

APPENDIX 8: INTERIM TRAVEL PLAN



Crest Strategic Projects

Henley Gate
Ipswich Garden Suburb

Interim Travel Plan

July 2017

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1 INTRODUCTION

Background

- 1.1 Vectos has been retained by Crest Strategic Projects (Crest) to provide traffic and transportation advice in support of an outline planning application for the proposed development of land to the north of the railway line and east of Henley Road in Ipswich, known as Henley Gate.
- 1.2 The development proposes 1,100 dwellings plus supporting commercial and educational uses together with a Country Park and the whole development site forms part of the Ipswich Garden Suburb (IGS) strategic urban extension, which will provide up to 3,500 new homes, containing a mix of housing types and tenures together with supporting land uses. The intention is to create a sustainable socially inclusive community with these overriding principles embodied within the indicative masterplan for the site.

Introduction to the Interim Travel Plan

- 1.3 Travel plans play a key role in shaping travel choice at proposed developments, managing future travel demand and reducing reliance on single occupancy use of the private car.
- 1.4 One of the UK's top transport priorities is to reduce transports emissions of carbon dioxide and other greenhouse gases with the desired outcome of tackling climate change. To do this our society must improve and encourage the use of sustainable (low carbon) transport, and ensure that new development takes place in accessible locations, which minimise the need for travel.
- 1.5 This ethos is embodied in local, regional and national transport policy.
- 1.6 Travel plans encourage more sustainable journeys. They minimise the impact of additional traffic arising from new developments.
- 1.7 The Interim Travel Plan sets out specific aims and measures for the proposed residential development at Henley Gate.
- 1.8 This Interim Travel Plan has been prepared in accordance with the Department for Transport guidance on travel plans contained within the publications 'Making Residential Travel Plans

Work; Guidance for New Developments', June 2007 and 'Delivering Travel Plans Through the Planning System', April 2009'.

This Document

- 1.9 This document takes the form of an overarching Interim Travel Plan for the development site.
- 1.10 The measures identified within this Interim Travel Plan will assist in promoting healthy and sustainable travel to and from the proposed development, and elsewhere within the community, in line with local, regional and national policies.
- 1.11 Whilst the Interim Travel Plan is specific to the proposed development, the benefits for sustainable travel and social inclusion will also apply to the wider local community.

Structure of Report

- 1.12 The remainder of this document is structured as follows:
 - Section 2 – describes the existing conditions and site accessibility;
 - Section 3 – reviews relevant policy;
 - Section 4 – describes the development proposals;
 - Section 5 – outlines existing travel demands for the local area;
 - Section 6 – outlines the future travel demands of the proposed development;
 - Section 7 - details the plan objectives and targets;
 - Section 8 - outlines the sustainable travel methods proposed by the developer;
 - Section 9 - outlines the monitoring and review programme;
 - Section 10 – contains an Action Plan; and
 - Section 11 - contains a summary.

2 EXISTING CONDITIONS & SITE ACCESSIBILITY

2.1 This section of the report includes a detailed description of the location of the site and the surrounding area of Ipswich.

Site Location

2.2 The Site is located in Ipswich, immediately west of Westerfield Train Station. The site location is shown in Figure 2.1.

Figure 2.1 – Site Location



2.3 The application Site is bound by the railway line to the south, Westerfield Road to the east, Henley Road to the west and Lower Road to the north.

2.4 The Site is situated to the north of Ipswich Town Centre, east of the Castle Hill area and immediately west of Westerfield Train Station.

2.5 To the north the site is screened from Lower Road by established areas of tree planting and several independent properties.

Accessibility by Non-Car Modes

Walking and Cycling

- 2.6 A plan indicating the existing walking and cycling network within the vicinity of the site is presented at **Figure 2.2**.

Figure 2.2 – Existing Walking and Cycling Network



- 2.7 There are footways on both sides of Henley Road (west of the site) and the street is well lit (**Photograph 1**). The footways on either side of Henley Road in the vicinity of the site are approximately 2m in width. Henley Road provides direct access to Valley Road to the south of the site.

Photograph 1: Henley Road Footways



- 2.8 These footways do not extend to the north past the existing extent of residential development on the western side of Henley Road. There are no footways on Lower Road (north of the site) (**Photograph 2**).

Photograph 2: Lower Road



- 2.9 There are several Public Rights of Way (PROW) within walking distance of the site, the most significant of which is the Fonnereau Way, which runs north-south through the site, from

Lower Road to Valley Road in the south. The footpath crosses the railway line via an at-grade crossing with no barrier facilities. An audible warning for pedestrians is provided on the northern side of the railway line. This footpath is primarily used for leisure purposes (Photograph 3).

Photograph 3: The Fonnereau Way



- 2.10 Network Rail has previously considered the potential to close the existing at-grade crossing of the railway line on the alignment of the Fonnereau Way and divert this via the Westerfield Road level crossing. At this stage, no formal proposals have been submitted and discussions with various interested parties, including Ipswich Borough Council (IBC) and Suffolk County Council (SCC) are ongoing.
- 2.11 This process is ongoing, and any formal changes to the alignment of the Fonnereau Way may impact upon the requirement to provide the pedestrian and cycle bridge as currently proposed in the SPD. At this stage, the application assumes that the bridge will be provided on the current alignment of the Fonnereau Way.
- 2.12 Development at Henley Gate does not prejudice the diversion of the Fonnereau Way as proposed by Network Rail and once a potential alignment is known this can be considered

further. In principle, Crest are happy to facilitate a suitable connection to allow the diversion to take place.

- 2.13 According to the Suffolk County Council’s Cycling Scheme and Ipswich Cycle Map, the northern segment of Henley Road adjacent to the site is part of the national on-road cycle network. There are several quieter routes that are also indicated as acceptable on-road cycle routes. These routes allow access to Ipswich town centre and a variety of areas around Ipswich. One such route that is indicated as acceptable for cycling runs from Defoe Road and Dale Hall Lane. The route then travels along the western edge of Christchurch Park. The route along the western edge of Christchurch is a dedicated cycle lane, with street lighting and barriers to restrict motor vehicle access.
- 2.14 This cycle network continues east covering Lower Road to the north of the site (Regional Route 48). However, in the proximity of the site there are no dedicated cycle lanes. These routes make up part of the larger Sustrans cycle network. To the west of the site, the Regional Route 48 links in National Route 51, this is a much wider route that travels throughout Suffolk into Essex and continues into the south east.
- 2.15 To demonstrate how far it is reasonably possible to walk and cycle, 2km walking and 5km isochrones are illustrated in **Figure 2.3**.

Figure 2.3 – 2km and 5km Indicative Walking and Cycling Isochrones



Local Facilities

- 2.1 One of the primary factors to be considered when determining the suitability of a new development is its proximity, accessibility and connectivity in relation to key local facilities by non-car modes.
- 2.2 A number of schools and local facilities are located in the vicinity of the site, which are illustrated in **Figure 2.4**. The walking and cycling distances from the site are indicated in **Table 2.1**

Figure 2.4 – Local Facilities Plan

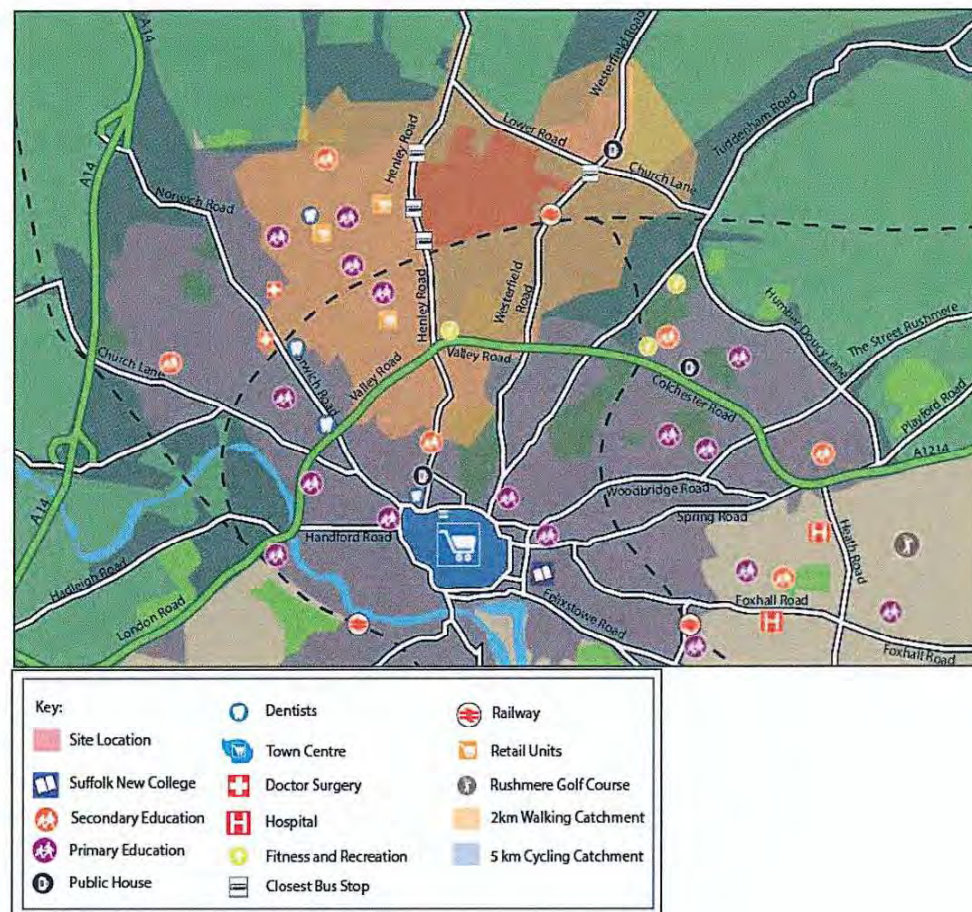


Table 2.1 – Local Facilities

Amenities	Distance (m)	Walking (mins)	Cycling (mins)
Willow Park Montessori Day Nursery	1,930	23	8
Castle Hill Infant and Junior Schools	1,130	13	5
The Meadows Montessori School	800	9	3
Chesterfield Drive GP Surgery	1,770	21	7
Deben Road GP Surgery	1,770	20	7
Ipswich Dentist Garrick Way Dental Surgery	1,130	13	5
East of England Co-operative Convenience Store	640	8	2
ATM	800	10	3
Shops (Food and Non-Food Related)	~1,500	15	6

2.3 **Table 2.1** demonstrates that the site is well connected and accessible by foot and by cycle (within 30 minutes) to a wide range of local amenities in Ipswich, including schools, local shops, doctors and dentists. The site fully complies with local and national policy in this respect offering real transport choice, improving health and well-being and being socially inclusive.

Routes to Schools

2.1 It is important to ensure that major new developments can provide safe walking and cycling routes to local schools. The routes from the site to the nearest primary and secondary schools are shown in **Figure 2.5**.

Figure 2.5 – Walking Routes to Local Schools



- 2.2 In the initial phase of development, the proposed primary school on the site will not be completed, and therefore there will be a need to ensure a safe off-site route for walking. The existing pedestrian network is considered to provide this safe route.
- 2.3 The second phase of the development will include a primary school and the safe walking route to school will be encompassed within the site. A new pedestrian/cycle bridge over the railway is proposed as part of the wider IGS; this will allow a safe walking route to the proposed new secondary school.

Public Transport

Bus Services

- 2.4 Existing bus routes and the location of the closest bus stops to the site are shown in **Figure 2.6**. **Figure 2.6** also includes the services that are within walking distance to the site, these services allow additional access to locations around Ipswich.

Figure 2.6 – Existing Bus Routes and Bus Stops



2.5 The “Larchcroft Road” and “Henley Avenue” bus stop pairs are the closest to the site on Henley Road. Both pairs of stops provide access to bus routes 17, 115 and 116. These stops both have bus pole and flag available at them (**Photograph 4**).

Photograph 4: Henley Road Bus stop



2.6 Further information on local bus services are provided below and in **Table 2.2**.

Table 2.2 Local Bus Service Provision- Henley Road

No.	Destinations	Week	Saturday	Sunday
115	Ipswich - Henley - Debenham	1 service n/bound, 2 services s/bound per day	1 service n/bound, 2 services s/bound per day	-
116	Ipswich - Henley - Debenham	2 hourly (approx.) frequency - 6 services n/bound, 3 services s/bound	2 hourly (approx.) frequency- 5 services n/bound, 3 services s/bound	-
17	Stratford Court - Ipswich Town Centre	1 service per day	-	-

Rail

2.7 Westerfield railway station is located adjacent to the south-east of the site, and is served by a branch line off the Great Eastern Main Line, and has 2 platforms (**Photograph 5**).

Photograph 5: Westerfield Station



2.8 Trains at Westerfield Station provide links to Felixstowe, Lowestoft and stations in between, and also provide a connection to Ipswich Railway Station. The journey time to Ipswich station is approximately 8 minutes.

Table 2.2 Direct Rail Service to Key Destinations: Approximate Frequencies (Mins)

Origin	Destination	Week	Saturday	Sunday
Westerfield	Felixstowe	60	60	60-120
	Lowestoft	50-60	50-60	120
	Ipswich	60	60	120

Summary

- 2.9 The site is located in a sustainable location, within walking and cycling distance of a number of local amenities as well as Ipswich Centre.
- 2.10 There are good public transport linkages from the site via bus and train with regular services to Felixstowe, Ipswich and Lowestoft.

3 POLICY SUMMARY

- 3.1 This section considers the proposed development and the Travel Plan against the backdrop of current national and local policy, specifically in relation to sustainable travel and the aim of reducing single occupancy vehicular trips and reliance on the private car. It also considers current guidance relating to the production of Travel Plans.

National Policy

National Planning Policy Framework (NPPF)

- 3.1 The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied.

- 3.2 One of the 12 core land-use principles within the NPPF includes:

"[to] actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable."

- 3.3 Section 4 of the NPPF deals with 'Promoting sustainable transport.' Paragraph 29 states that:

"the transport systems needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel."

- 3.4 Paragraph 32 sets out the transport issues which should be addressed within Development Plans and decisions. These are:

- *"the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

National Planning Practice Guidance (NPPG)

- 3.5 On 6 March 2014, the Department for Communities and Local Government (DCLG) launched the National Planning Practice Guidance web-based resource. One section relates specifically to Transport and is titled ‘Travel Plans, Transport Assessments and Statements in decision-taking’ and this provides the overarching principles of Travel Plans, Transport Assessments and Statements.
- 3.6 The guidance explains the role of Transport Assessments and Statements as: “ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans)”. The guidance also states that Travel Plans are “long term management strategies for integrating proposals for sustainable travel into the planning process” to promote and encourage sustainable travel. They should be brought forward in parallel with development proposals and should be integrated in to the design of developments.

Department for Transport Documents

- 3.7 The Department for Transport [DfT] have produced a number of documents providing guidance on Travel Plans, including ‘Making residential travel plans work: guidelines for new development (2007)’ and ‘Good Practice Guidelines: Delivering Travel Plans through the Planning Process (2009)’. These guidelines include a Travel Plan pyramid, which sets out five key tiers to a successful residential Travel Plan. This Pyramid is reproduced in **Figure 3.1**.

Figure 3.1 - Travel Plan Pyramid



- 3.8 Considering the above tiers, the first tier considers site location. This is seen as a key element by the guidance and one that underpins ‘all the other aspects of accessibility of the site’.
- 3.9 The second tier ‘comprises the fundamental characteristics that need to be incorporated into the design of the site from an early stage in order to reduce the need to travel and support walking, cycling and bus use’. This effectively relates to the physical measures that can be delivered as part of the development to ensure it ties into the sustainable transport network as effectively as possible.
- 3.10 The third tier puts in place ‘the resource to facilitate and develop the measures in the plan’. This effectively means the identification of a suitable person to lead the Travel Plan process and ensure the effective management and development of the Travel Plan.
- 3.11 The fourth tier then goes on to consider ‘the services that will need to be obtained for the site’ and primarily relates to the ‘soft’ travel planning measures, whilst the fifth and final tier looks at ‘promotion, marketing and awareness raising to ensure adequate take-up of these services and to communicate the travel plan to residents’.

Ipswich Garden Suburb Supplementary Planning Document Interim (Adopted March 2017)

- 3.12 IBC adopted this Supplementary Planning Document in March 2017 to guide the future development of the IGS. The SPD sets out the framework for the comprehensive development of the IGS and guidance with respect to specific issues, including transport.
- 3.13 Chapter 6 of the SPD sets out the Transport Strategy for the IGS, to ensure that it delivers a “fully integrated sustainable urban extension which offers real travel choices for its residents and retains travel within the development, insofar as possible”.
- 3.14 The transport strategy combines measures to facilitate travel by non-car modes, together with a package of measures that manage travel by car, whilst facilitating the necessary vehicle access to the site and seeking to manage additional vehicle trips generated.
- 3.15 The package of measures set out to maximise travel by sustainable modes includes:
- *“High quality provision for pedestrians and cyclists;*
 - *Convenient provision for bus travel;*

- *Measures to encourage travel by train;*
- *Travel planning to improve information on and opportunities for travel by sustainable modes”*

3.16 The measures to manage vehicle access and additional vehicle movements on the local highway network include:

- *“An approach to car parking provision at destinations within the development (such as schools and the district centre) which balances practical and commercial needs with the ability to walk, cycle and travel by bus;*
- *Limiting points of vehicle access onto the existing highway network to a small number of controlled junctions at Henley Road and Westerfield Road, and potentially Tuddenham Road;*
- *Providing access to the development for cars in such a way that the traffic impacts can be distributed across the network;*
- *Limiting the potential use of the site as a through route to other destinations;*
- *A series of off-site highway works to manage capacity at existing junctions; and*
- *Measures to manage traffic speed in nearby Westerfield village and on surrounding residential streets to discourage their use as alternatives to the strategic highway network.”*