



## U321 LAND EAST OF HIGH ROAD, HIGH CROSS – FRAMEWORK TRAVEL PLAN

### Proposed Development

Planning Application Number	<b>TBC</b>
Name of Applicant	<b>M Scott Properties Ltd</b>
Name of Development	<b>Land East of High Road, High Cross</b>
Development Address and Postcode	<b>Sutes Farm, High Cross (SG11 1BE)</b>
Use Class	<b>Class C3 Residential Development</b>
Brief Description of Development	<b>Residential Development of 95 units.</b>
Size – no. of dwelling units	<b>95 dwellings:</b>
Planned Date of Opening	<b>TBC</b>
Site Location Map	

Date	November 2023
Document version reference	

**This Travel Plan has been prepared in accordance with the Hertfordshire County Council Travel Plan Guidance (March 2020) document**

### Contact Details

Contact details for the person delivering the Travel Plan.

Name \_\_\_\_\_ TBC \_\_\_\_\_

Company \_\_\_\_\_

Address \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Postcode \_\_\_\_\_

Telephone \_\_\_\_\_

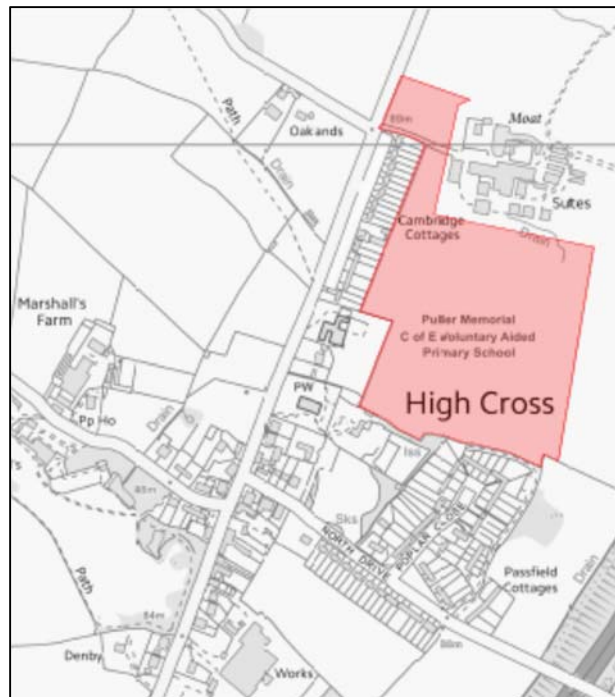
Email \_\_\_\_\_

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## 1.0 Framework Travel Plan

### 1.1 Introduction

- 1.1.1 Cannon Consulting Engineers (CCE) have been appointed by M Scott Properties Ltd (the applicant) to provide a Framework Travel Plan in support of an outline planning application for a residential development at land east of High Road, High Cross, Hertfordshire. The location of the site is shown in **Figure 1.1** below.



**Figure 1.1 – Site Location**

- 1.1.2 The site would be served from a new access point extending from Ermine Street. It comprises circa 7.75 hectares of agricultural land and is bound to the north by Sutes Farm, to the east by agricultural land and to the south/west by residential dwellings. The land currently appears to be served via the carriageway serving Sutes Farm, located opposite Pest House Lane.
- 1.1.3 The proposed site concept plan for the 95-dwelling scheme is contained within **Appendix A** and an extract is shown below:



**Extract of Concept Plan Masterplan**

- 1.1.4 Reference is made to Hertfordshire County Council’s (HCC) guidance on travel plans within the ‘Hertfordshire County Council Travel Plan Guidance’ document, which was published in March 2020. This document explains HCC’s requirements for Travel Plans to ensure developments support sustainable transport and minimise any negative impacts.
- 1.1.5 Travel Plans are an important tool in HCC’s strategy to achieve the goals and objectives set out in Local Transport Plan 4. LTP 4 Policy 5 – Development Management, discusses the need for Travel Plan in accordance with the County Council’s Travel Plan Guidance. This Framework Travel Plan has been prepared to support HCC LTP4 objectives.
- 1.1.6 Section 2.4 of HCC’s guidance refers to Residential Travel Plans, providing details on what needs to be addressed. A summary of the requirements is shown below:
- To address travel generated by residents of housing developments and deal with the journey origin rather than destination.

- The development’s location, design and amenities within the development should reduce car use and the need for travel, and be supported with connectivity to alternative modes of travel.
- Travel planning information should be provided for each home.

**1.2 Land east of High Road – Framework Travel Plan**

- 1.2.1 In accordance with the above guidance, this Framework Travel Plan considers the proposed development at Land east of High Road and provides a commitment that the end-user will adopt any aims, objectives and targets of the Plan. The Framework Travel Plan will be submitted to the HCC Network and Travel Plan team (travelplans@hertfordshire.gov.uk) as part of a s106 obligation prior to the occupation of the development. The subsequent Travel Plan will then set out contact details of the Travel Plan Co-ordinator and provide information on occupation dates.
- 1.2.2 The objectives, measures and targets relate to the supported Transport Assessment prepared by CCE dated November 2023.
- 1.2.3 Targets will be initially informed by the indicative trip generation calculations as set out within the Transport Assessment.

**Residential developments**

<b>Targets</b>	<b>Indicators</b>
<ul style="list-style-type: none"> <li>• Number of car vehicle trips per occupied unit per weekday will not exceed X</li> <li>• Number of weekday vehicle trips generated daily by the site once fully occupied will not exceed X</li> <li>• Number of peak hour trips</li> </ul>	<ul style="list-style-type: none"> <li>• Number of walking trips per unit per day</li> <li>• Number of cycling trips per unit per day</li> <li>• Number of bus trips per unit per day</li> <li>• Number of train trips per unit per day</li> <li>• Number of walking/cycling within development</li> </ul>

**1.3 Securing The Travel Plan**

- 1.3.1 Travel Plans are secured by section 106 obligation, allowing the county and developer to enter into a legally binding agreement to deliver the Travel Plan.
- 1.3.2 HCC’s travel plan guidance indicates that *“the standard level of Travel Plan Evaluation and Support Contribution for residential, workplace, visitor and other Full Travel Plans is £1200 per year of Travel Plan implementation”*. Based on a 5-year travel plan cycle, this would cost £6000 and be secured through a Section 106 agreement.
- 1.3.3 Additionally, HCC require travel voucher incentives to be provided for residential developments. These are detailed within Table 1 of the adopted Travel Plan Guidance, which indicates for a flat the value for the incentive (per unit) would be £50 and for a house the value (per unit) would be £100.

**1.4 Sustainability Officer Support**

- 1.4.1 HCC may require review meetings to discuss monitoring results and agree to any refinement. These meetings should present an opportunity for HCC to provide any information on local

and national initiatives. This will also include the provision of promotional material and newsletters.

## **1.5 Policy Framework**

1.5.1 This Framework Travel Plan is underpinned by the following national and local policy:

### **National Planning Policy Framework (Revised September 2023), paragraph 113:**

*"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".*

### **National Planning Practise Guidance:**

The NPPG also discusses the relationship between Transport Assessments and Travel Plans:

*"Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal. (They may consider those impacts net of any reductions likely to arise from the implementation of a Travel Plan, though producing a Travel Plan is not always required). The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or "severe" impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development."*

### **HCC Local Transport Plan 4**

1.5.2 Respective local policies relating to travel plans are summarised below:

- Policy 3 – Travel Plans & Behavioural Change
- Policy 5 – Development Management

### **HCC Travel Plan Guidance – Adopted March 2020**

1.5.3 Local policy for Travel Plans is contained within the HCC 'Travel Plan Guidance' document, which details the objectives that should be considered when developing the Travel Plan strategy. As per Section 2.5 of the adopted guidance, the Travel Plan objectives are as follows:

*"Travel Plan objectives may be to:*

- *Improve accessibility by non-car modes*
- *Reduce the need to travel*
- *Minimise single occupancy car travel*
- *Support commercial viability of public transport*
- *Reduce congestion*
- *Improve the local environment (including air quality and climate change)*

- *Reduce the cost of travel*
- *Improve health and wellbeing*
- *Improve road safety”*

## **1.6 Implementation & Management**

1.6.1 The applicant or the site management/developer, unless advised otherwise will fund the delivery of all aspects of the Travel Plan, such as managing and delivering measures, monitoring, and employing the Travel Plan Co-ordinator (TPC). The TPC will be appointed to cover all stages of the Travel Plan, which may include the day-to-day management of the Travel Plan, such as:

- Managing the implementation of measures set out in the Full Travel Plan;
- Promotion and marketing of the Full Travel Plan and its measures including producing marketing material;
- Setting up appropriate management arrangements such as a Travel Plan steering group;
- Acting as a point of contact for site occupants and other stakeholders in respect of the Full Travel Plan and related issues;
- Liaising with HCC Sustainability Officers in implementing the Full Travel Plan;
- Collecting data and other information relevant to the implementation and future monitoring of the Full Travel Plan; and
- Submitting monitoring reports to HCC.

1.6.2 The Travel Plan is not a static document and the contact details of the person responsible for its implementation will be reviewed annually to ensure that they remain up to date, and the council be notified of any managerial changes.

## **1.7 Travel Plan Benefits**

1.7.1 The focus of the Travel Plan will be on encouraging residents to consider alternative travel choices as part of their daily routine, with a particular focus on short journeys which can realistically be made via sustainable modes.

1.7.2 The benefits of the Travel Plan include

- Reduce impacts on the climate, reduce CO2 and NO2 air pollution;
- Reduced traffic impacts on the local highway network;
- Reduced transport costs for residents;
- Incentives for residents such as discounts on bike purchases and public transport; and
- Improved physical and mental health attributed to increased active travel.

## **1.8 Framework Travel Plan Aim**

- 1.8.1 The overarching aim of the Framework Travel Plan is to ensure that all residents are provided with the appropriate opportunities and measures to encourage sustainable travel choices when undertaking local journeys.
- 1.8.2 The Framework Travel Plan will include a package of measures designed to reduce car use (in particular single occupancy car use) from housing and will achieve this through Welcome Packs providing information on alternative forms of transport. This will aim to encourage residents to make the best use of these opportunities with a focus on short journey purposes, with an emphasis on the site's relationship to local facilities and public transport.
- 1.8.3 The Framework Travel Plan will provide a key management tool for implementing the transport solutions highlighted within the Transport Assessment.
- 1.8.4 Whilst every effort will be made through the Travel Plan process to encourage behavioural change and influence a resident's choice of travel mode (which can start at the sales enquiry stage of a prospective resident's interest), the applicant and developer can only provide an advising/informative role and cannot force how people choose to travel.
- 1.8.5 Many of the elements set out in the Framework Travel Plan will include early intervention measures. Beginning at the sales enquiry phase for prospective residents enables them to be informed of any local amenities and bus routes alongside notifying them of any incentives that could be provided.

## **1.9 Framework Travel Plan Objective**

- 1.9.1 The Framework Travel Plan primary objective will be to minimise the need to travel and by doing so will also indirectly complement a wider range of objectives set out within Section 2.5 of HCC's Travel Plan Guidance document, as detailed within Section 1.5.3 of this report.

### **1.10 Monitoring & Review**

1.10.1 The Framework Travel Plan will be in place upon first occupation and will be monitored for a period of 5 years following the initial baseline surveys.

1.10.2 The developer / TPC will be responsible for monitoring all Travel Plan activity and reporting to the council, in accordance with an agreed methodology. The TPC will have access to the necessary resources for this process.

1.10.3 A travel behaviour survey will be undertaken to form the basis of the Travel Plan for future monitoring. The data will provide the focus and direction of the Travel Plan, enabling realistic targets to be set for achieving modal shift. For new developments, a detailed survey will be undertaken within 3 months of occupation to provide baseline data from which future targets will be measured. Snapshot surveys can subsequently be used for annual monitoring,

1.10.4 The travel survey will be undertaken for a period of 5 years alongside an annual report to HCC. Details to be included in the annual report are as follows:

- Number of people surveyed & method of data collection and survey return rates
- Summarise the number and percentage of people travelling by each mode, and include single-vehicle occupancy

### **1.11 Targets**

1.11.1 This Framework Travel Plan includes initial modal shift targets based on 2011 Census data.

1.11.2 HCC guidelines do not provide any specific information on the reduction of single-occupancy vehicle trips, instead stating within Section 2.4 that evidence of a site's likely impact (provided within a Transport Assessment or Statement) should be used to inform the objectives, targets and measures within the Travel Plan. In this instance, it is considered that a 10% reduction in single-occupancy vehicular trips should present a suitable starting point.

#### **Residential Trip Rates**

	<b>Arrivals</b>	<b>Departures</b>	<b>Total</b>
08:00-09:00	0.171	0.354	0.525
17:00-18:00	0.332	0.169	0.501

#### **Proposed Development Trip Generation**

	<b>Proposed Development (95 Units)</b>		
	<b>Arrivals</b>	<b>Departures</b>	<b>Total</b>
08:00 -09:00	16	34	<b>50</b>
17:00-18:00	32	16	<b>48</b>



1.11.3 Rather than limit the target to single occupancy, it is proposed to set an initial target based on the total trip generation for the peak period. This will be informed by traffic counts undertaken at the site access for a period of 14 days. The target is set out below.

**10% Target Peak Hour Vehicle Trips**

<b>Peak Hour Vehicle Trips Target Setting</b>	<b>AM (08:00-09:00)</b>	<b>PM (17:00-18:00)</b>
Estimated Vehicle Trips	50	48
10% Reduction	-5	-5
<b>5 Year Target</b>	<b>45</b>	<b>43</b>

**1.12 Contact Details**

1.12.1 The Applicant (or their appointed Management Company) will be responsible for appointing the TPC and implementing the TPS. The contact details of the TPC / Management Company are not yet known but will be provided to the HCC Sustainability Team in due course.

1.12.2 Contact details for CCE are detailed below:

**Cannon Consulting Engineers**

Cambridge House  
Lanwades Business Park  
Kentford  
Newmarket  
CN8 7PN  
01638 555107

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## 2.0 The Site and Existing Conditions

### 2.1 Site Location and Local Highway Network

2.1.1 The development site is located to the north of High Cross at the eastern edge of High Road/Ermine Street. The site is bound to the north by Sutes Farm, to the east by agricultural fields and to the south/west by residential dwellings. The site location is set out in **Figure 1**.



**Figure 1: Site Location**

### 2.2 High Cross Highway Network Overview

2.2.1 The principle road network comprises:

- High Road/Ermine Street provides a north/south connection through High Cross between Ware to the south and the A10 to the north. A connection to the A10 is provided approximately 2.8 miles north of the site.

2.2.2 Local routes via Pest House Lane and Marshall's Lane provide routes to neighbouring villages. Marshall's Lane is designated as 'unsuitable for HGVs'.

### 2.3 Non-Car Modes

2.3.1 Access to the site by modes other than the private car includes the following:

- Walking – Pedestrian Networks;
- Cycling – Cycle Route Networks and areas where cyclists could be safely accommodated within the carriageway;
- Public Transport – Existing Bus service provision

- 2.3.2 Reference is made to Department for Transport (DfT) Local Transport Note 1/04 – Policy, Planning and Designing for Walking and Cycling which refers to the Chartered Institution of Highways and Transportation (CIHT) guidelines for Providing for Journeys on Foot which considers suggested acceptable walking distances for various journey purposes such as commuting, walking to school and recreational used, these are summarised in **Table 2.1**.

**Table 2.1: CIHT guidance 'Providing for Journeys on Foot'**

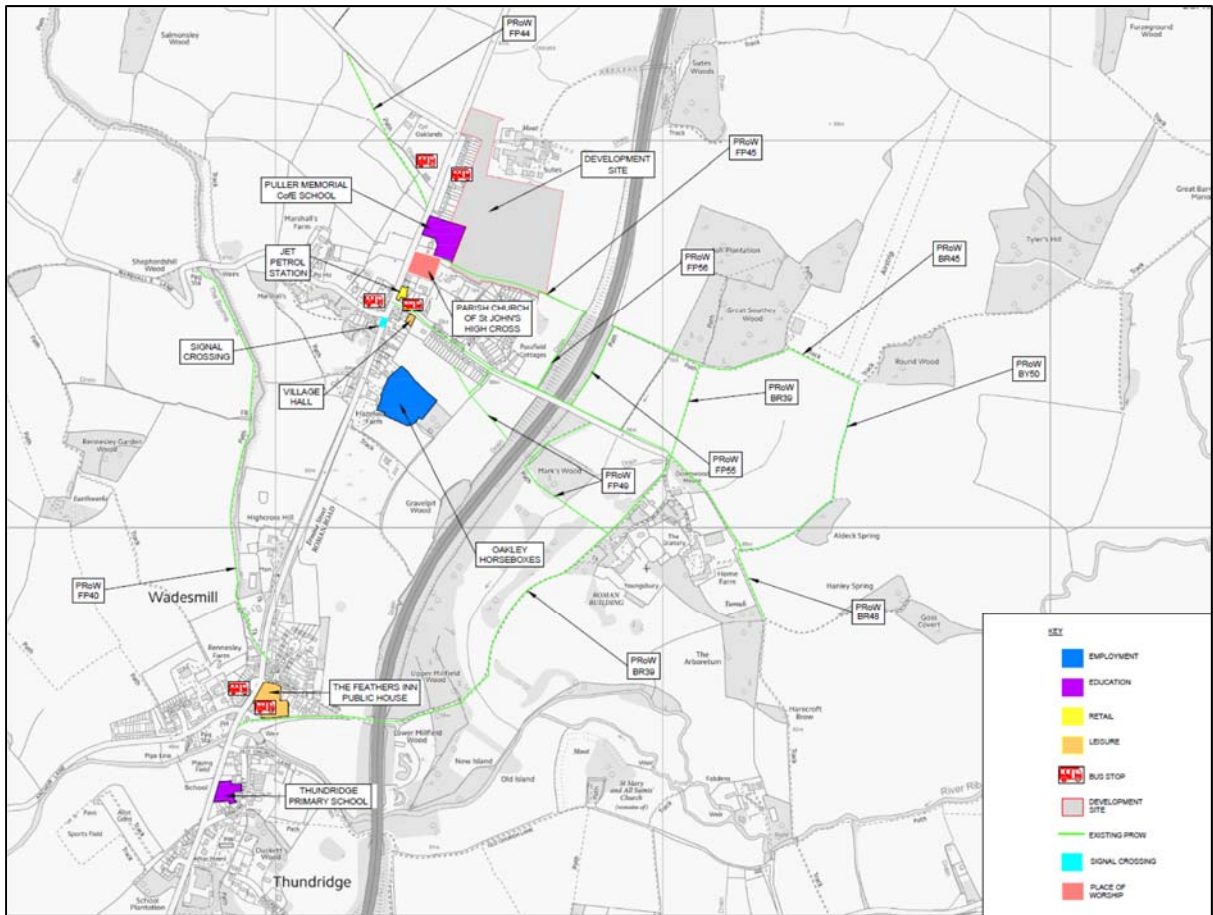
	Distance		Walk Time	
	Commuting, Walking to School and Recreational	Other Non-Commuter Journeys	Commuting, Walking to School and Recreational	Other Non-Commuter Journeys
<b>Desirable</b>	500m	400m	6.25 mins	5 mins
<b>Acceptable</b>	1,000m	800m	12.5 mins	10 mins
<b>Considered</b>	2,000m	1,200m	25 mins	15 mins

## 2.4 Local Facilities

- 2.4.1 **Tables 2.2** provide a summary catchment and walk times to employment, education, retail, leisure and public transport facilities within the vicinity of the proposed site.

Land East of Ermine Street Key Destination & Services	Maximum Distance from Site Centre	Typical Walk Time
Bus Stops (Cambridge Cottages)	400m	5 mins
Primary School	400m	5 mins
Jet Petrol Station and Spa	700m	9 mins
Village Hall	800m	10 mins
Oakley Horse Boxes	1,100m	14 mins
The Feathers Inn (Public House)	1,600m	20 mins
Thundridge Village Stores	2,000m	25 mins

**Table 2.2: Summary distances and typical walking journey times to key local destinations & services.**



**Figure 2: Key Facilities**

- 2.4.2 Shorter walking distances between the site and village facilities can be achieved via the ProW FP45.
- 2.4.3 **Table 2.2** demonstrates that the site is located to a variety of uses' including key facilities, such as education and retail which serve a proportion of 'everyday short journey purposes' all of which are within suitable walking distance of facilities and will benefit residents and can be described as a walkable neighbourhood
- 2.4.4 **Table 2.2** highlights that the site is accessible by an array of key facilities which accommodate a large proportion of everyday short journey purposes associated with employment, education, health and retail. All of these are or can be made accessible from the site by walking and cycling. Accordingly, there exists a clear opportunity for short-distance trips to be undertaken by sustainable modes.

## 2.5 Walking and Cycling

2.5.1 There is good provision of pedestrian facilities in the area, with footways provided along the full extent of High Road and Ermine Street and the residential development to the south provides further pedestrian connections. Additionally, the site benefits from an extensive PRow network in its vicinity, which is outlined in **Figure 2**. PRow FP45 extends along the southern boundary of the site and links to a route to the south through an extensive set of connections, providing an alternative route towards Thundridge and its amenities (such as two public houses and a primary school). Within High Cross, pedestrians are also supported through a controlled signal crossing located immediately south of the High Road/Marshall's Lane T-junction. Based on this, it is considered that pedestrians are suitably accommodated within the vicinity of the site.

2.5.2 With the exception of bridleway 48 at North Drive, there are no formal cycle routes within High Cross (although bridleway 48 does connect to other bridleways for connections to surrounding villages). Notwithstanding, the local road network within High Cross should be suitable for cyclists as vehicles are subject to a 30mph speed limit and Ermine Street/High Street is traffic-calmed which should help encourage cycle journeys. Ware is located approximately 5 kilometres south of the development and Ware Train Station is an approximately 23-minute cycle journey. There are two identified routes to Ware (as per cyclestreets.net), with the fastest and most direct route (23 minutes) being via the A1170, which includes several sections where the speed limit is 40mph. The second route is slightly less direct (30 minutes) and deviates away from the A1170 at Thundridge, comprising a mix of lanes, bridleways and residential roads before re-joining the A1170 where off-street cycle infrastructure is provided. Within Ware, there are a range of routes available to reach the Town Centre, including a route along the canal and NCR 61 to the train station.

## 2.6 Public Transport – Bus Accessibility

2.6.1 Bus stops within 400m of the proposed site are located at Cambridge Cottages, which serves Bus Route 331 (operated by Arriva). This route provides connections to Ware and Hertford Train Station.

Service	Operator	Route/Direction	Frequency				Journey Times	
			Mon-Fri	Mon – Fri off-peak	First	Last	Destination	Time
331	Arriva	Hertford-Ware Buntingford	Hourly	Hourly	07:52	19:11	Puckeridge	12min
							Buntingford	25min
		Buntingford – Ware - Hertford	Hourly	Hourly	06:57	18:25	Ware (Hertford Reginal College Stop A)	11min
							Hertford	20min

- 2.6.2 Based on this, it is reasonable to conclude that the local bus services provide good accessibility to the towns of Ware (less than 15 minutes) and Hertford (approximately 20 minutes). Both these locations provide a full range of retail, employment, education and public transport facilities. A map of the bus route is shown below:

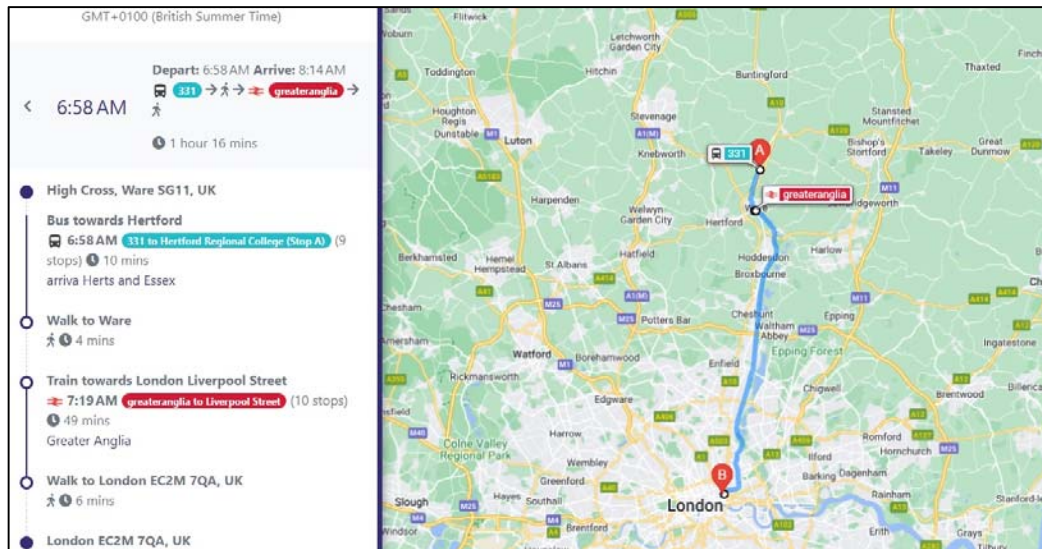


**Bus Route 331 (obtained from [www.moovitapp.com](http://www.moovitapp.com))**

## **2.7 Public Transport - Rail**

- 2.7.1 The nearest train station to the site is located in Ware, circa 3.3 miles south of High Cross. Ware Train Station provides a 30-minute service to London Liverpool Street and Hertford. The journey between Ware and Liverpool Street takes approximately 47 minutes.
- 2.7.2 As previously mentioned, the 331 Bus Route provides access to Hertford Train Station, stopping at Hertford Regional College (Stop D) and arriving 18 minutes before the departure of the train. This would allow someone to comfortably reach the train before it departs, making bus and train travel a reasonable choice. It is estimated that the journey between High Cross and Liverpool Street would take approximately 1 hour and 20 minutes using bus and rail

services. Below is an example Journey Plan between High Cross and Liverpool Street to arrive before 08:30. The total journey time would be less than 1 hour and 20 minutes.



Journey Plan between Site and London Liverpool Street (obtained from Google Maps)

## 3.0 Proposed Development

### 3.1 Indicative Site Layout & Development Framework Plan

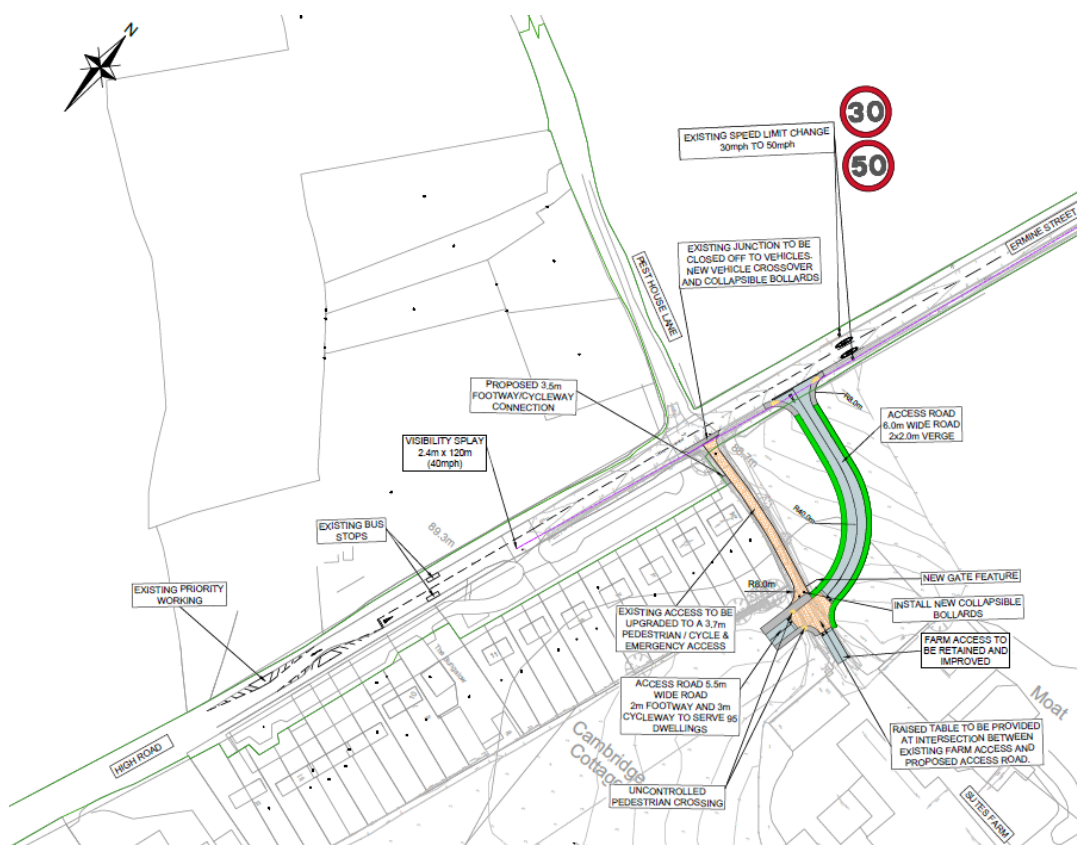
3.1.1 This Framework Travel Plan relates to an outline planning application for a 95-dwelling residential development at land east of High Road, High Cross in Hertfordshire. A Concept Plan is contained within **Appendix A**.

3.1.2 The development would be served from a new access extending from Ermine Street.

3.1.3 Footway and cycle accessibility will be via the existing farm access track, which will be improved and upgraded to a minimum 3.7m, and provide an emergency access. The internal residential road network will be designed to include pedestrian footways within the development up to the existing track. A 3m cycleway will be provided along the residential access road on its western side which ties into the upgraded farm track. A 2m footway will be provided on the opposite side of the residential access road. Where the proposed access road continues past the farm access towards Ermine Street, 2m verges will be provided.

3.1.4 The pedestrian and cycle infrastructure at the existing track, and internal pedestrian connections to PRoW FP 45 located on the southern boundary of the site, will provide the non-car accessibility between the site and the public highway. A pedestrian / cycle connection will also be provided from the upgraded track to the High Road cul-de-sac, facilitating access to the Primary School, and village facilities.

3.1.5 The proposed access arrangements and improvements are shown in the extract below:



Extract of Drawing U321-PL-SK-201-P05



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## 4.0 Measures and Initiatives

### 4.1 Hard Measures

4.1.1 The proposed development will be designed to provide pedestrian and cycle links to and from the local highway network. The following hard measures will be implemented on-site:

- The pedestrian network within the development will allow access to all areas and connectivity beyond the site
- The existing access to Sutes Farm will be upgraded to accommodate pedestrian and cyclist movements.
- The site will connect to the existing PRow network directly, specifically PRow 045 which extends along the southern edge of the site.
- The internal roads will be designed to promote low speeds to the benefit of all users (in particular pedestrians and cyclists)
- Cycle parking will be provided in accordance with the local standards

### 4.2 Soft Measures

4.2.1 The softer measures that will be employed on-site include the following:

- Sales Brochure comprising Travel / Accessibility Information, details regarding parking provision will be clearly set out to ensure prospective residents can make informed decisions prior to purchasing;
- Travel Voucher: Provision for residents upon first occupation of the development.
- Personalised Travel Planning – Sales staff will offer each household the opportunity to receive personalised travel advice upon purchasing a property. Undertaken by the TPC a questionnaire will be completed and personal travel options and benefits researched and supplied in return. The aim is to influence travel habits long term.
- Residents Welcome Pack for every Household which will include the following relevant Travel Planning information;
  - Bus and rail timetables;
  - Walking and cycling route maps;
  - A local amenity plan;
  - Information on the benefits of cycling and walking in terms of health, income and the environment;
  - Contact numbers and websites for more information;
- Promotion of HCC car-sharing initiatives  
<https://liftshare.com/uk/community/hertfordshire>

4.2.2 The Welcome Packs will be compiled and distributed by the developer once the houses become occupied. An example Welcome Pack is included at **Appendix B**.

#### **4.3 Travel Plan Co-ordinator**

4.3.1 The TPC will be appointed to manage and implement the Travel Plan prior to occupation of the proposed development. The TPC will be an employee of the development management company, and they will perform this role as part of their day-to-day management duties. They will be in post for the duration of the Travel Plan.

4.3.2 The TPC will arrange and ensure that the TPS' actions are undertaken, reviewed and updated. Their role will include:

- Overall responsibility for the Travel Plan;
- To promote and inform residents of alternative travel opportunities available; and
- To make travel information readily available.

4.3.3 The Council's Sustainability Officer will be notified of the nominated TPC who will be the point of contact relating to the Travel Plan. Should the TPC change the Council will be notified accordingly.

#### **4.4 Travel Plan Steering Group**

4.4.1 Consideration will be given to setting up a Steering Group to maximise the benefits of the Travel Plan initiatives associated with the development.

## 5.0 Action Plan

Actions and Measures to cover all site users	Date to Deliver	Person Responsible
<ul style="list-style-type: none"> <li>Secure Travel Plan</li> </ul>	s106	Applicant / developer
<ul style="list-style-type: none"> <li>Pedestrian Infrastructure</li> </ul>	At Construction / Section 278	Applicant / developer
<ul style="list-style-type: none"> <li>Welcome Packs and Travel Vouchers</li> </ul>	Prior to occupation	Applicant / developer
<p>Sales Brochure to include the following and provided to all sale enquiries:</p> <ul style="list-style-type: none"> <li>Travel Information;</li> <li>Accessibility to 'Key Facilities' such as employment, retail, education leisure</li> <li>Journey times travelling by rail to major employment destinations.</li> <li>Parking provision and management arrangements</li> <li>Health benefits of active travel</li> <li>Personal Travel Planning (on sales completion)</li> </ul>	Prior to Sales Enquiries	Applicant / developer
<p>Promote walking</p> <ul style="list-style-type: none"> <li>Ensure the provision of appropriate, safe walkways / footpaths on approach to the development.</li> <li>Ensure the site has adequate pedestrian access points.</li> </ul>	<p>Prior to occupation</p> <p>Prior to occupation</p>	<p>Applicant / developer</p> <p>Applicant / developer</p>
<p>Promote cycling</p> <ul style="list-style-type: none"> <li>Ensure the provision of secure cycle parking / infrastructure (as required)</li> </ul>	Prior to occupation	Applicant / developer
<p>Promote Public Transport</p> <ul style="list-style-type: none"> <li>Active dissemination of public transport information by the Travel Plan Coordinator,</li> </ul>	Post occupation	TPC
<p>Car Sharing</p> <ul style="list-style-type: none"> <li>To promote car sharing including providing links to <a href="https://liftshare.com/uk/community/hertfordshire">https://liftshare.com/uk/community/hertfordshire</a></li> </ul>	Post Occupation	TPC
Initial baseline survey to be undertaken within 3 months of 50% occupation. Then annually for 5 years.	Post Occupation	TPC
TPC to review baseline survey results and engage with the HCC Network & Travel Planning Team.	Within 30 days of receipt of baseline results.	TPC
Provide an Annual Review to HCC following surveys	Within 30 days of receipt of baseline results.	TPC

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## **6.0 Securing Funding for Monitoring Travel Plans**

- 6.1 This Framework Travel Plan provides an overarching framework and commitment to ensuring sustainable travel information and opportunities are provided to all residents of the development, and these commitments have been set out in the objectives accordingly.
- 6.2 Measures outlined in this Framework Travel Plan will be fully detailed and funded by the developer / management company.

**Figures**

**Figure 1 – Site Location**

**Figure 2 – Accessibility Plan**



**KEY:**  
 **SITE**

DATE  
29.11.2023

DRAWN BY  
JTH

SCALE @ A4 SIZE  
D.N.S.

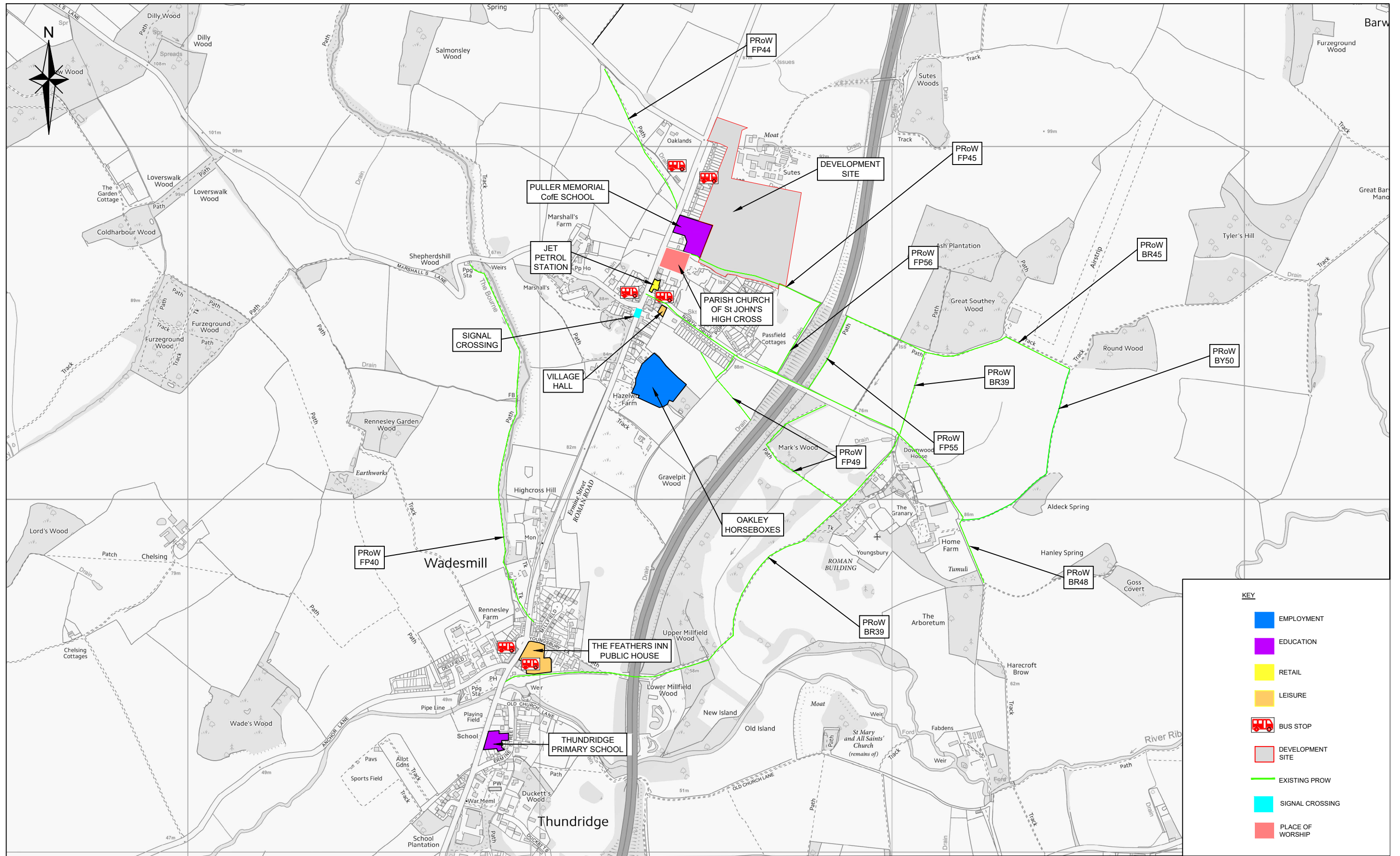
**PROJECT TITLE**  
 LAND EAST OF HIGH ROAD, HIGH CROSS, HERTFORDSHIRE

**FIGURE TITLE**  
 SITE LOCATION PLAN

**FIGURE NUMBER**  
 1

**PROJECTNO.**  
 U321





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Scale: 1:10000  
 Date: OCT 2023  
 Drawn by: DSPS

Job Title: Land East of High Road, High Cross, Hertfordshire  
 Client: M SCOTT PROPERTIES LTD

Figure Title: ACCESSIBILITY PLAN

Cannon Consulting Engineers  
 Cambridge House, Kenilford,  
 Newmarket, Cambs, CB8 7PN  
 Tel: +44 (0)1638 555 107  
 info@cannonce.co.uk  
 www.cannonce.co.uk



Project Number: U321  
 Figure Number: FIGURE 2

## **Appendix A –Concept Plan**





A0

Romsey Portishead Camberley  
 T: 01794 367703 T: 01275 407000 T: 01276 749050  
 F: 01794 367276 F: 01794 367276 F: 01794 367276

Rev	Description	Date	Au	Ch
P1	Re-issue with Amended Drawing Name	20.11.23	AA/-	-/-

Project Land East of High Road, High Cross  
 Drawing Illustrative Concept Master Plan - 01

Client	SCOTT PROPERTIES	Date	20.11.23
Job no.	SCOT230616	Rev.	P1
Dwg no.	ICMP-01	Scale	1:1000@A0
Author	AA/-	Checked	-/-
Status	PRELIMINARY	Office	Romsey
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**Appendix B – Example Travel Residents Travel Information Pack**

## Walking

A healthy and sustainable way to access many local amenities within walking distance of your house. Visit [www.thewaytosuffolk.org.uk](http://www.thewaytosuffolk.org.uk) for advice, discounts and resources to help promote walking, as well as where to find outdoor adventures near you.

## Cycling

A quick and convenient way to travel around your local area whilst keeping fit. Plan your cycle journey at [www.cyclestreets.net](http://www.cyclestreets.net) and at [www.suffolkonboard.com/cycle](http://www.suffolkonboard.com/cycle)

Did you know, with the **Cycle 2 Work Scheme** you could save between 25-46% on cycle purchases and equipment? Ideal for that sustainable commute and leaving the car at home. Why not ask your employer for further details?

Also, SCC offer FREE cycle **'Bike Ability'** training for adults, families and children. Contact [travelplan@cannonce.co.uk](mailto:travelplan@cannonce.co.uk) for full details.

In 2020, of daily trips undertaken, 71% were short journeys between 1-5 miles. **Leaving the car at home could save £100 a year just on fuel!**

## Public Transport

Bus service 384/385 stops on School Road and provides five services, Mon-Fri, between Bury St Edmunds, Stowmarket and Stowupland. For timetables, maps and ticket information please visit [www.suffolkonboard.com](http://www.suffolkonboard.com) or [www.stephensonsof Essex.com](http://www.stephensonsof Essex.com)

Apply for an **Endeavour Card** for 25% off tickets for 16-19 year olds.



Download the **myTrip** app

## School Services

Mulleys Motorways Service 164 provides weekday access between Elmswell, Beyton Sixth form and Thurston Community College. For school bus travel please visit: [www.suffolkonboard.com/school-travel/school-bus-timetables/tn-thurston](http://www.suffolkonboard.com/school-travel/school-bus-timetables/tn-thurston)

## Bus Journey Times

**Elmswell to Stowmarket** 6 minutes  
**Elmswell to Stowupland** 41 minutes  
**Elmswell to Thurston Community College** 21 minutes

## Rail Travel

Elmswell rail station is within a 10 minute walk of Ashfield Park. Access hourly services to Ipswich, Bury-St Edmunds, Cambridge and wider services to Peterborough and London Liverpool St.

### Did you know...

Children aged five to fifteen inclusive get a 50% discount on most rail tickets. In addition, children under five can travel FREE with a fare paying passenger. Railcards provide excellent savings and with multiple discounts available find out how you can save at [www.railcard.co.uk](http://www.railcard.co.uk)

## Suffolk Car Share

**Commuters typically save over £1,000 a year by car sharing.** Join today, share a car and save money! It's simple, quick and FREE. To find your perfect travel partner visit [www.suffolkcarshare.com](http://www.suffolkcarshare.com)

## Working from Home

Working from Home is one way you could reduce car use and save money! How have your working habits changed recently? We would be interested to know? Why not get in touch and email us at [travelplan@cannonce.co.uk](mailto:travelplan@cannonce.co.uk)

## Travel Survey

We would love to hear from you to understand your current travel needs and requirements please contact us at [travelplan@cannonce.co.uk](mailto:travelplan@cannonce.co.uk)

## Eco Driving

Here are six eco-driving tips that can really make a difference:

1. Service your car regularly to maintain engine efficiency.
2. Check your tyre pressures regularly (and before long journeys), under-inflated tyres use more fuel as they increase rolling resistance.
3. Lose any unnecessary baggage, extra weight means extra fuel.
4. Combine short trips; cold starts use more fuel so it pays to combine your errands.
5. Drive smoothly, accelerate gently and read the road ahead to avoid unnecessary braking.
6. Switch off the engine when in traffic.

## Vouchers

### Have you claimed your Voucher?

Matthew Homes are offering each household a **FREE BUS TASTER TICKET** or **CYCLE VOUCHER**.

The Bus Taster Ticket entitles a member of your household to two months free travel on any local bus services operated by Stephenson's of Essex. Why not give the bus a go and try it out for a journey you would normally undertake by car?

Alternatively you can claim a Cycle Voucher to be used at a designated local cycle shop. The cycle voucher can be redeemed in store towards a bicycle or used to purchase a bicycle service or any cycling accessories.

To claim your free bus or cycle voucher simply email [travelplan@cannonce.co.uk](mailto:travelplan@cannonce.co.uk)

### Useful Apps



Bus Checker



National Rail

### Useful Links

[www.discoversuffolk.org.uk](http://www.discoversuffolk.org.uk)  
[www.onelifesuffolk.co.uk](http://www.onelifesuffolk.co.uk)  
[www.livingstreets.org.uk](http://www.livingstreets.org.uk)

# travelplan

ASHFIELD PARK ELMSWELL

For all your travel plan information contact [travelplan@cannonce.co.uk](mailto:travelplan@cannonce.co.uk)

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Highways, Transport & Infrastructure Planning



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CONSULTING ENGINEERS  
Highways, Transport & Infrastructure Planning



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ASHFIELD PARK  
ELMSWELL

# WHY A TRAVEL INFORMATION PACK?

This travel information pack aims to provide you with information on your local travel choices. Replacing short trips by car with walking or cycling can improve health as well as reduce the impact of cars on the environment.

## What is a Travel Plan?



NEW residential development is required to have a Travel Plan which promotes and monitors sustainable travel used by residents. This travel information pack provides you with details of your local walking, cycling and public transport services, as well as information on local amenities in your neighbourhood. We want as many residents as possible to try and reduce their car use, and instead walk, cycle, car share and use public transport which are great alternatives particularly for those short journey purposes.

## What are the benefits of a Travel Plan



Cars create pollution and this can affect our health. If we reduce car use it will be BETTER for us and the environment in which we LIVE. Simple choices and small changes will HELP reduce congestion and pollution. A Travel Plan aims to encourage individuals to think about and try out alternatives to car travel. The benefits include:

- Reduced pollution and congestion
- Improved health and wellbeing
- Improved accessibility to local services
- Reduced travel costs

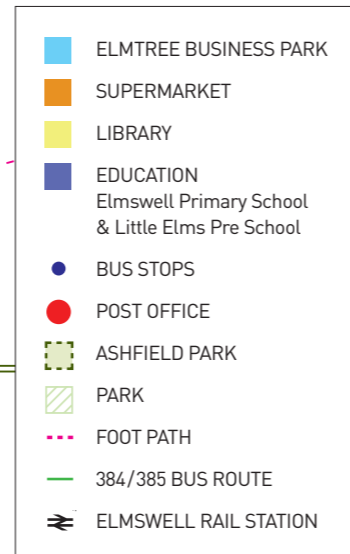
## Ashfield Park residents... Did you know?

- You can claim a cycle voucher or a FREE two month bus taster ticket on service 384/385 plus any Stephenson's of Essex services
- You can get personalised journey planning
- You can get FREE adult, child and family cycle 'Bike Ability' training
- You can get information on sustainable travel opportunities & events

For more information please contact us at [travelplan@cannon.co.uk](mailto:travelplan@cannon.co.uk)

*“30 minutes exercise five days a week is the perfect length of time for short, local journeys on foot or by bike”*

## YOUR AREA LOCAL FACILITIES IN ELMSWELL



*“Cycling is a quick and convenient way to travel around your local area whilst keeping fit”*