

TP01 - Residential Travel Plan

South Farm, Wickwar



B05313

Bloor Homes

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Project

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Client Name

Bloor Homes Ltd

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1 Introduction

1.1 Background

This Residential Travel Plan (RTP) has been prepared by Clarkebond on behalf of Bloor Homes to support a planning application for residential development at South Farm, Wickwar. The proposed development will comprise up to 180 residential dwellings and a 500m² farm shop.

The proposed development site is located on the western side of the B4060, to the south of the B4060/Amberley mini roundabout.

The site location is shown in **Figure 1.1**

The proposed site layout is shown at **Appendix A**.

1.2 Overview

The RTP has been developed with reference to national and local policy and relevant guidance. It builds on the opportunities that exist for sustainable travel at the proposed development and sets out the measures that will be delivered to meet the objectives and targets identified. An Action Plan is included which sets out when measures are to be introduced, by whom, and when monitoring and review is required. The Plan has been scoped in consultation with South Gloucestershire Council (SGC).

The implementation of this RTP will help improve the sustainability of the proposed development and support healthy active travel.

1.3 Sustainability

Sustainable development was defined by the Brundtland Commission (1987) as “*development that meets the needs of the present without compromising the ability of future generations to meet their own needs*”. Sustainability is a process that strives for constant improvement and is expressed in terms of three pillars; Economy, Society and Environment.

Current studies indicate that carbon dioxide (CO₂) is one of the important greenhouse gases and that its emission from the combustion of fossil fuels is one of the major causes of global warming. The UK Government has committed to achieving a 50% reduction in greenhouse gas emissions by 2027 and an 80% reduction by 2050. In the UK 26% of all emissions and 90% of transport emissions come from road transport.

Everybody can play a part in reducing these greenhouse gas emissions, especially when choosing to use a sustainable mode of transport. The National Planning Policy Framework 2012 defines this as *“any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.”* Driving alone or Single Occupancy Vehicle (SOV) travel is the least sustainable way to reach a destination when compared to the following:

- Walking and Cycling – by far the greenest modes of travel with minimal emissions;
- Bus or Train – mass transit systems offer a far greener mode of travel per passenger than SOVs; and
- Car Sharing – two or more people sharing a car generates half or less of the emissions from a SOV.

The impact of SOV travel, and indeed car sharing, can be reduced if the vehicle has low emissions such as hybrid or electric vehicles.

1.4 Transport and Health

Transport provides access to education, employment, leisure and shopping opportunities and can facilitate physical activity as part of everyday life through walking, cycling and public transport use. However, since the 1970s travel by bus, on foot and by bicycle has declined and travel by car has increased replacing those active journeys. Car and other road traffic threaten health through road traffic accidents and air pollution and also through physical inactivity. Choosing to cycle, walk or use public transport to services and facilities will have positive benefits to an individual's health, fitness and wellbeing.

The Government, through the National Health Service, recommends that everybody should exercise to:

- Reduce the risk of heart attack and chances of survival;
- Reduce the risk of developing long-term diseases;
- Increase life expectancy and improve quality of life in later years;
- Increase confidence;
- Improve appearance – body fat is reduced, muscle definition is improved, and skin improves in appearance as more oxygen is delivered to body tissue;
- Improve posture;
- Provide natural pain relief; and
- Have a positive effect on breathing, blood supply, muscles, and bones.

The National Institute for Health and Care Excellence (NICE) recommends:

- Ensuring that people can easily access local services on foot or bicycle; and
- Ensuring that new development prioritise physically active lives, including walking and cycling.

The NICE 2012 guidance 'Walking and Cycling: Local measures to promote walking and cycling as forms of travel or recreation' recommends:

- Providing specific support for people at a transition point in their lives e.g. when they are changing house;
- Creating a supporting environment to encourage and sustain walking and cycling; and
- Addressing infrastructure and planning issues to encourage local facilities and services are easily accessible by bicycle and make changes to existing roads, where necessary, to reduce traffic speeds.

1.5 Structure of Report

This Residential Travel Plan is set out as follows:

- **Chapter 2** provides a summary of relevant national and local policy and travel planning guidance;
- The proposed development is described in **Chapter 3**;
- The accessibility of the site to local facilities by different sustainable travel modes is described in **Chapter 4**;
- **Chapter 5** discusses existing national and local travel trends;
- **Chapter 6** sets out how the travel planning process will be managed at the development;
- The objectives, targets and indicators for the travel plan are identified in **Chapter 7**;
- **Chapter 8** describes the travel plan measures to be implemented at the development; and
- **Chapter 9** provides details on the implementation of the travel plan and how it will be monitored and reviewed and includes the Action Plan.

1.6 Limitations

The information, views and conclusions drawn concerning the site are based, in part, on information supplied to Clarkebond by other parties. Clarkebond has proceeded in good faith on the assumption that this information is accurate. Clarkebond accepts no liability for any inaccurate conclusions, assumptions or actions taken resulting from any inaccurate information supplied to Clarkebond from others.

2 Travel Plan Policy and Guidance

2.1 Introduction

This chapter describes the travel planning policy and guidance relevant to the proposed site that has been referred to in the development of this Residential Travel Plan as follows:

- National Planning Policy Framework 2019;
- NPPF Planning Practice Guidance: Travel plans, transport assessments and statements in decision taking 2014;
- South Gloucestershire Local Plan: Core Strategy adoption December 2013
- Making Travel Plans Work 2002;
- Making Residential Travel Plans Work 2005;
- Making Personal Travel Planning Work 2007;
- The Essential Guide to Travel Planning 2007;
- Behavioural Insights Toolkit, Social Research and Evaluation Division, Department for Transport (DfT) 2011;
- Making the Connection: The Plug-in Vehicle Infrastructure Strategy 2011; and
- Driving the Future Today – A strategy for ultra-low emission vehicles in the UK 2013.

2.2 National Planning Policy Framework (2021)

The National Planning Policy Framework (NPPF) was first published in March 2012 and replaced the previous national planning policies that were set out in the various Planning Policy Guidance Notes and Statements. Regarding transport, the NPPF replaced policy contained within PPG13 (Transport).

The NPPF was revised in February 2019 to include reforms previously announced through the Housing White Paper, the planning for the right homes in the right places consultation and the draft revised National Planning Policy Framework consultation.

The NPPF has been revised again in July 2021 to focus more on ‘*well-designed, beautiful and safe places.*’ The document supports walking and cycling and wants to ensure that all large-scale development is supported by the necessary and required infrastructure and facilities to provide a genuine choice of transport modes, aiming to promote sustainable transport, whilst still recognising that opportunities vary between rural and urban areas.

The NPPF sets out a presumption in favour of sustainable development that recognises the importance of transport policies in facilitating sustainable development.

Paragraphs 104 and 105 set out the transport issues that should be considered at the earliest stages of planning:

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*

- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

Paragraph 110 sets out the transport requirements for allocations or applications:

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; and
- c) 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.

Paragraphs 111 and 112 state that developments should not be prevented on highways grounds unless the cumulative impacts are severe:

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.

Within this context, applications for development should:

- 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.

Paragraph 113 states the requirement for significant developments to produce Travel Plans and Transport Statements or Transport Assessments:

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 transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

2.3 NPPF Planning Practice Guidance: Travel plans, transport assessments and statements in decision taking 2014

Travel Plans, Transport Assessments and Statements can positively contribute to:

- Encouraging sustainable travel;
- Lessening traffic generation and its detrimental impacts;
- Reducing carbon emissions and climate impacts;
- Creating accessible, connected, inclusive communities;
- Improving health outcomes and quality of life;
- Improving road safety; and
- Reducing the need for new development to increase existing road capacity or provide new roads.

In determining whether a travel plan is required local planning authorities are asked to take account of a number of relevant matters including any travel plan policies in the local plan, the scale of the development, the intensity of transport use and the availability of public transport.

Travel plans should identify the specific required outcomes, targets and measures and set out clear future monitoring and management arrangements. They should be scoped at pre-application stage and address all journeys from the proposed development.

Travel plans should benchmark travel data, provide travel forecasts and include proposals to reduce the need to travel as well as proposals for improved public transport services and walking and cycling facilities. They should be monitored until the objectives and targets are met.

2.4 South Gloucestershire Local Plan: Core Strategy adoption December 2013

The South Gloucestershire Core Strategy is the key planning policy document for South Gloucestershire, setting out the location and type of development in the District. The Local Plan Core Strategy 2006-2027 supersedes the remaining 'saved' policies of the previous Local Plan 2006.

With reference to Travel Plans the report states in policy CS7 – Strategic Transport infrastructure that the council will continue to work to promote Travel Plans. In policy CS8 – Improving accessibility, the strategy states that the active promotion of Green Travel Plans will help achieve the goal of providing sustainable travel options.

2.5 Making Travel Plans Work 2002

Making Travel Plans Work provides guidance on good practice and success factors associated with travel plans based on the review of the experience of 20 organisations.

The review showed that on average the proportion of commuter journeys made by car driver was reduced by 18% as a result of the travel plan initiatives.

The research identified that effective travel plans are based on:

- Building partnerships with the local authority and public transport operators;
- Identifying site opportunities and barriers;
- Encouraging progressive change;
- Gaining ownership of the plan;
- Raising the profile of travel initiatives;
- Reaching key groups;
- Influencing the travel culture; and
- A focus on results.

All of these elements have been included in the development of this Residential Travel Plan.

2.6 Making Residential Travel Plans Work 2005

This Travel Plan has been prepared with reference to the process set out in the Department for Transport Guidance *Making Residential Travel Plans Work*. The summary guide states that:

A Residential Travel Plan is a package of measures designed to reduce car use originating from new housing by supporting alternative forms of transport and reducing the need to travel in the first place. They are an important tool to help deliver accessible, sustainable communities and offer clear benefits to all the parties involved – public, private and the community. They involve meeting the access needs of residents in a new way and require partnerships between developers, local communities and new residents.

The potential benefits of Residential Travel Plans include:

- Reducing the need for car use with reduced traffic, congestion, air pollution and accidents;
- Improving accessibility and travel choices for reaching local facilities;
- Improving public transport provision;
- Supporting child friendly housing layouts;
- Improving access by the wider community to the residential development by sustainable modes of transport;
- Representing good practice and providing an educational tool to help change perceptions about non-car travel; and
- Increasing the marketability of the development

The main objectives of Residential Travel Plans are:

- Address resident's needs for access to a full range of facilities for work, education, health, leisure, recreation and shopping;
- Reduce traffic generated by the development to a level below that would occur without the Residential Travel Plan;
- Promote healthy lifestyles and sustainable vibrant communities;
- Encourage good urban design principles; and
- Address specific issues identified in the Transport Assessment.



Making Residential Travel Plans Work introduced the 'Travel Plan Pyramid' which sets the basis of a successful travel plan. The Travel Plan is based on the location of the development with relation to relevant facilities. The design of the site and its layout will contribute to its success. A Coordinator is required to deliver the plan and its measures. A promotional strategy will ensure that its benefits are maximised.

2.7 Making Personal Travel Planning Work 2007

Personal Travel Planning (PTP) is a well-established technique in the UK and overseas than encourages people to make more sustainable travel choices. It seeks to overcome the habitual use of the car, enabling more journeys to be made on foot, by bicycle, bus, train or by car sharing. This is done by through the provision of information, incentives and motivation directly to individuals. PTP has mostly been carried out in residential areas and within the UK the Department for Transport publication *Making Personal Travel Planning Work* reports that it has typically reduced car driver trips amongst the targeted population by 11%.

2.8 The Essential Guide to Travel Planning 2007

The Essential Guide to Travel Planning was produced by the National Business Travel Network and Department for Transport and provides guidance on developing and implementing travel plans and references a number of case studies. It provides a particular focus on the business case for organisations.

This Residential Travel Plan references the guidance contained in the Essential Guide as it applies to the context of a new residential community.

2.9 Behavioural Insights Toolkit, Social Research and Evaluation Division, DfT 2011

This toolkit provides a practical tool for the application of behavioural insights in the development of policies or initiatives in the transport context. It has a step by step process of

review and development and is structured around a checklist of questions to consider at each stage.

2.10 Making the Connection: The Plug-in Vehicle Infrastructure Strategy 2011

The UK Government considers that a shift to ultra-low emission vehicles presents unique environmental and economic opportunities for the UK. Reducing transport emissions requires a range of different technologies and solutions and to help support this transition, the Government is committed to growing the market for plug-in vehicles in the UK. This is due to the contribution that they, and other low and ultra-low carbon technologies, can make across economic and environmental priorities – climate change, green growth, energy security, decarbonising the electricity system and air quality.

The strategy sees the majority of recharging taking place at home, at night, after the peak in electricity demand. Home recharging should be supported by workplace recharging for commuters and fleets, with a targeted amount of public infrastructure where it will be most used.

2.11 Driving the Future Today – A strategy for ultra-low emission vehicles in the UK 2013

The UK Government has a vision that by 2050 almost every car and van in the UK will be an ultra-low emission vehicle (ULEV) and the UK will be a key automotive manufacturer in this area. It wants to see a network of supporting infrastructure that ensures ULEVs are an attractive customer proposition. A significant funding commitment of over £500 million from 2015 until 2020 has been identified to continue to support the growing market for ULEVs.

A number of work streams have been identified as follows:

- Supporting the early market to give certainty to investors and grants to consumers;
- Shaping the required infrastructure funding the installation of charge points;
- Securing the right regulatory and fiscal measures;
- Investing in the UK automotive capability; and
- Preparing the energy sector requiring a rollout of smart meters in homes by 2020.

3 Proposed Development

3.1 Introduction

This chapter considers the proposed development addressing the following matters:

- The existing nature and use of the site and any existing access arrangements;
- The development proposals and the proposed layout;
- The proposed access arrangements; and
- The proposed car and cycle parking arrangements.

3.2 Existing Site Use

The proposed development site is currently an undeveloped field on the western side of the B4060, located on the southern periphery of Wickwar.

Wickwar is a village of approximately 2,000 residents located 7.3km north of Yate and 6.8km south of Wotton-under-Edge.

It is located 7.4km south of Junction 14 of the M5, which links the West Midlands with the Southwest.

3.3 Proposed Development

The proposed development will comprise up to 180 residential dwellings and a 500m² farm shop, as Phase 1 of a wider overall development. The site is predicted to open in 2022 with a Travel Plan Coordinator in position before first occupation. The buildout rate of the development is approximately 60 units per year.

This Residential Travel Plan is proposed to run for five years from first occupation.

3.4 Proposed Access

3.4.1 Northern Access –Priority T-junction

The northern access to the proposed development site will be a simple priority T-junction located approximately 40m south of the B4060/Amberley Way mini roundabout.

The proposed access is shown on Drawing **B05313/SK05**.

3.4.2 Southern Access –Priority T-junction

The southern access to the proposed development site will also be a simple priority T-junction located approximately 120m south of Horwood Lane.

The proposed access is shown on Drawing **B05313/SK04**.

3.5 Site Design

The proposed masterplan layout is included at **Appendix A**. The site layout has been designed to ensure the street layout supports sustainable travel. Streets have been designed to be low speed and the network is permeable for pedestrians and cyclists. The existing Public Right of Way (PRoW) will be retained along its current alignment and will be tied into the developments pedestrian network, where possible.

3.6 Proposed Parking Arrangements

Car Parking

SGC Local Plan – Policies, Sites and Places Plan (2017) sets out the following car parking standards for residential developments as set out in **Table 3.1**.

Table 3.1 South Gloucestershire Parking Standards

Use	Per	Car Parking	Cycle Parking
1-bed dwelling	Unit	1	1
2-bed dwelling	Unit	1.5	2
3-bed dwelling	Unit	2	2
4-bed dwelling	Unit	2	2
5+-bed dwelling	Unit	3	2
Retail	-	-	2 at entrance + 1/8 employees

Retail car parking standards have not been provided by SGC, however cycle parking standards have, and will be provided.

4 Baseline Accessibility Audit

4.1 Introduction

This chapter describes the baseline accessibility of the proposed development. It is divided into sub-sections that provide:

- A description of the local walking network;
- A description of the local cycling network;
- Details of national walking and cycling accessibility criteria;
- A review of local facilities that are within walking and cycling distance;
- Details of local bus services; and
- Details of local rail services.

4.2 Walking Network

The site is situated at the southern end of Wickwar village, thus the greatest demand from pedestrians and cyclists will be routes to and from the village centre to the north. The most direct route is via Sodbury Road/High Street.

Section 106 funding has been made available for improvements in Wickwar Village. A scheme has been designed to address issues raised in the past by the local Councillor, the Parish Council and residents.

The scheme comprises several elements including:

- Zebra crossing north of Amberley Way.
- Extended 20mph zone through the High Street/Station Road, between Inglestone Road and Chase Lane.
- Series of speed tables on High Street/Station Road, between Inglestone Road and Chase Lane.
- Pedestrian refuge on High Street in vicinity of the Youth Club.
- Waiting restrictions on High Street between Inglestone Road and Back Lane.
- Junction improvements at High Street/Back Lane, and High Street/Buthay Lane, to improve visibility.
- Footway build-outs at Station Road/The Downs/High Street, to provide safer crossings for pedestrians.

The scheme is designed to reduce vehicle speeds through Wickwar, and to provide safe crossing points where footways terminate such that pedestrians need to cross the road to take up their journey on the opposite side. Parking restrictions are to improve visibility for pedestrians and drivers, and reducing speeds on the southbound approach to Station Road/Chase Lane junction will assist drivers exiting the side road.

Additionally, improvements will be funded by the developers of the Poplar Lane and Horwood Lane developments, as follows:

- A new foot/cycleway between Firth Lane and 'The Fence Yard' on Sodbury Road;
- Footway improvements between the Horwood site and the village centre, including across the frontage of the Citroen dealership;
- New bus stop; and
- Traffic calming measures on Sodbury Road.

4.3 Cycling Network

There are limited cycle facilities provided by the immediate street network with cyclists expected to use the carriageway of the roads themselves. However, the provision of a new foot/cycleway along the frontage of both the Horwood Lane and Poplar Lane developments will provide some dedicated road space for cyclists.

National Cycle Network (NCN) Route 410 passes in the vicinity of the site and can be accessed at the Station Road/The Downs junction at the northern end of Wickwar. This is located approximately 1.2km north of the proposed development site.

4.4 Accessibility Criteria

When assessing the accessibility of a site for pedestrians an average walking speed of 1.4 m/s can be assumed, which equates to approximately 400 metres in five minutes, or three mph. (CIHT *Guidelines for Providing Journeys on Foot*, 2000). This document also contains a table of suggested walking distances for different purposes which are recreated by **Table 4.1**:

Table 4.1 Suggested Walking Distances

	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Maximum	800m	2000m	1200m

Source: CIHT 'Guidelines for Providing for Journeys on Foot'

The desirable maximum walking distance to the nearest bus stop is 400m (CIHT *Guidelines for Planning for Public Transport in Developments*, 1999).

The DfT Manual for Streets (2007) describes the walkable neighbourhood as such:

'Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and walking offers the greatest potential to replace short car trips, particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.'

The CIHT notes that three quarters of journeys by all modes are less than five miles (8km) and half are less than two miles (3.2km). These are distances that can be cycled comfortably by a reasonably fit person.

Based on an average cycling speed of 4.0m/s (14.4kph), 8 kilometres can be cycled in just over half an hour and 3.2 kilometres can be cycled in less than 15 minutes. It is also generally accepted that cycling has the potential to substitute for short car trips, particularly those less than five kilometres.

4.5 Walking and Cycling Distances and Times

There are a variety of local facilities within walking and cycling distance of the development site. These key facilities as well as their distances and walking and cycling times from the proposed development are shown by **Table 4.2**. Walking and cycling speeds have been taken from CIHT Guidance.

Table 4.2 Local Facilities Including Distances and Walking and Cycling Times

Facility	Distance (metres)	Walking time (minutes)	Cycling Time (minutes)
Public Transport			
New Bus Stop	100	1	1
Bus Stop – Poplar Lane	300	4	1
Education			
Alexander Hosea Primary School	1,100	13	5
Brimsham Green School (Secondary)	5,700	-	-
Employment			
Charlton House Residential and Retirement Home	800	10	3
Everybody's Hairdressers	1,000	12	4
AE Wilcox	1,100	13	5
Alderley Plc	1,400	17	6
Xblue Consulting Ltd	1,400	17	6
Health			
North Yate Pharmacy	5,100	-	-
Wellington Road Family Practice	5,500	-	-
Leisure			
-Sport			
Wickwar Playing Fields	900	11	4
-Food and Drink			
Wickwar Social Club	1,000	12	4
Wickwar Coffee Shop	1,050	13	4
The Buthay Inn	1,100	13	5
-Other			
Popplecot Flowers	650	8	3
Popplecot Pottery Studio	750	9	3
The Old Stables Guest House	750	9	3
Wickwar Congregational Church	950	11	4
Retail			
Waitrose	5,500	-	-
Proposed Development			
Farm shop	250	3	1

Note: Assumes average walking speed of 1.4m/s (3.13mph) and average cycling speed of 4.0m/s (8.95mph). measurements taken from online journey planners.

Education

The National Travel Survey (NTS) 2016 identifies the modal split of trips to school made by school age children. For the 5-10 year old group (primary school pupils) it has been identified that 51% walk to school, 41% travel by car and just 5% travel by bus. For the 11-16 year old group (secondary school pupils) it has been identified that 39% walk to school, 26% travel by car and 27% travel by bus. Walking is the main mode of transport for trips under one mile for both primary and secondary school pupils, whereas for trips of over two miles the predominant mode of transport becomes the car for primary school children and the bus for secondary school children.

Alexander Hosea Primary School is the closest primary school to the development, located approximately 1.1km away. Brimsham Green School is the closest secondary school, located in Yate, to the south.

Employment

The modal split of commuter trips is set out by NTS 2016. Car travel is the predominant mode and accounts for 64% of all commuter trips whilst rail accounts for 7%, walking for 11%, bus for 8% with 10% for other modes. Commuting trips typically take longer than trips for other purposes with the average commuter trip taking 30 minutes.

There are several employment opportunities in Wickwar within walking and cycling distance of the development site.

Health

Trips for personal business and escort account for 18% of all trips (NTS 2016). Personal business includes visits to services or medical consultations whilst escort trips are those made to accompany somebody else.

The closest pharmacy and GP Doctor's surgery are both located in Yate, to the south of Wickwar.

Leisure

Leisure trips account for 32% of all trips with a higher proportion of all trips for leisure purposes on weekends than weekdays (NTS 2016). Just under half of all leisure trips are to visit friends whilst the remainder are for purposes such as entertainment, sport, holidays or day trips.

There is a range of places to eat and drink within Wickwar. Wickwar Social Club, Wickwar Coffee Shop and The Buthay Inn are all located on the High Street, approximately one kilometre walking distance to the north of the development site.

Shopping

Shopping trips account for 19% of all trips with 64% of these being made by car, 25% by walking and 7% by bus (NTS 2016). The average person makes between 3-4 shopping trips per week.

The closest shop to the development is in Yate to the south, 5.5km away. However, as part of the proposed development there will be a convenience store within the site. This will therefore be the closest shop, located approximately 250m from the centre of the development.

Summary

In summary, it is evident that there are a range of destinations and facilities within walking and cycling distance of the proposed development. Future residents of the proposed development can be expected to walk and cycle to these local facilities.

The 400m, 800m and 2km walking isochrones are shown by **Figure 4.1**.

The 3.2km and 5km cycling isochrones are shown by **Figure 4.2**.

4.6 Bus Services

Wickwar is served by bus with school and college bus services and a circular service which offers a link to Yate, where connecting buses offer services to Bristol and Bath.

The existing bus services in the locality of the proposed site are summarised in **Table 4.3**.

Table 4.3 Summary of Existing Bus Services

Service	Day	First Bus	Services per Day (approximate frequency ^[1])	Last Bus
84 – Stagecoach				
Yate – Wotton-under-Edge Circular Clockwise	Weekday	06:35	8 (2 hrs)	19:35
	Saturday	06:35	8 (2 hrs)	19:35
	Sunday		No Service	
85 – Stagecoach				
Yate – Wotton-under-Edge Circular Anti-clockwise	Weekday	08:28	6 (2 hrs)	19:38
	Saturday	08:38	6 (2 hrs)	19:38
	Sunday		No Service	
860 – Stagecoach (College Service)				
Chipping Sodbury – Cirencester College	Weekday	07:33	1 (Daily)	07:33
	Saturday		No Service	
	Sunday		No Service	
S8 – Taylors Travel (School Service)				
Old Sodbury – Katherine Lady Berkeley School	Weekday	07:10	1 (Daily)	07:10
	Saturday		No Service	
	Sunday		No Service	

Notes: [1] Frequency may vary slightly through the day eg. during peak/ off-peak periods.

* Bank holiday services may vary.

4.7 Rail Services

Yate Station is located approximately 7km distance to the south of the development. Yate Railway Station offers direct trains northbound towards Gloucester and southbound towards Bristol Temple Meads.

A summary of rail services is shown in **Table 3.2**.

Table 4.4 Summary of Existing Rail Services

Service	Day	First Train	Services per Day (approximate frequency ^[1])	Last Train
From Yate Station				
Southbound (towards Bristol Temple Meads)	Weekday	06:31	18 (60 mins)	22:36
	Saturday	06:43	16 (60 mins)	21:59
	Sunday	09:58	6 (2 hrs)	21:07
Northbound (towards Gloucester)	Weekday	06:31	17 (60 mins)	23:09
	Saturday	06:42	16 (60 mins)	22:27
	Sunday	09:39	7 (2 hrs)	22:49

Notes: [1] Frequency may vary slightly through the day eg. during peak/ off-peak periods.
* Bank holiday services may vary.

Direct rail services from Yate Station offer the following typical journey times to principal destinations, with reference to the published timetable. Variations in typical journey time depend on the time of day and number of calling points:

- Bristol Temple Meads = **21-26 mins**
- Gloucester = **28-32 mins**

As well as direct rail services to the above destinations, connecting services offer additional access to the wider rail network, particularly from Bristol Temple Meads where there are direct services to London Paddington and Birmingham New Street.

Yate station offers a variety of facilities including cycle parking, ramped access for wheelchair users and pushchairs, ticket office and ticket machines and bench seating and several waiting areas.

A local rail network map is included at **Appendix B**.

5 Transport Data

5.1 Introduction

This chapter provides details of the anticipated travel behaviour of the future users of the proposed development with reference to existing travel patterns and trends. It is divided into sub-sections that provide:

- The anticipated modal split of trips originating from the proposed development;
- The anticipated car ownership levels at the proposed development; and
- The anticipated trip generation of the proposed development.

5.2 Mode Shares

The 2011 Census 'QS703EW - Method of Travel to Work' data has been analysed for the one Output Area – middle layer which covers the urban settlement of Wickwar to determine the likely modal split of commuter trips from the proposed development. This output area has been selected to be consistent with the Land off Sodbury Road Transport Assessment which has already received planning consent. The results are summarised by **Table 5.1**.

Table 5.1 2011 Census 'QS703EW - Method of Travel to Work' – Wickwar Residents

Mode of Travel	2011 output area: E02003092		
	Persons	Percentage	Adjusted
Not in employment	1,896	32.1%	Discounted
Works mainly at or from home	667	11.3%	Discounted
Underground, metro, light rail or tram	3	0.1%	Added to Train
Train	31	0.5%	1.0%
Bus, minibus or coach	52	0.9%	1.6%
Taxi or minicab	3	0.1%	0.1%
Motorcycle, scooter or moped	34	0.6%	1.0%
Driving a car or van	2,822	47.7%	84.3%
Passenger in a car or van	161	2.7%	4.8%
Bicycle	67	1.1%	2.0%
On foot	156	2.6%	4.7%
Other	19	0.3%	0.6%
TOTAL	5,911	100.0%	100.0%

The figures have been adjusted to remove those people who are either not in employment or work mainly at or from home to show the modal split of those who do commute to work. If two people occupy a vehicle when car sharing, single occupancy vehicles represent 79.5% of the total.

The adjusted figures show that 84.3% of those who commute to work do so driving a car or van which is higher than the national average for England & Wales which is 60.7%. The sustainable modes of travel which are on foot, cycling (including motorcycles) and public transport equate to 10.3% of all journeys to work when combined which is lower than the England & Wales national average of 32.7%.

Full details of the 2011 Census 'QS703EW - Method of Travel to Work' query are included at **Appendix C**.

5.3 Car Ownership

The 2011 census 'QS416EW - Car or Van Availability' data has been analysed for the one Output Area – middle layer which covers the urban settlement of Wickwar to determine the likely level of car ownership of residents of the proposed development. This output area has been selected to be consistent with the Land off Sodbury Road Transport Assessment which has already received planning consent. The results summarised by **Table 5.2**.

Table 5.2 2011 Census 'QS416EW - Car or Van Availability' – Wickwar Residents

Number of Vehicles	2011 output area: E02003092	
	Count	Percentage
No car or van	156	5.6%
1 car or van	815	29.1%
2 cars or vans	1,226	43.8%
3 cars or vans	393	14.0%
4 or more cars or vans	211	7.5%
Total Households	2,801	100.0%

The level of car or van ownership in Wickwar is higher than the national average. The percentage of households without access to a car or van is 5.6% compared to 25.6% for England & Wales. Over half (65.3%) of households have access to two or more cars or vans which is higher than the England & Wales national average (32.2%).

The average number of cars or vans per household in Wickwar is 1.89.

Full details of the 2011 Census 'QS416EW - Car or Van Availability' query are included at **Appendix D**.

5.4 Trip Generation

Trip rates were derived from these traffic surveys, they have been used to produce the anticipated trip generation of the proposed development. The AM and PM peak hours trip rates and trip generation is shown by **Table 5.3**.

Table 5.3 Residential Vehicle Trip Generation (180 dwellings)

Time Period	Trip Rate per Dwelling			Number of Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak Hour (0800-0900)	0.127	0.401	0.528	23	72	95
PM Peak Hour (1700-1800)	0.382	0.179	0.561	69	32	101

The proposed development is anticipated to generate 79 residential trips in the AM peak hour and 84 residential trips in the PM peak hour.

Table 5.4 Farm Shop Vehicle Trip Generation (500m²)

Time Period	Trip Rate per 100m ²			Number of Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak Hour (0800-0900)	8.459	7.428	15.887	42	37	79
PM Peak Hour (1700-1800)	10.935	10.248	21.183	55	51	106

The proposed farm shop is anticipated to generate 79 trips in the AM peak hour and 106 in the PM peak hour.

6 Travel Plan Management

6.1 Travel Plan Coordinator

A Travel Plan Co-ordinator (TPC) will be appointed to promote, implement, and monitor the Travel Plan. The role will include offering Travel Plan information and advice to all residents and the promotion of Travel Plan measures.

A contact name for the nominated TPC will be provided to the Travel Plan Officer at SGC as soon as it is known. The TPC will be appointed at least three months prior to first occupation and the role will be provided for the duration of the identified five-year period.

The TPC will have committed time set aside each month to dedicate to Travel Plan work although the role is not considered to be 'full time' and is therefore likely to be performed by a person with other professional duties.

The responsibilities of the TPC are many and varied and include:

- Leading on the delivery of the Residential Travel Plan;
- Being the 'human face' of the Residential Travel Plan acting as a point of contact for residents;
- Playing a central role on the steering group;
- Liaison with the South Gloucestershire Council Travel Plan Officer to obtain literature promoting sustainable travel;
- Promoting individual measures in the travel plan;
- Liaison with Public Transport Operators
- Ensuring that the Action Plan is being implemented; and
- Coordinating the monitoring and review of the Residential Travel Plan.

The TPC will also be responsible for initiating a travel survey of new residents to understand existing travel behaviour and modal split. The results of the survey will inform the Travel Plan by enabling appropriate long term targets to be set. The travel survey will be undertaken when 60 occupations have taken place so that a meaning mode share can be identified.

The TPC will regularly liaise with the sales team to understand the buildout of the development and answer any questions that they might have, as well as to keep them informed on the progress of the travel plan and any upcoming events.

6.2 Steering Group

A Steering Group will be established to manage the implementation of the travel plan. The Steering Group will include a member of the SGC Travel Planning Team and several other stakeholders will be invited, such as local residents and bus operation companies. The terms of reference for the steering group are included at **Appendix E**.

6.3 Funding

A budget has been set aside by the developer to fund the implementation.

7 Objectives, Targets and Indicators

7.1 Objectives

A set of specific objectives have been set for the Travel Plan. These are the high level aims giving direction and focus and have been identified with reference to relevant issues and circumstances associated with the development. The objectives are listed in **Table 7.1**.

7.2 Targets

Corresponding targets have been identified and these represent the measurable goals which can be assessed to determine whether the specific objectives have been met. Targets come in two forms. 'Action-Type' targets are non-quantifiable targets and take the form of actions which need to be achieved. 'Aim-Type' targets provide a quantifiable result.

All targets should be SMART:

- Specific;
- Measurable;
- Achievable;
- Realistic; and
- Time-bound.

'Aim type' targets are provided as proposed percentage point changes and include a core target to reduce the level of single occupancy vehicles travelling. The Targets are listed in **Table 7.1**.

7.3 Indicators

The indicators are the elements that will be monitored to identify whether the targets have been met and the objectives achieved. The indicators are listed in **Table 7.1**.

Table 7.1 Summary of Objectives, Targets and Indicators

Objectives		Targets			Indicators
'Action-Type' Targets					
Appoint a Travel Plan Coordinator	Three months prior to first occupation.			South Gloucestershire Council to be notified in writing within one month of appointment	
Produce a Welcome Pack	All packs to be ready for distribution at opening of sales office			Pack designed and details agreed with South Gloucestershire council	
Undertake a baseline Household Travel Survey	To be undertaken within six months of first occupation of the development or when 100 dwellings are occupied whichever is first			Baseline survey report agreed with South Gloucestershire Council	
'Aim-Type' Targets					
To reduce the number of Individuals driving alone to and from the development.	Year 1	Year 3	Year 5	Household Travel Survey	
	-2.5%	-5%	-10%		
Increase the level of walking to local facilities	+0.5%	+1.0%	+2.5%	Household Travel Survey	
Increase the level of cycling to local facilities	+0.5%	+1.0%	+2%	Household Travel Survey	
Increase the level of public transport use	+1.0%	+2.0%	+4%	Household Travel Survey	
Increase the level of car share	+0.5%	+1%	+1.5%	Household Travel Survey	
Achieve a minimum response rate to the baseline Household Travel Survey	50%			Household Travel Survey	
Residents will be aware of the Travel Plan	70% of contacted residents will be aware of Travel Plan and PTP sessions,			Household Travel Survey	
Residents will claim the Smarter Travel Voucher	Minimum of 70% of residents aware of the scheme and a minimum of 40% uptake			Household Travel Survey and TPC records	

8 Travel Plan Measures

8.1 Introduction

This chapter sets out the measures that will be implemented at the proposed development. They are identified with respect to the following categories:

- Reducing the Need to Travel;
- Walking;
- Cycling;
- Public Transport;
- Personal Travel Planning;
- Car Travel; and
- Marketing and Promotion.

8.2 Reducing the Need to Travel

8.2.1 Home Working

Every home will be fitted with phone lines which enable a broadband connection. This could be used for home working purposes. A home working guide will be available for all residents.

8.2.2 Internet Shopping

Internet shopping and supermarket home delivery will be promoted within the Travel Information Packs.

8.3 Walking

The advantages of walking include:

- Health and wellbeing;
- Fitness; and
- Saving money.

8.3.1 Walking Infrastructure

The development includes a permeable network of footways which will encourage people to walk to local and nearby facilities.

8.3.2 Wayfinding

Pedestrian signing will be provided at the northern access point showing walking distance and time to the village centre. This will help to encourage local walking.

8.3.3 Provision of Information

Each household will also be provided with information promoting the health and environmental benefits of walking as opposed to driving a car. Maps showing local walking routes to key facilities in the village centre will be provided as part of the Travel Information Pack.

8.4 Cycling

The advantages of cycling include:

- Convenience and reliability;
- Fitness and enjoyment; and
- Saving money.

8.4.1 Cycle Parking

Cycle Parking will be provided in line with South Gloucestershire's Local Plan – Policies, Sites and Places Plan (2017) which states that a minimum provision of one cycle parking space per dwelling is required for residential developments and that it needs to be accommodated in a garage (that can also store a car alongside the bicycle) or shed or a secure undercover storage area.

8.4.2 Cycle Shop Discount

The TPC will seek to negotiate a discount at a local cycle store entitling residents to discounted purchase of cycling equipment.

8.4.3 Bicycle User Groups

In the Baseline Travel Survey there will be a question asking if residents would be interested in joining a bicycle user group. Information on local bicycle user groups will sent to the residents if they would like to have it.

8.4.4 Cycle Training

Cycle training will be offered to residents in the Travel Information Pack that they will receive upon occupation. The travel information pack will advertise a trained cycling instructor that will implement the cycling lessons.

8.4.5 Bike maintenance sessions

Bike maintenance sessions will be held annually and advertised in the Travel Information Pack and advertised on the notice board. The annual events will be free to residents and administered by a trained professional.

8.4.6 Provision of Information

Each household will also be provided with information promoting the health and environmental benefits of cycling as opposed to driving a car. Maps showing local cycling routes to key facilities in the village centre will be provided as part of the Travel Information Pack.

8.5 Public Transport

There are several benefits to the individual in using public transport:

- Being able to relax, read or work;
- Traffic free routes (with rail or where bus priority exists);
- A chance to meet with neighbours and friends; and
- No need to park.

8.5.1 Information Provision

Local bus and rail service timetables and route maps will be included within the Welcome Pack as will information about facilities at local bus stops and train stations.

8.6 Personal Travel Planning

8.6.1 Personalised Travel Planning Initiative

Each individual household will be offered one virtual meeting/personal visit from the TPC (free of charge) to discuss any travel issues that they may have and provide advice on the various modes of transport available locally. The TPC will endeavour to deal with all reasonable requests from residents and try to obtain any information necessary. The TPC will keep a record of PTP sessions and will provide an update in the monitoring and evaluation report. A target has been set that 70% of surveyed residents should be aware of the PTP and results of the survey will be included in the annual monitoring and evaluation report.

8.7 Car Travel

8.7.1 Car Sharing

Car sharing (also known as lift sharing or ride sharing) involves two or more people travelling in the same car together. Car sharing is mostly used for commuter trips, but it can also be used for leisure trips to events. Car sharing has been observed to work best where the sharers live in the same area, work consistent hours and commute a significant distance. There are several benefits to the individual over driving alone as follows:

- Saving money;
- Helping to reduce congestion and pollution;
- Potentially easier parking at the destination;
- Time to relax without the stress of driving in congested travel conditions; and
- An opportunity to connect with people of shared interests or lifestyles.

Car sharing can be carried out in a number ways with sharers usually agreeing protocol in advance:

- Sharers take turns in driving their cars and no financial transaction takes place;
- The driver charges for the cost of the share of the petrol; and
- The driver charges based on a mileage rate to cover petrol, depreciation and wear and tear.

To promote car sharing, information about the travel west car share scheme (www.travelwest.info/drive/car-sharing) will be included within the Welcome Pack. This

scheme provides a matching service for all those who live, work and travel in and around South Gloucestershire as well as longer journeys to other locations outside the county. The development matches you up with potential partners as a driver or passenger and once matched, you can choose to journey share as little or as often as you like.

The welcome pack will also include details of the Join my Journey website (<https://www.joinmyjourney.org/>) and if the resident's place of work is a registered business then they will be contacted to provide a link to the website with accompanying information to allow them the opportunity to join

During the annual residents travel survey the schools that are being attended will be surveyed and residents whose children are attending the same school will be contacted to discuss the potential of joining a car share buddy scheme for journeys to school. And encouraged to attend the car share meetings.

Regular car share meetings will also be promoted through advertising and the travel survey and arranged by the TPC to enable potential sharers to meet, become acquainted and discuss travel arrangements. For safety meetings car sharing will remain a formal activity throughout the Travel Plan. At least once a year a car sharing meeting will occur on a weekend where residents can meet before committing to either car share schemes.

Evaluation of the car share elements of the Travel Plan will be included in the Monitoring and Evaluation report.

8.7.2 Electric Vehicle Charging Points

Electric vehicles and (EVs) and plug in hybrid vehicles are increasingly popular and the Government forecasts that 2020 they will make up 12% of vehicles sold in the UK.

According to zap-map.com there are currently over 39,700 UK charging connectors at nearly 14,500 UK locations (as at March 2021). The number of charging points is growing rapidly. Charging points are defined by power and hence charging speed. There are three charging speeds as follows:

- Slow charging (up to 3KW) – best suited to 6-8 hours overnight;
- Fast charging (7-22KW) – recharging some models in 3-4 hours; and
- Rapid charging (43-50KW) – achieving an 80% charge in 30 minutes.

Most commercial and public charging points are fast charging with rapid charging being a new development.

Electric vehicle charging points will be provided in all garages. Rapid electric vehicle charging points will be provided in communal car parks.

Several national and regional public charging networks exist. The closest charging points in the local area are at Wilcox MG and Wilcox Citroen to the north and Morrisons in Yate to the south.

Information on domestic electric vehicle charging points and any available grants will be provided to residents in the Travel Information Pack.

8.8 Marketing and Promotion

8.8.1 Travel Information Pack

A Residents Welcome Pack will be provided to each household on occupation that includes maps and timetables and vouchers. The TIP will be agreed with SGC prior to being produced and the sales team will be briefed on the TIP.

The Welcome Pack will include the following:

- A Travel Leaflet including a site centred map showing bus routes and stops and local foot and cycle paths and useful travel information;
- Smarter Travel Voucher;
- Bus timetables;
- Rail timetables;
- Station Facilities;
- Cycle maps;
- Local walking maps;
- Information on electric vehicles and charging points.
- Car sharing information;
- Car club information
- Information on best smartphone travel apps; and
- Relevant contact details.

8.8.2 Smarter Travel Voucher

A Smart Travel Voucher (STV) up to the value of £100 will be offered to each dwelling. The vouchers will be redeemable against expenditure associated with walking, cycling and bus travel and must be claimed within 12 months of occupation. Only one Smarter Travel Voucher and claim per household. Residents are allowed to claim their voucher at any time during the time that the Travel Plan is active.

8.8.3 Notice Board

Travel information will also be made available on a notice boards in a communal area of the development. This information will include walking and cycling routes as well as public transport information.

8.8.4 Newsletters

An annual newsletter will be delivered to all occupied properties. The Newsletter will provide updates on the implementation of the plan, travel survey results and local travel issues and matters. The newsletter will be delivered annually for five years.

8.8.5 Promotion of Events

Regular sustainable travel events will be organised throughout the year and will coincide with national travel events such as:

- Walk to Work Week (April);
- Bike Week (June); and
- Car Free Day (September).

Responses from the travel surveys will be used to develop events. The number of people who attended will be recorded and any feedback will also be recorded, details of which events are chosen and why will be used in the monitoring report.

8.8.6 Website

This development will have a dedicated Travel Planning Webpage that residents can go to for information and updated. The webpage will contain, among other things:

- The TPC contact details
- A copy of the Travel Information Guide
- Copies of all materials provided in the Travel Information Packs
- Smarter Travel Voucher, claims process and terms & conditions
- Details of the free Personalised Travel Planning Sessions and how to claim
- An overview and copy of the Travel Plan for the Development
- Details of monitoring and resident travel surveys (including copies of the surveys)
- Dates of Events
- Travel Plan Action Plan for the current year
- Dates of TP Steering Group Meetings and how to get involved
- Details of all the TP measures being delivered at the Development

8.8.7 Travelwest

A wide range of travel information is available on the www.travelwest.info website. There is also a bespoke journey planner. This will be promoted in the Travel Information Pack.

9 Implementation, Monitoring and Evaluation

9.1 Overview

The Residential Travel Plan will be implemented in accordance with the Action Plan set out below. The developer will fund and undertake the implementation of the RTP.

9.2 Action Plan

This RTP will be implemented in accordance with the Action Plan set out below.

Table 9.1 Action Plan

Measure	Timescale	To be implemented by	Comments
<i>Travel Plan Management</i>			
Appoint a Travel Plan Coordinator	Three months prior to first occupation.	Bloor Homes	TPC will be trained and have sufficient resources to carry out duties
Steering Group	To be established within one month of appointment of TPC and meet three times a year	Bloor Homes	See terms of Reference for details
Household Travel Surveys and reporting.	Questionnaires to be distributed to each household at same time of year	Travel Plan Coordinator	conducted at 50th occupation or 50% occupation
<i>Reducing the Need to Travel</i>			
Home Working	With distribution of Welcome Pack	Travel Plan Coordinator	
Internet Shopping	With distribution of Welcome Pack	Travel Plan Coordinator	
<i>Walking</i>			
Walking Infrastructure	As part of development build-out	Bloor Homes	Network of routes in the development
Wayfinding	Prior to first occupation	Bloor Homes	
Provision of information	Ready for distribution of the Travel Information Pack	Travel Plan Coordinator	
<i>Cycling</i>			
Cycle Parking	To be designed and provided in the development	Bloor Homes	
Cycle shop discount	Within one year of first occupation	Travel Plan Coordinator	
Bicycle user group	Implemented following household travel survey	Travel Plan Coordinator	
Cycle Training	Offered in Travel Information Pack	Travel Plan Coordinator	
Bike maintenance sessions	Annually occurring	Travel Plan Coordinator	
Provision of information	Ready for distribution of the Welcome Pack	Travel Plan Coordinator	
<i>Public Transport</i>			

Measure	Timescale	To be implemented by	Comments
Provision of information	Ready for distribution of the Welcome Pack	Travel Plan Coordinator	To be obtained from relevant authorities, organisations and service providers
<i>Car Travel</i>			
Car Share details	Ready for distribution of the Welcome Pack	Travel Plan Coordinator	
Electric Vehicle Charging Points	To be delivered as part of the residential build out.	Bloor Homes	
<i>Marketing and Promotion</i>			
Travel Information Pack	To distribute packs to all occupied dwellings following completion of sale	Travel Plan Coordinator	Welcome Pack contents to be collated and printed before being delivered to each household.
Smarter Travel Voucher	To be included in Welcome Packs	Travel Plan Coordinator	One per household, redeemed within six months
Newsletter	Annually for five years	Travel Plan Coordinator	Newsletter to be designed by TPC then printed and delivered to each occupied household
Notice Board	To be provided prior to first occupation the notice board will be checked every three months by the TPC.	Bloor Homes	To be provided in communal area
Promotion of events	Annually	Travel Plan Coordinator	To be promoted within newsletters and on the notice board
Personal Travel Planning	Within two weeks of request for a visit	Travel Plan Coordinator	PTP initiative to be promoted in the Travel Information Pack
Creation of Travel Plan Website	Before first occupation	Travel Plan Coordinator	
Liaising with the Sales office	Every three months in line with checking the notice board	Travel Plan Coordinator	Opportunity to update each other on the occupation of the development and progress of the
Travelwest	To be promoted in Travel information Packs	Travel Plan Coordinator	

9.3 Monitoring and Evaluation

A Household Travel Survey of the travel characteristics of residents will be carried out when 60 units have been occupied. This survey will provide baseline travel data to inform the travel plan targets. An example of the baseline Household Travel Survey Form is included at **Appendix F**.

The form that will be used will be agreed in advance with SGC. It is important to note that monitoring is an issue with smaller residential developments where a good response rate is needed to make the data, particularly mode share data, collected meaningful. Consequently, the survey examines the travel habits of household occupants to increase the data pool.

Monitoring surveys will be carried out in neutral months, one year, three years and five years after the baseline surveys were collected at the same time of year to determine changes in travel habits and whether the identified targets have been met. The monitoring Household Survey Questionnaire will explore the take-up and success of the travel plan measures. The household travel survey will be agreed with SGC prior to use and may be amended. Monitoring surveys will be carried out using online surveying tools such as Survey Monkey. Information on the surveys will be posted to each address, an incentive for completing the survey will be offered.

9.4 Monitoring Reports

Monitoring reports will be submitted to South Gloucestershire Council and include the following elements:

- Details of monitoring results including analysis and results of the Household Travel Survey;
- A list of anonymised occupied dwellings, house number and street name, that will show which properties have claimed a STV and the free PTP sessions. It will also show the results of the questions relating to awareness of STV Scheme, the Travel Plan and the PTP Sessions.
- Details of progress made since previous report including commentary on implementation of measures, success of events and minutes of steering group meetings; and
- An assessment of whether the Travel Plan targets are on track.

9.5 Completion of Travel Plan Initiative

The RTP initiative will be completed five years after the baseline surveys have been carried out and on agreement of the final monitoring report by South Gloucestershire Council (SGC). The Residential Travel Plan will be handed over to a local community group to continue on a voluntary basis if there is interest to do so. If not, the initiative will cease.

Figures

Drawings

Appendices

Appendix A: Site Layout Plan



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- KEY**
- Site Boundary (7.89 ha/19.49 ac)
 - Residential Development (4.46 ha/11.02 ac)
 - Area reserved for potential shop extents - to be confirmed (0.15 ha)
 - Open Space including Informal Recreational and Natural & semi-natural urban green space (3.2 ha)
 - Allotments (0.09 ha)
 - PROW (public rights of way)
 - Primary Roads
 - Areas of boundary to be bolstered with additional Planting
 - Existing Hedgerow
 - Existing Trees
 - Proposed Pumping Station
 - 1 Proposed Access Points
 - 2 Proposed LAP (local area of play)
 - 3 Proposed LEAP (local equipped area of play)
 - 4 Proposed attenuation basin
 - 5 Proposed swale

c.180 homes @ 40dph net

Application Ref.
PK16/4006/O - Under
construction by Bellway
Homes

Application Ref.
PK17/4552/O - Approved
with Reserved Matters on
behalf of Linden Homes

CLIENT:
Bloor Homes

PROJECT:
Land at Wickwar

DRAWING:
Framework Masterplan

PROJECT NUMBER:
BLOA3039

DRAWING NUMBER: 3001 **CHECKED BY:** CD/LN

REVISION: H **STATUS:** DRAFT

DATE: 07/09/2021 **SCALE:** 1:2500 @ A3

Appendix B: Train Station Facilities

GWR Network Map

GWR Main line routes

GWR Branch line routes

GWR Seasonal routes

Step-free access (Category A)

Partial step-free access (Category B)

No step-free access (Category C)

Other operators station
For details, visit nationalrail.co.uk

Swindon
Major or interchange station





Yate Station

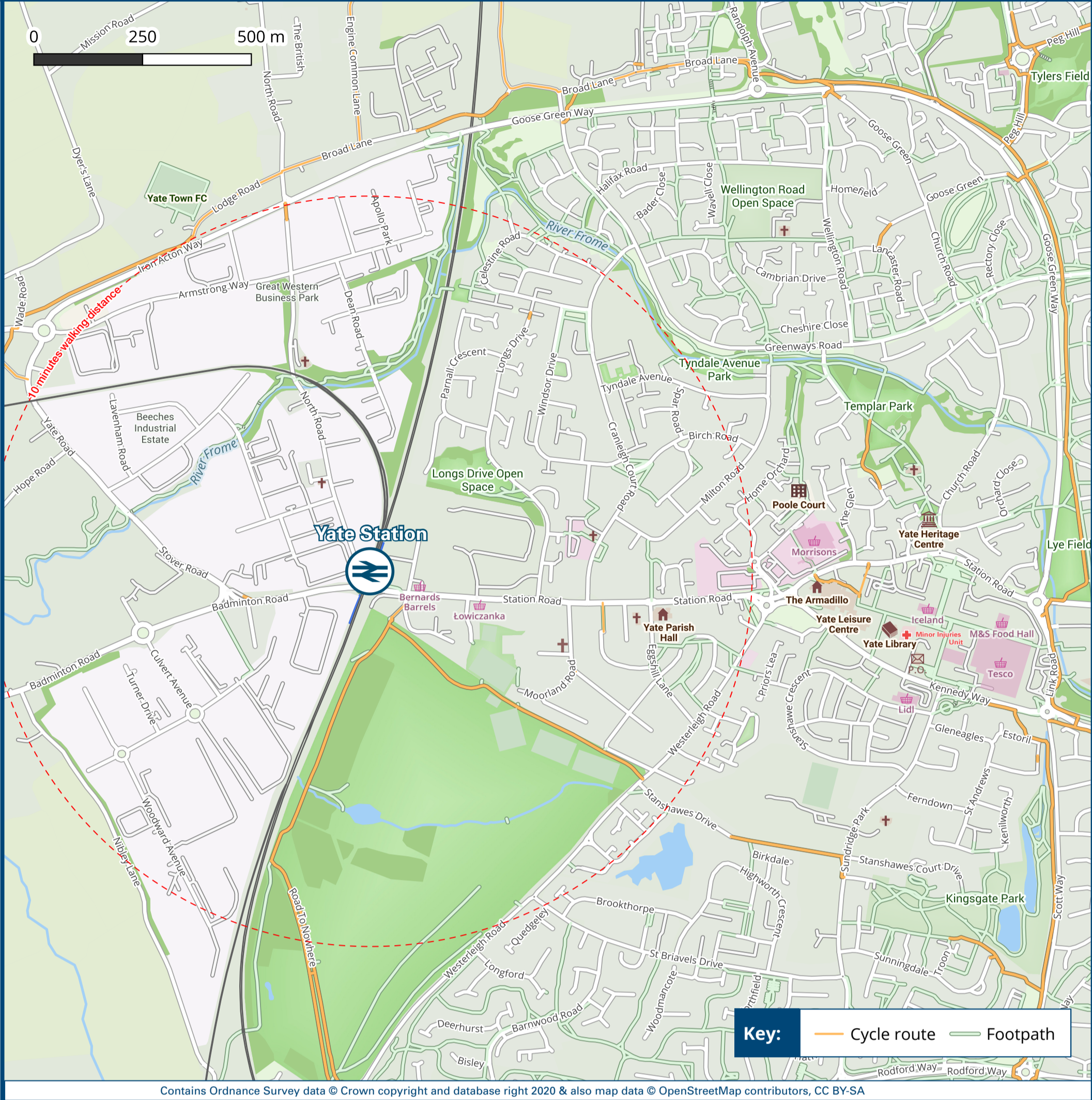
Onward Travel Information

Buses



Rail replacement buses starting/terminating at Yate: Station car park.
All other buses: Bus stops on the main road.

Local area map



Main destinations by bus

(Data correct at July 2020)



DESTINATION	BUS ROUTES	BUS STOP
Alderley	84, 85	B
Bristol City Centre	Y1, Y2, Y4	A
Bristol Parkway station	Y3	C
Charfield	Y6	A
Chipping Sodbury	84, 85	B
Chipping Sodbury	84, 85, Y1, Y2 (Evenings only), Y6	B
Coalpit Heath	86, Y1, Y2, Y4, Y6	A
Cribbs Causeway	Y6	A
Cribbs Causeway	622 (All journeys from stop C, except 16:37 & 18:07 Monday to Friday)	C A
Downend	Y2	A
Eastville (Bristol City)	Y2, Y4	A
Emersons Green	86	A
Filton College	Y6	A
Fishponds	Y2	A
Frampton Cotterell (St Peters Church)	Y4, Y6	A
Frenchay (Hospital & Bristol Road)	Y3	C
Hawkesbury Upton	Y4	A
Henfield (South Gloucestershire)	84, 85	B
Hillesley	86	A
Hillesley	84, 85	B

DESTINATION	BUS ROUTES	BUS STOP
Horton	84, 85	B
Iron Acton	Y3	C
Kingswood (Gloucestershire)	84, 85	B
Kingswood (South Gloucestershire)	86	A
Little Stoke	Y6	A
Lyde Green	86	A
Mangotsfield	86	A
New Cheltenham	86	A
Ram Hill (Greenacres Park)	86	A
Rangeworthy	622 (All journeys from stop C, except 16:37 & 18:07 Monday to Friday)	C A
Southmead Hospital	Y6	A
Stapleton (Bristol City)	Y4	A
Thornbury	622 (All journeys from stop C, except 16:37 & 18:07 Monday to Friday)	C A

DESTINATION	BUS ROUTES	BUS STOP
Tytherington	622 (All journeys from stop C, except 16:37 & 18:07 Monday to Friday)	C A
Wickwar	84, 85	B
Winterbourne	Y4, Y6	A
Wotton-under-Edge	Y3	C
Yate (South via Shire Way)	84, 85	B
Yate (Town Centre)	Y1, Y2	B
Yate (Town Centre)	84, 85, 86, Y1, Y2, Y4 (Evenings only), Y6	B

Notes

Bus routes Y1, Y2, Y4 and Y6 operate daily services.
Bus routes 84, 85, 86 and 622 operate Mondays to Saturdays services. No Sunday services.
Bus route Y3 operates Mondays to Fridays services. No Saturday or Sunday services.
Bus interchange points at Cribbs Causeway, Kingswood and Yate Town may be used to access services across a wider area.
For bus times and days of operation please see bus stop timetables or contact Traveline.
Direct trains operate to this destination from this station

Taxis

Yate Station has no taxi rank or cab office. Advance booking is essential, please consider using the following local operators: (Inclusion of this number doesn't represent any endorsement of the taxi firm)

Grabacab
01454 313 883

Yate Premier Taxis
01454 323 232

Chipping Sodbury Taxis
07891 190 984

Further information about all onward travel

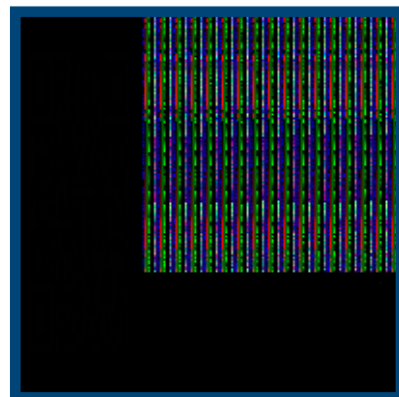
Local Cycle Info	National Cycle Info	Bus Times	NextBuses	PlusBus
Travelwest.info For more information about cycle routes.	sustrans.org.uk Sustrans is the UK's leading sustainable transport charity.	See timetable displays at bus stops. traveline public transport info www.traveline.info 0871 200 22 33 calls cost 15p per minute plus your phone company's access charge	Find the bus times for your stop. Search for a bus stop by entering a postcode, street & town or a stop name & town.	plusbus.info A discount price 'bus pass' that you buy with your train ticket. It gives you unlimited bus travel around your chosen town, on participating buses.

National Rail Enquiries

Online	NRE App	Social Media	Alert Me	Contact Centre	PlusBike
nationalrail.co.uk	Free National Rail Enquiries app for iOS and Android	facebook.com/nationalrailenq @nationalrailenq	You can sign up to Alert Me messages on the National Rail Enquiries website where you can receive train and platform notifications directly to your smart phone. nationalrail.co.uk/alertme	03457 48 49 50 Calls cost no more than calls to geographic numbers (01 or 02) and may be recorded.	nationalrail.co.uk/plusbike For more information.



National Rail
Britain's train companies working together



This poster shows details of popular destinations and main, frequent bus routes. Additional services may run, so please check with Traveline or see posters at local bus stops. Whilst considerable care has been taken to ensure the information contained on this poster is correct and accurate, National Rail cannot accept responsibility for any loss or inconvenience caused by any errors or omissions, or for loss, damage, injury or inconvenience relating to the cancellation, alteration, delay or diversion of a service. For any feedback, please e-mail comments@onwardtravelposters.com

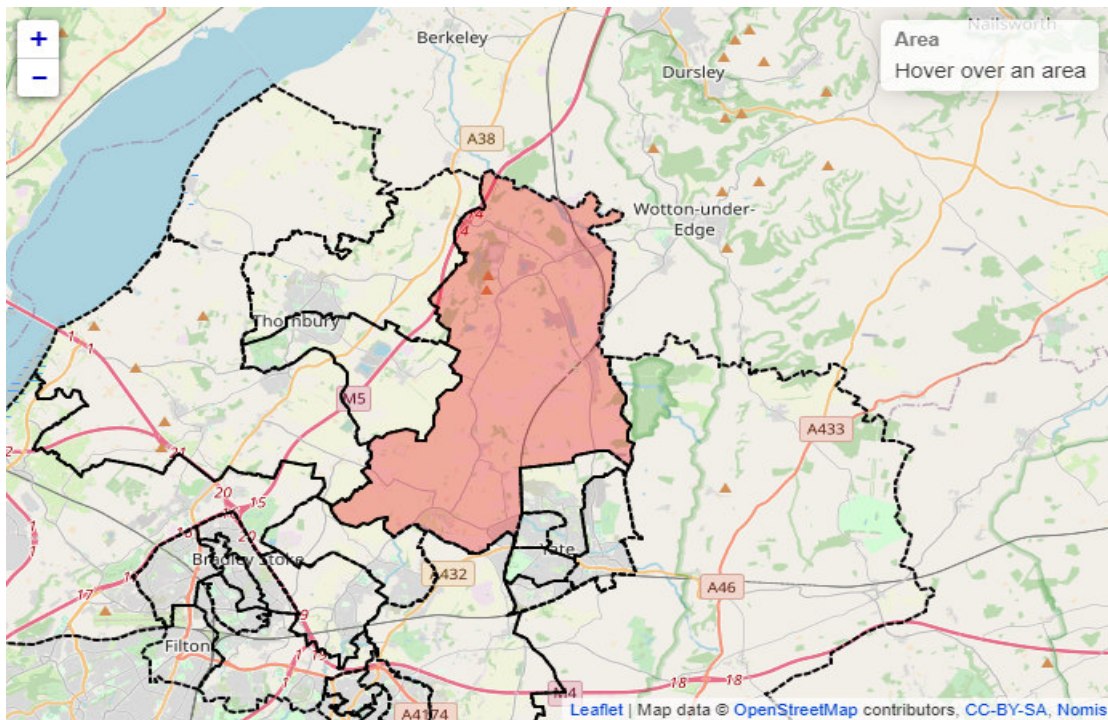
Scan this code with your mobile to take this poster with you.

Appendix C: QS703EW – Method of Travel to Work

QS703EW - Method of Travel to Work (2001 specification)

ONS Crown Copyright Reserved [from Nomis on 11 March 2021]

population All usual residents aged 16 to 74
 units Persons
 area type 2011 super output areas - middle layer
 area name E02003092 : South Gloucestershire 003



Method of Travel to Work	2011	%	Adjusted	Adjusted %
All categories: Method of travel to work	5,911	100.0%	3,348	100.0%
Work mainly at or from home	667	11.3%	Discounted	
Underground, metro, light rail	3	0.1%	Added to Train	
Train	31	0.5%	34	1.0%
Bus, minibus or coach	52	0.9%	52	1.6%
Taxi	3	0.1%	3	0.1%
Motorcycle, scooter or moped	34	0.6%	34	1.0%
Driving a car or van	2,822	47.7%	2,822	84.3%
Passenger in a car or van	161	2.7%	161	4.8%
Bicycle	67	1.1%	67	2.0%
On foot	156	2.6%	156	4.7%
Other method of travel to work	19	0.3%	19	0.6%
Not in employment	1,896	32.1%	Discounted	

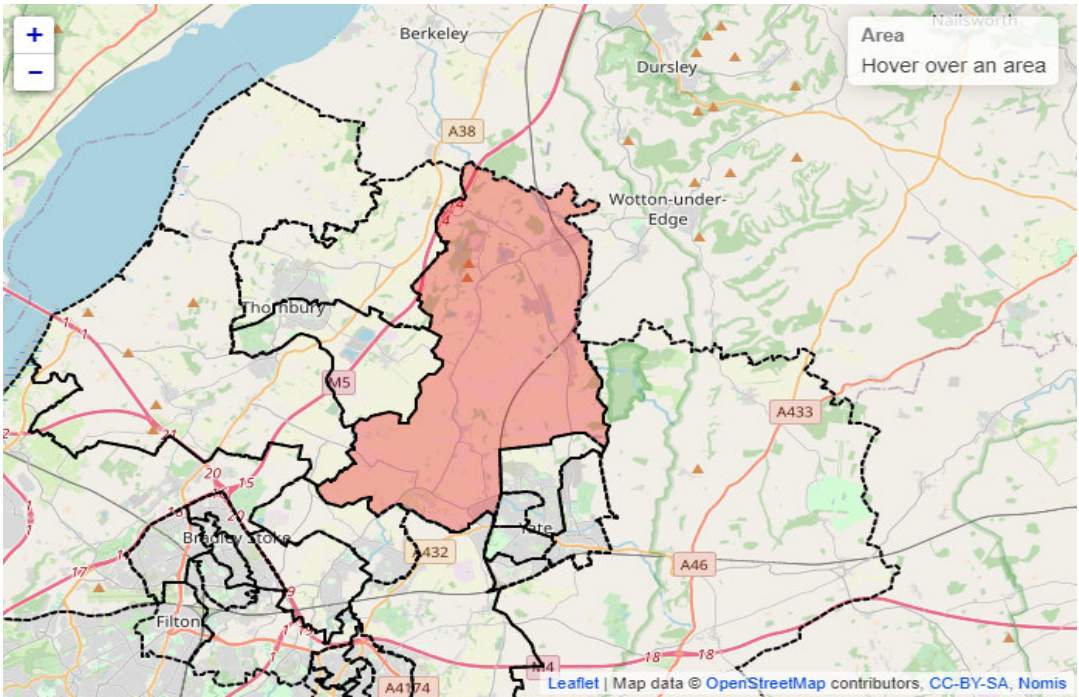
In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix D: QS416EW – Car or Van Availability

QS416EW - Car or van availability

ONS Crown Copyright Reserved [from Nomis on 11 March 2021]

population	All households; All cars or vans
units	Households
area type	2011 super output areas - middle layer
area name	E02003092 : South Gloucestershire 003
rural urban	Total



Cars	2011	%	No. Cars or vans	
				vans
All categories: Car or van availa	2,801	100.0%		5290
No cars or vans in household	156	5.6%	0	0
1 car or van in household	815	29.1%	1	815
2 cars or vans in household	1,226	43.8%	2	2452
3 cars or vans in household	393	14.0%	3	1179
4 or more cars or vans in house	211	7.5%	4	844

Cars or vans per household 1.89

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix E: Steering Group Terms of Reference

Steering Group

Draft Terms of Reference

Purpose

The Steering Group is the body appointed by Bloor Homes to be responsible for the implementation of the Travel Plan process for the residential development at South Farm.

Objectives

The objectives of the Steering Group will be to:

- Manage the implementation of the Travel Plan
- Oversee the monitoring of the Travel Plan
- Achieve the Travel Plan targets at all intervals

Duties and Roles

The Steering Group shall:

- Manage the development and implementation process.
- Ensure that all stakeholders are consulted and represented and involve the community in the travel planning process.
- Ensure that the Travel Plan is communicated to all residents, staff and users and is implemented to an agreed timetable.
- Monitor the effectiveness of the travel plan.
- Identify any problems with implementation and measures and propose improvements

Membership

Membership of the steering group shall include:

- Travel Plan Coordinator;
- Representative from the Developer;
- Local Authority Travel Planning Officer;
- Residents Representative (eg from residents association if established);
- Employer's Representative (from employment organisations);
- Schools Representative; and
- Bus Operator representative.

Quorum and Chairmanship

The group shall choose one member to be the Chairman. Three members of the group (including their nominated deputies) shall constitute a quorum. In the absence of the Chairman the group may choose a Chairman from within its own membership.

Review of the Terms of Reference

These Terms of Reference shall be reviewed and if necessary amended at the discretion of the Chairman with the agreement of all group members.

Meetings

Meetings will take place three times per year in April, August and December for each year of construction and be held in private.

Agenda Items

At each meeting, the agenda will include the following items:

- Minutes of Last Meeting (All).
- Construction and Planning process (Developer's Report) – overview of progress on site and number and nature of occupations since last meeting. Update on key timescales.
- Travel Plan Coordinator's Report – update from TPC on actions and issues over last three months.
- Local Authority Report – Update on Initiatives, proposals and issues affecting travel associated with the site from LA viewpoint.
- Bus Operation – Bus Operator update and user views on service operation.
- Any Other Business (AOB).

Record of Meetings

Notes of the group meetings will be taken by the Travel Plan Coordinator and will be agreed as an accurate record at each subsequent meeting signed by the chairman.

Appendix F: Household Travel Survey Questionnaire

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HOUSEHOLD TRAVEL SURVEY

What is it about?

(Housebuilder) is introducing a range of measures to increase travel opportunities from the development by public transport, cycling and walking.

How does this survey help?

This survey is needed, to establish current travel patterns and understand the potential for the proposed measures. Your response is important and will help us to maximise the potential of the initiative.

How do you take part?

Please complete this form and return it in the pre-paid envelope provided by.....
You do not have to give your identity, however if you want to be entered into the FREE PRIZE draw to winplease provide your name and email address below.

Name: _____

Email Address: _____

This is a tick box form
and is quick and easy
to complete.



ABOUT YOUR HOUSEHOLD

1. How many people live in your household

1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ 6 ☐ 6+ ☐

2. How many are adults?

1 ☐ 2 ☐ 3 ☐ 4 ☐ 4+ ☐

3. How many working persons are there in the household?

1 ☐ 2 ☐ 3 ☐ 4 ☐ 4+ ☐

4. How many cars does your household have?

0 ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐

5. How many of these cars are electric, low emission or ultra low emission vehicles
(Co² emissions less than 120 g/km)? _____

THIS IS A TICK BOX FORM AND IS QUICK AND EASY TO COMPLETE

6. Where are the cars parked? (Please tick appropriately for each vehicle.)

Garage	<input type="checkbox"/>	On the street	<input type="checkbox"/>
Outside dwelling	<input type="checkbox"/>	On another street in the development	<input type="checkbox"/>
Parking bay	<input type="checkbox"/>	On another street outside the development	<input type="checkbox"/>

7. How many bicycles does your household have?

1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ 6 ☐ 6+ ☐

8. Does anyone in your household have any mobility difficulty which affects your transport choice?

Yes ☐ No ☐

ABOUT YOUR TRAVEL

9. Are you:

Male ☐ Female ☐

10. What is your age?

18 - 25 ☐ 26 - 35 ☐ 36 - 45 ☐ 46 - 55 ☐ 56 - 65 ☐ 65+ ☐

11. What is your employment status?

Employed Full Time	<input type="checkbox"/>	Unemployed	<input type="checkbox"/>
Employed Part Time	<input type="checkbox"/>	Retired	<input type="checkbox"/>
Full - time student	<input type="checkbox"/>	Other	<input type="checkbox"/>

PLEASE ANSWER QUESTIONS 12 TO 16 IF YOU ARE EMPLOYED, OTHERWISE GO TO QUESTION 18.

12. Where do you usually work?

At Home	<input type="checkbox"/>	Destination D	<input type="checkbox"/>
Destination A	<input type="checkbox"/>	Destination E	<input type="checkbox"/>
Destination B	<input type="checkbox"/>	Destination F	<input type="checkbox"/>
Destination C	<input type="checkbox"/>	Destination G	<input type="checkbox"/>

13. How many days do you travel to your usual workplace?

1 or 2 days ☐ 3 or 4 days ☐ 5 or more days ☐

14. What is your primary means of travelling to work?

Car (as driver on own)	<input type="checkbox"/>	Cycle	<input type="checkbox"/>
Car (as driver with passenger/s)	<input type="checkbox"/>	On foot	<input type="checkbox"/>
Car (as passenger)	<input type="checkbox"/>	Motorcycle	<input type="checkbox"/>
Train	<input type="checkbox"/>	Other	<input type="checkbox"/>
Bus	<input type="checkbox"/>		

THIS IS A TICK BOX FORM AND IS QUICK AND EASY TO COMPLETE

15. If you drive to work where do you park? (If you do not drive please leave blank)

Employers Car Park - Guaranteed space	<input type="checkbox"/>	Residential Street	<input type="checkbox"/>
Employers Car Park - Car share space	<input type="checkbox"/>	Other Street	<input type="checkbox"/>
Employers Car Park - Other	<input type="checkbox"/>	Public Car Park	<input type="checkbox"/>

**16. If train is your primary means of travelling to work, how do you travel to the station?
(If you do not use the train please leave blank.)**

Bus	<input type="checkbox"/>	Lift with someone travelling with you	<input type="checkbox"/>
Taxi	<input type="checkbox"/>	Lift with someone travelling elsewhere	<input type="checkbox"/>
Cycle	<input type="checkbox"/>	Drive	<input type="checkbox"/>

TRAVEL TO SCHOOL/COLLEGE

PLEASE ANSWER QUESTIONS 17-19 IF THERE ARE CHILDREN OF SCHOOL AGE IN THE HOUSEHOLD,

17. How many children of school age (4 - 18 years of age live in the household.)

0 <input type="checkbox"/>	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	4+ <input type="checkbox"/>
----------------------------	----------------------------	----------------------------	----------------------------	----------------------------	-----------------------------

18. Which Schools/ College's do they attend? (Please put number of children in relevant boxes)

School A	<input type="checkbox"/>	School B	<input type="checkbox"/>
School C	<input type="checkbox"/>	School D	<input type="checkbox"/>
School E	<input type="checkbox"/>	Other	<input type="checkbox"/>

19. How do the children travel to School/College? (Please put relevant number of children in relevant boxes)

Car (Lift from member of household)	<input type="checkbox"/>	Bus	<input type="checkbox"/>
Car (Lift from friend)	<input type="checkbox"/>	Train	<input type="checkbox"/>
On foot	<input type="checkbox"/>	Other	<input type="checkbox"/>
Cycle	<input type="checkbox"/>		

Questions continue on the next page.

THIS IS A TICK BOX FORM AND IS QUICK AND EASY TO COMPLETE

20. How often do you use local facilities? (Please tick relevant box for each destination)

	Never	Less than once a month	1 or 2 times a month	1 or 2 times a week	3 or 4 times a week	More often
Facility A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facility B	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facility C	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facility D	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facility E	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

TRAVEL TO LOCAL FACILITIES

21. How do you usually travel to local facilities? (Please tick relevant box for each destination)

	Car on own	Car with others	On foot	Cycle	Bus	M/C	Taxi
Facility A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facility B	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facility C	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facility D	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facility E	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

22. Do you do some of your shopping via the internet?

Yes ☐ No ☐

23. Which of these measures are of benefit to you? (Please tick those that are of interest.)

Measure A	<input type="checkbox"/>	Measure F	<input type="checkbox"/>
Measure B	<input type="checkbox"/>	Measure G	<input type="checkbox"/>
Measure C	<input type="checkbox"/>	Measure H	<input type="checkbox"/>
Measure D	<input type="checkbox"/>	Measure I	<input type="checkbox"/>
Measure E	<input type="checkbox"/>	Measure J	<input type="checkbox"/>

24. Do you have any comments to make about travel and transport in the local area.

THANK YOU FOR YOUR TIME

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To be completed by additional adult in the household.

HOUSEHOLD TRAVEL SURVEY - INSERT A

If you would like to be entered into the FREE PRIZE draw to win

Please provide your name and email address:

Name: _____

Email: _____

A1. Are you: Male ☐ Female ☐

A2. What is your age?

18 - 25 ☐ 26 - 35 ☐ 36 - 45 ☐ 46 - 55 ☐ 56 - 65 ☐ 65+ ☐

A3. What is your employment status?

Employed Full Time	<input type="checkbox"/>	Unemployed	<input type="checkbox"/>
Employed Part Time	<input type="checkbox"/>	Retired	<input type="checkbox"/>
Full - time student	<input type="checkbox"/>	Other	<input type="checkbox"/>

PLEASE ANSWER QUESTIONS A4 TO A9 IF YOU ARE EMPLOYED, OTHERWISE GO TO QUESTION A9.

A4. Where do you usually work?

At Home	<input type="checkbox"/>	Destination D	<input type="checkbox"/>
Destination A	<input type="checkbox"/>	Destination E	<input type="checkbox"/>
Destination B	<input type="checkbox"/>	Destination F	<input type="checkbox"/>
Destination C	<input type="checkbox"/>	Destination G	<input type="checkbox"/>

A5. How many days do you travel to your usual workplace?

1 or 2 days ☐ 3 or 4 days ☐ 5 or more days ☐

A6. What is your primary means of travelling to work?

Car (as driver on own)	<input type="checkbox"/>	Cycle	<input type="checkbox"/>
Car (as driver with passenger/s)	<input type="checkbox"/>	On foot	<input type="checkbox"/>
Car (as passenger)	<input type="checkbox"/>	Motorcycle	<input type="checkbox"/>
Train	<input type="checkbox"/>	Other	<input type="checkbox"/>
Bus	<input type="checkbox"/>		

A7. If you drive to work where do you park? (If you do not drive please leave blank)

Employers Car Park - Guaranteed space	<input type="checkbox"/>	Residential Street	<input type="checkbox"/>
Employers Car Park - Car share space	<input type="checkbox"/>	Other Street	<input type="checkbox"/>
Employers Car Park - Other	<input type="checkbox"/>	Public Car Park	<input type="checkbox"/>

THIS IS A TICK BOX FORM AND IS QUICK AND EASY TO COMPLETE

**A8. If train is your primary means of travelling to work, how do you travel to the station?
(If you do not use the train please leave blank.)**

Bus	<input type="checkbox"/>	Lift with someone travelling with you	<input type="checkbox"/>
Taxi	<input type="checkbox"/>	Lift with someone travelling elsewhere	<input type="checkbox"/>
Cycle	<input type="checkbox"/>	Drive	<input type="checkbox"/>

A9. How often do you use local facilities? (Please tick relevant box for each destination)

	Never	Less than once a month	1 or 2 times a month	1 or 2 times a week	3 or 4 times a week	More often
Facility A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facility B	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facility C	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facility D	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facility E	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A10. How do you usually travel to local facilities? (Please tick relevant box for each destination)

	Car on own	Car with others	On foot	Cycle	Bus	M/C	Taxi
Facility A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facility B	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facility C	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facility D	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facility E	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A12. Which of these measures are of benefit to you? (Please tick those that are of interest.)

Measure A	<input type="checkbox"/>	Measure F	<input type="checkbox"/>
Measure B	<input type="checkbox"/>	Measure G	<input type="checkbox"/>
Measure C	<input type="checkbox"/>	Measure H	<input type="checkbox"/>
Measure D	<input type="checkbox"/>	Measure I	<input type="checkbox"/>
Measure E	<input type="checkbox"/>	Measure J	<input type="checkbox"/>

A13. Do you have any comments to make about travel and transport in the local area.

THANK YOU FOR YOUR TIME



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