

**Ennor Farm, St Mary's,
Isle of Scilly**

Residential Travel Plan

For



**Council of the
ISLES OF SCILLY**

Project No. 13394

January 2021

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1.0 INTRODUCTION

- 1.1. This document provides an overview of the proposed transport arrangements at a new residential development at Ennor Farm on the Isle of Scilly. Following the principles of sustainable development, the implementation of a residential Travel Plan will seek to influence the travel choices of residents of the new housing units. This outline document sets out the principles and likely range of measures which will form the detailed Travel Plan. It is anticipated that the detailed Travel Plan will be secured by planning condition.
- 1.2. A Travel Plan is a long term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed. A Travel Plan involves identifying an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on reducing reliance on single occupancy car journeys.
- 1.3. Travel Plans can assist in increasing accessibility whilst reducing congestion, local air pollution, greenhouse gases and noise. A well-developed Travel Plan can mitigate adverse travel impacts of a development and the Government recognises their importance in achieving improvements in transport conditions at a local level. Further evidence suggests that people who are physically active in their daily lives are more productive and have good attendance records. The department of health publication Choosing Health: Making healthy choices easier (2004) recognised the health benefits of walking and cycling. Active travel as part of a Travel Plan enables people to enjoy these health benefits as part of their daily routine.
- 1.4. A Travel Plan is consistent with the aims of local and national planning policies and aims to:
 - ♦ Reduce the impacts of travel to and from the development;
 - ♦ Increase residents' awareness of the advantages and potential for travel by environmentally-friendly modes;
 - ♦ Reduce car ownership; and
 - ♦ Have no adverse effect on local parking in the streets within and surrounding the estate.
- 1.5. To achieve the potential benefits, a Residential Travel Plan requires:
 - ♦ The committed support of the Developer and residents;
 - ♦ The addressing of residents' needs for access to a full range of facilities;
 - ♦ Combining physical measures of site design and new facilities with the behavioural measures for marketing, promotion and awareness raising among existing and new residents;
 - ♦ A designated Travel Plan Coordinator appointed before occupation of the site who will be responsible for the development, implementation and day-to-day running of the plan;
 - ♦ A Steering Group including representatives of the residents to oversee the development and operation of the Travel Plan.

2.0 SITE AUDIT REPORT

Site Location

- 2.1. The proposed development site is north of Ennor Farm, Old Town, and St Mary's part of Isles of Scilly. The site is directly north of Hugh Town and East from Hugh Town which forms the sites eastern border. The north of the site is bound by modest treeline with further agricultural fields making up the western boundary. Old Inn and car park, Orchard Chaped and Orchard Cottage form its southern boundary.
- 2.2. Figure 2.1 shows the site location and is contained within Appendix 1.



Figure 2.1 – Ennor Farm site location map

Local Road Network

- 2.3. The site is served by an established road network. Old Town Lane runs in a north/south direction forming a priority junction to A3110 to the north, which acts as the primary circular route around the Island. To the south, following Old Town Road it provides connections to Hugh Town centre through Church Road and Kings Edward's Road.
- 2.4. The carriageway along Old Town Lane is ranges from 4-5m in width. All roads are subject to the national speed limit (60mph); due to the low number of road users there are very few road signs or markings across the whole island.

Public Transport

- 2.5. There are no public bus services operating within the island. There is however a community-run bus service running a circular route from the town hall. Local amenities such as GP surgery, pharmacy, school and convenience stores are within a 5-minute drive of the site proposed development site.
- 2.6. Isle of Scilly Strategic Framework (2011) highlights the potential for growth in walking, cycling and public transport. It highlights the fact "a large proportion of households (46%) do not have access to a cars". There is a demand for some form of year-round community transport (e.g. bus service) as the existing community bus during the winter months is not commercially operated.
- 2.7. The nearest Ferry terminal (St Mary's Isles of Scilly terminal) is located 1.3 miles northwest from the proposed site, and it runs a daily service to Penzance terminal (Cornwall) operated by the Steamship Company. The airport is located 0.3 miles east of the site and is served by Skybus, operating routes to Land's End, Newquay and Exeter Airports six days a week.

Pedestrian and Cycle Facilities

- 2.8. There are limited network of footways in the locality of the site, especially advancing north along Old Town Lane, no designated pedestrian footways are present. Moving south along Old Town Lane in the village centre, there are footways present along one side of the road, however they are often of poor quality and in need of refurbishment.
- 2.9. There are no designated cycle paths located around the site, and motorists and cyclists share carriageway space. Nevertheless, cycle use still has a high patronage throughout the Island.
- 2.10. Recognised within the Isle of Scilly Framework (2011) in certain locations, the addendum of a footpaths cannot be easily accommodated without encroaching on the highway and or compromising the Isles of Scilly Design Guide principle of soft verges. There are concerns it is not an option to reduce road space as the roads are already narrow, notably for the circular route around St Mary's that includes Telegraph Road, High Lane, Cam Friers Lane and Old Town Road, which runs adjacent to the site.
- 2.11. It has also highlighted that where pavements do exist, they tend to be narrow and less suitable for pushchairs / wheelchairs. An examples suggested include the route between Old Town. Providing alternative pedestrian and cycle routes may be an option.
- 2.12. Walking and cycling isochrones for 5, 10 and 15 minute travel time from the site are contained within Appendix 2 which show that the vast majority of the Isle is within a ten minute cycle.

3.0 OBJECTIVES AND TARGETS

Travel Plan Objective

3.1. The overall objective of the Travel Plan is:

"To create a more sustainable environment for residents, which promotes a range of lifestyle and travel choices and reduces reliance on the private car".

3.2. This will be achieved by:

- ♦ Understanding the likely travel patterns for residents of the development;
- ♦ Promoting and improving awareness of the travel plan process;
- ♦ Adopting a package of measures which focus on promoting access by sustainable modes of transport;
- ♦ Promoting active living and health benefits due to improved air quality and the potential reduction in road casualties; and
- ♦ Continually developing, implementing and monitoring the progress of the strategy.

Existing Travel Patterns Census Information

3.3. Interrogation of the 2011 Census shows that the site falls within Super Output Area Lower Layers "E01019077: Isles of Scilly 001A", as shown in Figure 3.1.

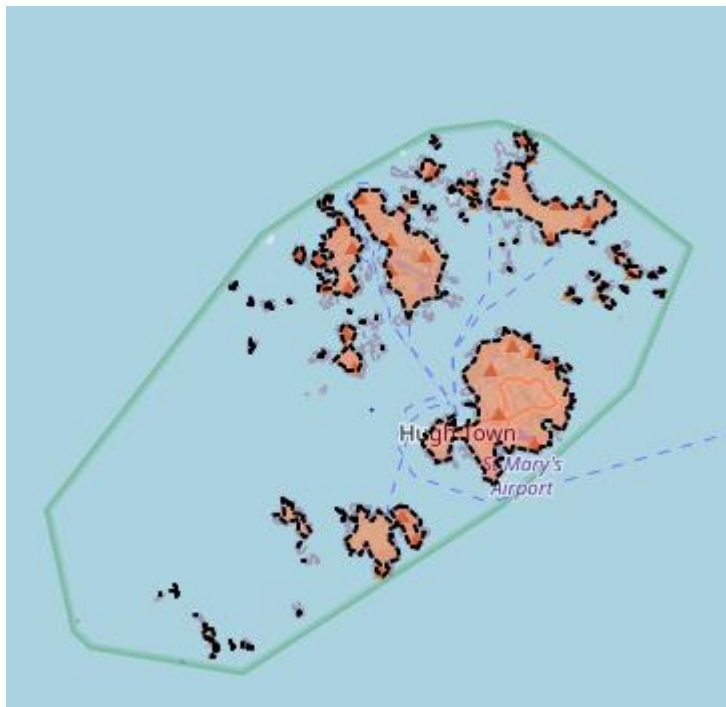
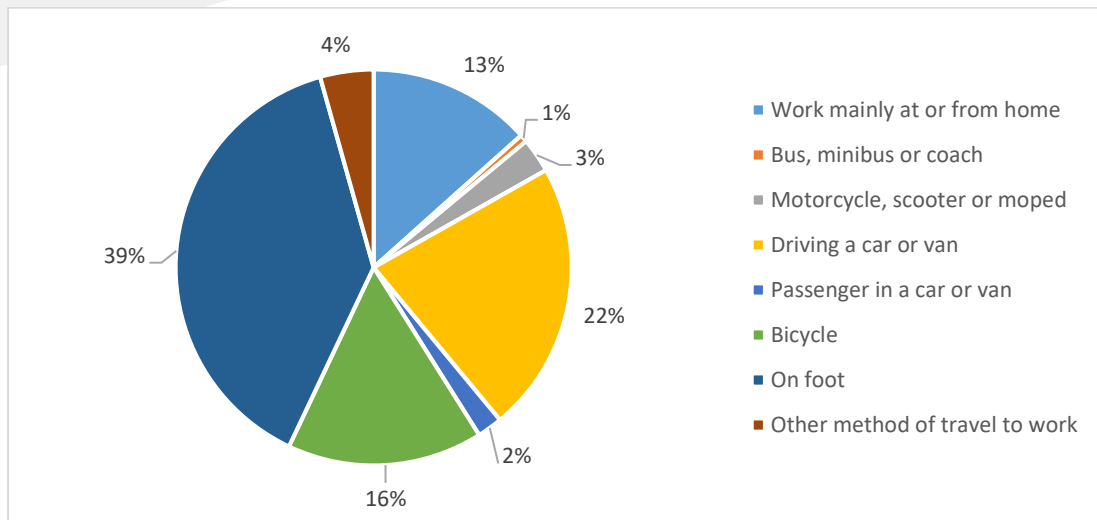


Figure 3.1 - 'E01019077: Isles of Scilly 001A

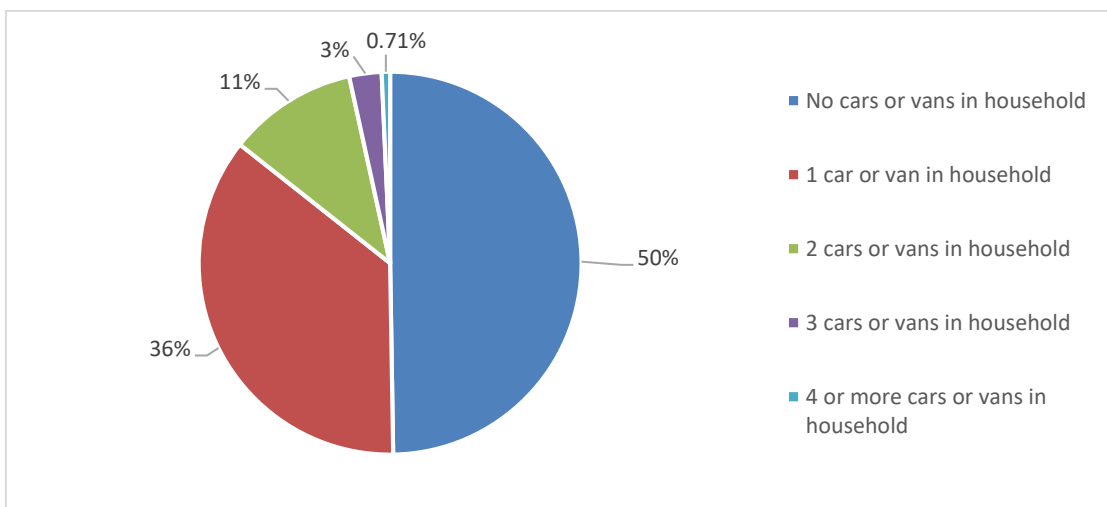
3.4. The modal split for these areas is shown in Figure 3.2. This shows that the majority of residents in the local area who travel to work do so by foot at 39% and 21% of journeys to work are by driving a van or a car

Figure 3.2 - Modal split of journeys to work for 'Isle of Scilly 001 from 2011 Census



- 3.5. The 2011 Census also reveals that the approximate number of cars and vans available in the "Isles of Scilly 001" area is an average of 0.69 vehicles per household. Around 50 % of households have no access to a car or van, as shown in Figure 3.3.

Figure 3.3 - Car availability for "Isle of Scilly 001 from 2011 Census



Targets

- 3.6. The ultimate targets that will be set will accord with an acronym endorsed by the Department for Transport, which states that targets shall be SMART:
- ♦ Specific
 - ♦ Measurable
 - ♦ Achievable
 - ♦ Realistic
 - ♦ Time-bound
- 3.7. The main target will be to change the proportions of the mode of transport that residents usually use for their journey to work, education and leisure trips, by decreasing the proportion of trips by private car and increasing the proportion of pedestrians, cyclists and public transport users.
- 3.8. The baseline information, along with the targets, will be updated following the completion of the baseline survey of residents. The proposed targets to be achieved for each phase of the development are presented in Table 3.1:

Table 3.1: Modal Split Targets for the full development

Target	Baseline taken from Census (%)	Year 1 Review (%)	Year 3 Review (%)	Year 5 Review (%)
Driving a Car	22	21	20.5	20
On Foot	39	39.5	40	40
Cycling	16	16.3	16.5	17
Motorcycle, scooter or moped	3	2.9	2.9	2.5
Other	7	6.8	6.5	6.5
Work from home	13	13.5	13.6	14

- 3.9. The Baseline travel survey will be undertaken at occupation of the 11th dwelling to try and obtain a number of responses. Given the size of the site, face to face or virtual surveys will be offered individually to try and obtain a higher response rate.

4.0 MEASURES

Introduction

- 4.1. The main core of a Travel Plan is its package of measures, which can comprise a mixture of different kinds of actions, incentives and infrastructure improvements. Measures might be motivational, for awareness raising, for information provision or include financial incentives or loans to remove barriers to sustainable travel.
- 4.2. The remainder of this chapter sets out a package of measures which will be introduced in order to influence residents' travel to and from the development.

Measures to Encourage Walking

- 4.3. Walking is the most sustainable method of travel, has proven health benefits and is an important source of personal freedom. Walking is important for the vast majority of people, including those using public transport or without access to a car. It potentially has an important role to play in journeys to work, particularly for those living within two miles of their workplace. Walking is free and offers predictable journeys. Furthermore, it does not cause negative impacts in the same manner as vehicular travel. (E.g. emissions, pollutants, severance etc.). Walking is a form of active travel, which can offer a range of physical and psychological benefits to the individual.
- 4.4. As seen from the census data there are a higher proportion of people who walk to work than using driving a car/van to work. This highlights a positive outlook in supporting the Local Plan in creating sustainable development and reducing the use of private vehicle usage. As part of the development layout, a footpath and safe crossing facilities are to be provided along the site frontage to help encourage walking through the site.
- 4.5. Walking will be further encouraged with the provision of maps illustrating the routes to local facilities and also by promoting the health benefits. These maps will be given to residents as part of their Welcome Pack and will highlight the location of local facilities such as:
 - ♦ Education and child care facilities
 - ♦ Leisure and recreation
 - ♦ Employment areas
 - ♦ Shopping, banking and personal business facilities
 - ♦ Healthcare and community needs

- 4.6. The health benefits associated with walking will also be promoted through events such as Walk to Work / School Week, which are held annually and arranged by the Travel Plan Coordinator. The Travel Plan Coordinator will also provide links to internet pages that promote walking.

Measures to Encourage Cycling

- 4.7. Cycling is cheap, offers reliable journey times and is environmentally friendly. A link has been identified between car growth and obesity, with both trends increasing at a similar rate between 1985 and 2000. Travel Plans can promote the substantial health benefits to individuals who are motivated to complete more journeys by cycle.

- 4.8. Active travel is a means by which people can fit exercise into their busy lives and has been shown to have both physical and psychological benefits, including improved concentration upon arrival at their destination. The health benefits of cycling outweigh the dis-benefits.
- 4.9. Cycling will be encouraged through information being provided to residents within their Welcome Packs, including information on cycle routes, cycle facilities, cycle shops, and details of the network of cycle paths provided within the development and their connections to local facilities and the wider cycle network within the Island.
- 4.10. The health benefits associated with cycling will be promoted through the information packs and the Travel Plan Coordinator working with residents and arranging participation in events such as Bike Week, which is held annually, and by providing links to internet pages that promote cycling.
- 4.11. As part of the development proposals, cycle parking will be provided. Residential units will be provided with secure and covered cycle storage/parking and all streets within the scheme will give priority to walking and cycling over motorised vehicles.

Measures to Encourage Car Sharing and Car Club/E-Buggy Use

- 4.12. Residents who live close to one another can potentially share cars for some of their journeys. There are a number of databases that enable matching of suitable candidates; where two or more people are found to live and work in similar locations and can therefore share the journey. Information on these databases, including Liftshare (liftshare.com), will be included in the Welcome Pack. It is understood that there is limited use of this service currently across the Island however, the more exposure it receives the more likely people living on the Island are to use the service.
- 4.13. The Travel Plan Coordinator will promote the use of the car club through the Welcome Packs and awareness, as appropriate.

5.0 MANAGEMENT AND MARKETING STRATEGY

Introduction

- 5.1. A Travel Plan strategy that clearly sets out the stages by which the Travel Plan will be developed and implemented is very important. The strategy is set out within the remainder of this chapter which discusses how the Travel Plan will be managed and marketed.
- 5.2. The strategy requires the allocation of resources to the plan and the formation of a structure to oversee its development.

Managing the plan: roles and responsibilities

Travel Plan Coordinator

- 5.3. All Travel Plans are dependent on a nominated individual being given time and resources for success to occur. The Travel Plan Coordinator will be suitably qualified and interested in sustainable travel issues. The Travel Plan Coordinator will be responsible for overseeing and implementing the various measures outlined in this Travel Plan. A named person will be nominated to act as the Travel Plan Coordinator for the regeneration scheme. The Travel Plan Coordinator will:
 - ♦ Implement and market the Travel Plan, taking account of both short and long-term objectives
 - ♦ Be a contact point and 'face' for the Travel Plan
 - ♦ Provide personalised travel plan services to new/rehoused residents
 - ♦ Establish good communications between themselves and the Council to help ensure the Travel Plan is a success
 - ♦ Promote the Travel Plan and be available to discuss travel requirements and ideas as to how the plan could provide further encouragement or facilities to make sustainable transport more accessible
 - ♦ Provide up-to-date travel information for the regeneration area and the wider estate;
 - ♦ Establish and promote the individual measures in the Travel Plan
 - ♦ Where appropriate, explore the potential of joining forces with community groups within the local area
 - ♦ Promote local and national events such as National Bike Week and Walk to School Week to raise awareness of more sustainable modes of transport;
 - ♦ Collate travel survey information to measure, monitor and develop the success of the Travel Plan so that targets can be refined and developed
 - ♦ Coordinating and cooperating with other Travel Plan Coordinators in the area
 - ♦ Update the Travel Plan website
- 5.4. The Travel Plan Co-ordinator will be appointed upon commencement of the development.

Partners and Stakeholders

- 5.5. Travel Plans need partnerships for success. Organisations / developers need to work with a number of partners and internal stakeholders during the implementation process. It is expected that all partners will make an active contribution to the process. The Travel Plan Coordinator is a central figure in establishing partnerships and maintaining links and lines of communication.
- 5.6. Likely / possible partners include:
- ♦ Council of the Isles of Scilly
 - ♦ Cornwall County Council
 - ♦ Other local Travel Plan Coordinators
 - ♦ Local cycle shops

Securing the Travel Plan

- 5.7. The Travel Plan will be secured by planning condition and the costs to cover Travel Plan monitoring will be secured by a Section 106 Planning Agreement. The funding of the Travel Plan and its proposed measures will be the responsibility of the developer.

Marketing

- 5.8. Marketing and awareness raising strategies are also an important part of Travel Plans. They cover the involvement / engagement of residents and raising their awareness about travel options and the benefits of more sustainable or efficient travel.
- 5.9. The primary means by which the Travel Plan will be marketed are through newsletters / e-mails and the development's website. This will help to promote the initiatives and disseminate the information about the Travel Plan and the personalised travel planning service that will be available to residents.
- 5.10. The accessibility of the development will be explained to prospective residents and included in the general marketing information issued by the site sales staff.
- 5.11. Welcome packs will be provided to the occupants of each new home on its first occupation. The pack will include:
- ♦ Information on the Travel Plan, the targets and benefits it can achieve;
 - ♦ Cycle information including maps of cycle routes and locations of cycle facilities and shops;
 - ♦ Walking and cycling maps showing routes to local shops and community facilities;
 - ♦ Information on car sharing and car club schemes;
 - ♦ Details of local taxi services; and
 - ♦ Contact details for the Travel Plan Coordinator.

6.0 MONITORING AND REPORTING

Monitoring

- 6.1. This Travel Plan is a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant to the residents of the estate, visitors and those using the local facilities.
- 6.2. The Travel Plan will be monitored biannually at years 1, 3, 5, from 80% occupation of the new development units. The aim will be to obtain a minimum 50% response rate to all questionnaire surveys. If this is not achieved the survey will be repeated or further responses sought. An example residents' questionnaire is included at Appendix 3.

Reporting

- 6.3. As appropriate, key survey and/or monitoring findings will be disseminated amongst residents through newsletters. In addition a monitoring / performance report will also be prepared and issued to the local planning and highway authorities for their review.
- 6.4. The reporting will include;
 - ♦ A recap of the Travel Plan objectives and targets;
 - ♦ Monitoring methodology;
 - ♦ A summary of results presented in relation to the agreed targets;
 - ♦ Progress against agreed measures;
 - ♦ Any corrective measures, such as more publicity, additional incentives etc., to get the Travel Plan back on track should the targets not be met; and
 - ♦ Proposal to develop the Travel Plan in the future.
- 6.5. The penalties to be imposed should the travel plan targets not be met will be agreed with both the Local Planning and Local Highway Authorities. These may take the form of a financial penalty with the money reinvested into promoting/improving sustainable methods of transport in the area.

7.0 ACTION PLAN

- 7.1. This chapter draws together the proposed measures for implementation, monitoring and review. The actions are summarised in Table 7.1 showing what needs to be implemented, who is responsible and the timeframe for each action.

Table 7.1: Action Plan

Action Plan	Responsibility	Time Frame
Appoint Travel Plan Coordinator (TPC)	Developer / Successor in Title	Prior to occupation
Provide contact details of TPC to the Local Authority	Developer / Successor in Title	Upon appointment of the TPC
Collate walking, cycling and public transport information	TPC	Following appointment
Prepare and site travel noticeboards in convenient locations to show: - Contact details of TPC; - Objectives of the Travel Plan; - Established walking and cycling routes; - Details of local taxi services; - News of local / national events such as 'bike to work' week	TPC	Prior to 80% occupation of development
Provide residents with Travel Information Welcome Pack including: - Contact details of TPC; - Objectives of Travel Plan - Benefits of sustainable travel (including health information); - Established walking and cycling routes; - Local facilities / home shopping details; - Details of car sharing database; - Walking and cycling organisations in the area	Developer / Successor in Title	Prior to 80% occupation of development
Conduct baseline travel survey	TPC	On 80% occupation of development
Production of the final Travel Plan	Developer	Following the analysis of the initial travel survey
Set up Steering Group / liaise partners and stakeholders	Developer / TPC / Successor in Title	Upon occupation / as required
Distribute Baseline Travel Survey to the Local Planning and Highway Authorities	TPC	On 80% occupation of phase
Produce monitoring report / reassess targets. Send to TP Officer. Make results available to residents	TPC	8 weeks after end of survey
Promote and support local and national events / campaigns	TPC	Annually / as required
Undertake follow-up Travel Surveys	TPC	Annually / as required
Submit monitoring reports to Local Authorities and make results available to residents	TPC	8 weeks after each follow up survey
Liaise with Local Planning and Highway Authorities	TPC	On-going / as required

Appendix 1: Site Location and Proposed Site Layout



Ennor Farm, St Mary's
Client: Council of Isle of Scilly

Figure 1:
Site Location Plan

Scale: 1:10000@A4
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 Contains Ordnance Survey data © Crown copyright and database right 2020.
 Job Number: 13394
 Drawn by - Checked by: RP - GJ
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PLOT	ILLUSTRATIVE HOUSETYPE	NUMBER OF BEDS	*SEMI/ DETACHED
01	TYPE A/B	2B4P	DETACHED
02	TYPE A/B	2B4P	DETACHED
03	TYPE E	2B4P	DETACHED
04	TYPE A/B	2B4P	DETACHED
05	TYPE E	2B4P	DETACHED
06	TYPE E	2B4P	DETACHED
07	TYPE A/B	2B4P	DETACHED
08	TYPE E	2B4P	DETACHED
09	TYPE A/B	2B4P	DETACHED
10	TYPE C	2B4P/ 4B6P	SEMI DETACHED
11	TYPE C	2B4P/ 4B6P	SEMI DETACHED
12	TYPE D	2B4P	SEMI DETACHED
13	TYPE D	2B4P	SEMI DETACHED

*SEMI/ DETACHED - Plots are to be detached or semi detached in accordance with the site plan and plot table above.

Scale, materiality and form are to be informed the the Design Code.

Contractors to check all dimensions on drawings.
Any discrepancies must be reported to KTA or the contract administrator before proceeding.
Do not scale from planning drawings, work to figured dimensions.
This drawing must be read in conjunction with all relevant consultants drawings.
This drawing is © KTA.

Revision Schedule			
Revision Number	Revision Date	Revision Description	Issued/ Authorised by
P5	JAN 2021	PLANNING ISSUE	MC/AC
P4	JAN 2021	DRAFT PLANNING ISSUE - HOME ZONE	MC/AC
P3	JAN 2021	DRAFT PLANNING ISSUE	MC/AC
P2	NOV 2020	DRAFT ISSUE - Foul pumping station added	MC/AC
P1	JULY 2020	DRAFT ISSUE	MC/AC

- Existing tree/ grouping Refer to Arboricultural Impact Assessment for further detail
- Tree/ grouping removed Refer to Arboricultural Impact Assessment for further detail
- Proposed tree
- Proposed landscaped stone hedge bank
- Proposed communal space/ landscaping
- Proposed front garden
- Proposed back garden
- Proposed home zone/ parking
- Proposed landscaped path

PLANNING ISSUE

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Project
Ennor Farm

Title

SITE PLAN AS PROPOSED

as proposed

Author

AC/MC

Checked by

AC

Date

08/01/2021 08:41:57

Scale

As indicated @ A1

Project

2002

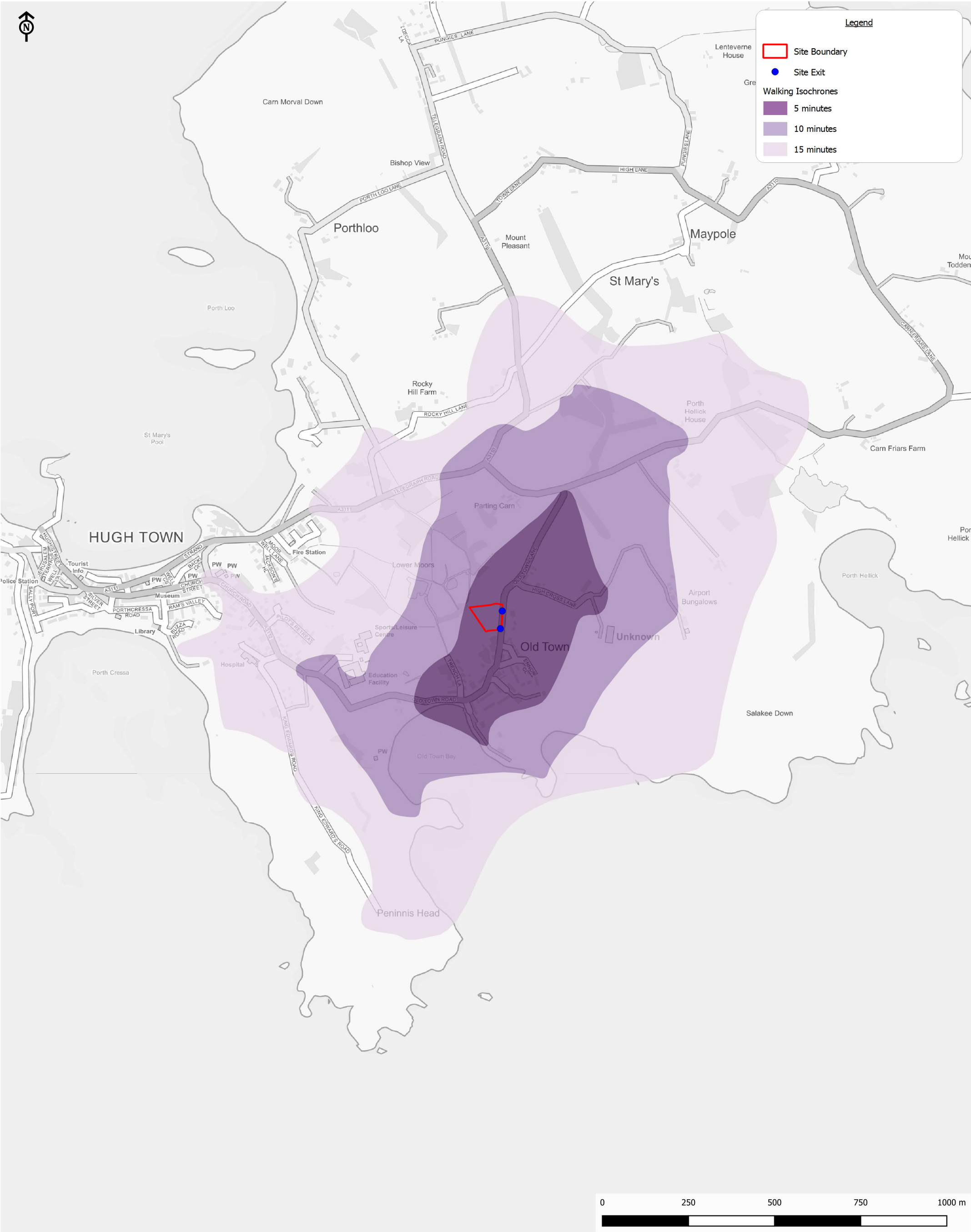
Status

Pre Construction

Drawing number

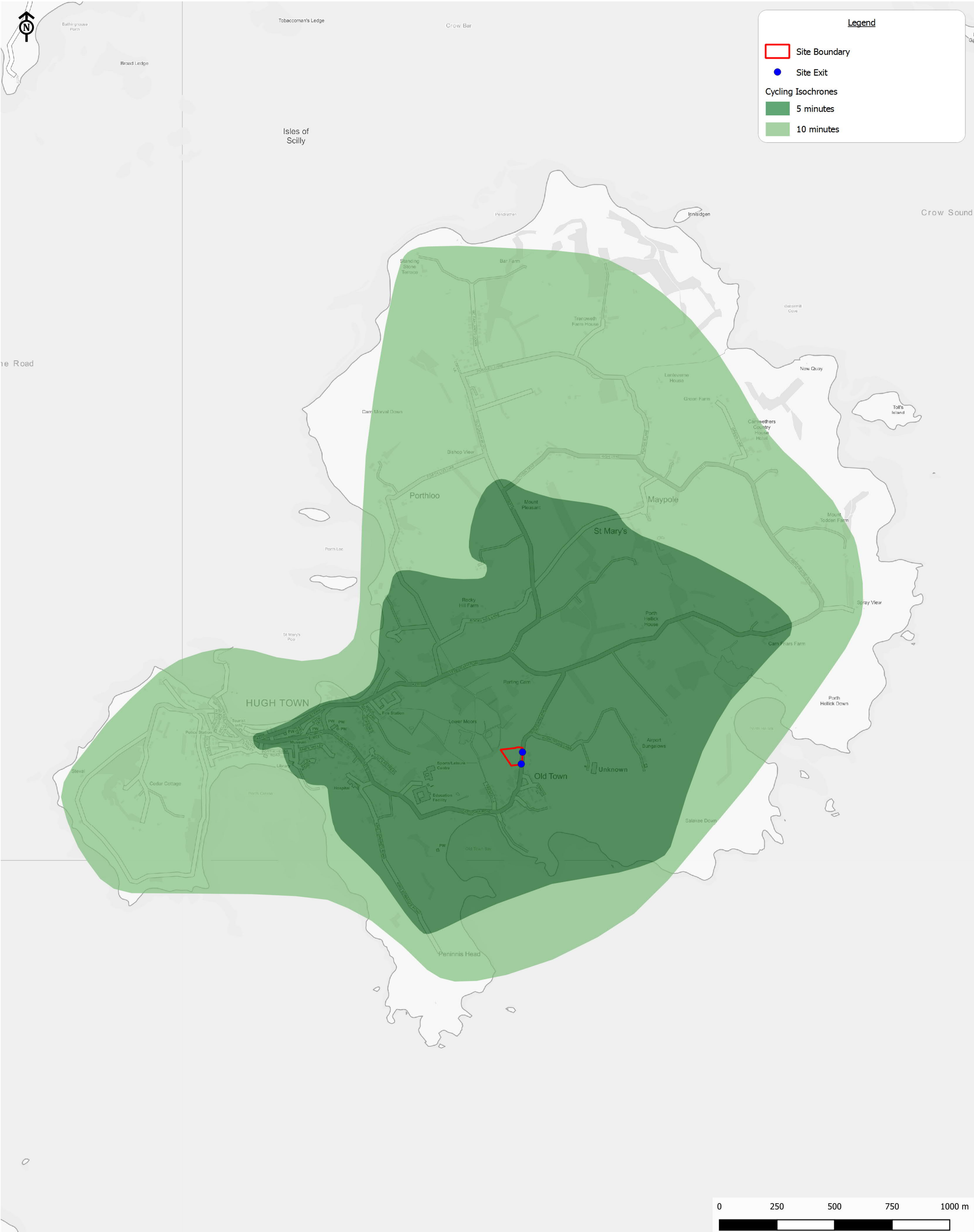
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Appendix 2: Walking and Cycling Isochrones



Ennor Farm, St Mary's
Client: Council of Isle of Scilly

Figure 2:
Walking Isochrones



Ennor Farm, St Mary's
Client: Council of Isle of Scilly

Figure 3:
Cycling Isochrones

Appendix 3: Residents Travel Survey

Residents' Travel Survey

Please complete this Travel Survey to help the Travel Coordinator determine the travel demands and enable measures to be drawn up to help improve your experience of travel and help to reduce the impact of this development on the local area.

Your Travel Plan Coordinator is required to report on the results of this survey as part of the development's planning permission. This information may be shared with the Council and the development company that built your home.

Please return completed copies of this survey to your Travel Plan Coordinator by the advertised date.

Following the end of the survey period, a report will be prepared and the outcomes from the survey should be made available to you. If you have not heard anything within 8 weeks of the end of the survey period, please contact your Travel Plan Coordinator for the results.

Section 1: Household Characteristics

[illegible][illegible]

Section 2: Journey Characteristics

Please complete the following questions for each person in your household.
(if more than 6 people, please continue on a separate sheet)

Household Member	Do you work?				Where? If applicable, please enter the town, district or postcode of the place of work or educational establishment	How long does your journey take to work / school?				
	Yes, full time <i>(30 hours per week or more)</i>	Yes, part time <i>(less than 30 hours per week)</i>	Do not work <i>(in education)</i>	Do not work <i>(other)</i>		Up to 15 minutes	16-30 minutes	31-60 minutes	61-90 minutes	Over 90 minutes
1	☐	☐	☐	☐		☐	☐	☐	☐	☐
2	☐	☐	☐	☐		☐	☐	☐	☐	☐
3	☐	☐	☐	☐		☐	☐	☐	☐	☐
4	☐	☐	☐	☐		☐	☐	☐	☐	☐
5	☐	☐	☐	☐		☐	☐	☐	☐	☐
6	☐	☐	☐	☐		☐	☐	☐	☐	☐

[illegible]

Section 3: Initiatives

What improvements or initiatives would encourage your household to reduce its reliance on the private car and use alternative modes of transport instead?

Walking / Cycling	This could be of interest	Already have
Suitable route information	☐	☐
Loan of a bicycle	☐	☐
Training on how to ride a bike	☐	☐
Bicycle discounts	☐	☐
Information on bicycle repairs	☐	☐
Public Transport	This could be of interest	Already have
Bus / train fare discounts	☐	☐
Suitable route available	☐	☐
Travel information timetables / maps	☐	☐
Sharing Journeys / Car Clubs	This could be of interest	Already have
A system for arranging lifts with others	☐	☐
Access to car club vehicles	☐	☐

Do you have any suggestions for improvements or comments about your travel?

*Thank you for taking part in this survey.
Please return the survey to the Travel Plan Coordinator in the envelope provided.*

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