

Bull Field, Takeley

Residential Travel Plan by Motion

Prepared in support of the Section 62A Planning Application
at Bull Field, Takeley.





Proposed Residential Development
Bull field, Takeley

Residential Travel Plan

For

Weston Homes

Document Control Sheet

Proposed Residential Development


Bull field, Takeley

Weston Homes

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
24/05/2023	1 st Draft	AN	JNR
31/05/2023	Final	CM	JNR



Motion
Quadrant House
Broad Street
Reading
RG1 7QE
T 0118 467 4498
E info@motion.co.uk
W 

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1.0 Aim and Objectives

Context

- 1.1 This Framework Travel Plan (FTP) has been prepared on behalf of Weston Homes in relation to a planned residential development on land at Bull Field (the Application Site).
- 1.2 The development (the Proposed Development) comprises, 96 residential dwellings (use class C3) along with associated access and infrastructure. At present the Application Site is under agricultural use.
- 1.3 The Application Site is located north of Takeley, within the administrative boundaries of Uttlesford District Council (UDC) and Essex County Council (ECC). The Application Site forms part of a wider landholding illustrated below. Bull Field is located to the east of Weston's Business Centre and west of Smiths Green. This TAR considers the transport effects arising from the Bull Field parcel. Separate planning applications have been submitted for the 7 Acres and Jacks parcels consisting of 3,568m² of commercial floorspace and 40 residential dwellings respectively. The 7 Acres scheme was recently granted consent while the Jacks scheme is still under consideration at the time of writing.

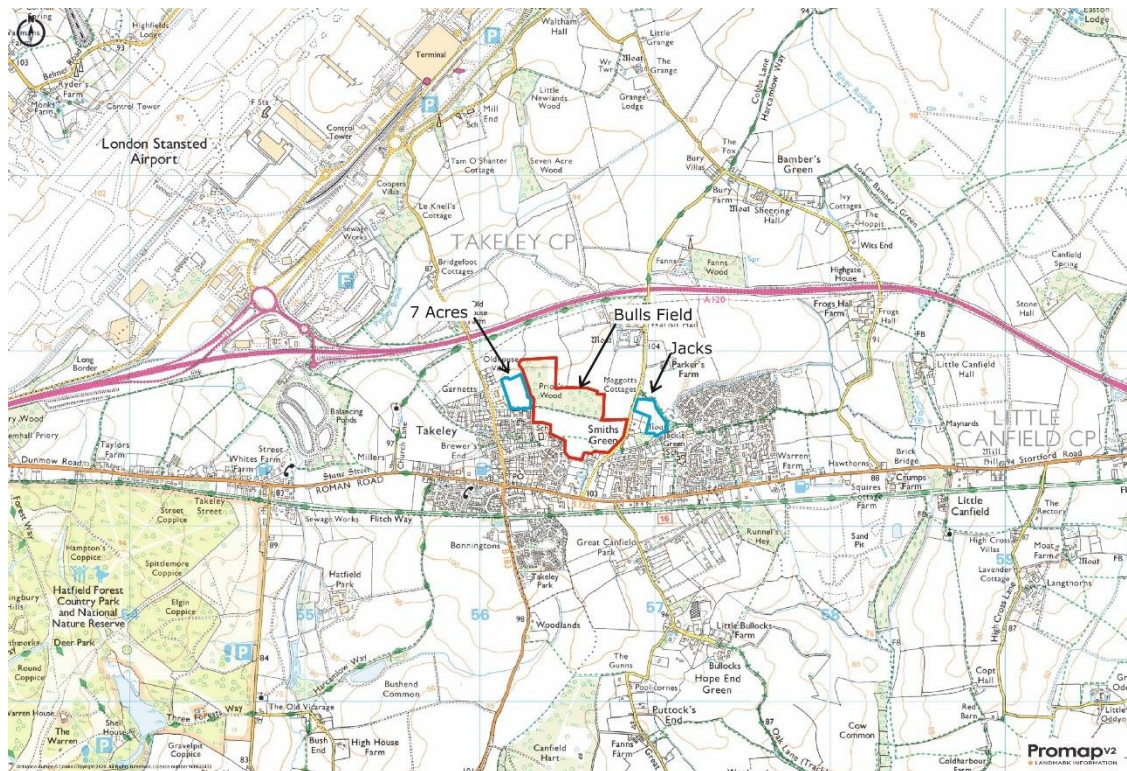


Figure 1.1 - Application Site Location Plan

Travel Plan Aim

- 1.4 The aim of this FTP is to reduce the number of single-occupancy cars arriving at the site by facilitating the use of more sustainable alternatives.

Travel Plan Objectives

- 1.5 The objectives of this TP are to:
 - ▶ make the Proposed Development an attractive residential site through provision of a greater range of facilities and benefits;

- ▶ inform all Site users about the FTP;
- ▶ encourage use of active and/or sustainable travel for trips to and from the Site;
- ▶ provide/improve facilities that enable use of active and/or sustainable modes of transport;
- ▶ promote the health, social, and environmental benefits of active and/or sustainable travel;
- ▶ reduce the demand for car parking associated with the Site;
- ▶ reduce the number of people travelling to alone by car;
- ▶ increase the proportion of people that walk when travelling to and from the Site;
- ▶ increase the proportion of people that cycle when travelling to and from the Site;
- ▶ increase the proportion of people using public transport travelling to and from the Site; and
- ▶ review the FTP in a timely manner.

2.0 Introduction

Development Location, Description and Surrounding

Location

2.1 The Site location is shown below at Figure 2.1 and the architect’s site layout plan is at **Appendix A**.

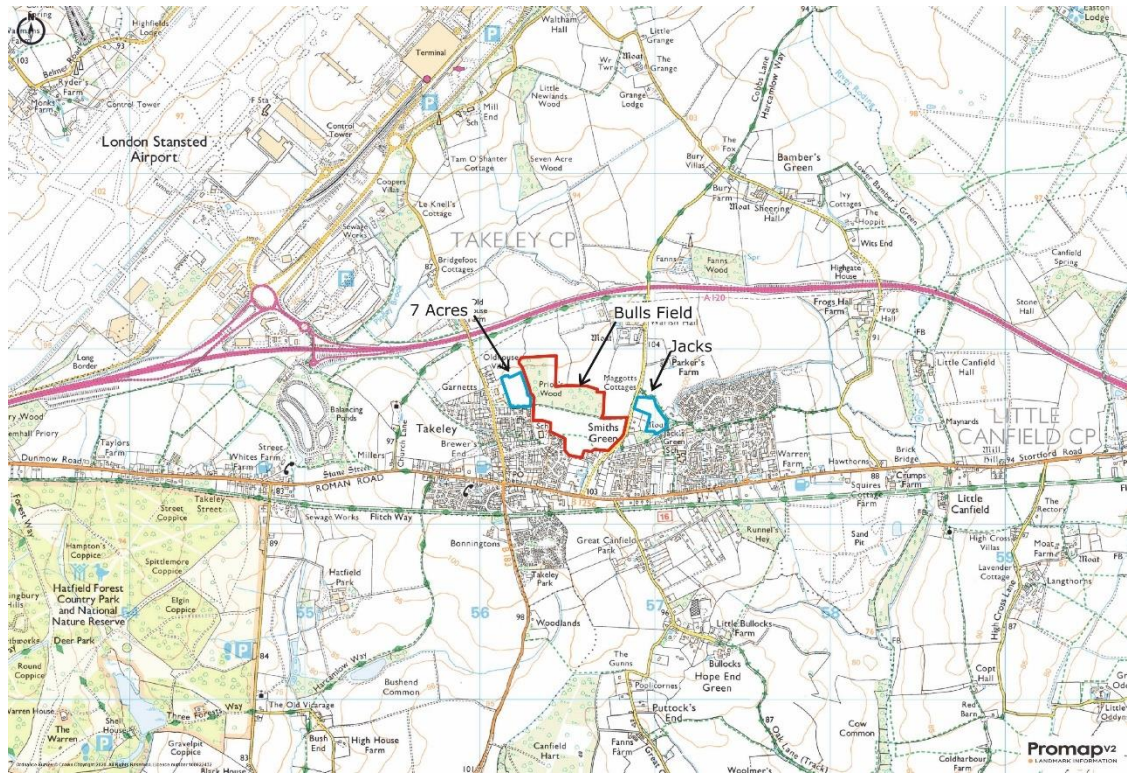


Figure 2.1: Site Location Plan

Development Proposal

2.2 The Proposed Development comprises 96 residential dwellings (use class C3).

Dwelling Type	Number
1 Bedroom	9
2 Bedroom	28
3 Bedroom	36
4 Bedroom	14
5 Bedroom	9
Total	96

Table 2.1 – Development Summary

Local Surrounding

2.3 The centre of Takeley village lies just 500 metres south of the Site. Amenities located at the central crossroads comprise: a pharmacy, newsagent, convenience store, Post Office, ironing and dry-cleaning service, a public house, two takeaway restaurants, a garden building supplier, a tool rental service, and a tool shop.

2.4 Across the village there is also:

- ▶ St John's Industrial Estate, currently housing a printing company and a windscreen supplier;
- ▶ Takeley Business Centre, housing a carpet retailer, an engineering equipment supplier, a kitchen supplier, a heating engineering company, a veterinary clinic, a shop-fittings and retail accessories supplier, a pet shop, and an aerospace inspection training company.
- ▶ a convenience store;
- ▶ an MOT test centre; and
- ▶ a number of guesthouses, bed-and-breakfasts and hotels.

2.5 Leisure and community facilities comprise Takeley Football Club, Park and Sports Field; Priors Green Community Hall; and Silver Jubilee Hall where exercise classes are held.

2.6 Education facilities consist of a children's day nursery, a primary school, and a preparatory school.

Site Accessibility

Walking

2.7 Parsonage Road is provided with footways on both sides of the carriageway between the Site and the signalised junction with Dunmow Road (the B1256) to the south. This provides access to local shops and the wider footway network serving Takeley.

2.8 Smith's Green is not equipped with footways, it is however possible to access The Croft from the rear of Jacks field. This local byway provides a link to Little Canfield, including Priors Green School, local bus stops and the neighbourhood centre.

2.9 The footway network extends throughout the village providing access to the residential and retail areas.

Cycling

2.10 Parsonage Road and Smiths Green are generally suitable for cyclists, both being subject to 30 mph speed limits and primarily serving local traffic. More widely, the Flich Way follows the path of a disused railway to the south of Dunmow Road. It forms part of National Cycle Route 16 and links Takeley to Great Dunmow and Braintree.

2.11 Parsonage Road accommodates on-highway cycling. The local cycle route network is shown at Figure 2.2, as provided in the 'Uttlesford Cycling Strategy' (2014).



Figure 2.2: Local Cycle Routes – from Uttlesford Cycling Strategy (2014)

- 2.12 As described in the text above, National Cycle Network (NCN) route 16 between Stansted and Great Totham is called Fitch Way and runs east-west to the south of the site along a disused railway line, providing a level, traffic-free route for walkers and cyclists.
- 2.13 Figure 2.3 below illustrates NCN 16, along with two NCN routes near the site that are under development:
- ▶ Number 11 – will connect Harlow, Essex with Wigginhall St Germans (south of King’s Lynn), Norfolk, via Cambridge and Ely. The sections Harlow to Stansted Mountfitchet and Waterbeach to Wicken are still under development, along with a link to Saffron Walden.
 - ▶ Number 50 – will connect Maidenhead with Winslow when completed and passes north-south along Smiths Green approximately 930 metres from the site along Parsonage Road and Dunmow Road.



Figure 2.3: National Cycle Network Routes Near the Site

2.14 In addition to the above, ECC and UBC are planning a segregated cycle route between the Four Ashes junction and Stansted Airport. There are currently several options available for the design and delivery of this route. It is expected that the Proposed Development would contribute towards its delivery.

By Bus

2.15 Takeley is served by several bus routes, which are accessible from stops on Parsonage Road, Dunmow Road and within the Little Canfield development. A summary of local bus routes and frequencies is provided below in Table 2.2.

Service	Route	Frequency		
		Mon-Fri	Saturday	Sunday
42A	Galleywood – Chelmsford – Broomfield Hospital – Little Waltham – Great Waltham – Barnston – Great Dunmow – Takeley – Stansted Airport	School Service only	No Service	Every 2 Hours
133	Colchester – Marks Tey – Bradwell – Braintree – Rayne – Little Dunmow – Great Dunmow – Takeley – Stansted Airport	Hourly	Hourly	Hourly
305	Stansted – Takeley – Hatfield Broad Oak – Hatfield Heath – Little Hallingbury – Hockerill – Bishops Stortford	Hourly	Hourly	No Service
322/323/324	Bishops Stortford – Takeley – Great Dunmow – Bran End - Stebbing	Hourly	Hourly	No Service
508	Harlow Town Centre – Sawbridgeworth – Bishop’s Stortford – Takeley – Stansted Airport	Hourly	Hourly	No Service

Table 2.2 – Local Bus Services

- 2.16 Bishop's Stortford station is located eight kilometres west of the Application Site, while this is beyond reasonable walk and cycle distances for functional journeys, it is accessible within 30 minutes via bus route 508 which serves the stop near the Four Ashes junction.
- 2.17 In addition to the above, Stansted Airport serves as a major public transport interchange catering for rail, national coach, regional coach and local bus services and is just a six minute bus journey from the stops on Parsonage Road. There are approximately 10 rail departures per hour, four to London Liverpool Street, two to Stratford, two to Stansted Airport and two to Cambridge. A summary of the routes is provided in Table 2.3.

Destination	Route	Frequency
London	Stansted Airport - Bishop's Stortford - Harlow - Tottenham Hale - London Liverpool Street	Every 30 minutes
Norwich	Stansted Airport - Audley End - Whittlesford Parkway - Cambridge - Cambridge North - Ely - Brandon - Thetford - Attleborough - Wymondham - Norwich	Hourly
Cambridge	Stansted Airport - Cambridge	Hourly
Birmingham/ Nuneaton	Stansted Airport - Cambridge - Ely - March - Peterborough - Stamford - Oakham - Melton Mowbray - Leicester - Nuneaton - Coleshill Parkway - Birmingham New Street	Every 2 hours

Table 2.3 – Rail Services from Stansted Airport

3.0 Travel Plan Management

Travel Plan Co-ordinator

- 3.1 A Travel Plan Co-ordinator (TPC) will be appointed. The main responsibilities associated with the role of TPC are:
- ▶ Presenting a business case to secure a budget for Travel Plan development and ensure its efficient and effective use.
 - ▶ Overseeing development and implementation of the Travel Plan.
 - ▶ Assisting with effective marketing and awareness-raising campaigns to promote the Travel Plan.
 - ▶ Acting as a point of contact for residents and visitors requiring information about travel to and from the Site.
 - ▶ Liaising with stakeholders, e.g. Local Authorities, transport operators, cycle retailers, etc., regarding travel matters associated with the site and its operations.
 - ▶ Ensuring up-to-date and readily available travel information during the lifetime of the Travel Plan, in particular through managing production and supply of the Residents Travel Pack (RTP).
 - ▶ Managing the data collection process required to monitor the Travel Plan, in accordance with the agreed monitoring and review programme.
 - ▶ Commissioning the analysis and reporting of Travel Plan monitoring data.
 - ▶ Submitting Travel Plan Monitoring Reports to Essex County Council and Uttlesford District Council.
 - ▶ Seeking partners with whom to work in order to progress the Travel Plan objectives and targets, e.g. the local Councils, public transport operators, local taxi firm(s), other business centres, community transport providers, car club providers, and lift-share scheme providers, etc.
- 3.2 It is expected that the TPC role will be resourced for a minimum continuous period of 5 years and that in the event of the post becoming vacant that it will be filled within 2 months of the vacancy occurring.

4.0 Targets

4.1 Travel Plans should have measurable outputs against which the progress of the Plan can be monitored having regard to the TP's aims and objectives. The targets set should accord with an acronym identified by ECC and endorsed by the DfT, which states that modal share targets shall be SMART: specific, measurable, achievable, realistic and timed.

4.2 There are two main types of targets associated with a Travel Plan:

Aim targets are quantitative targets that set a percentage allowance for people using a certain mode of transport ('modal split proportions').

Action targets act as a check list to ensure that the appropriate measures are carried out within a set time frame.

4.3 Aim and action targets for this Travel Plan are set out below.

Aim Targets

4.4 In order to assess the relative attractiveness of the sustainable modes of transport that the Application Site has access to, the 2011 Census Data results associated with residents living in the local area has been interrogated. Details of the data extracted from the 2011 Census is summarised in Table 4.1.

Transport Mode	Modal Split Proportion (%)
Public Transport	10.50%
Car/van driver	78.90%
Car/van passenger	4.00%
Taxi	0.50%
Motorcycle	0.40%
Pedal Cycle	1.20%
On foot	3.90%
Other	0.70%
Total	100.0

Table 4.1: Forecast Multi-Modal Trips for Proposed Development

4.5 The data above show that the TAR forecasts that 'driving a car/van use' to be approximately 78.9% with approximately 4.6% of people travelling by foot or cycle.

4.6 Having regard to the stated aim of the TP these data have been used to derive indicative mode share targets for the Proposed Development, as set out below in Table 4.2. These are recommended reductions amounting to 5 percentage points over a 5-year period and are subject to the agreement with the councils travel plan officer.

Mode	Forecast baseline	1 st Annual Survey	2 nd Annual Survey	3 rd Annual Survey	4 th Annual Survey	Final Annual Survey
Single-occupancy vehicle	78.90%	77.90%	76.90%	75.90%	74.90%	73.90%
All other modes	21.10%	22.10%	23.10%	24.10%	25.10%	26.10%

Table 4.2: Indicative Target Mode Share

- 4.7 Notwithstanding the targets above, data on the use of all modes will be collected so that the TPC is able to understand how well mode-specific initiatives have performed and/or to understand which modes require increased focus to improve their usage.
- 4.8 It is noted that the forecast baseline is based on data collected at other sites and is only a proxy to what will happen in the case of the Proposed Development.

Action Targets

- 4.9 Action targets are tabulated for simplicity and are detailed below within Table 4.3.

Travel Plan Measure	Responsibility	Timescale
Timescale: Prior to Occupation		
Agree Travel Plan	Developer/ ECC/TPC	-
Appoint Travel Plan Coordinator (TPC)	Developer	To be confirmed
Pay Travel Plan Monitoring Fee	Developer	-
Implement physical measures	Developer	-
Timescale: After Occupation		
Launch of Travel Plan	Developer/TPC	Upon occupation*
Provide Resident Travel Packs	TPC	As residents move in to the Site*
Display travel information on noticeboard(s)		Upon occupation*
Publish online travel information		Review, and update as necessary, online travel information annually *
Survey resident travel patterns		Once residents move into the development.
Produce Travel Plan monitoring and review report and submission to ECC.		Within 3 months of survey data being provided*
Repeat travel surveys	TPC	Annually on the anniversary of the initial travel survey for five consecutive years.
Agree revised Travel Plan and targets with ECC as necessary	TPC	Within 2 months of ECC notifying TPC that targets and measures need to be revised following submission of annual Travel Plan monitoring and review report.

*During Plan monitoring

Table 4.3: Action Targets

5.0 Sustainable Travel Initiatives

- 5.1 In order to meet the objectives of this Travel Plan it is essential to ensure accessibility to and from the Site by active and/or sustainable modes of transport. The 'hard' (i.e. site design) and 'soft' (i.e. marketing and promotion) measures set out here are designed to address the travel needs of site users and provide opportunities to reduce the need for travel by single-occupancy vehicles where possible.
- 5.2 The initiatives set out below are intended as a starting point to guide the TPC and not intended to be exhaustive. Other potential initiatives that may be appropriate will be considered should the need arise. As a minimum, the TPC will review the initiatives annually in order to determine how successful each has been in meeting the aims and objectives of the TP.

Encouraging the Uptake of Walking and Cycling

- 5.3 Maps will be provided detailing the local pedestrian and cycle routes in the vicinity of the area. Examples such as journey times to certain locations will be detailed on the maps.
- 5.4 Information about the health, economic and environmental benefits of walking and cycling will be detailed, supported by examples that serve to provide perspective on the benefits of travelling using these modes. For instance, the number of calories burned on a 10-minute walk or 20-minute cycle ride; and/or the financial savings possible by substituting the use of a car with walking or cycling.
- 5.5 Information on 'Bike User Groups' (BUGs) will be provided to all residents. The demand for such a group will be monitored by the TPC and if demand is high a bespoke group for the Proposed Development will be set up.

Encouraging the Uptake of Public Transport

- 5.6 Details of local bus and rail services will be provided to residents.
- 5.7 Public transport information will be made available in communal areas so that both residents and visitors can access the information. Timetables and maps will be kept up to date and a list of websites for further information will be listed.
- 5.8 Site users will be informed about and encouraged to use the online information relating to live bus and train times provided by ECC.

Encouraging the Uptake of Lift-Sharing

- 5.9 Lift-sharing is an excellent way to reduce the overall quantity of cars travelling to a site, so this mode will be supported through provision of details about national lift-share schemes.
- 5.10 In terms of marketing lift-sharing to residents the following will be promoted:
- ▶ The benefits of lift-sharing in terms of reduced fuel costs, greater efficiency of car use, and an associated reduction in pollutant emissions.
 - ▶ Active support for lift-sharing in the form of car parking spaces close to building entrances being designated for the preferential use of lift-sharers.

6.0 Monitoring, Review and Reporting

6.1 A programme of monitoring, review and reporting will be undertaken by the TPC funded by the developer.

Monitoring

- ▶ Monitoring activity will comprise:
- ▶ an initial travel survey undertaken of residents at the development;
- ▶ subsequent travel surveys carried out annually on the anniversary of the initial travel survey for five consecutive years; and
- ▶ a record of all travel initiatives undertaken during the period between surveys.

6.2 The data collected will illustrate the modal split of residents in order to evaluate progress towards the Plan targets for reduction in the use of single-occupancy vehicles.

6.3 It may also be useful to collect postcode data to illustrate and assess the origin points of staff commuting trips for consideration of measures such as lift-sharing, supporting use of public transport, and potentially a shuttle bus service, if appropriate and practical.

6.4 Residents will also be asked to provide greater context about their commuting journeys such as experience of congestion on the route.

Review

6.5 The data collected will be used to review the Travel Plan measures and targets to ensure they are appropriate and effective. In particular, consideration will be given to return on investment of individual measures to determine those that deliver best value towards achieving the TP targets.

Reporting

6.6 The TPC will be responsible for preparing an annual 'Travel Plan Monitoring Report' containing output from the stages detailed above (monitoring and review) along with:

- ▶ an up-to-date site description in terms of the number of residents at the site;
- ▶ notes of Travel Plan Forum meeting(s); and
- ▶ programme of TP initiatives for the forthcoming year.

6.7 The Monitoring Report will be prepared for submission to ECC within 3 months of the survey being completed.

6.8 In the event that ECC does not consider the TP objectives and targets are being achieved, a meeting with ECC will be arranged within 3 weeks of a meeting request being made to discuss the performance of the TP.

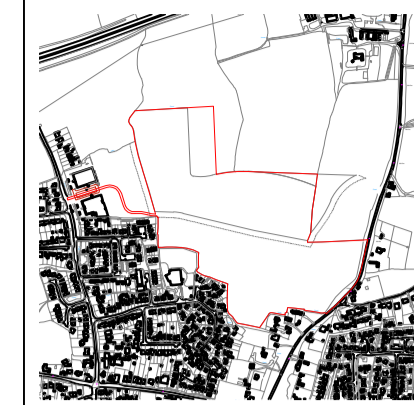
6.9 Within 2 weeks of such a meeting having been held, the agreed proposals and remedies for achieving the Travel Plan targets will be submitted to ECC for their approval with the modified Travel Plan (as approved by ECC) being implemented and promoted no more than 2 months following submission of those proposals.

7.0 Summary

- 7.1 This Framework Travel Plan (FTP) has been prepared on behalf of Weston Homes in relation to a planned residential development on land at Bull Field (the Application Site).
- 7.2 The Proposed Development comprises, 96 residential dwellings (use class C3) along with associated access and infrastructure. At present the Application Site is under agricultural use and benefits from an existing vehicular access point, which will be subject to improvements to safely accommodate the change in land uses.
- 7.3 The aim of this FTP is to reduce the number of single-occupancy cars arriving at the site by facilitating the use of more active and/or sustainable modes.
- 7.4 This Travel Plan sets out:
- ▶ aims and objectives;
 - ▶ existing travel conditions in relation to the Site and the nature of the Proposed Development;
 - ▶ Travel Plan management;
 - ▶ Plan targets;
 - ▶ active and/or sustainable travel opportunities associated with the site; and
 - ▶ the Plan's monitoring, review and reporting programme.
- 7.5 It can therefore be concluded that the framework established by this FTP is sufficiently robust to deliver more active and/or sustainable travel choices in relation to the site. At the same time, this FTP maintains a degree of flexibility to enable changing circumstances to be responded to and a continuing delivery of active and/or sustainable transport choices into the future.

Appendix A

Site Layout



ACCOMMODATION SCHEDULE

	1 Bed Flats	09
	2 Bed Flats	06
	2 Bed FOG	02
	2 Bed Bung	02
	2 Bed B1	18
	3 Bed Bung	02
	3 Bed C1	34
	4 Bed C3	06
	4 Bed D1	08
	5 Bed P B1	05
	5 Bed P B2	04
	Total	96

Notes:

Rev

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PLANNING

Title
General Arrangement

Site
WH202C Bull Field

Date March 2023	Drawn HM	Checked PMR
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Scale
1:750@A1

Drawing No. WH202C_10_P_10.20	Rev -
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Head Office
Weston Group Business Centre,
Paragon Road, Tisbury, Exeter,
London
CM22 8PL
T: 01279 823233
www.weston-homes.com | email: info@weston-homes.com
London Office
10 Portman Square,
London
W1H 6AC
T: 0203 398 7238
www.weston-homes.com