



## RESIDENTIAL TRAVEL PLAN

**Weaver's Meadow**, Great Cornard, Suffolk

Client: Keepmoat Homes Limited

November 2020 (Rev E)

Project No: 80004

## Document Review Sheet: -

Original Document

prepared by: -

Raymond Long BSc (Hons) IEng MCIHT MICE  
on behalf of Smarter Travel Ltd

Date: -

16 August 2016

Original Document

checked by: -

Duncan Palmer BSc(Hons) MCIHT MTPS  
on behalf of Smarter Travel Ltd

Date: -

16 August 2016

Original Document

Approved by: -

Martin Doughty BEng (Hons) CEng FCIHT FICE MAPM  
on behalf of Smarter Travel Ltd

Date: -

16 August 2016

### Document Status

DRAFT



FINAL



### Revision Status

Issue	Date	Description	Prepared	Checked	Approved
A	9.3.2018	Updated to full Travel Plan with baseline survey results.	HW	RNL	RNL
B	4.3.2019	Updated with first anniversary survey results.	EF	HW	RNL
C	26.3.2019	Revised as per SCC comments.	HW	RNL	RNL
D	28.10.2019	Updated with second anniversary survey results.	CM	HW	RNL
E	26.11.2020	Updated with third anniversary survey results.	RL	HW	RL

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1. FOREWORD

- 1.1. Smarter Travel Ltd (ST Ltd) was appointed by the Developer - Keepmoat Homes Limited (KHL) - to manage, monitor and promote the Residential Travel Plan (TP) for the redevelopment of the former Guilford Europe site at Great Cornard, Sudbury, Suffolk. Aspects of this TP were agreed with Travel Plan officers of Suffolk County Council (SCC) at a meeting held on the 6<sup>th</sup> January 2016 to coordinate a more effective TP for this development and agree a three-year monitoring period from 75% occupation. The development scheme was for 112 residential dwellings (previously 110). At the time of this third anniversary survey all 112 dwellings were occupied and the monitoring period has now ended with this TP update being the final version. The provision of this final TP is to complete the obligation set in condition 22 of planning approval Ref: B/13/00113/OUT/GC by Babergh District Council (BDC).
- 1.2. Although the country is currently affected by the Covid-19 pandemic and has been under various levels of Government restrictions, the local area has been under a medium level alert with the recent survey undertaken whilst Government restrictions were eased and people were allowed to travel. However, a key message from the Government was for people to work from home where possible. The recent survey work was undertaken before England entered a second lockdown on the 5<sup>th</sup> November, therefore travel restriction effects will be reduced.
- 1.3. The Travel Plan Coordinator has promoted, managed and monitored the success of the TP and reported to SCC for the agreed monitoring period of three years from the baseline travel survey undertaken at 89% occupation of the development with a principle target to have a shift towards sustainable travel of 15% from the initial assessment of single occupancy car travel.
- 1.4. **Weaver's Meadow** is located off Radiator Road in the area known as Great Cornard which lies to the southeast of the town of Sudbury. 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.
- 1.5. The development scheme is located adjacent to another housing development off Melso Close which will have primary access off Radiator Road. Therefore, vehicular and non-vehicular traffic is included within any traditional count surveys undertaken at the access points and should ideally be excluded, where possible. Additionally, Phillips Fields Road which forms **part of Weaver's Meadow also provides a shortcut** to the nearby school. Therefore, these pedestrians and cyclists are also excluded from the survey results.

### *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 KHL on this development.
- 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. **"Annual Travel Plan Review"** means a yearly report 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 KHL 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 three years after 75% 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. The third anniversary travel survey has been undertaken at 100% occupation of the development and this TP sets out the final monitoring results with an aim to reduce car trip rates by 15% and increase the use of sustainable travel of the residents.
- 2.2. The development is wholly residential and therefore the TP is an important tool in helping to deliver sustainable communities. The TP has assisted in bringing 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. **The TP's have been prepared in accordance with SCC advice 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. Keepmoat Homes Ltd 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. KHL have been 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.
- 2.5. Smarter Travel Ltd was appointed to be the representative for KHL in undertaking the role of Travel Plan Coordinator (TPC). However, since the obligation to report travel plan monitoring to BDC and SCC has now completed, the role has now become voluntary.



### 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. The first part is a 20-year strategy that highlights the County Council's long-term ambitions for the transport network, while the second part is a shorter term four year implementation plan.

- 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.

#### 4. LOCAL ACCESSIBILITY AUDIT

##### *Site Location*

- 4.1. **Weaver's Meadow** is located within the heart of Great Cornard near the town of Sudbury and within the District of Babergh, Suffolk. The site is bounded to the north by Radiator Road; to the west by Phillips Field Road; and to the south and east by existing residential properties.



Figure 1 – **Weaver's Meadow** Location

- 4.2. The vehicular access to the site is from Bures Road (B1508). Bures Road is subject to a 30mph speed limit in the vicinity of the site and serves mainly residential areas. Phillips Field Road to the south serves adjacent existing residential units while, to the north, Radiator Road junctions with Melso Close, where a new residential development is located (completed by others).
- 4.3. Bures Road connects with Bures (6.75km distance) and Colchester (22km distance) to the south and Sudbury Town Centre to the north, with further connections to Bury St Edmunds (25km distance north) and Braintree (22km distance southwest) via the A134 and A131 respectively.



### *Pedestrian and Cycle Network*

- 4.4. **Weaver's Meadow** is very well-connected for pedestrians and cyclists with direct access to Bures Road as well as Broom Street, via Radiator Road, or to Head Lane, via Phillips Field Road.
- 4.5. Walking is easy within Great Cornard and then further on to Sudbury Town Centre and the local train station via existing well-connected continuous public footways. The site is located close to many local amenities as detailed in the following paragraphs. Generally, the footways are accessible enough to cater for the pedestrian movements, especially on Bures Road, Head Lane and Broom Street.
- 4.6. Locally, there is an uncontrolled pedestrian refuge island located along Head Lane approximately 60m east of Phillips Field Road to allow crossing to / from the local High School.
- 4.7. There is a path along the river, called Riverside Walk, which connects to Sudbury Town Centre at the location of the train station. Further to this The **National Trail "The Valley Walk"** bypasses Sudbury along a disused railway line and forms an attractive leisure walking route. A pedestrian route called the Riverside Walk links directly to Sudbury Town Centre.
- 4.8. To the west of the River Stour is the Sustrans National Cycle Route 13 connecting locally Bures, Long Melford and Bury St Edmunds.

### *Public Transport Network*

#### *Bus Services*

- 4.9. The closest bus stops to the development are:
- **"Great Cornard, (adjacent / opposite) Head Lane"** on Bures Road approximately 120m south of Radiator Road;
  - **"Great Cornard, (adjacent / opposite) Rugby Road"** on Head Lane approximately 180m south of the site; and
  - **"Great Cornard, (outside / opposite) Glenside"** on Stannard Way approximately 250m north of the junction of Radiator Road with Broom Street.
- 4.10. The bus stop on the western side of Bures Road is sheltered; all the other bus stops noted above are provided with standard signposts. Table 5.1 below presents the relevant regular services which run within 400m distance from the site. Further bus services can also be boarded at the Sudbury Bus Station (approximately 1.7km distance).
- 4.11. Local bus services serve Ipswich, Sudbury and Colchester on an approximate 30-minute frequency Monday to Saturday (no services on Sunday).
- 4.12. A review of the 2011 Census data for Great Cornard shows that the vast majority of existing residents currently use bus travel for work purposes to

Sudbury and Long Melford only. The other employment towns that residents of Great Cornard travel to by car include Colchester, Hadleigh and Ipswich, which bus services 91 and 753/754 go to, thus these services were promoted to the residents **of Weaver's Meadow**.

- 4.13. 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. Further to this there is also the Go Start Community Trust who provides subsidised travel for pensioners, school children, community groups and those with disabilities. Further information can be found via their website [www.gostart.org.uk](http://www.gostart.org.uk) or 01787 242116.

#### *Train Services*

- 4.14. Sudbury Train Station is located approximately 1.4km distance from the junction of Radiator Road with Bures Road. Although the station is located approximately 19 minutes walking time from **Weaver's Meadow** it is expected that some of the residents of **Weaver's Meadow** can still commute to work by train and travel there via sustainable modes of travel like on a bicycle, which would only take approximately five minutes to cycle.
- 4.15. The train station is on the Sudbury – Bures – Marks Tey line and operated by Greater Anglia where connections to Ipswich, Colchester or London can be made at Marks Tey. There is currently, from Monday to Friday, 29 services in the direction to Marks Tey from 0530 to 2344 and 27 services towards Sudbury between 0601 to 2318. The train service is typically hourly, Monday to Sunday and takes 19 minutes to get to Marks Tey. There is an additional service for peak hours, Monday to Friday.
- 4.16. The train station offers step free access throughout and some limited facilities for commuters. There are also 14 bicycle spaces for secure storage as well as 140 (including 3 accessible) spaces available for cars.
- 4.17. From the 2011 Census data for Great Cornard and Sudbury, the destination for work purposes via train travel is the City of London, which is the obvious choice of travel mode to this destination given the distance and nature of London's **restrictive** road network. Given the time taken to get to the closely located towns of Colchester, Ipswich and Chelmsford by train (due to the change at Marks Tey) it is unlikely to be a sustainable route that would be well received and other suggestions like car sharing were better promoted to these locations.
- 4.18. As part of the next franchise period Greater Anglia are understood to be planning to introduce a through service from Sudbury to Colchester. As of October 2020, this service has still not been introduced.

#### *Local Amenities*

- 4.19. 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.

- 4.20. 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."*
- 4.21. Focusing upon the site, Table 4.1 below presents a range of local amenities in the surrounding areas, with the appropriate distance and travel time from the site.

Table 4.1 – List of Nearest Local Amenities

Amenity	Location	Distance from the site	Walking / Cycling time
Cornfields Children Centre (3 month to 5 year olds)	Thomas Gainsborough School, Head Lane, CO10 OJU	400m	13mins / 3mins
Wells Hall Community Primary School (4 to 11 years)	Wells Hall Road, CO10 ONH	750m	10mins / 2mins
Thomas Gainsborough School (11 to 18 years)	Head Lane, CO10 OJU	400m	13mins / 3mins
Cornard Surgery	Pot Kiln Rd, Gt Cornard, CO10 ODH	800m	13mins / 4mins
Bures Road Dental Clinic	Bures Road, CO10 OJQ	750m	8mins / 2mins
Boots Pharmacy	Applegate Mews, CO10 OGL	1,100m	16mins / 4mins
Sudbury Post Office	17 Market Hill, Sudbury CO10 2EA	1,800m	23mins / 7mins
Co-op convenience store	Canhams Road, CO10 OEU	800m	10mins/3mins
Sainsbury's Supermarket	Cornard Road	1,200m	16mins / 5mins
Public House: Five Bells	Bures Road, CO10 OHU	200m	4min (walk)
Restaurant / Take Away	Poplar Road, CO10 OLH	1,000m	15mins / 4mins
Closest Place of Worship: Church of St Andrew	Bures Road, CO10 OJE	300m	4mins / 1min
Health & Fitness centre	Thomas Gainsborough School, Head Lane, CO10 OJU	400m	13mins / 3 mins

- 4.22. In conclusion the development is very well located to a great number of amenities which are accessible on foot or by bicycle. Further to this the site is located approximately 1.6km from Sudbury Town Centre where further amenities are located.

- 4.23. The excellent range of amenities provision in the area has helped to 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

- 4.24. The potential issues and barriers to the promotion of sustainable travel in association with the site and its locality have been identified as follows:
- Train services have to change at Marks Tey for onward connections to large employment towns;
  - Hourly bus services to employment towns of Ipswich and Colchester;
  - Perceived accessibility on foot to the train station in Sudbury;
  - Narrow pavement to bus stops along Bures Road; and
  - Perceived quality of facilities (shelters / seating etc) at bus stops and train station.
- 4.25. The measures and initiatives proposed within this TP have sought to address the identified issues and barriers to sustainable travel and have been supported by KHL for the monitoring period.

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

- 4.26. 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.
- 4.27. As on the site visit on the 5<sup>th</sup> October 2020, there are no maintenance issues offsite in the locality that would detrimentally affect promoting sustainable travel to residents.

5. **WEAVER'S MEADOW** DEVELOPMENT

- 5.1. As previously noted, the site was occupied by the former Guilford Europe Site. The factory building has been demolished and been has redeveloped with 112 new residential units of mixed tenure.
- 5.2. The Office for National Statistics website has been used to estimate the number of people that could potentially live within **Weaver's Meadow**. The "**Key Figures for 2011 Census**" for the ward "**Great Cornard North**" (where the site is located) has given the breakdown of number of people living per dwelling: 4162 people living in 1794 households; using this data it has been forecasted that a development of 112 residential units has the potential to accommodate approximately 260 people.
- 5.3. The illustrative layout D001 (Rev Q), produced by BM3 Architecture, is included in Appendix A of this Travel Plan.

*Access*

- 5.4. The main vehicular access to the development is via Bures Road, to the west of the site. A second vehicular access exists via Melso Court for another development (and to Broom Street), however access by car has been discouraged with pedestrians and cyclists given more priority of movement.
- 5.5. The access to Phillips Field Road (south) is provided with bollards which allow emergency vehicles access but restrict any other motor vehicle. This access point provides good permeability of the site and facilitates pedestrian and cycle movements to the schools located to the south of **Weaver's Meadow**.

*Annual Inspection (on-site)*

- 5.6. 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.
- 5.7. At the time of the site visit on the 5<sup>th</sup> October 2020, the road surfaces / footways are complete and no issues were identified.



## 6. TRAVEL ASSESSMENT & MONITORING REPORT

- 6.1. The Transport Assessment that supported the planning application provided the baseline residential trip rates utilising surveys of similar residential developments and averaging the hourly vehicular movements. The potential vehicular traffic generation of the development is summarised in Table 6.1, however, this has been adjusted to account for the additional two dwellings that were given planning permission since the start of the Travel Plan Coordinator Role

Table 6.1 – Potential Traffic Generation of 112 residential units

Time Range	Trip Rates Per Dwelling			Traffic Generation		
	Arrivals	Departures	Total	Arrivals	Departures	Total
07:00-08.00	0.046	0.255	0.301	5	29	34
08.00-09.00	0.127	0.430	0.557	14	48	62
09.00-10.00	0.186	0.181	0.367	21	20	41
10.00-11.00	0.166	0.183	0.349	19	21	40
11.00-12.00	0.162	0.168	0.330	18	19	38
12.00-13.00	0.201	0.172	0.373	23	19	42
13.00-14.00	0.238	0.181	0.419	27	20	46
14.00-15.00	0.180	0.183	0.363	20	21	41
15.00-16.00	0.270	0.200	0.468	30	22	52
16.00-17.00	0.316	0.204	0.520	35	23	58
17.00-18.00	0.403	0.193	0.596	45	22	67
18.00-19.00	0.241	0.213	0.454	27	24	51
Total Rates (07.00-19.00)	2.536	2.561	5.097	284	288	572

- 6.2. The development would have the potential to generate, without a Travel Plan, approximately 62 two-way vehicle movements during AM peak hour, 67 two-way vehicle movements during PM peak hour and approximately 572 two-way movements daily.
- 6.3. The 2011 Census Statistics was 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.
- 6.4. The April 2011 Census Statistics – Method to Travel of Work – Resident Population (UV39) for Great Cornard North Ward, which includes the site, is summarised in Table 6.2 below.

Table 6.2 – Method of Travel to work – Resident Population -  
2011 Census Great Cornard North Ward

Mode of Transport	Number of commuters	Percentage	Main/Secondary Destination Preference
Train	26	0.8%	London
Bus	98	3.0%	Sudbury/Long Melford
Taxi or minicab	15	0.5%	Sudbury
Driving a car or van	2230	67.9%	Sudbury/Gt Waldingfield
Passenger in a car or van	251	7.6%	Sudbury/Glemsford
Motorcycle, scooter or moped	28	0.9%	Sudbury
Bicycle	126	3.8%	Sudbury/Gt Cornard
On foot	512	15.6%	Sudbury/Gt Cornard
<i>Total commuting</i>	<i>3286</i>	<i>100.0%</i>	

- 6.5. **The tables demonstrate that from the Ward "Great Cornard North" 19.4% of the commuting is undertaken by cycling and walking, and a further 3.8% of the commuting is undertaken by using public transport.**

#### *Objectives*

- 6.6. 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 Sudbury;
  - 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*

- 6.7. 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....).

- 6.8. The “aim type” Travel Plan targets set out in the interim Travel Plan are quantifiable and are given over two timescales: short-term (within one year) and long-term (within three years). The original key targets which were
- Within one year of implementation of the full Travel Plan, decrease the AM, PM and 12-hour car trip rates by 10% when compared to the TA data shown in Table 6.1.
  - Within three years of implementation of the full Travel Plan, decrease the AM, PM and 12-hour car trip rates by 15% when compared to the TA data shown in Table 6.1.
  - Have a modal shift from single occupancy car travel to more sustainable modes of travel of 5% when compared to 2011 Census data for the local area set out in Table 6.2.
- 6.9. 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 7 and therefore aid in meeting the “aim-type” targets and the principle objectives of the TP.

*Remedial Measures and Triggers*

- 6.10. 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.
- 6.11. In agreement with the Local Authority, if the target of 15% reduction in single occupancy car travel trip rates is not achieved after the third anniversary of the original multi-modal traffic survey then an area wide Personal Travel Plan promotional event will be held for not just the residents of the development but the residents within the roads of Bures Road, Church Road, Broom St, and Head Lane. This will promote sustainable travel alternatives to a wider area to ascertain whether others could change their travel habits. A follow-up survey will be undertaken with a prize incentive to respond to gain a good return rate on responses. The results will be reported to the Local Authority in a letter report format.
- 6.12. As it is considered that the aim targets have all been met at the third anniversary, remedial measures are not considered necessary.

## 7. RESIDENTIAL TRAVEL PLAN MEASURES

- 7.1. A Travel Plan Coordinator was 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 Travel Plan Coordinator (TPC) are detailed in Section 8.

### *On-site Accessibility*

- 7.2. It has been essential to ensure that pedestrian and cycle routes are safe and accessible. The site layout was designed to respect the permeability for pedestrians and cyclists. The provision of public open space within the site and the proposed three access points to Bures Road, Broom Street and Phillips Field Road give a good permeability through the site for pedestrians and cyclists.
- 7.3. 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 have been identified to KHL or SCC (as applicable) to be rectified, where necessary.

### *Public Transport*

- 7.4. An up to date schedule of bus and rail services, within the surrounding area of the site, including route information and service frequencies has been permanently available to the residents of the site (see Marketing and Promotion). The use of smartphone apps and mobile technology has been promoted so residents can access up to date bus timetables.
- 7.5. Residents have been made aware of the seasonal discounts of fares that are available for buses and train services through promotional links to relevant websites.
- 7.6. Each dwelling had been given **the opportunity to gain a free week's travel on** the local bus services in the area to Ipswich or Colchester once they had completed the initial travel survey or contacted the TPC. This was promoted through a "Travel **Welcome Pack**" that each residential dwelling was issued upon moving in to their property.

### *Walking*

- 7.7. The residents have been provided with regular information on pedestrian routes from the site to relevant local amenities within annual newsletters. Branded merchandise was also given out to residents to promote walking such as travel umbrellas during promotional events.

### *Cycling*

- 7.8. Residents were able to redeem £50, per household, from the Developer when purchasing bike equipment from, a local store. It was clearly explained within the Travel Welcome Pack how the £50 can be obtained via completing the

initial travel survey and then redeemed. Details of bike shops in the local area were provided within the Travel Welcome Pack.

- 7.9. Bike register kits were offered to residents in the summer 2020 newsletter but none have been requested.
- 7.10. A bicycle surgery was implemented in 2019 to which a local bicycle company Torque Bikes attended an onsite promotional event to enable safety checks and bicycle services, further promoting local cycle travel. This was undertaken **on public open space within Weaver's Meadow**. In 2020, due to the Covid-19 pandemic, service vouchers were offered to residents as part of the summer 2020 newsletter. The recent newsletter can be found in Appendix B.
- 7.11. Cycling related branded merchandise was also provided to residents via the promotional event such as a high visibility back pack rain covers, lights, among others.
- 7.12. Any events held by the local cycle store; Torque Bikes, were promoted through social media channels in addition to the annual newsletter distributed to residents.

#### *Car Sharing*

- 7.13. Car sharing represents a relatively convenient alternative form of car travel and potential exists to reduce the total private mileage of the residents.
- 7.14. The Travel Plan Coordinator has promoted the Suffolk car share scheme ([www.suffolkcarshare.com](http://www.suffolkcarshare.com)), to provide opportunities to car share with residents from the surrounding areas.
- 7.15. Residents have been made aware of the car sharing scheme via the Travel Welcome Pack and developments TP website.
- 7.16. A geographically targeted social media campaign on Facebook in 2019 was undertaken in order to make local residents aware of the car sharing scheme and its benefits. This campaign promoted Liftshare, it received 57 clicks and reached 5,048. Suffolk Car Share was promoted in the Spring newsletter to residents. The Covid-19 pandemic has restricted the promotion of car sharing during 2020.
- 7.17. EV and hybrid vehicles were promoted in the summer newsletter to residents and led them to the Go Ultra Low website for further information (<https://www.goultralow.com/>).

#### *Marketing and Promotion*

- 7.18. The TPC provided training to the sales staff of KHL on the aims and objectives of the TP as well as the incentives available to residents. Posters were also provided so that sales staff can visually show the sustainable travel options available to them.



- 7.19. 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 was provided with a Travel Welcome Pack within the first few weeks of first occupancy that directed residents to the development Travel Plan website and social media for travel related information and contact details of the TPC. A survey of intended travel habits was also included within the Welcome Packs to ascertain very early indications of travel behaviour change; however, it has been identified in the responses from residents that the change in home location has not had an impact on their travel modes.
- 7.20. A travel website was created specifically for the developments residents via [www.smartertravel.uk.com](http://www.smartertravel.uk.com) that would provide links to this TP as well as a useful way to contact the TPC for general travel related queries or for Personal Travel Planning. It also provided 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;
  - 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.
- 7.21. The TPC has, though the use of social media and other marketing materials for the development, promoted the use of sustainable travel and any nationally promoted travel days such as national bike week, etc.
- 7.22. The TPC has undertaken promotional events at the following times to increase awareness of the Travel Plan. Implemented events were as follows:
- Regular marketing to highlight website, social media and bus ticket promotion as well as Personal Travel Plans and merchandise;

- An annual on-site promotional event (from Spring onwards) to be held including provision of a bicycle surgery on-site (vouchers used as an alternative).
- First year (2019) summer postal / online survey with prize incentive for respondents including provision of a bicycle surgery on-site has been completed.
- Second year summer postal / online survey with prize incentive for respondents has been completed in October 2019.
- General small social media promotional events to interact with residents and provide information directly on sustainable travel.
- An annual newsletter has been sent to all dwellings **within Weaver's Meadow** to highlight the Travel Plan and its targets in addition to promoting other TP measures. The first newsletter was sent in May 2019, a subsequent newsletter was issued in September 2020.

#### *Personal Travel Planning*

- 7.23. The TPC has provided Personalised Travel Planning to residents who request it. They have been made aware of this scheme by information provided on the website, promotional events and via marketing media issued to them.

8. MANAGEMENT AND MONITORING

- 8.1. A programme of monitoring and review was designed to generate information by which the success of the scheme can be evaluated. Monitoring and review was the responsibility of the TPC.

*The Travel Plan Coordinator (TPC)*

- 8.2. The TPC has been identified and appointed – with the contact details set out in **previous TP's**. The TP has been managed for a minimum duration of three years as part of the monitoring cycle which commenced as of January 2018. The TPC has been funded by the Developer from appointment and for the three-year monitoring period, which is now complete.
- 8.3. The TPC has provides Personal Travel Planning (PTP) to residents of this development. This service was provided on demand and available within five working days of **residents'** request.
- 8.4. The TPC is responsible for setting up and security of the residential travel database which includes the results of the multi-modal traffic surveys as noted in Section 6. 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).

*Monitoring*

- 8.5. In order to identify the travel patterns for the residential development, multi-modal travel surveys have been undertaken yearly with the most recent survey carried out in October 2020, **at which, Weaver's Meadow was 100%** occupied. The annual monitoring is to analyse how the residents and visitors actually travel from and to the site when compared to the baseline, 2011 Census data and the TA in Section 6.
- 8.6. This mode split of travel has been used to compare the effectiveness of the TP over the monitoring period. The results of the survey have been issued to SCC as part of the TP review identifying the progress against the original objectives and targets within two months of the completed survey.

*Third Anniversary Multi-Modal Travel Survey*

- 8.7. In order to compare the travel patterns of the residents of the development, a multi-modal travel survey has been undertaken. This was undertaken in October 2020, making this the third anniversary of the baseline survey. This is to analyse how the residents and visitors actually travel from and to the development and observe how effective the Travel Plan is in influencing modes of travel.
- 8.8. After discussions with SCC, the second multi-modal survey was brought forward to October from January due to the extended daylight hours and ensuring accuracy in manual count surveys. Although, this has brought the monitoring period to a slightly earlier end, monitoring will have still been completed two years after final occupation.

- 8.9. In addition to the above, the multi-modal surveys will be undertaken at a cost to KHL. 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.
- 8.10. Surveys located at the access points to the site are likely to include vehicular movements not associated with the consented 112 dwelling development by KHL, to which this TP relates to, such as existing houses giving new parking spaces on the development and Melso Close, therefore, could affect the results of the surveys and monitoring against the targets set. Further to this the site can act as a pedestrian / cyclist cut through for people walking to the nearby high school, therefore, this needs to be taken into consideration. The assessment of results has taken into account these additional movements associated with others and where possible, discounted them.
- 8.11. All postal / online 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 are registered disabled; and
  - Number and age of any dependants.
- 8.12. 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.
- 8.13. The methodology of undertaking the manual count survey was to have cameras located at all of the access points of the development and record all movements in and out of the site for a 12-hour period (7am to 7pm). The manual count results can be found in Appendix C. The survey positions included the following:
1. Main vehicular entrance off Bures Road;
  2. Existing houses to the north that were given new parking spaces;
  3. Melso Close;
  4. The Radiator Road access point adjacent to Melso Close; and
  5. The pedestrian / cyclist access point to Phillips Field Road.

- 8.14. The multi-modal movements associated with Melso Close and the existing houses have been discounted from the survey work undertaken as these were there prior to the Weavers Meadow development and not associated with the planning consent and associated TA work. As noted before, the site can act as a cut-through for existing Great Cornard residents accessing Thomas Gainsborough school and associated facilities. As part of the survey work undertaken above, the number of school children was counted at all points of access as well as adults that were accompanying school children (both on foot and on a bicycle). The difference between those entering the site and exiting the site in the AM peak hour and vice versa in the PM peak hour can assist in determining those school children that might live on the development and thus should be accounted for on the multi-modal survey for this TP. The remainder are discounted from the assessment. A summary of this assessment is set out below.
- 8.15. The third anniversary manual survey was undertaken in October 2020. The modal split identified for the 12-hour period in comparison with the baseline survey on 30<sup>th</sup> January 2018 is summarised below in Table 8.1.

Table 8.1 – **Weaver's Meadow** Modal Split

Mode of Transport	Baseline Percentage	First Anniversary Percentage	Second Anniversary Percentage	Third Anniversary Percentage
Driver of car or van (on own)	63.7%	46.9%	51.9%	55.5%
Passenger in car or van	7.2%	5.2%	8.5%	10.4%
On foot	26.9%	45.0%	36.9%	29.0%
Bicycle	1.1%	2.9%	2.7%	0.7%
Motorcyclist	0.0%	0.0%	0.0%	0.0%

- 8.16. It can be seen from the October 2020 (third anniversary) survey that single-occupancy car use is 12.8% lower than that estimated from 2011 Census Data (Table 6.2). Car sharing has increased by 44.4% when compared to the 2011 Census Data and 50% when compared the first anniversary data. Walking is much higher than that estimated but some of these pedestrian movements would have been to local public transport facilities, which is difficult to survey but could be assumed to be up to 10% of the people on foot could be walking to bus stops or train station (based on Census Data).
- 8.17. Table 8.2 highlights the two-way single occupancy car trips rates estimated in the original TA (Table 6.1); single occupancy trip rates from the baseline survey based on the 89 dwellings occupied at the time of the survey; and single occupancy trip rates from the recent October 2020 survey. Third anniversary trip rates are significantly lower than in the TA and are lower than the first anniversary trip rates. A reduction of 55% in 12-hour trip rates



when compared to the TA demonstrates the three-year target of reducing single occupancy car trips by 15% has been exceeded for the AM peak hour and the 12-hour period. The PM peak hour achieved just over a 10% reduction in vehicular trip rates.

Table 8.2 – **Weaver's Meadow** Two-way single occupancy vehicle trip rates

	TA	2018 Baseline Survey	First Anniversary Survey	Second Anniversary Survey	Third Anniversary Survey
AM Peak	0.557	0.360	0.339	0.313	0.304
PM Peak	0.596	0.550	0.589	0.429	0.536
12-hour	5.097	3.850	3.161	2.795	2.821

- 8.18. Table 8.3 further breaks down the vehicular trip rates for the third anniversary survey into the AM and PM peak hours. The reductions currently meet the targets set out in Section 6.10

Table 8.3 – **Weaver's Meadow** vehicle trip rate breakdown

	In	Out
AM Peak	0.080	0.223
PM Peak	0.357	0.179

- 8.19. To be robust in the assessment of vehicular trip rates, LGV's are included as a movement as they could be related to residents or as a result of the current Covid-19 pandemic there is a large increase in home deliveries, such as Amazon vans and supermarket deliveries. This could be a consequence of the higher number of vehicular movements in the PM peak hour.
- 8.20. A first anniversary on-site event took place on Saturday the 15th of September 2018 successfully engaging with residents who, after being notified on the day, attended the bike surgery. Attending residents were offered Personal Travel Plans and also received promotional items.
- 8.21. A second anniversary postal / online survey with prize incentives was carried out with a 21.5% response for the 112 dwellings which is 9.5% higher than the first anniversary postal / online survey. From the survey responses it was concluded that the majority of responses travel to Sudbury and whilst some people walk, most drive to their regular destinations alleging convenience, time restrictions and working in rural areas as the most common reasons. The Autumn 2019 survey highlighted that some residents

travel long distances to their place of work resulting in a higher number of **SOV's to locations such as London and Kidderminster.**

- 8.22. 25% of respondents using a single occupancy vehicle stated that their reason for doing so was a lack of buses to their place of work or that buses were difficult to understand.
- 8.23. 28% of the postal / online survey respondents advised that they occasionally use an alternative mode of travel, such as walking or cycling.
- 8.24. A mini-survey of residents was undertaken in the Summer of 2020 in specific relation to how the Covid-19 pandemic has affected their travel habits. The results are included in Appendix D. 40% of the responses has identified that the pandemic has altered their travel habits with 20% working from home for the foreseeable future.

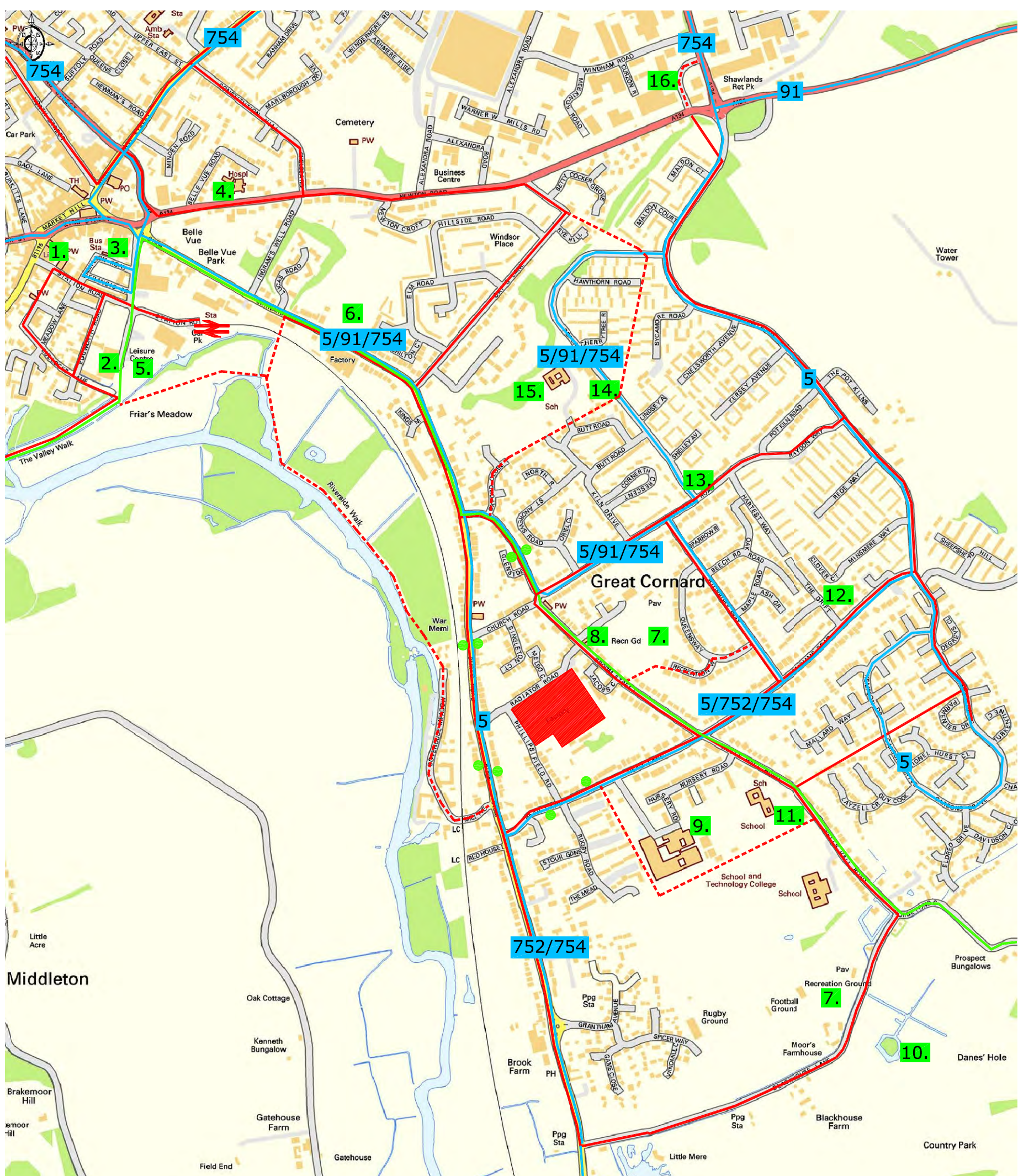
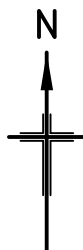
*Options for future managing the Residential Travel Plan*

- 8.25. There can be a choice of different structures available for the on-going management of the TP beyond the three-year monitoring period, should demand warrant it. The different options for management exist, are as follows:
- Management or consultant Companies;
  - Town Council; and
  - Steering groups, created with partnership working between the Local Authority, Developer and local representatives.
- 8.26. There has been no demand to take on the Travel Plan management, promotion and monitoring beyond the agreed monitoring period and given the current circumstances with Covid-19 there is likely to be an increased take-up of sustainable travel and working from home over the coming years.
- 8.27. It is therefore concluded that as the TP has largely met the target reductions, that the obligation to monitor and report back to BDC and SCC is now discharged.

## Figure 1



DO NOT SCALE



KEY

SITE LOCATION

BUS ROUTES

ROUTE NUMBER/S

NEAREST BUS STOPS

LOCAL CYCLE ROUTES

LOCAL PLAN CYCLE ROUTE IMPROVEMENTS

SOUTH SUFFOLK CYCLE ROUTE A2

RAILWAY STATION



5/91/754



NOTE:

- ALL BUS ROUTES ON THE MAP ARE THOSE RUNNING REGULARLY IN VICINITY OF THE SITE AND OF INTEREST TO FUTURE RESIDENTS OF THE DEVELOPMENT; OTHER ROUTES MAY BE AVAILABLE.

NUMBERING

1. SUDBURY TOWN CENTRE
2. WAITROSE SUPERSTORE
3. SUDBURY BUS STATION
4. ST LEONARD'S HOSPITAL
5. LEISURE CENTRE
6. SAINSBURY'S SUPERSTORE
7. RECREATION GROUND
8. POST OFFICE
9. - THOMAS GAINSBOROUGH SCHOOL  
- FITNESS CENTRE  
- LIBRARY
10. GREAT CORNARD COUNTRY PARK
11. WELLS HALL CP SCHOOL
12. CO-OP FOODSTORE
13. CORNARD SURGERY
14. PHARMACY
15. POT KILN PRIMARY SCHOOL
16. INDUSTRIAL ESTATE

REV	DATE	DESCRIPTION	DRAWN	CHKD
REVISIONS				

This drawing is to be read in conjunction with all other Engineer's drawings and all other project information. Any discrepancy between the Engineer's drawings and other project information is to be reported to the Engineer immediately.



Project  
RADIATOR ROAD  
GREAT CORNARD  
SUFFOLK

Title  
LOCAL ACCESSIBILITY PLAN

FIGURE 2

Client  
KEEPMOAT HOMES LIMITED

Scale NTS	Drawn JP	Date 10/08/16
Job Manager RNL	Checked RNL	Approved MJD

from Richard Jackson Limited

26 High Street, Hedingham, Ipswich, Suffolk IP7 5AP  
Suite 409, 1, All Saints, London E1 6DE  
York House, 2, Station Court, Great Shelford, Cambs CB22 5HE  
6 The Old Church, St. Matthews Road, Norwich, Norfolk NR1 1SP  
The Wheelhouse, Bonds Mill, Stonehouse, Gloucestershire GL10 3RF  
Email Address: mail@rj.co.uk  
Website: http://www.rj.co.uk

Tel: 01473 823300  
Tel: 020 7448 9910  
Tel: 01223 314994  
Tel: 01603 230240  
Tel: 01172 020070

Drawing No.  
**80004-FIG02**

Revision

Drawing Status

<input checked="" type="checkbox"/> INFORMATION	<input type="checkbox"/> APPROVAL	<input type="checkbox"/> COSTING
<input type="checkbox"/> TENDER	<input type="checkbox"/> CONSTRUCTION	<input type="checkbox"/> AS CONSTRUCTED


REPRODUCED FROM ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. © CROWN COPYRIGHT RICHARD JACKSON LTD - ACC NO. 100002572.



## Appendix A





Rev   Details		Date   By   CHK	
DATE	07.08.15	DRAWN	FDL
SCALE	1:200 @ A1	CHK	MC
RADIATOR ROAD SUDBURY			
SITE PLAN EXTERNAL WORKS			
Dwg No	911- 001	Rev	L
Keepmoat, 950 Capability Green, Luton, LU1 3LU Tel: 01582 448300www.keepmoat.com			
 <b>Keepmoat</b> PROMISE. DELIVERED.			

## Appendix B





# Weaver's Meadow Travel Update 2020

Welcome to the  
2020 Travel  
update for  
Weaver's Meadow.  
This information is  
provided on behalf of  
Keepmoat Homes.

We want to understand the current travel habits of Weaver's Meadow, therefore, we invite you and others in your household to complete our 2020 travel survey online\*.

The short survey should take no more than 5-minutes to complete and the information collected is reported back to Suffolk County Council.

Head over to the online form for full details:  
**SmarterTravel.uk.com/Survey2020**  
or scan the QR code below!

One lucky survey respondent will win a £100 Amazon voucher! (T&C's apply)

\*If you are unable to complete online, please contact us directly

WeaversMeadow@SmarterTravel.uk.com

## Inside...

- ✓ Public transport information
- ✓ Children's art competition
- ✓ Working from home links
- ✓ Bicycle maintenance tips



Does your bicycle require a little TLC? Take a look at the free downloadable guides on the Cycling UK website including how to repair a puncture or adjust your gears and brakes:  
[cyclinguk.org/article/simple-bike-maintenance-guides](https://cyclinguk.org/article/simple-bike-maintenance-guides)



OR SCAN HERE!

Don't forget to claim your cycle service voucher too! More info inside!

Head over to the Weaver's Meadow section of the Smarter Travel website for information on public transport, eco-driving, car sharing, walking and cycling in the area.



WeaversMeadow@SmarterTravel.uk.com  
[www.SmarterTravel.uk.com](https://www.SmarterTravel.uk.com)  
Facebook: @SmarterTravelSuffolk

Terms and conditions for the 2020 Travel Survey and Children's drawing competition can be found online at [SmarterTravel.uk.com/WeaversMeadow](https://SmarterTravel.uk.com/WeaversMeadow)

SCAN HERE FOR THE SURVEY!



## PUBLIC TRANSPORT FROM GREAT CORNARD

It's without a doubt, things are different at the moment. So, when planning on using public transport, it's important to plan ahead. Each service operator has their own guidelines and information so it is vital to check before you travel.

Please use the following links for operators in the local area:

**chambers**

[chambersbus.co.uk](http://chambersbus.co.uk) • 03301 020801

**greateranglia**

[greateranglia.co.uk](http://greateranglia.co.uk) • 0345 6007245



**suffolkonboard.com**  
suffolk passenger transport

[communities.suffolkonboard.com](http://communities.suffolkonboard.com)  
• 01473 826242



## LITTLE ARTISTS, WE NEED YOU!

Children of Weaver's Meadow, we would like you to draw us a picture with the title, 'how I want to travel in the future'. This could be your own bicycle loaded with gadgets, an electricity powered spaceship or perhaps a pair of jazzy walking shoes... The decision is yours!

Ask a grown up to post the picture on our Facebook page (@SmarterTravelSuffolk) or email us a photo at [WeaversMeadow@SmarterTravel.uk.com](mailto:WeaversMeadow@SmarterTravel.uk.com).

We will pick our favourite and your picture will be used in our future surveys and newsletters! You'll also be sent a £25 Amazon voucher to treat yourself with!

## FREE BICYCLE SERVICING



As a resident of Weaver's Meadow, you can claim a free bicycle service voucher to be redeemed at Torque Bikes in Sudbury. Additionally we have some free Bike Register kits to give away. To claim yours please email:

[WeaversMeadow@SmarterTravel.uk.com](mailto:WeaversMeadow@SmarterTravel.uk.com)

One voucher per household. T&C's apply.



## WORKING FROM HOME

With an increasing number of us continuing to work from home more regularly, there are various online resources to help you work in this fashion. Here are a few useful links to get you started:

**Health and Safety Executive** - General guidance on working from home and your employers responsibilities: [hse.gov.uk/toolbox/workers/home.htm](https://www.hse.gov.uk/toolbox/workers/home.htm)

**Keep Suffolk Moving** - Some great advice on keeping fit and active when working from home: [keepmovingsuffolk.com/exercise-in-yourhome](https://www.keepmovingsuffolk.com/exercise-in-yourhome)

**Gov.uk** - For details and information on how to claim expenses when working from home: [gov.uk/expenses-and-benefits-homeworking](https://www.gov.uk/expenses-and-benefits-homeworking)

## PERSONAL TRAVEL PLANS

If you're starting to head back to your workplace, why not consider the different ways of getting there? A Personal Travel Plan identifies all the different transport modes of getting from A to B. Personal Travel Plans are free of charge to all Weaver's Meadow residents.

Head over to [SmarterTravel.uk.com/WeaversMeadow](https://www.SmarterTravel.uk.com/WeaversMeadow) to request yours.

Results will be emailed to you in an easy to read format and even identify possible cost savings!



## Appendix C

Existing Houses

Melso Close

Eastern Access

Footpath

Main Entrance

INTO THE SITE												
			PEDESTRIANS				CYCLES					
TOTAL	SOV	PASS	ADULT	SCH	ADULT & SCH	ADULT	SCH	ADULT & SCH				
66	47	7	8	0	1	2	0	1	0	0	Deductions Deduct Cars Deduct 1/2 non car	
63	53	7	3	0	0	0	0	0	0	0		
64	48	10	6	0	0	0	0	0	0	0		
63	53	8	1	1	0	0	0	0	0	0		
42	39	3	0	0	0	0	0	0	0	0		
49	30	1	9	2	2	3	2	0	0	0		
55	21	5	18	3	3	5	0	0	0	0		
61.5	23	2	22	2	5	8	1	0	0	0		
79	0	0	38	22	8	10	0	1	0	0		
285.5	166	27	51	20	9	12	0	2	0	0		
100%	58.1%	9.5%	17.7%	6.8%	3.2%	4.0%	0.0%	0.7%	0.0%	0.0%		

INTO THE SITE AM PEAK 08.00 - 09.00											
			PEDESTRIANS			CYCLES					
TOTAL	CAR	PASS	ADULT	SCH	ADULT & SCH	ADULT	SCH	ADULT & SCH			
16	9	0	7	0	0	0	0	0	0	0	
100%	56.3%	0.0%	43.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

INTO THE SITE PM PEAK 17:00 - 18:00											
			PEDESTRIANS				CYCLES				
TOTAL	CAR	PASS	ADULT	SCH	ADULT & SCH	ADULT	SCH	ADULT & SCH			
66	40	4	2	1	8	11	0	0	0	0	
100%	60.6%	6.1%	3.0%	1.5%	12.1%	16.7%	0.0%	0.0%	0.0%	0.0%	

Trip AM In											
		PEDESTRIANS				CYCLES					
CAR	PASS	ADULT	SCH	ADULT & SCH		ADULT	SCH	ADULT & SCH			
0.080	0.000	0.063	0.000	0.000	0.000	0.000	0.000	0.000	0.000		

Trip AM Out											
		PEDESTRIANS				CYCLES					
CAR	PASS	ADULT	SCH	ADULT & SCH		ADULT	SCH	ADULT & SCH			
0.223	0.045	0.036	0.009	0.098	0.098	0.009	0.000	0.000	0.000		

12-Hour In											
		PEDESTRIANS				CYCLES					
CAR	PASS	ADULT	SCH	ADULT & SCH		ADULT	SCH	ADULT & SCH			
1.482	0.241	0.451	0.174	0.080	0.103	0.000	0.018	0.000	0.000		

OUT OF THE SITE												
			PEDESTRIANS				CYCLES					
TOTAL	SOV	PASS	ADULT	SCH	ADULT & SCH	ADULT	SCH	ADULT & SCH				
63	54	5	3	0	0	0	1	0	0	0	Deductions Deduct Cars Deduct 1/2 non car	
63	49	10	3	0	0	0	1	0	0	0		
64	48	9	7	0	0	0	0	0	0	0		
66	47	8	8	1	1	1	0	0	0	0		
35	29	3	3	0	0	0	0	0	0	0		
46	29	1	11	1	1	1	2	0	0	0		
59	26	2	19	4	4	3	1	0	0	0		
60	22	0	21	0	7	8	2	0	0	0		
82	0	0	37	29	6	9	0	1	0	0		
284	150	32	52	25	9	14	1	1	0	0		
100%	52.8%	11.3%	18.3%	8.8%	3.2%	4.9%	0.4%	0.4%	0.0%	0.0%		

OUT OF THE SITE AM PEAK 08:00 - 09:00											
			PEDESTRIANS				CYCLES				
TOTAL	CAR	PASS	ADULT	SCH	ADULT & SCH	ADULT	SCH	ADULT & SCH			
58	25	5	4	1	11	11	1	0	0	0	0
100%	43.1%	8.6%	6.9%	1.7%	19.0%	19.0%	1.7%	0.0%	0.0%	0.0%	0.0%

OUT OF THE SITE PM PEAK 17:00 - 18:00											
			PEDESTRIANS				CYCLES				
TOTAL	CAR	PASS	ADULT	SCH	ADULT & SCH		ADULT	SCH	ADULT & SCH		
32	20	3	7	0	1	1	0	0	0	0	
100%	62.5%	9.4%	21.9%	0.0%	3.1%	3.1%	0.0%	0.0%	0.0%	0.0%	

Trip PM In											
		PEDESTRIANS				CYCLES					
CAR	PASS	ADULT	SCH	ADULT & SCH		ADULT	SCH	ADULT & SCH			
0.357	0.036	0.018	0.009	0.071	0.098	0.000	0.000	0.000	0.000		

Trip PM Out											
		PEDESTRIANS				CYCLES					
CAR	PASS	ADULT	SCH	ADULT & SCH		ADULT	SCH	ADULT & SCH			
0.179	0.027	0.063	0.000	0.009	0.009	0.000	0.000	0.000	0.000		

12-Hour Out											
		PEDESTRIANS				CYCLES					
CAR	PASS	ADULT	SCH	ADULT & SCH		ADULT	SCH	ADULT & SCH			
1.339	0.286	0.464	0.223	0.080	0.125	0.009	0.009	0.000	0.000		

2.55  
0.77

Modal Split										
			TOTAL 24 hr				CYCLES			
TOTAL	SOV	PASS	ADULT	SCH	ADULT & SCH	ADULT	SCH	ADULT & SCH		
569.5	316	59	102.5	44.5	18	25.5	1	3	0	0
100.00%	55.49%	10.36%	18.00%	7.81%	3.16%	4.48%	0.18%	0.53%	0.00%	0.00%

AM PEAK										
			PEDESTRIANS				CYCLES			
TOTAL	CAR	PASS	ADULT	SCH	ADULT & SCH	ADULT	SCH	ADULT & SCH		
58	29	5	11	1	11	0	1	0	0	0
100.0%	50.0%	8.6%	19.0%	1.7%	19.0%	0.0%	1.7%	0.0%	0.0%	0.0%

PM PEAK										
			PEDESTRIANS				CYCLES			
TOTAL	CAR	PASS	ADULT	SCH	ADULT & SCH	ADULT	SCH	ADULT & SCH		
91	53	7	9	1	9	12	0	0	0	0
100.0%	58.2%	7.7%	9.9%	1.1%	9.9%	13.2%	0.0%	0.0%	0.0%	0.0%

Two-way Trip AM										
total			PEDESTRIANS				CYCLES			
	CAR	PASS	ADULT	SCH	ADULT & SCH		ADULT	SCH	ADULT & SCH	
0.6607	0.304	0.045	0.098	0.009	0.098	0.098	0.009	0.000	0.000	0.000
100.0%	45.9%	6.8%	14.9%	1.4%	14.9%	14.9%	1.4%	0.0%	0.0%	0.0%

Two-way Trip PM										
total			PEDESTRIANS				CYCLES			
	CAR	PASS	ADULT	SCH	ADULT & SCH		ADULT	SCH	ADULT & SCH	
0.8750	0.536	0.063	0.080	0.009	0.080	0.107	0.000	0.000	0.000	0.000
100.0%	61.2%	7.1%	9.2%	1.0%	9.2%	12.2%	0.0%	0.0%	0.0%	0.0%

12-Hour Two-way Trip										
		PEDESTRIANS					CYCLES			
TOTAL		CAR	PASS	ADULT	SCH	ADULT & SCH	ADULT	SCH	ADULT & SCH	
5.0848		2.821	0.527	0.915	0.397	0.161	0.228	0.009	0.027	0.000
100.0%		55.5%	10.4%	18.0%	7.8%	3.2%	4.5%	0.2%	0.5%	0.0%

Existing Houses

Melso Close

Eastern Access

Footpath

Main Entrance

INTO THE SITE												
			PEDESTRIANS				CYCLES					
TOTAL	SOV	PASS	ADULT	SCH	ADULT & SCH		ADULT	SCH	ADULT & SCH			
66	47	7	8	0	1	2	0	1	0	0		
63	53	7	3	0	0	0	0	0	0	0		
64	48	10	6	0	0	0	0	0	0	0		
63	53	8	1	1	0	0	0	0	0	0		
42	39	3	0	0	0	0	0	0	0	0		
49	30	1	9	2	2	3	2	0	0	0	Deductions	
55	21	5	18	3	3	5	0	0	0	0	Deductions	
61.5	23	2	22	2	5	8	1	0	0	0	Deduct Cars	Deduct 1/2 non car
79	0	0	38	22	8	10	0	1	0	0		
285.5	166	27	51	20	9	12	0	2	0	0		
100%	58.1%	9.5%	17.7%	6.8%	3.2%	4.0%	0.0%	0.7%	0.0%	0.0%		

INTO THE SITE AM PEAK 08.00 - 09.00											
			PEDESTRIANS				CYCLES				
TOTAL	CAR	PASS	ADULT	SCH	ADULT & SCH		ADULT	SCH	ADULT & SCH		
16	9	0	7	0	0	0	0	0	0	0	
100%	56.3%	0.0%	43.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

INTO THE SITE PM PEAK 17:00 - 18:00											
			PEDESTRIANS				CYCLES				
TOTAL	CAR	PASS	ADULT	SCH	ADULT & SCH		ADULT	SCH	ADULT & SCH		
66	40	4	2	1	8	11	0	0	0	0	
100%	60.6%	6.1%	3.0%	1.5%	12.1%	16.7%	0.0%	0.0%	0.0%	0.0%	

Trip AM In											
		PEDESTRIANS				CYCLES					
CAR	PASS	ADULT	SCH	ADULT & SCH		ADULT	SCH	ADULT & SCH			
0.080	0.000	0.063	0.000	0.000	0.000	0.000	0.000	0.000	0.000		

112

		PEDESTRIANS				CYCLES					
CAR	PASS	ADULT	SCH	ADULT & SCH		ADULT	SCH	ADULT & SCH			
0.232	0.045	0.036	0.009	0.098	0.098	0.009	0.000	0.000	0.000		

12-Hour In											
		PEDESTRIANS				CYCLES					
CAR	PASS	ADULT	SCH	ADULT & SCH		ADULT	SCH	ADULT & SCH			
1.482	0.241	0.451	0.174	0.080	0.103	0.000	0.018	0.000	0.000		

OUT OF THE SITE												
			PEDESTRIANS				CYCLES					
TOTAL	SOV	PASS	ADULT	SCH	ADULT & SCH		ADULT	SCH	ADULT & SCH			
63	54	5	3	0	0	0	1	0	0	0		
63	49	10	3	0	0	0	1	0	0	0		
64	48	9	7	0	0	0	0	0	0	0		
66	47	8	8	1	1	1	0	0	0	0		
35	29	3	3	0	0	0	0	0	0	0		
46	29	1	11	1	1	1	2	0	0	0	Deductions	
59	26	2	19	4	4	3	1	0	0	0	Deductions	
60	22	0	21	0	7	8	2	0	0	0	Deduct Cars	Deduct 1/2 non car
82	0	0	37	29	6	9	0	1	0	0		
284	150	32	52	25	9	14	1	1	0	0		
100%	52.8%	11.3%	18.3%	8.8%	3.2%	4.9%	0.4%	0.4%	0.0%	0.0%		

OUT OF THE SITE AM PEAK 08:00 - 09:00											
			PEDESTRIANS				CYCLES				
TOTAL	CAR	PASS	ADULT	SCH	ADULT & SCH		ADULT	SCH	ADULT & SCH		
59	26	5	4	1	11	11	1	0	0	0	
100%	44.1%	8.5%	6.8%	1.7%	18.6%	18.6%	1.7%	0.0%	0.0%	0.0%	

OUT OF THE SITE PM PEAK 17:00 - 18:00											
			PEDESTRIANS				CYCLES				
TOTAL	CAR	PASS	ADULT	SCH	ADULT & SCH		ADULT	SCH	ADULT & SCH		
28	16	3	7	0	1	1	0	0	0	0	
100%	57.1%	10.7%	25.0%	0.0%	3.6%	3.6%	0.0%	0.0%	0.0%	0.0%	

Trip PM In												
		PEDESTRIANS					CYCLES					
CAR	PASS	ADULT	SCH	ADULT & SCH		ADULT	SCH	ADULT & SCH				
0.357	0.036	0.018	0.009	0.071	0.098	0.000	0.000	0.000	0.000			

Trip PM Out												
		PEDESTRIANS					CYCLES					
CAR	PASS	ADULT	SCH	ADULT & SCH		ADULT	SCH	ADULT & SCH				
0.143	0.027	0.063	0.000	0.009	0.009	0.000	0.000	0.000	0.000			

12-Hour Out												
		PEDESTRIANS					CYCLES					
CAR	PASS	ADULT	SCH	ADULT & SCH			ADULT	SCH	ADULT & SCH			
1.339	0.286	0.464	0.223	0.080	0.125		0.009	0.009	0.000	0.000		

2.55

0.77

Modal Split											
TOTAL 24 hr											
			PEDESTRIANS				CYCLES				
TOTAL	SOV	PASS	ADULT	SCH	ADULT & SCH		ADULT	SCH	ADULT & SCH		
569.5	316	59	102.5	44.5	18	25.5	1	3	0	0	
100.00%	55.49%	10.36%	18.00%	7.81%	3.16%	4.48%	0.18%	0.53%	0.00%	0.00%	

AM PEAK											
			PEDESTRIANS				CYCLES				
TOTAL	CAR	PASS	ADULT	SCH	ADULT & SCH		ADULT	SCH	ADULT & SCH		
59	30	5	11	1	11	0	1	0	0	0	0
100.0%	50.8%	8.5%	18.6%	1.7%	18.6%	0.0%	1.7%	0.0%	0.0%	0.0%	0.0%

PM PEAK											
			PEDESTRIANS				CYCLES				
TOTAL	CAR	PASS	ADULT	SCH	ADULT & SCH		ADULT	SCH	ADULT & SCH		
87	49	7	9	1	9	12	0	0	0	0	0
100.0%	56.3%	8.0%	10.3%	1.1%	10.3%	13.8%	0.0%	0.0%	0.0%	0.0%	0.0%

Two-way Trip AM										
total			PEDESTRIANS				CYCLES			
	CAR	PASS	ADULT	SCH	ADULT & SCH		ADULT	SCH	ADULT & SCH	
0.6696	0.313	0.045	0.098	0.009	0.098	0.098	0.009	0.000	0.000	0.000
100.0%	46.7%	6.7%	14.7%	1.3%	14.7%	14.7%	1.3%	0.0%	0.0%	0.0%

Two-way Trip PM										
total			PEDESTRIANS				CYCLES			
	CAR	PASS	ADULT	SCH	ADULT & SCH		ADULT	SCH	ADULT & SCH	
0.8393	0.500	0.063	0.080	0.009	0.080	0.107	0.000	0.000	0.000	0.000
100.0%	59.6%	7.4%	9.6%	1.1%	9.6%	12.8%	0.0%	0.0%	0.0%	0.0%

12-Hour Two-way Trip										
TOTAL			PEDESTRIANS				CYCLES			
	CAR	PASS	ADULT	SCH	ADULT & SCH		ADULT	SCH	ADULT & SCH	
5.0848	2.821	0.527	0.915	0.397	0.161	0.228	0.009	0.027	0.000	0.000
100.0%	55.5%	10.4%	18.0%	7.8%	3.2%	4.5%	0.2%	0.5%	0.0%	0.0%





Multi Modal Survey at  
**Weavers Meadow, Sudbury**  
Thursday 22<sup>nd</sup> October 2020

Countsequential Ltd

479 Earham Road - Norwich  
Norfolk - NR4 7HN

T 01603 322856

M 07973 280966

E [info@countsequential.co.uk](mailto:info@countsequential.co.uk)

REF: RJ/964

for:

**Smarter Travel**

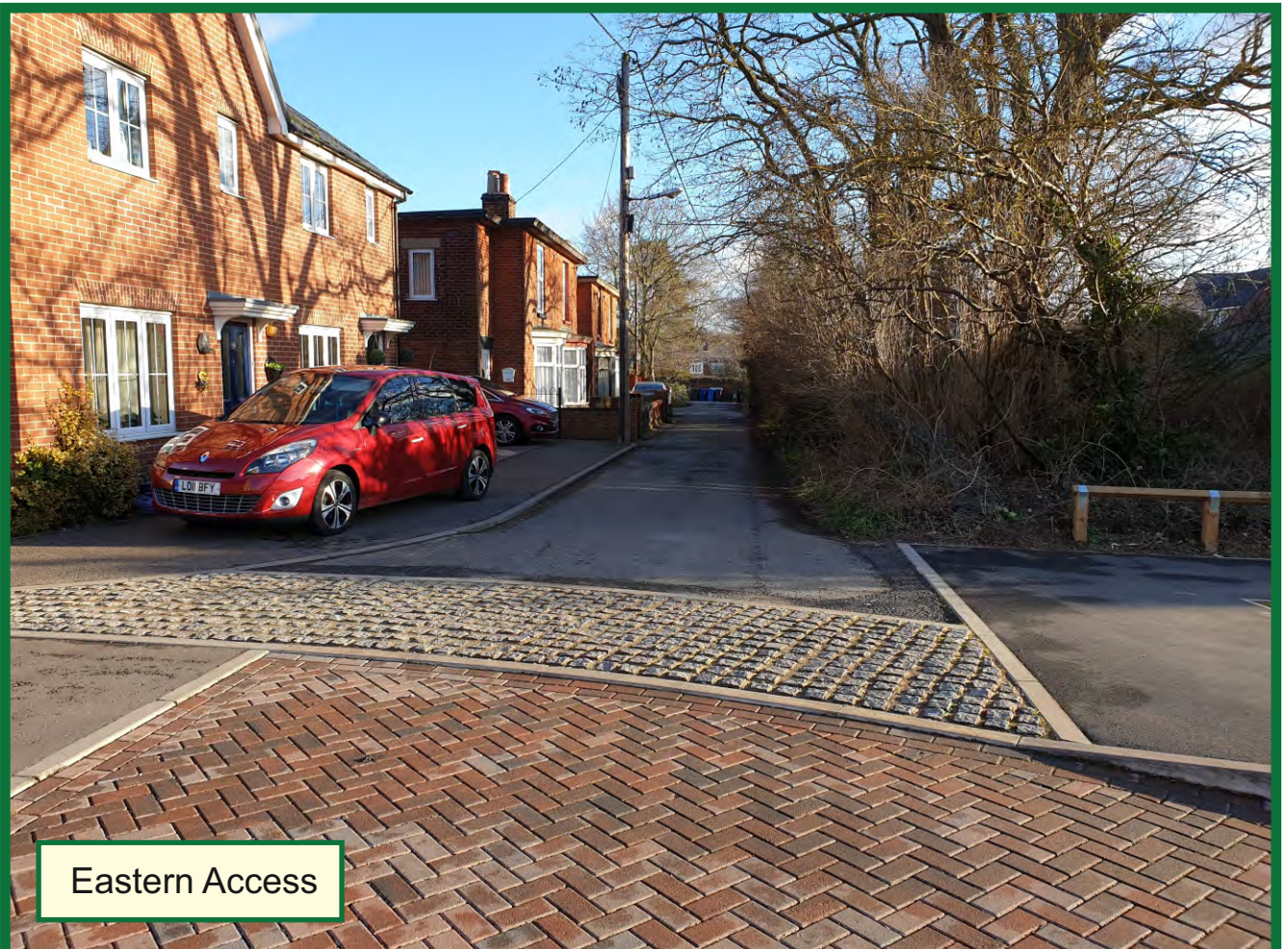


## Weavers Meadow - Survey Locations





## Weavers Meadow - Photos





## Weavers Meadow - Photos



Melso Close



Pedestrian Access (south)



## Weavers Meadow - Photos





## Weavers Meadow - Photos



Internal Footpaths (looking south)

**MULBERRY GARDENS SURVEY RESULTS**

**WEAVERS MEADOW, SUDBURY**

**THURSDAY 22<sup>nd</sup> OCTOBER 2020**

Countsequential Ltd

479 Earham Road - Norwich  
Norfolk - NR4 7HN

T 01603 322856

M 07973 280966

E [info@countsequential.co.uk](mailto:info@countsequential.co.uk)



IN

TIME	CLASS	OCC	PEDESTRIANS			CYCLES		
			ADULT	SCH	ADULT & SCH	ADULT	SCH	ADULT & SCH
07:08	CAR	1						
07:11			1					
07:20					1 2			
07:40			2					
	CAR	1						
07:43	CAR	1						
07:48	CAR	1						
07:57							1	
07:59	CAR	2						
08:20	CAR	1						
08:26			1					
08:27	CAR	1						
08:28	CAR	1						
08:33	CAR	1						
08:45	CAR	1						
08:46	CAR	1						
08:48	CAR	1						
08:50	CAR	1						
08:52	CAR	1						
	CAR	1						
	CAR	1						
08:54	LGV	1						
08:56	CAR	1						
08:59	CAR	1						
09:03	CAR	1						
09:04	CAR	1						
	CAR	1						
09:07	CAR	1						
09:23	CAR	1						
09:24	CAR	1						
09:25	CAR	1						
	CAR	1						
09:26			1					
09:27	CAR	1						
09:33	CAR	1						
09:34	CAR	1						
09:36	CAR	1						
09:43	CAR	1						
10:06	CAR	1						
10:10	CAR	1						
10:11	CAR	1						
10:36	CAR	1						
10:44	CAR	2						
	CAR	1						
	CAR	1						
10:45	CAR	2						
10:46			1					
10:59	CAR	1						
	CAR	1						
			1					
11:14	CAR	1						
11:22	CAR	1						
	CAR	1						
	CAR	1						
11:25	CAR	2						
11:26	CAR	1						
11:34	CAR	1						
11:43	CAR	2						
11:45	CAR	1						
11:46			1					
11:47	CAR	2						
11:48	CAR	2						
	CAR	1						

IN

TIME	CLASS	OCC	PEDESTRIANS			CYCLES		
			ADULT	SCH	ADULT & SCH	ADULT	SCH	ADULT & SCH
11:50	CAR	1						
11:53	CAR	1						
11:56	CAR	1						
11:57	CAR	1						
12:02	CAR	1						
12:04	CAR	1						
	CAR	1						
12:06	CAR	1						
12:17	CAR	1						
	CAR	1						
12:21	CAR	1						
12:23	CAR	1						
12:36	CAR	1						
	CAR	1						
12:37	CAR	1						
	CAR	2						
	CAR	1						
12:40	CAR	1						
	CAR	1						
12:43	CAR	1						
12:47	CAR	1						
12:50	CAR	1						
12:54	CAR	1						
12:55	CAR	1						
13:00	CAR	2						
	CAR	1						
13:06	CAR	1						
13:07	CAR	1						
13:09	CAR	1						
	CAR	1						
13:11	CAR	1						
13:12	CAR	1						
	CAR	1						
13:15	CAR	1						
	CAR	1						
13:26	CAR	1						
	CAR	1						
13:35	CAR	1						
13:40	CAR	1						
13:41	CAR	1						
13:43			1					
13:50	CAR	1						
	CAR	1						
13:51	CAR	2						
13:54	CAR	1						
13:57	CAR	2						
13:59	CAR	1						
14:00	CAR	1						
14:02	CAR	1						
			1					
14:09	CAR	1						
14:11	CAR	1						
14:14	CAR	1						
	CAR	1						
14:15	CAR	1						
			1					
14:16	CAR	2						
14:31	CAR	1						
14:33	CAR	2						
14:36	CAR	1						
14:37	CAR	2						
14:38	CAR	1						
14:39	CAR	1						

IN

TIME	CLASS	OCC	PEDESTRIANS			CYCLES		
			ADULT	SCH	ADULT & SCH	ADULT	SCH	ADULT & SCH
14:40	CAR	1						
14:41	CAR	1						
14:45	CAR	1						
14:46	CAR	1						
14:48	CAR	1						
14:52	CAR	1						
	CAR	1						
14:53	CAR	2						
15:01	CAR	1						
15:02	CAR	1						
15:03	CAR	1						
15:06	CAR	1						
15:15	CAR	1						
			1					
15:22	CAR	1						
15:24	CAR	1						
15:26	CAR	1						
	CAR	1						
15:27	CAR	1						
	CAR	2						
15:28	CAR	1						
	CAR	1						
	CAR	1						
15:30	CAR	1						
15:41	CAR	1						
15:43	CAR	2						
	CAR	1						
15:44			1					
15:46	CAR	1						
15:48	CAR	1						
15:55	CAR	1						
15:56	CAR	1						
16:01	CAR	2						
16:06			1					
16:07	CAR	1						
16:08	CAR	1						
16:09	CAR	1						
16:10	CAR	1						
16:12	CAR	1						
16:13	CAR	1						
16:18	CAR	1						
16:22	CAR	2						
	CAR	1						
16:25	CAR	1						
16:28	CAR	1						
16:29	CAR	1						
16:31	CAR	2						
16:32	LGV	1						
16:33	CAR	1						
16:34	CAR	1						
	LGV	1						
16:40	CAR	1						
	CAR	1						
16:41	CAR	1						
16:42	CAR	2						
	CAR	2						
16:44	CAR	1						
	CAR	1						
16:45	CAR	2						
			1					
	LGV	2						
16:47	CAR	1						
			2					

IN

TIME	CLASS	OCC	PEDESTRIANS			CYCLES		
			ADULT	SCH	ADULT & SCH	ADULT	SCH	ADULT & SCH
16:49	CAR	1						
16:50	CAR	1						
16:51	CAR	1						
16:53	CAR	2						
				1				
16:56	CAR	1						
	LGV	2						
16:57			1					
16:58	CAR	1						
16:59	CAR	2						
17:02	CAR	1						
17:03	CAR	1						
17:05	CAR	1						
17:06	CAR	1						
	CAR	1						
	CAR	1						
17:08	CAR	1						
	CAR	1						
	CAR	1						
17:09	CAR	1						
17:12	CAR	1						
17:13	CAR	1						
	CAR	1						
	CAR	2						
17:17	CAR	1						
17:21	LGV	1						
17:22	CAR	1						
17:23	CAR	2						
17:24	CAR	1						
17:27	CAR	1						
17:28	CAR	1						
17:29	CAR	1						
17:30	CAR	1						
17:31	CAR	1						
17:35	CAR	1						
17:37	LGV	1						
	CAR	1						
	CAR	1						
17:39	CAR	1						
	LGV	1						
17:40	CAR	1						
17:41	CAR	1						
17:44	CAR	2						
	CAR	1						
17:45	CAR	1						
17:46	CAR	1						
	CAR	1						
17:47	CAR	1						
	CAR	1						
	CAR	1						
	CAR	1						
17:49	CAR	1						
17:50	CAR	2						
	CAR	1						
17:51	CAR	2						
17:52	CAR	1						
	CAR	1						
17:53	CAR	1						
17:58	CAR	1						
17:59	CAR	1						
	CAR	1						
18:00	CAR	1						

IN

[illegible]

OUT

TIME	CLASS	OCC	PEDESTRIANS			CYCLES		
			ADULT	SCH	ADULT & SCH	ADULT	SCH	ADULT & SCH
07:00	CAR	1						
07:03	CAR	1						
	CAR	1						
07:07	CAR	1						
07:09	CAR	1						
	CAR	1						
07:10	CAR	1						
07:21	CAR	1						
07:22	CAR	1						
	LGV	1						
07:23	LGV	1						
07:26	LGV	2						
07:27	LGV	1						
07:30	CAR	2						
	CAR	1						
07:31	CAR	1						
07:35	CAR	1						
	CAR	1						
07:36	CAR	1						
07:37	CAR	2						
07:38	CAR	1						
07:39	CAR	1						
07:41			1					
07:44	CAR	1						
	CAR	1						
07:46	CAR	1						
07:48	CAR	1						
	CAR	1						
07:49	CAR	2						
07:50	CAR	1						
	CAR	1						
07:52	CAR	1						
07:53	CAR	1						
	CAR	1						
07:54	CAR	1						
07:55	CAR	1						
07:58	CAR	1						
			1					
	CAR	1						
07:59	CAR	1						
	CAR	1						
			1					
08:03	CAR	2						
	CAR	1						
08:04	CAR	1						
	CAR	1						
08:08	CAR	1						
	CAR	1						
08:09	CAR	1						
08:10	CAR	1						
08:11	CAR	1						
	CAR	1						
08:13	CAR	1						
08:14	CAR	1						
						1		
	CAR	1						
08:18	CAR	1						
08:20	CAR	1						
	CAR	1						
	CAR	1						
08:21	CAR	1						
08:22	CAR	1						
08:23	CAR	1						

OUT

TIME	CLASS	OCC	PEDESTRIANS			CYCLES		
			ADULT	SCH	ADULT & SCH	ADULT	SCH	ADULT & SCH
08:24	CAR	1						
	CAR	2						
08:28	LGV	2						
	CAR	2						
08:31	CAR	2						
08:35	CAR	1						
	CAR	1						
08:36	CAR	1						
08:37	CAR	1						
08:38	CAR	1						
08:39	CAR	1						
	CAR	1						
08:42	LGV	1						
08:43	CAR	1						
08:44	CAR	1						
08:47	CAR	2						
	CAR	1						
08:49	CAR	1						
08:52	CAR	1						
	CAR	1						
09:08	CAR	1						
09:09	CAR	1						
09:11	CAR	1						
09:14	CAR	1						
	CAR	2						
09:16	CAR	2						
09:18	CAR	2						
09:21	CAR	1						
	CAR	1						
09:26			1					
09:27	CAR	1						
09:29	CAR	2						
09:31	CAR	1						
09:37	CAR	1						
09:42	CAR	1						
			1					
09:47	CAR	1						
	CAR	1						
	CAR	1						
09:48	CAR	1						
09:49	CAR	1						
09:50	CAR	1						
09:53	CAR	1						
09:55	CAR	1						
10:00	CAR	1						
	CAR	1						
	CAR	1						
10:01	CAR	1						
10:02	CAR	1						
10:04	CAR	1						
10:06	CAR	1						
10:14	CAR	1						
10:20	CAR	1						
10:21						1		
10:28	CAR	1						
10:43	CAR	2						
10:44	CAR	1						
10:45			1					
10:46	CAR	1						
10:47	CAR	1						
10:50	CAR	1						
10:51	CAR	1						
10:57	CAR	1						



OUT

TIME	CLASS	OCC	PEDESTRIANS			CYCLES		
			ADULT	SCH	ADULT & SCH	ADULT	SCH	ADULT & SCH
10:57	CAR	1						
10:59	CAR	1						
11:06	CAR	1						
11:07	CAR	1						
11:12	CAR	1						
11:13	CAR	1						
11:19	CAR	1						
11:20	CAR	2						
11:21	CAR	1						
11:22	CAR	2						
11:23	CAR	1						
11:25	CAR	1						
11:28			1					
11:31	CAR	1						
11:34	CAR	1						
11:45	CAR	1						
11:46	CAR	1						
11:59	CAR	1						
12:00			1					
12:04	CAR	1						
12:11	CAR	1						
12:13	CAR	1						
			1					
12:19	CAR	2						
12:29	CAR	1						
12:36	CAR	1						
12:37			1					
12:38	CAR	1						
12:48	CAR	1						
12:55	CAR	1						
13:00	CAR	1						
13:02	CAR	1						
13:04	CAR	1						
13:05	CAR	1						
13:06	CAR	1						
13:07	CAR	2						
13:09	CAR	2						
13:10	CAR	1						
13:11			1					
13:12	CAR	1						
13:14	CAR	1						
13:15	CAR	2						
13:33	CAR	1						
13:35	CAR	2						
	CAR	1						
13:40	CAR	1						
	CAR	1						
13:43	CAR	1						
	CAR	1						
	CAR	1						
13:44	CAR	2						
13:47	CAR	1						
13:48	CAR	1						
	CAR	1						
13:51	CAR	2						
13:54	CAR	1						
14:12			2					
14:13	CAR	1						
14:16	CAR	1						
14:18	CAR	1						
14:19	CAR	1						
14:24	CAR	1						
14:31	CAR	1						

OUT

TIME	CLASS	OCC	PEDESTRIANS				CYCLES			
			ADULT	SCH	ADULT & SCH		ADULT	SCH	ADULT & SCH	
14:32	CAR	1								
14:33	CAR	1								
14:36	CAR	2								
14:37	CAR	1								
14:38	CAR	1								
	CAR	1								
	CAR	1								
14:39	CAR	1								
14:43	CAR	1								
14:49	CAR	1								
14:54	CAR	1								
14:55	CAR	1								
	CAR	1								
14:58	CAR	1								
15:07	CAR	1								
15:13	CAR	1								
15:19					1	1				
15:25	CAR	1								
15:27	CAR	2								
15:34	CAR	1								
15:37	CAR	1								
	CAR	1								
15:40	CAR	1								
15:46	CAR	1								
15:47	CAR	2								
15:48	CAR	1								
15:54	CAR	1								
15:58	CAR	2								
16:10	CAR	1								
16:15	CAR	1								
16:18	CAR	1								
			1							
16:20	CAR	1								
16:26	CAR	1								
16:27	CAR	1								
16:34	CAR	1								
16:38			1							
16:44	CAR	1								
16:46	CAR	2								
				1						
16:54	CAR	1								
	CAR	1								
16:56	CAR	1								
16:59	CAR	1								
17:01	CAR	1								
17:03			1							
17:06	CAR	1								
	CAR	2								
17:10	CAR	1								
17:19	CAR	2								
			1							
17:22			2							
17:28	CAR	1								
17:30	CAR	1								
	LGV	1								
17:33	CAR	1								
	CAR	2								
17:36	CAR	1								
17:39			2							
17:40	CAR	1								
17:43	CAR	1								
	CAR	1								
	CAR	1								

## OUT

[illegible]

**EASTERN ACCESS / EGRESS  
SURVEY RESULTS**

**WEAVERS MEADOW, SUDBURY**

**THURSDAY 22<sup>nd</sup> OCTOBER 2020**

Countsequential Ltd

479 Earham Road - Norwich  
Norfolk - NR4 7HN

T 01603 322856

M 07973 280966

E [info@countsequential.co.uk](mailto:info@countsequential.co.uk)

IN

TIME	CLASS	OCC	PEDESTRIANS			CYCLES		
			ADULT	SCH	ADULT & SCH	ADULT	SCH	ADULT & SCH
07:36			1					
07:49	CAR	1						
08:29	CAR	1						
08:43			1					
08:48			4					
08:49			2					
09:01			1					
09:02			1					
09:10			1					
09:13			1					
09:17	CAR	1						
09:25	CAR	1						
09:28			1					
09:49			1					
10:06			1					
10:27			2					
10:38						1		
10:48			1					
10:55	CAR	1						
11:07			1					
11:29	CAR	1						
11:34			1					
11:54	CAR	1						
11:58			1					
12:22			1					
12:25			1					
12:33			1					
12:34			1					
12:53	CAR	1						
12:55	CAR	1						
13:08			1					
13:39	CAR	1						
14:38			1					
15:08					1 1			
15:16					1 2			
15:21					2 3			
15:23				1	1 1			
15:24			1					
15:25					1 2			
15:28					1 1			
15:31	CAR	1						
15:39	CAR	1						
15:45				2				
15:48	CAR	1						
15:59					1 1			
16:02			1					
16:14			1					
16:35	CAR	1						
	CAR	1						
16:37			1					
16:47	CAR	1						
16:48			2					
16:53	CAR	1						
16:59	CAR	2						
17:01			1					
17:18	CAR	1						
17:22	CAR	2						
			1					
17:31					1 3			
17:34	CAR	1						
17:38	CAR	1						
						1		
17:41			1					

IN

[illegible]



OUT

TIME	CLASS	OCC	PEDESTRIANS				CYCLES			
			ADULT	SCH	ADULT & SCH		ADULT	SCH	ADULT & SCH	
07:37	CAR	1								
07:51	CAR	1								
08:02	CAR	1								
			1							
08:09	CAR	1								
08:10			1							
08:12	CAR	1								
08:14	CAR	1								
08:19					6	5				
08:20					1	1				
08:25					2	1				
08:26					1	3				
08:30	CAR	1								
08:38					1	1				
08:48	CAR	1								
08:49			1							
09:35			1							
09:47			1							
09:56	CAR	1								
09:58							1			
10:05			1							
10:22			1							
10:26			1				1			
10:35			1							
10:44	CAR	1								
10:45	CAR	1								
11:02	CAR	1								
11:07			1							
11:32			1							
11:33			1							
11:34	CAR	1								
11:45			1							
12:07							1			
12:12			1							
12:19	CAR	1								
12:23			1							
12:36			1							
13:22			1							
13:35			2							
14:11	CAR	1								
14:12			1				1			
14:16	CAR	1								
14:17			1							
14:21			1							
14:42	CAR	1								
14:45			1							
14:52			1							
14:54			2							
14:55			1							
14:58			1							
15:05			1							
15:08			1							
15:10	CAR	1								
15:36	CAR	1								
15:37			1							
15:39					1	1				
16:07	CAR	1								
16:26			1							
16:30			1							
16:36			1							
16:44	CAR	1								
16:47			1							
16:49			1							



## OUT

[illegible]

**PEDESTRIAN ACCESS / EGRESS  
SURVEY RESULTS**

**WEAVERS MEADOW, SUDBURY**

**THURSDAY 22<sup>nd</sup> OCTOBER 2020**

Countsequential Ltd

479 Earham Road - Norwich  
Norfolk - NR4 7HN

T 01603 322856

M 07973 280966

E [info@countsequential.co.uk](mailto:info@countsequential.co.uk)

**OUT**

[illegible]

**INTERNAL FOOTPATHS SURVEY RESULTS**

**WEAVERS MEADOW, SUDBURY**

**THURSDAY 22<sup>nd</sup> OCTOBER 2020**

Countsequential Ltd

479 Earham Road - Norwich  
Norfolk - NR4 7HN

T 01603 322856

M 07973 280966

E [info@countsequential.co.uk](mailto:info@countsequential.co.uk)

## NORTHBOUND

[illegible]

## SOUTHBOUND

[illegible]

**NORTHBOUND**

[illegible]

## SOUTHBOUND

[illegible]



**MELSO CLOSE SURVEY RESULTS**

**WEAVERS MEADOW, SUDBURY**

**THURSDAY 22<sup>nd</sup> OCTOBER 2020**

Countsequential Ltd

479 Earham Road - Norwich  
Norfolk - NR4 7HN

T 01603 322856

M 07973 280966

E [info@countsequential.co.uk](mailto:info@countsequential.co.uk)

**IN**

[illegible]

## OUT

[illegible]

**EXISTING HOUSES SURVEY RESULTS**

**WEAVERS MEADOW, SUDBURY**

**THURSDAY 22<sup>nd</sup> OCTOBER 2020**

Countsequential Ltd

479 Earham Road - Norwich  
Norfolk - NR4 7HN

T 01603 322856

M 07973 280966

E [info@countsequential.co.uk](mailto:info@countsequential.co.uk)

IN

[illegible]

OUT

[illegible]

## Appendix D



Draw number	Postcode	Travel method most used pre covid	Location most travelled to	Reason for travel mode	Has covid changed travel	What would encourage sustainable travel	Enter draw
1	CO10 0WG	walking, Car share	CO10 2XW	Save money & environment	No	Improve pavement on walk along the river	YES
2	CO10 0WF	Car Alone	Cambride	Work	No	Bicycles for the family	YES
3	CO10 0WF	Car Alone	Sudbury	Job & Childcare	Yes, working in a different office further away	I walk more frequently into town, I have to drive for work and nursery	YES
	CO10 0JH		Working from home	N/A	Yes working from home for the foreseeable	Street lights turned on earlier in the morning	YES
	CO10 0WF	Car Alone & Sharing	IP32 2QZ	Get to work	No	No	YES