

# Cuffley Hill, Goff's Oak

## Travel Plan Statement R02A

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Countryside Properties

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## CONTENTS

1. INTRODUCTION .....	<u>21</u>
2. EXISTING SITUATION.....	5
3. DEVELOPMENT PROPOSALS .....	10
4. BASELINE MODAL SPLIT .....	12
5. TRAVEL PLAN STRATEGY .....	13
6. TRAVEL PLAN MEASURES .....	<u>1817</u>
7. MODAL SHIFT TARGETS.....	<u>2120</u>

## FIGURES AND DRAWINGS

FIGURE 1.1 SITE LOCATION PLAN

## APPENDICES

APPENDIX A – PROPOSED SITE LAYOUT

## 1. INTRODUCTION

### Preamble

- 1.1 Markides Associates (MA) have been instructed by Countryside Properties (the Applicant) to prepare this Travel Plan Statement (TPS) in support of their development proposals for a site referred to as '*land north of Cuffley Hill, Goff's Oak.*'
- 1.2 The site is found north of the B156 Cuffley Hill, approximately 650m west of Goff's Oak village centre and 1km east of Cuffley National Rail Station, with location indicated on the attached **Figure 1.1.**
- 1.3 The site comprises two derelict land parcels. To the east is a narrow linear section of land that historically formed part of the former Fairmead Nursery, currently sub-divided into an extended garden for 90 Cuffley Hill and an area of nursery buildings, grassland and scrubland. The much larger part the site to the west historically formed part of Rosemead Nursery and is currently scrubland.
- 1.4 The site is located within the authoritative boundary of Broxbourne Borough Council (BBC), with Hertfordshire County Council (HCC) being the relevant local highway authority.

### Draft Site Allocation

- 1.5 The site is allocated for development within BBC's Draft Local Plan (Submission Version, March 2018), under Policy GO5, described as '*well suited to new homes.*'

### Development Proposals

- 1.6 The development proposals are a residential development proposal comprising 58 residential units, with accommodation mix summarised below and proposed site layout attached as **Appendix A.**
- 6 x 2 bed apartments
  - 11 x 2 bed houses
  - 14 x 3 bed houses

- 22 x 4 bed houses
- 5 x 5 bed houses

1.7 The development proposals promote access to the site via the land between properties 92-94 Cuffley Hill, which will form a simple priority junction with the existing service road. Following recommendations made by HCC, the proposals will include the delivery of a new junction from the service road with Cuffley Hill, with the existing service road junctions removed and replaced with extended footway provision. This will essentially create two small cul-de-sacs in front of the existing properties along the service road, which will also therefore be accessed via this new junction with Cuffley Hill.

### Travel Plan Statement Requirement, Policy and Guidance

1.8 Preapplication discussions with HCC have established that the proposed scale of development requires the application to be supported by a TPS.

1.9 HCC's guidance document, *'Travel Plan Guidance for Business and Residential Development,'* states that a TPS is required for residential developments between 50-80 units, describing them as *'likely to focus on site measures encouraging sustainable travel, or contribution towards a more strategic scheme.'* Full TPs are required for developments in excess of 80 units, with HCC guidance identifying that these would include relevant targets and measures as well as monitoring and management arrangements.

1.10 BBC's adopted Local Plan (2005) identifies a requirement for only commercial development proposals to be supported by a Green TP. The Submission Version of Broxbourne's Draft Local Plan (2017) does however identify under Policy TM1 *'Sustainable Transport,'* and Policy TM2, *'Transport and New Development,'* that major developments should be supported by a TP that seeks to mitigate the transport impacts of development through achievable measures and includes provisions for monitoring.

1.11 At national level, National Planning Policy Guidance document, Travel Plans, Transport Assessments and Statements (2014), defines TP's 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).'*

## Travel Plan Aims and Objectives

1.12 The headline aims and objective of this TPS are to:

- Ensure 'hard' measures are incorporated within site to encourage sustainable travel prior to first occupation, e.g. cycle parking, pedestrian routes; and
- Ensure residents **and visitors** are aware of the range of sustainable travel options that are available to access the site.

## Transport Statement

1.13 The planning application is also supported by a Transport Statement (TS), which has described the proposed access strategy for the site and estimated the vehicular trip generation associated with the proposed scale of development. The TS should be read in conjunction with this TPS.

1.14 The TS has informed much of this TPS, particularly with regards to the description of the existing situation and development proposals.

## Travel Plan Structure

1.15 Following this introduction, the TPS is structured as follows:

- **Section 2** describes the accessibility of the site, both in terms of access to sustainable transport infrastructure and social infrastructure, taken from the TS that is also being submitted in support of the planning application;
- **Section 3** describes the development proposals in detail including access arrangements, parking proposals and delivery and servicing strategy, again taken from the TS;
- **Section 4** reviews baseline modal split data, taken from the 2011 Census, pre-implementation of the TPS;
- **Section 5** details the TPS Strategy, including responsibilities, implementation, marketing, monitoring, reporting and funding;
- **Section 6** identifies the range of measures that will be implemented to support and encourage sustainable travel; and
- **Section 7** confirms the strategy with regards to modal shift;

## 2. EXISTING SITUATION

### Site Location and Existing Use

- 2.1 The site, encompassing both the former Fairmead and Rosemead nurseries, is found north of the B156 Cuffley Hill, approximately 650m west of Goff's Oak village centre and 1km east of Cuffley National Rail Station, with the site location indicated on the attached **Figure 1.1**.
- 2.2 The site is currently derelict and is understood to have not generated any associated vehicular movements for a number of years.
- 2.3 The site is bound to the north by agricultural land and to the east by the rear gardens of residential properties fronting Robinson Avenue and 90 Cuffley Hill. To the west the site is bound by an access road that serves CG Edward Garden Landscape Supplies. The southern boundary includes the rear gardens of properties 90a to 102 Cuffley Hill, with properties 90a-98 accessed via a service road that forms two priority junctions with the main Cuffley Hill carriageway.
- 2.4 Between properties 92 and 94 Cuffley Hill, there is a 14m wide parcel of land which forms part of the application boundary and which abuts the service road, ensuring the site has a direct connection with public highway.

### Site Accessibility

- 2.5 The site benefits from being located in close proximity to a range of social infrastructure that acts as typical trip attractors for residential land uses, including education, health, leisure, and convenience retail facilities.
- 2.6 Examples of this social infrastructure, and their associated walk distance, are detailed below in **Table 2.1**.

**TABLE 2.1: WALK DISTANCE TO TRIP ATTRACTORS**

Attractor Land Use	Site	Assumed Travel Route	Walk Distance from Site Entrance
Primary School	Goff's Oak Primary School	Cuffley Hill, Robinson Ave, Millcrest Rd	680m
	Woodside Primary School	Cuffley Hill, Jones Road	500m
Food Retail	The Co-Operative	Cuffley Hill, Goff's Ln	550m
Retail	Boots	Cuffley Hill, Goff's Ln	555m
Health	Valley View Health Centre	Cuffley Hill, Goff's Ln	700m
Leisure	Goff's Oak Village Library	Cuffley Hill, Goff's Ln	710m
	Goff's Oak Village Hall and Community Centre	Cuffley Hill, Goff's Ln	750m
Public Transport	Cuffley National Railway Station	Cuffley Hill, Station Rd	1km
	Robinson Avenue Bus Stops	Cuffley Hill	70m

2.7 **Table 2.1** therefore confirms that a range of land uses are located within close proximity, which ensures that these trip attractors can be accessed by modes other than private car, thereby reflecting fundamental requirements of national, regional and local planning policy for creating sustainable communities. Indeed, CIHT's March 2015 guidance document, 'Planning for Walking,' states that 'walkable neighbourhoods' are those with a typical catchment of around 800m, with the majority of identified land uses being within this walk distance threshold.

## Pedestrian and Cycle Accessibility

2.8 The existing service road that runs along the southern site frontage benefits from existing footway provision, approximately 1.8m wide, indicated on **Photo 2.1** below. This connects with the wider footway network on Cuffley Hill, which runs along the northern edge of the carriageway, indicated on **Photo 2.2**. This footway provides pedestrian access to Cuffley Hill to the west and Goff's Oak village centre to the east.





- 2.9 Pedestrian severance caused by the volume of traffic on Cuffley Hill is mitigated by a signalised crossing approximately 245m east of the site, providing a safe route toward Woodside Primary School, with a further signalised crossing within Goff's Oak village centre.
- 2.10 In terms of cycle accessibility, there are no formal cycle routes adjacent to the site. However, the Broxbourne Cycle Map identifies a north/south Advisory Cycle Route to the east, accessed from Newgatestreet Road and Jones Road. As described above, the Broxbourne Transport Strategy identifies proposals to introduce a cycle corridor from Goff's Oak to Cheshunt via St James Road and Andrews Lane.
- 2.11 Cycle parking facilities are provided at Cuffley Railway Station and Station Road Parade.

## Public Transport Accessibility

### *Buses*

- 2.12 In terms of bus provision, the site benefits from Cuffley Hill being an established bus corridor, accommodating the existing 242 bus route.
- 2.13 Route 242 begins at Potters Bar Station and terminates in Waltham Cross Bus Station via Cheshunt, with an approximate Monday to Friday daytime frequency of one bus every 30 minutes. The 242 provides access to many of the trip attractors referenced above, including Cuffley National Rail Station, Goff's Oak Secondary School and Brookfield retail centre, thereby mitigating some of the longer walk distances.

2.14 The site benefits further from existing bus stop infrastructure within close proximity, with an eastbound bus stop located 70m east of the site, being a simple flag bus stop indicated in **Photo 2.3**, and a westbound bus stop located immediately opposite, benefiting from a bus shelter, indicated in **Photo 2.4**. There is no footway provision adjacent to the westbound bus stop, with pedestrians having to cross the carriageway directly into the bus layby.



### *National Rail*

2.15 The site is located within an acceptable walk distance of Cuffley National Rail Station, which is approximately 1km to the west of the site, although topographical constraints are likely to impact on the ability of some residents to negotiate this walk distance. Cuffley National Rail Station provides access to frequent and direct services between Central London, Hertford North and Stevenage, with service frequencies identified in **Table 2.2** below.

**TABLE 2.2: EXISTING RAIL PROVISION**

Train Station	Main Stations		AM Peak Service Frequency
Cuffley National Rail Station	Northbound	Stevenage National Rail Station	1 direct service per hour
		Hertford North National Rail Station	4 per hour
	Southbound	Moorgate London Underground and National Rail Station	Enfield Chase, Alexandra Palace, Finsbury Park, Highbury and Islington, Essex Road, Old Street and Moorgate

- 2.16 In addition to Cuffley Station, bus service 242 provides access to Cheshunt town centre, with a short onward walk to Cheshunt National Rail station, which provides access to Cambridge and additional Central London services to Stratford and London Liverpool Street. Cheshunt has also been identified as a station on the emerging Crossrail 2 route.

## Local Highway Network

- 2.17 The B156 Cuffley Hill is a secondary distributor road with a 30mph speed limit, which increases to 40mph approximately 200m west of Athenia Close. Along the site frontage Cuffley Hill has a carriageway width of approximately 6.5m, accommodating a narrow hatched margin along the centre. Cuffley Hill provides direct access to residential properties along its length.
- 2.18 Within the centre of Goff's Oak, Cuffley Hill forms a mini-roundabout junction with Newgatestreet Road and Goff's Lane. Continuing east the B156 eventually provides access to Cheshunt, from which access to the A10 is achieved, which then provides access to the M25 at junction 25.
- 2.19 Property numbers 90a-98 Cuffley Hill are currently accessed via a service road that is set back from the main carriageway, divided by a 5.5m wide landscaped margin. The service road is approximately 60m long and forms two simple priority junctions with Cuffley Hill, both of which benefit from a good standard of visibility. Along the site frontage the service road is approximately 5.5m wide.
- 2.20 There are currently no parking controls on the service road, although each property benefits from private drives, with some properties also benefiting from garages.
- 2.21 Cuffley Hill and the service road are not located within a controlled parking zone (CPZ), and there are no waiting restrictions.
- 2.22 In terms of existing traffic flows, manual traffic counts were undertaken at each of the service road junctions with Cuffley Hill on Tuesday 3<sup>rd</sup> October 2017, between 07.00-19.00, recording the east/west movements along Cuffley Hill. The surveys established that Cuffley Hill accommodates approximately 1,400 movements in the AM peak, 1,450 in the PM peak and 13,900 across the day. Peak hour traffic movements are observed to be tidal, with a dominant westbound flow in the AM and eastbound in the PM.

### 3. DEVELOPMENT PROPOSALS

#### Scale of Development

3.1 The development proposals are for a residential scheme comprising 58 residential units, with accommodation mix summarised below.

- 6 x 2 bed apartments
- 11 x 2 bed houses
- 14 x 3 bed houses
- 22 x 4 bed houses
- 5 x 5 bed houses

3.2 The proposed site layout is provided as **Appendix A**.

#### Access

3.3 The development proposals promote access to the site via the land between properties 92-94 Cuffley Hill, which will form a simple priority junction with the existing service road.

3.4 The access road between these properties is a minimum of 5.5m wide, with localised widening at the junction with the service road to allow service vehicles to access the existing residential properties.

3.5 Following recommendations made by HCC, the proposals will include the delivery of a new junction from the service road with Cuffley Hill, via the existing landscaped area, with the existing service road junctions with Cuffley Hill removed and replaced with extended footway provision. This will essentially create two small cul-de-sacs in front of the existing properties along the service road, which will also therefore be accessed via this new junction with Cuffley Hill. These highway works will be delivered via a S278 Agreement.

3.6 The proposed access arrangements are indicated on drawing **17094-00-012B**, confirming that appropriate visibility splays at the new junction can be achieved.

- 3.7 The proposed access accommodates 1.8m wide footway provision on each side of the access road, which connects with the existing service road footway.
- 3.8 It is envisaged that cyclists will share this access arrangement.
- 3.9 The existing access to the Fairmead Nursery part of the site will be removed, with the existing crossover from Cuffley Hill to serve property 90 only.
- 3.10 Within the site, the layout accommodates a 5.5m wide internal access road, with footways adjacent, which changes to a 5.5m wide shared surface where a reduced number of units are served. The proposed site layout has been designed to embrace the principles of Manual for Streets and RIH, with minimum side road and forward visibilities of 25m readily achievable, reflecting a design speed of 20mph.
- 3.11 It is not intended for any of the associated roads and footways serving the site to be offered for adoption, with residents paying a service charge to ensure these assets are maintained by an appointed management company.

## Parking

- 3.12 Car parking is provided in the form of single/double garages, driveways and parking courts, with additional on-street visitor provision dispersed through the site.
- 3.13 There is sufficient capacity to accommodate a total of 160 parked vehicles, 45 of which have accommodated within either single or double garages, with 112 accommodated on private drive's and 3 on-street visitor spaces.
- 3.14 The quantum of proposed parking ensures there is no risk of parking overspill onto the adjacent service road.
- 3.15 The provision of garages and on-plot parking ensures that electric charging infrastructure can be readily accommodated.
- 3.16 In terms of cycle parking, for the apartments that do not benefit from a private garden and/or garage, this will be provided within a communal cycle store area.

## 4. BASELINE MODAL SPLIT

### Introduction

- 4.1 The 2011 Census Method of Journey to Work data for the ward within which the site is located, Goffs Oak, is detailed below in **Table 4.1**, which is considered to be representative of the anticipated peak hour trips to/from the site prior to the implementation of the TPS, against which the success of the TPS can be measured.

**TABLE 4.1: GOFFS OAK 2011 CENSUS MAIN METHOD OF TRAVEL TO WORK**

Mode of Travel	%
Works mainly at home	12%
Train/Underground	14%
Bus	1%
Taxi	1%
Motorbike	1%
Car Driver	63%
Car Passenger	4%
Bicycle	0%
On Foot	2%
Other	1%
Total	100%

- 4.2 **Table 4.1** therefore indicates that, prior to the implementation of the TPS, the dominant mode of travel of residents will be by private car, representing 63% of all trips.

## 5. TRAVEL PLAN STRATEGY

### Introduction

- 5.1 A TPS is a practical management tool, rather than a static document, that sets out active initiatives throughout an agreed lifetime. It requires infrastructure and management initiatives to be in place before implementation, an implementation strategy, a monitoring strategy that can assess the success of the TPS and respond to site occupier concerns, a reporting strategy so that a path of communication with the local planning and highway authority is established and a funding strategy.
- 5.2 For this specific TPS, based on the scale of development against HCC's thresholds and relatively sustainable site location, it is not proposed to undertake a long term monitoring and reporting strategy that would typically be associated with Full TP's for larger developments. Nor will the TPS include any defined targets for modal shift.
- 5.3 The Applicant will however undertake an initial travel survey within 3 months of the site reaching 50% levels of occupation, to identify any transport concerns of the occupants that need to be addressed. The results of this survey will be reported to BBC/HCC for comment, along with the proposed strategy to address any concerns raised within a revised TPS. Where these concerns fall within the reasonable control of the Applicant, the Applicant will address them within the following 12 month period. A second travel survey will then be undertaken at the end of the 12 month period, the results of which will be reported to BBC/HCC.
- 5.4 This section of the TPS sets out the key elements of the wider strategy.

### Appointing a TP Statement Coordinator

- 5.5 The successful implementation of the TPS will be the responsibility of a Travel Plan Coordinator (TPC).
- 5.6 The site wide assets are likely to be managed by an appointed management agent and it is envisioned that the role of the TPC can be included within this remit, fulfilled within an existing role, on a part-time basis.

5.7 It is proposed that the TPC role and responsibilities will be assigned 3 months before initial occupation of the development, with BBC/HCC informed of the named TPC and their contract details.

5.8 In the interim period before appointment of the TPS, MA will act as the interim contact, with contact details as follows:

- Alex Scarratt
- Markides Associates
- alex@markidesassociates.co.uk
- 020 7442 2225

5.9 The role of the TPC will be to:

- Ensure that the identified physical measures have been implemented during construction;
- Be the central point of contact for site occupiers and BBC/HCC regarding travel and transport concerns related to the development
- Promoting and marketing the TPS amongst residents, ensuring all material is available at first occupation and updated as necessary;
- Organising travel survey questionnaires;
- Arranging for events and the formation of the car share database;
- Engaging with local bike stores to secure a resident discount; and
- Preparing monitoring reports and issuing these to BBC/HCC as appropriate.

## Implementation Strategy

5.10 A staged programme for implementation of the TPS strategy is required to ensure consistency and ease the process of introduction.

5.11 Infrastructure measures, such as cycle parking and pedestrian connections will be put in place during construction and fit out, with all marketing and informative material available to occupiers at first occupation. This material would be regularly reviewed to ensure it reflects up to date information as part of the monitoring strategy. The anticipated timescales for the TPS strategy are summarised below in **Table 5.1**.



**TABLE 5.1: TPS STRATEGY TIMESCALES**

Action	Timing
Consideration of TPS by BBC/HCC	Current
TPS Approved	Prior to commencement
<b>Construction</b>	
TPC Appointed	3 months prior to occupation of the development
"Hard" measures detailed within TPS implemented	During Construction
<b>Occupation</b>	
Baseline Travel Survey undertaken at agreed trigger point	3 months after 50% occupation of the development
Baseline Residential Travel Survey results submitted along with revised TP Statement if necessary	1 month after Baseline Travel survey
Final TPS implementation	Within following 12 month period
Second Travel Survey	At the end of the subsequent 12 month period

## Marketing and Promotion

5.12 Marketing and promotion is essential in raising awareness and aims of the TPS, with the following measures to be introduced:

### *Information for Marketing Office and Show Homes*

5.13 An information sheet will be produced and displayed within the on-site marketing office and/or show homes to promote the TPS, highlighting the sustainable modes of travel that are available from the site.

### *Welcome Packs*

5.14 At first occupation, all new households will be provided with Welcome Packs, which will introduce the TPS and sustainable travel strategy for the site.

### *Dedicated Site Webpage*

5.15 The development will likely be supported by a branded webpage within the Countryside Properties website. This webpage will include travel information to access the site, including

~~links to journey planners that detail sustainable modes of travel such as public transport. site will include a dedicated webpage that references the TPS and includes relevant travel information for residents and visitors, focussing on the sustainable modes of travel to access the site. The TPC will oversee the webpage and will ensure that its content is regularly maintained and updated.~~

## Monitoring and Reporting

- 5.16 A baseline travel survey will be completed within 3 months of 50% site occupation being achieved.
- 5.17 The results of this survey will be reported back to BBC/HCC along with the proposed strategy to address any concerns raised within a revised TPS document. Where these concerns fall within the reasonable control of the Applicant, the Applicant will address them within the following 12 month period.
- 5.18 A second travel survey will then be undertaken at the end of the 12 month period, with results reported to BBC/HCC.
- 5.19 The TPC will be responsible for commissioning the surveys and compiling the results, which will include:
- Site access traffic surveys;
  - Review of accident data;
  - Car Parking demand;
  - Cycle Parking demand;
  - Mode of travel and journey distance by journey purpose;
  - Cycle and pedestrian infrastructure review;
  - Deliveries and servicing activity; and
  - Qualitative interview.

## Life Time and Handover Arrangements

- 5.20 Where any concerns expressed during the baseline travel survey fall within the reasonable control of the Applicant, the Applicant will address them within the following 12 month period.

- 5.21 Following the submission of the results of the second survey, the Applicant's responsibility for the TPS is assumed to be discharged.

### **Funding**

- 5.22 The initial funding of all aspects of the TPS, including the introduction of infrastructure measures, employing of stakeholders, monitoring and reporting, will be the responsibility of the Applicant.

## 6. TRAVEL PLAN MEASURES

### General Travel Plan Measures

- 6.1 This section of the TPS presents the package of measures and management strategies that will be introduced in order to encourage sustainable travel to and from the site.
- 6.2 In general, measures can be assumed to fall into one of two categories; namely 'hard measures', such as physical facilities built into the scheme, and 'soft measures' such as promotional activities, marketing and incentives. Both have a part to play in the success of the TPS and are discussed below.

### Hard Measures

- 6.3 Hard measures represent elements of the scheme such as adequate cycle parking, pedestrian crossing infrastructure and car parking provision, including electric charging infrastructure if this is required, which are designed in from the outset. Their primary role is to facilitate a modal shift by making facilities available to support 'soft' measures. It is the duty of the TPC to monitor the use of 'hard measures' implemented at the site and consider steps to maintain and/or improve them where necessary.
- 6.4 The development will also include high speed broadband connection into the site, which individual residential properties can connect to allow home working.

### Soft Measures

- 6.5 Soft measures are those that are implemented during the life of the TPS, and which do not represent physical measures as those set out above. They broadly include marketing initiatives described above and campaigns to promote a shift away from the private to other, more sustainable modes.

### Welcome Packs

- 6.6 At first occupation, all new households will be provided with a 'Welcome Pack,' which will include the following information:
- Location map of the site;
  - A list of key destinations within close proximity of the site;
  - A description of distance, time, and (where) relevant routes for travelling from the site to key local destinations on foot, bicycle and public transport;

- Site specific up-to-date public transport timetables;
- Further details on specific measures such as car sharing, bicycle user group, suggested bicycle retailers;
- Information relating to the TPCS, including contact details of the appointed TPC; and
- The provision of a sustainable travel voucher, up to the value of £50 per flat and £100 per house, which can be used for the purchase of bike equipment, bus and/or train travel.

### Encouraging Walking

- 6.7 The development proposals will provide direct pedestrian connections with the adjacent footway along the service road and Cuffley Hill.
- 6.8 Information about pedestrian routes and walk distances will be provided via the Welcome Packs.

### Encouraging Cycling

#### *Cycle Parking*

- 6.9 The residential houses will include secure and sheltered cycle parking within the curtilage of each property, with the proposed apartments benefiting from communal storage.

#### *Bicycle User Group (BUG)*

- 6.10 During the first year of occupation, the TPC will enquire as to whether there is a resident willing to volunteer to lead a BUG, which is a good way for less experienced cyclists or those who are not confident in their route to gain experience, either as part of a commute or recreationally.

#### *Cycle Training*

- 6.11 The Applicant will agree to provide funding for an HCC cycle training event at the site, open to all residents, arranged by the TPC within 3 months of 50% of occupation.

#### *Cycle / Equipment Purchase*

- 6.12 The TPC will endeavour to secure a site specific discount for residents at a local bike store.

## Public Transport

- 6.13 The promotion of public transport will be through the Welcome Packs, which will provide information on local public transport routes and timetables.

## Managing Car Use

### *Car Share Database*

- 6.14 At first occupation, the TPC will ask residents if they are willing to sign up to a car sharing database, sharing details of their traditional commute in terms of destination and working patterns. The TPC will then compare the information received and establish if there are common journey patterns that allow car sharing to occur, putting each of the residents in contact with each other and allowing them to make their own arrangements thereafter.

## 7. MODAL SHIFT TARGETS

- 7.1 As stated in the introduction, based on the scale of the development and relatively sustainable site location, it is not proposed to undertake any long-term monitoring and reporting strategy that would be more typically associated with traditional TP's for larger developments that warrant the preparation of a Full TP and nor will there be any defined targets for modal shift.
- 7.2 The Applicant's agreement to undertake a baseline travel survey within 3 months of 50% of the units being occupied, and a follow up survey 12 months later, will however allow the site-specific travel patterns to be reported to BBC/HCC.

## FIGURES AND DRAWINGS

### FIGURE 1.1 SITE LOCATION PLAN



# APPENDIX A

## PROPOSED SITE LAYOUT