

Colour coding by SEVERITY

- ★ Fatal (0)
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DRAWING TITLE
MMoss_Haverhill_Area3_011009-011014_Location Plan

SCALE	1 : 8960
DATE	05/02/2015
DRAWING No.	
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Colour coding by SEVERITY

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DRAWING TITLE
MMoss_Haverhill_Area4_011009-011014_Location Plan

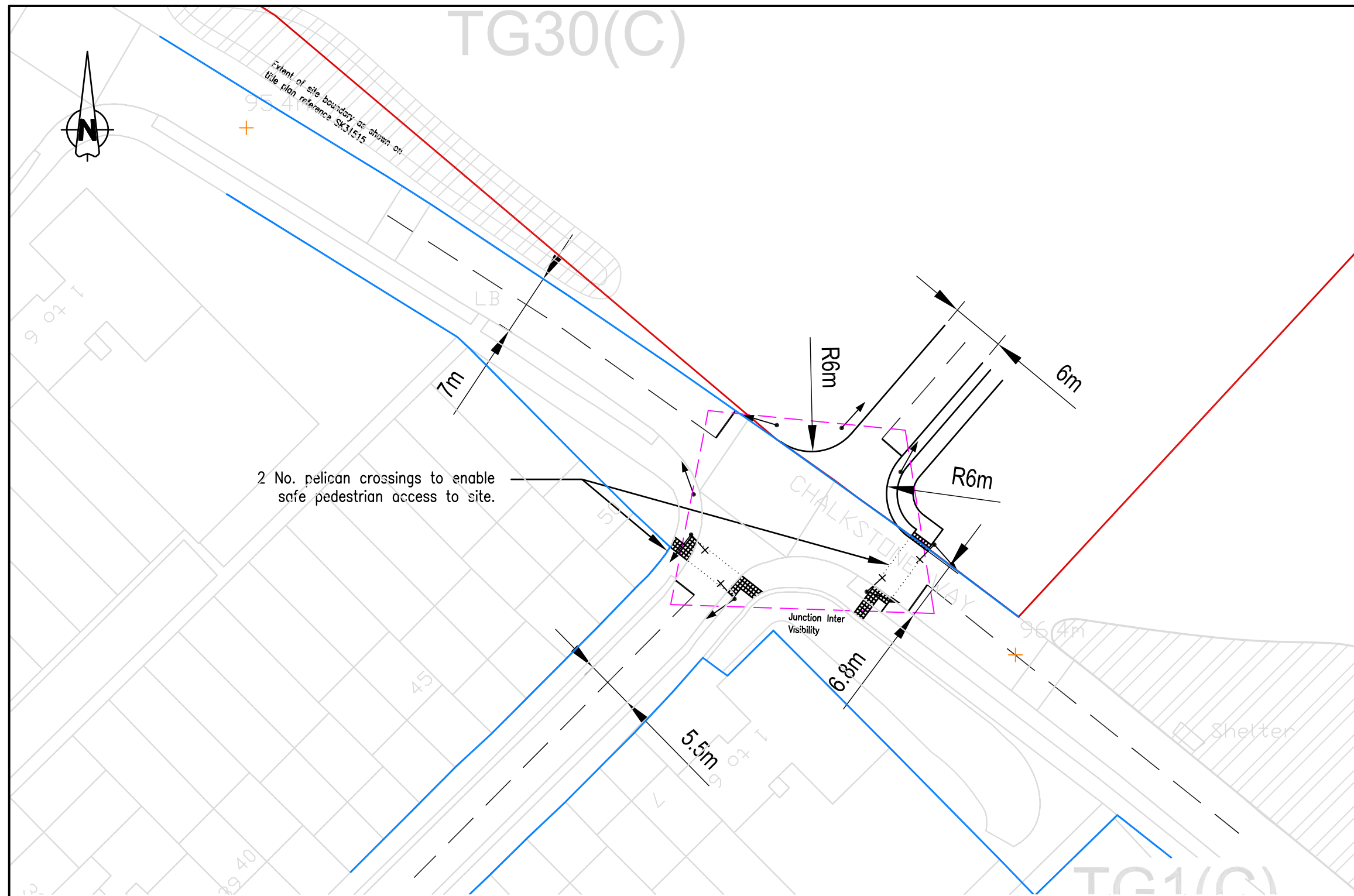
SCALE **1 : 25800**

DATE **05/02/2015**

DRAWING No.

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Appendix D – Access Drawings



2 No. pelican crossings to enable safe pedestrian access to site.

- Notes:**
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 2. This drawing has been based on survey data provided by a third party. Brookbanks Consulting Ltd cannot be held responsible for the accuracy of this information.
 3. The junction and links have been designed in accordance with the relevant DMRB standards TD 9/93 and TD 42/95.
 4. The markings have been designed in accordance with the Traffic Signs Manual Chapter 5.

KEY

— Application Boundary

— Highway Boundary

E	Highway boundary/signal head modified.	MM	LW	PB	17.9.15
D	Highway boundary modified	MM	LW	PB	16.9.15
C	Highway boundary added	MM	LW	PB	30.4.15
B	Additional information and requirements.	MM	LW	PB	08.1.15
A	Land boundaries updated. Access design revised.	RM	PB	PB	06.9.12

Rev	Revision Details	Drawn	Checked	Approved	Date
	PRELIMINARY				28/08/12
	Issue Status		Approved		Date
	Drawn RM	Checked PAB			Date 28/08/12

Hallam Land Management Ltd
and Mrs Pelly

GREAT WILSEY PARK
HAVERHILL

Development Access
CHALKSTONE WAY

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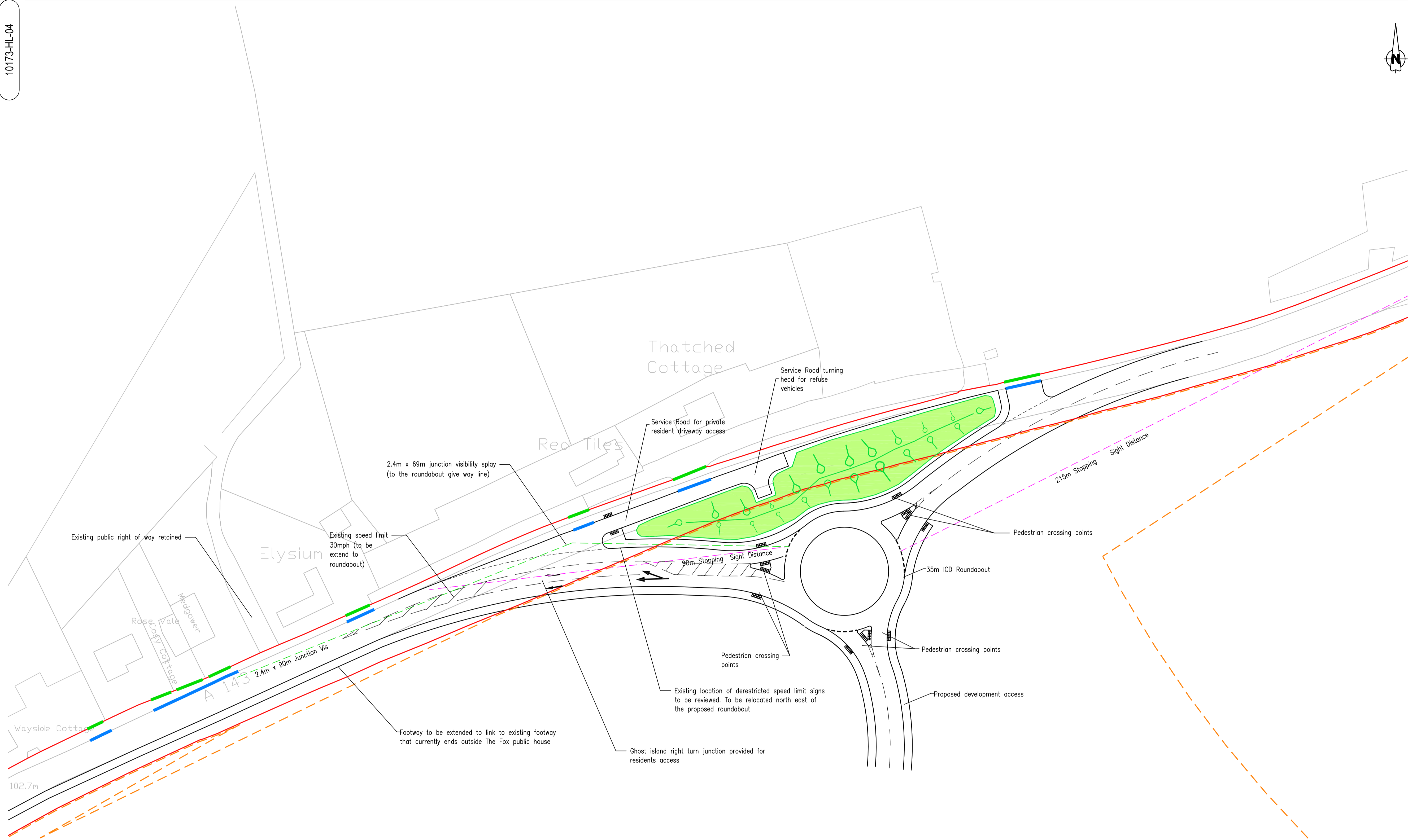
Scale at A3 1:500

Drawing No. 10173/HL/02

Rev. E



- Notes:**
1. This drawing is to be read in conjunction with 10206-HL-01, 02, 03, 04, 05 and 07.
 2. Do not scale from this drawing.
 3. This drawing has been based on survey data provided by a third party. Brookbanks Consulting Ltd cannot be held responsible for the accuracy of this information.
 4. The junctions, roundabouts and links have been designed in accordance with the following DMRB standards:
 - TA 23/81: Junctions and Accesses – Determination of Size of Roundabouts and Major–Minor Junctions
 - TD 9/93: Highway Link Design
 - TD 16/07: Geometric Design of Roundabouts
 - TD 42/95: Geometric Design of Major–Minor Priority Junctions.
 5. The markings have been designed in accordance with the Traffic Signs Manual Chapter 5.
 6. The road signs have been designed and position in accordance with the Traffic Signs Manual Chapters 3 and 7.



KEY

- Highway Boundary
- Development Boundary
- Forward Visibility Splay
- Junction Visibility Splay
- Existing Private Driveway
- Proposed Dropped Vehicular Crossing
- Area of landscaping bund (to be planted)

D	Roundabout relocated	MM	LW	PAB	Aug 15
C	Roundabout relocated and drawing frame changed	MM	LW	PAB	Jul 15
Rev.	Revision Details	Drawn	Checked	Approved	Date
For Application					Jul 2015
Issue Status				Approved	Date
Drawn	MM	Checked	LW	Date	JUL 2015



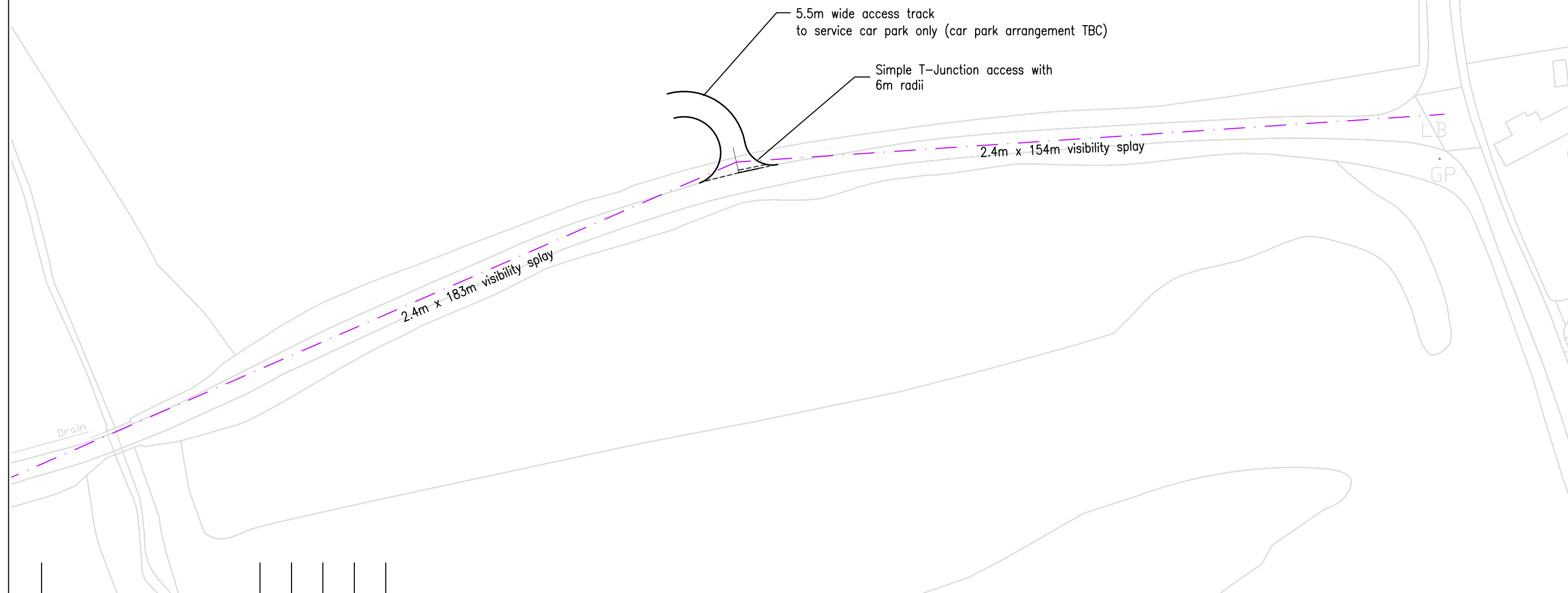
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Great Wilsey Park
 Haverhill

Development Access
 HAVERHILL ROAD

Scale at A1	Drawing No.	Rev.
1:500	10173-HL-04	D



Rev	Revision Details	Drawn	Checked	Approved	Date
	PRELIMINARY				10/08/15
Issue Status		Approved		Date	
Drawn	MM	Checked	LW	Date Aug 2015	

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GREAT WILSEY PARK
HAVERHILL

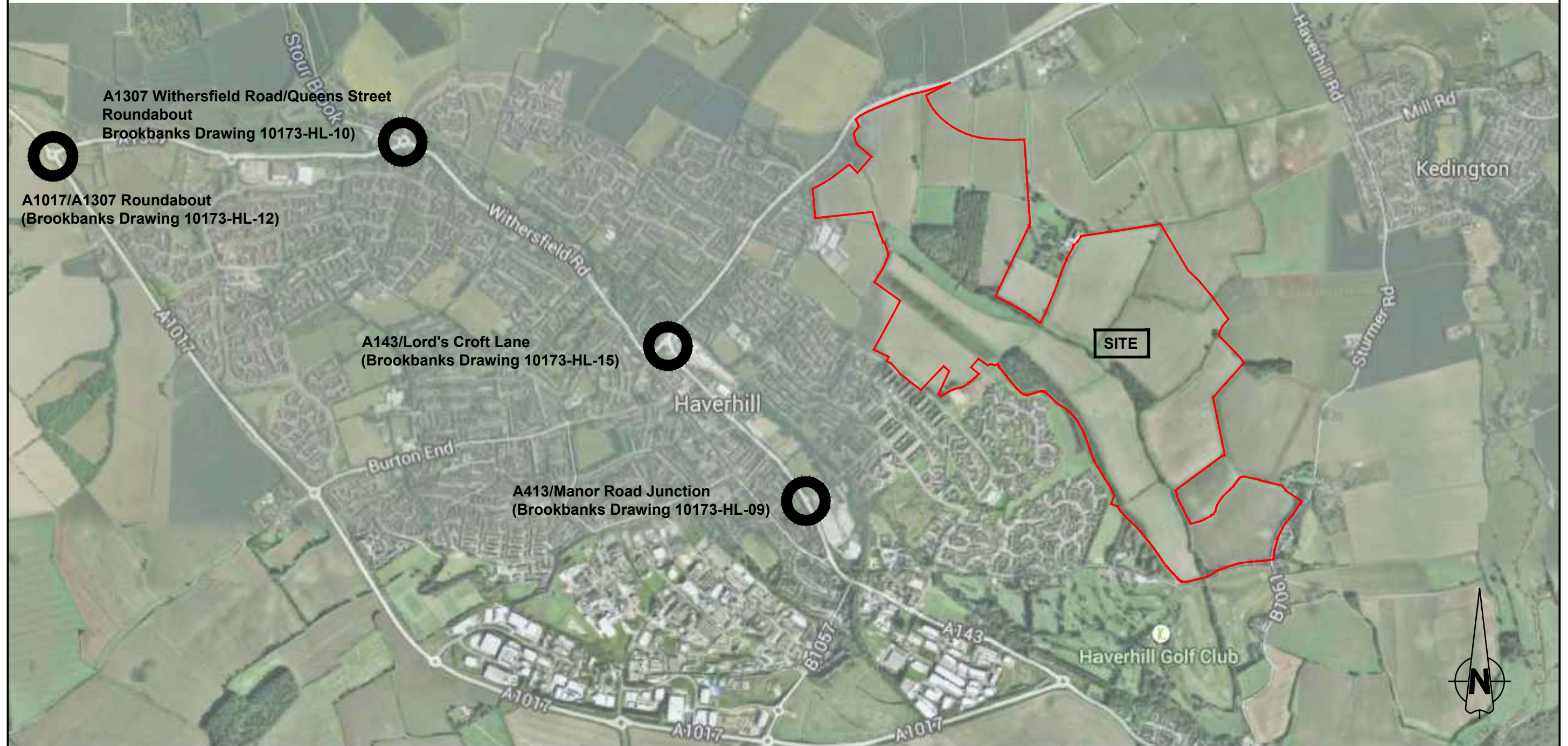
COUPALS ROAD
CAR PARK ACCESS

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Scale at A3 1:500	Drawing No. 10173-HL-20	Rev. -
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A	Junctions amended	MM	LW	PAB	Sept 15
Rev	Revision Details	Drawn	Checked	Approved	Date
FOR INFORMATION					31/03/15
Issue Status		Approved		Date	
Drawn	MM	Checked	LW	Date MAR 15	

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GREAT WILSEY PARK
HAVERHILL

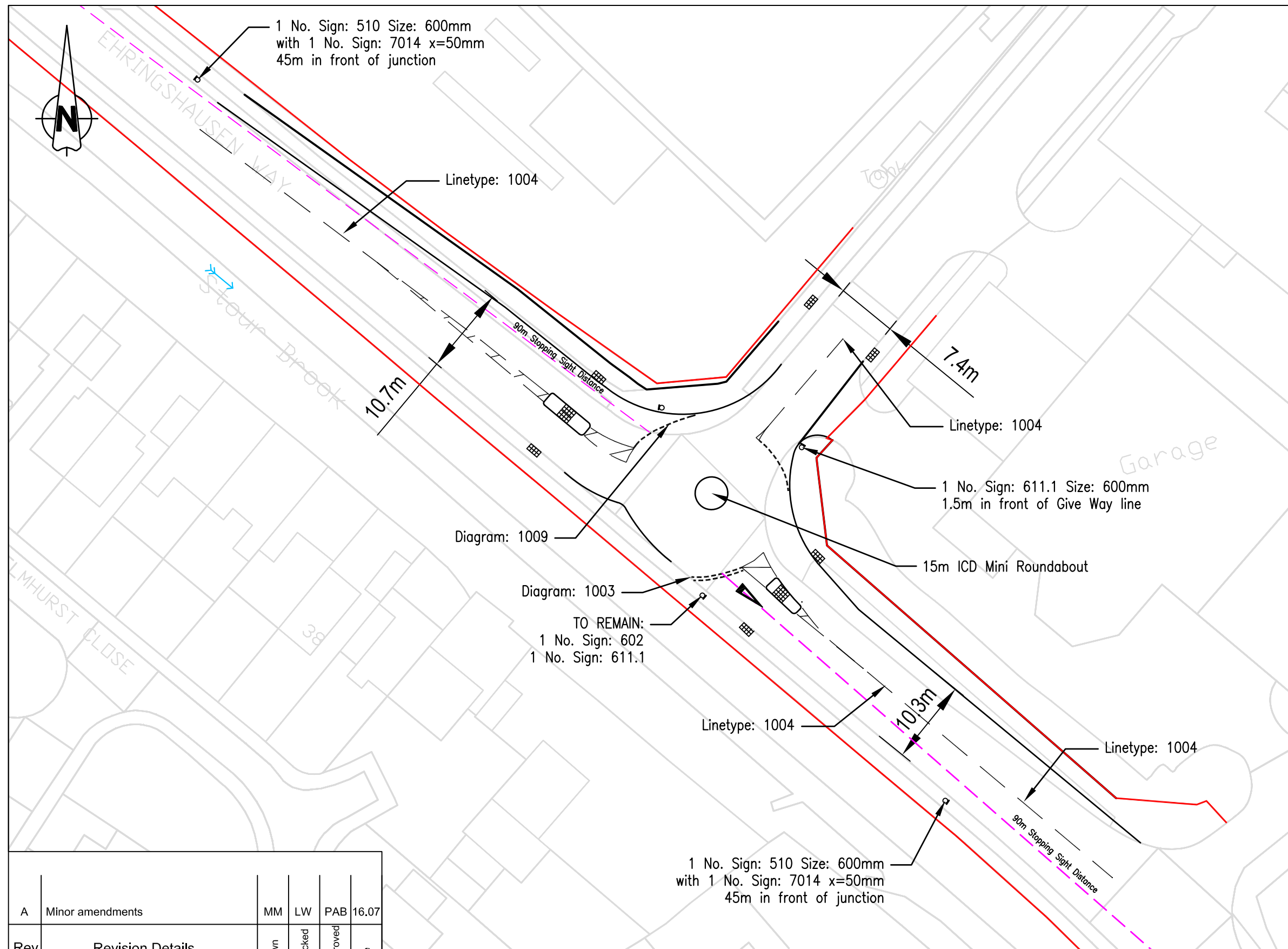
OFF-SITE IMPROVEMENTS
Junction Location Plan

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Scale at A3	Drawing No.	Rev.
NTS	10173-HL-13	A



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3. The junction and links have been designed in accordance with the relevant DMRB standards TD 9/93 and TD 54/07.
4. The markings have been designed in accordance with the Traffic Signs Manual Chapter 5.
5. All existing road signs are to remain in place. No new road signs are required, however any repositioning should be in accordance with the Traffic Signs Manual Chapters 3 and 7.

A	Minor amendments	MM	LW	PAB	16.07
Rev	Revision Details	Drawn	Checked	Approved	Date
PRELIMINARY					20/01/15
Issue Status		Approved		Date	
Drawn	MM	Checked	PAB	Date 20/01/15	

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HAVERHILL

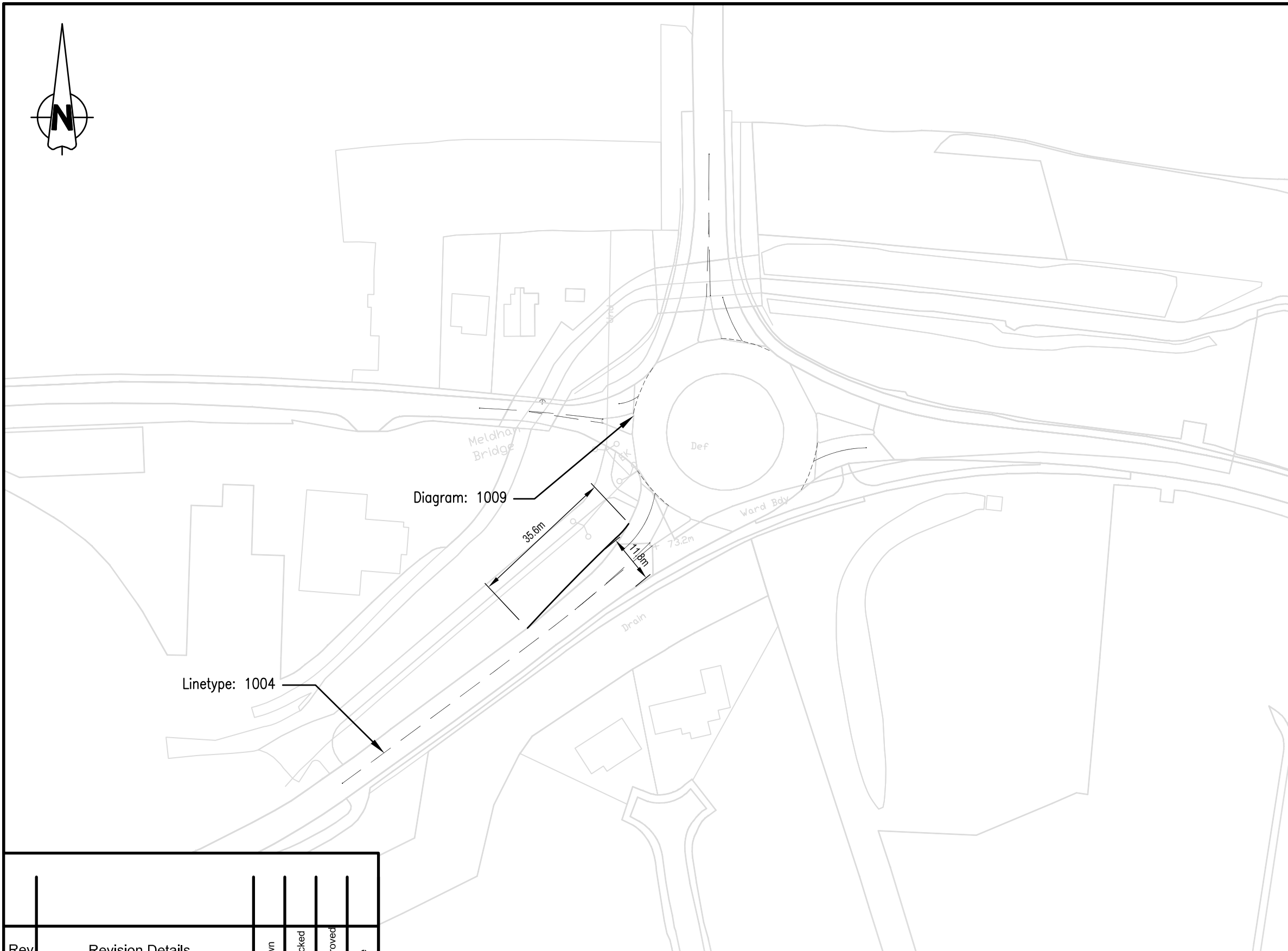
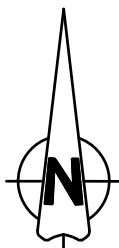
OFF-SITE IMPROVEMENTS
A143 / Manor Road Junction

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3. The junction and links have been designed in accordance with the relevant DMRB standards TD 9/93 and TD 16/07.
4. The markings have been designed in accordance with the Traffic Signs Manual Chapter 5.
5. All proposed road signs have been designed and positioned in accordance with the Traffic Signs Manual Chapters 3 and 7.

Rev	Revision Details	Drawn	Checked	Approved	Date
	PRELIMINARY				24/09/15
	Issue Status	Approved		Date	
Drawn	MDM	Checked	PAB	Date 24/09/15	

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GREAT WILSEY PARK
HAVERHILL

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Withersfield Road/Queens
Street Roundabout

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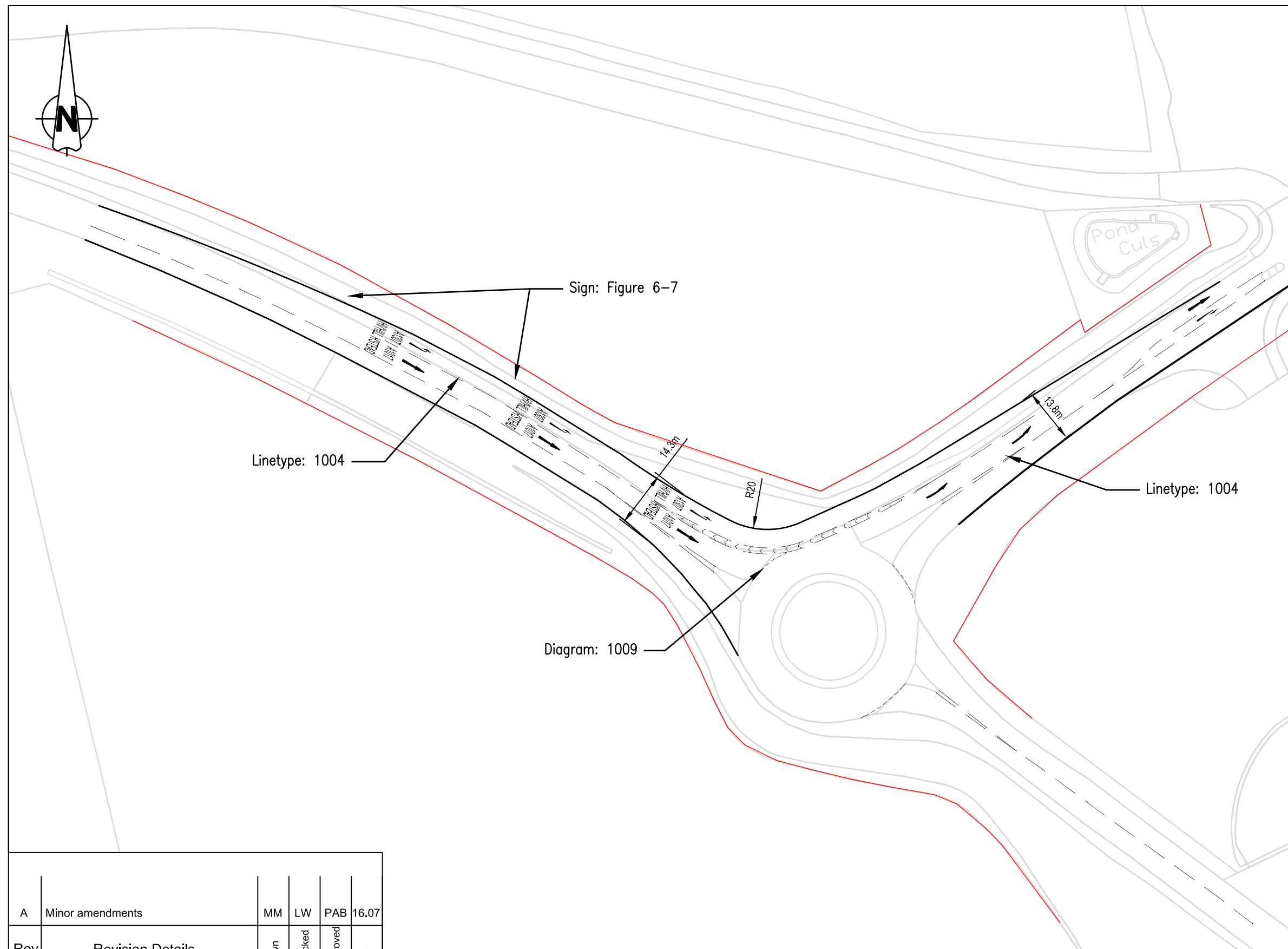


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3. The junction and links have been designed in accordance with the relevant DMRB standards TD 9/93 and TD 16/07.
4. The markings have been designed in accordance with the Traffic Signs Manual Chapter 5.
5. All proposed road signs have been designed and positioned in accordance with the Traffic Signs Manual Chapters 3 and 7.



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A	Minor amendments	MM	LW	PAB	16.07
Rev	Revision Details	Drawn	Checked	Approved	Date
PRELIMINARY					20/01/15
Issue Status		Approved		Date	
Drawn	MM	Checked	PAB	Date 20/01/15	

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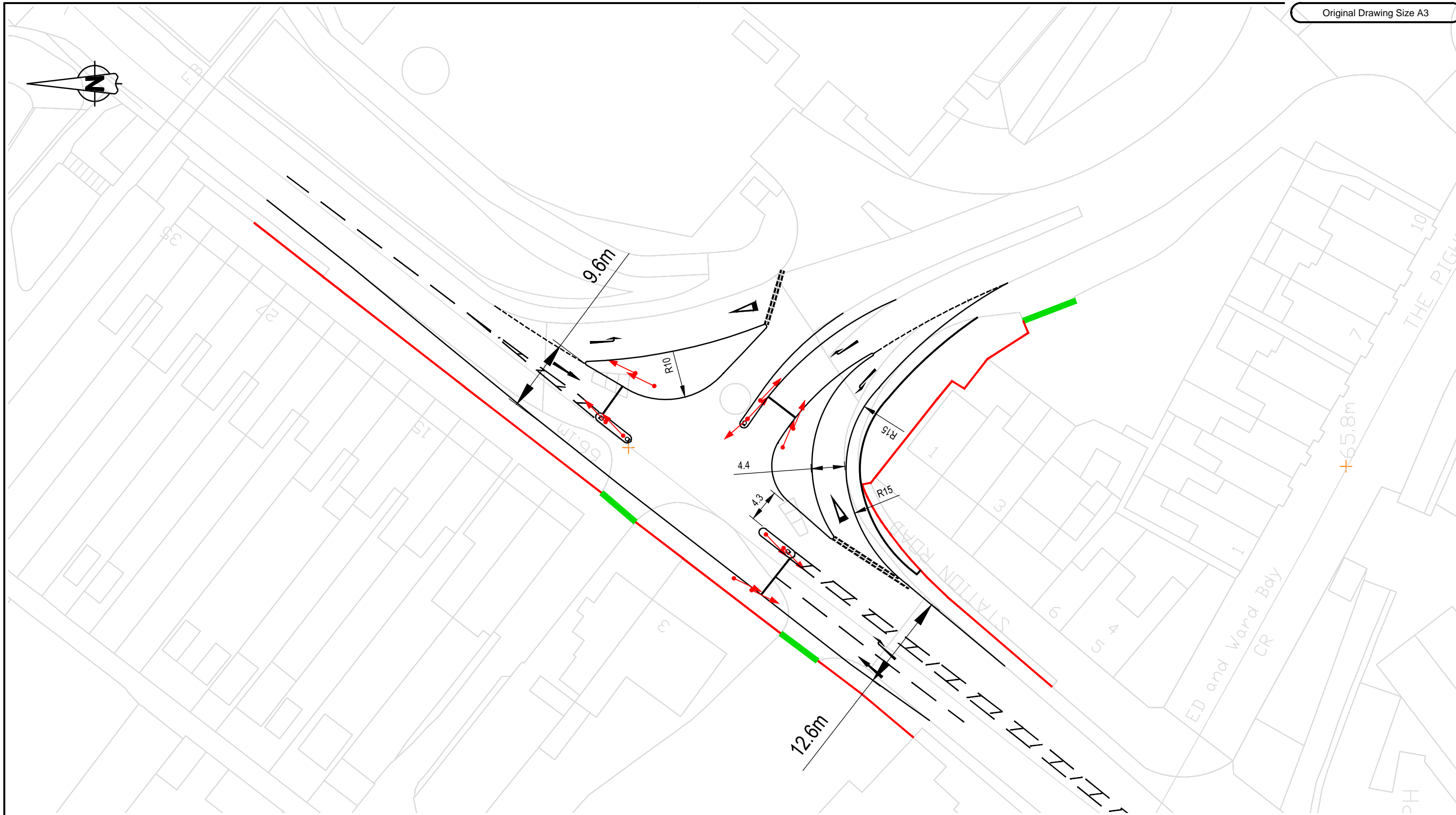
GREAT WILSEY PARK
HAVERHILL

OFF-SITE IMPROVEMENTS
A1017/A1307 Roundabout



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Scale at A3 1:1000	Drawing No. 10173-HL-12	Rev. A
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B	Amendment of title	MM	LW	PAB	23.09
A	Implementation of flared lane	MM	LW	PAB	01.05
Rev	Revision Details	Drawn	Checked	Approved	Date
	PRELIMINARY				08/07/15
	Issue Status	Approved		Date	
Drawn	MM	Checked	AE	Date July 2015	

Hallam Land Management Ltd
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GREAT WILSEY PARK
HAVERHILL

OFF-SITE IMPROVEMENTS
A143 / Lord's Croft Lane

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Scale at A3	Drawing No.	Rev.
1:500	10173-HL-15	B

Appendix E – Travel Plan

**Great Wilsey Park,
Haverhill, Suffolk**

Travel Plan

Hallam Land Management & Mrs Pelly

Document Control Sheet

Document Title: Travel Plan
Document Ref: 10173/TP/01
Project Name: Land at Haverhill
Project Number: 10173
Client: Hallam Land Management Ltd and Mrs Pelly

Document Status

Rev	Issue Status	Prepared / Date	Checked / Date	Approved / Date
0	Draft	A Eggleston 24/06/15	L Witts 27/06/15	P Boileau 28/06/15
1	Final	M Moss 24/09/15	A Eggleston 24/09/15	L Witts 24/09/15

Issue Record

Name / Date & Revision	28/06/15	24/09/15				
Peter Glazebrook (Hallam Land Management Ltd)	0	1				
David Lewis (CEG)	0	1				

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2	Background Information	1
3	National and Local Policy Background	4
4	Existing Sustainable Travel Options	10
5	Travel Plan Strategy	15
6	Travel Plan Measures and Phasing	18
7	Travel Plan Coordinator	20

1 Introduction

- 1.1 Brookbanks Consulting Limited (BCL) is appointed by Hallam Land Management Ltd (HLM) and Mrs Pelly to provide transportation advice for the proposed residential-led mixed-use development to the north east of Haverhill in Suffolk.
- 1.2 The proposed development will be referred to as Great Wilsey Park in the remainder of this report. The proposed site is an allocated site within local planning policy. HLM and Mrs Pelly consider the development of this site to represent an appropriate and available location for development.
- 1.3 This Travel Plan (TP) has been drafted to support the development. In the future the travel plan will be regularly reviewed and updated as part of an ongoing process to ensure that the traffic impact of the proposed development is minimised as is required by the latest guidance and as a demonstration of the support of the developers.
- 1.4 The package of measures set out in the TP is designed to reduce car driver trips by supporting and providing alternative forms of transport and by reducing the need to travel. These measures will be integrated into the design, marketing and occupation of the proposed development. The TP will lead to minimisation of congestion in the local area and to improvements in the environmental quality of the area, in line with local and national policy objectives.
- 1.5 The key objectives of the TP are to:
- Ensure the Single Occupancy Vehicle (SOV) mode share to and from the development is no more than 55%
 - Ensure development and implementation of a series of site specific smarter modal choice measures that support and promote sustainable travel
 - Ensure an ongoing process for the coordination, monitoring and management of the implementation of the measures and to review changes to ensure achievement of modal shift.
- 1.6 This TP is a working document and achievement of the objectives will require participation from all the future residents/occupiers. The TP is a strong indication of the commitment of the developers to the achievement of sustainable travel targets.

2 Background Information

Location

- 2.1 Haverhill is located some 25km to the southeast of Cambridge and lies within the County of Suffolk. The Local Planning Authority (LPA) is St Edmundsbury Borough Council (SEBC) with Suffolk County Council (SCC) being the Local Highway Authority.
- 2.2 The adopted Core Strategy (2010) identifies growth proposals within the Borough until 2031. Within Haverhill, two broad locations for growth are identified, being to the northwest and northeast of the town centre which are planned for 1,150 and 2,500 dwellings (the proposed development) respectively.

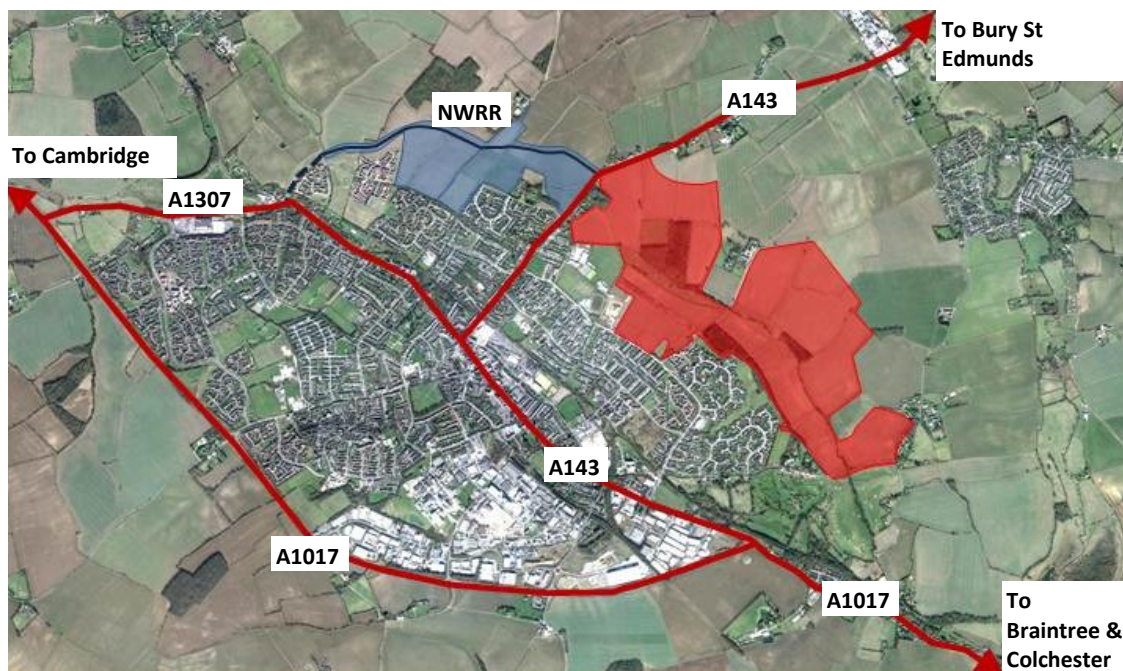


Figure 2a. Great Wilsey Park site location

- 2.3 The development to the northwest of Haverhill has planning permission, which includes the delivery of a North West Relief Road (NWRR, shown in Figure 2a). The legal agreement attached to the planning permission contains a mechanism to give the LPA control over the timing of delivery of the NWRR in relation to the build-out rate of properties.
- 2.4 At the time of writing, it is understood that design and implementation of the NWRR is a matter currently being discussed between the applicants and the planning authority. However, it is understood that agreement has been reached the 500 dwellings on the NWGA can be occupied prior to the completion of the NWRR.

Scheme Proposals

- 2.5 The Parameter Plan as attached in Appendix B, sets out built development components, areas of open space and the alignment of the primary strategic transport routes running through the site. The proposed development comprises:
- The development will be comprised of walkable residential neighbourhoods around distinct character areas. Each neighbourhood benefits from access to key areas of formal and informal open space.
 - Up to 2,500 dwellings (including up to 120 extra care units) on 74.75ha.
 - Two primary schools:
 - > A two-form entry primary school in the western part of the site.
 - > A single-form entry primary school in the eastern part of the site.
 - Two mixed-use local centres (both are likely to include some residential accommodation, included in the 2,500 dwellings referred to above):
 - > In the western part of the site the local centre will comprise up to 1,225sqm of Use Classes A1-5 and/or D1-2, and up to 5,600sqm of Use Classes B1 and/or D1-2 (of which between 450-2000sqm will be for D1 healthcare uses and up to 3,000sqm will be B1 uses).
 - > In the eastern part of the site the local centre will comprise up to 1,225sqm of Use Classes A1-5 and/or D1-2.
 - Land for the potential expansion of Samuel Ward Academy, comprising 4.8ha.

- An accessible and central ‘Neighbourhood Hub’, created through co-location of community facilities, will form the focus of activity and be accessibly located on the main through street. A mixed use centre is proposed adjoining the main through street. The Haverhill Vision 2031 SPD sets out proposals to enhance local facilities to the north-east of Haverhill. The local centre as shown on the illustrative masterplan will contain community facilities. This centre will cater for the needs of the respective neighbours with further details provided in the Design and Access Statement.

2.6 The schools will be located on areas of the site that can accommodate school playing fields, which will complement the green infrastructure framework for the development. The location of the school as proposed is within the heart of the development will help to establish a key focal point for the development.

2.7 Design of the transport and highway proposals is considerate to the specific concerns of the local community. The access strategy has been considered to specifically limit the increase in traffic through Haverhill and integrate with the permitted NWRR. Two highway access points are proposed:

- The primary access will be a roundabout on the A143 Haverhill Road.
- A second access will be taken from Chalkstone Way.

2.8 Detailed modelling set out later in this TA shows that no third access point is necessary to serve the built proposed development (a small additional access is provided on Coupals Road to serve the Country Park only with no through route to the rest of the proposed development).

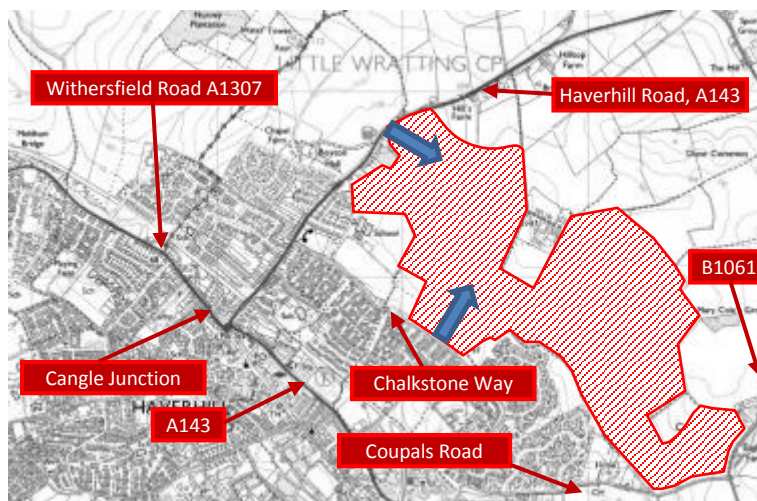


Figure 2c: Proposed Access Points to GREAT WILSEY PARK

2.9 The potential impact of the proposals for Haverhill has been fully appraised. This assessment indicates that the delivery of these proposals will not materially increase the flows through the town.

2.10 Furthermore in relation to the highway assessment, the A143 Haverhill Road, Chalkstone Way Lane and the new access have all been assessed. The results indicate that the junctions will operate satisfactorily when the development has been included.

2.11 The impact on Haverhill will be limited by discouraging the use of new highway links south of the access on the A143 Haverhill Road being used in preference to the new link road.

2.12 Consideration has also been given to the wider objectives in relation to transport in Haverhill as set out in the SPD. The objective of a 20 MPH speed limit through the centre of the proposed development, suggested in local planning policy, is supported in principle and is consistent with the highway layout proposed and in practice through the design of most streets within the development areas in accordance with such speeds.

3 National And Local Policy Background

Policy Review

3.1 This chapter reviews the following documents:

- National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG)
- The St Edmundsbury Core Strategy (December 2010)
- The Haverhill Vision 2031 Area Action Plan (September 2014)
- The Forest Heath and St Edmundsbury Local Plan Joint Development Management Policies Document (February 2015)
- The Suffolk Local Transport Plan 2011-2031.

National Policy

3.2 Chapter 4 of the NPPF 'Promoting Sustainable Transport' sets out the Government's expectations that development should maximise sustainable transport solutions. Paragraph 30 of the NPPF encourages solutions that support reductions in greenhouse gas emissions and reduce congestion. Local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.

3.3 Paragraph 32 identifies that all developments generating significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure.
- Safe and suitable access to the site can be achieved for all people.
- Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

3.4 Paragraph 35 of the NPPF identifies that plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore developments should be designed where practical to:

- Accommodate the efficient delivery of goods and supplies.
- Give priority to pedestrian and cycle movements and have access to high quality public transport facilities.
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones.
- Consider the needs of people with disabilities by all modes of transport.

3.5 A key tool to facilitate sustainable transport is the Travel Plan, as identified in Paragraph 36 of the NPPF. All developments which generate significant amounts of movement are required to provide a Travel Plan.

3.6 Paragraph 37 of the NPPF identifies that local planning policies should aim for a balance of land uses that minimise journey lengths for employment, shopping, leisure, education and other activities. Paragraph 38 notes that larger scale residential developments in particular should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site.

- 3.7 When setting local parking standards for residential and non-residential development, Paragraph 39 of the NPPF identifies that local planning authorities should take into account:
- Accessibility of the development
 - The type, mix and use of development
 - The availability of and opportunities for public transport
 - Local car ownership levels
 - An overall need to reduce the use of high-emission vehicles
- 3.8 Paragraph 42-006 of the NPPG states that the aims of a Travel Plan are to positively contribute to:
- Encouraging sustainable travel;
 - Lessening traffic generation and its detrimental impacts;
 - Reducing carbon emissions and climate impacts;
 - Creating accessible, connected, inclusive communities;
 - Improving health outcomes and quality of life;
 - Improving road safety; and
 - Reducing the need for new development to increase existing road capacity or provide new roads.
- 3.9 NPPG Paragraph 42-011 states that a Travel Plan should evaluate and consider:
- Benchmark travel data including trip generation databases;
 - Information concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development;
 - Relevant information about existing travel habits in the surrounding area;
 - Proposals to reduce the need for travel to and from the site via all modes of transport; and
 - Provision of improved public transport services.
- 3.10 **Manual for Streets 1 and 2 (Mfs):** The UK Department for Transport (DfT) and the Department for Communities and Local Government (DCLG), with support from the Commission for Architecture and the Built Environment (CABE), commissioned WSP Group, Transport Research Laboratory (TRL), Llewelyn Davies Yeang and Phil Jones Associates to develop Manual for Streets to give guidance to a range of practitioners on effective street design.
- 3.11 The Manual for Streets (March 2007) guidance on the planning, design, provision and approval of new streets, and modifications to existing ones. It aims to increase quality of life through good design which creates more people-oriented streets. The detailed guidance applies mainly to residential streets although the overall design principles can be applied to all streets within urban areas.
- 3.12 A street is defined as "a highway with important public realm functions beyond the movement of motor traffic" – i.e. by its function rather than just the road hierarchy.
- 3.13 Manual for Streets has updated geometric guidelines for low trafficked residential streets, examines the effect of the environment on road user behavior, and draws on practice in other countries. This research provides the evidence base upon which the revised geometric guidelines in the Manual for Streets are based, including link widths, forward visibility, visibility splays and junction spacing.
- 3.14 Manual for Streets 2 - Wider Application of the Principles is the result of collaborative working between the Department for Transport and the transportation industry.

- 3.15 The aim of the document is to extend the advantages of good design to streets and roads outside residential areas, largely covered in MfS1. By amending the way high streets and non-trunk roads are designed, the fabric of public spaces and the way people behave can be changed. It means embracing a new approach to design and breaking away from inflexible standards and traditional engineering solutions.
- 3.16 The new guide does not supersede Manual for Streets 1, rather it explains how the principles of the first document can be applied more widely.
- 3.17 **Design Manual for Roads & Bridges:** The DfT publish a large suite of documents known as the Design Manual for Roads and Bridges, which provides detailed standards and guidance on the provision of highway networks. The suite of documents provides a comprehensive manual which accommodates all current standards, advice notes and other published documents relating to the design, assessment and operation of trunk roads including motorways. The standards are routinely adopted by local highway authorities for their local highway network.

Local Policy

- 3.18 The St Edmundsbury Core Strategy (December 2010) sets out the following;
- Visions for how the future growth of Bury St Edmunds, Haverhill and the Rural Areas will be managed;
 - A collection of objectives and strategic policies to help guide the sustainable distribution of new development across the borough and achieve the visions;
 - Policies to guide the scale, type and location of new development;
 - Broad locations for growth in Bury St Edmunds and Haverhill; and
 - Information on how the detail in the Core Strategy will be implemented and monitored.
- 3.19 The Core Strategy provides the strategic context that will guide the preparation of subsequent Local Plan documents. It includes an outline for delivering strategic development needs, including housing, employment, leisure and retail. The Core Strategy does not include details of site specific allocations or policies for the management of new development. These are set out in separate Local Plan documents.
- 3.20 The Core Strategy provides an overall spatial Vision for St. Edmundsbury Borough, as indicated below.

“By 2031 St Edmundsbury will remain a vibrant part of Suffolk and a region where the distinctive local character, unique local heritage and environmental and cultural assets are retained and enhanced for the enjoyment of all. The Borough will be a safe place to live with strong communities. Employment growth and development will produce a prosperous sustainable economy including sustainable tourism. All residents of the borough will have an equal opportunity to access services, jobs, housing and leisure facilities to maximise their potential to live and work in an environmentally sustainable manner. A hierarchy and network of town and village centres will grow and develop to provide a wide range of services in a good environment and accessible to all, appropriate to the size of settlement.

The borough will respond to the challenge of delivering growth in a manner that does not just respect the heritage and culture of St Edmundsbury but actually strives to enhance them in an environmentally sustainable way. The natural and built environment and local biodiversity of the borough will be protected and where possible enhanced to increase access to the countryside and the provision of green open space in recognition of the county ambition to become the greenest county. The challenges of climate change will be addressed to ensure that the specific threats that Suffolk faces are mitigated but that other adaptations are also made such as an increase in renewable energy and water efficiency and an active decrease in carbon emissions. All new development will respect the Breckland Special Protection Area, Special Areas of Conservation and Sites of Special Scientific Interest.

Bury St Edmunds and Haverhill will be the cultural and economic hearts of the borough with strong, sustainable links to the surrounding key services centres, villages and countryside.

...

Haverhill

- *Regeneration of the town will continue with the aim of being able to have a more attractive retail, leisure and employment offer to its residents to decrease the amount of out-commuting and to grow an organic 21st Century town based on strong community.*

- *The town centre will be a high quality environment where pedestrians and other non-car users can move around safely and comfortably.*
- *Development will be focused initially on the north-west Haverhill site and long-term development located on the north eastern edge of Haverhill.*
- *Existing surrounding settlements will be protected from coalescence and have green buffer zones developed between them and Haverhill to maintain their integrity.*
- *Haverhill will diversify its employment base, building on the bio-chemical industry and capitalising on the strong links it has with Cambridge and Stansted.*
- *To achieve the latter, long-term sustainable transport solutions will be developed to mitigate the difficulties of accessing strategic road networks along the A1307, A1017 and A143.*
- *Within the town, cycling and pedestrian links will be established.*

Outside Bury St Edmunds and Haverhill, new development will be focused primarily on those settlements where there are good levels of services and facilities, having regard to the environmental and infrastructure capacity of those settlements and the desire to safeguard existing services and employment."

- 3.21 To achieve the overall vision, 10 strategic objectives have been identified. Those relating to transport are intended to provide a higher level of access to jobs and services for all ages in both urban and rural areas, and improve connectivity with the rest of the region.
- 3.22 Policy CS7 'Sustainable Transport' states that the Council will develop and promote a high quality and sustainable transport system across the borough and reduce the need for travel through spatial planning and design. All proposals for development will be required to provide for travel by a range of means of transport other than the private car in accordance with the following hierarchy:
- Walking;
 - Cycling;
 - Public Transport (including taxis);
 - Commercial vehicles;
 - Cars.
- 3.23 All development proposals will be required to be accessible to people of all abilities including those with mobility impairments.
- 3.24 New commercial development, including leisure uses and visitor attractions, which generate significant demands for travel, should be located in areas well served by a variety of transport modes. Where appropriate, development proposals that will have significant transport implications will be required to have a transport assessment and travel plan showing how car based travel to and from the site can be minimised.
- 3.25 Policy CS8 'Strategic Transport Improvements' states that the Council will continue to work with relevant partners, including Suffolk County Council and the Highways Agency, and developers, to secure the necessary transport infrastructure, including improvements to:
- Transport safety on the A1307 between Haverhill and the A11;
 - Relieve the adverse impacts of traffic in Haverhill ;
 - The public transport network ;
 - Rights of Way.
- 3.26 Policy CS12 'Haverhill Strategic Growth' states that an Area Action Plan DPD (this is the Haverhill Vision 2031 set out below) will be prepared for Haverhill that will provide a coordinated spatial planning framework for the whole town including the release of a larger, strategic, greenfield, site. The policy specifically refers to the proposed development site stating that it will:

- Maintain the identity and segregation of Kedington and Little Wratting;
- Provide new high quality strategic public open space and recreation facilities;
- Protect by appropriate means the Scheduled Ancient Monument at Wilsey Farm;
- Provide improved public transport, foot and cycle links to the town centre and other locally significant leisure, employment and service destinations;
- Deliver additional education, community and leisure facilities to meet the needs of this development and is located in a way that can achieve positive integration with the wider area;
- Deliver around 2,500 homes of mixed tenure and size, including affordable homes; and
- Provide opportunities for B1 use class local employment.

3.27 The policy goes on to state that it is unlikely that the development at the proposed development site will commence before 2021. The actual amount of development will be determined by environmental and infrastructure capacity considerations and the preparation and adoption of detailed masterplans in which the local community and other stakeholders have been fully engaged.

3.28 The Haverhill Vision 2031 was adopted in September 2014. It includes a series of aspirations, including:

- Well-connected new development integrated into the town;
- Sustainable transport links; and
- An increased shift to non-car modes of travel.

3.29 Objective 7 states that the Vision will support and encourage all means of sustainable and safe transport, public transport improvements, and cycleway and footway improvements.

3.30 Policy HV12 'Haverhill North-West Relief Road' states that the NWRR will be provided between Wratting Road (A143) and Withersfield Road (A1307) as part of the North-West Haverhill strategic development (Policy HV3). The delivery and timing of the Relief Road will be controlled through a legal agreement attached to any planning permission for that development. Planning permission for the delivery of the North-West Haverhill strategic development in advance of the completion of the Relief Road will not be granted unless it is demonstrated that the transport impacts can be satisfactorily mitigated.

3.31 Policy HV4 'Strategic Site – North-East Haverhill' relates to the proposed development site and states that if planning application(s) to develop all or part of the site come forward in advance of the provision of the North-West Relief Road, permission will not be granted unless it is demonstrated that the transport impacts can be satisfactorily mitigated without the Relief Road.

3.32 The emerging Great Wilsey Park Masterplan Supplementary Planning Document has been produced to support Policy HV4. It provides the framework against which the planning application will be determined by the Council.

3.33 The Adopted Joint Development Management Policies Document (February 2015) includes a range of policies relevant to transport.

3.34 Policy DM45 'Transport Assessments and Travel Plans' sets out the criteria for requiring these document to accompany an planning application. It goes on to state that where a transport assessment and/or travel plan does not demonstrate that the travel impacts arising from the development will be satisfactorily mitigated or that adequate measures are in place to promote the use of more sustainable modes of transport, then planning permission will not be granted. The developer will be expected to provide the necessary funding to deliver any travel plan agreed in writing with the local planning authority. Where it is necessary to Great Wilsey Park development, developers will be required to make a financial

contribution, appropriate to the scale of the development, towards the delivery of improvements to transport infrastructure or to facilitate access to more sustainable modes of transport.

- 3.35 Policy DM46 'Parking Standards' states that the authority will seek to reduce over-reliance on the car and to promote more sustainable forms of transport. All proposals for redevelopment, including changes of use, will be required to provide appropriately designed and sited car and cycle parking, plus make provision for emergency, delivery and service vehicles, in accordance with the adopted standards current at the time of the application. In particular it states that proposals for new mixed use sites will be expected to minimise the provision of car parking where achievable, for example by providing shared use parking, and/or car pooling as part of a Travel Plan.
- 3.36 The Suffolk Local Transport Plan 2011-2031 comprises two parts. Part 1 sets out the overarching transport strategy whilst Part 2 set out local implementation plans, including a chapter specifically on Haverhill.
- 3.37 In Part 1, Chapter 3 'Transport Issues in Suffolk', the LTP states that :

"St Edmundsbury will continue to be a location for growth which could amount to at least 10,000 new homes in the next 20 years as well as a growth in jobs. The growth will be concentrated mainly in the towns of Bury St. Edmunds and Haverhill, with the remaining dwellings being across the rest of the borough. The proposed concentration of housing within Bury St Edmunds will present transport challenges if we are to avoid increased congestion within the town and on roads leading to it, including the A14. Growth throughout the rest of the borough and in neighbouring districts will also add to traffic in Bury St. Edmunds as more residents and visitors travel to the town from across the sub-region to access key services and retail. The level of growth within Haverhill will also impact upon the road network both within the town and the wider area if measures are not put in place to address increased levels of car use associated from extra car trips from them. Levels of safety and congestion on the A1307 between Haverhill and Cambridge in particular are likely to be of significant concern and we will work with St Edmundsbury and Cambridgeshire County Council to find solutions to these problems.

Economic growth within the district is also forecast to see the creation of about 13,000 new jobs, with strong demand in Bury St Edmunds and Haverhill. The location of additional employment opportunities will create additional pressure onto the road network within the district and larger towns if measures are not in place to ease the flow of traffic and to encourage the use of alternatives to single occupancy car commuting. Issues of accessibility to more remote employment locations will also need to be addressed, including links towards Cambridge and Stansted.

As with the other districts within Suffolk, the rural nature of St Edmundsbury outside of the larger towns raises areas of concern for accessibility for those people without access to cars. Bury St Edmunds and Haverhill act as service centres for the surrounding populations and it is important that development throughout the rest of the borough supports access by public transport to sites. Apart from Bury St Edmunds none of the settlements have direct access to rail services."

- 3.38 Key transport issues for Haverhill in itself include the following:
- Haverhill to Bury St Edmunds and Cambridge bus connections;
 - Haverhill North West relief road;
 - Haverhill cycle network;
 - Haverhill road condition.
- 3.39 Part 2 states that the aim of the plan for Haverhill is to support the sustainable development of the town. Haverhill is likely to receive significant housing and employment growth. Given existing concerns about traffic levels, the challenges presented with substantial growth in Haverhill are reducing reliance on the car for the short journeys within the town and to larger urban centres such as Bury St Edmunds and Cambridge. Suffolk County Council will work with St Edmundsbury Borough Council, South Cambridgeshire District Council, and Cambridgeshire County Council in which they will work together to find solutions to traffic issues on the A1307.
- 3.40 Travel to work patterns for Haverhill highlight that over half of the population travel less than 2km to work i.e. within walking distance. There is also a significant proportion of residents travelling to Cambridge and Stansted Airport, which requires close working with our neighbouring authorities to implement solutions. Suffolk County Council will work with St Edmundsbury Borough Council to ensure that demand for car travel can be reduced by co-locating housing, key services and employment. They want to see better networks for walking and cycling so that these are more attractive and realistic

choices. They expect that all new developments will implement robust travel plans to minimise car use, including improvement to sustainable travel infrastructure and services. They will also work with established employers at sites such as Haverhill Business Park; Haverhill Industrial Estate; and Boundary Road Industrial Estate to try to reduce car journeys.

- 3.41 Suffolk County Council will provide better information to people about travel including accessing information online, by mobile phones, or from variable message signs. There is a potential for urban traffic management and control in Haverhill to link traffic lights and provide priority for buses alongside real time bus information. Haverhill has a good network of walking and cycling routes but many are incomplete. Most areas of the town are within one kilometre of the centre and main employment locations.
- 3.42 Publicly funded infrastructure improvements will be limited at the start of this plan due to funding constraints, but we still hope to be able to fund important improvements to the walking and cycling networks. Developer funding of improvements to support the sustainability of new developments will also be essential. As the plan progresses larger-scale publicly funded schemes may be possible, but will still be judged on the benefits they offer and their deliverability.
- 3.43 A north west relief road is a much needed improvement. This is a requirement alongside housing development in this part of the town and will help relieve the Cangle junction of through traffic heading north towards Bury St. Edmunds.



Figure 3a: Key improvements to the Haverhill transport network

4 Existing Sustainable Travel Options

Existing Highway Network

- 4.1 The location of the site in relation to the local road network is indicated in Figure 4a.

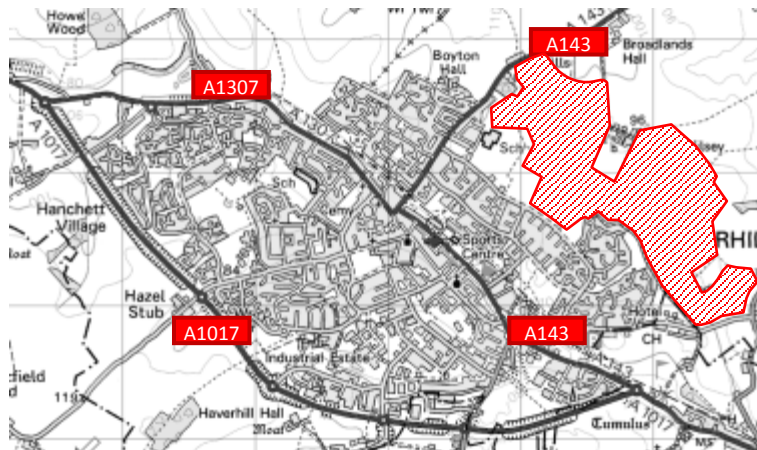


Figure 4a: Site Location in relation to the local road network

- 4.2 The road network adjacent to the site is classified as part of the Local Road Network (LRN).
- 4.3 The A143 is located to the west of the site and forms an important corridor within the LRN. The A143 commences from immediately to the south of Haverhill at a roundabout with the A1017 and heads generally in an north-easterly direction passing through Bury St. Edmunds approximately 25.5km from the proposed development site, where it crosses the A14 Felixstowe-Midlands strategic route, and terminating at the A12 London-Great Yarmouth road in Great Yarmouth. The A143 is predominantly single carriageway road which is subject to national speed limit along much of the length. The section approaching Haverhill is subject to a 30mph speed limit.
- 4.4 The A1307 starts at the Cangle Junction (with the A143) in Haverhill Town Centre, heading north-west from the roundabout, crossing the A11 London-Norwich strategic route, approximately 16km from the proposed development site, and terminating in Cambridge City Centre.
- 4.5 The A1017 starts at a roundabout with the A1307 to the north-west of Haverhill, heading in a south-easterly direction and serves as a 5.6km bypass for Haverhill, intersecting the southern terminus of the A143 at a roundabout to the south-east of the town. It continues south-eastwards to terminate at a roundabout with the A131 Chelmsford-Sudbury road, just north of Braintree, approximately 23.5km from the proposed development site.
- 4.6 Chalkstone Way is a small local road that serves the north-eastern suburbs of Haverhill. It commences at a T-junction with the A143 Haverhill Road and skirts existing residential areas, terminating after approximately 2km at a mini-roundabout with the A143 Sturmer Road.

Existing Sustainable Facilities and Services

Pedestrians and Cyclists

- 4.7 At present the proposed development site does not contain any significant generators of pedestrian or cycle trips. As such, historically there has been no requirement to provide dedicated walking and cycling links into the site. There are intermittent footways within the local road network with cycle trips predominantly catered for within the highway. There are no substantial dedicated cycling facilities.

Public Rights of Way

- 4.8 Public Rights of Way (PRoW) are classified as highways and as such are protected routes. The 1949 National Parks and Access to the Countryside Act placed a duty on every County Council in England and Wales to draw up and publish a definitive map and statement of PRoW in their area.
- 4.9 The Definitive Map is the legal record of the location and status of PRoW. The statement is a description of the PRoW shown on the definitive map.
- 4.10 There are four classifications of PRoW:
- Footpaths - by foot only
 - Bridleways - by foot, horse or bike
 - Restricted byways - by any form of transport that doesn't have a motor
 - Byways open to all traffic - let you travel by any form of transport, including cars
- 4.11 The figure below highlights the PRoW that are closest to the site. This illustrates that there is a network of bridleways and footpaths that cross the site and connect with bridleways that penetrate other roads in the vicinity of the site.



Figure 4b: On site Public Right of Way

Public Transport – Road

- 4.12 Numerous public transport routes operate across Haverhill. Those that operate adjacent to the proposed site are indicated below:

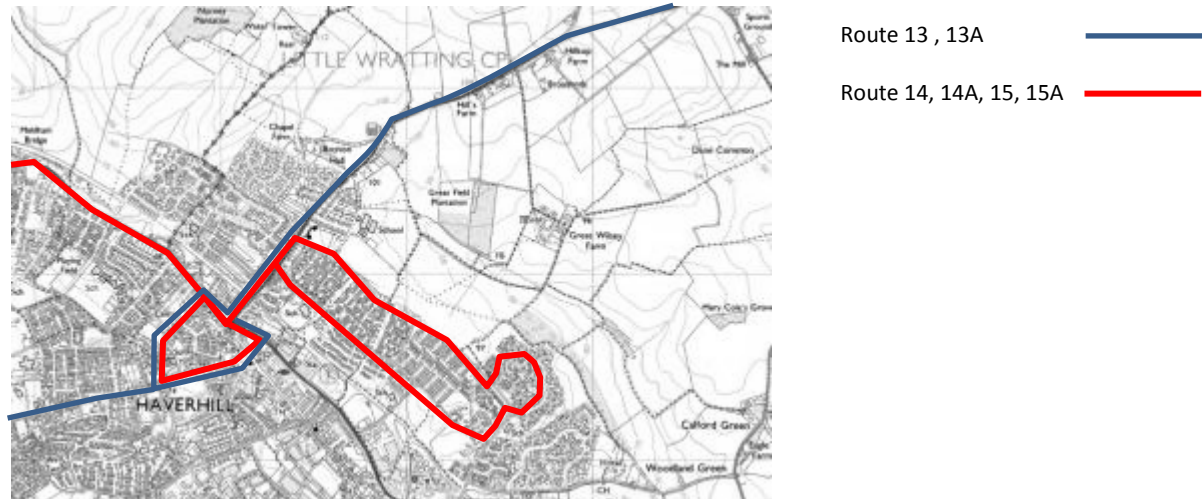


Figure 4c: Bus Routes operating close to the development

- 4.13 The bus services 13 and 13A are routes managed by Stagecoach and operate between Haverhill, Linton and Cambridge, Monday to Sunday. The first bus leaves Haverhill Bus Station at 05:38. The last bus reaches Haverhill Bus Station at 00:05. This service operates typically every half hour on Saturdays and every hour on Sundays.
- 4.14 The bus services 14, 14A, 15 and 15A are routes managed by Stephenson's of Essex and operate between Haverhill, Chedburgh and Bury St Edmunds, Monday to Sunday. The first bus leaves Haverhill Bus Station at 06:15. The last bus reaches Haverhill Bus Station at 00:05. This service operates typically every hour.
- 4.15 In addition, a school bus service run by Stephenson's of Essex – Bus Service HL025 runs between Haverhill and Poslingford from Monday to Friday. The first bus arrives at the Haverhill Bus Station at 08:37 and leaves the Haverhill Bus Station at 14:50. This service operates twice a day.
- 4.16 Another school bus service run by Stephenson's of Essex – Bus Service HL351 runs between Haverhill and Great Bradley from Monday to Friday. The first bus arrives at the Haverhill Bus Station at 08:37 and leaves the Haverhill Bus Station at 14:50. This service operates twice a day.
- 4.17 The bus station provides waiting areas, toilets and is located circa 50m to the north-east of Haverhill High Street.

Public Transport – Rail

- 4.18 The closest main railway station is located in the centre of Cambridge, approximately 30km from the proposed site. The train station provides a range of facilities including:
 - 374 space car park open 7 days of the week
 - 896 cycle storage spaces
 - Taxi rank in front of station
 - Ticket office open 7 days of the week
 - Self-service ticket office
 - Manned help desk
 - Cash machine
 - Public Wi-fi
 - Pay phones
 - Post box
 - Refreshments with Shops
 - Toilets with baby changing facilities

- Waiting rooms

4.19 Cambridge Railway Station provides the following services:

- Four routes per hour to London Kings Cross with a journey time of circa 48 minutes.
- One route per hour to London Liverpool Street with a journey time of circa 1 hour and 10 minutes.
- One route per hour to Birmingham New Street with a journey time of circa 2 hours 37 minutes.
- One route per hour to Stansted Airport with a journey time of circa 30 minutes
- Two routes per hour to Norwich with a journey time of 1 hour and 18 minutes.

4.20 There a range of local stations that are closer to the proposed site, including Great Chesterford which is circa 28km from the proposed site. Due to the extended services and facilities provided, it is considered that Cambridge will be the key rail interchange. This train station provides a range of facilities including:

- 16 cycle storage spaces
- Ticket office open Monday - Friday
- Ticket Machine
- Public Wi-fi

4.21 Great Chesterford Railway Station provides the following services:

- Hourly to London Liverpool with a journey time of circa 1 hour and 10 minutes
- Hourly to Cambridge with a journey time of circa 16 minutes.

Accessibility

4.22 A qualitative review of the accessibility implications of the proposed development has been conducted. The existing level of access for cyclists and pedestrians between the proposed development and the surrounding transport system is described earlier in this chapter.

4.23 Various employment opportunities are located in close proximity to the site, including Maple Park Industrial Estate and Hollands Road Industrial Estate. Other key employment destinations include the Ehringshausen Way Retail and Leisure Park, Haverhill Town Centre together with further job opportunities further afield in the larger towns such as Cambridge, Braintree and Colchester. These offer a wide range of employment opportunities for the future residents.

4.24 Although two primary schools are proposed as part of the development, the nearest primary school is Westfield Community Primary School. Samuel Ward Academy offers nearby secondary education.

4.25 Existing healthcare is available at the Christmas Maltings & Clements Doctors practice in Haverhill Town Centre. A healthcare facility is also proposed as part of the development.

4.26 The site is therefore well located to make use of a wide varying of local facilities and amenities.

4.27 The distance to the key destinations, measured from the site accesses on Haverhill Road or Chalkstone Way, is indicated below together with the locations.

Employment	Approx Distance from proposed Site entrance (km)	Meet 2km Target Walk?	Approx Walk Time (mins)	Meet 5km Target Cycle?	Approx Cycle Time (mins)
1. Samuel Ward Academy – 11 to 18	1.1km	✓	14	✓	4

years					
2. Westfield Community Primary School	0.8km	✓	10	✓	3
3. Haverhill Bus Station	1.5km	✓	18	✓	6
4. Haverhill Town Centre	1.8km	✓	22	✓	7
5. The Christmas Maltings & Clements Doctors practice	1.7km	✓	21	✓	7
6. Tesco Supermarket	1.6km	✓	20	✓	6
7. Ehringshausen Way Retail and Leisure Park	1.5km	✓	18	✓	6
8. Maple Park Industrial Estate	1.6km	✓	20	✓	6
9. Hollands Road Industrial Estate	2.6km		32	✓	10
10. Castle Manor Business and Enterprise College– 11 to 18 years	2.4km		30	✓	9

Figure 4d: Distance to Employment, Heathcare and Educational Destinations

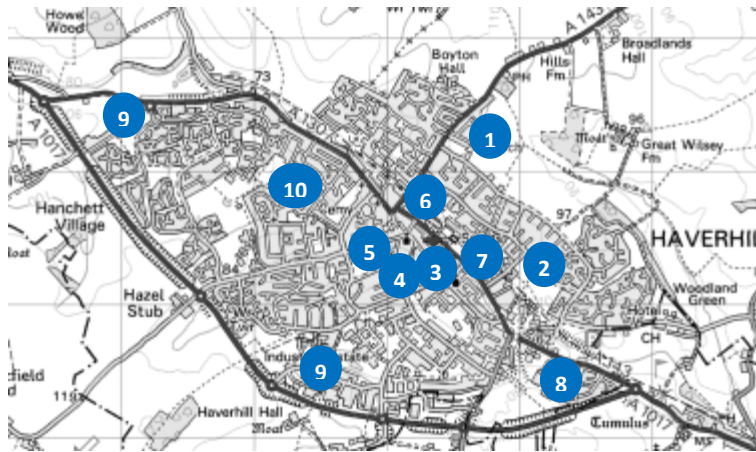


Figure 4e: Employment, Heathcare and Educational facilities

4.28 It may be concluded that the development will have very good accessibility to a wide range of local amenities that will support the new and existing community. The figure below provides a graphical representation of the 2km walking and 5km cycling isochrones, which the range of local amenities exist. The proposed development will not create any new accessibility barriers within the surrounding area. The range of facilities and services, including the provision made for education will also significantly improve as a result of the application proposals.

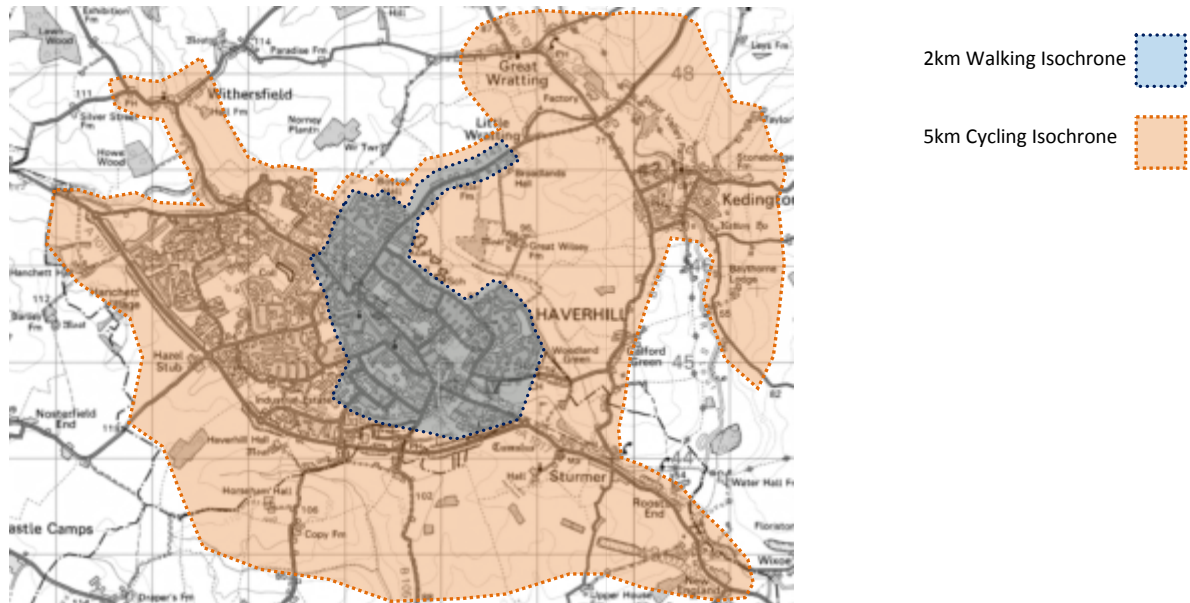
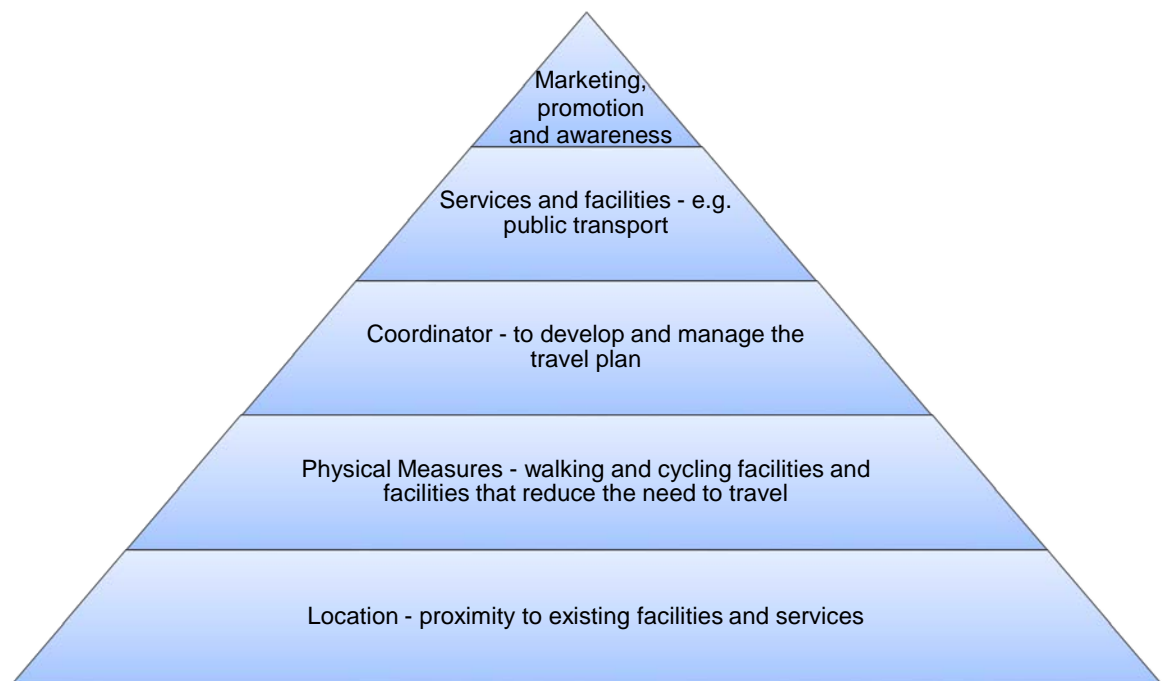


Figure 4f: Walking and Cycling Isochrones

5 Travel Plan Strategy

Travel Plan Objectives

- 5.1 To ensure the success of the Travel Plan it is important to establish a clear strategy. The DfT travel plan strategy referred to in the Good Practice Guidelines: Delivering Travel Plans through the planning Process demonstrates the basis of sound travel planning, as indicated below.



- 5.2 The aim of any travel plan is to encourage travel by sustainable modes of travel to reduce impact on the environment, in relation to the use of natural resources, reducing congestion, improving air quality through the reduction in vehicle emission and improve the health of individuals through encouraging walking and cycling.

5.3 The Travel Plan is an overarching document and to be able to determine the success it is important to identify key objectives, as listed below:

- Reduction in the car based trips
- Reduction of single occupancy Vehicles (SOV)
- Reduction in congestion and pollution through reduced car use
- Improve the modal split of trips made by walking
- Improve the modal split of trips made by cycling
- Improve the modal split of trips made by public transport

Travel Plan Targets

5.4 The TP includes travel mode share targets such that the progress of the plan can be evaluated. These targets will be based on challenging, but achievable non-car and SOV mode share targets. The targets will be based on current practices in the hinterland around, and the location of, the site. The target will take account of the local geography and existing transport provision.

5.5 It is the role of the Travel Plan to establish mode share targets for the development site. Accordingly the Census 2011 Method of Travel to Work for the Haverhill East Ward for the resident population dataset have been interrogated with this representing those who are likely to live within the proposed development. This data is presented in Figure 5a.

Mode	Percentage
Train	0.5%
Bus, minibus or coach	4.5%
Driving a car or van	64.6%
Passenger in a car or van	7.4%
Motorcycle, scooter or moped	0.7%
Taxi	0.8%
Bicycle	2.1%
On foot	16.5%
Work mainly at or from home	2.5%
Other method of travel to work	0.4%
Single Occupancy Vehicle Trip	57.2%

Figure 5a: Mode Share

5.6 The above data is on a very broad basis and includes a significant amount of urban area, such that walking and cycling are realistic options. Accordingly, the development of the mode share targets should take these objectives into consideration. These targets should be reviewed once travel statistics and mode share for the development are established.

5.7 The targets set within the TP will need to be SMART, Specific, Measurable, Achievable, Realistic, Time Bound and will need agreeing with St. Edmundsbury Borough Council (SEBC) and Suffolk County Council (SCC).

Travel Plan Management

- 5.8 To manage and coordinate the delivery of the Travel Plan, a Travel Plan Coordinator will be appointed. This role is critical to ensure the success of the plan and will provide a point of contact for the future residents. More details on this role are provided in subsequent sections.

Travel Plan Marketing

- 5.9 To ensure the maximum benefit of the TP is achieved and that future residents can decide on how to travel, it is important to raise awareness of the travel opportunities that exist through active marketing. This needs to start early to capture the minds of new residents before unsustainable travel patterns are established. A marketing plan will be established and agreed such that all residents are aware of the Objectives and Targets, together with the measures that are to be utilised.

- 5.10 A strategy that can be followed to assist with this is indicated below:

- **Introduce the idea of the TP:** this can be carried out through consultation groups, producing leaflets/posters to be distributed on site
- **The travel pattern survey:** this will allow site users the opportunity to comment on the plan and give any suggestions they have
- **Disseminating the results:** let everybody on site know the results of the TP survey
- **Naming the plan:** allowing the opportunity to make the plan individual to the site
- **Launch of the TP:** high profile launch, ensure all are aware of it
- **Progress:** keep everyone informed of the progress of the plan, including any new measures to be included within the plan
- **Monitoring:** the TP will need to be reviewed and monitored annually. The first review will take place one year after the first TP has been submitted and approved. The results will be fed through to the site through email drops, posters, leaflets and any focus groups that have been set up. Regular monitoring will need to be carried out on a timescale arranged by the Travel Coordinator.

- 5.11 Further details on the marketing activities form an integral element to the travel plan measures, as discussed in Chapter 6.

6 Travel Plan Measures and Phasing

- 6.1 In order to maximise the uptake of sustainable transport measures by residents at the development, sustainable transport modes will be available and will be promoted during all stages of the development process from the design, construction and initial marketing of the development through to initial occupation and then on to full occupation of the site. As the wider development progresses the marketing activities will be reviewed and modified to ensure promotional events occur to coincide with key milestones of the development such as upon opening of the rail station.

- 6.2 The key stages of the Travel Plan process follow the key stages of the development process as set out below:

- Before occupation of any dwellings/facilities - pre occupation
- During the period when dwellings/facilities are being occupied – during occupation
- After all dwellings/facilities have been occupied – post occupation

6.3 The measures to be implemented during each of the three phases are described in the following sections.

Pre Occupation Phase

- A fully permeable development layout for pedestrians and cyclists reflecting desire lines– pedestrian and cycle connections will be provided from the site to link into the existing infrastructure.
- On site development streets and junctions designed to the standards outlined in the Department for Transport's Manual for Streets, to limit the dominance of the car
- Careful street design to encourage walking and cycling within the site
- Shared surfaces on residential links to promote pedestrian and cycling movements, creating some areas with a 'Home Zone' style atmosphere
- Car and cycle parking provision will be in compliance with the current guidance.
- Provision of green space for social exchange and recreation
- Appointment of a Travel Plan Coordinator
- Improvement to support road based public transport
- Development of 'Welcome Travel Packs' containing information on non-car transport modes, including public rights of way information, to be issued to each dwelling on first occupation
- Notice boards within the show house and within the work place/office to show key travel information

Occupation Phase

Welcome Packs

It is the intention to issue Welcome packs to each household on first occupation. A Welcome Pack will include the following information:

- A brief explanation of the travel plan and its objectives
- Contact details for the Travel Plan Coordinator
- Bus Maps
- Details of any resident travel user groups including bus buddy scheme
- Cycling and Walking Maps
- Details of car share database available at www.liftshare.com
- Other appropriate information

Sales and Marketing office

Any websites established by the house builders on site will be encouraged to include travel information and details of the travel plan. The sales office will hold copies of the Welcome Pack and sales staff will be trained by the travel plan coordinator as and when the sales offices are established so that they understand the principles of travel planning.

Travel Induction Sessions

The Travel Plan Coordinator will arrange travel planning sessions on a six monthly basis and invite all new residents via maildrop or email, with the aim of introducing the travel plan, the objectives and targets and to encourage discussion on the sustainable travel options. Details of any arranged sessions will be posted onto the dedicated travel web-site.

Bus Buddy Scheme

The Travel Plan Coordinator will establish a bus buddy database of those people who regular travel by public transport. Details of the scheme are to be included within the Welcome Pack and on the travel website and residents will be invited to join during the travel induction sessions.

Bicycle User Group

- 6.4 The Travel Plan Coordinator will establish a bicycle user group, details of which are to be included within the Welcome Pack and on the travel website and residents will be invited to join. This will be held every other month and local cycle repair shops will be invited to attend to provide advice on basic cycle repair and maintenance and to highlight what equipment is available to make cycling a pleasant experience. Prize draws are to take place at the meetings to encourage support and attendance giving users a chance to win cycling equipment.

Car Share Database

The Travel Plan Coordinator will promote national car sharing schemes.

Updates to travel information

Provision of regular updated travel information by the Travel Plan Coordinator. This will include revised copies of bus timetables as and when new timetables are published which will be posted on the travel website. The TPC will ensure that any new developments on site are effectively communicated to residents. Dedicated travel planning groups will be set up by the Travel Plan Coordinator on social networking sites like www.facebook.com. This would also be used to highlight any updates to the TP and the latest news.

Promotional events

Promotional leaflets will be issued to home owners, together with updates to the travel website and social networking groups, highlight any arranged travel campaigns. Travel campaigns will be run on an annual basis per mode and events could include:

- Walk your child to school week
- Share a journey to work day
- Cycle week
- Car Club promotion week

Post Occupation Phase

- 6.5 To monitor the progress of the Travel survey to be carried out annually, the first to be carried out within 3 months of occupation of the 50th dwelling.
- 6.6 The travel survey will comprise two main elements, as described below.

Snap shot survey

This will take the form of a quick snap survey and is likely to take the form a short questionnaire that will be distributed to the residents on site. This will question the trips that are being carried out and the method of travel used. The results will be used to identify the mode split, in order to direct the marketing and promotion of the TP measures.

Detailed survey

This survey will be undertaken on the occupation of the 700th, 1,400th and 2,100st occupation. This will enable an accurate modal split to be defined. The detailed survey will include:

- Classified turning counts at the site access points
- Record of pedestrians and cyclists leaving the site
- Record of public transport users
- ATC placed on the exit to the development for one week

- 6.7 The TP targets will be agreed with the local authority to reduce car driver trips. The way the Travel Plan is implemented will play a vital role in the success of the Plan. The TP Coordinator and all the TP facilities and services will be available for all new property purchasers at the time of signing any purchase or letting agreement.
- 6.8 The TP Coordinator will ensure all the agreed measures are carried out and will monitor use, arrange surveys, keep records, review and suggest revisions to the Travel Plan and provide appropriate information to local authorities.

7 Travel Plan Coordinator

- 7.1 The appointment of a Travel Plan Coordinator will be central to the successful implementation and management of the TP. The person will act as the promoter of the components of the TP to secure its implementation, as well as being the key contact point for the residents and people who use the site. The TPC will actively liaise with the TPC's relating to retail, leisure, employment and schools on the site. This will include regular meetings, sharing of knowledge and coordination of promotional events to ensure a joined up, site wide approach to encouraging sustainable travel.
- 7.2 The key responsibilities undertaken by the Coordinator as set out below will be reviewed and amended on a regular basis:
- Leading on the delivery of the TP once approved
 - Coordinating the necessary data collection required to develop the 'Welcome Travel Pack'
 - Arranging the annual travel survey
 - Representing the 'human face' of the TP including liaison with residents' steering group or management committee
 - Personalised travel planning tailored to residents needs
 - Promoting the individual measures and packages
 - Promoting the use of online car share database
 - Liaising with the relevant County Council Public Transport Team
 - Liaising with SCC over monitoring and reviews of the TP
 - Liaising with relevant bus operate companies to identify measure to assist in modal shift
 - Coordination of promotion events across the site
 - Provide travel plan training to sales staff
 - Assessing progress towards achieving mode-shift away from car use.
- 7.3 More details of the TP Coordinator's responsibilities and tasks are set out below. During development construction (pre occupation), these will cover preparing marketing materials, such as the 'Welcome Travel Pack'.
- 7.4 During the occupation period the TP Coordinator will:
- Publicise and launch the TP
 - Distribute Welcome Travel Packs
 - Hold travel induction sessions for all new residents on request
- 7.5 After occupation the TP Coordinator will continue to:
- Provide personalised travel planning
 - Promote individual plan measures
- 7.6 The TP Coordinator's responsibilities will be monitored by the developer in liaison with the Council and any agreed additional tasks and responsibilities will be added to the TP, which will be a continuously updated document.

Duration of TP Coordinator's Position

- 7.7 It is proposed that the Travel Plan Coordinator will be appointed from commencement for a period of 5 years from the first occupation of the site.

Appendix F – Traffic Flow Diagrams



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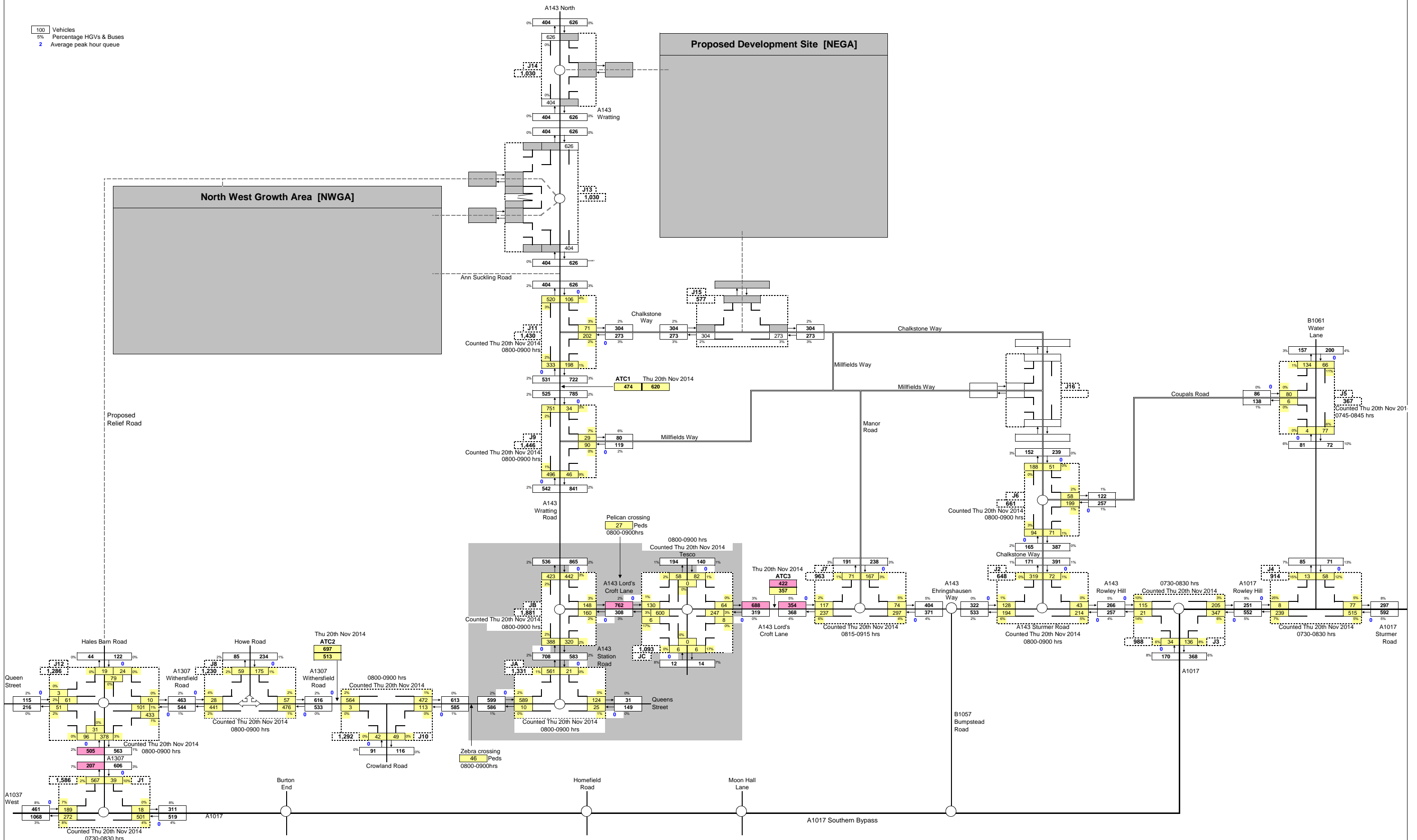
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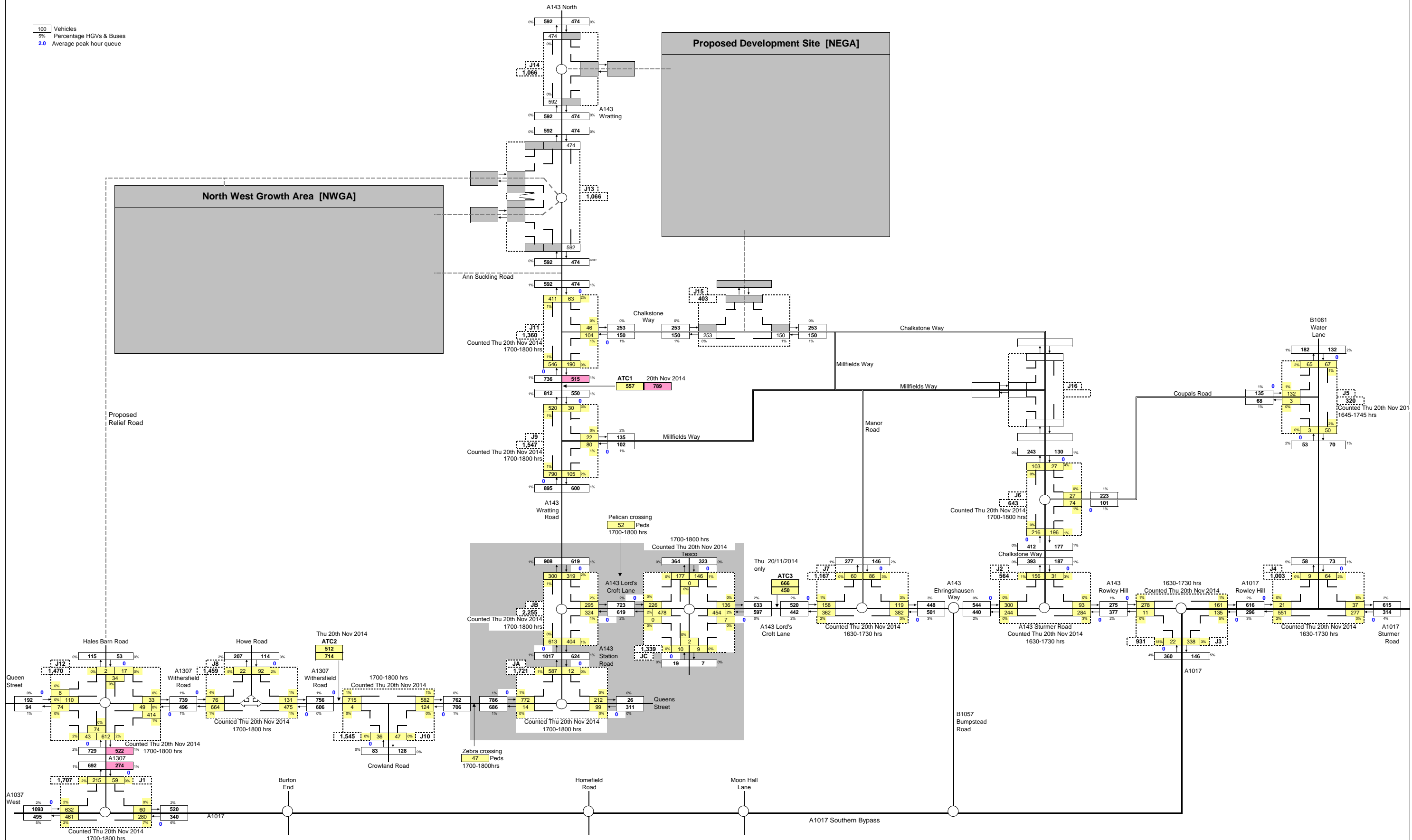
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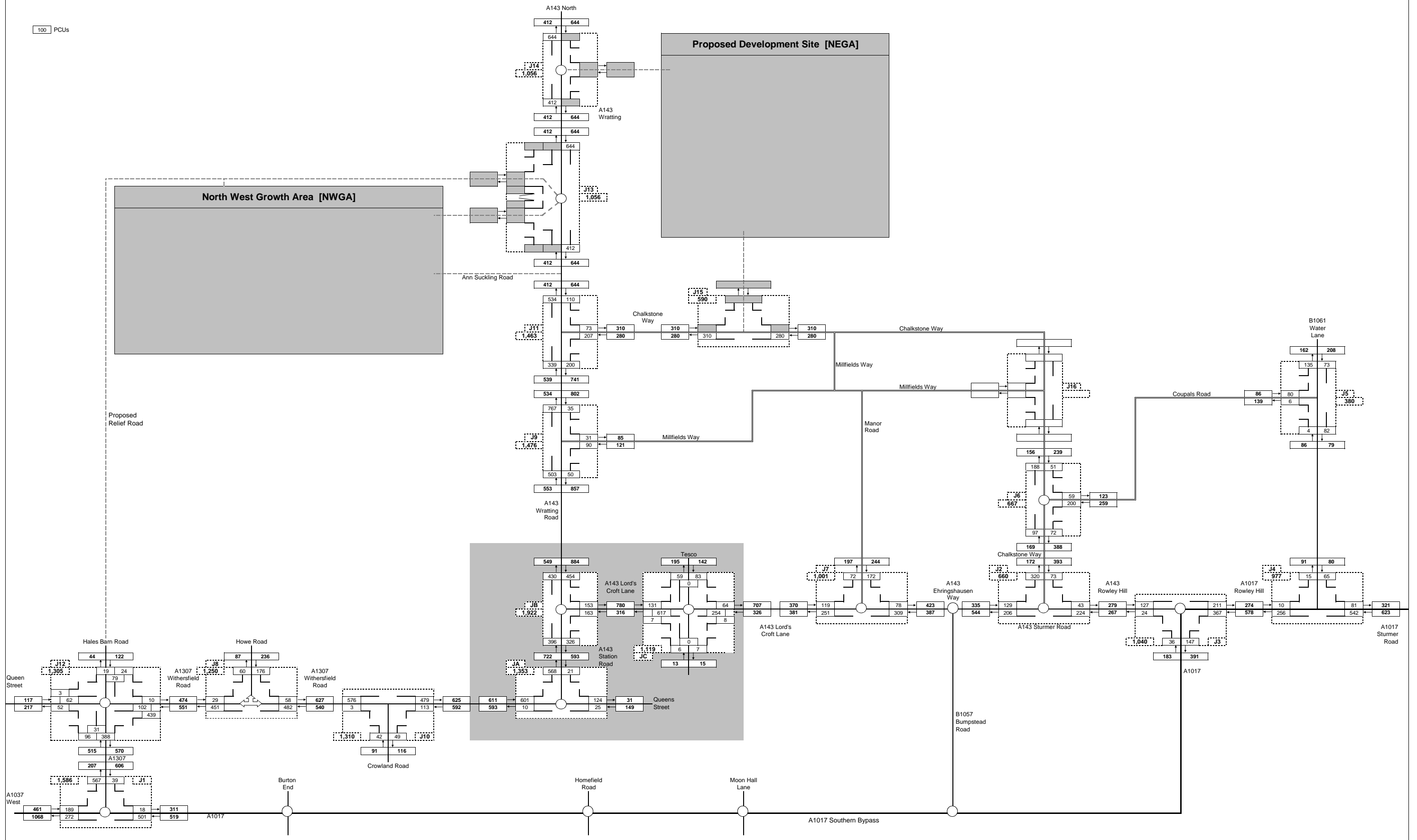
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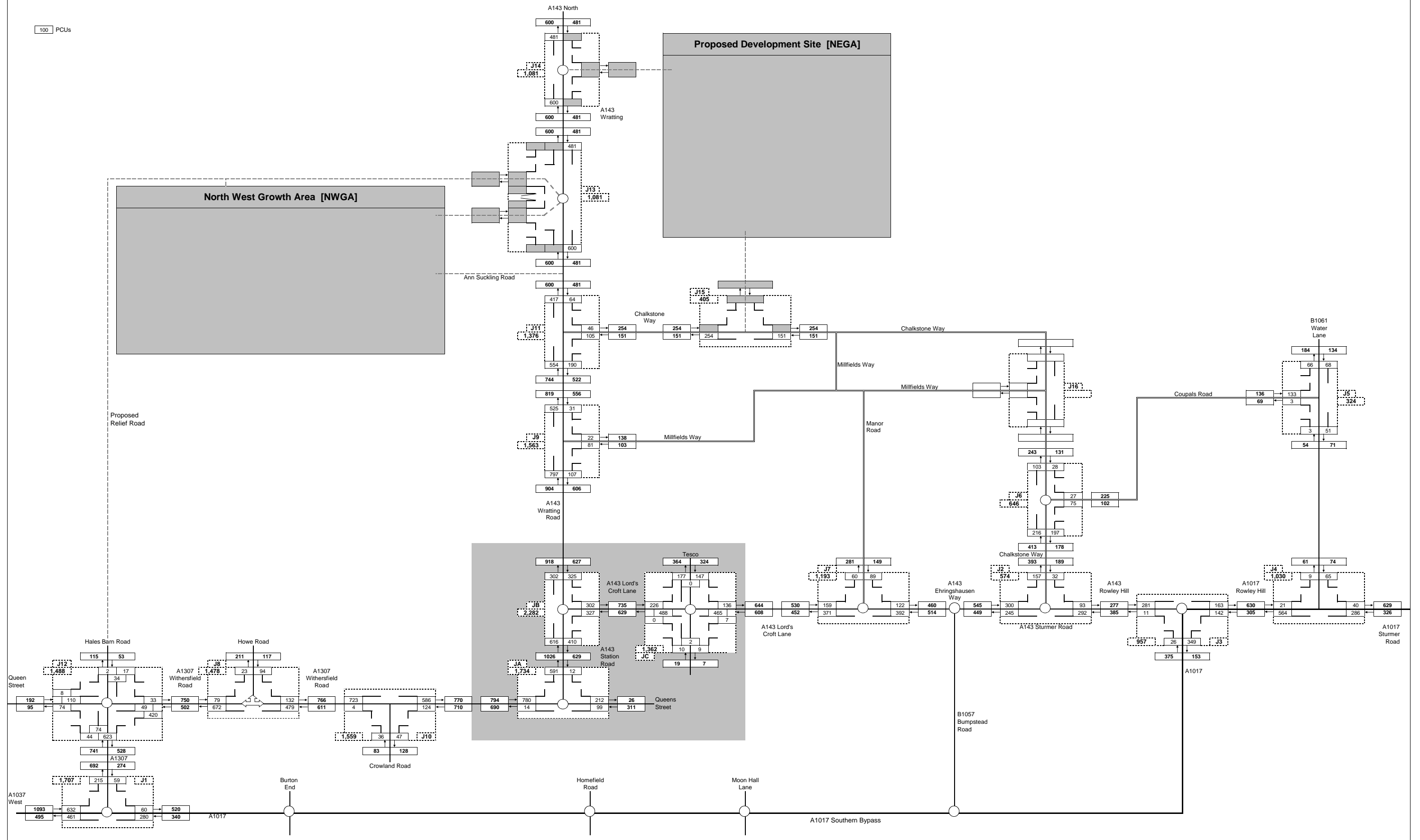
10173 Haverhill - Junction Assessments - MAX RFC

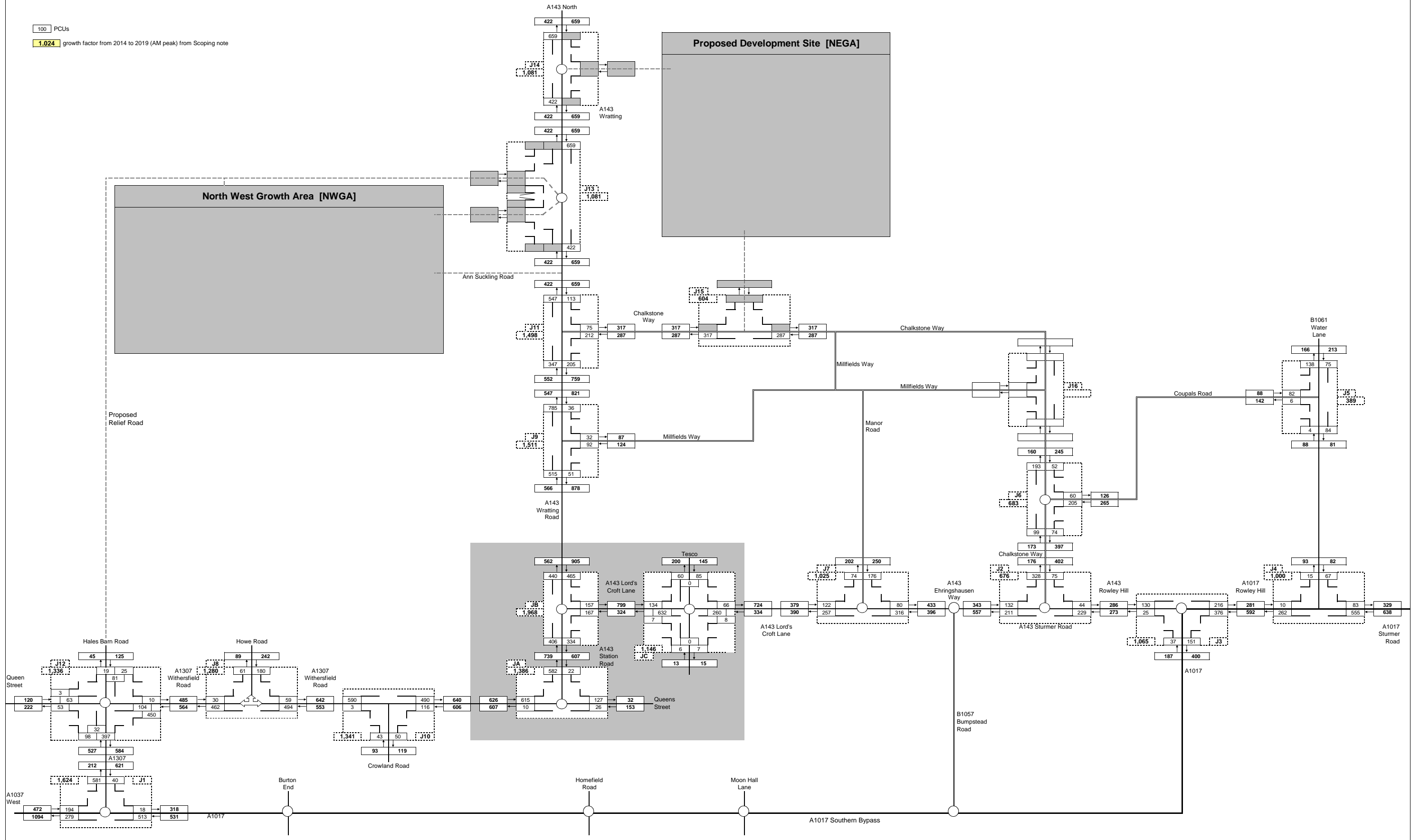
	2014		2019		2019 +Ph1		2019 +Ph1 +Impr1		2029 +Ph2		2029 +Ph2 +Impr2		Improvement Phase 1	Improvement Phase 2
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
J1	0.494	0.799	---	0.765	0.694	0.930	---	0.763			0.838	0.725	+2M on Eb entry	2-lane Eb approach & Nb exit and +2M on Sb entry
J2	0.630	0.623	---	---	0.709	0.608	---	---	0.845	0.795	---	---	---	---
J3	0.417	0.288	---	---	0.442	0.282	---	---	0.474	0.363	---	---	---	---
J4	0.235	0.179	---	---	0.255	0.196	---	---	0.304	0.276	---	---	---	---
J5	0.256	0.201	---	---	0.267	0.230	---	---	0.301	0.275	---	---	---	---
J6	0.426	0.595	---	---	0.448	0.639	---	---	0.505	0.715	---	---	---	---
J7	0.592	0.779	---	---	0.647	0.843	---	---	0.783	1.070	0.657	0.837	---	+2M on both A143 entries
J8	0.536	0.621	---	---	0.743	0.805	---	---	0.530	0.523	---	---	---	---
J9	0.215	0.411	---	0.434	0.376	0.958	---	0.414	0.283	0.990	---	0.402	Right turn lane off main road for just one car	
J10	0.278	0.365	---	---	0.369	0.509	---	---	0.312	0.402	---	---	---	---
J11	0.483	0.362	0.508	---	1.657	0.962	0.769	0.825	1.417	0.916	0.558	0.815	(Priority junction modelled without pelican as cannot model that and blocking together) Roundabout needed to accommodate heavy right turn into Chalkstone Way (8M entries)	---
J12	0.422	0.594	---	---	0.707	0.843	---	---	0.787	1.096	0.787	0.839	---	widen Nb entry from 6.5 to 10.5M and flare from 12 to 20M (+2-lane exit)
J13	---	---	---	---	---	---	---	---	0.550	0.587	---	---	---	As drawing 10173/HL/06
J14	---	---	---	---	0.511	0.521	---	---	0.619	0.795	---	---	---	3.5M approaches and 7.0M entries
J15	---	---	---	---	0.538	0.578	---	---	0.699	0.791	---	---	Small mini-roundabout with 4M entries	---
JA JB JC	PARAMICS													

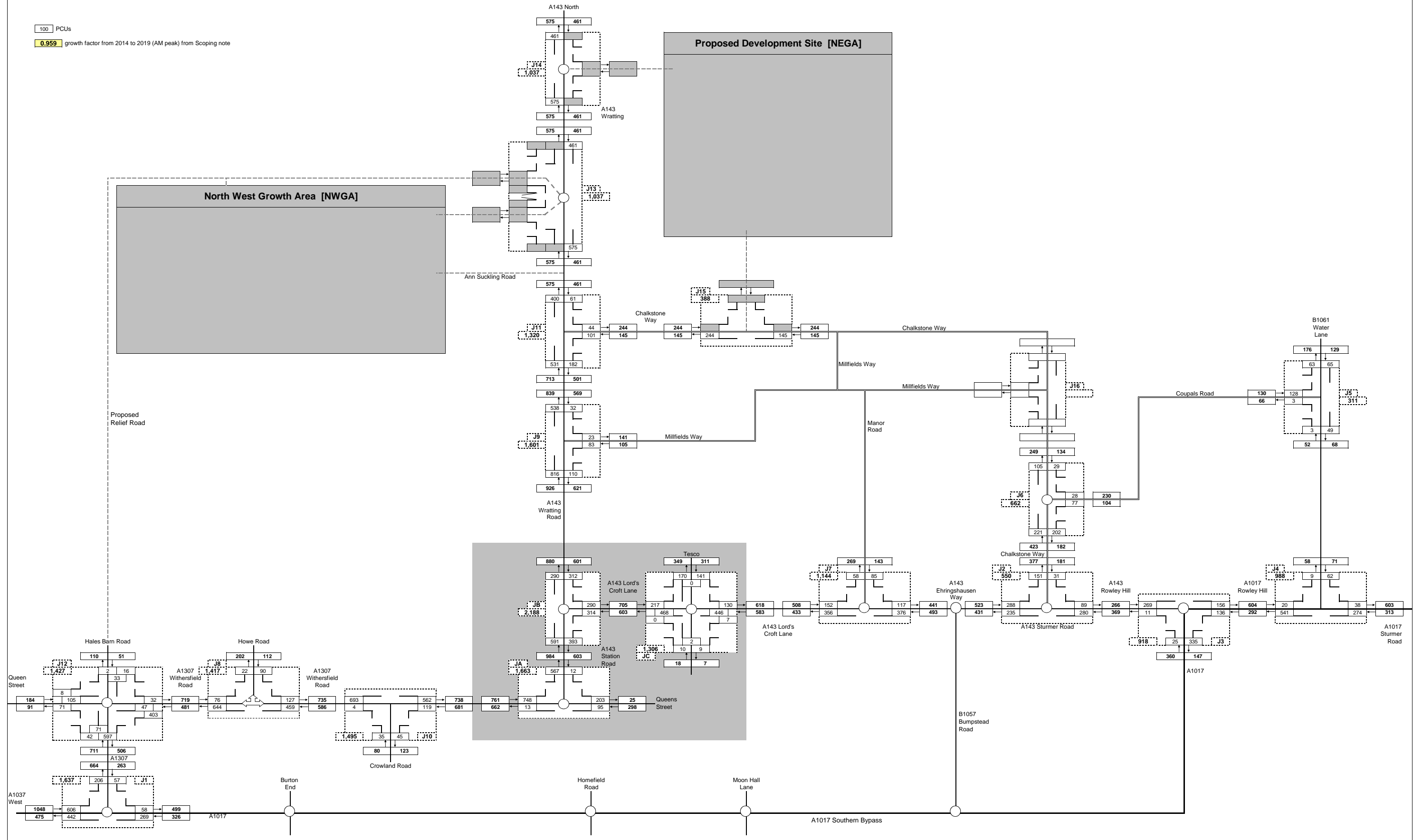


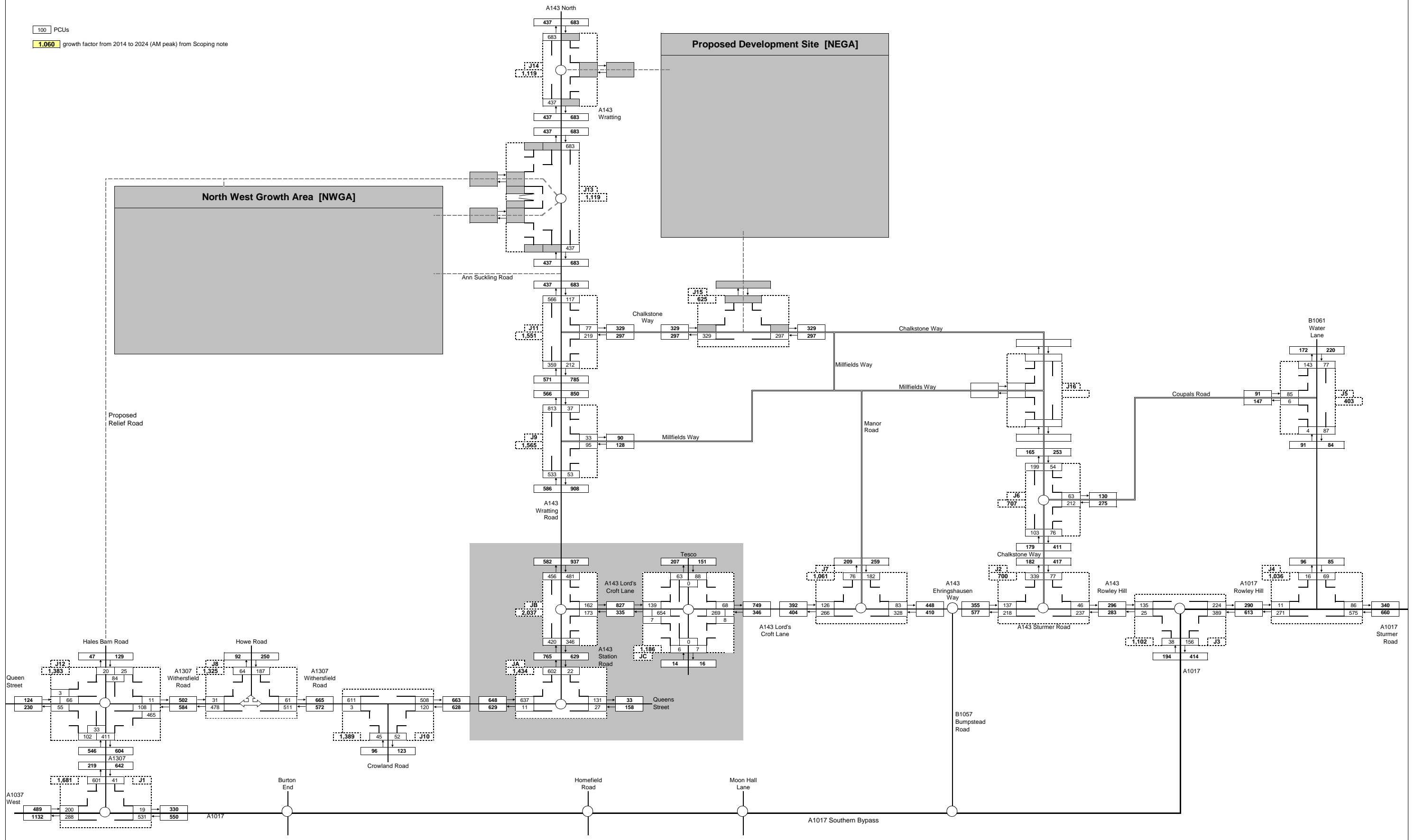


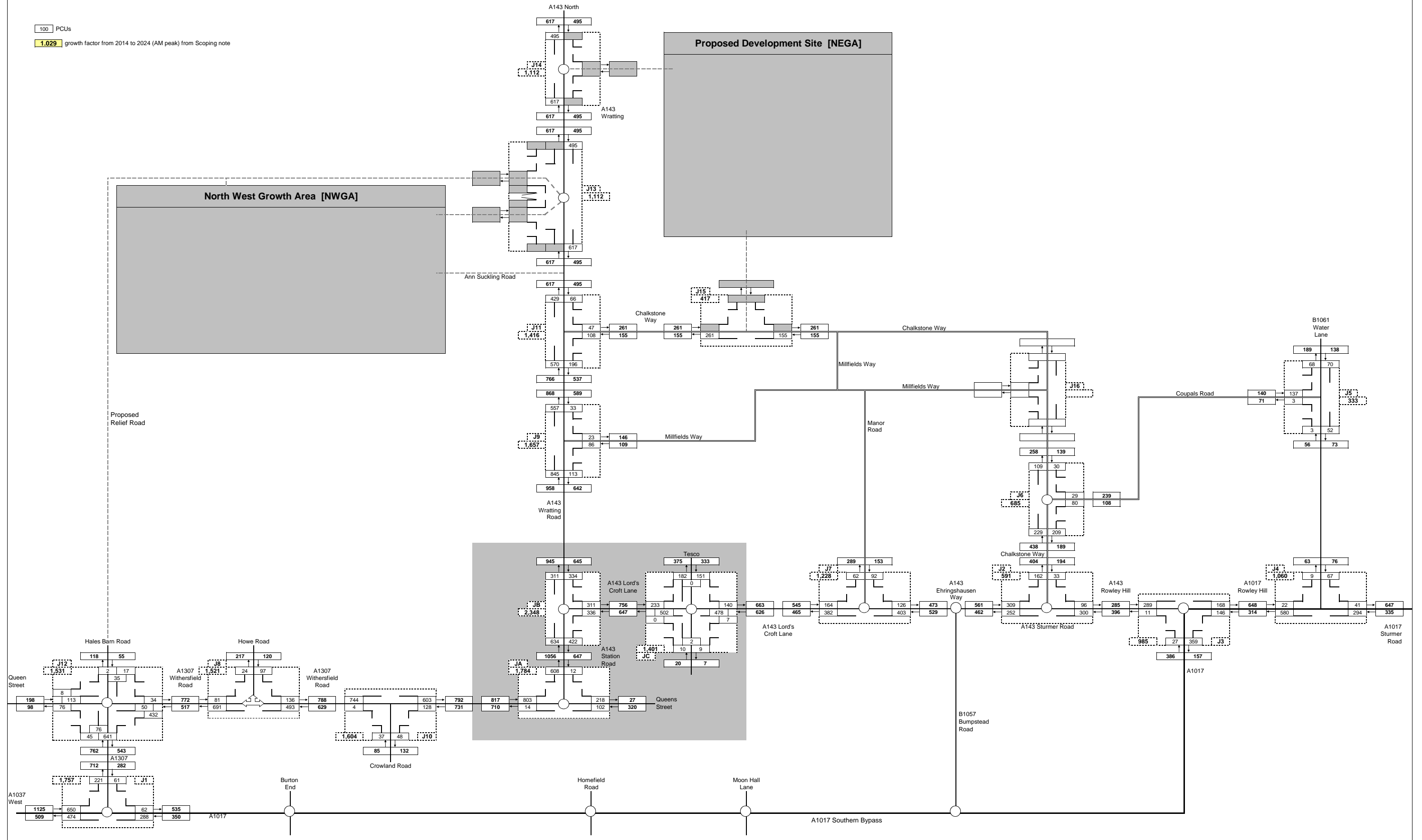


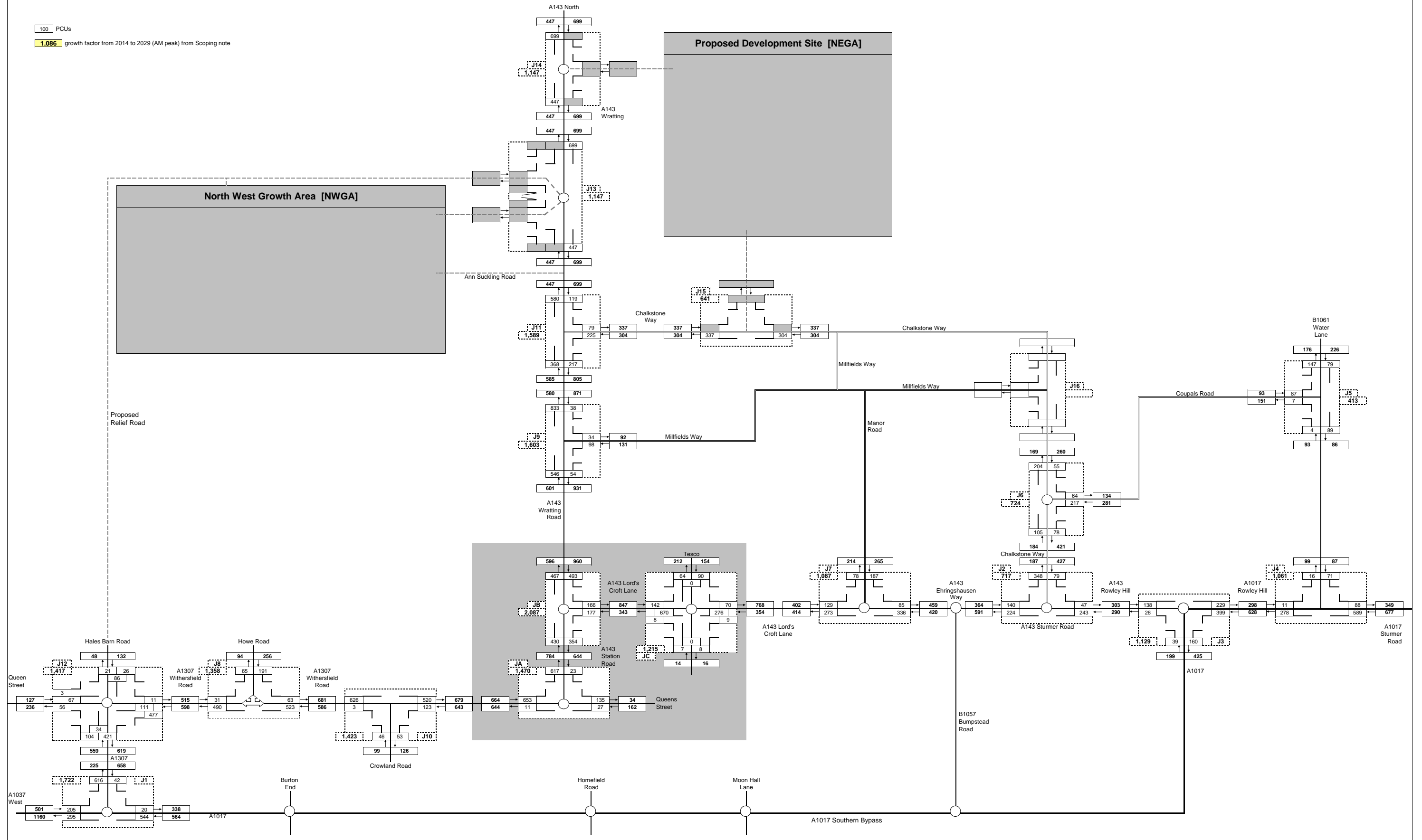


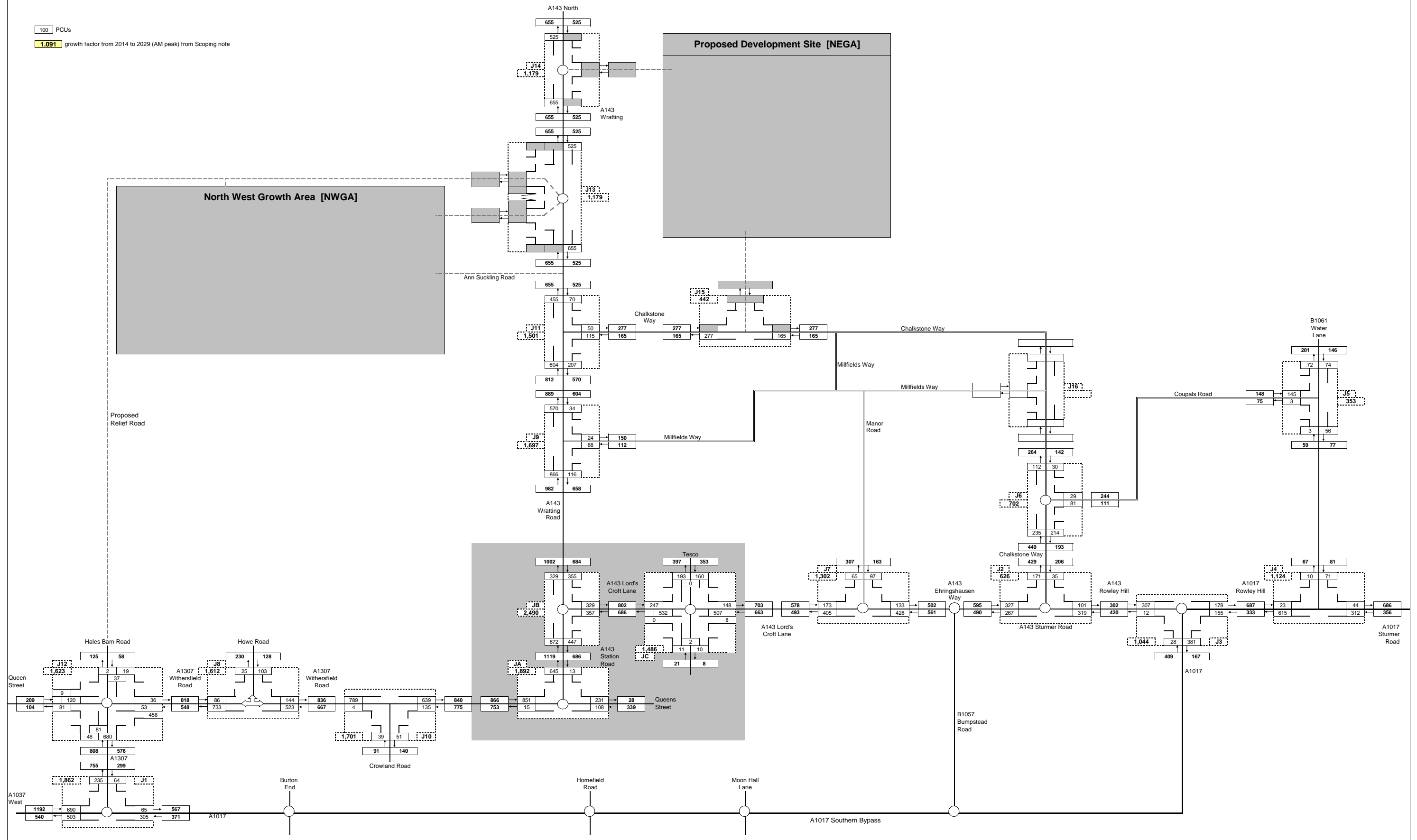


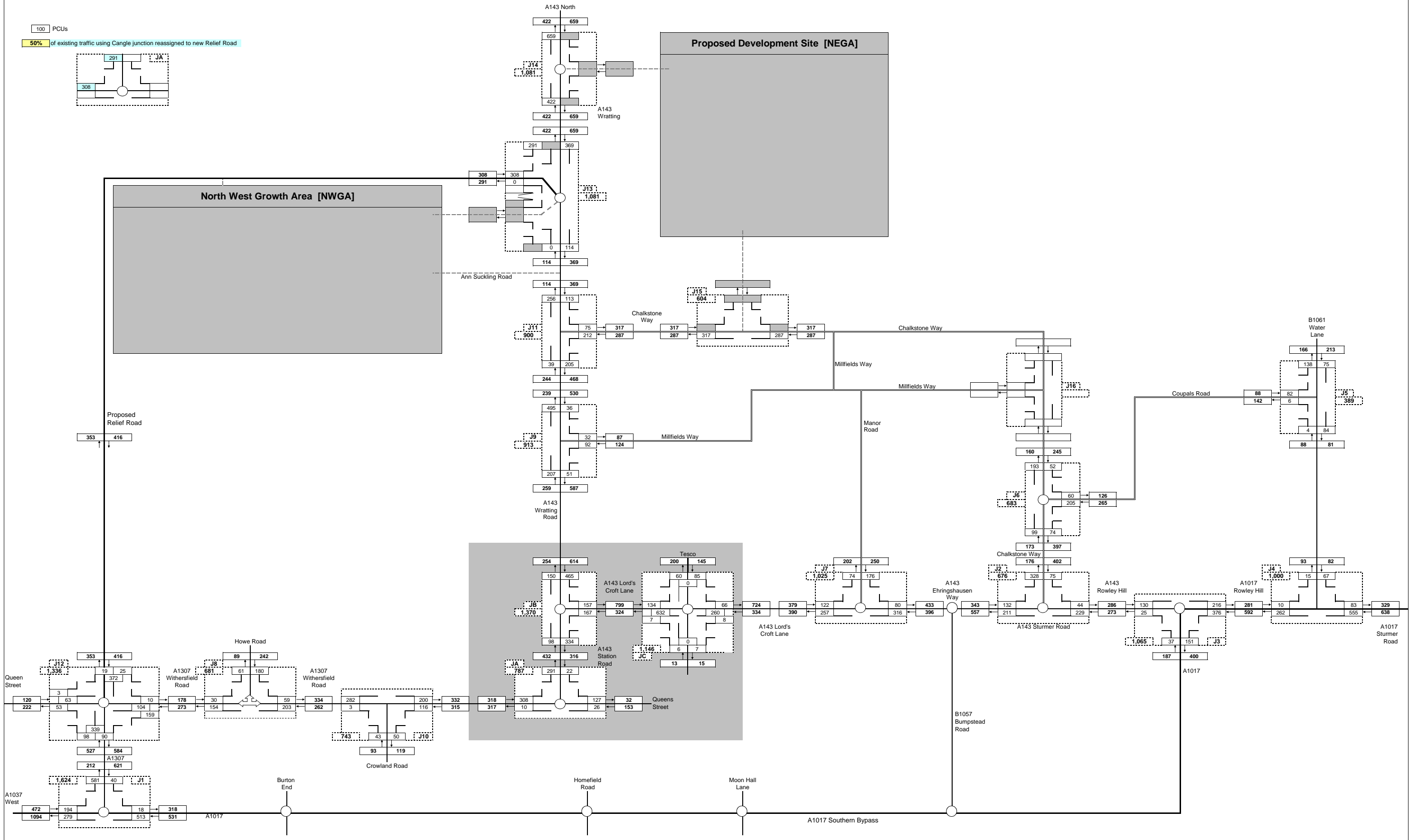


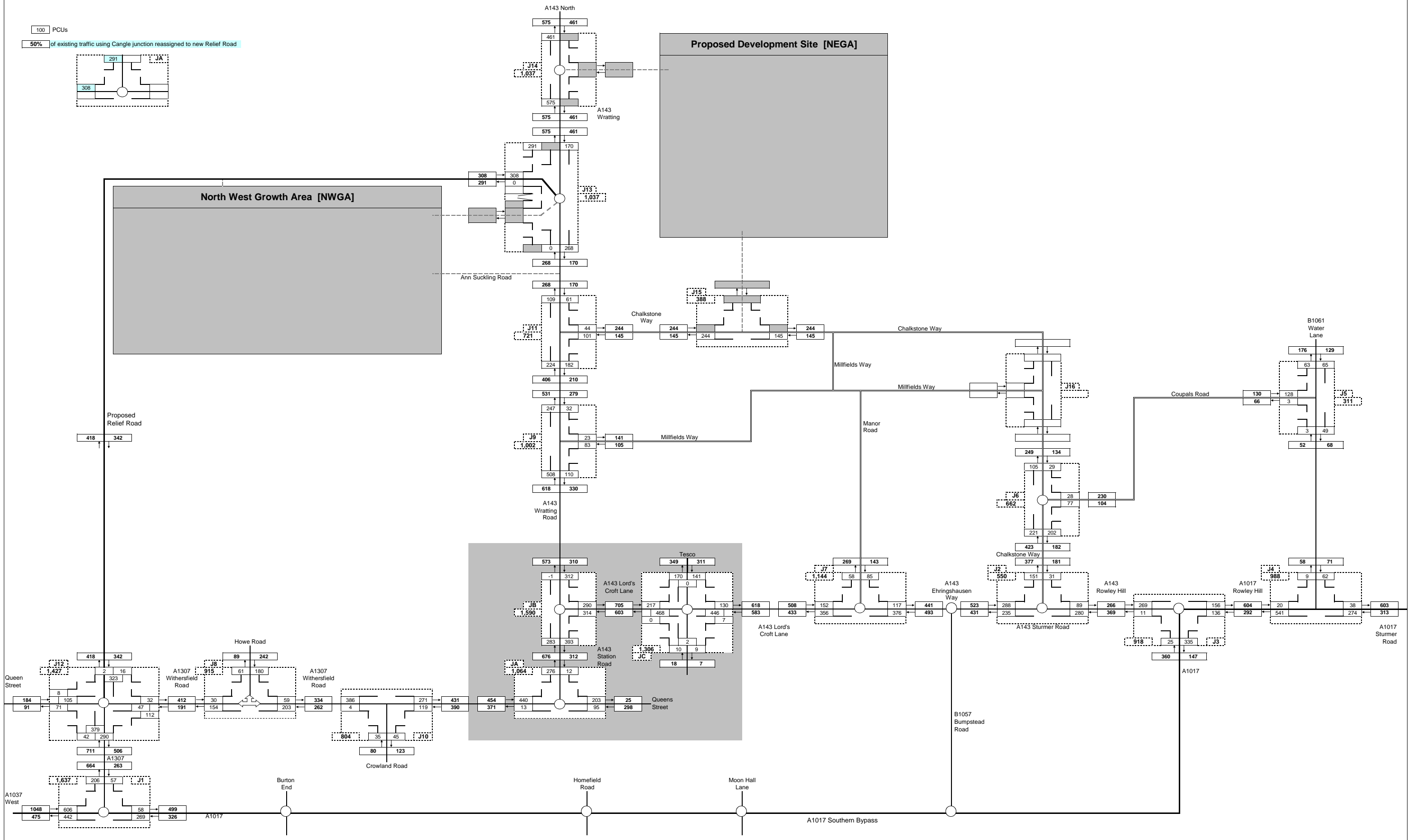


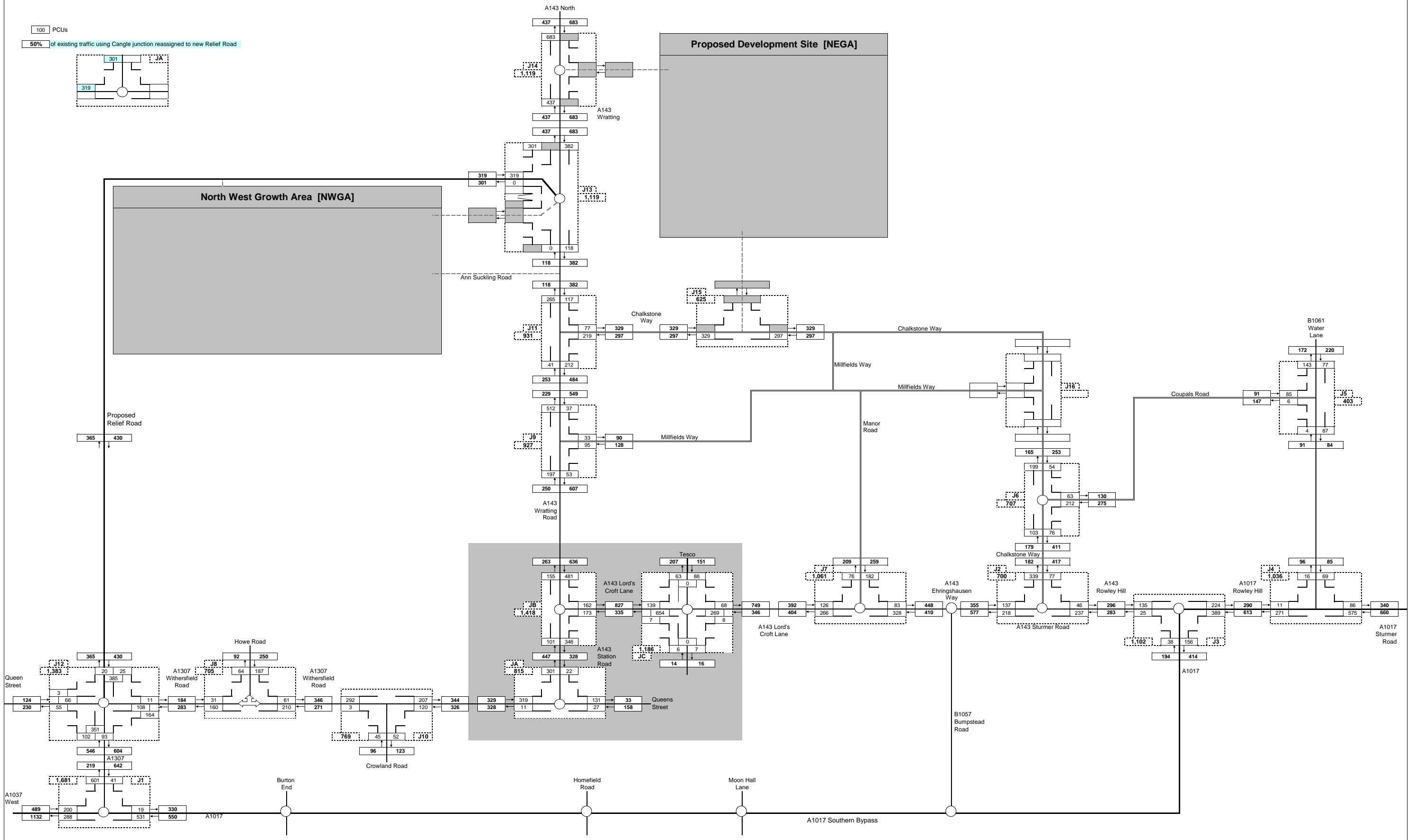


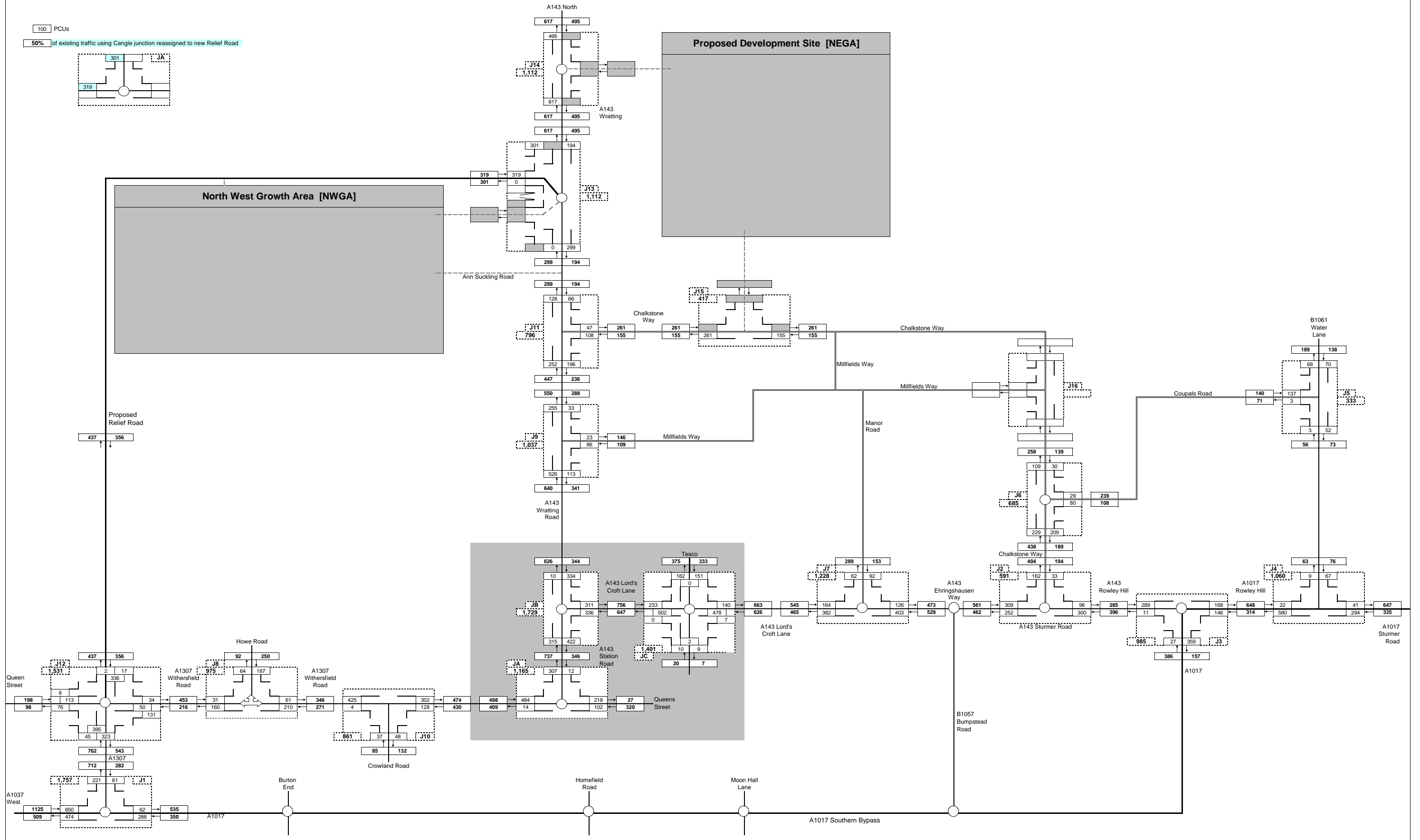


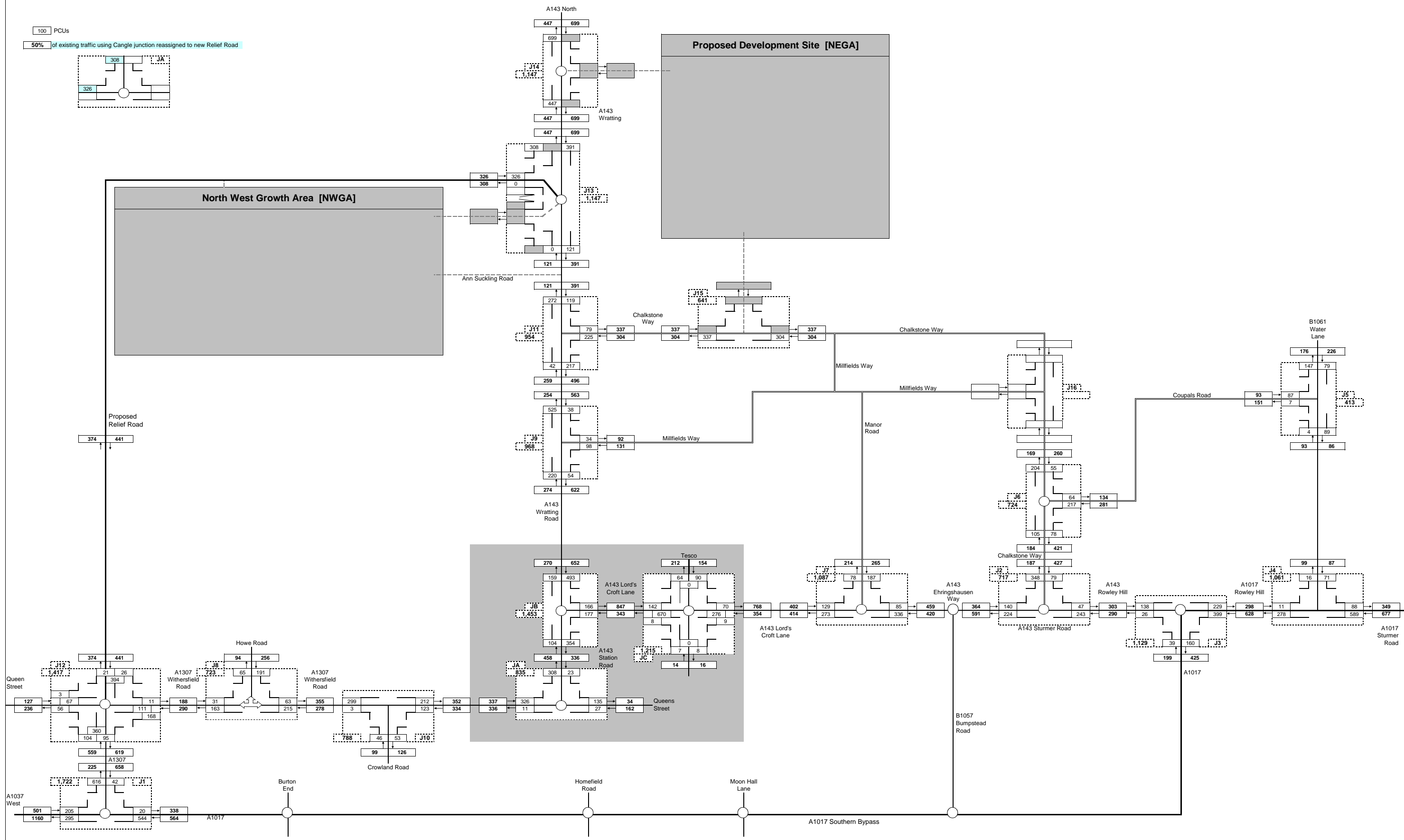


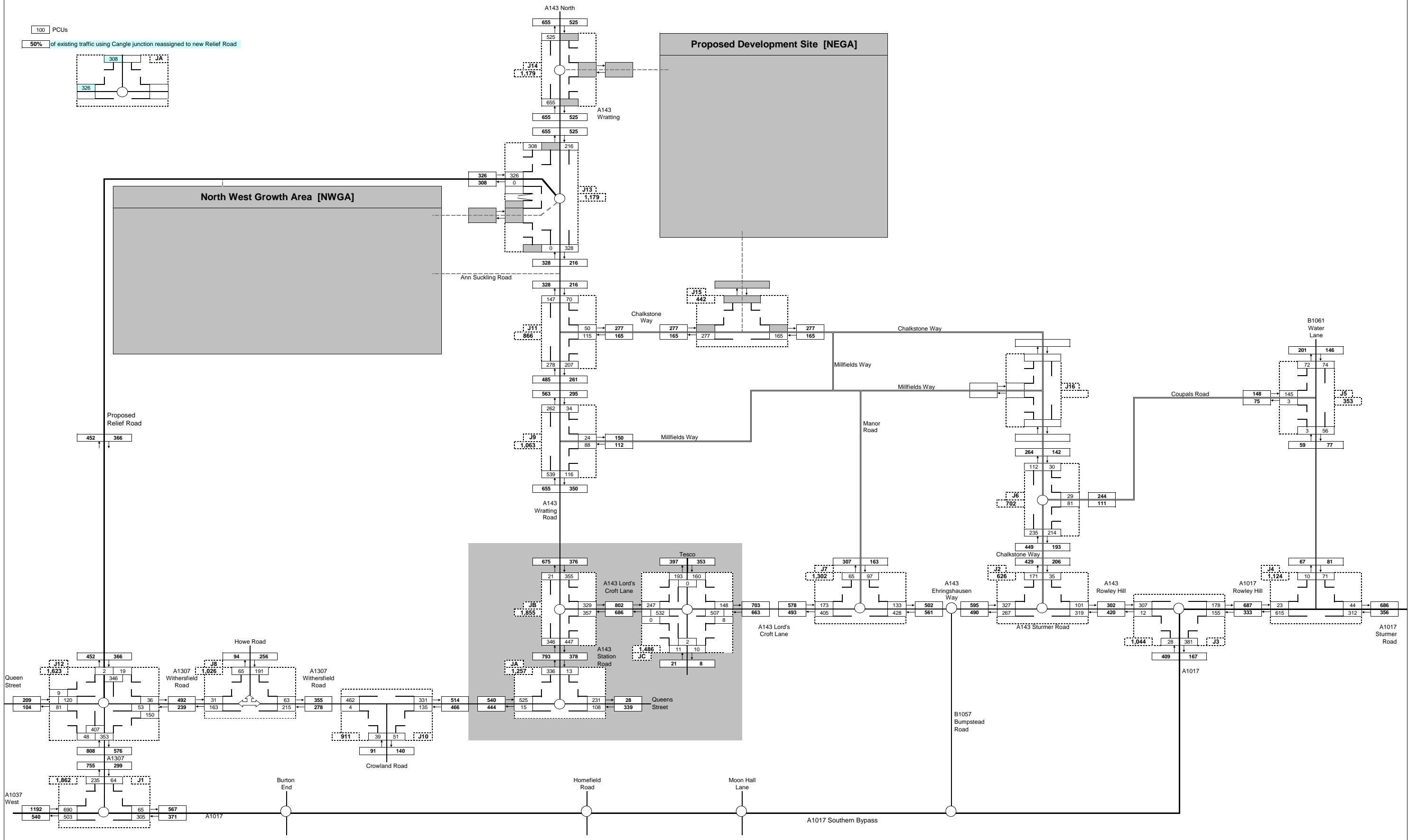






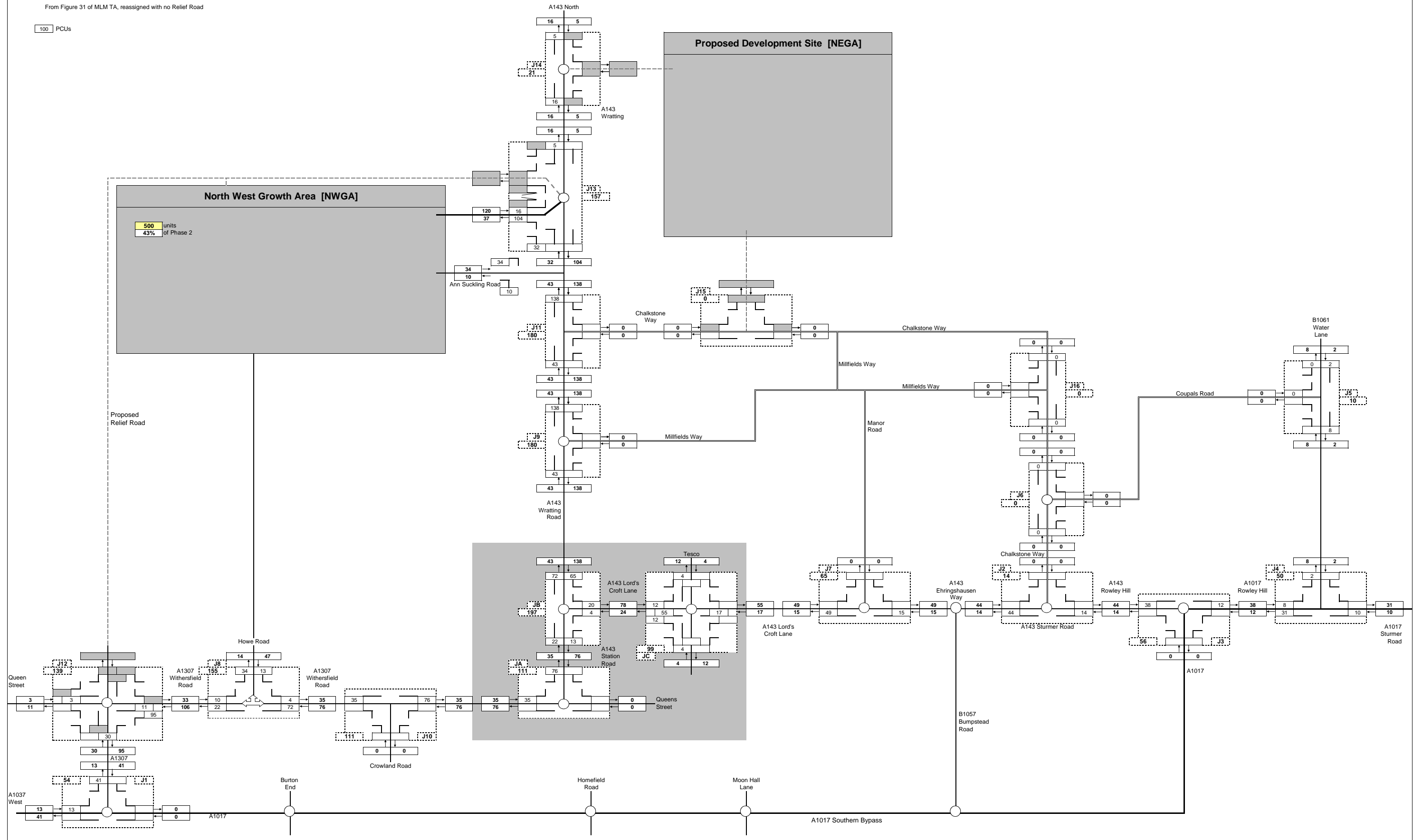






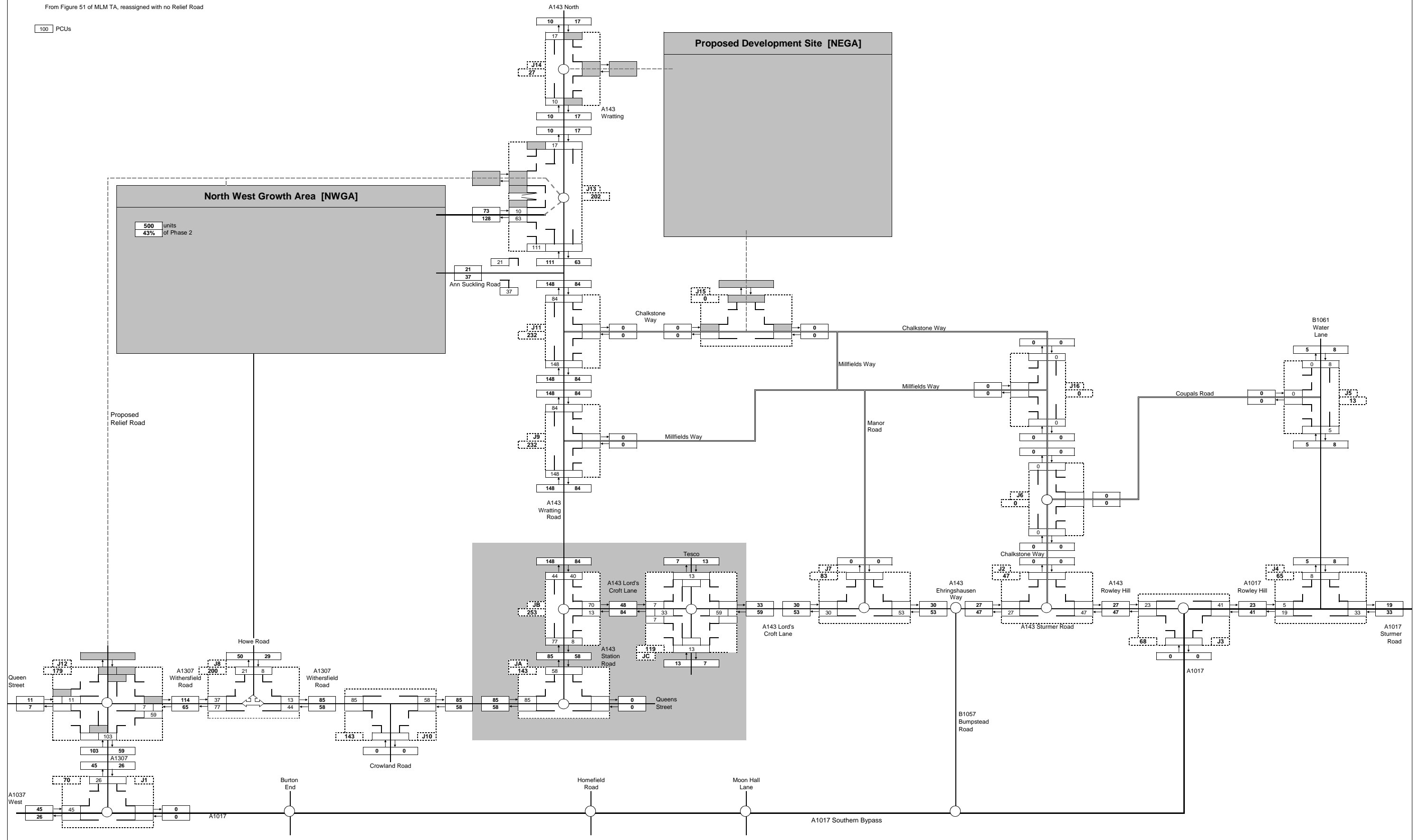
From Figure 31 of MLM TA, reassigned with no Relief Road

100 PCUs



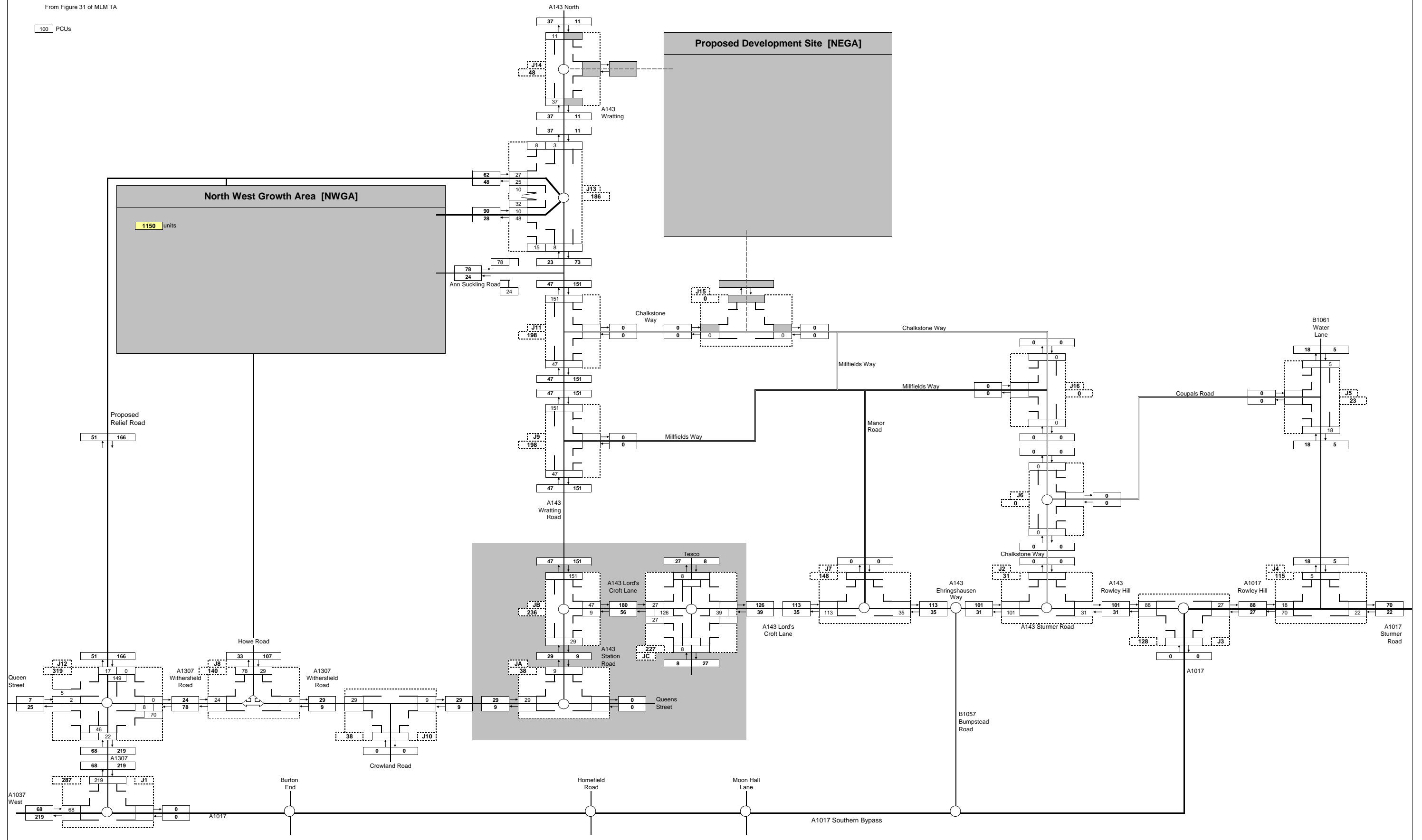
From Figure 51 of MLM TA, reassigned with no Relief Road

100 PCUs



From Figure 31 of MLM TA

100 PCUs



From Figure 51 of MLM TA

100 PCUs

