



ttp consulting  
transport planning specialists

Haverhill Padel Club

New Padel Courts, The New  
Croft, Chalkstone Way,  
Haverhill

Travel Plan

June 2025

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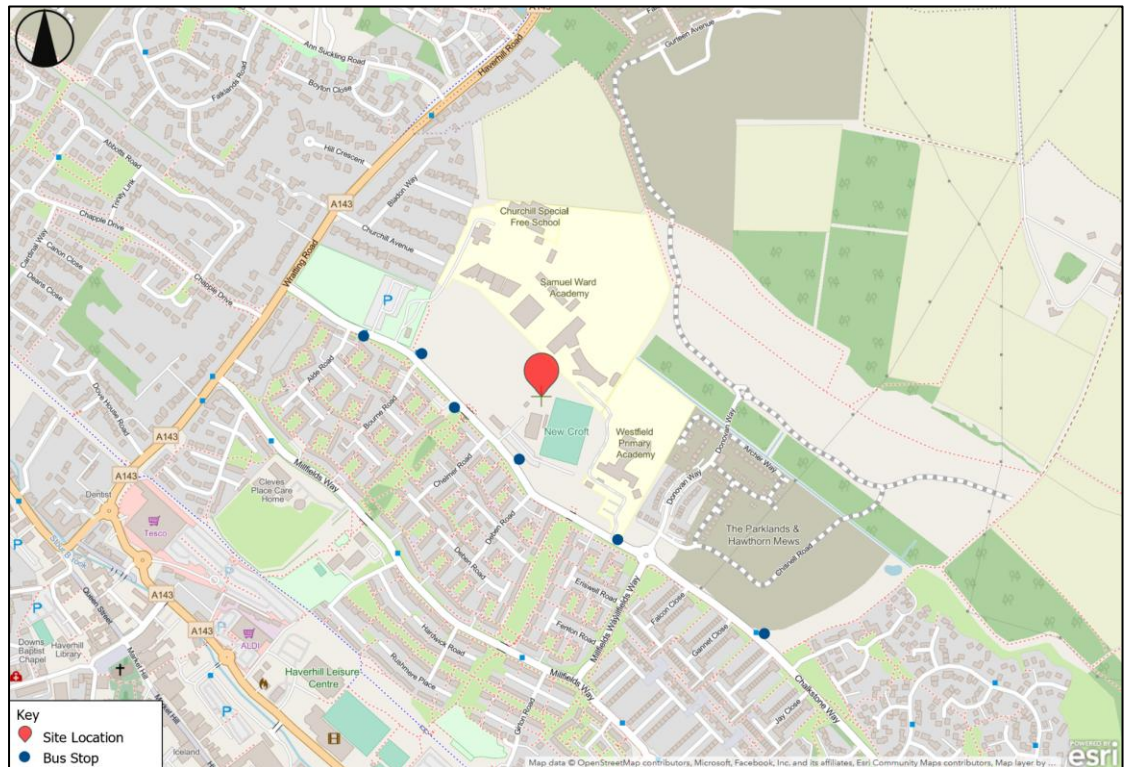
## Appendices

- Appendix A - Proposed Site Plans
- Appendix B - Haverhill Walking and Cycling Map
- Appendix C - Bus Route Map
- Appendix D - Example Travel Questionnaire

# 1 INTRODUCTION

- 1.1 This Travel Plan has been prepared by TTP Consulting on behalf of Haverhill Padel Club to accompany an application to provide 3 Padel Courts at The New Croft, Chalkstone Way in Haverhill. The site is in the jurisdiction of West Suffolk Council for planning and Suffolk County Council for highways. A site location plan is shown at Figure 1.1.

Figure 1.1 – Site Location Plan



## The New Croft

- 1.2 The application site is located on the north side of Chalkstone Way. The New Croft is an existing multi-purpose venue which includes community sports facilities, pitches for hire, and a clubhouse with bar, kitchen and hall for hire. The New Croft also provides 'home' facilities for Haverhill Rovers FC and Haverhill Borough FC.
- 1.3 The 3 padel courts will replace a grassed area adjacent to the car park and opposite the clubhouse. Cycle parking will be available for up to 30 bicycles through 15 tiered racks to encourage cycling. No changes are proposed to the means of access or the car park, with up to 130 parking opportunities available, in part within a marked parking area and in part with an overflow parking area. Two accessible parking spaces are located to the front of clubhouse.

- 1.4 Additional demand for car parking, such as that generated by use of the football pitches and major matchdays, is managed with additional capacity offered by the adjacent school, with Samuel Ward Academy available between 5pm-10pm Monday-Friday, and all day over the weekends.

## The Need for a Travel Plan

### National Planning Policy Framework

- 1.5 The revised National Planning Policy Framework (NPPF) was published in December 2024, with updates in February 2025, setting out the Government's planning policies for England and how these are expected to be applied.
- 1.6 The NPPF states that a key tool to facilitate the use of sustainable transport modes is a Travel Plan and at paragraph 118 states: *"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 vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."*

- 1.7 A Travel Plan is later defined as:

*"A long-term management strategy for an organisation or site that details how agreed sustainable transport objectives are to be delivered, and which is monitored and regularly reviewed."*

### Joint Development Management Policies Document

- 1.8 The Joint Development Management Policies Document published in February 2015 is brought forward by Forest Heath District Council and St Edmundsbury Borough Council in the context of other policy input. Within the document, Travel Plans are described as the cornerstone of Transport Assessment, identifying opportunities and setting targets for minimising car use. The Travel Plan should include both the physical and management measures necessary to address the transport impacts arising from the new development, as it will become a key management tool integrating all the different elements.

- 1.9 Policy DM45: Transport Assessments and Travel Plans describes that:

*"A Travel Plan that identifies the physical and management measures necessary to address the transport implications arising from development."*

## Emerging

- 1.10 West Suffolk Council has commenced consultation on the main modifications to their development plan. The West Suffolk Local Plan Submission Draft (Regulation 19) was submitted to the Secretary of State for examination in May 2024.
- 1.11 Draft policy LP59, Transport assessments, transport statements and travel plans proposes that *“for major development and/or where a proposal is likely to have significant or complex transport implications, the council requires the applicant to submit the following documents alongside their planning applications:*
- a) a multi modal transport assessment or transport statement appropriate to the scale and impacts of development... ..*
  - b) a travel plan that outlines physical and management measures necessary to mitigate impacts and deliver a sustainable transport solution for development... ..”*
- 1.12 The accompanying text to the draft policy notes that travel plans, transport assessments and transport statements are required for all developments which generate significant numbers of movements.
- 1.13 In the context of both the national and emerging local policies the proposed introduction of 3 padel courts at an established community sports facility is not a major proposal representing a significant generator of travel demand.

## Travel Plan Co-ordinator

- 1.14 The Travel Plan Co-ordinator will be responsible for implementing the measures and initiatives in the report to encourage tenants to travel by sustainable modes of transport such as car share, walking, cycling and public transport instead of single occupancy car use.

## Travel Plan Aim

- 1.15 The aim of this Travel Plan is to put in place the management tools that are necessary to enable the Padel court users and staff to make informed decisions about their travel to the site. This will in effect minimise the adverse impacts of their travel to / from the site on the environment. This aim is achieved by setting out a strategy for eliminating barriers which keep the Padel court users and staff from making use of sustainable modes including car share and active travel.

## Scope of the Report

1.16 This Travel Plan has been written as a stand-alone document and contains all the relevant information needed to effectively implement and monitor travel by the Padel court users and staff to and from the site. The remainder of this Travel Plan is structured as follows:

- Section 2 - Describes the accessibility and travel patterns of the development;
- Section 3 - Sets out the objectives and targets of the Travel Plan;
- Section 4 - Outlines the Travel Plan strategy;
- Section 5 - Identifies the measures and initiatives that will be implemented;
- Section 6 - Details the monitoring and review programme; and
- Section 7 - Provides the Action Plan.

## 2 ACCESSIBILITY AND TRAVEL PATTERNS

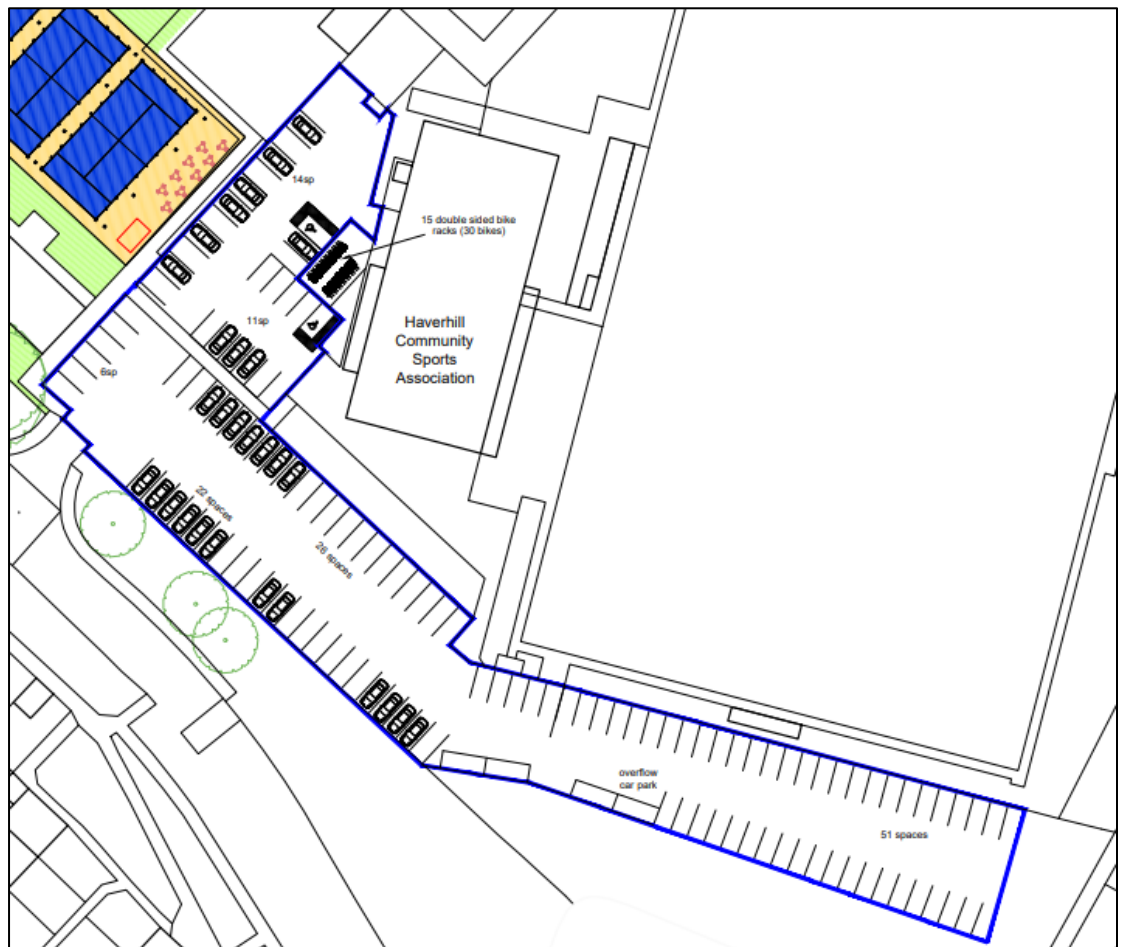
- 2.1 This section of the Travel Plan summarises the accessibility of the site by sustainable modes of travel and the Padel court users and staff travel patterns.

### The Padel Courts

- 2.2 The padel courts will be open 7 days a week from 8am – 10pm. On average the padel courts are expected to attract 72 visitors per day, with weekends typically busier than weekdays and weekday evenings typically busier than daytime, subject also to seasonal variation.
- 2.3 If all three courts are in use for doubles then there would be 12 visitors arriving and departing each hour. Whilst it is possible, it is considered unlikely that all 3 courts would be fully booked for doubles across a whole day and that the potential 12 visitors per hour would all drive as single-occupants of the vehicle. In practice there will some reliance on other modes of travel as well as some driver plus passenger/s activity.
- 2.4 In terms of travel options, staff and visitors will be able to walk, cycle or travel by bus or car. The travel demands of the 3 proposed padel courts will not be significant and is likely to be imperceptible to other road users.
- 2.5 Cycle parking is provided for 30 bicycles through 15 tiered racks to encourage cycling. There is a car park in front of the clubhouse which has 25 spaces including 2 accessible bays. There is an additional area of parking offering the opportunity for up to 105 vehicles. An extract of the proposed site plan is shown in Figure 2.1 and contained in Appendix A.
- 2.6 The existing car park provides enough capacity to meet the needs of the padel courts, noting that on football match days The New Croft manages its car parking with the use of additional overflow parking located at the adjacent Westfield Primary School.



Figure 2.1 – Proposed Site Layout Plan



## Surrounding Area

- 2.7 The surrounding area is mixed with residential development to the west, south and east, Westfield Primary School to the immediate southeast and Samuel Ward Academy and Churchill Special Free School to the immediate north.
- 2.8 There are bus stops on Chalkstone Way within walking distance of the site. The closest bus stop offering access to southbound services is located 50m (less than 1 minute's walk) to the south, and the closest bus stop for northbound is located 80m to the north, approximately 1 minute's walk. To the north and south there are zebra crossings on Chalkstone Way.

## Local Highway Network

- 2.9 The New Croft is located on the north side of Chalkstone Way, a two-way road which lies in a broadly southeast to northwest orientation. It connects to the A143 Wrattling Road to the north and the A143 Sturmer Road to the south. There are double yellow lines on the carriageway outside the site and speed humps.

## Accessibility

### Walking and Cycling

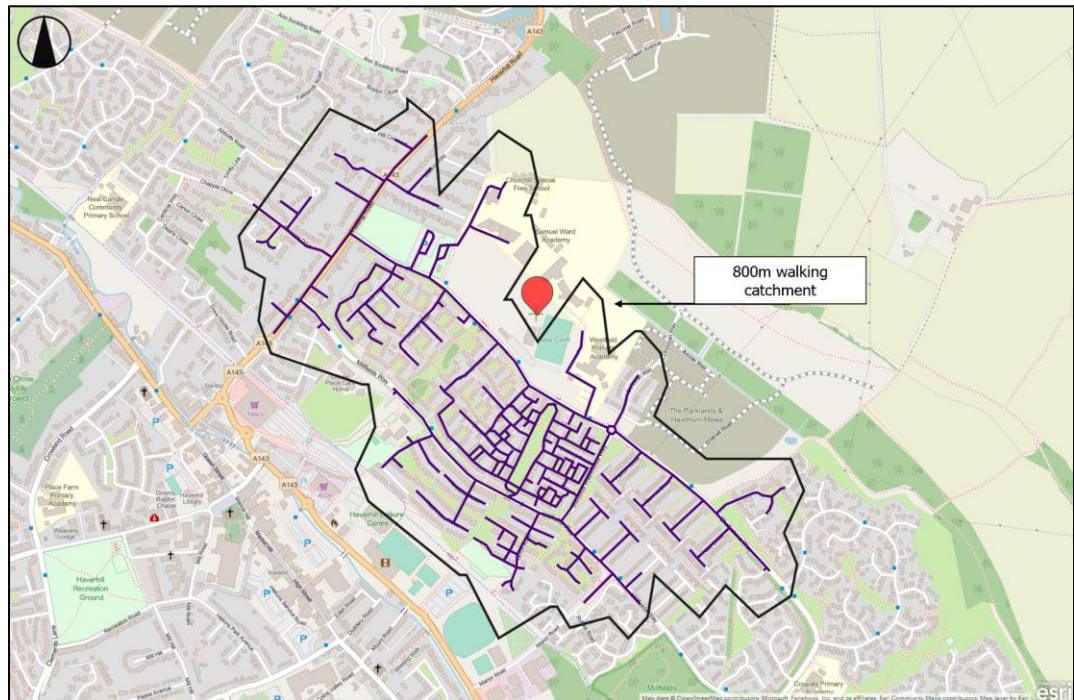
- 2.10 The walking environment in the vicinity of the site is well established (given the proximity of local schools) , with footways to both sides of Chalkstone Road and a good choice of crossing locations which are convenient for the main desire lines. There is a good network of footpaths and traffic-free routes in the area as shown on the Haverhill town map in Figure 2.2, courtesy of West Suffolk Council website.

Figure 2.2 – Haverhill Walking and Cycling Map



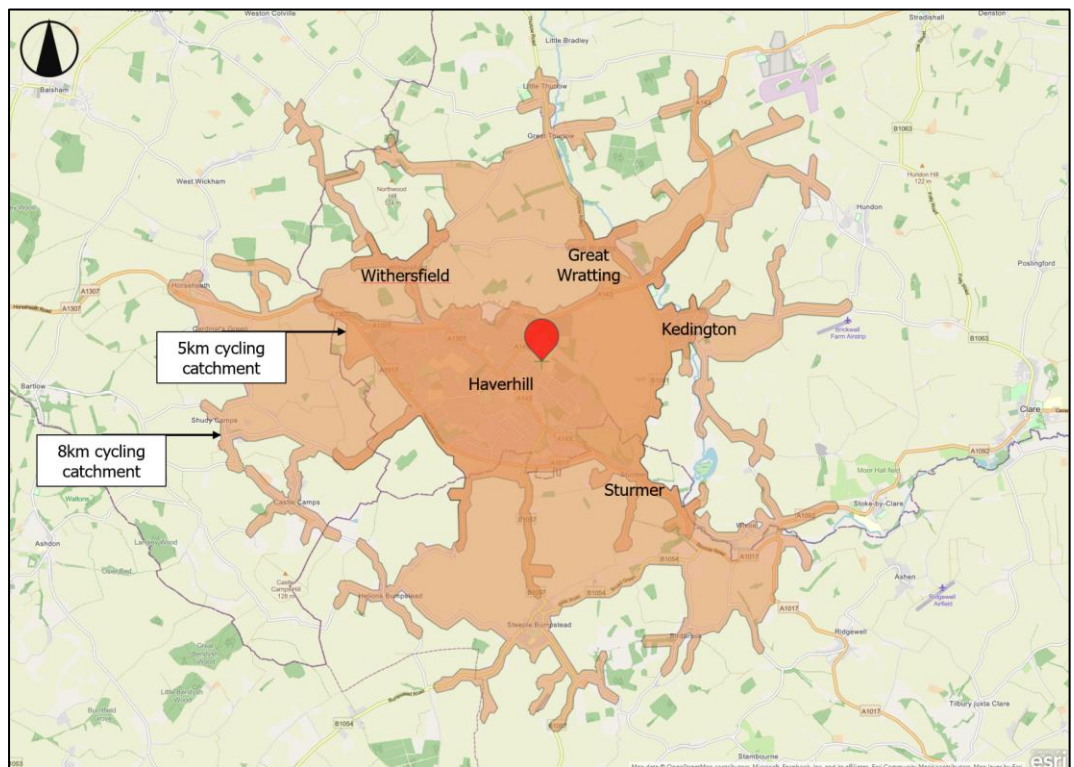
- 2.11 Figure 2.3 shows that some of residential areas of Haverhill are within the 800m walking catchment from the site.

Figure 2.3 – Walking Isochrone Map



- 2.12 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km in length. Figure 2.4 shows a 5km and 8km cycling catchment from the site. The map shows that Haverhill, Kedington, Sturmer, Withersfield and Great Watting are within cycling distance.

Figure 2.4 – Cycling Isochrone Map





## Public Transport

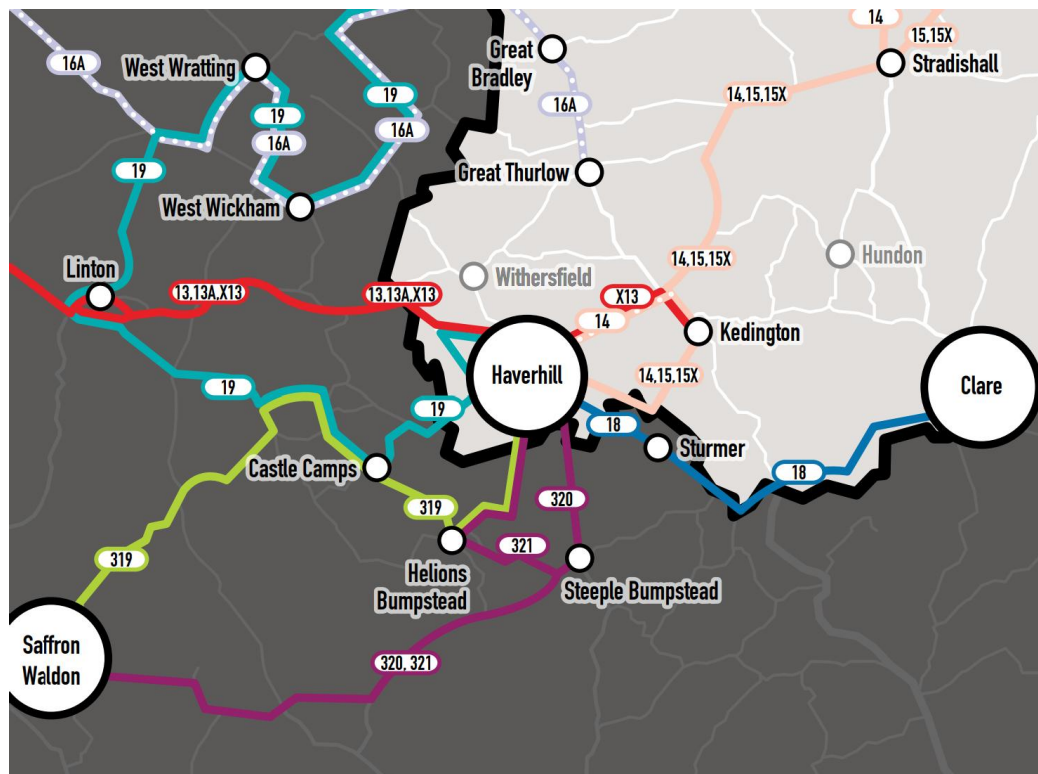
### Bus Services

- 2.13 The closest bus stops on Chalkstone Way are located 50 – 80m from the site which is up to a 1 minute walk. Northbound services are available on routes 13 and 13A. Southbound services are available on routes 18 and 25.
- 2.14 Table 2.1 provides a summary of the local bus routes.

Table 2.1 – Summary of Local Bus Services			
Route		Frequency	
No.	Destination	Mon-Fri	Saturday
13/13A	Haverhill to Cambridge	3 per hour	2 per hour
18	Haverhill to Clare, Stour Valley School	4 morning buses and 4 afternoon buses	no service
25	Information currently unavailable	-	-

- 2.15 The Suffolk network map is contained in Appendix C with an extract in Figure 2.5.

Figure 2.5 – Bus Map Extract



## Baseline Travel Patterns

- 2.16 The share to each travel mode for the Padel court users will be influenced by a number of factors including distance travelled, weather and access to a car along with opportunities to travel by sustainable modes. In the absence of any available data on travel mode to leisure uses, Census data for journeys to work has been used in the interim before travel surveys are undertaken at the Padel Courts. Table 2.2 therefore provides the assumed baseline mode share based on the 2011 Census data for Workplace Population for the Middle Layer, St Edmundsbury 014. This data has been used for the purpose of assessing targets and will be verified within 3 months of opening with a travel survey undertaken. The data will be used by the Travel Plan Co-ordinator to focus on which measures to implement.

Table 2.2 – Travel Expectations (for longest portion of journey)	
Mode	Percentage
Train	0%
Bus	1%
Taxi	1%
Motorcycle	1%
Car driver	68%
Car passenger	7%
Cycling	3%
Walking	18%
Total	100%

## 3 OBJECTIVES AND TARGETS

### Introduction

- 3.1 This section sets out the overarching objectives for the Travel Plan, as well as targets for the short and medium term. It 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 Chapter 7.

### Objectives

- 3.2 The Travel Plan's over-riding objective is to engage with and encourage the users of the Padel courts to use the most sustainable way of travelling to the site through more effective promotion of sustainable modes and car-share. The potential for walking and cycling is dependent on the home-location of the users but the New Croft is suitably well located within Haverhill for these to be considered appropriate modes. Car sharing also offers the potential to contribute to sustainable objectives, albeit having regard to the relatively low numbers of staff and players on site any one time.
- 3.3 The sub-objectives are:
- Sub-objective 1: To increase staff and user awareness of the advantages and availability of sustainable / active modes of transport and car-share;
  - Sub-objective 2: To promote the health and fitness benefits of active travel to all users; and
  - Sub-objective 3: To reduce unnecessary single occupancy car use for the journey by users and staff.

### Targets

- 3.4 Targets are measurable goals by which the progress of the Travel Plan will be assessed. Targets are essential for monitoring progress and the success of a Travel Plan. Targets should be 'SMART' – specific, measurable, achievable, realistic and time-related.
- 3.5 Targets come in two forms – Action and Aim targets. Action Targets are defined actions that need to be achieved by a certain time. Aim Targets are quantifiable and in the case of this travel plan related to the degree of modal shift the plan is seeking to achieve.

## Action Targets

3.6 The key targets are set out below:

- A Travel Plan Co-ordinator has been appointed;
- To launch this Travel Plan when the site is first occupied;
- Sustainable transport information will be provided in a prominent location and/or via web-based application; and
- Provision of cycle parking from the outset.

## Aim Targets

3.7 Given the relatively low volume of staff and user travel being generated, the setting and monitoring of aim targets may not be considered to be a worthwhile exercise. However Table 3.1 suggests some Aim Targets for the padel courts . The targets are set to measure progress towards the main objectives over five years. The interim targets are defined as those which the Travel Plan will seek to achieve within 1 and 3 years of the launch of the Travel Plan and the final targets those sought after 5 years of the launch of the Travel Plan.

3.8 The baseline figures shown in Table 2.2 have been used to set targets (shown in Table 3.1) until actual baseline travel survey data is available once the development is occupied. An example travel survey questionnaire is included in Appendix D.

3.9 As the public transport opportunities are limited, targets seek to reduce the use of single occupancy car use over time in favour of car-share and cycling.

Table 3.1 – Travel Plan Aim Targets				
Target	Mode Split			
	Baseline (Year 0)	Interim (Year 1)	Interim (Year 3)	Final (Year 5)
Increase active modes by 10%	21%	23%	27%	31%
Participation in car-share to 10%	5%	7%	9%	10%
Reduce single occupancy car-use to 55%	68%	66%	63%	55%

## 4 TRAVEL PLAN STRATEGY

### Travel Plan Co-ordinator

- 4.1 The Travel Plan Co-ordinator will implement and administer the Travel Plan. The Travel Plan Co-ordinator will have access to the appropriate technology to communicate effectively with staff, visitors and stakeholders using a variety of mediums.
- 4.2 The duties of the Travel Plan Co-ordinator will therefore include the following:
- Oversee the development and implementation of the Travel Plan on a day-to-day basis;
  - Design and implement effective marketing and awareness-raising campaigns to promote the Travel Plan;
  - Act as a point of contact for all staff and players requiring information; and,
  - Ensure the travel information available is frequently reviewed and up to date.
- 4.3 The Travel Plan Co-ordinator will undertake the management of the Travel Plan in addition to their normal duties and will be allowed the time necessary to enable this Travel Plan to achieve its objectives.



## 5 MEASURES AND INITIATIVES

- 5.1 This section of the Travel Plan outlines the specific physical and management measures to be implemented as part of the Travel Plan which will help to achieve the set targets. The implementation of the listed measures, which include awareness initiatives and infrastructure provision are the core of the Travel Plan.
- 5.2 The Travel Plan Co-ordinator will seek to reduce single occupancy car use, whilst promoting car sharing, walking, cycling and public transport. Information including maps and timetables will be promoted at the site to advise on the benefits of alternative modes of travel. Measures will concentrate on encouraging staff and players by informing them of the benefits of travelling by alternative modes.
- 5.3 The measures outlined below and are considered suitable for the site; however, the list is not exhaustive, and the Travel Plan Co-ordinator is encouraged to investigate other potential initiatives.

### Measures to Encourage Cycling

#### Cycling Strategy 1: Promoting Cycling

- 5.4 Cycling is generally accepted as a mode of transport to replace car journeys up to 8km or replace short public transport journeys. It is also free (excluding the purchase and maintenance of the bicycle) and would form part of a person's daily exercise.
- 5.5 The Travel Plan Co-ordinator will ensure staff are aware of cycling initiatives set up by the Local Council and non-profit organisations, including:
- Bike Week ([www.bikeweek.org.uk](http://www.bikeweek.org.uk)), the biggest nationwide cycling event in the UK which usually takes place in June each year.
  - Setting up a Bicycle User Group.

#### Cycling Strategy 2: Cycling Infrastructure

- 5.6 The provision of cycle parking will encourage staff to cycle and helps promote the aims of the Travel Plan.
- 5.7 The use and condition of the cycle parking will be monitored by the Travel Plan Co-ordinator who will report any concerns to the landlord.

## Measures to Encourage Public Transport Use

### Public Transport Strategy 1: Promoting Public Transport

- 5.8 Increased use of public transport is a fundamental aspect of the Government's sustainable transport strategy.
- 5.9 It is important to recognise that, where possible, walking and cycling are usually favourable to public transport because they have fewer environmental impacts and offer health benefits.
- 5.10 The Travel Plan Co-ordinator will promote sustainable travel for general travel as part of a healthier way of life not only for travel to and from the site.

## Car Travel

### Car Travel Strategy 1: Encourage Car Share

- 5.11 Car sharing is likely to offer the best opportunity to reduce single car occupancy trips to and from the site. Suffolk County Council have a car-sharing scheme and further information can be found on the [Suffolk on board](#) website. The Travel Plan Co-ordinator will investigate setting up a car sharing scheme for the site.

### Car Strategy 2: Taxis

- 5.12 Taxis have an important role in providing for staff and visitors when other modes of transport may not be available. The Travel Plan Co-ordinator will ensure that the contact details for local taxi operators are available on-site.

## Guaranteed Lift Home

- 5.13 The Travel Plan Co-ordinator will explore providing a guaranteed lift home in the event of an emergency for staff who have travelled by a sustainable mode. The Travel Plan Co-ordinator will be the first point of contact and arrange the lift with the type dependent on the nature of the emergency.

## Visitor Travel

- 5.14 Staff will be provided with advice to ensure that visitors are able to travel by modes other than the private car as well as encouraging sharing a journey by car in order to reduce the number of vehicles attending the New Croft.

## 6 MONITORING AND REVIEW

### Monitoring

6.1 Travel Plans for significant generators of travel demand involve a continuous process of improvement, requiring monitoring, review and revision to ensure it remains relevant in achieving its objectives.

6.2 The Travel Plan Co-ordinator will monitor:

- The use of the car park;
- The demand for the electric vehicle charging spaces;
- The number of people partaking in car share; and
- The use and condition of the cycle parking.

### Review & Reporting

6.3 A Travel Plan Review will be undertaken every year by the Travel Plan Co-ordinator to assess the progress of the Plan.

## 7 ACTION PLAN

7.1 The Travel Plan Action Plan outlined in Table 7.1 below. The Action Plan will be revised every year following each Annual Travel Plan Review.

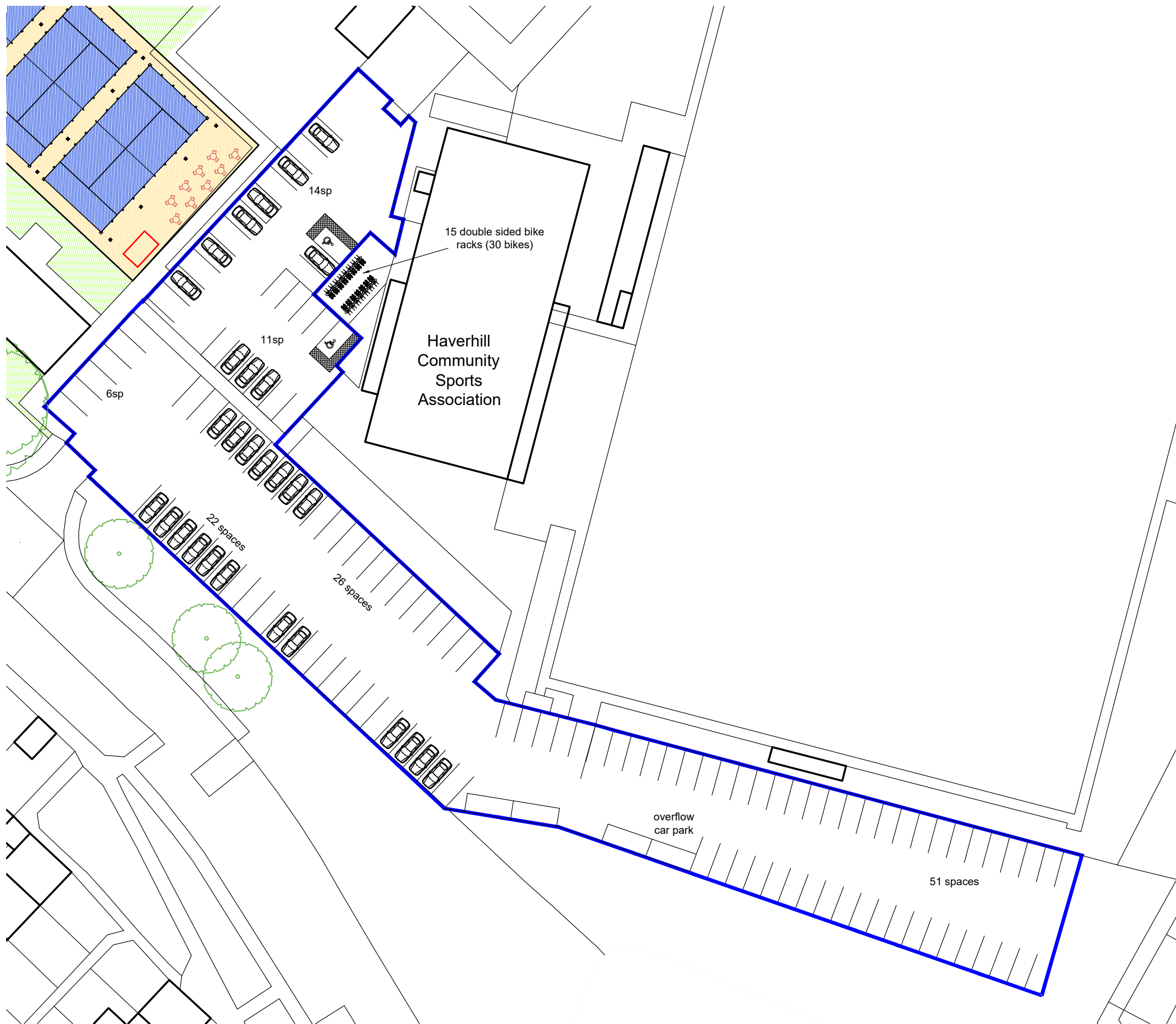
Table 7.1 – Travel Plan Action Plan			
Action	Target	Measure	Responsibility
Appointment of Travel Plan Co-ordinator	Appointed	Appointment of TPC	Site Owner
Provision of cycle parking	Installed	Maintain	Site Owner
Promote Active Modes	On-going with emphasis on summer months	On-going	TPC
Promote Car Share	On-going	On-going	TPC
Review of Travel Plan	Annually		TPC

## 8 SUMMARY

- 8.1 Three padel courts are proposed on an area of land forming part of a wider and well established community sports hub at The New Croft, located on Chalkstone Way, Haverhill.
- 8.2 It is demonstrated that the location is accessible by a choice of transport modes, with a residential catchment within acceptable distances for both walking and cycling trips.
- 8.3 Based on a first-principles approach, three fully occupied padel courts would result in 24 persons arriving and departing each hour. It is unlikely that all of the padel courts will be fully utilised across the whole day and it is also unlikely that all 24 persons would drive their own vehicles; as such the traffic generation associated with the padel courts is expected to be less than 24 vehicles per hour.
- 8.4 In the context of national and regional policy the introduction of three padel courts is not a significant generator of travel demand and as such does not require a detailed assessment of transport impact, nor does it require a full Travel Plan.
- 8.5 This document sets out the simple and reasonable measures that will be introduced to promote sustainable travel to/from the padel courts.
- 8.6 No changes are proposed or considered necessary in terms of vehicle access or the provision of car parking and the overall effect of the proposal in transport terms is considered to be negligible.

# Appendix A

(Site Plan)



car park plan as proposed - 1:500

rev.	date
.	.

### Status

Planning

Building Regs

Tender

Construction

N

05m10m

CRD Building Consultancy

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client

-

property

THE NEW CROFT, CHALKSTONE WAY  
HAVERHILL, CB9 0BW

project

PROPOSED PADEL COURTS

drawing

CAR PARK PLAN  
AS PROPOSED

scale

1:500 @ A3

drawn

CRD

drawing no.

TTR-001-CP1

date

20-05-25

checked

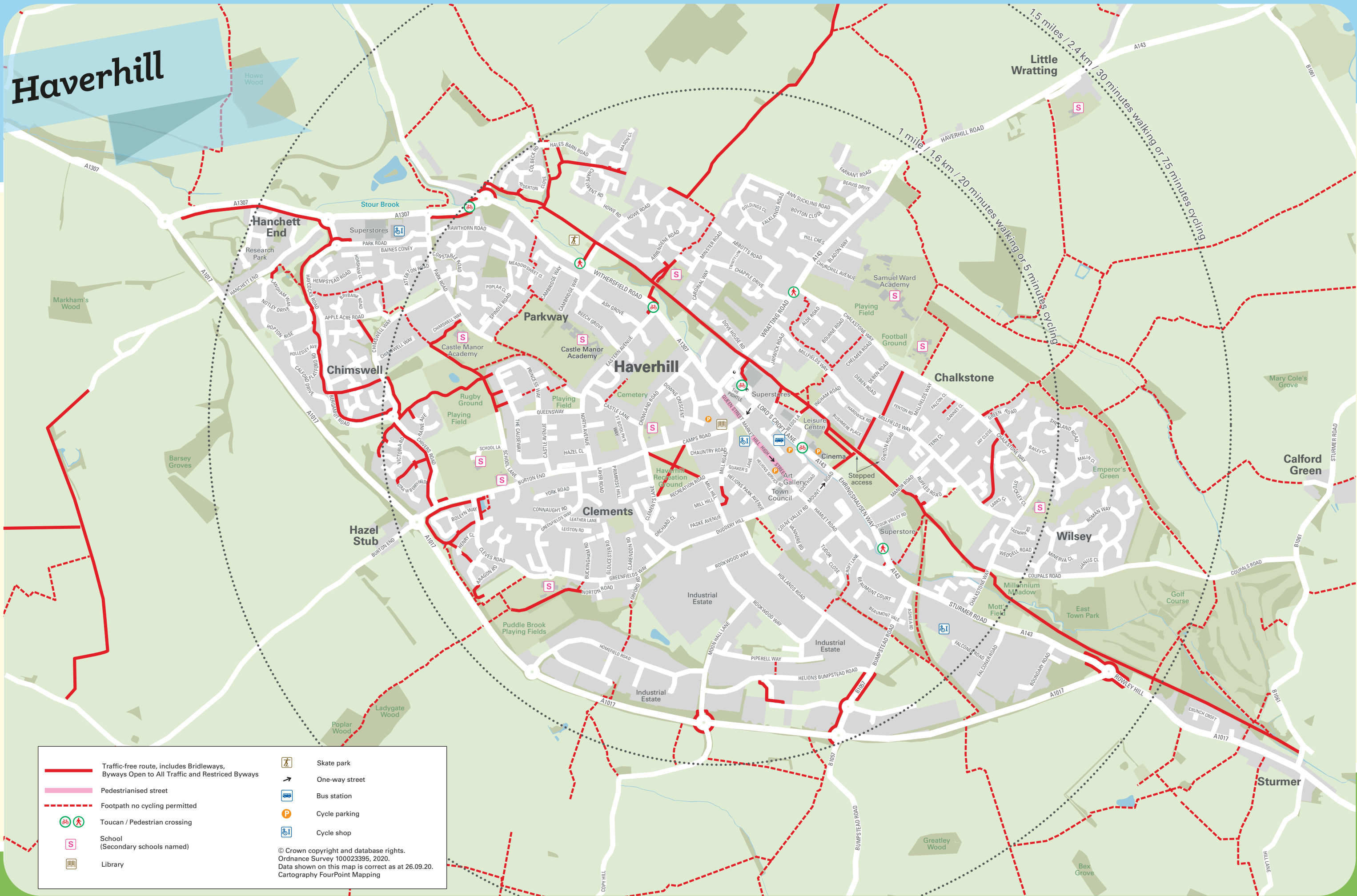
revision

A

## Appendix B

(Haverhill Walking and Cycling Map)





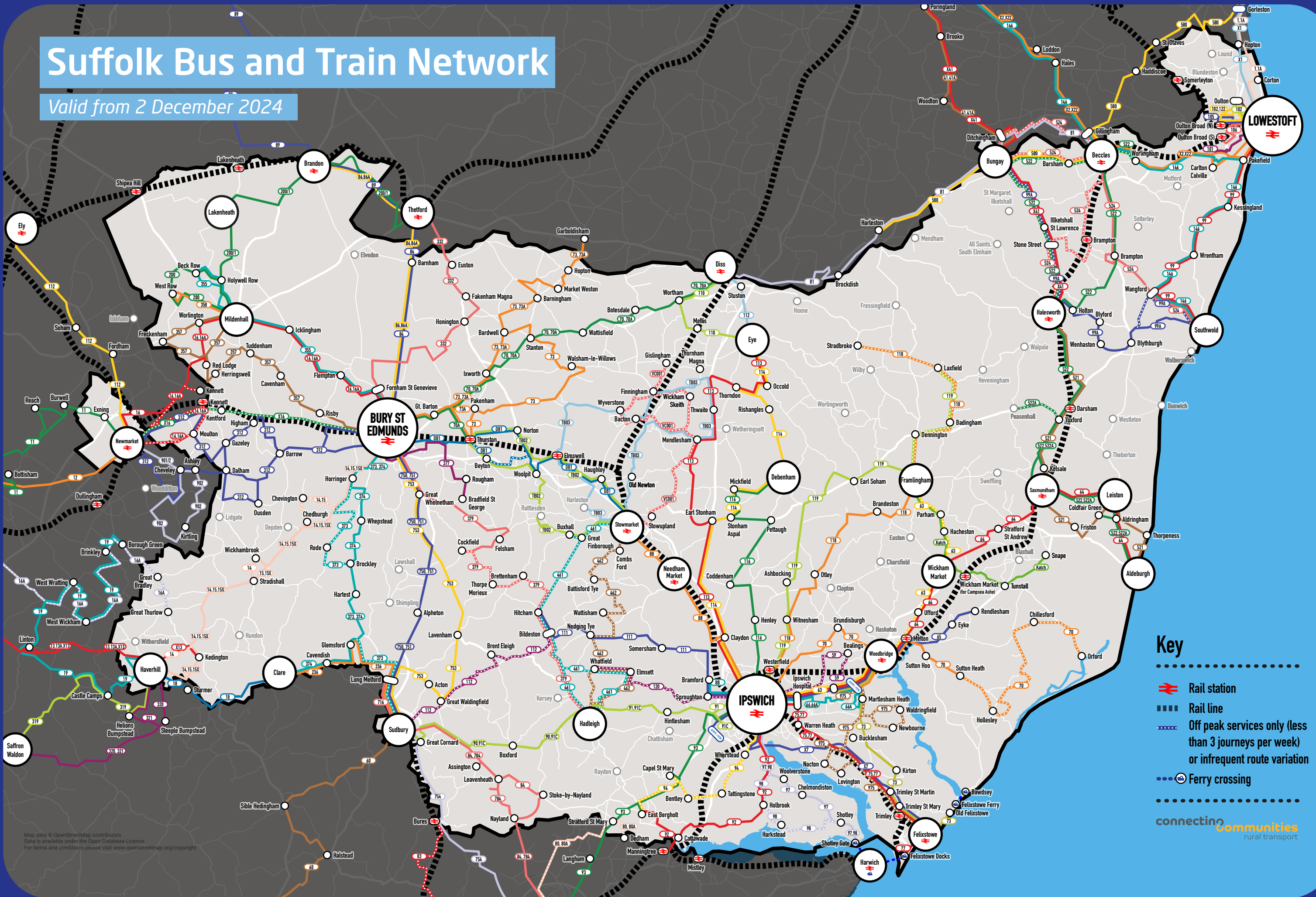
## Appendix C

(Bus Route Map)



# Suffolk Bus and Train Network

Valid from 2 December 2024



## Key

- Rail station
- Rail line
- Off peak services only (less than 3 journeys per week) or infrequent route variation
- Ferry crossing

connecting communities  
rural transport

## Appendix D

(Example Travel Questionnaire)

# New Padel Courts, The New Croft, Chalkstone Way, Haverhill

(Month / Year)

Table 1 – Tally Mode of Travel		
Mode	Staff	Visitors
Underground / Overground		
Rail		
Bus		
Taxi		
Motorcycle		
Car Driver		
Car Passenger		
Bicycle		
Walking		
Other		
Total		

Table 2 – Tally Distance Travelled		
Distance	Staff	Visitors
0 – 500m		
500m – 1km		
1km – 2km		
Over 2km		
Total		

New Padel Courts, The New Croft, Chalkstone Way,  
Haverhill  
(Month / Year)

Table 3 – Staff Questions		
What alternative mode of transport would you consider if your usual mode wasn't available?		
	Tally	Comments
Drive alone		
Car passenger		
Car share		
Taxi		
Bus		
Train		
Underground		
Walk		
Cycle		
Other		

Table 4 – Staff Questions		
What would encourage you to use an alternative mode of travel?		
	Tally	Comments
More frequent bus services		
Better pedestrian/cycle routes		
A cleaner walking / cycling Environment		
A safer walking / cycling environment		
A friend to cycle / walk With		
Better information on alternatives		
Other		