



Proposed Residential Development
Land at Mount Avenue, Chaldon

Travel Plan Statement

For

Sigma Homes Limited

Document Control Sheet

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Land at Mount Avenue, Chaldon

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1.0 Introduction

- 1.1 This Travel Plan Statement has been prepared on behalf of Sigma Homes Limited to support an outline planning application (with all matters reserved except access) for a proposed residential development comprising up to 30 dwellings (including 50% affordable units) on land at Mount Avenue, Chaldon (herein referred to as 'the site'). The local planning authority is Tandridge District Council (TDC), and the applicable highway authority is Surrey County Council (SCC).
- 1.2 These outline proposals include an indicative layout which illustrates the proposed access arrangements for motor vehicles and active modes and the expected servicing arrangements, car parking (including electric vehicle charging) and cycle parking (parking would be provided to adopted local standards). Suitable provision would be made for access by refuse collection and other applicable service and emergency vehicles. It is proposed that the primary access for all modes would be achieved by extending the existing residential street Mount Avenue into the site. A secondary access, for active modes only, would also be provided onto Birchwood Lane to the south.
- 1.3 This illustrative layout will therefore demonstrate that an appropriate and sustainable form of development can be achieved, and that a 'vision led' approach to highways and transportation has been considered from the outset of these outline proposals. The vision for this development from a highways and transportation perspective is to maximise the opportunity for travel by active modes to, from and through the site. This approach would equally enhance access to existing public transport links.
- 1.4 The site is situated to the south of Mount Avenue in Chaldon and is located approximately (as the crow flies) around 2 kilometres west of Caterham, around 1.5 kilometres southwest of Caterham-on-the-Hill, and around 700 metres east of Chaldon Village Hall. The site currently comprises undeveloped land which accommodates a small number of horses. The existing use is therefore equestrian in nature. The site location in relation to the surrounding local area is shown below in Figure 1.1.

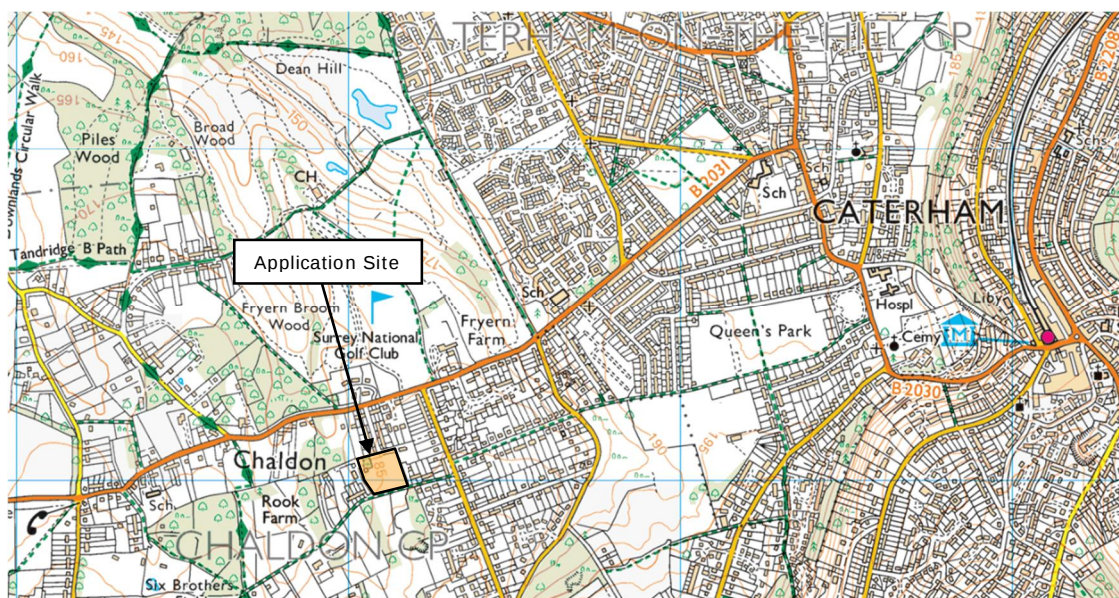


Figure 1.1 - Application Site Location

- 1.5 This Travel Plan Statement details the proposed access arrangements for the site, emphasizing the potential to access the site via active modes, which in turn provide access to the public transport links in the area. Equally, this Travel Plan Statement outlines the opportunities identified to enhance access and/or encourage travel by active modes and public transport.
- 1.6 The remainder of this report comprises the following sections:
 - Section 2 summarises the local policies and objectives of this plan;

- » Section 3 describes the existing site and its accessibility;
- » Section 4 presents the measures that will be delivered; and
- » Section 5 provides a summary action plan.

2.0 Policy and Objectives

2.1 There are a number of documents that contain planning policies relevant to transport. The key policy documents which set out the context for the development proposals are as follows:

- „ National Planning Policy Framework – December 2024;
- „ Surrey County Council Local Transport Plan 4 (LTP4) – July 2022;
- „ Tandridge District Council Core Strategy - 2008;
- „ Tandridge District Council Local Plan Detailed Policies Part 2 (LP2) – 2014; and.
- „ Caterham, Chaldon and Whyteleafe Neighbourhood Plan – 2021; and.
- „ Tandridge Parking Standards Supplementary Planning Document – September 2012;

National Policy

National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF) December 2024 sets out the Government's planning policies for England and how they are expected to be applied.

2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Paragraph 9 of the NPPF states that it is necessary to focus on local context when planning policy and decisions are being made.

2.4 Paragraph 109 states;

“Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- a) making transport considerations an important part of early engagement with local communities;*
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) understanding and addressing the potential impacts of development on transport networks;*
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.”*

2.5 Paragraph 110 discusses the need for a site to be located in an area which encourages sustainable travel for a variety of reasons and to actively manage development for sustainable patterns of growth. The key planning point surrounding Paragraph 109 is as follows;

“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.”

2.6 Paragraph 112 states;

"If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;*
- b) the type, mix and use of development;*
- c) the availability of and opportunities for public transport;*
- d) local car ownership levels; and,*
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."*

2.7 Paragraph 113 states;

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

2.8 Paragraph 115 states;

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

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

2.9 This is followed by Paragraph 116 which states;

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

2.10 Paragraph 117 contextualises that applications for development should;

- "(a) 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;*
- (b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- (c) 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;*

(d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

(e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

- 2.11 Paragraph 155 refers to development in the Green Belt with reference back to paragraphs 110 and 115 of the Framework, as below.

"The development of homes, commercial and other development in the Green Belt should also not be regarded as inappropriate where all the following apply:

(a) The development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan;

(b) There is a demonstrable unmet need for the type of development proposed;

(c) The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of this Framework; and

(d) Where applicable the development proposed meets the 'Golden Rules' requirements set out in paragraphs 156-157 below".

Regional Policy

Surrey County Council – Local Transport Plan

- 2.12 Surrey County Council outlines their core objectives for transport in their Local Transport Plan (LTP4) which are:

- *"Net zero carbon emissions*
- *Sustainable growth*
- *Well-connected communities*
- *Clean air and excellent quality of life."*

- 2.13 To achieve these objectives the council has outlined an approach titled "Avoid, Shift Improve" which is as follows:

- *"Avoid unnecessary travel by reducing the number and length of trips needed. We aim to achieve this through improving planning for homes and employment sites, travel planning and levels of digital connectivity.*
- *Shift travel choices to more sustainable modes of transport, including public transport, walking and cycling, away from car use.*
- *Improve the energy efficiency of vehicles and operational efficiency of roads through technology improvements"*

In relation to new developments the measure titled "Ensure that new development is focussed around sustainable mobility options" is applicable and states:

"Ensure that new development is located to promote sustainable transport use. This will include development near to public transport routes and walking and cycling infrastructure to support the use of sustainable travel modes, ensuring that residents can access opportunities such as employment and education by walking, cycling and public transport."

In a wider policy context, locally recognised plans that should be utilised in the design and strategy process for transport initiatives include the Surrey Community Vision for 2030, the Surrey Health and

Wellbeing Strategy, the Surrey Climate Change Strategy and the Healthy Streets for Surrey. Surrey also recognise National Policies for design and strategies including LTN 1/20, Gear Change and Manual for streets 1 and Manual for streets 2.

Local Policy

- 2.14 The Tandridge District Council Local Plan, as adopted in 2023, was withdrawn on 14 February 2024. A new local plan is under development and currently scheduled for adoption in July 2028. Therefore, this report applies use of the Tandridge District Core Strategy (TDCS), as adopted in 2008, and the Tandridge Local Plan, Detailed Policies Part 2 (LP2), as adopted in 2014.

Tandridge District Core Strategy

- 2.15 The TDCS outlines the following regarding Managing Travel Demand (Policy CSP 12):

"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."

Tandridge Local Plan, Detailed Policies Part 2

- 2.16 Tandridge LP2 outlines the following regarding Highway Safety and Design (Policy DP5):

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

- a) Complies with the relevant Highway Authority's and any other highways design guidance;*
- b) Does not unnecessarily impede the free flow of traffic on the existing network or create hazards to that traffic and other road users;*
- c) Retains or enhances existing footpaths and cycleway links;*
- d) 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*
- e) Fully funds where appropriate, or contributes towards the costs of any measures required to cost effectively mitigate the significant impacts arising from the development.*

B. 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."

Caterham, Chaldon and Whyteleafe Neighbourhood Plan

- 2.17 The Caterham, Chaldon and Whyteleafe Neighbourhood Plan, as adopted in 2021, is also applicable to the site (and should be read in conjunction with the Caterham Town Masterplan as adopted in 2018). Policy CCW5 sets out the neighbourhood plan's design of development guidance which states that developments should:

"d. Providing off-road parking in accordance with the adopted Tandridge Parking Standards (2012).

e. Not adversely affecting vehicular and pedestrian safety due to traffic generation, access and parking design."

Within the non-policy sections of the Neighbourhood plan, the local council sets out the goal to:

“encourage walking and cycling”.

Within the Transport and Movement section the Neighbourhood Plan states:

“Local movement however is certainly an issue that the Neighbourhood Plan can address, in terms of promoting more sustainable forms of transport, including walking, cycling and public transport provision.”

Parking Standards

- 2.18 The Tandridge Parking Standards Supplementary Planning Document adopted in September 2012 outlines the required parking for the site. A summary of the parking standards applicable to the site is summarised in table 1.1 below.

Size of Dwelling	Car Parking Requirements
1 and 2-bedroom flats	1.5 spaces unallocated (preferred) OR 2 spaces allocated
3-bedroom flat	2 spaces unallocated (preferred) OR 2 spaces allocated plus 0.25 unallocated.
1-bedroom house	1.5 spaces unallocated OR 1 space allocated PLUS 1 space unallocated per 2 dwellings as a 'legible space'
2-bedroom house	2 spaces allocated PLUS 1 space unallocated per 4 dwellings as a 'legible space' (preferred) OR 1.5 spaces unallocated PLUS 1 space unallocated per 4 dwellings as a 'legible space'
3-bedroom house	2 spaces allocated PLUS 1 space unallocated per 4 dwellings as a 'legible space'
4+ bedroom house	3 spaces allocated PLUS 1 space unallocated per 4 dwellings as a 'legible space'

Table 2.1: Tandridge District Council Parking standards

- 2.19 The Tandridge Parking Standards Supplementary Planning Document also outlines the minimum required cycle parking for the site. A summary of the cycle parking standards applicable to the site is summarised in table 1.2 below.

Size of Dwelling (family houses, up to 6 residents living as a single household, including households where care is provided)	Cycle Parking Requirements
1 and 2-bedroom units	1 Cycle Space
3+ bedroom units	2 Cycle Spaces

Table 2.2: Tandridge District Council Cycle Parking Standards

3.0 Existing Conditions

Site Location

- 3.1 The site is comprised mainly of open field which is currently understood to be used for the grazing of 3 horses (grazing and agricultural land). The site is bordered to the north, east and west by residential development taking access via either Mount Avenue, Chaldon Common Road or Birchwood Lane respectively. The northern border of the site abuts the southern end of Mount Avenue, which is an existing residential cul de sac. There is currently no existing formal access onto Mount Avenue from the site.
- 3.2 The southern border of the site runs adjacent to Birchwood Lane, a road of rural character which nonetheless provides direct frontage access to several dwellings. Access into the site is currently taken from Birchwood Lane in the form of a field gate access set back from Birchwood Lane carriageway.
- 3.3 As indicated above, the site is situated to the south of Mount Avenue in Chaldon and is located approximately (as the crow flies) around 2 kilometres west of Caterham, around 1.5 kilometres southwest of Caterham-on-the-Hill, and around 700 metres east of Chaldon Village Hall. The location of the site is illustrated below in Figure 3.1. The figure highlights the proximity to multiple bus stops, Caterham-on-the-Hill and central Caterham (including Caterham rail station).

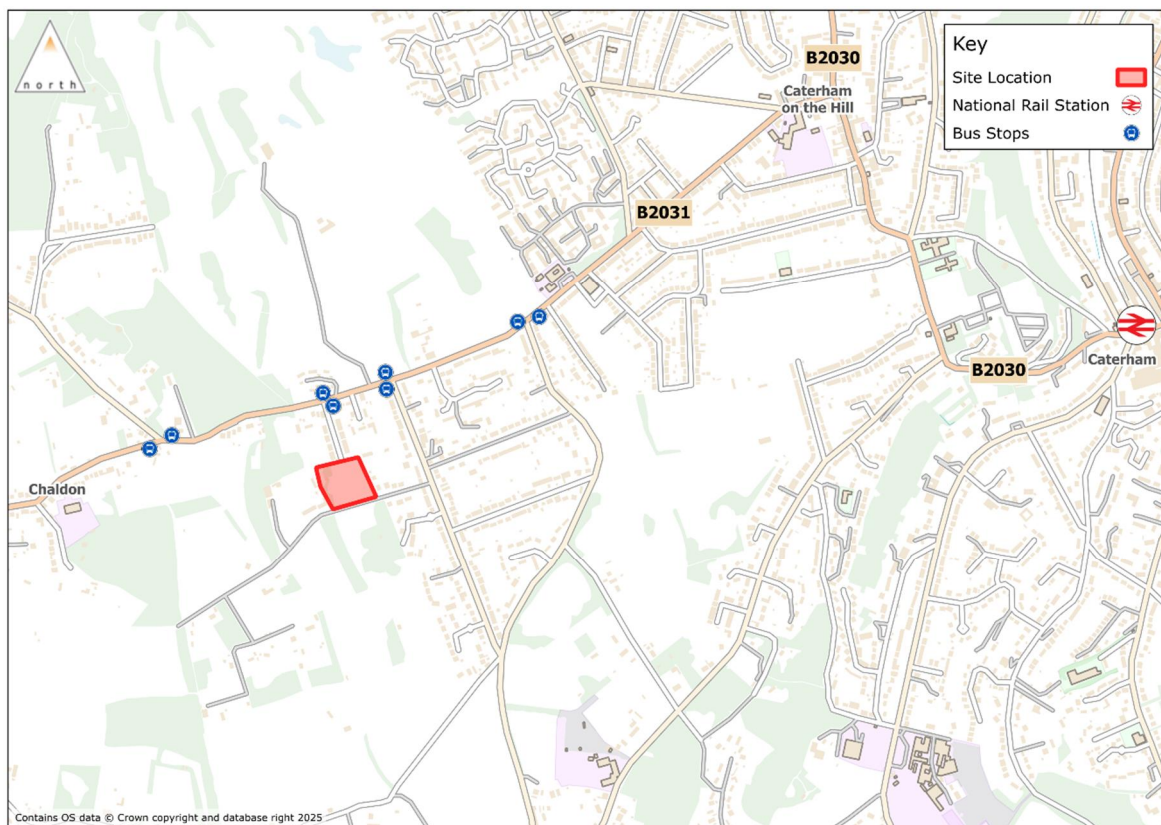


Figure 3.1: Site Location

Local Highway Network

- 3.4 Whilst there is currently no formal access onto Mount Avenue from the site, it is noted that the cul de sac terminates abruptly in a 'dead end' spur, which preserves the opportunity for the road to be extended. Whether this was the original intention remains unclear.

- 3.5 Mount Avenue is an existing and mature residential cul de sac, bearing approximately north to south, which terminates adjacent to the site in an unusual arrangement with no formal turning head, albeit the carriageway is wider in this area due to the footways terminating on the approach to the southern end of the street for a distance of around 16 metres on the eastern side of the carriageway and around 24 metres on the western side of the carriageway. A footpath of around 1.2 metres width is observed to span the 24-metre distance on the western side of the carriageway, however that footpath sits adjacent to, and outside the public highway, and is therefore understood to be of private ownership.
- 3.6 The majority of Mount Avenue is a two-way single carriageway road of around 5.4 metres width and enjoys footways on both sides of the carriageway (except for the end of the street, as indicated above) with a typical combined footway and grass verge width of around 2.5 metres on the eastern side of the carriageway and around 2.3 metres on the western side of the carriageway. The footways themselves vary in width between verges, but the average minimum width is around 1.5 metres on both sides of the carriageway.
- 3.7 Mount Avenue currently provides vehicular access to around 18 dwellings (including 2 corner dwellings fronting onto Rook Lane) which predominantly enjoy direct frontage access via dropped kerb footway crossovers. There is a system of street lighting, and the applicable speed limit is 30mph. There are no waiting restrictions. Access onto Mount Avenue is via a conventional priority junction access arrangement onto the B2031 Rook Lane.
- 3.8 The junction onto Rook Lane enjoys junction visibility splays in excess of 2.4 metres by 43 metres to the carriageway edge in the leading traffic direction (to the east) and to the carriageway centreline in the trailing traffic direction (to the west). Taking the junction visibility to the carriageway centreline in the trailing traffic direction is appropriate in this instance due to the existing prohibition of vehicles overtaking at this location.
- 3.9 Rook Lane is a two-way single carriageway road subject to a 30-mph speed limit and with a carriageway width of around 6.1m and footways on both sides of the carriageway of varying width, albeit the northern footway in the western direction terminates opposite the junction with Mount Avenue. It is noted that there are centreline markings prohibiting overtaking to the west of the junction, and that there is a vehicle actuated traffic sign located around 70 metres to the east of the junction, facing eastbound traffic. There is general signage in the immediate area indicating a 'Police speed check area'.
- 3.10 Rook Lane leads west towards the village of Chaldon and subsequently towards the A23 and M23. Once on the M23, it is possible to access the M25 to the south. With northbound travel along the A23, there is access to Purley. Onward northbound travel along the A23 subsequently provides access to Streatham, Brixton, and Central London.
- 3.11 Rook Lane to the east provides access towards Caterham on the Hill, Caterham, and the A22 (Caterham Bypass). With southbound travel along the A22, it is possible to connect to the M25. With northbound travel along the A22, there is access to Purley. The eastbound character of Rook Lane from Mount Avenue to Caterham is increasingly suburban on the approach to central Caterham.
- 3.12 The site therefore benefits from proximity to the strategic highway network, with the A22 accessible within around 4 kilometres to the east of the site and subsequently connecting to the M25 (junction 6) within approximately 8 minutes of driving.
- 3.13 Birchwood Lane runs adjacent to the southern boundary of the site and is a single carriageway shared-surface access road of rural character (albeit providing direct frontage access to several residential dwellings) with a single running lane carriageway width of around 2.7 metres and no footways present. There is no street lighting, and the national speed limit of 60 mph applies.
- 3.14 The site has a southern frontage of around 105 metres onto Birchwood Lane, and there is an existing field gate access arrangement from the site onto Birchwood Lane (which presumably provides access for agricultural/equestrian vehicles) located approximately central to that frontage.

- 3.15 This access takes the form of an aperture of around 9.8 metres in the boundary vegetation adjacent to the carriageway, which in turn provides access to an informal and unmade layby area which is around 7.5m deep from the carriageway edge and enclosed by fencing and the field gate. This informal layby area presumably allows agricultural/equestrian vehicles to pull in off Birchwood Lane to open the gate for access, and to load/unload livestock, feed etc.
- 3.16 There are no formal passing places on Birchwood Lane and hence it is expected that the various points of access on this single lane route currently serve as informal passing places, including this existing access/layby.
- 3.17 Birchwood Lane is accessed via a priority junction access arrangement onto Chaldon Common Road to the east. Chaldon Common Road is a residential access road with a varying carriageway width of between around 5 and 5.5 metres and with variable grass verges on both sides of the carriageway, except at the approach to the junction with Rook Lane where footways of around 1.4 metre width are present for the first 24 metres. Limited street lighting is present, and the applicable speed limit is 30mph.

Site accessibility

Accessibility on Foot and by Cycle

- 3.18 Walking and cycling are generally considered sustainable alternative methods of transport to the private car. Furthermore, such modes of transport are also considered for longer journeys as ways of accessing other methods of travel such as the bus or train. 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 short distances, with 80% being less than five miles and with 40% being less than two miles" (Planning for Cycling, 2014).
- 3.19 The NPPF recognises that the transport system "should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes". 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 comfortably on foot".
- 3.20 Within Manual for Streets, it is 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. The National Travel Survey 2015 (NTS) also noted that "76% of all trips under one mile are walks", making it the most frequent mode of travel for very short distances.
- 3.21 Footways and street lighting are provided on both sides of Mount Avenue, which is a residential cul de sac serving a small volume of residential dwellings.
- 3.22 Along Rook Lane between Mount Avenue and Caterham-on-the-hill, there are footways on both sides of the carriageway and street lighting is present. Several of the junctions on this route do not enjoy dropped kerbs, and none have tactile paving.
- 3.23 Towards Chaldon Village, a footway is provided along the southern side of the carriageway with street lighting present. There are dropped kerbs at the few applicable junctions on this route, although none have tactile paving.
- 3.24 There are numerous public rights of way footpaths and bridleways in the local area providing a significant degree of pedestrian and cyclist permeability over and above the local highway network. The local PRoW map is included at [Appendix A](#) for ease of reference.

- 3.25 Birchwood Lane is a shared surface rural access road (which does not carry through traffic) and has no street lighting. This shared surface also forms part of public footpath 13 which provides access eastwards towards central Caterham via a short section of Chaldon Common Road, The Heath (which in turn forms part of public footpath 17), public footpath 17a and then Church Road.
- 3.26 Chaldon Common Road is primarily a shared surface residential street of rural character with grass verges.
- 3.27 The Heath is a shared surface private residential street with a carriageway width of around 3.5 metres. There is direct residential access on both sides of the carriageway along the length of the street. The Heath has a priority junction with Chaldon Common Road to the west and a priority junction with Roffes Lane to the east. Through traffic is restricted to residential access, except for pedestrians who enjoy a public right of way. The public right of way continues east from Roffes Lane in the form of a footpath (17a).
- 3.28 Footpath 17a continues east, briefly joining the southern extent of Wood Lane as a footway, before continuing again as a footpath towards Church Road.
- 3.29 The B2030 Church Road is a two-way single carriageway road with footways on both side of the carriageway and street lighting which becomes Church Hill at the junction with Stanstead Road. At this point the carriageway is subject to a significant gradient dropping towards central Caterham. At the junction with 'The Hill', the northern footway terminates and there is a footway on the southern side of the carriageway only until the junction with Waller Lane, where a relatively narrow northern footway is provided up to the junction with Stafford Road. The road then subsequently merges into Station Avenue and central Caterham (and Caterham station) is reached.
- 3.30 While there are no designated cycle facilities provided in the vicinity of the site, the local highway network is considered suitable for cyclists due to the low-speed limits, quieter residential streets and relatively flat topography (albeit Church Hill is subject to a significant gradient). National Cycle Route 20 can be joined at Chaldon village centre as well as the International Cycle Route Avenue Verte London to Paris.

Site Visit – Active Modes Routes

- 3.31 A site visit of the local area was undertaken on 13/05/2025 to review the key pedestrian routes to local amenities to determine whether there were opportunities to improve the local pedestrian infrastructure. The key pedestrian destinations/demand identified were:
 - „ Caterham Town Centre/Rail Station;
 - „ Caterham-on-the-Hill;
 - „ Tesco Superstore, Guards Avenue; and
 - „ Chaldon Village.
- 3.32 The routes to the north and east were generally through built-up areas with good levels of pedestrian infrastructure. There were a small number of discrete junctions where potential minor improvements were identified such as the need for dropped kerbs and/or tactile paving at specific junctions. There were some instances where vegetation could be cut back to improve the available footway width and there were equally areas where resurfacing might be considered appropriate. For example, the unmade route known as 'Green Lane' provides a convenient route to Guards Avenue, however it is equally noted that an alternative route via Coulsdon Road is available, and which offers a similar walking distance. The various points picked up are shown on a plan which is attached at [Appendix B](#).
- 3.33 The route to Chaldon Village by comparison is increasingly rural in character with the footway typically segregated from the carriageway by grass verges on the route towards St Peter and St Paul CoE Infant/Primary School and Chaldon Village Hall (at around an 850-metre/12-minute walk).

- 3.34 It was noted on site that opportunities exist to cut back vegetation that is encroaching on the footway and hence currently reducing the overall available width for pedestrians for much of this route.

Bus Services

- 3.35 The site benefits from proximity to existing public transport facilities within appropriate walking and cycling distances, which include multiple bus stops situated along Rook Lane (B2031), the nearest of which are around 150 metres (2-minute walk or a 1-minute cycle) north, at the junction with Mount Avenue. These stops provide services to Warlingham and Reigate via Caterham. These bus stops are served by pole and signage.
- 3.36 Caterham rail station is accessible by bus from services stopping at the Mount Avenue stops. Equally, several local amenities and facilities including convenience stores and supermarkets, medical centres, educational institutions and leisure opportunities are accessible. A summary of the local bus routes and their approximate frequencies is provided in Table 3.1 below.

Bus Service	Route	Approximate Frequency of Services		
		Monday - Friday	Saturday	Sunday
411	Chaldon, adj Mount Avenue – Chaldon – Merstham – Coles Mead Gatton Point – Redhill – Reigate Bus Station – Reigate Sixth Form – Reigate Red Cross	1 service every 2 hours from 07:55 to 18:17	No Service	No Service
411	Chaldon, adj Mount Avenue – Caterham Station – Whyteleafe Tavern – Whyteleafe, opp Upper Warlingham Railway Station – Warlingham, opp The Green – Warlingham, o/s Sainsbury's	1 service every two hours from 09:45 to 17:48	No Service	No Service
611	Chaldon, opp Mount Avenue – Oxted School	School Service with one service at 07:35 and return service arriving at 15:54	No Service	No Service
657	Chaldon, adj Mount Avenue – St Bede's School	School Service with one service at 07:54 and return service arriving at 15:30	No Service	No Service
658	Chaldon, adj Mount Avenue – St Bede's School	School Service with one service at 07:54 and return service arriving at 15:30	No Service	No Service

Table 3.1: Summary of Local Bus Services

Accessibility by Rail

- 3.37 As indicated above, Caterham railway station is around 2.3 kilometres (32-minute walk or 11-minute cycle) and offers train services towards London Bridge. The station is served by 32 cycle parking spaces which are covered by CCTV, Car parking for 130 vehicles and a Taxi Rank. The 411-bus service also provides access to the station.
- 3.38 Alternatively, the 411-bus service also routes to Whyteleafe South Railway Station, Whyteleafe Station, Upper Warlingham Railway Station, Merstham Station, Redhill Station and within the vicinity of Reigate Train Station. A summary of potential services is provided below in Table 3.2.

Service	Route	Approximate Frequency of Services		
		Monday - Friday	Saturday	Sunday
Caterham Station				
London Bridge	Caterham – Whyteleafe South – Whyteleafe – Kenley – Purley – Purley Oaks – South Croydon – East Croydon – Norwood Junction – London Bridge	1 direct service every 30 minutes	1 direct service every 30 minutes	1 direct service every 30 minutes
Upper Warlingham Station				
London Victoria	Upper Warlingham – Riddlesdown - Sanderstead – East Croydon – Clapham Junction – London Victoria	1 direct service every 30 minutes	1 direct service every 30 minutes	No direct service
East Grinstead	Upper Warlingham – Woldingham – Oxted – Hurst Green – Lingfield – Dormans – East Grinstead	1 direct service every 30 minutes	1 direct service every 30 minutes	1 direct service every 30 minutes
Merstham Station				
London Victoria	Merstham – Coulsdon South – Purley – East Croydon – Clapham Junction – London Victoria	1 direct service every 30 minutes	1 direct service every 30 minutes	No direct service
Peterborough	Merstham – Coulsdon South –East Croydon – London Bridge – London Blackfriars – City Thameslink – Farringdon – London St Pancras – Finsbury Park – Stevenage – Huntingdon - Peterborough	1 direct service every 30 minutes	1 direct service every 30 minutes	No direct service
Horsham	Merstham - Redhill – Horley – Gatwick Airport – Three Bridges – Crawley – Ifield – Little Haven - Horsham	1 direct service every 30 minutes	1 direct service every 30 minutes	No direct service
Reigate	Merstham – Redhill – Reigate	1 direct service every 30 minutes	1 direct service every 30 minutes	No direct service but service to Redhill operates every 30 minutes

Table 3.2: Summary of Local Rail Services

Access to Local Amenities

- 3.39 In terms of the opportunity to access significant existing amenities (from the site) by active and sustainable modes, the site is situated approximately 2.3 kilometres (32-minute walk or 11-minute cycle) west of central Caterham (which includes the rail station, Church Walk shopping centre and Morrisons and Lidl supermarkets) and approximately 1.7 kilometres (23-minute walk or 6-minute cycle) southwest of the High Street at Caterham-on-the-Hill (which includes a Co-op convenience store and pharmacy). It should be noted that the planned regeneration of these primary shopping areas will be guided by the Caterham Town Masterplan SPD as adopted in March 2018.

- 3.40 Additional local facilities include the shops at Westway, which is approximately 1.5 kilometres away (21-minute walk or 6-minute cycle) and includes a convenience store and a public house, and the facilities at Guards Avenue, which is approximately 1.8 kilometres away (25-minute walk or 6-minute cycle) and includes a medical practice, pharmacy and Tesco superstore.
- 3.41 St Peter and St Paul CoE Infant/Primary School and Chaldon Village Hall (including Chaldon Pre-School) are both located around 850 metres (12-minute walk) to the west. The local area enjoys good pedestrian permeability with numerous footpaths and off-road routes offering attractive short cuts to key trip attractors, over and above the local footway network.
- 3.42 The site is therefore well placed to access a wide range of local amenities in both Caterham-on-the-Hill, Chaldon village and Caterham Town Centre. The location of a number of these amenities are shown in relation to the site in figure 3.2 below.

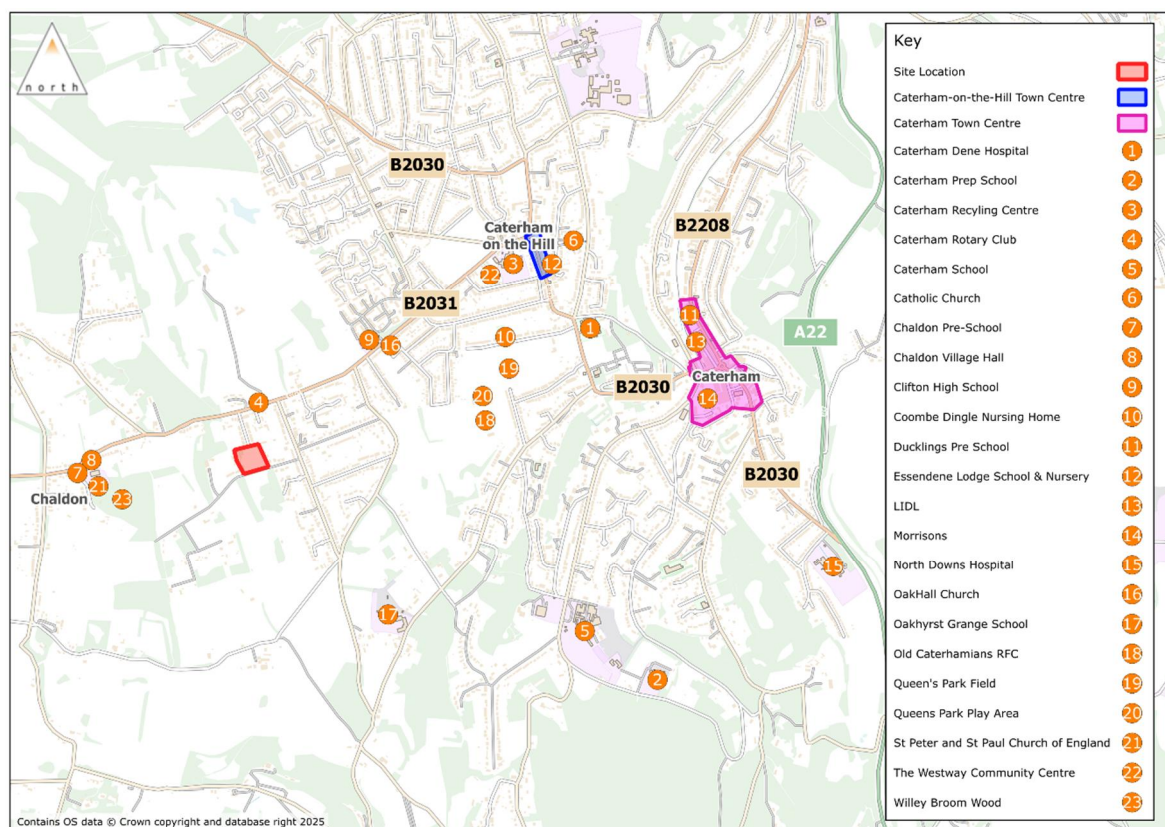


Figure 3.2: Summary of Local Amenities accessible from the site

Summary of Baseline Conditions

- 3.43 The information provided within this section identifies that the site is accessible by sustainable modes of transport, offering a genuine choice of travel mode, and hence there are significant opportunities to reduce reliance upon the private car.
- 3.44 The site benefits from access to several local amenities within convenient walking and/or cycling distance, including the local school (within around a 12-minute walk) which was recently upgraded to a Primary School, and it is expected that enhancements to the local highway would further encourage active modes in the local area. In this regard, it is considered that the location of the site meets the criteria of the applicable national and local policies as introduced in section 2.

- 3.45 There are opportunities for local highway improvements including dropped kerb crossing points and/or tactile paving, and maintenance/restoration of walking routes (cutting back vegetation etc.). The applicant is willing to consider making proportionate contributions towards local highway improvements (particularly active modes routes) if it would be considered appropriate to do so.

4.0 Management & Measures

Introduction

- 4.1 In order to meet the main objectives of the plan, it is essential to ensure suitable accessibility to and from the development. The measures proposed here are therefore both 'hard' (i.e. site design) and 'soft' (i.e. information provision), designed to address the travel needs of residents and to support the use of active and/or sustainable modes.
- 4.2 In summary, the measures through which this Travel Plan Statement will be implemented consist of:

Physical Infrastructure

- „ Improved connectivity for pedestrians and cyclists between the site and local trip attractors;
- „ On-site provision for cycle parking/storage (including e-bikes);
- „ Traffic calming/pedestrian and cyclist prioritisation within the site.

Information Provision

- „ Travel Information Pack.

Physical Infrastructure

Connectivity for Pedestrians and Cyclists

- 4.3 The current layout of Mount Avenue, which has footways segregated from the carriageway by grass verges, would be retained as existing. It is proposed to continue these footways into the site with a minimum width of 2 metres on each side of the carriageway. The adjacent driveways would thereafter be served by dropped kerb footway crossovers, prioritising pedestrian movement, which is in keeping with the remainder of the street. Cycling on Mount Avenue is assumed to be on carriageway, which is considered appropriate given the anticipated low traffic speeds and volumes. Full access for all modes would therefore be provided through the extension of Mount Avenue.
- 4.4 It is proposed to retain and formalise the existing layby on Birchwood Lane and provide a pedestrian and cyclist access to and from the site (this would no longer provide access for vehicles), thus providing active modes access via Birchwood Lane. Not only would this provide shorter walking distances towards Caterham for future residents, but it would also create the opportunity for existing residents to travel north/south through the site and hence also enjoy shorter routes by active modes. This is expected to be a significant benefit to existing residents and would promote travel by active modes.
- 4.5 Several potential improvements have been identified on key pedestrian routes between the site and Chaldon Village Hall and Infant/Primary School, Caterham-on-the-Hill and central Caterham. These improvements primarily include the potential provision of new dropped kerbs and/or tactile paving and the cutting back of vegetation which has overgrown pedestrian routes and hence reduces the available width. The provision of these potential enhancements is subject to agreement with the applicable local authorities and the necessary permissions.
- 4.6 The significant gradient on Church Hill is acknowledged on the route to/from central Caterham.

On-site cycle parking

- 4.7 It is proposed that cycle parking would be provided to the applicable adopted standards within the curtilage of each dwelling, either in garages or purpose-built cycle storage sheds in rear gardens (with suitable external access gates and footpaths where applicable). It is also proposed that charging facilities for e-bikes would be included to encourage the use of power-assisted bikes which would be beneficial in the context of mitigating against the significant gradient on the route to Caterham for example.

Traffic Calming

- 4.8 Rook Lane adjacent to the site is currently subject to traffic calming measures. No deficiency has been identified.

Information Provision

- 4.9 Travel Information Packs (TPIs) will be produced and supplied to residents as they occupy the development. The TPI will contain information such as:
- ” The location of and means of accessing local amenities (e.g. health, education, retail and leisure amenities), focussing on use of active and/or sustainable modes;
 - ” The location of and means of accessing local transport facilities covering walking, cycling and public transport modes;
 - ” Community transport provision;
 - ” Assistance for mobility impaired travellers;
 - ” The health benefits of active travel;
 - ” Active travel opportunities for school-age children (e.g. Walking Bus and 'park and stride');
 - ” Information about lift sharing;
 - ” Ways in which to reduce the need to travel;
 - ” Cycle maintenance and cycling skills provision;
 - ” Safety advice for walking and cycling, including buddy schemes and appropriate motor vehicle driver behaviour;
 - ” Promotion of local and/or national events focussed on the adoption of active and/or sustainable travel; and
 - ” Weblinks providing sources of further information

5.0 Action Plan

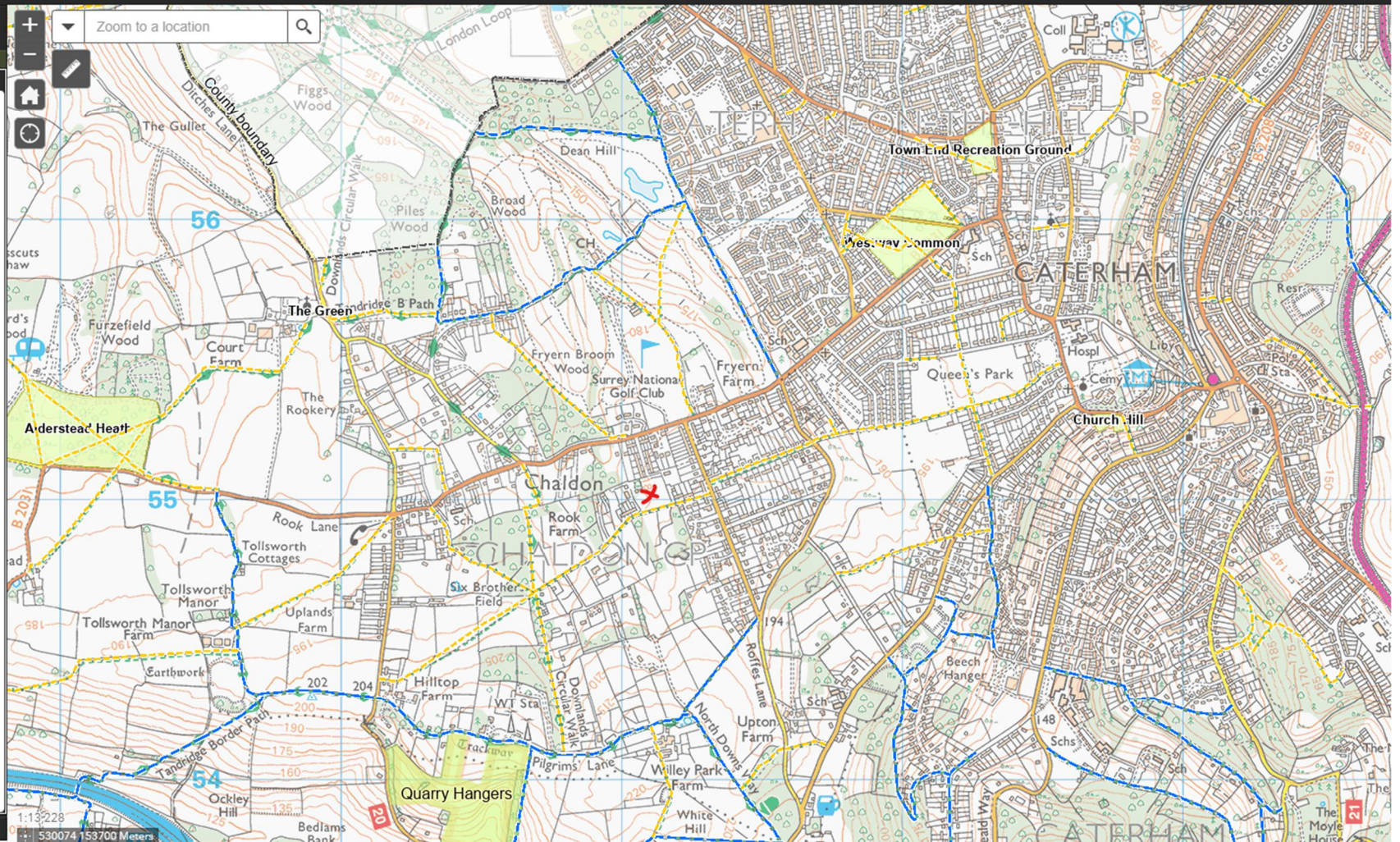
- 5.1 A summary of the Plan measures is provided in the Action Plan at Table 5.1 below alongside an indicative timeline and the party/ies responsible in each instance.

Measure	Timeline	Responsibility
On-site cycle parking/storage	Pre-occupation	Developer
Provision of access & footways	Pre-occupation	
Pedestrian enhancements (as agreed)	Pre-occupation or other suitable trigger subject to agreement	
Supply Travel Information Pack	From 1st Occupation	

Table 5.1: Action Plan

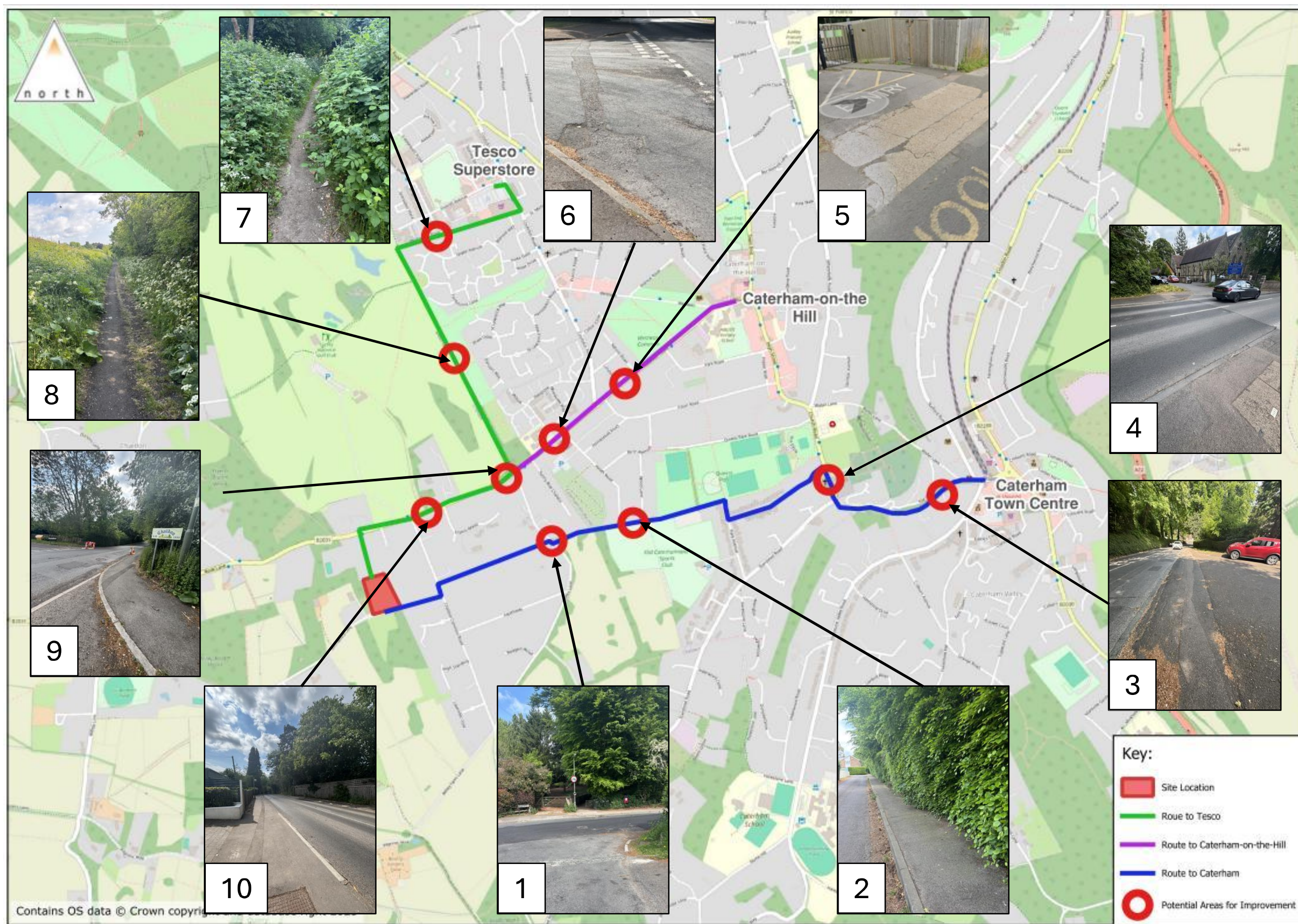
Appendix A

PRoW Map



Appendix B

Active Modes Route Assessment Plan



Potential Areas of Improvement:

1. Pedestrian crossing with dropped kerbs and tactile paving
2. Vegetation to be cut back
3. Copenhagen Style crossing
4. Pedestrian crossing with dropped kerbs and tactile paving
5. Copenhagen Style crossing/ tactile paving (google images)
6. Pedestrian crossing with dropped kerbs and tactile paving
7. Vegetation to be cut back
8. Vegetation to be cut back and potentially resurfacing
9. Pedestrian crossing with dropped kerbs and tactile paving
10. Pedestrian crossing with dropped kerbs and tactile paving