



FORMER FRIENDS SCHOOL FIELDS SAFFRON WALDEN

Travel Plan

April 2025

Chase New Homes

**RESIDENTIAL DEVELOPMENT
FORMER FRIENDS SCHOOL FIELDS
SAFFRON WALDEN**

TRAVEL PLAN

CONTROLLED DOCUMENT

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Chase New Homes,
8 Parkway,
Welwyn Garden City,
Hertfordshire,
AL86HG



Paul Basham Associates Ltd
Milton Hall
Ely Road
Milton
Cambridge
CB24 6WZ



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TRAVEL PLAN

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1. INTRODUCTION

This Travel Plan (TP) has been prepared by Paul Basham Associates on behalf of Chase New Homes to accompany a planning application for a residential development comprising 75 dwellings with associated infrastructure and landscaping as well as the provision of playing fields and associated clubhouse (the 'proposed development') at the Former Friends School Fields, Saffron Walden (the 'site').

The site is located to the south of Mount Pleasant Road within Saffron Walden and is identified within **Figure 1**, with the site layout included in **Appendix A**.

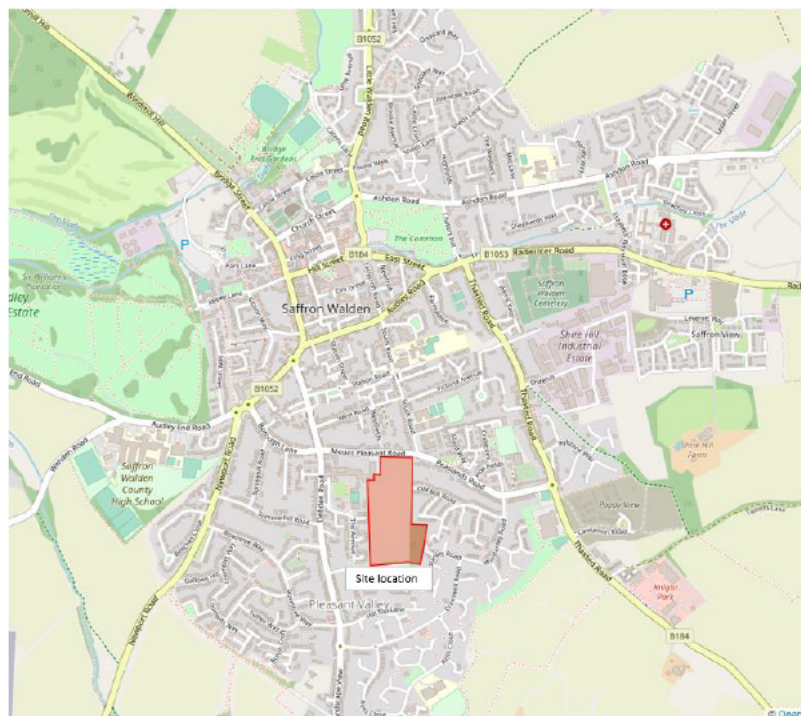


Figure 1: Site Location

In addition to this TP a Transport Assessment (TA) has been prepared, outlining the anticipated impacts of the development in relation to transportation and highways. Therefore, this TP should be read in conjunction with the TA.

Purpose of the Travel Plan

A TP is a strategy for managing travel demand to a development site by addressing the travel needs of its future users, reducing the impact of car travel by promoting and facilitating the use of sustainable modes of transport, encouraging a reduced need to travel and increasing sustainable travel practices

where appropriate. This TP supports access to a full range of local facilities and activities for future site users, whilst encouraging good design principles and working with the local community.

1.5 A TP is an evolving process initiated by a front-loading exercise through site visits, the completion of a TP, and frequent meetings and conversations between its authors (Paul Basham Associates), the client (Chase New Homes) and the Local Authority (Essex County Council (ECC)). As such the TP will develop over time following feedback received from monitoring exercises, local developments in sustainable transport and other external factors.

Travel Plan Principles

1.6 A successful TP must follow a set of principles to be determined acceptable and create a sustainable development. A TP must be Transparent, Realistic, Achievable, Committed, Enforceable and Sustainable (TRACES), as outlined in the Saffron Walden Neighbourhood Plan (SWNP) (2022) Policy SW13, Travel Planning. This TP therefore aims to demonstrate that there are sustainable local travel options available, and measures proposed, along with an implementation and monitoring strategy.

Travel Plan Structure and Approach

1.7 This TP will follow the following structure:

- **Chapter 2 – Travel Plan Policy:** outlines the national, regional and local planning policy and guidance documents related to transport and the proposed development.
- **Chapter 3 – Existing Conditions and Local Accessibility:** outlines the existing site conditions and accessibility of the site.
- **Chapter 4 – Proposed Development:** sets out the development proposals including the access arrangements, accommodation schedule, and proposed parking provision within the site.
- **Chapter 5 – Indicative Baseline and Targets:** Sets out the multi modal targets for years 3 and 5 of the TPC works.
- **Chapter 6 – Travel Plan Strategy:** Outlines the main strategies which will be implemented as part of the TPC works to ensure residents are being encouraged to travel sustainably.
- **Chapter 7 – Implementation and Monitoring:** Details how the TPC works will be monitored over the five year period to ensure the multi modal split targets are being met.

2. TRAVEL PLAN POLICY

This TP has been produced in accordance with relevant national, regional and local policy. For reference this includes:

2.1

- National Planning Policy Framework (NPPF, 2024);
- Uttlesford District Council Local Plan (UDC, 2005);
- Uttlesford District Council Draft Local Plan 2021 – 2024 (Regulation 19); and
- Saffron Walden Neighbourhood Plan (SWNP, 2022).

National Planning Policy Framework (NPPF)

2.2

The NPPF (December 2024) acts as the central guidance for development planning. As defined in NPPF Annex 2: Glossary, a Travel Plan is *‘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’* and is a requirement for developments which generate a significant amount of movement. The following NPPF paragraphs are relevant to the Travel Plan:

Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- a) making transport considerations an important part of early engagement with local communities;*
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) understanding and addressing the potential impacts of development on transport networks;*
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.*

(NPPF Para.109)

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

(NPPF Para.110)

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.

(NPPF Para. 118)

Uttlesford District Council Local Plan (2005)

UDC Local Plan was adopted in January 2005. A new Local Plan is still under review, following the government's announcement in 2020 that instructed all local authorities to update their Local Plan by December 2023. However, the 2005 Local Plan is still the currently adopted Local Plan. An overview of the most relevant transport policies included with the adopted UDC Local Plan is detailed below.

2.3

Policy GEN1 – Access

Policy Gen1 states a development will only be permitted if it meets all the following criteria:

- a) 'Access to the main road network must be capable of carrying the traffic generated by the development safely'.
- 2.4 b) 'The traffic generated by the development must be capable of being accommodated on the surrounding transport network'.
- c) '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'.
- d) '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'.
- e) 'The development encourages movement by means other than driving a car.'

2.5

Policy T1-Transport Improvements

This policy outlines specific areas within Uttlesford that will undergo development to make the local network stronger. The Uttlesford Transport Strategy (UTS) (2001) is referenced within this policy to highlight existing issues with the network. The issues expressed within the UTS document are in relation to selected areas within Uttlesford. The issues that relate to the proposed development are as follows.

- a) There are a variety of existing community travel initiatives in the district. These should be examined to establish if opportunities exist to coordinate them better and to connect them with other public transport services.
- b) There are opportunities to develop useful cycle routes in and around Saffron Walden and Great Dunmow. ECC has produced an overall plan, the "Uttlesford Cycle Network Plan". This is being implemented during the plan period.

Saffron Walden Neighbourhood Plan (2022)

The SWNP was adopted in 2022. The SWNP highlights relevant steps needing to be taken to achieve long-term sustainability for Saffron Walden Parish and town, with the aim of achieving the stated development goals by 2036.

2.6 The following policies within the document are outlined below in relation to the proposed development:

Policy SW1- Housing Mix on New Developments

2.7 This policy states the need for all residential development proposals to include a mix of housing sizes, designed to fit within the existing landscape, and a mix of affordable homes to comply with the local housing need.

2.8

Policy SW2- Affordable Housing

2.9 This policy outlines the expectations of development on sites which provide for '10 dwellings or more', or that have an area of '0.5 hectares or more will be required to provide 40% of the total number of dwellings as affordable dwellings on the application site', distributed evenly throughout. It discusses the need for 40% affordable housing to be the SWNP requirement, stating that 'exceptional circumstances may be agreed if a payment in lieu was an equivalent or enhanced provision of affordable housing'. This policy states that schemes which don't meet the objectives of SW2 should be refused.

Policy SW4- Parking on New Developments

2.10 SW4 describes the regulations that new developments must follow when issuing parking spaces. It states that all new developments must comply with the ECC's Parking Standards Design and Good Practice (2009). Additionally, all developments are required to refer to the Essex Design Guide when designing the vehicle and cycle parking. This policy states that all dwellings must make provisions for electric vehicle (EV) charging.

2.11

Policy SW12- Promoting Walking and Cycling

SW12 states that 'new developments must retain, enhance or incorporate safe, attractive and direct walking and cycle routes on the site, and can be adopted by ECC Highway Authority'. SW12 states 'all new developments are required to be permeable to enable continued and efficient use of the walking and cycle routes'. Further guidance is addressed for the cycleways, suggesting Uttlesford Cycling Action Plan should be considered.

Policy SW13- Travel Planning

Policy SW13 states where a proposed development is forecast to generate significant amounts of movement and is required to provide a Travel Plan. S"13 states that 'sustainable travel initiatives need to be encouraged within the new development, with a travel plan'. This travel plan needs to have measurable objectives to meet the SWNP requirements.

2.12

Policy SW14- Improving Provision of Public Transport

SW14 states that 'developers need to take opportunities to promote the use of public transport within their development'. This can be done by highlighting the available routes and infrastructure services to residents.

2.13

Policy SW15- Vehicular Transport

Policy SW15 seeks to address the issues in relation to additional traffic movements as a result of new developments. The policy outlines issues such as an increase in HGVs on the local network as a result of new developments. The development will only be supported by Saffron Walden Town Council if the proposed development can be shown not to have an impact on the current congestion capacity, relative to the UDC Local Plan Highway Impact Assessment (2013), taking the appropriate steps to restrict the movements where possible. SW15 states that an Air Quality Assessment is required, allowing for mitigation to be implemented to help achieve a suitable residential environment for the new development. SW15 reinstates the need for sufficient EV charging points within the Proposed Development.

2.14

3. EXISTING SITE CONDITIONS AND LOCAL ACCESSIBILITY

Site Location

The site is bound by Mount Pleasant Road to the north, which continues east to west, connecting Debden Road in the west and Thaxted Road in the east.

The existing site consists of the school playing fields of the Friends' School which had been closed. The existing school building is located to the west of the site and the school building is no longer in use.

The red line boundary of the site is shown within Figure 2, along with the existing Site Access/Mount Pleasant Road T-junction (red circle). The site is accessed via an internal route for approximately 75m to the south of Mount Pleasant Road. Along the northern side of Mount Pleasant Road are various dwellings with access to driveways provided via dropped kerbs along the northbound footway.

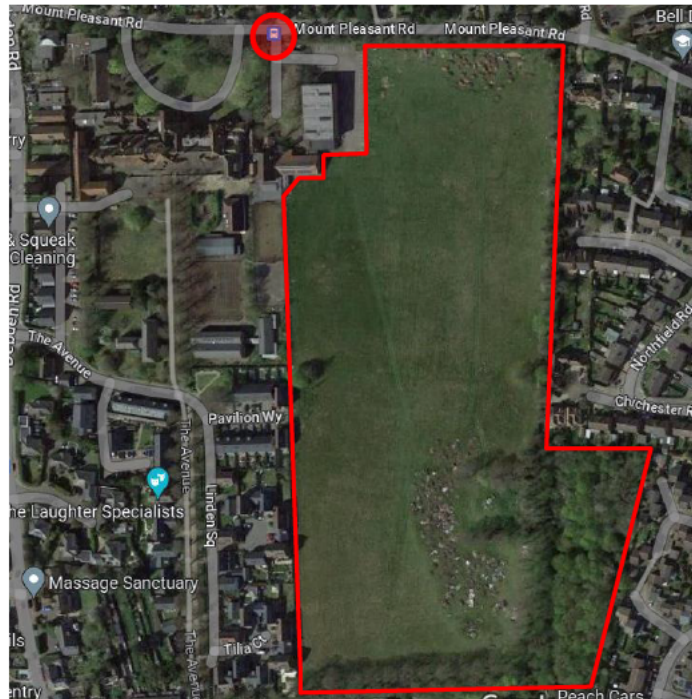


Figure 2: Site Location

Photograph 1 identifies the existing access to the site.

3.4



Photograph 1: Existing Site Access

Local Highway Network

3.5

Mount Pleasant Road borders the site along the northern boundary and runs in a west-east direction. Approximately 150m to the west of the site Mount Pleasant Road connects to the Mount Pleasant Road/Deben Road/Borough Lane signalised junction.

3.6

From the Mount Pleasant Road/Debden Road/Borough Lane signalised junction, as shown in **Photograph 3**, Debden Road runs in a north-south direction connecting to the London Road/Debden Road /High Street mini-roundabout approximately 330m to the north of the junction.



Photograph 3: Mount Pleasant Road/Debden Road/Borough Lane Signalised Junction

3.7 To the north of the London Road/Debden Road /High Street mini-roundabout, High Street becomes Windmill Hill which provides a connection to the north towards Littlebury and Little Chesterford. Approximately 220m to the south of the London Road/ Debden Road / High Street mini-roundabout, London Road connects to the London Road/Borough Lane mini-roundabout. The London Road/Borough Lane mini roundabout connects to the Mount Pleasant Road/Deben Road/Borough Lane signalised crossroads approximately 330m to the east of London Road.

3.8 Approximately 50m to the south of the London Road/Borough Lane mini-roundabout, London Road connects to the London Road/ Newport Road /Audley End Road mini-roundabout. Audley End Road connects to the west and provides a route towards Audley End. Located at the northeast corner of the site, Mount Pleasant Road connects to the Mount Pleasant Road/South Road/Peaslands Road T-junction. Approximately 220m to the east of the Mount Pleasant Road/South Road/Peaslands Road T-Junction, Peaslands Road connects to the Peaslands Road/Hop Fields mini-roundabout.

3.9 Approximately 300m to the east of the Peaslands Road/hop Fields T-Junction, Peaslands Road connects the Peaslands Road/Thaxted Road mini-roundabout. Thaxted Road runs in a north-south direction and connects to Radwinter Road to the north. Thaxted Road provides a route towards Howlett End and Thaxted to the south.

3.10 The M11 runs in a north-south direction approximately 3km to the west of the site. The M11 Junction 9a is located approximately 8km to the north of the site and is accessed via Walden Road or Newmarket Road. The M11 is part of the Strategic Road Network (SRN) which is managed by National Highways.

3.11 **Local Facilities and Amenities**

Saffron Walden offers a range of facilities and amenities, as summarised in **Table 1**, with an 'Accessibility Map' included in **Appendix B**.

Facilities and Amenities	Distance from Site Access (m)	Walking Time (80m per minute)	Cycle Time (400m per minute)
Bus Stop (Friends School)	50m	<1	<1
Primary School (St Thomas More Catholic Primary School)	300m	4	<1
Dental Practice (The Walden Dental Clinic)	500m	6	1
Restaurant (The Railway Arms)	550m	7	1
Convenience Store (Old Mill Road Mini Market)	550m	7	1
Place of Worship (Saffron Walden Baptist Church)	600m	8	2
Hairdressers (Nineteen 57 Hair Salon)	750m	9	2
Post Office (Saffron Walden Food and Wine & Post Office)	750m	9	2
Fitness and Leisure Centre (Lord Butler)	750m	9	2
GP Surgery (The Gold Street Surgery)	850m	11	2
Pharmacy (Well Pharmacy)	1000m	13	3
Car Park (Fairy Croft Road Car Park)	1000m	13	3
Tennis Club (The Grove)	1100m	14	3
Chemist (Boots)	1100m	14	3
Supermarket (Aldi)	1200m	15	3
Hotel (Premier Inn)	1400m	18	4
Hospital (Saffron Walden Community Hospital)	1900m	24	5

Table 1: Local Facilities and Amenities

Table 1 outlines how the site is located within reasonable walking and cycling distances to a range of local facilities and amenities.

Pedestrian Network

Mount Pleasant Road provides footways along the northern and southern carriageway. The footways are approximately 2.5m wide and provide a connection between the Mount Pleasant Road/ Debden Road signalised junction to the west and the Peaslands Road/Thaxted Road mini roundabout to the east. The footways along Mount Pleasant Road are equipped with dropped kerbs, tactile paving and streetlights, and the footway along the southern carriageway connecting into the site.

The footways along Mount Pleasant Road connect to the west onto Debden Road at the Mount Pleasant Road/ Debden Road signalised junction. The signalised junction is equipped with tactile paving, dropped kerbs and marked crossings.

The footways provided along both sides of the Debden Road carriageway connect to London Road, via the Debden Road/London Road mini-roundabout. These footways along London Road run west-east northbound of the site and provide pedestrians with a route into the Town Centre.

ECC Public Right of Way (PRoW) route map identifies Footpath 17 located approximately 180m south of the site, as shown in **Figure 3**. Footpath 17 runs in a north-south direction between The Avenue to the north and St John's Close to the south.

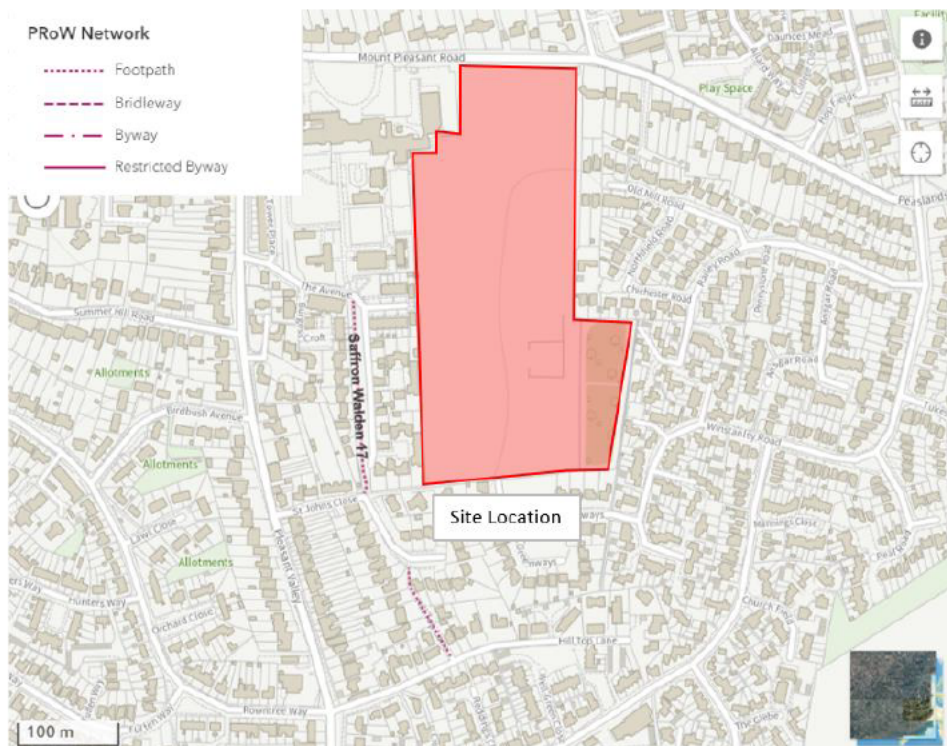


Figure 3: Local Public Right of Way

Cycle Network

3.17 There are good opportunities surrounding the site to promote cycling given the 30mph speed limits along Mount Pleasant Road, Debden Road and London Road along predominately residential areas, which is considered to create an attractive cycling environment.

3.18

Figure 4 identifies National Cycle Network (NCN) Route 11 to operate along Wenden Road which joins Audley End Road at the Wenden Road/Audley End Road T-junction to the west of the site.



Figure 4: National Cycle Network

3.19 The Wenden Road/Audley End Road T-junction joins the site local highway at Audley End Road which merges with London Road, connecting to Borough Lane at the London Road/Borough Lane mini roundabout. Borough Lane is accessible to the west of the site at the Mount Pleasant Road/Debden Road/Borough Lane signalised junction which links to the site via Mount Pleasant Road.

3.20 Walden Road forms part of NCN Route 11, which connects to the neighbouring village of Wendens Ambo. NCN Route 11 travels in a north/south direction through the centre of Cambridge and further north to Peterborough.

3.21 Therefore, the local highway network provides a conducive environment for cyclists with good connections to NCN Route 11, which can provide wider access to Cambridge and Peterborough and encourage cycling as a key method of travel for future site users.

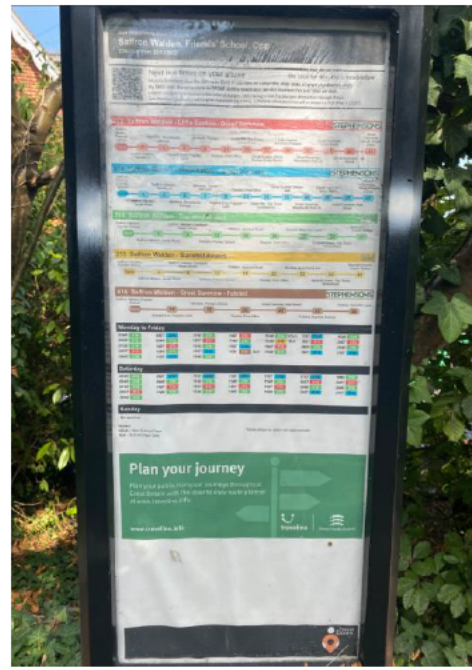
3.22

Bus Network

Approximately 20m east of the site access located along Mount Pleasant Road are a pair of bus stops in the form of bus cages, named 'Friends School', shown in **Photograph 4**. Both bus stops provided a flagpole with timetable information as shown in **Photograph 5**.



Photograph 4: The Southbound Friends School Bus Stop



Photograph 5: Friends School Bus Stop Bus Timetable

3.23 Central Connect operate the 318 bus service, and Stephenson's operates bus services 313, 314, 316 and 414 which service the pair of bus stops on Mount Pleasant Road.

3.24 The 313 and 314 bus serve a similar route through Great Dunmow, Thaxted and Saffron Walden, with stops at Saffron Walden High Street and Saffron Walden Hospital. The 314 service runs every two hours commencing from 06:56 through to 19:51. The 313 service runs every two hours from 07:36 through to 20:51. Combined, the services provide an alternating hourly frequency, operating Monday to Saturday, with no Sunday service.

3.26 The 316 bus service operates from 06:30 to 22:25 on Monday – Saturdays only and at an hourly frequency. The route begins at Stansted Airport, stopping at Thaxted, Debden and through to Saffron Walden.

3.27 The 318 bus service operates as a school bus, running one service per school day in each direction. This service departs Stansted Airport at 07:30 and stops at Thaxted, Debden and Saffron Walden. The service then departs Saffron Walden at 15:27 and returns to Stansted Airport at 16:24.

The 414 bus service operates as a school bus service routing from Felsted at 07:20, stopping at Great Dunmow, Thaxted, Wimbish Primary School and Saffron Walden High School. A returning service from Saffron Walden commences at 15:30. This service only operates on school days.

Located approximately 200m northwest of the site on Debden Road are a pair of bus stops known as 'West Road'. The 'West Road' bus stops provide access to bus service 590 which runs between Saffron Walden and Audley End Railway Station. The 590 bus services stop at the 'West Road' north bound bus stop at 18:10 and 18:40 and at the 'West Road' south bound bus stop at 05:41, 06:11, 06:41, 07:11 and 17:32.

3.28

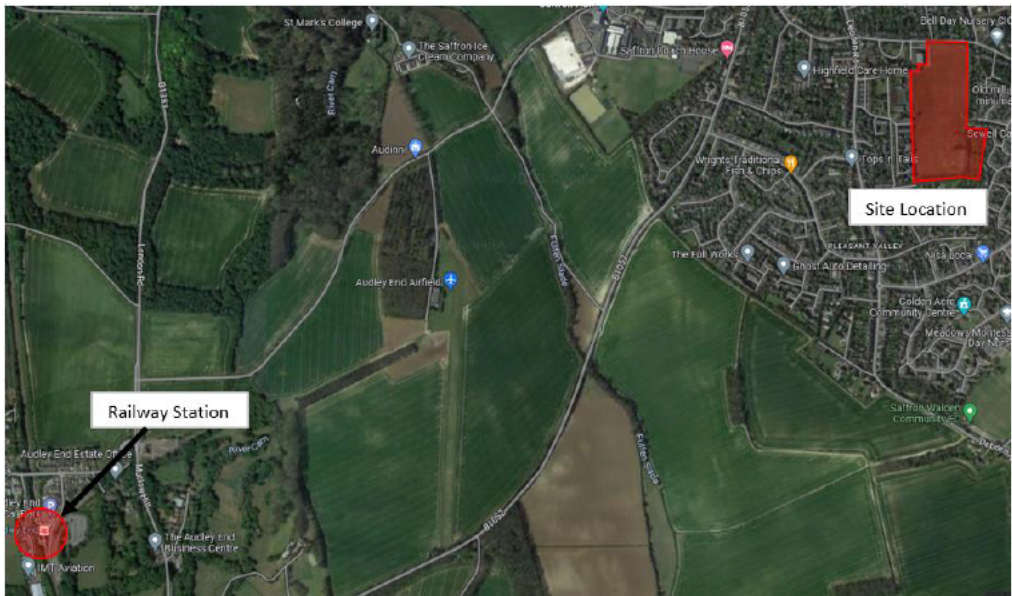
Rail Network

Audley End Railway Station is located approximately 4.5km southwest of the site, as shown in Figure 5. Audley End Railway station is accessible by cycle, via an approximate 11-minute journey from the site, or by car via an approximate six-minute journey from the site.

3.29

Additionally, the West Road bus stop located circa 190m from the site provides access to Audley End Railway Station via the 590-bus service, with the journey taking approximately 10 minutes.

3.30



3.31

Figure 5: Location of Audley End Railway Station

Audley End Railway Station is operated by Greater Anglia and provides a direct route into London Liverpool Street, taking approximately 65 minutes. Additionally, northbound of Audley End Railway Station, Cambridge Railway Station can be accessed via an approximately 20-minute train journey, as well as Norwich via an approximate 1 hour and 50 minutes journey and Stansted Airport via an approximately 15-minute journey.

Audley End Railway Station has step-free access, a ticket office, a ticket machine, availability to a taxi-rank and cycle parking facilities, and a car park which provides 662 car parking spaces.

Summary

3.32 The site is in a very accessible and sustainable location, with continuous footways surrounding the site that provide a safe route into Saffron Walden Town Centre. The speed limits within the town and the use of traffic speed calming measures such as speed bumps and mini roundabouts make up an attractive environment for cyclists' safety.

1.1

Saffron Walden includes a variety of facilities and amenities located within a short distance of the site. The bus services, within 50m of the site, provide direct connections to London Stansted Airport and surrounding villages.

1.2

1.3 Additionally, Audley End Railway Station can be accessed via cycle routes and bus routes. The Audley End Railway Station offers a direct route into London Liverpool Street, Cambridge North Station and Cambridge Station, and Norwich. Therefore, the site is of a good standard for local facilities and amenities.

2. PROPOSED DEVELOPMENT

This TP accommodates a planning application for a new residential development consisting of 75 dwellings. The proposed development comprises a new residential development of 75 dwellings, consisting of 5 flats and 70 houses in addition to the provision of playing fields and a clubhouse. The proposed layout is provided in **Appendix A**. The proposed development also consists of two youth football pitches, as indicated within the site layout.

Access

The existing access from Mount Pleasant Road will be maintained as per the existing arrangement. The existing access includes a 6.4m wide carriageway and 6m radii. Within the internal layout road widths are provided at a minimum of 5m, with 6m aisle widths provided adjacent to parking spaces as required. Pedestrian access will be provided as per the existing arrangements, with the addition of a 2m wide footway along the western carriageway of the internal road through the proposed development.

Car Parking Provision

UDC adopt the car parking standards set out in ECC 'Parking Guidance, Design and Good Practice' (2024) document, which identifies the car and cycle parking standards for new residential developments. Based on the location of the site, it is considered that this falls within the 'Good' boundary identified in ECC Parking Guidance connectivity map for Saffron Walden.

According to the proposed development of 8 one-bedroom dwellings and 67 dwellings with two or more bedrooms, the ECC Parking Guidance requires a total of 161 parking spaces, including 19 designated for visitors.

The proposed development includes at least two car parking spaces per dwelling above 2 bedrooms, which are located adjacent to the dwelling, including allocated garages. The 8 one-bedroom dwellings of the proposed development will be provided with one allocated car parking space within communal parking areas. In total 182 parking spaces are provided on-site which meets the ECC requirements.

Within the unallocated provision are 25 car parking spaces, including 3 blue badge spaces, which are proposed to be associated with the clubhouse and sports field uses and considered sufficient to meet future demand and ensure no overspill parking occurs onto residential roads. It is noted the car parking standards for use class 'F2(c)' recreation use are 'to be considered on a case-by-case basis as stated in the ECC 'Parking Guidelines' (2024).

Cycle Parking

Cycle parking will be provided in a secure location within curtilage of each house within the proposed development, through the use of garages or sheds. Additionally, the proposed flats will provide secure cycle parking storage via a shared communal cycle store located within the car park provided for the flats. Additional cycle parking is accommodated within the clubhouse and sports pitch facility as required for visitors.

2.7

Pedestrian and Cycle Access Arrangements

Pedestrians and cyclists can access the site from the north via the bellmouth junction along Mount Pleasant Road. Footways are provided on the western and eastern boundaries of the proposed development internal carriageway, circa 2m in width. These footways provide a safe route for pedestrians connecting into the proposed development and linking onto Mount Pleasant Road.

2.8

The footways along the northern and southern carriageway of Mount Pleasant Road provide connecting in both the eastern and western directions. The existing footways along Mount Pleasant Road connect the proposed development into Saffron Walden via footways running north along Debden Road which can be accessed at the Mount Pleasant Road/ Debden Road/ Borough Lane signalised junction. This provision allows safe and direct access to the local amenities and facilities within the town, see Table 1 for examples of the local amenities and facilities.

2.9

An internal design speed of 20mph has been proposed to allow a conducive internal layout for cyclists. Cyclists can connect to the wider cycle network along Mount Pleasant Road and NCN Route 11 to the west.

2.10

3. INDICATIVE BASELINE AND TARGETS

Travel Plan Aim

The overall aim of the TP is:

‘to support a sustainable development by reducing the need for single occupancy vehicle trips through highlighting and promoting the use of more sustainable travel methods.

3.1 Travel Plan Objectives

Specific to this TP, the objectives are:

- Reduce single occupancy vehicle trips and their subsequent impact on the local highway network;
- Maximise the opportunities for travel by alternative means;
- Promote pedestrian and cycle routes both on and off-site;
- Promote local public transport; and
- Ensure safe and easy access for all site users.

Meeting these objectives will help achieve a residential development that has a high standard of sustainable travel practices and a decreased reliance on the private car, thus reducing the impact of car travel on the local road network.

5.33 To establish the modal split of trips generated by the site, indicative modal shares have been calculated using 2011 Census data. Specifically, the ‘Method of Travel to Work’ (WU03UK) dataset has been interrogated using the Uttlesford 002 Middle Super Output Area (MSOA) to represent the development. The indicative modal splits are demonstrated within Table 2 and in Appendix C.

Mode of Travel	Indicative Baseline
Car Alone	64%
Car Share	5%
Train	7%
Bus	2%
Cycle	1%
Walk	20%
Other	1%

Table 2: Indicative Baseline Mode Splits

- 5.34 For the proposed development a 10% modal shift away from single occupancy car trips is sought over the five-year life span of the TP. The targets aim to achieve this by increasing the number of people using public transport by 4% (rail 1% and bus 3%), car sharing by 1%, and those walking by 2%, and cycling by 3%.

Travel Plan Targets

To enable the progression and assessment of the success of this TP, it is key that SMART targets (Specific, Measurable, Achievable, Realistic and Time-bound) are implemented.

This TP proposes two targets which should be met over its lifetime, reviewed in years 3 and 5 of the TP, which are expected to be implemented for the residential element of the site. The target mode splits are set out in **Table 3** and represent the overarching goals of this TP.

Mode of Travel	Year 3 Target	Year 5 Target
Car Alone	58%	54%
Car Share	6 % (+1%)	7 %
Train	8 % (+1%)	9 %
Bus	3 % (+1%)	4 % (+2%)
Cycle	3 % (+2%)	5 % (+1%)
Walk	21% (+1%)	22 % (+1%)
Other	1%	1%

Table 3: Mode Split Targets in Year 3 and 5

The suitability of the TP targets and the lifetime of the TP have been assessed further in the subsequent sections of this report.

4. TRAVEL PLAN STRATEGY

A TP is a useful tool produced to encourage residents to use alternative modes of transport to single occupancy vehicle journeys. The following provides a summary of the measures available to target users of the development site.

Measures Package

4.1 The following section proposes a package of soft measures to be implemented and refined by the Travel Plan Coordinator (TPC) over the lifetime of the TP. The measures proposed are strongly influenced by the site location, the TP aim, objectives and targets and the local and national policy.

4.2 The measures set out in this section will be determined based on the final levels of occupancy and the potential for achieving a 10% modal shift away from single occupancy vehicle trips, which will help
4.3 reduce greenhouse gas emissions. These measures have been identified through the master planning process, the TA, and TP submitted as part of the outline application. The purpose of this Travel Plan is to provide the community with sustainable transport solutions.

4.4 The focus of this TP is to suggest ways to promote the existing infrastructure that can be utilised surrounding the site. However, several hard measures have been proposed as part of the development, including;

- On site pedestrian infrastructure;
- Cycle parking for each unit on the site; and
- Links to surrounding pedestrian and cycle networks.

4.5 Key Stages: Preliminary

To meet the objectives of the TP it is essential that a number of tasks are completed prior to the first occupation, these include:

- Appoint a TPC
- Produce a Resident welcome pack including:
 - Walking and cycling routes;
 - Bus stop locations, prices and times;
 - Rail Station information;
 - Electric charging information; and
 - Car sharing information and benefits.

Key Stages: Five Years Following 100% Occupation of the Development

It is proposed that the TP period would become fully active upon occupation of the 100% of the development and would remain active for five years following that date. After the five years of monitoring has ended and ECC have signed off the TP, ownership would pass to the local community and residents to take ownership of implementing sustainable travel into their daily travel plans.

4.6

During these five years, the TP set at the preliminary stage would evolve to reflect the needs of the residents. Such measures would be determined by the TPC in dialogue with occupants of the site, ECC and other key players as necessary. These measures are discussed in further detail in the remainder of this section.

4.7

Modal Measures: Walking and Cycling

This TP has summarised the local walking and cycle networks and the facilities which this TP would promote to residents. These will be detailed to residents in their welcome pack and through the biannual newsletters (as discussed later in the report).

4.8

The accessibility review and baseline modal splits, displayed in **Table 2**, indicate that walking is a key travel mode for existing residents in the area due to well-lit, wide footways and several amenities and facilities within reasonable proximity to the proposed development.

4.9

Whilst the baseline modal splits do not indicate that cycling is a key travel mode for existing residents of the local area, it is hoped that the proposed improvements to the infrastructure will help this become a more favourable travel mode.

4.10

4.11

The TPC would work with walking and cycling campaigns and support local and national campaigns and events. To incentivise walking and cycling the TPC will investigate the option of discounts at local stores to maximise potential for residents to habituate walking and cycling as part of healthy lifestyle practices, whether for daily commuting or leisure.

4.12

Modal Measures: Public Transport

The baseline modal splits indicate that 2% of residents surrounding the site currently travel to work by bus and therefore it is considered that the development provides an opportunity to promote bus travel as an alternative mode.

The attractiveness of the bus services, particularly those from Friends School bus stop, located circa 50m from the proposed development access, would be supported and promoted through tailored promotions.

4.13 Maximising resident use of public transport would also be supported by highlighting costs and benefits in comparison to single occupancy vehicle use using the welcome pack and biannual newsletters.

4.14 The TPC will promote rail services from Audley End Railway Station as well as the potential link-trip afforded by the Central Connect 590 bus service which operates between Audley End Railway Station and West Road bus stops. These West Road bus stops are located along the footway bounding Debden
4.15 Road to the east, which is located northwest to the proposed development.

Modal Measures: Car Sharing

4.16 Car sharing is a simple yet effective way of quickly reducing the number of single occupancy car trips, whilst bringing reductions in transport costs, congestion, and pollution as well as social benefits including increasing resident interaction and creating a sense of community.

4.17 Liftshare is a well-established scheme and would be promoted to residents through newsletters and welcome packs, to help them find potential lift sharing partners in the local area. The TPC will also look to promote the savings brought about through car sharing.

Modal Measures: Sustainable Private Vehicle Use

4.18 On occasions when single occupancy vehicle use is unavoidable or where alternative travel options are significantly limited in comparison, opportunities to promote sustainable driving practices would be
4.19 promoted.

4.20 A wider network of electric charging points is being explored across the County, encouraging the greater uptake of electric and hybrid vehicles. Altering the perceptions of hybrid vehicles, and in particular electric vehicles, is fundamental for creating a more sustainable development.

Electric vehicles now have significant ranges, with some vehicles achieving at least 300 miles before needing to be recharged. In addition, manufacturers are confident in the batteries that they are now offering 8-year warranties on some models.

Hybrid vehicles combine both electric motors with a standard combustion engine providing a normal driving scenario with the addition of an electric provision. Promotion of both electric and hybrid vehicles is becoming a key aspect of sustainable travel, and with Government grants available, this would be promoted as part of the biannual newsletters and welcome pack.

4.21

Modal Measures: Home/ Remote Working and Other Modes

Following the COVID-19 pandemic working from home and utilising technology to enable remote working in public locations such as cafes, and teleconferencing, have become a feature of many people's routines.

4.22

The TPC would continue to remind residents of the benefits of this type of work, particularly now that many individuals are spending at least one day a week at home, rather than in the office.

4.23

Should monitoring exercises and communication with residents identify a strong interest in other travel modes (such as motorcycle/taxi), measures (and associated targets) will be explored by the TPC through dialogue with the relevant groups/individuals such as operators and ECC Travel Plan Officer.

4.24

Personalised Travel Planning

4.25

Upon moving into their new home, households will be offered free personalised Travel Planning advice as part of their welcome pack. This will be provided by the TPC and will inform residents on how they can travel to destinations more sustainably in support of achieving the longer-term targets for the site. The literature provided will contain up to date information regarding public transport facilities, and walking and cycling routes within the local area.

4.26

Marketing and Communication - Travel Plan Newsletters

4.27

To ensure the ongoing promotion of the TP to residents, over its life several marketing and communication elements would be implemented.

Firstly, a dedicated Travel Plan website (e.g. [REDACTED]) will be established prior to occupation, which will provide residents with up to date information and the latest changes to travel services, news and events. This would be reviewed biannually and updated as required, to ensure the latest travel information is suitably reflected.

The TPC would also produce biannual newsletters for the five years of the Travel Plan, providing residents with updated sustainable travel information, and details of any national events and offering personalised travel planning information, to their door. The newsletter will also aim to inform and inspire residents to change the way they travel, promoting local sustainable modes of transport.

4.28 **Local Area and Other Site Users**

The TP will promote the local area's facilities and amenities whilst actively engaging with local resident and community groups, the schools' TPC, as well as local events and businesses. Engagement with any other local active residential Travel Plans would provide an opportunity for a 'joined up working' approach to maximise resources and share best practice, this is subject to new residential developments surrounding the Proposed Development.

4.29

Visitors and Deliveries

As well as co-ordinating the promotion and practice of sustainable travel with the wider local community, the TP should be encouraging and extending sustainable travel opportunities to any visitors travelling to and from the site. Residents' positive sustainable travel experiences should have a knock-on effect on visitors. Therefore, the TPC newsletters will be useful when outlining the local sustainable modes of transport.

4.30

5. IMPLEMENTATION AND MONITORING

Implementation

The TP would be secured through a planning condition which would confirm the proposed measures as well as any monitoring costs, required by ECC.

Travel Plan Coordinator

5.1 This section covers the implementation and monitoring of the development. The TPC position would be part-time over the life of the TP which at this stage is anticipated to be the Preliminary period followed by five years of full implementation, beginning on occupation of the 75 dwellings.

5.2 The TPC role and contact details will be finalised with ECC prior to occupation and following their appointment by the developer. The TPC would be responsible for the day-to-day implementation and
5.3 monitoring of the TP to ensure targets are met. The early stages of the TP are relatively time intensive, and the budget should be 'front-loaded' to consider the work that is required to establish the TP.

More specifically, the role of the TPC requires:

- 5.4
- Overseeing the development and implementation of the TP and maintaining support;
 - Liaising with public transport operators, local interest groups, Saffron Walden Town Council and ECC;
 - Designing and implementing an effective marketing strategy and raising awareness;
 - Attending relevant networking events;
 - Organising travel-based events;
 - Acting as the point of call for all TP enquiries; and
 - Co-ordinating the monitoring and evaluation programme for the TP including organisation of surveys.
- 5.5

Surveys and Feedback

It is important that a consistent approach to data collection and feedback is implemented in order to ensure that the following outcomes are delivered:

- Collect a representative and informative data account in accordance with the development timescales:
- Develop an accurate understanding of local travel modal shares, perceptions and influencing factors:
- Adoption of the TP by residents beyond the TP's active period: and

- The successful delivery of the TP in co-ordination with other local developments and communities.

Monitoring

This TP's approach to monitoring acknowledges the multi modal reduction target split strategy requirements set out within the TP is based on our experience of being TPC's on several sites within Uttlesford.

5.6 Therefore, a resident questionnaire is proposed to be undertaken at a 100% occupation and at the end of years 3 and 5. It is proposed that the survey will be completed electronically, although postal surveys may also be used to increase the response rate. An example resident survey is included in **Appendix D**.

5.7 The results of the survey will be available for residents to view within the development's biannual newsletters, when appropriate.

5.8 A progress report will be produced and submitted to ECC within 3 months of surveys taking place. This report will outline how the TP has been implemented, along with a presentation of any survey results, analysis of the responses and information of measures implemented. The report will then conclude with an outline of the future monitoring strategy and a confirmation of targets and revisions where necessary.

5.10 Overcoming Barriers to Success

5.11 Mismanagement can become a potential barrier to the successful implementation of TP's. Whilst the TPC is responsible for the overarching management of the TP, ongoing co-ordination with ECC TPO will ensure that mismanagement does not occur.

5.12 Whilst specific remedial measures have not been identified within the Travel Plan, such remedial measures would be identified through discussions with ECC Travel Plan Officers. The 5 year budget for implementing the Travel Plan would be sufficient to ensure that remedial measures could be implemented. Such as if one measure is not working in year 1, there would be budget in year 2 to rectify this and change to new measures if needed.

If the five-year target is not achieved, the requirement for remedial measures would be explored with ECC and would reflect the level of work already undertaken on the site.

Community Embedding and Handover

Following the successful completion of the TP's five years strategy, the site should be operating more sustainably than if a TP were not implemented. Through liaison with residents over the course of the TP it is hoped that champions would stand out and be able to continue promoting the ideals of the TP and maintain the website.

5.13

Local engagement and a gradual handover are embedded within the proposed TP strategy and should form a key subject in liaison with ECC TPO as the TP draws to an end.

5.14

6. SUMMARY AND CONCLUSIONS

This Travel Plan has been prepared by Paul Basham Associates on behalf of Chase New Homes to accompany a planning application for the development of 75 residential dwellings with associated infrastructure and landscaping as well as the provision of playing fields and associated clubhouse at Land at the Former Friends School Fields, Saffron Walden. The proposals comprise the development of existing undeveloped land into residential development, previously used as school playing fields.

A Travel Plan is a strategy that supports national and local policies by supporting an increase in sustainable travel modes and the accessibility of a development. A Travel Plan is an evolving process which requires monitoring and inputs from the Travel Plan Coordinator, staff, developer, and Essex County Council to ensure that targets remain relevant and achievable.

The accessibility of the proposed site is to an excellent standard and supports sustainable means of travel. With strong existing pedestrian/cycle connections and local public transport options available, several sustainable modes of transport are available to provide an alternative mode of travel for commute and leisure.

The Travel Plan's primary aim is to encourage sustainable travel practices and decrease the dependency on single occupancy vehicles. This Travel Plan proposes interim targets and measures based on modal splits calculated from the 2011 Census 'Journey to Work' data. The overall target is to reduce the use of single occupancy vehicle trips by 10% from 64% to 54% modal split over a five year period.

To meet the key objectives of the Travel Plan, several measures would be implemented by the TPC. Measures such as promoting walking, cycling, and the use of public transport. The benefits of sustainable travel will also be promoted at an early stage and throughout the lifetime of the TP which should help achieve the TP targets.

The Travel Plan Coordinator would oversee the implementation of all aspects of the Travel Plan and would work alongside Essex County Council to ensure that accurate and achievable targets are proposed. Survey results would be used to guide the Travel Plan, to ensure that targets and measures remain relevant and that the Travel Plan becomes increasingly integrated into the local community.

Appendix A

Former Friends School Fields, Saffron Walden
Travel Plan

Paul Basham Associates Ltd
Report No 1033.0002/TP/7

















Appendix B

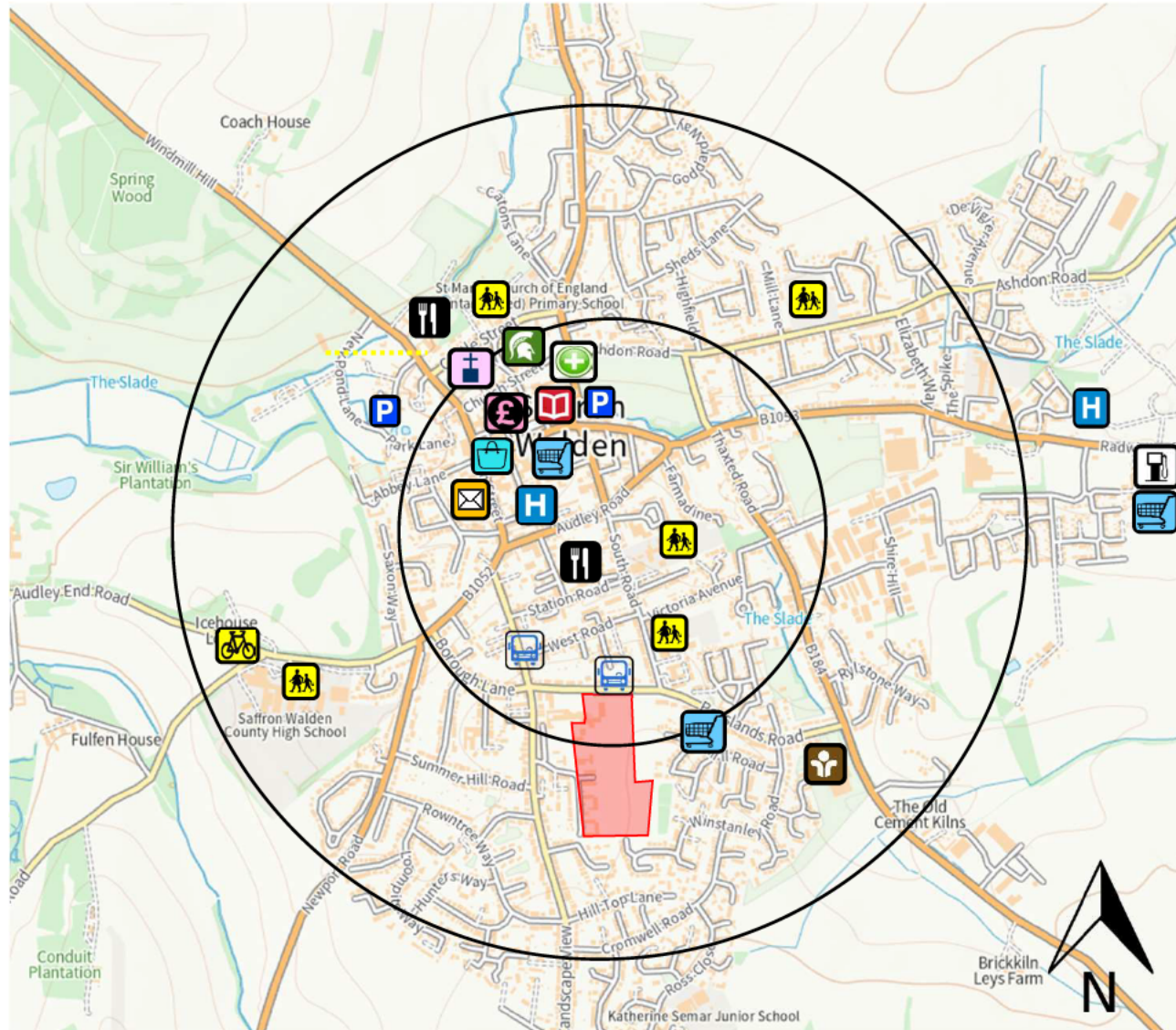
Former Friends School Fields, Saffron Walden
Travel Plan

Paul Basham Associates Ltd
Report No 1033.0002/TP/7



Accessibility map key:

-  Cycle Network
-  Bus Stop
-  School/ College
-  Pharmacy
-  Place of Worship
-  Pub/Restaurant
-  Post Office
-  Leisure
-  Petrol Station
-  Library
-  Bank
-  Hospital/Medical Centre
-  Supermarket/ Convenience Store
-  Museum
-  Shop
-  Car Park
-  Site Location



Appendix C

Former Friends School Fields, Saffron Walden
Travel Plan

Paul Basham Associates Ltd
Report No 1033.0002/TP/7



QS701EW - Method of travel to work

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population All usual residents aged 16 to 74
units Persons
area type 2011 super output areas - middle layer
area name E02004592 : Uttlesford 002
rural urban Total

Method of Travel to Work	2011		
All categories: Method of travel to work	8,611	5,833	
Work mainly at or from home	350		
Underground, metro, light rail	14		0%
Train	390		7%
Bus, minibuss or coach	109		2%
Taxi	28		0%
Motorcycle, scooter or moped	40		1%
Driving a car or van	3,717		64%
Passenger in a car or van	264		5%
Bicycle	73		1%
On foot	1,156		20%
Other method of travel to work	42		1%
Not in employment	2,428		

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix D

Former Friends School Fields, Saffron Walden
Travel Plan

Paul Basham Associates Ltd
Report No 1033.0002/TP/7



Thank you for taking the time to complete our annual travel survey. This will help us understand your travel needs.
Don't forget to fill out your details at the end!
You can send your completed survey via:

- ☐ Post using the pre-paid envelope: Paul Basham Associates, Office Address, Office Address, Office Address
- ☐ Or you can fill this out via Survey Monkey on [REDACTED]
- ☐ Email: travelplan@paulbashamassociates.com



MOUNT PLEASANT ROAD

Hello Mount Pleasant Road resident! This survey will only take a few minutes and will help us understand a little more about your journeys and your local travel. Thank you for your time!

1. What is your main mode of travel? (Please choose 1)

- ☐ Car Alone
- ☐ Car Share
- ☐ Walk
- ☐ Cycle
- ☐ Public Transport
- ☐ Other (please specify _____)

2. How often do you use another form of transport?

- ☐ Never
- ☐ Very rarely/sometimes
- ☐ Once a month
- ☐ Once a fortnight
- ☐ Once a week

3. If you were to change your mode of travel what mode would it most likely be:

- ☐ Cycle
- ☐ Walk
- ☐ Train
- ☐ Bus
- ☐ Car Share
- ☐ Other please specify _____

4. What is your most frequent journey for?

- ☐ Work/Education
- ☐ Leisure/Retail
- ☐ Health (doctors/hospital)
- ☐ Visiting friends/family
- ☐ Other

5. How far do you usually travel for your most frequent journey?

- ☐ 0-10 Miles
- ☐ 11-20 Miles
- ☐ 21-30 Miles
- ☐ 31-40 Miles
- ☐ 41 Miles Plus

6. How long does your most frequent journey usually take?

- ☐ 0-10 Minutes
- ☐ 11-20 Minutes
- ☐ 21-30 Minutes
- ☐ 31-45 Minutes
- ☐ 46-60 Minutes
- ☐ Over 1 hour

7. To which location do you travel the most regularly?

- ☐ Newport
- ☐ Cambridge
- ☐ Bishop Stortford
- ☐ Great Dunmow
- ☐ Haverhill
- ☐ Other please specify _____

8. Have you claimed your FREE travel gift? (£XX bus pass or £XX Cycle voucher)

- ☐ Yes (Please go to question 10)
- ☐ No (Please complete next question)

9. I would like to claim:

- ☐ £XX Bus Pass
- ☐ £XX Cycle voucher

10. If you answered 'YES' to question 8, did this voucher change your travel habits, if so how?:

11. Is there anything else you would like to tell us about travel in your local area?:

In order for us to process your voucher request, we require the following information. Please note that this information can be deleted at any time.

Name: _____

House/Flat number: _____

Street Name: _____

Postcode: _____

Email Address: _____

