



INTERIM RESIDENTIAL TRAVEL PLAN

Boyton Place, Haverhill, Suffolk

Client:  **PERSIMMON**
Together, we make a home

October 2018

Project No: 80035

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Original Document
prepared by: - Edgar Fernandez BSc
on behalf of Smarter Travel Ltd

Date: - 2nd October 2018

Original Document
checked by: - Heidi Wilson BA (Hons) AMCIHT
on behalf of Smarter Travel Ltd

Date: - 2nd October 2018

Original Document
Approved by: - Raymond Long BSc (Hons) IEng MCIHT MICE
on behalf of Smarter Travel Ltd

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1. FOREWORD

- 1.1. Smarter Travel Ltd (ST Ltd) has been appointed by the Developer – Persimmon Homes - to manage, monitor and promote the Residential Travel Plan (TP) for development land north of Haverhill, Suffolk known as ‘Boyton Place’. The development scheme is for up to 1150 residential dwellings. The provision of this interim TP is to comply with the schedule of the Section 106 agreement of St Edmundsbury District Council (SEDC) planning approval Ref: SE/09/1283. The layout of the development is included in **Appendix A**.
- 1.2. A Travel Plan is defined as a long term management strategy and package of measures intended to encourage sustainable travel choices for a healthier lifestyle and reduce the reliance on the private car; this effectively requires identification and implementation of a set of interrelated measures and initiatives which will reduce the environmental impact of the travel associated with a development, particularly through the use of public transport, walking and cycling, which reflects current Government policy in respect of transport.
- 1.3. Persimmon Homes are committed to the role and TP implementation and measures which are further set out in **Section 8**.
- 1.4. The Travel Plan Coordinator (ST Ltd) will promote, manage and monitor the success of the TP and report to Suffolk County Council (SCC) for the agreed monitoring period, commencing at 10th occupation and until one year after the final dwelling is occupied. The monitoring period is likely to be completed in 2029 with the principle target to have an 10% decrease in single occupancy car trip rates in comparison to those estimated in the original Transport Assessment.
- 1.5. Boyton Place lies to the northern edge of Haverhill town, close to the borders of Essex and Cambridgeshire. Overall the site is close to the town centre with numerous local amenities and public transport services as well as pedestrian and cycling infrastructure to support the promotion of sustainable travel.

Definitions

- 1.6. The following definitions are used throughout this document:
 - i. “Travel Plan” means a comprehensive “living” document that includes the sustainable travel objectives, targets and commitments, which is updated, amended and supplemented from time to time under the provisions of the conditions of the planning approval and “Travel Plan Reviews” which are obliged to be undertaken by the Travel Plan Coordinator on behalf of the Developer.
 - ii. “Travel Plan Coordinator (TPC)” shall mean a permanent representative appointed by the Developer with the appropriate skills, budgetary provision and resources to produce and update a “Travel Plan” and manage the continued implementation of the “Travel Plan” including the provision of information to the Local Authority.

- iii. "Multi-modal Survey" means a standardised annual travel survey undertaken with manual observations at each access point to identify the modes of travel used by the residents and to determine vehicular generation of the development this will be supplemented with a postal/online survey of residents at approximately, 150th, 350th and 500th dwelling occupation.
- iv. "Annual Travel Plan Review" means a report every year including the results and analysis of the "multi-modal survey" indicating how the "Travel Plan" is performing and updating the document as necessary to reflect changes in local area accordingly.
- v. "Monitoring Period" means the time period that the Developer is committed to fund and manage the "Travel Plan" and "Travel Plan Coordinator" to review travel behaviour to / from the site with an aim to reduce private car usage in favour of sustainable modes with reporting to the "Local Authority" via the "Annual Travel Plan Review" for approval. The monitoring period is due to commence at occupation of the 100th dwelling.
- vi. "Local Authority" shall mean the relevant district council or county council required to approve the Travel Plan.

2. INTRODUCTION

- 2.1. This document provides the basis, from which to refine, expand and develop the TP and promote the objectives within it; an updated TP (a full TP) will next be submitted to SCC for approval upon 100th occupation and the targets and measures will be finalised.
- 2.2. The development is not only residential, but also includes a school and a community centre to be built on future phases, which will substantially reduce school travel distance and time as well as potentially reducing traffic in and out the area. The TP is therefore an important tool in helping to deliver sustainable communities. This will bring a number of benefits into the local area, including:
- i) Reducing the need to travel by private car and aim to cut congestion to and from Boyton Place.
 - ii) Increasing awareness of sustainable travel alternatives to the private car.
 - iii) Promotion of social inclusion and interaction by identifying that a wide range of transport options are easily available for new residents, including those with disabilities, and that existing amenities are accessible.
 - iv) Helping to reduce greenhouse gas emissions by accommodating those journeys that need to be made by car through information on greener car travel usage. This will aid in addressing the increased emphasis of tackling climate change and reducing impact on the local environment.
 - v) Residents can enjoy improved health, less stress and better quality of life through the increased use of walking, cycling and public transport use. Financial savings over the ownership and running costs of a private car can also be achieved through providing a greater travel choice.
 - vi) Bringing new choices of modes of transport to the wider community with the promotion of a car sharing scheme.
- 2.3. This TP has been prepared with reference to current SCC advice and Department for Transport (DfT) guidance documents "Using the Planning Process to Secure Travel Plans (April 2009)"; "Making Residential Travel Plans Work: Guidelines for New Development" and "Good Practice Guidelines: Delivering Travel Plans through the Planning Process" (April 2009).

3. POLICY CONSIDERATION

National Policy

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

National Planning Policy Framework (NPPF)

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

Regional

- 3.4. The Suffolk Local Transport Plan 2011-2031 sets out the local transport strategies and policies across the whole of Suffolk. This document sets out the County Councils vision and strategy for long term development of transport up to 2031.
- 3.5. The plan identifies how transport will play its part in supporting and facilitating future sustainable economic growth in Suffolk by:
 - Making the best use of what we have to facilitate reliable journeys;
 - Reducing the need to travel; and
 - Influencing others and ensuring transport is integrated into development plans.
- 3.6. Haverhill also falls within the New Anglia Strategic Economic Plan. This plan covers the period until 2036 and aims to grow vibrant, healthy communities supported by a strong economy and the delivery of homes, jobs, infrastructure and an enhanced environment.

4. EXECUTIVE POLICY STATEMENT

- 4.1. Persimmon Homes has agreed to the following TP arrangements. These demonstrate the importance of the environmental and health benefits of increasing the use of more sustainable modes of travel, as an alternative to the private car. Persimmon Homes is committed to developing and funding this programme, with the support of a TPC, and delivery of measures set out herein to achieve the monitoring targets whilst supporting change in travel habits of residents of this development.
- 4.2. The Developer will be responsible for the ownership of the residential TP for this development for a period of no shorter than 10 years from the date of the approval by SEDC and SCC of the updated full version of this TP. It is therefore expected that the monitoring period is to end no earlier than 2029.
- 4.3. The appointed TPC can delegate responsibilities to others to assist in the operation and monitoring of the TP. The contact details are set out below. Should the contact details of the TPC change at any time during the monitoring period the following details will be amended accordingly and advised to SEDC and SCC within two months.

<i>Acceptance and Commitment to the Role of Travel Plan Coordinator</i>
<p>Name: Edgar Fernandez</p> <p>Company: Smarter Travel Ltd</p> <p>Telephone: 01603 230240 (Mon – Fri; 0900-1700)</p> <p>Email: BoytonPlace@SmarterTravel.uk.com</p> <p>Website: www.BoytonPlace.co.uk</p> <p>Date: 2nd October 2018</p> <p>On behalf of: Persimmon Homes</p>
<i>Developers Representative</i>
<p>Name: Gary Lee</p> <p>Company: Persimmon Homes</p> <p>Date: 17th October 2018</p>

5. LOCAL ACCESSIBILITY AUDIT

Boynton Place Location

- 5.1. Boynton Place is located to the north of Haverhill, Suffolk, close to Essex and Cambridgeshire. It lies approximately 14 miles southeast of Cambridge, 18 miles southwest of Bury St Edmunds and 14 miles South of Newmarket. Haverhill town centre is approximately 1 mile to the south of Boynton Place. Access to Haverhill from the west is along the A1307 which links to Cambridge and the A11. The A1017 to the Southeast connects the town to Sudbury and Braintree. The A143 directly links the site with Bury St Edmunds.

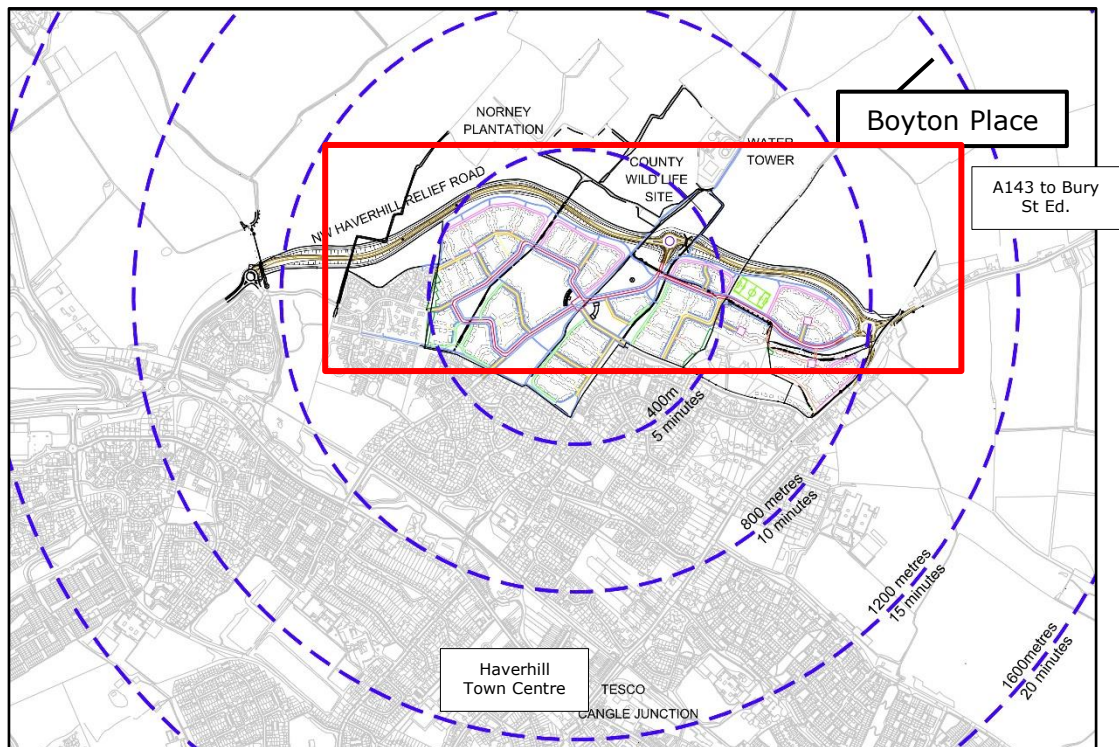


Figure 1 - Boynton Place Location

- 5.2. The current sole vehicular access to Boynton Place is off the A143 / Haverhill Rd. More information about vehicular access to the site can be found in **Section 6.3**. A site layout can be found in **Appendix A**.

Pedestrian and Cycle Network

- 5.3. Boynton Place has good access for pedestrians and cyclists to the existing area of Haverhill which provides access to local amenities including schools, shopping and employment areas. A Haverhill Cycle Map is provided in **Appendix B**.
- 5.4. Large local employment areas in Haverhill include Homefield Rd Industrial Estate, Hollands Rd Industrial Estate and a business park located to the south of Haverhill. Also Boundary Rd and Falconer Rd Ind Estates to the South East

of town and the future development of Haverhill Research Park to the West of town. They all can be accessed using footways and cycleways from the town centre and from Boyton Place. All these large employment areas are situated along or near the south bypass road A1017. According to the 2011 Census Data, a large percentage of Haverhill's population work in the town with very short distances to commute. To the north of the site (at about 1.5 miles distance) is Karro, a large industrial food processing plant at a very cycleable distance but with no specific cycle provision along the A143 road.

- 5.5. The closest supermarkets to the development is a Tesco Superstore located on Cangle Rd (0.7 miles or 12 min walk), an Aldi store on Lordscroft Ln (0.8 miles or 14 min walk), an Aldi on Ehringshausen Rd (1.3 miles or 8 min cycle) and a Sainbury's superstore located to the west on Haycocks Road (2miles or 10 min by cycle); all accessible by both foot and bicycle. An Iceland is located in the town centre commercial area. A weekly market is held in the town in the High Street each Saturday. A smaller market is held each Friday in the town's market square.
- 5.6. Local schools include the 4-11 Primary New Cangle School at 0.8 miles from Boyton Place, the Samuel Ward Trust schools comprising of; Samuel Ward at 0.7 miles from the site, Clements Community Primary at 2 miles from the site, Coupals at 1.5 miles from the site and Westfield Primary Academy at 0.9 miles from the site. Also the Castle Partnership includes; Burton End Primary Academy at 1.7 miles from the site, Place Farm Primary Academy at 1.3 miles from the site and Castle Manor Academy at 1.4 miles from site. These schools are all accessible via established pedestrian and cycle links within Haverhill. Also and an independent Broadlands Hall School is situated to the northwest of the site along the A143 road at 1 mile from the site, not currently accessible by foot or cycle.
- 5.7. A review of 2011 Census Data for this area of Haverhill shows that cycling for commuting purposes is relatively low. This is discussed later in this TP.
- 5.8. Although there are currently no officially recognised National Cycle Routes through Haverhill or close to Boyton Place, there is a two mile stretch of a shared green path running northwest to southeast along the south edge of the site and to the north of the town centre. This segregated walking / cycling way provides a good cycling corridor aiding residents of Boyton Place to access the town centre and employment areas to the south. The green cycle way crosses the A143 uninterruptedly along a foot/cycle bridge.



Figure 2 – Green cycle way

- 5.9. There are other scattered cycle way sections along some of the newer roads and residential areas to the west of Haverhill. Residents can use websites such as Cycle Streets to obtain a suitable cycling route for their level of ability.
- 5.10. Funds have been provided by Persimmon Homes Ltd to improve local cycle routes and increase cycle parking in Haverhill as approved through Section 278 Agreements and/or Section 106 contributions.
- 5.11. Walking access from the east side of Boyton Place to the town centre is on pavement alongside the urban section of the A143/ Haverhill Rd road which has street lighting and a 30 mph speed limit. A toucan crossing on Haverhill Rd aids pedestrians to access Chalkstone Way and the Samuel Ward Academy. The bus station can be easily and directly reached by foot following the green way and through the pedestrian walk across the Tesco car park.

Public Transport

- 5.12. The current closest bus stops to the development are located on Haverhill Rd by Ann Suckling Rd to the southeast, and by the Fox Public House near the development's access road to the east.
- 5.13. Bus services 14, 14A and 15A from Stephensons run through these stops linking Haverhill town centre with Bury St Edmunds. Bus services 13, 13C and X13 from Stagecoach cover the route to Cambridge. Most bus stops in the local vicinity are standard flag and pole style stops.
- 5.14. **Table 5.1** below presents the regular current services and times at The Fox bus stop along Haverhill. Local bus timetables for services from Haverhill to Cambridge are included in **Appendix C**.

Table 5.1 – Nearest Local Regular Bus services

Operator	Service	Frequency
Stephensons	14 Haverhill – Bury St Edmunds	Mon to Fri: 2 buses at 14:58 and 15:53 at The Fox stop on school days only Sat: No service from this bus stop on Sat or Sun. Bus does run on Sat from Haverhill bus station at 10:15
Stephensons	14 & 14A Bury St Edmunds – Haverhill	Mon to Fri: 2 buses 08:33 (14) & 16:18 (14A) at The Fox stop on school days only Sat: No service from this bus stop on Sat or Sun.
Stephensons	15A Haverhill – Bury St Edmunds	Mon to Fri: 2 buses at 07:49 and 07:54 at The Fox stop on school days only Sat: No service from this bus stop on Sat or Sun. Bus does run on Sat from Haverhill bus station at: 07:45, 09:00, 11:15, 13:15 and 15:15
Stephensons	15A Bury St Edmunds – Haverhill	Mon to Fri: 1 bus at 16:57 at The Fox stop on school days only Sat: No service from this bus stop on Sat or Sun.

- 5.15. Up to date timetable information for each bus stop can also be obtained via the websites of each operator or via Traveline East Anglia website. Links to updated timetables will be promoted to residents.
- 5.16. Buses 13 Gold and 13C Gold from Stagecoach run every half hour approximately through the neighbourhood to the south of Boyton Place with

bus stops on Howe Rd and Arrendene Rd and reaching Haverhill bus station and Cambridge.

- 5.17. A review of 2011 Census Data for the Haverhill area shows that currently the use of bus services is very low for commuter purposes. This is discussed further later in this TP.
- 5.18. Travel times to Cambridge from Haverhill bus station on the Stagecoach Gold line are between 55 min and 1 h 40 minutes. Travel times to Bury St Edmunds on the Stepsons line service takes about 1 hr and 10 minutes.
- 5.19. An adult day return bus ticket from Haverhill to Cambridge on Stagecoach costs £9.00* to be bought on the bus. A Cambridgeshire 7 day megarider Plus ticket (includes access to Huntingdon and Peterborough) costs £25*. A Cambridgeshire multioperator ticket for one week costs £33*. Multiday tickets can be purchased online through the operator websites, their mobile apps or directly from the bus driver. Additionally there are a variety of discounted season tickets available including monthly options. (*All prices correct as of August 2018).
- 5.20. Stagecoach also provides a useful travel app for mobiles with live bus times, and location based search where buses, stops and routes can be found instantly. The app includes a journey planner; ticket options; walking directions; disruption updates; and mobile tickets and payments.
- 5.21. Bus services 59 and 60 also from Stepsons head out south of Haverhill linking the bus station with Helions Bumpstead and Saffron Walden with five services each. Bus service 18 from Big Green Bus Company links Haverhill with Clare to the east with five regular services from 07:40 to 17:15 and four buses back. Bus service 19 covers the route Linton, West Wrattling, Brinkley and Borough Green with four buses from 8:50 to 15:50.
- 5.22. Bus service 236 from Beestons links Haverhill with Glemsford, Long Melford and Sudbury to the east with four buses a day. Line 348 is a short week day service linking Chapple Drive with the bus station along Wrattling Rd with four buses a day. Line 349 is a circular line around Haverhill town with four services a day. Line 350 is an urban route covering the west side of Haverhill town with two buses a day. Line 351 links Haverhill with Withersfield and Gt Bradley to the northwest.
- 5.23. Community transport options are also available to residents that may have need for these services and have difficulty accessing regular transport services. The Voluntary Network operates in the area with 'Connecting Communities' and 'West Suffolk Hospital Ride'. Further information can be found on their website (www.voluntarynetwork.org). Community transport is also available to book through SuffolkOnboard, Suffolk County Council's Connecting Communities website (<http://communities.suffolkonboard.com>)

Train Services

- 5.24. The closest train Station from Boyton Place is Whittlesford Parkway to the west approximately 14 miles away or 20 min drive. Whittlesford Parkway is a small train station on the main Greater Anglia line between Cambridge and London Liverpool St with a train frequency of 30 min approximately. The station has limited facilities but features 383 car parking spaces and 48 sheltered cycle parking spaces. The car park is operated by National Car Parks Ltd and has a daily rate of £8.80 and £117.00 monthly.
- 5.25. Also on the same Greater Anglia line, other train stations to be considered are Audley End, Shelford and Great Chesterford, both at about 17 miles or 26 minutes' drive from Boyton Place.
- 5.26. Cambridge train station is about 18 miles or 33 minutes' drive from Boyton Place and as well as Greater Anglia trains to Liverpool St and Norwich, it also provides Great Northern, Thameslink and CrossCountry trains to London King's Cross, Stansted Airport and Birmingham via Peterborough.
- 5.27. The current season and day ticket cost of train services to Cambridge and London should be promoted to the future residents as well as the available railcards that can be obtained that can reduce train travel costs by up 33%. The PlusBus ticket option will also be promoted as a way to get discounted bus travel at train destinations such as Cambridge, Newmarket, Bury St Edmunds, Ipswich and Colchester, which is likely to be taken up for leisure related journeys.
- 5.28. A review of 2011 Census Data for the Haverhill area shows that currently the use of the train is very low for commuter purposes. This is discussed further later in this TP.

Local Amenities

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

Amenity	Name	Location	Distance from the site*	Walking / Cycling time	Accessible direct by bus? Service Numbers
Nursery	Little Wonders Pre-School	Westfield Primary Academy	0.8 miles	15 mins / 4 mins	No
Primary School	New Cangle	Chapple Drive CB9 0DU	0.8 miles	15 mins / 4 mins	No
High School	Samuel Ward Academy	Haverhill High School	0.7 miles	12 mins / 3 mins	No
Dentists	Henderson House Dentistry	3 Wratting Rd CB9 0DA	0.8 miles	15 mins / 4 mins	13, X13, 14, 14A, 15A
Doctors	Haverhill Family Practice	14 Camps Rd CB9 8HF	0.8 miles	15 mins / 4 mins	13, X13, 14, 14A, 15A
Post Office		Market Hill	0.8 miles	16 mins / 5 mins	13, X13, 14, 14A, 15A
Haverhill Town Council	Haverhill Arts Centre	High St, CB9 8AR	1.1 miles	20 mins / 7 mins	13, X13, 14, 14A, 15A
Supermarket	Tesco	Cangle Rd CB9 0BQ	0.7 miles	12 mins / 3 mins	13, X13, 14, 14A, 15A
Public House	The Fox	Lime Tree Avenue	0.1 miles	4mins / 1 min	No
Place of Worship	River Of Life Community Church	Chalkstone Community Centre, Millfields Way, CB9 0JB	0.8 miles	16 mins / 5 mins	13, 14
Recreation Ground	Camps Rd Park	Camps Rd	1.1 miles	20 mins / 7 mins	13A
Library	Haverhill Library	Camps Rd CB9 8HB	0.8 miles	16 mins / 5 mins	No
Bus Stops		Haverhill Rd	0.1 miles	4 mins / 1 min	No
Police Station		4 Swan Ln CB9 9EQ	0.7 miles	12 mins / 3 mins	No
Employment Areas	Haverhill Town Centre	High St	0.8 miles	16 mins / 5 mins	13, X13, 14, 14A, 15A
Employment Areas	Hollands Rd Industrial Estate	Hollands Rd	1.7 miles	33 mins / 7 mins	Yes 13, 14A, 15A

Employment Areas	Homefield Rd Industrial Estate and Haverhill Business Park	Homefield Rd	2 miles	40 mins / 12 mins	No
Employment Areas	Boundary Rd Industrial Estate	Boundary Rd	2 miles	40 mins / 10 mins	X13
Employment Areas	Falconer Rd Ind Estate	Falconer Rd	2 miles	40 mins / 10 mins	X13
Leisure	Haverhill Leisure Centre	Ehringshausen Way, CB9 0ER	0.8 miles	15 mins / 4 mins	13, X13, 14, 14A, 15A
Leisure	Cineworld Cinema	Ehringshausen Way, CB9 0ER	0.8 miles	15 mins / 4 mins	13, X13, 14, 14A, 15A
Leisure	East Town Park Centre	Coupals Rd CB9 7UR	1.6 miles	30 mins / 8 mins	14, 15
Golf Club	Haverhill Golf Club	Coupals Rd CB9 7UW	2.3 miles	44 mins / 12 mins	No

Table 5.2 – List of Nearest Local Amenities

* Distances taken from the edge of the site via public highway.

- 5.32. In conclusion, the development is very well located to a great number of amenities which are accessible on foot or by bicycle. Further to this the site is located approximately one mile from Haverhill Town Centre where a wide variety of further amenities and services are located.
- 5.33. The excellent range of amenities provision in the town area should influence the residents of Boyton Place to use more sustainable modes of transport to travel locally when possible, reducing the impact of unsustainable travel in the area.

Barriers to Sustainable Travel and Accessibility

- 5.34. The potential issues and barriers to the promotion of sustainable travel in association with the site and its locality have been identified as follows:
- Lack of knowledge about public transport links within the vicinity;
 - Limited bus services until new bus route is implemented;
 - Train services located in excess of 14 miles;
 - The likelihood of residents undertaking shift work or working irregular hours;
 - Lack of knowledge of potential car sharing opportunities;
 - Perceived cost of public transport compared to driving;
 - Perceived accessibility on foot and bicycle to Haverhill Town Centre; and
 - Perceived quality of facilities (shelters / seating etc.) at bus stops and train station.
- 5.35. The measures and initiatives proposed within this TP will seek to address the identified issues and barriers to sustainable travel and will be fully supported by Persimmon Homes for the monitoring period.

Annual Inspection (off-site)

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

6. BOYTON PLACE DEVELOPMENT

- 6.1. A total of 1,150 residential properties are to be built on Boyton Place ranging from two to five bedroom houses. At least 30% of these will be affordable homes. It is estimated that 100 properties will be built per year. Phase One of Boyton Place consists of approximately 200 dwellings.
- 6.2. The Office for National Statistics website has been used to estimate the number of people that could potentially live in the development. The "Key Figures for 2011 Census" for "St Edmundsbury 012C" and "St Edmundsbury 012D" (site is close to these two boundaries) has given the breakdown of number of people living per dwelling: 2,789 people living in 1,113 households; using this data it has been forecasted that a development of 1,150 residential units has the potential to accommodate 2,881 people.

Access

- 6.3. Initially there will be only one vehicular access to Boyton Place; and that is from Haverhill Rd to the east of Phase One with vehicular access via a roundabout. As the development of the site progresses, another vehicular access via a roundabout will be created to the north of the development. In addition to these main access points, when the entire development is completed, there will be three additional vehicular access points on the south and west into private driveways.
- 6.4. A relief road to the north of the site will be provided within five years of commencement of the development and prior to the construction of the 500th dwelling.

Cycle Parking

- 6.5. Secure and sheltered cycle parking spaces are available for the residents of flats within or adjacent to associated blocks. It is expected residents of houses will store bicycles in garages or storage will be provided in gardens.

Public Transport

- 6.6. A Public Transport Phase One Scheme will be operational prior to the first occupation of the 150th dwelling and a Public Transport Phase Two Scheme prior occupation of the 500th dwelling. Public Transport Services shall have a minimum 15 min frequency between 6:60-9:30 and a minimum 30 min frequency between 9:30 and 15:30.

Annual Inspection (on-site)

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

7. OBJECTIVES AND TARGETS

- 7.1. The potential vehicular traffic generation of the finished development of 1,150 dwellings as estimated in the Transport Assessment that supported the planning application is summarised in **Table 7.1**.
- 7.2. The development would have the potential to generate, without a Travel Plan, approximately 602 two-way car movements during AM peak hour, and 779 two-way vehicle movements during PM peak hour. Over a 12-hour period, it would be estimated to generate 1,382 two-way movements.

	Into Site		Out of Site		Two-Way	
	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
AM Peak	0.123	142	0.400	460	0.523	602
PM Peak	0.430	495	0.247	284	0.677	779
12-Hour	2.625	680	2.712	702	5.338	1,382

Table 7.1 – Potential Traffic Generation of up to 1150 residential units

- 7.3. Further to this, the 2011 Census Statistics have been used to understand the current travel modes and typical work destination for existing local residents, these have been used to provide an estimate of typical travel modes that would be utilised from the development.
- 7.4. The April 2011 Census Statistics – Method to Travel of Work – Resident Population for St Edmundsbury 012C and 012D areas, which includes the site, is summarised in **Table 7.2**.

Mode of Transport	Percentage
Train	2%
Bus	4%
Taxi or minicab	1%
Driving a car or van	71%
Passenger in a car or van	6%
Motorcycle, scooter or moped	1%
Bicycle	3%
On foot	12%
<i>Total commuting</i>	<i>100%</i>

Table 7.2 – Method of Travel to work - 2011 Census St Edm. 012C and 012D

- 7.5. The tables show that from St Edmundsbury 012C and 012D areas, 15% of the commuting is undertaken by cycling and walking, and a further 6% of the commuting is undertaken by public transport.
- 7.6. It is also apparent the majority of the residents within the Census area that commute by single occupancy car journey are travelling locally to areas within Haverhill town. These locations are accessible by public transport or walking / cycling from Boyton Place and this will be strongly promoted to residents.

Objectives

- 7.7. There are a number of objectives that the implementation of a TP is intended to help fulfil. The main objectives of the residential development are to:
- Reduce the traffic generated by the development to a lower level of car trips than would be predicted for the site without the implementation of the Travel Plan;
 - Promote local bus routes, especially when / if they re-route the bus service through the development
 - Promote healthy lifestyles and sustainable, vibrant local communities;
 - Accommodate those journeys that need to be made by car; and
 - Assist in addressing specific problems that prevent children or older people from gaining access to key amenities.

Targets

- 7.8. Targets should be Site-specific, Measurable, Achievable, Realistic and Time-related (SMART). They may be phased year on year and can be by 'aim' type (e.g. percentage using non-car modes by....) or 'action' type (e.g. appoint a TPC by....).
- 7.9. The "aim type" Travel Plan targets are quantifiable and are given over two timescales: short-term (within one year) and long-term (within five years). The suggested key targets are based on the principle objectives of the TP and are as follows:
- Within one year of implementation of the full TP, decrease the AM, PM and 12-hour car trip rates by 5% when compared to the TA data shown in **Table 7.1**.
 - Within five years of implementation of the full TP, decrease the AM, PM and 12-hour car trip rates by 10% when compared to the TA data shown in **Table 7.1**.
 - Retain the car trip rates seen at year five of implementation of the full TP when compared to that assessed in the TA.
 - To maintain or increase the modal split in favour of sustainable transport methods when compared to 2011 Census Data as shown in **Table 7.2**.

- 7.10. The review of targets should be agreed between Persimmon Homes, the TPC and SCC at the baseline survey undertaken at the 100th occupation.
- 7.11. Additional “aim-type” targets that are not directly related to travel mode are as follows:
- 80% of dwellings should be aware of the TP and TPC and the services that can be provided.
 - 50% of the dwellings will have obtained a Personal Travel Plan provided by the TPC.
 - 15% of the dwellings of the development should have used either their bus /train ticket or active travel voucher.
- 7.12. The “action-type” TP targets are non-quantifiable targets and take the form of actions that need to be achieved by a specified date. These targets are based on implementing the measures specified in **Section 8** and therefore aid in meeting the “aim-type” targets and the principle objectives of the TP.

Remedial Measures and Triggers

- 7.13. After each multi-modal survey the TPC will assess if the targets are being achieved. Should the targets not be considered to be to the SMART principles then a review of achievable, realistic targets will be undertaken and submitted to the Local Authorities with supporting evidence to be agreed.
- 7.14. If the agreed targets are not being met after the first and fifth year travel surveys the TPC will analyse the situation, contact residents by issuing a postal / online travel questionnaire and request feedback on what prevents people from using more sustainable modes of transport and in the case of this site what would help them to avoid single occupancy vehicle trip.

8. RESIDENTIAL TRAVEL PLAN MEASURES

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

On-site Accessibility

- 8.3. It is essential to ensure that pedestrian and cycle routes are safe and accessible. The site layout is designed to respect the permeability for pedestrians and cyclists.
- 8.4. Through direct communication channels from residents to the TPC, as well as personal site visits, any maintenance issues identified with constructed pedestrian / cyclist routes on site will be identified to the Developer or SCC (as applicable) to be rectified.

Public Transport

- 8.5. An up to date schedule of bus and rail services, within the surrounding area of the site, including route information and service frequencies will be permanently available to the residents of the site (see Marketing and Promotion). The use of smartphone apps and mobile technology will be promoted so residents can access up to date bus timetables.
- 8.6. Residents will also be made aware of the seasonal discounts of fares that are currently available for buses and train services through promotional links to relevant websites.
- 8.7. Residents will be made aware of both rail and bus timetables, routes and fares through Travel Information Packs in addition to the Boyton Place TP website.
- 8.8. Relevant events such as, 'Catch the Bus Week' will be promoted to residents (see Marketing and Promotion).
- 8.9. Each dwelling will be provided the opportunity to gain a one month pass for Stagecoach bus services or a £100 cycle voucher for Aerocycles cycle store or online equivalent (this voucher value will be reviewed upon each phase of Boyton Place). In order to claim their voucher, residents must contact the TPC. This will be promoted through a "Travel Information Pack".
- 8.10. When the bus routes are diverted through the development upon 150th and 500th dwelling occupation, this will be promoted to residents through social media in addition to an on-site marketing event. In addition to this, bus ticket incentives will be promoted to residents again upon completion of bus route changes.

Walking

- 8.11. Pedestrian routes in the vicinity of the site are adequate, linking with local amenities within Haverhill area. However, the TPC will liaise with the relevant authority to highlight any maintenance issues.
- 8.12. The residents will be provided information on pedestrian routes from the site to relevant local amenities within the Travel Information Pack.
- 8.13. Local walking groups including Suffolk Ramblers will be promoted to residents of Boyton Place. Additionally events such as, 'Walk to Work Week' will be promoted through regular marketing material.
- 8.14. Route planning mobile apps and websites will be promoted through the Travel Information Packs as well as through the Boyton Place Travel Plan website.
- 8.15. The TPC will work with TPC of local schools in Haverhill with the aim of encouraging walking to and from Boyton Place where possible.
- 8.16. As an alternative to a one month public transport pass, residents can claim a £100 Aerocycles voucher or online equivalent to purchase walking and cycling equipment (the value of the voucher will be reviewed upon each phase of Boyton Place).
- 8.17. For those residents who have children, reflective safety packs for walking/cycling to school will be available upon request.

Cycling

- 8.18. The multi-modal survey will provide information about the potential to increase the number of trips made from the development by bicycle. This mode of travel is underrepresented in the area for travelling in / to / from Haverhill.
- 8.19. The TPC will liaise with the relevant authority to ensure that local cycle routes are properly maintained, should residents provide information on issues. The residents will be provided with information and advice concerning highway safety and appropriate cycle routes from the site to relevant regular destinations via Personal Travel Planning (see Marketing & Promotion).
- 8.20. The £100 cycle store voucher or online equivalent that is available to residents can be spent on cycling equipment or accessories (the value of the voucher will be reviewed upon each phase of Boyton Place). Alternatively it can be used as a contribution towards to the cost of a new bicycle.

Car Sharing

- 8.21. Car sharing represents a relatively convenient alternative form of car travel and potential exists to reduce the total private mileage of the residents.

- 8.22. The TPC will establish from the multi-modal travel survey, the potential for car sharing to and from regular destinations and will arrange for individual residents to be made aware of that potential. For example if it is found that many residents are travelling to places such as the employment areas to the south of Haverhill like industrial estates and business parks, the TPC will contact the relevant TPC of these locations in the hope of cross promotion of the benefits of car sharing journeys.
- 8.23. The Travel Plan Coordinator will promote the Suffolk car share scheme (SuffolkCarShare.com), to provide opportunities to car share with residents from the surrounding areas. Residents will be made aware of the car share website and be encouraged to make use of the information it contains from the outset.
- 8.24. Currently, there are over 140 car sharing options listed on the Suffolk Lift Share website around the wider Haverhill area.
- 8.25. Residents will be made aware of the car sharing scheme via social media, Travel Information Packs and the Boyton Place TP website.

Marketing and Promotion

- 8.26. Travel Information Packs for Boyton Place will be included in the developer's welcome pack to residents when these move to their properties.
- 8.27. The TPC is to provide training to the sales staff of the Developer on the aims and objectives of the TP as well as the incentives available to residents. Posters will also be provided so that sales staff can visually show the sustainable travel options available to them.
- 8.28. It is considered that in order to best promote a change in sustainable travel habits of new residents to an area, it is key to provide information within the first few weeks of moving in. Therefore, each dwelling will be provided with a Travel Information Pack that will direct residents to the development Travel Plan website and social media for travel related information and contact details of the TPC. A survey of current and intended travel habits will also be included within the Travel Information Packs to ascertain very early indications of travel behaviour change. For residents that have already moved into their homes, the TPC will hand out the Travel Information Packs individually to each dwelling.
- 8.29. A travel website will be created specifically for the development's residents via www.BoytonPlace.uk.com this will provide links to this TP and summary reports as well as a useful way to contact the TPC for general travel related queries or for Personal Travel Planning. It also provides information set out below and further links to other useful travel related websites:
- Information on what a TP is and the benefits of the scheme;
 - Real-time bus information (when the bus route is diverted)
 - Local area map indicating local amenities;

- Links to the social media pages and news articles;
 - Information on car sharing, eco-driving, travel information and community transport availability;
 - Personal Travel Plan requests;
 - Public transport information including details of the bus text service (explaining what buses and train services, can be taken to access facilities);
 - Cycle and pedestrian route maps (a Haverhill Cycle Map is provided in **Appendix B**);
 - Details of home shopping services and collection points;
 - Details of how to obtain the sustainable travel vouchers and any other measures including residents travel surveys;
 - Marketing for the Suffolk Lift Share website and rail discount card application forms; and
 - Contact details of the TPC for the resident to be able to discuss any travel related problem or to receive further information for their personalised trips.
- 8.30. The TPC will, through the use of social media and other marketing materials for the development, promote the use of sustainable travel and any nationally promoted travel days such as national bike week, etc.
- 8.31. It is recommended that the TPC undertake promotional measures to increase awareness of the Travel Plan. Suggested measures are as follows:
- Annual newsletter to be distributed to all residents highlighting any relevant travel information or local events happening;
 - Postal/online surveys are approximately 150th, 350th and 500th dwelling occupation;
 - Large scale marketing events on-site at 150th , 300th occupation and 500th occupation to coincide with the improved bus services in the area;
 - Six to seven smaller on-site marketing events during the monitoring period which will take place biennially, including a bicycle surgery and Personal Travel Planning; and
 - General small social media promotional events to engage with residents and provide information directly on sustainable travel.

Personal Travel Planning

- 8.32. The TPC will provide Personalised Travel Planning to residents who request it. They will be made aware of this scheme by information provided on the website and via marketing media issued to them. They can also contact directly the TPC through details given in **Section 4** of this TP.

- 8.33. The above list of measures is not exhaustive and should provide a basis of measures that can be implemented easily. The TPC will identify other measures throughout the life of the plan to aid in achieving the set targets and reducing single occupancy car travel.

9. MANAGEMENT AND MONITORING

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

The Travel Plan Coordinator

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

Monitoring

- 9.10. To ascertain whether the residents have already changed their mode of travel as a result of moving to this development from another location, a

short survey will be provided within the Information Pack that the resident will need to complete to obtain the £100 active travel voucher or the one-month free bus travel (the voucher value will be reviewed upon each phase of Boyton Place).

- 9.11. This mode split of travel then be able to be used to compare the effectiveness of the TP over the monitoring period. The data should also be used to identify what further measures, if any, are required to further promote the TP and its objectives.
- 9.12. The results of the survey will be issued to SCC as part of the TP review identifying the progress against the original objectives and targets. If the set targets have not been reached the TPC will seek to address and improve use of any mode, which seems to be under represented and where greater utilisation could reasonably be achieved and report to SCC.
- 9.13. In addition to the multi-modal traffic surveys, the take-up of additional TP measures will be monitored to demonstrate the impact of the TP on the residential estate, and to understand which measures are successful. The measures to be monitored are:
- The take up of Personal Travel Planning and response to follow up surveys;
 - The level of redemption of the free bus travel;
 - The level of redemption of the active travel voucher.

Multi-Modal Travel Survey

- 9.14. In order to identify the travel patterns of the residents of the development, a baseline multi-modal travel survey will take place after the 100th property occupation. Manual surveys will be repeated annually to analyse how the residents and visitors actually travel from and to the development and observe how effective the TP is in influencing modes of travel.
- 9.15. The annual multi-modal survey will be supplemented by postal/online surveys of residents at 150th, 350th and 500th dwelling occupation. The postal/online surveys will provide a more direct method of questioning of travel habits and assist in providing measures that can assist in changing residents travel habits to more sustainable modes. A copy of example post/online survey questions can be found in **Appendix E**.
- 9.16. The multi-modal survey will be undertaken at a cost to the Developer and be at a similar time of the year to provide a comparative assessment. It will be ensured prior to the survey being undertaken that the following circumstances will not affect the outcomes of the surveys:
- School / public holidays;
 - Highway maintenance;
 - Closures on public transport services; and / or

- Any publicised strike action.

- 9.17. The methodology of undertaking the multi-modal survey will involve a manual count of all vehicle, pedestrian and cyclist movements in and out of Boyton Place. The determined mode split of travel and car trip rates will then be able to be used to compare the effectiveness of the TP over the monitoring period. The data also enables a way to identify any new travel plan measures that could be introduced, to assist in reducing single occupancy car travel.
- 9.18. The manual count survey will be taken over a 12-hour period (7am – 7pm) on either a Tuesday, Wednesday or Thursday (also when the show home is not open). As the development is still under construction, associated construction / contractor movements will be disregarded.
- 9.19. ATC's will be used to supplement the manual count surveys where possible. This will be reviewed and agreed with SCC prior to each annual survey.
- 9.20. All survey information shall be kept secure by the TPC in accordance with the ST Ltd Data Protection Policy. Hard copies of any surveys that have any personal information on shall be kept on file in a lockable cabinet for a period of no more than two years and shall be securely destroyed thereafter. Electronic copies of surveys that hold any personal information shall be saved securely on the local server and the file shall be password protected. Electronic copies shall not be kept longer than a period of two years and shall be securely deleted thereafter.

Options for future managing the Residential Travel Plan

- 9.21. There is a choice of different structures available for the on-going management of the TP beyond the ten-year monitoring period, should demand warrant it.
- 9.22. The different options for management exist, are as follows:
- Management or consultant Companies;
 - Town Council; and
 - Steering groups, created with partnership working between the Local Authority, Developer and local representatives.
- 9.23. Whichever option is chosen then it will be notified to the Local Authority within the final TP review.



Appendix A





REV	DATE	DESCRIPTION
C	21.06.17	Revised in accordance with highways officers comments.
B	04.05.17	Plan updated to reflect revised site layout.
A	12.04.17	Revised in accordance with planning officers comments.

PROJECT
Phase 1 - Haverhill

TITLE
Masterplan Layout

DRAWING NUMBER
PH-125-02

REVISION
C

DATE
April 2017

SCALE @ A2 SIZE
1:1000

PERSIMMON 

Persimmon Homes (Essex) Ltd
 10 Collingwood Road Witham Essex CM8 2EA
 Tel: 01376 518811 Fax: 01376 521145
 Web: www.persimmonhomes.com

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Appendix B





Haverhill CYCLE MAP

Haverhill CYCLE MAP



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 زان یاریەشینی ئە ب ت گەیی هە یارمەر پ و ی س ی ت بەگەییە **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.

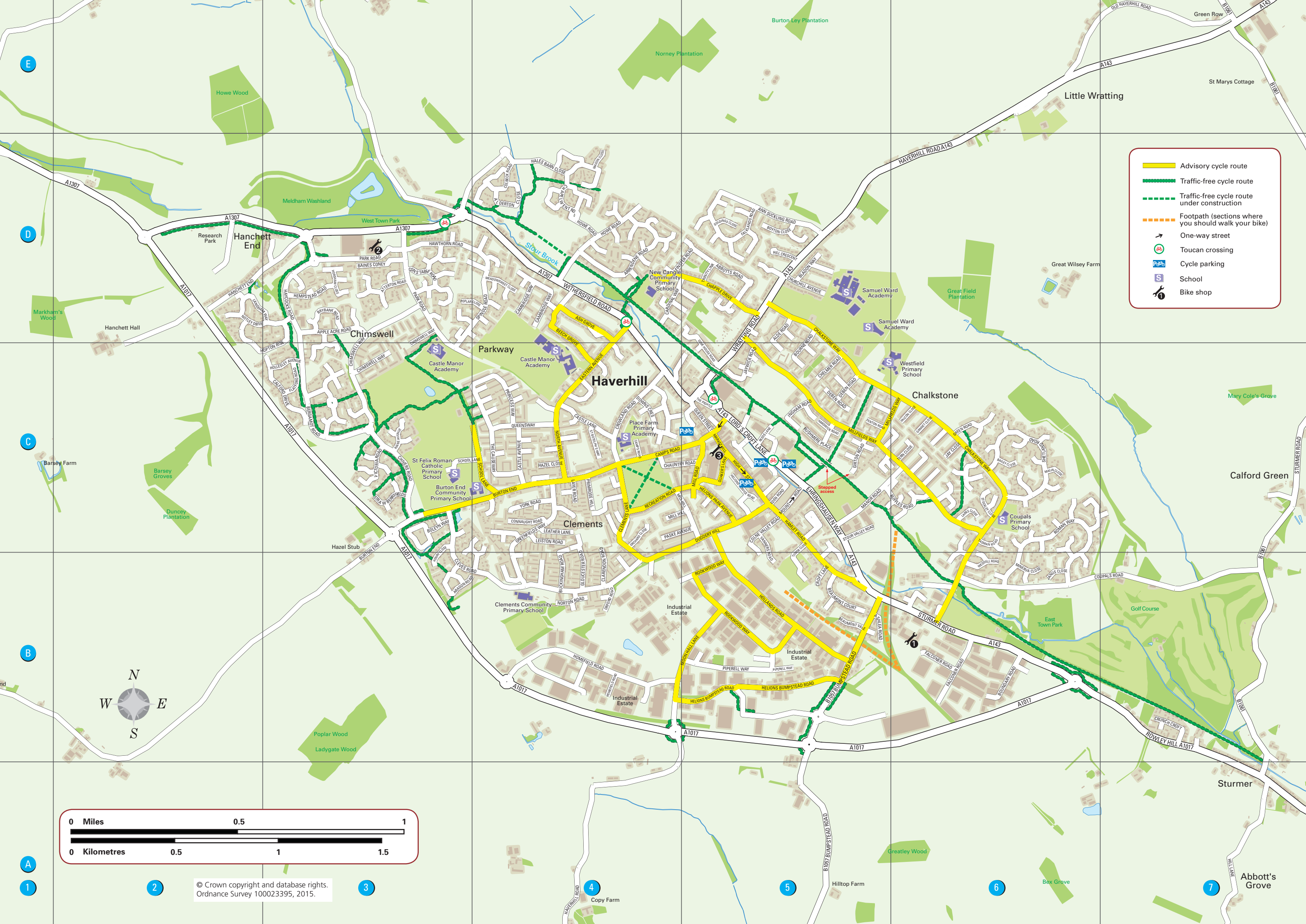
The redundant railway line provides an excellent off-road cycling and walking route running across town from Hanchett End to East Town Park. A number of the quieter and traffic calmed roads are marked to help decide on your cycling routes around the town.

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

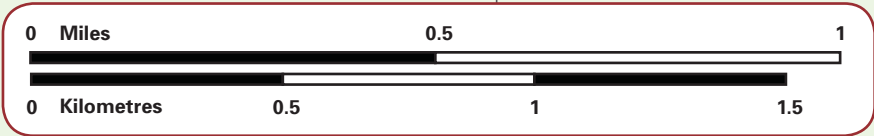
Email: customer.service@suffolk.gov.uk

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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 Ordnance Survey 100023395, 2015.

E
D
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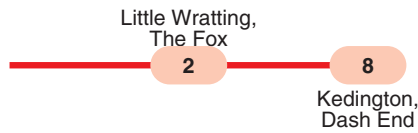
Abbott's Grove



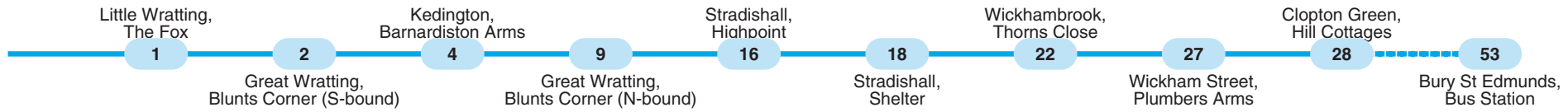
Appendix C



13 Cambridge - The Abingtons - Linton - Haverhill Stagecoach in Cambridge



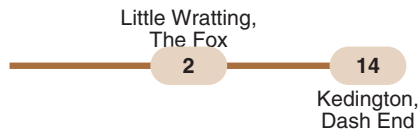
14 Haverhill - Bury St Edmunds Stephensons of Essex



15A Haverhill - Bury St Edmunds Stephensons of Essex



X13 Cambridge - Linton - Haverhill Stagecoach in Cambridge



The numbers circled indicate approximate timings in minutes from Haverhill, Ann Suckling Road

Mondays to Fridays Bus times as at 16th August 2018

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0748	15A	1	1456	14		1551	14		1754	X13		1849	X13	
									1941	X13		0001	13	

Saturdays Bus times as at 18th August 2018

Time	Service	Note
0001	13	

Sundays

No Service

Notes: 1 - Sponsored by Suffolk County Council
 Times shown in italics are approximate times



Next bus times on your phone

the code for this stop is **sufgdmppm**

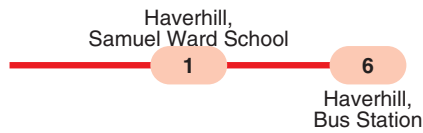
Mobile internet: Use the QR code (left) if you can, or enter the stop code at www.nextbuses.mobi

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

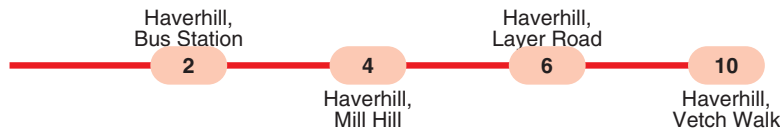
Internet enquiries incur normal mobile internet charges. SMS messages cost 25p plus your normal text message charge.

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

14 Bury St Edmunds - Haverhill Stephensons of Essex



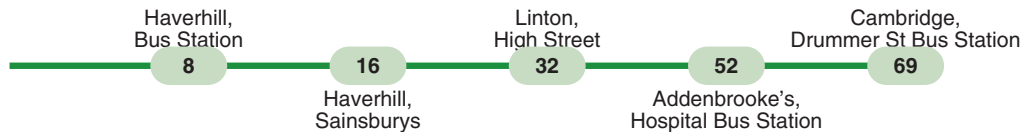
14A Bury St Edmunds - Haverhill Stephensons of Essex



15A Bury St Edmunds - Haverhill Stephensons of Essex



X13 Haverhill - Linton - Cambridge Stagecoach in Cambridge



The numbers circled indicate approximate timings in minutes from Haverhill, Ann Suckling Road

Mondays to Fridays Bus times as at 16th August 2018

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0707	X13		0737	X13		0833	14		1648	14A	1
									1657	15A	1
									1705	15A	2

Saturdays

No Service

Sundays

No Service

Notes: 1 - Sponsored by Suffolk County Council 2 - terminates at Haverhill, Bus Station
 Times shown in italics are approximate times



Next bus times on your phone

the code for this stop is **sufgdmpt**

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

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

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

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



Appendix D



Appendix D – Travel Plan Measures Action Plan

Measure	Action	Impact	Cost	Timescales
1. Travel Plan Coordinator (TPC)	Appoint TPC to promote, manage and monitor the Travel Plan and associated measures.	High	High	Completed.
2. Update and finalise Travel Plan	The TPC should update the Travel Plan on the plan of action for the forthcoming monitoring period. Submit to Local Authority for approval. Baseline survey undertaken at 100 th occupation. TP will be updated to full TP with the baseline survey results.	Medium	Low	Two months after 100 th dwelling occupation.
3. Travel website page and Social Media	Maintain and regularly update the Boyton Place website and social media with appropriate Travel Plan information.	Medium	Medium	To be completed prior to occupation.
4. Travel Information Packs	Create Travel Information Packs for residents and issue to each residential dwelling.	High	Medium	Distributed prior to occupation.
5. Active Travel Voucher	Promote bus vouchers to residents and additionally the £100 cycle voucher.	Medium	Medium	On-going.
6. Car Sharing	Promote the car sharing websites to residents via marketing media and Travel Information Packs.	Medium	Low	On-going.
7. Personal Travel Planning	Provide information to residents on how to obtain a Personal Travel Plan and benefits that can be received.	High	Medium	On-going.
8. Travel Plan Events	On-site marketing events to directly engage with residents of Boyton Place. To include bicycle servicing and Personal Travel Planning.	High	Medium	Large scale events at 150 th , 300 th and 500 th occupation (time of bus service improvements). Smaller scale events to be repeated throughout the monitoring period.

Measure	Action	Impact	Cost	Timescales
9. Travel Survey	Multi-modal travel surveys	N/A	Low	Baseline survey to be undertaken at 100 th occupation. First anniversary survey at the 150 th dwelling occupation and then repeated annually throughout monitoring period.
10. Postal/Online Travel Survey	Postal/online travel survey distributed to all dwellings for more direct questioning of travel habits.	Medium	Medium	At 150 th , 350 th and 500 th dwelling occupation.
11. Promotion and Awareness of Travel Plan	Facilitation of Travel Plan promotion and marketing throughout the year	Medium	Low – Medium	On-going.
12. Travel Plan Newsletter	Newsletter to be prepared yearly and sent to residents of the development.	Medium	Low	On 150 th dwelling occupation, then annually during monitoring period.
13. Monitoring and Review	Update Travel Plan and keep residents and the LA informed of the outcomes of the Travel Plan against the targets.	Medium	Medium	Annually within two months of each multi-modal survey.



Appendix E



BOYTON PLACE, HAVERHILL

APPENDIX E – EXAMPLE INITIAL RESIDENT TRAVEL SURVEY

80035

The following is the list of questions that could be asked to Boyton Place residents in the Welcome Travel Information Pack:

- 1. Full name:**
- 2. Email address:**
- 3. Home address:**
- 4. Do you or anyone in your household have a disability that affects mobility and your travel choices?**
Yes
No
Prefer not to say
- 5. What is the location/postcode that you and your household mostly travel to (Arrival time and departure time.)**
 - a. For Work
Start Time
Finish Time
 - b. For Education
Start Time
Finish Time
 - c. For Retail/Leisure
Start Time
Finish Time
- 6. When travelling from your previous home (if applicable), which mode of travel did you use the most regularly?**
 - a. For Work
 - b. For Education
 - c. For Retail/Leisure
- 7. When travelling from your new home (if applicable), what mode of travel do you and your household intend on using the most**
 - a. For Work
 - b. For Education
 - c. For Retail/Leisure

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

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

Yes

No

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APPENDIX E – EXAMPLE RESIDENTIAL TRAVEL SURVEY

The following is the list of questions that can be asked to Boyton Place residents in the initial postal / online travel survey to measure baseline travel habits.

1. How many vehicles (car and/or van) does your household own?

Of these, how many are:

Electric

Hybrid

2. How many bicycles does your household own?

Children

Adults

3. How do the adults (18+) travel to their most regular destination? Eg. To work or college

Car (alone) Car (sharing) Motorcycle Bus Park & Ride Taxi Train By foot Cycling

Adult 1

Location or postcode of regular destination:

Adult 2

Location or postcode of regular destination:

Adult 3

Location or postcode of regular destination:

Adult 4

Location or postcode of regular destination:

4. What are the main reasons for travelling this way? Eg. Specific job requirements, cost, convenience.

5. Does anyone in the property sometimes use another mode of transport to their regular destination? Eg. Cycles in good weather.

Yes

No

If yes, which mode(s) and how many days per week?

6. Have you obtained the voucher(s) set out in your Smarter Travel Pack?

Yes

No

If yes, did you find this helpful?

7. Please select from the following:

Yes enter me into your prize draw

No thank you, I'd rather not be entered into the prize draw

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APPENDIX E – EXAMPLE RESIDENTIAL TRAVEL SURVEY

8. How many people live in your property

Adults (Over 18)

Children

9. Of the adults in the property, how many are:

Please add quantities into boxes)

In full-time employment (30+ hrs per week)

In part-time employment

Unemployed / Not working

Full-time education

Retired

10. Your full name:

11. Postal address and postcode:

12. Your email address