



YEAR 2 RESIDENTIAL TRAVEL PLAN

White Rose Park, Norwich, Norfolk

Persimmon Homes

November 2023

Project No: 80075

Document Review Sheet: -

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Document

Prepared by: - Elizabeth Evans, *BA (Hons) MA PIEMA REnvP*
on behalf of Smarter Travel Ltd

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Date: - 22 / 11 / 2023

Document

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Date: - 29 / 11 / 2023

Document

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on behalf of Smarter Travel Ltd

Date: - 30 / 11 / 2023

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FINAL

Revision Status

Issue	Date	Description	Prepared	Checked	Approved

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Title: YEAR 2 RESIDENTIAL TRAVEL PLAN
Project: White Rose Park, Norwich, Norfolk
Client: Persimmon Homes
Project No.: 80075

TABLE OF CONTENTS

1. EXECUTIVE SUMMARY	3
2. CONTACT DETAILS	5
3. DEFINITIONS.....	6
4. SITE ACCESSIBILITY.....	7
5. OBJECTIVES AND TARGETS	15<u>12</u>13
6. PROPOSED MEASURES	17<u>14</u>15
7. MONITORING RESULTS	19<u>16</u>17

FIGURES

Figure 1 – White Rose Park Location

TABLES

Table 4.1 – Highway Works Schedule

Table 4.2 – Local Amenities

Table 6.1 – Action Plan

Table 7.1 – Trip Rates

Table 7.2 – Modal Split

APPENDICES

Appendix A – Development Plan

Appendix B – Norwich Cycle Map

Appendix C – Bus Timetables

Appendix D – Travel Information Pack

Appendix E – Year 2 ATC Datasets (2023)

Appendix F – Year 2 Manual Count Datasets (2023)

Appendix G – Year 2 Travel Survey Questions (2023)

Commented [DP3]: This only covers Phase 1. At least Phase 2 is needed. An earlier TP has all phases, but is missing a Hospital Lane access.

1. EXECUTIVE SUMMARY

- 1.1. Smarter Travel Ltd. (ST Ltd.) has been appointed as the Travel Plan Coordinator by Persimmon Homes Anglia to manage, monitor and promote the Residential Travel Plan (RTP) for White Rose Park, a development consisting of 870 residential dwellings (of which 33% are affordable homes, managed by Flagship Homes) on land at the former Royal Norwich Golf Club (RNGC) in Hellesdon, Norwich, Norfolk. Using Office for National Statistics (ONS) calculations it is estimated that 870 dwellings could accommodate approximately 1,904 residents. At the time of publication of this RTP (November 2023), 188 (22%) dwellings were occupied.
- 1.2. The provision of this RTP update is to continue to oblige Schedule Nine of the Section 106 agreement associated with planning ref: 20151770 and to continue to meet the requirements of planning condition 39.
- 1.3. The purpose of this RTP is to provide a long-term management strategy and action plan intended to encourage sustainable travel and positive behaviour change, to promote a healthier lifestyle and reduce the reliance on single occupancy vehicles (SOVs). This requires the identification and strategic implementation of measures which help to reduce the environmental impact of the travel associated with the development, particularly focussed on walking, cycling, public transport and car sharing.
- 1.4. Norfolk County Council Travel Plan Guidance (2023) requires annual RTP updates to monitor progress towards achieving the targets set out in **Chapter 5**. The Travel Plan Coordinator (TPC) will provide annual updates to NCC throughout the agreed monitoring period, commencing in 2021, through to 2-years after final occupation. The monitoring period is therefore expected to be completed in 2034, with the principal target to have a 15% decrease in vehicular trip rates within 10 years, in comparison to those estimated in the original Transport Assessment (TA) that was used to determine the transport related impacts of the development. Persimmon Homes Anglia are committed to the RTP measures outlined in **Chapter 6**. A total budget of £435,000 has been agreed for the management, monitoring and promotion of the RTP over the monitoring period.
- 1.5. The RTP is an important tool in helping to deliver sustainable communities, aiming to provide a range of benefits to the local area by reducing the barriers for sustainable travel, including, but not limited to:
- Reducing SOV usage and congestion in and around the development.
 - Increasing awareness and uptake of sustainable travel alternatives, including walking, cycling, public transport and car sharing, as appropriate.
 - Promotion of social inclusion and interaction by identifying that a wide range of transport options are easily available for residents, including those with disabilities, and that existing amenities are accessible.
 - Addressing the increased emphasis of tackling climate change and reducing impact on the local environment by reducing SOV usage to decrease greenhouse gas (GHG) emissions from vehicles.

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Commented [DP5R4]: Aside from good road connections, and possible shift work there are only perceived site specific barriers here. Nothing worth adding.



- Promoting healthier lifestyles and a better quality of life through increased active travel and public transport utilisation, financial awareness of vehicular ownership and maintenance compared to other modes.

2. CONTACT DETAILS

- 2.1. The Developer (Persimmon Homes Anglia) is responsible for the ownership of the Residential Travel Plan (RTP) for this development for a period of no shorter than 13 years from the date of the approval by Broadland District Council (BDC) and Norfolk County Council (NCC) of the Interim TP. It is therefore expected that the monitoring period is to end no earlier than 2034.
- 2.2. The appointed TPC (Smarter Travel Ltd.) can delegate responsibilities to others to assist in the operation and monitoring of the RTP. The key contact details for the TPC, Developer and Local Authority are provided below. Should the contact information change during the monitoring period, the following details will be updated prior to publishing.

Travel Plan Coordinator: Smarter Travel Ltd.

Main Contact: Elizabeth Evans, BA (Hons) MA PIEMA REnvP

Email: Elizabeth.evans@rj.uk.com

Developer: Persimmon Homes Anglia

Main Contact: Joshua Pitcher

Email: joshua.pitcher@persimmonhomes.com

Local Authority: Norfolk County Council

Main Contact: Liz Poole

Email: liz.poole@norfolk.gov.uk

3. DEFINITIONS

3.1. The following definitions are used throughout this document:

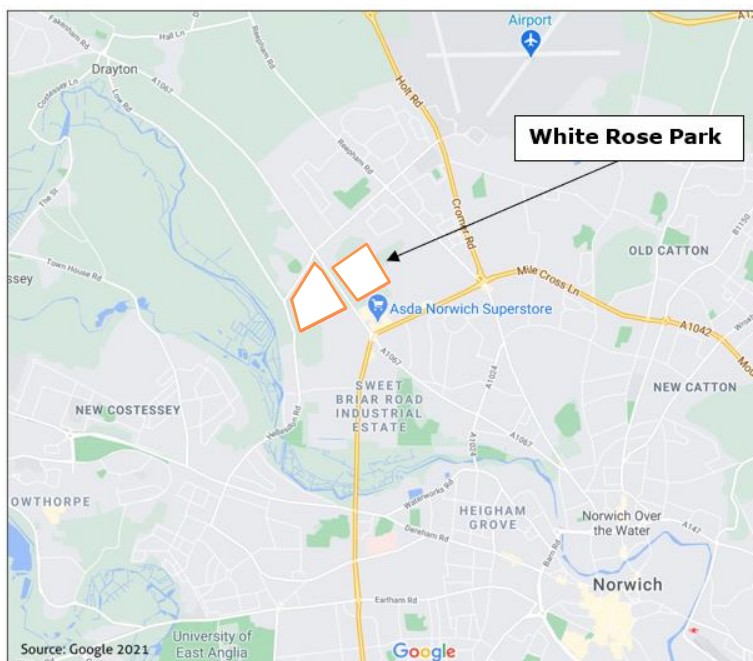
- i. **"Travel Plan"** means a comprehensive document that includes the sustainable travel objectives, targets and commitments, which is updated, amended and supplemented from time to time under the provisions of the conditions of the planning approval, which are obliged to be undertaken by the "Travel Plan Coordinator" on behalf of the Developer. This may be abbreviated to "RTP" (Residential Travel Plan) where appropriate.
- ii. **"Travel Plan Coordinator"** means a permanent representative appointed by the Developer with the appropriate skills, budgetary provision, and resources to produce and update a "Travel Plan" and manage the continued implementation of the "Travel Plan" including the provision of information to the Local Authority. This may be abbreviated to "TPC" where appropriate.
- iii. **"Monitoring Period"** means the time period that the Developer is committed to fund and manage the "Travel Plan" and "Travel Plan Coordinator" to review travel behaviour to / from the site with an aim to reduce private car usage in favour of sustainable modes with reporting to the Local Authority for approval. The monitoring period commenced in 2021, within one year of first occupation.

4. SITE ACCESSIBILITY

Location

- 4.1. The development shown in **Figure 1** (below), is on land off Drayton High Road (A1067), Hellesdon Norwich. The approximate grid reference for access to Phase 1, east of A1067 is 620459, 311401 with a postcode of NR6 5AH. The site is bound to the north by Kinsale Infant and Junior School and Hellesdon High School and Hospital Lane, to the east by the residential areas of Pinewood Close, Sutherland Avenue and Hercules Road, and to the south lies a sport centre, and Hellesdon Park Industrial Estate, to the west is Low Road. The combined site bisected by the A1067 Drayton High Road, covers an area of approximately 42.0Ha.

Figure 1 – White Rose Park Location



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Phases of Development

- 4.2. The development will be built in six phases. Phases 1, 2 and 3 to the east of Drayton High Road. Phases 4, 5 and 6 are located to the west of Drayton High Road and to the south of Hospital Lane. The non-residential uses including a primary school and community facilities, will be built in these later phases. These non-residential uses are not covered by this RTP, but the TPC will liaise with the other uses as appropriate to promote sustainable travel to the local community.



- 4.3. There will be 4 vehicular access points to the completed development, 3 accesses are situated off Drayton High Road, with the remaining future access to be provided to Hospital Lane in a later phase of the development.
- 4.4. As of November 2023, 2 access to Drayton High Road (both of which are Birchwood Road) are open, and occupations have taken place on Phases 1 and 2.
- 4.5. A site layout plan can be found in **Appendix A**.

4.5.

Active Travel

- 4.6. The development has good access for pedestrians and cyclists to the existing area of Hellesdon, which provides access to local amenities including schools and then further to shopping and employment areas in the city.
- 4.7. There is currently a 40mph speed limit on Drayton High Road. There is a shared use path along the eastern side of Drayton High Road allowing use for pedestrians and cyclists. This infrastructure was funded by Persimmons Homes Anglia as part of the development and delivered by NCC ~~at an approximate cost of £85,000.~~
- 4.8. The Local Authority published a Norwich Cycle Map showing the appropriate cycling networks to/from Norwich city centre and the surrounding areas, to the Norwich Train Station, including employment areas, schools, sports facilities, libraries and attractions/facilities. You can download the Norwich Cycle Map via the link below. A copy can also be found in **Appendix B**. www.norwich.gov.uk/downloads/file/3488/norwich_cycle_map
- 4.9. Although not located next to any official cycle routes, residents of White Rose Park could cycle to Norwich city centre in under 30-minutes. Residents could also make use of the off-road route; Marriotts Way, located via Sloughbottom Park.
- 4.10. The Norwich Outer Route (purple) runs along Hospital Lane and Middletons Lane in the vicinity of the site. This link can be used to reach National Cycle Route 1, providing a connection to Norwich city centre. Alternatively, National Cycle Route 1 can be reached at its crossing at Drayton High Road to the northeast and via Drayton Road and Dolphin Path to the southeast.
- 4.11. The 'Beryl' public bike, E-bike and E-Scooter service is promoted to residents, highlighting the existing bays located along Drayton Road and Middletons Lane in Hellesdon, as well as any future bays that may be located closer to site.
- 4.12. A review of 2011 Census data for this area of Hellesdon shows that walking and cycling for commuting purposes is relatively low (approximate total of 7% modal split), which is likely to be because of limited capabilities to safely and practically walk / cycle to key amenities. However, walking and cycling opportunities have increased with the addition of new pedestrian and cycling infrastructure along Drayton High Road.

Public Transport

Bus Services

- 4.13. New bus stops have been provided on the A1067 in the vicinity of the site access, which ensures all dwellings are within 400m of the nearest boarding point. A pedestrian refuge island has been provided on the A1067 near to the southernmost access to aid access to both the future Fakenham bound and Norwich bound bus stops, for easier pedestrian access from the development. The new access for Phase 2 is signalised and includes controlled crossings.
- 4.14. The closest bus stops located approximately 100m north of the northern Birchwood Road (Phase 2) entrance for southbound services and 100m to the south for northbound services (and therefore 50m north of the southern access). First Bus operates the Yellow bus routes 28 (Norwich-Thorpe Marriott) and X29 (Norwich-Fakenham), which pass the site up to every 15 minutes, Monday to Saturday and every 30 minutes on Sundays/Public Holidays, providing regular to Norwich City Centre. A small number of additional Yellow bus services are available Monday to Saturday on route 29 (Norwich-Taverham).
- 4.15. Bus season tickets are available, offering cheaper travel when used for multiple trips. First Bus offer weekly, 1,3 and 12 monthly tickets which can be used on any First Bus in the Norwich area or across Norfolk and Suffolk depending on the ticket, available to purchase online or via the First Bus app.
- 4.16. Visit the First Bus website (below) to view the latest timetables. Alternatively, a copy of the latest bus timetables (dated July 2023, current as of November 2023) can be found in **Appendix C**.

www.firstbus.co.uk/norfolk-suffolk/routes-and-maps/network-norwich

Community Transport

- 4.17. Community transport is available for those with impaired mobility/disabilities. The Norwich Door to Door service requires booking (up to 7 days in advance for medical and 2 days for social trips) and fees are payable. Full details can be found at: www.norwichdoortodoor.org.uk

Train Services

- 4.18. Local rail services can be accessed from Norwich Railway Station, located approximately 5km from the site. There are currently 442 bicycle spaces and 62 vehicular parking spaces (of which 5 are accessible spaces) located at the station. Rail users can also use Riverside Multi-storey to park, containing 740 vehicular parking spaces (of which 54 are accessible spaces). The station offers step free access to both/all platforms. From Norwich, services are available to Sheringham/Cromer, Great Yarmouth, major stations to London Liverpool Street, and other routes via Ely. The station can be accessed via local bus services which stop at Castle Meadow, followed by an 850m walk



(approximate 30-minute journey in total). Alternatively, it can be reached by cycling along Drayton High Road, taking approximately 20 minutes.

Highway Mitigation Strategy

4.19. **Table 4.1** shows a schedule for the highway works outlined in the decision notice (2016) issued by Broadland District Council, up to date as of November 2023.

Table 4.1 – Highway Works Schedule

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Location	Mitigation Strategy	Trigger	Status
Drayton High Road	New signalized signalised traffic signal control junction for new access point to Phase 2	Phase 2	Complete
Drayton High Road	Widening of road to include dedicated bus lanes (including new bus stops)	Phase 2	Complete
Middletons Lane / Hospital Lane	Improvements to junction for pedestrian / cyclist crossing	Phase 2	Complete
Middletons Lane	New zebra crossing	Phase 2	Complete

Local Amenities

- 4.20. Access to local amenities is essential to the efficient use of a housing development. The residents within White Rose Park have access to a range of amenities, listed below in **Table 4.24**. The distances and travel durations provided below are estimated based on available infrastructure, as of November 2023, taken from the Birchwood Road access point (south) off Drayton Road in Phase 1, longitude and latitude coordinates: 52.655561, 1.258344. The OS grid map reference is 620460, 311390.
- 4.21. The distances provided below are taken from available cycle routes. The walking and cycling speeds shown are consistent with Google Maps and based on averages of 5kph ([approx. 3mph](#)) and 16kph ([approx. 10mph](#)), respectively.
- 4.22. A copy of the Travel Information Pack is shown in **Appendix D**, containing a visual map of the local amenities in relation to White Rose Park.

5. OBJECTIVES AND TARGETS

Targets

- 5.1. Targets are Site-specific, Measurable, Achievable, Realistic and Time-related (SMART). They are phased and are categorised as either "aim type" (e.g. percentage using non-car modes by....) or "action type" (e.g. appoint a TPC by....).
- 5.2. The potential vehicular trip rates for the development were estimated as part of the original TA that supported the planning application. This was then used to set the following "aim type" targets and will be measured using Automatic Traffic Count (ATC) and Manual Count surveys for the duration of the monitoring period:
- Within 2 years of implementation of the full TP (2023), decrease the AM and PM peak hour car trip rates by 5% when compared to the TA data shown in **Table 75.1**.
 - Within 6 years of implementation of the full TP (2027), decrease the AM and PM peak hour car trip rates by 10% when compared to the TA data shown in **Table 75.1**.
 - Within 10 years of implementation of the full TP (2031), decrease the AM and PM peak hour car trip rates by 15% when compared to the TA data shown in **Table 75.1**.
 - Retain the car trip rates seen at year 10 of implementation of the full TP when compared to that assessed in the TA for the duration of the monitoring period.
 - To maintain or increase the modal split in favour of sustainable transport methods when compared to 2011 Census Data as shown in **Table 75.2**.

Additional Targets

- 5.3. Additional "aim-type" targets that are not directly related to modal shift but used to monitor behaviour change through marketing strategies, including residential travel surveys, are as follows:
- At least 20% return rate for postal / online surveys issued to residents.
 - 75% of postal / online survey respondents should be aware of the TP and TPC and the services that can be provided.
 - 50% of the respondents to the postal / online survey will have obtained a Personal Travel Plan provided by the TPC, as requested.
 - 15% of the dwellings of the development should have claimed either a bus ticket or active travel voucher.
- 5.4. After each travel survey the TPC will assess if the targets are being achieved. Should the targets not be considered to be to the SMART principles then a



review of achievable, realistic targets will be undertaken and submitted to the Local Authorities with supporting evidence to be agreed.

- 5.5. If targets are not being achieved after the 2nd and 6th years' monitoring periods, the TPC will analyse the situation and may contact residents by issuing an additional Travel Survey and request feedback on current barriers to sustainable travel and in the case of this site what would help them to avoid SOV trips. An on-site community event may also be undertaken to engage with residents, the TPC will assess the effectiveness of such measures as appropriate.

6. PROPOSED MEASURES

- 6.1. The TPC is responsible for the ongoing monitoring and marketing strategy for the site. Therefore, an action plan has been outlined in **Table 6.1**, detailing the marketing strategy to be implemented throughout the monitoring period, as appropriate. The action plan is reviewed as and when the RTP is updated, to ensure targets are being achieved and if not, to assess what additional measures need to be introduced.

Table 6.1 – Action Plan

Measure	Action	Timescale	Next Due Date
Personal Travel Plans	Residents can request a bespoke travel plan detailing their sustainable options	Within 15 working days of request	Ongoing
Social Media	Maintenance of White Rose Park website and relevant social media channels	Monthly	Ongoing
Multi-Modal Promotion	Promotion of walking, cycling (including Beryl and bike servicing), public transport and car sharing options, news and incentives via website, Facebook, Instagram, Twitter, LinkedIn	Biannual (seasonal)	Ongoing
Car Club	Implement and promote via marketing channels	Annual	Ongoing
Newsletter	Annual newsletter sent to all residents, including incentives and travel updates	Annual (Autumn)	November 2024
ATC Survey	Annual ATC survey to monitor and compare trip rates to achieve targets	Annual (Autumn)	September 2024
Residential Travel Survey	An online / postal travel survey to understand travel habits and promote incentives	Annual (Autumn)	October 2024
School Liaison	Liaise with local primary and secondary schools to host on-site promotional events for sustainable travel	Optional (Autumn)	Autumn 2024
Manual Count Survey	A 12-Hour Manual Count of all movement in and out of the development	Biennial (2023, 2025...)	September 2025

Incentives

- 6.2. The TPC is responsible for promoting sustainable travel to increase modal shift away from SOVs to active travel, public transport and car sharing, where appropriate, to meet the targets set out in **Chapter 5**. The following incentives are available for residents to claim by completing the initial Travel Survey, promoted via the Travel Information Pack and marketing channels:

Commented [EE8]: NCC guidance states that for developments with +250 a car club must be set up - liaise with Enterprise?

Commented [DP9R8]: Worth checking with MJD first but, there was some provision in the previous TP for talking to Norfolk Car Club, but not for an onsite car. Enterprise Car Club has taken over Norfolk Car Club (as of 6 May 2022).

Tony Barnard
 Car Club South East Region

07834 172 787
Tony.Barnard@ehi.com

Enterprise House
 203 London Road
 Staines
 Middlesex
 TW18 4HR
enterprisecarclub.co.uk

Commented [DP10R8]: MJD comment: "No obligation as far as I can see"

Commented [DP11]: Was the last in 2023? Is the next in 2024? Or 2025?



- £70 Active Travel Voucher (per dwelling), or;
- 2-Week Bus Pass with First Bus (per dwelling); and;
- Bike Register Kit, and;
- Child Safety Pack, and;
- Umbrella.

6.3. Active travel vouchers will be provided via [decathlon.co.uk](https://www.decathlon.co.uk) (subject to change) and issued by the TPC within ~~10~~15 working days of a claim submission. Residents can claim by completing the initial Travel Survey, advertised in the Travel Information Pack that all new residents receive, or by following a link on the website to the online survey.

6.4. It is estimated that voucher uptake will be within 30-40% across the monitoring period.

7. MONITORING RESULTS

Trip Rates

- 7.1. The TA Estimate data is provided in **Table 75.1**, which compares the TA dataset (based on 870 dwellings) with ATC data collected annually throughout the monitoring period, to highlight how trip rates are evolving and ensure targets are on track to be achieved, amending measures accordingly.
- 7.2. All ATC datasets collected are TRICS compliant and conducted over a 1-week period, avoiding school and public holidays, to comply with current NCC guidance (2023). Year 2 ATC dataset (the most recent) can be found in **Appendix EB**.

Table 75.1: Trip Rate Comparisons

Monitoring Period	Time Period		
	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)	12-Hour (07:00-19:00)
TA Estimate	0.590	0.683	5.520
Baseline (2021)	0.697	0.977	8.230
Year 1 (2022)	0.607	0.823	5.802
Year 2 (2023)	0.557	0.589	5.419

- 7.3. Comparing the Year 2 (2023) trip rates to the TA Estimate, AM and PM Peaks have reduced by 0.033 and 0.094, respectively, equivalent to reductions of 5.6% and 13.8%. This clearly shows that the Year 2 target of a 5% reduction in both AM and PM trip rates has been achieved.
- 7.4. The 12-Hour trip rate is also lower than the TRICS data which accompanied the TA for the planning application, by around 1.8% and has reduced since Year 1.

Modal Split

- 7.5. The 2011 Census Statistics have been used to understand typical travel modes and work destinations for existing residents in the Hellesdon area. The data has been used to provide an estimate of typical travel modes that would be utilised from the development.
- 7.6. The 2011 Census Statistics – Method of Travel to Work – Resident Population for Broadland 011B, is summarised in **Table 75.2** and compared to modal split data collected from manual count surveys, conducted annually throughout the monitoring period to evaluate behaviour change. Year 2 Manual Count dataset can be found in **Appendix EG**.

Commented [DP12]: For info, this has surveys from all 5 weekdays in it.

Commented [DP13]: This was for Friday only, which is inconsistent with other years. Updated to 5 days between 14 & 20 Sep 2021 (survey was 8 days 14-21st)

Commented [DP14]: Analysis sheet found, updated to 5 day:
 O:\80000 - Travel Plan
 Coordinator\80000\80075 - White Rose Park,
 Hellesdon\Travel Plans\Year 1 TP\Manual
 Survey\ATC DATA WORKINGS OUT 2022 -
 Amended L11.xlsx

Commented [EE15]: Why? Is there anomalous data? Baseline seems too low, is it due to occupancy/school?

Table 75.2: Modal Split Comparisons

Mode of Transport	Modal Split (% of Total People)		
	Census (2011)	Baseline (2021)	Year 2 (2023)
Train	0.5%	N/A	N/A
Bus	8.0%	N/A	N/A
Taxi or minicab	0.4%	0.0%	2.6%
Driving a car or van	68.6%	68.1%	64.7% (49.0% SOV)
Passenger in a car or van	4.5%	12.7%	17.0%
Motorcycle, scooter or moped	2.1%	2.0%	0.3%
Bicycle	7.5%	2.0%	2.4%
On foot	8.5%	15.2%	13.0%

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- 7.7. **Table 75.2** demonstrates that, at the time of the Census (April 2011), commuting from the Hellesdon area was primarily conducted using a vehicle (68.6%), followed by 16% who used active travel methods (8.5% walking, 7.5% cycling) and a further 8.5% of commuters used public transport (8% bus, 0.5% train).
- 7.8. There were some positive behaviour changes within the development between the 2011 Census data and the 2021 baseline. There were significant increases in car sharing (given the 8.2% shift to car/van passengers), and a marginal decline in car/van usage (-0.5%). Bus passengers are likely to have left the development on foot which is reflected in the higher mode share.
- 7.9. Looking at the latest modal shift data from 2023, there was a further increase in the proportion of people travelling as a passenger in a car or van and further decrease in car or van drivers, ensuring the development is meeting its target of maintaining sustainable modal split preference compared to the 2011 Census data. There was a nominal increase in cycle usage and a slight decrease in foot trips compared to 2021. Whilst the multi-modal survey data also included for LGV and OGV trips these were excluded from the analysis in **Table 75.2** for consistency with Census data.

Residential Travel Surveys

- 7.10. To supplement quantitative data, a residential travel survey is issued annually to all occupied households, either online or by post. Below is a breakdown of key findings from the 2021 Baseline Travel Survey, compared with 2023 (Year 2) Travel Survey results.

Baseline Survey (2021)

- 7.11. The online survey conducted in the 2021 Baseline Year generated a 75% response rate from 60 occupied dwellings, thereby achieving target. Findings suggested that 13% of residents travelled most frequently by bus. For those

who drove alone in a car or van, their main motivation was that they needed their vehicle for work (74.4%). 45.5% of respondents suggested they use walking as a secondary mode of travel. Some respondents identified that this was due to Covid-19 restrictions changing their travel habits as they were now walking/cycling more for leisure and work purposes.

- 7.12. As of September 2021, 55% of residents had claimed their initial incentive, of which 73% claimed a £70 active travel voucher to be redeemed online.
- 7.13. Unfortunately, 71.4% of online survey respondents suggested that they did not know about the White Rose Park Travel Plan and its services. Therefore, further promotion was undertaken in 2022 to promote the Travel Plan to existing residents.

Year 2 Survey (2023)

- 7.14. The [online travel survey conducted in October 2023](#) received a 13% response rate (18 responses) from 142 occupied dwellings that were invited to participate, thereby falling short of the response rate target by 7%.
- 7.15. Findings from the survey suggested that 61% of respondents mainly travelled alone in a car or van, of which 73% stated it was due to job requirements. 50% of respondents agreed that they would be more likely to use the bus if there were more frequent services in the area and 39% have considered car sharing for their regular journeys as an alternative to their current mode. Qualitative responses revealed that the cost-of-living crisis has impacted residents by [raising the price of bus tickets](#).
- 7.16. [Whist the UK government bus far cap of £2 for a single ticked has applied to bus journeys in the area; local operator First Bus reviewed the price of day and season tickets effective from 20th August 2023. This was the first change in fares since January 2022 and may therefore have contributed to the survey responses received.](#)
- 7.17. From the 2023 Travel Survey, 33% requested a PTP, thereby falling short of the target by 17%. Existing residents may still take up the offer of a PTP over the lifetime of this plan, which will be included in promotional materials as appropriate.
- 7.18. A copy of the Year 2 Travel Survey questions can be found in **Appendix G**.

Annual Site Inspections

- 7.19. During the monitoring period, an annual inspection shall be made prior to each survey by the TPC to review the condition of local footways, cycleways and bus shelters off-site to Hellesdon, to identify any maintenance issues that could be detrimental to the promotion of sustainable travel. Any maintenance issues seen will be reported to the relevant department at the Local Authority for remediation and reported on below, following annual RTP revisions.

Commented [DP18]: Raw data found and spot checked:
<O:\80000 - Travel Plan Coordinator\80000\80075 - White Rose Park, Hellesdon\TPC Marketing\Postal and Online Surveys\2023>

Commented [DP19]: Comment on Gov-t £2 capped fare, but not applicable to season ticket cost?

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On-Site

- 7.20. As of the Summer 2023 site visit, there were no major issues to report. However, it was noted that you cannot currently access Phase 2 from Phase 1 due to construction activity which was still ongoing as of the end of November 2023.

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Off-Site

- 7.21. As of the Summer 2023 site visit, there were no major issues to report off-site.

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APPENDICES

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Appendix A – Development Plan

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Appendix B – Norwich Cycle Map

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Appendix F – Year 2 Manual Count Datasets (2023)

Title: YEAR 2 RESIDENTIAL TRAVEL PLAN
Project: White Rose Park, Norwich, Norfolk
Client: Persimmon Homes
Project No.: 80075



Appendix G – Year 2 Travel Survey Questions (2023)

Title: YEAR 2 RESIDENTIAL TRAVEL PLAN
Project: White Rose Park, Norwich, Norfolk
Client: Persimmon Homes
Project No.: 80075