

# LANWADES WOODLAND PARK, KENTFORD

## Framework Travel Plan

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Framework Travel Plan  
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### APPENDICES

#### APPENDIX 01 – ACTIVE TRAVEL CATCHMENT

# 1 INTRODUCTION

1.1 RPS are instructed by Lochailort Kentford Ltd to provide transport planning services in support of a planning application for the residential development located to the south-west of Kentford, Suffolk, on land currently occupied by the Animal Health Trust site.

1.2 The development is being provided as two separate proposals, with two separate planning applications. The two proposals, referred to as Full Application Site and Hybrid Application Site, are explained below:

- Full Application Site – Detailed Application for 302 Dwellings:

*Demolition of existing buildings on site, and phased redevelopment to provide 302 residential units alongside a 386sq.m retail/ commercial building (Use Class E), conversion of the existing listed stable block of 621sq.m to community/ commercial use (Use Class F2/ E), provision of open space, play space, and associated infrastructure and car parking.*

- Hybrid Site – Hybrid Application for 860 Dwellings, plus a 90-Bed Care Home:

*Demolition of existing buildings on the eastern site, currently in Use Class E, and redevelopment to provide 302 residential units alongside a 386sq.m retail/ commercial building (Use Class E), conversion of the existing listed stable block of 621sq.m to community/ commercial use (Use Class F2/ E), provision of open space, play space, and associated infrastructure.*

*In outline with all matters reserved except access: Phased redevelopment of western site currently in Use Class E to provide up to 558 units, a care home of up to 90 beds, and a single form entry primary school, employment units with c.850sq.m of Floor Area, open space, play space, new access and associated infrastructure.'*

1.3 As the two applications overlap in content, this document as one Travel Plan (TP) has been prepared to cover both development scenarios. The TP will consider scenarios where either the Full Application Site or Hybrid Site are implemented. A TP is a living document through the life of a development and will be adjusted to suit the development that comes forward.

1.4 West Suffolk District Council ('WSDC') are the local planning authority and Suffolk County Council ('SCC') are the local highway authority. East Cambridgeshire District Council ('ECDC') oversees the extent of publicly maintainable highway to the north of the B1506 and is referenced as well within this TP.

1.5 This TP has been prepared in accordance with the National Planning Policy Framework ('NPPF'), Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements', and various SCC and WSDC policies as they relate to transport and sustainable development.

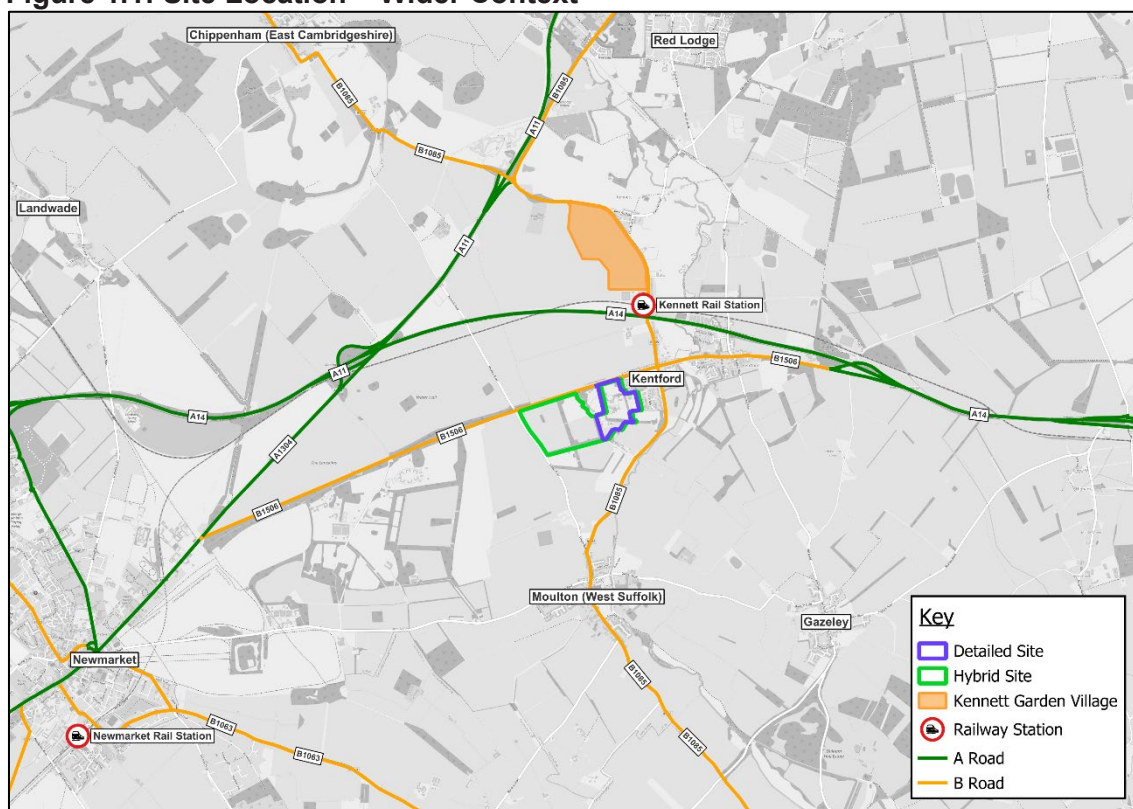
## Site Description and Proposed Development

1.6 Kentford is located along the B1506 that connects Newmarket with Bury St. Edmunds. The site is found approximately 26km northeast of Cambridge, 15km west of Bury St. Edmunds and 6km northeast of Newmarket.



- |      |  |
|------|--|
| 1.7  | The site comprises previously developed land and is situated in a sustainable location within walking distance of a train station, a local shop, post office, two public houses and a wide range of commercial premises. |
| 1.8  | At approximately 120 acres in size, it is bound by the B1506 and Cambridgeshire to the north, existing residential dwellings along Jeddah Way to the east, existing woodland to the south, and School Road to the west.  |
| 1.9  | To the north is the 'Kennett Garden Village' development which is located to the north of Kennett Rail Station.  |
| 1.10 | The location of the site is shown below in <b>Figure 1.1</b> , along with context to the wider area.   |

### Figure 1.1: Site Location – Wider Context



- 1.11 As presented above, the Full Application Site is situated to the east highlighted in blue and within the boundary of the Hybrid Site which includes both the blue and green area.
- 1.12 In addition to the housing element, the development proposals will also include an on-site educational facility, community facilities, a care home, commercial areas including a new shop, green space, allotments, meadows, play fields, walking paths, dog walking paths, various play space opportunities, and landscaping. A road route is proposed through the site, utilising the existing accesses at Sire Lane and Sir Graham Kirkham Avenue plus two new vehicular accesses onto the B1506 to the western end of the site.

## The Travel Plan

- 1.13 A Travel Plan is a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is reviewed regularly.
- 1.14 A Travel Plan involves identifying an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on reducing reliance on single occupancy car journeys. It can also assist in meeting a range of other objectives, as discussed elsewhere in this document. The Travel Plan covers all aspects of travel behaviour to, from and within the site including:
- Residents travelling to / from the residential units;
  - Users travelling to / from the car park; and
  - Servicing and deliveries.
- 1.15 The emergence of Travel Plans has been an important development in transport policy. Travel Plans demonstrate that the environmental improvement sought from the transport sector can be achieved at a local level and can contribute towards easing congestion, especially during peak periods.
- 1.16 A well-developed Travel Plan can mitigate adverse traffic impacts of a development, and the Government recognises their importance in achieving improvements in transport conditions at the local level. The Department for Health publication 'Choosing Health: Making Healthy Choices Easier (2004)' recognised the health benefits of walking and cycling. Active travel as part of a Travel Plan enables people to enjoy these health benefits as part of their daily routine.
- 1.17 At this stage in the development process, empirical data of travel behaviour is unknown. The Travel Plan proposes the potential modal shift outcomes linked to appropriate measures aimed at encouraging more sustainable travel, with an emphasis on reducing single occupancy car use.

## Report Structure

- 1.18 This Framework Travel Plan (FTP) sets out the objectives and suggests a package of measures to promote and provide for the use of more sustainable modes of travel. A strategy for implementation, target setting, and monitoring is also covered. This FTP is structured as follows:
- **Section 2** – Review of the existing conditions at the site and surrounding transport networks. This focuses on the accessibility of the site by non-car modes of travel.
  - **Section 3** – Review of Local and National Planning Policies in relation to the development proposals.
  - **Section 4** – Sets out the Aims and Objectives of the FTP.
  - **Section 5** – Description of the likely multi-modal trip generation and proposed targets.
  - **Section 6** – Presents the Travel Plan Management and includes details of the Travel Plan Co-ordinator (TPC) and the identification of other partners.
  - **Section 7** – Sets out the package of measures and includes the 'hard' and 'soft' measures to achieve the targets.

- **Section 8** – Provides the details of the review and monitoring strategy for the development.
- **Section 9** – Provides the Action Plan for the development summarising the post-occupational practice to promote sustainable travel and programme for delivering the measures.

## 2 SITE ASSESSMENT

- 2.1 This chapter provides an outline of the development proposals and the accessibility of the site including the existing local pedestrian, cycle, public transport, and highway networks, together with access to local amenities. Details of access for the mobility impaired is also included.

### Development Overview

- 2.2 The site is located to the south of B1506. The existing site location and site boundary is shown in **Figure 1.1**.
- 2.3 Historically associated with the farming and horseracing industries, the village of Kentford forms a significant part of the economic catchment of nearby Newmarket – a well-known international centre for horseracing and equestrian health services.
- 2.4 The site is bound to the north by B1506 and farmland, to the east by residential units, to the south by farmland and to the west by an events venue.
- 2.5 The site is served by a singular vehicle access provided via Sire Lane to the north of the site. Sire Lane is a two-way, single carriageway road. With single footway provision on the east side of the carriageway.
- 2.6 The site is located approximately 650m west from Bury Road (B1506) that comprised of the centre of Kentford. Bury Road (B1506) provides access to facilities and amenities in Kentford.
- 2.7 The site is located approximately 550m west from Business Park bus stop, providing access to services to Newmarket and Bury St Edmunds. National Rail services are provided at Kennett Railway Station on Station Road, approximately 1.3 km from the site.

### Walking & Wheeling

#### B1506

- 2.8 The B1506 forms the main route between the Site and Kentford village centre. The footway along the southern edge of the B1506 as it forms the northern boundary of the Site is approximately 1.5m in width. The footway runs the length of the road from the B1506 / Station Road junction before terminating to the west at the laybys approximately 425m east of the B1506 / Norwich Road / School Road priority crossroads junction. **Figure 2.1** shows the existing condition of the portion of the B1506 footway near Site access at Sire Lane.

**Figure 2.1: B1506 (facing east – showing Sire Lane access)**



Source: Google Maps Streetview (Imagery May 2023, Accessed February 2024)

- 2.9 The footways that help form the northern boundary of the Site are accompanied by dropped kerbs at most crossings and street lighting is present for a segment along the B1506 east of the main access to the former AHT site. No dropped kerbs are present across the Lanwades Business Park access.
- 2.10 As the B1506 footway continues east from the Site, it crosses Moulton Road without dropped kerbs before switching over to the northern side of the B1506 near The Bell Inn pub (with dropped kerbs and tactile paving). The footway then becomes approximately 2m wide and follows the B1506 further east. This segment is mostly street-lit.
- 2.11 Approximately 250m east of the B1506 / Station Road crossroads, the northern edge footway meets a Zebra crossing, and the footway continues along both sides of the B1506. **Figure 2.2** shows the crossing.



**Figure 2.2: B1506 Zebra Crossing No.1**



Source: Google Maps Streetview (Imagery May 2023, Accessed February 2024)

- 2.12 As both footways continue through Kentford and towards the junction of the B1506 / Herringswell Road, the southern footway narrows to approximately 1m, shown to the right as it passes the Old Stud House within **Figure 2.3**.

**Figure 2.3: B1506 (facing east towards B1506 / Herringswell Road junction)**



Source: Google Maps Streetview (Imagery December 2022, Accessed February 2024)

- 2.13 As the footways continue east, street lighting becomes more present, and the northern edge footway widens to approximately 3m as it approaches the B1506 / Herringswell Road junction. The southern edge footway maintains a width of approximately 2m.
- 2.14 A second Zebra crossing along the B1506 is located approximately 50m west of the B1506 / Herringswell Road junction and shown below in **Figure 2.4**.

**Figure 2.4: B1506 Zebra Crossing No.2 (facing east)**



Source: Google Maps Streetview (Imagery May 2022, Accessed February 2024)

- 2.15 At the junction of the B1506 / Herringswell Road, the northern footway crosses Herringswell Road via dropped kerbs and tactile paving. The southern footway crosses Gazeley Road and is also accompanied by dropped kerbs. Both footways continue east along the B1506; the southern footway terminates approximately 260m east from the B1506 / Herringswell Road junction whilst the northern footway continues and narrows to approximately 1m, before widening again near Flint Cottages (near Phoenix Bike Park).
- 2.16 **Figure 2.5** shows the northern footway as it approaches Flint Cottages.



**Figure 2.5: B1506 (facing east)**



Source: Google Maps Streetview (Imagery April 2023, Accessed February 2024)

## **B1506 / Station Road Junction**

- 2.17 As the B1506 footway approaches the B1506 / Station Road crossroads junction, it crosses the southern Moulton Road arm and is not accompanied by dropped kerbs.
- 2.18 From the junction's western B1506 arm, pedestrians travelling on the southern footway can either continue straight across Moulton Road and cross over to the north side of the B1506 after The Bell Inn pub, head south along Moulton Road, or cross both Moulton Road and B1506 to continue north towards Kennett Station along Station Road. However, it is likely that most pedestrians crossing from the western B1506 arm of the junction to head north along Station Road will follow a desire line that crosses the junction diagonally.
- 2.19 **Figure 2.6** shows the existing condition of the crossroads junction.

**Figure 2.6: B1506 / Station Road Crossroads (facing east)**



Source: Google Maps Streetview (Imagery May 2023, Accessed February 2024)

## **B1506 / Herringswell Road Junction**

- 2.20 Where the B1506 footways moving east from the B1506 / Station Road junction meet the B1506 / Herringswell Road junction, the northern footway crosses Herringswell Road via dropped kerbs and tactile paving. The southern footway crosses Gazeley Road via dropped kerbs. While there are no crossing facilities on the eastern arm of the junction, the Zebra crossing along the B1506 to the west of the junction provides a facility for pedestrians to cross to the northern footway.
- 2.21 **Figure 2.7** shows the existing condition of the junction.

**Figure 2.7: B1506 / Herringswell Road (facing east)**



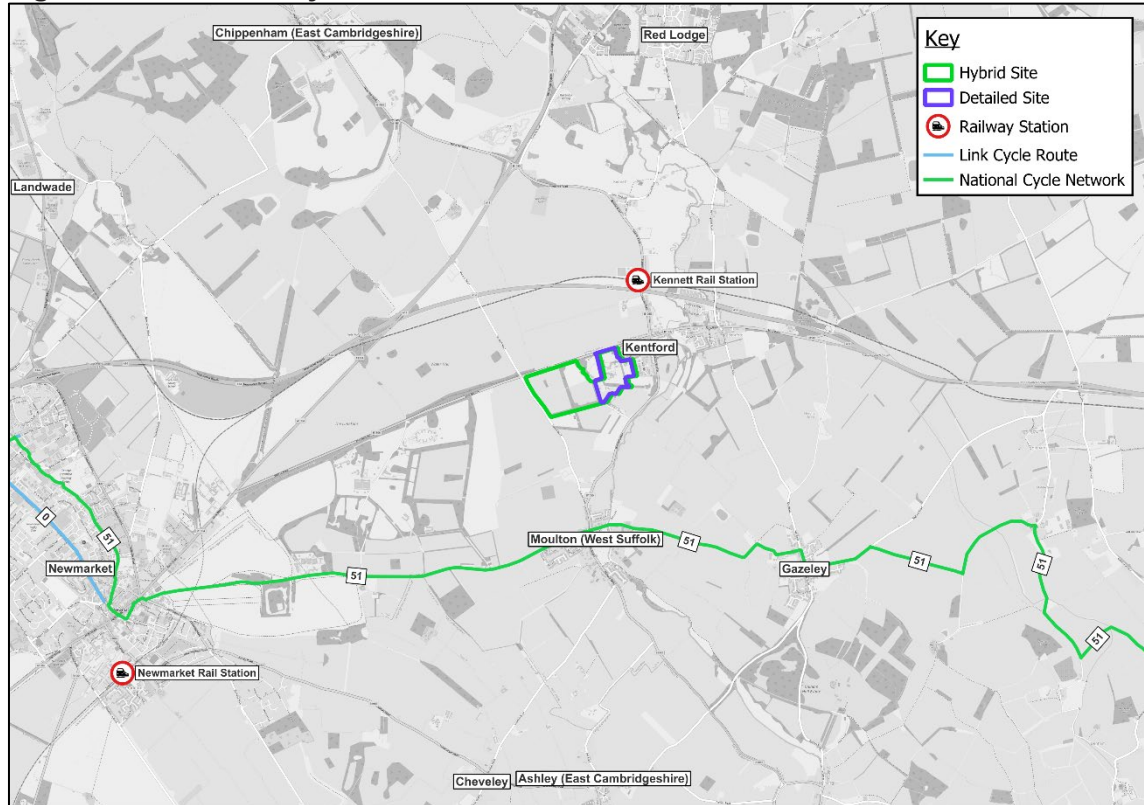
Source: Google Maps Streetview (Imagery May 2022, Accessed February 2024)

## Cycling

- 2.22 The existing environment within and around Kentford caters largely to experienced cyclists who are likely to be commuting further afield or through Kentford, as the cycle network is shared with vehicles on the local road network.
- 2.23 The Sustrans National Cycle Route 51 ('NCR 51') passes through Moulton approximately 1.5km south of the Site (approx. 10-minute cycle). It connects Oxford and Colchester via Newmarket and Bury St Edmunds, and the route is largely on-road between Newmarket and Bury St Edmunds.
- 2.24 **Figure 2.8** shows the Site's location in relation to NCR 51.



**Figure 2.8: National Cycle Route 51**



Source: © OpenStreetMap Contributors

## Accessibility via Active Travel to Key Local Facilities

- 2.25 In accordance with National and Local planning policy and guidance, land use development sites should be accessible by a variety of transport modes – thereby resulting in less reliance on the private car.
- 2.26 To assess the potential for walking and / or cycling between the Site and key local destinations, it is important to establish the maximum distance that people are generally willing to walk or cycle under average active travel infrastructure conditions. Manual for Streets (Paragraph 4.4.1) states the following:
- “Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.”**
- 2.27 While dependent on available infrastructure and other circumstances, these trips – in conjunction with shorter trips also suitable for walking – are an important focus when considering access to local facilities for a proposed development. The distance that people are willing to cycle varies based on their ability, the quality, safety, and provision of infrastructure, and available destinations.

2.28 Regarding cycling, LTN 1/20 states that:

**“13.6.3 An average speed of 10mph provides a baseline for calculating cycle journey times but this needs to be modified to take account of any steep or long hills on a route.”**

2.29 Furthermore:

**“5.1.2 Urban cycling speed averages between 10mph and 15mph but will typically vary from 5mph on an uphill gradient to around 40mph on a prolonged downhill gradient and cyclists may be capable of up to 25mph on flat unobstructed routes.”**

2.30 LTN 1/20 also states that:

**“Two out of every three personal trips are less than five miles [(eight kilometres)] in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking.”**

2.31 The Institution of Highways and Transportation (IHT) ‘Guidelines for Providing Journeys on Foot’ (2000) suggest acceptable, desirable, and maximum walking distances, as shown in **Table 2.1**.

**Table 2.1 Acceptable, Desirable and Maximum Walking Distances**

| Definition        | Walking Distances (m) |                     |           |
|-------------------|-----------------------|---------------------|-----------|
|                   | Town Centres          | Commuting / Schools | Elsewhere |
| Desirable         | 200                   | 500                 | 400       |
| Acceptable        | 400                   | 1,000               | 800       |
| Preferred Maximum | 800                   | 2,000               | 1,200     |

Source: IHT ‘Guidelines for Providing Journeys on Foot’

2.32 It is evident from **Table 2.1** that walking offers a great potential to replace short car trips, particularly, but not exclusively, for trips 2km or less.

2.33 To measure distances of local facilities from the centre of the Site, distances and times have been obtained from Google Maps, taking into consideration the existing active travel network and potential routes expected to be taken by pedestrians and cyclists. The centre point to measure each distance and journey time has been taken from centre of the Site’s internal transport network.

2.34 **Table 2.2** identifies the walking and cycle distance and time to local facilities measured from the access to the Site. This is not an exhaustive list, but rather an example of distances and travel times to local facilities from the centre of the Site.

**Table 2.2: Journey Distance to Local Facilities (From Site Centre)**

| Facility                            | From Full Application Site |                             |                           | From Hybrid Phase |                             |                           |
|-------------------------------------|----------------------------|-----------------------------|---------------------------|-------------------|-----------------------------|---------------------------|
|                                     | Approx. Distance           | Approx. Walking Time (Mins) | Approx. Cycle Time (Mins) | Approx. Distance  | Approx. Walking Time (Mins) | Approx. Cycle Time (Mins) |
| <b>Public Transport</b>             |                            |                             |                           |                   |                             |                           |
| Business Park Bus Stops             | 850m                       | 11                          | -                         | 1,400m            | 17                          | -                         |
| Post Office Bus Stops               | 1.1km                      | 14                          | -                         | 1.6km             | 19                          | -                         |
| Kennett Rail Station                | 1.7km                      | 21                          | 5                         | 2.2km             | 29                          | 6                         |
| <b>Local Facilities</b>             |                            |                             |                           |                   |                             |                           |
| Kentford Post Office and local shop | 1.1km                      | 14                          | 4                         | 1.6km             | 19                          | 5                         |
| Lanwades Business Park              | 800m                       | 11                          | 3                         | 1.3km             | 16                          | 4                         |
| The Bell Inn                        | 1.0km                      | 14                          | 2                         | 1.5km             | 18                          | 4                         |
| St Mary the Virgin Church           | 1.5km                      | 20                          | 5                         | 2.0km             | 26                          | 6                         |
| Kentford at Newmarket Public House  | 1.7km                      | 23                          | 5                         | 2.2km             | 29                          | 7                         |
| Kentford & Kennett Village Hall     | 2.0km                      | 29                          | 7                         | 2.6km             | 35                          | 8                         |
| Newmarket                           | 6.3km                      | -                           | 19                        | 6.0km             | -                           | 18                        |
| Red Lodge                           | 6.0km                      | -                           | 17                        | 6.2km             | -                           | 18                        |
| <b>Schools</b>                      |                            |                             |                           |                   |                             |                           |
| Kennett Primary School              | 2.4km                      | 32                          | 8                         | 2.9km             | 39                          | 8                         |

Source: Google Maps

- 2.35 As can be seen from **Table 2.2**, there is a range of local facilities including bus stops, railway stations, and other services within either acceptable or the preferred walking distance and within acceptable cycling distance of both the Full Application Site and Hybrid Site. It should be noted that the closest point of the Site from Sire Lane would have a shorter catchment to local facilities e.g. 10 minutes to Kennett Station.
- 2.36 The Site's proximity to Kennett Station and the A14 also establishes good access to amenities, facilities, and services offered by Newmarket, Bury St Edmunds, Cambridge, and Ipswich.

- 2.37 It is worth noting that several other facilities will be delivered within the local area as part of the Kennett Garden Village development detailed further at the end of this section. The 'Garden Village' development has consent to deliver:
- Up to 500 residential units;
  - Up to 4,899 sqm of C2 floorspace;
  - Village Core;
  - Primary School (up to 2,790sqm);
  - 30% affordable housing;
  - Health Care Building;
  - Drinking establishments, restaurants/café/retail, commercial office, storage; and industrial space;
  - Self-build plots;
  - Delivery of a Perimeter Road;
  - Junction modifications to Station Road;
  - 12.5 ha of greenspace;
  - 1.5-acre village green, open space, play space, ponds;
  - A new 110 place special education school at Littleport and East; and Cambridgeshire Academy.
- 2.38 In conjunction with potential cycling infrastructure that conforms to the five core principles detailed within LTN 1/20, the Site will be well connected to the wealth of internal and external facilities and amenities that both the Site and greater Kentford / Kennett area provides.

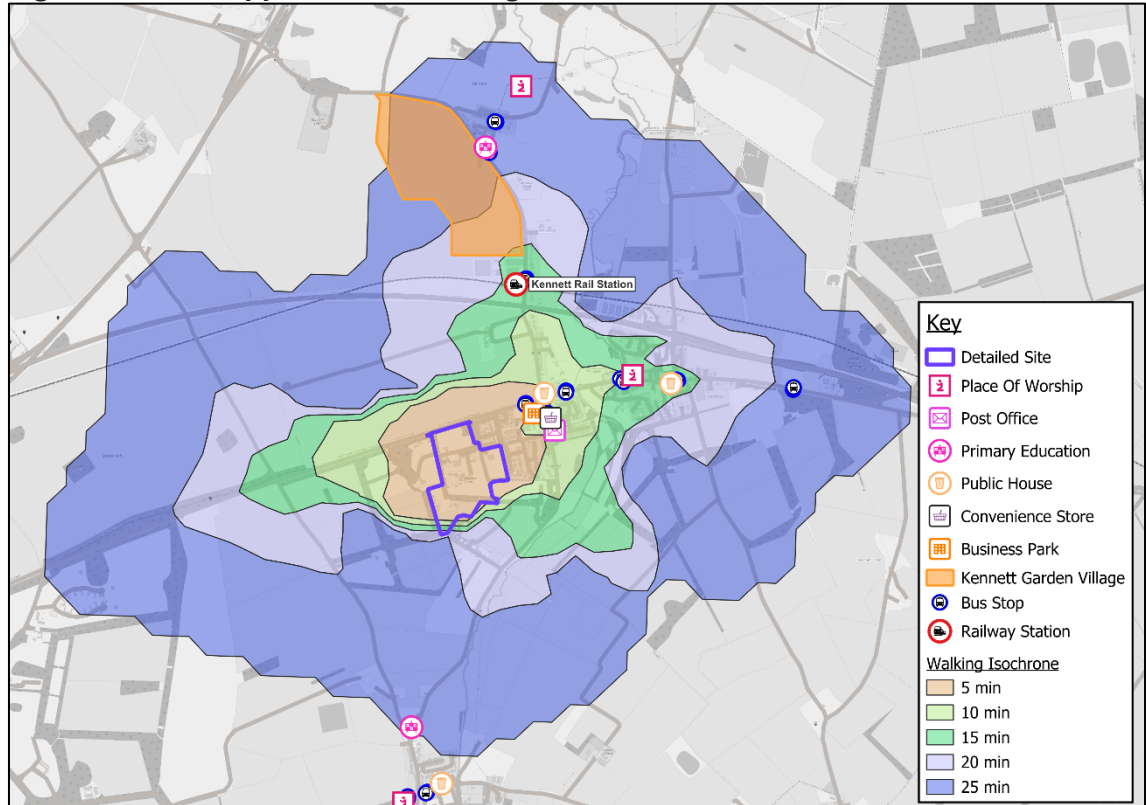
## Catchment

- 2.39 Using the guidelines outlined above, walking, and cycling catchment plans using TRACC have been created to visualise the relative distances achievable to local facilities utilising the existing active travel infrastructure around the development Site. These catchment plans show 'buffer' zones that indicate an approximate travel time from the centre of the proposed Site.
- 2.40 To accurately gauge the walking and cycling times to facilities, the MfS-suggested average walking speed (80m / minute) and indicative average cycling speed (200m / minute) have been used.

## Walking

- 2.41 The walking catchment plan, as shown in **Figure 2.9** and **Figure 2.10**, indicates the relative walking distance based on the MfS guidance (max. 2km at 80m / minute) to several key facilities listed in **Table 2.2** from the centre of the Full Application site and Hybrid Phase site, respectively.

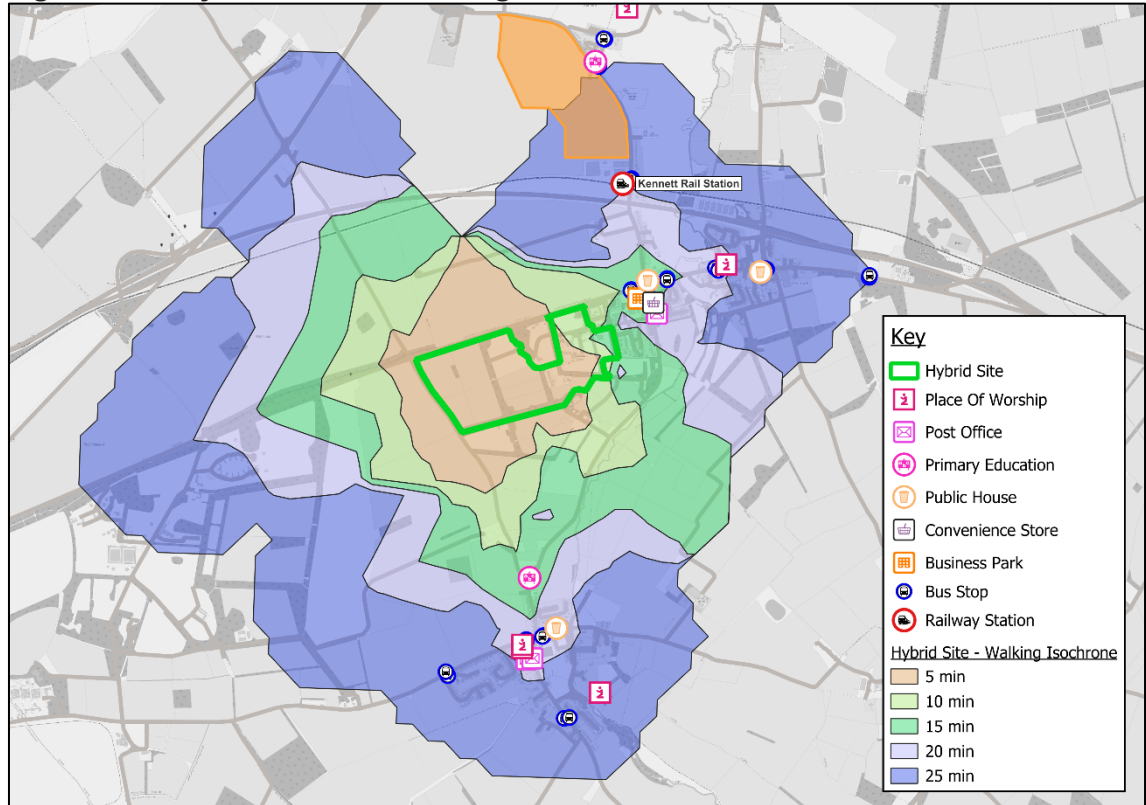
**Figure 2.9: Full Application - Walking Catchment**



Source: ©OpenStreetMap Contributors



**Figure 2.10: Hybrid Phase – Walking Catchment**

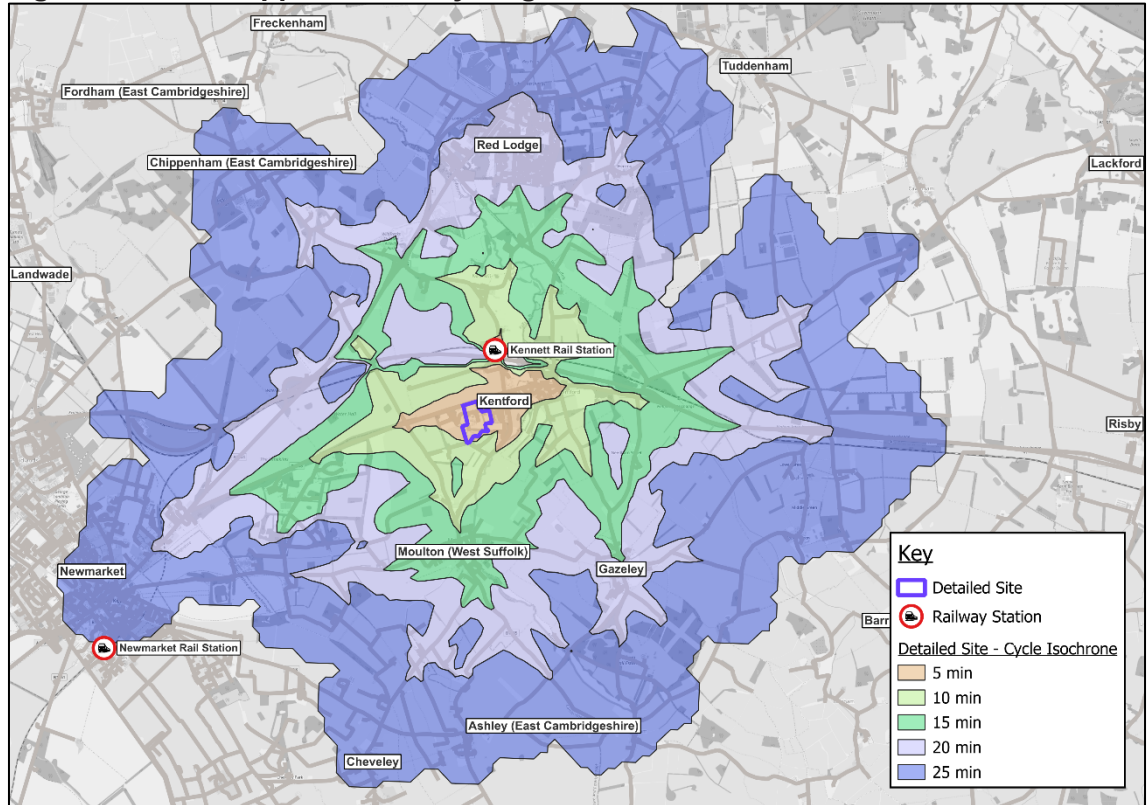


Source: ©OpenStreetMap Contributors

## Cycling

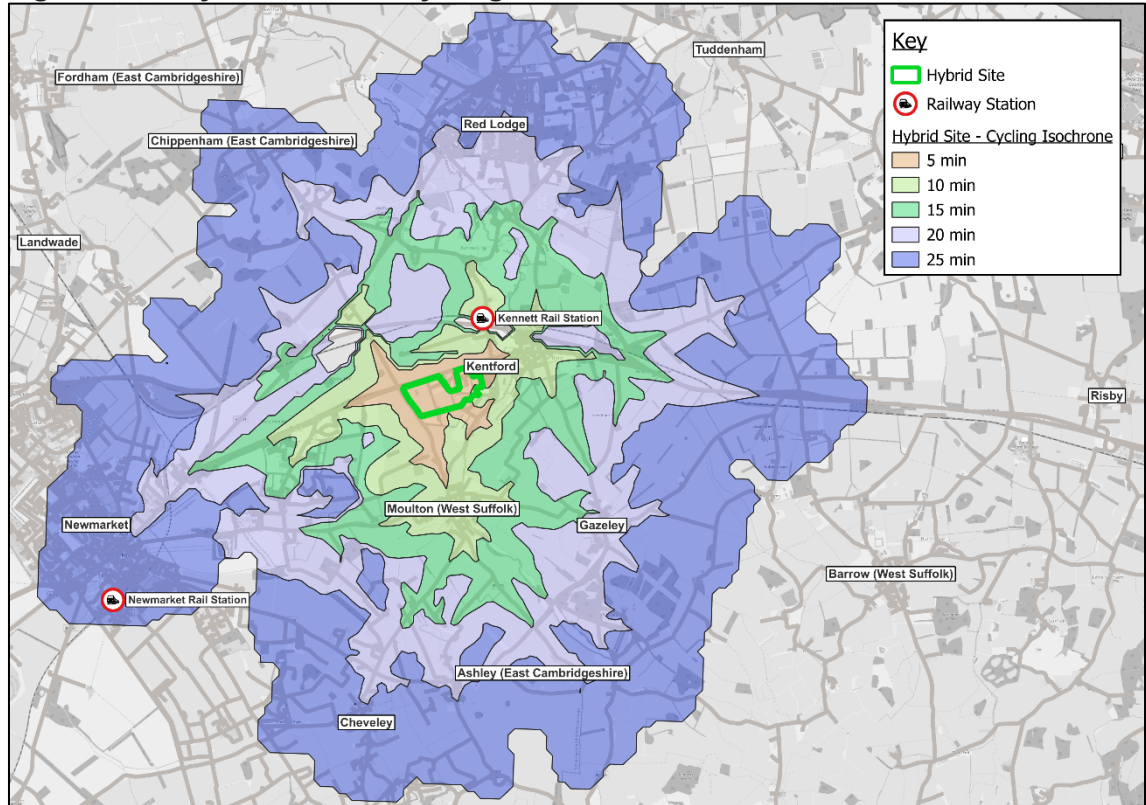
- 2.42 In addition to the walking catchment plan, a cycling catchment plan provides an indicative representation of the areas and distances reachable via cycle from the centre of the Site, for Full Application and Hybrid Phase, is presented below.
- 2.43 Because of the measured variability in average cycling speeds mentioned in the MfS and LTN 1/20, the suggested cycling speeds from Google Maps based on local topography have been used to crosscheck the cycling time outputs shown on the catchment plan. The catchment plan has been produced by using an average cycling speed of 200m per minute up to a maximum distance of 5km.
- 2.44 **Figure 2.11** shows the cycling catchment plan for the Full Application site, while **Figure 2.12** shows the cycling catchment plan for the Hybrid Phase site.

**Figure 2.11: Full Application – Cycling Catchment**



Source: ©OpenStreetMap Contributors

**Figure 2.12: Hybrid Phase – Cycling Catchment**



Source: ©OpenStreetMap Contributors

2.45 Both catchment plans can be viewed in full at **Appendix 01**.

## Public Rights of Way

2.46 Public Rights of Way (PRoW) are protected segments of publicly maintainable highway overseen by a highway authority. For the Kentford area, PRoWs are managed either by SCC or Cambridgeshire County Council (CCC).

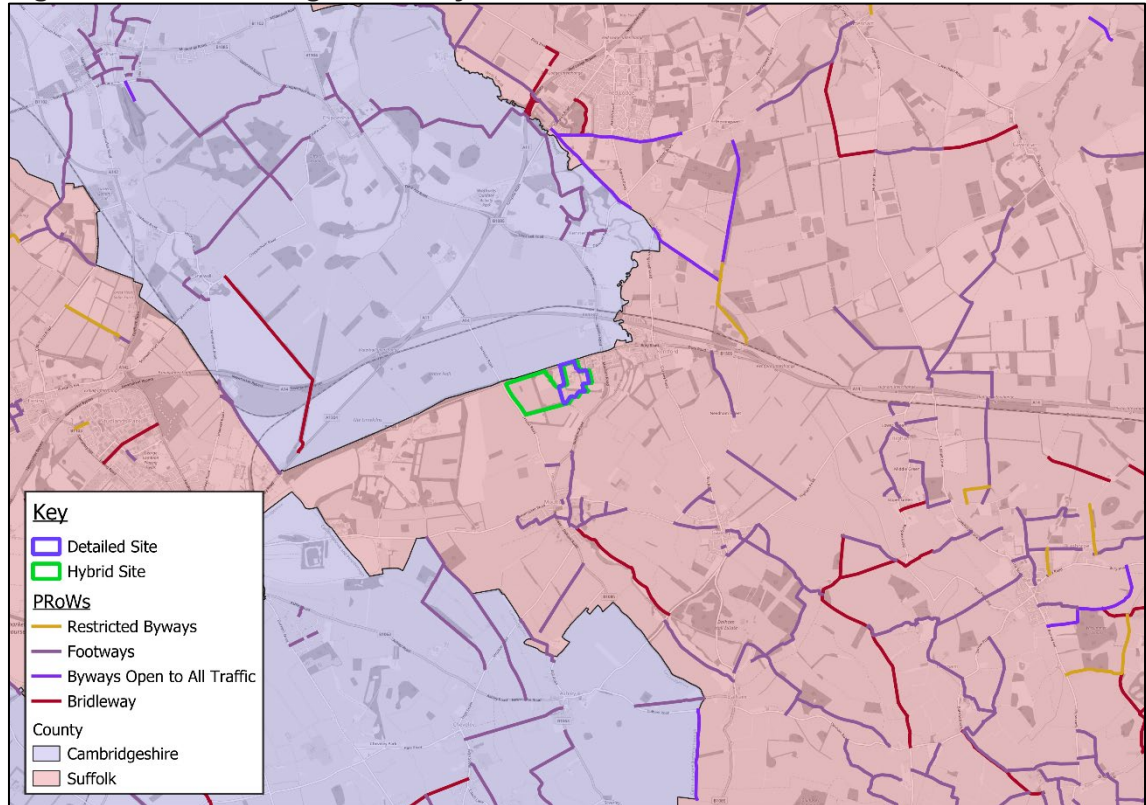
2.47 PRoWs can be classified into four different types:

- Footpath – intended for pedestrians only;
- Bridleway – intended for pedestrians, equestrians, and cyclists;
- Restricted Byway – open to any form of transport except motor vehicles; and
- Byway open to all traffic – open to any form of transport.

2.48 SCC are currently in the process of creating and publishing a digital PRoW map for the county. The county currently maintains only physical definitive maps showing the legal extents of PRoWs.

2.49 As the site falls near SCC's boundary with CCC, public rights of way within CCC were also examined. As shown in **Figure 2.12**, the closest available PRoW is approximately 1km to the south, provided access into Moulton.

**Figure 2.12: Public Rights of Way**



Sources: Cambridgeshire County Council; Google Maps

- 2.50 The introduction of pedestrian infrastructure along Station Road as part of the Kennett Garden Village committed development will provide a viable route for future site residents to access the PRoWs located to the north.

## Future Walking/Wheeling Conditions

### Shared Cycleway

- 2.51 The proposed development will have multiple pedestrian and cycle connection points into the surrounding network. As part of the Full Application, pedestrian and cycle access can be taken from the two existing vehicle access points at Sir Graham Kirkham Avenue and Sire Lane. As part of the off-site improvements, a shared cycleway will be constructed along the southern edge of the B1506, running from Sir Graham Kirkham Avenue eastwards to The Bell Junction.
- 2.52 The shared cycleway, measuring a minimum of 3.0m, will provide a connection from the sites' several access points to the Bell junction. From this point, pedestrians and cyclists will be able to access Kennett Post Office to the south, via the B1085 (Moulton Road, and Kennett Railway Station via a proposed pedestrian crossing permitting access to Station Road.
- 2.53 The shared cycleway will also provide a connection to new bus stops proposed along the B1506 which will be described in more detail in this chapter.



- 2.54 As part of the Outline Phase, the pedestrian footway along the southern edge of the B1506 will change status to a shared cycleway. This will be achieved by widening and improving condition of this footway with a level surface throughout.
- 2.55 The footway improvements will run from the site's proposed internal cycleway access, along the B1506, and run eastwards to the Bell Junction. At the Bell Junction, a pedestrian crossing will be provided, heading north, permitting a safe route towards Kennett Railway Station.
- 2.56 Further, as part of the Outline Phase, a shared cycleway route will run through the site, running on a northeast southwest axis. The through route will measure approximately 3m in width and run from the B1506 to School Road. This through route will increase site permeability for pedestrians, and cyclists both. To the north the proposed cycleway will permit access to two proposed bus stops along the B1506, and to the south, the through route will permit access to School Road which is subject to infrastructure improvements which will provide a circa 2m footway to / from Moulton.
- 2.57 To encourage active travel through and to/from the site, proposals include the provision of a footway along School Road. The footway would permit a pedestrian connection to the village of Moulton, including to Moulton CEVC Primary School.

## Public Transport

### Bus

- 2.58 The nearest bus stop to the site is situated along the B1056, approximately 200m east of the site. The bus stop provides access to westbound running services. The stop is provided with shelter and a bus flag, which provides timetabling and routing information on the available services.
- 2.59 The bus stop provides access to four day-time routes, these route to several locations including Newmarket and Bury St Edmunds. Information regarding these routes timetables and routing is provided below in **Table 2.3**.

**Table 2.3: Summary of Bus Services**

| Bus Number | Route  | Frequency |         |     |
|------------|--|-----------|---------|-----|
|            |  | Mon-Fri   | Sat     | Sun |
| 16*        | Newmarket – <b>Kentford</b> – Red Lodge – Mildenhall – Forham – Bury St Edmunds                    | 2 / day   | -       | -   |
| 16A**      | Newmarket – <b>Kentford</b> – Red Lodge – Red Lodge – Mildenhall – Bury St Edmunds                 | 1 / day   | -       | -   |
| 312^       | Newmarket – <b>Kentford</b> – Moulton – Denham – Barrow – Great Saxham – Westley – Bury St Edmunds | 1 / 2hrs  | 2 / day | -   |
| X16**      | Newmarket – <b>Kentford</b> – Bury St Edmunds  | 1 / day   | -       | -   |

Source: Suffolkonboard

Note: \* - One service a day is a School Service

\*\* - School Bus

^ - Service runs on Wednesday only

- 2.60 As presented above, bus services available within the vicinity of the site offer routes to a range of destinations including Denham, Red Lodge, Mildenhall, Bury St Edmunds, and Newmarket. However, the services are principally only for access to schools within Newmarket and Bury St Edmunds, namely St Benedict's Catholic School and St Louis School within Bury St Edmunds.

## Rail

- 2.61 Kennett Railway Station is located approximately 1,700m walk from the centre of Full Application Site and 2,200m walk from the centre of the Hybrid Site. The station is accessible from the Full Application Site via a circa 21-minute walk, or a 5-minute cycle; and is accessible from the Hybrid Site via a 29-minute walk, or a 6-minute cycle.
- 2.62 The station provides 22 cycle parking spaces, including two cycle lockers, located adjacent to Platform 1. Regarding the stations' accessibility, step-free access is available to all platforms at the station. Ticket machines are also available at the station, for purchase and collection of pre-paid tickets.
- 2.63 Kennett Railway Station is operated by greateranglia railway operator, who provide services to Cambridge, and Ipswich. A summary of these services is provided in **Table 2.4**, below.

**Table 2.4: Summary of Rail Services**

| Destination | Via   | Frequency |        |          | Journey Time (mins) |
|-------------|---|-----------|--------|----------|---------------------|
|             |   | Mon-Fri   | Sat    | Sun      |                     |
| Cambridge   | Newmarket   | 1 / hr    | 1 / hr | 1 / 2hrs | 31                  |
| Ipswich     | Bury St Edmunds, Thurston, Elmswell, Stowmarket, Needham Market | 1 / hr    | 1 / hr | 1 / 2hrs | 48                  |

Source: greateranglia

- 2.64 The above highlights a typical non-peak hour weekday period. However, it is important to note that Kennett station provides two services to Cambridge in the morning peak hour, with services

at 07:05 and 07:42. These services provide an easily commutable option to those travelling to Cambridge, or Newmarket. This will be an attractive journey for those working in central Cambridge due to restrictions on parking availability in this area.

## Future Public Transport Conditions

### Bus Proposals

- 2.65 As part of the proposed development, an existing bus route that serves Kentford is proposed to be enhanced with more frequent services, serving new proposed bus stops in vicinity of the site. The route will mainly serve to provide a viable public transport service within and around Kentford and to both Newmarket and Bury St Edmunds. Surrounding towns, including Barrow and Great Saxham will also be served by the service as well. As the existing Route 16 only provides school services, the proposed bus route will aim to bridge the gap and provide a reliable and effective public transport option for future Kentford residents.
- 2.66 It is anticipated that the development will provide financial support to enhance the bus services, which will be agreed through the planning process and the travel plan updated once confirmed.
- 2.67 A significant benefit of developing this site will be an increase of the critical mass of population in Kentford – allowing long-term viability of public transport provision. The recent reduction in bus servicing is evidence that without growth, the village will struggle to support services which will further necessitate travel to other places.
- 2.68 Delivery of a more frequent bus route will be a huge benefit to the existing residents of Kentford who have lost the previous frequent bus service. This will improve accessibility to sustainable modes of travel and reduce the reliance on the private car.
- 2.69 As part of the Full Application, new eastbound and westbound bus stops are proposed for the B1506. The bus stops are proposed to be located to the east of Sir Graham Kirkham Avenue. This will provide the circa 300 houses access to a bus stop approximately within 400m of their dwelling. This will be funded by a developer contribution to enhance existing services, which is to be agreed with SCC.
- 2.70 A signalised pedestrian crossing will be installed along the B1506 to ensure safe access to the proposed bus stop on the northern side of the B1506.
- 2.71 As part of the Outline Phase, two new eastbound and westbound bus stops are proposed for the B1506. The first set of bus stops are proposed to be located to the east of Sir Graham Kirkham Avenue. This will serve the east of the site, provide residents and business access to a bus stop within 400m of their dwelling/place of work. Further, another set of bus stops are to be constructed along the B1506 at the existing laybys. This proposal will ensure the dwellings and businesses within western side of the site are approximately within 400m of a bus stop.
- 2.72 Signalised pedestrian crossings will be installed along the B1506 at the location of each set of bus stops to ensure safe access to each proposed bus stop on the northern side of the B1506.

## Local Highway network

### B1506

- 2.73 The B1506 forms the northern boundary of the site and is a single carriageway subject to a signed 40 mph speed limit nearest the site. The B1506 provides footways to the south of the carriageway, has clear road markings, and is street lit at regular intervals. The B1506 is a key route to the east towards Kentford and Bury St Edmunds via A14, and to the west towards Newmarket. It links to Sir Graham Kirkham Avenue and Sire Lane which both provide access to the site.

### Sir Graham Kirkham Avenue

- 2.74 Sir Graham Kirkham Avenue is a private road comprising of a circa 6-7m wide single carriageway subject to a signed 20 mph speed limit. This provides for vehicle and pedestrian site access via B1506. The B1506 at the access point is a 40mph limit with derestricted speed limit approximately 85m to the west. The access has a ghost-island right turn lane without any islands. For 40mph, a 120m visibility splay is required for a priority access. The access junction appears to have ample visibility. The kerb radii are large and have clearly been used by large vehicles as part of the previous site use.

### Sire Lane

- 2.75 Sire Lane is a privately maintained 5.5m wide single carriageway, which currently provides secondary access to the site. This access provides footways to the east of the carriageway and is street lit at regular intervals. This access is shared with a residential development (Larnach Drive) to the east serving 38 dwellings. Sire Lane also has a ghost-island right turn lane from the B1506.

### Station Road

- 2.76 Station Road is a single carriageway road running north from the B1506 at Kentford to Dane Hill Road in Kennett. Carriageway width varies between approximately six and seven metres along the length of the road, and a footway of variable width between 1.2 – 1.8m runs along the eastern side. The speed limit along Station Road begins as 40mph at its junction with the B1506 in Kentford and changes to 30mph near Kennett.
- 2.77 A permanent three-tonne weight restriction enforced by CCC exists on the bridged portion of the road and is shown below in **Figure 2.13**.



**Figure 2.13: CCC Station Road Weight Restriction**



Source: Google Maps (Imagery April 2023, Accessed April 2024)

## Moulton Road

- 2.78 Moulton Road forms the southern arm of the B1506 / Station Road crossroads junction. It is a single carriageway road approximately five metres in width that connects the B1506 with Chippenham Road / School Road to the south. The road is subject to a 30mph speed limit near the B1506 and the national speed limit from approximately 600m south of the B1506 / Station Road crossroads to the south. Lighting is mostly absent along the length of the road.

## School Road

- 2.79 As a narrow single carriageway of approximately 4.5-metres width, School Road forms the southern arm of the B1506 / Norwich Road / School Road priority crossroads and connects to Moulton Road to the south. Vehicle overrun into the grass is present on both sides of the road. Like Moulton Road, School Road is subject to a 30mph speed limit for a portion nearest its end junctions, with the rest subject to the national speed limit. Lighting is also mostly absent.

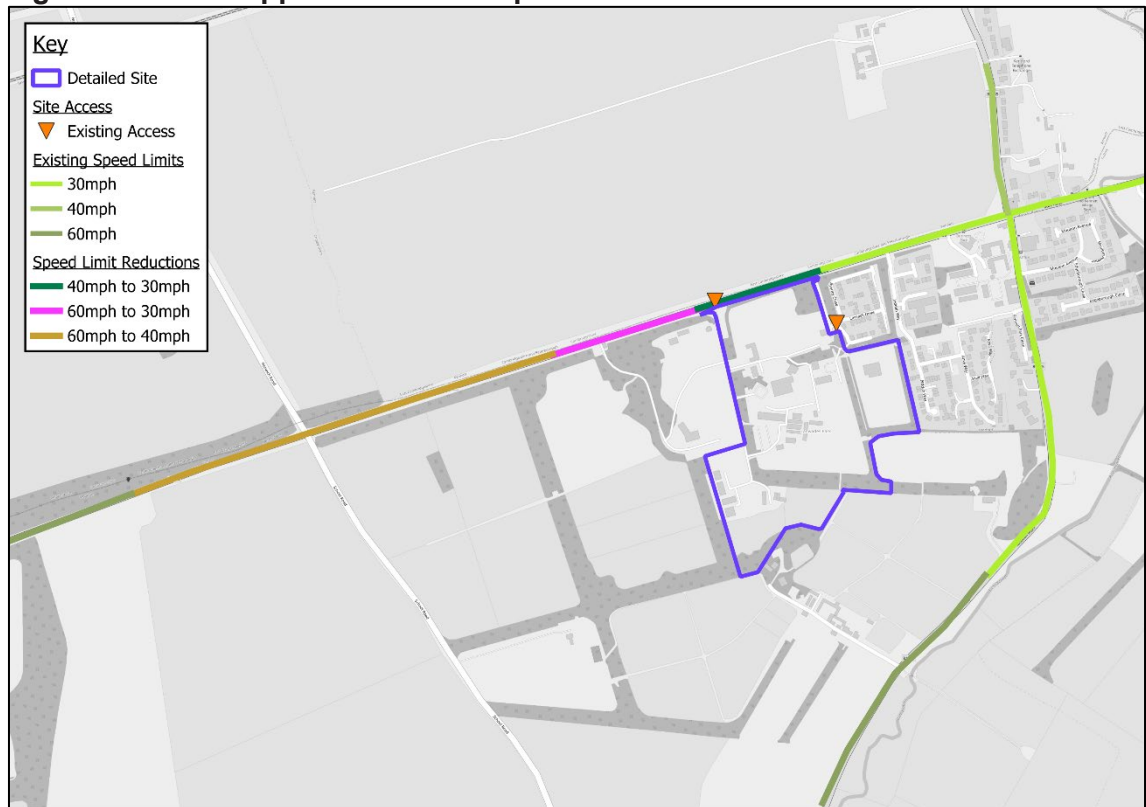
## Norwich Road

- 2.80 Forming the northern arm of the B1506 / Norwich Road / School Road priority crossroads junction, Norwich Road connects the B1506 with the A11 and maintains an approximate width of between 5-5.5m. Norwich Road connects to the A11 via a left-in, left-out configuration and lighting is mostly absent along the length of the road.

## Future Highway Network Conditions

- 2.81 As part of the Full Application, vehicular access to the site will be taken from the north. The site will utilise the two existing access points. This encompasses Sir Graham Kirkham Avenue, and Sire Lane.
- 2.82 It is proposed that 98 units will be served by Sire Lane, while Sir Graham Kirkham Avenue will serve 203 dwellings, the proposed shop, and community building / hub.
- 2.83 It is suggested that there is a reduction in speed limit along the B1506 along the site frontage to increase safety for vehicles entering and exiting the site. **Figure 2.14**, below, depicts the proposed reduction in speed limit along the B1506 and indicates the position of the existing site access points.

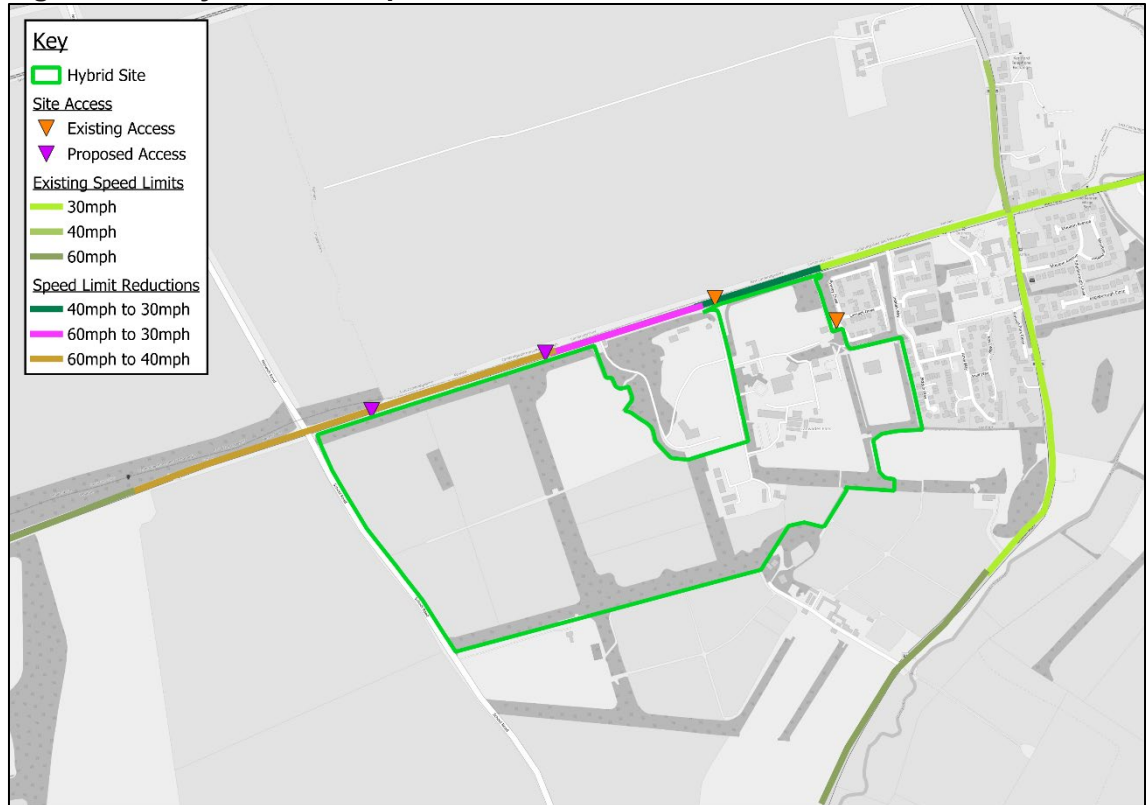
**Figure 2.14: Full Application Site – Speed Limit Reduction**



- 2.84 As part of the Hybrid Phase, vehicular access to the site will be taken from the north. The site will utilise the two existing access points (Sir Graham Kirkham Avenue, and Sire Lane), and a further two accesses are proposed to serve the west of the site.
- 2.85 A new access is proposed to be developed in the north-west of the site, and another east of this along the northern border of the site.
- 2.86 It is recommended that there is a reduction in speed limit along the B1506 along the site frontage to increase safety for vehicles entering and exiting the site. **Figure 2.15**, below, depicts the

reduction in speed limit along the B1506 and indicates the position of the proposed and existing site access points.

**Figure 2.15: Hybrid Site – Speed Limit Reduction**



## Summary

- 2.87 This section has identified the existing transport conditions within proximity to the site and has outlined the accessibility of the site to a range of local transport facilities. In terms of sustainability, the site is accessible by several modes of travel with services providing access to a range of destinations including Newmarket, Bury St Edmunds and Cambridge.
- 2.88 With transport facilities in reasonable proximity to the site, the development provides future users of the site with a range of sustainable travel choices in order to maximise travel by these modes.

## 3 POLICY CONTEXT

- 3.1 This section of the FTP summarises the relevant national, regional, and local transport policy against which the development proposals have been considered.

### National Policy

#### National Planning Policy and Framework (NPPF, 2024)

- 3.2 The current National Planning Policy Framework (NPPF), updated in December 2024, replaces the previous Framework published in December 2023, as revised in July 2018 and February 2019, and updated in July 2021 and September 2023.
- 3.3 The NPPF sets out several transport objectives designed to facilitate sustainable development and contribute to a wider sustainability by giving people a wider choice about how they travel – most notably within Section 9 ‘Promoting Sustainable Transport’.
- 3.4 Paragraph 115 states:
- “In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:**
- a. Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;**
  - b. Safe and suitable access to the site can be achieved for all users;**
  - c. The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Modal Design Guide; and**
  - d. Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”**
- 3.5 Paragraph 116 continues that:
- “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”**
- 3.6 Paragraph 117 outlines the necessity for development applications to:
- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;**
  - b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;**
  - c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid**



**unnecessary street clutter, and respond to local character and design standards;**

- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and**
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.**

3.7 Paragraph 118 covers the need for Travel Plans and Transport Statements / Assessments for all developments which generate significant amounts of movement. It reads:

**“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.”**

### **Planning Practice Guidance (NPPG) ‘Travel Plans, Transport Assessments and Statements in Decision-Taking’ (March 2014)**

- 3.8 This Guidance provides advice on when Travel Plans, Transport Assessments and Statements are required, and what they should contain. The Guidance is regularly updated, with the last update being 28 July 2017.
- 3.9 Transport Assessments and Statements are ways of assessing the potential transport impacts of developments, and they may propose mitigation measures to promote sustainable developments. Transport Assessments are thorough assessments of the transport implications of development, and Transport Statements are a ‘lighter-touch’ evaluation to be used where this would be more proportionate to the potential impact of the development.
- 3.10 Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be “severe”, which may be a reason for refusal, in accordance with NPPF.
- 3.11 Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel.

### **Department for Transport (DfT) Cycling and Walking Investment Strategy (2017)**

- 3.12 The Government have set the ambition to make cycling and walking the natural choices for shorter journeys such as going to work, or as part of a longer journey. The strategy recognises that financial resources are needed to support their objectives and that objectives need to be monitored to understand progress towards objectives. By 2040, the Government want more people to have safe access to walking and cycling routes which will support the transformation of local areas which will tackle congestions, improve physical and mental health, and support local economies. The production of Travel Plans will help align with this ambition.

## Local Planning Policy and Guidance

### Suffolk County Council Local Transport Plan 2025 – 2040

- 3.13 SCC's Local Transport Plan (LTP) released in draft in 2025 states the following regarding the purpose of the LTP document:

**“Our Local Transport Plan presents our vision for transport in Suffolk, highlighting the challenges and opportunities and the measures available to respond to them.**

**Every Local Transport Authority must produce and adopt a Local Transport Plan. This is the fourth for Suffolk, which moves forward our Local Transport Plan 2011 to 2031.**

**Our Local Transport Plan develops further the long-term vision and provides a set of objectives that will inform transport policy and investment decisions in Suffolk up to 2040. Our Local Transport Plan provides essential policy direction that informs local planning authorities' Local Plans for growth and development.”**

- 3.14 The document contains several goals for the region and provides the following vision:

**“In 2040, Suffolk's transport emissions will have reached net zero because a connected and integrated network of sustainable transport solutions will have boosted economic growth and opportunities for us and our businesses. We will be healthier, happier, and our quality of life will be significantly improved through place-based enhancements that are designed to enable us to thrive.”**

- 3.15 The document outlines the following four priority themes:

1. Decarbonisation of transport
2. A strong, sustainable and fair economy
3. Health, wellbeing, and social inclusion
4. Creating better places

- 3.16 The document also highlights its commitments to the five pillars of Road Safety, which are:

1. Safer Roads & Roadsides
2. Safer Road Users
3. Safer Speeds
4. Safer Vehicles
5. Post-Crash Response

- 3.17 The document also outlines the following regarding transport plans for local areas of Suffolk:

**“Area transport plans for Suffolk’s fifteen main towns provide a greater degree of detail for transport improvements in their respective areas and deliver projects contributing to our Local Transport Plan themes.”**

### **Newmarket Area Transport Plan**

- 3.18 The Newmarket Area Transport Plan does not cover the proposed site but, given its proximity to the proposed site the Newmarket Area Transport Plan has been reviewed.
- 3.19 The document sets out several objectives, these include:
1. Improve bus punctuality and reliability
  2. Improve the integration of modes
  3. Maximise growth opportunities
  4. Support town centre economies
  5. Engage with industry to limit the impact of lorries and other large vehicles on communities

### **Suffolk Travel Plan Guidance**

- 3.20 This document was created to guide the planning and development process when creating travel plans. The document is accompanied by a travel plan checklist and guidance.
- 3.21 Table 3.3 sets out the thresholds for the use of travel plans and details that land use C3 Dwelling Housed require a travel plan where there are more than 80 dwellings.

### **West Suffolk Forest Heath and St Edmundsbury Local Plan Joint Development Management Policies Document (2015)**

- 3.22 This document forms a Local Plan for West Suffolk. It was adopted by the former St Edmundsbury Borough Council on 24 February 2015 and the former Forest Heath District Council on 27 February 2015. The document details all the policies for sustainable growth, housing, horse racing and transport.
- 3.23 Policy DM45 outlines requirements for Transport Assessments and Travel Plans, noting that:

**For major development and/or where a proposal is likely to have significant transport implications, the Council requires the applicant to submit the following documents alongside their planning applications:**

- a) a Transport Assessment\* appropriate to the scale of development and the likely extent of transport implications;
- b) a Travel Plan that identifies the physical and management measures necessary to address the transport implications arising from development.

**Where a Transport Assessment and/or Travel Plan does not demonstrate that the travel impacts arising from the development will be satisfactorily mitigated or that adequate measures are in place to promote the use of more sustainable modes of transport, then planning permission will not be granted. The**

**developer will be expected to provide the necessary funding to deliver any travel plan agreed in writing with the local planning authority.**

**Where it is necessary to negate the transport impacts of development, developers will be required to make a financial contribution, appropriate to the scale of the development, towards the delivery of improvements to transport infrastructure or to facilitate access to more sustainable modes of transport.**

- 3.24 The local plan details the requirements on parking standards, mentioning that;

**The authority will seek to reduce over-reliance on the car and to promote more sustainable forms of transport. All proposals for redevelopment, including changes of use, will be required to provide appropriately designed and sited car and cycle parking, plus make provision for emergency, delivery and service vehicles, in accordance with the adopted standards current at the time of the application.**

## Suffolk Green Access Strategy (2020 – 2030)

- 3.25 The Green Access Strategy was established to outline the management of the public rights of way in Suffolk.
- 3.26 On accessibility to the PRoW network, objective 1.2.3 aims to Protect the network from adverse impacts from new developments by assessing developments to ensure routes in the PRoW network are used regularly.
- 3.27 Objective 4.1.4 aims to make walking and cycling the natural choice for short journeys. This will be achieved through;

**“Work with SCC’s Transport Policy team to encourage a shift to sustainable travel.”**

## Overview

- 3.28 This chapter has outlined the policy context to which the proposed development relates and the framework with which the development proposals comply.
- 3.29 The key transportation policy is to ensure that new developments are in locations which are and can be made sustainable. Future development should be in accessible locations, which can reduce the need to travel for employment, leisure and education and encourage the use of sustainable transport modes such as walking, cycling and public transport.
- 3.30 Travel Plans should encourage more efficient use of the transport system, including less car use and have monitorable outputs to ensure the Travel Plans efficacy.
- 3.31 In terms of sustainability, the site benefits from good accessibility to existing bus and rail services and is accessible on foot and cycle. The site will therefore provide occupants with a realistic alternative to the private car and will promote travel using active transport modes.
- 3.32 As such, the development proposals are considered to accord to relevant land use and transport policy.



## 4 AIMS AND OBJECTIVES

- 4.1 The Travel Plan is developed to encourage sustainable travel choices. To guide the Travel Plan a central aim has been identified which will be achieved through delivering a series of objectives.

### Aim

- 4.2 As Travel Plans are designed to ensure a more sustainable means of transport are used, the aim of the Travel Plan is to:

**“Facilitate sustainable travel of residents and future users to the site.”**

### Objectives

- 4.3 The aim of the Travel Plan will be achieved through the delivery of a series of objectives:
1. Ensuring the site is accessible to all users including those with mobility impairments and promoting the accessibility of the site by sustainable modes;
  2. Provide Travel Information to residents including details of the alternative travel options available and placing emphasis on the benefits of active travel;
  3. Encourage sustainable modes of travel amongst residents by cycle, on foot, public transport and by electric vehicles;
  4. Promoting the FTP and associated measures;
  5. Management of on-site car and cycle parking; and
  6. Continually evaluating the transport needs of residents ensuring that the facilities provided meet their needs.
  7. Maintain a line of communication with residents to ensure they have access to relevant travel information.

### Travel Plan Benefits

- 4.4 The development and implementation of the Travel Plan to meet the objectives will benefit both those who work at and visit the development. The benefits will include:
- Minimise the impact of traffic on surrounding roads and local communities.
  - Reduce the cost of personal / business travel.
  - Improve personal and wider community health.
  - Minimise air and noise pollution.
- 4.5 These objectives generally accord with those of the Government and SCC

## 5 TRAVEL DATA AND TARGETS

- 5.1 The targets set out within this Travel Plan would provide a clear measure of the Travel Plan's progress towards meeting the objectives. These targets are shown as output targets, where specific actions are undertaken to successfully deliver or monitor the Travel Plan.

### Baseline Travel Data

- 5.2 The mode share for the site has been calculated comparable TRICS sites taken from the Transport Assessment. The figures in the below table represent a reasonable starting point upon which to base any future targets for single car occupancy trip reductions for the site and will be verified against data collected through the baseline travel surveys in due course.

**Table 5.1: Predicted Development Mode Share**

| Mode                   | Mode Share |
|------------------------|------------|
| Pedestrians            | 7%         |
| Cyclists               | 1%         |
| Public Transport Users | 3%         |
| Vehicle Drivers        | 60%        |
| Vehicle Passengers     | 28%        |

Note: May not sum to 100% due to rounding

### Travel Surveys

- 5.3 A Year 1 Baseline Travel Survey of residents on the site will be undertaken within six months of first occupation. Future monitoring travel surveys will be undertaken on the third and fifth anniversaries of the Year 1 Baseline Survey.
- 5.4 All Travel Plan Monitoring Surveys will be iTRACE / TRICS compliant and will include multi-modal trip counts and will provide site specific travel behaviour information. They will be undertaken on a neutral weekday by an independent specialist survey company. Following the travel surveys the Travel Plan will be reviewed with the mode share, targets and measures updated accordingly. The travel surveys will enable the Travel Plan to be refined with site specific measures implemented. Details of the travel plan review and updates will be documented within an updated Travel Plan and / or Travel Plan Monitoring Report, which will be submitted to SCC following the review.

### SMART Targets

- 5.5 Targets are measurable goals by which the progress of the Travel Plan will be assessed. Targets are essential for monitoring progress and success of the Travel Plan. Targets should be 'SMART' – **S**pecific, **M**easurable, **A**chievable, **R**ealistic, and **T**ime-related.
- 5.6 Targets come in two forms – Output and Outcome Targets. Output Targets are non-quantifiable actions that need to be achieved by a certain time, while Outcome Targets are quantifiable and generally relate to the degree of modal shift the plan is seeking to achieve.

## Output Targets

- 5.7 The following output targets demonstrate what will be undertaken in order to ensure the successful delivery of the Travel Plan:
- Appoint a TPC and provide contact details to the SCC Travel Plan Officer prior to first occupation at the development.
  - Provide Travel Information to all residents upon arrival, which will include details of the Travel Plan.
  - Undertake a baseline monitoring survey at the site, no later than six months after first occupation (Year 1).
  - Submit a revised Travel Plan to SCC / TfL with amended baseline travel patterns once the baseline survey is complete.
  - Undertake biennial travel monitoring surveys at the development during Years 3 and 5.

## Outcome Targets

- 5.8 The progress of the Travel Plan will be measured against specific outcome targets, typically targeting modal shift. Such targets are **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-Bound (SMART). The outcome targets set, will quantify this aim.
- 5.9 It is important that the Travel Plan contains a headline target so that its overall performance can be monitored over time and, if necessary, further measures can be introduced to encourage modal shift towards more sustainable modes of travel.
- 5.10 The Travel Plan targets (and indicators by which the targets can be measured) are set out in **Table 5.2**.

**Table 5.2: Travel Plan Targets**

| <b>Monitor and Review Vehicle Parking Provision<br/>(Objectives 1, 3 and 5)</b>                   |   |
|---|---|
| Specific  | Vehicle parking at the site will be monitored and the use of the spaces will be reviewed.   |
| Measurable  | The monitoring and review of on-site vehicle parking is recorded by the TPC.  |
| Achievable  | TPC to action.  |
| Realistic   | Yes, vehicle provision can be reviewed and monitored, with the possibility of introducing additional / new measures if necessary.   |
| Time bound  | Ongoing monitoring and review, as part of this FTP and the DSP.   |
| <b>Monitor and Review Cycle Parking Provision<br/>(Objectives 1, 3 and 5)</b>                     |   |
| Specific  | Cycle parking at the site will be monitored and the use of the spaces will be reviewed. Consider increasing provision if cycle parking demand consistently exceeds 90% provision. |
| Measurable  | The monitoring and review of on-site cycle parking is recorded by the TPC.  |
| Achievable  | TPC to action.  |
| Realistic   | Yes. If provision needs to be varied, then the TPC will consider increasing provision with the developer.   |
| Time bound  | Ongoing monitoring and review.  |
| <b>Provision of Current Travel Information to All Residents<br/>(Objectives 1, 2, 3, 4 and 5)</b> |   |
| Specific  | The TPC will provide new residents with up-to-date information on travel options.   |
| Measurable  | This will be verified annually by the TPC.  |
| Achievable  | The TPC to action.  |
| Realistic   | Yes. Residents will be provided with current travel information which will be updated if information changes.   |
| Time bound  | Ongoing.  |
| <b>Travel Plan Availability to all Residents<br/>(All Objectives)</b>                             |   |
| Specific  | This Travel Plan will be communicated to all residents. An up-to-date digital copy of the Travel Plan will always be available on request.  |
| Measurable  | This will be verified annually by the TPC.  |
| Achievable  | The TPC to action. It will be the responsibility of the TPC to ensure that all residents have constant access to the Travel Plan.   |
| Realistic   | Yes.  |
| Time bound  | Ongoing.  |

- 5.11 The baseline travel survey will identify the modal shift from which the Travel Plan measures can be tailored to more site-specific measures. If the targets are not achieved, the TPC will revisit the Travel Plan to determine whether additional measures and targets may be required.

## 6 TRAVEL PLAN MANAGEMENT

### Introduction

6.1 This section sets out the Travel Plan strategy of how the Travel Plan will be managed, implemented, and considers the following items:

- **Management of the Travel Plan** - Travel Plan Coordinator (TPC);
- **Communications Strategy** - consulting and educating residents and visitors. Identifying and engaging with local stakeholder groups and operators (as necessary); and
- **Securing and Funding the Travel Plan** - commitment from senior management; securing the resources (including time) that are necessary to develop and implement the Travel Plan.

### Management of the Travel Plan

6.2 Lochailort Kentford Ltd will be responsible for the overall implementation and funding of the Travel Plan.

### Travel Plan Coordinator (TPC)

6.3 To effectively implement and manage the Travel Plan, the developer will appoint and fund an appropriately skilled TPC for the proposed development. It is most likely that they will undertake their TPC duties for a few hours each month. This will increase considerably when the baseline travel surveys, and any subsequent surveys, are being undertaken at the site. The TPC should have:

- Good communication skills.
- Show an interest in environmental issues.
- Have project management experience.

6.4 The TPC will be appointed no later than two months prior to opening of the development, with contact details provided to the SCC Travel Plan Officer.

6.5 The TPC will act as a central point of contact for SCC / TfL regarding the implementation of initiatives and the ongoing monitoring of the Travel Plan targets. The TPC will be responsible for the implementation, administration, and monitoring of the Travel Plan.

6.6 It is envisaged that the TPC role will be a part time position will on average spend three days a month managing the Travel Plan. The primary responsibilities of the TPC are:

- To promote and guide the development of the Travel Plan within the approved framework.
- To retain an awareness of local and national transport policies and programmes so as to ensure that the Travel Plan remains current.
- To assemble and maintain current public transport timetable and fare information and ensure this is made readily available to residents.
- To identify public transport fare discount opportunities.



- To set SMART targets for the percentages of trips by each mode of travel.
  - Undertake baseline travel surveys to obtain information on resident's travel habits and compare these to the modal split targets. Follow up with subsequent reviews and surveys at years 1 and 3 following the baseline surveys.
- 6.7 The TPC will ensure that all the necessary systems relating to the Travel Plan, e.g., data collection and recording, travel database, travel questionnaires etc, are established, maintained, and regularly updated. The TPC will also ensure relevant information is available for inspection by SCC, as necessary.
- 6.8 The TPC will use the results of the travel surveys to finalise the SMART targets for Travel Plan, which will form part of the final Travel Plan.
- 6.9 The TPC will:
- liaise with officers of SCC responsible for cycling and public transport as required, to ensure maximum advantage is being taken of sustainable initiatives for travel;
  - make use of network facilities to distribute and collect information as well as providing speedy access to bus and rail timetables for all residents. Through this information they will be available to respond to all personal travel needs to and from the site;
  - implement the monitoring strategy. The baseline travel survey will be undertaken within six months of first occupation of the development and subsequent reviews at years 3 and 5. The TPC should use the results of the travel surveys to develop specific measures within the Travel Plan to encourage more sustainable travel; and
  - seek to discuss potential remedial actions with SCC as appropriate. If the Travel Plan fails to meet the targets, then the implementation of further appropriate measures will be considered by the TPC in consultation with SCC.

## Communications Strategy

- 6.10 A communications strategy will be developed to actively promote the travel and its initiatives. The TPC will take responsibility for:
- Promotion of the Travel Plan to residents;
  - The provision of local transport information in the form of a travel information pack for the residents and in the form of in-house notice boards;
  - Consultation with internal stakeholders - it is important that Travel Plans have the support of internal stakeholders (residents). Residents will be able to contribute towards the identification and implementation of strategies that span across many areas of interest. Consultation with residents will be undertaken to secure their support for the Travel Plan and feedback from residents will also be encouraged. Feedback will also be sought from visitors of the development. This will be an ongoing process throughout the lifetime of the Travel Plan;
  - Consultation with the Council with regards to the following:
    - i. cycling, walking and public transport facilities as required, to ensure maximum advantage is being taken of sustainable initiatives for travel;

- ii. review of the site's accessibility and monitoring updates of the Travel Plan following travel / parking surveys for the Council to review the progress of the FTP; and
  - iii. discussion of potential remedial actions with SCC in terms of the implementation of further appropriate measures, should the Travel Plan fail to meet the targets.
- Consultation with local stakeholders and organisations to ensure the long-term success of the Travel Plan establishing partnerships and maintaining links and communication the providers of public transport and cycle routes in relation to improving routes;
  - Formation of a steering group to ensure that different stakeholders are represented during the development of the plan and can contribute towards the identification and implementation of strategies that span across many areas of interest. The group allows opportunities for the sharing of knowledge, experience, valuable information and contacts; and
  - Promotion of events which aim to encourage sustainable travel such as 'National Bike Week' and 'Bike2Work' among residents.

## Funding

- 6.11 Lochailort Kentford Ltd will be responsible for funding the implementation of the Travel Plan in accordance with the actions and timetables set out herein. This will include the:
- Implementation of the measures set out within the Travel Plan;
  - Costs associated with the appointment of a Travel Plan Coordinator; and
  - Monitoring of the Travel Plan.

## 7 MEASURES AND INITIATIVES

- 7.1 This section sets out the package of measures that will be introduced in order to influence the way residents travel to and from the site by promoting alternative travel modes to the car. All measures are designed to reduce the reliance on the car and to encourage, facilitate and promote travel by cycle, on foot, by public transport, and by electric vehicle amongst residents of the development. The measures will also help facilitate the movement of goods to and from the development.
- 7.2 A number of Travel Plan measures are set out below, these are by no means definitive and other measures could be considered / implemented, if future surveys indicate that there is a demand for them.

### Travel Plan Management and Promotion

- 7.3 The management and promotion of the Travel Plan will be important to ensure that residents of the development are informed about the Travel Plan including the marketing and awareness measures in order to promote sustainable travel behaviour.
- 7.4 Travel information will be provided on the availability of all sustainable travel modes and initiatives available to residents. The provision of accurate and up to date information, together with wide ranging publicity, can thus form a fundamental basis for all the other Travel Plan initiatives. The management and promotion measures include:
- Appointment of a Travel Plan Coordinator and provide details to the SCC Travel Plan Officer two months prior to first occupation;
  - Prepare a Travel Information Pack and provide a copy to each household;
  - Provide in-house public transport information (including bus, river services, underground and National Rail travel);
  - Consultation with residents of the development;
  - Make copies of the Travel Plan available to residents;
  - A communications strategy will be developed to inform site users about the benefits of the Travel Plan;
  - Travel Plan Surveys; and
  - Travel Plan Monitoring Report.

### Travel Information Pack

- 7.5 New residents will be made aware of all travel choices and will be provided with accurate and up-to-date information. This will help to encourage a culture of sustainable travel. Accordingly, new residents will be presented with a Travel Information Pack incorporating the following information:
- 7.6 Contact details for the TPC.
- Details of the Travel Plan measures and its objectives and targets.

- Walking and cycle route information for the area including walk / cycle maps.
- Local area maps showing the location of amenities.
- Links to passenger transport timetable information for services in the vicinity of the site and onward connections, including journey planning websites, local bus, river, underground and rail timetables / maps showing the nearest bus stops and routes. Also contact details for the local bus, rail and taxi operators and ticket ordering.
- Transport information for the mobility impaired including accessible car parking provision on-site / in the local area, accessibility to local transport networks and services.
- Contact details for local cycling groups and shops, and information on cycle training courses.
- Information on any discounts that residents will be entitled to.
- Details of local car club provision, parking restrictions and information relating to electric vehicle parking provision.

## Walking

- 7.7 Walking is the most sustainable method of travel, has several proven health benefits and is an important source of personal freedom. Walking is important for most people, including those using public transport or without access to a car.
- 7.8 Walking is free and offers predictable journeys. Furthermore, it does not cause negative impacts in the same manner as vehicle travel (e.g., emissions, pollutants, severance etc). Walking is a form of active travel, which can offer a range of physical and psychological benefits to the individual.
- 7.9 The TPC will be responsible for raising awareness amongst residents and visitors of the health, financial, and practical benefits of undertaking journeys by foot.
- 7.10 The effective promotion of active modes of transport such as walking, and cycling is a key part in achieving the sustainability goals of this Travel Plan. However, there are certain factors such as weather conditions and daylight / light levels, physical barriers to movement (including major roads, watercourses, and railway lines) that affect the number of users willing to use this mode.
- 7.11 To combat this issue, the TPC will research the local area and provide a plan illustrating route around the development that are lit, accessible, and suitable for the use of pedestrians. This plan will be available electronically.
- 7.12 To encourage residents to walk to / from the site, the TPC will:
- Promote Living Streets' 'National Walking Month.'
  - Continue to teach residents to recognise and manage risk and make safer choices about healthy lifestyles, different environments, and travel.
  - Continue to review possible changes in the immediate vicinity of the site to enhance the public realm for pedestrian movements.

## Cycling

- 7.13 Cycling is inexpensive, offers reliable journey times and is environmentally friendly. Encouragement of cycling can help to improve people's health and can offer substantial health benefits to individuals who are motivated to complete more journeys by bicycle.
- 7.14 The health benefits of cycling outweigh the risk of accidental death whilst cycling by a ratio of 20:1. Increased levels of cycling can offer benefits to residents through the role of active travel in helping to:
- Reduce the risk of type 2 diabetes.
  - Reduce the risk of colon cancer.
  - Prevent high blood pressure.
  - Decrease the risk of coronary heart disease.
  - Control body weight.
  - Prevent osteoporosis.
- 7.15 To encourage residents to cycle, the TPC will:
- Make cycle route information easily available digitally.
  - Provide safe, secure, lit long-stay cycle parking facilities for bicycles.
  - Provide visitor cycle parking spaces.
  - Continually review cycle parking demand and seek to increase provision if demand regularly reaches 90% of provision.
  - Continue to teach residents to recognise and manage risk and make safer choices about healthy lifestyles, different environments, and travel.
  - Publicise local initiatives being offered to promote safe cycling.
  - Take part in national events such as Bike Week.
  - Investigate offering cycling proficiency classes to residents of the site such as Bikeability.

## Public Transport

- 7.16 The provision of good quality public transport alternatives is normally considered to be one of the most effective means of encouraging less use of the private car. It has been established that there are particularly good public transport links in the vicinity of the site, which offers a real potential to maximise the use of public transport services to and from the development.
- 7.17 The TPC will promote and encourage the use of bus and rail services, ensuring all service information is readily available digitally.
- 7.18 The TPC will promote the use of bus and rail services to encourage the use of public transport.
- 7.19 The TPC will also seek to maximise the use of public transport in the following ways:
- Regularly seek information from residents using public transport on ways in which services may be improved.



- Regularly update public transport information available to all residents.

## Personalised Travel Planning

- 7.20 Complete and easy to understand information about travel information is an essential ingredient for an effective Travel Plan. Equally, it is unrealistic to expect behavioural change where there are no viable alternatives.
- 7.21 The TPC will offer all residents a form of personalised travel planning. Residents can also ask the TPC for a personalised travel planning session should they require one.
- 7.22 The TPC will also inform all residents of the national journey planner website ([Plan Your Journey | Traveline](#)). Both the website and app offer information for door-to-door travel, which incorporates walking as part of a longer journey by public transport. It provides a personalised travel planning tool for people and outlines the various modal options on offer for individual journeys. The website and app provide comprehensive, easy-to-use travel information to help plan journeys effectively and efficiently.
- 7.23 The Travel Information will be made available to each resident upon arrival at the development; details of which are provided earlier in this section.

## 8 MONITORING AND REVIEW STRATEGY

### Monitoring

- 8.1 The purpose of the monitoring and review process is to regularly assess the travel patterns of residents and identify when / if the plan, or elements of the plan, may need to be changed or if further marketing initiatives are required.
- 8.2 The TPC will be responsible for the ongoing monitoring and review of the Travel Plan targets and implementation of measures. The Developer is responsible for all the costs of monitoring and reviewing associated with the Travel Plan.
- 8.3 Baseline travel surveys will be undertaken to establish the baseline travel patterns in Year 1, within six months from first occupation. Monitoring Surveys will also be undertaken on the 3<sup>rd</sup> and 5<sup>th</sup> anniversary of the Baseline Survey. All Travel Plan Monitoring Surveys will be iTRACE / TRICS compliant. Following the Monitoring Surveys, the TPC will submit the Travel Plan Monitoring Report to the Council, which will include:
- a review of site's accessibility such as a review of transport access for the site and on / off site parking facilities.
  - details of travel survey results including multi-modal counts and modal share of site users.
  - a review availability of the car / cycle parking spaces to establish use / demand.
  - a review of on-site servicing and goods deliveries.
  - a review of targets to identify those which are / are not being achieved and any proposed amendments.
  - a review of measures to identify those which are / are not being achieved and any new measures proposed.
  - feedback / comments from residents on travel to / from the site and the operation of the Travel Plan.
- 8.4 **Table 8.1** presents a timetable for implementing the Travel Plan's administrative actions and activities. The actions listed all fall under the responsibility of the TPC.

**Table 8.1: Monitoring Plan**

| Data Collection                  | Key Information   | Frequency  | Responsibility |
|----------------------------------|---|--|----------------|
| Baseline resident travel surveys | <ul style="list-style-type: none"> <li>modal split</li> <li>awareness of the Travel Plan</li> <li>travel attitudes</li> </ul>   | Prior to the earliest of six months from first occupation of the development                           | TPC            |
| Resident travel surveys          | <ul style="list-style-type: none"> <li>modal split</li> <li>awareness of the Travel Plan</li> <li>travel attitudes</li> </ul>   | Years 3 and 5  | TPC            |
| Servicing and delivery surveys   | <ul style="list-style-type: none"> <li>number of vehicles in/out</li> <li>vehicle types</li> <li>duration of stay</li> <li>identify any issues</li> </ul>   | At same time as Baseline Travel Surveys and Monitoring Surveys in Years 3 and 5 (following occupation) | TPC            |
| Car & cycle parking surveys      | <ul style="list-style-type: none"> <li>car / cycle parking usage</li> <li>highlight any issues if there is sufficient provision</li> </ul>  | At same time as Baseline Travel Surveys and Monitoring Surveys in Years 3 and 5 (following occupation) | TPC            |
| Review of site's accessibility   | <ul style="list-style-type: none"> <li>local existing transport conditions incl. walk, cycle, bus, rail, river routes</li> </ul>  | Annually   | TPC            |
| Travel Plan Monitoring Report    | <ul style="list-style-type: none"> <li>demonstrate how the Travel Plan has been implemented during previous 12 months</li> <li>measures introduced and actions taken to promote the Travel Plan</li> <li>update of residents' mode split</li> <li>progress of Travel Plan in achieving targets</li> <li>may need to include update of Travel Plan report</li> </ul> | Within two months of carrying out Monitoring Surveys, following occupation and in years 3 and 5        | TPC            |

## Review

- 8.5 The TPC will review the survey data against the Travel Plan targets after each survey. The survey results and review will subsequently be submitted for approval.
- 8.6 The review will identify the modal split for the development. In doing so this will identify which travel modes are most attractive and which measures are proving most effective. It may be necessary to redirect resources from those measures that are proving less effective to ensure that the Travel Plan focusses on the modes of travel which are most attractive to residents.
- 8.7 Following the surveys and if the headline targets are not being achieved, remedial actions will be taken to guide the Travel Plan better towards achieving these. These actions would be agreed with SCC within three months of the submission of the survey results. An example of potential remedial actions that could be implemented are as follows, but not limited to:

- Increase the marketing and promotion of the Travel Plan and travel options.
  - Review and promote sustainable transport infrastructure such as cycle parking and access routes to bus stops.
  - Introduce a further targeted Personalised Travel Planning programme.
  - Hold further 'Travel Plan days' to promote the Travel Plan.
- 8.8 The type of remedial action taken will depend on the outcome of the surveys undertaken.
- 8.9 The TPC would strive to deliver the outcome targets of the Travel Plan. However, it must be acknowledged that travel choices are also influenced by external factors, beyond the control of the TPC and / or the development. Such external factors include parking charge strategies at trip ends, changes to local bus service provision, public transport fare increases and inclement weather conditions.
- 8.10 Should the Travel Plan not deliver the identified targets due to external factors this should not be considered a failure of the Travel Plan but a recommendation for adjustment to local, current conditions.
- 8.11 The above list is an indication of potential future measures and is by no means considered exhaustive or prescriptive of what would be implemented. For instance, it is difficult to identify the precise form and scale of the mitigation measures as the appropriate interventions will be determined following a review of the performance against the headline target and also the secondary targets for each mode of travel.
- 8.12 Should it be necessary to revisit the outcome targets of the Travel Plan, to reflect different travel patterns to those projected, this would be discussed with SCC.

## 9 ACTION PLAN

9.1 A draft timescale for the delivery and implementation of these Travel Plan initiatives, including the intended outcomes and outputs are provided below as an Action Plan.

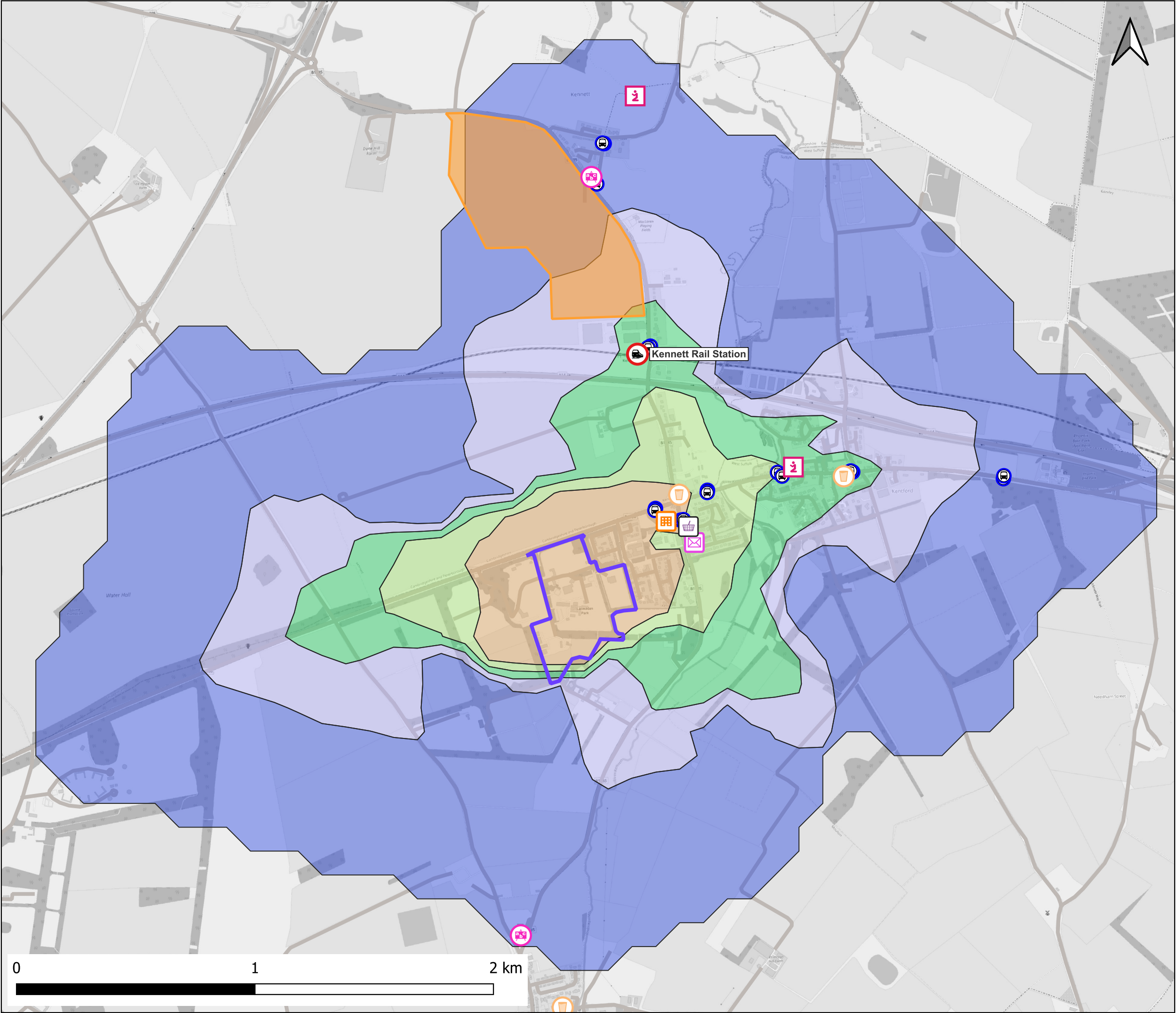
| Action  | By whom | By when  | Intended Outcome / Output  |
|---|---------|--|--|
| <b>Provide Travel Information</b>   |         |  |  |
| Provide Travel Information Pack   | TPC     | Ready for first occupation – Reviewed annually                       | All new residents are made aware of Travel Plan and alternative modes of travel              |
| Provide in-house transport information within the development   | TPC     | Ready for first occupation – Reviewed annually                       | Residents are made aware of Travel Plan and alternative modes of travel                      |
| Provide travel information for disabled residents.  | TPC     | Ongoing – reviewed quarterly   | Reduce barriers associated with travel undertaken by disabled / mobility impaired residents. |
| <b>Consultation</b>   |         |  |  |
| Consultation with residents of the development  | TPC     | Within first year of full occupation and thereafter in years 3 and 5 | All residents are made aware of Travel Plan and initiatives                                  |
| Feedback to the Council   | TPC     | Following review and monitoring surveys and travel plan update       | Council to review progress of the Travel Plan  |
| <b>Emission / Vehicle Reduction</b>   |         |  |  |
| Include details of on-site car / cycle provision, local transport services in Travel Information Pack   | TPC     | From first occupation and ongoing                                    | Enhance awareness that such opportunities exist  |
| <b>Promote Public Transport</b>   |         |  |  |
| Ensure service information is provided within the Travel Information Pack   | TPC     | From first occupation and ongoing                                    | Enhance awareness and encourage sustainable travel   |
| Ensure service information is provided within the in-house notice boards  | TPC     | As part of the development   | Improve facilities for residents that decide to walk, encouraging travel via this mode       |
| Work with the Council and public transport operators to improve local routes  | TPC     | Ongoing  | Maintaining high standard of facilities to improve experience of residents                   |
| Provide details of local public transport information including: Traveline ( <a href="http://www.traveline.info">www.traveline.info</a> ), and National Rail ( <a href="http://www.nationalrail.co.uk">www.nationalrail.co.uk</a> ) journey planning websites | TPC     | From first occupation and ongoing – Reviewed annually                | Enhance awareness of journeys and encourage sustainable travel                               |



| Action  | By whom   | By when  | Intended Outcome / Output   |
|---|-----------|--|---|
| <b>Promote Cycling</b>  |           |  |   |
| Provide secure and covered cycle parking spaces in line with TfL's parking standards  | Developer | As part of the development of the site                 | Provide facilities for cyclists to encourage travel by this mode                                      |
| Provide details of cycle routes in the area   | TPC       | From first occupation and ongoing – Reviewed quarterly | Enhance knowledge and increase awareness, encouraging cycling   |
| Provide details of the Cycle2Work scheme for residents.   | TPC       | From first occupation and ongoing                      | Encourage travel by bicycle   |
| Promote 'National Bike Week' and 'Bike2Work' week   | TPC       | Within 6 months of full occupation and ongoing         | To encourage travel by this mode  |
| Provide details of LBB cycle training and cycle maintenance training courses that are available for people living in the area | TPC       | From first occupation and ongoing                      | To encourage travel by this mode  |
| Provide cycle repair kits on-site   | TPC       | From first occupation and ongoing                      | To encourage travel by this mode  |
| Explore opportunities for obtaining discount with local bike shop(s)  | TPC       | Within first year of occupation and ongoing            | To encourage travel by this mode  |
| Provide details of local cycle groups / clubs   | TPC       | From first occupation and ongoing                      | To encourage travel by this mode  |
| <b>Promote Walking</b>  |           |  |   |
| Provide details of national / local walking events / challenges / groups  | TPC       | From first occupation and ongoing                      | Enhance knowledge and awareness among site users  |
| Provide a channel of feedback between residents to TPC to report any issues with surrounding footways / walking routes        | TPC       | From first occupation and quarterly                    | To make the Council aware of any issues with local footways / walking routes so these can be improved |
| Provide details of safe pedestrian routes to local facilities and services  | TPC       | From first occupation and ongoing                      | Enhance knowledge and awareness among site users  |

## Appendices

## Appendix 01 – Active Travel Catchment



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2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.

Legend

- Detailed Site
- Place Of Worship
- Post Office
- Primary Education
- Public House
- Convenience Store
- Business Park
- Kennett Garden Village
- Bus Stop
- Railway Station

Detailed Site - Walking Isochrone

- 5 min
- 10 min
- 15 min
- 20 min
- 25 min

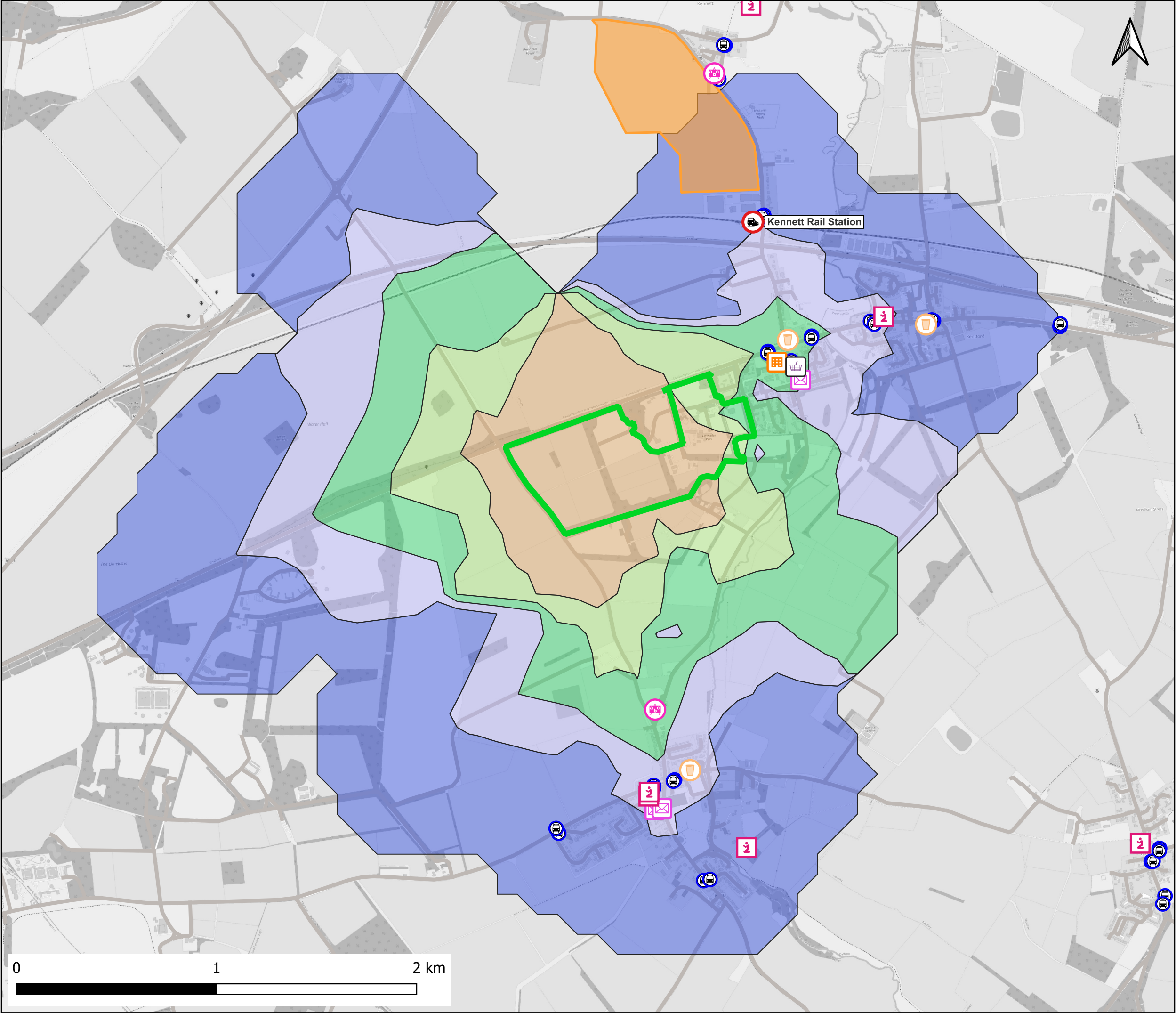


Client: Lochailort Kentford Ltd  
Project: Lanwades Woodland Park, Kentford  
Title: Walking Isochrone - Detailed Site

|                 |           |                |
|-----------------|-----------|----------------|
| Status:         | Drawn by: | PM/Checked by: |
| For Information | MOK       | ID             |
| Project Number: | Scale@A3  | Date Created:  |
| TRP-00058       |           | 18/02/2025     |

Figure Number:  
**794-PLN-TRP-00058-FIG-01**





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**Legend**

- Hybrid Site
- Place Of Worship
- Post Office
- Primary Education
- Public House
- Convenience Store
- Business Park
- Kennett Garden Village
- Bus Stop
- Railway Station

**Hybrid Site - Walking Isochrone**

- 5 min
- 10 min
- 15 min
- 20 min
- 25 min

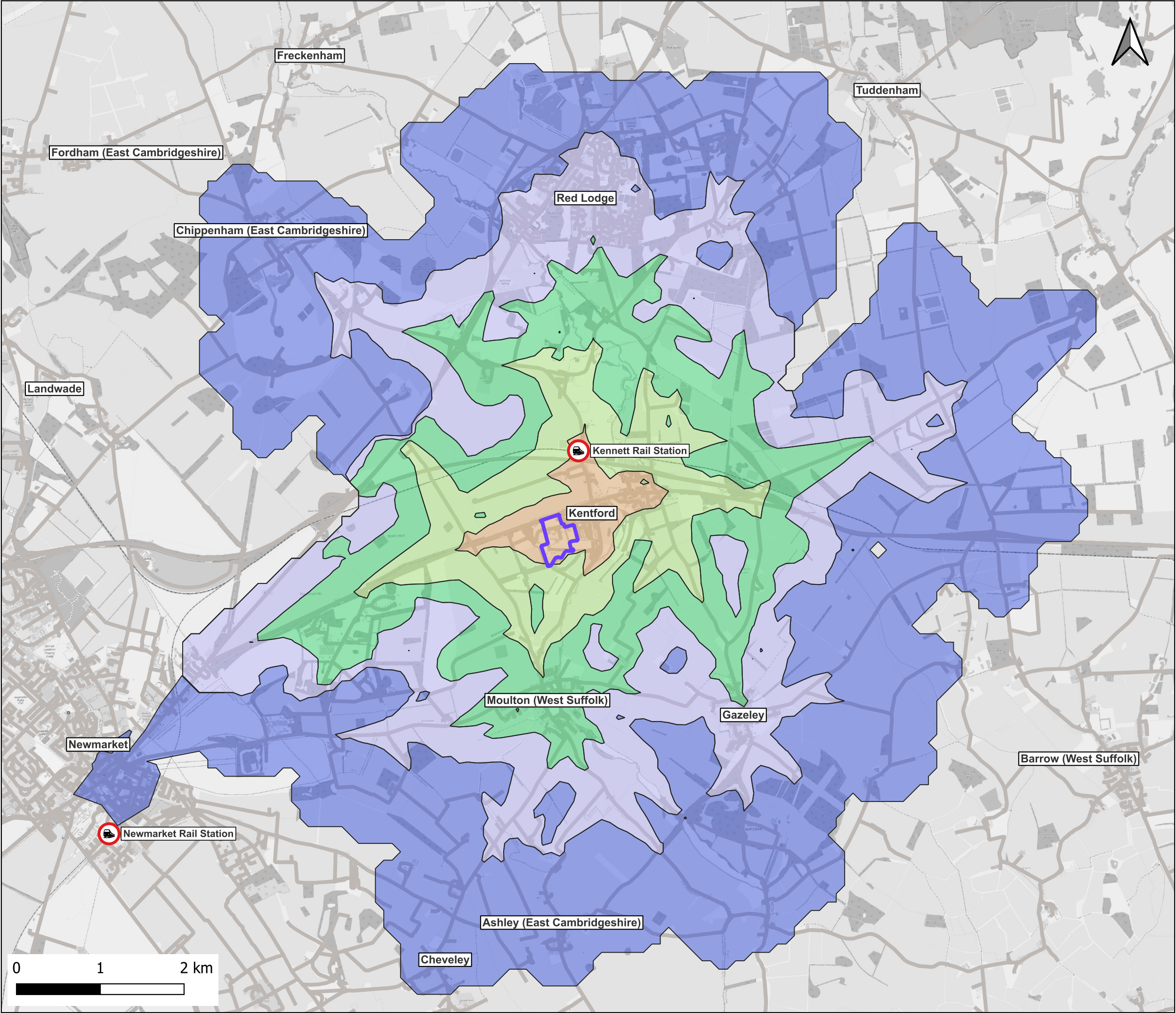


Client: Lochailort Kentford Ltd  
Project: Lanwades Woodland Park, Kentford  
Title: Walking Isochrone - Hybrid Site

|                 |           |                |
|-----------------|-----------|----------------|
| Status:         | Drawn by: | PM/Checked by: |
| For Information | MOK       | ID             |
| Project Number: | Scale@A3  | Date Created:  |
| TRP-00058       |           | 18/02/2025     |

Figure Number:  
**794-PLN-TRP-00058-FIG-02**





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Legend

- Detailed Site
- Railway Station
- Cycle Isochrone
  - 5 min
  - 10 min
  - 15 min
  - 20 min
  - 25 min

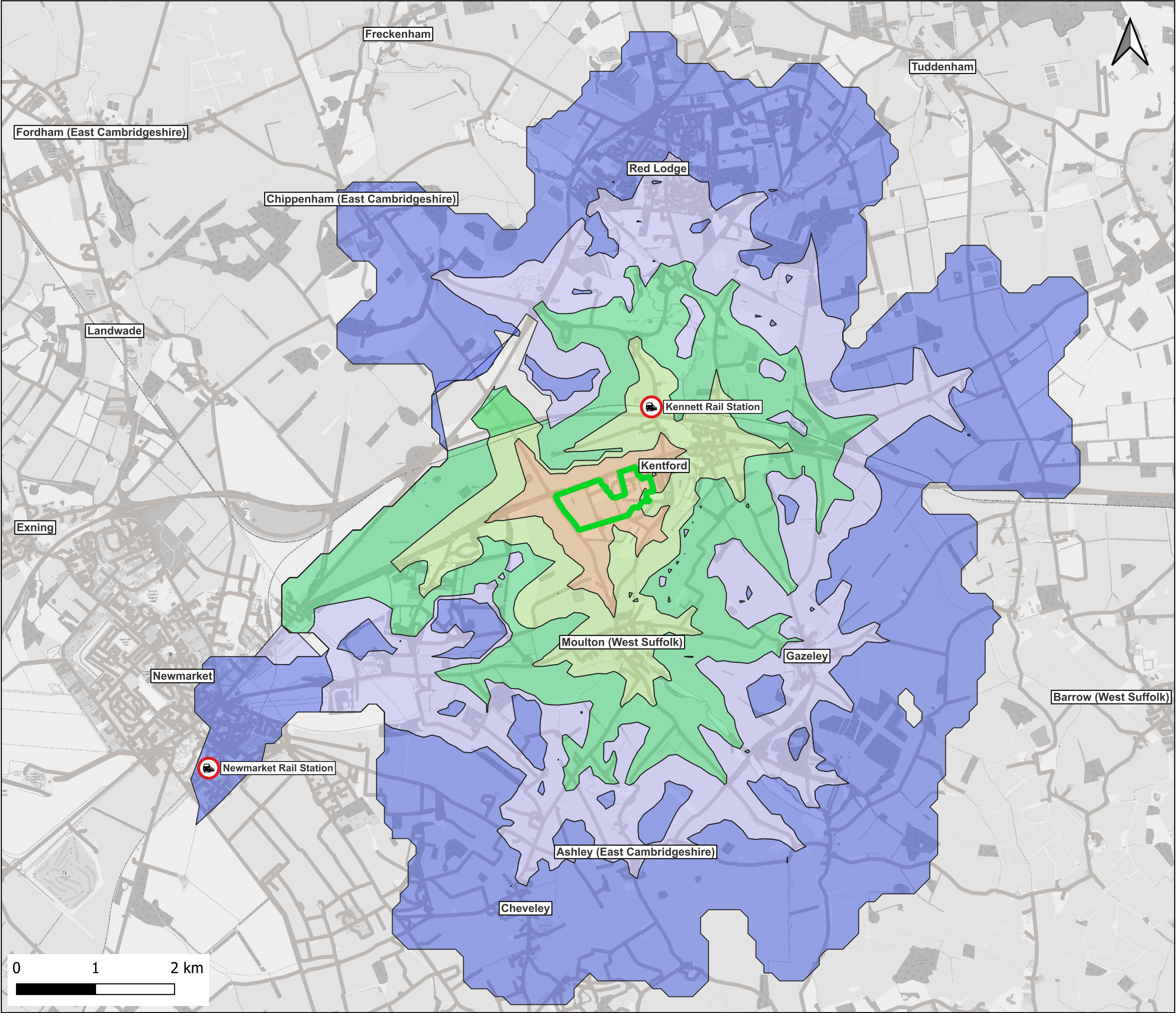


Client: Lochailort Kentford Ltd  
Project: Lanwades Woodland Park, Kentford  
Title: Cycle Isochrone - Detailed Site

|                 |           |                |
|-----------------|-----------|----------------|
| Status:         | Drawn by: | PM/Checked by: |
| For Information | MOK       | ID             |
| Project Number: | Scale@A3  | Date Created:  |
| TRP-00058       |           | 18/02/2025     |

Figure Number:  
**794-PLN-TRP-00058-FIG-03**





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Legend

- Hybrid Site
- Railway Station
- Cycle Isochrone
  - 5 min
  - 10 min
  - 15 min
  - 20 min
  - 25 min



Client: Lochailort Kentford Ltd  
Project: Lanwades Woodland Park, Kentford  
Title: Cycle Isochrone - Hybrid Site

|                 |           |                |
|-----------------|-----------|----------------|
| Status:         | Drawn by: | PM/Checked by: |
| For Information | MOK       | ID             |
| Project Number: | Scale@A3  | Date Created:  |
| TRP-00058       |           | 18/02/2025     |

Figure Number:  
**794-PLN-TRP-00058-FIG-04**

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