



Brooklands Grove, Weybridge

Full Residential Travel Plan

Client: Cala Homes (Thames) Ltd

i-Transport Ref: TW/RS/DM/ITB16354H-001b

Date: 27 May 2025

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Quality Management

Report No.	Comments	Date	Author	Authorised
ITB16354H-001	DRAFT	20 August 2024	DM/RS	TW
ITB16354H-001a	For Issue	5 March 2025	DM/RS	TW
ITB16354H-001b	Second Issue (SCC Comments)	27 May 2025	RS	TW

File Ref: T:\Projects\16000 Series\16354ITB - CALA TPC\H - Brooklands Grove, Weybridge\Reports\001 - Full Travel Plan\ITB16354H-001b - Full Residential Travel Plan.docx

Contents

SECTION 1	Introduction	1
SECTION 2	Policy Context	3
SECTION 3	Principles, Objectives and Benefits	6
SECTION 4	Existing Conditions and Travel Patterns	8
SECTION 5	Development Proposal	17
SECTION 6	Targets	19
SECTION 7	Measures	20
SECTION 8	Management and Implementation	25
SECTION 9	Monitoring	28
SECTION 10	Summary	30

Appendices

APPENDIX A.	Masterplan
APPENDIX B.	Enterprise Car Club Leaflet
APPENDIX C.	Questionnaire Template

SECTION 1 Introduction

1.1.1 Cala Homes (Thames) Ltd has appointed i-Transport LLP to prepare a Full Residential Travel Plan in respect of a proposed residential development on the existing site of Brooklands College, Weybridge for the development of 320 dwellings.

1.1.2 Planning Permission ref. 2023/1359 was approved on 25th April 2025 for:

Full and partial demolition of existing buildings within the Brooklands College campus, development of existing education facilities including external refurbishment and alterations of retained buildings, new and reconfigured entrances and the construction of a new three storey College building, and provision of a new sports hall and linked entrance building. Change of use of Brooklands House and the existing College Gatehouse to residential use and external works to both buildings, and the provision of residential units including provision of affordable housing, an extensive landscaping scheme including the provision of a SANG, car and cycle parking, new substations and plant, new boundary treatments and other associated works.

1.1.3 Condition 37 of the planning permission relates to the Residential Travel Plan and states:

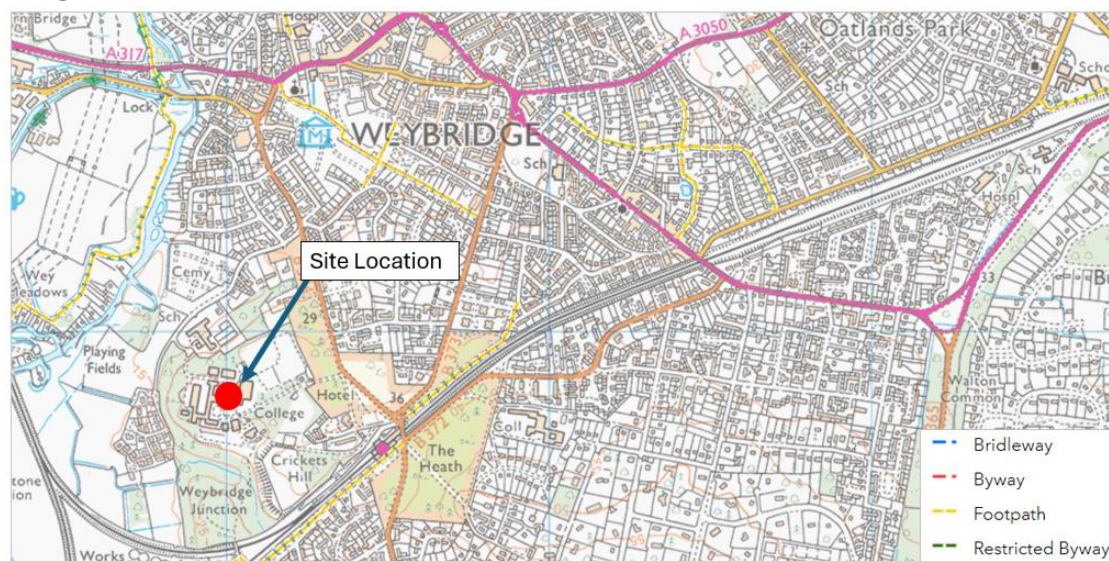
Prior to the occupation of the, first residential dwelling, a Travel Plan for the residential element of the development shall be agreed with the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework and Surrey County Council's "Travel Plans Good Practice Guide". Then the approved Travel Plans shall be implemented and thereafter maintained and developed to the satisfaction of the Local Planning Authority. Appropriate targets and monitoring will be agreed and CHA Travel Plan checking fees provided at the developer's expense.

1.1.4 A separate Travel Plan for the College is to be prepared by Brooklands College.

1.1.5 i-Transport LLP have also been appointed to take forward and deliver the Residential Travel Plan as Travel Plan Coordinators for the site.

1.1.6 The site is located within the administrative boundary of Elmbridge Borough Council (EBC). in Surrey County Council (SCC). The site is circa 1.1km southwest of Weybridge town centre off B374 Heath Road and is less than 500m west of Weybridge Rail Station as the crow flies. The site is illustrated below and is presented as **Image 1.1**.

Image 1.1: Site Location Plan



1.2 Scope of the Full Travel Plan

1.2.1 The remainder of this FTP is structured as follows:

- **Section 2** sets out the context of the FTP within the national and local policy.
- **Section 3** set out the sets out the principles, aims and objectives of the FTP.
- **Section 4** provides an overview of the accessibility of the site by walking, cycling and public transport.
- **Section 5** sets out the targets for the FTP.
- **Section 6** sets out the 'hard' and 'soft' measures that will be provided to encourage sustainable travel to the site and to manage travel demand.
- **Section 7** provides a strategy for the delivery and management of the FTP.
- **Section 8** outlines how the Travel Plan will be monitored.
- **Section 9** provides a summary of the FTP.

SECTION 2 Policy Context

2.1 National Planning Policy

National Planning Policy Full (NPPF)

- 2.1.1 The revised National Planning Policy Full (NPPF), published in December 2024, sets out the Government's planning policies for England and explains how these are expected to be applied.
- 2.1.2 The NPPF states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment and a Travel Plan (paragraph 118).
- 2.1.3 In line with this policy requirement, this Travel Plan has been prepared to consider the likely transport impact of the proposal. In particular, the Plan assesses the proposal against the four key tests identified in paragraph 115, which states:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- ***sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;***
- ***Safe and suitable access to the site can be achieved for all users;***
- ***The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and***
- ***any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."***

National Planning Practice Guidance (NPPG)

- 2.1.4 The NPPG was published in March 2014 and at Paragraph 003 sets out the key roles of Travel Plans in the development process:

"Travel Plans are long-term management strategies for integrating proposal 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 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."

2.2 Local Policy

Surrey County Council – Travel Plan Good Practice Guide

- 2.2.1 Surrey County Council have prepared a good practice guide for developers which was adopted in May 2024. SCC state that:

“A full travel plan (sometimes referred to as “final”) includes actual baseline data and targets. Framework travel plans submitted with planning applications are expected to be updated into full travel plans, before first occupation of developments has taken place.” The document goes on to state that:

“Travel Plans are living documents which require regular monitoring and review. The benefits of successfully implemented travel plans include:

- ***Reduced traffic congestion, demand for parking spaces and travel costs;***
- ***Improved health for site users through the use of active travel and better air quality in the area around a development site;***
- ***A full travel plan (sometimes referred to as “final”) includes actual baseline data and targets. Framework travel plans submitted with planning applications are expected to be updated into full travel plans, before first occupation of developments has taken place; and***
- ***Increase returns for developers where less land is used for parking”.***

- 2.2.2 The document notes that Travel Plans must outline who will have overall responsibility for implementing the Travel Plan as well as a description of the Travel Plan Co-Ordinator’s (TPC) role and an explanation of other related management arrangements.

- 2.2.3 It should be noted that this Full Travel Plan is being prepared prior to the baseline surveys being undertaken as required as part of the S106 and therefore does not follow the requirement set out within Appendix 3 of the guidance. This Travel Plan will be updated following the baseline surveys and the targets being agreed with SCC.

Elmbridge Borough Council Core Strategy (July 2011)

- 2.2.4 The Elmbridge Core Strategy was adopted in July 2011 and covers the period up until 2026. The document sets out a plan for future development as well as providing a delivery strategy to deal with issues and challenges that are of local importance.

- 2.2.5 The Core Strategy recognises the importance of Travel Plans in *Policy CS25 – Travel and Accessibility*. Paragraph 3 states that:

“The Council will promote improvements to sustainable travel, and accessibility to services through a variety of measures by requiring a transport assessment and travel plan for all major development proposals in order to promote the delivery and use of sustainable transport”.

2.2.6 This TP has been prepared in accordance with the above policies.

SECTION 3 Principles, Objectives and Benefits

3.1 Principles and Objectives

3.1.1 In line with the current national and local guidance, this TP seeks to promote sustainable lifestyles amongst new residents. The primary aims of the TP are as follows:

- To reduce the number of single occupancy car journeys to the site so to reduce the traffic impact of development and the effect on the environment, in line with the objectives of NPPF; and
- To promote and improve the accessibility of the site by non-car modes of transport and thereby encourage the use of other travel modes.

3.1.2 The TP also contains the following additional sub-objectives:

- Improve accessibility and travel choice for a full range of facilities for work, education, health, leisure and retail;
- To promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and highlight the health and environmental benefits of using sustainable travel modes;
- To reduce the impacts of car-based travel to the site on the local and strategic highway network and environment; and
- Encourage good urban design principles that open the permeability of the development for walking and cycling.

3.1.3 The Travel Plan promotes measures which will help ensure that the objectives and outcomes are met. The measures will assist in minimising car travel to and from the site and will help bring environmental benefits to local residents and businesses.

3.1.4 All of the measures will look to reduce the dependence on the private car for travel to work and enable smarter travel choices, where this is feasible.

3.2 Benefits

3.2.1 The Travel Plan will benefit future residents as well as the existing local community and surrounding environment.

Benefits to Residents

- Improved health and fitness through increased levels of walking and cycling;
- Increased travel flexibility offered through wider travel choices;
- The social aspects of sharing transport with others (where restrictions permit); and
- A better environment within the site and its immediate environs as vehicular movements are minimised and parking pressures are reduced.

Benefits to Local Community and Environment

- The TP will help to reduce the impact of traffic generated by the development on the local highway network;
- The TP will help to reduce the impact of the site on the environment by reducing emissions through fewer car journeys. This will help to contribute to both local air quality management and national climate change reduction targets; and
- The measures contained within this plan will also help to reduce the impact of transport related noise from vehicular movements into and out of the site and to improve public connectivity in the area.

3.2.2 Overall, it is anticipated that the TP will result in benefits for residents of the site and wider community in Weybridge.

SECTION 4 Existing Conditions and Travel Patterns

4.1 Walking and Cycling

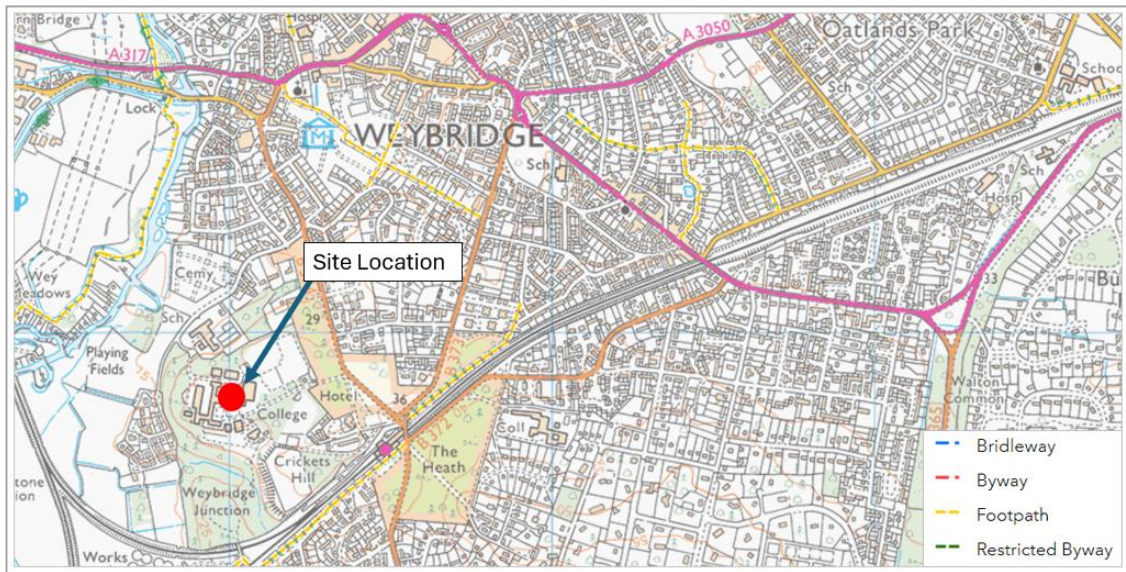
Walking

- 4.1.1 There are a number of opportunities for walking around the vicinity of the site that also provide access to the adjacent Brooklands College. The existing vehicular site access currently has footways provided on both sides of the carriageway, with street lighting provided on both sides. This is also the case on B374 Heath Road, where there are continuous footways on both sides of the carriageway between Weybridge rail station and Weybridge town centre.
- 4.1.2 Pedestrian crossings are located around the site; the nearest of which is on Brooklands Road at the roundabout junction with Heath Road and Hanger Hill, where there are dropped kerbs as well as a pedestrian refuge island and tactile paving to allow for pedestrians to cross safely immediately south of the roundabout and provide access to the rail station.
- 4.1.3 There is also a signalised pedestrian crossing to the north of the site on Heath Road south of Brooklands Lane, which also has dropped kerb and tactile paving provision.
- 4.1.4 Pedestrians are able to access the site from Weybridge rail station via Old Heath Road and then a segregated footway leading directly onto the vehicular access to Brooklands College.

Public Rights of Way (PRoW)

- 4.1.5 There are a number of PRoWs around the site, primarily to the south close to the rail station. FP23 runs parallel to the railway line between Railton Close and Brooklands Road and stops directly opposite St. George's Avenue.
- 4.1.6 FP28 runs north of the railway line between Station Approach and Fir Grange Avenue, located east of the site on the existing residential development south of Hanger Hill.
- 4.1.7 An extract of the PRoW routes located around the site is shown below in **Image 4.1**.

Image 4.1: Public Rights of Way

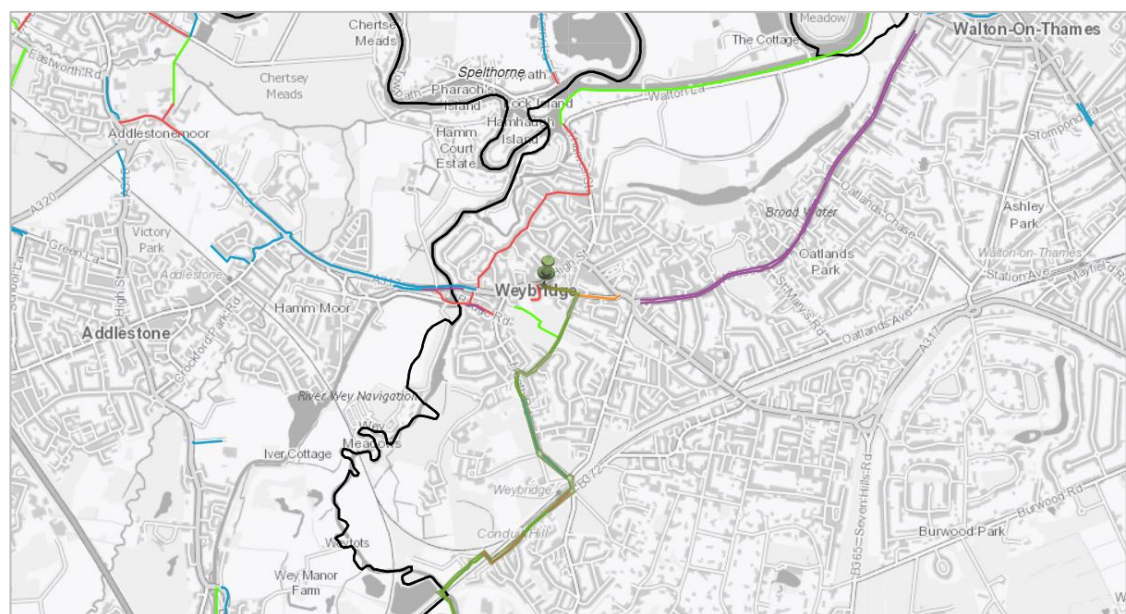


Source: Surrey County Council

Cycling

- 4.1.8 Opportunities for cycling also exist around the site, with a shared footway and cycleway running on the western side of the carriageway on Heath Road extending between Weybridge railway station and Brooklands Lane. This provides connections to Churchfields Recreation Ground via Melrose Road.
- 4.1.9 **Image 4.2** below shows the cycling route around the site.

Image 4.2: National Cycle Route



Source: Surrey County Council

4.1.10 National Cycle Route 4 also runs north of the site via Weybridge Road and Portmore Park Road and provides long distance connections between London and St. David's.

4.1.11 As part of the planning permission for the site a new pedestrian/cycle route is proposed through the site to improve connectivity, including seeking to re-open the railway bridge to the south of the site. This route is proposed to be adopted by Surrey County Council.

4.2 Public Transport

Bus

4.2.1 Bus stops are located directly to the south and north of the site on Heath Road, totalling four bus stops altogether around the immediate vicinity of the site. The stops south of the access serving Weybridge Station are served by bus routes 514 and 515, with the stop adjacent to Elgin Road served by routes 436, C1 and C2. All four bus stops are provided with a bus flag and timetable information, with the northbound stop also provided with a bus shelter.

Table 4.1: Summary of Bus Services

Bus Stop	Service	Route	Frequency		
			Mon-Fri	Sat	Sun
Heath Road / Weybridge Station	514	Kingston upon Thames – Surbiton – Molesey – Weybridge – Byfleet – Brooklands Centre	One service at 13:07	One service at 13:07	No service
	515	Kingston upon Thames – Surbiton – Esher – Weybridge – Byfleet – Brooklands Centre	c. every hour from 08:27 to 19:57	c. every hour from 08:57 to 19:57	No service
Elgin Road	436	Weybridge – Brooklands Centre – Byfleet – Woking	c. every 30 mins from 06:34 to 19:15	c. every 30 mins from 08:12 to 19:01	No service
	C1	Weybridge – Brooklands – Cobham – Downside – Oxshott	Three services per day at 10:54, 12:08 and 13:44	No service	No service
	C2	Weybridge – Brooklands – Cobham – Oxshott – Fetcham – Leatherhead	No service	Two services at 09:49 and 15:34	No service

Source: Traveline

- 4.2.2 **Table 4.1** demonstrates that future residents and students of the development will have access to bus services that travel to key destinations such as Kingston upon Thames, Surbiton and Leatherhead, providing a realistic alternative to using a car to travel to these destinations.

Rail

- 4.2.3 The nearest railway station is Weybridge, located approximately 400m south of the site and is a six-minute walk or two-minute cycle. The station provides 106 cycle parking spaces with storage CCTV available. A summary of the services available from Weybridge Station is provided below in **Table 4.2**.

Table 4.2: Summary of Rail Services

Station	Destination	Frequency per hour		Average Journey Duration
		Peak	Off-Peak	
Weybridge	London Waterloo	6	6	40 mins
	Clapham Junction	5	5	30 mins
	Woking	4	4	10 mins
	Basingstoke	4	4	50 mins

Source: South Western Railway

- 4.2.4 **Table 4.2** identifies that frequent train services are available throughout the day. During both peak and off-peak conditions there are typically at least two services per hour available to key destinations including London Waterloo, Clapham Junction, Woking and Basingstoke.

4.3 Travel by Non-Car Modes

- 4.3.1 In order to consider the potential for trips to be made by walking, cycling and public transport, consideration is given to the distances people are likely to travel.

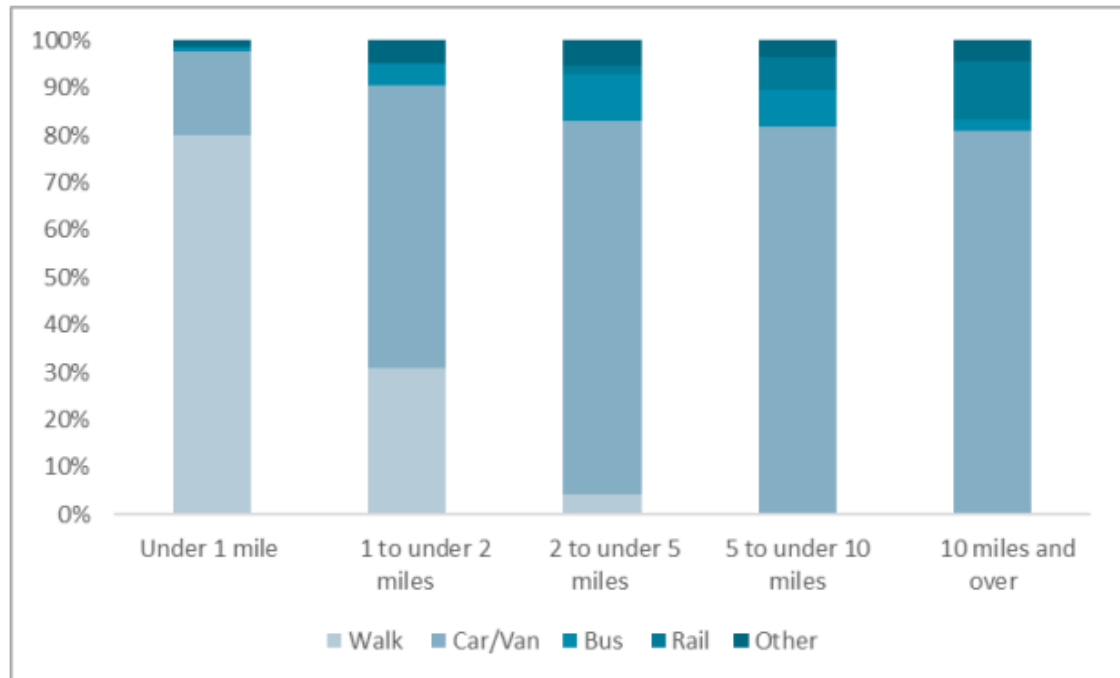
Walking Distances

- 4.3.2 Paragraph 4.4.1 of the Manual for Streets (MfS) states:

“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.”

- 4.3.3 The National Travel Survey 2019 confirms that some 80% of all trips under 1 mile (circa 1.6km) are walking journeys (see **Image 4.3**), whilst walking accounts for some 31% of all trips between 1 and under 2 miles (circa 1.6km – 3.2km).

Image 4.3: Mode Share of Trips by Main Mode for Different Trip Lengths: England



- 4.3.4 The vast majority (80%) of trips are undertaken on foot for journeys up to one mile (1.6km). The data also shows that approximately 31% of journeys between 1 and 2 miles (3.2km) will be on foot, i.e. a significant proportion of people prepared to walk for journeys up to 2 miles. Distances greater than 2 miles (3.2km) see a drastic dedication in the amount of people prepared to walk as their mode of transport.
- 4.3.5 This is supported by paragraph 2.3 of the DMRB TD91/05 'Provision for Non-Motorised Users', which identifies that walking is a 'normal' mode of transport for journeys undertaken within a range of two miles, as follows:

“Walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles. Walking and rambling can also be undertaken as a leisure activity, often over longer distances”.

- 4.3.6 Taking the above into consideration, the following walking distances have been used in this Report.
- 800m – A comfortable walking distance
 - 1,600m – A reasonable walking distance; and
 - 3,200m – A maximum walking distance

Cycling Distances

4.3.7 DMRB TA 91/05 "Provision for Non-Motorised Users" paragraph 2.11 records that:

"Cycling is used for accessing a variety of different destinations, including educational facilities, shops and places of work, up to a range of around 5 miles (8km). Cycling is also undertaken as a leisure activity, often over much longer distances. As well as being a mode of transport in its own right, cycling frequently forms part of a journey in combination with cars and public transport."

4.3.8 Guidance within CIHT "Planning for Cycling" also states that:

"The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT, 2014a)"

4.3.9 Paragraph 2.2.2 in the Department for Transport's (DfT) Local Transport Note 1/20 'Cycle Infrastructure Design' (July 2020) states that:

"There is significant potential for change in travel behaviour and more people cycle for everyday journeys where acceptable conditions are provided. Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking."

4.3.10 On this basis, the following cycling distances have been used in this Report:

- 2km – A comfortable cycle distance
- 5km - A reasonable cycle distance; and
- 8km - A maximum cycling distance

4.4 Local Facilities and Services




4.4.1 On that basis, the primary destinations within the local area are listed in **Table 4.3**, which includes facilities for leisure, retail, employment, education and health.

Table 4.3: Summary of Local Services and Facilities

Purpose	Destination	Total Distance (m)	Walking Journey Time (mins)	Cycle Journey Time (mins)
Leisure	Weybridge Heath	500	7	2
	Weybridge Library	1,500	20	5
	Churchfields Recreation Ground	1,700	22	5
	Brooklands Museum	1,800	25	6
	St. George's Hill Golf Club	2,500	36	9

Purpose	Destination	Total Distance (m)	Walking Journey Time (mins)	Cycle Journey Time (mins)
	National Trust – River Wey & Godalming	2,500	34	8
	Brooklands Community Park	3,000	41	10
Retail	WHSmith	1,400	18	4
	Weybridge Post Office	1,500	20	5
	Sainsbury's Local	1,700	23	7
	Morrisons	1,700	23	5
	Waitrose	1,800	24	6
	The Paddock Retail Park	3,000	41	11
	Lidl	3,000	41	11
	Tesco Extra	3,100	41	10
Employment	GlaxoSmithKline Weybridge	850	12	4
	The Heights Office Park	2,100	28	7
	Vickers Drive Industrial Park	3,000	40	10
Education	Brooklands College	200	1	1
	Heathside School	1,000	13	3
	St. Charles Borromeo Catholic Primary School	1,500	19	5
	Manby Lodge Infant School	1,500	20	6
	St. George's Junior School	1,900	25	7
Health	Rowan Tree Practice	1,300	17	4
	Boots	1,400	19	4
	Portmore Dental	1,500	20	6

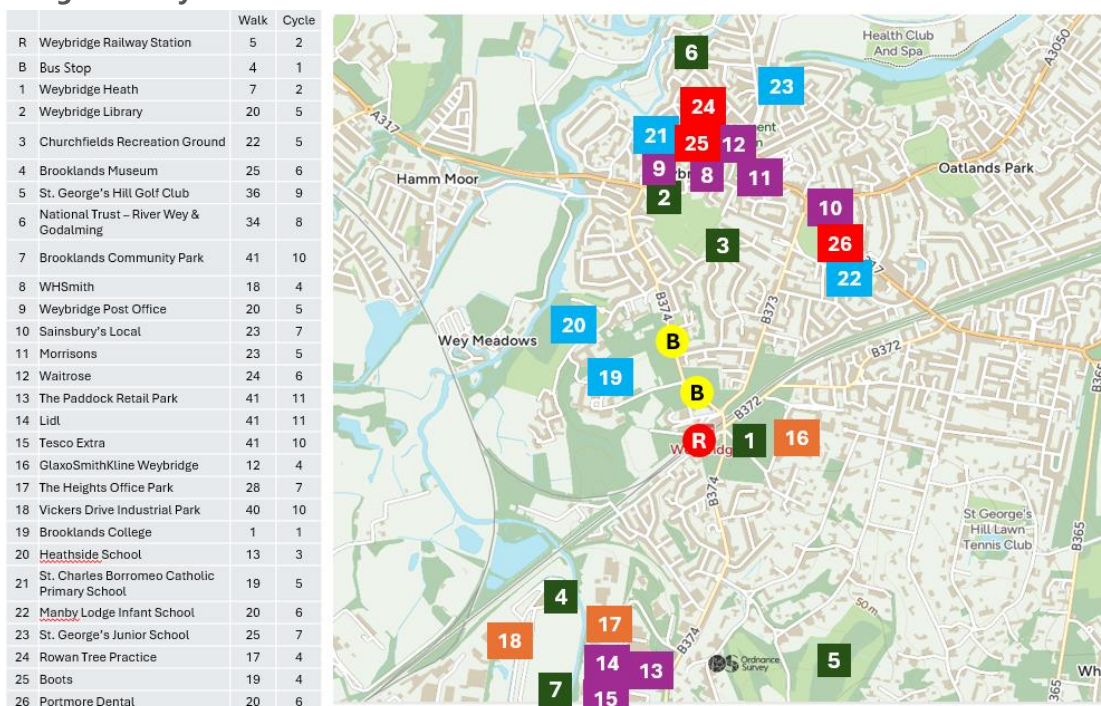
Key:

	Within a desirable walking (800m) / cycling (5km) distance
	Within a comfortable walking (1.6km) / cycling (8km) distance
	Within an acceptable (3.2km) walking distance

4.4.2 Table 4.3 demonstrates that there are various local facilities and services within the vicinity of the site. All of the listed facilities are within a desirable cycling distance, which provides residents of the development the opportunity to travel via an alternative sustainable mode of transport to these locations.

4.4.1 The local facilities and services are presented in an Accessibility Plan below in **Image 4.4**.

Image 4.4: Key Facilities Plan



4.5 Existing Travel Characteristics

- 4.5.1 Travel to Work data contained within the 2011 Census has been reviewed to identify the likely destinations for employment journeys. The data for the residents of Elmbridge 012 mid-layer super output area (MSOA) has been used, which comprised the proposed development site and the surrounding residential area. **Table 4.4** summarises the proportion modes of journeys for commuting trips in the local area, excluding residents who work from home.

Table 4.4: Journey to Work Modal Split

Principle Mode of Journey	Proportion
Driving by car or van	57.4%
Cycle	2.6%
Walking	10.4%
Passenger in a car or van	1.7%
Bus	1.7%
Motorcycle	0.7%
Other (including taxi)	0.4%
Train	25.1%
Total	100.0%

Source: Census 2011

4.5.2 **Table 4.4** demonstrates that whilst car travel (59.1%) is the predominant mode of transport for journeys to work within Elmbridge 012 MSOA, active travel modes (walking and cycling) make up 13% of journeys.

SECTION 5 Development Proposal

5.1 Introduction

5.1.1 The Brooklands College site is proposed to be redeveloped to provide a reconfigured campus layout in addition to 320 residential units.

5.1.2 The floor area for the college campus is reducing from 22,215sqm to approximately 15,091sqm (GIA), resulting in a 7,124sqm (GIA) decrease in floor area.

5.1.3 The full development proposals consists of:

“Full and partial demolition of existing buildings within the Brooklands College campus, development of existing education facilities including external refurbishment / alterations of retained buildings, new and reconfigured entrances and the construction of a new three storey College building, and provision of a new sports hall and linked entrance building. Change of use of Brooklands House and the existing College Gatehouse to residential use and external works to both buildings, and the provision of residential units including provision of affordable housing an extensive landscaping scheme including the provision of a SANG, car and cycle parking, new substations and plant, new boundary treatments and other associated works.”

5.1.4 The 320 residential units would compromise a mix of 83 houses and 237 flats. These will be located to the east and south of the Brooklands College campus, with the existing mansion building reconfigured to provided 15 high-end flats. The residential schedule is shown below in **Table 5.1**.

Table 5.1: Residential Unit Schedule

Unit Type	Number of Units
Apartments	222
Converted Mansion Apartments	15
Total Apartments	237
Houses	82
Lodge House Conversion	1
Total Houses	83
Total Residential Units	320

5.1.5 The 320 units will be a combination of 83 houses and 237 flats varying between 1-4 bedroom units.

5.2 Access Strategy

- 5.2.1 Vehicles accessing both the College and the residential development will do so via the existing access from Heath Road. A secondary, existing vehicular access will be utilised by the College from Brooklands Lane for a small number of servicing vehicles on an infrequent basis.
- 5.2.2 Pedestrian and cycle access is also achievable from the main vehicular access but additional pedestrian and cycle access points located along the boundary of the site. The access points across the development are presented below at **Image 5.1**.

Image 5.1: Access Locations



5.3 Parking Standards

- 5.3.1 Residential car parking is proposed at 1 space per 1/2 bed flat and 2 spaces per 3 or 4 bedroom unit, in line with SCC car parking policy. 11 units are proposed as car-free, with this approach supported by SCC. Electric vehicle charging is provided for all dwellings which have a parking space provided.
- 5.3.2 For cycle parking all houses will be provided cycle parking within the curtilage of each property in line with SCC standards. For flats, the level of cycle parking is above the required standards.

SECTION 6 Targets

6.1.1 The key aim of this TP is to reduce single occupancy car use for travel to the site in favour of an increase in sustainable travel options. Targets are the measurable goals which the progress of the TP can be assessed against the objectives.

6.2 Interim Targets

6.2.1 The key target of the Travel Plan is to reduce the number of single occupancy vehicular trips generated by the site by 10%. As the site is not currently occupied, Travel Plan surveys have not taken place. As a result, interim targets have been presented using 2011 Census Travel to Work data. These targets will be updated following the first round of surveys and will be agreed with SCC.

6.2.2 Interim targets were set out in the Residential Interim Travel Plan and used Travel to Work data from MSOA Elmbridge 012 as it is directly comparable to the development in terms of location. **Table 6.1** sets out the interim modal split targets across a five-year period.

Table 6.1: Interim Targets

Mode	Baseline – 2011 Census	Year 1	Year 3	Year 5	Targets
Active Modes	13%	15%	17%	19%	+6%
Public Transport	28%	30%	32%	34%	+6%
Car	59%	55%	51%	47%	-12%
Total	100.0%	100.0%	100.0%	100.0%	-

Source: Curtins Residential Interim Travel Plan

6.2.3 By the end of year 5, it is targeted to reduce the resident's car use by 12% and increase their participation in both active travel modes (walking and cycling) and public transport by 6%.

6.2.4 As this data currently uses Census information, following the completion of the baseline survey (100% of occupations) the targets will be reviewed and updated to reflect the development. These targets will be discussed and agreed with SCC. The Full Travel Plan will be updated to take account of these targets. Any targets will only apply to weekday, peak times only.

SECTION 7 Measures

7.1.1 The key measures for a residential Travel Plan are the provision of infrastructure to facilitate the use of non-car modes of transport, the provision of information on opportunities for active travel trips, and the promotion of these modes.

7.1.2 This section of the TP introduces a series of 'infrastructure' and 'soft' measures to encourage and promote the use of modes of travel other than single occupancy car use for residents and visitors.

7.2 Infrastructure Measures

Development Site

7.2.1 The development will be designed to favour pedestrians and cyclists in order to promote active travel modes, with a total of 11 homes provided without access to car parking.

7.2.2 Lighting, landscaping and footways will also be designed to prioritise walking and cycling around the site, with all footways at a minimum width of 2.0m as well as dropped kerbs, designated pedestrian crossing points and street lighting throughout.

Car Club

7.2.3 Two car club spaces are proposed on site and will be operated by Enterprise and will be promoted by the TPC, with both spaces located on the northern side of the development. This will be beneficial for residents of the site as well as those working at the adjacent Brooklands College who need to make irregular short trips. The locations of the Car Club spaces are presented at **Image 7.1 (Appendix A)**. It is estimated that the first Car Club vehicle will be provided in August 2026, with the second to be provided in November 2026 as part of the build out.

Image 7.1: Car Club Locations



7.2.4 The leaflet which will be sent to residents is provided at **Appendix B**. The timing of the delivery of the car club spaces is to be agreed via the proposed Car Club Scheme. Residents will be notified of these timescales.

7.2.5 Benefits of car sharing include saving money on vehicle operating costs and cutting down on congestion and pollution.

7.2.6 The take up of the Car Club vehicles will be reported within the monitoring reports.

Pedestrian and Cycle Connections

7.2.7 A pedestrian and cycle connection will be provided between the railway bridge to the south and Heath Road to the east of the site prior to the occupation of the 50th dwelling in order to encourage sustainable modes of transport and provide connections to Weybridge railway station.

7.3 Soft Measures

7.3.1 The 'soft' TP measures that will be developed and promoted for the residents of the new development are non-infrastructure measures.

Residential Travel Plan Website

7.3.2 The first occupier of each household will be provided with a link to the Travel Plan website (www.cala-thames-travel-plans.co.uk). The website will pull together information on the TP measures and contain information about the objectives of the TP, non-car mode travel options and provide a range of incentives to encourage use of non-car modes of transport. It is proposed that the following items will be included on the website:

- The aims and objective of the TP, how to get involved and how travel will be monitored and reported back to residents;
- A plan of the new development, highlighting local facilities and the nearby key destinations, the walking and cycling routes to these, locations of public cycle parking within the development, and public transport routes;
- Information about opportunities to travel to local schools in the vicinity of the site by sustainable modes and local school Travel Plans;
- Travel Plan mapping leaflets showing location of key services and facilities and walking / cycling times demonstrate availability of transport options;
- Bus and rail maps and timetable information including the promotion of Smartphone apps for up-to-date/real time public transport;
- Information about car sharing through the liftshare website;
- The Travel Plan Coordinator contact details;
- Information regarding any local groups set up to support social interaction and networking amongst home workers; and
- Information about the home delivery services offered by supermarkets in the local area, and potentially a voucher for free home delivery on first use.

Promotion of Walking and Cycling

7.3.3 The development is designed to facilitate walking and cycling, in particular for journeys to key local destinations.

7.3.4 Information on the walking and cycling routes and facilities within the development as well as in the wider area will also be made available to new residents through the resident's Travel Plan Website. Journey planning tools will also be promoted to residents.

- 7.3.5 Where possible, the Travel Plan Co-ordinator will attempt to negotiate discounts or promotions for residents at local cycle stores and will promote local providers to the site's residents.
- 7.3.6 Local and national travel events, such as 'Walk to School Week' will be promoted to residents to encourage sustainable and healthy travel choices.
- 7.3.7 Likewise, cycle training and membership to organisations such as Elmbridge Cycle Club, Surrey Cycling Club and Bike Project Surrey will also be promoted.
- 7.3.8 The Travel Plan Co-ordinator will also promote the use of free health apps such as Strava and Map My Walk via the Travel Plan Website. This will allow future residents and visitors of the site to record any journeys made on foot or by cycle but will also allow them to discover new routes to use.

Promotion of Public Transport

- 7.3.9 Information on the public transport routes and facilities serving the new development will be made available to new residents through the residents' Travel Plan Website. This will include bus timetables and maps, and information on travel apps such as the Morebus Travel App and National Rail journey planning facilities.

Home Deliveries

- 7.3.10 Supermarket delivery services will be promoted through the Travel Plan Website in order to reduce the need for private car journeys solely for the purpose of food retail, enabling multiple journeys to be replaced by a single delivery vehicle.

Car Sharing Scheme

- 7.3.11 Car sharing will be promoted amongst new residents of the development, particularly in relation to journeys to work. Not only does car sharing cut the costs of travel to work for the individual, but it reduces the number of residents making similar journeys at the same time, thereby reducing the peak hour congestion on routes between the site and local employment areas. This in turn helps to reduce vehicle emissions, contributing to meeting local air quality targets.
- 7.3.12 Residents will therefore be provided with information about car sharing via the Surrey car share website ([Surrey Liftshare community - part of the Liftshare network](#)). This provides an easy and safe way for potential car sharers to identify people undertaking similar journeys.

Information Provision and Marketing

- 7.3.13 New residents will be provided with travel information during the purchase of their property. The initial sales pack will include a Travel Plan flyer about the sustainability credentials of the development, including a link to the Travel Plan website. Sales staff will be provided information about the Travel Plan and will be provided the TPC contact details.
- 7.3.14 A specific e-mail account for the Travel Plan coordination of the site has been set up and will be promoted to residents to enable any questions or queries to be directly addressed (brooklandsgrovetpc@i-transport.co.uk).

7.4 Summary

- 7.4.1 A comprehensive package of measures is proposed to promote the use of walking, cycling and public transport amongst new residents for local journeys and to make more efficient use of the private car through the development of schemes such as car sharing. The proposed measures aim to ensure that the objectives set out in Section 2 are met, and to minimise single occupancy car travel to and from the site. A range of information and marketing initiatives are also put forward to encourage awareness and participation in the Travel Plan amongst residents from the outset.

SECTION 8 Management and Implementation

8.1.1 This section provides a strategy for the management and implementation of the TP.

8.2 Travel Plan Management

8.2.1 i-Transport have been appointed as the Travel Plan Coordinator for the development.

8.2.2 The TPC role fluctuates throughout the lifecycle of the Travel Plan, with ongoing delivery of the measures throughout the year on a weekly / monthly basis, and more intensive periods of activity required during the early initiation stages of the plan, and during periods of monitoring and reporting.

8.3 Role of the Travel Plan Co-ordinator

8.3.1 Cala Homes (Thames) will fund the Travel Plan Coordinator role. i-Transport on behalf of Cala Homes (Thames) will assume overall responsibility for the Travel Plan.

8.3.2 The role of the TPC will be as follows:

- To manage the day-to-day delivery of the TP measures;
- To market the TP to encourage interest and involvement of residents;
- To liaise with the TPC at Brooklands College;
- To maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site, so as to provide a basic personal journey planning service for residents, i.e., how to access schools, workplaces, and local facilities by non-car modes;
- To liaise with local public transport operators and local authorities on appropriate measures, such as negotiating possible discounted bus tickets or obtaining information on any local travel plan measures and networks;
- Give a 'human face' to the Travel Plan. The TPC will ensure that all residents have access to the Travel Plan Website;
- To organise monitoring of the TP in line with the strategy outlined in Section 9; and
- To provide monitoring and feedback to residents and to liaise with the local authority as necessary.

8.4 Involvement of Residents

8.4.1 Involvement of residents will be key to the success of the sustainable transport measures. The first owner of each dwelling will be provided a Travel Plan flyer by the sales office on completion of their purchase which will include a link to the Travel Plan Website. As part of Cala Homes 'spaceable portal', the website and any other Travel Plan material will be included on the portal which can be accessed by residents. The website will be kept up to date for the duration of the Travel Plan.

8.4.2 The TPC will liaise regularly with residents to understand their particular needs and concerns and to examine ways of addressing them. The TPC will also aim to maintain interest amongst residents through the travel survey as well as setting up a Travel Plan email address which the TPC can be contacted via.

8.5 Framework for Implementation

8.5.1 Cala Homes has already appointed i-Transport to take forward the delivery of the Travel Plan. This early commitment will ensure the measures and strategy are in place before the development becomes occupied, and early travel patterns can be influenced before less sustainable habits are established.

8.5.2 **Table 8.1** presents a Framework for implementation to deliver the measures of the Travel Plan.

Table 8.1: Framework for Implementation

Measures	Timescale	Responsibility
Travel Plan Coordinator	Nominated TPC 3 months prior to the first occupation.	Cala Homes
Full Travel Plan	Prior to the first occupation	TPC
Travel Plan Website (to include information on public transport, walking and cycling)	Prior to first occupation	TPC
Cycle / Bus Negotiations	Throughout the Travel Plan	TPC
Pedestrian and Cycle Connections	Prior to 50 th occupation	Cala Homes
Travel Plan Flyer	Prior to first occupation – to be provided to new residents	TPC / Sales Team
Travel Plan Email Address	Prior to first occupation	TPC
Monitoring – Questionnaire and SAM Survey	Baseline, Year 1, 3 and 5	TPC
Two Car Club Locations	In line with Car Club scheme to be agreed	Cala Homes

8.6 Funding

8.6.1 The developer will fund the following items:

- The transport infrastructure outlined in Section 6 of the Travel Plan;
- The SCC's auditing fee (£6,150);
- The cost of any TRICS SAM Surveys and questionnaires to be undertaken through the monitoring period;
- The Travel Plan Co-ordinator role for the duration of the Travel Plan; and
- The implementation of the measures outlined in **Section 7** and **Table 8.1**.

8.6.2 The aim will be to take steps to enable the Travel Plan to become self-funding by the time that the developer leaves the site.

8.7 Handover at end of the Travel Plan Period

8.7.1 At the end of the Travel Plan period, the developer will no longer be responsible for the management of the Travel Plan. However, the TPC will offer residents the opportunity to set up a Travel Plan Working Group and seek to have over the co-ordination role to this group.

SECTION 9 Monitoring

9.1 Monitoring and Reporting

9.1.1 The success of the Travel Plan will be monitored within the Travel Plan using TRICS SAM surveys as set out within the SCC Travel Plan Guidance. Questionnaire surveys will also be undertaken to understand the awareness of the Travel Plan and to obtain qualitative feedback. The following monitoring timeline as set out in **Table 9.1** will be undertaken through the five year monitoring period.

Table 9.1: Monitoring Timetable

Year	Timescales	Survey Requirement
Baseline	50% Occupations	Questionnaire
	100% Occupations	TRICS SAM Survey
Year 1	Anniversary of SAM Survey	Questionnaire
Year 2	-	-
Year 3	Anniversary of SAM Survey	TRICS SAM Survey
Year 4	-	-
Year 5	Anniversary of SAM Survey	TRICS SAM Survey

9.1.2 Questionnaire surveys will be used to determine the effectiveness of the TP measures and enable residents to remain involved in the TP process. The first questionnaire survey will be undertaken once 50% of units have been occupied and then repeated at the one year anniversary of the baseline TRICS survey.

9.1.3 Questionnaire surveys have been previously used to monitor other Cala Homes (Thames) residential developments and a questionnaire template can be found at **Appendix C**. The surveys determine a number of important statistics such as work destination, number of cars and bicycles per household, modal split of work, educational and leisure journeys and preferences towards the availability and use of more sustainable modes of transport.

9.1.4 The results of the questionnaire survey will be used to determine travel patterns to and from the site and to assist with refining objectives and targets of the TP. To encourage residents to take part in the baseline questionnaire survey a prize draw will take place, offering the chance to win a £50 voucher.

9.1.5 Data from both baseline surveys will be reviewed and used to update the Travel Plan targets. These will be discussed and agreed with SCC.

9.2 Reporting

9.2.1 The results of the surveys and the analysis will be included in monitoring reports following the baseline survey. Subsequent monitoring reports will be then produced for the questionnaire results in Year 1 (questionnaire only) and then Years 3 and 5 which will have SAM Surveys undertaken. This will enable the Travel Plan targets and measures / strategy to be revised and updated accordingly. Monitoring reports will be submitted to both SCC and the EBC.

9.2.2 Residents will also be informed of the survey results via the Travel Plan website. The following information will be provided:

- Recap of the sites Travel Plan's objectives and agreed targets;
- Monitoring methodology;
- Summary of monitoring results, presented in relation to agreed targets;
- Progress against agreed measures;
- Corrective measures to get the plan back on track (if targets are not being met); and
- Proposals to further develop the TP for the future.

9.3 Remedial Measures

9.3.1 Should the monitoring periods identify that that Travel Plan targets are not being met, the TPC will coordinate meetings in alignment with the Remedial Action Plan noted in the Interim Travel Plan, as demonstrated below in **Table 8.1**. If the targets are not met then monitoring will continue to Year 9.

Table 8.1: Remedial Action Plan

Order to be Taken	Action
1	Notification of potential failure to meet agreed targets.
2	Review surveys to establish measures most like to encourage residents to alter their travel habits in favour of sustainable modes.
3	Continue to monitor progress of measures against the targets and continue to Year 9.

Source: Curtins Interim Residential Travel Plan

SECTION 10 Summary

- 10.1.1 Cala Homes (Thames) has appointed i-Transport LLP to prepare a Full Residential Travel Plan in relation to its residential development at the site of Brooklands College, Weybridge comprising of 320 homes.
- 10.1.2 i-Transport LLP has also been appointed to take forward and deliver the Travel Plan as Travel Plan Coordinators for the residential elements of the site.
- 10.1.3 This Travel Plan (TP) been prepared in accordance with the Interim Travel Plan produced by Curtins which was submitted as part of the planning application. In line with the current national and local guidance, this TP seeks to promote sustainable lifestyles amongst new residents. The primary aims of the TP are as follows:
- To reduce the number of single occupancy car journeys to the site so to reduce the traffic impact of development and the effect on the environment, in line with the objectives of NPPF; and
 - To promote and improve the accessibility of the site by non-car modes of transport and thereby encourage the use of other travel modes.
- 10.1.4 The key aim of the Travel Plan is to reduce the number of single occupancy vehicular trips generated by the site by 10%. As the site is not currently occupied and therefore Travel Plan surveys have not taken place, interim targets have been presented using 2011 Census Travel to Work data. The Travel Plan will be updated following the baseline surveys.
- 10.1.5 The Travel Plan identifies a range of 'hard' and 'soft' measures aimed at influencing modal choice for travel to the site, including promoting, public transport, walking and cycling via a Travel Plan website. In addition, sustainable travel information and two car club spaces will be provided to residents.
- 10.1.6 The Travel Plan will have a monitoring period of 5 years. Monitoring will be undertaken in the form of a TRICS SAM Surveys will be undertaken as part of the baseline (100% of occupancies) and in years 3 and 5. A separate questionnaire will be undertaken at 50% of occupations and then at the anniversary of the first SAM survey.
- 10.1.7 Following the surveys, monitoring reports will be produced and submitted to SCC and EBC. Information on the results and the progress against the targets will be presented to residents.

APPENDIX A. Masterplan

APPENDIX B. Enterprise Car Club Leaflet

Brooklands Grove residents offer*:

3 years' membership ~~£180~~ FREE

+ £50 Free driving credit*

+ 10% off Enterprise Rent-A-Car*

Visit our website:

EnterpriseCarClub.co.uk/BROOKLANDS350

Quote the offer code:

BROOKLANDS350

Supported by:



Your property
comes with a car



**3 years' free membership*
& £50 driving credit**
for Brooklands Grove residents



*Three years annual plan membership for new members included for free (usually and thereafter £60/yr), £50 driving credit, valid for 90 days excluding mileage, applied once application is approved. For Brooklands Grove residents only. Offer valid until 31/05/2027. Hourly & mileage rates based on a UK 24 hour rental average on the standard plan as at 08/01/2024. 10% off Enterprise Rent-A-Car is valid for UK and Ireland reservations only. For full terms and conditions please visit www.EnterpriseCarClub.co.uk/tc1. ©2024 Enterprise Car Club. M06425, 05.24.CB



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Rent by the hour or day from
£3.28/hr* & 27p/per mile*



Fuel taxes and
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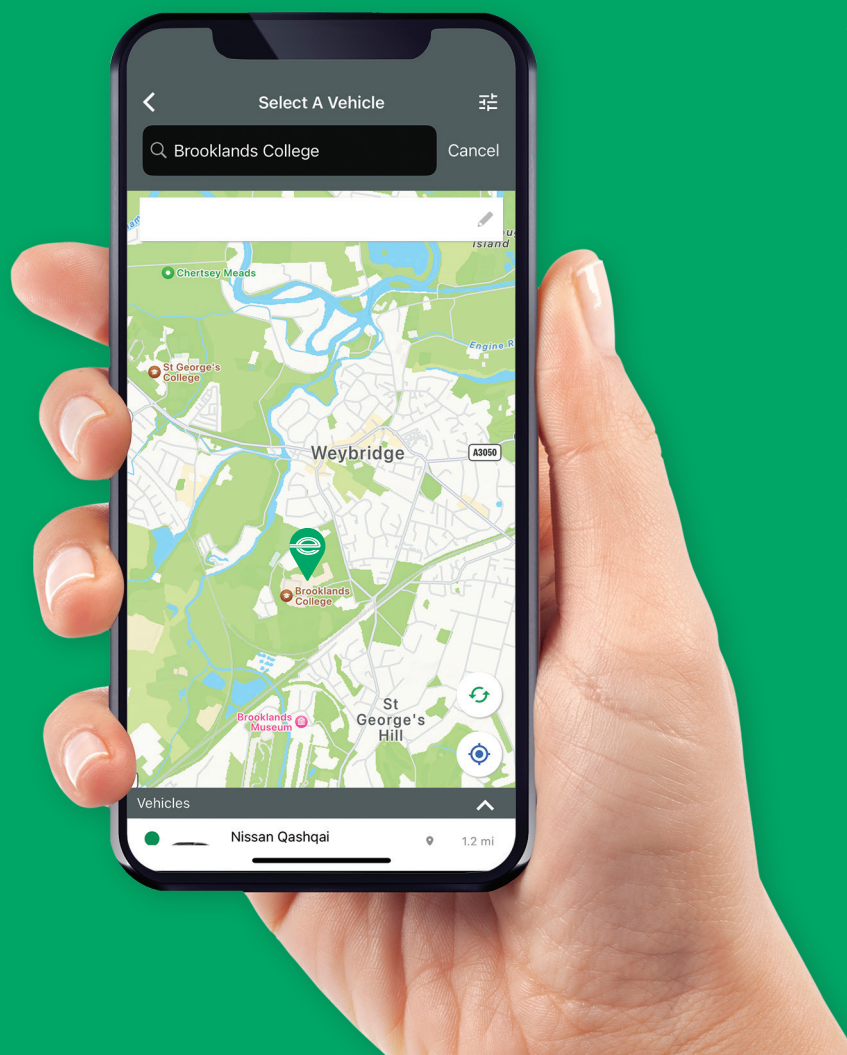
Access 1,300+ on-street
vehicles nationwide



24/7 access
year round

Book & Unlock from the palm of your hand

Use our app to access cars and vans parked on streets, at train stations, car parks and Enterprise Rent-A-Car branches across Weybridge and the UK. Membership includes fuel, damage protection and breakdown cover, meaning you only pay for a vehicle when you need it.



1. Join

Become a member
online or on the app



2. Reserve

Book in advance or on the
go using the app



3. Unlock & Go

Access the vehicle via
the app and retrieve the
keys from the keyholder
in the glovebox



4. Return

Once back in the original
bay, lock the vehicle via
the app



Join Now

APPENDIX C. Questionnaire Template

Questionnaire Survey (Template)

Questions to be reviewed and agreed with LHA at time of survey. All questionnaires will be undertaken online (unless requested). The questions below are potential questions which could be included as part of the survey and will be used as a starting point.

Background

1. Are you a resident of [insert development name]?
2. Please enter your (home) postcode.
3. Please select your age group
 - Under 18
 - 18-34
 - 35-44
 - 45-60
 - 60+
4. How many people live in your household?
 - 1
 - 2
 - 3
 - 4
 - 5+
5. How many cars do you have in your household?
 - 0
 - 1
 - 2
 - 3
 - 4+
6. If your household has a car (or multiple), how many are electric or low carbon vehicles?
 - 0
 - 1
 - 2
 - 3
 - 4+

7. How many bicycles do you have in your household?

- 0
- 1
- 2
- 3
- 4+

8. Do you have a disability which affects you or a member of your households travel arrangements?

Employment & Travel

9. Are you currently employed?

- Yes
- No

10. What is your place of work postcode?

11. How often do you work?

- 1-2 days
- 3-4 days
- Full Time
- Shift Work
- Other

12. Do you work from home?

- No
- 1-2 days
- 3-4 days
- Full Time

13. If you travel to your place of work, what mode of transport do you predominately use?

- Walk
- Cycle
- Bus
- Train
- Taxi
- Motorcycle
- Car (travelling by yourself)
- Car (travelling with someone else)

14. If you do travel to work, how far do you usually travel?

- Up to 1 mile?
- 1-3 miles
- 3-10 miles
- 10-20 miles
- Over 20 miles

15. Are there any aspects of your job that require you to use a car / vehicle?

- None
- Attendance at meeting
- Visit site / clients
- Other

16. Do you use any alternative modes of transport to travel to work?

- Walk
- Cycle
- Bus
- Train
- Taxi
- Motorbike
- Car (travelling by yourself)
- Car share (travelling with someone else)

Travelling

17. During the morning peak hour (8am - 9am) how many car trips does your household normally generate? (for example, travelling to work from home equates to one car trip).

- 0
- 1
- 2
- 3
- 4+

18. During the evening peak hour (5pm - 6pm) how many car trips does your household normally generate? (for example, travelling to work from home equates to one car trip).

- 0
- 1
- 2
- 3
- 4+

19. What is your typical mode of travel to the type of destinations listed below in an average week? Please choose the ones which are applicable.

	Walking	Cycling	Bus	Train	Car	Car Sharing	Other
Commuting							
Leisure							
Retail							
Education							

20. If you were to consider changing your main mode of travel, which mode would you be most likely to change to?

	Walking	Cycling	Bus	Train	Car	Car Sharing	Other
Commuting							
Leisure							
Retail							
Education							

21. Based on your answers for the above question, what would encourage you to take up these modes of travel?

Changing Travel Behaviours

22. Are there any improvements or incentives which would encourage you to walk or cycle more?
23. Are there any improvements or incentives which would encourage you to use public transport (train or bus)?
24. Are you aware of the Travel Plan which is part of Buckler's Park?
- Yes
 - No
25. Are you aware of the Travel Plan website which provides information on your local area, public transport, walking, cycling and other information?
26. Are there any improvements to the website, or further information which would be helpful in understanding about sustainable travel?

