



## CHANCERY PARK RESIDENTIAL TRAVEL PLAN

### **Burwell Road, Exning, Suffolk**

Client: Charles Church Anglia

March 2018 (Rev B)

Project No: 80007

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### Revision Status

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A	9.3.2018	Updated to a full Travel Plan with baseline survey results.	HW	RNL	RNL
B	29.3.2018	Update as per SCC comments	HW	RNL	RNL

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## **1. FOREWORD**

- 1.1. Smarter Travel Ltd (STLtd) has been appointed by the Developer – Charles Church Anglia - to manage, monitor and promote the Residential Travel Plan (TP) for the development of land off Burwell Road, Exning, Suffolk (known as Chancery Park). The development scheme is for 120 residential dwellings (30% of which are classed as 'Affordable Homes'), with construction underway. The provision of this full TP is to oblige Condition 15 of planning approval Ref: F/2012/0552/OUT with Forest Heath District Council (FHDC). The layout of the development is included in **Appendix A**, which also includes the accommodation schedule, which indicates bedroom numbers and an approximate number of residents upon completion (approximately 471 residents).
- 1.2. This TP updates the document following on from the base survey, making this update a full residential TP.
- 1.3. A Travel Plan is defined as a long term management strategy and package of measures intended to encourage sustainable travel choices for a healthier lifestyle and reduce the reliance on the private car; this effectively requires identification and implementation of a set of interrelated measures and initiatives which will reduce the environmental impact of the travel associated with a development, particularly through the use of public transport, walking and cycling, which reflects current Government policy in respect of transport.
- 1.4. The Travel Plan Coordinator will promote, manage and monitor the success of the TP and report to Suffolk County Council (SCC) for the monitoring period of five years from the first multi-modal travel survey undertaken at approximately 65% dwelling occupation (78th dwelling) of the development. At the time of the first survey, 80 dwellings were occupied. The monitoring period is likely to be completed in 2023 with the principle target to have a shift towards sustainable travel of up to 10% from the initial assessment of single occupancy car travel of the local area determined from Census data and Transport Assessment (TA) that supported the original planning application.
- 1.5. The development is located south of Burwell Road in Exning which lies to the northwest of the town of Newmarket. The site is close to numerous local amenities and public transport services with good pedestrian and cycle infrastructure to support the promotion of sustainable travel.

### **Definitions**

- 1.6. The following definitions are used throughout this document:
  - i. "Travel Plan" means a comprehensive "living" document that includes the sustainable travel objectives, targets and commitments, which is updated, amended and supplemented from time to time under the provisions of the conditions of the planning approval and "Travel Plan Reviews" which are obliged to be undertaken by the Travel Plan Coordinator on behalf of the Developer.

- ii. "Travel Plan Coordinator (TPC)" shall mean a permanent representative appointed by the Developer with the appropriate skills, budgetary provision and resources to produce and update a "Travel Plan" and manage the continued implementation of the "Travel Plan" including the provision of information to the Local Authority.
- iii. "Multi-modal Survey" means a standardised travel survey undertaken with manual observations at each access point to identify the modes of travel used by the residents and to determine vehicular generation of the development supplemented by postal / online surveys, if required.
- iv. "Travel Plan Review" means an update of the Travel Plan on first, third and fifth anniversaries of the start of the monitoring period including the results and analysis of the "multi-modal survey" indicating how the "Travel Plan" is performing and updating the document as necessary to reflect changes in local area accordingly.
- v. "Monitoring Period" means the time period that the Developer is committed to fund and manage the "Travel Plan" and "Travel Plan Coordinator" to review travel behaviour to/from the site with an aim to reduce private car usage in favour of sustainable modes. This time period is set out as five years after 65% dwelling occupation and agreement with the Local Authority of the "Travel Plan".
- vi. "Local Authority" shall mean the relevant district council or county council required to approve the Travel Plan.

## **2. INTRODUCTION**

- 2.1. This document provides the basis, from which to refine, expand and develop the TP and promote the objectives within it; an updated TP will next be submitted to SCC for approval at the first anniversary of the baseline survey (February 2019). The travel surveys will be used to help update objectives and measures set out within this TP and commence the monitoring period.
- 2.2. The development is wholly residential and therefore the TP is an important tool in helping to deliver sustainable communities. This will bring a number of benefits into the local area, including:
- i) Reducing the need to travel by private car and aim to cut congestion from the housing development.
  - ii) Increasing awareness of sustainable travel alternatives to the private car.
  - iii) Promotion of social inclusion and interaction by identifying that a wide range of transport options are easily available for new residents, including those with disabilities, and that existing amenities are accessible.
  - iv) Helping to reduce greenhouse gas emissions by accommodating those journeys that need to be made by car through information on greener car travel usage. This will aid in addressing the increased emphasis of tackling climate change and reducing impact on the local environment.
  - v) Residents can enjoy improved health, less stress and better quality of life through the increased use of walking, cycling and public transport use. Financial savings over the ownership and running costs of a private car can also be achieved through providing a greater travel choice.
  - vi) Bringing new choices of modes of transport to the wider community with the promotion of a car sharing scheme.
- 2.3. This TP has been prepared in accordance with SCC Travel Plan guidance and Department for Transport (DfT) guidance documents "Using the Planning Process to Secure Travel Plans (April 2009)"; "Making Residential Travel Plans Work: Guidelines for New Development" and "Good Practice Guidelines: Delivering Travel Plans through the Planning Process" (April 2009).
- 2.4. The planning condition 15 for the planning permission for this development sets out the required highway improvement schemes to be implemented by the Developer. Those improvements related to improving sustainable travel are as follows:
- A double mini-roundabout junction of Swan Lane, Church St, and Windmill Hill which as of the site visit on 9<sup>th</sup> February 2018 had been completed.
  - A new village gateway feature.
  - Provision of a 3.5m wide shared pedestrian / cycle facility through the site (to allow re-routing of National Cycle Route 51 through the site).



### **3. POLICY CONSIDERATION** ***National Policy***

- 3.1. The Department for Transport document “*Smarter Choices – Changing the Way We Travel* (2004)” demonstrates the efficacy of measures such as the use of car clubs, car sharing schemes, personalised travel planning, travel awareness publicity, etc... The document sets out that the reduction nationwide could be of around 11% in traffic with appropriate travel plan measures implemented.
- 3.2. The Government’s white paper document “The Future of Transport: a network for 2030 (2004)” sets out the vision for a smarter choice of travel in England. The document has identified that marketing to promote sustainable transport can deliver “reductions in car use of between 7% and 15% in urban areas and 2% to 6% in rural and smaller urban areas”.

#### ***National Planning Policy Framework (NPPF)***

- 3.3. The NPPF and the Department for Transport (DfT) guidance, referred to in **Section 2**, identifies that the provision of a Travel Plan will help to deliver more sustainable transport objectives, including:
- Reductions in car usage (particularly single occupancy journeys) and increased use of public transport, walking and cycling;
  - Reduced traffic speeds and improved road safety and personal security, particularly for pedestrians and cyclists; and
  - More environmentally friendly delivery and freight movements, including home delivery services.

#### ***Regional***

- 3.4. SCC policy with respect to transport is embodied in the Local Transport Plan. The third Local Transport Plan (LTP3) sets out SCC’s ambitions and objectives for transport.
- 3.5. LTP3 identifies how transport will play its part in supporting and facilitating future sustainable economic growth in Suffolk by:
- maintaining (and in the future improving) our transport networks;
  - tackling congestion;
  - improving access to jobs and markets; and
  - encouraging a shift to more sustainable travel patterns.
- 3.6. The provision of a TP to support new residents to the area in their choice of travel modes for regular journeys in the local area is a key element in facilitating sustainable development in Suffolk.

**4. EXECUTIVE POLICY STATEMENT**

- 4.1. Charles Church Anglia has agreed to the TP arrangements that demonstrate the importance of the environmental and health benefits of increasing the use of more sustainable modes of travel as an alternative to the private car. The Developer is committed to developing and funding this programme, with the support of a TPC, and delivery of measures set out herein to achieve the monitoring targets whilst supporting change in travel habits of residents of this development.
- 4.2. The Developer will be responsible for the ownership of the residential TP for this development for a period of not shorter than five years from the date of the approval by FHDC and SCC of this full version of this TP. It is therefore expected that the monitoring period is to end no earlier than 2023.
- 4.3. The appointed TPC can delegate responsibilities to others to assist in the operation and monitoring of the TP. The contact details are set out below. Should the contact details of the TPC change at any time during the monitoring period the following details will be amended accordingly and advised to FHDC and SCC.

<b><i>Acceptance and Commitment to the Role of Travel Plan Coordinator</i></b>
Name: Heidi Wilson Company: Smarter Travel Ltd Telephone: 01603 230240 (Mon – Fri; 0900-1700) Email: <a href="mailto:ChanceryPark@SmarterTravel.uk.com">ChanceryPark@SmarterTravel.uk.com</a> Website: <a href="http://www.SmarterTravel.uk.com">www.SmarterTravel.uk.com</a> Date: 9 <sup>th</sup> March 2018 On behalf of: Charles Church Anglia





the nearest primary school and cycling routes to the nearest secondary education school in Newmarket.

- 5.6. National Cycle Route 51 and a regional cycle route utilises the B1103, Ducks Lane and Lacey's Lane just south of the site. A local cycle map is included in **Appendix B** for reference. The National Cycle Route 51 connects Newmarket south with Cambridge, via Burwell.
- 5.7. The part of National Cycle Route 51 along the B1103 at the underpass of the A14(T) is an off-road shared use cycleway to junction with Brickfields Avenue. An off-road shared use cycle route then continues south to the Newmarket Town Centre and also the NCR 51 continues eastwards along Brickfields Avenue before heading south along a segregated cycle route to the centre of Newmarket Town.

### ***Public Transport***

- 5.8. The closest current bus stops to the development are located as follows:
- Exning (adjacent/opposite) Dennis Terrace on Burwell Road, approximately 360m north of the centre of the site.
  - Exning (adjacent/opposite) the School on Oxford Street, approximately 630m east of the centre of the site.
- 5.9. The bus stops opposite Dennis Terrace and the School are sheltered whereas the stops adjacent Dennis Terrace and the School are standard flag stops. Both have bus timetables available for bus users. New relocated bus stops are to be closer to the access road as per planning conditions, with new bus shelters being provided. Once completed this will be promoted to the residents.
- 5.10. **Table 5.1** below presents the regular most up to date services which run along the B1103. These local bus routes operating Monday to Saturday are shown on **Figure 2**. The bus services can also be boarded along Oxford Street (approximately 630m away).

**Table 5.1 – Nearest Local Bus services**

Operator	Service	Frequency
Stagecoach in Cambridge	Cambridge – Bottisham – Burwell – Newmarket (No.10 – available at all stops)	<b>Mon to Fri:</b> 10No. services (approximately hourly – 0749 – 1729) <b>Sat:</b> 9No. services (approximately hourly – 0919 – 1729)
	Newmarket – Burwell – Bottisham – Cambridge (No.10 – available at all stops)	<b>Mon to Fri:</b> 11No. services (approximately hourly – 0723 – 1733) <b>Sat:</b> 11No. services (approximately hourly – 0738 – 1732)

- 5.11. Up to date timetable information for each bus stop can also be obtained via the websites of each operator or via Traveline East Anglia Community Transport for the area. Links to updated timetables will be promoted to residents.
- 5.12. A review of 2011 Census data for the Exning area shows that currently the use of bus services is very low for commuter purposes. This is discussed further later in this TP.
- 5.13. Travel times to Newmarket and Cambridge are 21 minutes and 64 minutes respectively. An adult return fare to Cambridge is £9.00 per day or £33.00 per week. The use of Smartphone apps for easy ticket purchasing options and live bus arrival times will be promoted to residents.
- 5.14. Community transport options are also available to residents that may have need for these services. Dial-a-ride operates in the area and further information can be found via their website ([www.voluntarynetwork.org](http://www.voluntarynetwork.org)).

### ***Train Services***

- 5.15. Newmarket Train Station is located at approximately 5.9km distance from the centre of the site. Although the station is located approximately 25 minutes cycle time from the site it is still expected that some of the residents of the future development could still commute to work by train and travel there via a bicycle.
- 5.16. The train station is on the Ipswich – Cambridge line and is operated by Greater Anglia where connections to Norwich, London terminals, Birmingham and more. There is currently from Monday to Friday, 17No. services towards Ipswich between 0702 – 2306 and 17No. services towards Cambridge between 0609 – 2217. The train service is typically hourly Monday – Saturday and takes 25 minutes to travel to Cambridge and 50 minutes to travel to Ipswich. On Sundays the service is one every 120 minutes.

- 5.17. The current season and day ticket cost of train services to Cambridge and London should be promoted to the future residents as well as the available Railcards that can be obtained that can reduce train travel costs by up to 33%. The Plus Bus ticket option will also be promoted as a way to get cheap bus travel at train destinations such as Ipswich and Cambridge which is likely to be taken up for leisure related journeys.
- 5.18. The train station offers step free access throughout and some limited facilities for commuters. There are also 10 bicycle spaces for secure storage as well as 12 (plus one accessible) spaces available for cars.
- 5.19. A review of 2011 Census data for the Exning area shows that currently the use of the train is also very low for commuter purposes. This is discussed further, later in this TP.

***Local Amenities***

- 5.20. The Institution of Highways and Transportation in its publication "Guidelines for Providing for Journeys on Foot (2000)" suggests that an average walking speed of 1.4 m/s can be assumed. The Department for Transport's document LTN 1/86 "Cyclists at Road Crossings and Junctions" recommends that an average cycling speed of 4m/s can be assumed.
- 5.21. Although now superseded by the National Planning Policy Framework, the Government's document "Planning Policy Guidance 13: Transport" stated that *"walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres."* The same document also stated that *"cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport."*
- 5.22. Focusing upon the site, **Table 5.2** presents a range of local amenities in the surrounding areas, with the appropriate distance and travel time from the site.

**Table 5.2 – List of Nearest Local Amenities**

<b>Amenity</b>	<b>Location</b>	<b>Distance from the site</b>	<b>Walking / Cycling time</b>
Nursery	Stepping Stones, Oxford Street, CB8 7EW	670m	8mins / 3mins
Primary School	Exning Primary School, Oxford Street, CB8 7EW	680m	8mins / 3mins
Secondary Education	Newmarket Academy, Exning Road, CB8 0EB	3560m	15 mins (cycling)
Dentists	Olive Dental Care, Oxford Street, CB8 7EW	650m	8mins / 3mins
Doctors	Burwell Surgery, Burwell, CB25 0AE	2400m	10 mins (cycling)
Post Office	Exning Post Office, Oxford Street, CB8 7EW	610m	7mins / 3mins
Convenience Store	Londis, Oxford Street, CB8 7EW	610m	7mins / 3mins
Supermarket	Tesco, Fordham Road, CB8 7AH	3450m	14 mins (cycling)
Public House	The White Swan, Oxford Street, CB8 7EW	725m	9mins / 3 mins
Place of Worship	Saint Martin's Church, Ducks Lane, CB8 7HQ	1220m	14mins / 5mins
Sports Facilities	The Park, Cotton End Road, CB8 7NN	1620m	19mins / 7mins

5.23. In conclusion, the development is located very well to a number of amenities which are accessible on foot or by bicycle. Further to this the site is located approximately 4km from Newmarket Town Centre where further amenities are located. **Figure 2** shows the location of most of the amenities noted above.

5.24. The excellent range of amenity provision in the area should influence the residents to use more sustainable modes of transport to travel locally, reducing the impact of the development.

#### **Barriers to Sustainable Travel and Accessibility**

5.25. The potential issues and barriers to the promotion of sustainable travel in association with the site and its locality have been identified as follows:

- Lack of knowledge of potential Car Sharing opportunities;
- Train services located in excess of 5km at Newmarket for onward connections to large employment locations such as Cambridge;
- Limited bus services to employment areas such as Newmarket;

- Perceived accessibility on bicycle to Newmarket and Burwell; and
- Perceived quality of facilities (shelters / seating etc) at bus stops and train station.

5.26. The measures and initiatives proposed within this TP will seek to address the identified issues and barriers to sustainable travel and will be fully supported by the Developer for the monitoring period.

***Annual Inspection (off-site)***

5.27. During the monitoring period, at least an annual inspection shall be made prior to each survey by the TPC to review the condition of local footways, cycleways and bus shelters off-site to identify any maintenance issues that could be detrimental to the promotion of sustainable travel. Any maintenance issues seen can then be reported to the relevant department at the Local Authority for remediation and be reported in monitoring reports or TP reviews.

5.28. Currently there are no significant maintenance issues offsite in the locality that would detrimentally affect promoting sustainable travel to new residents.



**6. CHANCERY PARK DEVELOPMENT**

- 6.1. The Office for National Statistics website has been used to estimate the number of people that could potentially live in the development. The "Key Figures for 2011 Census" for the ward "Exning" has given the breakdown of number of people living per dwelling: 1921 people living in 871 households; using this data it has been forecasted that a development of 120 residential units has the potential to accommodate approximately 265 people.
- 6.2. The illustrative layout 744-13-04 produced by the Developer's architect, is included in **Appendix A** of this TP.

**Access**

- 6.3. The main vehicular access to the development will be from the existing cul-de-sac from Burwell Road, to the north of the site. This access will be for all modes of travel.
- 6.4. There will also be a footway / cycleway connection in the southeast part of the site to the boundary with Queensway, providing a quicker route to the centre of Exning. As of February 2018 this is not complete and is still being constructed. Once complete, this will be promoted to residents.

**Car & Cycle Parking**

- 6.5. Secure and sheltered cycle parking spaces are available for the Chancery Park residents of flats, within or adjacent to associated blocks. Residents of houses will store bicycles in garages or storage can be provided in gardens via sheds.

**S106 Improvements**

- 6.6. As noted previously the Developer is to provide a 3.5m wide shared pedestrian / cycle facility through the site to allow re-routing of National Cycle Route 51 through the site from the south-east boundary corner of the site to the Burwell Road access. This will be reported here once further details come to fruition.
- 6.7. There is also the intention to provide new bus shelters and new located bus stops closer to the access road to the site as part of planning conditions. This will be reported here once further details come to fruition.

**Annual Inspection (on-site)**

- 6.8. During the monitoring period, an annual inspection shall be made prior to each survey by the TPC to review the condition of on-site local footways and cycleways to identify any maintenance issues that could be detrimental to the promotion of sustainable travel. Any maintenance issues seen can then be reported to the relevant department at the Developer and / or Local Authority for remediation and be reported in monitoring reports or TP reviews. As of the 2018 site visit, it was noted that the public footways and road surfaces have not been completed, however the site is still under construction.

## **7. TRAVEL ASSESSMENT & MONITORING REPORT**

- 7.1. As the development is yet to be fully occupied the TA, supporting the planning application, has provided residential trip rates utilising surveys of similar residential developments and averaging the hourly vehicular movements. The potential vehicular and non-vehicular generation of the development is summarised in **Table 7.1**.

**Table 7.1 – Potential Person Generation of up to 120 residential units**

<b>Mode of Transport</b>	<b>Number of commuters</b>	<b>Percentage</b>
Public Transport	25	3%
Taxi or minicab	3	0%
Driving a car or van	670	75%
Passenger in a car or van	61	7%
Motorcycle, scooter or moped	18	2%
Bicycle	48	5%
On foot	69	8%
Total commuting	894	100%

- 7.2. The development, as assessed in the TA, would have the potential to generate, without a TP, approximately 72 two-way vehicle movements during AM peak hour, 81 two-way vehicle movements during PM peak hour. Over a 12-hour period the development could generate 674 two-way movements.
- 7.3. Further to this, the 2011 Census Statistics have been used to understand the current travel modes and typical work destination for existing local residents, these have been used to provide an estimate of typical travel modes that would be utilised from the development.
- 7.4. The April 2011 Census Statistics – WU03EW – Location of Usual Residence and Place of Work by method of travel to Work for Forest Heath 006 (Middle Super Output Area), which includes the site, is summarised in **Table 7.2**.

**Table 7.2 – Method of Travel to work -  
2011 Census**

<b>Mode of Transport</b>	<b>Number of commuters</b>	<b>Percentage</b>	<b>Main/Secondary Destination Preference</b>
Work at or mainly from home	0	0.0%	N/A
Train	15	0.4%	Cambridge / London
Bus	95	2.5%	Cambridge / Studlands Park
Taxi or minicab	18	0.5%	Newmarket
Driving a car or van	2579	66.9%	Studlands Park / Newmarket / Fordham
Passenger in a car or van	240	6.2%	Studlands Park / Fordham
Motorcycle, scooter or moped	28	0.7%	Studlands Park
Bicycle	260	6.7%	Studlands Park / Newmarket
On foot	619	16.1%	Studlands Park / Newmarket
<i>Total commuting</i>	<i>3854</i>	<i>100.0%</i>	

- 7.5. The tables demonstrate that from the Exning area 22.8% of the commuting is undertaken by cycling and walking, and a further 2.9% of the commuting is undertaken by using public transport.
- 7.6. It is also apparent the majority of the residents within the Exning area approximately one third of all single occupancy car movements shown above commute by private car (on their own) to a work place within the Newmarket area which is within easy walking and cycling distances. The promotion of car sharing, bus travel, cycling and walking is therefore considered to be the key modes of travel for this development location. Unfortunately, the Census data does not break down further where within Newmarket (other than the Studlands Park area) those single occupancy car users are travelling to. This would need to be determined from any residential surveys undertaken to ascertain what are the principle reasons for using a car to a specific destination in Newmarket.

### **Objectives**

- 7.7. There are a number of objectives that the implementation of a TP is intended to help fulfil. The main objectives of the residential development are to:
- Reduce the use of single occupancy vehicles through raising awareness of alternative travel modes available – especially for those working in the Newmarket area;

- Reduce the traffic generated by the development to a lower level of car trips than would be predicted for the site without the implementation of the Travel Plan;
- Promote healthy lifestyles and sustainable, vibrant local communities;
- Accommodate those journeys that need to be made by car; and
- Assist in addressing specific problems that prevent children or older people from gaining access to key amenities.

**Targets**

- 7.8. Targets should be Site-specific, Measurable, Achievable, Realistic and Time-related (SMART). They may be phased year on year and can be by 'aim' type (e.g. percentage using non-car modes by....) or 'action' type (e.g. appoint a TPC by....).
- 7.9. The "aim type" Travel Plan targets are quantifiable and are given over two timescales: short-term (within one year) and long-term (within three years). The suggested key targets are based on the principle objectives of the TP and are as follows:
- Reduce the peak hour car trip rates determined from the TA by 5% within one year of the implementation of the full TP.
  - Reduce the peak hour car trip rates determined from the TA by 10% within three years of the implementation of the full TP.
  - Reduce the peak hour of 12-hour car trips determined from the TA by 10% within three years of the implementation of the full TP.
  - Retain the level of car trips at the third year of the TP monitoring period at the final year of monitoring.
  - Reduce the percentage of people commuting to Newmarket via single occupancy car travel from 30% to 25% by the fifth year of monitoring.
- 7.10. Additional "aim-type" targets that are not directly related to travel mode are as follows:
- 30% return rate for postal / online surveys issued to residents.
  - 80% of postal / online survey respondents should be aware of the TP and TPC and the services that can be provided.
  - 50% of the respondents to the postal / online survey will have obtained a Personal Travel Plan provided by the TPC.
  - 15% of the dwellings of the development should have used either their bus ticket or bicycle voucher.

- 7.11. The “action-type” TP targets are non-quantifiable targets and take the form of actions that need to be achieved by a specified date. These targets are based on implementing the measures specified in **Section 8** and therefore aid in meeting the “aim-type” targets and the principle objectives of the TP.

***Remedial Measures and Triggers***

- 7.12. After each travel survey the TPC will assess if the targets are being achieved for each of the modes of transport. Should the targets not be considered to be to the SMART principles then a review of achievable, realistic targets will be undertaken and submitted to the Local Authorities with supporting evidence to be agreed.
- 7.13. If the agreed targets are not being met after the first and third year travel surveys the TPC will analyse the situation, contact residents by issuing a travel questionnaire and request feedback on what prevents people from using more sustainable modes of transport and in the case of this site what would help them to avoid single occupancy vehicle trip.
- 7.14. Should the target of 10% decrease in car trip rates not be achieved after the fifth anniversary of the original multi-modal traffic survey then a large scale postal / online survey (with an incentive to respond) of the houses in Exning will be undertaken offering residents a Personal Travel Plan on their request. Information will then be reported back to the Local Authority on local travel issues and the potential for improvements.

## **8. RESIDENTIAL TRAVEL PLAN MEASURES**

- 8.1. The timescale for the implementation of measures are presented in a table included within **Appendix C**. The table details when measures will be put in place during the agreed monitoring period and an indication of the potential cost of the measure.
- 8.2. A TPC has been appointed at least six months prior to any occupation of the site to manage, review and monitor the Travel Plan. The responsibilities and appointment of the TPC are detailed in **Section 9**.

### ***On-site Accessibility***

- 8.3. It is essential to ensure that pedestrian and cycle routes are safe and accessible. The site layout is designed to respect the permeability for pedestrians and cyclists. The provision of public open space within the site and direct access to Burwell Road and to the boundary of Queensway will give a good permeability through the site for pedestrians and cyclists. Also, the routes within the site will be well defined.
- 8.4. The Developer will ensure that the development will have provision for good internet connectivity and availability. This will aid in encouraging home deliveries and promote working from home.
- 8.5. Through direct communication channels from residents to the TPC, as well as personal site visits, any maintenance issues identified with constructed pedestrian/cyclist routes on site will be identified to the Developer or SCC (as applicable) to be rectified.

### ***Public Transport***

- 8.6. An up to date schedule of bus and rail services, within the surrounding area of the site, including route information and service frequencies will be permanently available to the residents of the site (see Marketing and Promotion). The use of smartphone apps and mobile technology will be promoted so residents can access up to date bus timetables.
- 8.7. The TPC will liaise with bus and train operators and SCC to ensure that issues raised regularly by residents are considered by the operators, so that the potential use of public transport is maximised.
- 8.8. Residents will also be made aware of the seasonal discounts of fares that are currently available for buses and train services through promotional links to relevant websites, through the Chancery Park webpage and social media page.
- 8.9. Each dwelling will be provided the opportunity to gain reimbursement for one months' bus travel to either Newmarket or Cambridge. Due to the bus companies ticket purchasing process, this is most suitable option. This will be promoted through a "Travel Welcome Pack" that each residential dwelling will be issued upon moving in to their property. A reminder will be sent out in a newsletter distributed to all residents.



***Walking***

- 8.10. Pedestrian routes in the vicinity of the site are adequate, linking with local amenities within Exning and further to parts of Newmarket. However, the TPC will liaise with the relevant authority to highlight any maintenance issues.
- 8.11. The residents will be provided information on pedestrian routes from the site to relevant local amenities within the Travel Welcome Pack. Branded merchandise can also be considered to be given out to residents to promote walking such as travel umbrellas during promotional events.
- 8.12. The active travel voucher available to residents for Wiggle.co.uk can be used to purchase walking equipment such as comfortable shoes or rucksacks.
- 8.13. The TPC is to liaise with the TPC for the local Primary School to encourage any pupils living on the Chancery Park development to walk to school.

***Cycling***

- 8.14. The multi-modal survey will provide information about the potential to increase the number of trips made from the development by bicycle. This mode of travel is underrepresented in the area for travelling to/from Newmarket and could be improved.
- 8.15. The TPC will liaise with the relevant authority to ensure that local cycle routes are properly maintained, should residents provide information on issues. The residents will be provided with information and advice concerning appropriate cycle routes from the site to relevant regular destinations via Personal Travel Planning (see Marketing & Promotion) and Travel Welcome Packs.
- 8.16. A Bicycle User Group (BUG) for the site will be encouraged, with a cycle buddy scheme (experienced cyclists can help the less experienced ones get started). Information will be displayed via the website and social media on the implementation of the Travel Plan and displayed and updated regularly.
- 8.17. Residents will be able to redeem £50, per household, from the Developer for active travel equipment from an online retailer ([www.Wiggle.co.uk](http://www.Wiggle.co.uk)). The voucher can be used for walking or cycling equipment. It will be clearly explained within the Travel Welcome Pack how the £50 can be obtained via completing the initial travel survey.
- 8.18. A bicycle surgery will be considered to be implemented in which a local bicycle company will attend the site for a day and enable safety checks and pre-bookable bicycle services to again further promote the use of cycling for local travel to areas. This would be undertaken annually in spring time and would link with any promotional events.
- 8.19. Cycling related branded merchandise will also be considered to be given out to residents via the promotional events such as a high visibility back pack rain covers, lights, among others.

### ***Car Sharing***

- 8.20. Car sharing represents a relatively convenient alternative form of car travel and potential exists to reduce the total private mileage of the residents.
- 8.21. The TPC will establish from the multi-modal travel survey on the first-anniversary, the potential for car sharing to and from regular destinations and will arrange for individual residents to be made aware of that potential.
- 8.22. The Travel Plan Coordinator will promote the Suffolk car share scheme ([www.suffolkcarshare.com](http://www.suffolkcarshare.com)), to provide opportunities to car share with residents from the surrounding areas. Residents will be made aware of the car share website and encouraged to make use of the information it contains from the outset.
- 8.23. Residents will be made aware of the car sharing scheme via the Travel Welcome Pack, social media, the Chancery Park TP website and through bi-annual newsletters.

### ***Marketing and Promotion***

- 8.24. The TPC will provide training to the sales staff of the Developer on the aims and objectives of the TP as well as the incentives available to residents. Posters will also be provided so that sales staff can visually show the sustainable travel options available to them.
- 8.25. It is considered that in order to best promote a change in sustainable travel habits of new residents to an area, it is key to provide information within the first few weeks of moving in. Therefore, each new dwelling will be provided with a Travel Welcome Pack within the first few weeks of first occupancy that will direct residents to the development Travel Plan website and social media for travel related information and contact details of the TPC. A survey of current intended travel habits will also be included within the Welcome Packs to ascertain very early indications of travel behaviour change.
- 8.26. A travel website has been created specifically for the development's residents via [www.SmarterTravel.uk.com](http://www.SmarterTravel.uk.com) that will provide links to this TP and summary reports as well as a useful way to contact the TPC for general travel related queries or for Personal Travel Planning. It also provides information set out below and further links to other useful travel related websites:
- Information on what a TP is and the benefits of the scheme;
  - Local area map indicating local amenities;
  - Links to the social media pages and news articles;
  - Information on car sharing, eco-driving, travel information and community transport availability.
  - Personal Travel Plan requests.

- Public transport information including details of the bus text service (explaining what buses and train services, can be taken to access facilities);
  - Cycle and pedestrian route maps;
  - Details of how to obtain a 1-month local bus ticket, £50 active travel voucher and other measures;
  - Marketing for Suffolk car sharing website and rail discount card application forms; and
  - Contact details of the TPC for the resident to be able to discuss any travel related problem or to receive further information for their personalised trips.
- 8.27. The TPC will, though the use of social media and other marketing materials for the development including a bi-annual newsletter, promote the use of sustainable travel and any nationally promoted travel days such as national bike week, etc.
- 8.28. It is recommended that the TPC undertake promotional events at the following times to increase awareness of the Travel Plan. Suggested minimum events are as follows:
- Regular marketing to highlight website, social media and bus ticket promotion as well as Personal Travel Plans and merchandise;
  - At 100% occupation, an on-site promotional event to be held including provision of a bicycle surgery on-site.
  - First year summer postal / online survey with an incentive for respondents including provision of a bicycle surgery on-site due to take place Spring 2019.
  - Third year summer postal / online survey with an incentive for respondents.
  - General small social media promotional events to engage with residents and provide information directly on sustainable travel.
  - Bi-annual newsletters with any updates to public transport services, local events and other travel related information.

### ***Personal Travel Planning***

- 8.29. The TPC will provide Personalised Travel Planning to residents who request it. They will be made aware of this scheme by information provided on the website, promotional events and via marketing media issued to them. They can also contact directly the TPC through details given in **Section 4** of this TP.
- 8.30. The above list of measures is not exhaustive and should provide a basis of measures that can be implemented easily. The TPC will identify other

measures throughout the life of the plan to aid in achieving the set targets and reducing single occupancy car travel.

## **9. MANAGEMENT AND MONITORING**

- 9.1. A programme of monitoring and review has been designed to generate information by which the success of the scheme can be evaluated. Monitoring and review will be the responsibility of the TPC.

### ***The Travel Plan Coordinator***

- 9.2. The TPC has been identified and appointed – with the contact details set out in **Section 4**. The TP will be managed for a minimum duration of 5 years as part of the monitoring cycle commencing at 65% occupation. The TPC will be funded by the Developer from appointment and for the 5-year monitoring period.
- 9.3. The TPC will take responsibility for the development and management of the TP and ensure its delivery to its completion of the monitoring period. It is important that the TPC makes regular visits to the site and presents the ideals of the TP to the residents and oversees the monitoring and reporting of the TP to the Local Authority.
- 9.4. The TPC will be able to provide Personal Travel Planning (PTP) to residents of this development. This service will be provided on demand and be available within 5 working days of residents' request. A follow up survey of the PTP will be provided to the resident accordingly to ascertain if it has assisted in changing their travel habits.
- 9.5. The TPC will ensure that structures for the on-going management of the plan are set up and running effectively, and will help to promote individual measures such as bus tickets, car sharing, etc. This can be undertaken through social media / marketing material, PTP and / or via the development TP website.
- 9.6. The TPC will liaise with the public transport operators, highway authority and / or the Developer in order to report any inadequacies in maintenance maximise the potential use of sustainable travel options.
- 9.7. The TPC will be responsible for the setting up and security of the residential travel database which will include the results of the multi-modal traffic surveys as noted in **Section 7**. In the interest of confidentiality, the TPC alone will hold the database and be responsible for the release of the results to the Local Authority and to the residents (data should be conveyed in an accessible but secure format).
- 9.8. The TP will be reviewed at every completion of the multi modal travel survey, as part of an on-going five-year monitoring process. The TPC will submit details of each review to SCC within two months of the completion of the surveys.

***Monitoring***

- 9.9. To ascertain whether the residents will already change their mode of travel as a result of moving to this development from another location, a short survey will be provided within the Travel Welcome Pack that the resident will need to complete to obtain the £50 active travel voucher and / or one month free bus travel.
- 9.10. In order to identify the travel patterns for the residential development, a multi-modal travel survey will be undertaken on the first, third and fifth anniversary of this update. This is to analyse how the residents and visitors actually travel from and to the site when compared to that of the 2011 Census data and that used in the TA for the original application.
- 9.11. This mode split of travel will then be able to be used to compare the effectiveness of the TP over the monitoring period. The data should also be used to identify what further measures, if any, are required to further promote the TP and its objectives.
- 9.12. The results of the survey will be issued to SCC as part of the TP review identifying the progress against the original objectives and targets. If the set targets have not been reached the TPC will seek to address and improve use of any mode, which seems to be under represented and where greater utilisation could reasonably be achieved and report to SCC.
- 9.13. In addition to the multi-modal traffic surveys noted above, the take-up of additional TP measures will be monitored to demonstrate the impact of the TP on the residential estate, and to understand which measures are successful. The measures to be monitored are:
- The take up of Personal Travel Planning and response to follow up surveys;
  - The level of redemption of the free months' bus travel; and
  - The level of redemption of the active travel vouchers.

***Multi-Modal Travel Survey***

- 9.14. Further updates of the TP will take place on the first, third and fifth anniversaries of the baseline survey (2019, 2021 and 2023).
- 9.15. The multi-modal survey will be undertaken at a cost to the Developer and be at a similar time of the year to provide a comparative assessment. It will be ensured prior to the survey being undertaken that the following circumstances will not affect the outcomes of the surveys:
- School / public holidays;
  - Highway maintenance;
  - Closures on public transport services; and / or
  - Any publicised strike action.



- 9.16. The methodology of undertaking the manual count survey was to have cameras located at the access point of the development along Burwell Road and record all movements in and out of the site for a 12-hour period (7am to 7pm). It is expected that the first anniversary survey will require more monitoring points due to pedestrian and cycle routes being completed into and out of the development. The manual count results can be found in **Appendix D**.
- 9.17. A two-week ATC will be considered for the first anniversary multi-modal survey. This was not used as part of the methodology during this recent survey due to the site still being under construction. The use of an ATC will be confirmed during the 2019 TPC site visit.
- 9.18. As the development is still undergoing construction, any vehicle movements identified as construction traffic were discredited in the survey results.
- 9.19. The baseline manual survey was undertaken on 21<sup>st</sup> February 2018. The modal split identified is summarised below in **Table 9.1**.

**Table 9.1 – Modal Split 2018**

<b>Mode of Transport</b>	<b>Percentage</b>
Driver of car or van	81%
Passenger in car or van	11%
On foot	8%
Bicycle	0%
Motorcyclist	0%

- 9.20. It can be seen from the baseline survey that single-occupancy car use is 8% higher than that estimated in the original TA (**Table 7.1**) and 21% higher than 2011 Census data (**Table 7.2**). One of the reasons for this high modal share could be due to the development still being under construction. The road network has not been completed, potentially deterring pedestrians and cyclists. In addition to this, the survey was undertaken during February, it could be that the poor weather conditions have resulted in a higher number of vehicle journeys on that specific day.
- 9.21. The percentage share of people car sharing is 57% higher than estimated in the original TA and 77.4% higher than 2011 Census data. Suffolk LiftShare can be promoted to residents with the aim of increasing this modal share further.
- 9.22. The percentage share of pedestrians is the same as the TRICS data suggested, however, it is still lower than Census data. As mentioned

previously this could be due to the unfinished footways throughout the development. It is expected that some pedestrians could be walking to public transport links. The postal / online survey requests this information from residents.

- 9.23. From the baseline survey, cyclists have no modal share. This is lower than both TRICS data and Census data. Again, this is possibly down to the unfinished road surfaces throughout the site. Cycling will be promoted to residents throughout the promotional events and activities during 2018.
- 9.24. **Table 9.2** highlights the two-way trips rates estimated in the original TA and actual trip rates from the baseline survey.

**Table 9.2 – Two-way vehicle trip generation**

	TA	2018 Baseline Survey
<b>AM Peak Vehicle Trip Generation</b>	0.600	0.550
<b>PM Peak Vehicle Trip Generation</b>	0.675	0.338
<b>12-hour Vehicle Trip Generation</b>	5.617	4.463

- 9.25. The trip rates are 8% lower during the AM, 50% lower during the PM and 21% lower over the 12-hour period, this meets the targets set out in **Section 7.9**. Currently the target first year target of 5% reduction in car trip rates is being met. Additional measures will be implemented throughout the monitoring period to encourage residents to use more sustainable modes of travel.
- 9.26. The surveys undertaken during the anniversaries noted previously can be supplemented with a postal / online survey directly to residents that will enable a more direct questioning of their travel habits and identify measures that can assist in changing their travel habits to more sustainable means. A copy of example questions for a postal / online survey is contained within **Appendix E**. To maximise the potential for return of postal / online surveys, an incentive could be provided for respondents such as a voucher to a local restaurant or equivalent. The result of each postal / online survey will be issued to the residents in the form of a summary report (via the development TP website) and to the Local Authority via the TP reviews on the first, third and fifth year anniversaries.
- 9.27. All online / postal / interview surveys are to be confidential and no names or addresses shall be passed on to any third party (such as a public transport operator) unless prior approval has been given by the interviewee. The only personal information deemed necessary for the purposes of the TP are as follows:
- Name and address;
  - Age;

- Telephone number / email address;
- Whether they have a disability which would affect transport choice; and
- Number and age of any dependants.

9.28. All survey information shall be kept secure by the TPC. Hard copies of any surveys that have any personal information on shall be kept on file in a lockable cabinet for a period of no more than two years and shall be securely destroyed thereafter. Electronic copies of surveys that hold any personal information shall be saved securely on the local server and the file shall be password protected. Electronic copies shall not be kept longer than a period of two years and shall be securely deleted thereafter.

9.29. Currently one resident has signed up to the specific Chancery Park Facebook group. However, three residents have completed the short Travel Survey to claim their active travel / bus vouchers. These measures will be promoted and highlighted throughout the year to all residents.

***Options for future managing the Residential Travel Plan***

9.30. There is a choice of different structures available for the on-going management of the TP beyond the five-year monitoring period, should demand warrant it.

9.31. The different options for management exist, are as follows:

- Management or consultant Companies;
- Parish Council; and
- Steering groups, created with partnership working between the Local Authority, Developer and local representatives.

9.32. Whichever option is chosen then it will be notified to the Local Authority within the final TP review.

## **Figures**





- KEY:
- SITE LOCATION
  - NEAREST BUS STOPS
  - STAGECOACH IN CAMBRIDGE - NO. 10
  - PRIMARY SCHOOL
  - NURSERY
  - SECONDARY EDUCATION (NEWMARKET ACADEMY)
  - POST OFFICE/LOCAL SHOP
  - PLACE OF WORSHIP
  - PUBLIC HOUSE
  - DENTIST
  - RECREATION GROUND/SPORTS FACILITIES
  - SUPERMARKET

Contains Ordnance Survey data © Crown copyright and database right 2015

Project Title		Client Title		<div><div><div></div><div>847, The Crescent, Colchester, Essex CO4 9YQ Suite 409, 1 Alie Street, London E1 8DE York House, 3 Station Court, Great Shelford, Cambs CB22 5NE 6 The Old Church, St. Matthews Road, Norwich, Norfolk NR1 1SP The Wheelhouse, Bonds Mill, Stonehouse, Gloucestershire GL10 3RF Email Address: info@smartertravelchoices.co.uk</div><div>Tel: 01206 228800 <input type="checkbox"/> Tel: 020 7448 9910 <input type="checkbox"/> Tel: 01223 314794 <input type="checkbox"/> Tel: 01603 230240 <input checked="" type="checkbox"/> Tel: 01172 020070 <input type="checkbox"/> Website: http://www.smartertravelchoices.co.uk</div></div></div>		Drawing No.		Revision		
CHANCERY PARK BURWELL ROAD, EXNING		CHARLES CHURCH ANGLIA				80007-FIGURE 2				
Drawing Title		Scale	Drawn	Date						
LOCAL AMENITIES & BUS ROUTES		NTS	J. PITCHER	16.11.16						
		Job Manager	Checked	Approved						
		R. LONG	R. LONG	R. LONG			REV	DATE	DESCRIPTION	DRAWN CHKD



## **Appendix**



## **Appendix A**





- Existing Tree Belt
- New Tree Belt
- P.O.S - Informal Green Space 2480m² (2480m² required)
- P.O.S - Natural Green Space 4960m² (4960m² required)
- P.O.S - Play Space 1488m² (1488m² required)
- Line of roof protection zone.
- Pathways
- Bin Collection Area (b.c.a) 1.8m close boarded fence
- 1.8m chain link fence
- House Type 'As Plan' Handing
- House Type 'Handed' from Plan

Development Schedule  
120 No. mixed dwelling houses of which 36No. (30%) are affordable.

**Private Housing**

- a - Hanbury - 3 Bedroom - 2 Storey House x 14
- b - Souter - 2 Bedroom + study - 2.5 Storey x 10
- c - Whitehall - 2 Bedroom + study - 2.5 Storey House x 10
- d - Lumley - 3 Bedroom + study - 2.5 Storey House x 6
- e - Marlborough - 3 Bedroom + study - 2 Storey House x 9
- f - Hayden - 4 Bedroom - 2 Storey House x 7
- g - Bond - 4 Bedroom + study - 2 Storey House x 4
- h - Regent - 4 Bedroom + study - 2.5 Storey House x 7
- i - Portland - 5 Bedroom 2 Storey House x 6
- j - Fenchurch - 4 Bedroom + study - 2 Storey House x 7
- k - Hatfield - 2 Bedroom + study - 2 Storey house x 4

total 84

**Affordable Housing**

- Woburn - 1 Bedroom Bungalow x 4
- S59H - 1 Bedroom House x 4
- S65B - 2 Bedroom Bungalow x 2
- S74H - 2 Bedroom House x 12
- S88H - 3 Bedroom House x 8
- S87WB - 3 Bedroom Bungalow x 1
- S103 - 4 Bedroom House x 3

total 36



architects

ARCHITECTS  
100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

- REVISION B DECEMBER 2014**  
Revisions to plots 119-120, 60, 52, 51, 42, 36-39, 47, 86-89 KJ
- REVISION A NOVEMBER 2014**  
Revisions to layout following discussions with Planners and Client KJ
- REVISION C JANUARY 2015**  
Revisions to tree belt/landscaping in front and rear of plots 28-32 House type swap, plots 30 and 59 site adjusted to suit. KJ
- REVISION D 23rd January 2015**  
Revisions to layout following discussions with Planners and Highways, visitors parking added footpaths adjustments to parking etc. KJ
- REVISION E 11th March 2015**  
Footpath link removed between site and the Drift KJ
- REVISION F March 2015**  
Plots 102 to 111 amended. KJ
- REVISION G 24th March 2015**  
Site layout adjusted overall to suit 5m buffer strip to north side of the site on the boundary. Kneel rail added on plot side of tree belt/landscaping. Plots 1 swapped with plot 114. Plot 2 swapped with plot 81. Path added on South boundary near farmer's entrance for access to 2 acre open space KJ
- REVISION H April 2015**  
Roof Protection Zone added next to large swale to the South and swale adjusted to suit. Extensions added to existing houses to the North Footpath/cycle path added near substation going South KJ
- REVISION J July 2015**  
The boundary to plots 15 to 30 amended. Fencing adjusted to suit following possible agreement to transfer land to neighbors subject to agreement KJ
- REVISION K July 2015**  
Plots 70-72 swapped with plots 104-106. Plots 117 and 120 adjusted to improve back to back distances. Plots 34-6 and 7 house type changed for Hatfield. KJ
- REVISION L July 2015**  
Pumping station re-located cycleway adjusted around pumping station and opposite plot 92. Holland house type changed for Portland. KJ
- REVISION M July 2015**  
Plots 70/71 adjusted to suit house type back doors. Plots 70 to 74 positions adjusted to fit with this change. Some gates adjusted to suit. Plot 7 handed to suit back door. Car Parking to plot 89 adjusted slightly. Handing of all house types added. KJ
- REVISION N Oct / Nov 2015**  
Plot 106 handed plot 112 and 113. Garages aligned and gate to plot 107 adjusted to suit. Plots 104 & 105 aligned. Garages to plots 48, 50, 64 & 119 roofs amended to gables. Plots 6 and 7 handing corrected. Plot 108 and 105 handing corrected. Plan adjusted for landscape comments KJ
- REVISION P 24th Feb 16**  
Updated in accordance with highways layout KJ

**Site area** 54870m², 5.487ha / 13.559 acres

Total 'on site' Public Open Space required 8478m² (1413m² Play Space, 2355² Informal Green Space, 4710m² Natural Green Space)

'off site' Public Open Space to be provided 8094m² (2 acres)

Area of Swales 1708m²

Net 'Residential' area (gross site area less on site POS less swale) = 41192m² (4.1192 ha, 10.179 acres)

Forest Heath Public Open Space Calculator

M11											
	A	B	C	D	E	F	G	H	I	J	K
	Enter number	Equivalent people	Open Space requirement	Required m2 per person	Cost per m2	Total requirement (m2)	Cost of provision (£)	On site required?	Required quantity on site (m2)	Enter actual provision on site	Value of provision
1	1 bed	10	20	10	£170	£1,710	£38,910	Y	4,710	1413	£98,910
2	2 bed	20	40	10	£170	£3,420	£77,820	Y	9,420	2826	£197,820
3	3 bed	30	60	10	£170	£5,130	£116,730	Y	14,130	4239	£296,730
4	4 bed	40	80	10	£170	£6,840	£155,640	Y	18,840	5652	£395,640
5	5 bed	50	100	10	£170	£8,550	£194,550	Y	23,550	7065	£494,550
6	6 bed	60	120	10	£170	£10,260	£233,460	Y	28,260	8538	£593,460
7	7 bed	70	140	10	£170	£11,970	£272,370	Y	32,970	9851	£672,370
8	8 bed	80	160	10	£170	£13,680	£311,280	Y	37,680	11364	£771,280
9	9 bed	90	180	10	£170	£15,390	£350,190	Y	42,390	12877	£870,190
10	10 bed	100	200	10	£170	£17,100	£389,100	Y	47,100	14390	£969,100
11	11 bed	110	220	10	£170	£18,810	£428,010	Y	51,810	15903	£1,068,010
12	12 bed	120	240	10	£170	£20,520	£466,920	Y	56,520	17416	£1,166,920
13	13 bed	130	260	10	£170	£22,230	£505,830	Y	61,230	18929	£1,265,830
14	14 bed	140	280	10	£170	£23,940	£544,740	Y	65,940	20442	£1,364,740
15	15 bed	150	300	10	£170	£25,650	£583,650	Y	70,650	21955	£1,463,650
16	16 bed	160	320	10	£170	£27,360	£622,560	Y	75,360	23468	£1,562,560
17	17 bed	170	340	10	£170	£29,070	£661,470	Y	80,070	24981	£1,661,470
18	18 bed	180	360	10	£170	£30,780	£700,380	Y	84,780	26494	£1,760,380
19	19 bed	190	380	10	£170	£32,490	£739,290	Y	89,490	28007	£1,859,290
20	20 bed	200	400	10	£170	£34,200	£778,200	Y	94,200	29520	£1,958,200
21	21 bed	210	420	10	£170	£35,910	£817,110	Y	98,910	31033	£2,057,110
22	22 bed	220	440	10	£170	£37,620	£856,020	Y	103,620	32546	£2,156,020
23	23 bed	230	460	10	£170	£39,330	£894,930	Y	108,330	34059	£2,254,930
24	24 bed	240	480	10	£170	£41,040	£933,840	Y	113,040	35572	£2,353,840
25	25 bed	250	500	10	£170	£42,750	£972,750	Y	117,750	37085	£2,452,750
26	26 bed	260	520	10	£170	£44,460	£1,011,660	Y	122,460	38598	£2,551,660
27	27 bed	270	540	10	£170	£46,170	£1,050,570	Y	127,170	40111	£2,650,570
28	28 bed	280	560	10	£170	£47,880	£1,089,480	Y	131,880	41624	£2,749,480
29	29 bed	290	580	10	£170	£49,590	£1,128,390	Y	136,590	43137	£2,848,390
30	30 bed	300	600	10	£170	£51,300	£1,167,300	Y	141,300	44650	£2,947,300
31	31 bed	310	620	10	£170	£53,010	£1,206,210	Y	146,010	46163	£3,046,210
32	32 bed	320	640	10	£170	£54,720	£1,245,120	Y	150,720	47676	£3,145,120
33	33 bed	330	660	10	£170	£56,430	£1,284,030	Y	155,430	49189	£3,244,030
34	34 bed	340	680	10	£170	£58,140	£1,322,940	Y	160,140	50702	£3,342,940
35	35 bed	350	700	10	£170	£59,850	£1,361,850	Y	164,850	52215	£3,441,850
36	36 bed	360	720	10	£170	£61,560	£1,400,760	Y	169,560	53728	£3,540,760
37	37 bed	370	740	10	£170	£63,270	£1,439,670	Y	174,270	55241	£3,639,670
38	38 bed	380	760	10	£170	£64,980	£1,478,580	Y	178,980	56754	£3,738,580
39	39 bed	390	780	10	£170	£66,690	£1,517,490	Y	183,690	58267	£3,837,490
40	40 bed	400	800	10	£170	£68,400	£1,556,400	Y	188,400	59780	£3,936,400
41	41 bed	410	820	10	£170	£70,110	£1,595,310	Y	193,110	61293	£4,035,310
42	42 bed	420	840	10	£170	£71,820	£1,634,220	Y	197,820	62806	£4,134,220
43	43 bed	430	860	10	£170	£73,530	£1,673,130	Y	202,530	64319	£4,233,130
44	44 bed	440	880	10	£170	£75,240	£1,712,040	Y	207,240	65832	£4,332,040
45	45 bed	450	900	10	£170	£76,950	£1,750,950	Y	211,950	67345	£4,430,950
46	46 bed	460	920	10	£170	£78,660	£1,789,860	Y	216,660	68858	£4,529,860
47	47 bed	470	940	10	£170	£80,370	£1,828,770	Y	221,370	70371	£4,628,770
48	48 bed	480	960	10	£170	£82,080	£1,867,680	Y	226,080	71884	£4,727,680
49	49 bed	490	980	10	£170	£83,790	£1,906,590	Y	230,790	73397	£4,826,590
50	50 bed	500	1000	10	£170	£85,500	£1,945,500	Y	235,500	74910	£4,925,500
51	51 bed	510	1020	10	£170	£87,210	£1,984,410	Y	240,210	76423	£5,024,410
52	52 bed	520	1040	10	£170	£88,920	£2,023,320	Y	244,920	77936	£5,123,320
53	53 bed	530	1060	10	£170	£90,630	£2,062,230	Y	249,630	79449	£5,222,230
54	54 bed	540	1080	10	£170	£92,340	£2,101,140	Y	254,340	80962	£5,321,140
55	55 bed	550	1100	10	£170	£94,050	£2,140,050	Y	259,050	82475	£5,420,050
56	56 bed	560	1120	10	£170	£95,760	£2,178,960	Y	263,760	83988	£5,518,960
57	57 bed	570	1140	10	£170	£97,470	£2,217,870	Y	268,470	85501	£5,617,870
58	58 bed	580	1160	10	£170	£99,180	£2,256,780	Y	273,180	87014	£5,716,780
59	59 bed	590	1180	10	£170	£100,890	£2,295,690	Y	277,890	88527	£5,815,690
60	60 bed	600	1200	10	£170	£102,600	£2,334,600	Y	282,600	90040	£5,914,600
61	61 bed	610	1220	10	£170	£104,310	£2,373,510	Y	287,310	91553	£6,013,510
62	62 bed	620	1240	10	£170	£106,020	£2,412,420	Y	292,020	93066	£6,112,420
63	63 bed	630	1260	10	£170	£107,730	£2,451,330	Y	296,730	94579	£6,211,330
64	64 bed	640	1280	10	£170	£109,440	£2,490,240	Y	301,440	96092	£6,310,240
65	65 bed	650	1300	10	£170	£111,150	£2,529,150	Y	306,150	97605	£6,409,150
66	66 bed	660	1320	10	£170	£112,860	£2,568,060	Y	310,860	99118	£6,508,060
67	67 bed	670	1340	10	£170	£114,570	£2,606,970	Y	315,570	100631	£6,606,970
68	68 bed	680	1360	10	£170	£116,280	£2,645,880	Y	320,280	102144	£6,705,880
69	69 bed	690	1380	10	£170	£117,990	£2,684,790	Y	324,990	103657	£6,804,790
70	70 bed	700	1400	10	£170	£119,700	£2,723,700	Y	329,700	105170	£6,903,700
71	71 bed	710	1420	10	£170	£121,410	£2,762,610	Y	334,410	106683	£7,002,610
72	72 bed	720	1440	10	£170	£123,120	£2,801,520	Y	339,120	108196	£7,101,520
73	73 bed	730	1460	10	£170	£124,830	£2,840,430	Y	343,830	109709	£7,200,430
74	74 bed	740	1480	10	£170	£126,540	£2,879,340	Y	348,540	111222	£7,299,340
75	75 bed	750	1500	10	£170	£128,250	£2,918,250	Y	353,250	112735	£7,398,250
76	76 bed	760	1520	10	£170	£129,960	£2,957,160	Y	357,960	114248	£7,497,160
77	77 bed	770	1540	10	£170	£131,670	£2,996,070	Y	362,670	115761	£7,596,070
78	78 bed	780	1560	10	£170	£133,380	£3,034,980	Y	367,380	117274	£7,694,980
79	79 bed	790	1580	10	£170	£135,090	£3,073,890	Y	372,090	118787	£7,793,890
80	80 bed	800	1600	10	£170	£136,800	£3,112,800	Y	376,800	120300	£7,892,800
81	81 bed	810	1620	10	£170	£138,510	£3,151,710	Y	381,510	121813	£7,991,710
82	82 bed	820	1640	10	£170	£140,220	£3,190,620	Y	386,220	123326	£8,090,620
83	83 bed	830	1660	10	£170	£141,930	£3,229,530	Y	390,930	124839	£8,189,530
84	84 bed	840	1680	10	£170	£143,640	£3,268,440	Y	395,640	126352	£8,288,440
85	85 bed	850	1700	10	£170	£145,350	£3,307,350	Y	400,350	127865	£8,387,350
86	86 bed	860	1720	10	£170	£147,060	£3,346,260	Y	405,060	129378	£8,486,260
87	87 bed	870	1740	10	£170	£148,770	£3,385,170	Y	409,770	130891	£8,585,170
88	88 bed	880	1760	10	£170	£150,480	£3,424,080	Y	414,480	132404	£8,684,080
89	89 bed	890	1780	10	£170	£152,190	£3,462,990	Y	419,190	133917	£8,782,990
90	90 bed	900	1800	10	£170	£153,900	£3,501,900	Y	423,900	135430	£8,881,900
91	91 bed	910	1820	10	£170	£155,610	£3,540,810	Y	428,610	136943	£8,980,810
92	92 bed	920	1840	10	£170	£157,320	£3,579,720	Y	433,320	138456	£9,079,720
93	93 bed	930	1860	10	£170	£159,030	£3,618,630	Y	438,030	139969	£9,178,630
94	94 bed	940	1880	10	£170	£160,740	£3,657,540	Y	442,740	141482	£9,277,540
95	95 bed	950	1900	10	£170	£162,450	£3,696,450	Y	447,450	142995	£9,376,450
96	96 bed	960	1920	10	£170	£164,160	£3,735,360	Y	452,160	144508	£9,475,360
97	97 bed	970	1940	10	£170	£165,870	£3,774,270	Y	456,870	146021	£9,574,270
98	98 bed	980	1960	10	£170	£167,580	£3,813,180	Y	461,580	147534	£9,673,180
99	99 bed	990	1980	10	£170	£169,290	£3,852,090	Y	466,290	149047	£9,772,090
100	100 bed	1000	2000	10	£170	£171,000	£3,891,000	Y	471,000	150560	£9,870,900
101	101 bed	1010	2020	10	£170	£172,710	£3,929,910	Y	475,710	152073	



## **Appendix B**

# Newmarket CYCLE MAP

## Newmarket CYCLE MAP



This map was produced by Sustrans Four Point Mapping for Suffolk County Council. Whilst every effort has been made to ensure the accuracy of these maps, Suffolk County Council, their partners and Sustrans Four Point Mapping cannot be held responsible for any errors or omissions.  
www.sustrans.org.uk

First edition 2015

## Welcome to the new cycle route map for Newmarket



This cycling map of Newmarket is a welcome addition to our growing series, covering a number of towns across Suffolk. Newmarket is famous for its horse racing. You will notice there are a number of horse walks and horse crossing points in the town, in addition to the usual pedestrian and cycling facilities. During the morning (05:30 – 13:00) race horses use the walks to make their way to and from the gallops. Cyclists should dismount or move onto the carriageway when horses are present.



The map describes the various types of cycle routes available including the National Cycle Route 51 and a number of local routes.

For those looking for a cycle ride in the beautiful countryside surrounding the town, there are a number of additional maps available. The Discover Suffolk web site [www.discoversuffolk.org.uk](http://www.discoversuffolk.org.uk) includes three circular routes each of 8-9 miles around the villages of Moulton, Gazeley and Barrow. The Jockey's Trail offers a longer 28 mile loop taking in Swaffham Bulbeck, Dullingham and Moulton.

N.B. It is very difficult to keep publications like the Newmarket cycle map up to date, so if you find an omission, please let Suffolk County Council know by contacting us:

Tel: 03456 066 067

Email: [customer.service@suffolk.gov.uk](mailto:customer.service@suffolk.gov.uk)

Twitter: @SuffolkSpokes



## Common signs and symbols

Common road signs and markings that you may come across when cycling through the town.



No entry  
(For all vehicles including cycles)



Motor vehicles prohibited  
(cycles permitted)



Segregated route



No cycling



Shared route for cyclists and pedestrians together



Route for use by pedal cycles only



Route recommended for pedal cyclists (most often used in conjunction with advisory cycle lanes)



With-flow cycle lane ahead

If you need help to understand this information in another language please call 03456 066 067

Se precisar de ajuda para ler estas informações em outra língua, por favor telefone para o número abaixo.

Portuguese

Jeżeli potrzebujesz pomocy w zrozumieniu tych informacji w swoim języku zadzwoń na podany poniżej numer.

Polish

এই লেখাটি যদি অন্য ভাষাতে বুঝতে চান তাহলে নিচের নম্বরে ফোন করুন

Bengali

بهه زان یاری هیشته نی یه ب ت گه هته یه یارمه پ و سته یه به گه یه بکه وه ی خوارمه ژماره دی به یوه په زمان کی تر نکایه

Kurdish

如果你需要其他語言來幫助你了解這些資訊，請撥以下電話。

Chinese

اگر شما نیاز دارید که این اطلاعات را به زبان دیگری دریافت کنید لطفاً به شماره زیر تلفن کنید.

Farsi

If you would like this information in another format, including audio tape or large print, please call 03456 066 067.



## Useful contacts

### Suffolk County Council

Transport Strategy  
Endeavour House  
8 Russell Road  
Ipswich IP1 2BX  
Tel: 03456 066 067  
[www.suffolk.gov.uk](http://www.suffolk.gov.uk)  
Email: [customer.service@suffolk.gov.uk](mailto:customer.service@suffolk.gov.uk)



### Suffolk County Council Cycling Information

[www.suffolk.gov.uk/cycling](http://www.suffolk.gov.uk/cycling)

### West Suffolk Council

[www.westsuffolk.gov.uk](http://www.westsuffolk.gov.uk)



### Sustrans

The UK's leading sustainable transport charity  
Head Office

Sustrans  
2 Cathedral Square  
College Green  
Bristol BS1 5DD  
Tel: 0117 926 8893  
[www.sustrans.co.uk](http://www.sustrans.co.uk)



### CTC

The UK's National Cyclists' Organisation

National Office  
Parklands, Railton Road  
Guildford, Surrey GU2 9JX  
Tel: 0844 736 8450  
(Direct line 01483 238 337)  
[www.ctc.org.uk](http://www.ctc.org.uk)  
Email: [cycling@ctc.org.uk](mailto:cycling@ctc.org.uk)



### Newmarket Tourist Information Centre

63 The Guineas  
Newmarket  
Suffolk CB8 8HT  
Tel: 01638 719749  
[www.visiteastofengland.com](http://www.visiteastofengland.com)



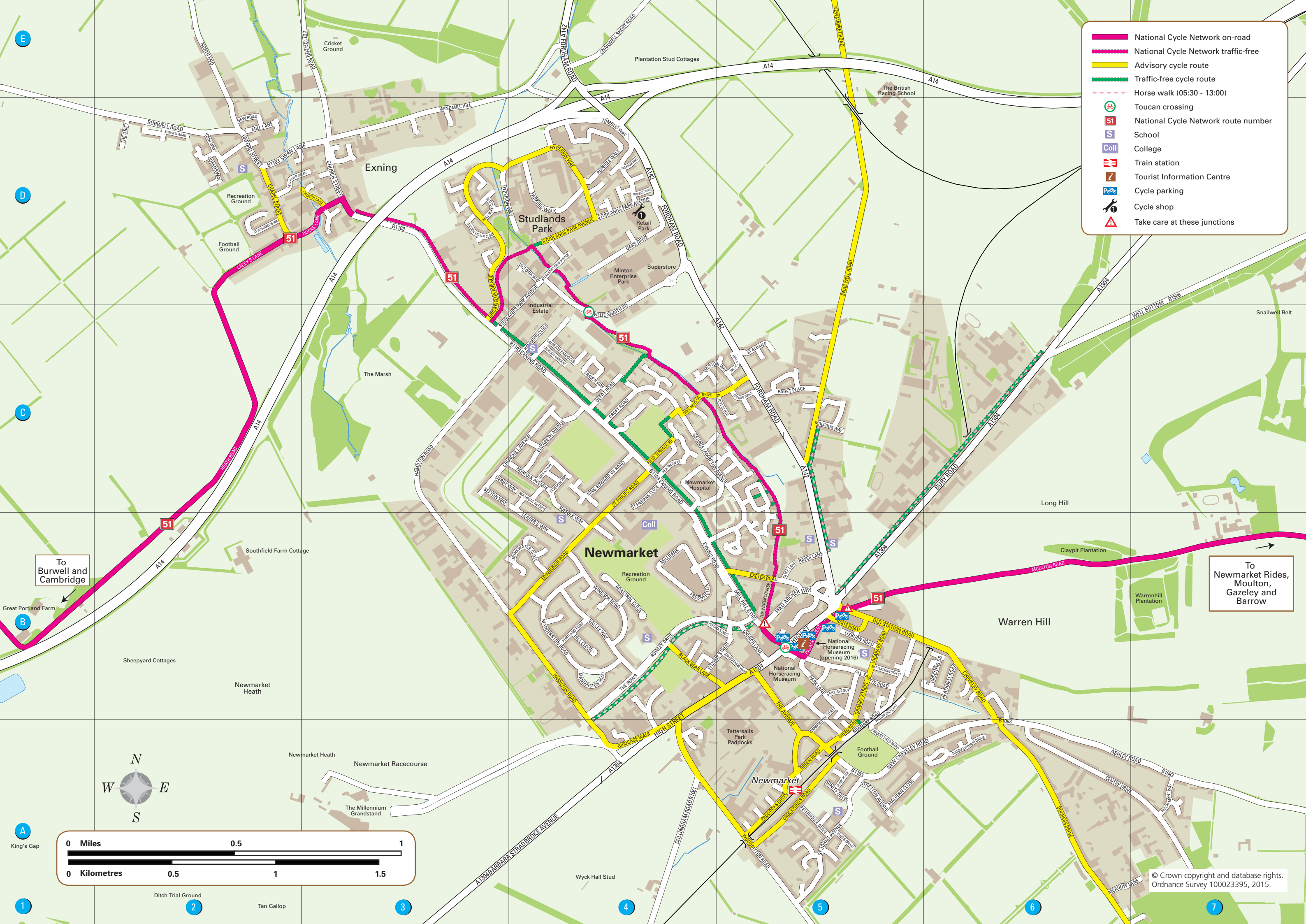
## Bike shops

### 1 Halfords

Studlands Retail Park  
Oaks Drive, Newmarket  
Tel 01638 676450  
[www.halfords.com](http://www.halfords.com)

Bike shops are marked on the map overleaf.





National Cycle Network on-road

National Cycle Network traffic-free

Advisory cycle route

Traffic-free cycle route

Horse walk (05:30 - 13:00)

Toucan crossing

51

National Cycle Network route number

S

School

Coll

College

Train station

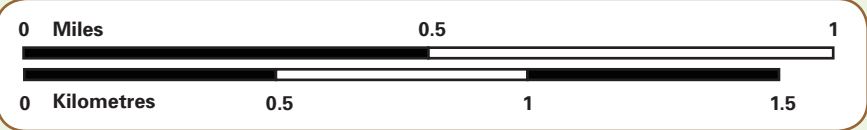
Tourist Information Centre

Po

Cycle parking

Cycle shop

Take care at these junctions



## **Appendix C**

### Appendix C – Travel Plan Measures Action Plan

Measure	Action	Impact	Cost	Timescales
<b>1. Travel Plan Coordinator (TPC)</b>	Appoint TPC to promote, manage and monitor the Travel Plan and associated measures	High	High	Completed.
<b>2. Update and finalise Travel Plan</b>	Upon appointment of TPC, update the Travel Plan on the plan of action for the forthcoming monitoring period. Submit to SCC for approval.	Medium	Low	Completed.
<b>3. Travel website page and Social Media</b>	Maintain and regularly update the website and social media with appropriate Travel Plan information.	Medium	Medium	Completed but on-going.
<b>4. Travel Welcome Packs</b>	Create Travel Welcome Packs for residents and issue within 2 weeks of occupation. Provide online version for future residents.	High	Medium	Completed.
<b>5. Active Travel Voucher</b>	Coordinate the use of a £50 voucher for active travel equipment through Wiggle.co.uk.	Medium	Medium	On-going as per residents requests.
<b>6. Bus Vouchers</b>	Work with local bus operators to provide 1 months' travel on local bus services to Newmarket or Cambridge	Medium	Low	On-going as per residents requests.
<b>7. Charles Church Anglia on-site sales staff training and promotional posters</b>	Provide TP training to sales staff and provide posters for promotion of travel options to potential residents.	Low	Low	Completed.
<b>8. Car Sharing</b>	Promote the car sharing websites to residents via marketing media and Travel Welcome Packs.	Medium	Low	Completed but also on-going.
<b>9. Personal Travel Planning</b>	Provide information to residents on how to obtain a Personal Travel Plan and benefits that can be received.	High	Medium	On-going.
<b>10. TP Promotional Event</b>	Undertake promotional TP event to promote Personal Travel Planning and bicycle surgery. Free promotional material to be provided.	Medium	Medium	At 100% occupation.
<b>11. Bicycle Surgery</b>	Provide a free bicycle surgery at the site for TP promotional events or equivalent voucher for free service at local store when no event is planned.	Medium	Low	Prior to travel surveys.



Measure	Action	Impact	Cost	Timescales
<b>12. Local Primary School Promotion</b>	TPC to contact the local Primary School TPC to collaborate on promotion of walking and cycling to school.	Medium	Low	Within the first year of monitoring.
<b>13. Travel Survey</b>	Multi-modal travel surveys	N/A	Low	Baseline survey completed, to be repeated at first, third and fifth anniversaries.
	Undertake online / postal surveys of residents.	Low	Medium	At first, third and fifth anniversaries.
<b>14. Promotion and Awareness of Travel Plan</b>	Facilitation of Travel Plan promotion and marketing throughout the year	Medium	Low – Medium	On-going
<b>15. Monitoring and Review</b>	Update Travel Plan and keep residents and SCC informed of the outcomes of the Travel Plan against the targets.	Medium	Medium	Full TP completed, updates on first, third and fifth anniversaries.

## **Appendix D**

IN

TIME	CLASS	OCC	PEDESTRIANS				CYCLES			
			ADULT	SCH	ADULT & SCH		ADULT	SCH	ADULT & SCH	
07:01	CAR	1								
07:04	CAR	1								
07:09	CAR	1								
07:14			1							
07:29	CAR	1								
07:29			1							
07:44			1							
07:48	CAR	1								
07:53	CAR	1								
07:59	CAR	1								
07:59	CAR	1								
07:59	CAR	1								
08:06	CAR	1								
08:11	LGV	1								
08:17	CAR	1								
08:17							1			
08:22			1							
08:32	CAR	1								
08:34	LGV	1								
08:58	CAR	1								
09:00	CAR	1								
09:01	CAR	1								
09:02	CAR	1								
09:09	LGV	1								
09:15	CAR	2								
09:17	CAR	1								
09:19	CAR	1								
09:19	CAR	2								
09:21	CAR	1								
09:22	CAR	1								
09:29	CAR	1								
09:31	CAR	1								
09:32	CAR	1								
09:34	CAR	1								
09:47				1						
09:53	CAR	1								
10:09	CAR	1								
10:12	CAR	1								
10:14	CAR	1								
10:54	CAR	1								
10:59	CAR	1								
11:02	CAR	2								
11:06	CAR	1								
11:13	LGV	1								
11:16	CAR	1								
11:16	CAR	1								
11:19	CAR	2								
11:27	CAR	1								
11:32	CAR	1								
11:34	CAR	1								
11:37	LGV	1								
11:38	CAR	1								
11:40	CAR	1								
11:41	CAR	1								
11:52	LGV	1								
11:54	CAR	1								
11:56	CAR	1								
12:01	LGV	1								
12:02	CAR	1								
12:06	CAR	1								
12:12	CAR	1								
12:12	CAR	1								
12:15	CAR	1								

IN

TIME	CLASS	OCC	PEDESTRIANS			CYCLES				
			ADULT	SCH	ADULT & SCH	ADULT	SCH	ADULT & SCH		
12:18	CAR	1								
12:19	CAR	1								
12:23	CAR	1								
12:24	CAR	1								
12:33	CAR	1								
12:36	CAR	1								
12:43	CAR	1								
12:46	CAR	1								
12:50	CAR	2								
12:56	CAR	1								
12:58	CAR	1								
13:02	CAR	1								
13:05	CAR	1								
13:06			1							
13:06	CAR	1								
13:12	CAR	1								
13:24	CAR	1								
13:29	CAR	1								
13:29	CAR	1								
13:35	CAR	1								
13:37	CAR	1								
13:42	CAR	1								
13:45	CAR	1								
13:58	CAR	1								
13:58	CAR	2								
14:00	CAR	1								
14:26	CAR	2								
14:28	CAR	1								
14:29	CAR	2								
14:32			1							
14:36	CAR	3								
14:38	CAR	2								
14:39	CAR	1								
14:40	CAR	2								
14:43	CAR	1								
14:49	CAR	2								
14:54	CAR	1								
14:57	CAR	1								
15:02	CAR	1								
15:05	CAR	1								
15:10	CAR	1								
15:27	CAR	1								
15:29					1	1				
15:35	CAR	1								
15:36	CAR	1								
15:37				1						
15:37	LGV	1								
15:39					1	1				
15:41	CAR	1								
15:41	CAR	2								
15:43	CAR	2								
15:44	CAR	1								
15:45	CAR	1								
15:45	CAR	1								
15:49	CAR	1								
15:51	LGV	1								
15:53	CAR	1								
15:56	CAR	1								
15:57	CAR	1								
16:01	CAR	1								
16:05	CAR	2								
16:05	CAR	1								
16:14				3						

IN

TIME	CLASS	OCC	PEDESTRIANS			CYCLES		
			ADULT	SCH	ADULT & SCH	ADULT	SCH	ADULT & SCH
16:14	CAR	1						
16:16	CAR	1						
16:20	LGV	1						
16:31	CAR	1						
16:33	CAR	2						
16:35	LGV	1						
16:36	CAR	1						
16:37	CAR	1						
16:38				1				
16:39	CAR	1						
16:40	CAR	1						
16:42	CAR	1						
16:43	CAR	1						
16:43	CAR	1						
16:44	CAR	1						
16:44	CAR	1						
16:45	CAR	1						
16:55	CAR	1						
16:58	CAR	1						
17:06				1				
17:09	LGV	1						
17:11	CAR	1						
17:12	CAR	1						
17:16	CAR	1						
17:17	CAR	2						
17:20			2					
17:23	CAR	1						
17:25	CAR	1						
17:25	CAR	2						
17:27	CAR	1						
17:29	CAR	1						
17:29	CAR	1						
17:30	CAR	1						
17:31	CAR	1						
17:31	CAR	1						
17:32	CAR	1						
17:32	CAR	1						
17:34	CAR	1						
17:43	CAR	1						
17:43	CAR	1						
17:46	CAR	1						
17:46	CAR	1						
17:48	CAR	1						
17:48	CAR	1						
17:49	CAR	1						
17:49	CAR	2						
17:51	CAR	1						
17:55	LGV	1						
17:56	CAR	1						
17:58				1				
18:00	CAR	1						
18:00	LGV	1						
18:02	LGV	1						
18:04	LGV	1						
18:09	CAR	1						
18:11	CAR	1						
18:14	CAR	1						
18:15	CAR	1						
18:18	CAR	1						
18:19	CAR	2						
18:19	CAR	1						
18:20			1					
18:21	CAR	1						

IN

[illegible]

OUT

TIME	CLASS	OCC	PEDESTRIANS			CYCLES				
			ADULT	SCH	ADULT & SCH	ADULT	SCH	ADULT & SCH		
07:01	CAR	1								
07:01	CAR	1								
07:02	CAR	1								
07:05	LGV	1								
07:06	CAR	1								
07:07	CAR	1								
07:12	CAR	1								
07:15	CAR	1								
07:17	CAR	2								
07:18	CAR	2								
07:18	CAR	1								
07:25	CAR	1								
07:25			1							
07:26	CAR	2								
07:26	CAR	1								
07:27			1							
07:28	CAR	1								
07:29	CAR	1								
07:31	CAR	1								
07:35	CAR	2								
07:28	CAR	1								
07:38				2						
07:39	CAR	1								
07:39	CAR	1								
07:42	CAR	1								
07:43	LGV	1								
07:43	LGV	1								
07:48	LGV	1								
07:49	CAR	1								
07:50	CAR	1								
07:52	CAR	1								
07:53	CAR	1								
07:53	CAR	1								
07:54	LGV	1								
07:57	CAR	1								
08:01	CAR	1								
08:05	CAR	1								
08:06						1				
08:06	CAR	1								
08:06	CAR	1								
08:08	CAR	1								
08:08	CAR	1								
08:10	CAR	1								
08:10	CAR	1								
08:11	CAR	1								
08:15	CAR	1								
08:15			1							
08:16	CAR	1								
08:16	LGV	1								
08:16	CAR	1								
08:18	CAR	1								
08:18	CAR	1								
08:19	CAR	1								
08:20	CAR	1								
08:21	CAR	1								
08:21	CAR	1								
08:26	CAR	1								
08:26	CAR	1								
08:27	CAR	1								
08:28	CAR	1								
08:30	CAR	1								
08:31	CAR	1								
08:34	CAR	1								



OUT

TIME	CLASS	OCC	PEDESTRIANS				CYCLES			
			ADULT	SCH	ADULT & SCH		ADULT	SCH	ADULT & SCH	
08:34	LGV	2								
08:35	CAR	1								
08:35	CAR	1								
08:38	LGV	1								
08:38	CAR	1								
08:39	CAR	1								
08:46	CAR	1								
08:48	CAR	1								
08:50	CAR	1								
08:53	CAR	1								
08:58	CAR	1								
09:00	CAR	1								
09:01	CAR	1								
09:05	CAR	1								
09:06	CAR	1								
09:12	CAR	1								
09:13	LGV	1								
09:16	CAR	1								
09:22	CAR	1								
09:23	CAR	1								
09:28				1						
09:35	CAR	2								
09:35	CAR	1								
09:36	CAR	1								
09:36	CAR	1								
09:39	CAR	1								
09:40	CAR	1								
09:41	CAR	1								
09:58	CAR	2								
10:41	CAR	1								
10:41	CAR	1								
10:53	CAR	1								
11:07	CAR	1								
11:11	CAR	2								
11:13	CAR	2								
11:14	CAR	1								
11:18	LGV	1								
11:18	CAR	1								
11:25	CAR	1								
11:33	CAR	1								
11:35	CAR	1								
11:44	CAR	1								
11:45	CAR	1								
11:45	LGV	1								
11:49	CAR	1								
12:01	CAR	1								
12:02	CAR	1								
12:06	CAR	1								
12:10	LGV	1								
12:27	CAR	1								
12:36	CAR	1								
12:37	CAR	1								
12:37	CAR	1								
12:40	CAR	2								
12:44	CAR	1								
12:45	LGV	1								
12:57	CAR	1								
13:05	CAR	1								
13:05	CAR	1								
13:06	CAR	1								
13:15	CAR	1								
13:16	CAR	1								
13:20	CAR	1								

OUT

TIME	CLASS	OCC	PEDESTRIANS			CYCLES				
			ADULT	SCH	ADULT & SCH	ADULT	SCH	ADULT & SCH		
13:24	CAR	1								
13:25			1							
13:33	CAR	2								
13:35	CAR	1								
13:43	CAR	1								
13:51	CAR	2								
13:51	CAR	1								
13:57	CAR	1								
14:10	CAR	1								
14:10	CAR	2								
14:11	CAR	1								
14:20	CAR	1								
14:21	CAR	2								
14:39	CAR	3								
14:42	CAR	1								
14:42			1							
14:45	CAR	2								
14:47	CAR	1								
14:49	CAR	1								
14:49	CAR	1								
14:50	CAR	1								
14:50	CAR	1								
14:52	CAR	2								
14:55			1							
14:56	CAR	1								
15:00	CAR	1								
15:03	CAR	1								
15:04	CAR	1								
15:09	CAR	1								
15:09			1							
15:12	CAR	1								
15:13	CAR	2								
15:14	CAR	2								
15:14	CAR	1								
15:20	CAR	1								
15:24	CAR	2								
15:36	CAR	1								
15:43	LGV	1								
15:43	LGV	1								
15:46	CAR	1								
15:47	CAR	1								
15:53	LGV	1								
15:59	CAR	1								
16:01	CAR	1								
16:01	CAR	1								
16:02	CAR	2								
16:04	CAR	1								
16:08	CAR	1								
16:18	CAR	1								
16:21	CAR	1								
16:26	CAR	1								
16:32	CAR	1								
16:36	CAR	1								
16:36	CAR	2								
16:38	CAR	2								
16:40	CAR	1								
16:43	CAR	1								
16:45	CAR	1								
16:47	CAR	1								
16:48	LGV	1								
17:02	LGV	1								
17:09	CAR	1								
17:10			1							

OUT

[illegible]

## **Appendix E**

## **CHANCERY PARK, EXNING, SUFFOLK**

### **APPENDIX E – EXAMPLE INITIAL RESIDENT TRAVEL SURVEY**

**80007**

The following is the list of questions that could be asked to Chancery Park residents in the first anniversary postal / online travel survey (early 2019):

*Welcome to your local travel survey for Chancery Park.*

*By answering the following short survey, you are helping us analyse the transport habits of Chancery Park residents.*

*Each completed survey gets entered into a prize draw exclusively for Chancery Park residents. Win one of six prizes which are detailed in your travel survey pack which has been posted to you.*

**Firstly we would like to know about the regular journeys you and your household make.**

**What is the main location(s) that you and members of your household travel to? In addition to this, how frequently each week do you make this journey?**

Resident 1: Work location / Place of education

Resident 2: Work location / Place of education

Resident 3: Work location / Place of education

Resident 4: Work location / Place of education

**Which main mode(s) of transport do you and your household regularly use to commute to the following:**

Resident 1: Car (single occupancy) / Train / Bus / Car Share / Bicycle / Walking / Other

Resident 2: Car (single occupancy) / Train / Bus / Car Share / Bicycle / Walking / Other

Resident 3: Car (single occupancy) / Train / Bus / Car Share / Bicycle / Walking / Other

Resident 4: Car (single occupancy) / Train / Bus / Car Share / Bicycle / Walking / Other

**If any resident of the household uses the train, which mode(s) of transport do they use to commute to the train station?**

**Do you occasionally use any other means of transport?**

Resident 1: Car (single occupancy) / Train / Bus / Car Share / Bicycle / Walking / Other

Resident 2: Car (single occupancy) / Train / Bus / Car Share / Bicycle / Walking / Other

Resident 3: Car (single occupancy) / Train / Bus / Car Share / Bicycle / Walking / Other

Resident 4: Car (single occupancy) / Train / Bus / Car Share / Bicycle / Walking / Other

**What are the most important factors to you when deciding on how to travel?**

Speed / Cost / Convenience / Environment / Impact on personal health / Frequency of service / Flexibility / Other

**CHANCERY PARK, EXNING, SUFFOLK**

**APPENDIX E – EXAMPLE INITIAL RESIDENT TRAVEL  
SURVEY**

**80007**

**How likely would you be to use the following modes of transport:**

Car / Bicycle / Bus / Train / Walking / Car Sharing

**What barriers restrict you from using alternative means of transport other than a car?**

If a car is your main mode of transport, in your opinion, what restricts you from using an alternative means of transport?

**About you:**

Next, we would like to know a little bit about you to understand your circumstances that may affect your travel decisions. This information will not be passed on to any third party.

**Your name:**

**Your age group:**

18-20 years / 20-29 years / 30-39 years / 40-49 years / 50-59 years / 60+ years

**Does anyone in your household (over the age of 16) have a disability which could affect mobility and travel options/choices?**

Yes / No / Prefer not to say

**What is your house number and postcode?**

**What is your email address?**

**Please let us know of any other travel related feedback or comments you may have.**

**CHANCERY PARK, EXNING**
**80007**
**EXAMPLE FULL RESIDENTIAL TRAVEL SURVEY**

The following is an example of travel survey that the Travel Plan Co-ordinator (TPC) for the site of Chancery Park, Exning could produce and provide to all households. The list of questions below is not exhaustive but should provide a basis to help the TPC to produce the most effective questionnaire for the site.

**CONFIDENTIAL**

1. Street Name & Postcode:
  
2. Year moved into current address:
  
3. Number of individuals living within the house / flat:
 

Under 18	<input style="width: 80px; height: 25px;" type="text"/>
18-34	<input style="width: 80px; height: 25px;" type="text"/>
35-54	<input style="width: 80px; height: 25px;" type="text"/>
55 and over	<input style="width: 80px; height: 25px;" type="text"/>
  
4. Occupation by number of individuals living in the house / flat.  
 Number of people working:
 

Part-Time	<input style="width: 80px; height: 25px;" type="text"/>
Full Time	<input style="width: 80px; height: 25px;" type="text"/>
Contract	<input style="width: 80px; height: 25px;" type="text"/>

 Number of people studying:
 

Nursery	<input style="width: 80px; height: 25px;" type="text"/>
Primary School	<input style="width: 80px; height: 25px;" type="text"/>
Secondary School (with 6 <sup>th</sup> form)	<input style="width: 80px; height: 25px;" type="text"/>
University	<input style="width: 80px; height: 25px;" type="text"/>

 Work / study from home:   
 No current Occupation:
  
5. Do you possess a computer with internet connection?
 

Yes	<input style="width: 80px; height: 25px;" type="text"/>
No	<input style="width: 80px; height: 25px;" type="text"/>



## EXAMPLE FULL RESIDENTIAL TRAVEL SURVEY

6. Does any person living in the house have any disability which affects travel arrangements?

Yes

No

7. Please indicate the different places of work / school where people of the household travel on a daily basis (if possible with post code):

1-  
2-  
3-  
4-  
5-  
6-  
7-  
8-

8. Please indicate the number of vehicles for your household:

1 car / van

2 car / van

3 car / van

4 & more

Employer provided vehicle?

9. Please indicate the method of transport you and members of the household most frequently use to travel daily:

Car (on own)

Car (with others)

Bus

Train

Bicycle

Walk

Motorbike/Moped

Other (please specify)

## EXAMPLE FULL RESIDENTIAL TRAVEL SURVEY

10. And which other form of transport (if any) is occasionally used to travel? (please indicate number of people)

Car (on own)	<input type="text"/>
Car (with others)	<input type="text"/>
Bus	<input type="text"/>
Bicycle	<input type="text"/>
Walk	<input type="text"/>
Motorbike/Moped	<input type="text"/>
Other (please specify)	<input type="text"/>

11. What would make people of the household considering cycling in on a regular basis?

Health benefits	<input type="text"/>
Environmental benefits	<input type="text"/>
Parking charges at work / schools	<input type="text"/>
Cost of fuel	<input type="text"/>
Cost of running a car	<input type="text"/>
Other (please specify)	<input type="text"/>
Nobody travel to a place of work / school	<input type="text"/>
We already cycle to work	<input type="text"/>

12. Would people of the household consider using public transport on a daily basis?

Yes	<input type="text"/>
No	<input type="text"/>

If No, please state why from the following:

There is no service that we would use	<input type="text"/>
The service is not frequent enough	<input type="text"/>
Cost	<input type="text"/>
We don't like Public Transport	<input type="text"/>
Other (please specify)	<input type="text"/>

## EXAMPLE FULL RESIDENTIAL TRAVEL SURVEY

***Please only complete questions 13 to 16 if anyone in the household mostly travels by car on a daily basis.***

13. What are the main reasons for travelling by car? (Please tick all that are appropriate).

A car is required to complete my job	<input type="checkbox"/>
Dropping off / collecting children / partners	<input type="checkbox"/>
Lack of alternative	<input type="checkbox"/>
Other (please specify)	<input type="text"/>

14. Would you be prepared to car share?

Yes	<input type="checkbox"/>
No	<input type="checkbox"/>

15. How often do you use food delivery to your house?

Weekly	<input type="checkbox"/>
Monthly	<input type="checkbox"/>
Occasionally	<input type="checkbox"/>
Never	<input type="checkbox"/>

**Questions Related to the Residential Travel Plan**

16. Are you aware of the Residential Travel Plan?

Yes	<input type="checkbox"/>
No	<input type="checkbox"/>

17. If yes do you consider having received adequate information to inform the members of your household on other means to travel than by car?

Yes	<input type="checkbox"/>
No	<input type="checkbox"/>

18. Did the Travel Plan help the members of your household to switch from using your car on a daily basis to any other mode of Travel?

Yes	<input type="checkbox"/>
No	<input type="checkbox"/>

19. Have you utilised the Personal Travel Plans available?

Yes	<input type="checkbox"/>
No	<input type="checkbox"/>

EXAMPLE FULL RESIDENTIAL TRAVEL SURVEY

20. Do you think that there is enough cycle spaces provided within the residential estate?

Yes

☐

No

☐

21. If you wish to make any further comments on the Travel Plan, request any information please do so.

*Many thanks for taking the time to complete this questionnaire. Please be assured that all information will be treated as confidential.*