

Appendix 13

Residential Travel Plan Heads of Terms

Residential travel plans

'Standard' s106 heads of terms

Item	Costing
1. Implementation of an approved Full Travel Plan for the development, such travel plan to have been agreed in full prior to the signing of the s106 agreement (prior to reserved matters or commencement of the development), appended to the agreement and supported by a full travel plan schedule which contains a full range of measures to assist with sustainable travel	No stated cost
2. Residential travel vouchers varying between £100-£250 per dwelling (value dependent on the size of the dwelling), repeated for a maximum of three tenures for each property for a period of five years from each occupation, to aid with uptake of smarter travel choices	£100-£250 per dwelling dependent on number of bedrooms 1 - £100 2 - £150 3 - £200 4+ - £250
3. Travel information contribution of £[] to assist the County Council in providing relevant cycle leaflets and bus timetables to be provided by the developer as part of travel information packs and to update existing literature	£[]/dwelling
4. Smarter travel management fund of £[] to aid with the provision of matters such as on-site cycle servicing for residents and other events/one-off promotions to assist a travel plan coordinator promote sustainable travel, and should targets not be met to provide further remedies	£[]/dwelling Money to be released to travel plan coordinator as necessary or to fund directly SCC services such as cycle maintenance sessions
5. Fully-equipped bus stops featuring hard standing, licensed shelters and cycle parking on the stops on [] with a commuted maintenance sum	Commuted sum equal to full implementation cost of a replacement shelter
6. Travel Plan Fee of £[] to assist SCC's role in supervising the implementation of the travel plan as a one-off payment	Dependent on size of development and nature of development (e.g, number of additional uses)
7. Cycle link to £[]	Site specific
8. Off-site cycleway signage improvements £[]	Site specific
9. Personal travel planning	Site specific

Draft standard accompanying text:

Notwithstanding the measures to be covered in point 1, sufficient high quality cycle and motorcycle parking for both residents and visitors should be carefully integrated into the design of the development alongside any other hard on-site measures such as a travel information noticeboard, facilities for a car club vehicle and electric charging of vehicles and cool storage areas should be located and any licensing arrangements agreed in advance. Permeability into and through the development for pedestrians and cyclists should be maximised, and the design of the space on-site should prioritise such movements over other vehicles. [Further physical detail should be included in a revised travel plan.]

Suggested conditions relating to provision of cycle parking and travel information

[TBC]