



HUNTER'S CHASE INTERIM RESIDENTIAL TRAVEL PLAN

Hunter's Chase, Red Lodge, Suffolk

Client:  **BARRATT**
HOMES

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Contents:-

1. FOREWORD	2
2. INTRODUCTION	4
3. POLICY CONSIDERATION.....	5
4. EXECUTIVE POLICY STATEMENT	6
5. LOCAL ACCESSIBILITY AUDIT.....	7
6. HUNTER'S CHASE DEVELOPMENT	14
7. TRAVEL ASSESSMENT & MONITORING REPORT	15
8. RESIDENTIAL TRAVEL PLAN MEASURES.....	18
9. MANAGEMENT AND MONITORING	23

Figures

- Figure 1 Site Location
- Figure 2 Local Accessibility Plan

Appendix

- Appendix A Development Layout
- Appendix B Local Bus Timetables
- Appendix C Travel Plan Measures Action Plan
- Appendix D Example Residential Travel Questionnaire

1. FOREWORD

- 1.1. Smarter Travel Ltd (STLtd) has been appointed by the Developer – BDW Trading Ltd trading as Barratt Homes - to manage, monitor and promote the Residential Travel Plan (TP) for the development of land off Elms Road, Red Lodge, Suffolk (known as Hunter's Chase). The development scheme is for 125 residential dwellings (at least 30% of which are classed as 'Affordable Homes' or 'Shared Ownership' operated by Sage Housing), with construction underway. The provision of this Interim TP is to oblige Condition 25 of Forest Heath District Council (FHDC) planning approval Ref: DC/16/0596/OUT in addition to Section 5 of the Fourth Schedule of the Section 106 Agreement associated with the planning approval. The layout of the development is included in **Appendix A**, which also includes the accommodation schedule.
- 1.2. 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.
- 1.3. 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. This is due to be undertaken at approximately 75% dwelling occupation (94th dwelling). The monitoring period is likely to be completed no earlier than 2025 with the principle target to have a shift towards sustainable travel of up to 6% from the initial assessment of travel of the local area determined from Census Data and Transport Assessment (TA) that supported the original planning application.
- 1.4. The development is located northwest of Newmarket Road, Red Lodge which lies to the northeast of the town of Newmarket. The site is close to key local amenities and public transport services with the centre of Newmarket approximately 11km cycle distance.

Definitions

- 1.5. 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 annually with manual observations at each principle 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, as required.
- iv. "Travel Plan Review" means an update of the Travel Plan annually and 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 75% dwelling occupation and agreement with the Local Authority of the "Travel Plan" or one year after occupation of the final dwelling if later.
- 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 full TP will next be submitted to SCC for approval prior to 75% dwelling occupation and undertaking of the baseline survey (likely to be early 2020). 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).

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. Barratt Homes have 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 the date of the approval by FHDC and SCC of this interim version of this TP to 5 years post 75% occupation or, if later, one year from occupation of the final dwellings. It is therefore expected that the monitoring period is to end no earlier than 2024.
- 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 within two months.

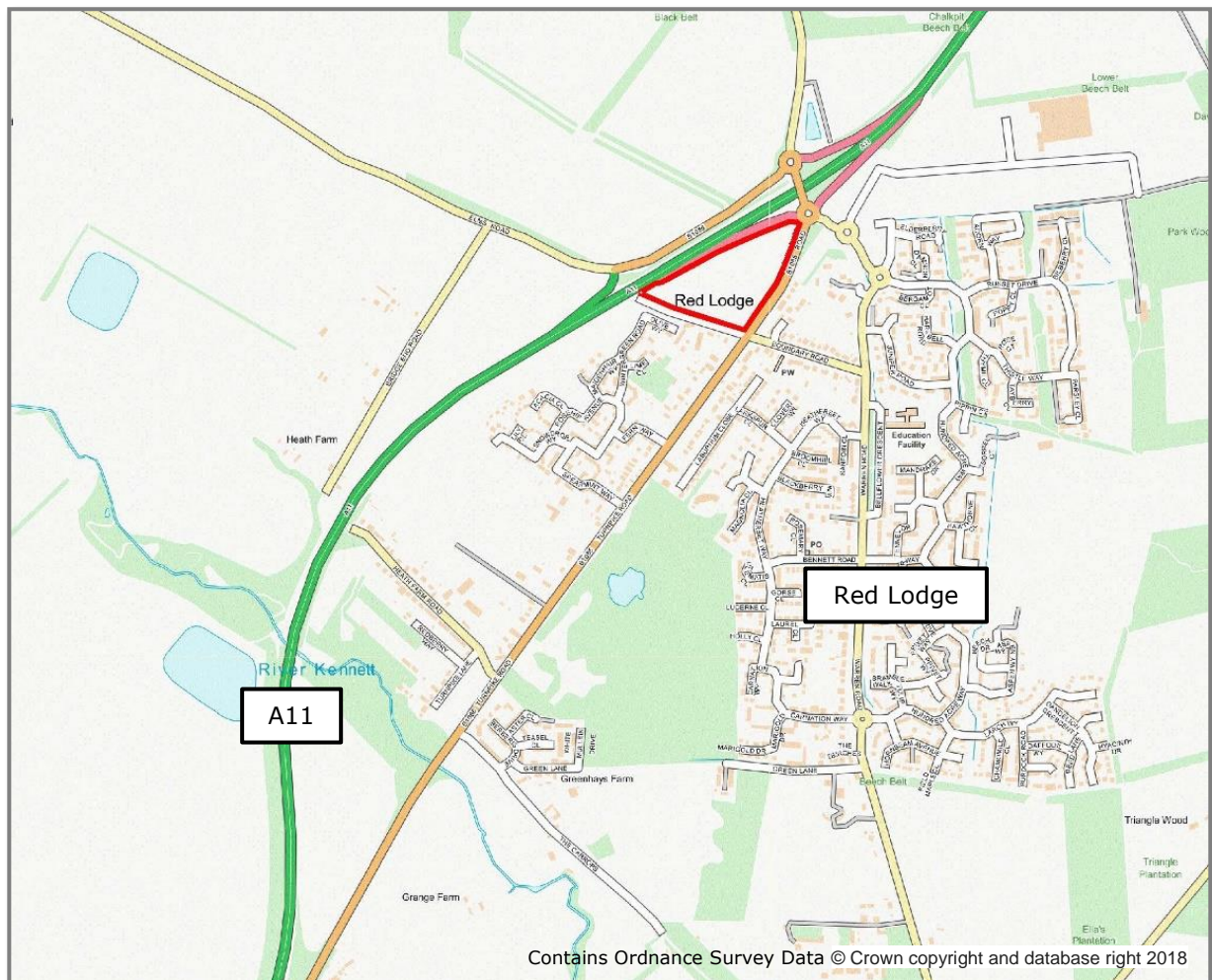
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Date: 18th January 2019
On behalf of: Barratt Homes (BDW Trading Ltd)

5. LOCAL ACCESSIBILITY AUDIT

Site Location

- 5.1. The development is located on the northwest side of the B1085 Newmarket Road at the northern end of Red Lodge. Red Lodge lies to the northwest of the town of Newmarket. The roughly triangular site is bounded to the northwest by the A11 (T), Newmarket Road to the east and Elms Road southwest.

Figure 1 – Site Location



- 5.2. The vehicular access to the site taken by diverting Elms Road into the site near to the junction with Newmarket Road (with the remaining section of Elms Road forming the minor arm of the site access). The main access for all modes is via Elms Road, with a further pedestrian/cycle access on to Newmarket Road a short distance to the north of the junction with Elms Road. The B1085 is subject to a 40mph speed limit in the vicinity of the site and serves as a north/south route through Red Lodge.

- 5.3. The B1085 runs from the A11 (T), immediately to the north of the site, through parts of Red Lodge, with a further junction with the A11 (T) to the south of Red Lodge (2.6km from the site), the B1085 continues to the B1102 east of Fordham. The town of Newmarket lies approximately 9.5km to the south and can be reached via the B1085, A11 (T) and A1304. Other towns locally include Thetford (22km) to the northeast and Bury St Edmunds (19km) to the southeast.

Pedestrian and Cycle Network

- 5.4. Pedestrian and cycle facilities are available on both sites of the B1085 Newmarket Road (continuing onto Turnpike Road to the south) in the vicinity of the site access, with a drop kerb crossing point located approximately 30m to the north of Elms Road to facilitate crossings for routes via Boundary Road.
- 5.5. The site benefits from a number of key local amenities in Red Lodge as detailed in the following paragraphs. Generally, the footways are accessible enough to cater for pedestrian movement. There are adequate walking routes for the nearest primary school.
- 5.6. Cycling facilities are available on the western side of the B1085 from the site through Red Lodge to the south, this and other cycle facilities in the area are illustrated on **Figure 2**.

Public Transport

- 5.7. The closest current bus stops to Hunter's Chase are located as follows:
- Horseshoe Drive (adjacent/opposite) on Boundary, approximately 50m west of the Newmarket Road/Boundary Road/Elms Road junction (and within 100m of the site access).
- 5.8. The bus stops opposite Horseshoe Drive includes a bus shelter for routes to Newmarket.
- 5.9. **Table 5.1** below presents the regular most up to date services which run along Boundary Road. The route of service 16/16A through Red Lodge is shown on **Figure 2**.

Table 5.1 – Nearest Local Bus services

Operator	Service	Frequency
Stephenson's of Essex	16 Bury St Edmunds – Mildenhall – Newmarket	Mon to Fri: 0713 – 1838, typically hourly Sat: 0838 – 1738, typically hourly
	16 / 16A Newmarket – Mildenhall – Bury St Edmunds	Mon to Fri: 0632 – 1832, typically hourly Sat: 0834 – 1734, typically hourly
Mulleys Motorways	357 Bury St Edmunds – Red Lodge – Mildenhall	Mon to Fri: 1108, 1358 Sat: 1108, 1358
	357 Mildenhall – Red Lodge – Bury St Edmunds	Mon to Fri: 0975, 1247 Sat: 0957, 1247
Mulleys Motorways	953 Bury St Edmunds – Lakenheath – Mildenhall	Mon to Fri: 1632, 1717
	957 Lakenheath – Mildenhall – Bury St Edmunds	Mon to Fri: 0735, 0937

- 5.10. 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. Current timetables are located in **Appendix B**. There is also school/college bus services available within red Lodge and details can be obtained via www.suffolkonboard.com.
- 5.11. A review of 2011 Census Data for the Red Lodge area shows that currently the use of bus services relatively low for commuter purposes into Newmarket and Mildenhall. The promotion of bus travel to future residents of the development is considered later in this TP.
- 5.12. Travel times to Bury St Edmunds and Newmarket are 48 minutes and 22 minutes respectively. The use of on-line ticket purchasing options and live bus arrival times will be promoted to residents.
- 5.13. There are also discounts available for 16-19 year olds of 25% off the full adult fare via the Endeavour card. Further concessionary fares are also available for under 5's, family ticket, 6/12 month tickets. Further information is included on the Travel Plan website for Hunter's Chase.
- 5.14. Community transport options are also available to residents that may have need for these services. The Voluntary Network operate in the area offering those that can't access local public transport a way to link with bus / train routes that are easily accessible and further information can be found via their website (www.thevoluntarynetwork.org/community-transport). This dial-a-ride service (which has an annual £10 membership) can be booked by calling 01638 664304 Monday to Friday 8am to 4pm, services

operate between 7am and 7pm Monday to Saturday. A group hire service is also available (with or without a driver). Community transport options such as this will be highlighted to residents through the Welcome Pack and Travel Plan Website.

Train Services

- 5.15. Kennett Train Station is located at approximately 4.7km distance from the centre of the site. Although the station is located approximately 19 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. Services can be boarded to the destinations shown on **Table 5.2**.

Table 5.2 – Local Rail Services

Destination	Approximate Travel Duration (minutes)	Frequency – Daily services		
		Weekdays	Saturdays	Sundays
Cambridge	33-37	11	11	8
Ipswich	47-52	10	10	8

Sources: The Trainline (www.thetrainline.com) & Greater Anglia (www.greateranglia.co.uk)

- 5.17. Services to Ely and Peterborough are available requiring changes in Bury St Edmunds, whilst services to London are available from Cambridge and Ipswich. Engineering works regularly take place at weekends and during holiday periods, particularly on Sundays and public holidays and users are recommended to check times before travelling.
- 5.18. Intermediate stations including Newmarket, Stowmarket and Bury St Edmunds can also be reached directly from Kennett.
- 5.19. The above train services run between 06:00 and 23:16 (weekdays). The station provides cycle parking for 20 bicycles and 12 car parking spaces for commuters.
- 5.20. The National Rail Enquiries website (www.nationalrail.co.uk) provides an online journey planning tool and ability to purchase tickets by directing the user to a relevant rail franchise website, in this case Greater Anglia. Favourite journeys can be saved for later recall and live train tracking is available. There is a version of the site optimised for mobile devices and it is also available as a free mobile app for Android and Apple iOS.
- 5.21. Commuters travelling from Kennett to Cambridge, for example, can purchase season tickets at a current (adult standard) cost (January 2019) of:
- 1 week £ 48.90
 - 1 month £ 187.80

- 3 months £ 563.40
- 6 months £1,126.70
- 12 months £1,956.00

- 5.22. Non-commuters can also obtain various rail discounts via railcards (i.e. 16-25s, 26-30s and family and friends).
- 5.23. Overall, services to Cambridge, Ipswich and intermediate destinations along this route are well throughout the week, including for commuter services Monday to Friday.
- 5.24. A review of 2011 Census Data for the Red Lodge area shows that currently the use of the train is very low for commuter purposes with London the primary destination. This is discussed further, later in this TP.

Local Amenities

- 5.25. 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.
- 5.26. 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."*
- 5.27. Focusing upon the site, **Table 5.3** presents a range of local amenities in the surrounding areas, with the appropriate distance and travel time from the site.

Table 5.3 – List of Nearest Local Amenities

Amenity	Location	Distance from the site (km)	Walking / Cycling time	Accessible by Bus?
Bus stops	Boundary Road, Red Lodge	0.12	1min (walking)	-
Doctors	Reynard Surgery, Turnpike Rd, Red Lodge, Bury Saint Edmunds IP28 8JZ	0.42	5mins / 2 mins	-
Dentist	Red Lodge Dental Surgery, 18 Boundary Road, Red Lodge, Bury Saint Edmunds, IP28 8JQ	0.38	3 mins / 1 min	-
Public Open Space	Turnpike Rd, Red Lodge, Bury Saint Edmunds	0.43	5 mins / 2 mins	-
Primary School	St Christopher's CEVCP Primary School, Bellflower Crescent, Red Lodge, Bury Saint Edmunds IP28 8XQ	0.45	5 mins / 2 mins	-
Nursery	St Christopher Robins Nursery, Boundary Road, Red Lodge, Bury Saint Edmunds, IP28 8JQ	0.36	3 mins / 1 min	-
Local Shops	Nisa / Red Lodge Post Office, 1 Bellflower Crescent, Bury Saint Edmunds, IP28 9XQ	0.82	6 mins / 2 mins	-
Sports Centre/Rec	Hundred Acre Way, Red Lodge, Bury Saint Edmunds, IP28 8FQ	0.54	6 mins / 2 mins	-
Millennium Centre	Lavender Close, Red Lodge, Bury Saint Edmunds, IP28 8TT	0.60	7 mins / 3 mins	-
Post Office	Nisa / Red Lodge Post Office, 1 Bellflower Crescent, Bury Saint Edmunds, IP28 9XQ	0.82	10 mins / 4 mins	-
Place of Worship	St Christopher's Church, 2 Boundary Road, Red Lodge, Bury Saint Edmunds, IP28 8JQ	0.32	3 mins / 1 min	-
Café	Red Lodge Café, 70 Turnpike Road, Bury Saint Edmunds, IP28 8LB	0.90	11 mins / 4 mins	-
School	Kennett CP School, 98 Station Road, Kennett, Newmarket CB8 7QQ	4.00	17 mins (cycling)	Yes
Train Station	Kennett Train Station, New Market, CB8 7QF	4.66	19 mins (cycling)	Yes
Employment	Lanwades Business Park, Kentford, CB8 7PN	5.54	23 mins (cycling)	No
Employment	Mildenhall	5.95	25 mins (cycling)	Yes

- 5.28. In conclusion, the development is located well for a number of amenities which are accessible on foot, bicycle or by bus. **Figure 2** shows the location of most of the amenities noted above.
- 5.29. The good range of amenity provision in the area should help 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

- 5.30. 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;
 - Distance to train services located some 4.7km distant at Kennett for onward connections to large employment locations such as Cambridge and Ipswich;
 - Hourly bus services to employment areas such as Bury St Edmunds;
 - Perceived accessibility on bicycle to local amenities; and
 - Perceived quality of facilities (shelters / seating etc) at bus stops.
- 5.31. 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)

- 5.32. 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.
- 5.33. Currently there are no significant maintenance issues offsite in the locality that would detrimentally affect promoting sustainable travel to new residents. The SCC Highways Reporting Tool will be promoted on the TP website and Welcome Packs to residents as a prompt way to identifying issues to the Highway Authority.

6. HUNTER'S CHASE 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 "Red Lodge" (to which the site abuts) has given the breakdown of number of people living per dwelling: 4,124 people living in 1,748 households; using this data it has been forecasted that a development of 125 residential dwellings has the potential to accommodate approximately 295 people.
- 6.2. At least 30% of the dwellings within Hunter's Chase will be classed as 'Affordable Homes' or 'Shared Ownership' and these will be operated by Sage Housing.
- 6.3. The illustrative layout of the development, is included in **Appendix A** of this TP.

Access

- 6.4. The main vehicular access to the development will be from Elms Road, at the southern end of the site. Elms Road will be diverted into the site with the existing road forming the minor arm of the site access junction. This access will be for all modes of travel.
- 6.5. There will also be a footpath connection to the B1085 Newmarket Road some 30m north of the junction with Elms Road.

Car & Cycle Parking

- 6.6. Residents of houses will store bicycles in garages or storage can be provided in gardens via sheds.

Annual Inspection (on-site)

- 6.7. 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.

7. TRAVEL ASSESSMENT & MONITORING REPORT

- 7.1. As the development is yet to be occupied the potential vehicular and non-vehicular generation of the development is summarised below as extracted from the sites Transport Assessment submitted as part of the development's planning application and is based on TRICs data.
- 7.2. The development would have the potential to generate, without a TP, approximately 68 two-way vehicle movements during AM peak hour, 76 two-way vehicle movements during PM peak hour. Over a 12-hour period the development could generate 635 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 Hunter's Chase.
- 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 005 (Middle Super Output Area), to which the site is immediately adjacent and which covers the existing residential areas of Red Lodge, is summarised in **Table 7.1**.

Table 7.1 – Method of Travel to work - 2011 Census

Mode of Transport	Number of commuters	Percentage	Main/Secondary Destination Preference
Work at or mainly from home	0	0.0%	N/A
Train	43	1.2%	London
Bus	50	1.5%	Newmarket / Mildenhall
Taxi or minicab	5	0.1%	Beck Row
Driving a car or van	2928	87.6%	Newmarket / Lakenheath / Beck Row / Mildenhall / Red Lodge* / Newmarket / Burt St Edmunds
Passenger in a car or van (car sharing)	177	5.3%	Newmarket / Red Lodge / Lakenheath / Mildenhall / Beck Row / Bury St Edmunds
Motorcycle, scooter or moped	18	0.5%	Newmarket / Mildenhall / Beck Row
Bicycle	40	1.2%	Red Lodge*
On foot	71	2.1%	Red Lodge*
Other	9	0.3%	
<i>Total commuting</i>	<i>2719</i>	<i>100.0%</i>	

*Red Lodge is in Forest Heath 005 in which also lies employment areas at Kentford

- 7.5. The table demonstrates that from the Red Lodge area 3.3% of the commuting is undertaken by cycling and walking, and a further 2.8% of the commuting is undertaken by using public transport.
- 7.6. The primary destination for single occupancy car movements shown above, commute by private car (on their own) to a work place within the Newmarket area which can be accessed by bus. The promotion of car sharing and bus travel, is therefore considered to be the key modes of travel for this development location with cycling and walking also possible for trips within Red Lodge. According to Census Data, the majority of car trips are to the Newmarket, Lakenheath, Beck Row and Mildenhall (in that order), followed by the Forest Heath 005 area which includes Red Lodge and Kentford.

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 shown in **Paragraph 7.2** by 4% within one year of the implementation of the full TP (75% occupation).
 - Reduce the peak hour car trip rates shown in **Paragraph 7.2** by 6% within three years of the implementation of the full TP.
 - Reduce the 12-hour car trips shown in **Paragraph 7.2** by 6% 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.
- 7.10. Additional “aim-type” targets that are not directly related to travel mode are as follows:
- 25% 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 requested 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. A fifth year postal/online travel survey would then be undertaken to review the effectiveness of the final TP measures.

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 prior to any occupation of the site to manage, review and monitor the Travel Plan. Contact details are set out in **Section 4** with 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 Newmarket Road and to the 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 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 Hunter's Chase webpage and social media page.
- 8.9. Each dwelling will be provided the opportunity to gain two £50 smartcards for use on Stephenson's bus services (or alternatively a £100 voucher for walking/cycling equipment, see below). 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 Red Lodge. 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. As an alternative, a £100 voucher for an online retailer (www.Wiggle.co.uk) will be available (to households not redeeming bus smartcards) and can be redeemed on items such as waterproof clothing or rucksacks, or cycling equipment.
- 8.13. The TPC is to liaise with the TPC for the local Primary School to encourage any pupils living on the Hunter's Chase development to walk to school. Each dwelling will be given the opportunity to request a reflective equipment pack, ideal for children walking or cycling to and from school. This will be promoted in the Travel Welcome Pack.

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 Red Lodge, Kentford and Mildenhall 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. Residents will be able to redeem £100, per household (if not claiming bus smartcards), from the Developer for cycling equipment from an online retailer (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 £100 can be obtained via completing the initial travel survey.
- 8.17. 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.
- 8.18. 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

- 8.19. Car sharing represents a relatively convenient alternative form of car travel and potential exists to reduce the total private mileage of the residents.
- 8.20. 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.
- 8.21. The Travel Plan Coordinator will promote the Suffolk car share scheme (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.
- 8.22. Residents will be made aware of the car sharing scheme via the Travel Welcome Pack, social media, the Hunter's Chase TP website and through annual newsletters.
- 8.23. A paid Facebook campaign targeting the Red Lodge area will be undertaken bi-annually to promote car sharing opportunities in the area.

Marketing and Promotion

- 8.24. The TPC will provide training to the Hunter's Chase 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 will be created specifically for the development's residents via 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 mobile app service (explaining what buses and train services, can be taken to access facilities);
 - Cycle and pedestrian route maps;
 - Details of how to obtain local bus smartcards or a walking/cycling to the value of £100 as well as 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 an 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 cycle voucher / 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.
 - 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.
 - An annual newsletter 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 five years as part of the monitoring cycle commencing at 75% occupation. The TPC will be funded by the Developer from appointment prior to first occupation and for the five-year monitoring period (commencing at 75% occupation).
- 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 and compliant with the General Data Protection Regulation 2018 – refer to Smarter Travel Ltd Privacy Policy for more details).
- 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 £100 walking/cycle or two £50 free bus smartcards.
- 9.10. In order to identify the travel patterns for the residential development, a multi-modal travel survey will be undertaken annually, supplemented by postal/online surveys on the first and third anniversary of the Full TP. 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 set out in **Paragraph 7.2.**
- 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 bus travel; and
 - The level of redemption of the cycle vouchers.

Multi-Modal Travel Survey

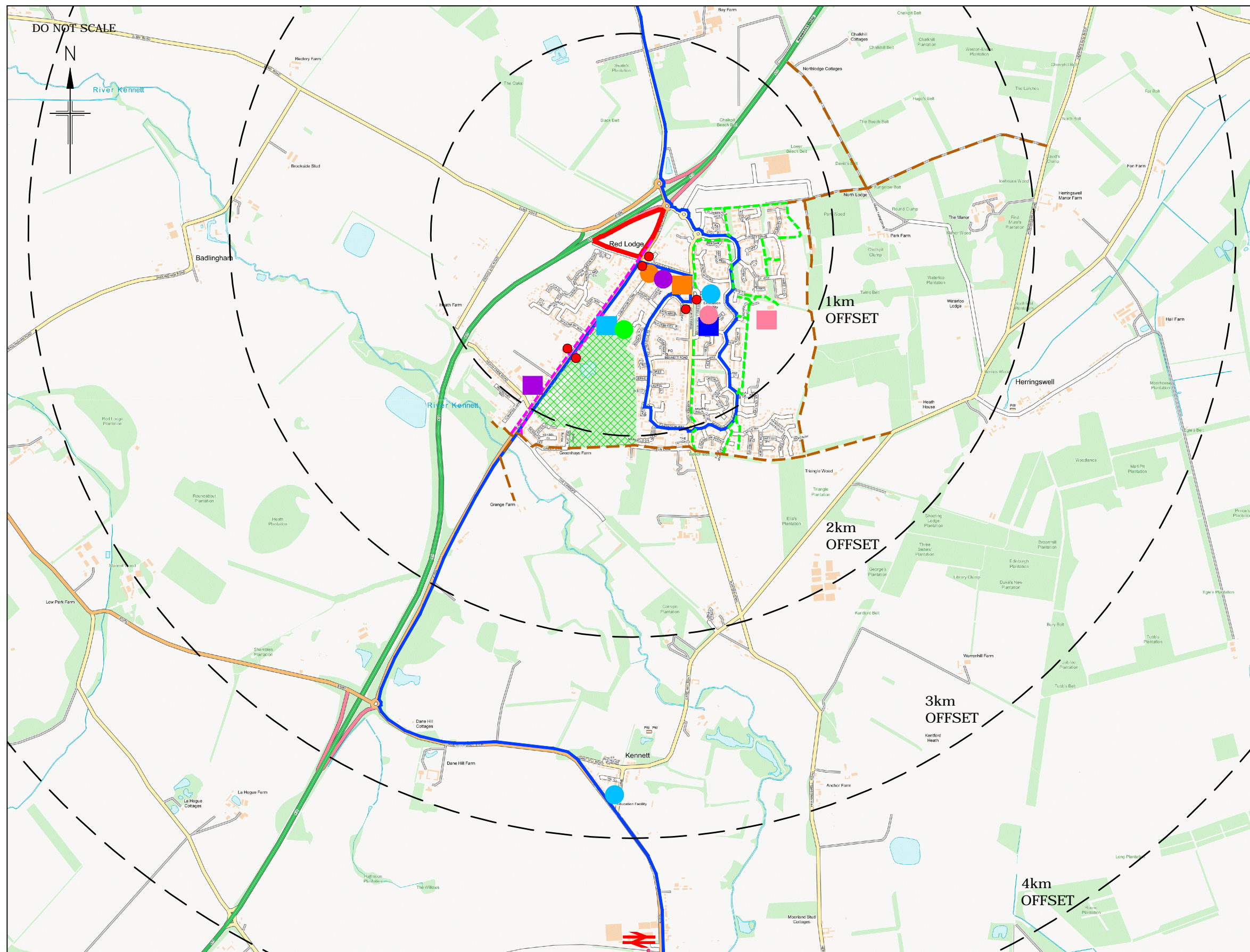
- 9.14. The multi-modal survey will be undertaken at a cost to the Developer and be at a similar time of the year (and between March and October) to provide a comparative assessment. It will be ensured prior to the survey being undertaken that the following circumstances will not affect the outcomes of the surveys:
- School / public holidays;
 - Highway maintenance;
 - Closures on public transport services; and / or
 - Any publicised strike action.

- 9.15. The methodology of undertaking the manual count survey is to have cameras located at the main access point of the development off Elms Road and at the pedestrian/cycle access to Newmarket 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.
- 9.16. A two-week ATC will be considered for the first anniversary multi-modal survey. This should not be used as part of the first baseline survey due to the site being under construction.
- 9.17. As the development will be undergoing construction, at 75% occupation any vehicle movements identified as construction traffic should be discredited in the survey results.
- 9.18. 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 D**. 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, and third anniversaries.
- 9.19. 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.
- 9.20. 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. Refer to the Smarter Travel Ltd Privacy Policy for more details.

Options for future managing the Residential Travel Plan

- 9.21. 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.
- 9.22. 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.
- 9.23. Whichever option is chosen then it will be notified to the Local Authority within the final TP review.


Figures



KEY OF AMENITIES CLOSEST TO THE SITE:	
	INDICATIVE SITE BOUNDARY
	TRAIN STATION
	NURSERY
	PRIMARY SCHOOL
	DENTIST
	DOCTORS SURGERY
	POST OFFICE
	CONVENIENCE STORE
	MILLENNIUM CENTRE
	CAFÉ
	PLACE OF WORSHIP
	SPORTS CENTRE
	LOCAL BUS STOPS
	PUBLIC OPEN SPACE
	TRAFFIC-FREE CYCLE ROUTE
	SHARED CYCLE / PEDESTRIAN ROUTE
	PUBLIC FOOTPATH
	STEPHENSONS OF ESSEX - BUS 16

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REV	DATE	DESCRIPTION	DRAWN	CHKD

Project Title		Client Title			Drawing No.	Revision
HUNTER'S CHASE, ELMS ROAD, RED LODGE, SUFFOLK		BARRATT HOMES			80029 - FIGURE 2	
Drawing Title		Scale	Drawn	Date	Drawing Status	
LOCAL ACCESSIBILITY PLAN		1:20000 @ A3	L. GRAY	18/01/19	<input checked="" type="checkbox"/> INFORMATION <input type="checkbox"/> APPROVAL <input type="checkbox"/> COSTING	
		Job Manager	Checked	Approved	<input type="checkbox"/> TENDER <input type="checkbox"/> CONSTRUCTION <input type="checkbox"/> AS CONSTRUCTED	
		R. LONG	D. PALMER	H. WILSON		

Appendices

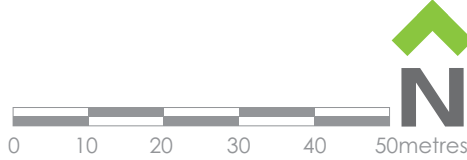
Appendix A

For Illustrative Purposes Only

SCHEDULE OF ACCOMMODATION: 07.01.2016			
PRIVATE SALE HOUSING			
HOUSE TYPE	SIZE (sq.m)	SIZE sq.ft	No
1 BED APARTMENT (V1)	41.2	443	6
2 BED COACH HOUSE	54.7	589	2
2 BED APARTMENT	60.1	647	8
2 BED HOUSE	64.0	689	14
3 BED HOUSE (V1)	80.5	866	23
3 BED HOUSE (V2)	84.1	876	2
3 BED HOUSE (V3)	88.4	951	2
3 BED TOWN HOUSE	104.5	1125	14
4 BED HOUSE (V2)	114.0	1227	8
4 BED TOWN HOUSE	116.0	1252	8
TOTAL	7232.9	77812.0	87

AFFORDABLE HOUSING			
HOUSE TYPE	SIZE (sq.m)	SIZE sq.ft	No
1 BED APARTMENT	45.0	484	10
2 BED GROUND FLOOR APARTMENTS	54.7	589	4
2 BED HOUSE	60.1	647	13
3 BED HOUSE	84.5	910	8
4 BED HOUSE	102.1	1098	3
TOTAL	2432.4	26181	38

DEVELOPMENT TOTAL:			
	9665.3	103993	125
SITE AREA -	4.08	Hectares	10.08 Acres
SITE AREA (NETT) -	2.60	Hectares	6.42 Acres
DENSITY (GROSS) -	30.6	dph	17.56 dpa
DENSITY (NETT) -	48.1	dph	19.46 dpa
COVERAGE -	3717	sq.m per ha	16187 sq.ft per acre



- Site boundary
- Proposed vehicular access point
- Proposed children's equipped play area
- Proposed acoustic barrier (1.2-2m landscape bund with 3m high fence)
- Proposed sustainable drainage feature
- Electrical sub-station
- Proposed 3 metre wide foot / cycleway
- Potential pedestrian / cycle link

CSA environmental

Dixies Barns, High Street, Ashwell, Hertfordshire SG7 5NT

01462 743647
ashwell@csaenvironmental.co.uk
csaenvironmental.co.uk

Project Land west of Newmarket Road and north of Elms Road, Red Lodge

Drawing Proving Layout
Title

Client Jaynic Properties Ltd

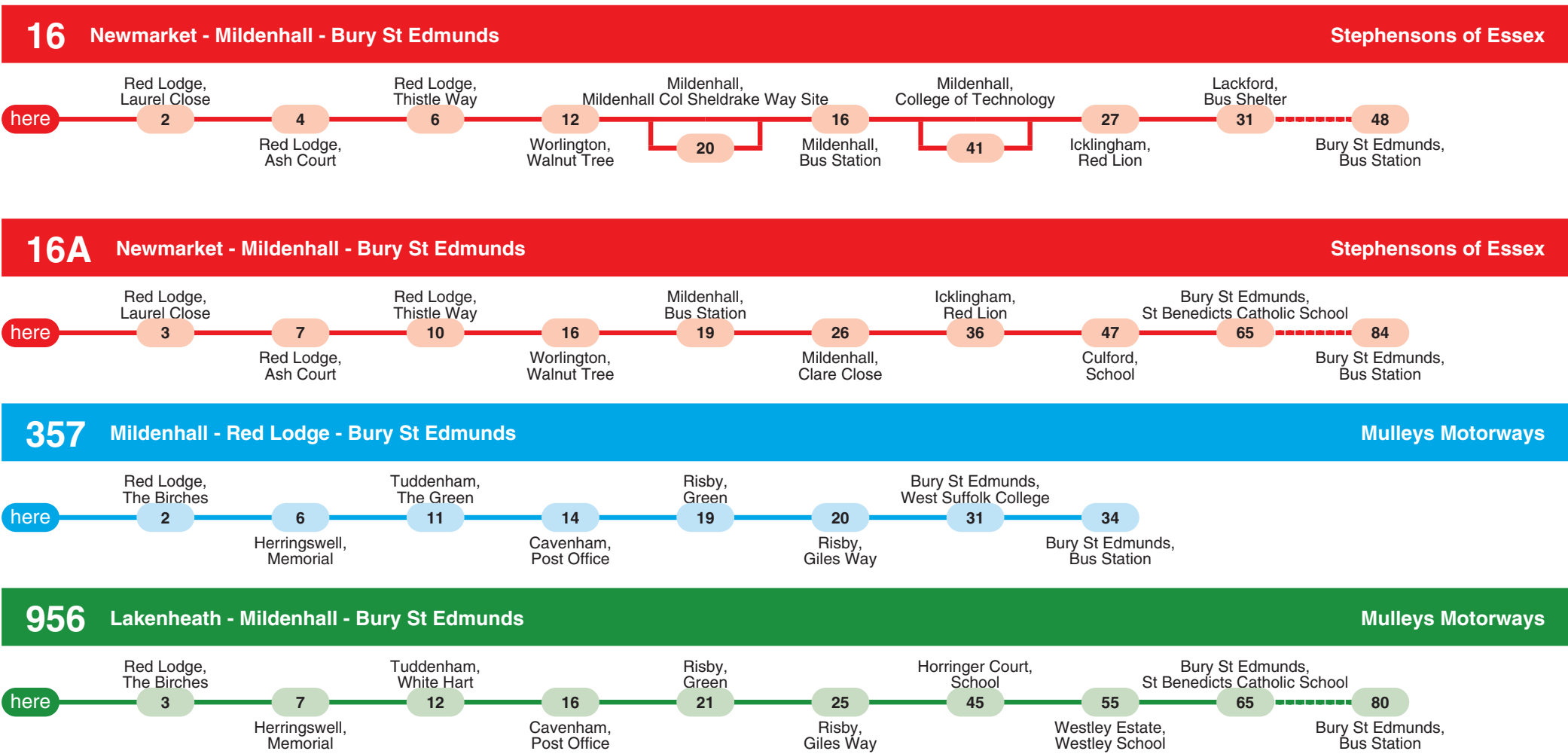
Scale @ A2 1:1000 Drawing No. CSA/2748/106

Date Dec 2015 Rev ~

Drawn AS Checked RR

Appendix B

Bus departures from this stop
Red Lodge
adj Horseshoe Drive



The numbers circled indicate approximate timings in minutes from Red Lodge, Horseshoe Drive

Mondays to Fridays						Bus times as at 14th January 2019					
Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0632	16	4	0732	16		0934	16		1134	16	
0652	16		0735	956		0957	357	1	1234	16	
0721	16A		0807	16	1,2,3	1034	16		1247	357	1
									1534	16	
									1652	16	
									1736	16	
									1832	16	1,4

Saturdays						Bus times as at 19th January 2019					
Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0834	16		0957	357	1	1134	16		1247	357	1
0934	16		1034	16		1234	16		1434	16	
									1534	16	
									1634	16	
									1734	16	

Sundays

No Service

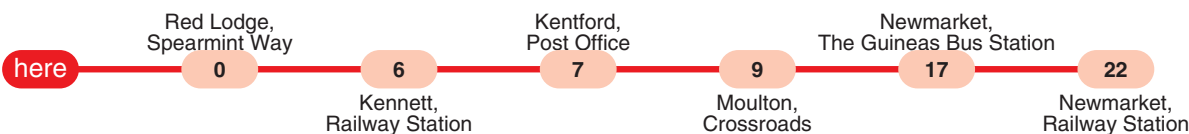
Notes: 1 - Sponsored by Suffolk County Council 3 - serves Mildenhall, Mildenhall Col Sheldrake Way Site 4 - terminates at Mildenhall, Bus Station
2 - serves Mildenhall, College of Technology



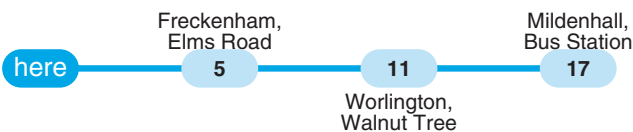
Next bus times on your phone the code for this stop is **sufajgdp**
Mobile internet: Use the QR code (left) if you can, or enter the stop code at www.nextbuses.mobi
By SMS: text the stop code to 84268. Add a space and service number for just that service.
Internet enquiries incur normal mobile internet charges. SMS messages cost 25p plus your normal text message charge.
Live Departure information will be given if available (eg 3 mins) - otherwise scheduled times will be shown as clock times (eg 1007).

Bus departures from this stop
Red Lodge
opp Horseshoe Drive

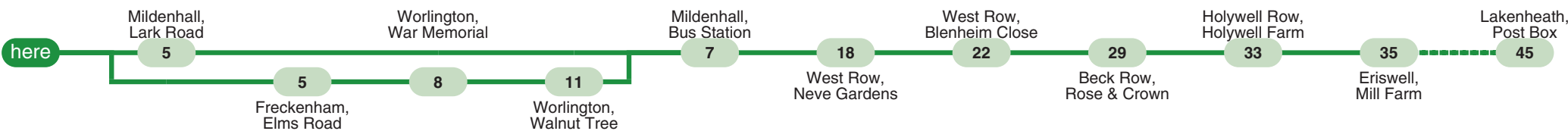
16 Bury St Edmunds - Mildenhall - Newmarket Stephensonsof Essex



357 Bury St Edmunds - Red Lodge - Mildenhall Mulleys Motorways



956 Bury St Edmunds - Lakenheath - Mildenhall Mulleys Motorways



The numbers circled indicate approximate timings in minutes from Red Lodge, Horseshoe Drive

Mondays to Fridays Bus times as at 14th January 2019

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0713	16		1038	16		1138	16		1338	16		1438	16		1604	16	
0938	16		1108	357	1	1238	16		1358	357	1	1553	16		1632	956	2,3
															1717	956	
															1838	16	1,4

Saturdays Bus times as at 19th January 2019

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0838	16		1038	16		1138	16		1338	16		1438	16	
0938	16		1108	357	1	1238	16		1358	357	1	1538	16	
												1738	16	4

Sundays

No Service

Notes: 1 - Sponsored by Suffolk County Council
2 - serves also from Freckenham, Elms Road to Worlington, Walnut Tree
3 - terminates at Mildenhall, Bus Station
4 - terminates at Newmarket, The Guineas Bus Station



Next bus times on your phone

the code for this stop is **sufajgdm**

Mobile internet: Use the QR code (left) if you can, or enter the stop code at www.nextbuses.mobi

By SMS: text the stop code to 84268. Add a space and service number for just that service.

Internet enquiries incur normal mobile internet charges. SMS messages cost 25p plus your normal text message charge.

Live Departure information will be given if available (eg 3 mins) - otherwise scheduled times will be shown as clock times (eg 1007).

Appendix C

Appendix C – Travel Plan Measures Action Plan

Measure	Action	Impact	Cost	Timescales
1. Travel Plan Coordinator (TPC)	Appoint TPC to promote, manage and monitor the Travel Plan and associated measures	High	High	Completed.
2. Update and finalise Travel Plan	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	Full TP at baseline.
3. Travel website page and Social Media	Maintain and regularly update the website and social media with appropriate Travel Plan information.	Medium	Medium	Prior to first occupation.
4. Travel Welcome Packs	Create Travel Welcome Packs for residents and issue within two weeks of occupation. Provide online version for future residents.	High	Medium	Prior to first occupation.
5. Travel Vouchers	Coordinate the use of a £100 voucher for walking/cycling equipment, or two £50 bus smartcards.	Medium	Medium	On-going as per residents' requests.
6. Barratt Homes on-site sales staff training and promotional posters	Provide TP training to sales staff and provide posters for promotion of travel options to potential residents.	Low	Low	Prior to first occupation.
7. Car Sharing	Promote the car sharing websites to residents via marketing media and Travel Welcome Packs. Additionally, a bi-annual Facebook campaign to promote car sharing in the area.	Medium	Low	On-going.
8. Personal Travel Planning	Provide information to residents on how to obtain a Personal Travel Plan and benefits that can be received.	High	Medium	On-going.
9. TP Promotional Event	Undertake promotional TP event to promote Personal Travel Planning and bicycle surgery. Free promotional material to be provided.	Medium	Medium	At 100% occupation.
10. Bicycle Surgery	Provide a free bicycle surgery at the site for TP promotional events or equivalent voucher for free service at a local store.	Medium	Low	At 100% occupation (see above).

Measure	Action	Impact	Cost	Timescales
11. Local Primary School Promotion	TPC to contact local Primary School TPC to collaborate on promotion of walking and cycling to school.	Medium	Low	Within the first year of monitoring.
12. Travel Survey	Multi-modal travel surveys.	N/A	Low	Baseline survey to be completed at 75% occupation; to be repeated annually thereafter.
	Undertake online/postal surveys of residents.	Low	Medium	At baseline survey and then repeated at first and third anniversaries.
13. Promotion and Awareness of TP	Facilitation of Travel Plan promotion and marketing throughout the year.	Medium	Low-Medium	On-going.
14. Monitoring and Review	Update Travel Plan and keep residents and SCC informed of the outcomes of the Travel Plan against the targets.	Medium	Medium	Full TP within two months of 75% occupation and annually thereafter.

Appendix D

HUNTER'S CHASE, RED LODGE, SUFFOLK

APPENDIX D – EXAMPLE INITIAL RESIDENT TRAVEL SURVEY

80029

The following is the list of questions that could be asked to Hunter's Chase residents in the Welcome Travel Information Pack:

1. Full name:

2. Email address:

3. Home address:

4. Do you or anyone in your household have a disability that affects mobility and your travel choices?

Yes

No

Prefer not to say

5. What is the location/postcode that you and your household mostly travel to (Arrival time and departure time.)

a. For Work

Start Time

Finish Time

b. For Education

Start Time

Finish Time

c. For Retail/Leisure

Start Time

Finish Time

6. When travelling from your previous home (if applicable), which mode of travel did you use the most regularly?

a. For Work

b. For Education

c. For Retail/Leisure

7. When travelling from your new home (if applicable), what mode of travel do you and your household intend on using the most

a. For Work

b. For Education

c. For Retail/Leisure

8. Would you like to receive a free Personal Travel Plan based on the information you have provided in this questionnaire?

Yes

No