average car ownership levels in Waverley are higher than those of Surrey as a whole, but more importantly, in certain wards within the Borough levels vary greatly. For example, people residing in the Frensham, Dockenfield and Tilford ward own, on average, 1.89 cars per household, in comparison to Surrey's average of 1.46. In fact, 20 of the 29 wards have higher car ownership levels than those defined for Surrey as a whole".

The Guidelines go on to state that limited access to public transport provides restricted alternatives to the private car and thus higher parking standards are necessary to cater to the local characteristics.

- 2.24 It is noted within the SCC 'Vehicular and Cycle Parking Guidance' that "Cycle parking should be designed and provided in accordance with the appropriate government guidance. Current guidance suggests that such parking should be undercover, lit, secure, adequately signed and as close to the destination as possible (within 20m)".

Objectives

- 2.25 The objectives of this Travel Plan are to:

- ▶ Promote the health benefits of active travel
i.e. walking, running and cycling, in order to increase the use of these active and sustainable modes.
- ▶ Promote more efficient and 'cleaner' forms of car travel
i.e. 'cleaner' fuel vehicles (electric and hybrid vehicles) and sharing resources through, for instance, carpools, car clubs and lift-sharing.
- ▶ Reduce the need to travel, where possible
i.e. working at or from home, linking trips, and shopping online for groceries.
- ▶ Support social cohesion and people's sense of community through promoting personal interaction for the purpose of functional and/or leisure travel
i.e. 'buddy groups' for walkers, runners and cyclists.
- ▶ Raise site occupants' awareness of opportunities to adopt active and/or sustainable travel
i.e. through provision of information.

3.0 Site Location and Accessibility

Site Location

- 3.1 The site is currently undeveloped and is situated to the east of Knowle Lane, to the south of Cranleigh village centre. The site is located close to south of Cranleigh village centre. The site location is shown on the plan at Figure 3.1.

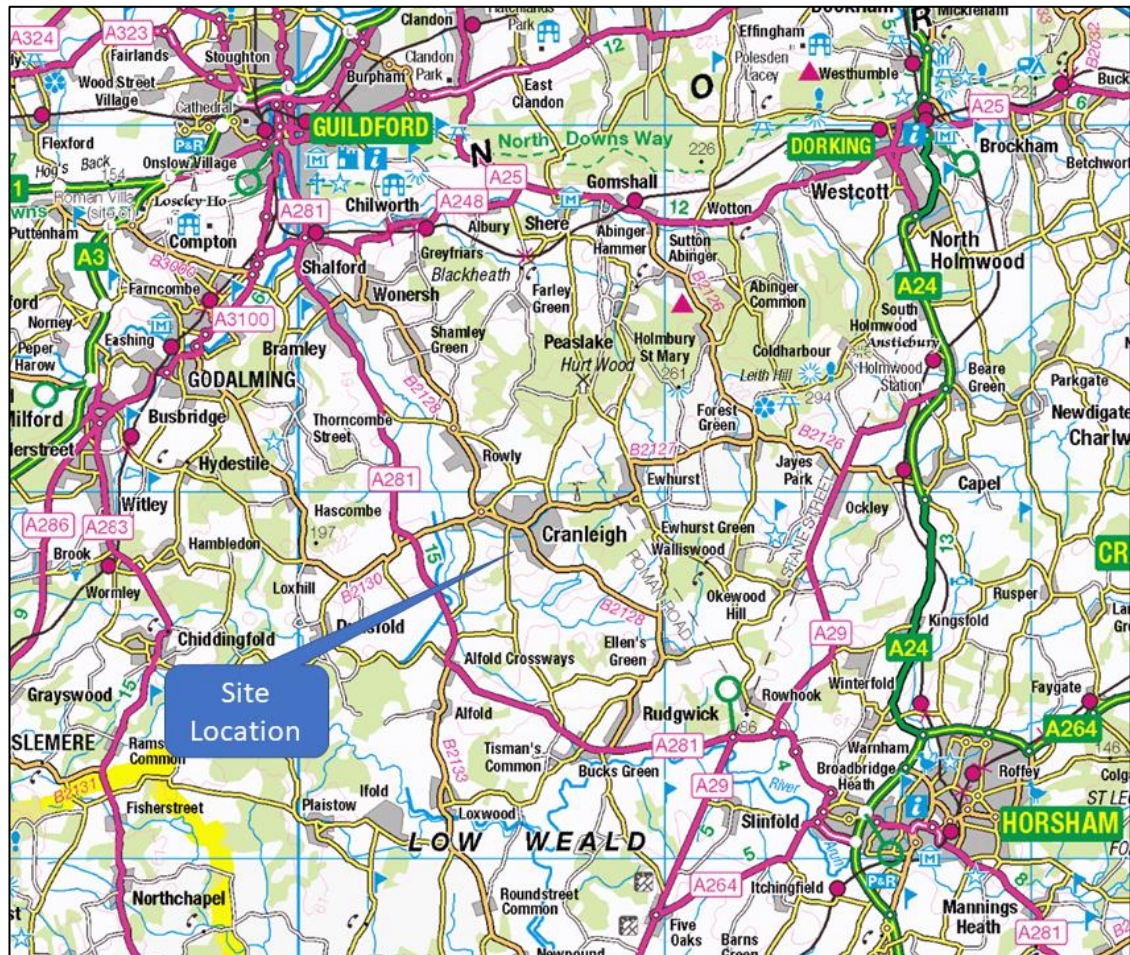


Figure 3.1 - Site Location Plan

Site Accessibility

Highway Network

- 3.2 Knowle Lane runs on a north-south axis to the west of the site. The road is subject to a 40mph speed limit at the location of the proposed site access, although this reduces to 30mph on the approach to Cranleigh village centre. To the south, Knowle Lane passes through countryside before merging with Cooks Hill and then forming a connection to the A281 Guildford Road approximately 5 kilometres to the south.
- 3.3 Knowle Lane leads north into central Cranleigh, where it forms a priority junction with High Street, which forms part of the B2128. To the east, the B2128 leads to a mini-roundabout junction with the B2127 Ewhurst Road and continues south towards a connection with the A281. To the west, the B2128 leads towards Shalford, where it forms a connection with the A281 to the south of Guildford. The A281 connects Guildford and Horsham, with links to the wider strategic road network available from both towns.

Access by Sustainable Transport Modes

- 3.1 It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. The Chartered Institute of Highways and Transportation (CIHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:
- ▶ Most people will walk to a destination that is less than one mile (circa 1.6 kilometres) - Planning for Walking, 2015;
 - ▶ The bicycle is a potential mode of transport for all journeys under five miles (circa 8 kilometres) - Planning for Cycling, 2015; and,
 - ▶ Walking distances to bus stops should not exceed 400 metres, whilst people are prepared to walk twice as far to rail stations - Planning for Walking, 2015.
- 3.2 The Department for Transport's 'Manual for Streets' (MfS, March 2007) identifies 'walkable neighbourhoods' as being "characterised by having a range of facilities within 10 minutes (up to about 800 metres) walking distance of residential area which residents may access comfortably on foot". However, MfS does not consider 800 metres to be a maximum walking distance and the publication contends that walking can be used to access a variety of destinations within a range of up to 2 kilometres. Further, two thirds of all trips that cover a maximum distance of 1 mile are completed on foot (National Travel Survey, 2014).
- 3.3 The following paragraphs outline the existing opportunities to travel to the site via more sustainable forms of transport, including on-foot, by cycle and public transport.

Walking

- 3.4 Public footpath 379 crosses the site providing a connection to the Downs Link to the east of the site. There is also an existing pedestrian access gate located in the northern section of the site, providing a link to the Downs Link and public footpath 378. The Downs Link forms part of bridleway 566 and leads north towards Cranleigh village centre, whilst footpath 378 leads directly into the centre of the village. The village centre is located roughly 800 metres (or a 10-minute walk) to the north of the site via the Downs Link.
- 3.5 Within Cranleigh village centre, lighting and footways are provided. There are also two signalised crossing points and two pedestrian refuges to aid pedestrians seeking to cross High Street.

Bus

- 3.6 The nearest bus stops to the site are located approximately 800 metres east of the centre of the site on Horsham Road. Both stops benefit from a bus stop flag with timetable information. These stops are served by route 63, as well as services to St Peter's School and Godalming College. The 63 service runs between Horsham and Guildford, with journey time approximately 40 minutes to both. A summary of the destinations served, and the approximate frequency of service 63 is provided in Table 3.1.

Service Number	Route	Approximate Frequency			
		Morning Peak	Afternoon Peak	Saturday Daytime	Sunday Daytime
63	Horsham – Broadbridge Heath – Slinfold – Bucks Green – Rudgwick – Cranleigh – Shamley Green – Wonersh – Bramley – Shalford – Guildford	Hourly	Hourly	Hourly	No service

Table 3.1: Local Bus Services

Rail

- 3.7 There are no rail services within Cranleigh itself, however, rail services can be accessed in both Guildford and Horsham via the 63 bus, with regular trains to destinations such as London, Portsmouth, Woking, Gatwick Airport, Peterborough and Southampton.

Access to Local Amenities

- 3.8 A number of key amenities are available a short walk north of the site in Cranleigh village centre, including two supermarkets, a medical practice, community hospital and schools. The village centre also benefits from other amenities likely to be frequently used by residents such as local shops, public houses, restaurants and takeaways. Further amenities are available in Guildford and Horsham, which can be reached using the 63 bus service summarised previously in this section. Plans showing local amenities and bus stops, as well as walking and cycling routes from the site are included at **Appendix A**.

4.0 Proposed Development

Overview

- 4.1 The proposed development consists of up to 162 residential units, along with associated car parking, landscaping and infrastructure. Access to the site for vehicles is proposed via a new vehicular access onto Knowle Lane. The indicative site layout is included at **Appendix B**.

Access Arrangements

- 4.2 The main access for pedestrians and cyclists will be at the north of the site at the location of the existing gate. The route will be 3 metres wide from which cyclists can continue on the Downs Link towards the village centre and pedestrians are able to use this route or the route of public footpath 378 to access the town centre. Cyclists will also be able to use the vehicular access and enter/exit the site via Knowle Lane.
- 4.3 It is proposed to construct a new vehicular access on Knowle Lane to the west of the site. The access road will be 5.5 metres in width with 6 metre kerb radii.

Parking Provision

- 4.4 Given that the application is in outline form, car parking provision will be considered as part of a future reserved matters application, having regard to current standards, or those in operation at that stage to ensure proposed provision accords with relevant local parking guidance.
- 4.5 Notwithstanding this, an assessment of parking provision has been carried out. The indicative masterplan indicates that one-bed dwellings will be provided with one space, two- and three-bed dwellings with two spaces and four-bed dwellings with three spaces. This seeks to strike a balance between the SCC and WBC standards, providing enough parking whilst encouraging the use of more sustainable modes. In addition, 32 visitor spaces are illustrated throughout the site.

5.0 Management

- 5.1 Prior to occupation of the site a Travel Plan Co-ordinator (TPC) will be appointed and funded by the developer (and/or their successor in title) to oversee the management, development, implementation, monitoring and review of the Travel Plan.
- 5.2 Contact details will be provided to SCC when the TPC is appointed and updated upon any subsequent transfer of the role.
- 5.3 The appointed TPC will carry out the following activities during the lifetime of the Travel Plan:
 - ▶ administer documentation relating to the Travel Plan;
 - ▶ be a point of contact for the incoming residents regarding travel-related matters;
 - ▶ manage the Plan monitoring and review programme by organising travel surveys, analysing the results, using the results to review the Travel Plan, and supplying this information to SCC in Monitoring Reports; and
 - ▶ liaise with SCC regarding approval of each Monitoring Report, and sign-off of the final Report thereby concluding the Travel Plan process.

6.0 Measures

- 6.1 The measures detailed here through which the Travel Plan will be implemented are appropriate for the target audience comprising future occupants of the proposed residential development.
- 6.2 In summary, the measures through which this Travel Plan will be implemented consist of physical infrastructure, management, information provision, monitoring and review.

Physical Infrastructure

Permeability for Active Travel Modes

- 6.3 The development has been designed to provide permeability for pedestrians and cyclists throughout the site, as well as connecting with local networks for walking and cycling. Connections will be provided within the site to PROWs within the area, both for travelling into Cranleigh village centre and for leisure uses.

Cycle and Car Parking

- 6.4 Car and cycle parking will be provided on-site in accordance with the relevant parking standards.
- 6.5 Given the proposed houses will be provided with gardens and garages, cycle parking will be accommodated within the curtilage of each house. Cycle parking will be provided in secure ground floor facilities for blocks of flats.

Management

Travel Plan Co-ordinator

- 6.6 Prior to occupation a Travel Plan Co-ordinator (TPC) will be appointed to deliver the responsibilities set out in the 'Management' section of this Plan.

Information Provision

Travel Information Pack

- 6.7 The appointed TPC will produce a Travel Information Pack (TIP) for site residents supplying the following information:
- ▶ contact details for the appointed Travel Plan Co-ordinator;
 - ▶ promotion of residents' opportunities to get actively involved in the Travel Plan programme through participating in the travel surveys and engaging with their TPC;
 - ▶ details of the on-site parking provision for cycles and cars;
 - ▶ the health benefits of active travel;
 - ▶ the nature and location of local amenities;
 - ▶ opportunities to access local amenities using active and/or sustainable modes;
 - ▶ the locations and types of local public transport interchanges;
 - ▶ the operators of, services from, and facilities available at those public transport interchanges;
 - ▶ details of available community transport services;
 - ▶ for those working at and/or with school-age children, encouragement to ascertain and adopt the active and/or sustainable travel measures in place at the school(s);

- ▶ details of organisations working in the active and/or sustainable travel arena (e.g. Sustrans; Living Streets; CoMo; Healthy Air; etc.);
 - ▶ promotion of and encouragement to participate in local, regional and national events relating to active and/or sustainable travel;
 - ▶ journey planning tools;
 - ▶ ways in which to reduce the need to travel (i.e. home delivery; working from home; linking trips);
 - ▶ reference to the more efficient form of car use through lift-sharing, and the national www.liftshare.com service;
 - ▶ considerations involved in the purchase and use of electric vehicles, electric bicycles and electric scooters;
 - ▶ reference to local walking and cycling groups; and
 - ▶ mapping of local walking and cycling routes.
- 6.8 The first household occupying each residential unit will be provided with a TIP, which will also be made available on the development-specific sales website.
- 6.9 The Sales Team will be briefed so they can actively promote travel-related features of the proposed development to prospective residents:
- ▶ the fact that there is a Travel Plan programme in place;
 - ▶ the ways in which that benefits residents;
 - ▶ residents' opportunities to get involved in the Travel Plan programme; and
 - ▶ the existence of a Travel Plan Co-ordinator (TPC) and how the TPC can support residents with their travel-related queries once they have moved in.

Monitoring and Review

- 6.10 A monitoring and review programme will be operated by the Travel Plan Co-ordinator, that programme is detailed in full later in this Travel Plan.

7.0 Targets

- 7.1 To assess the likely future modal split of site residents, reference has been made to Census data for the local area in which the site is located (Waverley 013F lower super output area). As the 2021 Census occurred during a period of pandemic restrictions, data has been obtained from both the 2011 and 2021 Censuses. In 2011, 6% of respondents in the local area reported as working mainly from home, whereas this was 34% in 2021. The data (excluding from home workers) is presented at table 7.1.

Mode	Modal Split (%)	
	2011	2021
Car/van driver	68	71
On foot	16	16
Passenger in a car or van	5	5
Train	5	2
Bicycle	3	3
Bus, minibus or coach	2	2
Underground, metro, light rail, tram	0	1
Motorcycle, scooter or moped	0	0
Taxi	0	0
Other method of travel	1	2
TOTAL	100	100

Table 7.1 – Method of Travel to Work, Census 2011 Data

- 7.2 The predominant mode of travelling to work amongst existing residents in the area local to the site is the private car. The next two highest ranking modes of travel are walking and by rail.
- 7.3 The measures set out within this Travel Plan target a reduction in single occupancy vehicle use of 5% following the implementation of the Travel Plan. Modal split surveys will be undertaken to determine the baseline for these targets.

8.0 Monitoring, Review and Reporting

- 8.1 The appointed Travel Plan Co-ordinator (TPC), will manage and administer the monitoring and review programme, comprising TRICS Standardised Assessment Methodology (SAM) surveys. These surveys will be carried out at 50% occupation and then at 100% occupation followed by surveys on the second and fourth anniversaries of the first survey.
- 8.2 The first set of SAM survey data will be used to derive site-specific modal split targets to be achieved over the lifetime of the Travel Plan. Each subsequent survey dataset will be used to track progress being made towards achieving those targets.
- 8.3 The survey data will also be used to inform a review of the Travel Plan measures in order to retain and/or enhance those that are considered to be positively supporting use of active and/or sustainable travel, and to amend those that are not, with suitable measures being substituted as appropriate.
- 8.4 A Monitoring Report will be produced within two months of receiving each set of survey data. The Report will contain a description of the measures implemented to date and forthcoming measures, the survey results, the outcome of the Travel Plan review, and an updated, ongoing Action Plan.
- 8.5 Each Monitoring Report will be submitted to SCC for approval, which should be forthcoming within two months of receiving the Report.
- 8.6 Should it be identified that the TP targets will not be achieved, appropriate remedial measures will be discussed with SCC; for instance, extension of the monitoring period for a further four years.

9.0 Action Plan

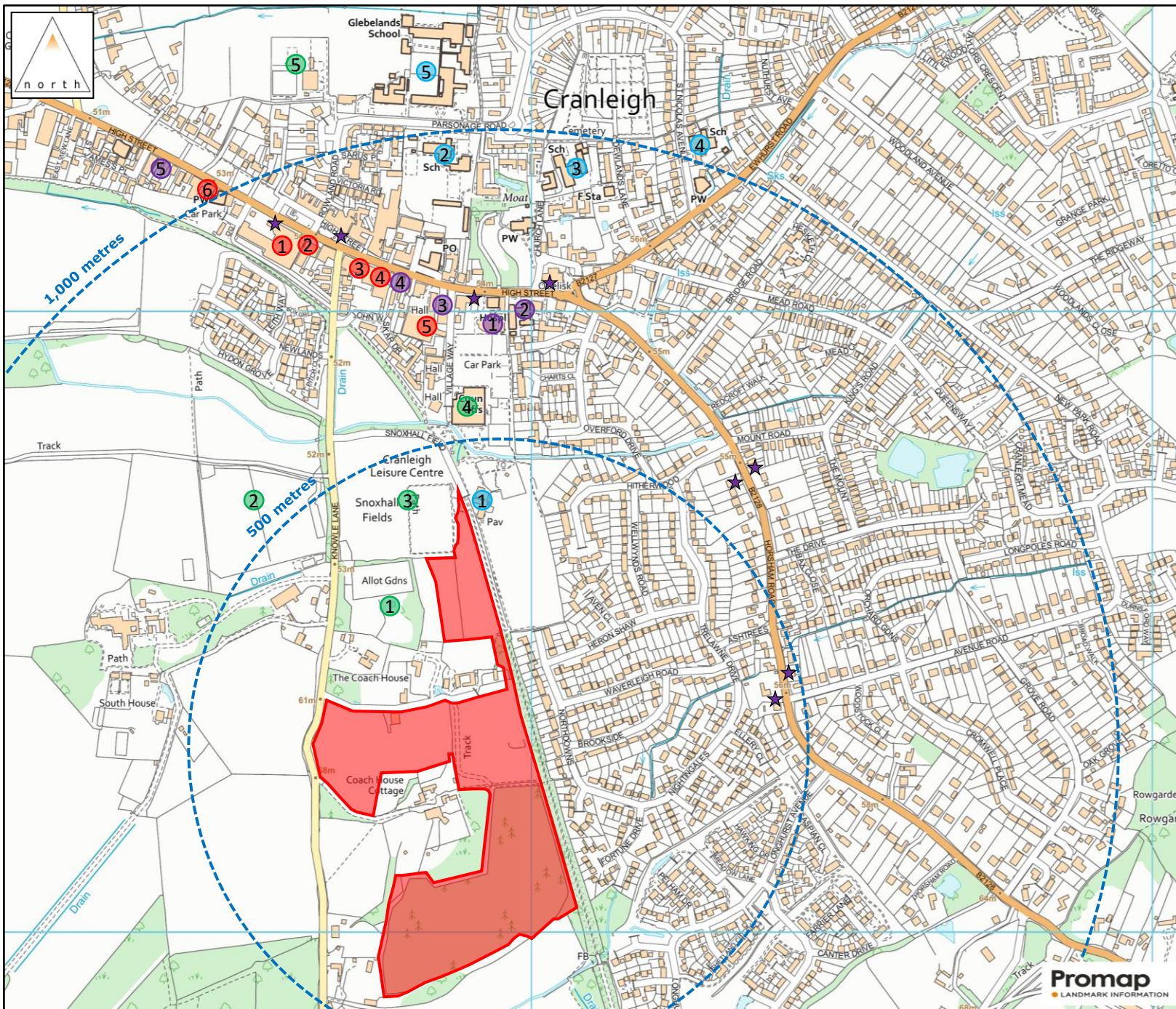
- 9.1 The Action Plan in Table 9.1 sets out the actions that will be taken to implement this Travel Plan, the party/ies responsible in each instance, and an indicative timeline.

Action	Party/ies Responsible	Indicative Timeline
Provide on-site travel facilities: permeability for active modes; parking for cars and cycles.	Developer	During Construction
Appoint Travel Plan Co-Ordinator		Prior to Occupation
Provide off-site travel facilities: new footway and pedestrian crossing points; real-time bus stop information.		
Produce Travel Information Pack	TPC	
Issue Travel Information Pack	Developer	Upon occupation
Arrange Baseline Travel Survey	TPC	At 50% occupation
Use survey data to review Travel Plan		Within 2 months of receiving the survey data
Produce and submit Monitoring Report		
Approve Monitoring Report	SCC	Within 2 months of receiving the Report
Arrange Travel Surveys	TPC	At 100% occupation ('Year 1') then on the 2 nd and 4 th anniversaries of 'Year 1' survey
Use survey data to review Travel Plan		Within 2 months of receiving the survey data
Produce and submit Monitoring Report		
Approve Monitoring Report	SCC & TPC	Within 2 months of receiving the report
Secure approval and final sign-off of Travel Plan process		

Table 9.1 – Action Plan

Appendix A

Accessibility and Amenity Plans



Legend

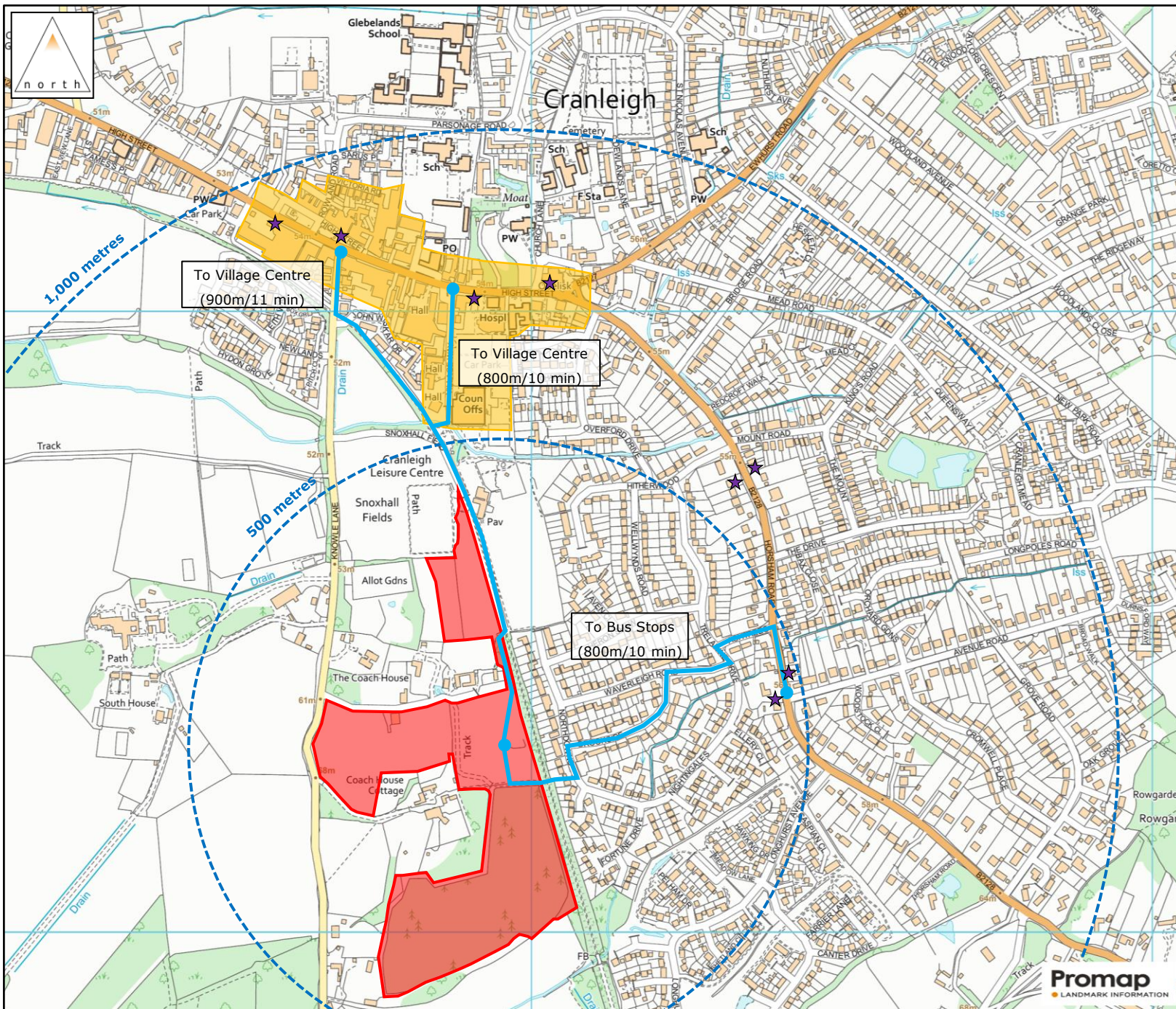
- **Shops & Retail**
 - 1 Sainsbury's
 - 2 One 40
 - 3 WH Smith
 - 4 M&S Simply Food
 - 5 Co-op
 - 6 The Natural Life
- **Leisure & Recreation**
 - 1 Beryl Harvey Field
 - 2 Bruce McKenzie Memorial Field
 - 3 Snoxhall Fields and Play Park
 - 4 Leisure Centre
 - 5 Bowls Club
- **Education**
 - 1 Little Hearts Pre School
 - 2 Cranleigh C of E Primary
 - 3 The Acorn Nursery School
 - 4 St Cuthbert Mayne RC Primary
 - 5 Glebelands School
- **Health**
 - 1 Cranleigh Medical Practice
 - 2 Cranleigh Community Hospital
 - 3 Boots Pharmacy
 - 4 Warren House Dental Practice
 - 5 Cranleigh Orthodontics
- ★ **Site**
- ★ **Nearby Bus Stop**

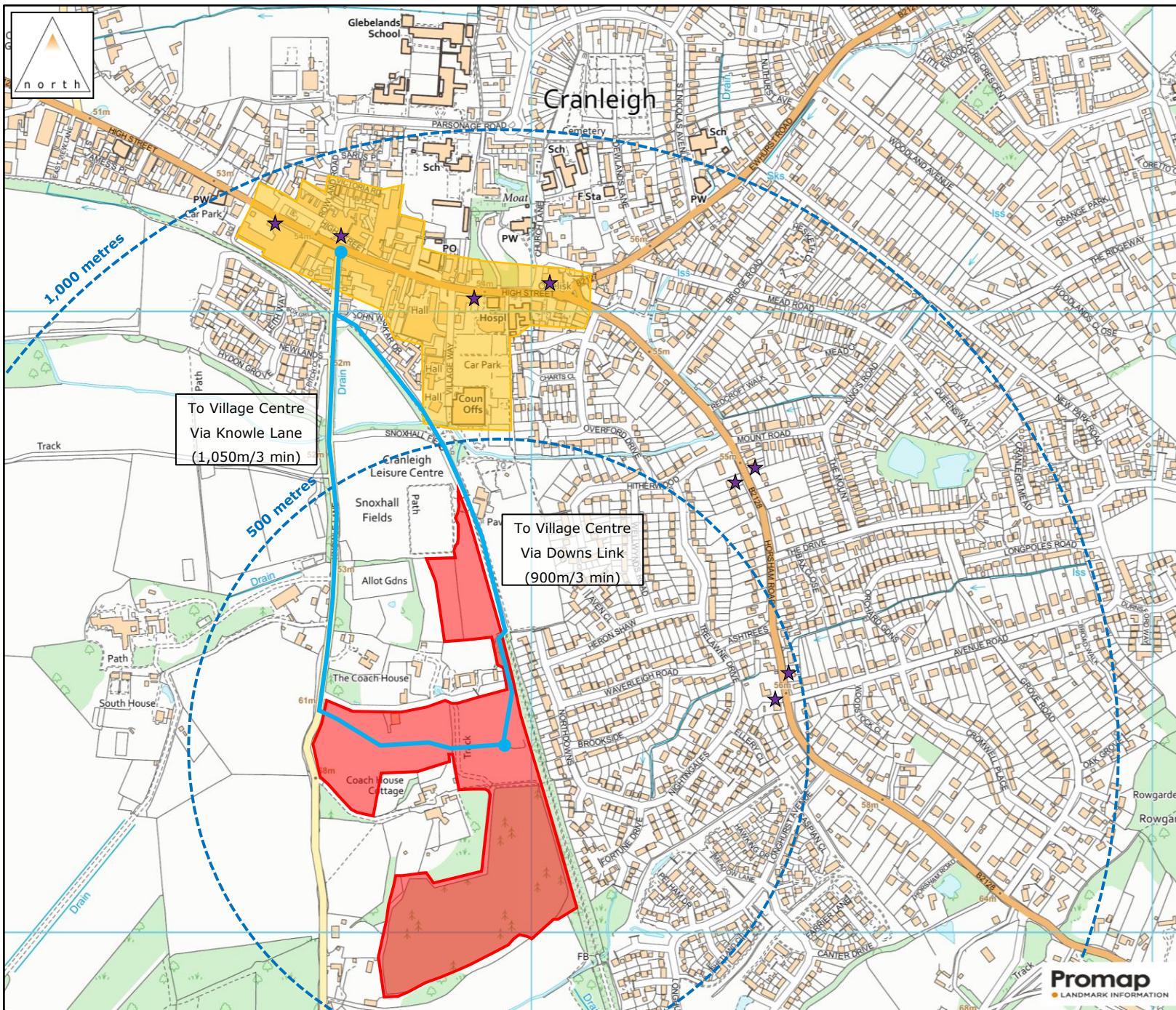
Land East of Knowle Lane, Cranleigh

Amenities Plan

Figure A1

Not to Scale





Appendix B

Site Layout Plan



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KEY

Site boundary

Site

LAND EAST OF KNOWLE LANE,
CRANLEIGH

Drawing

Illustrative masterplan

Scale

1:1250@A1



Date

09.12.22

Drawing ref

1321.02