



Proposed Residential Development
Land at Chichele Road, Oxted

Travel Plan

For

CALA Homes

Document Control Sheet

Proposed Residential Development

Land at Chichele Road, Oxted

CALA Homes

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1.0 Introduction

- 1.1 This Travel Plan has been prepared on behalf of CALA Homes to accompany a planning application for a proposed residential development at the land north-east of Chichele Road, Oxted (herein referred to as 'the site'). This report considers highway and transport matters in respect to the proposed development.
- 1.2 The site is located approximately 500 metres north of Oxted town centre, to the north-east of Chichele Road. The site benefits from close proximity to the A25 and the M25, as well as a number of bus stops and Oxted railway station. The site falls within the administrative boundaries of Tandridge District Council (Local Authority) and Surrey County council (County Highway Authority).
- 1.3 The site currently comprises undeveloped land with gated accesses located on Chichele Road at the north-western boundary of the site and Bluehouse Lane at the southern boundary of the site. The proposals seek planning permission for the construction of 116 residential dwellings. The proposals include a mix of flats and houses, which will be both private and affordable. Access to the site will be achieved via a new vehicular access taken from Chichele Road, with an additional pedestrian/cycle access provided from Bluehouse Lane to the south of the site. Appropriate levels of car and cycle parking will be provided in accordance with relevant standards.
- 1.4 This Travel Plan (TP) sets out implementation measures that the appointed Travel Plan Co-ordinator will deliver in support of site occupants' travel habits meeting the Plan targets for the use of active and/or sustainable modes. A monitoring and review programme will be an integral element of that delivery, involving the collection and reporting of travel survey data from site occupants. The data will be used to track progress towards achievement of the Plan targets.
- 1.5 This TP has been prepared to accord with applicable guidance and policy, and therefore comprises the following information:
- ▶ Section 2 reviews applicable national and local policy and guidance and sets out Travel Plan objectives as informed by that policy and guidance.
 - ▶ Section 3 describes the site location and its accessibility,
 - ▶ Section 4 details the approved development.
 - ▶ Section 5 explains how the Plan will be managed.
 - ▶ Section 6 sets out the measures that will be implemented to support use of active and/or sustainable travel modes for trips to and from the development.
 - ▶ Section 7 presents indicative baseline targets.
 - ▶ Section 8 describes the monitoring, reviewing and reporting programme that will be implemented to track progress being made towards achievement of the Plan targets, necessarily involving rolling reports and modification, as necessary, of the Plan implementation measures.
 - ▶ Section 9 provides an Action Plan summarising the scheme design elements relating to travel, the Plan management and implementation measures, the party/ies responsible in each instance, and an indicative timeline.

2.0 Policy and Objectives

Overview

2.1 The key policy and guidance documents that set the context for this Travel Plan are:

- ▶ National Planning Policy Framework, Ministry of Housing, Communities and Local Government, September 2023;
- ▶ National Design Guide, Ministry of Housing, Communities & Local Government, January 2021;
- ▶ Planning Practice Guidance, Ministry of Housing, Communities and & Local Government, June 2021;
- ▶ Working Together to Promote Active Travel - A Briefing for Local Authorities, Public Health England, May 2016;
- ▶ Planning for Walking and Planning for Cycling, Chartered Institution of Highways and Transportation, April 2015 and October 2014 respectively;
- ▶ Local Transport Note (LTN) 1/20 Cycle Infrastructure Design, Department for Transport, July 2020;
- ▶ Gear Change: A bold vision for cycling and walking, Department for Transport, July 2020;
- ▶ Manual for Streets (MfS), Department for Transport, March 2007;
- ▶ National Travel Survey (NTS), Department for Transport, 2015;
- ▶ Core Strategy, Tandridge District Council, October 2008;
- ▶ Local Plan Part 2 – Detailed Policies, Tandridge District Council, July 2014;
- ▶ Local Plan 2033, Tandridge District Council, January 2019; and
- ▶ Travel Plans – a good practice guide for developers, Surrey County Council, July 2018.

National Policy

National Planning Policy Framework (NPPF)

2.2 The NPPF sets a presumption in favour of sustainable development, requiring that social, environmental and economic matters be considered in concert.

2.3 The NPPF promotes incorporation of sustainable transport in development proposals (par. 104) and states that the planning system should actively manage patterns of growth such that a genuine choice of transport modes is offered (par. 105).

2.4 Regarding the delivery of sustainable transport the NPPF states at paragraph 113 that:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

2.5 The NPPF describes 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.”

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.

2.8 A well-designed movement network is one that:

"... defines a clear pattern of streets that:

- ▶ *is safe and accessible for all;*
- ▶ *functions efficiently to get everyone around, takes account of the diverse needs of all its potential users and provides a genuine choice of sustainable transport modes;*
- ▶ *limits the impacts of car use by prioritising and encouraging walking, cycling and public transport, mitigating impacts and identifying opportunities to improve air quality;*
- ▶ *promotes activity and social interaction, contributing to health, well-being, accessibility and inclusion; and*
- ▶ *incorporates green infrastructure, including street trees to soften the impact of car parking, help improve air quality and contribute to biodiversity."*

(par. 77)

Planning Practice Guidance (PPG)

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

2.10 The guidance describes Travel Plans as *"... long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets."* (PPG paragraph: 003; reference ID: 42-003-20140306)

2.11 Furthermore, the guidance indicates that *"Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation."* (PPG paragraph: 003; reference ID: 42-003-20140306)

2.12 It is stated that the primary purpose of a Travel Plan is:

"... to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes. ..., they should not be used as a way of unfairly penalising drivers."

(PPG paragraph 005; reference ID: 42-005-20140306)

2.13 Travel Plans are also recognised in the PPG as having *"... an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development."* (PPG paragraph 005; reference ID: 42-005-20140306)

Active travel – walking and cycling

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

- 2.14 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

- 2.15 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.

- 2.16 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).

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

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

Table 2.1: Suggested Walking Distances (CIHT, 2000, ‘Guidelines for Providing for Journeys on Foot’)

Local Transport Note (LTN) 1/20 Cycle Infrastructure Design; and ‘Gear Change: A bold vision for cycling and walking’

- 2.18 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

- 2.19 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.
- 2.20 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

Core Strategy, Tandridge District Council

- 2.21 The Tandridge District Core Strategy was adopted in October 2008. It sets out key planning policies for the District. Policy TSP 12 relates to managing travel demand and states that:

"The Council will require new development to:

- ▶ make improvements, where appropriate, to the existing infrastructure network, including road and rail, facilities for bus users, pedestrians and cyclists and those with reduced mobility.
- ▶ Have regard to adopted highway design standards and vehicle and other parking standards."

Local Plan Part 2, Tandridge District Council

- 2.22 Tandridge District Council adopted the 'Local Plan Part 2 - Detailed Policies' in July 2014. Of particular relevance is policy DP5, which relates to Highway Safety & Design:

"Development will be permitted subject to meeting the requirements of all other appropriate Development Plan policies and where the proposal: ...

... 3. Retains or enhances existing footpaths and cycleway links;

4. Provides safe and suitable access to the site which is achievable by all and promotes access by public transport, foot and bicycle to nearby residential, commercial, retail, educational, leisure and recreational areas where appropriate; and

5. Fully funds where appropriate, or contributes towards the costs of any measures required to cost effectively mitigate the significant impacts arising from the development.

In accordance with the Council's Local Validation Requirements and national guidance, all development proposals that generate significant amounts of movement should be supported by a Travel Plan and either a Transport Statement or Transport Assessment (proportionate to the scale of the proposed scheme and extent of the transport implications), both of which should be submitted alongside the planning application."

Emerging Local Plan 2033, Tandridge District Council

- 2.23 Chapter 31 'Sustainable Transport and Travel' of the Tandridge District Council Local Plan sets out transport related policies relevant to the proposed development.

- 2.24 Policy TLP50 'Sustainable Transport and Travel' states:

"The Council is committed to developing well-integrated communities with sustainable transport which connects people to jobs, services and community facilities, while recognising that Tandridge is a rural District. This will be achieved by taking the following steps:

- ▶ *Proposals will need to demonstrate how they will ensure that the principle [sic] objectives and overall vision of the Surrey Local Transport Plan are met, particularly in relation to active travel and air quality.*
- ▶ *Locating most new development in the Tier 1 and 2 settlements close to services, served by a range of sustainable travel options, such as public transport, walking and cycling, to minimise the need to travel and distance travelled.*
- ▶ *Ensuring development proposals provide appropriate infrastructure measures to mitigate the adverse effects of traffic and other environmental and safety impacts (direct or cumulative).*
- ▶ *Transport Assessments will be required for development proposals, where relevant, to fully assess the impacts of development and identify appropriate mitigation measures."*

Cycling and Walking

"The Council will support development that includes integrated comprehensive cycle and walking routes. Development proposals shall demonstrate how safe and accessible pedestrian access and cycle routes will be delivered and how they will connect to the wider travel network. Opportunities should be proactively taken to connect with and enhance Public Rights of Way whenever possible, encouraging journeys on foot and active travel.

Developments will provide cycle parking in accordance with the Parking Standards set out in the Surrey Local Transport Plan or updated guidance. Planning applications must include full details of the proposed cycle parking."

Electric Vehicles

"The provision of charging points for electric vehicles on all developments that result in additional units, both residential and business, will be required in line with the Surrey Local Transport Plan. Developers will be strongly encouraged to go further in order to help the District transition towards the Government's target year of 2040."

Travel Plans – a good practice guide for developers, Surrey County Council

- 2.25 Guidance produced by Surrey County Council for production of Travel Plans sets out thresholds for the scale of development at which either a Travel Plan or a Travel Plan Statement is required, covering each Land Use Class.
- 2.26 Content for each report type is provided indicating that the following should be provided in full Travel Plans:
- ▶ description of the proposed development, location and associated transport links;
 - ▶ details of any associated highway schemes to be provided as part of the planning application;
 - ▶ the approximate number of people expected to use the development (e.g. employees, residents, customers, visitors, etc.);
 - ▶ how future site occupants and/or users are likely to travel to the site;
 - ▶ details of proposed facilities that will encourage the take-up of sustainable travel, e.g. the number of parking spaces, cycle storage spaces, washing and changing facilities, lockers, etc.;
 - ▶ how the Travel Plan will be managed, describing the role of the Travel Plan Co-ordinator (TPC);
 - ▶ the target audience for the Plan measures (e.g. employees, residents, customers, visitors, etc.);
 - ▶ Plan objectives and their intended outcomes;

- ▶ modal share targets through which to deliver the objectives, the targets being specific, measurable, achievable, realistic and time-based;
- ▶ measures that will be implemented to achieve the targets;
- ▶ an action plan detailing the tasks to be delivered, the party/ies responsible in each instance, and an indicative timeline;
- ▶ remedial measures for implementation if targets are not achieved by Year 3 during the Travel Plan monitoring period; and
- ▶ the process through which the Plan will be monitored.

Objectives

2.27 The objectives for this Travel Plan have been derived from the policy and guidance set out above in order that this Travel Plan supports their delivery.

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

3.0 Existing Conditions

Overview

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

The site

- 3.2 The site is located approximately 500 metres north of Oxted town centre, to the north-east of Chichele Road. The site benefits from close proximity to the A25 and the M25, as well as a number of bus stops and Oxted railway station. The site falls within the administrative boundaries of Tandridge District Council and Surrey County council. The site in relation to the strategic transport network link is shown in Figure 3.1 below.

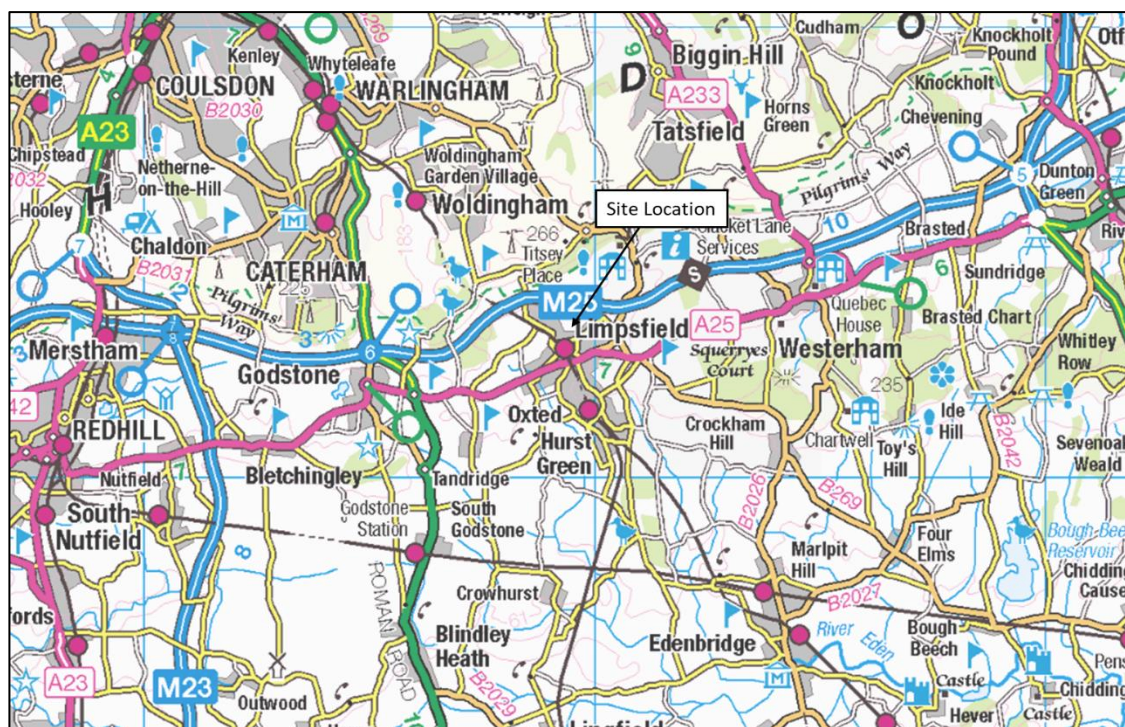


Figure 3.1: Site Location Plan

- 3.3 The surrounding area is predominantly residential in nature, with a number of commercial and retail uses located within Oxted town centre. The site currently comprises undeveloped land with gated accesses located on Chichele Road at the north-western boundary of the site and Bluehouse Lane at the southern boundary of the site. The site in relation to the surrounding area is shown in Figure 3.2.

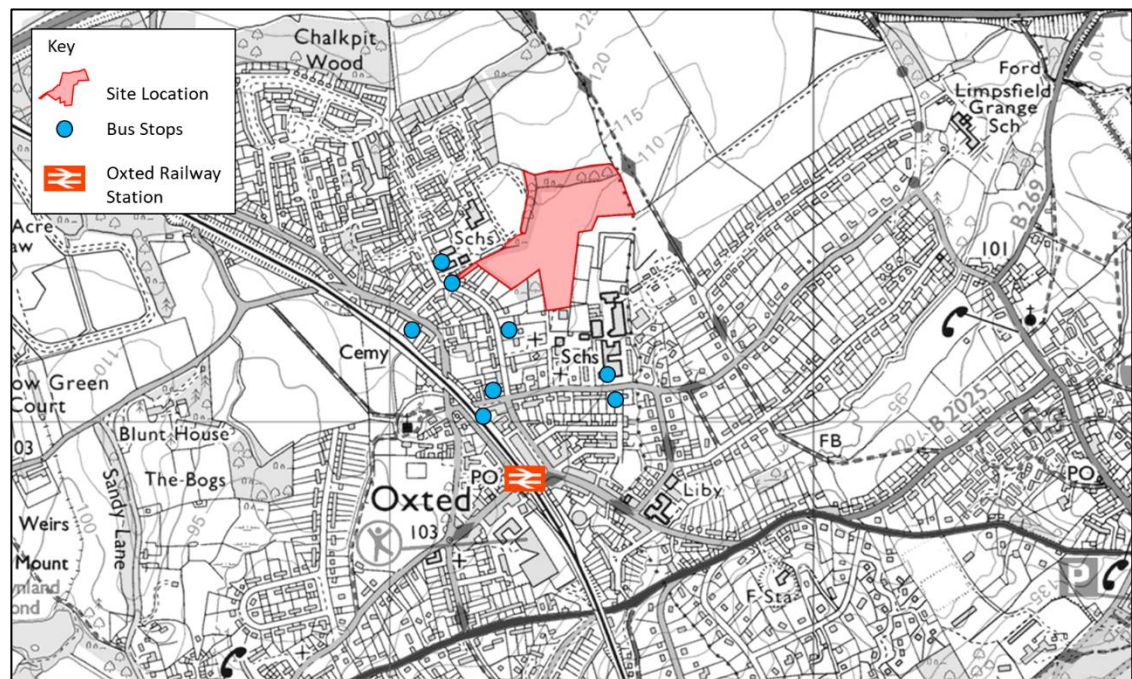


Figure 3.2: Site Location Plan

Highway Network

- 3.4 Vehicular access to the site will be achieved via the Chichele Road, a two-way single carriageway subject to a 30 mph speed limit. Pedestrian and cycle access will be achievable from Bluehouse Lane, a private residential street, which takes access from the main road which runs through the centre of Oxted also called Bluehouse Lane.
- 3.5 Chichele Road is predominantly residential in nature and connects with Silkham Road to the north which provides access to St Mary's C of E Primary School adjacent to the site. Parking occurs along Chichele Road within designated parking bays which are restricted to a maximum stay of 2 hours Monday to Friday between 08:30 hours and 18:30 hours. Silkham Road restricts parking adjacent to the primary school although further north parking is largely unrestricted.
- 3.6 Chichele Road connects with Barrow Green Road to the west of the site and forms a roundabout junction with Bluehouse Lane and Station Road East to the south of the site. Station Road East provides access to the centre of Oxted and continues to the A25 East Hill to the south. Barrow Green Road provides access to the A25 to the west of the site and to the south of the site via Church Lane. The A25 provides access to Godstone to the west and Westerham to the east. Junction 6 of the M25 can be accessed via the A25 and the A22 to the west of the site.

Sustainability Transport Accessibility

Walking and Cycling

- 3.7 It is generally accepted that walking and cycling provide important alternatives to the private car and should be encouraged to form part of longer journeys via public transport. The Chartered Institution of Highways and Transportation released two documents, 'Planning for Walking' in April 2015 and 'Planning for Cycling' in October 2014. The documents provide an insight into the sustainable methods of transport, including:
- ▶ "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)

- ▶ "Majority of cycling trips are used for shorter distances, with 80% being less than five miles and with 40% being less than two miles" (Planning for Cycling, 2014)

3.8 The NPPF recognises that *"the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel"*. Furthermore, Manual for Streets 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 comfortable on foot"*.

Accessibility on Foot and by Cycle

- 3.9 The site is accessible on foot via footways provided along both sides of Chichele Road. Continuous lit footways are provided between the site and Oxted town centre. Tactile paving and dropped kerbs are provided at crossing points to aid accessibility. An informal crossing point in the form of dropped kerbs and tactile paving is provided adjacent to St Mary's C of E Primary School on Silkham Road, along with guard railing situated on the eastern side of the Chichele Road/Sikham Road junction.
- 3.10 The Chichele Road/Bluehouse Lane/Station Road East mini-roundabout includes dropped kerbs and tactile paving on the Chichele Road arm. The Bluehouse Lane (east) and Station Road East arms are provided with dropped kerbs, tactile paving and zebra crossings. This provides safe access to Oxted town centre and local amenities. The private section of Bluehouse Lane is provided with a footway on the western side of the carriageway for circa 100 metres before becoming a shared surface. The footway connects with the footways located on the northern side of Bluehouse Lane.
- 3.11 Figure 3.3 illustrates pedestrian crossing points along key pedestrian routes from the site to Oxted town centre.



Figure 3.3: Active Travel

- 3.12 While there are no designated cycle facilities provided in the vicinity of the site, the local highway network including Chichele Road, Barrow Green Road, Station Road East and Bluehouse Lane are considered suitable for cyclists due to the low-speed limit and relatively flat topography. Cycle lanes are provided on both sides of the carriageway along the A25 to the south of the site and provide a direct link to Godstone to the west of the site and towards Westerham to the east of the site.
- 3.13 A number of Public Rights of Way (PRoW) are accessible within close proximity of the site. These footpaths and bridleways provide off-road routes towards local facilities. Figure 3.4 illustrates the location of the site in relation to PRoWs. Footpath 75 runs along the eastern boundary of the site and provides access to Oxted Secondary School to the east of the site.

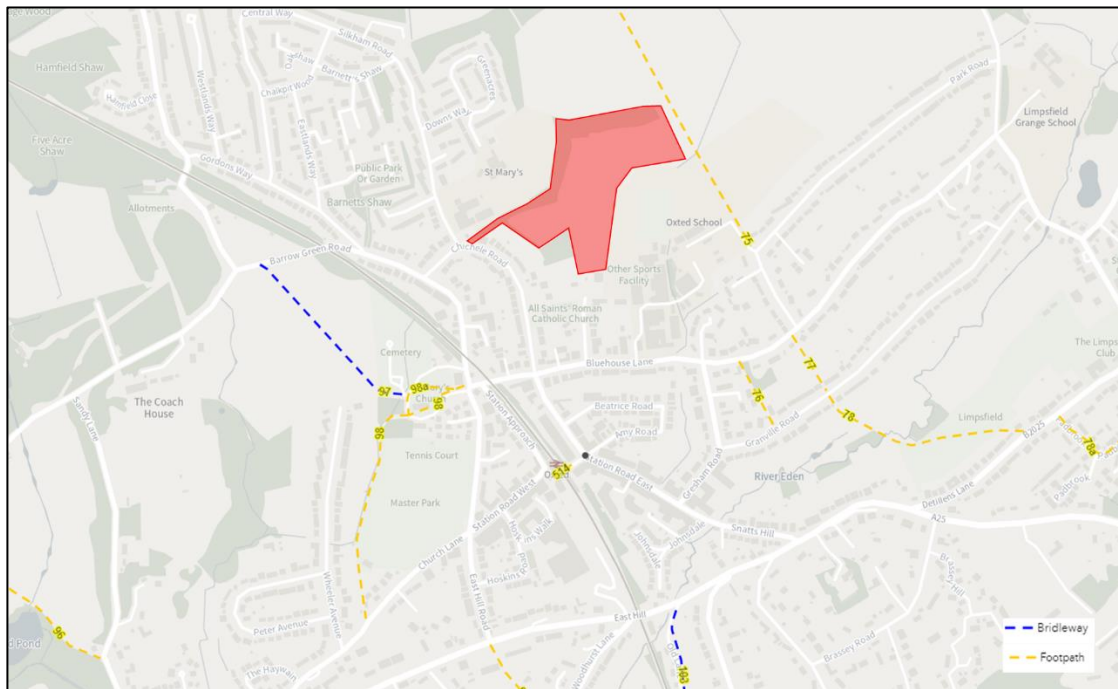


Figure 3.4: PRoW Map Provided by Surrey County Council

Existing Pedestrian Movements

3.14 Pedestrian surveys were undertaken on a neutral week (Tuesday 11th July 2023) between 07:00 and 19:00 hours within the vicinity of the site access on Chichele Road and Silkham Road. The key locations where pedestrians cross Chichele Road and Silkham Road are illustrated in Figure 3.5 below.

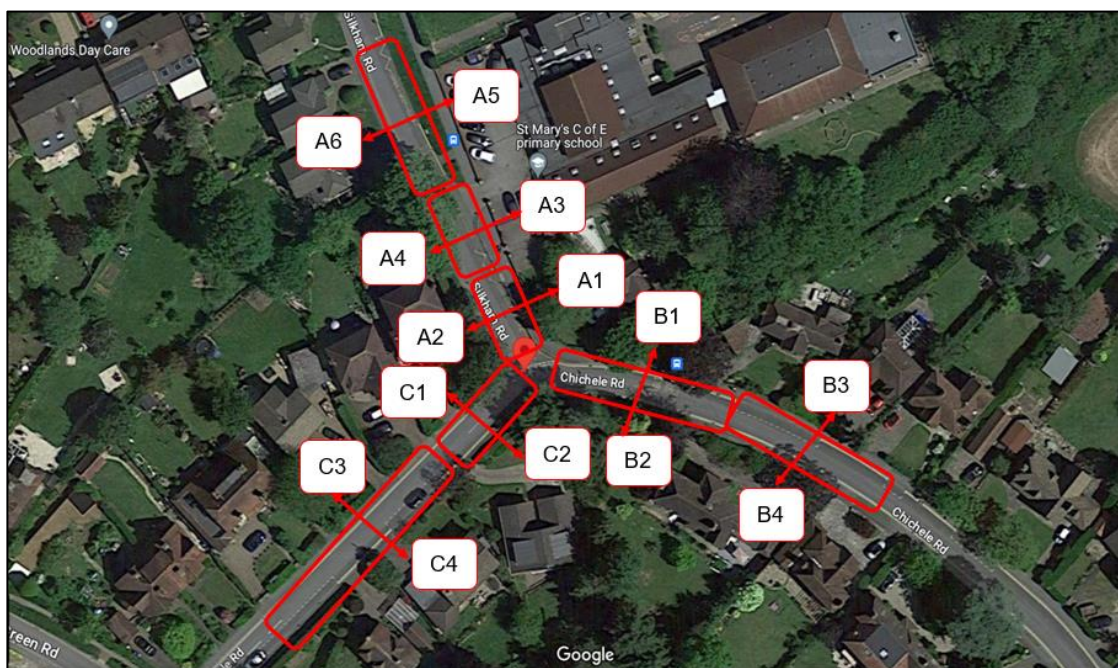


Figure 3.5: Chichele Road/Silkham Road Pedestrian Movements

3.15 Table 3.1 summarises the results for the 12 hour period surveyed.

Zone	Total Pedestrian Flows
A1-A2	451
A3-A4	71
A5-A6	30
B1-B2	58
B3-B4	31
C1-C2	131
C3-C4	309

Table 3.1: Pedestrian Survey Results

3.16 Table 3.1 demonstrates that the majority of pedestrians use the existing dropped kerbs and tactile paving to cross Silkham Road. A large proportion of pedestrians cross Chichele Road where the access to the site is located.

Accessibility by Bus

3.17 As illustrated on Figure 3.2 above, the nearest bus stops are located along Chichele Road and Silkham. These stops serve bus routes 594 and 595. These stops are provided with bus flags and service information. Further stops, which serve a wider variety of services, are available on Bluehouse Lane, approximately 400 metres south of the site. A summary of the destinations served, and the frequency of the local bus services is provided below in Table 3.2.

Service	Route	Approx. Frequency Mon - Fri	Approx. Frequency Saturday	Approx. Frequency Sunday
Chichele Road/Silkham Road				
594	Oxted – Limpsfield – Moorhouse – Limpsfield - Westerham	Every 2 hours	Every 2 hours	No service
595	Oxted – Hookwood – Tatsfield - Westerham	Every 2 hours	Every 2 hours	No service
Bluehouse Lane				
236	Oxted – Westerham – Edenbridge – Lingfield – East Grinstead	Every 2 hours	No service	No service
410	Domewood – Newchapel – Blindley Heath – South Godstone – Broadham Green - Holland – Hurst Green – Oxted – Godstone – Bletchingley – Nutfield - Redhill	Every 30 minutes	Hourly	Hourly

Table 3.2: Local Bus Services

Access by Rail

3.18 The site is located approximately 600 metres north of Oxted railway station. The station can be accessed via an 8-minute walk or 2-minute cycle. Oxted railway station benefits from 30 cycle parking spaces which are covered by CCTV. Details of the services operating from Oxted station are shown in Table 3.3 below.

Destination	Route	Approx. Frequency Weekday AM Peak	Approx. Frequency Weekday PM Peak	Approx. Frequency Saturday Daytime
London Bridge	Oxted – East Croydon – London Bridge	4 every hour	2 every hour	Every 30 minutes
London Victoria	Oxted – Woldingham – Upper Warlingham – Riddlesdown – Sanderstead – East Croydon – Clapham Junction – London Victoria	Every 30 minutes	Every 30 minutes	No direct service
Uckfield	Oxted – Hurst Green – Edenbridge Town – Hever – Cowden (Kent) – Ashurst (Kent) – Eridge – Crowborough – Buxted – Uckfield	Hourly	Hourly	Hourly
East Grinstead	Oxted – Hurst Green – Lingfield – Dormans – East Grinstead	2 every hour	2 – 4 every hour	Every 30 minutes

Table 3.3: Services from Oxted Railway Station

Access to Local Amenities

- 3.19 Due to the site’s proximity to Oxted town centre, there are a variety of amenities within walking distance of the site. The town centre accommodates a number of chain and independent shops, cafes and restaurants as well as a larger food stores. A doctor’s surgery, pharmacy, dentist and opticians, as well as a number of schools are also available within walking distance of the site. The local amenities within 1 kilometre are shown on Figure 3.5 below.

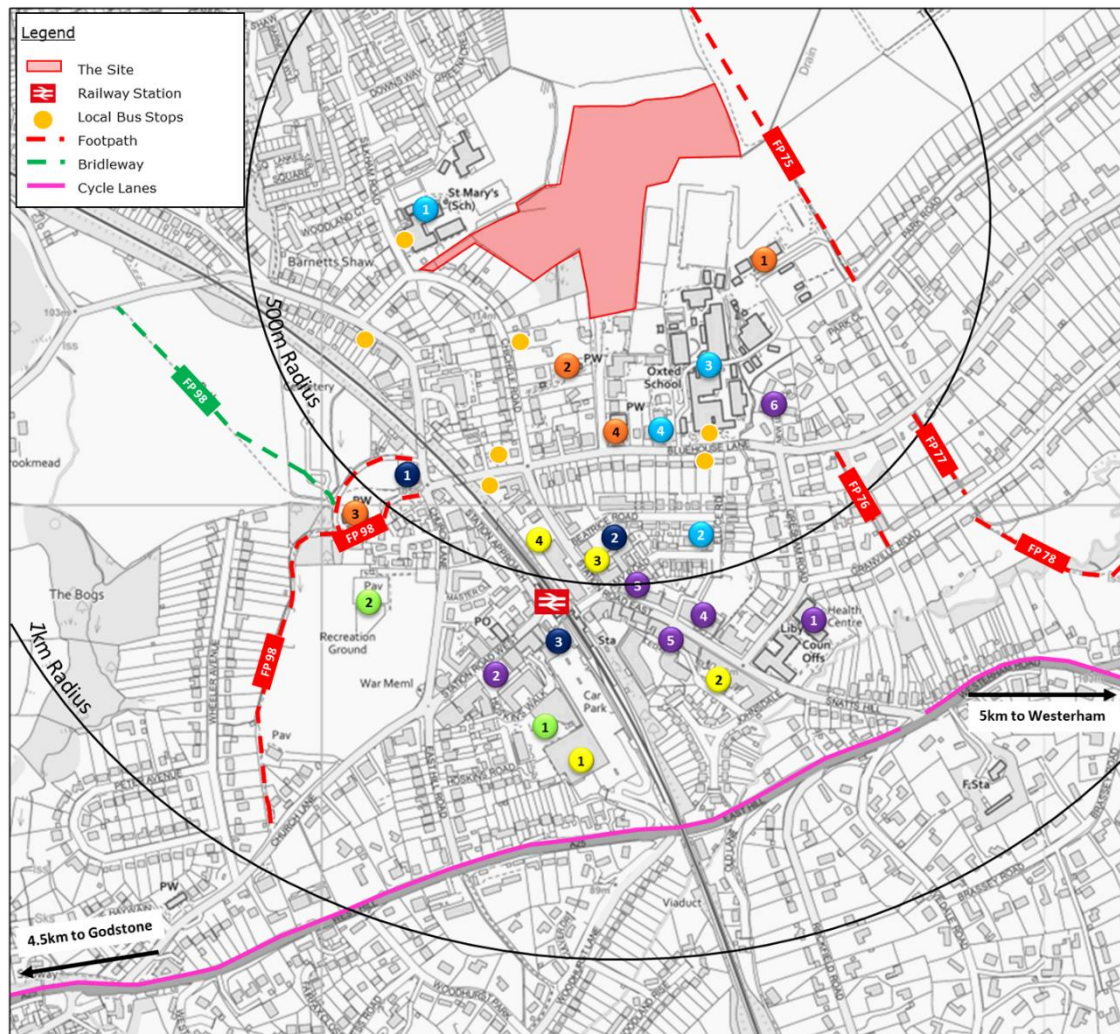


Figure 3.6: Local Amenities Plan

3.20 The educational facilities located within 1 kilometre of the site are detailed within Table 3.4 below.

Amenity	Distance from Site (metres)	Light Blue No.
St Mary's C of E Primary School	64	1
Fennies Nursery	700	2
Oxted School	550	3
Little Barn Preschool	500	4

Table 3.4: Educational Facilities

3.21 Table 3.4 demonstrates that there are many educational facilities located within an acceptable walk distance of the site. Within a kilometre radius future residents would have access to local pre-school, primary school and secondary school facilities.

3.22 The medical facilities that are located within a kilometre of the site are detailed within Table 3.5 below.

Amenity	Distance from Site (metres)	Purple No.
Oxted Health Centre	900	1
Oxted Podiatry and Foot Health Centre	570	2
Bayfields Opticians and Audiologists	490	3
Paydens Pharmacy	700	4
Priory House Dental Centre	600	5
New Lodge Dental Practice	750	6

Table 3.5: Medical Facilities

3.23 Table 3.5 indicates that the development site is within an acceptable walking distance from various health centres, dentists and pharmacies.

3.24 The retail facilities within the local area of the site are detailed within Table 3.6 below.

Amenity	Distance from Site (metres)	Yellow No.
Morrisons	730	1
Co- Operative	750	2
Sainsbury's Local	50	3
Little Waitrose & Partner's	450	4

Table 3.6: Food Retail Facilities

3.25 Table 3.6 demonstrates that various food retail premises are within walking distance of the site.

3.26 Other facilities within the local area of the site are detailed within Table 3.7 below.

Amenity	Distance from Site (metres)	No.
Tandridge Leisure Centre	850 metres	Green 1
Oxted Recreation Ground	500 metres	Green 2
King's Church	700 metres	Orange 1
All Saints Church Oxted	160 metres	Orange 2
St Mary's Church	500 metres	Orange 3
Oxted United Reformed Church	450 metres	Orange 4
Oxted Community Hall	400 metres	Dark Blue 1
The Ginistry	500 metres	Dark Blue 2
The Oxted Inn	600 metres	Dark Blue 3

Table 3.7: Other Facilities

Active Travel Assessment

3.27 It is acknowledged that the proposals do not reach the threshold to be considered by Active Travel England (ATE). However, the location of the development accords with the principles set out by ATE, these include the following:

- ▶ Mix of local amenities within 800 metres walking distance
- ▶ High-quality walking connections from the site to a primary school and food shops
- ▶ Walking routes accessible to all users
- ▶ Crossing points located on pedestrian desire lines

- ▶ Streets, footways and cycle routes are adequately lit
- ▶ High-quality walking connections from the site to a bus stops and Oxted railway station

Summary of Baseline Conditions

- 3.28 The above review demonstrates that the site is accessible by transport modes that have the potential to reduce reliance upon private car. In this regard, it is considered that the location of the site accords with paragraphs 105 of the National Planning Policy Framework as set out in Section 2 and as such gives future residents a genuine choice about how they travel.

4.0 Proposed Development

Overview

- 4.1 The following section provides details of how the site is to be developed, along with details of the site access, servicing and parking strategy. The proposals seek planning permission for the construction of circa 120 dwellings. The table below provides a summary of the proposed schedule of accommodation. The site layout plan is included at [Appendix A](#).

Dwelling Type	Tenure	Size	No. Units
Flats	Affordable	1-bed	18
		2-bed	12
Houses	Affordable	2-bed	7
		3-bed	9
	Private	2-bed	20
		3-bed	27
		4-bed	13
		5-bed	10
Total			116

Table 4.1: Schedule of Accommodation

Access Arrangements

Vehicular Access

- 4.2 Access to the development site is proposed via a new junction at the western extent of the site onto Chichele Road. The drawing included at [Appendix B](#) illustrates the proposed access arrangements.
- 4.3 The provision of a simple priority junction is considered appropriate when taking into account the quantum of development proposed. The access road has been designed with a 5.5 metre wide carriageway to enable a car to pass a HGV or refuse vehicle. Due to tree constraints and adjacent boundaries, the access road includes a pinch point of a 3.7 metre width for circa 11 metres to avoid trees located on the northern side of the access road. As such, vehicles entering the site will be required to give-way to vehicles exiting the site. After this pinch point, the main access road continues at 5.5 metres, whilst the arms which provide access to residential areas narrow to between 4.1 metres and 5 metres dependent on location.
- 4.4 A bus stop is currently located where the sites access will form a junction with Chichele Road, this will be removed as part of the development. The bus stop located approximately 60 metres north of the site access, adjacent to St Mary's of E Primary School, serves the same bus routes as the bus stop proposed to be removed. As such, the removal of the bus stop situated where the access to the site is proposed will not result in a detrimental impact for passengers using the bus services in the local area.

Pedestrian/Cycle Access

- 4.5 Dropped kerbs and tactile paving will be provided at the access to accommodate passing pedestrian movements, whilst 2 metre footways will be accommodated along the southern side of the access road providing pedestrians with safe access into the site. It is acknowledged that SCC requested a Copenhagen crossing at the site access. This has been reviewed in detail and due to the limited site frontage along Chichele Road the provision of a Copenhagen crossing is not feasible. The visibility is significantly reduced when providing a Copenhagen crossing and could lead to road safety issues.

- 4.6 An additional pedestrian/cycle access will be provided at the southern boundary of the site onto Bluehouse Lane. The surface along the private road (Bluehouse Lane) will be upgraded to allow access by all modes of travel. Additionally, the applicant will seek obtain the relevant permissions in order to provide a pedestrian link between the site and Footpath 75 at the eastern extent of the site.
- 4.7 Footways measuring 2 metres are provided throughout the site with a number of areas which provide access to a small number of dwellings operating as shared surfaces. The proposed internal spine road network would be formed of low speed and lightly trafficked residential streets with carriageway widths of 5.5 metres which render them suitable for on-carriageway cycling. This is outlined in LTN 1/20 which states that:

"...in quiet residential streets, most people will be comfortable cycling on the carriageway even though they will be passed by the occasional car moving at low speeds"

- 4.8 Section 11.3 'Cycling infrastructure design considerations' of Surrey's Healthy Streets, sets out appropriate level of protection required for cyclists based on traffic volumes and speed limits. This demonstrates that streets with a speed limit of 20mph and less than 2,000 PCUs per day are suitable for cyclists to be mixed with traffic. Considering the quantum of development and the predicted vehicular flows likely to use the proposed access road, cyclist will be expected to cycle on the carriageway within the site.

Highway Network Improvements

- 4.9 As requested by SCC, the proposals include three separate raised tables, one directly west of the junction where Chichele Road meets Silkham Road, one directly east of the junction where the site access meets Chichele Road and one outside of St Mary's C of E Primary School. The raised table outside of St Mary's C of E Primary School will include a zebra crossing with tactile paving. The zebra crossing is located where the existing dropped kerbs and tactile paving are currently situated, and the existing guard railing will be removed as required to facilitate the crossing. This is illustrated on the drawing included at **Appendix B**. The raised tables are located such that they will assist existing pedestrian movements on the local highway network as set out within Section 3.
- 4.10 Additionally, the proposals include relocating the zebra crossing on Station Road East approximately 25 metres north towards the Chichele Road/Bluehouse Lane/Station Road East junction, as suggested by SCC. This includes removing the guard railing by the roundabout on the eastern side of Station Road East. The both the new zebra crossing and the zebra crossing on the Bluehouse Lane (east) arm will be provided with updated belisha beacons with zebrite LEDs. This is illustrated on the drawing included at **Appendix C**.

Parking Provision

- 4.11 Car parking will be provided on site to ensure that it is well located to the housing that it serves, and to ensure that on- street parking does not occur to any significant degree. This means that access to all parts of the site will be maintained at all times for use by larger vehicles (refuse truck and delivery vehicles) and for emergency services. This approach recognises that need to provide sufficient parking spaces to avoid parking that would adversely affect the operation of surrounding streets, but not providing parking to a level that would overly encourage car usage. This is a balanced approach that is consistent with local and national policies.
- 4.12 In accordance with Tandridge Parking Standards SPD set out within Section 2, a total of 276 parking spaces is provided within the site both as standard spaces and within garages, 39 of which are visitor spaces. Table 4.3 provides a summary of the car and cycle parking spaces provided per unit.

Units	Car Parking	Cycle Parking
Flats (1- bed and 2- bed)	1 space per unit	1 space per unit
1 bed houses	1 space per unit	1 space per unit
2 bed houses	1+ space per unit	2 spaces per unit
3 bed houses	2+ space per unit	2 spaces per unit
4 bed houses	2+ space per unit	2 spaces per unit
5 bed houses	2+ space per unit	2 spaces per unit

Table 4.3: Proposed Parking Provision

- 4.13 The above car parking provision is accommodated within garages and standards parking spaces. All garages measure 7 metres by 3 metres or 5.5 metres by 3.6 metres in accordance with Tandridge’s guidance and therefore count towards the overall parking provision. All dwellings (including flats) will be provided with a fast-charge electric vehicle charging point in accordance with the current minimum requirements; 7kw Mode 3 with Type 2 connector – 230v AC 32 Amp single phase dedicated supply.
- 4.14 Covered and secure cycle stores will be provided for the flats. The houses will be provided with gardens and garages, and cycle parking can therefore be accommodated within the curtilage of each house.

Car Club

- 4.15 In line with pre- application guidance the proposals will include a car club space within the development. The exact location of the vehicle will be confirmed as part of a planning condition.

Public Transport Improvements

- 4.16 Within the pre-application advice, SCC stated that the following bus stop improvements may be required at the bus stop located adjacent to St Mary’s C of E Primary School on Silkham Road:
- ▶ Accessibility kerbing
 - ▶ Bus shelter and seating
 - ▶ Lighting
 - ▶ Real Time Passenger Information display
- 4.17 SCC have also requested a contribution to Digital Demand Responsive Transport (DDRT) of £50,000 per year to cover the build out period and then 5 years after full build out (7 years in total). The RTPPI will be dealt with at the detailed design stage, whilst contributions towards DDRT in the local area will be discussed as part of the Section 106 agreement.

5.0 Management

- 5.1 The Travel Plan will be managed by the appointed Travel Plan Co-ordinator (TPC) who will carry out the following activities during the lifetime of the Travel Plan, as funded by the applicant and/or their successor(s) in title:
- ▶ administer documentation relating to the Travel Plan;
 - ▶ be a point of contact for the incoming residents regarding site-related travel matters;
 - ▶ review and update as necessary the Travel information Pak to be supplied with each wave of occupation;
 - ▶ manage the Plan monitoring and review programme by organising travel surveys, analysing the results, using the results to review the Travel Plan, and supplying this information to the Highway Authority in Monitoring Reports;
 - ▶ liaise with the Highway Authority regarding approval of each Monitoring Report, and sign-off of the final Report thereby concluding the Travel Plan process; and
 - ▶ maintain appropriate liaison with the Highway Authority in the periods between each monitoring exercise.
- 5.2 Contact details for the TPC will be supplied to Surrey County Council at the time of appointment, and any updated TPC contact details will be re-supplied upon any subsequent transfer of the role or change contact details.

6.0 Measures

Introduction

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

Physical Infrastructure and Scheme Design

Permeability for Active Travel Modes

- 6.3 The development has been designed to provide permeability for pedestrians and cyclists throughout the site, as well as connecting with local networks for walking and cycling.

Cycle and Car Parking

- 6.4 The on-site parking strategy provides:

Cycle parking

- ▶ Within the curtilage of each house in either a garage or the garden.
- ▶ Covered and secure cycle stores for the flats.

Car parking

- ▶ 276 car parking spaces for residents.
- ▶ 39 visitor car parking spaces.
- ▶ This car parking provision will be accommodated within garages and standard car parking spaces. All garages measure 7 metres by 3 metres or 5.5 metres by 3.6 metres in accordance with Tandridge's guidance and therefore count towards the overall parking provision.
- ▶ All dwellings (including flats) will be provided with a fast-charge electric vehicle charging point in accordance with the current minimum requirements: 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply.

Car Club

- 6.5 Consideration will be given to the potential for car club provision.

Internet Connectivity

- 6.6 All dwellings will be provided with broadband connectivity, thereby enabling activities that reduce the need to travel such as working from home and online shopping.

Management

Travel Plan Co-ordinator

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

Information Provision

Travel Information Pack

- 6.8 The appointed TPC will produce a Travel Information Pack (TIP) for site residents supplying the following information:
- ▶ contact details for the Travel Plan Co-ordinator (TPC);
 - ▶ details of the on-site facilities supporting residents' use of active travel;
 - ▶ details of the on-site facilities that help reduce the need to travel (e.g. broadband connectivity enabling online working, shopping, communications, etc; on-site play facilities; and any other applicable features);
 - ▶ information about the health benefits of active travel;
 - ▶ reference to journey planning tools;
<https://www.traveline.info/>
<https://www.surreycc.gov.uk/roads-and-transport/buses-and-other-transport/bus-timetables/maps-of-routes-and-stops>
 - ▶ promotion of national and international events relating to use of active and/or sustainable travel, such as 'Cycle to Work' day (<http://www.cycletowork.org/>) and 'World Car Free Day' (<https://www.worldcarfree.net/wcf/>);
 - ▶ mapping of local cycling and walking networks;
 - ▶ promotion of cycling skills training for schoolchildren through 'Bikeability', and for adults;
<https://www.surreycc.gov.uk/schools-and-learning/teachers-and-education-staff/road-safety-and-sustainable-travel/primary/cycle-training>
<https://www.bikeability.org.uk/about-cycle-training/cycle-training-for-adults/>
 - ▶ any discount successfully negotiated by the Travel Plan Co-ordinator (TPC) with local cycle retailer(s);
 - ▶ promotion of the opportunity for new residents to set up a 'Bicycle Users Group' (BUG);
 - ▶ reference to the Government-led 'Cycle to Work' scheme, and encouragement for employees to check if their employer operates this scheme;
 - ▶ promotion of existing local and national lift sharing schemes;
<https://liftshare.com/uk/community/surrey> and www.liftshare.com
 - ▶ the offer of provision of Personalised Travel Planning (PTP) from the TPC;
 - ▶ information about organisations active in the sustainable travel arena (e.g. Living Streets, CoMo, Cycling UK, Sustrans, etc.);
 - ▶ details of car club schemes, including the location(s) of any nearby car club vehicle(s);
 - ▶ details of any local community transport provision; and
 - ▶ details about the purchase and use of cleaner-fuelled vehicles, electric cycles and electric scooters.
- 6.9 The first household occupying each residential unit will be provided with a TIP. In line with the phased construction and occupation of the development, the TIP will be reviewed, updated as necessary and re-issued to each phase of occupying households. The TIP will also be made available on the development-specific sales website.

Monitoring, Reviewing and Reporting

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

Remedial Measures

- 6.11 The need for remedial measures will be considered throughout the monitoring programme for each Phase, as indicated by progress being made towards achieving the targets.
- 6.12 If it appears that by Year 3 the targets are likely to not be met, this will be discussed with the Highway Authority and agreement sought as to appropriate adjustments of the Plan implementation measures.
- 6.13 If targets have not been met by Year 5 then monitoring will continue until Year 9.

Action Plan

- 6.14 A summary of these measures is provided in the Action Plan in this Travel Plan.

7.0 Targets

Introduction

- 7.1 Travel Plans should have measurable outputs against which the progress of the Plan can be monitored having regard to the Plan objectives. The targets set should be specific, measurable, achievable, realistic and timed.
- 7.2 There are two types of targets associated with a Travel Plan:
- ▶ **Aim targets** are quantitative targets that set a percentage allowance for people using a certain mode of transport ('modal split proportions').
 - ▶ **Action targets** act as a check list to ensure that the appropriate measures are carried out within a set time frame.
- 7.3 Aim and action targets for this Travel Plan are set out below.

Aim Target

- 7.4 As the proposed development is yet to be occupied, the Transport Assessment (TA) presents data extracted from the TRICS (Trip Rate Information Computer System) database to forecast likely traffic volumes and mode choice. TRICS is an industry-standard tool designed to quantify trips associated with new development in terms of mode, time of day, development type, location type and scale of development.
- 7.5 The TRICS data presented in the TA have been used to provide an indicative mode share for the site, i.e. a forecast number of trips by each available mode of transport, through reference to Census data for 'Method to Travel to Work' for the resident population (2011 output) for the Warlingham West ward. The resulting modal split data are presented at Table 7.1.

Mode of Travel	Census Modal Split	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Movements	
		Arr	Dep	Arr	Dep	Arr	Dep
Car Driver	53.4%	11	47	35	18	227	240
Train	28.9%	6	25	19	10	122	130
On Foot	11.2%	2	10	7	4	47	50
Car Passenger	2.7%	1	2	2	1	11	12
Other	1.0%	0	1	1	0	4	4
Bicycle	0.8%	0	1	1	0	3	4
Bus	0.8%	0	1	0	0	3	3
Motorcycle	0.6%	0	1	0	0	3	3
Underground	0.4%	0	0	0	0	2	2
Taxi	0.3%	0	0	0	0	1	1
TOTAL	100%	20	88	65	33	424	449

Table 7.1: Census Modal Split (Warlingham West Ward)

- 7.6 The data above will be supplemented by the collection of site-specific data in the initial travel survey (at 50% occupation) from which target modal splits will be derived.

Action Targets

7.7 Action targets are tabulated at Section 9.

8.0 Monitoring, Reviewing and Reporting

Overview

- 8.1 In order to track implementation of the Plan measures, to collect travel survey data, and to undertake a review of progress towards achievement of the Plan targets, a monitoring, reviewing and reporting programme will be implemented.
- 8.2 This programme of collecting site-specific travel data will begin whilst the site is being occupied and conclude five years later.
- 8.3 The monitoring programme will be undertaken to ensure that:
- ▶ progress can be tracked towards achieving the targeted reduction in single-occupancy vehicle usage, with the commensurate increase in use of active and/or sustainable modes;
 - ▶ the Travel Plan implementation measures can be reviewed and tailored accordingly; and
 - ▶ use of the site-related facilities can be recorded and assessed.
- 8.4 The Travel Plan Co-ordinator will manage and administer the monitoring programme as funded by the developer, their appointed representative or their successor in title.

Monitor

- 8.5 Monitoring will be compliant with the Standard Assessment Methodology (SAM) devised by TRICS (Trip Rate Information Computer System) (http://www.trics.org/sam_process.aspx) as required in SCC guidance.
- 8.6 The first survey will be undertaken at 50% occupation with subsequent surveys being operated on the first, third and fifth anniversaries of that initial survey.

Review

- 8.7 After each round of monitoring, the data will be used to inform consideration of progress towards achieving the Plan targets.
- 8.8 A review of the Travel Plan measures will also be undertaken to retain and/or enhance those that are considered to be positively supporting active and/or sustainable travel, and to amend or abandon those that are not, with suitable measures being substituted as appropriate.
- 8.9 A site audit will be undertaken to inform description of the site in terms of its operation, layout, facilities, etc, as part of the review process.
- 8.10 The Travel Plan Action Plan will also be reviewed in light of the above information.

Report

- 8.11 The survey data, content of the Plan review, revised targets and an updated Action Plan will be set out in a Monitoring Report following each survey.
- 8.12 Monitoring Reports will be submitted to the Highway Authority within 3 months of receipt of each set of survey data, for approval by the Council.

9.0 Action Plan

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

Action	Party/ies Responsible	Indicative Timeline
Provide on-site travel facilities	CALA Homes	During construction
Provide on-site amenities		
Appoint Travel Plan Co-ordinator		
Produce Travel Information Pack	Travel Plan Co-ordinator	
Issue Travel Information Pack	CALA Homes	With each Phase of occupation
Arrange initial travel survey	Travel Plan Co-ordinator	At 50% occupation
Use survey data to review Travel Plan		Within 3 months of receiving survey data
Produce & submit Monitoring Report		
Approve Monitoring Report	Surrey County Council	Within a reasonable timeframe
Arrange anniversary travel surveys	Travel Plan Co-ordinator	On first, third and fifth anniversaries of initial survey
Use survey data to review Travel Plan		Within 3 months of receiving each set of survey data
Produce & submit Monitoring Reports		
Approve Monitoring Reports	Surrey County Council	Within a reasonable timeframe
If Travel Plan targets not on-track at Year 3, discuss mitigation with SCC	Travel Plan Co-ordinator & Surrey County Council	To be agreed (if mitigation measures are needed)
If Travel Plan targets are not met by Year 5, monitoring will continue until Year 9	Travel Plan Co-ordinator	Years 5 to 9, if needed
Secure approval and final sign-off of Travel Plan process	Surrey County Council	Within a reasonable timeframe

Table 9.1: Action Plan

Appendix A
Site Layout Plan

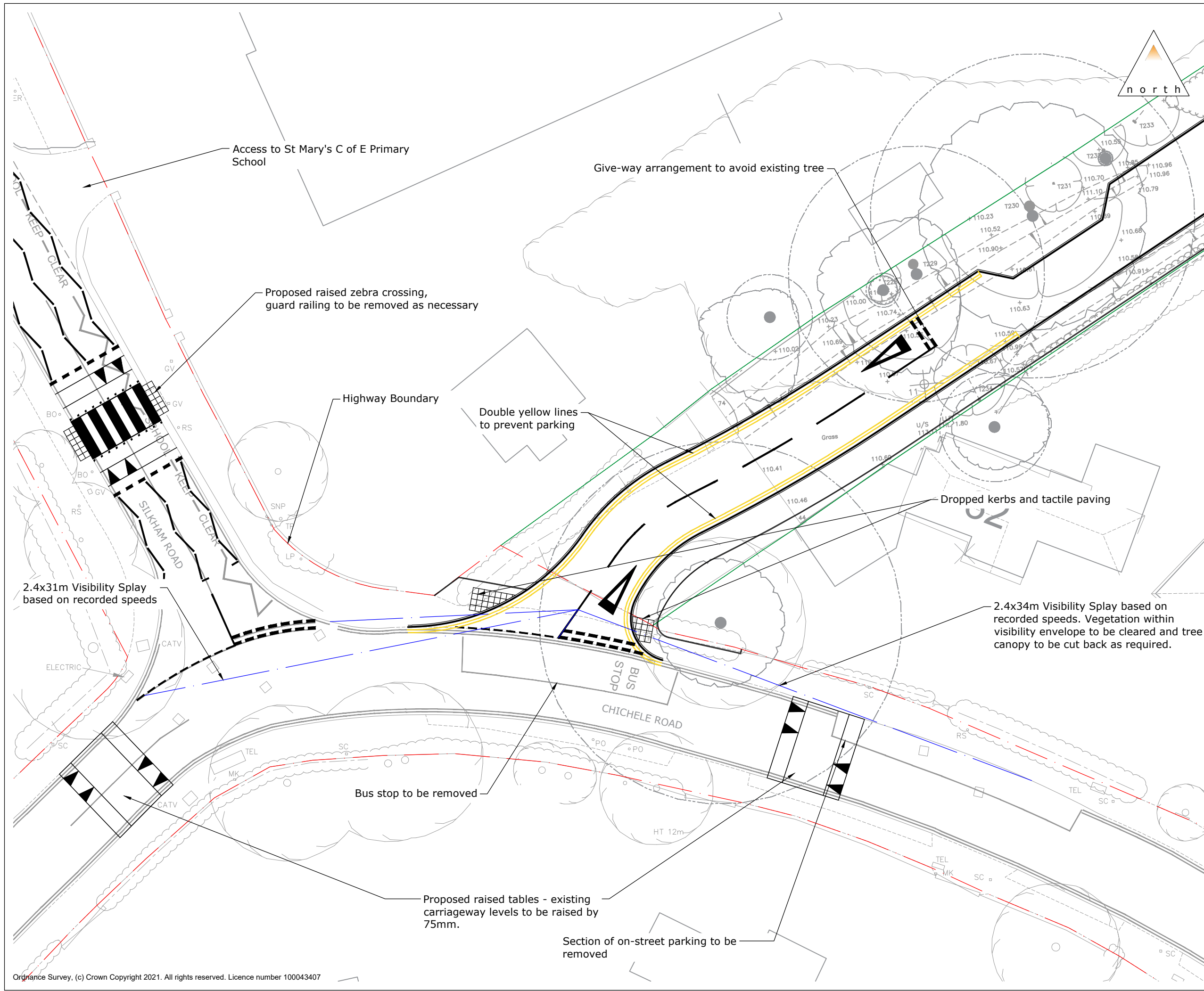


Scale @ A0 0 5 10 15 20 25m Scale 1:500	Project CHICHELE ROAD, OXTED
Rev. Date. Drawn. Checked.	Title PLANNING LAYOUT
Date: MARCH 2023	Client CALA
Drawn by: CP	Checked by: BB
Dwg No: CB_M_313_001	Rev. <input type="checkbox"/>

Please note these drawings are not for construction but for concept design and planning applications purposes only.
Cooper Ballin Limited - Cottingham House, 24 Goodland Road, Brighton, Sussex BN1 2AP. Telephone 01273 822239 - www.cooperballin.co.uk

Appendix B

Proposed Access Arrangements



Legend

- Site Boundary
- Highway Boundary



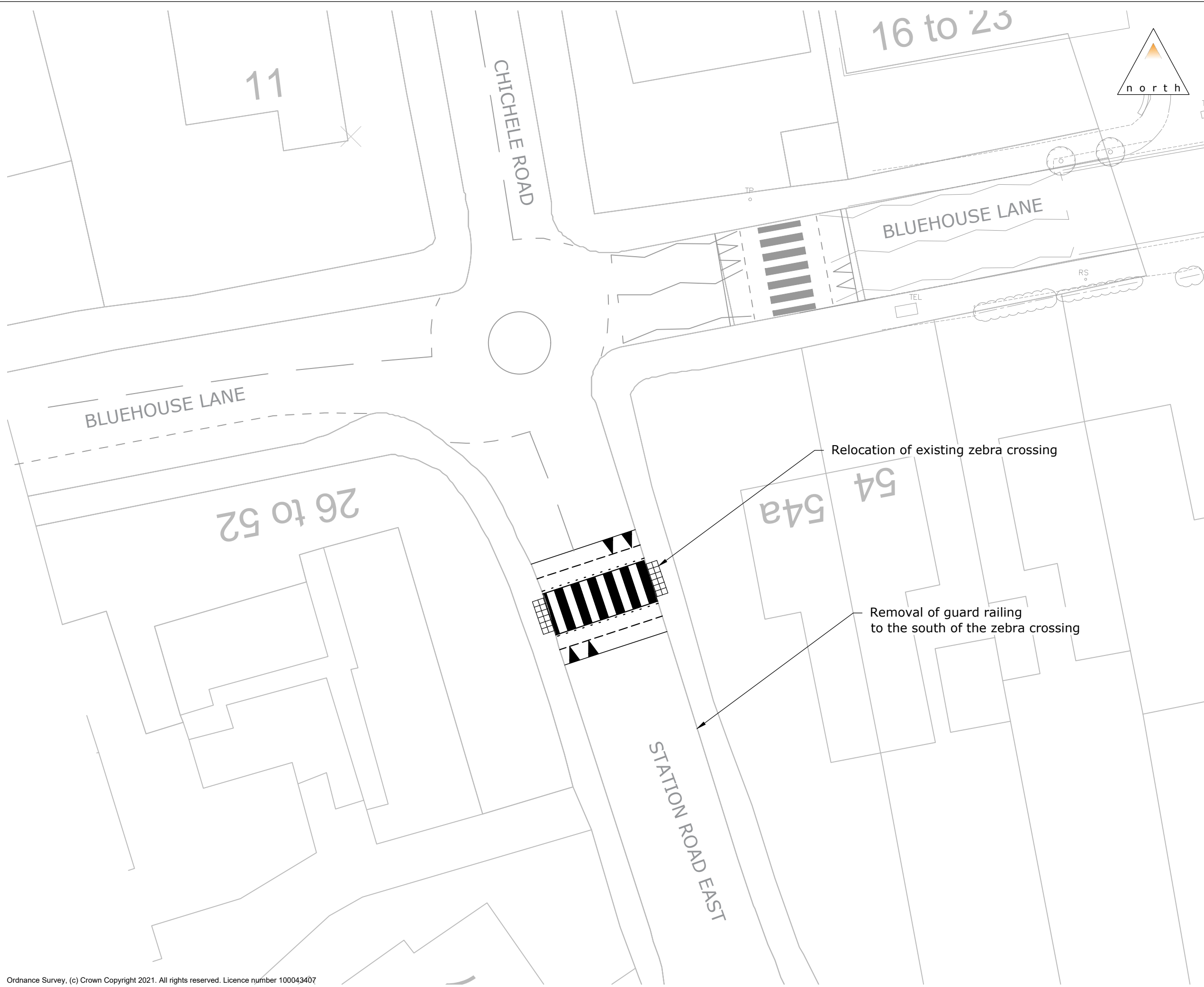
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Project: Land at Chichele Road, Oxted	
Title: Proposed Access Arrangements	
Scale: 1:250 (@ A3)	
Drawing: 1907029-01	Revision: G

Appendix C

Highway Improvements



Note: The existing zebra crossing will be removed in its entirety, including tactile paving and dropped kerbs. The surface will be replaced with high friction surfacing and any damage will be repaired.



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 London
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Project:
 Land at Chichele Road, Oxted

Title:
 Station Road East
 Zebra Crossing

Scale: 1:250 (@ A3)

Drawing:
 1907029-02

Revision:
 A