



Residential Travel Plan

Former Friends School, Mount Pleasant Road,
Saffron Walden

Iceni Projects Limited on behalf of
Chase New Homes

March 2022

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FORMER FRIENDS SCHOOL,
MOUNT PLEASANT
ROAD, SAFFRON WALDEN

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1. INTRODUCTION

- 1.1 Icen Projects Ltd (IPL) have been appointed by Chase New Homes (“the Applicant”) to advise on transport planning matters in relation to the proposed residential redevelopment of the former Friends School in Saffron Walden (the “Site”).
- 1.2 The intention of the development proposals is to deliver an allocation of 96 units on Site, along with 173 parking spaces of which 24 will be allocated visitor parking spaces at the Former Friends School, off Mount Pleasant Road in Saffron Walden. Irrespective of an allowance for 96 units being pursued under the development proposals, it has been shown that a quantum of 100 units could be accommodated on the Site, which we understand was agreed in principle with Essex County Council (ECC) highways and therefore is not in dispute. A Site Location Plan is attached at **Appendix A1**.
- 1.3 This Residential TP has been prepared in discussion with ECC as the highway authority, to provide a basis for all future developments on the site which may require a Travel Plan or Travel Pack and aims to foster a consistent approach to encouraging sustainable travel across the site and identifies a range of outline initiatives which can be used as appropriate by each of the separate developments across the site.

What is a Travel Plan?

- 1.4 Every development has potential implications for local transport systems to a lesser or greater degree. The way that these implications are managed is fundamental to the scale of transport effects associated with the development.
- 1.5 TPs (which include residential Travel Packs) provide a means of managing the transport generated by a development and implementing measures to reduce identified adverse effects of such transportation.
- 1.6 A TP is essentially a series of initiatives that are introduced by an organisation to provide residents with an enhanced range of sustainable transport opportunities. The overriding objectives of TPs are to reduce the level of single occupancy car use for all journeys and to maximise the use of other sustainable forms of travel such as walking, cycling, and public transport.

Benefits of a Travel Plan

- 1.7 The most easily identifiable benefits of a TP are those that are directly related to reductions in vehicle use; namely proportionally less congestion, noise, air pollution and accidents.

1.8 There is however, also a broader range of more intangible benefits that can accrue from the implementation of TP initiatives. Depending on the characteristics of each development, such benefits can include:

- Healthier residents
- Energy savings – through reduced fossil fuel use
- Improved use of public transport – through TP initiatives
- An improved environment for pedestrians and cyclists
- Cost savings – to residents as travel becomes more efficient
- Improved quality of life – through time savings achieved as a result of less congestion and reduced stress

Why do we have a Travel Plan?

1.9 While there are a wide range of benefits that can result from the operation of a TP, their implementation is increasingly being required within the planning system as a condition, or requirement, associated with development.

1.10 At a national level, the National Planning Policy Framework (NPPF) 2021 (July) para 112 and 113 places an emphasis on the need for all developments to encourage the use of sustainable transport, stating that:

National Planning Policy Framework (NPPF)

“Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to

- allow for the efficient delivery of goods, and access by service and emergency vehicles;;*
- give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. And*
- address the needs of people with disabilities and reduced mobility in relation to all modes of transport.*

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

1.11 The Site is in a sustainable location, with a good level of opportunity to travel by bus, cycle and walking. The location within the centre of Saffron Waldon ensures that this is encouraged through its good connectivity, all detailed throughout this report. The proposals therefore follow the advice provided within the NPPF in regard to transport

The Essex Transport Strategy

1.12 The Local Transport Plan (LTP) contains detailed policies for all aspects of transport in Essex. The main vision of the Plan is to provide “a transport system that supports sustainable economic growth and helps deliver the best quality of life for the residents of Essex.”

1.13 The LTP outlines the strategy to achieve this over the next 15 years, with the main desired outcomes being to:

- Provide connectivity for Essex communities and international gateways to support sustainable economic growth and regeneration;
- Reduce carbon dioxide emissions and improve air quality through lifestyle changes, innovation and technology;
- Improve safety on the transport network and enhance and promote a safe travelling environment;

- Secure and maintain all transport assets to an appropriate standard and ensure that the network is available for use; and
- Provide sustainable access and travel choice for Essex residents to help create sustainable communities.

The Local Transport Plan (LTP) contains the following pertinent policy in relation to sustainable travel choices.

Policy 8 Promoting Sustainable Travel Choices:

The County Council will encourage the use of more sustainable forms of travel by:

- *consistently supporting and promoting sustainable travel; providing infrastructure for sustainable transport;*
- *working with partners and service providers to promote the use of sustainable forms of travel and to identify new ways to provide services;*
- *requiring effective travel planning for proposed developments in line with the Council's current development management policies;*
- *developing effective travel plans with existing work places, schools, and other locations that attract a significant number of people; and*
- *promoting access by sustainable forms of transport to the county's railway stations, ports and airports.*

Policy 8 Promoting Sustainable Travel Choices (Supporting Text):

Pressure on our infrastructure, the growth predictions for housing and jobs in Essex, and the consequences of growth in the demand for travel, mean that building our way out of transport problems is not an option, especially in our large towns and urban areas. Travel is not an end in itself so the Council will promote a “smarter choices” agenda which seeks to make the best out of all travel possibilities. This will become increasingly important in the main urban areas of Basildon, Chelmsford, Colchester and Harlow.

We will work with partners including public authorities, schools, employers, hospitals, developers and healthcare providers to reduce the need to travel and to promote the use of sustainable travel modes (including walking, cycling, public transport, and more sustainable forms of car use such as car sharing) which will help to reduce congestion and reduce carbon emissions.

More sustainable travel will be supported by ensuring adequate provision is made within new developments for public transport and other low carbon forms of travel , that the development complies with current Council parking standards, and that low carbon travel choices are promoted through travel planning and similar measures

Public transport services are usually provided by commercial operators. We will negotiate with public transport operators to incentivise public transport use to support service provision and the local economy.

More active forms of travel such as walking and cycling also have health benefits and research shows that sustainable travel measures are good for retailers, with those travelling by cycle, public transport or walking spending the same or more per The Essex Transport Strategy 168 head than those travelling by car.

- *The strategies which underpin this policy and which will guide its application include:*
- *Development Management Strategy*
- *Workplace Travel Plan Strategy*
- *Schools and Colleges Sustainable Modes of Travel Strategy*
- *Essex Design Guide*
- *Walking Strategy Cycling Strategy*
- *Road Passenger Transport Strategy*
- *Rights of Way Improvement Plan*

- 1.14 This Travel Plan has been submitted to address and sufficiently satisfy the above requirements of Policy 8 Promoting Sustainable Travel Choices.

Uttlesford District Council Local Plan

- 1.15 In April 2020, councillors agreed to withdraw the 2019 Draft Local Plan to start the preparation of a new Local Plan, in response to a letter received from the Inspector. Work has now begun to deliver a new Local Plan for Uttlesford by December 2023. The current Local Plan is therefore the Local Plan which was adopted in 2005 and contains the following pertinent policies in relation to transport.

Policy GEN1 - Access

Development will only be permitted if it meets all of the following criteria:

- *Access to the main road network must be capable of carrying the traffic generated by the development safely.*
- *The traffic generated by the development must be capable of being accommodated on the surrounding transport network.*
- *The design of the site must not compromise road safety and must take account of the needs of cyclists, pedestrians, public transport users, horse riders and people whose mobility is impaired.*
- *It must be designed to meet the needs of people with disabilities if it is development to which the general public expect to have access.*
- *The development encourages movement by means other than driving a car.*

- 1.16 The Site is ideally located in the centre of Saffron Walden to take advantage of not only walking opportunities but also of the transport options available within the local area. Consequently, the proposed development scheme, in conjunction with the Travel Plan measures, will ensure a large proportion of trips to and from the site are undertaken by sustainable modes.

- 1.17 Given all of the above, the five stated objectives of this TP are as follows;

- Foster a partnership approach with and between residents as appropriate to influence travel behaviour;
- Generate fewer single-occupancy car trips than would otherwise be the case by encouraging a modal shift in travel to the site;
- Encourage safe and viable alternatives for accessing the site for all site users;
- To reduce the environmental impact associated with development traffic by raising travel awareness amongst residents encouraging the use of alternative modes to private cars; and
- Reduction in overall vehicle mileage.

2. AIMS AND OBJECTIVES

- 2.1 The aim of the Residential TP for the site is to help to reduce the number of single-occupancy car trips and is intended to achieve the objectives, listed previously. Given the difficulty in influencing visitors travel habits, the TP is primarily aimed at influencing resident travel, however, many of the measures will also benefit other users of the site.

Surveys

- 2.2 As part of the TP proposal the occupier(s) will commit to undertaking surveys which would assess the travel and transport issues and influences of the occupier(s). The Travel Plan co-ordinator(s) will sign up to aid in the evaluation and monitoring of the TP(s).
- 2.3 Multi modal count surveys are to be undertaken within the 6 months of occupation, with targets and measure to be determined and agreed with ECC. Occupation assumes 90% of units occupied.
- 2.4 Resident Questionnaire Surveys are also to be undertaken within the first 2 months of occupation. The results of these questionnaire surveys will also assist with determining targets and measures.
- 2.5 The surveys, monitoring and review would be undertaken so as to achieve the joint aims of promoting sustainable transport and education as regards to reducing reliance on private car use.
- 2.6 One of the main objectives of the TP is to provide encouragement, information and initiatives to the residents to use public transport and other more sustainable methods of transport instead of placing sole reliance on privately owned motor vehicles or undertaking single purpose trips.
- 2.7 Where applicable, targets can be included in a TP to help achieve the objectives and there are two main types that are applicable to TPs. The most easily demonstrated are the commitments to deliver the package of measures set out in the plan. Such measures are detailed within **Section 4**.

3. SUSTAINABLE TRAVEL MODES

Site Location

- 3.1 The Site currently formed of the former Friends School is located within the centre of Saffron Walden and to the south of Mount Pleasant Road and comprises a number of vacant buildings associated with the independent school and comprising a total area of 10.3ha. The school closed in July 2017 but the buildings remain unaltered.
- 3.2 There are currently four accesses into the site, this includes two access points that make up the internal self-imposed one-way crescent road leading to the main school building and are provided in the form of dropped kerbed accesses. The main access is gated school entrance that leads to the parking area and newer school buildings whilst the final access is located at the southern end of the site along The Avenue.

Highway Network

Mount Pleasant Road

- 3.3 As stated previously, the Site is accessible directly from Mount Pleasant Road. Mount Pleasant Road in a two-way single carriageway road, runs in an east to west direction and is approximately 6m in width. Footways approximately 2m in width are provided on both sides of the carriageway and a good level of on-street lighting is provided. The road has a speed limit of 30mph with a small section of double yellow opposite the main school access and 'Keep Clear' school road markings.
- 3.4 At its western extremity, Mount Pleasant Road meets Debden Road and Borough Lane via a signal Junction with pedestrian crossings provided on all arms of the junction. Heading east, Mount Pleasant Road becomes Peaslands Road and meets with Thaxted Road in the form of a mini roundabout.

Debden Road

- 3.5 Similar in nature to Mount Pleasant Road, Debden Road is a single carriageway two-way residential road, surrounded by residential properties and dwellings. The road is subject to a 30mph speed limit, and links into Mount Pleasant via the four-arm signal junction formed between Debden Road / Borough Lane / Mount Pleasant Road, seen to the northwest of the site.
- 3.6 At its northern end, Debden Road connects to London Road via a mini-roundabout –which by extension links into and becomes High Street on the northern arm. As the road continues southward, it becomes Pleasant Valley after passing Birdbush Avenue.

- 3.7 Closer to the signal junction with Mount Pleasant Road, Debden Road features footways on either side of the carriageway, with adequate street lighting, dropped kerbs and tactile paving at pedestrian crossing points.
- 3.8 The remainder of the local highway network is located south of the site within the centre and outer neighbourhoods around Saffron Walden as shown at **Figure 3.1**.



Figure 3.1 – Wider Highway Network

- 3.9 The local highway network is predominantly made up of local residential roads and urban high streets. Most of the local roads have direct frontage access.

Wider Strategic Network

- 3.10 The main vehicular routes out of Saffron Walden are B184 and B1052. Eventually the B184 connects with the M11/A11 north of Saffron Walden, as shown in **Figure 3.2**. Only southbound movements on the M11 are available at the junction with the A11/Walden Road (B184).



Figure 3.2 – Wider Strategic Network

- 3.11 However, the M11 northbound is available via the A1301 which routes north of the M11/A11 junction and connects with the A505 which junctions with the M11 via a grade separated junction.

Site Accesses

- 3.12 It is proposed that vehicular ingress and egress will be taken from the main site via the Mount Pleasant Road, which will act the main access point of the development proposals. It also includes two access points that make up the internal self-imposed one-way crescent road leading to the main school building and the main gated school entrance that leads to the parking area and newer school buildings

Public Transport

Bus Services

- 3.13 The provision of bus based public transport in the area has been assessed in terms of access to routes and frequencies of services, in addition to the quality of the bus infrastructure within the area.

- 3.14 The nearest bus stops to the site are located on Mount Pleasant Road, directly opposite the northern boundary of the Site and within 100m of the proposed site access. Stops can be found on either side of the carriageway here serving routes 6 and 414 travelling in either direction. These routes operate at these bus stops and provide a service every hour to Saffron Walden Town Centre.
- 3.15 Less than 250m to the northeast Bus Route 34 can be accessed off South Road or Peaslands Road and Route 590 an additional 200m to the west on Debden Road. Note to reader at the time of writing this TS the timetable was correct.
- 3.16 Route 34 is an internal Town Centre route, comprising 32 stops departing from High Street, Saffron Walden and ending in High Street, Saffron Walden. The service runs on Tuesday and Tuesdays operating at 09:35 and ends at 14:30 allowing localised shopping and accessibility throughout the whole of Saffron Walden twice a week.
- 3.17 Route 590 runs between Saffron Walden and Audley End station providing a commuter service every 30min during the morning between 05:35 until 07:23 and then again in the evening between 17:25 to 20:54.
- 3.18 Being located within the heart of Saffron Walden the Site is highly accessible by a number of bus routes which provide links throughout the Town and direct to Audley End station for commuting further afield. Saffron Walden being one of most sustainable settlements in Uttlesford that can be easily reached by public transport that provides great onward connectivity.
- 3.19 **Table 3.1** provides a summary of all bus services within walking distance.

Table 3.1 Summary of Bus Services

Service	Route	Frequency		
		Mon-Fri	Sat	Sun
6	Stansted Airport – Debden – Saffron Walden	Hourly	Hourly	-
7 citi	Saffron Walden – Cambridge	Hourly	Hourly	-
34	Saffron Walden Town Service Tesco	5 p/d (Tu & Thu only)	-	-
59	Audley End Station – Saffron Walden	9 p/d	-	-
60	Udley End – Saffron Walden – Radwinter – Haverhill	5 p/d	3 p/d	-
101 (School Bus)	Whittlesford – Duxford – Saffron Walden	1 per day (Tu Only)	-	-
132	Cambridge – Duxford – Saffron Walden	-	-	5 p/d
301	Bishops Stortford – Mountfitchet – Newport – Saffron Walden	Hourly	Hourly	-

313	Saffron Walden – Thaxted – Debden – Great Easton – Great Dunmow	2 p/d	3 p/d	-
313A	Great Dunmow – Thaxted – Howlett End – Saffron Walden	1 p/d (Mon, Wed, Fri Only)	-	-
414 (School Bus)	Great Dunmow – Thaxted – Wimbish – Saffron Walden	1 per day	-	-
417 (School Bus)	Newport – Saffron Walden – Great Bardfield – Stebbing – Rayne	1 per day	-	-
419 (School Bus)	Newport – Saffron Walden – Radwinter – Wethersfield – Great Sailing	1 per day	-	-
438	Newport – Saffron Walden – Radwinter – Baythorne End – Great Yeldham	1 per day	-	-
590	Ash – Mychett – Friley Green – Deepcut – Collingwood College – Old Dean	1 per day	-	-

3.20 As can be seen by **Table 3.1**, the Site has great connectivity throughout multiple services, and a multitude of operators, within vicinity of the Site.

Train Services

3.21 The nearest station to Saffron Walden is at Audley End, approximately 3.4km (13-minute cycle journey) from the proposed development and is located on the Cambridge – London Liverpool Street line. Abellio Greater Anglia runs regular fast trains which stop at Audley End. Central Trains connect Stansted Airport to Audley End, Cambridge, and Birmingham.

3.22 Audley End station can be accessed from Saffron Walden, with bus services 301, 59, 60 and 590 connect the station with the town.

3.23 Prior to Covid commuters could be observed both cycling and walking (despite the distance) to the station via Wenden Road and to a less extent Newport Road.

3.24 The station benefits from waiting rooms, toilets, shops and a 664-capacity car park with circa 86 bicycle parking spaces, making commuter trips to Cambridge and London a viable option.

Walking and Cycling Infrastructure

3.25 *The Chartered Institute of Highways and Transportation (CIHT)* provide guidance on desirable walk distances in their publication ‘*Providing for Journeys on Foot*’ which recommends suggested acceptable walking distances of between 500m (6 minutes, “Desirable”) and 2km (25 minutes, “Preferred Maximum”) for commuting and journeys to school.

3.26 For non-commuter journeys the guidance suggests that a walk distance of up to 1,200 metres can be considered, with the acceptable and desirable distances being 800 and 400 metres respectively.

3.27 **Table 3.2**, summarises the approximate walk journey times that can be ‘Considered’, are ‘Acceptable’, and those that are ‘Desirable’.

Table 3.2 Suggested Acceptable Walking Distance & Approximate Walk Times

IHT Standards	Distance (m)		Approx. Walk Time (mins) ¹	
	Commuting, Walking to School and Recreation	Other Non-Commuter Journeys	Commuting, Walking to School and Recreation	Other Non-Commuter Journeys
‘Desirable’	500	400	6.25	5
‘Acceptable’	1000	800	12.5	10
‘Considered’	2000	1200	25	15

Note: ¹ Calculated assuming an average walk speed of 5kph
 Source: IHT ‘Guidelines for Providing Journeys on Foot’ (2000)

3.28 The ‘Manual for Streets’ (MfS) identifies walkable neighbourhoods as being those typically characterised by having a range of facilities within an 800m (10 minute) walk distance, however not an upper limit, with walking offering the greatest potential to replace short car trips, particularly those under 2km.

3.29 Approximate walking/cycling distances from the site to key services and facilities are detailed as follows:

Schools

- St. Mary’s C of E Primary School - 1.4km, 19-minute Walk / 8 minute Cycle
- Dame Bradbury’s School - 1.6km, 21-minute Walk / 6 minute Cycle
- RA Butler Infant & Junior School - 500m, 6-minute Walk / 3-minute Cycle
- Saint Thomas More Catholic Primary School - 400m, 5-minute Walk / 2 minute Cycle
- Walden School - 2.2km, 29-minute Walk / 10 minute Cycle
- Saffron Walden County High School – 1.0km, 12-minute Walk / 5 minute Cycle

3.30 The Uttlesford Accessibility Analysis TRACC Outputs basemap plan shows the walk distances to local primary and the secondary school and the cycle distance to the secondary school (no cycle distance is given for the primary school as it assumed that younger children are less likely to cycle) relative to the location of the Site, which is illustrated in **Figures 3.3** and **3.4**.



Figure 3.3 – Uttlesford Accessibility Analysis TRACC Outputs basemap plan (Walk distance to Primary and Secondary Schools relative to the location of the Site)

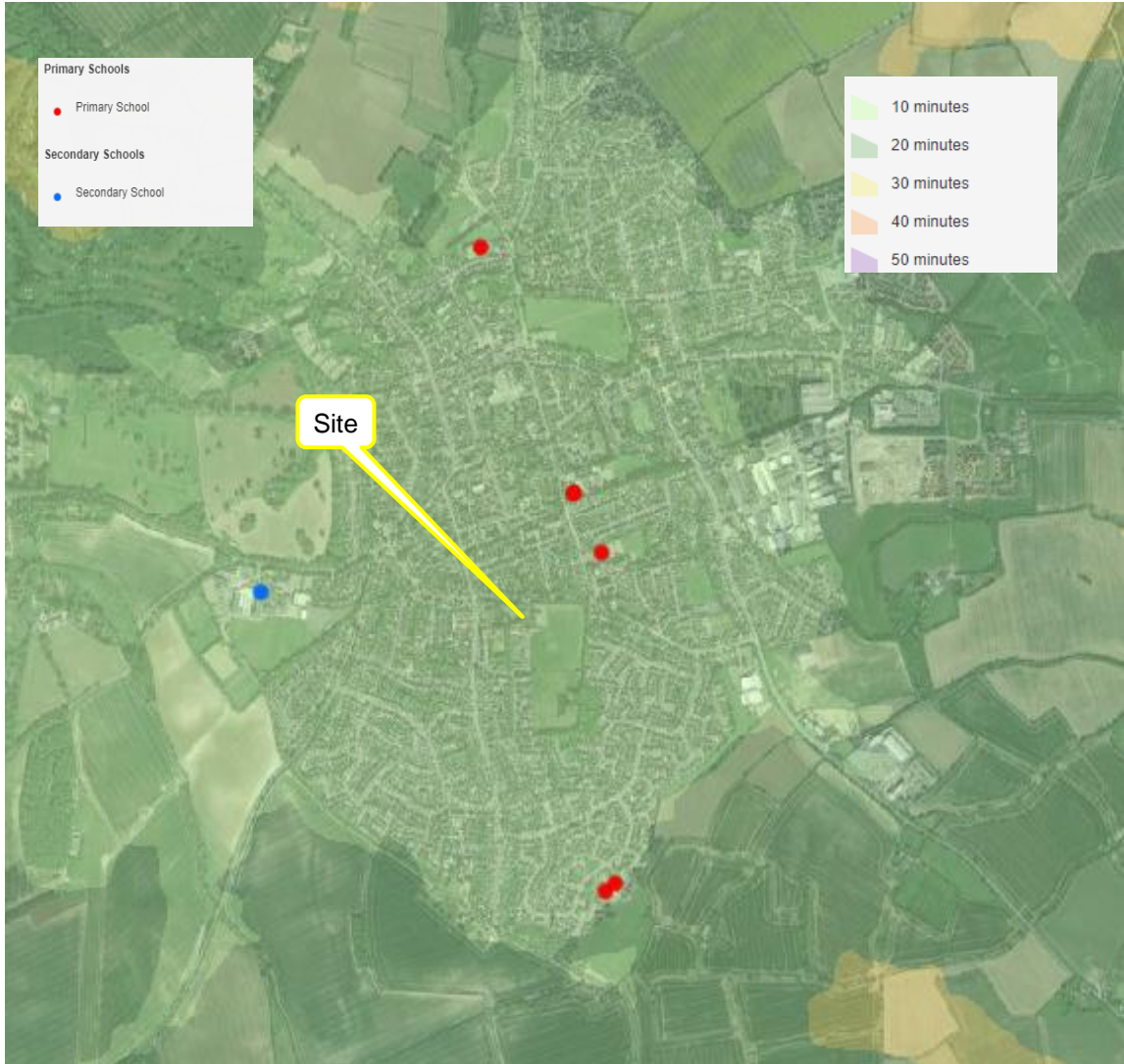


Figure 3.4 – Uttlesford Accessibility Analysis TRACC Outputs basemap plan (Cycle distance to the Secondary School relative to the location of the Site)

Retail

- Aldi Food Retailer – 1.2km, 15-minute Walk / 5 minute Cycle
- Waitrose Food Retailers - 1.0km, 12-minute Walk / 5 minute Cycle
- Saffron Walden Post Office & Costcutter - 850m, 12-minute Walk / 5 minute Cycle
- Saffron Walden Town Centre - 1.2km, 18-minute Walk / 5 minute Cycle
- East Street Stores - 1.6km, 20-minute Walk / 6 minute Cycle
- Tesco Superstore - 2.1km, 28-minute Walk / 9 minute Cycle

3.31 The Uttlesford Accessibility Analysis TRACC Outputs basemap plan shows the walk distances to local retail stores relative to the location of the Site (**Figures 3.5**).

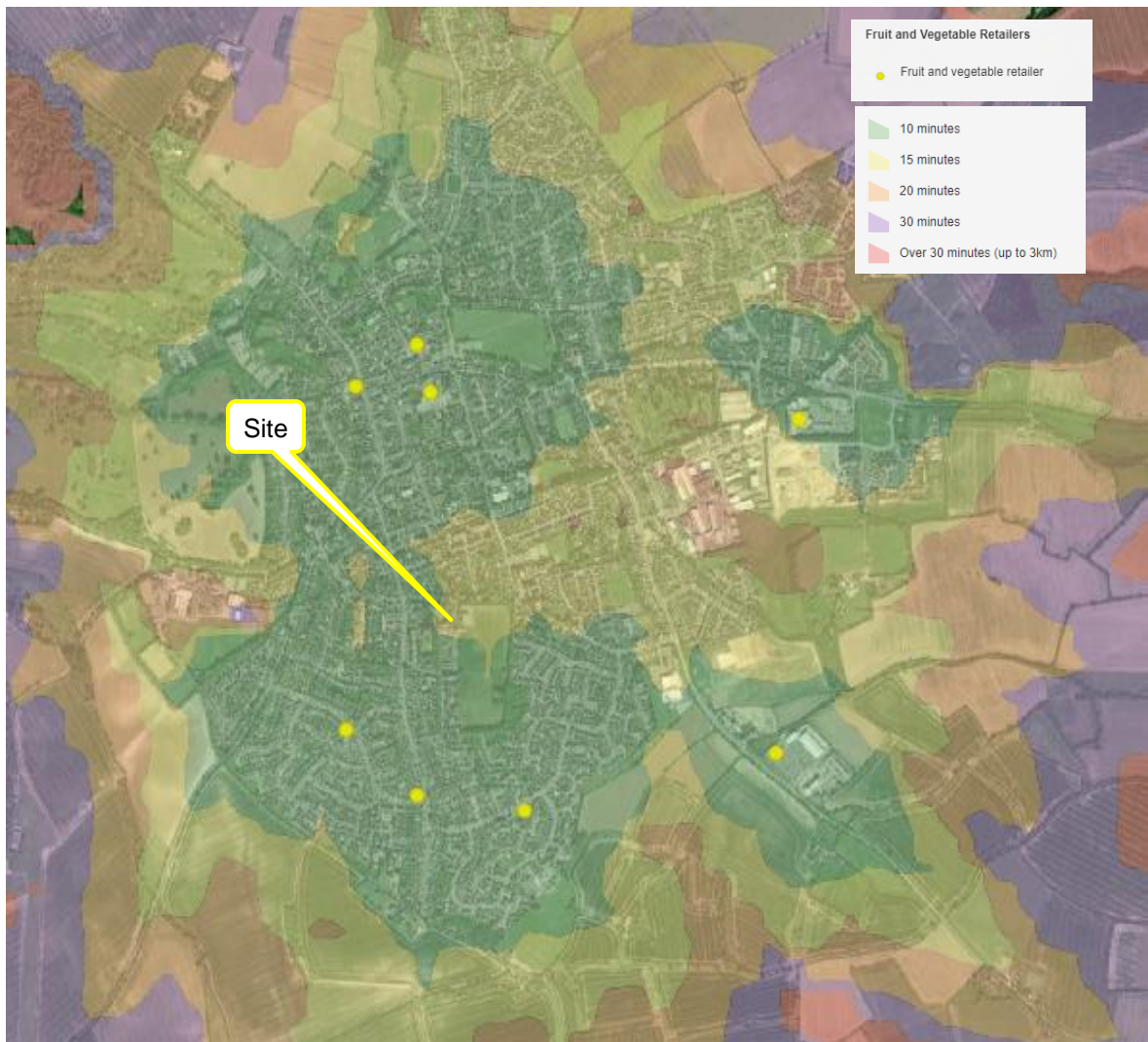


Figure 3.5 – Uttlesford Accessibility Analysis TRACC Outputs basemap plan (Walk distance to Retail stores relative to the location of the Site)

Health

- The Rectory Practice - 1.2km, 15-minute Walk / 6 minute Cycle
- Boots Pharmacy - 1.3km, 17-minute Walk / 5-minute Cycle
- The Gold Street Surgery - 850m, 12-minute Walk / 5-minute Cycle
- The Dental Surgery - 500m, 7-minute Walk / 3-minute Cycle
- Specsavers Opticians - 1.1km, 14-minute Walk / 6 minute Cycle

Employment

- Ridgeons Timber & Builders Merchants - 2.5km, 33 minute Walk / 10 minute Cycle
- St Andrew's House Industrial Estate - 1.4km, 17-minute Walk / 6 minute Cycle Other
- Saffron Walden Town Centre – 0.5km 5-minute Walk / 4 minute Cycle

3.32 The Uttlesford Accessibility Analysis TRACC Outputs basemap plan shows the walk distances to local Employment Areas relative to the location of the Site (**Figures 3.6**).

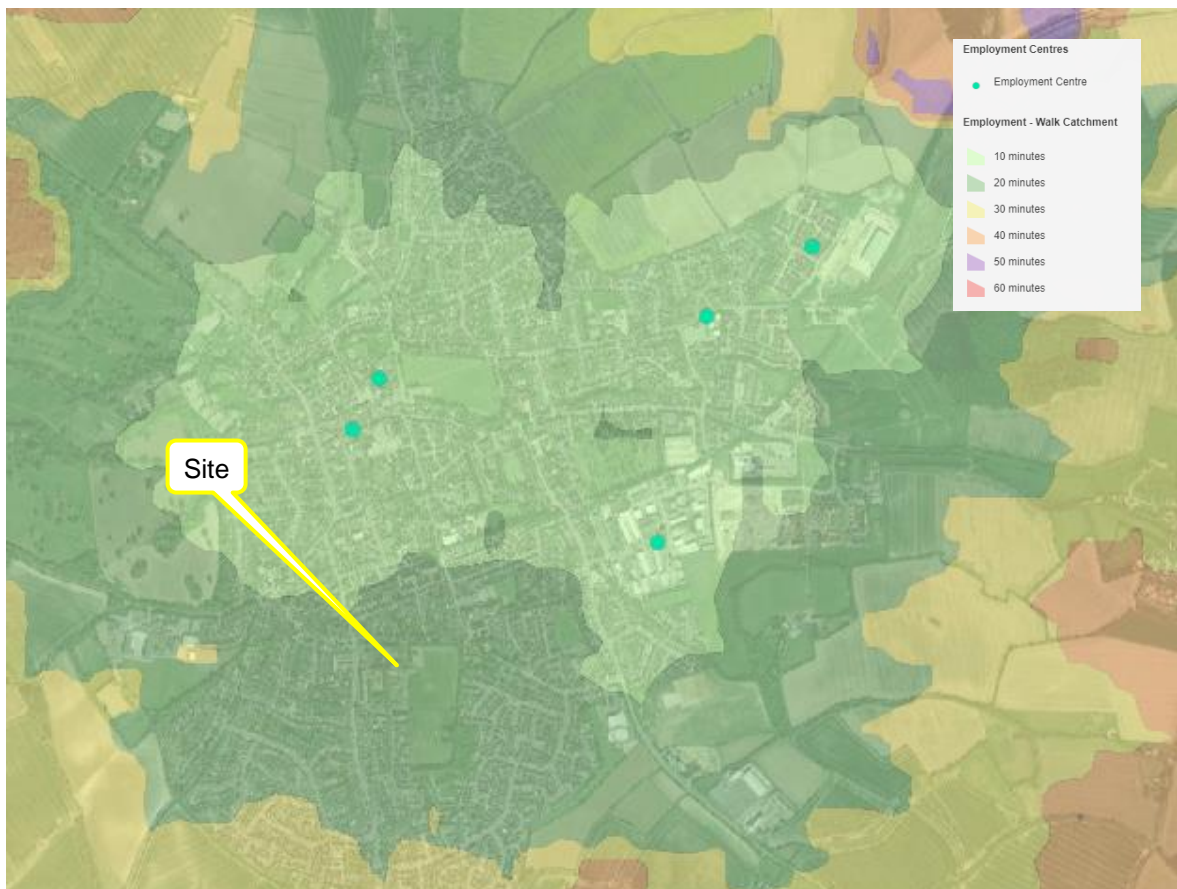


Figure 3.6 – Uttlesford Accessibility Analysis TRACC Outputs basemap plan (Walk distance to Employment Areas relative to the location of the Site)

Other Facilities

- Saffron Walden Football Club – 1.6km, 21-minute Walk / 9 minute Cycle
- Saffron Walden Museum - 1.7km, 17-minute Walk / 8 minute Cycle
- Saffron Walden Library - 1.2km, 15-minute Walk / 7 minute Cycle
- The Common Park - 1.3km, 17-minute Walk / 5 minute Cycle
- Saffron Screen – 1.0km, 13-minute Walk / 5 minute Cycle

- Lord Butler Fitness & Leisure Centre – 1.0km, 10-minute Walk / 4 minute Cycle

3.33 Given the level of local services and amenities, the site is clearly well located in terms of walking and cycling accessibility and offers significant potential to replace short car trips to location that are less than 2km for walking and 5km for cycling. While a small number of services and amenities fall outside of the IHT 25m-minute walk time, many can be accessed by walking an additional 5 minutes, or alternatively by cycling. It is recognised that many people will cycle to services/amenities outside of the 25-minute walk distance.

3.34 The Uttlesford Accessibility Analysis TRACC Outputs basemap plan (**Figure 3.7**) shows the amenities and local public transport facilities within the local area.



Figure 2.7 – Uttlesford Accessibility Analysis TRACC Outputs basemap plan

Walking and Cycling Facilities

Public Rights of Way

3.35 Several Public Rights of Way (PROW) can be seen around Saffron Walden as well, with several designated footpaths and Bridleways accessible from the site by foot. These include Public Footpath No. 56 and 58 seen further to the northwest of the site, and Public Footpath No.37 seen further east of the site – which can be seen linking into Public Bridleway No.19.

3.36 Despite the above, there are plenty of PRow's available for recreational use all around Saffron Walden, with route to Audley End and vast is also network provided to the east of the town. **Figure 3.8** shows a map illustrating all PRow in the vicinity taken from the ECC website.

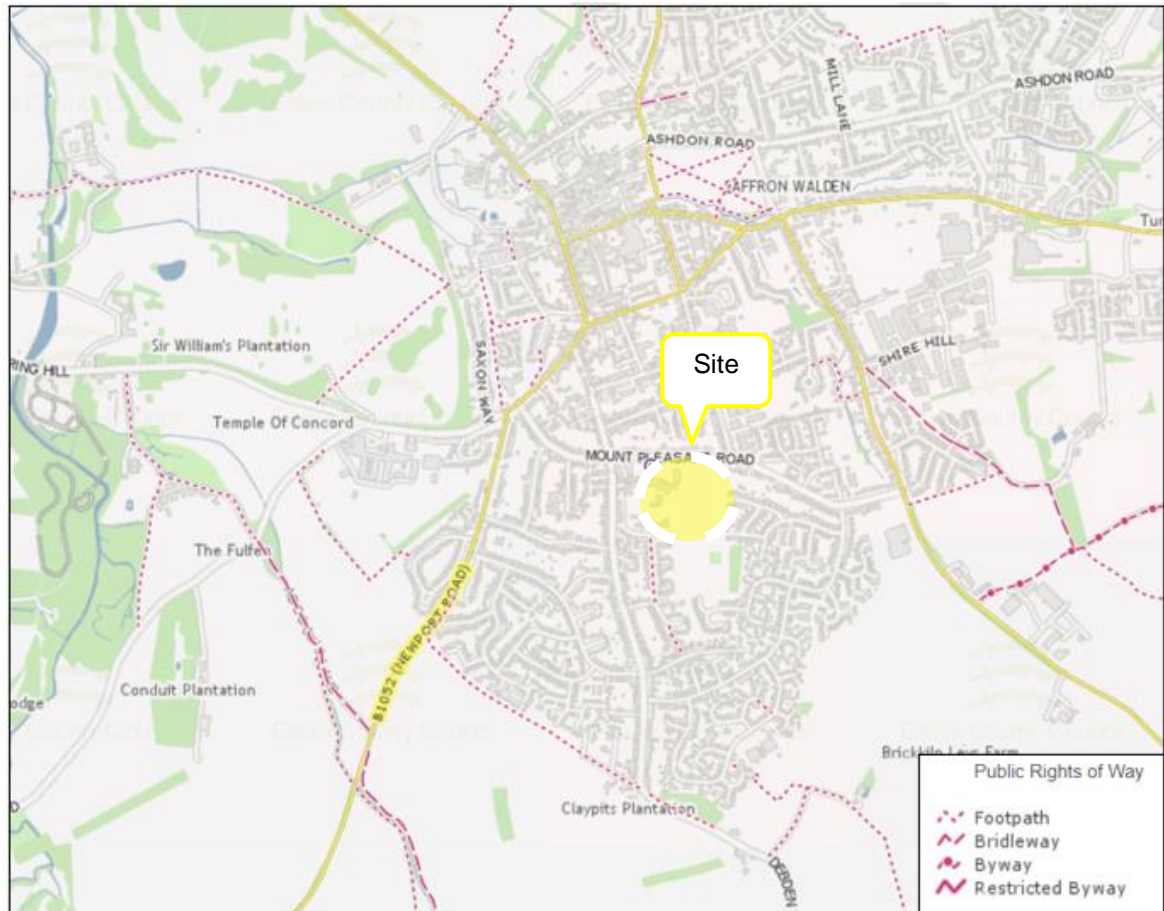


Figure 3.8 – Saffron Walden PRow

Cycling Infrastructure

3.37 With regards to cycling, National Route 11 of the National Cycle Network is also within proximity of Saffron Walden. Connecting Harlow with Norfolk, via Cambridge and Ely, and a link to Saffron Walden. The link to National Route 11 can be accessed via Audley End Road, before continuing south west along Wenden Road.

3.38 To ensure that cycling is catered for within the town centre, a number of cycle parking stands are located around major areas. These stands can be found within Market Square, outside the Barclays bank and opposite, outside the library, enabling cyclists to store their bike. Food retailer Waitrose, also found within the town centre, contains a number of sheltered Sheffield stands as well.

3.39 A Tesco foodstore and Saffron Walden Community Hospital, located on either side of Radwinter Road to the north east, the Lord Butler Fitness and Leisure Centre to east of the site, located on

Peasland Road and the Aldi located to the east of the site on Knight Park Shopping Centre also contain a number of cycle storage facilities.

3.40 The DfT's Local Transport Note 1/20 Cycle Infrastructure Design states that:

'Main roads are often the only direct, coherent route available to move between places, but these are usually the roads where people most fear the danger from motor vehicles. Consequently, the provision of adequately safe, attractive and comfortable facilities along these roads is crucial to creating a coherent cycling network'

3.41 Consequently, Uttlesford District Council has plans to reorganise the traffic priorities within Saffron Walden, with planned costing estimating at £1 million, with the intention of maximising opportunities to increase the priority and benefits of cycling. In addition, routes will be improved heading toward the town centre and to Audley End Station. **Figure 3.9** below shows an extract of the cycle upgrade schemes taken from Uttlesford Cycle Strategy.

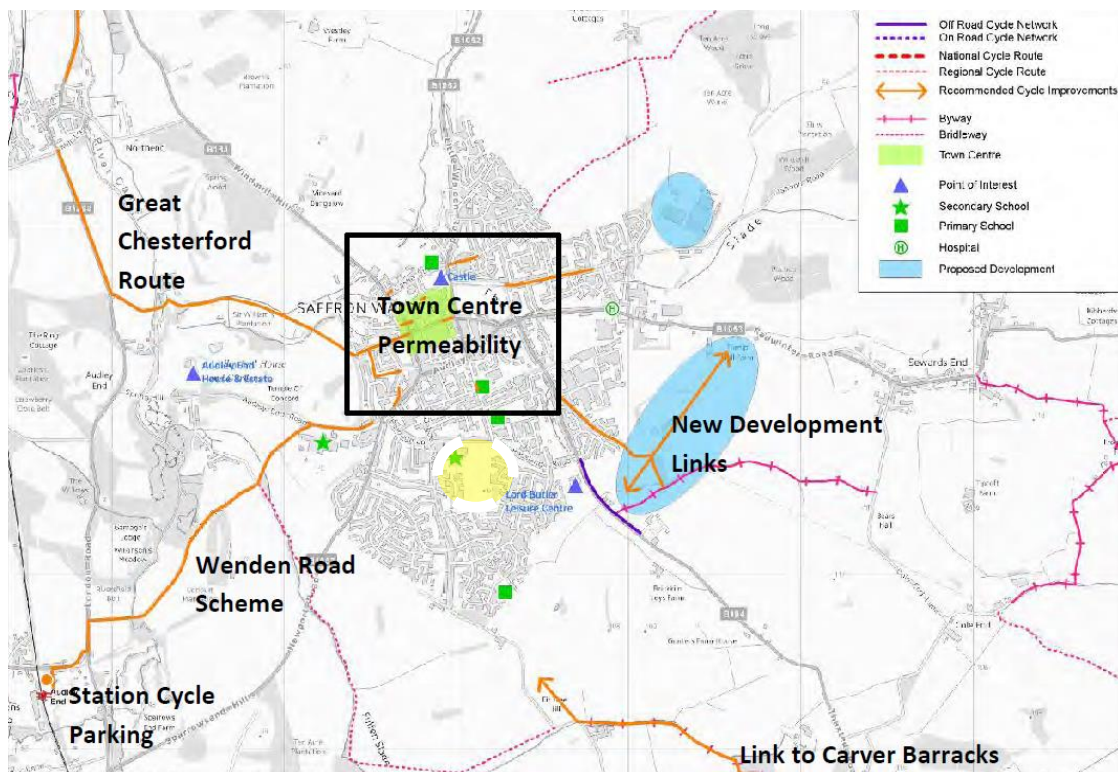


Figure 3.9 – Potential Cycle Upgrade Schemes

3.42 The Cambridge to Saffron Walden Cycle Route can be found starting on Audley End Road to the west of the site, on the western fringe of Saffron Walden. This route has a number of on-street, off-street, or designating routes separate from traffic – eventually linking into the National Cycle Route (NCR) Network via NCR11. **Figure 3.10** below demonstrates this route in relation to the site location.

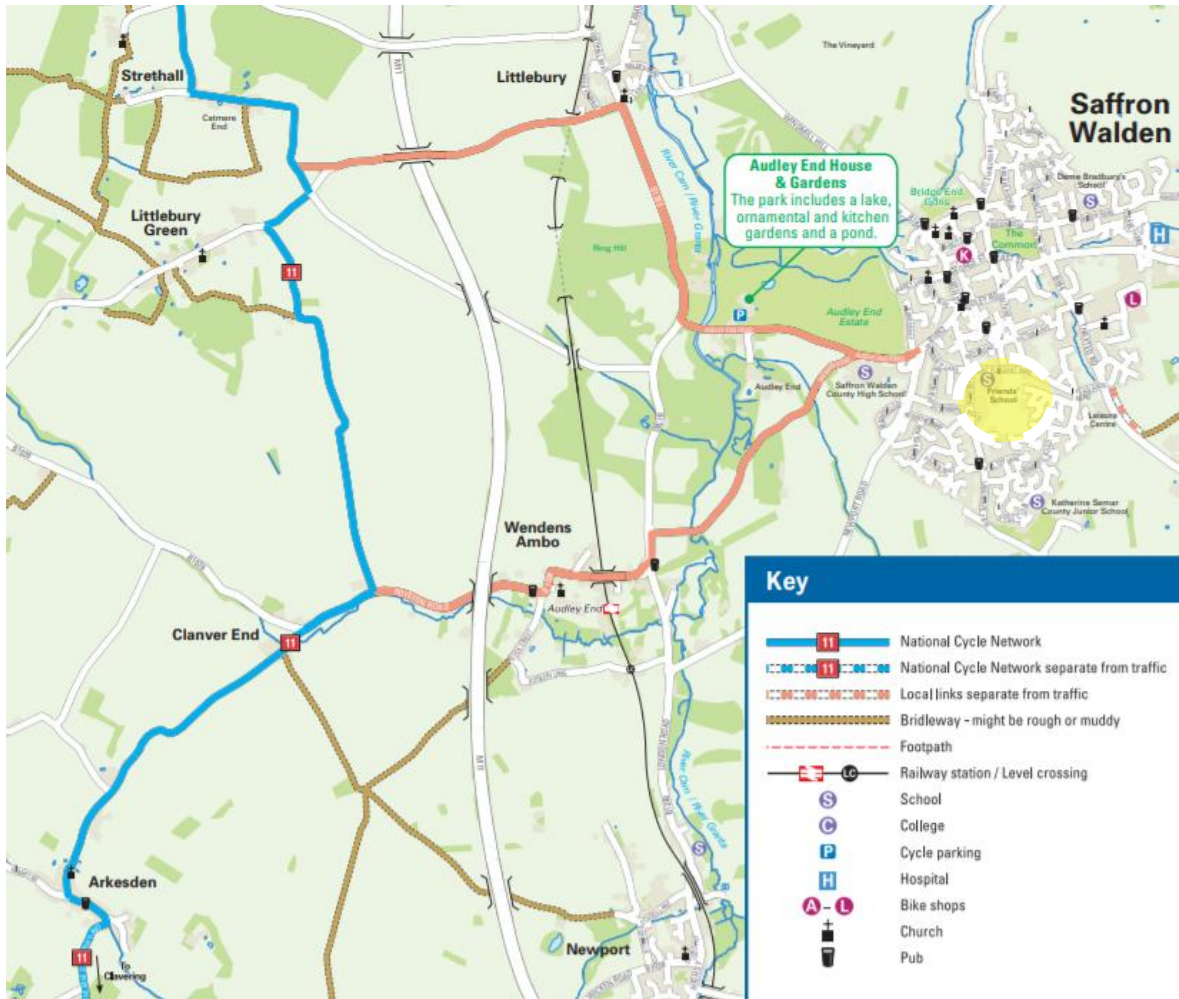


Figure 3.10 - Cycle Route Plan

3.43 As previously stated, it is widely recognised that cycling offers the greatest potential to replace short car trips, particularly those under 5km, but can also be part of longer journeys via public transportation.

Summary

3.44 It has been shown that the site is located in a sustainable location with excellent footway and cycle links, and is close to frequent bus services, which supply good area coverage. The pedestrian and cycle routes surrounding the site are suitable for all users. In conclusion, the proposed residential development provides opportunities to use modes other than the car and will provide all users of the site with access to alternative modes of travel.

3.45 Further, it can be seen from the review of accessibility and sustainability that the site is very well related to existing good quality facilities and amenities, such as bus stops and rail stations, retail and restaurants, doctors and dentists, which can support residential development. This will ensure that future residents of the site have close and ready access to a range of services within walking distance, thus reducing the need to travel long distances by private car to gain access for the majority of everyday needs.

4. THE TRAVEL PLAN MANAGEMENT SCHEME

4.1 A full description of the proposed development scheme is contained within the planning application submission documents. The following descriptions of the residential uses proposed are pertinent in transport terms.

- The 96no. residential units comprise 26no. x 1 bed units and 44no. x 2 bed units, 18no. x 3 bed units and 9no. x 4 bed units, (it has been shown that a quantum of 100 units could be accommodated on the Site, which we understand was agreed in principle with Essex County Council (ECC) highways and therefore is not in dispute). and includes the following;
- 173 car parking spaces (including 24 visitor parking spaces (at a ratio of 0,.25 per unit);
- All other elements, including access, highway amendments, servicing and parking remain consistent throughout the scheme and therefore are considered the benchmark by which this layout will be judged.
- Secure cycle parking in accordance with the adopted parking guidelines will be provided to serve the residential units.
- Designated refuse storage areas are provided. It is expected that refuse collection for the proposed residential development will take place once a week and will therefore create minimal additional traffic.

4.2 The proposed development and provision of the vehicular access arrangements on Mount Pleasant Road (main access and the 'in' and 'out' self-contained crescent access) and The Avenue, to serve the scheme will require minor amendments. This includes;

- Minor amendments to the main access road from Mount Pleasant Road to the north of the Site, to serve local residents only and provide access for servicing; and
- The crescent access arrangement to remain as existing and to serve the Croydon and School Assembly buildings.

4.3 All highway works proposed are within public highway or the client's site ownership.

4.4 Pedestrian access will be available from Mount Pleasant Road and The Avenue.

4.5 Overall, suitable and safe means of vehicular and pedestrian access to the site can be provided from Mount Pleasant Road and The Avenue, which would not be detrimental to highway safety or capacity and can be accommodated using site land and publicly maintainable highway.

Travel Plan Initiatives

- 4.6 The provision of a full Travel Plan is a requirement of the planning process for the benefit of the planning and transport authorities, enabling robust monitoring and review against clear, agreed target and action plans. With regards to residents, the developer will provide individual Residential Travel Packs.
- 4.7 These packs are designed to encourage the adoption of sustainable transport and include sustainable transport options and information for the local area, advice on local transport bus and rail services, cycle routes, taxi information, walking maps and journey planning assistance.
- 4.8 The Travel Plan will operate as an organic document, which means it is a living document which can be amended over future years to tailor to future residents' travel to and from the site. The developer will aim to ensure that the Travel Plan responds to both internal and external influences as well as possible in terms of promoting and delivering sustainable travel and transport use within the development.
- 4.9 In order to ensure that the opportunities for modal shift can be realised there are a number of measures that can be undertaken or encouraged by the development proposal. Broadly these measures can be categorised as follows:
- Direct measures to reduce car usage;
 - Measures to promote alternative travel modes; and
 - Monitoring and management.
- 4.10 As part of the proposed development there are a series of measures which will be introduced that will ensure the site is accessible to all main modes of road transport and pedestrians. In particular, those who travel by modes other than the private car will be encouraged. These measures are detailed below.

Travel Information Packs

- 4.11 Each resident will receive a Travel Information Pack. This Pack will include Cycle Route Maps, Public Transport Information and Contact Information. These will also be made available to visitors within the building entrance/foyer as appropriate. Where possible, a copy of the pack will also be provided on the management company's website to enable residents to access it online.
- 4.12 The Travel Pack will include the following:
- Details of cycle parking facilities that are available at key areas such as rail and, shops etc.;

- Details of pedestrian and cycle routes in the area;
 - Relevant phone numbers for taxis etc.;
 - Information on local car clubs;
 - Public transport timetable/maps; and
 - Available discounts for cycle stores and public transport operators.
- 4.13 The Travel Information Packs will be produced at the developer's expense and shall be reviewed and updated as necessary, again at the developer's expense, for the duration of the Travel Plan.
- 4.14 This information will enable residents to consider the trips to be made and in the mode in which they can be used. By providing the pack, it is intended that it will encourage a change in perceptions and attitudes and therefore promote the desired change in travel behaviour.
- 4.15 In addition to the initiatives already outlined within the Travel Plan, there will be on-going marketing and communication of information following on from first occupation. Additionally, if residents of the development change the Travel Information Pack will be made available to the dwelling.
- 4.16 Residents will also play a role in developing the plan as feedback will be vital to meeting objectives. Residents will liaise with the TPC to ensure the success of the plan.
- 4.17 It should also be acknowledged that the sizes of the residential units proposed, throughout the entire development scheme, are to be of sufficient size to enable residents to work from home.
- 4.18 A summary of all the measures outlined above is provided in **Table 1** attached to the end of this report.

Measures to promote alternatives (Hard Measures)

Car parking

- 4.19 With regard to journeys to the site by car, parking restraint is a widely recognised 'hard' measure to limit car use and, as a consequence, encourage sustainable travel behaviour.
- 4.20 The parking provision at the Site takes into consideration the maximum permitted based on the parking standards (the *Uttlesford Local Residential Parking Standards (2013)*, as an addition to the *Essex Design Guide Parking Standards (2009)*), and, as such, residents will be discouraged from driving to the site due to the restrained designated on-site parking provision. Good links to the town centre and reduced parking available at the Site will further encourage residents to seek alternatives to the car.

Car share

- 4.21 Car sharing is a good means of reducing single-occupancy car use. The practicalities of car sharing within this development may be limited due to the size, nature and working hours of residents to make an individual car share scheme viable, however, the TPC will endeavour to promote a car sharing scheme for residents to encourage those driving to work, shopping, etc, to offer to share the journey with a neighbour(s).
- 4.22 In addition to the above, car clubs such as Essexshare [REDACTED] will be promoted by the TPC to residents to search for other subscribers that have the same travel characteristics and can ultimately share journeys. The details will also be provided within the residential travel packs. This is likely to be more effective as a means of promoting car share to the Site.
- 4.23 Information regarding car clubs will be included in the travel packs and information will be displayed on notice boards within the Site.

Taxi Service

- 4.24 The details of local taxi services will be provided to all residents and identified within the building for the benefit of visitors.

Cycling

- 4.25 Access to the Site by bike is good with many off-road routes and cycle friendly roads provided linking with surrounding residential areas and public transport facilities.
- 4.26 Residential properties will have space for cycles within the grounds of the Site with one secure and sheltered cycle parking space being provided per unit.
- 4.27 Cycle usage will be monitored and if the demand for cycle parking is consistently higher than the provision, leading to bikes being parked in other locations within the site, consideration will be given to providing additional spaces. An indication of the cycle parking usage will be provided within the annual monitoring report for the individual Travel Plans.
- 4.28 Essex County Council provides courses for residents who want to improve their biking skills. All residents will be made aware of this as this could encourage less experienced cyclists to consider cycling to and from the site.
- 4.29 A cycle buddy scheme will also be established by the individual TPCs as a further measure to encourage cycling. Any residents who may prefer to cycle with someone rather than on their own could be matched with a neighbour(s) cycling to and from a similar location.

- 4.30 Discounts will be negotiated/sought at local cycle stores for residents. The TPC will investigate opportunities to secure discounts which will encourage residents to purchase a bike and promote a more sustainable mode of travel.
- 4.31 In addition to this, regularly updated information will be made available to residents about pedal cycle routes and other helpful contact details and local cycling events via notice boards and within the travel packs. Within the site itself, routes will be provided for cyclists, segregated from vehicular traffic and linking to the wider area.

Walking

- 4.32 Measures aimed at increasing the viability of accessing the Site on foot will be based around provision of the following facilities and benefits prior to full occupation of the Site:
- Information on the 'off highway' pedestrian network routes will be shown on maps made available through the notice boards at the site, and within travel packs.
 - A walking buddy scheme will also be established by the TPC as a further measure to encourage walking. Any resident who may prefer to walk with someone rather than on their own could be matched with resident(s) walking to/from a similar location.
- 4.33 Existing pedestrian routes are very good providing safe links to public transport facilities and surrounding residential areas and in particular the town centre with all the associated amenities that are on offer.

Public Transport

- 4.34 Increased accessibility to, and use of, public transport is considered to be a key element of any Travel Plan. The Site already benefits from good public transport accessibility with bus stops located close to the Site. The nearest rail stations are also within a reasonable cycle distance and therefore likely to be used by residents to access the Site.
- 4.35 The following measures to encourage bus and rail use will be incorporated:
- Residents will be encouraged to use bus and rail services along with walking and cycling as appropriate, for journeys to and from work, as well as shopping and leisure.
 - Provide up-to-date public transport information including timetables and bus company contact information on transport notice-boards, and/or within travel packs.
 - Discounts will be negotiated/sought with the relevant bus and rail operators for residents of the development.

- 4.36 Based on the high frequency and number of services accessible within a reasonable walking distance, all of the bus and rail services would have sufficient spare capacity to accommodate the trips that could be generated by the proposed development.

General Scheme Promotion

- 4.37 All initiatives and activities within the Travel Plan will be effectively communicated to residents. Meetings will be used for generating support for the Travel Plan amongst residents and the use of sustainable modes of transport for residents will be provided with a travel pack at the time of occupation.
- 4.38 Residents will be advised during occupation of the range of sustainable travel options for travel to and from the site other than the private car and encourage them to travel by these modes.
- 4.39 All reference material such as public transport timetables and contact information will be made available to residents in a central location. This material will be regularly reviewed and refreshed.

Monitoring and management

- 4.40 The Travel Plans will be managed by the TPCs, who will work in conjunction with the Local Planning Authority, the local community and other interested parties for the continuing progression of the relevant Travel Plan.
- 4.41 Their role will be as follows:
- To promote and encourage the use of travel modes other than the car, including publicity;
 - To ensure that all relevant information is provided to all residents and that up to date information is clearly displayed on the Travel Plan notice boards or within travel packs; and
 - To arrange for travel surveys to be undertaken, should they be required and the results sent as a report to the ECC Travel Plan Team.
 - To oversee the residential Travel Packs with the council
- 4.42 The Developer shall, from the date of occupation, nominate a TPC who is an employee, agent or representative of the Developer or Management Company or similar body who will be responsible for the Travel Plan. The provision of real time information at the bus stops and new waiting area will be provided as part of the development.

4.43 The TPC will be required to undertake an initial residents travel questionnaire survey within the 2 months of occupation and, based on the results, agree targets with ECC within 3 months of the survey being completed. The TPC will also be responsible for undertaking the annual monitoring and submitting a monitoring report to the Council. The TPC is to liaise with residents. The TPC will need to:

- Promote and encourage of the use of travel modes other than the car;
- Provide a point of contact and travel information for all residents;
- Ensure that up to date information is provided and displayed on a notice board;
- To promote a car sharing scheme;
- To provide a point of contact with transport operators and Officers of the Council and where necessary, facilitate meetings with interested parties.
- A contribution of £6,000 will be paid to the council prior to first occupation of the residential units in order to facilitate continued monitoring discussions and Travel Plan promotion incentives with the council.

4.44 Once confirmed, the details of the TPC will be submitted to ECC before the development is occupied.

Funding

4.45 Separate budgets will be set aside by the developer for each element of Travel Plan delivery including;

- TPC post;
- Measures (including marketing costs, etc); and
- Monitoring programme.

4.46 In addition, a contribution of £6,000 will be paid to ECC for monitoring and promotion incentives.

Travel Plan Targets

4.47 Travel Plans are evolving documents that need to remain adaptable to changing local conditions and, therefore, the plan will be reviewed following completion of a further survey where specific targets can be set. This Travel Plan has been prepared as a “first step” as a means of ensuring Travel Plan measures are in place from day one as far as possible so that travel by non-car modes is encouraged from the start.

4.48 However, it is important to note that targets must be set in relation to existing patterns of travel behaviour, local public transport and the availability of parking. The targets should most easily demonstrate the commitment to deliver the package of measures set out in the Travel Plan.

- 4.49 A form of target is aspirational and related to proportional changes in the travel modes used to get to the Site. At this stage, it is difficult to define exactly the aspirational targets in advance of the development opening, as the modal split of residents is not known. However, it is anticipated that the proportion of residents who will initially drive to or from the site will be in-keeping with typical journey to work travel habits for Saffron Walden.
- 4.50 To forecast travel modes by future residents, multi-modal trip rate data has been obtained from the TRICS database from the ‘Residential – Privately Owned Flats’ category. **Table 4.1** below sets out the two-way trips for this use and the various modal types.

Table 4.1 Multi-Modal Trip Generation - Proposed Residential Units (Two-way trips)

Hour	Vehicle (Drivers)	Vehicle Passengers	Pedestrians	Cyclists	Public Transport	Total
08:00-09:00	11	1	3	1	6	22
17:00-18:00	38	3	12	1	8	62
(%)	(63.7%)	(4.5%)	(19.8%)	(1.3%)	(8.8%)	(100%)

NOTE: Trips based on 98 units. Numbers may not calculate due to rounding.

- 4.51 It is evident from **Table 4.1** that using the TRICS data the residential development as a whole is forecast to generate 84 total daily trips across the peak periods, with 68% (53) of trips undertaken by vehicle drivers and passengers and 32% (31) by sustainable modes of travel.
- 4.52 The level of existing public transport services in the vicinity of the Site is likely to provide adequate spare capacity to cater for the small number of estimated public transport movements detailed above and would not be perceived from daily fluctuations on their individual networks. As a consequence, no further assessment has been undertaken as to the impact on sustainable travel.
- 4.53 **Table 4.2** shows the modal split for the *MSOA Uttlesford 002 Middle Super Output Area*, within which the Site is located, taken from the 2011 Census Travel to Work dataset.
- 4.54 This data shows that travel by car driver represents the highest proportion accounting for 63.7% of all trips, with passenger in a car or van, and bike trips accounting for 5.8% between them, with public transport trips accounting for a combined 8.8% - split between 6.9% by train, and 1.9% by bus. On foot journeys account for 19.8% of all trips, whilst taxi and motorcycle journeys account for 1.2% of journeys. Other methods of travel account for a total of 0.7%. On the back of this, the modal splits show that 30% of residents currently travel to work via sustainable means of travel – be it by foot or bike, or public transport. The car use is surprising given the relative sustainable location as previously discussed in the Transport Statement. That said, this provides an indication of typical travel habits in the area, so can be related to new residents.

Table 4.2 Existing Modal Splits for the MSOA Uttlesford 002 Middle Super Output Area

Mode of Transport	%age of Mode
Train	6.9%
Bus	1.9%
Motorcycle	0.5%
Taxi	0.7%
Car Driver	63.7%
Car Passenger	4.5%
Bicycle	1.3%
On Foot	19.8%
Other	0.7%
Total	100%

Notes: Based on 2011 Census Data

4.55 In consideration of the above, initial targets have been identified. All targets set out in this Travel Plan are to be SMART, in that they are:

- Specific
- Measurable
- Achievable
- Realistic
- Timed

4.56 **Table 4.3** below identifies the two main targets and timescales in which this Travel Plan will look to achieve from the objectives set out in Section 3 of this report. More specific targets will be set following completion of the initial travel surveys; the Travel Plan Co-ordinator will agree the targets with ECC.

Table 4.3 Travel Plan Targets and Timescales

Audience	Objective	Target	Timescale	
Residential	A 5% year on year reduction in single occupancy car drivers	A 5% increase in sustainable travel	On occupation	5 years
	Promote alternative modes of transport.	To increase the use and awareness of public transport, walking, cycling and car sharing.	On occupation	For the lifetime of the plan.

4.57 On the basis of the above, the following targets shown in **Table 4.4** below are proposed.

Table 4.4 Travel Plan Targets and Timescales

	Baseline	1 st Year	2 nd Year	3 rd Year	4 th Year	5 th Year
Reduction in car trips year on year (particularly single occupancy car travel)	11	10	9	8	7	6
	38	37	36	35	34	33
Increase alternative modes of transport year on year i.e. public transport, walking, cycling and car sharing.	10	11	12	13	14	15
	21	22	23	24	25	26

- 4.58 The targets set out in the table above will be achieved by the measures in which are proposed for the Site and are fully explained earlier in **Section 4** of this Travel Plan. Once the baseline travel surveys have been undertaken the targets can be specified in detail.
- 4.59 Annual monitoring reports, for the first 5 years or until such time as Travel Plan targets are achieved, (whichever is the longer period) will be submitted to ECC for approval.
- 4.60 Failure to implement the Travel Plan and meet targets will give the council the right to implement any recommendations made in the monitoring report, at the occupiers cost.
- 4.61 Failure to implement the Travel Plan and meet targets will require negotiation between ECC, the LPA and the developer/occupier to agree any necessary amendments to the travel plan. This would form part of the review process to implement any recommendations made in the monitoring report.

Resident Travel Patterns

- 4.62 In order to establish the likely travel patterns of residents at the time of introducing the Plan, a comprehensive questionnaire survey will be carried out within 6 months of first occupation. A revised full Travel Plan will then be submitted to ECC within 1 month of the baseline surveys being returned. A sample questionnaire sheet has been attached as **Appendix A2** to this report.
- 4.63 One of the key findings of the questionnaire is the existing modal split for travel among residents. These splits will be broken down as shown in **Table 4.2**.
- 4.64 Full analysis of the questionnaires will be undertaken by the TPC after the survey has been completed and the results will be submitted to the Local Authority. This data will represent the base

data for the Travel Plan upon which the future targets will be assessed. Annual monitoring will be undertaken for a minimum 5 years post full occupation of the development, targets will be set in agreement with ECC.

5. CONCLUSION

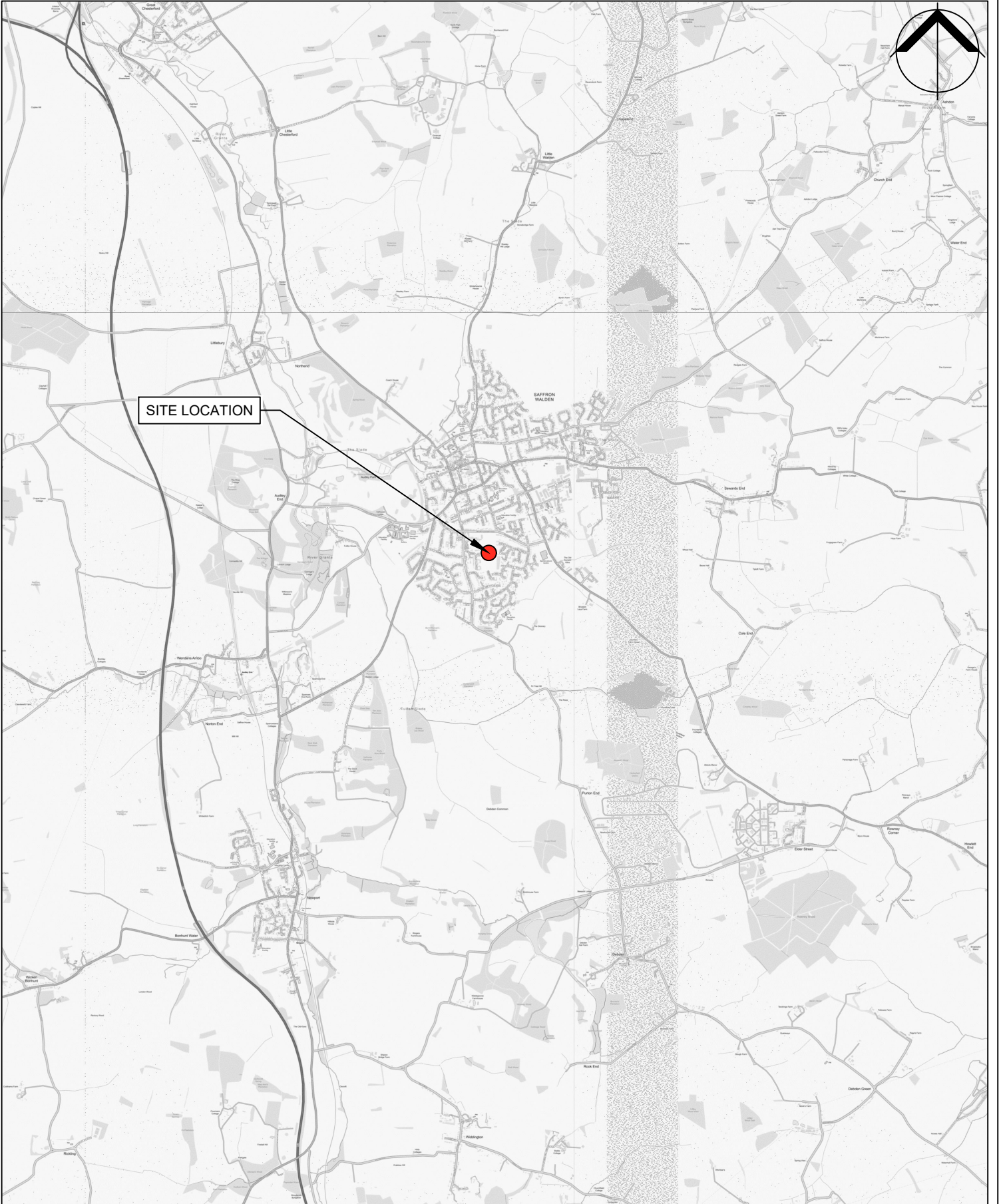
- 5.1 The measures and initiatives recommended within this Travel Plan are considered to be sufficient to encourage future residents of the proposed development to travel in a sustainable manner by promoting and securing initiatives and incentives which would minimise the need to travel by private car given the proposed development will have reduced car parking, improved town centre links and a high amount of bus and rail services within close proximity to the site.
- 5.2 The monitoring and review process will ensure the Travel Plan remains a live document and will sustain the necessary efforts for it to reach its objectives.
- 5.3 This Residential Travel Plan identifies that the site has excellent opportunities for potential residents to use existing modes of transport other than the car. The TPC will undertake the following to ensure the Travel Plan meets its objectives:
- To provide regularly updated bus and train timetable information and cycle route information;
 - Secure cycle parking will be provided or space allocated within the site;
 - Establish walking and cycling buddy schemes;
 - Establish a car share database;
 - Travel information and initiatives will be provided to all residents via a communal notice board in reception and waiting areas, and;
 - Travel Packs will also be issued to all residents upon occupation.
- 5.4 This Travel Plan has also considered the relevant Travel Plan policies set out within the NPPF and ECC/UDCs Local Plan (and emerging Plan) and sufficiently satisfies the policy requirements.
- 5.5 Taking all of the above into account, it is considered that the proposed development not only has excellent access to the existing walking, cycling and public transport networks, but will also ensure that with the additional measures incorporated as part of the development all users of the site will be encouraged to use modes of transport other than the car.

Table 5.1 Summary of the Measure Proposed in the Travel Plan

Target		Measures Proposed	Timescale
Measures to reduce car use by 5% year on year over 5 years.		Appointment of a Travel Plan Coordinator	Prior to first occupation
		Provide information to all residents via Travel Packs. Up to date public transport information to be displayed on notice boards.	On occupation
		A copy of a Travel Pack made available to residents.	On occupation
Measures to promote alternatives	General	Information via Travel Packs to include bus, train and cycle route plans and timetables, along with contact numbers of relevance (e.g. taxi firms), details of the bus travel discounts and details of local car share clubs.	On occupation
			On occupation
	Public Transport	Information to be provided via Travel Packs, notice boards, leaflets. Negotiate possible resident discounts on bus and rail travel	On occupation
			On occupation
Cycling	Secure, covered and illuminated cycle storage will be provided at the site Negotiate possible resident discounts on bike purchases and related safety equipment at local cycle shop	On occupation	
		On occupation	
Monitoring and Management	A comprehensive baseline survey to be undertaken at the appropriate milestones.		Multimodal count surveys within 6 months of occupation. Resident Questionnaire Surveys within 6 months of occupation.
	General monitoring to be undertaken by TPC – Surveys to be carried out annually with the results reported back to ECC for a period of 5 years or until such time as targets are achieved, whichever is the longer period.		Annually

A1. SITE LOCATION PLAN

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CLIENT	PROJECT NO.	DRAWING NO.
CHASE NEW HOMES	21-T055	02
PROJECT	SCALE @ A4	DATE.
FORMER FRIENDS SCHOOL, SAFFRON WALDEN	1:10000	16/06/2021
TITLE	DRAWN BY	CHECKED BY
SITE LOCATION PLAN	JP	NM
		APPROVED BY
		CB
	16/06/2021	16/06/2021

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A2. EXAMPLE QUESTIONNAIRE

Your Journey to Work Questionnaire

We are preparing a Travel Plan to help reduce congestion on your way to work and the effects of commuter travel related to the operation of the store. To help in preparing the plan, we would be grateful if you could complete the following questionnaire in order that we can understand how our staff travel to work. Your answers will be treated in confidence and will not be disclosed to third parties. The purpose of this survey is to assist in future planning for staff travel and as such, your answers are very important to us.

If your address is likely to change within the next 6 months, please answer the questions based on your likely future address.

1. Your postcode
2. Are you Male Female
3. Your age 16-25 26-40 41-55 56+
4. Do you have access to a car for your journey to work? Yes No

General current start and finish times							
Day	Mon	Tue	Wed	Thur	Fri	Sat	Sun
Start							
Finish							

(Use a tick when the start or finish time is the same as the previous day and leave the days you do not work blank).

5. Do you think travel congestion to and from the site is a problem? Yes No

6. How do you normally travel to work? (Tick one box only)

- Car driver (where do you park?.....)
- Bus (which routes.....) Bicycle
- Car share with colleague Lift with someone else Walk
- Train Motorcycle Other (.....)

7. How do you normally travel home? (Tick one box only)

- Car driver (where do you park?.....)
- Bus (which routes.....) Bicycle
- Car share with colleague Lift with someone else Walk
- Train Motorcycle Other (.....)

If you do not drive to work you should ignore the remaining questions.

The questions continue on the other side of this page

8. If you currently drive yourself to work, could you in theory use any of the following options instead? (Tick all that apply)

- Walk Cycle Public Buses
 Train Car-share
 None of these **(if this is the case, please do not answer any more questions)**
-

9. Would you be prepared to travel using any of these options'?

- Yes
 No (Please give reasons - tick all that apply)
 Distance from work Cost Inconvenience
 Personal security Lack of pedestrian routes
 Frequency of bus/train services Lack of cycle routes
 Working hours (e.g. early start/late finish) Drop off/collect children
 Medical Other

10. What could your employer do to encourage you to use other modes of transport to get to work?

(Tick all appropriate)

- Assistance with cycle purchase Improved cycle routes
 Improved cycle storage Improved pedestrian routes
 Walking buddy scheme Car sharing scheme
 Subsidised bus/train/tube travel Minor changes to working hours
 Other

11. How far would you be prepared to walk (as part or all of your journey) to work? (Tick one box)

- 2 mins. 5 mins. 10 mins. 15 mins.

11. How far would you be prepared to cycle (as part or all of your journey) to work? (Tick one box)

- 10 mins. 15 mins. 20 mins. 25 mins.

Thank you for completing this questionnaire.

Please return the completed form to HR

Please note: Icení Projects Limited take no responsibility for any actions arising from the use, or implementation, of this travel questionnaire