Comment	Action
3.2 – The completion of a baseline survey within 6 months is in principle accepted. It would be useful to understand how many dwellings are anticipated to be occupied at this time to ensure there is a suitable number of residents to determine the baseline. It would also be beneficial for the travel plan to include an example baseline survey from another site just to indicate what the survey will potentially include.	Updated. 137 dwellings expected to be occupied. An example baseline travel plan questionnaire used elsewhere is included within the Appendices
3.4 – Reference is made to 'Barnet 019 ward'. This is incorrect. The wording would need to be updated and it confirmed that the Census data quoted is indeed from the correct ward or Barnet.	Updated. This was a transposing error. Updated Census data has been used for the MSOAs which the site is within.
4.7 – The suggested targets aren't considered particularly challenging in this location that offers realistic opportunities for travel by modes other than the private car. As an example, WSCC ordinarily request the inclusion of a target to reduce the number of single occupancy car based trips by 15% between 7am and 7pm. There would seem no reason why such similar targets could not be adopted even if these are subsequently updated.	Updated. We have targeted a 15% reduction in car driver mode over 5 years.
Again in respects of 4.7, these cover a period of up to 5 years. Can the developer confirm that the development will be fully built out within the 5 year period?	Updated. Development of Phase 3 is forecast to begin in 2026. Expected to be completed by the time Year 5 survey is undertaken (2030)
5.1 – Can interim contact details be included within this section pending the confirmation of the end travel plan co-ordinator? A commitment to update the TP with these details should be included within this point.	Updated. Adam Richards at SHG will be the point of contact until a TPC is appointed.
6.8 – This section includes measures that aren't relevant to this location. This section needs to be updated.	Updated. Non-relevant measures removed.
Again with 6.8, all of the measures listed primarily involve the distribution of information. It's recommended that a monetary value is provided to encourage journeys by alternate modes (i.e. a voucher for bus or train tickets). It's appreciated that 6.12 includes one year free car club membership. The passenger transport voucher/tickets should therefore be offered as an alternative to this for those residents that do not drive and therefore that cannot make use of the car club.	Updated. PT vouchers will be available for those who choose not to use/unable to use the car club offer.
7.2 – WSCC would request that all monitoring is undertaken via TRICS SAM. These surveys should be in years 1, 3 and 5. The Applicant can undertake further annual surveys as indicated. It would be helpful if the TP is updated with this requirement.	Updated. Monitoring will be undertaken with TRICs SAM methodology. Surveys will be Year 1, 3 and 5.
7.3 – As per 3.2, how many units are anticipated to be occupied within 6 months? Will there be a suitable number of units occupied to provide meaningful survey results?	As above, 137 dwellings occupied within 6 months. This is sufficient to provide enough data.
7.4 – As mentioned elsewhere, will be the development be fully built out within 5 years? If not the monitoring period should be increased.	As above, development forecast to be completed by the time Year 5 survey is undertaken.
7.6 – If monitoring is extended, there should be a commitment to remedial measures being implemented too.	Updated. If remedial measures are required these will be discussed with WSCC.
7.8 – It would be helpful if the TP monitoring can be issued to WSCC too.	Updated.