

COTTEE

Transport Planning

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**FORMER CLACTON
COLLEGE SITE
CHURCH ROAD
CLACTON-ON-SEA**

**PROPOSED RESIDENTIAL
DEVELOPMENT**

**RESIDENTIAL
TRAVEL PLAN**

2341/AF

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1. INTRODUCTION AND BACKGROUND INFORMATION

Introduction

- 1.1 This Residential Travel Plan (RTP) has been prepared by Cottee Transport Planning on behalf of Stone Crest Homes Ltd in connection with the proposed redevelopment of the former Clacton College Campus at the Colchester Institute, Church Road, Clacton-on-Sea, Essex, CO15 6JQ.
- 1.2 The proposals are for a residential development consisting of 76 self-contained flats.
- 1.3 A Transport Statement (TS) has been prepared to support the planning application and should be read in conjunction with this RTP.
- 1.4 Stone Crest Homes Ltd is committed to encouraging a sustainable way of living and this RTP explains the measures which will assist in promoting sustainable travel choices to residents, in particular to promote walking, cycling, public transport and car club usage.

Travel Plan

- 1.5 Providing a choice of travel is an integral part of current transport policy. The RTP is the tool to promote sustainable travel choices and includes a monitoring and review process to assess the success of the initiatives which are introduced. The RTP is a statement of commitment to promote sustainable travel at the site and will be updated as appropriate.
- 1.6 At a national level, Travel Plans are required by the National Planning Policy Framework (NPPF – Dec 2023) which emphasises that developments should encourage the use of sustainable modes of transport through the implementation of a Travel Plan.
- 1.7 At a local level, the Essex Transport Strategy (Local Transport Plan -LTP) contains detailed policies for all aspects of transport in Essex. The plan aims to provide a transport system that supports sustainable growth and helps deliver the best quality of life for residents of Essex.
- 1.8 Policy 8 of the LTP relates to promoting sustainable travel choices and states:

“The county council will encourage the use of more sustainable forms of travel by:

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

- 1.9 The TS prepared in support of the planning application details the measures proposed as part of the development which will encourage residents to travel sustainably from the outset.

1.10 This RTP therefore demonstrates that the proposals are in accordance with national and local transport policies to encourage and promote sustainable transport.

Site Location

1.11 The site is located on southern side of Church Road with Harold Road forming the western boundary, Thoroughgood Road forming the eastern boundary and residential properties to the south. A site location plan is shown at **Figure 1** below.

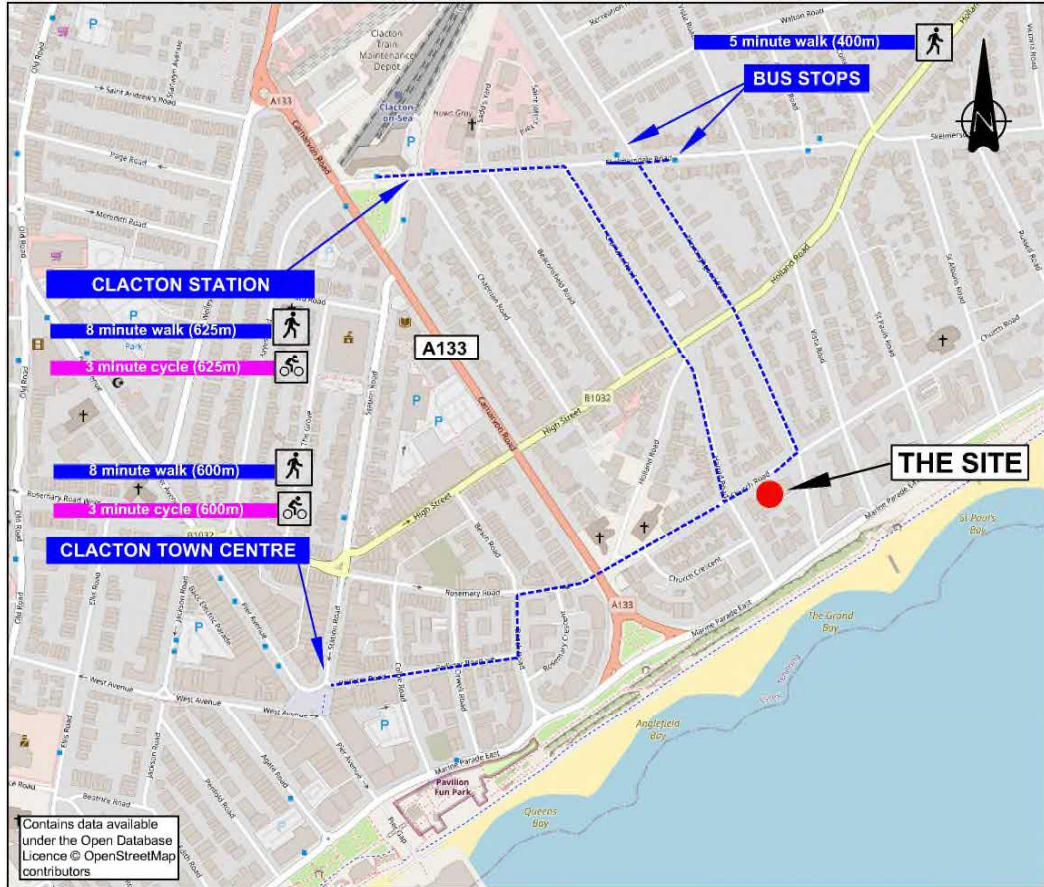


Figure 1: Site Location Plan

Local Highways

- 1.12 Church Road is an east-west local road forming a priority junction at its western end with Holland Road / A133 Carnarvon Road and Victoria Road at its eastern end.
- 1.13 Harold Road is a residential street approximately 100m in length forming a priority junction with Church Road at its northern end and Marine Parade East at its southern end.
- 1.14 Thoroughgood Road is also a residential street approximately 100m in length forming a priority junction with Church Road at its northern end and Marine Parade East at its southern end. All local residential streets are street lit with low traffic flows in keeping with the residential nature.
- 1.15 Access to the wider road network from the site is via the A133 Carnarvon Road which is a priority 1 road (PR1) forming the main route to access Clacton-on-Sea from the wider area and also serves the High Street and rail station.

1.16 All roads surrounding the site, including the A133 Carnarvon Road, are subject to a 30mph speed limit and have pedestrian footways on both sides.

Site Access

1.17 Pedestrian access to the site is from the frontage on Church Road with car and cycle access from Thoroughgood Road and Harold Road on the eastern and western sides. The site operates a one-way system for vehicles with entry from Thoroughgood Road and exit to Harold Road.

Pedestrians and Cyclists

1.18 All roads surrounding the site including Church Road, Harold Road and Thoroughgood Road have good quality, wide and street-lit footways which provide convenient and direct access to all surrounding facilities including the local bus stops, rail station and High Street.

1.19 There are wide footways, in excess of 3m, on both sides of Marine Parade East providing excellent access to the wider area including the beach and promenade.

1.20 The table below outlines the facilities available within a short walking distance of the site. The list is not exhaustive but demonstrates that the site has excellent accessibility to all daily needs within a short walking distance.

| Facility | Walking Distance |
|---|------------------|
| Bus Stops | 400m 5-minutes |
| Rail Station | 625m 8-minutes |
| Town Centre (retail, restaurants, banks, employment) | 300m 4-minutes |
| Outdoor Space (Kings Prom / Beach) | 80m 1-minute |
| Outdoor Space (Clacton Pavilion / Pier) | 450m 6-minutes |
| Supermarket (Morrisons / ALDI) | 950m 12-minutes |
| Leisure Facility (Clacton Leisure Centre) | 775m 10-minutes |
| Library | 500m 6-minutes |
| Nursery / Childcare | 250m 3-minutes |
| Primary Education | 1.1km 14-minutes |
| Secondary Education | 580m 7-minutes |

| | |
|------------------------|--------------------|
| GP Surgery | 800m 10-minutes |
| Pharmacy | 800m 10-minutes |
| Postal Facility | 400m 5-minutes |

1.21 Except for the off-road coastal route between Jaywick and Frinton-on-Sea there are no signed cycle routes within the surrounding areas however, cyclists can access the site by using the surrounding roads which are mostly residential streets. The A133 through Clacton has wide carriageways and a 30mph speed limit making it suitable for use by cyclists on-street.

1.22 The site is therefore very well connected to the surrounding areas by all modes of transport including bus, rail, walking and cycling.

Public Transport - Bus

1.23 The nearest bus stops are located on Skelmersdale Road within a 400m (5-minute) walk distance to the north on Thoroughgood Road. Both bus stops are served by 8 - 10 regular bus services as summarised in the table below:

| Route | Frequency (in each direction) | | |
|--|-------------------------------|---------------|-------------------|
| | Monday - Friday | Saturday | Sunday |
| 2 / 2A Clacton – Mistley Hedingham & Chambers | Every 2 Hours | Every 2 Hours | - |
| 9 Clacton – Walton Hedingham & Chambers | 1 per Hour 9:30 – 12:30 | - | - |
| 97 / 97A / 98 / 98A (Seasiders) Clacton – Walton Hedingham & Chambers | 3 per Hour | 3 per Hour | Every 1 – 2 Hours |
| 134 Clacton – Holland Hedingham & Chambers | 2 per Hour | 2 per Hour | - |
| 136 / 137 Clacton – Clacton (serving shops and retail areas) Hedingham & Chambers | 3 per Hour | 3 per Hour | 2 per Hour |

1.24 Additional bus services are available from stops on Station Road within a 650m (8-minute) walk distance of the site including an hourly service between Clacton-on-Sea and Point Clear (St Osyth) and a 15-minute frequency service between Clacton-on-Sea and Jaywick.

1.25 The site therefore benefits from very good access to local bus services with around 10 buses per hour available within a 5-minute walk distance of the site providing access to the local shopping areas (including ASDA) and surrounding towns including Holland-on-Sea, Frinton-on-Sea and Walton-on-the-Naze.

Public Transport – Rail

- 1.26 Clacton-on-Sea rail station is within a 625m (8-minute) walk distance of the site accessed as shown on the site location plan at **Figure 1**. It is served by Greater Anglia and is on the Clacton-on-Sea to Colchester / London Liverpool Street line.
- 1.27 The station is served by an hourly rail service between Clacton-on-Sea and London Liverpool Street, also stopping at Colchester, 7-days per week with additional services at peak times.
- 1.28 The station provides a ticket office, step-free access, ticket machines, toilets, seating and wi-fi.
- 1.29 A total of 108 covered and secure (CCTV) cycle parking spaces are provided at the station with 24 Sheffield-stands on the station concourse and a 60-space secure cycle compound which requires smartcard access. Greater Anglia permit bicycles to travel on the trains (with some peak-time restrictions if travelling within London or Cambridge) allowing users to complete the start and end of their journeys by bicycle.

Travel modes – Census

- 1.30 Method of travel to work information has been obtained from the most recently available census data (2021) for the surrounding LSOAs.
- 1.31 The method of travel information provided from the 2021 census gives a good indication of the likely travel patterns of the proposed development, before the effects of the Travel Plan are accounted for. The 2021 census identifies the following method of travel modes:

| Mode of Travel | Modal Split |
|--|-------------|
| Car Driver | 52% |
| Car Passenger | 5% |
| Public Transport - Bus | 1% |
| Public Transport – Train | 3% |
| Walking | 16% |
| Cycling | 2% |
| Other (including working from home) | 21% |

- 1.32 The census information indicates that the existing residents of Clacton-on-Sea already make use of the sustainable modes of travel available.

Car Club

- 1.33 The site will provide an on-site car club vehicle for use by residents. The details of the car club operator and how the car club will be managed will be provided prior to occupation of the development and secured via the Section 106 agreement.

2. TRAVEL PLAN MANAGEMENT

Residential Travel Plan Co-Ordinator

- 2.1 The Residential Travel Plan Co-Ordinator will be a permanent member of staff appointed by the Developer with the appropriate skills, budgetary provision and resources to fulfil the role and will likely be undertaken as part of the management company appointed to monitor the site.
- 2.2 The Residential Travel Plan Co-Ordinator will be employed for the lifetime of the Travel Plan, to allow for surveys to be undertaken when the site is at full capacity.
- 2.3 The Residential Travel Plan Co-Ordinator duties will include:
- Support, oversee and implement the requirements of the Residential Travel Plan upon first occupation of the development and through the life of the plan.
 - Provide travel advice and guidance to residents in the early stages of occupation and throughout the development process.
 - Liaise with the Sustainable Travel Planning Team on the production and management of the Residential Travel Information Pack.
 - Distribute the Residential Travel Information Pack to all households upon first occupation, along with any travel tickets or vouchers.
 - Assess the potential journeys that residents may make and identify what modes of transport are available from the site, promoting sustainable options.
 - Continuously monitor the impact that residents journeys may have on the surrounding areas and existing transport infrastructures.
 - Undertake personal journey planning for residents where appropriate.
 - Ensure the travel information made available is always current and up to date.
 - Design and implement effective marketing and awareness-raising campaigns to promote the initiatives and sustainable transport infrastructure within in Residential Travel Plan.
 - Ensure cycle storage facilities are functional upon first occupation and maintained throughout the life of the Travel Plan.
 - Organise annual Traffic Counts and Travel Surveys, analyse these and submit the results to the Sustainable Travel Planning Team, together with an assessment of the success of the Residential Travel Plan in reducing the number of trips by private car and details of any additional measures necessary to achieve the targets set within the Residential Travel Plan.

- Provide promptly upon written request such information as the County Council reasonably requires in relation to the Residential Travel Plan.
- Investigate new ideas, modes of transport and future plans, for example, electric car charging points and promote or implement as appropriate.
- Update Residential Travel Plan at least every two years, based on results of the traffic counts and travel surveys, to incorporate additional measures as agreed with the Sustainable Travel Planning Team.

2.4 The contact details for the Residential Travel Plan Co-Ordinator will be submitted to the Essex County Council Sustainable Travel Planning Team upon appointment to the role and prior to first occupation of the site.

3. TRAVEL PLAN TARGETS

3.1 The main objective of this RTP is to:

- Reduce the number of single occupancy vehicle trips;
- Encourage residents to use public transport services such as bus and rail; and
- Encourage residents to walk and cycle for journeys within Althorne.

Targets

3.2 The first target is to appoint a TPC, which will be completed prior to first occupation of the development. The remaining targets will be implemented once the results of the first baseline travel surveys have been obtained one year after first occupation of the development.

3.3 The results of site surveys will be used to develop incentives, measures and targets for the TP and will help progression of the RTP.

3.4 The census information will be used to set initial targets. The targets will be updated once the first travel surveys have been undertaken at the site.

| Mode of Travel | Modal Split |
|---------------------------------|-------------|
| Car Driver | 52% |
| Car Passenger | 5% |
| Public Transport - Bus | 1% |
| Public Transport – Train | 3% |
| Walking | 16% |
| Cycling | 2% |
| Other | 21% |

3.5 The following initial mode share targets have been set and will be adjusted following the baseline data of the initial travel survey:

- To achieve, and maintain, a 20% reduction in single car occupancy vehicle movements;
- To increase car sharing vehicle movements (including the car club) from 5% to 10%;
- To increase the number of bus passengers from 1% to 4%;
- To increase the number of rail passengers from 3% to 9%;
- To increase the number of people walking from 16% to 20%; and
- To increase the number of people cycling from 2% to 4%.

3.6 Undertaking surveys every year will enable targets to be adjusted accordingly and ensure that targets are SMART (Specific – Measurable – Achievable – Realistic – Timed).

- 3.7 To ensure the targets are SMART, targets will be defined following the completion of the initial baseline surveys. However, the following initial targets are proposed:
- to appoint a TPC prior to first surveys being undertaken;
 - to provide a TP introductory pack to all new residents (with sustainable travel information and a summary of the TP); and
 - to ensure sustainable transport information is clearly available.
- 3.8 Following completion of surveys, targets will be reviewed to ensure that they are realistic and achievable. Further targets can be set during the review process.

4. SUSTAINABLE TRAVEL OPPORTUNITES

Residential Travel Information Pack (RTIP)

- 4.1 The residents of each new dwelling will be provided with a RTIP which is aimed at encouraging and promoting sustainable travel behaviours from the outset.
- 4.2 The RTIP will be prepared in consultation with the ECC Travel Plan team and will include the following:
- A map of footways and cycleways in the area with routes to local destinations;
 - Promotional information for local cycle shops and repair centres;
 - Details of the on-site car club;
 - Up to date bus timetables and service information;
 - Up to date rail timetables and service information;
 - TPC contact details;
 - A list of useful website links for public transport, walking and cycling.
- 4.3 The development will provide RTP notice boards within the communal areas of the building and will include information relating to the on-site car club, walking and cycling routes as well as public transport services, timetables and local cycle repair shops.
- 4.4 The TPC will undertake regular reviews of the noticeboard to ensure it is up to date.

Walking

- 4.5 Details of pedestrian routes to and from the site will be made available to residents on the site noticeboard.

Cycling

- 4.6 Cycle parking will be provided in accordance with ECCs adopted standards. The cycle stores will be available to use from the outset of the development.
- 4.7 The TPC will seek to negotiate preferential rates for new cycle purchases, or existing cycle maintenance, at local cycle shops.

Public Transport

- 4.8 Public transport timetables and routes will be displayed on the RTP noticeboard and will be provide within the RTIP.

Car Club / Car Sharing

- 4.9 Details of the on-site car club will be provided within the RTIP and on the RTP notice board. The TPC will ensure that all residents are aware of the car club and advise on how to book and use the vehicle.
- 4.10 Details of the car sharing platform (www.essexcarshare.com) will be provided within the RTIP and on the site noticeboard to encourage residents to sign up and be matched for suitable car sharing journeys as either a driver or passenger.

5. TRAVEL PLAN MONITORING AND REVIEW

- 5.1 The RTP will be monitored and reviewed by the TPC on an on-going basis with annual reports being prepared. The following actions will be undertaken as a minimum;
- Travel surveys to be undertaken one year after first occupation to determine baseline conditions;
 - Travel surveys to be undertaken annually for 5-years from the date of the first survey or until the time of full occupancy;
 - The RTP to be annually reviewed and updated;
 - An annual monitoring report to be prepared following the survey results and distributed to residents and the ECC Travel Plan Monitoring team.
- 5.2 The travel surveys will determine the number of total person movements to and from the site including their mode of travel. The results will enable year-on-year changes to be identified and targets to be monitored and adjusted as necessary.
- 5.3 The provisions of the TP will be monitored in order that the various initiatives can be assessed as to their usefulness or otherwise.
- 5.4 An Action Plan (AP) will be prepared for the full RTP prior to first occupation of the site and will provide a breakdown of actions, timescales, and persons responsible. The AP will be reviewed in consultation with the council following receipt of survey results to ensure progress of the RTP.
- 5.5 The annual reviews will include:
- assessment of the various initiatives implemented and agreement on those to pursue and those to discard;
 - a review of the AP and amendments made if necessary;
 - take account of feedback received from residents;
 - updating sustainable travel information and including the latest RTP initiatives and promotions;
 - the development of new initiatives to encourage walking and cycling in particular; and
 - the number of cycles parked at the local shops will also be monitored on an ad-hoc basis.

6. SUMMARY

- 6.1 The applicant has agreed to these Residential Travel Plan arrangements, which demonstrate the importance of the environmental, health and commercial benefits of increasing the use of more sustainable modes of travel as an alternative to the private car. Stone Crest Homes Ltd is committed to developing this programme with the support of Essex County Council.
- 6.2 It is proposed that, subject to agreement with Essex County Council, the Residential Travel Plan will be produced prior to first occupation of the development.