Beacon Planning Limited

Employment - Travel Plan

Yarmouth Road, Blofield, Norfolk

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Date: March 2016

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BUILDINGS & INFRASTRUCTURE • ENVIRONMENT PLANNING & DEVELOPMENT • COMPLIANCE • SUSTAINABILITY
# Project Revision Sheet

<table>
<thead>
<tr>
<th>Revision No</th>
<th>Date</th>
<th>Status</th>
<th>Changes</th>
<th>Prepared</th>
<th>Checked</th>
</tr>
</thead>
<tbody>
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</tbody>
</table>
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1 Introduction

1.1 MLM Consulting Engineers have been instructed by Bovis Homes Ltd, Messrs A, J& R Smith to provide an Employment Travel Plan associated with a planning application for the development of a site in Blofield. This travel plan covers a section of the development which comprises of up to 4,000sqm of office use.

1.2 This travel plan will consider methods and measures which could be implemented to influence travel behaviour to shift towards sustainable modes of transport with the objective to reduce car use.

1.3 This travel plan has been carried out in accordance with the Department for Transport’s (DfT) ‘Good Practice Guidelines: Delivering Travel Plans through the Planning Process’ and Norfolk County Council’s requirements.

1.4 Section 2 addresses the site’s current travel characteristics. Section 3 sets out the current travel patterns with section 4 reviewing Government and local planning policies. Section 5 is concerned with measures to encourage sustainable transport modes and reduce single occupancy car use.

1.5 Section 6 considers the management of the travel plan, targets and the monitoring process. Section 7 reviews the work undertaken and also sets out the conclusions of the report.
2 Current Travel Characteristics

2.1 The site and local road network are shown in Appendix 2. The site is located to the western side of the village of Blofield in Norfolk. The site is located on a Greenfield site with residential housing estates on the eastern and western side, and a development for elderly persons to the southern side of the site.

2.2 The site is bound by Yarmouth Road to the south which consists of a 30mph limit to the east and national speed limit to the west. Yarmouth Road links to the A47 (T) to the west approximately 1km via a roundabout. The north of the site is bound by the A47 (T), with residential areas to the east and industrial facilities to the west. There is highway street lighting along part of the site frontage and a footway and verge on the northern side of the road. In close proximity to the change in speed limits there are ‘SLOW’ road markings on the western approach. The 30mph speed limit has been relocated to the Western side of the development site frontage.

2.3 Walking

2.3.1 The site is located within easy walking distances of nearby bus stops. An amenity plan and extract from the Transport Assessment on accessibility to local facilities are enclosed in Appendix 3 with annotations of walking distances of 400m (5 minutes walk) and 800m (10 minutes walk).

2.3.2 Existing footpaths extend from the village centre along Yarmouth Road, plus pedestrian links to the north east of the site providing suitable connections to local amenities.

2.3.3 Footway links to the station are both on a footway or highway verge. There is not a continuous footway along the whole route.

2.4 Bus services

2.4.1 There are bus stops located along Yarmouth Road within 200m of the site. The nearest bus stop to the site on Yarmouth Road to the east of the Kings Head. It has real time information by texting a message to a Travel Line telephone number. A picture of the bus stop is shown below. More services are available from the bus stop on the Street.
2.4.2 Services from this stop serve the line between Norwich and Blofield Heath. There are 5 bus stops located within the 800m walk distance which provides 2 services to the rail station and 3 services to the centre of Blofield, employment and residential areas nearby. A summary of the nearest bus services in the area are below and the bus routes are shown in Appendix 4.

Table 2.1 Local Bus Services – updated January 2016

<table>
<thead>
<tr>
<th>Service provider</th>
<th>Bus stop location</th>
<th>Route No</th>
<th>Route</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>First in Norfolk &amp; Suffolk</td>
<td>Kings Head</td>
<td>15</td>
<td>Wroxham - Blofield Heath - Lingwood - Norwich - Wymondham.</td>
<td>Mon-Fri Hourly Service</td>
</tr>
<tr>
<td>Konect Bus</td>
<td>Kings Head</td>
<td>52</td>
<td>Blofield Heath - Blofield - Brundall - Norwich - Eaton</td>
<td>Mon-Fri Hourly Service</td>
</tr>
<tr>
<td>Konect Bus</td>
<td>Kings Head</td>
<td>72</td>
<td>Great Yarmouth - Blofield Heath - Blofield - Norwich</td>
<td>Two services per day.</td>
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<tr>
<td>Our Bus</td>
<td>Kings Head</td>
<td>292</td>
<td>Wroxham - Blofield – Lingwood – Reedham – Halvergate.</td>
<td>One return service on Tuesdays only</td>
</tr>
</tbody>
</table>

2.5 Rail

2.5.1 The main rail station in the area, Brundall Rail Station, is located approximately 1 mile south of the site. The station is served and managed by Abellio Greater Anglia linking Norwich with Great
Yarmouth and Lowestoft. The train services are set out below, and are included in Appendix 4:

Table 2.2 – Local Train Services

<table>
<thead>
<tr>
<th>Route</th>
<th>Mon – Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>Norwich – Lingwood via Brundall</td>
<td>1 per hour</td>
</tr>
<tr>
<td>Lingwood – Norwich via Brundall</td>
<td>3 per hour</td>
</tr>
<tr>
<td>Salhouse – Lowestoft via Brundall</td>
<td>1 per hour</td>
</tr>
<tr>
<td>Lowestoft – Salhouse via Brundall</td>
<td>1 – 2 per hour</td>
</tr>
<tr>
<td>Norwich – Lingwood via Brundall</td>
<td>1 per hour</td>
</tr>
</tbody>
</table>

2.6 Cycle Facilities

2.6.1 Due to the low traffic flows and speeds on the local residential streets the area provides safe on road cycling. However there are no designated cycle routes within the area. Cycle access to the station is via Stocks Lane, Brundall Road and Blofield Road, country lanes in parts but with wide verges in other areas.

2.7 Summary

2.7.1 Based on the above review the requirement to travel by private car can be reduced; however there still may be a requirement for private car usage, because of its location in a village.
3 Planning Policies

3.1 The following section sets out the policy background for the development in the context of national and local planning policy. It is not meant to be an exhaustive list of all polices as it relates to transport and sustainable issues.

3.2 NPPF (The National Planning Policy Framework)

3.2.1 The National Planning Policy Framework: Consultation Draft was issued on 25 July 2011 and summarises 40 – 50 planning policies within one document. The final document was published on 27 March 2012. In paragraph 32 specific reference is made to traffic impacts. The paragraph is set out below.

32 All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

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

3.3 Development Management DPD (2015)

3.3.1 Broadland District Council Development Management DPD sets out local polices for the management of development. It was adopted on 3 August 2015 and subject to a 6 week period for legal challenge ending on 15 September 2015.

3.3.2 Policy GC1- Presumption in favour of sustainable development.

The development proposal received planning consent in 2013. The scheme is not materially different hence is acceptable in sustainable terms.
3.3.3 **Policy TS2- Travel Plans and Transport Assessments.**

The transportation documents to support planning application include transport assessments for both commercial and residential schemes plus include travels plans for the respective planning uses also. Hence it is in accordance with the policy below.

**Policy TS2 – Travel Plans and Transport Assessments**

In the case of major development, or where a particular need is identified, a Transport Assessment and/or Travel Plan will be required. Developers will need to include proposals to deal with any consequences of their development in terms of maximising access by foot, cycle and public transport and the means by which this will be secured in perpetuity.

3.3.4 **Policy TS3- Highway Safety.**

The previously approved scheme in 2013 was supported by road safety audits which were approved. Therefore this development will not affect highway safety and accords with this policy.
3.4 Manual for Streets (MfS)

3.4.1 Manual for Streets was on the DfT internet in 2006 and published 29th March 2007. It supersedes Places Streets & Movement and Design Bulletin 32. Manual for Streets should now be used where 85th percentile monitored traffic speeds are less than 37mph. The manual deals with first principles in respect of what a street is for. It has five principle functions, namely:

- Place;
- Movement;
- Access;
- Parking and
- Drainage and utilities.

3.4.2 A sense of place encompasses a number of characteristics namely, local distinctiveness, visual quality and human interaction. Of the five functions place and movement are the most important in determining the character of streets. Hence they should be considered together as opposed to in isolation.

3.5 Guidance on Transport Assessments

3.5.1 The Guidance was published in March 2007 and it ‘turns on its head’ the old Transport Assessment philosophy of predict and provide. This was archived in November 2014 and now scoping consultations are required to be undertaken.

3.6 Other Policies/Guidelines Reviewed

3.6.1 Various walk distances are quoted in the Institution of Highways and Transportation’s (IHT’s) “Guidelines for Providing for Journeys on Foot”. The Table (3.2 from the document) is set out below:
Table 3.1 – Suggested Acceptable Walking Distances

<table>
<thead>
<tr>
<th></th>
<th>Town Centre (m)</th>
<th>School / Commuters (m)</th>
<th>Elsewhere (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Desirable</strong></td>
<td>200</td>
<td>500</td>
<td>400</td>
</tr>
<tr>
<td><strong>Acceptable</strong></td>
<td>400</td>
<td>1000</td>
<td>800</td>
</tr>
<tr>
<td><strong>Preferred</strong></td>
<td>800</td>
<td>2000</td>
<td>1200</td>
</tr>
<tr>
<td><strong>Maximum</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

3.6.1 The preferred maximum in town centres is 800m – 2,000m for commuting and to school and 1,200m elsewhere. The development site is well served by convenient footways, bus stops etc to and from local services. Walk distances of 400m and 800m is assumed to take 5 and 10 minutes to travel based on 3mph walking speeds. The local station is less than 10 minutes’ walk from the western side of the site, via public footpaths and footways. It is also a few minutes cycle journey to the station.
4  Travel Survey

4.1 The site is currently a Greenfield site and therefore surveys are not possible to ascertain the current mode of split for the site. Therefore to estimate the baseline modal split of the site the Census data for Broadland has been reviewed. The summary can be reviewed in full in Appendix 4 and has been summarised below:

Graph 4.1 – Modal Split

4.2 It is proposed that initial travel surveys, which will be iTrace compliant and will be undertaken to assess the actual modal split and travel pattern of the development. These initial travel surveys will be undertaken once 50% of the office space has been occupied. This provides a reasonable time period for a reasonable number of occupants to provide travel information but without unnecessarily extending the time scale required.

4.3 The predicted peak hour traffic movements have not been based on TRICS data but on NCC’s employment traffic generation numbers, as is set out below in the tables to reassure the LPA that the development impact is considered to be very low. The traffic generation is under 3 vehicles per minute, which is less than the daily, weekly and hourly variations on any network.
### Table 4.2 – Total Traffic Generation

<table>
<thead>
<tr>
<th></th>
<th>In</th>
<th>Out</th>
<th>Two-way</th>
</tr>
</thead>
<tbody>
<tr>
<td>08:00 – 09:00</td>
<td>131</td>
<td>85</td>
<td>216</td>
</tr>
<tr>
<td>17:00 – 18:00</td>
<td>80</td>
<td>122</td>
<td>202</td>
</tr>
</tbody>
</table>

### Table 4.3 – Traffic Generation from Office Use

<table>
<thead>
<tr>
<th></th>
<th>In</th>
<th>Out</th>
<th>Two-way</th>
</tr>
</thead>
<tbody>
<tr>
<td>08:00 – 09:00</td>
<td>100</td>
<td>10</td>
<td>110</td>
</tr>
<tr>
<td>17:00 – 18:00</td>
<td>10</td>
<td>80</td>
<td>90</td>
</tr>
</tbody>
</table>
5 Measures of the Interim Travel Plan

5.1 All travel plans are ‘live’ documents that are flexible by their very nature. Inflexible plans only lead to misuse, distrust, and conflict and therefore are less efficient and less successful. The flexibility also allows travel plans to evolve to include further examples of best practice as they become apparent and as technology develops.

5.2 This outline travel plan provides the measures to be implemented as a minimum to show commitment to reduce single occupancy car use, whilst remaining flexible and able to adapt to variations in travel demand. Therefore additional opportunities may be reviewed and implemented which are not covered within this report.

5.3 All measures implemented within the travel plan will be funded (unless otherwise agreed) by the landowner.

5.4 Measures by Design

5.4.1 The scheme has been designed to promote sustainable travel at the outset, elements in the design comprise of:
  o Permeability of site for pedestrians and cyclists, access to the school and Post Office
  o Location of parking to minimise intrusion and avoid dominance of the site
  o Cycle parking (in accordance with standards)
  o Measures to restrict the speed of vehicles by design within the site
  o Improved links and signings to the station

5.5 Improvements to Off-site Infrastructure

5.5.1 The scheme will also provide offsite improvements to aid sustainable travel and off-site improvements will consist of:
  o Highway measures to traffic calm, narrow the carriageway, provide pedestrian and cycle friendly infrastructure along the site frontage on Yarmouth Road
  o Extended 30mph limit, to the western side of the site, this has been undertaken.
- Creation of enhanced routes within the site to provide better connections between the residential and employment uses
- Extend street lighting to the 30mph speed limit
- Widen the footway along Yarmouth Road up to 3m so that it can be a short cycle link

5.6 Reducing the Need to Travel

5.6.1 The scheme has been located in an area which has easy access to bus stops and recreational facilities which will reduce the need to travel by private car. All community facilities and local shops are within a 10 minute 800m walk distance to the site.

5.7 Promotion and communication

5.7.1 As reviewed above the site have been located and designed to make the best of good sustainable modes. The promotion and communication is critical to ensure that the improvements are known by future occupiers.

5.7.2 Therefore a marketing campaign will be run and linking to other Norfolk initiatives. It is envisaged that the campaign will provide information at a dominate location and will include information on:
  - Cycling/walking maps
  - Bus routes and timetable information
  - Location of local amenities including schools, doctors etc.
  - Train timetables and routes
  - Impact in the mode of travel and associated environmental and health impacts
  - Location of cycle retailers
  - Information on the PlusBus scheme
  - Information on taxis services in the area
  - Contact details to obtain additional information regarding the above

5.7.3 In additional to the measures to influence employees user groups will be set up with the future occupiers, the main objective will be to aid the successful implementation of the individual travel plans statements and to aid their co-ordinators in implementing measures tailored to their set up and workforce.
5.8 **Implementing the Plan**

5.8.1 The above measures will be implemented within different timescale due to their nature; an action plan (including indicative costs) will be prepared and take into account the detailed aspects of the proposal as the scheme progresses to a detailed planning stage.
6  Management of the Travel Plan (including targets and monitoring)

6.1  Travel Plan Co-ordinator

6.1.1 The overall management and responsibility for implementing the travel plan will remain with the developer but they will appoint a key contact to act as the travel plan co-ordinator to manage the travel plan and monitor its use to meet travel plan targets. The travel plan co-ordinator will also be expected to ensure the implementation of measures and identify additional measures to strengthen the developers’ commitment to green travel plan initiatives.

6.1.2 The travel plan co-ordinator will be in place prior to the implementation of the travel plan and occupation of the site. The contact information of the travel plan co-ordinator will be provided to relevant parties including the council.

6.1.3 The travel plan co-ordinator will oversee the annual survey, or agreed monitoring schedule, as required as part of the planning consent and will monitor and review the travel plan to ensure the objectives are being met and remain relevant to the site.

6.1.4 The travel plan co-ordinator will be provided with sufficient information and resources to undertake their role and responsibilities as the travel plan co-ordinator.

6.2  Individual Travel Plan Statements and Key Contacts

6.2.1 Each individual site will provide a travel plan statement tailored to their needs and operations.

6.2.2 The individual travel plan statements will provide additional measures which will be implementing to aid them in reaching their objectives and targets, it is envisaged that the objectives and targets will be additional ‘soft’ measures to complement the general improvements made within this travel plan.

6.2.3 Each occupier will provide details of a key contact to the travel plan co-ordinator, the key contact may be any member of staff or third party...
consultant but they will be expected to have support from senior management to allow measures to be implemented.

6.3 **Objectives, Targets and Indicators**

6.3.1 Any targets and indicators should be ‘SMART’ (Specific, Measurable, Achievable, Realistic and Time Bound). The proposed targets within this travel plan are SMART compliant.

6.3.2 The primary objective of the travel plan is to reduce the number of vehicles on the local road network. Based on census data and measures to be implemented within this travel plan indicators will include increased travel by walking, cycling and bus use.

6.3.3 As highlighted in guidance documents indicators need to be set to help obtain the main targets / objectives but should not been as seen goals which need to be obtained. For example an indicator of ‘increasing cycling by 5%’ may be obtained by drawing commuters away from the local buses. This would achieve the 5% but not aid in the overall target of reducing single occupancy vehicles trips.

6.3.4 Therefore based on the predicted travel, measures being implemented and the objectives of the travel plan the following preliminary targets and indicators are considered appropriate:

<table>
<thead>
<tr>
<th>Objective</th>
<th>Base year</th>
<th>Targets / Indicators Point change from base</th>
<th>Future Modal Split</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yr 3</td>
<td>Yr 5</td>
<td>Yr 3</td>
</tr>
<tr>
<td>Driving car / van</td>
<td>64%</td>
<td>-5</td>
<td>-10</td>
</tr>
<tr>
<td>Indicators</td>
<td>Car Passengers</td>
<td>6%</td>
<td>+2</td>
</tr>
<tr>
<td>On foot</td>
<td>5%</td>
<td>+2</td>
<td>+1</td>
</tr>
<tr>
<td>Bicycle</td>
<td>5%</td>
<td>+1</td>
<td>+2</td>
</tr>
<tr>
<td>Public Transport (Bus)</td>
<td>7%</td>
<td>+1</td>
<td>+2</td>
</tr>
</tbody>
</table>

6.3.5 It should be noted that the above targets and indicators are based on change in base points, while an indicator of +2 for bicycles appears (relatively) low to provide a +2 change equates to 40% more people
cycling than currently do, equally a -10 for driving equates to 16% fewer trips by vehicles.

6.3.6 Targets have been set for reducing the numbers of cars rather than single occupancy vehicles as it corresponds to number of cars coming to the site. Any increase in car sharing will reduce the number of vehicles to the site and will therefore be reflected in this figure (DfT Good Practice Guidelines p65).

6.3.7 The above baseline split and targets are based on predicted travel arrangements rather than actual travel, following the initial iTrace compliant surveys the baseline and targets will be reviewed, amended and confirmed. These initial travel surveys will be undertaken once 50% of the office space has been occupied.

6.4 Monitoring
6.4.1 An essential part of a successful travel plan is to review procedures to ensure that the objectives are being met. The initial travel surveys will be undertaken once 50% of the office space has been occupied. This provides a reasonable time period for the initial measures to be implemented and a reasonable number of occupants to provide travel information but without necessarily extending the time scale required.

6.4.2 The travel plan co-ordinator will also ensure that travel patterns will be reviewed and reported on an annual basis and the travel plan co-ordinator will consider the need for and implement any additional modified initiatives in the light of the findings. The results of this annual review and data will form the basis for further discussions with the Council. Should the objectives of the travel plan not be met, the travel plan co-ordinator will identify key areas that are not operating as anticipated so alternatives can be considered and possibly implemented.

6.4.3 All monitoring and surveys will be iTrace compliant.

6.4.4 The funding required for the monitoring of the travel plan will be provided by the landowner.
6.5 **Arbitration**

6.5.1 In the event that the travel plan co-ordinator is unable to agree with the council whether a variation of the travel plan is necessary the following process shall be implemented to resolve the conflict:

- the dispute shall be referred to an independent expert who shall be a member of the Institution of Highways and Transportation of at least 10 years standing.

- The independent expert shall be appointed by the Client and the Council, or in default of agreement within 14 days of one or other party requiring such appointment shall be nominated on the application of such party by the President for the time being of the Institution of Highways and Transportation.

- All representations to the independent expert shall be made within six weeks of his appointment, unless the parties otherwise agree in writing, or the independent expert determines that a longer period shall be allowed after representations have been submitted to him by the parties within the six week period.

- The decision of the independent expert and his award as to costs shall be final and binding upon the parties to the dispute.

6.5.2 The travel plan co-ordinator shall be entitled at any time between reviews to seek the Councils’ approval to temporary variation of the travel plan.
7 Conclusions

7.1 This travel plan has considered measures to influence the mode of travel for an employment site located on Yarmouth Road, Blofield.

7.2 The development has been located in an area which can support sustainable travel and has access to sustainable transport modes as well as all the required amenities within desirable walking distances.

7.3 The predicted traffic generation from the site is relatively low hence off site impacts are similarly low. The Travel Plan addresses the benefits in providing more facilities and opportunities for occupiers to use the private car less.

7.4 The scheme has been designed to further encourage these sustainable modes of travel and also implements measures to highlight and promote sustainable travel.

7.5 Based on these measures the travel plan has set targets of reducing single occupancy cars on the local road network. This accords with local authorities polices and guidance documents.
Appendix 1

Proposed Layout
Appendix 2

Local Road Network
Yarmouth Road, Blofield, Norfolk
Location Plan
Appendix 3
Sustainable Travel
New Accessibility Plan
Yarmouth Road, Blofield, Norfolk

Key:
- Bus Stop
- Rail Station
- Site
- Primary/Nursery Schools
- Shop/Post Office/PH
- Recreation Ground/Sports Pitch
- Medical Centre/Dental Practice
- Community Hall/Library/Place of Worship

Footpath
- 400m walk distance
- 800m walk distance
- 1795m walk distance

1795m walk distance from site
Bus Services near to the site at Yarmouth Road, Blofield, Norfolk.

The nearest bus stop to the site on Yarmouth Road is Kings Head. Services from this stop serve the line between Norwich and Blofield Heath. For further information on the service providers and timetables visit the web sites –

http://www.travelineeastanglia.org.uk/
http://www.konectbus.co.uk/timetables-fares/search?q=blofield#results
http://www.anglianbus.co.uk/timetables/search?q=7a#results
http://www.ourhire.co.uk/#!our-bus/orj2v

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<td>Great Yarmouth - Blofield Heath - Blofield - Norwich</td>
<td>Two services per day.</td>
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<td>Our Bus</td>
<td>Kings Head</td>
<td>292</td>
<td>Wroxham- Lingwood- Blofield – Reedham- Halvergate.</td>
<td>One return service on Tuesdays only</td>
</tr>
</tbody>
</table>
Key

- Bus stop locations in Blofield

A – Kings Head

B – Blofield Playing Field.
Bus Routes near the site - updated October 2012
Rail services near to the site at Yarmouth Road, Blofield, Norfolk

Brundall Rail Station is the nearest station to the site, approximately 1 mile to the south. It is served and managed by Abellio Greater Anglia on the Wherry Lines linking Norwich with Great Yarmouth and Lowestoft. Other rail stations in the vicinity are – Lingwood at 2.42 miles and Salhouse at 3.44 miles distant. The table below shows the frequency of some of the services, but more timetable information can be found at - www.nationalexpress.eastanglia.com

<table>
<thead>
<tr>
<th>Route</th>
<th>Mon – Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>Norwich – Lingwood via Brundall</td>
<td>Mon – Fri hourly service</td>
</tr>
<tr>
<td>Lingwood – Norwich via Brundall</td>
<td>AM &amp; PM peak Mon – Fri 3 trains</td>
</tr>
<tr>
<td>Salhouse – Lowestoft via Brundall</td>
<td>AM &amp; PM peak Mon – Fri 1 train</td>
</tr>
<tr>
<td>Lowestoft – Salhouse via Brundall</td>
<td>AM peak Mon – Fri 2 trains PM peak 1 train</td>
</tr>
</tbody>
</table>
Train Routes near the site

Yarmouth Road, Blofield, Norfolk

"CONTAINS ORDNANCE SURVEY DATA © CROWN COPYRIGHT AND DATABASE RIGHT 2010"
Appendix 4

Current Travel Patterns
## Percentage of people aged 16 - 74 in employment who usually travel to work by:

<table>
<thead>
<tr>
<th>Mode to work</th>
<th>N/A (work mainly at or from home)</th>
<th>Underground metro light rail or tram</th>
<th>Train</th>
<th>Bus mini bus or coach</th>
<th>Motorcycle scooter or moped</th>
<th>Driving a car or a van</th>
<th>Passenger in a car or van</th>
<th>Taxi</th>
<th>Bicycle</th>
<th>On foot</th>
<th>Other</th>
<th>Average distance (km) travelled to fixed place of work**; ***</th>
</tr>
</thead>
<tbody>
<tr>
<td>England</td>
<td>9.2%</td>
<td>3.2%</td>
<td>4.2%</td>
<td>7.5%</td>
<td>1.1%</td>
<td>54.9%</td>
<td>6.1%</td>
<td>0.5%</td>
<td>2.8%</td>
<td>10.0%</td>
<td>0.5%</td>
<td>13.31</td>
</tr>
<tr>
<td>East of England</td>
<td>9.4%</td>
<td>0.8%</td>
<td>6.1%</td>
<td>4.0%</td>
<td>1.1%</td>
<td>58.9%</td>
<td>5.8%</td>
<td>0.5%</td>
<td>3.9%</td>
<td>9.1%</td>
<td>0.5%</td>
<td>15.88</td>
</tr>
<tr>
<td>Norfolk</td>
<td>10.4%</td>
<td>0.1%</td>
<td>0.8%</td>
<td>4.8%</td>
<td>1.3%</td>
<td>59.4%</td>
<td>6.3%</td>
<td>0.3%</td>
<td>5.2%</td>
<td>10.7%</td>
<td>0.8%</td>
<td>15.50</td>
</tr>
<tr>
<td>Broadland</td>
<td>9.8%</td>
<td>0.1%</td>
<td>0.8%</td>
<td>6.8%</td>
<td>1.8%</td>
<td>63.9%</td>
<td>6.3%</td>
<td>0.2%</td>
<td>4.5%</td>
<td>5.3%</td>
<td>0.7%</td>
<td>14.43</td>
</tr>
<tr>
<td>Blofield with South Walsham</td>
<td>12.7%</td>
<td>0.2%</td>
<td>1.0%</td>
<td>3.4%</td>
<td>1.1%</td>
<td>68.4%</td>
<td>5.8%</td>
<td>0.4%</td>
<td>2.1%</td>
<td>4.0%</td>
<td>1.0%</td>
<td>19.26</td>
</tr>
</tbody>
</table>

617274 - Yarmouth Road, Blofield, Norfolk

Mode to work
For
Broadland

Fig No. 5
Mode to work For Broadland

- Passenger in a car or van, 63.9%
- Motorcycle scooter or moped, 1.8%
- Bicycle, 4.5%
- Bus mini bus or coach, 6.8%
- Train, 0.8%
- Underground metro light rail or tram, 0.1%
- N/A (work mainly at or from home), 9.8%
- On foot, 5.3%
- Other, 0.7%
- Taxi, 0.2%

Other, 0.7%