



Thakeham Homes Ltd

LAND WEST OF LOXWOOD ROAD, ALFOLD CROSSWAYS, SURREY

Framework Residential Travel Plan



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Framework Residential Travel Plan

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1 INTRODUCTION

- 1.1.1. A Travel Plan is a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed. A Travel Plan involves identifying an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on reducing reliance on single occupancy car journeys. It can also assist in meeting a range of other objectives, as discussed elsewhere in this document.
- 1.1.2. Travel Plans can assist in increasing accessibility whilst reducing congestion, local air pollution, greenhouse gases and noise.
- 1.1.3. A thoroughly developed Travel Plan can mitigate adverse traffic impacts of a development and the Government recognises their importance in achieving improvements in transport conditions at the local level. Further evidence suggests that people who are physically active in their daily lives are more productive and have good attendance records.

1.2 CONTEXT

- 1.2.1. This Framework Residential Travel Plan (F RTP) supports the planning application for the development of 'Land West of Loxwood Road' near Alfold Crossways in Surrey, hereinafter referred to as the 'Site'. WSP has been commissioned by Thakeham Homes to provide a range of technical reports in support of a full application for the demolition of Hollyoak and erection of 99 dwellings (including 30% affordable provision) and associated highways and landscape works, hereinafter referred to as the 'Proposed Development'.
- 1.2.2. A Transport Assessment (TA) has been prepared by WSP which outlines the forecast transport impact of the development proposals in detail. This F RTP should be read in conjunction with the TA.
- 1.2.3. This F RTP demonstrates the opportunities for sustainable travel to and from the development as well as highlighting the benefits that a Travel Plan can bring. The F RTP will inform the Residential Travel Plan (RTP) which is to be adopted to reduce the reliance on single occupancy car users, to reduce demand for car parking, and to maximise the use of other more sustainable forms of travel such as walking, cycling, public transport and car sharing by future residents of the development. The RTP will be a living document and will use information from the monitoring process to inform and update as necessary.

1.3 SITE LOCATION

- 1.3.1. The Site is located 1km north-west of Alfold village to the west of B2133 Loxwood Road and 0.5km to the south of Alfold Crossways, as shown in Figure 1-1.

Figure 1-1 - Site Location



1.4 PROPOSED DEVELOPMENT

- 1.4.1. A full description of the Proposed Development is contained in the supporting documents accompanying the planning application.
- 1.4.2. The Proposed Development comprises the erection of 99 dwellings including 30% affordable provision. The schedule of accommodation for the site is set out below:
- 14 No. 1-bed flat
 - 8 No. 2-bed flat
 - 35 No. 2-bed house
 - 34 No. 3-bed house
 - 8 No. 4-bed house
- 1.4.3. The Proposed Development is supported by 205 car parking spaces in accordance with the Waverley Borough Council (WBC) Parking Guidelines (2013). It is noted that driving is likely going to be the chosen mode of travel for the majority of journeys, given the rural location of the Site. However, in order to make the development as sustainable as possible, electric vehicle charging facilities will be provided across the development in order to encourage future residents to use electric vehicles as opposed to petrol / diesel vehicles. Electric vehicle (EV) fast charging is proposed for each house with a driveway (77) and for 9 charging units for the flats which exceeds SCC's Parking Guidance for Development (2018) requirement of 20%.

- 1.4.4. Of the 99 dwellings, 77 are houses with their own rear garden and sheds which can be used by residents to store cycles. For the remaining 22 flats, 22 cycle parking spaces are proposed in line with the WBC Parking Guidelines (2013). Dedicated cycle storage areas are proposed for each block of flats. Overall at least 141 cycle parking spaces will be provided to meeting the guidelines.
- 1.4.5. The existing Chilton Close bus stops are to be relocated as part of the Proposed Development, as requested by SCC. Suitable and upgraded waiting environments will be created at both relocated stops through provision of a bus shelter, new flag, pole and timetable case.
- 1.4.6. A new Demand Responsive Bus Service (DRBS) to Cranleigh is required to provide sustainable travel alternatives until such time as the Dunsfold Park bus services are operating. This service will be funded by this and other local development to provide further opportunities to travel by public transport.

1.5 TRAVEL PLANNING POLICY

- 1.5.1. This FRTP has been prepared in line with relevant national guidance and best practice documents. Consideration has also been given to Surrey County Council's (SCC's) 'Travel plans – a good practice guide for developers' (July 2018) document which suggests the need for a residential Travel Plan for residential developments comprising 80 units or more.
- 1.5.2. 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) 2019 which states that all developments which will generate significant amounts of movement should be required to provide a Travel Plan (Paragraph 111).
- 1.5.3. Furthermore, Paragraph 104 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.

2 TRAVEL PLAN COORDINATOR

- 2.1.1. A Travel Plan Co-ordinator (TPC) will be appointed to take responsibility for the development and management of the RTP to ensure its delivery. It will be the responsibility of the developer to ensure that a TPC is appointed prior to the first occupation of the Site and to submit the contact details of the TPC to SCC.
- 2.1.2. The TPC will undertake the following role:
- Give a 'human face' to the RTP by explaining its purpose and the opportunities on offer. This will include offering personalised journey planning advice;
 - Help train people selling or letting the residential dwellings in respect of the RTP so that it is marketed as an integral part of the development;
 - Ensuring the process for the ongoing management of the plan are set up and running effectively;
 - Helping establish and promote individual RTP measures;
 - Liaising with public transport operators and other service providers such as local bike shops;
 - Overseeing the monitoring and reporting of the RTP including liaising SCC where appropriate.
- 2.1.3. Administration of the RTP involves the maintenance of necessary systems, databases, paperwork, consultation and promotion. These duties would be permanent for the duration of the plan. Regular updating of the RTP document will form part of the responsibilities of the TPC. The TPC will report to the Travel Plan Officers at SCC and Thakeham as the Developer. Annual meetings with SCC to discuss the progress and development of the RTP will be set up. The first of which will take place once the resident surveys are completed and reviewed.
- 2.1.4. The hours undertaken by the TPC will vary. During the marketing of the Site and in the initial stages of occupation they will be working as part of the marketing team distributing information, promoting sustainable modes of transport and resident's inductions. During the survey period, following 3 months, or at 50% occupancy, the TPC will be working almost full time organising and reporting on the survey. Once the RTP is up and running and the initial survey complete they will commit as much as time as required to undertake their tasks and this will be funded by the developer. It is estimated that this will involve being available for approximately 3 hours a week, averaging a total of 2 days over the period of a month. The contact details of the TPC are not available at the time of writing but will be included in the final RTP.

3 BASELINE CONDITIONS

3.1 SITE LOCATION

- 3.1.1. The Site is located 1km north-west of Alfold village to the west of B2133 Loxwood Road and 0.5km to the south of Alfold Crossways, as shown in Figure 1-1. The village of Alfold Crossways is served by the A281, the main route between Horsham and Guildford.
- 3.1.2. The 5.91ha Site is currently a combination of agricultural land and an existing residential property. There is an existing public footpath/off-road cycle route to the west of the Site.

3.2 STRATEGIC HIGHWAY NETWORK

- 3.2.1. The closest connection to the Strategic Road Network (SRN) is the A3 which is located 14km to the west of the Site. A23 lies approximately 22km to the east. Both A3 and A23 can be accessed via the local highway network 'A' roads and other local rural routes.

3.3 LOCAL HIGHWAY NETWORK

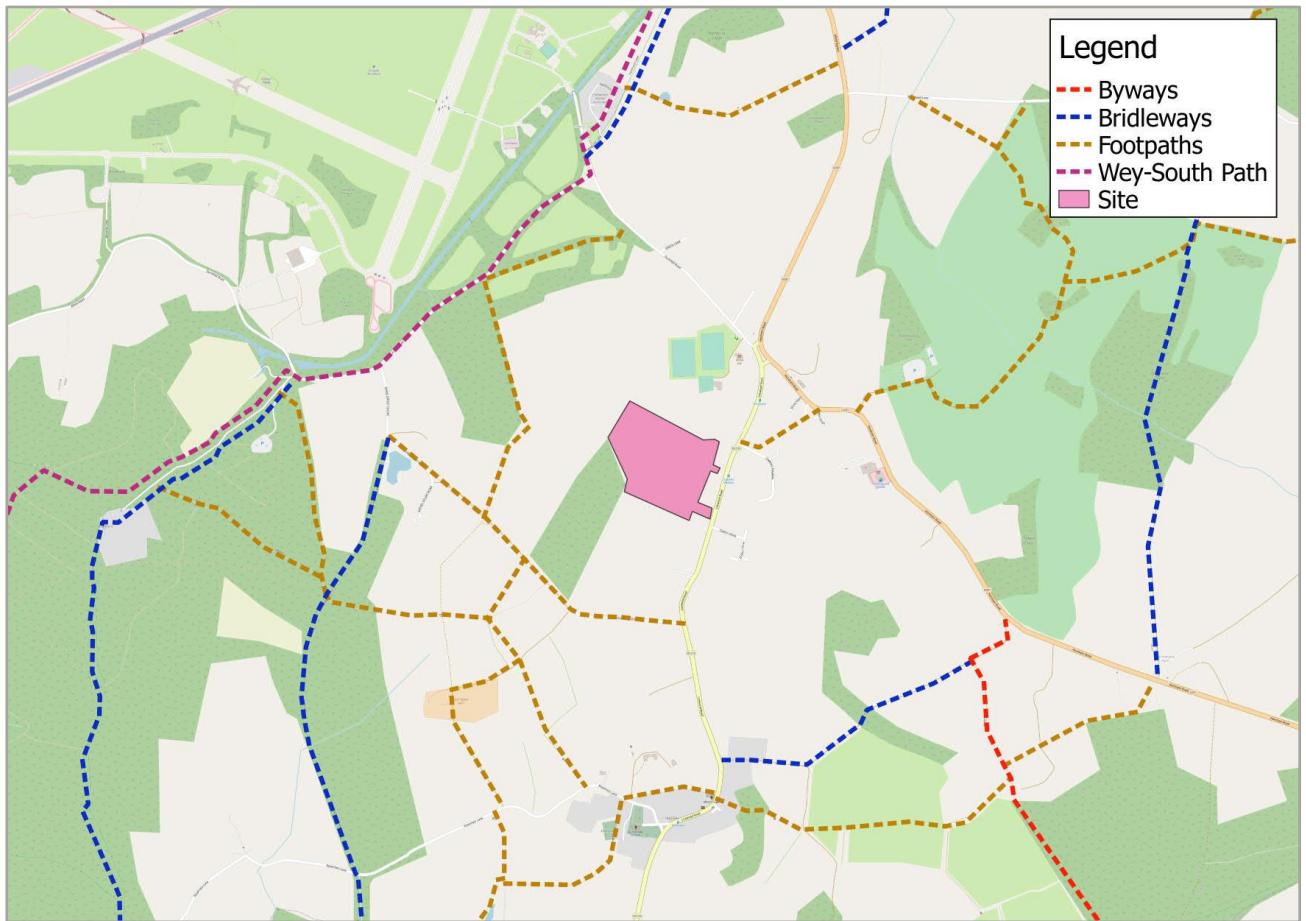
- 3.3.1. The A281 Horsham Road/Alfold Bypass is the main route connecting Guildford (15km north of the Site) to Horsham (14km east). Dunsfold Road and Loxwood Road meet A281 at a non-standard priority junction which has a separate entrance and egress and forms an oval shape, known as 'Alfold Crossways'. A281 in the vicinity of the Site is subject to a 40mph speed limit
- 3.3.2. Loxwood Road (B2133) is located to the east of the Site and forms the eastern boundary and vehicle access point. It is the main route from Loxwood northwards to Alfold and Alfold Crossways. It is a two-way single carriageway road subject to a 40mph speed limit at the point at which it passes the Site, reducing to 30mph through Alfold village to the south.
- 3.3.3. Loxwood Road is approximately 7m wide in the vicinity of the Site and serves a number of existing residential dwellings, many of which take direct access from Loxwood Road via private drives.
- 3.3.4. To the north and the west of the Site is Dunsfold Road which is a two-way single carriageway road subject to a 40mph speed limit to the north of the Site and the national speed limit (60mph) to the west of the Site. Dunsfold Road provides a link to a rear access into Dunsfold Aerodrome and also to the village of Dunsfold (approximately 5km west of the Site).

3.4 EXISTING PEDESTRIAN NETWORK

- 3.4.1. There is a continuous footway on the eastern side of Loxwood Road from Alfold Crossways and Alfold, past the Site. The footway links with other footways to provide access to the residential properties in the area.
- 3.4.2. SCC are progressing with a scheme to add a footway onto Dunsfold Road between Alfold Crossways and 'The Three Compasses' public house to provide a connection to the mixed use development at Dunsfold Aerodrome. Implementation was due to commence March 2020.
- 3.4.3. In close proximity to the Site there is a waterside walk that runs through Surrey and Sussex, following the River Wey and the Wey and Arun Canal. This is suitable for cyclists and pedestrians and provides a route to Amberley in Sussex. The route is known as 'Wey-South Path', and its position in relation to the Site is shown in Figure 3-1.

- 3.4.4. There also is an extensive network of footpaths and bridleways through the countryside surrounding the site location as can be seen in Figure 3-1.

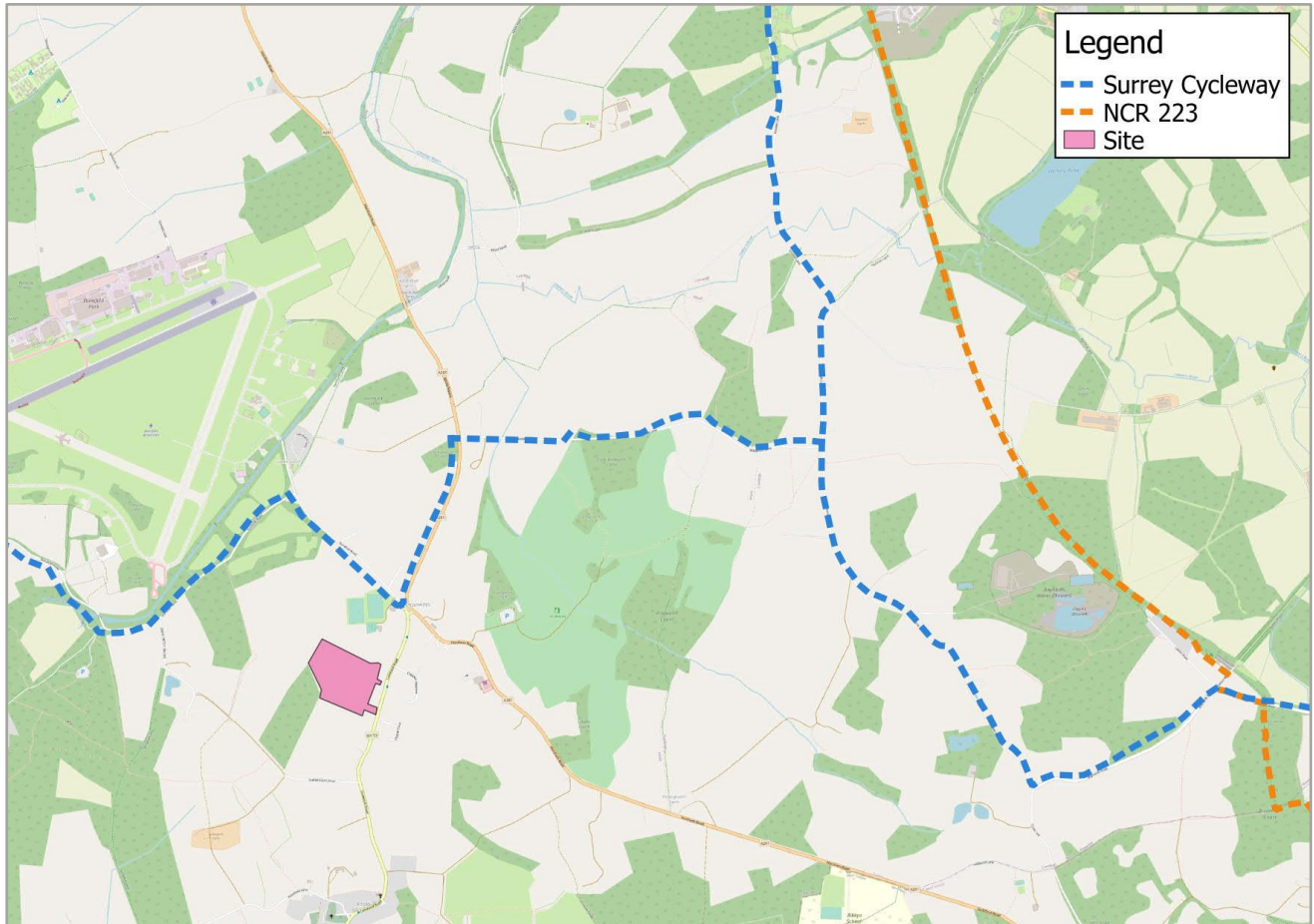
Figure 3-1 - Pedestrian Network



3.5 EXISTING CYCLE NETWORK

- 3.5.1. The topography of the local area is relatively flat which is conducive to cycling. A Regional Cycle Route (the 'Surrey Cycleway') runs west to east through Alfold Crossways on Dunsfold Road, A281 Alfold Bypass and Wildwood Lane. National Cycle Route (NCR) 223 can be reached via the Surrey Cycleway and is approximately 5km from the Site. NCR 223 runs north to south and is predominantly car free, providing a link between Shoreham-by-Sea and Chertsey, via Guildford.
- 3.5.2. The local cycle network is shown in Figure 3-2.

Figure 3-2 - Local Cycle Network



3.6 EXISTING BUS NETWORK

- 3.6.1. The nearest bus stops to the Site are located on Loxwood Road directly adjacent to the proposed Site access and are known as 'Chilton Close'. There are further stops provided at the Alfold Crossways junction ('Crossways').
- 3.6.2. Bus services 42 and 69 are both operated by Compass Travel. Service 42 runs between Alfold Crossways and Guildford whilst service 69 runs between Alfold Crossways and Worthing.
- 3.6.3. Service number 42 runs every two to three hours from 07:56 to 14:56 from Mondays to Saturdays. It serves many other villages such as Dunsfold, Hascombe and Godalming.
- 3.6.4. Service number 69 operates one service on Fridays beginning at Alfold Crossways at 09:15, terminating in Worthing at 10:59. It serves many other villages such as Loxwood, Kirdford, Billingshurst, Adversane, Bury and Houghton.
- 3.6.5. The independent, non-profit charity Hoppa operates a community transport service in the area. The service was started in 2002 as a result of an initiative by SCC and WBC. The service offers travel to destinations including health centres, dental surgeries, day centre, supermarkets and village centres on demand.
- 3.6.6. Figure 3-3 shows the bus stops close to the site. A summary of the weekday bus frequencies within the vicinity of the Site is provided in Table 3-1.

Figure 3-3 - Local Bus Stops

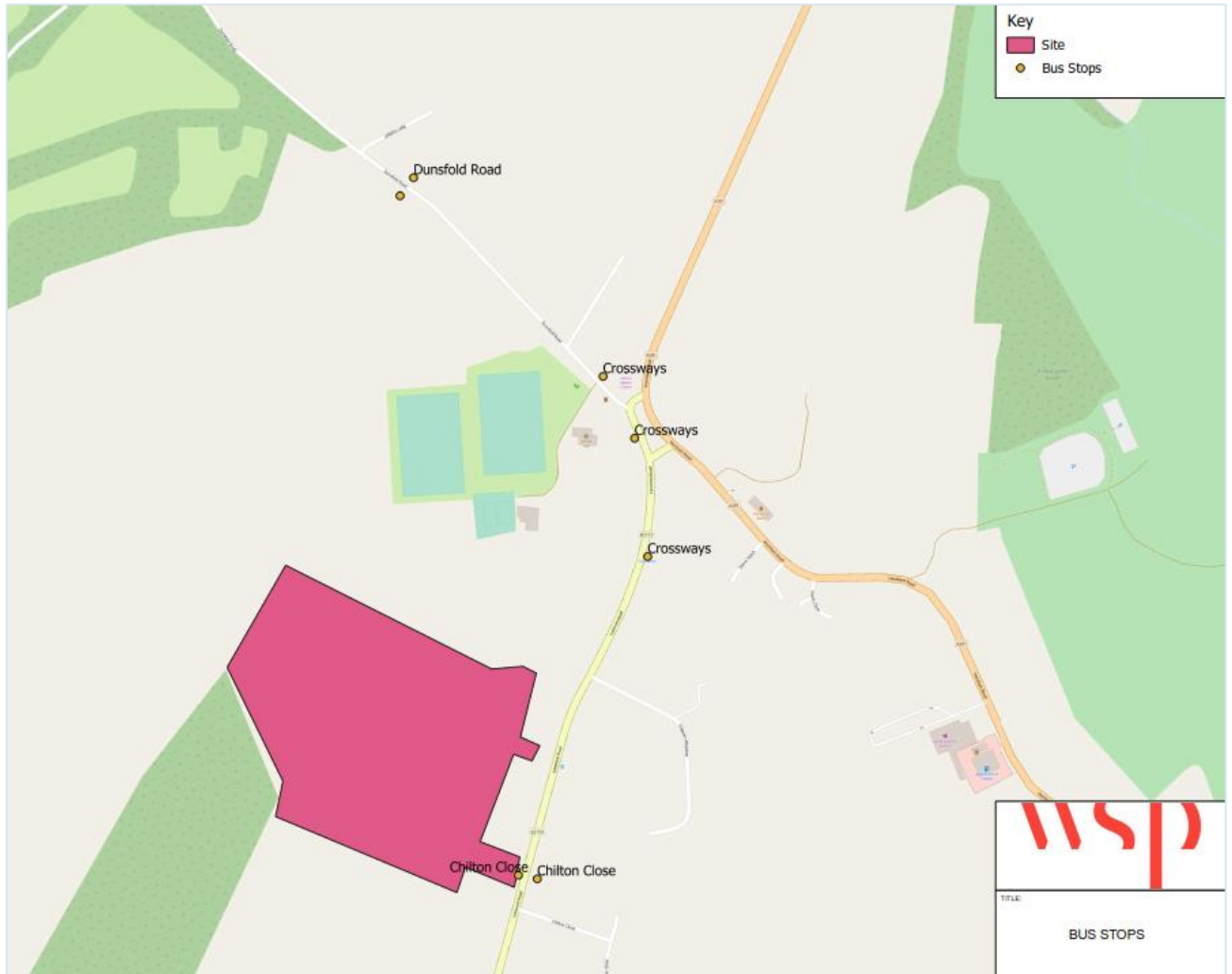


Table 3-1 - Weekday Bus Frequencies

Service	Route	Nearest Bus Stop to Site	Distance from Centre of Site to Nearest Stop	Weekday Frequency (buses/hr)	
				AM Peak (08-00-0900)	PM Peak (1700-1800)
42	Cranleigh – Dunsfold – Godalming – Farncombe – Guildford	Chilton Close	190m	Every 2 hours	Latest service 14:56
42	Guildford – Farncombe – Godalming – Dunsfold – Cranleigh	Chilton Close	190m	Every 2 hours	Once at 18:07
69	Alfold Crossways - Worthing	Chilton Close	190m	Once at 09:15 on Friday	
69	Worthing - Alfold Crossways	Chilton Close	190m	Once at 14:41 on Friday	
Hoppa	The Cranleigh Hoppa Shoppa	Door to Door Service	-	Journeys are booked online, Monday to Thursday only	
Hoppa	The Ranger	Door to Door Service	-	Journeys made by special arrangement	

3.7 EXISTING TRAVEL MODES

- 3.7.1. To obtain an initial estimate of the baseline mode share for the Site, reference has been made to the National Census 2011, Method of Travel to Work (Daytime Population) dataset for the Super Lower Output Layer of Waverley 015A which covers the area shown in Figure 3-4. The resulting mode share data is summarised in Table 3-2.
- 3.7.2. It is noted that residents who indicated they work mainly from home or are unemployed have been discounted to allow for a robust assessment, and it is assumed that “other” methods of travel are sustainable.

Figure 3-4 - Map of Waverley 015A

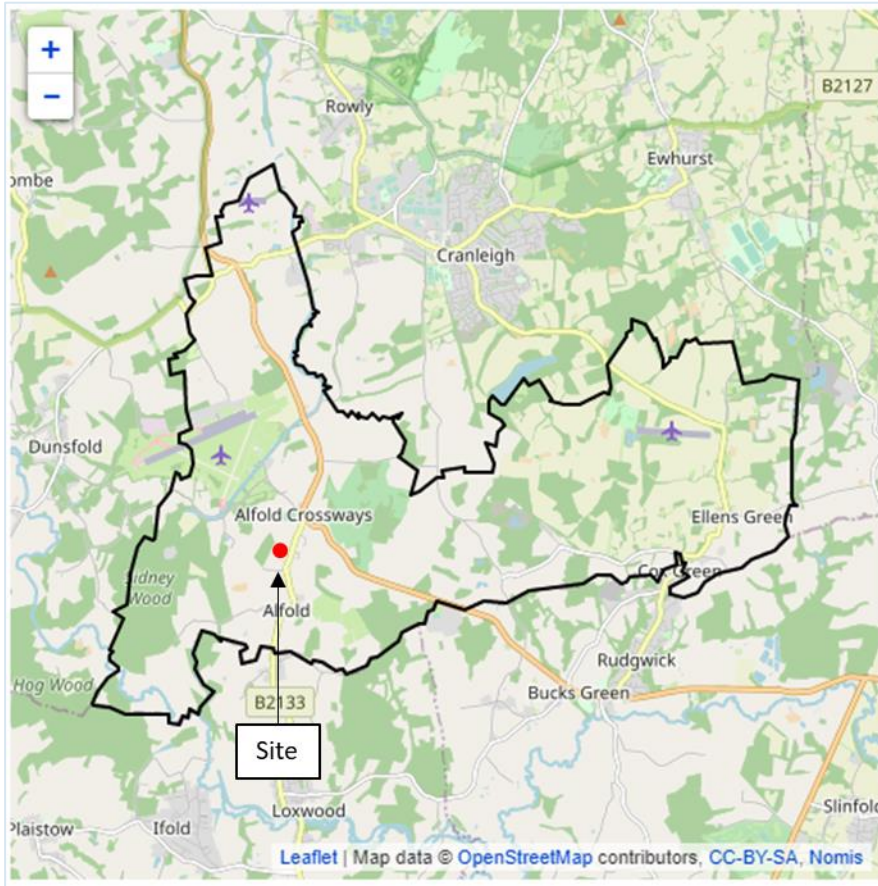


Table 3-2 - Existing Modal Share (2011 Census)

Travel Mode	Modal Share
Train	5.4%
Bus, Minibus or Coach	2.7%
Taxi	0.1%
Motorcycle, Scooter or Moped	0.9%
Car or Van	80.9%
Car Share	3.3%
Bicycle	1.0%
On Foot	4.5%
Other Method of Travel	1.2%
Total	100.0%
SUSTAINABLE TRAVEL	19.1%
NON-SUSTAINABLE TRAVEL	80.9%

- 3.7.3. As shown in Table 3-2 approximately 19% of residents currently use sustainable modes of travel to/from their place of work, with car travel being the predominant mode at 81%.

3.8 ACCESS TO LOCAL FACILITIES

- 3.8.1. To the east of the Site, there is a petrol filling station and 24hr convenience store (M&S Simply Food) located on A281 Horsham Road at Alfold Crossways approximately 1km from the proposed access onto Loxwood Road. Other facilities include a cash machine and coffee machine. Opposite the petrol filling station is Wildwood Golf and Country Club.
- 3.8.2. Alfold Business Centre is located approximately 850m to the south of the Site and accommodates several small business and employment opportunities. Within Alfold village, approximately 1km south of the Site, there is a local shop/post office and two churches. 'The Three Compasses' public house is located on Dunsfold Road 500m to the northwest.
- 3.8.3. The nearest primary school is located in Loxwood (Loxwood Pre-School and Primary School) approximately 3.5km from the Site. Rudgwick Primary School and Cranleigh C of E Primary School are also within 5km of the Site. There are no existing primary schools within walking distance of the Site. The nearest secondary school located in Surrey is Glebelands School, Cranleigh which is approximately 4.5km north of the Site. School buses operated by SCC currently collect/drop off pupils at the bus stop at Alfold Crossways for Glebelands School.

3.9 SUMMARY

- 3.9.1. The Site is well located in relation to a reasonable range of existing local facilities. The existing provision for pedestrians and cyclists in the area is well established. The local highway network

provides linkage to the village of Alfold to the south of the Site and Alfold Crossways to the north, as well as to Cranleigh and Guildford further to the north.

- 3.9.2. Bus services operate within the vicinity of the Site, with services to Guildford and Cranleigh as well as surrounding local villages. Buses can be accessed via the local bus stops at Chilton Close and Alfold Crossways.

4 AIMS, OBJECTIVES AND TARGETS

4.1 AIMS

- 4.1.1. This FRTP outlines a package of measures designed to reduce the number and length of single occupancy car trips likely to be generated by the Alfold Crossways residential proposals, while supporting more sustainable forms of travel and reducing the overall need to travel. Therefore, the overall aim of this RTP 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.
- 4.1.2. To achieve this aim, objectives should be provided that reflect the challenges of the site and focus the role of the RTP. These objectives also support the Local Authority's policy aims.

4.2 OBJECTIVES

- 4.2.1. For the development site, the objectives are:
- Objective 1: Actively encourage sustainable travel to / from the site to reduce the number of single car occupancy trips.
 - Objective 2: Provide on-site infrastructure to facilitate sustainable travel and reduce the need to travel.

4.3 TARGETS

- 4.3.1. A Travel Plan should have measurable outputs or targets against which progress can be monitored against. A suitable indicator of the success of a Travel Plan is therefore mode share of resident travel.
- 4.3.2. The Residential Travel Plan (RTP) targets will be agreed with SCC at 3 months following first occupation, or at 50% occupancy, by which time a baseline residential survey will have been carried out. Targets should focus on peak times, weekdays only, in order to make them measurable. In the interim period Census mode share data from the TA has been used.
- 4.3.3. When setting Site specific targets, it is important that they are "SMART" in order that outcomes can be quantified and to provide an assessment against which the RTP can be gauged:
- Specific
 - Measurable
 - Achievable
 - Realistic
 - Time-bound
- 4.3.4. The interim targets for the RTP which will support the overall aim and two objectives are shown in Table 4-1. These should be achieved 3 and 5 years from first occupation and initially, they will be assessed against the Census data presented in Table 3-2. Following baseline surveys, these targets will be reviewed and amended based on the site-specific data obtained through resident travel mode questionnaires.

Table 4-1 - Proposed Mode Share Baseline and Interim Targets

Mode	2011 Census	Year 1	Year 3	Year 5
Train	5.4%	5.4%	5.9%	5.9%
Bus	2.7%	2.7%	3.2%	4.2%
Motorcycle, Scooter or Moped	0.9%	0.9%	0.9%	0.9%
Car Driver	80.9%	80.9%	77.9%	74.9%
Car Share	3.3%	3.3%	4.3%	4.8%
Bicycle	1.0%	1.0%	1.5%	2.5%
On Foot	4.5%	4.5%	5.0%	5.5%
Other Method of Travel	1.3%	1.3%	1.3%	1.3%
Total	100.0%	100.0%	100.0%	100.0%

- 4.3.5. It is considered that a 6% mode shift target from single occupancy car drivers over a 5-year period is realistic given the location of the Site and with the implementation of the measures set out within this F RTP.
- 4.3.6. Final targets, setting a year on year improvement, will be produced in consultation with SCC after the first monitoring period has been completed. As stated, this will commence 3 months following first occupation, or at 50% occupancy. An example of a residential travel survey is set out in Appendix A. All residents will be asked to participate in the survey and the response rate will be reported to the SCC Travel Plan Officer.
- 4.3.7. The next section of the report outlines the strategy and measures proposed to encourage sustainable mode share of residents at the Alf old Crossways development.

5 TRAVEL PLAN MEASURES AND ACTION PLAN

5.1 ACTION PLAN

- 5.1.1. An Action Plan outlining all of the proposed RTP measures and actions identified for the site, along with responsibilities, estimated costs and implementation timescales is attached at Appendix B.
- 5.1.2. The Action Plan also sets out the objective that each measure will support to ensure that the initiatives are targeted against the overall aims. The Action Plan is a continually evolving document which will adapt throughout the lifetime of the RTP and will be influenced by on-site travel surveys and the work of the TPC.
- 5.1.3. The Action Plan includes the following measures:

OBJECTIVE 1: PROMOTE AND ACTIVELY ENCOURAGE SUSTAINABLE TRAVEL TO AND FROM THE SITE

- Financial contribution towards DRBS to Cranleigh
- Relocation of Chilton Close bus stops including new waiting shelters
- Appointing a TPC
- Promotion of Travel Plan
- Travel Plan event
- Welcome packs for residents
- Personalise travel planning (PTP)
- Promotion of walking/cycling routes
- Promotion of bicycle purchase scheme
- £100 cycle vouchers per dwelling for bicycle purchase
- Nearby facilities
- Public transport information
- Car sharing

OBJECTIVE 2: PROVIDE THE ON-SITE INFRASTRUCTURE TO FACILITATE SUSTAINABLE TRAVEL AND REDUCE THE NEED TO TRAVEL:

- Providing access for pedestrians and cyclists
- Cycle parking
- Travel noticeboard/website
- Broadband internet connection
- EV charging infrastructure

6 REVIEW AND APPROVAL

6.1 IMPLEMENTATION AND FUNDING

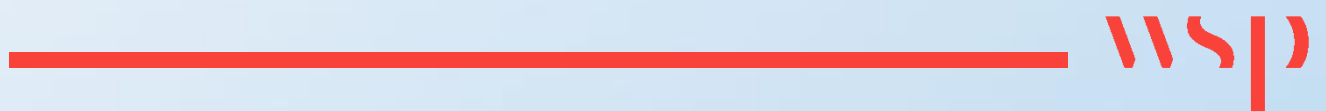
- 6.1.1. It is anticipated that the RTP will be secured through a Section 106 agreement as part of any planning approval from the Local Planning Authority.
- 6.1.2. Prior to the occupation of the development, a TPC will be appointed by the site management company to oversee the management of the RTP and ensure it seeks to achieve the stated aims.
- 6.1.3. The TPC will be responsible for managing the agreed budget for the RTP. 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 management company.
- 6.1.4. This investment in resources, both in terms of appointment of a TPC and financial, support the implementation, management and review of the RTP and mitigate against any financial burden that may be imposed as a consequence of failure to meet the agreed targets.
- 6.1.5. The Action Plan contained in Appendix B includes details for the monitoring and review of the RTP.

6.2 MONITORING

- 6.2.1. Updated baseline data is to be collected 3 months following first occupation or at 50% occupation. This will represent Year 1 of the Travel Plan and form the revised baseline for inclusion in the RTP.
- 6.2.2. Monitoring reports will then be produced by the TPC and submitted to SCC for approval in relation to the targets set for the end of Years 3 and 5. These reports shall demonstrate how the RTP has been implemented to date and will include:
 - Details of measures introduced and actions taken to promote the RTP;
 - Statistical summary of the modal split of residents, disclosed by the monitoring surveys;
 - The progress of the RTP 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
 - A plan for future actions.
- 6.2.3. Furthermore, the following items will be monitored by the TPC annually:
 - On-street parking; and
 - Feedback from residents relating to RTP / transport at the site generally.
- 6.2.4. To support this process, surveys will be undertaken in Years 1, 3 and 5 to establish the travel patterns of residents.
- 6.2.5. 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/website.

Appendix A

EXAMPLE TRAVEL QUESTIONNAIRE



BRAND / LOGO TO GO HERE

[LOCATION] RESIDENT SURVEY 2021

This household travel survey has been produced as part of the [LOCATION] Travel Plan ([LINK TO TRAVEL PLAN]) in order to gather information about residents' travel during the peak hours and to establish the take up of travel benefits on offer. We would be very grateful if you could take the time to answer this short questionnaire.

The questionnaire is aimed at residents who usually travel during the peak hours (approximately 7.00-9.00am and 4.00-6.00pm on weekdays.) Only one questionnaire should be completed per household. This questionnaire should be completed by the person in your household who travels the most at these times.

The data collected will only be used for research purposes and by taking part you can be entered into a prize draw to win a £50 shopping voucher.

Please provide your house number and road name:

For further information you can contact: [NAME AND CONTACT DETAILS]

A: Household

A1. How many people, including yourself, live in your household and are aged...

Under 16	
16 and over	

A2. How many vehicles are there within your household?

	0	1	2	2+
Cars or vans				
Motorcycles				
Bicycles				

B: Travel

B1. Which type of transport do you use most often to travel to and from your home for each of the following?

Journey purpose:	Walk	Cycle	Bus	Train	Car	Motorcycle	Other (please specify)
Work							
Leisure							
Shopping							

B2. What are your reasons for choosing this form of transport most frequently?

- ☐ Cost ☐ Convenience ☐ Fastest journey ☐ Drop off children or spouse
- ☐ Other (please specify)

B3. Have you heard about any of the following travel benefits or services offered to residents of [LOCATION]:

- ☐ Travel information in the Welcome Pack
- ☐ £100 cycle purchase voucher
- ☐ Free personalised travel planning advice
- ☐ The car share database

B4. Have you used any of these benefits since you've moved here? Please tick any you have used.

- ☐ Travel information in the Welcome Pack
- ☐ £100 cycle purchase voucher
- ☐ Free personalised travel planning advice
- ☐ The car share database

B5. How do you usually travel during the morning peak hours (7:00-9:00am? (If you use a combination of the following, e.g. if you take the train then cycle, please choose the method which covers the greatest distance.)

- ☐ Bus
- ☐ Bicycle
- ☐ Car (drive alone)
- ☐ Car (sharer)
- ☐ Motorbike
- ☐ Train
- ☐ Walk
- ☐ I usually work from home

B6. How do you usually travel during the evening peak hours (4:00-6:00pm? (If you use a combination of the following, e.g. if you take the train then cycle, please choose the method which covers the greatest distance.)

- ☐ Bus
- ☐ Bicycle
- ☐ Car (drive alone)
- ☐ Car (sharer)
- ☐ Motorbike
- ☐ Train
- ☐ Walk
- ☐ I usually work from home

B7. If you usually drive during the peak hours, how do you travel when your car is unavailable (for example when it is being serviced)?

- | | |
|--|--|
| <input type="checkbox"/> I book the day off | <input type="checkbox"/> I use public transport |
| <input type="checkbox"/> I work from home | <input type="checkbox"/> I ride my motorbike/scooter |
| <input type="checkbox"/> A friend/relative gives me a lift | <input type="checkbox"/> I take a taxi |
| <input type="checkbox"/> A work colleague gives me a lift | <input type="checkbox"/> I use another car |
| <input type="checkbox"/> I walk | <input type="checkbox"/> Other - Please specify |
| <input type="checkbox"/> I cycle | |

B8. On a scale from 1-5 with 1 being Strongly Agree and 5 being Strongly Disagree, to what extent do you agree that the following would be likely to make you travel more sustainably?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Strongly Disagree
A personal journey plan	1	2	3	4	5
A free bus taster ticket to try local buses	1	2	3	4	5
A discount on cycle accessories	1	2	3	4	5
Discounts on public transport fares	1	2	3	4	5
A more frequent bus service	1	2	3	4	5

B8. What do you think would encourage you to make use of alternatives to the car?

B10. What do you feel are the barriers preventing you from travelling by non-car modes?

C: Prize draw

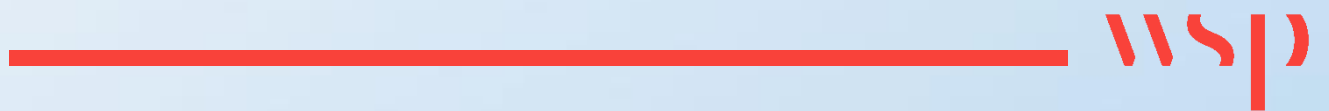
C1. If you would like to be entered into our prize draw, please provide your email address in the box below. The draw will take place on [DATE].

THANK YOU FOR YOUR TIME AND HELP WITH THIS SURVEY

We will be providing feedback on these results in a copy of the upcoming resident newsletter

Appendix B

ACTION PLAN



Objective	Measure	Details	Responsibility	Estimated Cost / Budget	Timescales for Implementation
Objective 1: Actively encourage sustainable travel to / from the site to reduce the number of single car occupancy trips	Financial contribution towards DRBS to Cranleigh	New DRBS to Cranleigh will provide sustainable travel alternatives and create further opportunities to travel by public transport.	Developer	£400k contribution (£80k per year over 5 years)	Prior to occupation and then annually for up to 5 years, or until Dunsfold Park bus service commences operation, whichever is sooner
	Relocated Chilton Close bus stops	Relocate the bus stop and provide upgraded facilities	Developer	TBC	Prior to occupation
	TPC	TPC to be appointed & trained prior to occupation.	Developer / Management Company	3-5 hours per month, staffing budget	Prior to occupation
	Promotion of Travel Plan	Display and make promotional travel material available as part of the sales pack and show home for the site.	Developer / TPC	Marketing budget	Earliest stage - prior to sale of dwellings
	Travel Plan event	Organise a Travel Plan event to promote the Travel Plan.	TPC	£250 per event for promotion and equipment hire (inc. food purchasing). Presence of Dr Bike (bike mechanic) in addition. Part of TPC role to host/facilitate (15 hours per event). Assume 1 event per year = Total annual cost: £400	Implement in conjunction with a national event such as National Clean Air Day, National Walking Month etc.
	Welcome packs for residents	Marketing pack, containing sustainable travel information for residents.	TPC	Folders/design and printing costs at £20 per household	Prepare and distribute prior to occupation
	PTP	Offer PTP to every resident/residential family at part of the Welcome Pack.	TPC	£59 per household - provided by TPC	From occupation - offered to all new residents annually for 5 years
	Promote walking/cycling routes	Promote local walking and cycling routes and provide maps where possible.	TPC	Part of TPC Role (4 hours per year), £40 annually	Prior to occupation and then quarterly review for 5 years
	Promote bicycle purchase scheme	Promote the Ride2Work scheme to residents in employment.	TPC	Part of TPC Role (3 hours per year), £30 annually	As part of general promotional actives
	Cycle vouchers	Provide £100 vouchers per dwelling for the purchase of bike/equipments.	TPC	£100 per household	Following occupation and repeat annually
	Nearby facilities	Make residents aware of the services local to the site which can be accessed on foot/by bike to avoid unnecessary vehicle trips.	TPC	Part of TPC Role (4 hours per year), £40 annually	Prior to occupation and then ongoing for 5 years
	Public transport information	Provide information on public transport routes to all residents.	TPC	Part of TPC Role (4 hours per year), £40 annually	Prior to occupation and then quarterly review for 5 years
	Car sharing	Promote the car share database to residents.	TPC	Part of TPC Role (4 hours per year), £40 annually	Prior to occupation and then quarterly review for 5 years
Objective 2: Provide the infrastructure to facilitate sustainable travel to and from the site / reduce the need to travel	Providing access for pedestrians and cyclists	Provision of shared footway/cycleway within the development linking to existing wider network.	Developer	Construction budget	Prior to occupation
	Cycle parking	Covered and secured cycle parking will be provided on-site either within garages/gardens or in communal storage facilities.	Developer	Construction budget	To be provided as part of construction
	Travel noticeboard/information point	To be established in a prominent place within communal area. This will include walking/cycling maps and bus/rail timetable information.	Developer / Management Company / TPC	Noticeboard cost circa £80	Prior to opening and reviewed quarterly
	Broadband internet connection	All dwellings would be equipped with a super-fast broadband connection to support home working and internet shopping.	Developer	Construction budget	To be installed as part of construction

	EVC infrastructure	Every unit is to have access to a electric vehicle charging point.	Developer	Construction budget	To be installed as part of construction
Monitoring and review	Travel surveys	Collection of baseline data relating to the modes of travel used by residents. This includes resident travel questionnaires, travel diaries and vehicle/cycle parking surveys.	TPC	Circa £2k-4k per survey year	To be completed for baseline in Year 1 and then repeated in Years 3 and 5
	Interim monitoring	Snapshot surveys and review of car and cycle parking usage.	TPC	Part of TPC Role (4 hours per year), £40 annually	To be completed during Years 2 and 4
	Target review	Set targets in Year 1 and then review in Years 3 and 5 to establish if targets are being met/if measures or targets need to be revised.	TPC	Part of the TPC role, no specific budget identified	Targets to be set in Year 1 and then following travel surveys in Year 3 and 5
	Update report	Produce a FTP 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 any significant amendments required. Issue report to SCC.	TPC	Part of the TPC role, no specific budget identified	FTP to be prepared and issued in Year 1, progress reports to be provided in Years 3 and 5 within 6 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 survey completion



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