



Proposed Residential Development
Heathlands Riding School, Hatch Ride,
Wokingham

Travel Plan Statement

For

ET Planning

Document Control Sheet

Proposed Residential Development

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ET Planning

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
25/07/2024	1 st Draft	AN	JNR



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1.0 Introduction

- 1.1 This Travel Plan Statement has been prepared on behalf of ET Planning in support of an outline planning application for the demolition of an existing stable and riding arena and the subsequent construction of 10 dwellings ('The Development') at Heathlands Riding School, Hatch Ride, Wokingham, RG40 3AS ('the Site').
- 1.2 The Site is located approximately 3 kilometres south east of Wokingham town centre and 2.5 kilometres north-west of Crowthorne village centre and 6 kilometres south west of Bracknell town centre. The site is located within the administrative boundary of Wokingham Borough Council (WBC) who also are also the Highway Authority. The site location can be seen below at **Figure 1.1**:

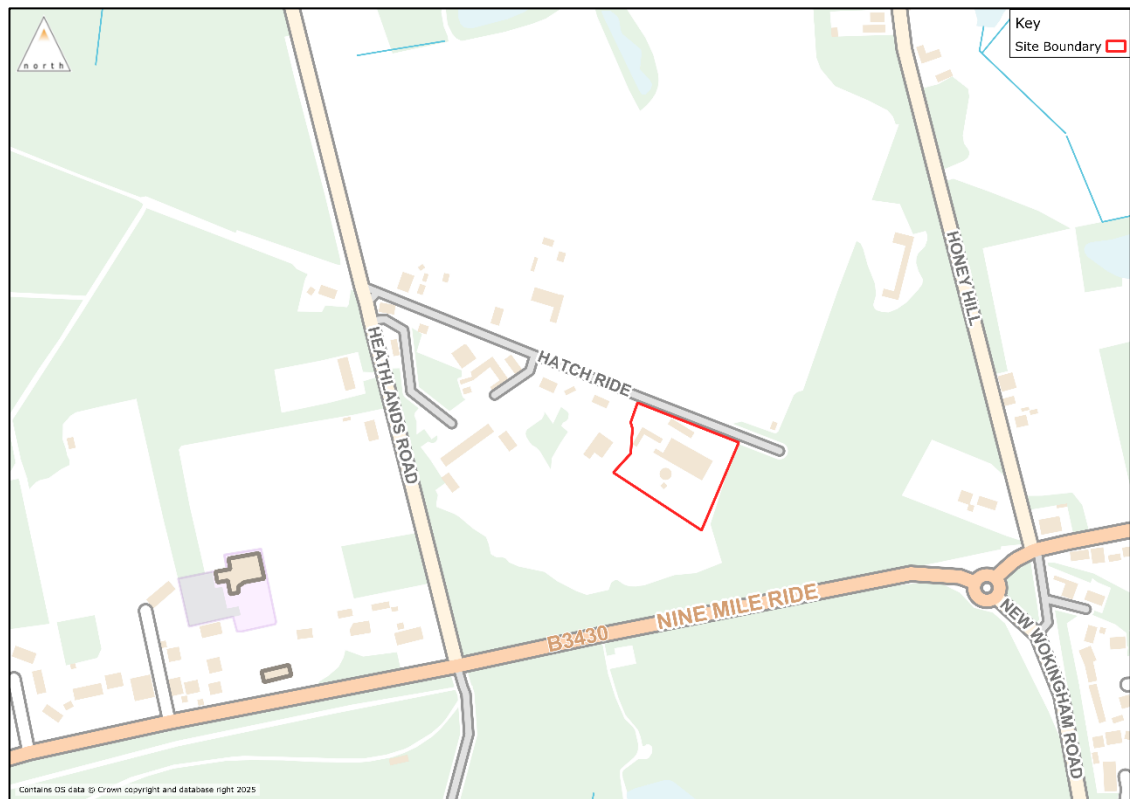


Figure 1.1 - Site Location Plan

- 1.3 The existing use of the Site is a dwelling and riding school. The dwelling will remain, with alterations to the means of access whilst the stables and riding arena associated with the riding school will be demolished. It is proposed to erect 10 dwellings with associated parking.

2.0 Policy and Guidance

2.1 The policy documents that are considered pertinent to this Travel Plan are set out below and are as follows:

- ▶ National Planning Policy Framework – December 2024;
- ▶ National Design Guide – October 2019;
- ▶ Planning Practice Guidance – March 2014;
- ▶ Work Together to Promote Active Travel: A Briefing for Local Authorities – May 2016;
- ▶ Planning for Walking – April 2015;
- ▶ Planning for Cycling – October 2014;
- ▶ Gear Change: A Bold Vision for Cycling and Walking – July 2020;
- ▶ Local Transport Note (LTN) 1/20 Cycle Infrastructure Design – July 2020 ;
- ▶ Manual for Streets (MfS) – March 2007;
- ▶ Wokingham Borough Adopted Core strategy – January 2010;
- ▶ Wokingham Borough Managing Development Delivery Plan - February 2014

National Policy

National Planning Policy Framework

- 2.2 The National Planning Policy Framework (NPPF) was first published in 2012, and most recently updated in December 2024. It sets out a presumption in favour of sustainable development that recognises the importance of transport policies in facilitating sustainable development, and that planning decisions should have regard to local circumstances.
- 2.3 The NPPF promotes incorporation of sustainable transport in development proposals (par. 110) and states that the planning system should actively manage patterns of growth such that a genuine choice of transport modes is offered (par. 111).
- 2.4 With regard to the delivery of sustainable transport the NPPF states at paragraph 118 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 vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."*
- 2.5 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. 80).

National Design Guide (NDG)

- 2.6 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.
- 2.7 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)

- 2.8 Planning practice guidance (PPG) supports delivery of the principles set out in the National Planning Policy Framework (NPPF).
- 2.9 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)
- 2.10 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)
- 2.11 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

- 2.12 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

- 2.13 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.
- 2.14 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 3.1.

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 - Desirable, Acceptable and Maximum 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

Wokingham Borough Adopted Core Strategy

- 2.19 The Core Strategy sets out the council's vision for development within the borough, taking into account health, wellbeing and quality of life.
- 2.20 With regards to transport, Policy CP1 states
- "Demonstrate how they support opportunities for reducing the need to travel, particularly by private car in line with CP6"*
- 2.21 While Policy CP6 states that:
- "Planning permission will be granted for schemes that:*
- a) Provide for sustainable forms of transport to allow choice;*
 - b) Are located where there are or will be at the time of development choices in the mode of transport available and which minimise the distance people need to travel;*
 - c) Improve the existing infrastructure network, including road, rail and public transport, enhance facilities for pedestrians and cyclists, including provision for those with reduced mobility, and other users;*
 - d) Provide appropriate vehicular parking, having regard to car ownership;*
 - e) Mitigate any adverse effects upon the local and strategic transport network that arise from the development proposed;*
 - f) Enhance road safety; and*

g) Do not cause highway problems or lead to traffic related environmental problems."

Wokingham Borough Managing Development Delivery Plan (February 2014)

2.22 The Managing Development Delivery Local Plan (MDD) was adopted in February 2014 and adds detail to the Core Strategy. It is to be read alongside the Core Strategy.

2.23 Policy CC01 sets out a presumption in favour of sustainable development:

"Planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise."

2.24 In relation to parking, Policy CC07 states:

"Planning permission will only be granted where the proposal demonstrates the following:

a) How the proposed parking provision meets the standards set out in Appendix 2 of the MDD

b) That the new scheme retains an appropriate overall level of off-street parking."

2.25 Appendix 2 of the MDD details the parking standards for the site, which for residential dwelling are provided within Table 2.2.

No of Habitable Rooms	Allocated	Unallocated Demand								
		0	1	2	0	1	2	0	1	2
	No of Bedrooms	Urban			Town and Fringe			Village		
3 or less	1-2	1.1	0.3	-	1.1	0.2	-	1.2	0.4	-
4	2	1.2	0.4	0.0	1.2	0.4	0.0	1.3	0.4	0.1
5	2-3	1.4	0.5	0.1	1.6	0.6	0.1	1.5	0.6	0.1
6	3	1.6	0.7	0.1	1.7	0.8	0.1	1.7	0.8	0.2
7	3-4	1.8	0.9	0.2	2.0	1.0	0.2	2.0	1.0	0.2
8 or more	4	2.1	1.1	0.3	2.2	1.2	0.3	2.2	1.3	0.4

Table 2.2: WBC Recommended Parking Standards for Houses

2.26 To reflect the various levels of accessibility across the district, the above table refers to three categories within which the recommended level of parking changes. Figure 2.1 below provides the WBC map accompanying the parking standards which details the different level of accessibility for each ward.

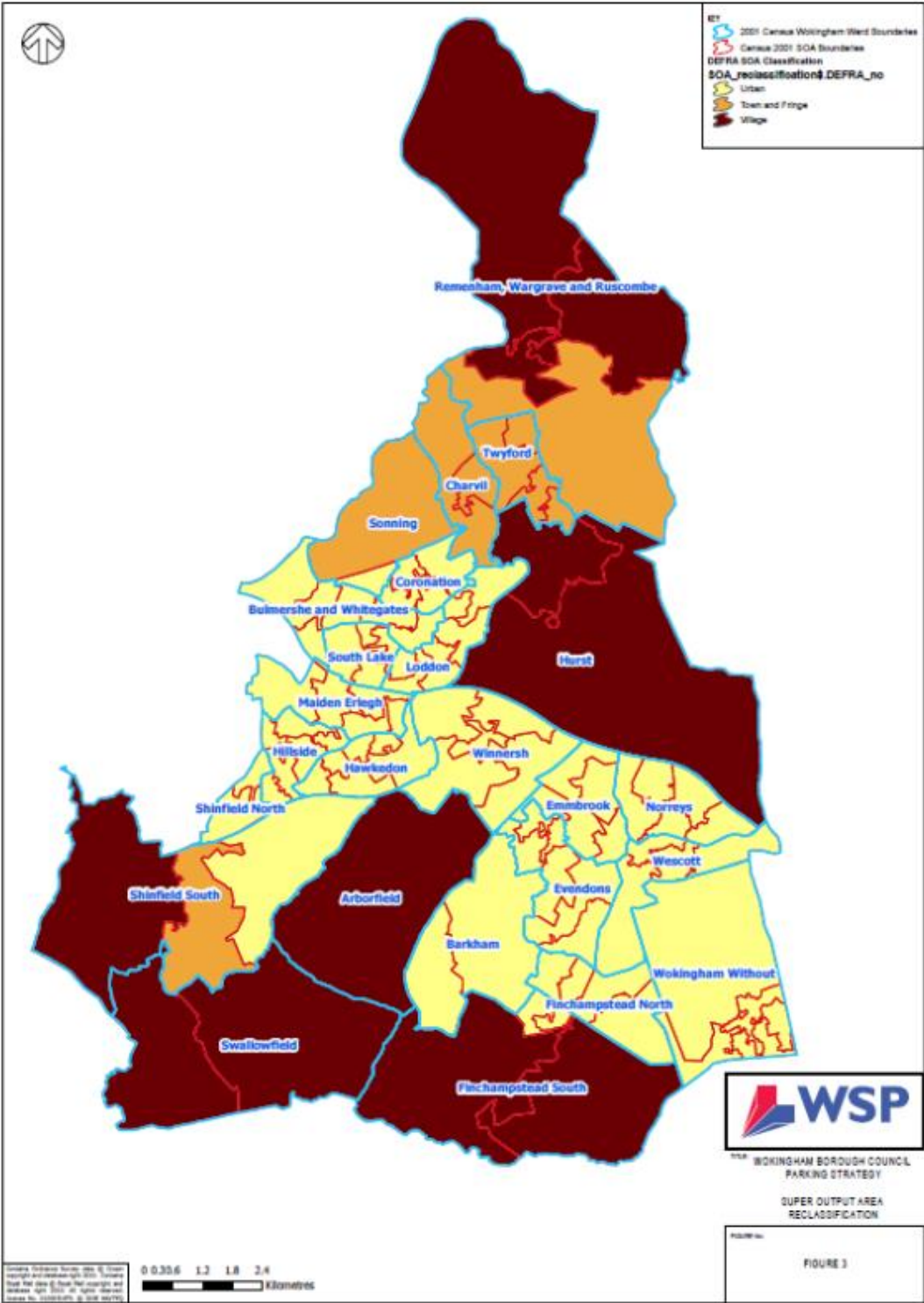


Figure 2.1 – WBC Parking Accessibility Map

2.27 The site is located within the Wokingham Without ward which is classified as an 'urban ward'. A ward classified as urban requires that a reduced parking provision is applied given the sustainability of urban areas.

Summary

- 2.28 On the basis of the above review it is evident that the location of an application site in relation to sustainable modes of transport is a key consideration when assessing the acceptability of a proposed development. Furthermore, developers are required to provide appropriate levels of car parking and cycle parking. Similarly, developers are also required to provide access arrangements that are safe and suitable for all.
- 2.29 The following Sections of this report therefore review the accessibility of the site and evaluate whether the development proposals will encourage the use of sustainable modes of transport. In addition to this, a further assessment has been undertaken to establish the impact of the proposals upon the local highway network.

Scope

- 2.30 This Travel Statement Plan concentrates on sustainability issues and outlines a package of initiatives that are designed to encourage use of active and/or sustainable modes of transport to and from the site and reduce reliance on the private car.
- 2.31 The overall objective of a Travel Plan Statement is to minimise the number of private car trips from the outset and seek to encourage the use of active and sustainable travel modes wherever possible. This Travel Plan Statement has been developed to provide a comprehensive package of measures that will be implemented to encourage sustainable travel to the site by future residents. The Travel Plan Statement will be a live document that will form part of the development.

3.0 Baseline Conditions

Overview

- 3.1 To put the Site into context, a detailed review of the study area has been undertaken. The following section provides a summary of the results of this review and refers to the location of the Site, along with the accessibility of the Site by different modes of transport.

Existing Highway Network

- 3.2 Hatch Ride is a public byway open to all traffic (BOAT) and for the first 250 metres from its junction with Heathlands Road it is a metalled surfaced road provided with passing bays and serves the Heathlands Livery, Riding Establishment and circa 10 dwellings. The surfaced length of Hatch Ride ends at the Development and for the next 360 metres to the junction with Nine Mile Ride the surface is of a loose material and is more akin to a Bridleway. There are no formal vehicle links through to Nine Mile Ride. An extract from WBC's Roads and verges we maintain map can be seen below at **Figure 3.1** which highlights that Hatch Ride is not adopted highway.

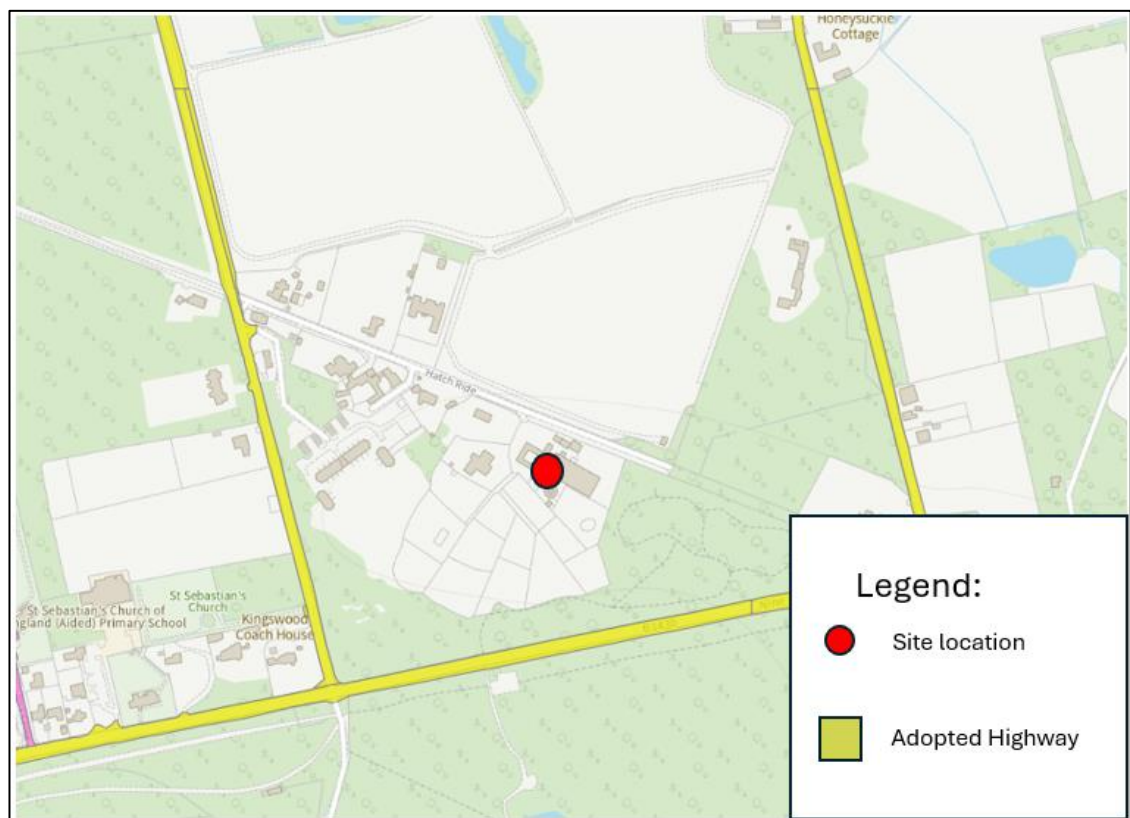


Figure 3.1 – Adopted Highway Extract

- 3.3 The local Highway Network in the vicinity of the Site can be viewed at **Figure 3.2** below:

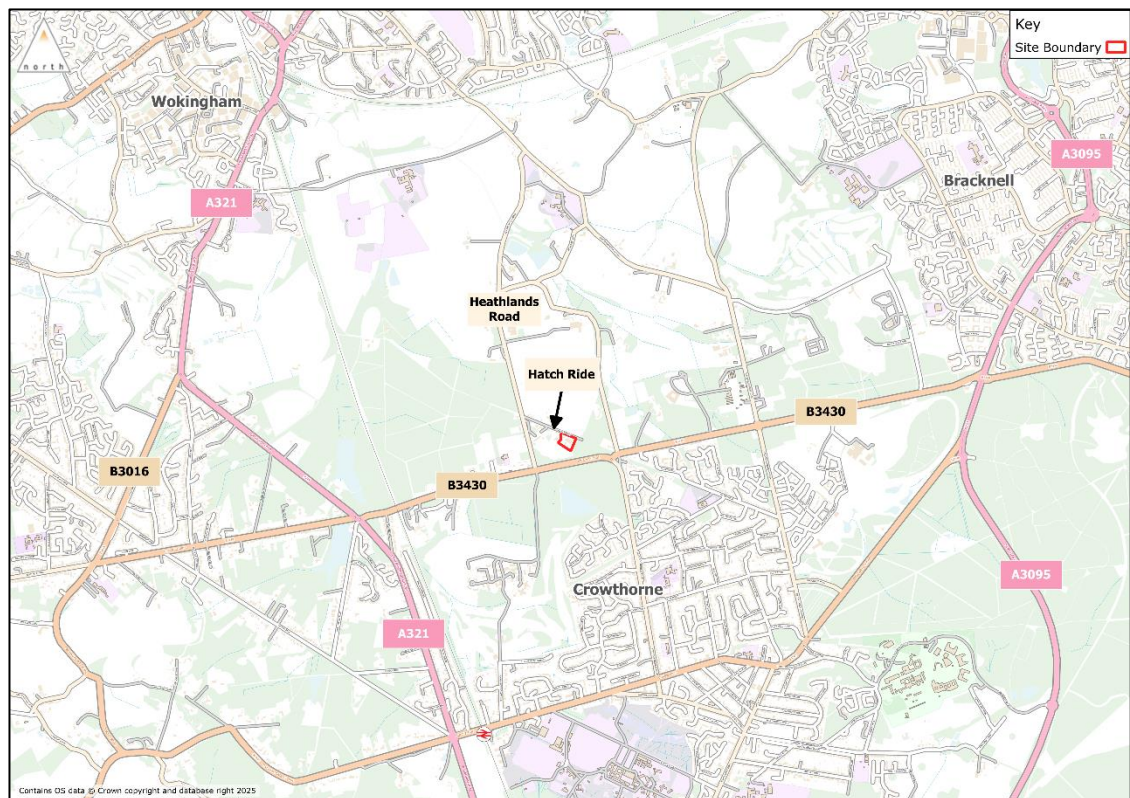


Figure 3.2 – Local Highway Network

- 3.4 Hatch Ride connects to Heathlands Road to the west of the Site. Heathlands Road is a 5.5 metre wide road, without footways and is subjected to a 60 miles per hour speed limit. Heathlands Road links Old Wokingham Road to the north with Nine Mile Ride to the south and provides access to numerous commercial businesses including garden centres, specialist food stores and a craft village.
- 3.5 Nine Mile Road, which Heathlands Road joins 350 metres south of the Site access, at a signalised junction, is classified as the B3430 and connects the A321 at Finchampstead with the A3095 and A322 at Bracknell. Nine Mile wide is 5.5 metre wide road, with footways, street lit and is subjected to a 40 miles per hour speed limit. The A3095 and A322 provide connections to the A329(M) / M4 to the north and the M3 to the south. Old Wokingham Road to the north provides a connection into Wokingham town centre.

Accessibility of the Site by Non-Car Modes

- 3.6 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. Indeed, it is noteworthy that the Institute of Highways and Transportation (IHT) 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 (*Planning for Walking, 2015*);
 - ▶ The bicycle is a potential mode of transport for all journeys under five miles (*Planning for Cycling, 2015*); and,
 - ▶ Walking distances to bus stops should not exceed 400 metres, with people being prepared to walk twice as far to rail stations (*Planning for Walking, 2015*).

- 3.7 Notwithstanding the above, it should be noted that Manual for Streets (MfS) identifies 'walkable neighbourhoods' as being "characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential area which residents may access comfortably on foot". However, it is important to recognise that MfS does not consider 800 metres to be a maximum walking distance. Indeed, MfS contends that walking can be used to access a variety of destinations within a range of 2 kilometres and 2 miles, respectively. In fact the National Travel Survey, 2022 details that 83% of all trips under one mile in length are undertaken on foot.

Accessibility on Foot and Cycle

- 3.8 Wokingham Borough has an extensive network of cycle routes and quiet links suitable for cyclists with the Wokingham area cycle map provided within **Appendix A**. As detailed on the extract of the map within **Figure 3.3** below. Hatch Ride, adjacent to the Site, is part of an identified cycle route from Crowthorne into Wokingham town centre, providing direct links to Wokingham railway station, Wokingham town centre and Crowthorne village centre.

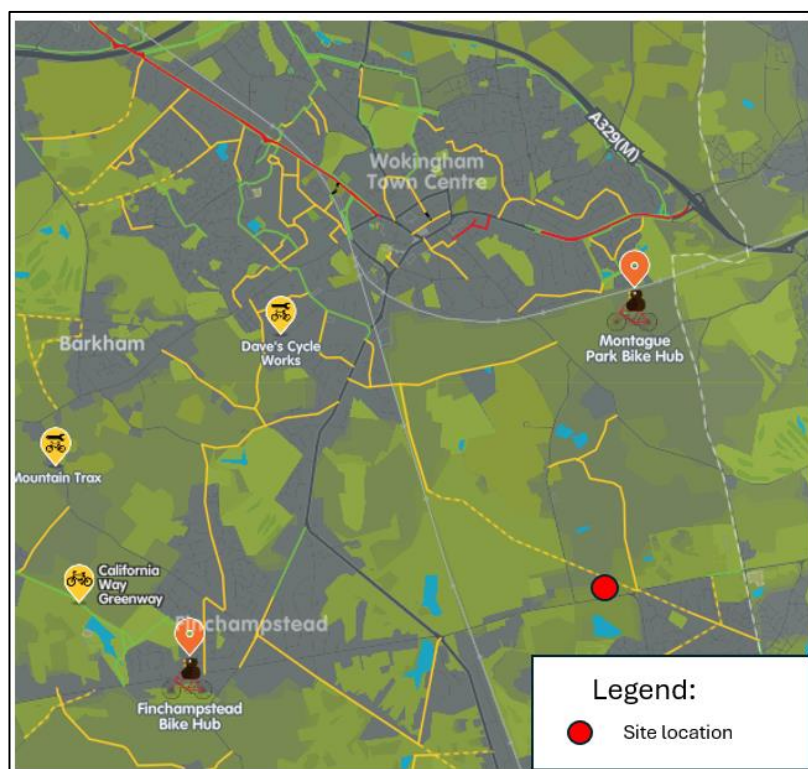


Figure 3.3 – Wokingham Cycle Map

- 3.9 Hatch Ride is designated as Public Right of Way WOKW28 on Wokingham Borough Council's definitive map and follows the route of the identified cycleway. In a south easterly direction it is of a very good condition conducive to walking and therefore provides a good link to bus stops 550 metres away at the junction of Nine Mile Ride and New Wokingham Road, where an extensive provision of footways are provided connection to various services within Crowthorne.

Local Public Transport

- 3.10 The Public Transport in the vicinity of the Site can be viewed at **Figure 3.4** below:

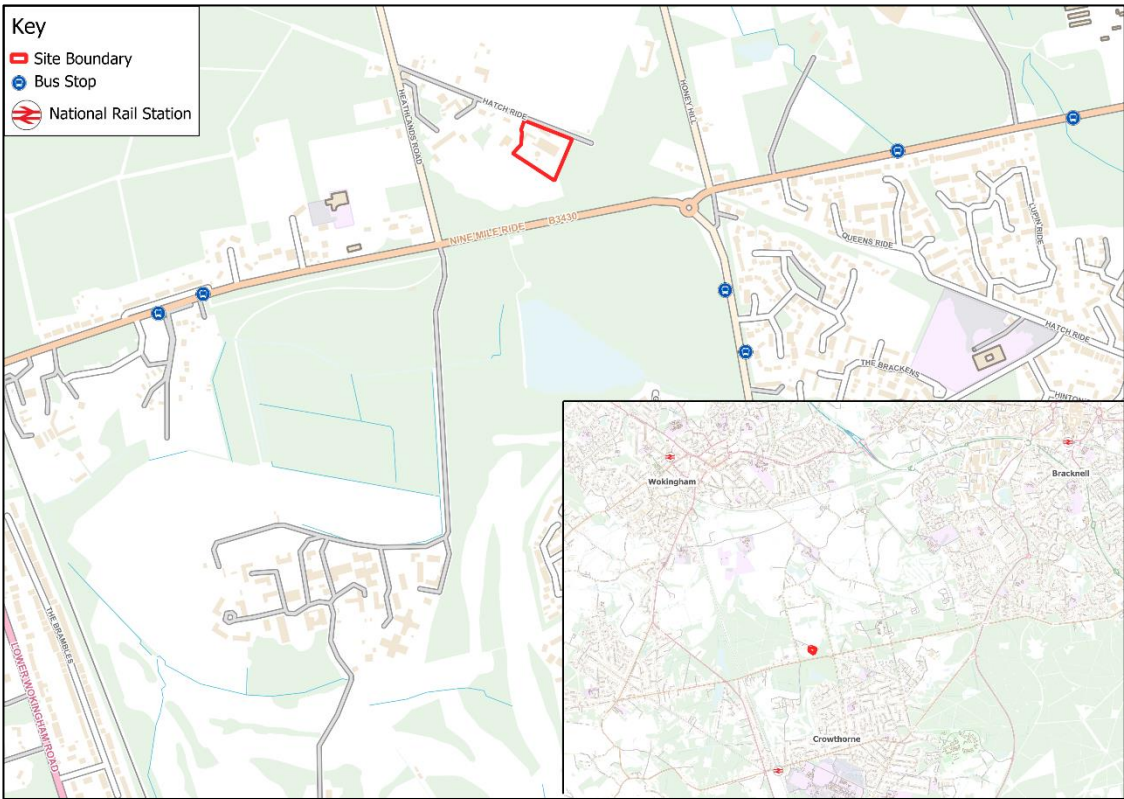


Figure 3.4 – Local Public Transport Map

Accessibility by Bus

3.11 As demonstrated within **Figure 3.4**, the closest bus stops to the Site are located approximately 550 metres south-east of the Site along New Wokingham Road, to the south of Nine Mile Ride, served by routes 125/125A, while stops further east along Nile Mile Ride are served by route 194. The bus stops are accessible via Hatch Ride then lit footways along New Wokingham Road and Nine Mile Ride with a summary of the local bus services accessible from the stops provided below in **Table 3.1**.

Service	Route	Approximate Frequency		
		Mon-Fri	Sat	Sun
125	Wokingham – Nine Mile Ride – Crowthorne	3 services a day	2 services a day	No service
125A	Wokingham – California Crossroads – Crowthorne	3 services a day	No service	No service
194	Bracknell – Crowthorne – Sandhurst – Bracknell	Every 30 minutes	Every 30 minutes	Every 60 minutes

Table 3.1: Local Bus Services

Accessibility by Rail

3.12 The closest railway station to the Site is Crowthorne railway station located approximately 2.6 kilometres to the south of the Site, which is within cycling distance. The station is provided with 42 parking spaces as well as cycle parking.

3.13 Wokingham railway station is within 4.3 kilometres of the Site and is within cycling distance of the Site. In addition Wokingham station has a large multi storey car park which enables linked trips to be undertaken with the majority of a long-distance journey undertaken by train.

- 3.14 The utilisation of the train as a sustainable transport method does act to ensure that future residents are afforded with a genuine choice of travel method and are also able to actively access sustainable transport methods for onward travel.
- 3.15 A summary of the direct rail services operating from Crowthorne and Wokingham is provided below in **Table 3.2**.

Service	Destinations Served	Approximate Frequency		
		Weekday AM	Weekday PM	Saturday Daytime
Wokingham				
Reading	Direct	Every 30 minutes	Every 30 minutes	Every 30 minutes
Reading	Stopping (Winnersh, Winnersh Triangle, Earley)	Every 30 minutes	Every 30 minutes	Every 30 minutes
London Waterloo	Bracknell – Ascot – Egham – Ashford – Feltham – Twickenham – Richmond – Clapham Junction	Every 30 minutes	Every 30 Minutes	Every 30 minutes
Gatwick	Blackwater – Farnborough (North) – Guildford – Reigate – Redhill – Gatwick Airport	Every 30 minutes	Every 30 minutes	Every 30 minutes
Reading	Crowthorne – Wokingham - Reading	1 every hour (30 minute peak periods)	1 every (30 minute peak periods) hour	1 every hour
Gatwick Airport	Crowthorne – Sandhurst (Berkshire) – Blackwater – Farnborough North – North Camp – Ash – Guildford – Dorking Deepdene – Reigate – Redhill – Gatwick Airport	1 every hour (30 minute peak periods)	1 every hour (30 minute peak periods)	1 every hour

Table 3.2: Direct Rail Services

- 3.16 **Table 3.2** demonstrates the accessibility of rail services. There are regular services operating to Reading, a 10 minute journey from Wokingham which is the second busiest railway station outside Greater London. Onward travel, by inter city services to a variety of locations including London, Plymouth, Oxford, Cardiff, Birmingham and Bristol are available from Reading.

Accessibility to Local Amenities

- 3.17 WBC define the Site as an urban area in there parking SPD, as such there are a range of local facilities within walking and cycling distance as demonstrated within **Table 3.3** below.

Amenity	Distance from Site (metres)	Walking Time (minutes)	Cycling Time (minutes)
St Sebastian's Memorial Hall	400	6	2
Little Grange Nursery	700	9	2
St Sebastian's CofE Primary School	900	12	4
Crowthorne Tennis Club	1000	14	3
Hatch Ride Primary School	1200	16	5
Tesco Express, Rogers Hardware Store, Greenwood Road	1400	20	6
Flying Start Day Nursery, Old Wokingham Road	1700	24	6
New Wokingham Road Surgery	1800	26	7

Table 3.3: Local Amenities

- 3.18 **Table 3.3** details a range of services within proximity of the Site which can be accessed by sustainable means which corresponds with the wording of Paragraph 110 of the NPPF which sets out the need for context in the differences between sustainable transport between urban and rural locations.

Planning Application 241539– Kimberdale, Heathlands Road, Wokingham, Wokingham, RG40 3AS

- 3.19 The above planning application was for "Full application for the proposed erection of 2 detached dwellings, associated landscaping and parking. Following demolition of existing buildings" at Kimberdale, Heathlands Road, Wokingham, RG40 3AS circa 225m west of the Site. The planning application was granted planning consent on the 31st October 2024
- 3.20 With regards to highway comments, the highway officer stated on the 08th July 2024 "A sustainability assessment has been carried out and argues the merits of the site. Due to the reduced scale of this development and consideration given to the previous use of the site, Highways do not consider there to be a significant impact with regards to sustainability."
- 3.21 The Kimberdale Site to the west of the Development was formerly a cattery and is located further from key amenities and public transport. The Site was formerly a stable and located within walking distance of both local amenities and public transport. Within this report a sustainability assessment similar to the one undertaken for the Kimberdale application has been undertaken. The conclusion of the Highway Authority was that the Site further from local amenities and public transport was suitable and did not have a significant impact with regards to sustainability for a residential development. It must follow that the Development is also sustainable with regards transport.

Road Safety Review

- 3.22 In order to provide a full and comprehensive review of the existing highway network and traffic conditions, Personal Injury Collision (PIC) data surrounding the Site has been acquired from CollisionPlot for the most recent 5-year period (January 2019 – December 2023).
- 3.23 **Figure 3.5** below demonstrates the area in which the PIC survey was undertaken.

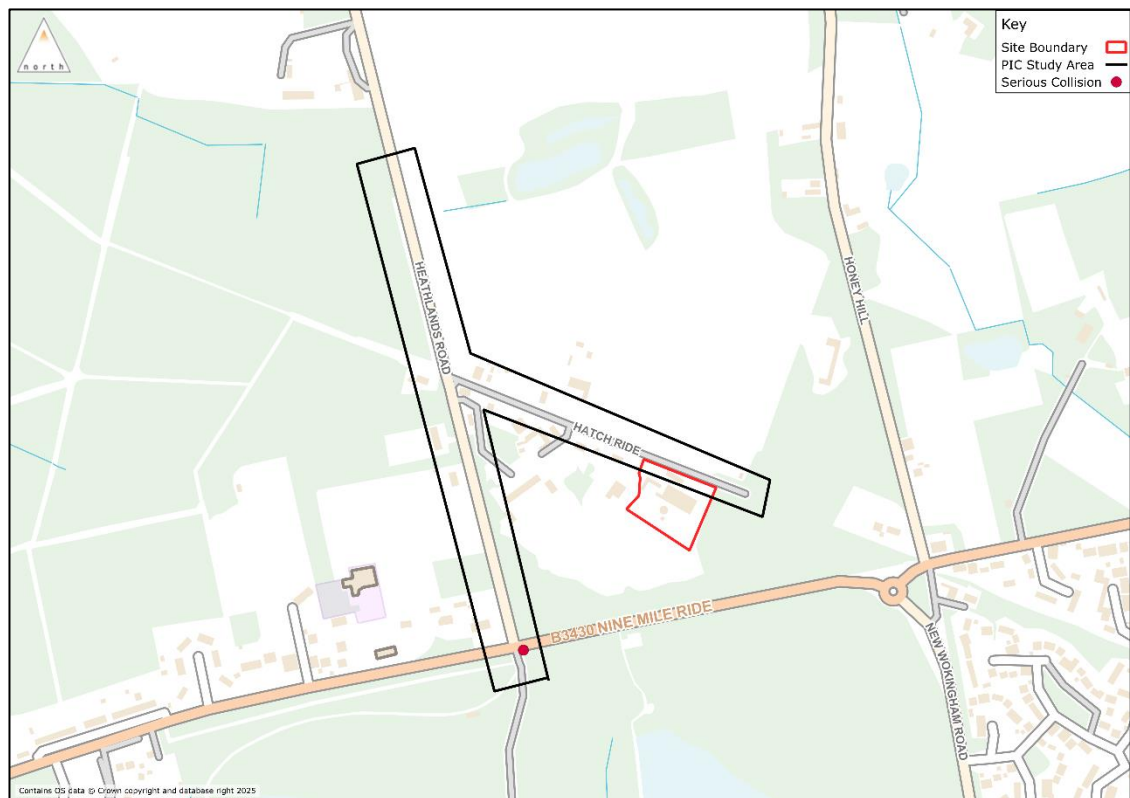


Figure 3.5 - PIC Survey Area

- 3.24 There were no reported incidents located at the junction between Heathlands Road and Hatch Ride demonstrating that this area is safe from a highway's perspective. There was one incident reported to the south of the Site.
- 3.25 This incident occurred at the junction between Heathlands Road and Nine Mile Ride and was recorded as 'serious' in severity. It is understood from the CollisionPlot report, attached within **Appendix B**, that the incident occurred in wet or damp conditions during daylight. The collision occurred between a motorcycle travelling along Nine Mile Ride and a stationary car waiting at the traffic lights.

Sustainable Transport Road Safety Review

- 3.26 In order to demonstrate that the local highway network is suitable for sustainable transport users, an analysis has been undertaken of routes utilised to access the wider area. This utilises a comprehensive review of the existing highway network and traffic conditions, Personal Injury Collision (PIC) data surrounding the Site has been acquired from CollisionPlot for the most recent 5-year period (January 2019 – December 2023) with the filter for incidents involving pedestrians or incidents involving cyclists utilised.
- 3.27 **Figure 3.6** below demonstrates the area in which the sustainable transport PIC survey was undertaken.

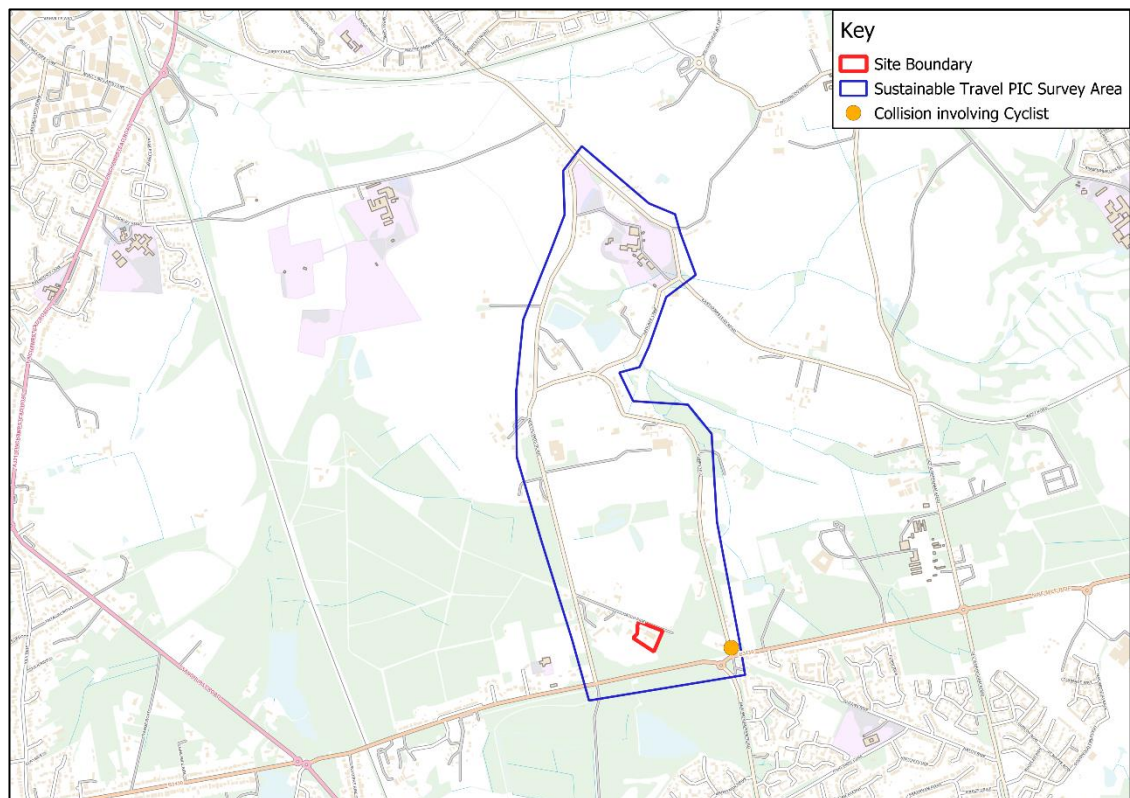


Figure 3.6 - Sustainable Travel PIC Survey Area

- 3.28 Within the study area, there was one incident involving a cyclist. This occurred at the junction between Honey Hill Road and Nine Mile Ride and was recorded as 'slight' in severity. It is understood from the CollisionPlot report, also within **Appendix C**, that the incident occurred in wet or damp conditions during daylight and involved a van turning right into Honey Hill in collision with a cyclist travelling along the Nine Mile Ride.
- 3.29 The analysis of the collision data indicates that the accidents involved the driver driving without due care and attention or poor judgement and were not down to defects in the highway. The assessment of road safety indicates that the local highway network does not suffer from any significant safety problems.
- 3.30 On this basis, it is considered that the local highway network does not suffer from any significant safety problems that result in abnormally high accident rates, and that the number and severity of the accidents in this study area is not in excess of that for an area of highway in a location of this type. There is therefore no requirement for further investigation or mitigation at this location

Summary

- 3.31 The above review demonstrates that the Site is accessible by a variety of transport modes that have the potential to reduce reliance upon the private car. In this regard, it is considered that the location of the Site accords with paragraph 110 of the National Planning Policy Framework as set out in Section 2 and as such gives future residents a real choice about how they travel.

4.0 Plan Measures

4.1 In order to meet the main objectives of the Plan it is essential to ensure accessibility to and from the Development. The measures proposed here are therefore both 'hard' (i.e. site design) and 'soft' (i.e. information provision), designed to address the travel needs of residents and to support the use of active and/or sustainable modes.

4.2 In summary, the measures through which this Travel Plan Statement will be implemented consist of:

Physical infrastructure

- ▶ Connectivity for pedestrians and cyclists between the Site and the local network.
- ▶ On-site provision for cycle parking.

Information provision

- ▶ Travel Information Pack (TIP).

Physical Infrastructure

Permeability for active travel modes – walking, running & cycling

4.3 On-Site permeability will be provided for active travel modes, which will be linked to the wider local network.

On-site cycle parking

4.4 It is intended that secure, covered parking for bicycles will be provided on-site for use by residential occupants. This will either be communal for the flats, or within the curtilage of each dwelling.

Information Provision

Travel Information Pack

4.5 Travel Information Packs (TIPs) will be produced and supplied to the first residents as they occupy the development. The TIP will contain information such as:

- ▶ the location of and means of accessing local amenities (e.g. employment, health, education, retail and leisure amenities), focussing on use of active and/or sustainable modes;
- ▶ the location of and means of accessing local transport facilities covering walking, cycling and public transport modes;
- ▶ community transport provision;
- ▶ assistance for mobility-impaired travellers;
- ▶ the health benefits of active travel;
- ▶ active travel opportunities for school-age children (e.g. Walking Bus and 'park and stride');
- ▶ information about lift-sharing;
- ▶ ways in which to reduce the need to travel;
- ▶ cycle maintenance and cycling skills provision;
- ▶ safety advice for walking and cycling, including buddy schemes and appropriate motor vehicle driver behaviour;

- ▶ promotion of local and/or national events focussed on adoption of active and/or sustainable travel; and
- ▶ weblinks providing sources of further information.

5.0 Action Plan

- 5.1 A summary of the Plan measures is provided in the Action Plan at Table 5.1 below alongside an indicative timeline and the party/ies responsible in each instance.

Measure	Timeline	Responsibility
On-Site cycle parking	During construction	Developer
Pedestrian Infrastructure connecting to surrounding footway network	During construction	
Supply Travel Information Pack	Upon occupation	

Table 5.1: Acton Plan