



GREENING GOLDSWORTH ROAD

**FRAMEWORK
TRAVEL PLAN**

**For Goldsworth Road
Development LLP
June 2020**

By Systra

GOLDSWORTH ROAD, WOKING FRAMEWORK TRAVEL PLAN



SYSTRA

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FRAMEWORK TRAVEL PLAN

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1. INTRODUCTION

1.1 General

- 1.1.1 SYSTRA Ltd (SYSTRA) has been commissioned by Goldsworth Road Development LLP (the Client) to provide transport and highways consultancy services in support of a planning application for the redevelopment of 20-32 Goldsworth Road, 15-29 Goldsworth Road and 8 Church Street West, Woking, GU21 6JT (the Site).
- 1.1.2 The Local Planning Authority is Woking Borough Council (WBC) and the Local Highway Authority is Surrey County Council (SCC).
- 1.1.3 The development proposals incorporate demolition of existing buildings and construction of a phased, mixed-use development comprising residential (C3 use), ground floor retail / commercial uses (A1-A4, B1a, D1-D2 use) and homeless shelter (sui generis use), alongside a series of public realm and pedestrian environment improvement works (the Proposed Development).
- 1.1.4 This Framework Travel Plan (TP) accompanies the planning application and should be read alongside the Transport Assessment, prepared by SYSTRA, which also accompanies the application.
- 1.1.5 The TP has been prepared in accordance with the Communities and Local Government Planning Practice Guidance and the general requirements of SCC's Travel Plans: A Good Practice Guide for Developers (2018) and WBC's Travel Plan Guidance.

1.2 Travel Plan Purpose

- 1.2.1 A Travel Plan provides a strategic tool to promote more sustainable travel choices and can reduce the reliance on the car resulting in benefits including reduced parking demand and improved accessibility. It can bring about a number of benefits to site users and the wider community, and can result in localised environmental and health benefits through a reduction in vehicular traffic.
- 1.2.2 The TP aims to demonstrate the commitment to creating a sustainable development, which promotes walking, cycling and public transport use in favour of reliance on the private car.

1.3 Securing & Enforcement

- 1.3.1 This TP is submitted as a framework document, and will be finalised upon occupation of the Proposed Development and once baseline travel surveys have been undertaken. It is anticipated that a Final TP (including its methodology and the timing of monitoring surveys) will be secured as part of the Section 106 Agreement or via Planning Condition.

1.4 Travel Plan Structure

- 1.4.1 Following this introductory section, the remainder of the TP is structured as follows:

- **Section 2: Policy Review** – Provides an overview of relevant national, regional and local transport planning policy and guidance in the context of the Proposed Development.
- **Section 3: Baseline Conditions** – Sets out information concerning transport conditions prevailing at the Site and surrounding area, summarises the committed public realm and transport improvements in the locality.
- **Section 4: Development Proposals** – Provides an overview of the Proposed Development, including access arrangements, car and cycle parking provision and public realm / highway improvement works.
- **Section 5: Aims, Objectives & Targets** – Details the aims, objectives and targets associated with the TP.
- **Section 6: Travel Plan Measures & Initiatives** – Sets out the range of proposed travel planning measures that will be implemented to meet the TP's aims, objectives And targets.
- **Section 7: Monitoring Strategy** – Summarises the proposed strategy for monitoring the TP.
- **Section 8: Action Plan** – Sets out the Action Plan for delivery of the TP.
- **Section 9: Summary and Conclusion** – Summarises the key points arising from the TP.

2. POLICY & GUIDANCE REVIEW

2.1 General

2.1.1 This section reviews current and emerging land use and transport planning policies at national, regional and local government levels specific to Travel Planning. A more detailed analysis of national, regional and local policy is provided within the Transport Assessment submitted as part of the planning application.

National Planning Policy Framework (2019)

2.1.2 The revised National Planning Policy Framework (NPPF) was published in February 2019, setting out a number of transport objectives designed to facilitate sustainable development and contribute to a wider sustainability by giving people a wider choice about how they travel.

2.1.3 At the heart of the NPPF is a presumption in favour of sustainable development. It notes that developments should:

'Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.'

2.1.4 The NPPF recognises that transport policies have an important role to play in wider sustainability and health objectives as well as their direct influence on development, and seeks to ensure that the transport system is balanced in favour of sustainable transport modes.

2.1.5 It goes on to state that all developments that are anticipated to generate significant amounts of movement should provide a Travel Plan, with any planning application for such development supported by a Transport Assessment, so that likely impacts of the proposal can be assessed.

2.1.6 In assessing suitability of development, it should be ensured that:

- Appropriate opportunities to promote sustainable transport modes can be taken up, with consideration given to the type of development and its location;
- Safe and suitable access to the site can be achieved for all users; 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.

2.1.7 The NPPF states that development should only be refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Within this context, applications for development should:

- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.1.8 The NPPF states that local authorities should consider the accessibility of a development alongside the type, mix and use of the development as well as looking at local car ownership and the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles when determining planning applications.

2.1.9 Paragraph 104 states that planning policies should:

- Support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
- Be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
- Identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
- Provide for high quality walking and cycling networks and supporting facilities such as cycle parking; and
- Provide for any large-scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements.

SCC Surrey Transport Plan (LTP3) (2018)

2.1.10 Surrey's Transport Plan is the third transport plan for Surrey. It sets out a strategy for transport that aims to improve the economy, environment and quality of life for those living, visiting or working in Surrey. The LTP's vision is to:

"Help people to meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey; in order to promote economic vibrancy, protect and enhance the environment and improve the quality of life".

2.1.11 Four objectives are set out based on this vision, which note that transport should be:

- **Effective:** facilitate end-to-end journeys for residents, businesses and visitors through delivery, maintenance and enhancement of public transport services and the highway network;
- **Reliable:** improve reliability of travel journey times;
- **Safe:** improve road safety and the security of those travelling in Surrey; and
- **Sustainable:** provide an integrated transport system that protects the environment, enables healthy choices and provides for lower carbon transport choices.

2.1.12 A number of transport strategies form the LTP3, covering subjects including congestion, parking, cycling and travel planning. The Travel Planning Strategy aims to provide travel planning measures, interventions and self-help support to residents, businesses and schools to enable informed choices about travel to be made, and maximise opportunities for sustainable travel.

WBC Core Strategy (2012)

2.1.13 The Core Strategy forms part of the Local Development Framework and sets a long-term spatial vision and strategic objectives for future development in Woking.

2.1.14 Policy CS18 (Transport & Accessibility) notes that WBC is committed to developing a community that is connected through a sustainable transport system which provides accessibility to jobs, services and community facilities. Policy CS18 requires planning applications for development that is anticipated to generate significant trip generation and traffic to be accompanied by a Travel Plan to ensure impacts and appropriate mitigation measures are assessed and identified.

SCC Travel Plans: A Good Practice Guide for Developers (2018)

2.1.15 SCC's Travel Plans Good Practice Guide defines a Travel Plan as:

"A document which comprises a strategy for reducing car use to a development site, combined with a package of measures for implementing the strategy. ... Travel Plans are living documents which require regular monitoring and review".

2.1.16 It notes that Travel Plans can have a range of benefits, including reductions in congestion, parking demand and travel costs, and improved health for site users brought about by use of active travel improved better air quality.

2.1.17 A Framework Travel Plan is required to support planning applications for development above certain thresholds when ultimate occupiers are unknown. The Proposed Development meets this threshold. Framework Travel Plans are required to indicate likely modal split and aspirational target in place of specific baseline data and targets. Following 50% occupation of units, baseline data collection should be undertaken, and targets updated where appropriate.

2.1.18 SCC requires Travel Plans to confirm who will be responsible for communicating the existence, content and requirements of the Travel Plan to residents, and how this will be done; measures that will be implemented to enable targets to be met (these should be bespoke and tailored to the specific requirements of the development); and details of

management arrangements (for example outlining the role of the Travel Plan Coordinator).

- 2.1.19 Regular monitoring of the Travel Plan is required, usually following the timescales set out in [Table 1](#).

Table 1. Travel Plan Monitoring Requirements

SURVEY	TIMING	METHODOLOGY
Baseline	On 50% Occupation	Questionnaire Survey
Year 1	On 100% Occupation	TRICS SAM Survey
Year 3	Anniversary of Year 1 Survey	TRICS SAM Survey
Year 5	Anniversary of Year 1 Survey	TRICS SAM Survey

- 2.1.20 An updated Travel Plan should be sent to SCC and the Local Planning Authority within three months of the baseline survey date, with Monitoring Reports submitted within three months of future survey dates, describing and evaluating progress against the Travel Plan's targets and actions. It is noted that, should targets not be met by Year 5, continued bi-annual monitoring is required to Year 9, with remedial measures required to be implemented to help targets be met.
- 2.1.21 TRICS's Standard Assessment Methodology (SAM) has been developed to enable travel plan implementation to be monitored and requires a certain methodology to be followed in undertaking travel surveys, with specific information and data to be collected.

WBC's Travel Plan Guidance

- 2.1.22 WBC's Travel Plan Guidance provides a high-level overview of the role and purpose of a Travel Plan, which it defines as:

"A package of actions designed by a workplace, school or other organisation to encourage safe, healthy and sustainable travel options. By reducing car travel, Travel Plans can improve health and wellbeing, free up car parking space, and make a positive contribution to the community and the environment".

3. BASELINE CONDITIONS

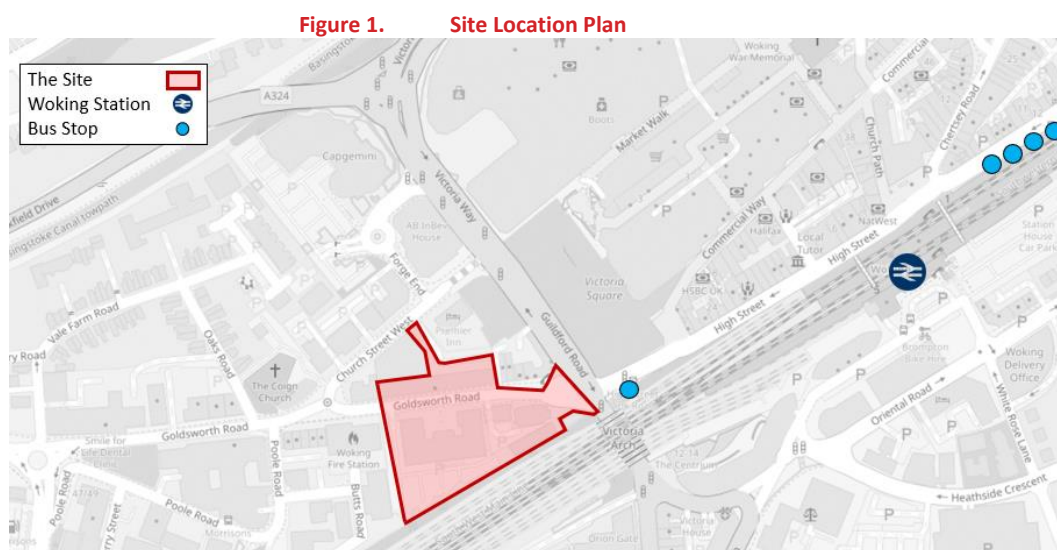
3.1 General

3.1.1 This section describes the existing transport conditions in the area surrounding the Site. It is informed by desk based research and a site visit undertaken by SYSTRA. Transport baseline conditions are identified so that the context of the Proposed Development and its potential impact on the local highway and transport network can be fully understood.

3.2 Site Location & Existing Site Use

3.2.1 The Site is located within the centre of Woking, to the west of the pedestrianised central area. It is bound by Victoria Way to the east, railway tracks to the south, Woking Fire Station and Cavendish House (office use) to the west and Church Street West / properties fronting Church Street West to the north. Goldsworth Road runs through the Site on an east-west axis.

3.2.2 A plan detailing the location of the Site in the context of the surrounding area is shown in **Figure 1** below.



Contains Ordnance Survey Data © Crown Copyright and Database Right 2020

3.2.3 The existing Site incorporates a mix of retail, office and leisure uses, as set out in **Table 2**. It is noted that a large proportion of the Site is currently vacant and has been for a number of years.

3.2.4 Four buildings are located to the south of Goldsworth Road; 20 Goldsworth Road (Systems House), 30 Goldsworth Road and 32 Goldsworth Road (Philips Court) and the Woking Railway Athletics Club (WRAC). The WRAC will be re-provided as part of the Proposed Development, whilst Systems House and Philips Court are both vacant. 30 Goldsworth Road is currently occupied by the York Road Project, a day centre for the homeless, who will be provided with upgraded accommodation as part of the Proposed Development.

3.2.5 To the north of Goldsworth Road, 27 Goldsworth Road (vacant) and 29 Goldsworth Road (kebab shop) are located at ground floor level, whilst Synergy House (vacant) fronts

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Church Street West. 15-25 Goldsworth Road is the largest of the four buildings to the north and is leased on a temporary basis to Coign Church whilst upgrade works are undertaken to their main premises.

- 3.2.6 A total of 90 surface-level car parking spaces are provided at 20-32 Goldsworth Road, which are currently leased to WBC for use by staff members on weekdays. The majority of spaces are utilised on an average weekday during standard office working hours. An additional 35 spaces are provided at basement-level at Philips Court; however, this is not currently used.

Table 2. Existing Site Summary

BUILDING	GIA (SQM)	STATUS	DETAILS
South of Goldsworth Road			
Woking Railway Athletics Club	356	Occupied	Re-provided within scheme
Systems House (20 Goldsworth Road)	1,065	Vacant	Office building
30 Goldsworth Road	478	Occupied	York Road Project, re-provided within scheme
Philips Court (32 Goldsworth Road)	4,384	Vacant	Office building
North of Goldsworth Road			
15-25 Goldsworth Road	1,305	Partially occupied	Former Job Centre, currently leased to Coign Church
27 Goldsworth Road	66	Vacant	Former community facility
29 Goldsworth Road	66	Occupied	Kebab shop
Synergy House (8 Church St W)	105	Vacant	Office building

3.3 Pedestrian & Cycle Facilities

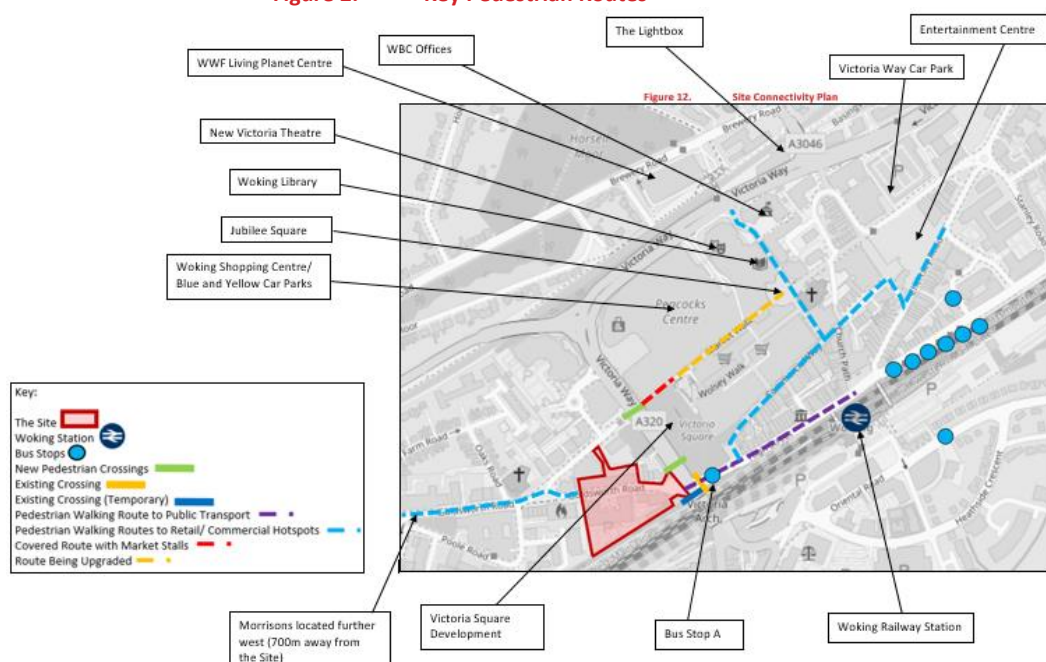
Pedestrian

- 3.3.1 The area in the vicinity of the Site has good pedestrian facilities with footways providing access to a wide range of facilities within the town centre. The majority of the town centre including retail, leisure, employment, health and education facilities, alongside Woking station and local bus stops are located within a 10 minute walk of the Site, whilst a large proportion of the wider residential area is accessible within a 30 minute walk. The

majority of junctions in the local vicinity are also supported by tactile paving and dropped kerbs.

- 3.3.2 A plan detailing pedestrian routes to key destinations is shown in Figure 2. This confirms that step-free good quality routes are provided to a range of facilities and services, including Woking station, Jubilee Square, Woking Shopping Centre and the New Victoria Theatre. It is therefore considered that there are excellent opportunities and potential for a large proportion of short journeys to and from the Site to be made by foot.

Figure 2. Key Pedestrian Routes



Open Street Map, 2020

- 3.3.3 A signalised pedestrian crossing is located on Victoria Way, immediately to the south of the junction with Goldsworth Road. Tactile paving and dropped kerbs are provided on both sides of the crossing. It is noted that the crossing's location is temporary whilst works associated with the Victoria Square development are ongoing; an enhanced crossing will be provided approximately 50m to the north of its current location.

Cycle

- 3.3.4 The Site is located in close proximity of a number of formalised and recommended cycle routes. In the vicinity of the Site, marked cycle routes are provided on Goldsworth Road, Church Street West and through the town centre, with additional recommended and 'off road easy' routes provided on Lockfield Drive, Victoria Way and through the town centre via Commercial Way. Nearby towns including Guildford to the south and Weybridge to the east are located within a 30 minute cycle journey time from the Site.
- 3.3.5 A number of signed advisory cycle routes exist in the vicinity of the Site, including Goldsworth Road, Poole Road and Kingsway to the west, The Broadway, Stanley Road and Walton Road to the east and Horsell Moor to the north. In addition, there are a number of 'recommended' cycle routes (as designed by TravelSmart) run in the vicinity of the Site and town centre.

- 3.3.6 Two National Cycle Network (NCN) routes pass the vicinity of the Site. NCN 223 connects Woking with Guildford to the south and Chertsey to the north, routing from the south via White Rose Lane Station Approach, Victoria Way (under Victoria Arch), Commercial Way, Christchurch Way and onto the A320. In addition, NCN 221 provides runs alongside the Basingstoke Canal to the north of the Site, a traffic-free route via the canal towpath.
- 3.3.7 Woking's cycle accessibility is further enhanced through a network of local routes known as the Planet Routes. Of these, the Pluto Trail runs immediately adjacent to the Site, whilst the Mars Trail runs in proximity to the Site through the town centre. The Pluto Trail runs from Knaphill to the centre of Woking, including along Goldsworth Road, across Victoria Way and to Woking station via High Street.
- 3.3.8 It is noted that a series of cycle improvement works are committed through wider works funded through the Housing Infrastructure Fund. These will provide an improved pedestrian and cycle link along Victoria Way, enhanced cycle paths to the south of Victoria Arch, and improve accessibility to Woking station on the southern side of the railway tracks. Four new toucan crossings will be installed to the south of Victoria Arch to assist pedestrians and cyclists.

3.4 Public Transport Services

Bus Services

- 3.4.1 The Site is located within accessible walking distance of 22 daytime local bus services. An accessible bus service is defined as being reached within a maximum walk distance of 640m (an eight minute walk at 4.8kph). The closest bus stop to the Site is located on High Street (Link Road, Stop A), immediately to the east of the junction with Victoria Way and approximately 150m to the east of the centre of the Site.
- 3.4.2 A series of six continuous bus stops are located on The Broadway, to the east of the main entrance to the rail station and approximately 450m to the east of the centre of the Site. Seating, shelter and timetable information is provided, alongside real-time information boards at three of the six stops. These provide access to all services accessible from the bus stop located on High Street.
- 3.4.3 As detailed in [Table 3](#), services provide connections to locations including Chobham, Guildford, Knaphill, Staines and West Byfleet.

Table 3. Local Bus Services

ROUTE	DESCRIPTION	OPERATOR
28	Woking – Knaphill – Worplesdon – Guildford	Falcon Buses
33	Woking – Mayford – Guildford	Stagecoach
34	Guildford – Sutton Green – Woking – Knaphill – Camberley	Arriva
39A	Woking – Knaphill – Chobham	Stagecoach
39B	Woking – St Johns – Hermitage Estate	Stagecoach

ROUTE	DESCRIPTION	OPERATOR
39C	Woking – Horsell – Claydon Road	Stagecoach
40	Woking – Send – Ripley	Stagecoach
48	Woking – Horsell – Knaphill – Heatherside – Frimley Park	White Bus
73	Woking – Horsell – Mimbridge – Chobham	Falcon Buses
81	Woking – Barnsbury Estate – Woking (<i>Loop Service</i>)	Stagecoach
91	Woking – Goldsworth Park – Knaphill – Guildford	Arriva
436	Woking – Sheerwater – West Byfleet – Weybridge	Arriva
437	Woking – West Byfleet – Byfleet – Brooklands	White Bus
446	Woking – Ottershaw – Chertsey – Staines	White Bus
456	Woking – Sheerwater – West Byfleet – Chertsey – Staines	Falcon Buses
462	Woking – Burnt Common – Burpham – Guildford	White Bus
463	Woking – Send – Clandon – Merrow – Guildford	White Bus
520	Woking – Fairlands – Ash – Tongham	Stagecoach
556	Woking – Woodham – Addlestone – Strawberry Fields	Runnymede
592	Woking – Kettlewell Hill – Addlestone – Brooklands	Carlone Buses*
593	Woking – Ottershaw – Lyne	Carlone Buses*
856	Woking – Woodham – Shepperton – Upper Halliford	Cardinal Buses

Surrey County Council, April 2020

* Service not fully accessible

National Rail Services

3.4.4 Woking station is located approximately 450m to the east of the Site, equating to a five minute walk. The station provides access to South Western Railway services including on the South Western Main Line to Bournemouth, Poole, Southampton, Weymouth and Winchester; the Portsmouth Direct Line to Guildford and Portsmouth; the West of England Main Line to Andover, Exeter and Salisbury; and the Alton Line. All northbound services terminate at London Waterloo, with a number also stopping at Clapham Junction. The station is also a terminus for stopping services that run between Woking and London Waterloo.

3.4.5 Journey times to London Waterloo range from 25 minutes (express services) to 50 minutes (local stopping services). Journeys to Guildford and Basingstoke, two key

destinations served by a number of hourly services, take 10 minutes and 30 minutes respectively.

- 3.4.6 Sheltered cycle parking with CCTV surveillance is provided at the station, with capacity for a total of 752 bicycles within a dedicated Cycle Hub. Cycle maintenance equipment is also provided.
- 3.4.7 The station is fully accessible to wheelchair users; lifts provide step-free access between all platforms and the two station entrances on High Street and Station Approach (Oriental Road), whilst ramps are available to assist passengers with limited mobility boarding and alighting from trains.

3.5 Accessibility to Local Amenities

- 3.5.1 The Site is well served by a range of retail and leisure facilities located within an accessible walk or cycle distance. **Table 4** provides an overview of the Site's accessibility to key amenities and facilities and the associated walk and cycle journey time.

Table 4. Local Amenities

Facility	Name	Distance	Journey Time (mins)	
			Walk	Cycle
Education				
Nursery	Bright Horizons	400m	6	4
Nursery	Golden Owls	900m	11	4
Primary	Goldsworth Primary School	950m	12	5
Primary	Maybury Primary School	1km	13	6
Education	The Park School	1.1km	14	6
Primary	St Dunstan’s Catholic Primary School	1.3km	17	6
Secondary	Woking High School	1.8km	23	7
Secondary	Woking College	2km	25	9
Healthcare				
Dentist	Bupa Dental Care	400m	6	4
GP Surgery	Southview Surgery	500m	7	4
GP Surgery	York House Medical Centre	600m	8	4
Hospital	Woking Community Hospital	600m	8	4

FACILITY	NAME	DISTANCE	JOURNEY TIME (MINS)	
			WALK	CYCLE
LEISURE & OPEN SPACE				
Museum	The Hockey Museum	300m	4	3
Library	Surrey History Centre	600m	7	2
Cinema	Ambassadors Cinema	600m	10	4
Open Space	Woking Park	800m	10	5
Open Space	Wheatsheaf Common	950m	12	4
Community Centre	The Maybury Centre	1.1km	13	6
Leisure Centre	Woking Leisure Centre	1.1km	13	5
RETAIL				
Supermarket	Tesco Express	250m	3	3
Bank	HSBC	250m	3	3
Bank	Halifax	300m	4	3
Post Office	Post Office	350m	5	4
Shopping	Peacock Centre	350m	5	4
Bank	Lloyds	400m	5	4
Bank	Nat West	400m	5	4
Supermarket	Morrisons	600m	8	3

- 3.5.2 Given its town centre location, a range of amenities and services are within an accessible walk and cycle distance of the Site, including pubs and restaurants, convenience stores, a post office and other independent shops.

3.6 Local Highway Network

Goldsworth Road

- 3.6.1 Goldsworth Road separates the northern and southern blocks of the Site and is adopted by SCC as the Local Highway Authority. It is formed of a single carriageway in either direction and connects to Victoria Way at its eastern end and Parley Drive / St Johns Road at its western end. However, it is not possible for vehicles (except for emergency vehicles)

to turn from Goldsworth Road onto Victoria Way, with a turning head provided for general vehicles.

Church Street West

- 3.6.2 Church Street West is located to the north of the Site and is also adopted by SCC as the Local Highway Authority. The road is subject to a 30mph speed restriction and connects to Victoria Way at its eastern end and Goldsworth Road at its western end. Church Street West provides access to a number of office and commercial units, alongside a Premier Inn hotel and Synergy House, which forms part of the Site.

Victoria Way (A320)

- 3.6.3 Victoria Way is located to the east of the Site and is also adopted by SCC. The A320 is a strategic route that runs through Woking, running from Guildford to Staines upon Thames through Woking and Chertsey. Immediately to the south of Victoria Arch, the A320 forms a one-way gyratory system.
- 3.6.4 Between its junctions with Goldsworth Road and Church Street West, the road is formed of a single carriageway in either direction, with double yellow lines restricting parking, loading and waiting. It is noted that the layout and width of the road is temporarily reduced due to works associated with the Victoria Square development.

A320 Housing Infrastructure Fund (HIF) Scheme

- 3.6.5 In 2018, WBC (in partnership with SCC) submitted a Housing Infrastructure Fund (HIF) funding bid for a £95 million grant to upgrade the highway configuration around the A320, including widening the Victoria Arch bridge, to unlock sites for residential development in the town centre. The bid was formally approved by the Government in June 2019, and the funding formally accepted by WBC in February 2020.
- 3.6.6** The HIF grant will deliver a package of highway improvement works across three main elements. To the north of the Victoria Arch railway bridge, works will include widening of Victoria Way for vehicular movements, and provision of an improved pedestrian and cycle link along Victoria Way. A new left turn filter lane will also be provided from Victoria Way onto Church Street West to aid traffic movement.
- 3.6.7** To the south of Victoria Arch, works will include removal of the one-way gyratory system and replacement with a two-way dual carriageway, enhanced pedestrian and cycle paths and crossing facilities, and revisions to a number of junctions that connect to Guildford Road.
- 3.6.8 As part of the highway widening works, the Victoria Arch railway bridge will be replaced and widened. At present, SCC, WBC and Network Rail are assessing three potential options and assessing the best option for detailed design and delivery.

3.7 Parking

On-Street

Streets in the vicinity of the Site, including Goldsworth Road and Church Street West are located within the Controlled Parking Zone (CPZ) Woking Area 3, with parking restrictions operational between the hours of 08:30 and 18:30, Monday to Sunday. There are several on-street Pay & Display / Voucher parking bays in the vicinity of the Site, including on the northern side of the Goldsworth Road carriageway which provides capacity for eight vehicles.

Off-Street

- 3.7.1 As shown in **Figure 3** and summarised in **Table 5**, there are five public car parks within the vicinity of the Site that provide both short and long-stay Pay & Display parking. These provide a total of 2,828 standard spaces alongside 81 marked and sized for use by Blue Badge holders.
- 3.7.2 The closest car park to the Site is Peacocks (Blue), located approximately 400m walk distance to the northeast. Vehicular access to and egress from the car park is provided from Victoria Way. A height restriction of 2.1m is operational.

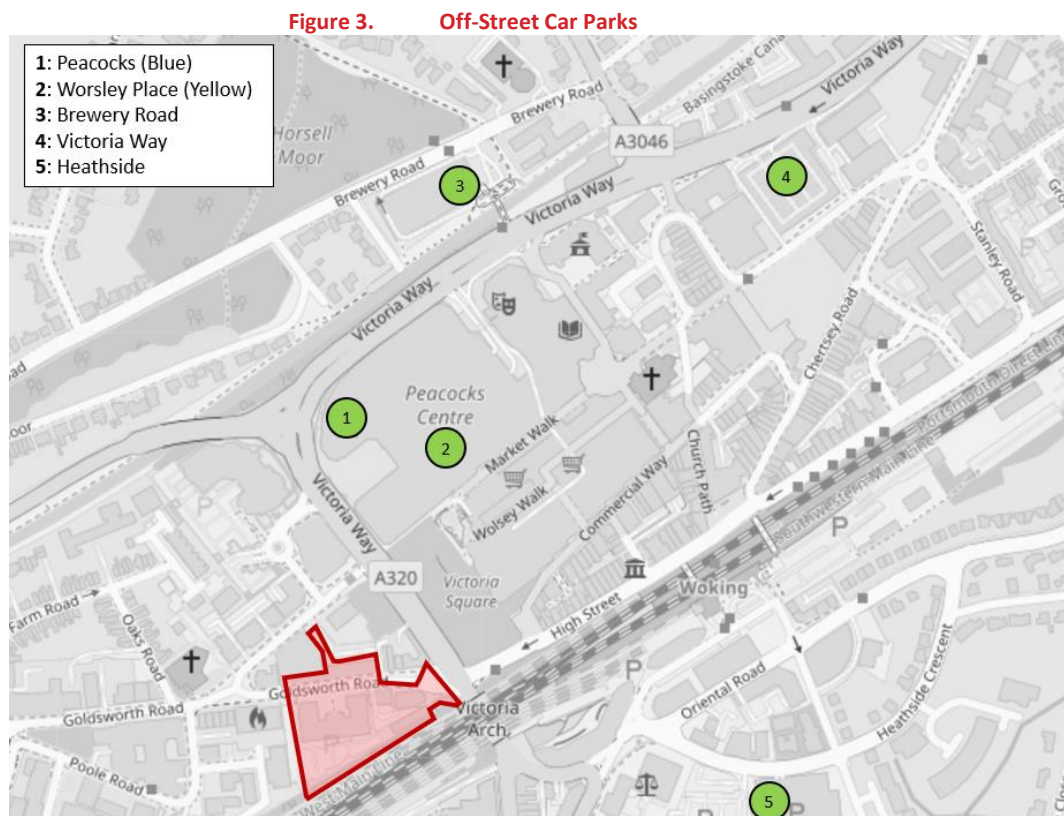


Table 5. Public Car Parks

CAR PARK	SPACES			DISTANCE
	STANDARD	DISABLED	EVCP	
Peacocks (Blue)	918	37	0	400m
Worsley Place (Yellow)	368	19	6	400m
Brewery Road	151	6	4	650m
Victoria Way	922	15	6	650m
Heathside	469	4	0	400m
Total	2,828	81	16	-

Car Club

- 3.7.3 SCC, working alongside Enterprise Car Club, provides an expanding car club scheme across the county, and is currently operational in seven towns including Woking with a total of 30 vehicles. Cars can be booked online, over the phone, or via a mobile app. Members have access to all vehicles in the Enterprise Car Club fleet.
- 3.7.4 A summary of car club bays within Woking and their usage in 2019 is set out in Table 5. Vehicles at Goldsworth Road and Montgomery Road were first introduced in May 2018. It is noted that the provision of two car club bays on Chertsey Road has been approved and are anticipated to be implemented in summer 2020.

Table 6. Woking Car Club Bays (2019 Usage)

CAR CLUB BAY	NO. OF CARS	TOTAL HOURS BOOKED	AVERAGE UTILISATION
Guildford Road (GU22 7PX)	2	6,017	27%
Quadrant Court (GU22 7QQ)	2	5,871	35%
32 Goldsworth Road (GU21 6JT)	2	5,920	28%
Montgomery Rd (GU22 7SP)	1	2,824	21%
All Cars in Woking (2018)	7	20,632	28%

- 3.7.5 Utilisation levels consistently above 25% indicate there will be frequent occasions when car club members will not be able to book a car when needed. The utilisation figures demonstrate that the vehicles in Woking are well used and can be regarded as operating above capacity. This suggests there is suppressed demand for more trips to be made using the car club scheme.

BASELINE CONDITIONS SUMMARY

- The Site is situated in a sustainable and accessible location within the centre of Woking, and has strong connections by foot, cycle and public transport, providing access to a variety of local facilities and amenities.
- It is located within a short walk of Woking rail station and numerous bus services which provide connections to locations including Chobham, Guildford, Knaphill, Staines and West Byfleet.

4. DEVELOPMENT PROPOSALS

4.1 General

4.1.1 This section provides a detailed overview of the Proposed Development at Goldsworth Road. It sets out details of proposed land uses and residential unit numbers, car and cycle parking provision, access arrangements for pedestrians, cyclists and vehicles, and details of the public realm improvement works to be implemented.

4.1 Proposed Development

4.1.1 The Proposed Development incorporates the demolition of existing buildings and construction of a residential-led mixed use phased development providing 965 residential units alongside ground floor commercial uses and a series of public realm and pedestrian environment improvement works. These include the pedestrianisation of the eastern end of Goldsworth Road, removal of the vehicular junction connecting Goldsworth Road and Victoria Way and landscaping improvements.

4.1.2 The Proposed Development will be supported by appropriate levels of car and cycle parking and loading / servicing provision.

Residential

4.1.3 A total of 965 residential units will be provided as part of the Proposed Development, split across four blocks; T1 (19%), T2 (25%), T3 (34%) and BA (22%). Studios (16%) and one-bed units (44%) make up over half of provision, with the remainder providing two (38%) and three-bedrooms (2%). Units will be arranged around a series of cores within the four blocks. A total of 60 residential units will be wheelchair accessible (M4(3) compliant), equating to 6% of total provision. These will be located across the four residential blocks.

4.1.4 An overview of the proposed residential development by unit type is set out in [Table 7](#).

Table 7. Residential Units

UNIT TYPE	TOTAL
Studio	152
One-Bed	426
Two-Bed (3p)	112
Two-Bed (4p)	251
Three-Bed	24
Total	965

Commercial

- 4.1.5 The Proposed Development incorporates the provision of eleven commercial units within the four blocks, providing a combined floorspace of 2,710 sqm (GIA), located at ground and mezzanine floor level.
- 4.1.6 To ensure the Proposed Development supports the vitality of the town centre and allows for a mix of retail uses to be provided, the commercial floorspace is to be flexible in land use class (A1-A4, B1a, D1-D2). It is noted that the tenants / occupiers of the units are not yet known.

Woking Railway Athletic Club

- 4.1.7 The Woking Railway Athletic Club (WRAC) is a working men's club/drinking establishment which is currently located on-site adjacent and parallel to the railway embankment. The building has pedestrian access onto Goldsworth Road between Systems House and Bridge House. The WRAC has a membership of approximately 800. It will be provided with replacement and upgraded facilities as part of the Proposed Development (A4 use), located at ground floor level within Block T1 at the Site's western boundary, totalling 367 sqm (GIA).
- 4.1.8 The WRAC is currently open between the hours of 10:30 and 23:00, Monday to Saturday, and between 11:30 and 22:30 on Sundays. It is anticipated that future operational hours will remain in line with existing.

York Road Project

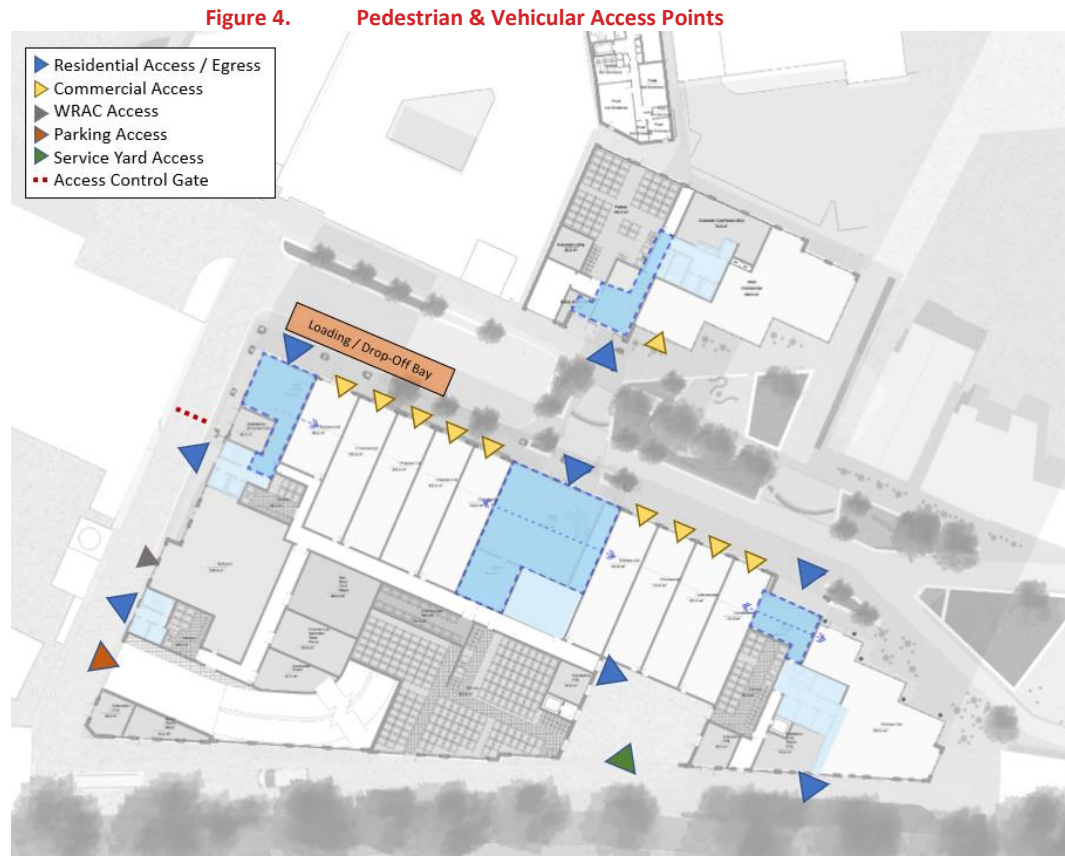
- 4.1.9 The York Road Project is a registered charity in Woking that has been supporting homelessness since the late 1990's. It currently provides 31 beds across six locations; 11 in a direct access night shelter and 20 in five 'move on' properties which offer varying levels of support to residents. The charity also provides a day centre service offering advice, skills training and workshops, laundry, showers for rough sleepers, and an outreach team including wellbeing worker and criminal justice specialist.
- 4.1.10 The Proposed Development will provide the York Road Project with a new premises that allows all services to be integrated into one building providing a total of 1,896 sqm (GIA) floorspace (sui generis use). This will be located in Block BB, fronting Church Street West. The building, accommodation and services have been designed to meet the York Road Project's specification.
- 4.1.11 It is anticipated that a number of current operational policies will be maintained, including last entry to the premises at 22:30 without prior permission, with no entry permitted between 22:30 and 07:00 (unless required due to employment), and limited visitor access.

4.2 Phasing & Construction Stages

- 4.2.1 Construction of the Proposed Development will be split into eight stages. It is anticipated that, subject to the granting of planning permission, construction works will commence in April 2021 and complete in November 2029. As with the majority of construction projects, it is noted that there may be periods of overlap between elements of construction contained within the eight stages.

4.3 Access

- 4.3.1 The Proposed Development is anticipated to generate a range of different trip types for which consideration is needed in terms of access location, management and safety. A plan detailing residential and commercial pedestrian and vehicular accesses to the Proposed Development is provided in **Figure 4**.



Pedestrian

- 4.3.2 Pedestrian access to the residential units will be gained via communal residential cores. Four pedestrian accesses will be provided from Goldsworth Road to the respective blocks. The Proposed Development incorporates the provision of a “super lobby” at Block T2, which can be used by residents to access Blocks T1 and T3.
- 4.3.3 Individual access points will be provided to the Proposed Development’s eleven commercial units. Access to the WRAC will be gained from a standalone entrance on the western façade of Block T1, whilst access to the York Road Project will be gained from Church Street West.

Vehicular

- 4.3.4 The Proposed Development incorporates the provision of a vehicle route along the Site’s western and southern boundaries, with access restricted to certain users and vehicle types. Vehicular access to the Site will be provided for the following:

- Residential car parking, located at podium level and accessed via the new vehicle route on the western boundary leading to a ramped accessed to mezzanine, ground and first floors;
- Servicing vehicles, which will travel via the western and southern boundaries to access a dedicated off-street servicing area; and
- Vehicles accessing the commercial units to be retained on the northern side of Goldsworth Road which fall outside the Site boundary.

4.3.5 Residential disabled and taxi drop-off / pick-up activity will be undertaken from a dedicated bay adjacent to Block T1, as identified in **Figure 4**.

4.4 Car Parking

4.4.1 A total of 263 residential car parking spaces will be provided to serve the residential land use, equating to a ratio of 0.27 spaces per unit. Spaces will be spread across three floors at podium level and accessed from the ramp leading from the vehicular route to be provided along the Site's western boundary. It is anticipated that all parking spaces will be allocated to specific residential units, with access to parking areas restricted through a fob-entry system.

4.4.2 A total of 29 of the 263 spaces will be sized and marked for use by disabled motorists, equating to 11% of total provision. In line with AD Part M (2015, with 2016 amendments), Access to and Use of Buildings, Volume 1: Dwellings requirements, a 1.2 metre clear access zone will be provided on either side of such bays, which will be located as close to the residential cores and lifts as far as possible to minimise travel distances between the accessible parking bays and wheelchair accessible units.

4.4.3 Residents will be restricted from applying for and owning on-street car parking permits as a means of further discouraging car use and ownership.

4.4.4 No car parking will be provided for the commercial units, as it is anticipated that the vast majority of visitors to these units would be local residents travelling via sustainable modes or making pass-by and linked trips with other destinations within the town centre. The WRAC will be provided with access to seven parking bays; these will be located at mezzanine level. No parking will be provided for the York Road Project.

4.4.5 The Proposed Development's parking provision has been discussed and agreed in principle with SCC Highways during pre-application discussions, and accords with the requirements of WBC's Parking Standards SPD for development within the town centre.

4.4.6 The Proposed Development incorporates the provision of 20% active and 20% passive charging provision within the podium-level car park, in accordance with SCC and in excess of WBC standards.

Car Club

4.4.7 As detailed in **Chapter 3**, Enterprise Car Club in collaboration with SCC operates a car club scheme across Surrey. The scheme is currently operational in seven towns including Woking and provides access to a total of 30 vehicles.

- 4.4.8 Five car club bays will be provided for use by residents, located within the podium level car park. These will operate in a similar style to a regular parking bay, but will be demarcated / signed to identify as a car club bay. These spaces are incorporated within the 263 spaces detailed above.

4.5 Cycle Parking

Residential

- 4.5.1 Both WBC and SCC stipulate standards for cycle parking provision, within the Parking Standards SPD and Vehicular and Cycle Parking Guidance respectively. Cycle parking will be provided at a ratio in excess of one space per residential unit. A total of 1,064 long-stay residential cycle parking spaces will be provided at mezzanine, first and second levels within four communal cycle stores. A summary of residential cycle parking provision is set out in [Table 8](#).

Table 8. Residential Cycle Parking Provision

CYCLE STORE	CYCLE PARKING
T1	100
T2	388
T3	284
BA	292
Total	1,064

- 4.5.2 Neither WBC or SCC set standards for residential short-stay cycle parking, for use by visitors. However, as the Proposed Development seeks to support and encourage travel by sustainable modes as far as possible, a total of 25 such spaces will be provided and incorporated within the public realm, equating to one space per 40 residential units.
- 4.5.3 To maximise the potential for trips to be made by bicycle, it is intended that the cycle store in T2 will act as a cycle hub, clearly identified from the outside of the building and providing supporting facilities including a repair kit, pump and other maintenance tools. An additional pump facility will be provided within the public realm for use by the general public.

Commercial

- 4.5.4 The final use of the eleven commercial units is not yet confirmed. As such, the most onerous cycle parking standards of the applicable land uses (food retail, which require one space per 125 sqm) have been applied to the Proposed Development's 2,710 sqm (GIA) commercial floorspace. This equates to the provision of 22 cycle parking spaces. A 75:25 split between short and long-stay cycle parking is proposed. This equates to 17 short-stay and five long-stay cycle parking spaces to support the commercial uses.

- 4.5.5 Short-stay provision will be located within the Proposed Development’s public realm to facilitate easy access by both visitors and members of staff. Where appropriate, sheltered and secured long-stay cycle parking will be provided within the footprint of individual commercial units.

4.6 Servicing Arrangements

- 4.6.1 Servicing activity, including refuse collection, will take place from either a ‘Back of House’ servicing / loading area, located at the southern boundary of the Site, or ‘Front of House’ parallel loading / drop-off bay on the previous alignment of Goldsworth Road. Detailed information concerning the location and management of residential and commercial servicing activity is set out within the Transport Assessment prepared in support of the planning application.

4.7 Public Realm Proposals

- 4.7.1 The proposals seek to enhance pedestrian and cycle connectivity and safety within the Site through the pedestrianisation of the eastern end of Goldsworth Road. This would include closure of the vehicular connection from Victoria Way onto Goldsworth Road, with vehicles required to reroute via Church Street West. It is noted that it is not currently possible for vehicles to turn from Goldsworth Road onto Victoria Way.
- 4.7.2 The proposed pedestrianisation will provide a significantly enhanced landscape and space for pedestrians and cyclists. It will increase the provision of open space within the town centre, and will be designed to facilitate gathering, spill-out activity and outdoor events / recreation.
- 4.7.3 The Proposed Development’s public realm and landscaping works have been designed to accord with the requirements of Policy DM17 of WBC’s Development Management Policies DMD (2016) and will incorporate a similar palette of materials to those used within the wider town centre public realm works undertaken in recent years.

5. AIMS, OBJECTIVES & TARGETS

5.1 General

- 5.1.1 The objectives of the TP have been developed to accord with wider SCC aims and objectives for TPs, which are:

“To reduce the amount of vehicular traffic generated by a site, which in turn will both improve local air quality and site users’ health, as well as reduce safety issues associated with higher levels of traffic” (SCC Travel Plans: A Good Practice Guide for Developers, 2018)

5.2 Aim

- 5.2.1 The aim of this TP is to support the essential travel needs of all residents and to encourage residents to adopt healthy, sustainable travel choices in order to reduce reliance on the private car.

5.3 Travel Plan Potential

- 5.3.1 Benefits associated with a well-managed Travel Plan have the potential to extend beyond site users and can contribute to improvements in local air quality, noise and vibration reduction, and improvements to congestion and journey times. Travel Plans also have a role in the wider health agenda to reduce public obesity levels and associated illnesses caused by sedentary lifestyles through encouraging active lifestyles through sustainable and active travel choices.

5.4 Objectives

- 5.4.1 Objectives are the high-level aims of a TP. They help to give the TP direction and provide a clear focus. The Site-specific objectives of the TP accord with SCC’s Travel Plan Good Practice Guide (2018) and are to:

- Raise awareness of sustainable ‘smarter travel’ modes available to all Site users, including residents and visitors;
- Promote healthy lifestyles and a sustainable, vibrant mixed-use community;
- Encourage active modes of travel, particularly walking and cycling, emphasising the health and financial benefits of these modes;
- Reduce the number of taxi and single occupancy car trips made to and from the Site through the promotion of alternative modes of travel; and
- Encourage good urban design that increases the permeability and vitality of the Site in order to improve the environment for walking and cycling.

5.5 Targets

- 5.5.1 Targets are measurable goals by which the progress of a TP can be assessed. Targets are essential for monitoring progress and success of the TP. Targets should be ‘SMART’ – Specific, Measurable, Achievable, Realistic and Time-bound.
- 5.5.2 SCC’s Travel Plan Good Practice Guide (2018) notes that targets allow the progress of a Travel Plan to be measured and put a value on the identified objectives. Targets should be linked directly to the TP’s objectives and set over a minimum of five years, with interim Year 1 and 3 targets also determined.
- 5.5.3 It is noted that the targets set out within this TP are indicative, and are based upon ward-level method of travel to work data from the 2011 Census.

Baseline Mode Share & Travel Patterns

- 5.5.4 Method of travel to work data for the resident population taken from the 2011 Census has been analysed at ward-level (Goldsworth East) and factored to incorporate vehicle trip rates agreed with SCC to identify baseline residential travel patterns. Full information concerning the methodology used to determine the baseline mode split is set out within the Transport Assessment.
- 5.5.5 The resultant modal split is detailed in [Table 9](#) below.

Table 9. Baseline Mode Split

MODE	%
Car	32%
Train	31%
Bus	7%
Bicycle	5%
Foot	22%
Motorcycle	1%
Taxi	1%
Other	1%
Total	100%

2011 Census: QS701EW dataset

- 5.5.6 It can be seen that almost one third of residents are anticipated to travel by private car (32%), with approximately one quarter (22%) travelling on foot and 5% by bicycle. 38% of residents are anticipated to travel by public transport (31% by rail and 7% by bus). From

the outset, the percentage of residents travelling by sustainable modes is expected to be 65%.

Indicative Targets

5.5.7 Overarching targets that reference the aim and objectives of the TP and are set out in Table 10.

Table 10. Overarching Targets

OBJECTIVE	TARGETS
Raise awareness of sustainable `smarter travel` modes available to all Site users	Ensure all residents are made aware of the TP through a Welcome Pack
Promote healthy lifestyles and a sustainable, vibrant residential community	Ensure Welcome Packs have a cost calculator and weight loss calculator for travel modes such as walking and cycling
Encourage active modes of travel, particularly walking and cycling, and to emphasise the health benefits of these modes	Increase cycle levels to 11% (+6%) and increase walking levels to 26% (+4%)
Reduce the number of residential single occupancy car trips to and from the Site	Reduce single occupancy vehicle use (-12%) from its current mode share of 32%. Increase public transport levels at the Site (+2%) given existing accessibility to services
Encourage good urban design that increases the permeability and vitality of the Site in order to improve the environment for walking and cycling	Improve pedestrian permeability through site design and provide secure cycle storage in order to encourage walking and cycling

5.5.8 The suggested targets represent a challenging but achievable increase in sustainable travel as a result of the introduction of the TP and its associated measures. Indicative modal split targets for each travel mode are detailed in Table 11 overleaf.

Table 11. Indicative Modal Split Targets

MODE	BASELINE	INTERIM (YEAR 3)	FINAL (YEAR 5)
Car	32%	26% (-6%)	20% (-6%)
Train	31%	32% (+1%)	33% (+1%)
Bus	7%	7% (0%)	7% (0%)
Bicycle	5%	8% (+3%)	11% (+3%)
Foot	22%	24% (+2%)	26% (+2%)
Motorcycle	1%	1% (0%)	1% (0%)
Taxi	1%	1% (0%)	1% (0%)
Other	1%	1% (0%)	1% (0%)
Total	100%	100%	100%

- 5.5.9 This TP aims to promote walking, cycling and public transport in favour of private car use, with an indicative target of increasing the cycle mode share to 11%, walking to 26% and that of public transport to 40% over the first five years of the Proposed Development's operation.
- 5.5.10 A baseline travel survey will be undertaken upon 50% occupancy of the Proposed Development's residential units. Following the survey, targets will be updated to accurately reflect the actual mode split at the Site, if required, and agreed with SCC and WBC. This approach is in accordance with SCC's Travel Plan Good Practice Guide.
- 5.5.11 The methodology and timings of the baseline travel survey will be agreed in advance with SCC's Travel Planning Officer. This, and the undertaking of the travel survey, will be the responsibility of the Travel Plan Coordinator (TPC). Further information on basement and future year monitoring is outlined in **Section 8**.

6. TRAVEL PLAN STRATEGY

6.1 General

- 6.1.1 To ensure the Proposed Development can be considered sustainable, it is critical that sustainable transport principles are incorporated into the Proposed Development from the outset.
- 6.1.2 Good transport infrastructure, both within and in the vicinity of the Site, provides the foundation on which the remainder of a development is built. In addition to the provision of an efficient public transport network, good cycle routes and pedestrian connectivity are paramount to encourage walking and cycling to nearby services and amenities. As detailed in **Section 3**, the Site benefits from good public transport accessibility and high quality pedestrian and cycle connectivity.
- 6.1.3 Similarly, moving to a new home requires the establishment of new travel patterns to work, school and leisure facilities.
- 6.1.4 The TP strategy below aims to establish ways in which the TP will be managed and communicated so that sustainable travel patterns can be embedded at the Site from day one.

6.2 Travel Plan Coordinator

- 6.2.1 All Travel Plans are dependent on a nominated individual being allocated the time and resources for successful implementation.
- 6.2.2 A Travel Plan Coordinator (TPC) will be appointed for the Proposed Development. It is anticipated that the TPC will be a member of the Proposed Development's management company, or externally contracted. If considered appropriate, additional support will be provided by nominated individuals associated with the Proposed Development's commercial land uses. WBC and SCC will be provided with contact details for the TPC on appointment and prior to first occupation.
- 6.2.3 The TPC will act as the day-to-day point of contact for enquiries, helping to support the operation of services, implementing measures and taking a lead role in the monitoring process. Key roles and responsibilities of the TPC include:
- Overseeing the delivery of TP measures;
 - Carrying out regular monitoring and collating up-to-date travel pattern data;
 - Reviewing data such as use of cycling facilities; and
 - Reporting the findings of the baseline and future year monitoring surveys to WBC and SCC and updating the TP to give consideration to travel survey results.
- 6.2.4 It is anticipated that the amount of time that the TPC will spend will vary according to the period of occupation, the organisation of travel planning activities and monitoring. It is not expected that the time dedicated will be uniform throughout the life of the TP.

- 6.2.5 The provision of ongoing support and management are critical. The provision of information and guidance to support sustainable lifestyle choices will also be an important element of the TPC's role.

Residents Meeting

- 6.2.6 Upon occupation, the TPC will be responsible for organising a Residents Travel Plan meeting. This will introduce the reasoning behind, along with the measures contained within, the TP and also allow residents feedback.

6.3 Welcome Packs

- 6.3.1 A Resident Welcome Pack will be developed and issued to all new residents. The issuing and preparation of the Welcome Packs will be the responsibility of the TPC. Providing this information in advance ensures that residents become aware of the various modes of transport and existing services that are available to them at the earliest opportunity.

- 6.3.2 The packs will include, but not be limited to, the following information:

- Awareness of the health, economic and environmental benefits of walking and cycling;
- Walking and cycling route maps, which will set out safe and secure routes and highlight the walk / cycle distances to key destinations, facilities and local public transport services;
- Promotion of local cycle incentives, information about the availability of local cycle shops and any offers that may be available; and
- Information on the Enterprise car club scheme and use of the five car club spaces provided as part of the Proposed Development.

- 6.3.3 The packs will provide residents with relevant public transport information (including bus maps, routes, timetables, fares details); information concerning car share organisations and will include walking and cycling maps for the local area.

- 6.3.4 The cost of preparation and distribution of Welcome Packs to all residents will be borne by the Client.

6.4 Travel Plan Webpage

- 6.4.1 The Proposed Development is expected to have a marketing website. If considered appropriate, a dedicated TP page will be developed as part of this website. This could be seen as a 'selling point' of the Proposed Development, and it would also ensure that information on the TP such as public transport timetables or new measures could be easily updated.

7. TRAVEL PLAN MEASURES

7.1 Overview

- 7.1.1 The aim of the TP is to provide information and to increase awareness of the options for sustainable and active travel available to residents, and to secure and promote incentives that encourage residents and visitors to actively choose sustainable travel modes over private car use wherever practical.
- 7.1.2 As previously detailed, the benefits of a well-managed TP have the potential to extend beyond site users and can contribute to improvements in local air quality, noise and vibration reduction, and improvements to congestion and journey times.

7.2 Site Design & Public Realm

- 7.2.1 To ensure that the Proposed Development can be considered sustainable it is critical that sustainable transport principles are incorporated into the development strategy from the outset.
- 7.2.2 Good transport infrastructure provides the foundation on which the remainder of a development is built. In addition to the provision of efficient public transport network, good cycle routes and pedestrian connectivity around the Site are paramount to encourage walking and cycling throughout the Site and to nearby services and amenities.
- 7.2.3 The Proposed Development will therefore benefit from an attractive, well-lit and high quality public realm around the Site in order to encourage walking and cycling trips both during the day and at night. The proposals seek to enhance pedestrian and cycle connectivity and safety within the Site through the pedestrianisation of the eastern end of Goldsworth Road. This pedestrianisation will provide a significantly enhanced landscape and space for pedestrians and cyclists. It will increase the provision of open space within the town centre, and will be designed to facilitate gathering, spill-out activity and outdoor events / recreation.
- 7.2.4 Furthermore, a series of pedestrian cycle improvements are committed as part of the Housing Infrastructure Fund works. These will provide an improved pedestrian and cycle link along Victoria Way, including adjacent to Goldsworth Road. Enhanced connecting cycle paths and four new toucan crossings will be installed to the south of Victoria Arch to assist pedestrians and cyclists.

7.3 Notice Board

- 7.3.1 A notice board will be provided within each of the residential cores or lobbies for disseminating information relating to sustainable travel promotion and the TP to residents. Placing the notice boards in such a communal area ensures visibility.
- 7.3.2 The notice boards measure will help ensure that residents are continually made aware of the TP and its objectives, which will assist with meeting the set mode share targets. Installing and updating of the notice boards will be responsibility of the Proposed Development's management team, and the TPC will provide regular updates of

information via electronic copy for inclusion on the boards, ensuring the information provided remains relevant and up-to-date.

7.4 Newsletter

7.4.1 The TPC will produce an annual Travel Plan newsletter which will be distributed electronically to all residents. The newsletter will detail the progress of the TP, including a comparison of the results of site-wide travel surveys against TP targets. The newsletter will provide an opportunity to:

- Further encourage the uptake of sustainable travel modes;
- Promote resident awareness of and involvement in upcoming travel events;
- Inform residents of any promotional offers and discounts; and
- Make residents aware of any new or improved sustainable travel infrastructure and facilities in the vicinity of the Site.

7.5 Pedestrian Measures

7.5.1 Walking is a relaxing and enjoyable way to keep healthy, meet others and avoid stress associated with car travel. Through provision of route information, maps, personal travel planning and promotion of walking events, walking will be promoted as a way to access local facilities and amenities.

Information Provision

7.5.2 The [Walk It](#) route planner is a tool that can plot a journey from postcode to postcode using a 'direct' or 'less busy' option. Route maps also provide information including journey time, calories burnt, step count and carbon saving compared to other transport modes.

7.5.3 The TPC will promote national and international events such as Walk to Work week and World Car Free Day. These events would highlight the benefits of travelling via alternative modes to the car.

Walk to Work Week

7.5.4 [Walk to Work Week](#) is a nationwide event developed by Living Streets which takes place annually each May, encouraging workers to travel on foot for a week, helping to encourage a permanent modal shift. The TPC will encourage residents to take part in Walk to Work Week if appropriate.

7.6 Cycle Measures

7.6.1 Regular cycling can help weight loss, stress reduction and improvements to fitness levels. Cycling is also one of the easiest ways to integrate exercise into the daily routine. It is a low impact exercise which is better for joints than running or other high-impact aerobic exercise.

Cycle Parking & Facilities

- 7.6.2 As set out in **Section 4**, secure cycle parking will be provided for use by both residents and visitors. Cycle parking will be provided through a mix of two-tier Josta stands and Sheffield-style stands.
- 7.6.3 To maximise the potential for trips to be made by bicycle, the cycle store in T2 will act as a cycle hub, clearly identified from the outside of the building. It will provide supporting facilities including a repair kit, pump and other maintenance tools.
- 7.6.4 An additional pump facility will be provided within the public realm for use by the general public.
- 7.6.5 A key issue regarding the uptake of cycling is the provision of safe and convenient storage for bicycles, and therefore this measure aims to meet this and encourage greater use of this mode.

Bicycle Purchase Schemes

- 7.6.6 The TPC will contact local bicycle shops to investigate potential opportunities for providing discounts to residents on cycle equipment and bicycles.

Cycle Training

- 7.6.7 SCC offers a variety of cycle training courses at different levels to suit all cycling needs. Courses can be undertaken in small groups or on one-to-one basis and can be organised for schools, community groups, businesses or individuals. Training can be booked online through a dedicated website. Information concerning cycle training available to residents will be provided in the Welcome Packs and newsletters. The TPC will investigate the potential to provide subsidised access to these cycle training courses to all residents.
- 7.6.8 The TPC will also investigate the potential for cycle maintenance training to be provided by local cycle shops or clubs.

Cycle Routes & Maps

- 7.6.9 SCC has a [website](#) on cycling in Surrey, which provides information on the different cycle routes and infrastructure alongside details of cycling events that take place across the county. The website provides an interactive map of all cycle routes and facilities in Surrey, including cycle tracks, signed advisory routes and cycle friendly streets. A link to the website will be included in Welcome Packs.
- 7.6.10 TravelSmart Woking has prepared a series of [pocket-sized maps](#) for Woking, showing walking, cycling and public transport routes and links within the town centre. Hard copy maps can be collected from the Council offices or at various bike shops.

Bike Week / Cycle to Work Week

- 7.6.11 The TPC will investigate the potential to run an annual event coinciding with Bike Week as a way of promoting active travel. During these events a bike maintenance session could

be provided to allow residents to have their bikes checked and learn bike maintenance. These sessions could be organised through SCC's Cycle Training or the Woking Cycle Club.

7.7 Public Transport Measures

- 7.7.1 Marketing and promotion of public transport services that operate in the vicinity of the Site, as well as information concerning potential benefits of travelling by bus and train in favour of private car will be provided to residents within the Welcome Pack. The TPC will ensure that residents are provided with and aware of route and timetable information for public transport services operating in the vicinity of the Site.
- 7.7.2 As outlined in **Section 3**, the Site is located within walking distance a number of local bus services, as well as rail services from Woking station.
- 7.7.3 The TPC will seek to obtain opinions from residents using public transport on ways in which services may be improved and feed this back to service providers and SCC through the regular liaison which forms part of the TPC's role.

7.8 Car Sharing & Car Club

- 7.8.1 Whilst the TP includes objectives and targets that aim to achieve an increase in travel by more sustainable travel modes, there will always be a proportion of journeys for which car-based travel is necessary. Accordingly, the TPC will promote car sharing for these journeys, meeting the objective for reducing single-occupancy car journeys made to and from the Proposed Development.
- 7.8.2 The TPC will encourage residents to sign up to [Liftshare](#), with information on the service provided within Welcome Packs. The TPC will also assess the potential for setting up a dedicated lift-share page for the Proposed Development. Alternatively, the TPC will consider organising a coffee morning / resident meeting to bring potential car sharers together to find a match.
- 7.8.3 As previously detailed, five car club bays will be provided as part of the Proposed Development, located in the podium level residential car park. These will form part of the Enterprise car club scheme that operates within Woking and across Surrey. All residents will be provided with two years free membership to the scheme on occupation. Further information is set out within the Framework TP.
- 7.8.4 It is noted that the permit-free nature of the Proposed Development means there is little scope for car ownership by residents who do not have access to an on-site allocated parking space.

7.9 Electric Vehicle Charging

- 7.9.1 The Proposed Development incorporates the provision of 20% active and 20% passive charging provision within the podium-level car park. This accords with standards stipulated by SCC and exceeds those set out in WBC's Climate Change SPD (2013). A monitoring strategy will be implemented to ensure that demand for electric vehicle parking does not exceed supply. Additional passive charging provision will be activated if there is sufficient demand.

7.10 Marketing & Publicity

7.10.1 As previously noted, sustainable travel information will be prominently displayed in the residential cores or lobbies. Maps will be displayed on the travel notice board detailing sustainable travel routes and opportunities available to residents in the vicinity of the Site. All residents will also be provided with an electronic copy of the TP on occupation. This will help encourage residents to be engaged with the TP and sustainable travel from first contact with the Proposed Development.

7.10.2 Marketing and publicity activity will be undertaken by the TPC to:

- Raise awareness of the health and environmental benefits associated with the use of sustainable modes of travel;
- Promote and arrange participation in local and national sustainable travel events, and encourage residents to get involved;
- Draw attention to improved sustainable travel routes, facilities, maps and timetables available in the local area;
- Promote the measures within this TP; and
- Maintain awareness of the TP objectives and targets and the progress being made towards these.

7.10.3 The TPC will be responsible for devising suitable marketing materials and campaigns to ensure that the Proposed Development makes progress towards the objectives and targets outline within this TP.

7.11 Active Travel Events

7.11.1 The TPC will promote participation in a range of events and campaigns that are intended to promote uptake of sustainable and active travel modes. These are anticipated to include:

- [National Clean Air Day](#);
- [National Walking Month](#), held by Living Streets every May;
- [Bike Week](#), which takes place annually, usually in June; and
- [National Liftshare Week](#), which is held every October.

7.12 Promotion of Sustainable & Healthy Travel

7.12.1 The TPC will make residents aware of contact telephone numbers and websites which provide information concerning access to the Site by non-car modes of travel. These include, but are not limited to:

- SCC's [Cycling Website](#) with routes, maps, advice and information on available cycle training courses;
- [Traveline](#), a national travel helpline that provides up to date public transport information;
- [Network Rail](#), providing timetable and journey time information for National Rail services; and

- [Transport Direct](#), offering national real-time traffic and public transport service information and updates.

7.13 Reducing the Need to Travel

Broadband Provision

- 7.13.1 All residential units will be provided with the appropriate infrastructure for enabling a broadband connection. This will ensure that residents have the option of working from home where appropriate.

Home Shopping Delivery

- 7.13.2 The TPC will promote home shopping delivery in order to reduce the number of vehicular trips made by users of the Site. This will also ensure that residents who are less mobile, or require large items, are able to have these delivered without relying on use of a private vehicle. The Transport Assessment that accompanies this TP sets out the proposed management strategy for accommodating all deliveries at the Proposed Development.

7.14 Measures Summary

- 7.14.1 The measures outlined above are provided in order to encourage modal shift towards walking, cycling and public transport use through providing appropriate and attractive infrastructure, information provision and initiative promotion.

8. MONITORING STRATEGY

8.1 Overview

- 8.1.1 An important element of any TP is the continual monitoring and review of its effectiveness; it is essential that a TP is not a one-off event, but a continually evolving process. Regular monitoring and reviewing will help to assess progress towards targets and objectives, and, if necessary, enable the TP to be refined and adapted in order to improve its progression.

8.2 Targets

- 8.2.1 The success of the TP will be determined by whether it succeeds in meeting its stated targets. The predicted modal split has been extracted from 2011 Census data, as outlined in **Section 5**. Targets will be updated following the baseline travel survey detailed below.

8.3 Monitoring

- 8.3.1 For the TP to be fully successful, its effects need to be recorded and assessed over time. The proposed methodology for monitoring of the TP is detailed below and accords with SCC's Travel Plan Good Practice Guide (2018).

Baseline Survey

- 8.3.2 A baseline monitoring survey will be undertaken upon 50% occupancy of the Proposed Development's residential units. It is anticipated that this will be done through face-to-face interviews or an online travel survey. Organisation and undertaking of the baseline survey will be the responsibility of the TPC.
- 8.3.3 The format and timing of the baseline survey will be agreed with SCC and WBC's Travel Planning Officers in advance of the surveys. Results will be provided within three months of the survey date.

Future Year Travel Surveys

- 8.3.4 As previously detailed, monitoring is an important process to determine the effectiveness and progress of the TP. Sufficient time and resources will be allocated to carry out the necessary surveys and the Client is committed to arranging future year monitoring surveys at pre-agreed intervals.
- 8.3.5 Further monitoring surveys will be undertaken as follows:
- **Year 1:** upon 100% occupation of all residential units;
 - **Year 3:** on the second anniversary of the Year 1 travel survey; and
 - **Year 5:** on the second anniversary of the Year 3 travel survey.
- 8.3.6 The surveys will be analysed in order to establish the effectiveness of the TP in terms of meeting the set objectives and targets. The results of the surveys will be used to identify any required modifications and will be submitted to SCC and WBC as part of bi-annual monitoring reports.

- 8.3.7 Should targets not be met by Year 5, continued bi-annual monitoring will be undertaken until such time as the targets are met, up to a long stop date of Year 9, following the same methodology. Remedial measures will be implemented to help targets be met.
- 8.3.8 Future year surveys will be undertaken following the TRICS Standard Assessment Methodology (SAM). This has been developed to enable the implementation of Travel Plans to be monitored over time. Survey data is collected following set technical guidelines using the TRICS multi-modal data collection methodology.

9. ACTION PLAN

9.1 General

9.1.1 This section draws together the strategy for the implementation, monitoring and review of the TP. The actions which will be undertaken are summarised in the Action Plan, which indicates how the various elements of the TP will be drawn together and details the prioritisation of measures.

9.2 Funding

9.2.1 Sufficient budget and funding streams have been identified to carry out the measures in this TP, including the TPC post and monitoring programme. The TP, and measures contained within it, will be fully funded by the Client. It is anticipated that the Final TP will be secured as part of the S106 agreement or via Planning Condition.

9.3 Action Plan

9.3.1 **Table 12** provides details of the initiatives that form part of this TP to be implemented prior to occupation of the Proposed Development. It includes details of those responsible for each action and the date it is due to be implemented.

Table 12. Pre-Occupation Action Plan

MODE	ACTIVITY		WHEN	BY WHOM
	MEASURE	TASK		
All	TPC	Identify and appoint a TPC to carry forward all tasks within the Action Plan.	Pre-occupation	Applicant
Cycling	Cycle Parking & Supporting Facilities	Provide cycle parking and supporting facilities for use by residents and visitors.	Pre-occupation of individual development phases	Applicant

9.3.2 **Table 13** overleaf details the Action Plan for post-occupation, including details of those responsible for each action and the date it is due to be implemented.

Table 13. Post-Occupation Action Plan

MODE	ACTIVITY		WHEN	BY WHOM
	MEASURE	TASK		
All	Notice Board	Install notice boards in residential cores or lobbies. TPC to provide information electronically for displaying on notice boards.	Upon Occupation	Management
All	Newsletter	TPC to produce an annual Travel Plan newsletter for residents.	Upon Occupation	TPC
Cycling	Cycle Training	Promote and monitor uptake of SCC cycle training and bike maintenance	Upon Occupation	TPC
Cycling	Cycle Maps	Ensure all residents have access to online cycle maps provided by SCC	Upon Occupation	TPC
All	Travel Events	Arrange site involvement in annual travel events including Bike Week and Walk to Work.	Upon Occupation	TPC
All	Promoting Sustainable Travel	Ensure residents are aware of contact details and websites which provide information on access to the Site by non-car modes	Upon Occupation	TPC
All	Baseline Monitoring	Undertake baseline monitoring activity and revise TP targets, if required	Upon 50% occupation	TPC
All	Future Year Monitoring	Undertake interim and final monitoring as outlined in Section 8 . Report the results to SCC and WBC.	Years 1, 3 and 5	TPC

10. SUMMARY & CONCLUSION

- 10.1.1 SYSTRA has been commissioned by Goldsworth Road Development LLP to provide transport and highways consultancy services in support of a planning application for the redevelopment of 20-32 Goldsworth Road, 15-29 Goldsworth Road and 8 Church Street West, Woking, GU21 6JT. The Local Planning Authority is Woking Borough Council and the Local Highway Authority is Surrey County Council.
- 10.1.2 The Proposed Development incorporates demolition of existing buildings and construction of a phased, mixed-use development comprising residential (C3 use), ground floor retail / commercial uses (A1-A4, B1a, D1-D2 use) and homeless shelter (sui generis use), alongside a series of public realm and pedestrian environment improvement works.
- 10.1.3 This TP accompanies the planning application and should be read alongside the Transport Assessment, prepared by SYSTRA, which also accompany the application. It has been developed in accordance with national, regional and local policy and guidance which seeks to ensure sustainable transport to and from the Site.
- 10.1.4 The Proposed Development seeks to support the essential travel needs of all residents and to encourage residents to adopt healthy, sustainable travel choices. It aims to reduce reliance on the private car and demonstrate a commitment to creating a sustainable development.
- 10.1.5 Walking and cycling infrastructure will be enhanced through works to be undertaken as part of the Housing Infrastructure Fund, including provision of an improved pedestrian and cycle link along Victoria Way, new crossing facilities and widening and replacement of the Victoria Arch railway bridge. The HIF works will also provide a left turn filter lane from Victoria Way onto Church Street West.
- 10.1.6 Ward-level 2011 Census travel data has been analysed to determine baseline modal splits of residents. This has demonstrated that, from the outset, residential travel patterns are anticipated to incorporate a mix of sustainable and active modes alongside private car use.
- 10.1.7 Targets have been set within this TP to increase the mode share held by walking (+4%), cycling (+6%) and public transport (+2%). The provision of a good pedestrian environment, including through the pedestrianisation of Goldsworth Road, and high quality cycle parking and supporting facilities will help to encourage use of these modes.
- 10.1.8 A bespoke package of measures will be introduced to ensure the targets can be met. The measures will include the appointment of a Travel Plan Coordinator, provision of notice boards detailing sustainable travel information, cycle parking, public realm and landscaping improvements, organisation of Resident Welcome Packs and marketing and promotion of travel events such as Walk to Work Week.

10.2 Conclusion

- 10.2.1 In conclusion, this Framework Travel Plan provides a mechanism for influencing the travel behaviour of residents and visitors to the Site, with a focus on encouraging active travel modes, in particular walking and cycling. The Site is located in close proximity to a wide

range of services and amenities, with a number of public transport services located within walking distance. Walking and cycling facilities in the surrounding area are of a high standard.

SYSTRA provides advice on transport, to central, regional and local government, agencies, developers, operators and financiers.

A diverse group of results-oriented people, we are part of a strong team of professionals worldwide. Through client business planning, customer research and strategy development we create solutions that work for real people in the real world.

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