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REDROW HOMES EASTERN

GREAT WILSEY PARK, LITTLE WRATTING, SUFFOLK

RESIDENTIAL TRAVEL PLAN

June 2020

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Ref: File path P:\ P2070 Great Wilsey Park, Haverhill Residential Travel Plan June v5 2020

I.0 INTRODUCTION

I.1 Paul Mew Associates (PMA) is instructed by Redrow Homes Eastern in relation to the approved development at Great Wilsey Park, Little Wratting, Suffolk.

I.2 The site's location is presented on a map in Figure 1 of this report.

Recent Planning History

I.3 The site has been granted planning permission by St Edmundsbury Borough Council on 15th August 2018 (Application number: DC/15/2151/OUT) for the erection of up to 2,500 units (within use classes C2/C3); two primary schools; two local centres including retail, community and employment uses (with use classes A1/A2/A3/A4/A5, B1 and D1/D2; open space; landscaping and associated infrastructure).

I.4 The scheme was granted consent subject to conditions. Condition 30 has been copied herein for ease of reference:

"Any submission of reserved matters pursuant to the requirements of condition 1 of this outline planning permission that includes Use Class C3 dwellings and flats shall include, for the approval in writing of the local planning authority, details of the travel arrangements to and from the site for residents of the dwellings and flats, in the form of a Travel Plan. The Travel Plan shall include details of how it will be periodically reviewed, monitored and, if necessary, updated by the applicant, developer or other nominated party through its defined lifespan, including the party or parties responsible for independently overseeing the monitoring process. No dwelling or flat within the relevant reserved matters site shall be occupied until the Travel Plan has been agreed. The approved Travel Plan measures shall be implemented in accordance with a timetable that shall be included in the Travel Plan and shall thereafter adhered to in accordance with the approved Travel Plan."

I.5 Phase one of the development comprises of 899 residential units across land parcels A1, A2, A3, A4, A5, A6, A7, A8 and A16.

I.6 A draft Travel Plan, prepared by Brookbanks, was submitted as part of the original planning application, setting out a range measures to be implemented and operated as part of the Travel Plan.

Travel Plan

- 1.7 Redrow Homes Ltd as the developer of part of the consented residential development is committed to implementing a Travel Plan to reduce the use of private cars, and to promote the use of sustainable forms of transport for trips to and from the site. It should be noted that Redrow are implementing 899 of the total 2,500 units, amongst other uses which have approval.
- 1.8 This document presents details of the Travel Plan that will be implemented upon the scheme being brought into use. As the proposed development is a 'new build' project, measures put forward in this 'Pre-Occupancy' Travel Plan would be implemented from the time the development is brought into use. This document sets out how the Travel Plan will be formulated, the range of sustainable transport options available to the site, how it will be monitored and reported.
- 1.9 The purpose of the Travel Plan is to influence behavior change towards sustainable modes of travel, deliveries and servicing. This is critical for new developments in order to facilitate the use of sustainable modes among site users from the outset.
- 1.10 In this case, the type of occupier (residential) is known and as such this Travel Plan includes specific objectives, targets and measures as well as information about current local travel behavior and modal split. This Travel Plan contains the following essential elements:
- Objectives – the key goals that the Travel Plan seeks to achieve
 - Targets – a means of measuring the achievement of objectives
 - Measures – the initiatives that will be introduced to achieve the targets set. This includes possible remedial measures and actions that will be taken if the Travel Plan targets are not met
 - Management – details of an individual identified to oversee implementation, monitoring and review of the Travel Plan. Adequate resourcing will be made with an appropriate amount of the individual's time allocated
 - Action plan – a programme for delivering the measures and a means of communicating the above to site users, including identification of who will oversee delivery of the Travel Plan

- Securing – confirmation that the Travel Plan is effectively secured through legal mechanisms
- Monitoring and review – details of how the plan will be assessed and amended as necessary.

I.11 This Travel Plan will also overarch with other Travel Plans within the development which have also been outlined within the outline planning approval.

I.12 The following section outlines the policy relevant to the Travel Plan.

2.0 POLICY ASSESSMENT

- 2.1 A travel plan is a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed. A travel plan involves identifying an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on reducing reliance on single occupancy car journeys. Travel plans can assist in increasing accessibility whilst reducing congestion, local air pollution, greenhouse gases and noise.
- 2.2 The requirement for travel plans to be prepared and implemented is set out in a range of national regional and local policy.

National Planning Policy Framework (NPPF) (February 2019)

- 2.3 Promoting sustainable transport is an integral part of transportation policy. The National Planning Policy Framework states that Travel Plans are a key tool to ensure that sufficient consideration is given to encourage people to choose sustainable travel choices into the future, and that all areas of reducing traffic congestion and assisting travel behaviour are considered.
- 2.4 An extract from section 9 'Promoting Sustainable Transport' of the National Planning Policy Framework which makes reference to Travel Plans is set out as follows:

"102. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places...

111) All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

St Edmundsbury Core Strategy (December 2010)

- 2.5 St Edmundsbury's Core Strategy Document was adopted on 14th December 2010 and now forms part of the Local Plan for St Edmundsbury Borough Council. The Core Strategy sets out the vision, objectives, spatial strategy and overarching policies for the provision of new development in the Borough up to 2031.
- 2.6 The Core Strategy document looks at key issues such as what housing and other land uses should be planned for, the role of the various settlements, how we can protect the environment and reduce the impacts of climate change.
- 2.7 The relevant extracts of the Core Strategy applicable to the development are shown herein for ease of reference:

"Policy CS7 Sustainable Transport

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*

All development proposals will be required to be accessible to people of all abilities including those with mobility impairments. 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."*

Suffolk Local Transport Plan 2011 - 2031

2.8 The local transport plan sets out Suffolk County Council's long-term transport strategy for the next 20 years. The key focus of the plan is to support Suffolk's economy as it recovers from the recession and to support future sustainable economic growth.

2.9 Within section four of the document it states that:

"The broad aim of the Suffolk transport strategy is to support the sustainable economic development that is required to lift Suffolk out of the recession and provide sustainable future growth. Different interventions will be appropriate for different places. However it is possible to identify common themes for urban and rural areas.

Within the urban areas there are three strands to our approach:

- 1) reducing the demand for car travel*
- 2) more efficient use and better management of the transport network*
- 3) where affordable - infrastructure improvements, particularly for sustainable transport."*

2.10 It goes on to state the following in relation to Travel Plans:

"We will also work with district and borough planning officers to reduce the immediate need for travel through better spatial planning so that homes and employment are better connected, and strong travel plan requirements for new developments to reduce car use. We also support the ambition of improving broadband accessibility to enable more home working and the ability to access services remotely, which will help reduce the need to travel."

2.11 Suffolk County Council are committed to reducing the amount of car travel within the County:

"This approach will require working with planning authorities to ensure that service and employment provision is linked with the development of housing growth within the towns, and that within new developments alternative modes to the car are promoted as natural choices.

We will also try to influence the choices that people make about how to travel to work, school and other services, particularly in the peak morning and evening periods when most congestion occurs. Travel planning in residential areas, at workplaces and schools has been shown to be a very cost-effective way to reduce car travel.

*The impact of new developments on congestion levels on the network must be reduced if future problems are to be avoided. We will also work with existing businesses to establish voluntary **travel plans** to encourage employees and visitors to reduce car use. The essence of this approach is to encourage people to take personal responsibility for the consequences of the travel choices they make."*

2.12 Additional guidance is provided in the form of Suffolk County Council's "Suffolk Travel Plan Guidance". This Travel Plan has been created with this guidance in mind.

2.13 The following section outlines the approved development details.

3.0 DEVELOPMENT DETAILS

- 3.1 The site has been granted planning permission on 15th August 2018 (Application number: DC/15/2151/OUT) for the erection of up to 2,500 units (within use classes C2/C3); two primary schools; two local centres including retail, community and employment uses (with use classes A1/A2/A3/A4/A5, B1 and D1/D2; open space; landscaping and associated infrastructure).
- 3.2 Phase one of the development by Redrow Homes comprises of 899 residential units across land parcels A1, A2, A3, A4, A5, A6, A7, A8 and A16. This Travel Plan has been prepared for the pre occupation of this phase.
- 3.3 The first occupation is likely to be in 2021 with last occupation in 2029 or 2030. Phase two of the development is likely to commence during this period and may or may not be Redrow owned.
- 3.4 Vehicle access to the site is provided via a number of new junctions. Footways will be provided alongside internal roads with additional future pedestrian / cycle links to existing neighbouring roads.
- 3.5 Each of the dwellings will be provided with associated or shared parking spaces, whilst there will be additional visitor parking spaces located at various points within the site. Within the curtilage of each house, space for cycle storage will be provided. Cycle parking facilities for dwellings will be provided in the form of garages for all private units and affordable units will have secured, covered bike sheds.

Trip & Mode Split Forecasts

- 3.6 Travel plan guidance suggests that where the end user of the development is known, such as in the case of residential developments, the Travel Plan should include travel surveys of existing site users. However, the residential scheme is yet to be built and occupied and as such it is not possible at this stage to report on the mode split of residents and visitors' trips.

3.7 What is possible to report, is the mode split for journeys to work in the Haverhill East ward taken from the 2011 Census as shown in Table 1. Data for people working from home or those who are unemployed have been removed.

Table 1. Method of Travel to Work; 2011 Census (QS701EW)

| Mode | Count | % |
|--------------------------------------|-------|-----|
| Underground, Metro, Light Rail, Tram | 2 | 0% |
| Train | 19 | 0% |
| Bus, Minibus or Coach | 185 | 5% |
| Taxi | 35 | 1% |
| Motorcycle, Scooter or Moped | 27 | 1% |
| Driving a Car or Van | 2,676 | 66% |
| Passenger in a Car or Van | 308 | 8% |
| Bicycle | 87 | 2% |
| On Foot | 682 | 17% |
| Other Method of Travel to Work | 17 | 0% |

Source: Office for National Statistics

3.8 The above data shows currently 66% of journeys to work are made by car, as car driver and a further 8% as a passenger. Sustainable modes (public transport and active travel) account for 24% of travel to work data.

3.9 In terms of the forecast trip generations for the development, Brookbanks in their Transport Assessment that accompanied the original planning application provided trip generation data derived from the TRICS database. Based on this data, Table 2 shows indicative vehicle trips for the development phase (899 units).

Table 2. Indicative Total Vehicle Trip Forecasts

| Time | Per unit | Total 899 units |
|-------------|----------|--------------------|
| 07:00-08:00 | 0.346 | 311 |
| 08:00-09:00 | 0.550 | 494 |
| 09:00-10:00 | 0.377 | 339 |
| 10:00-11:00 | 0.299 | 269 |
| 11:00-12:00 | 0.344 | 309 |
| 12:00-13:00 | 0.369 | 332 |
| 13:00-14:00 | 0.373 | 335 |
| 14:00-15:00 | 0.382 | 343 |
| 15:00-16:00 | 0.473 | 425 |
| 16:00-17:00 | 0.502 | 451 |
| 17:00-18:00 | 0.599 | 539 |
| 18:00-19:00 | 0.495 | 445 |
| Daily Total | 5.109 | 4,593 |

Source: TRICS Data from Brookbanks Transport Assessment 2016

3.10 This assessment suggests that the full development of 899 units could lead to a total of around 4,593 vehicle trips per day. This does not take in to account the impact of the measures contained in the Travel Plan to reduce vehicle trip levels.

3.11 The Brookbanks Transport Assessment presented multi modal data derived from the census data as presented within Table 1. Only multi modal data for the AM peak and PM peak was previously provided within the Transport Assessment. The 899 units would likely create the trips as indicated within the following table.

Table 3 – Multi modal data regarding 899 units

| Mode | AM Peak | | | PM Peak | | |
|--------------------------------|---------|-----|-------|---------|-----|-------|
| | In | Out | Total | In | Out | Total |
| Train | 1 | 3 | 4 | 3 | 2 | 4 |
| Bus, minibus or coach | 10 | 26 | 36 | 25 | 15 | 40 |
| Driving a car or van | 152 | 364 | 516 | 356 | 222 | 578 |
| Passenger in a car or van | 17 | 42 | 59 | 41 | 26 | 66 |
| Motorcycle, scooter or moped | 2 | 4 | 6 | 4 | 3 | 6 |
| Taxi | 2 | 5 | 6 | 4 | 3 | 7 |
| Bicycle | 5 | 12 | 17 | 12 | 7 | 19 |
| On foot | 39 | 93 | 132 | 91 | 57 | 148 |
| Work mainly at or from home | 6 | 14 | 20 | 14 | 9 | 22 |
| Other method of travel to work | 1 | 2 | 3 | 2 | 1 | 4 |

Source: Office for National Statistics / Brookbanks TA

3.12 This assessment suggests that the full development of 899 units could lead to a total of around 516 AM peak vehicle trips within the peak hour and 578 PM vehicle trips within the peak hour. This assessment is reasonably close to the TRICS data as shown within Table 2. The census data can therefore be used as effective baseline data.

3.13 The actual multi-modal total and splits for trips made by residents and visitors to the development will only be known once the initial travel surveys have been carried out once this first phase of the development has been brought in to use and occupied.

3.14 In order to assess the location where it is expected people will be working, additional data from the 2011 census has been researched regarding origin-destination data. The following Table outlines the top ten destinations of all

current residents at the time of the census (2011) of the local super output area
 - middle layer: St Edmundsbury 014.

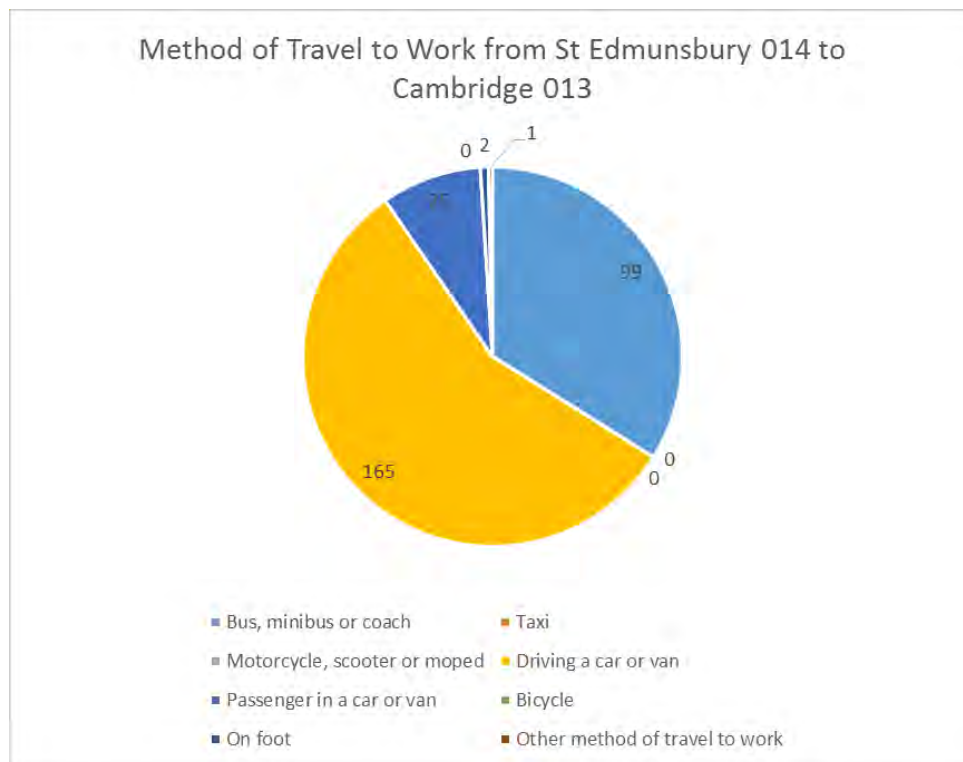
Table 4 – Location of usual residence and place of work: WU03EW

| Top Ten Places of work | Count | % |
|--------------------------|-------|-----|
| St Edmundsbury 014 | 2,030 | 40% |
| Cambridge 013 | 292 | 6% |
| St Edmundsbury 011 | 284 | 6% |
| St Edmundsbury 012 | 242 | 5% |
| South Cambridgeshire 016 | 178 | 4% |
| South Cambridgeshire 017 | 162 | 3% |
| St Edmundsbury 013 | 142 | 3% |
| Cambridge 007 | 109 | 2% |
| Braintree 001 | 108 | 2% |
| St Edmundsbury 006 | 73 | 1% |

Source: Office for National Statistics

Note: percentage do not add up to 100% due to only displaying top ten destinations

3.15 As can be seen from the above table, 40% of local residents live and work within the same middle layer. The second highest destination after the local one is Cambridge 013, which has 6% of the local population traveling to and from each day. Breaking this down further, the following chart presents the method of travel to work for those travelling from Edmundsbury 014 to Cambridge 013:



- 3.16 As can be seen from the chart, the majority (165) of those who live in St Edmondsbury and work in Cambridge 013 travel to work by driving a car. The second highest method of travel to work is on a bus (99).
- 3.17 The following section assesses the site's access to local transport links.

4.0 SITE ASSESSMENT

- 4.1 The development site is located on the north east side of Haverhill.
- 4.2 Local facilities are readily available within Haverhill, which is approximately a 1,200 metre (a 15 minute) walk to the south of the site from the site's southerly boundary, onto Chalkstone Way.
- 4.3 Local facilities within Haverhill town centre include the following:
- Aldi Supermarket (14 minute walk),
 - Tesco Superstore (16 minute walk),
 - Haverhill Leisure Centre (14 minute walk),
 - Cineworld Cinema (16 minute walk),
 - Lidl Supermarket (15 minute walk) and
 - Jet Petrol Station (13 minute walk).
- 4.4 In addition to the above, Haverhill High street, situated a 1,200 metre (17 minute walk) features the following amenities:
- A Post Office,
 - Banks,
 - Haverhill Art Centre,
 - Iceland,
 - WHSmith,
 - Boots,
 - Coffee Shops,
 - Fast food restaurants,
 - Clinton Cards, and
 - Betting shops.
- 4.5 There are also various industrial estates to the south west of the town, providing access to large retail units as well as employment opportunities.
- 4.6 All of these facilities are within a reasonable walk distance of the site. A selection of the above amenities are shown on a map extract in Appendix A. By way of illustration, at an average walking pace, a person can walk over 2.4km in 30 minutes while the same distance by bike can be covered in around 8 minutes.
- 4.7 Westfield Primary Academy is situated on Chalkstone Way which provides primary education. In addition to the above current available amenities, the

approved proposals also include elements of two additional primary schools, retail, community space and employment uses. These amenities, once built, will provide facilities in close proximity to the new dwellings.

4.8 'Hard transport measures' implemented as part of the development to encourage sustainable travel include: a network of footways and cycleways on the site which will be lit and which will connect with local roads, secure covered cycle parking facilities within the site to aid pedestrian / wheelchair crossing.

4.9 The site is well connected to the wider highways network, with the A143 connecting to the A14 around 16 miles to the north of the site and the A1307 to the west connecting to the A11, which in turn provides access to the M11.

Public Transport

4.10 Haverhill features a bus station which provides access to a total of 11 bus routes. Some of these bus routes also follow the A143 north or south and therefore have bus stops closer than those within the town centre. In addition to this there are also stops for routes 14 and 15 on Chalkstone Way.

4.11 Haverhill bus station is located approximately 1,200 metres (14 minute) walk to the south of where the site meets Chalkstone Way.

4.12 The following table lists the different bus route numbers and their destinations. In addition to this a map of the closest bus stops and their corresponding routes is shown within Figure 2.

Table 5- Local Bus Routes

| Route | Destination | Operator |
|------------------------|--|---------------------------|
| 13, 13A, 13B, 13C, X13 | Haverhill - Linton - Cambridge | Stagecoach |
| 14, 14A, 14B, 15, 15A | Haverhill - Stradishall, Chedburgh - Bury St Edmunds | Stephensons |
| 19 BGB | Haverhill - Linton - Burrough Green | The Big Green Bus Company |
| 59 | Haverhill - Clavering | Stephensons |

| | | |
|-----|--|---------------------------------|
| 60 | Haverhill - Steeple Bumpstead - Saffron Walden - Audley End, Railway Station | Stephensons |
| 18 | Haverhill - Clare - Sudbury | Big Green Bus Company, Beestons |
| 348 | Haverhill Town - (Chapple Drive) - Haverhill Town | Star Cabs |
| 349 | Haverhill Town - (Parkway and Clements) - Haverhill Town | Star Cabs |
| 350 | Haverhill Town - (Arrendene & Chimswell) - Haverhill Town | Star Cabs |
| 351 | Great Bradley - Withersfield - Haverhill | Star Cabs |

Source: www.suffolkonboard.com/buses/bus-timetables-by-area/haverhill-surrounding-area

4.13 In addition to the above there is also a school bus route (HL025) which is run by Stephensons of Essex and runs between Haverhill and Poslingford.

4.14 The bus station includes covered waiting areas.

4.15 Through a S106 agreement, contributions to local bus stop improvements on Chalkstone Way shall be implemented prior to the occupations of the 100th dwelling.

Cambridge Train Station

4.16 Situated 18.5 miles to the west of the site, or a 30 – 45 minute drive, Cambridge Station is the closest train station. Bus service 13 provides access to Cambridge Train Station, with the nearest stop located at the Botanical Gardens, a five minute walk from the station. The route from Haverhill to Cambridge Botanical Gardens / Cambridge Train Station takes approximately one hour and five minutes.

4.17 Cambridge is served by several operators, which provide services to Birmingham, Stanstead, London King's Cross, Cambridge North, London Liverpool Street, Norwich and Ipswich, amongst others.

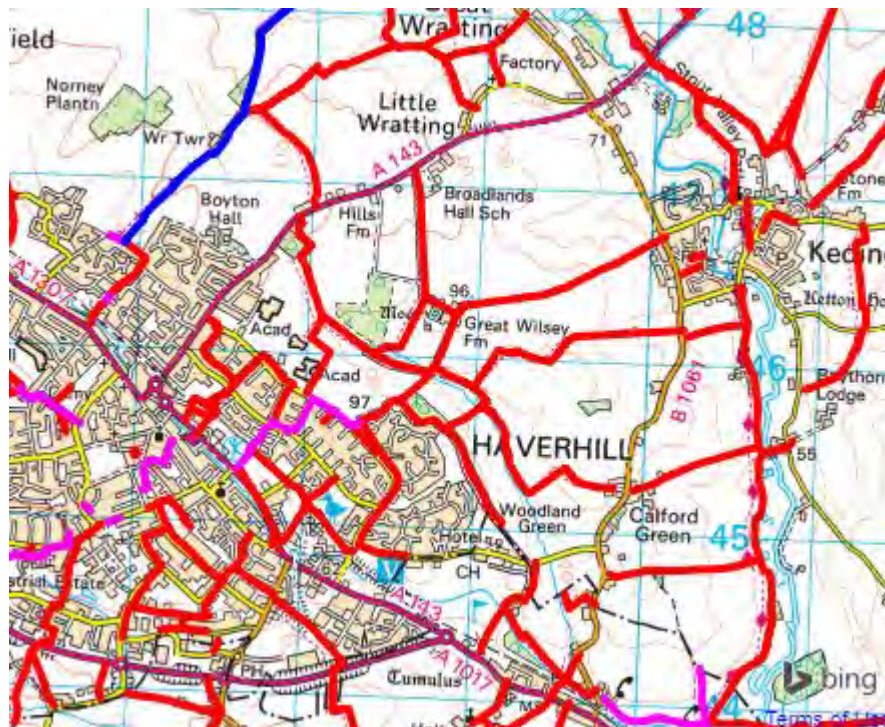
4.18 Cambridge Train Station has 374 car parking spaces, which are open 24 hours a day.

4.19 Audley Hill Station is also located approximately a 30 minute drive to the west of the site.

Walking & Cycling

4.20 Walk routes to nearby bus stops are direct and straightforward. Footpaths around the site will be lit and sufficiently wide. The walk route from the site to the town centre is provided by footways on one or both sides of the road with dropped kerbs at all connecting roads, some having tactile paving.

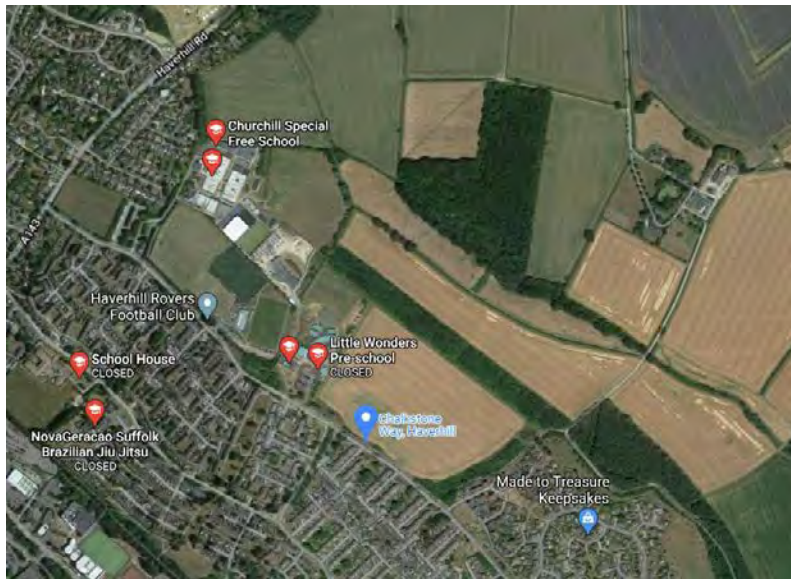
4.21 There are a large number of public rights of way to the east of the site providing walk routes towards the east of the site. In addition to this there are Public Rights of Way present within the site. The image below shows the public rights of way in proximity / within the site.



Source: rowmaps.com

4.22 The above existing rights of way map demonstrates that there is currently sufficient access to the existing local schools. All existing Public Rights of Way are to be kept open and managed during construction of the development,

ensuring access to local schools at all times. A map of local schools has been copied herein for ease:



Source: googlemaps

- 4.23 The public rights of ways include various footpath types, but are mostly made up of footways adjoining carriageways or quiet, paved farm roads.
- 4.24 Suffolk County Council produce a number of local cycle guides for towns in the county. The guide for Haverhill (as situated within Appendix B) shows that there is a mix of advisory cycle routes and traffic-free routes readily available for future residents.
- 4.25 Within the curtilage of each house, space for cycle storage will be provided. Cycle parking facilities for dwellings will be provided in the form of garages for all private units and affordable units will have secured, covered bike sheds.

Car Share & Car Clubs

- 4.26 While there are no car club vehicles within a reasonable distance of the site, Suffolk Car Share provides the opportunity for people to share car journeys to and from the area.

Summary

4.27 In summary, the site benefits from reasonable levels of public transport accessibility, good pedestrian, cycle and road links within the local and wider area.

5.0 OBJECTIVES & TARGETS

5.1 This chapter sets out the objectives of the travel plan, as well as detailing targets which the developer will seek to meet over the short, medium and long term, and how these will be set once the residential development has been occupied and resident travel surveys have been carried out. It also includes indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review of the Travel Plan can be found in the following chapter.

5.2 Objectives are the high-level aims of the travel plan. They give it direction and provide a focus. Targets are the measurable goals by which progress can be assessed. Once the site is in operation and travel surveys have been carried out, targets will be set which the measures will seek to reach within the period covered by the travel plan. In addition, interim targets will be set. Indicators are the elements which will be measured in order to assess progress towards meeting the final and interim targets. The objectives, outline targets and indicators are set out below.

Objectives

5.3 The objectives of the travel plan are:

- To minimise from the time of being brought into use and reduce over the life of the travel plan the environmental impact of the development's travel demand through raising travel awareness amongst residents and visitors and encouraging environmentally-friendly travel behaviour.
- To improve the choice of transport mode available to residents and visitors by means of new or improved facilities and the provision of suitable information.

Action Type Targets

5.4 Action-type targets are non-quantifiable targets and take the form of actions that need to be achieved. As part of the implementation of the travel plan, the action targets, target dates and completed actions are detailed below:

- Appoint a travel plan co-ordinator.

Target date: Prior to initial occupation of the site.

Status: Completed.

- Provide Welcome Travel Packs & Sustainable Travel Vouchers to all new residents.

Target date: Prior to first occupation.

Status: Travel Packs for first phase of occupation will be distributed to residents upon occupation.

- Targets will be SMART (sustainable, measurable, achievable, realistic and time related). Targets will also be set for each review of the Travel Plan in future years.

Target date: Following each round of ATC surveys

Status: Awaiting first round of ATC surveys

Aim Type Targets

5.5 Aim-type targets relate to the 'outcomes' of the travel plan and can be assessed by monitoring what is achieved through the implementation of measures / initiatives, either individually or overall.

5.6 Targets will depend on the results of the Automatic Traffic Counter (ATC) surveys on the site access road which will be carried out once the initial phase of the development is in operation. Follow-up surveys will then be carried out at regular intervals over the periods of phase implementation and a period following the occupation of the final phase of the development.

5.7 Until such time as the initial travel surveys are carried out it is suggested that the key target that will be to reduce the number of car trips to and from the site by 10% over the life of the Travel Plan. The baseline against which this target will be measured will be based on ATC surveys carried out on the site access road

and information on the number of occupied dwellings at the time of the survey, such that a figure for 'car trips per household' can be established. At each subsequent follow-up monitoring programme, similar ATC surveys will be carried out and figures for 'car trips per household' determined.

5.8 As set out in Chapter 8, Brookbanks in their Transport Assessment (TA) that accompanied the original planning application provided only vehicle trip forecasts for peak hours rather than for daily total. For ease of reference the following residential trip rate was outlined within the TA:

| | AM Peak | | | PM Peak | | |
|--|---------|-------|-------|---------|-------|-------|
| | In | Out | Total | In | Out | Total |
| Resultant Residential trip rate (Vehicles) | 0.169 | 0.405 | 0.574 | 0.396 | 0.247 | 0.643 |

Figure 8e: Resultant housing trip rates

Source: Brookbanks Great Wilsey Park Transport Assessment 2016

5.9 Taking the above data into consideration, 899 dwellings will create 516 total AM peak vehicle trips and 578 total PM peak vehicle trips.

5.10 A target to reduce car trips by 10% over the life of the Travel Plan would see this figure reduce to 464 AM peak vehicle trips and 520 PM peak vehicle trips per day. The actual baseline figure and targets will only be able to be known and set following the initial baseline surveys.

5.11 Details of the proposed monitoring programme schedule are provided in the following chapter.

6.0 TRAVEL PLAN OPERATION

6.1 A travel plan strategy that sets out clearly the stages by which the travel plan will be developed and implemented is very important. Elements of a travel plan strategy usually relate to:

- Securing the resources (including time) that are necessary to develop and implement the travel plan;
- Consulting and educating residents; and
- Identifying and engaging with partners.

6.2 The strategy for the travel plan is set out within the remainder of this chapter. It discusses how the plan will be managed and marketed, as well as who the key partners will be.

Travel Plan Management

6.3 The proposals contained in the Travel Plan will be promoted by the management of the site through the appointment of a Travel Plan Co-ordinator. The Travel Plan will be Co-ordinated by Jack Thompson. Contact details are as follows: Paul Mew Associates: Paul Mew Associates, Plym House, 21 Enterprise Way, London, SW18 1FZ. Telephone 0208 780 0426, or e-mail jack.thompson@pma-traffic.co.uk.

6.4 The Travel Plan Co-ordinator's responsibility will be to encourage and promote the proposed measures of the plan amongst the development's residents and visitors (as much as possible). In addition, they will assist site management, or their consultants, to carry out regular monitoring of the plan through ATC surveys and / or residents' questionnaires, and the associated reporting of the findings to the local authority.

Funding

- 6.5 The developer confirms that all necessary financial funding, time and resources will be made available to the Travel Plan Coordinator such that they can carry out all required work in connection with the Travel Plan as detailed in this report.
- 6.6 In order to provide sufficient Travel Plan monitoring, a yearly monitoring budget of £4,500 has been agreed with the developer.

Partners and Stakeholders

- 6.7 Travel plans need partnerships for success. Organisations / developers need to work with a number of partners and internal stakeholders during the implementation process. It is expected that all partners will make an active contribution to the process. Key partners are likely to include:
- Travel Plan Co-ordinator for the site.
 - Suffolk County Council's Travel Plan Officer who will provide advice on the operation and implementation of the Travel Plan as well as feeding back comments on progress towards the targets over the life of the plan.
 - Public transport operators will be contacted to pass on comments from residents and visitors on how patronage could be increased and to determine what measures they can assist with such as the provision of information.
 - Residents will be able to suggest initiatives which will be considered for implementation.
 - Visitors will be encouraged to provide feedback which will be considered for implementation.

Marketing

- 6.8 On site promotion of the plan will be by means of travel information and Travel Plan initiatives being made available to residents via promotional literature. A Travel Guide has been prepared (which can be found within Appendix C), with

details of local sustainable transport options will be distributed to new residents upon purchase / occupation. This information will include details of public transport services, taxi, cycle and pedestrian facilities.

- 6.9 The aims of the Travel Plan are to achieve a reduction in the use of private cars, and to encourage the use of sustainable modes of transport for trips to and from the development by residents and visitors.

Resident Consultation & Travel Surveys

- 6.10 The first task of the Travel Plan Co-ordinator will be to carry out a site transport audit, ATC surveys on the site access road and conduct a series of resident travel mode split surveys to determine how residents travel to and from the site. These will be carried out within 6 months of occupation of an initial 100 homes within the development. A transport audit, similar to that presented earlier in this document, will be carried out at that time.
- 6.11 In order to obtain a base view of residents' travel patterns, ATC surveys will take place in order to capture as many residents travel as possible. This will provide a base number of car trips for each of the dwellings.
- 6.12 Based on the findings of these studies, a clear indication of the desired level of reduction in car-based trips will be determined. The Travel Plan Co-ordinator working in conjunction with management will identify measures suitable to promote to residents / visitors, based on the results of the surveys. The results of this initial study would be made available to the local authority and would be used to support the Travel Plan.
- 6.13 In line with industry standards, follow-up ATC surveys and reporting will be undertaken one year after the approval of the base survey Travel Plan, and again on an annual basis for five years after the occupation of the final phase of the development. Surveys will be undertaken at a similar time each year and in a neutral month for example September, October, March or April. At these monitoring milestones the Travel Plan will be reviewed to assess progress

towards achieving targets and what if any initiatives need to be amended or introduced.

6.14 Table 6 shows the proposed monitoring plan with indicative timescales.

Table 6 Proposed Monitoring Plan

| Indicative Timescale | Milestone | Task |
|----------------------|--|---|
| January 2020 | Prior to Occupation. | Appoint a Travel Plan Coordinator |
| 2021 | Prior to occupation of Phase I | Distribute Travel Packs when first residents move in. |
| 2023 | 6 months after Occupation of Phase I / first 100 homes | ATC vehicular traffic count surveys on internal roads. |
| | | Base Travel Plan to include results of travels surveys and targets to be submitted for approval by the Local Planning Authority |
| 2024 | 1 Year after approval of Base Travel Plan | ATC vehicular traffic count surveys on internal roads. |
| | | In addition, a review of the short-term measures identified as part of the Aim Target Summary will be carried out to determine whether all measures identified have been implemented |
| | | Reporting of the Travel Plan progress to the Local Planning Authority |
| 2025 | 2 Years after approval of Base Travel Plan | ATC vehicular traffic count surveys on internal roads. |
| | | In addition, a review of the medium-term measures identified as part of the Aim Target Summary will be carried out to determine whether all measures identified have been implemented |
| | | Reporting of the Travel Plan progress to the Local Planning Authority |
| 2026 | 3 Years after approval of Base Travel Plan | ATC vehicular traffic count surveys on internal roads. |
| | | In addition, a review of the long-term measures identified as part of the Aim Target Summary will be carried out to determine whether all measures identified have been implemented |
| | | Reporting of the Travel Plan progress to the Local Planning Authority |
| 2027 | 4 Years after approval of Base Travel Plan | ATC vehicular traffic count surveys on internal roads. |
| | | In addition, a review of the long-term measures identified as part of the Aim Target Summary will be carried out to determine whether all measures identified have been implemented |
| | | Reporting of the Travel Plan progress to the Local Planning Authority |
| 2028 | 5 Years after approval of Base Travel Plan | ATC vehicular traffic count surveys on internal roads. |
| | | In addition, a review of the long-term measures identified as part of the Aim Target Summary will be carried out to determine whether all measures identified have been implemented |
| | | Reporting of the Travel Plan progress to the Local Planning Authority |
| 2029 | 6 Years after approval of Base Travel Plan | ATC vehicular traffic count surveys on internal roads. |
| | | In addition, a review of the long-term measures identified as part of the Aim Target Summary will be carried out to determine whether all measures identified have been |

| | | |
|------|---|---|
| | | implemented |
| | | Reporting of the Travel Plan progress to the Local Planning Authority |
| 2030 | 7 Years after approval of Base Travel Plan | ATC vehicular traffic count surveys on internal roads. In addition, a review of the long-term measures identified as part of the Aim Target Summary will be carried out to determine whether all measures identified have been implemented |
| | | Reporting of the Travel Plan progress to the Local Planning Authority |
| 2031 | 8 Years after approval of Base Travel Plan | ATC vehicular traffic count surveys on internal roads. In addition, a review of the long-term measures identified as part of the Aim Target Summary will be carried out to determine whether all measures identified have been implemented |
| | | Reporting of the Travel Plan progress to the Local Planning Authority |
| 2032 | 9 Years after approval of Base Travel Plan | ATC vehicular traffic count surveys on internal roads. In addition, a review of the long-term measures identified as part of the Aim Target Summary will be carried out to determine whether all measures identified have been implemented |
| | | Reporting of the Travel Plan progress to the Local Planning Authority |
| 2033 | 10 Years after approval of Base Travel Plan and 5 years after the final phase is completed. | ATC vehicular traffic count surveys on internal roads. In addition, a review of the long-term measures identified as part of the Aim Target Summary will be carried out to determine whether all measures identified have been implemented |
| | | Reporting of the Travel Plan progress to the Local Planning Authority |

6.15 The ATC surveys will be strategically positioned in order to only count Redrow residential users and therefore derive a car trip number based per dwelling.

7.0 PACKAGE OF MEASURES

Introduction

- 7.1 The main core of the Travel Plan will be a package of measures, which can be comprised of a mixture of different kinds of actions, incentives and infrastructural improvements. Measures might be motivational, for awareness raising or for information provision. They could entail alterations to the way residents of the site go about their business. Finally, financial incentives to remove barriers to sustainable travel might also feature.
- 7.2 This chapter sets out details of the type of package of measures which will be introduced in an attempt to influence resident and visitor travel to/from the site.

Walking & Cycling

- 7.3 Both cycling and walking are almost always encouraged within a Travel Plan. Walking is the most sustainable method of travel, has a number of proven health benefits and is an important source of personal freedom. Walking is important for the vast majority of people, including those using public transport or without access to a car. It potentially has an important role to play in journeys particularly for those whose journey to the site is up to 2km in length. Walking is free and offers predictable journeys. Furthermore, it does not cause negative impacts in the same manner as vehicular travel (e.g. emissions, pollutants, severance etc). As for cycling, walking is a form of active travel, which can offer a range of physical and psychological benefits to the individual.
- 7.4 Cycling is cheap, offers reliable journey times and is environmentally friendly. Within the workplace, encouragement of cycling can lead to a healthier, more productive work force. It is commonly suggested that cycling is a viable sustainable mode for journeys up to 5km in length.
- 7.5 A link has been identified between car growth and obesity. Travel Plans can offer substantial health benefits to individuals who are motivated to complete

more journeys on foot or by cycle. In turn, employers can benefit through increased productivity and reduced absence through illness.

- 7.6 Active travel is a means by which people can fit exercise into their busy lives and has been shown to have both physical and psychological benefits, including improved concentration upon arrival at their destination. A Travel Plan can offer benefits through the role of active travel in helping to: prevent diabetes, reduce the risk of colon cancer, prevent high blood pressure, decrease the risk of coronary heart disease, control body weight, and prevent osteoporosis.
- 7.7 The Travel Pack to be provided to all households will include information on walk and cycle journey times to key local attractions with the aim of demonstrating to residents that short journeys can realistically be made on foot or by bike. The Travel Pack will also provide information on local cycle routes and cycle shops.
- 7.8 The Travel Pack additionally includes promotion of; National Walk to Work events, National Bike Week, Suffolk County Council's cycle training to encourage safe cycling, locally lead rides and local bike clubs.
- 7.9 Each of the dwellings will be provided with associated or shared car parking spaces, whilst there will be additional visitor car parking spaces located at various points within the site. Within the curtilage of each house, space for cycle storage will be provided. Cycle parking facilities for dwellings will be provided in the form of garages for all private units and affordable units will have secured, covered bike sheds.
- 7.10 It is proposed that Sustainable Travel Vouchers to the value of £200 will be issued to each household upon first occupation of the development. £200 reflect the cost of two monthly bus tickets to Cambridge. The voucher can be redeemed up to the value of £200 for 'sustainable travel' including the purchase / part-purchase of bicycles, cycling equipment, outdoor walking clothing / equipment or monthly bus / train tickets. Proof of purchase along with the voucher will then be returned and the amount paid refunded.

Public Transport Access

- 7.11 Increased use of public transport is a fundamental aspect of the Government's sustainable transport strategy and is particularly important in areas where levels of service provision are high. The benefits of travelling by public transport can include: no need to park, traffic free routes (with rail or bus priority existing) and being able to relax, read or work.
- 7.12 It is important to recognize that, where possible, walking and cycling are usually favourable to public transport because they have greater environmental benefits and offer health benefits. Nevertheless, public transport remains important, particularly for journeys to work of more than 5km. The sections below highlight the measures that will be introduced to encourage and support the use of public transport for trips to and from the site.
- 7.13 Through a S106 agreement, contributions to local bus stop improvements on Chalkstone Way shall be implemented prior to the occupations of the 100th dwelling. Primary infrastructure roads on the development will be designed to accommodate buses. Local bus operators will be liaised with in relation to diverting or extended current bus routes through the site.
- 7.14 As detailed earlier in this document the site has a relatively good level of public transport accessibility existing bus stops within the area.
- 7.15 As part of the development, all households will be provided with an up to date Travel Pack detailing local public transport services, bus stops, station locations and fare information.
- 7.16 It is proposed that Sustainable Travel Vouchers to the value of £200 will be issued to each household upon first occupation of the development. The voucher can be redeemed up to the value of £200 for 'sustainable travel' including the purchase of bus / rail tickets or part payment of season tickets, for cycle and related equipment purchase.

Car Sharing & Car Clubs

- 7.17 'Car Sharing' refers to a situation where two or more people travel by car together, for all or part of the car trip. As part of the Travel Pack car sharing will be promoted focusing on the established Suffolk Car Share scheme (www.suffolkcarshare.com).
- 7.18 Car sharing will be particularly promoted for those who live in the development and work in Cambridge. There are currently 11 drivers who drive from the Haverhill area to Cambridge through the scheme. New residents will encouraged to be matched up with existing drivers as well as encouraging new residents to sign up so that they can offer lifts to other new residents or existing local residents.
- 7.19 As stated previously within this Travel Plan, Cambridge is the second highest 'where people work' location other than within the local area, with 6% of people working there. Breaking this down further, the majority of workers who work in Cambridge drive. Redrow are committed to trying to reduce the amount of single occupancy vehicles driving to Cambridge.

Bus Services

- 7.20 Bus services to Cambridge will be promoted through the provision of sustainable vouchers which can be used to purchase two x one month bus tickets. The S106 agreement ensures that promotion of bus services will also take place through improvements to local bus stops.
- 7.21 The primary infrastructure in the development will be designed to accommodate buses and local bus providers will be liaised with to encourage the services to be extended / diverted into the site

E.V Charging

- 7.22 Each dwelling will have the necessary infrastructure in place that will allow some electric vehicle charging infrastructure to take place if future residents decide to own an electric vehicle.

Travel Information and Planning

- 7.23 Complete and easy to understand information about travel information is an essential ingredient for any travel plan since the first step towards behavioural change is for an individual to understand and consider the options which are realistically available to him/her and the benefits/disbenefits of each. Equally, it is unrealistic to expect behavioural change where there are no viable alternatives. This is why baseline surveys and assessments are important elements in the travel planning process.
- 7.24 As detailed above, all households will be provided with a Travel Pack that sets out details of; local public transport services, stops, stations, routes and fares, local cycle routes, shops and facilities and local car shares operators. This will be site / location specific, rather than generic and will reflect the development and the sustainable travel initiatives available to it.
- 7.25 If and when needed, measures such as providing regular communication through newsletters and social media will also be provided by the developer.

Action Plan

- 7.26 The above measures can be summarised in the form of the Action Plan as set out in Table 7.

Table 7. Action Plan

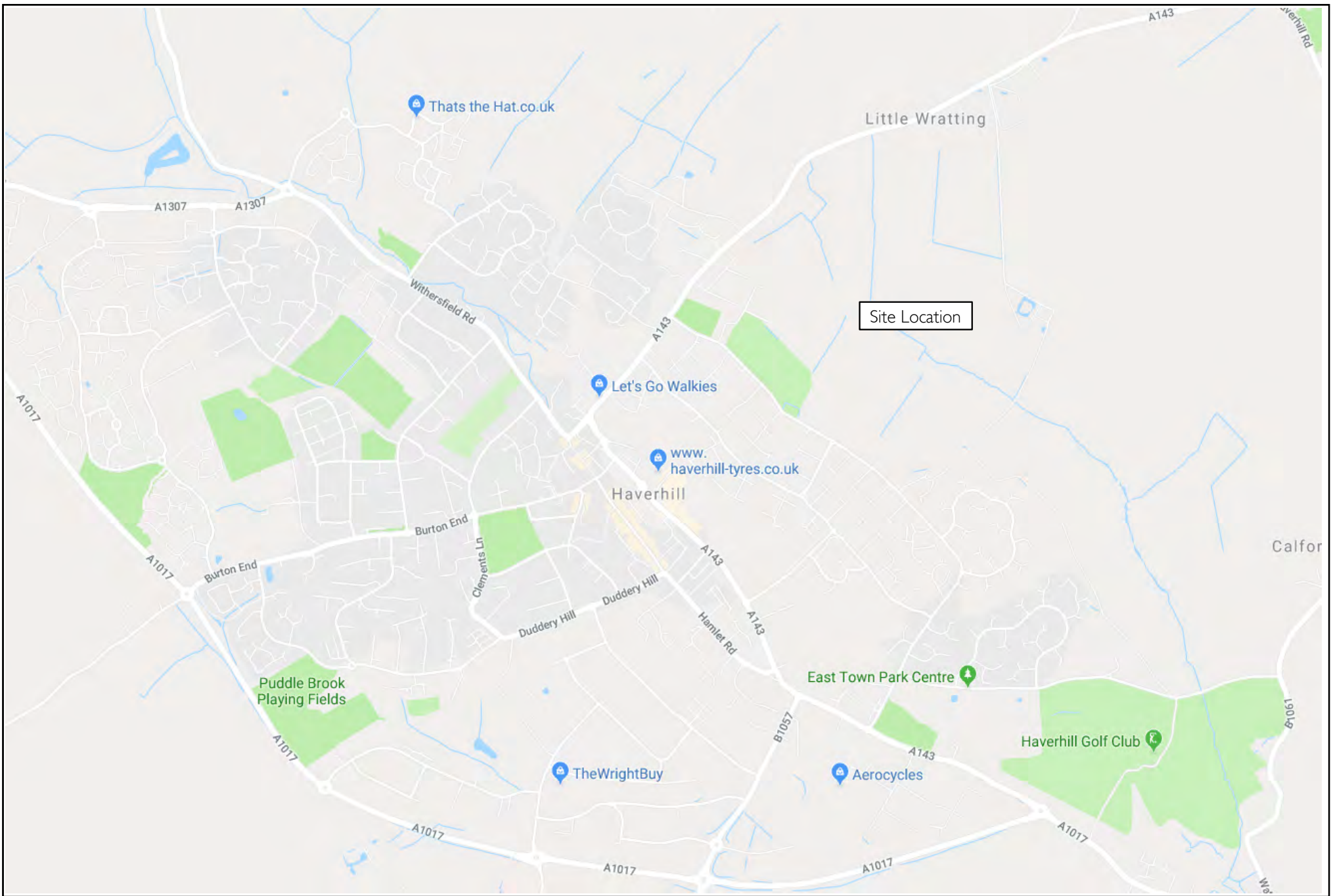
| Measure | Responsible for Implementation | Timescale | Expected Impact |
|--|-------------------------------------|------------------------------------|--|
| Provision of 'sustainable travel' vouchers to all households upon first occupation | Developer / Travel Plan Coordinator | Upon Implementation of Travel Plan | To provide a financial incentive to residents to travel by sustainable modes |
| Provision of information on local pedestrian routes | Travel Plan Coordinator | Upon Implementation of Travel Plan | To inform residents of walk routes to the |

| | | | |
|---|-------------------------|---|--|
| | | | site |
| Promotion of secure on-site cycle parking facilities | Travel Plan Coordinator | Upon Implementation of Travel Plan | To encourage residents to cycle |
| Promotion of Cycle initiatives / events | Travel Plan Coordinator | Upon Implementation of and throughout the duration of the Travel Plan | To encourage residents to cycle |
| Provision of local public transport information | Travel Plan Coordinator | Throughout the duration of the Travel Plan | To encourage residents to travel by public transport |
| Liaison with local authority and other operators to improve local public transport services | Travel Plan Coordinator | Throughout the duration of the Travel Plan | To encourage residents to travel by public transport to the site |
| Promotion of existing local car share schemes | Travel Plan Coordinator | Throughout the duration of the Travel Plan | To encourage residents to car-share |
| Promote working from home and home shopping | Travel Plan Coordinator | Throughout the duration of the Travel Plan | To reduce the number of vehicle trips made from the site |

8.0 SUMMARY

- 8.1 The developer of the residential development at Great Wilsey Park, Little Wratting, Suffolk is committed to reducing the impact of the development through the implementation of a Travel Plan.
- 8.2 The site is situated in an area with good public and sustainable transport links. These links would be promoted as part of the Travel Plan.
- 8.3 Thorough and regular monitoring of the scheme will identify targets and assess to what extent they are being reached over the life of the scheme. The reporting of progress will be carried out in consultation with the local authority.
- 8.4 At this stage, it is the aim of the scheme to reduce resident vehicle-based trips to and from the site by 10% over the life of the Travel Plan. Exact targets will be set once initial travel surveys have been carried out once the first phase of the development is occupied. In addition, all opportunities will be taken to encourage visitors to make more sustainable trips to and from the site.
- 8.5 The Travel Plan will be implemented prior to the new development being brought into use.

FIGURES



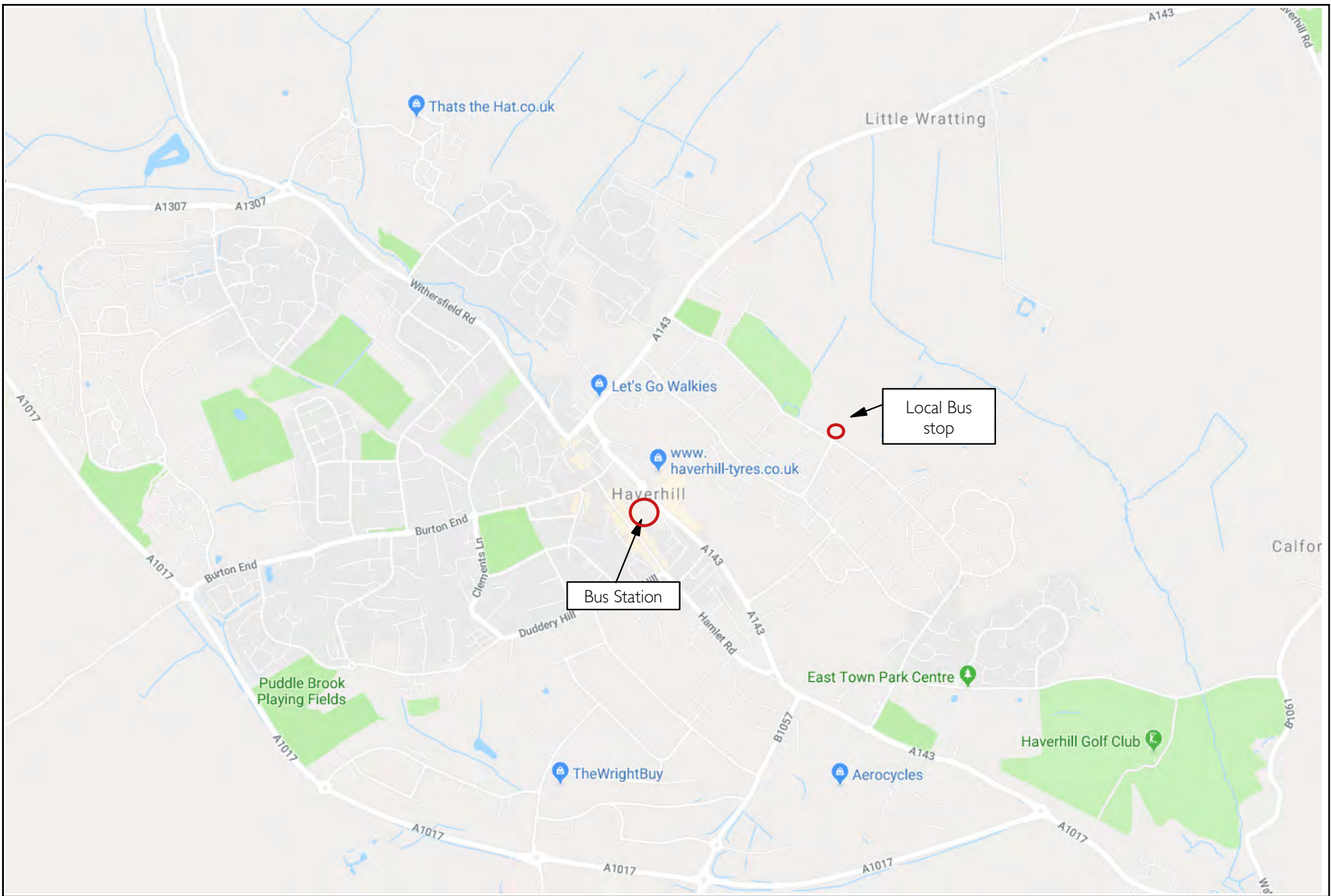
Date: March 2019
 Scale: NTS
 Source: Google Maps
 Drawing No: P2070/TP/01



P2070: Great Wilsey Park, Haverhill, Suffolk
 Figure 1.
 Site Location



PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS



Date: March 2019
 Scale: NTS
 Source: Google Maps
 Drawing No: P2070/TP/02

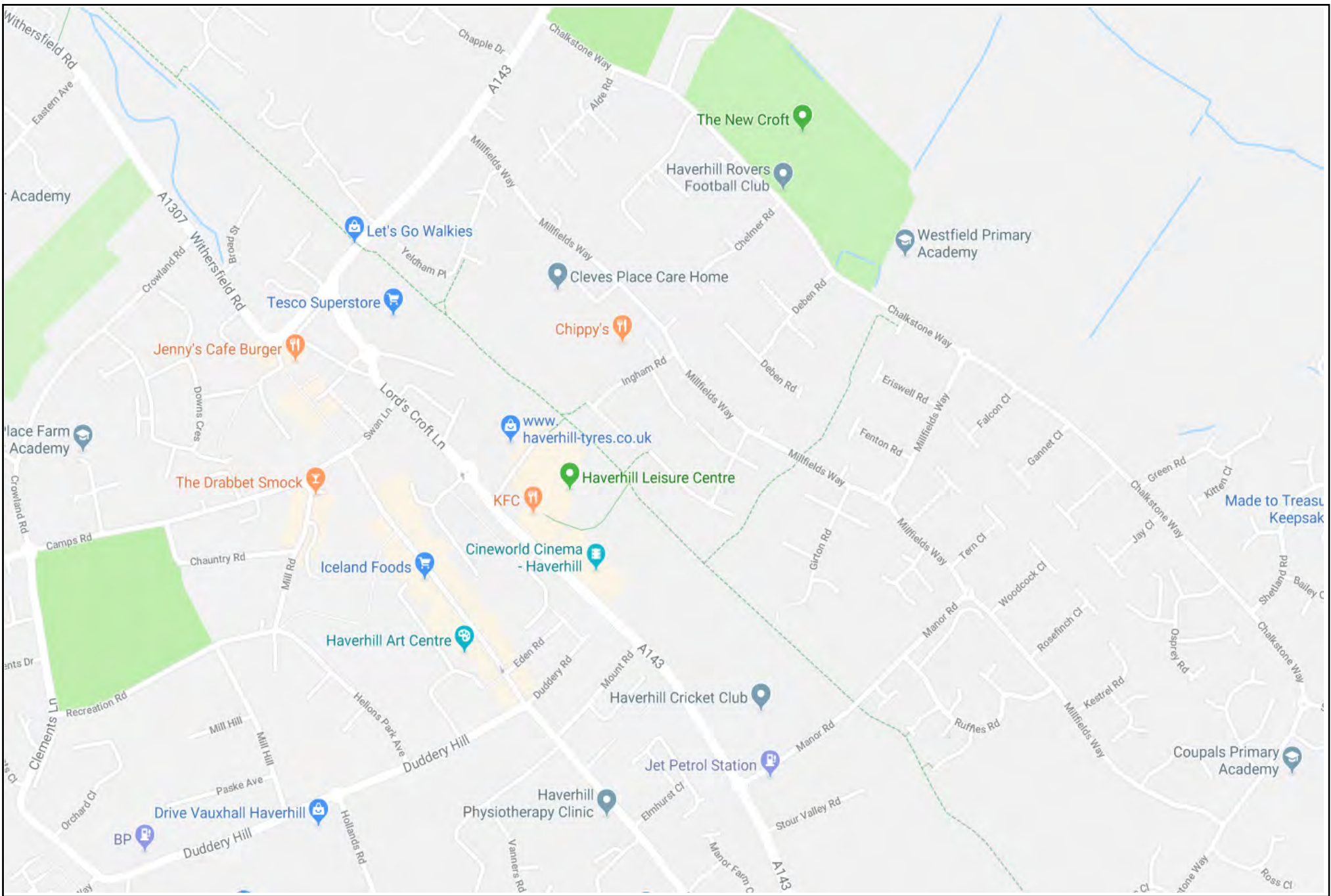


P2070: Great Wilsey Park, Haverhill, Suffolk
 Figure 2.
 Public Transport Map



PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS

APPENDIX A Site Assessment



Date: March 2019
 Scale: NTS
 Source: Google Maps
 Drawing No: P2070/TP/02



P2070: Great Wilsey Park, Haverhill, Suffolk
 Appendix A
 Local Amenities



PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS

APPENDIX B

Haverhill Cycle Guide



Haverhill CYCLE MAP

Haverhill CYCLE MAP



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

First edition 2015

Useful contacts

Suffolk County Council

Transport Strategy
Endeavour House
8 Russell Road
Ipswich IP1 2BX
Tel: 03456 066 067
www.suffolk.gov.uk
Email: customer.service@suffolk.gov.uk



Suffolk County Council Cycling Information

www.suffolk.gov.uk/cycling

West Suffolk Council

www.westsuffolk.gov.uk



Sustrans

The UK's leading sustainable transport charity
Head Office
Sustrans
2 Cathedral Square
College Green
Bristol BS1 5DD
Tel: 0117 926 8893
www.sustrans.org.uk



CTC

The UK's National Cyclists' Organisation
National Office
Parklands, Railton Road
Guildford, Surrey GU2 9JX
Tel: 0844 736 8450
(Direct line 01483 238 337)
www.ctc.org.uk
Email: cycling@ctc.org.uk



Bike shops

1 Aerocycles
15 Maple Park, Falconer Road,
Haverhill, Suffolk CB9 7BG
Tel: 01440 762200
www.aerocycles.co.uk

2 Halfords
Cambridge Road Retail Park,
Park Road, Haverhill, Suffolk CB9 7GS
Tel: 01440 711900

3 Chapman & Son
10 High Street, Haverhill, Suffolk CB9 8AX
Tel: 01440 702108

Bike shops are marked on the map overleaf.

Common signs and symbols

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



No entry
(For all vehicles including cycles)



Motor vehicles prohibited
(cycles permitted)



Segregated route



No cycling



Shared route for cyclists and pedestrians together



Route for use by pedal cycles only



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



With-flow cycle lane ahead

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

| | |
|---|------------|
| Se precisar de ajuda para ler estas informações em outra língua, por favor telefone para o número abaixo. | Portuguese |
| Jeżeli potrzebujesz pomocy w zrozumieniu tych informacji w swoim języku zadzwoń na podany poniżej numer. | Polish |
| এই লেখাটি যদি অন্য ভাষাতে বুঝতে চান তাহলে নিচের নম্বরে ফোন করুন | Bengali |
| بەم زانیاری یەشێتی ئێ بە ت گەیی دە ئارمەر پ و سێتێت بەگەییە بەگەوی یوارم ژمارەندی بەیو بەزمان کی نترتکایە | Kurdish |
| 如果你需要其他語言來幫助你了解這些資訊，請撥以下電話。 | Chinese |
| اگر شما نیاز دارید که این اطلاعات را به زبان دیگری دریافت کنید لطفاً به شماره زیر تلفن کنید. | Farsi |

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



Welcome to the new cycle route map for Haverhill



Welcome to the Haverhill cycle map. The map contains details of the routes to help you plan your journeys around the town. Haverhill is a market town which has expanded dramatically since the mid twentieth century. It continues to grow and develop with new housing and excellent leisure facilities. It is a forward looking town with a strong sense of community.

The redundant railway line provides an excellent off-road cycling and walking route running across town from Hanchett End to East Town Park. A number of the quieter and traffic calmed roads are marked to help decide on your cycling routes around the town.

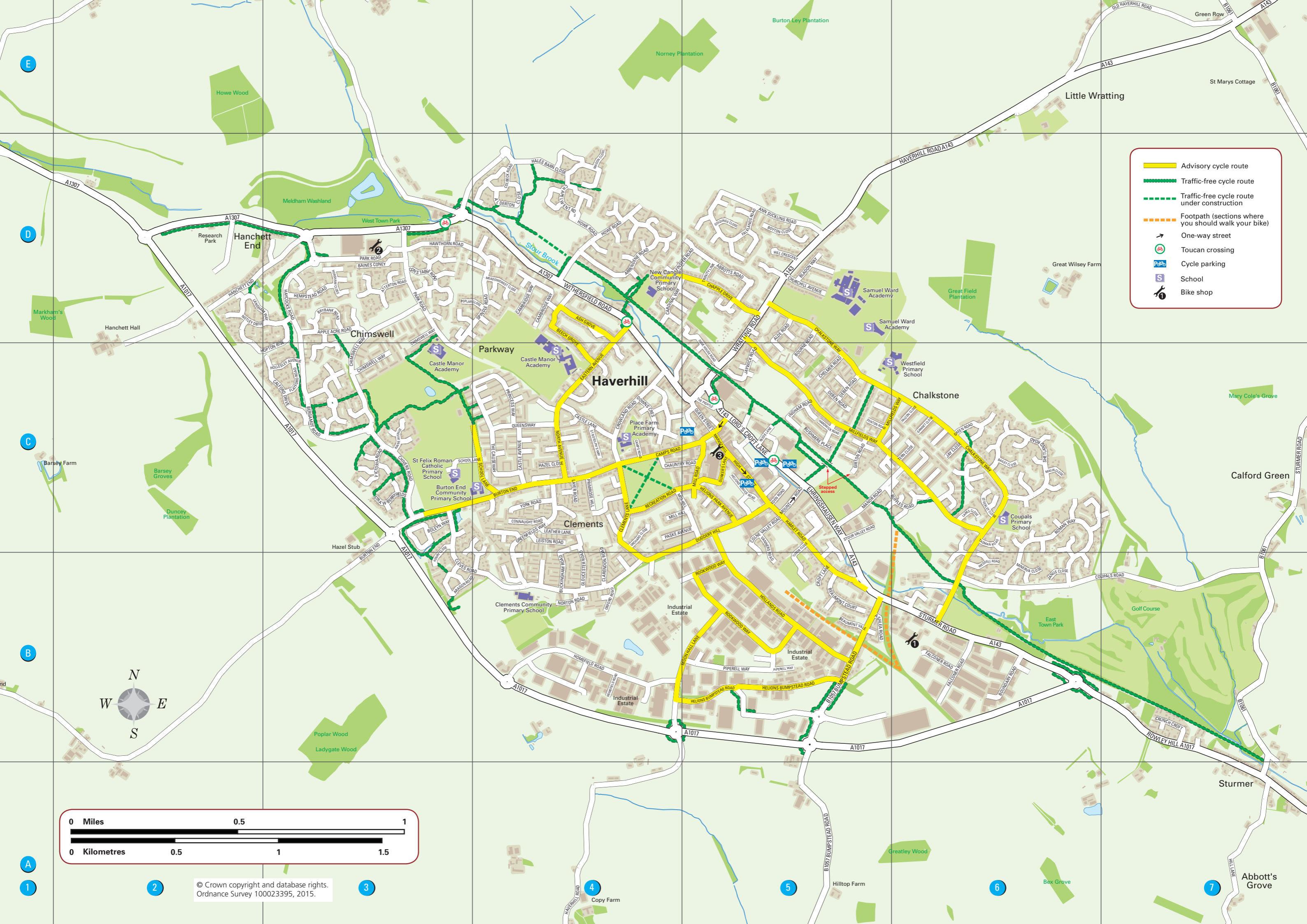
N.B. It is very difficult to keep publications like the Haverhill cycle map up to date, so if you find an omission, please let Suffolk County Council know by contacting us:

Tel: 03456 066 067

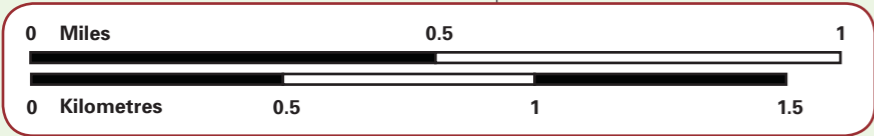
Email: customer.service@suffolk.gov.uk

Twitter: @SuffolkSpokes





- Advisory cycle route
- Traffic-free cycle route
- Traffic-free cycle route under construction
- Footpath (sections where you should walk your bike)
- One-way street
- Toucan crossing
- Cycle parking
- School
- Bike shop



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A
1

2

3

4

5

6

7

APPENDIX C Travel Guide

GREAT WILSEY PARK TRAVEL GUIDE



 **REDROW**

GREAT WILSEY PARK TRAVEL GUIDE

This Travel Guide has been prepared for residents of Great Wilsey Park to present details of the range of sustainable travel options available.

So that you can make informed choices about the way you travel, this Travel Guide contains information on;

- local walking and cycling initiatives including free cycle training and where you can get your bike repaired,
- bus routes that operate in your area including where you can catch buses to a wide range of destinations,
- details of green travel voucher available to all households
- local rail services, routes, times and station information,
- journey planning tools,
- local lift share schemes where you can find other people to share journeys and driving costs with, and
- local car and bike share schemes

There are also contact details and sources of further information relating to all the options set out.

WALKING & CYCLING

Walking and cycling are the most sustainable methods of travel, have a number of proven health benefits and offer predictable and reliable journey times. To add more walking in to your daily routine, why not try getting off the bus one stop before your destination?

Example Walk & Cycle Journey Times from Great Wilsey Park;



- Aldi supermarket: 14 min walk or 4 min cycle
- Tesco Superstore: 16 min walk or 4 min cycle
- Haverhill Leisure Centre: 14 min walk or 4 min cycle



- Cineworld Cinema: 16 min walk or 4 min cycle
- Haverhill High Street: 17 min walk or 8 min cycle



Suffolk County Council and Outspoken Training provide Bikeability Levels 1 and 2 cycle training courses to school in the west of the county. In addition to this they provide training for adults, children and families. Furthermore there are school cycling activities provided, including bike clubs, Balance First, Scooter Training, amongst other events. For more information go to: <http://www.outspokentraining.co.uk/suffolk-bikeability-cycle-training>

Did you know that walking briskly for just 10 continuous minutes counts as exercise? Each 10 minute burst of exercise is known as an “Active 10”. It's the easy way to improve your health and wellbeing. For more information search online for NHS active10 or download the Active 10 app.



There are lots of bike shops and services across the county including three shops within Haverhill. If your bike has been stuck in the shed for too long, take it along and get it checked over. Mechanics will be able pump up the tyres, check your brakes and do simple repairs for a fee. They will also let you know if more major work is needed, helping you get back on two wheels. Your nearest bike shops include:

- Aerocycles, Unit 15, Maple Park, Falconer Road, Haverhill, CB9 7BG <https://www.aerocycles.co.uk/>
- Halfords, Cambridge Road Retail Park, Haverhill, CB9 7GS <https://www.halfords.com/stores/haverhill>
- Chapman & Sons, 10 High Street, Haverhill, CB9 8AX <https://www.euronics.co.uk/store/Chapman%20%26%20Son%2010140?lat=52.08226&long=0.43879>

WALKING & CYCLING



Map extract from Suffolk County Council's Haverhill Cycle Guide



The National Cycle Network is a network of cycle routes in the United Kingdom and is managed by the charity Sustrans. Currently spanning 13,400 miles it was officially created in 1995 and now passes within one mile of half the population.

National Routes 11, 13 and 15 are closest. Route 11 runs north to south to the west of the site, 13 runs north and south to the east of the site and route 51 runs east to west to the north of the site. Each of these routes are located around 10 – 12 miles away. For more information visit [Sustrans.org.uk](https://www.sustrans.org.uk)

CYCLE TO WORK SCHEME

Cycle to work is a tax incentive scheme aimed at encouraging employees to cycle to work, by way of salary sacrifice, allowing significant discounts to be achieved. You should contact your employer for more information about Cycle to Work schemes they operate.

You should also ask your employer about on-site facilities at work to encourage cycling such as secure and covered cycle stands, lockers and changing facilities etc.

CYCLE USER GROUPS

Suffolk Spokes People



Get involved in Suffolk's cycling events, join the cycling conversation at @SuffolkSpokes and get free cycling route maps for Suffolk.

Information on cycling to school and safety, along with their 'Bike & Go' scheme, which provides access to bike hire at some railway stations within Suffolk is also available.

For more information visit www.Suffolk.gov.uk/roads-and-transport/cycling

Suffolk spokes people also organise regular club rides on Sundays and Thursdays in the Ipswich/Woodbridge area. They also runs short tours in the UK, staying at hostels or small hotels. CTCsuffolk is keen to ensure that cyclists' rights are upheld, and we have a voluntary Rights Officer who represents our views in regular discussions with the local councils.

Suffolk Roadsafe



Suffolk Roadsafe aims to make the roads of Suffolk Safer for all. The partnership work to reduce the number of deaths and serious injuries on the roads.

Roadsafe provides a variety of information for cyclists, including information on how to share the road safely, details regarding the Bikeability cycle training, including joint adult and family training and lastly advice for cyclists and horse riders.

For more information visit www.suffolkroadsafe.com

HOUSEHOLDERS' VOUCHER

Redrow are offering all households £200 which can be used towards the purchase of a new bike and/or cycling equipment. The voucher could also be used towards private cycle training for adults or children.

BUS

The map opposite shows local bus stops in Haverhill. The nearest bus stops to Great Wilsey Park are located on Chalkstone Way, in close proximity to the site access. From here you can catch an buses towards Cambridge (Route 13) and Sudbury (route 18). Lots more bus services are available from Haverhill town centre and the bus station. The list of routes and their associated destinations can be found within the table below:

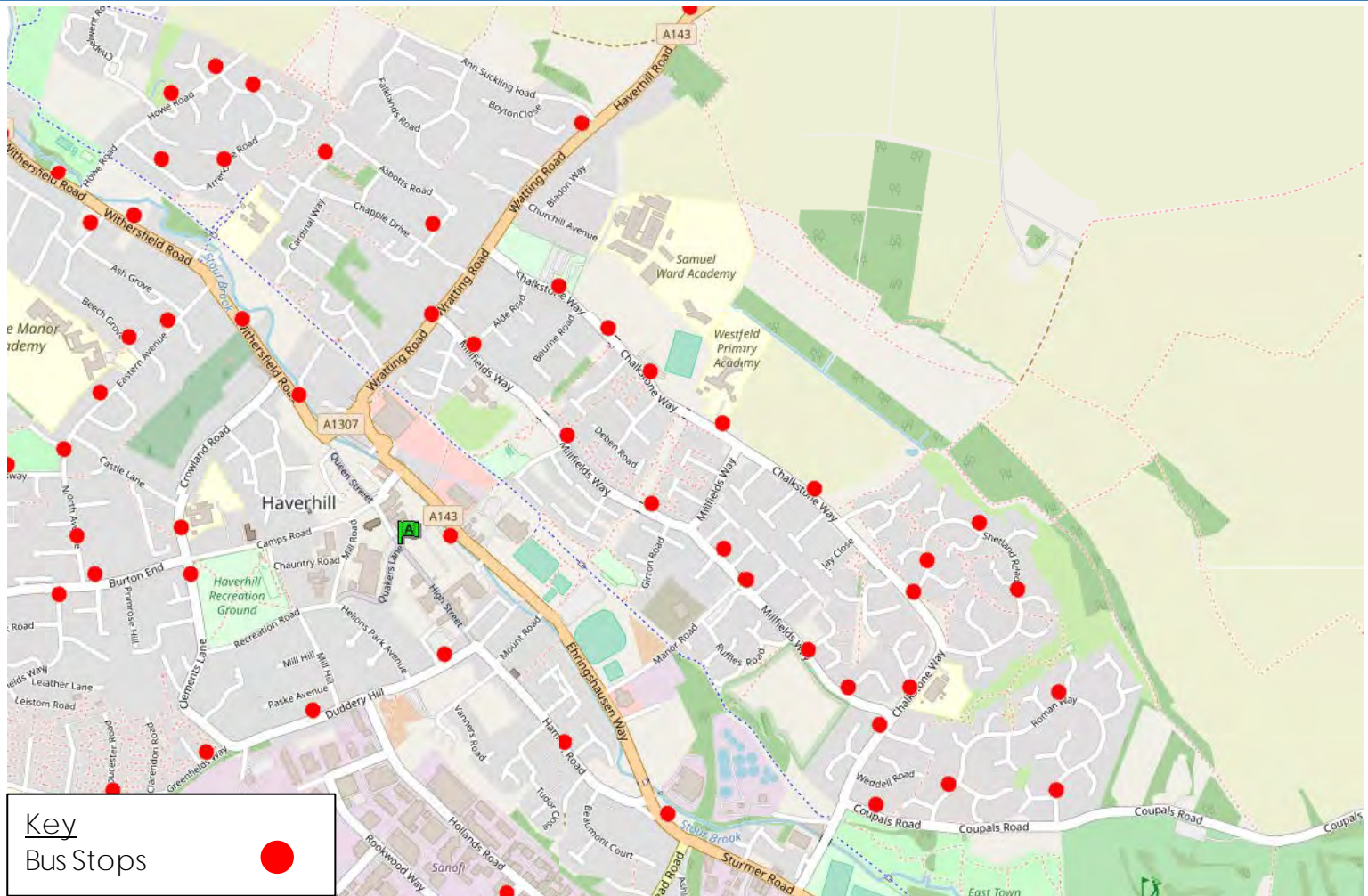
| Route | Destination | Operator |
|------------------------|--|---------------------------------|
| 13, 13A, 13B, 13C, X13 | Haverhill - Linton - Cambridge | Stagecoach |
| 14, 14A, 14B, 15, 15A | Haverhill - Stradishall, Chedburgh - Bury St Edmunds | Stephensons |
| 19 BGB | Haverhill - Linton - Burrough Green | The Big Green Bus Company |
| 59 | Haverhill - Clavering | Stephensons |
| 60 | Haverhill - Steeple Bumpstead - Saffron Walden - Audley End, Railway Station | Stephensons |
| 18 | Haverhill - Clare - Sudbury | Big Green Bus Company, Beestons |
| 348 | Haverhill Town - (Chapple Drive) - Haverhill Town | Star Cabs |
| 349 | Haverhill Town - (Parkway and Clements) - Haverhill Town | Star Cabs |
| 350 | Haverhill Town - (Arrendene & Chimswell) - Haverhill Town | Star Cabs |
| 351 | Great Bradley - Withersfield - Haverhill | Star Cabs |



Bus Users
Working for passengers

The Bus Users Group aims to bring people and communities together through socially inclusive transport. As a registered charity, their aim is to ensure that all communities, wherever they are and whatever their needs may be, have access to the best possible links. They act on behalf of passengers to resolve their complaints and address any underlying concerns. For more information visit www.bususers.org

BUS



Map extract: Travel Line



For more information on bus travel contact Traveline on 0871 200 2233 or visit www.travelinesoutheast.org.uk

For real time bus arrivals at any bus stop, text the Bus Stop Code shown on the bus stop to 84628.

- For Southeast bound Route 18 from the stop on Chalkstone Way nearest to Westfield Primary Academy the bus stop code is sufgdwpj
- For Northwest Route 13 from the stop on Chalkstone Way nearest to Westfield Primary Academy the bus stop code is sufgdwpj

You can also use bus stop codes on www.nextbuses.mobi to get next departures from your chosen stop - get a bookmark sent to you for this service by texting "traveline" to 84268.

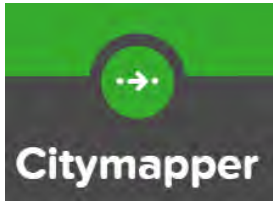
HOUSEHOLDERS' VOUCHERS

Redrow are offering all households £200 which can be used towards two one month bus pass/bus travel.

JOURNEY PLANNING

Suffolk County Council's website also provides links to journey planning tools for public transport information. Visit it at www.suffolkonboard.com/mdv/journeyplanner/

Citymapper provides journey planning tools, bus, tube and rail maps showing current levels of service and where your nearest bus stops and stations are located. For more information visit www.citymapper.com or download the app for iPhone or Android.



For journey local and national journey planning, try Traveline on Tel: 0871 200 22 33 or visit www.traveline.info



For live bus arrival time information, every bus stop has a Code Number (shown on bus stop timetables). Send a text to 84268 with the bus stop code and you'll get a reply with bus arrival information for that stop. Texts cost the standard network rate, plus a small charge to receive the response.



Google maps includes a route planner in which you can chose what mode of transport you use. Results give times and maps for bus, train, walk, cycle and drive. For more information visit www.maps.google.uk

Some of the Bus providers also have mobile sites, such as Stephenson's: www.stephensonsofsex.com/mobile and Stagecoach: www.stagecoachbus.com/promos-and-offers/national/live-bus-information ,

These websites provide a variety of tools, including live bus updates and access to services such as purchasing normal tickets or 'smart cards'.



LIFT SHARING

Car sharing schemes match you with others wanting to travel in the same direction so you can share the journey and the costs. They allow you to benefit from the convenience of the car, without the problems of congestion and pollution.

You can share a car for any journey - getting to work, doing the weekly shop, taking the children to school, going to the match at the weekend, travelling to a festival, event or show, getting to or from university, visiting friends or getting to the airport. You can offer lifts if you have spare seats in your car or look for a lift if you don't have a car.

- Saves you money - sharing a daily commute saves many members around £760 a year.
- Reduces the number of cars on the roads - resulting in less congestion, less pollution and fewer parking problems
- Provides a real solution to the transport problems of rural areas
- Gives employees and employers more transport options
- Reduces the need for a private car



Suffolk County Council have worked closely with Liftshare to develop the Suffolk Car Share scheme. This provides a free matching service for all those who live, work and travel in and around Suffolk. The site matches you up with potential partners. Once matched, you can choose to share as little or as much as you like, with whoever you like!

Suffolk Car Share has 3,000 members and on average they each save £759.92 per year. What could you do with an extra £759.92? For more information see their website at liftshare.com

Why Liftshare?



Join for free and **find drivers** and **passengers** to share with



Save money by sharing travel costs



Cut congestion and **pollution**



Reduce the stress of driving by sharing with great people

CAR & BIKE SHARING

Owning a car can be a real hassle with repairs, servicing and insurance. Car clubs provide the convenience of a car without the stress of owning one. Just book online or by phone.

Car clubs give you greater flexibility, charging only for the time you use the car, not when it is sitting on the drive. You can free up your budget to spend on something more exciting!

Joining a car club, instead of running your own car, is a big step towards taking control of your environmental footprint. In one easy move, you can cut your carbon emissions, cut your contribution to congestion, and save you money.

Bike share schemes are gaining popularity and allow users to use a bike when they need one without having to own a bike.



For more information on car and bike sharing visit www.como.org.uk

Book
Book a car online or by phone, weeks ahead or with just a few minutes' notice, for anything from an hour to a weekend. Whatever works for you.

Unlock
Unlock a car in your neighbourhood, parked in a designated parking bay. It's clean and ready to go. Just swipe your smart card, get the keys from the car, and off you go.

Drive
Drive for as long as you've booked it for (anything from an hour to a weekend or more) for an hourly rate from as little as £3.50. When you've finished, just return your car to the same location.

Pay
It's easy. Payment is taken from your account. You get a breakdown by email or text message. No forms, no fuss.



