

Town and Country Planning Act 1990, Section 319A

Planning Inspectorate Inquiry Reference:

APP/P0119/W/22/3303905

South Gloucestershire Council Planning Reference:

P21/03344/F

Appeal by Grassroots Planning on behalf of Redcliffe Homes Ltd

Site Address: **Land South of Badminton Road, Old Sodbury, South Gloucestershire.**

Proof of Evidence of Myles Kidd
Transport: Appendices

Appendix A

Extracts from “National Planning Policy Framework”

MoHCLG, July 2021

1. Introduction

1. The National Planning Policy Framework sets out the Government’s planning policies for England and how these should be applied¹. It provides a framework within which locally-prepared plans for housing and other development can be produced.
2. Planning law requires that applications for planning permission be determined in accordance with the development plan², unless material considerations indicate otherwise³. The National Planning Policy Framework must be taken into account in preparing the development plan, and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.
3. The Framework should be read as a whole (including its footnotes and annexes). General references to planning policies in the Framework should be applied in a way that is appropriate to the type of plan being produced, taking into account policy on plan-making in chapter 3.
4. The Framework should be read in conjunction with the Government’s planning policy for traveller sites, and its planning policy for waste. When preparing plans or making decisions on applications for these types of development, regard should also be had to the policies in this Framework, where relevant.
5. The Framework does not contain specific policies for nationally significant infrastructure projects. These are determined in accordance with the decision-making framework in the Planning Act 2008 (as amended) and relevant national policy statements for major infrastructure, as well as any other matters that are relevant (which may include the National Planning Policy Framework). National policy statements form part of the overall framework of national planning policy, and may be a material consideration in preparing plans and making decisions on planning applications.
6. Other statements of government policy may be material when preparing plans or deciding applications, such as relevant Written Ministerial Statements and endorsed recommendations of the National Infrastructure Commission.

¹ This document replaces the previous version of the National Planning Policy Framework published in February 2019.

² This includes local and neighbourhood plans that have been brought into force and any spatial development strategies produced by combined authorities or elected Mayors (see Glossary).

³ Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990.

2. Achieving sustainable development

7. The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs⁴. At a similarly high level, members of the United Nations – including the United Kingdom – have agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030. These address social progress, economic well-being and environmental protection⁵.
8. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):
 - a) **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - b) **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and
 - c) **an environmental objective** – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
9. These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.
10. So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development** (paragraph 11).

⁴ Resolution 42/187 of the United Nations General Assembly.

⁵ Transforming our World: the 2030 Agenda for Sustainable Development.

The presumption in favour of sustainable development

11. Plans and decisions should apply a presumption in favour of sustainable development.

For **plan-making** this means that:

- a) all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;
- b) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas⁶, unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area⁷; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

For **decision-taking** this means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date⁸, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed⁷; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

⁶ As established through statements of common ground (see paragraph 27).

⁷ The policies referred to are those in this Framework (rather than those in development plans) relating to: habitats sites (and those sites listed in paragraph 181) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 68); and areas at risk of flooding or coastal change.

⁸ This includes, for applications involving the provision of housing, situations where the local planning authority cannot demonstrate a five year supply of deliverable housing sites (with the appropriate buffer, as set out in paragraph 74); or where the Housing Delivery Test indicates that the delivery of housing was substantially below (less than 75% of) the housing requirement over the previous three years.

Appendix A – Extracts from “National Planning Policy Framework”, MoHCLG, July 2021

12. The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.
13. The application of the presumption has implications for the way communities engage in neighbourhood planning. Neighbourhood plans should support the delivery of strategic policies contained in local plans or spatial development strategies; and should shape and direct development that is outside of these strategic policies.
14. In situations where the presumption (at paragraph 11d) applies to applications involving the provision of housing, the adverse impact of allowing development that conflicts with the neighbourhood plan is likely to significantly and demonstrably outweigh the benefits, provided all of the following apply⁹:
 - a) the neighbourhood plan became part of the development plan two years or less before the date on which the decision is made;
 - b) the neighbourhood plan contains policies and allocations to meet its identified housing requirement;
 - c) the local planning authority has at least a three year supply of deliverable housing sites (against its five year housing supply requirement, including the appropriate buffer as set out in paragraph 74); and
 - d) the local planning authority's housing delivery was at least 45% of that required¹⁰ over the previous three years.

⁹ Transitional arrangements are set out in Annex 1.

¹⁰ Assessed against the Housing Delivery Test, from November 2018 onwards.

9. Promoting sustainable transport

104. 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.
105. 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.
106. Planning policies should:
- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
 - b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
 - c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
 - d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);

- e) provide for any large scale transport facilities that need to be located in the area⁴⁴, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and
 - f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government’s General Aviation Strategy⁴⁵.
107. If setting local parking standards for residential and non-residential development, policies should take into account:
- a) the accessibility of the development;
 - b) the type, mix and use of development;
 - c) the availability of and opportunities for public transport;
 - d) local car ownership levels; and
 - e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.
108. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.
109. Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.

Considering development proposals

110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

⁴⁴ Policies for large scale facilities should, where necessary, be developed through collaboration between strategic policy-making authorities and other relevant bodies. Examples of such facilities include ports, airports, interchanges for rail freight, public transport projects and roadside services. The primary function of roadside services should be to support the safety and welfare of the road user (and most such proposals are unlikely to be nationally significant infrastructure projects).

⁴⁵ Department for Transport (2015) *General Aviation Strategy*.

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - b) safe and suitable access to the site can be achieved for all users;
 - c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code ⁴⁶; and
 - d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
111. 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.
112. 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.
113. 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.

⁴⁶ Policies and decisions should not make use of or reflect the former Design Bulletin 32, which was withdrawn in 2007.

Appendix B1

Local Plan: Policies, Sites and Places, Adopted November 2017

Extract of Policy PSP11 – Transport Impact Management

POLICY PSP11 –TRANSPORT IMPACT MANAGEMENT

Development proposals which generate a demand for travel, will be acceptable where:

- 1. appropriate, safe, accessible, convenient, and attractive access is provided for all mode trips arising to and from the proposal; and**
- 2. any new or improved bus stops meet the Council's adopted standards and the appropriate national guidance; and**
- 3. residential development proposal(s) are located on:**
 - i. safe, useable walking and, or cycling routes, that are an appropriate distance to key services and facilities****and then**
 - ii. where some key services and facilities are not accessible by walking and cycling, are located on safe, useable walking routes, that are an appropriate distance to a suitable bus stop facility, served by an appropriate public transport service(s), which connects to destination(s) containing the remaining key services and facilities; and**
- 4. commercial development is located on safe, useable walking routes, that are an appropriate distance to a suitable bus stop facility, served by appropriate public transport services, linking to major settlement areas; and**
- 5. appropriate on-site loading, unloading and waiting facilities are provided for commercial developments; and**
- 6. it would not generate traffic that would:**
 - i. create or contribute to severe congestion;**
 - ii. severely impact on the amenities of communities surrounding access routes (local network to strategic road network);**
 - iii. have an unacceptable effect on highway and road safety;**
 - iv. harm environmentally sensitive areas; and**
- 7. any new transport related infrastructure provided in relation to the proposal would not create or exacerbate traffic congestion or have an unacceptable effect on highway and road safety; and**
- 8. unobstructed emergency vehicle access is provided; and**
- 9. potentially significant transportation impacts are accompanied by an appropriate Transport Assessment and where necessary a Travel Plan.**

- 5.18 In accordance with the NPPF and as set out in Core Strategy Policy CS8 the Council promotes healthy vibrant communities with walking and cycling access to key services and facilities to meet day-to-day needs, and sustainable transport access to all developments by all residents and employees of all abilities.
- 5.19 Appropriate levels of parking for all vehicles are set out in PSP16 and associated schedules.
- 5.20 A failure to meet provision 3 or 4 will be considered on balance with other objectives in the development plan and NPPF, along with the degree of harm arising such as number of car dependent journeys that might arise and residents that would be without sustainable access to facilities and services. Information on how development proposals meets provision 3 and 4 should respond to the guidance and distance guidelines in the following supporting text and be included in the transport assessment where required, or planning/sustainability statement.
- 5.21 When considering provision 3 or 4 the quality of routes to key services and facilities, or bus stop(s) from a proposal site must be safe for use by the mobility impaired and all members of a community. Details of the route safety and quality used to access services and facilities, and or bus stops should be included in any transport assessment or planning statements.
- 5.22 Provision 3 requires residential development to be within an appropriate walking and cycling distance of key services and facilities. The Council considers key services and facilities and the starting point for what constitute an appropriate distances to be those set out in the table below. Provision 3 (ii) is explicit that public transport access to key services and facilities is suitable to access “some”, e.g. just major employment opportunities or supermarket facilities, rather than the majority or all of the key services and facilities. It is intended that greater weight will be given to the requirement for accessibility by walking and cycling, and then public transport, reflecting provisions within the NPPF on creating sustainable communities with local access to services and facilities, but recognising public transport forms a sustainable mode of access. Bus and rail usage will remain low if local access to service and facilities remains limited and therefore provides little incentive to reduce car use and ownership.
- 5.23 The distances do not consider route quality and are set out based on an “as the crow flies” basis from the proposal site to services and facilities. Individual circumstances on the ground, including route safety, direction and lack of any dedicated cycling or walking facilities, may result in key services and facilities becoming inaccessible despite falling within the appropriate walking and cycling distances. Conversely high quality, safe routes or dedicated walking and cycling routes may facilitate access to key services and facilities from proposal sites, which are beyond the appropriate distances below. Therefore in applying the policy, consideration will also be given to distances as travelled and any evidence submitted in support of longer walking or cycling distances to access services and facilities.

Key Services and Facilities	Appropriate Walking and Cycling Distances
Retail (comparison) shops and services and/or Market towns and Town Centres (Defined in policy CS14 of Core Strategy)	1,200 Metres
(Weekly) Superstore or supermarket	
(Day to day) Smaller food (convenience) shops	
Local health services	800 Metres
Pharmacy	
Dedicated community centres (defined by South Gloucestershire Council)	800 Metres
Post Offices	800 Metres
Public Houses	800 Metres
Secondary school	3 Miles
Primary school	2 Miles
Major employers Designated Town Centres and Safeguarded Employment Areas (Defined in Policy CS12 of Core Strategy)	2,000 Metres

5.24 Policy provision 3(ii) requires residential development to be located where it is an appropriate distance to a suitable bus stop, served by an appropriately frequent public transport service connecting to destinations containing key services, facilities and employment opportunities. An appropriate distance to a bus stop, required by 3(ii) will normally be 400metres, as set out in the governments adopted best practice guidance on transport and pedestrian infrastructure, “Inclusive Mobility”. For bus stops served by Metrobus services an appropriate walking distance would be between 400 and 800 metres, reflecting the increased frequency of services, and dedicated bus routes on Metrobus routes. Longer walking distances to bus stops will be considered where supporting justification is provided, and requirement for safe and useable route quality to the bus stop is satisfied. An “Appropriate public transport service(s)” as a minimum means:

- i. Individual or combined services, total journey time under 1 hour; and
- ii. at least 5 services a day during the week, 3 at weekends, to and from the destination; and
- iii. during the week; one service arriving at the destination before 9am, and one leaving after 5pm.

5.25 The larger the development proposal and, or the larger the reliance on public transport to access key facilities and services, the more frequent and extensive a bus service will be required, in order to avoid a reliance on private car journeys.

5.26 For the purpose of meeting provisions of 3(i) the following range of destinations contain the required range of key services, facilities and employment opportunities:

- i. Town Centres as designated in Core Strategy Policy CS14; or

- ii. Cribbs Causeway and Longwell Green out of centre retail areas; or
 - iii. Town centres within neighbouring local authorities.
- 5.27 In addition to this list, outside of designated town centres, employment opportunities are present in Safeguarded Employment Areas, defined in CS14 and Enterprise Zones, set out in PSP26 and shown on the Policies Map. Public transport connections to these locations, are only likely to satisfy the need for access to employment opportunities.
- 5.28 Other destinations served by appropriate public transport will be considered where evidence is provided that the range of facilities and services and employment opportunities are present. In assessing access to public transport consideration will be given to the viability of existing services.
- 5.29 The Council will ensure that all the transportation implications of any development site are fully examined and that where necessary an appropriate Transport Assessment or Statement is undertaken and submitted with the application.
- 5.30 All such assessments must give consideration to the cumulative impacts arising from other committed development (i.e. development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next three years). At the decision-taking stage this may require the developer to carry out an assessment of the impact of those adopted Local Plan allocations which have the potential to impact on the same sections of transport network as well as other relevant local sites benefitting from as yet unimplemented planning approval. Particular attention must be paid to addressing the safety and congestion issues arising from the traffic associated with any development. Development will be expected to incorporate or contribute to traffic management/calming measures, on and off site, where improved safety and environmental enhancement are required as a result of the development. This is because the NPPF states that safe access by all people is essential and that minimising congestion is fundamental to sustainable economic growth. Furthermore, safety and congestion issues can have consequential effects on the environment and other local assets.
- 5.31 When considering their development proposal the developer should take full account of the needs of pedestrians, cyclists, public transport, emergency and service vehicles when considering access requirements. Where conflicts are identified between these different types of road user, the resolution of such conflicts will be achieved taking into account the needs of different users. For example pedestrians will generally have priority over car traffic.
- 5.32 Developers will also be expected to fund the provision of any infrastructure required to provide access to their site by all modes of transport, as well as making appropriate contributions to any off-site works, wherever materially detrimental impacts are identified. Any on-site infrastructure must be designed to discourage un-necessary vehicular trips and through traffic.
- 5.33 This will include provision for access by public transport, cycling and walking. Should new or improved bus stops be required, then these must meet the Council's adopted

Bus Shelter Design and Procurement Process document or its subsequent replacement and/or conform to the appropriate national guidance.

- 5.34 It is recognised that transport proposals may have consequential impacts in relation to air and noise pollution. These potential impacts are addressed in Policy PSP21 - Environmental Pollution and Impacts. Impacts on residential amenity should have regard to the potential unacceptable impacts set out in PSP Policy 8 - Residential Amenity.

Delivery

- 5.35 The Council in partnership with developers, will deliver this policy through development management.

Appendix B2

Local Plan: Core Strategy, Adopted December 2013

Extract of Policy CS8 – Improving Accessibility

Improving accessibility

POLICY CS8 – IMPROVING ACCESSIBILITY

Priority will be given to providing the users of new development with a range of travel options other than the private car. The following principles will be applied in the consideration of planning applications and formulation of other Local Development Documents:

1. **Accessibility.** New development proposals which generate significant demand for travel will be more favourably considered the nearer they are located to existing and proposed public transport infrastructure and existing facilities and services. Developments which are car dependent or promote unsustainable travel behaviour will not be supported
2. **Off-site mitigation.** All new development proposals of a sufficient scale will be required to contribute financially or in kind to the schemes set out in Policy CS7 and the Infrastructure Delivery Plan, as appropriate, and other physical off-site local transport improvements as may be necessary to make the scheme acceptable
3. **Provision and Promotion of sustainable travel options.** All new development proposals of a sufficient scale will be encouraged to reduce greenhouse gas emissions, travel demand and support travel by means other than the private car, particularly to significant destinations such as educational establishments, hospitals, rail stations, bus interchanges and employment areas. This will be achieved through
 - the provision of, and integration of walking, cycling and public transport infrastructure into the local network
 - providing mixed use developments in appropriate locations
 - the active promotion of a Green Travel Plan approved by the Council
 - the provision of shower and changing facilities for use by staff in commercial and business premises
 - contributions to bus services, and other initiatives such as commuter and car clubs and community transport projects, as appropriate; and

- access to high speed broadband and installation of electrical sockets, storage and sufficient space in dwellings such that allows homeworking
- provision of facilities for charging plug-in or other ultra low emission vehicles.

The Council will expect early implementation of sustainable travel infrastructure and initiatives in the construction and occupation of major schemes

4. Parking and vehicular access for new development.

Car parking and vehicular site access should be well integrated and situated so it supports the street scene and does not compromise walking, cycling, public transport infrastructure and highway safety.

All new development proposals will also be required to provide safe & secure cycle parking facilities in accordance with the Council's standards.

- 7.16 This policy seeks to ensure that emerging DPDs, SPDs, Area Action Plans, Development Briefs, Concept Statements and development schemes all have regard to the need to improve transport infrastructure in accordance with Sustainable Community Strategy objectives.
- 7.17 National policy encourages development that is located where everyone can access services or facilities on foot, bicycle or public transport, rather than having to rely on access by the car, while recognising that this may be more difficult in rural areas.
- 7.18 New development that generates the need to travel will be required to contribute financially or in kind to the strategic transport infrastructure set out in Policy CS7.
- 7.19 Contributions may also be used to support sustainable travel measures that may be promoted by the Council and other partners from time to time (including those that may arise from Neighbourhood Development Planning), such as:
- revenue support to maintain, improve and expand community transport and demand responsive transport services in the urban and rural areas
 - revenue to establish a community car club scheme
 - revenue and capital towards improvements in real time passenger information
 - capital towards bus priority measures to ensure reliable and punctual bus services and
 - revenue and capital to support access to health facilities arising from the new configuration of acute and community hospitals.
- 7.20 All but the smallest householder applications will be expected to consider, provide information on and a strategy for the minimisation of private car based travel. In addition to the measures set out in criterion 3, other innovative measures that reduce the CO2 footprint of transport at the point of use, such as charging points for electric vehicles, will be welcomed.

- 7.21 Development proposals should consider the integration of direct and attractive walking and cycling routes with the wider network as a primary objective of high quality urban design. These routes should also take advantage of and integrate with existing and proposed Green Infrastructure, and vice versa where appropriate.
- 7.22 Parking remains an important part of demand management and an issue that will be kept under review. Inadequate or poorly designed residential parking can add to congestion, hinder bus and emergency services and have a negative impact on quality of life. Lower parking standards may be more appropriate as elements of the strategic transport infrastructure are implemented. Consequently, the Council is preparing a Residential Parking Standards SPD in accordance with the timetable set out in the LDS adopted in 2012.

Delivery

- 7.23 This policy will be delivered through the development management process, the JLTP and working with partners. The car parking standards will be reviewed through SP.

Appendix C

Extracts from “Manual for Streets”

DfT, March 2007

4.4 The walkable neighbourhood

4.4.1 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 PPS13⁴ states that 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.

4.4.2 By creating linkages between new housing and local facilities and community infrastructure, the public transport network and established walking and cycling routes are fundamental to achieving more sustainable patterns of movement and to reducing people’s reliance on the car. A masterplan (or scheme layout for smaller-scale developments) can help ensure that proposals are well integrated with existing facilities and places.

4.4.3 Density is also an important consideration in reducing people’s reliance on the private car. PPS3⁵ encourages a flexible approach to density, reflecting the desirability of using land efficiently, linked to the impacts of climate change. It sets a national minimum indicative density of 30 dwellings per hectare. Residential densities should be planned to take advantage of a proximity to activities, or to good public transport linking those activities. *Better Places to Live: By Design*⁶ advises that a certain critical mass of development is needed to justify a regular bus service, at frequent intervals, which is sufficient to provide a real alternative to the car.

4 DETR (2001) *Policy Planning Guidance 13: Transport*. London: TSO.

5 DTLR and CABE (2001) *Better Places to Live: By Design. A Companion Guide to PPG3*. London: Thomas Telford Ltd.

6 Communities and Local Government (2006) *Planning Policy Statement 3: Housing*. London: TSO.

Appendix D

Extracts from “*Providing for Journeys on Foot*”

IHT, May 2000

Extracts from Providing for Journeys on Foot IHT 2000

3.31. “Acceptable” walking distances will obviously vary between individuals and circumstances. Acceptable walking distances will depend on various factors including:

- An individual’s fitness and physical ability
- Encumbrances, eg shopping, pushchair
- Availability, cost and convenience of alternatives transport modes
- Time savings
- Journey purpose
- Personal motivation
- General deterrents to walking.

3.32. Table 3.2 contains suggested acceptable walking distances, for pedestrians without a mobility impairment for some common facilities. These may be used for planning and evaluation purposes. (See also Table 4.2.)

Table 3.2: Suggested Acceptable Walking Distance.

	Town centres (m)	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

Appendix E

Extracts from “National Travel Survey”

<https://www.gov.uk/government/statistics/national-travel-survey-2021/national-travel-survey-2021-mode-share-journey-lengths-and-public-transport-use>



[Home](#) > [National Travel Survey: 2021](#)

National statistics

National Travel Survey 2021: Mode share, journey lengths and public transport use

Published 31 August 2022

Applies to England



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About this release

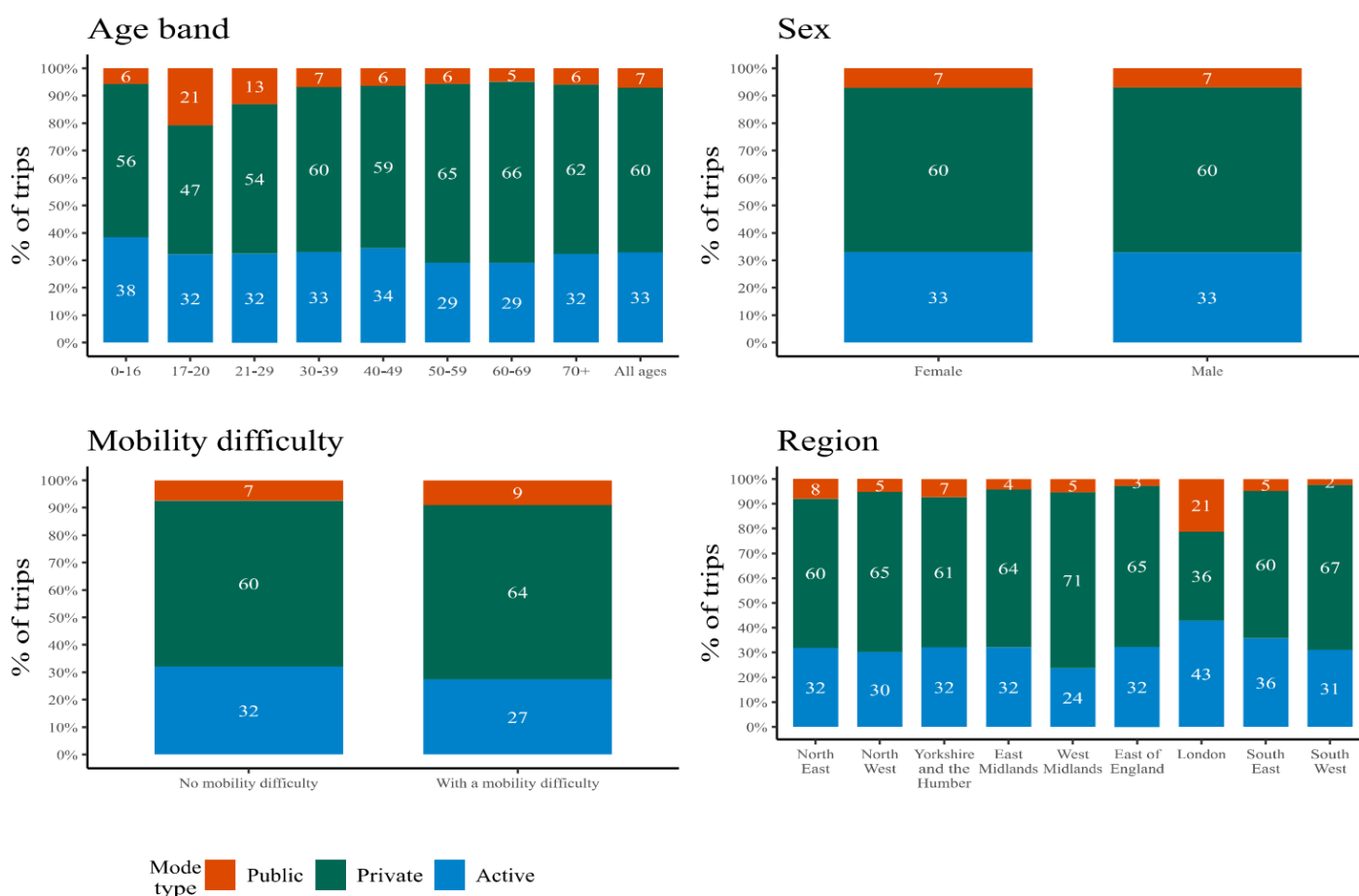
The National Travel Survey (NTS) is a household survey of personal travel by residents of England travelling within Great Britain, from data collected via interviews and a 7-day travel diary, which enables analysis of patterns and trends. This release covers the main findings from these travel behaviours during 2021. The coronavirus (COVID-19) pandemic from March 2020, has had a substantial impact on travel trends in 2020 and 2021 and has affected the operation of this survey.

Fieldwork for the NTS 2021 survey continued to be impacted by the coronavirus restrictions from March 2020, with data collection combining the approach used in 2020 with interviews being conducted via telephone (push-to-telephone approach) instead of face-to-face, and to increase response rates, doorstep recruitment by trained interviewers with interviews being conducted over the telephone (knock-to-nudge approach).

Response rates to the survey in 2021 were halfway between 2019 levels (14,356 individuals) and 2020 levels (6,239 individuals) with 9,971 individuals participating in the survey, an increase of 60% compared to 2020, but a decrease of 31% compared to 2019. Consequently, caution is needed when interpreting these results for 2020 and 2021 as they are likely to be less representative of residents of England compared to previous years. Please see our [technical note \(https://www.gov.uk/government/statistics/national-travel-survey-2021\)](https://www.gov.uk/government/statistics/national-travel-survey-2021) for more details.

Mode share of trips

Chart 3: Public, private and active mode share by age band, sex, mobility difficulty and region of residence: England, 2021 ([NTS0601](https://www.gov.uk/government/statistical-data-sets/nts03-modal-comparisons#mode-by-age-and-gender)) (<https://www.gov.uk/government/statistical-data-sets/nts03-modal-comparisons#mode-by-age-and-gender>), ([NTS0709](https://www.gov.uk/government/statistical-data-sets/nts08-availability-and-distance-from-key-local-services#mobility-difficulties)) (<https://www.gov.uk/government/statistical-data-sets/nts08-availability-and-distance-from-key-local-services#mobility-difficulties>) and ([NTS9903](https://www.gov.uk/government/statistical-data-sets/nts99-travel-by-region-and-area-type-of-residence#mode-of-transport)) (<https://www.gov.uk/government/statistical-data-sets/nts99-travel-by-region-and-area-type-of-residence#mode-of-transport>)



Children aged 0 to 16 made the highest proportion of trips using active transport modes such as walking and cycling in 2021 with 38%. Those aged 17 to 49 made 32% to 34% of their trips using active modes. Those aged 50 to 69 made the smallest proportion of trips using active modes with 29%. The proportion increased slightly to 32% for those aged 70 and over.

People aged 60 to 69 made the largest share of trips using private transport modes such as car, motorcycle and other private transport with 66%. Those aged 17 to 20 made the smallest proportion of their trips using private modes with 47%, however, this age group made the highest proportion of their trips using public transport modes such as bus, London Underground, rail and taxi or minicab with 21%.

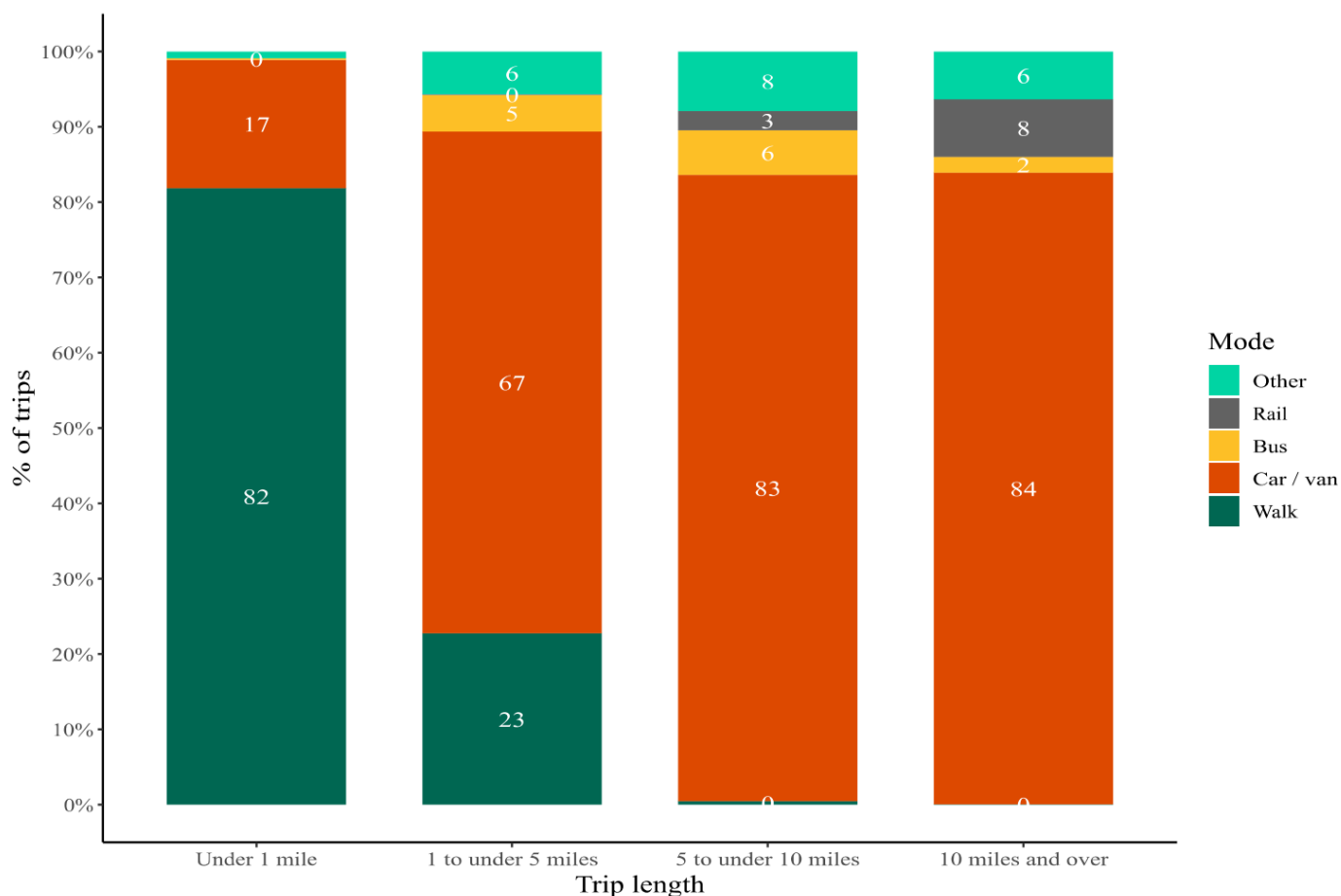
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The mode share between active, private and public transport modes was the same for both males and females with 33% active transport modes, 60% private transport modes and 7% public transport modes. Those with no mobility difficulties made a slightly higher proportion of their trips using active transport modes with 32% compared to 27% for those with a mobility difficulty. However, those with no mobility difficulties made a smaller proportion of their trips using private transport modes with 60% compared to 64% for those with a mobility difficulty, and a smaller proportion of their trips using public transport modes with 7% compared to 9% for those with a mobility difficulty. People living in London made the highest proportion of trips using active transport modes with 43% and public transport modes with 21%. Residents from the South East of England made the second highest proportion of their trips using active transport modes with 36%. The highest proportion of trips using private transport modes were made by residents of the West Midlands with 71%.

JOURNEY LENGTHS

Chart 4: Mode share of trips by main mode for different trip lengths: England, 2021 (NTS0308)

(<https://www.gov.uk/government/statistical-data-sets/nts03-modalcomparisons#trips-stages-distance-and-time-spent-travelling>)



Most trips are relatively short. In 2021, 25% of trips were under 1 mile, and 72% under 5 miles. These proportions of short trips are broadly consistent to how they were in 2020 and in 2019, with 25% of trips being under 1 mile and 71% of trips being under 5 miles in 2020 and 24% of trips being under 1 mile, and 68% under 5 miles in 2019. Walking was the most frequent mode used for short trips: 82% of trips under one mile were walks in 2021, the same proportion as in 2020 and slightly higher than in 2019 where 80% of trips under one mile were walks. For all other distance bands, the car was the most frequent mode of travel. Nearly all walks recorded in the NTS were under 5 miles in 2021 (99.8%), compared with 61% of car trips, 68% of bus trips and 3% of trips by surface rail. This was similar to proportions in 2020 and 2019 where 99.6% of walks were under 5 miles, compared with 59% car trips, 62% bus trips and 14% rail trips in 2020; and 99.8% of walks were under 5 miles, compared with 58% car trips, 69% bus trips and 8% rail trips in 2019.

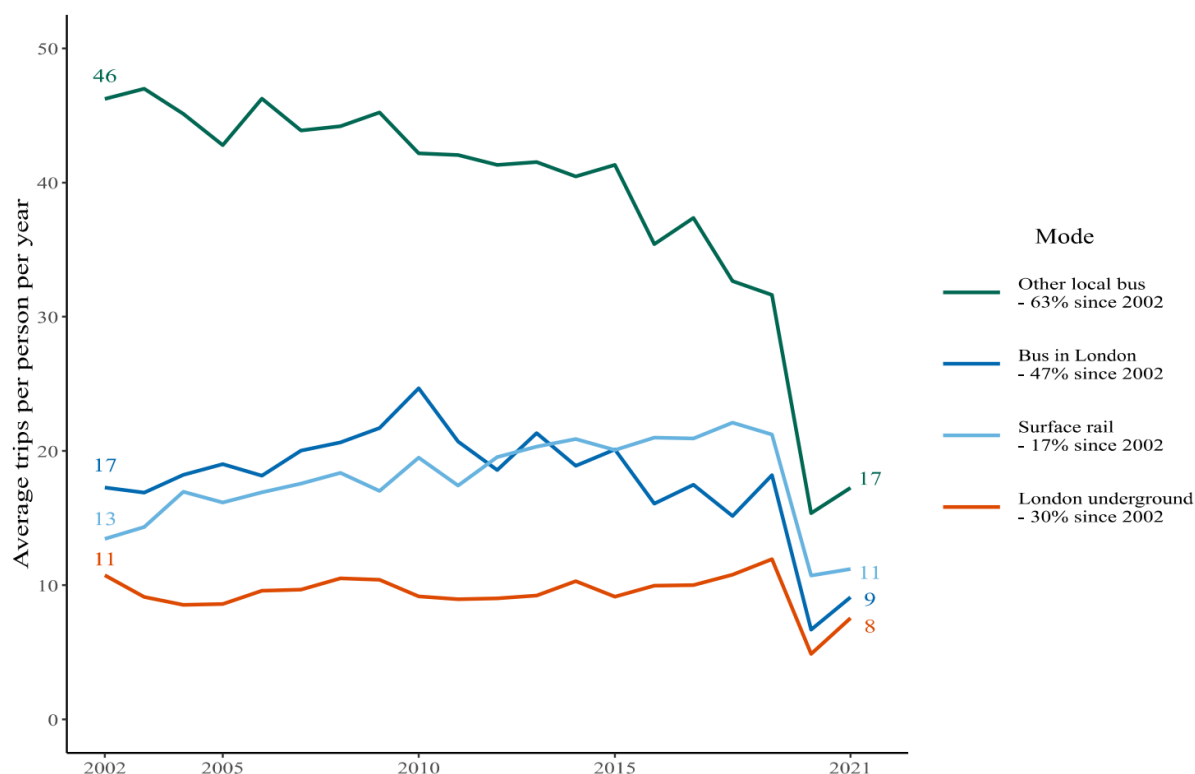
Proof of Evidence of Myles Kidd, Transport

Almost three-quarters (73%) of rail trips were 10 miles and over in 2021, higher than in 2020 where 63% of rail trips were 10 miles and over but slightly less than in 2019 where 74% of rail trips were 10 miles and over.

TRENDS IN PUBLIC TRANSPORT USE

Chart 5: Trips per person per year by selected public transport modes: England, 2002 to 2021 (NTS0303)

<https://www.gov.uk/government/statistical-datasets/nts03-modal-comparisons#trips-stages-distance-and-time-spent-travelling>



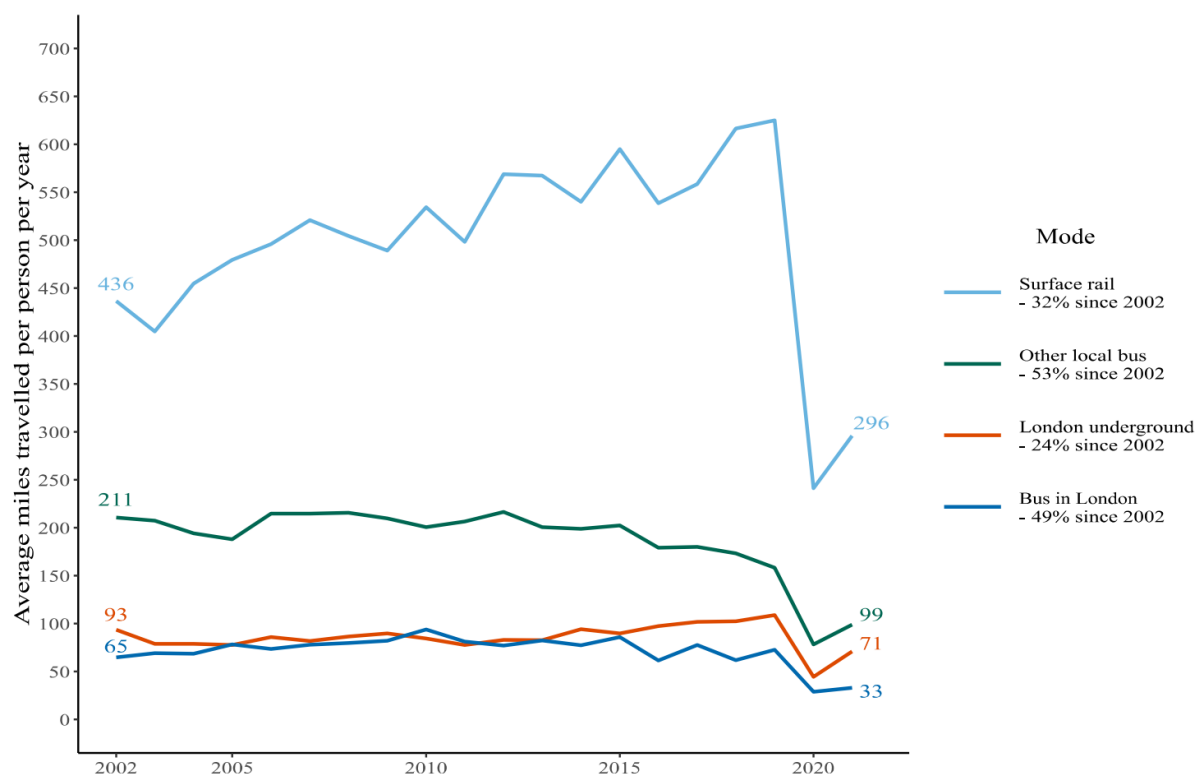
All of the selected modes of public transport had shown a sharp decline in trip rates in 2020 which is likely due to the coronavirus (COVID-19) pandemic. Since then, in 2021 trip rates have increased slightly for all of the selected modes of public transport but remain below pre-pandemic (2019) levels. Surface rail trips per person increased from 13 trips per person in 2002 to 21 trips per person in 2019, this then fell to 11 trips per person in 2020 and has increased slightly by 5% in 2021 to an average of 11 trips per person, an overall decline of 17%. Trends in other local bus use (non-London) have shown a gradual fall from 46 trips per person in 2002 to 32 trips per person in 2019, followed by a sharp decrease to 15 trips per person in 2020 and most recently a slight increase to 17 trips per person in 2021, an overall decline of 63% since 2002. Trends in average trips on the London underground and buses in London were relatively stable from 2002 to 2019, an average of 10 and 19 trips per person respectively, however these both fell to 5 and 7 trips per person respectively in 2020 and both have increased since to 8 and 9 trips per person respectively in 2021. Trends on the increase in bus trips are comparable to bus statistics

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(<https://www.gov.uk/government/collections/busstatistics>) which show an increase in bus passenger journeys in 2021, compared to 2020.

Chart 6: Miles travelled per person per year by selected public transport modes: England, 2002 to 2021 (NTS0303)

(<https://www.gov.uk/government/statistical-data-sets/nts03-modal-comparisons#tripsstages-distance-and-time-spent-travelling>)



Distance travelled for these selected modes of public transport broadly follow the overall trends of these trips, with all four of these modes showing an increase in distance travelled in 2021 compared to 2020. Surface rail has the highest distance travelled on average compared to other public modes, with 296 miles per person on surface rail in 2021, a 32% decrease compared to 436 miles per person in 2002. Miles travelled on average on the London underground have shown a decrease compared to 2002 of 24% from 93 miles per person in 2002 to 71 miles per person in 2021. Miles travelled on average on buses in London and on other local buses have declined by 49% and 53% respectively from 2002 to 2021.

Background information

The 2021 National Travel Survey (NTS) is the latest in a series of household surveys of personal travel by residents of England travelling within Great Britain, from data collected via interviews and a seven-day travel diary. The NTS is part of a continuous survey that began in 1988, following ad-hoc surveys from the 1960s, which enables analysis of patterns and trends. Some key uses of the data include describing patterns, for example how different groups of people travel, monitoring trends in travel, including sustainable modes; assessing the potential equality impacts of different groups; and contributing to the evaluation of policies. We always welcome feedback to help ensure that the survey meets the needs of users, and any feedback provided will help inform the future design and development of the survey. If you have any feedback, please email [National Travel Survey statistics](#).

Further information about these statistics is available, including:

National Travel Survey statistics: [data tables](#)
(<https://www.gov.uk/government/collections/national-travel-survey-statistics#nationaltravel-survey-data-tables>)

National Travel Survey statistics: [notes and definitions](#)
(<https://www.gov.uk/aovernment/statistics/national-travel-survey-2021>) •

National Travel Survey statistics: [guidance and quality information](#)
(<https://www.gov.uk/government/statistics/national-travel-survey-2021>) •

National Travel Survey statistics: [future developments](#)
(<https://www.gov.uk/government/publications/future-developments-for-the-nts>)

Contact details

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Appendix F – Photos of Site visit



Eastbound bus stop



Westbound bus stop





Footways – northside of A432 towards Yate; towards village





Footways – southside of A432: no footway towards Yate; towards site from bus stop; towards village

Appendix G1

Service 41, Sopworth - Malmesbury (with Yate spur)

Mondays to Fridays

Sopworth, Telephone Box (SE-bound)	dep	08:15					
Alderton, Forge House (N-bound)		08:22					
Yate, Shopping Centre (Stop B)	dep		10:50	12:50	14:50	17:13	
Yate, The Ridge (SE-bound)			10:51	12:51	14:51	17:14	
Chipping Sodbury, Bowling Hill (SE-bound)			10:52	12:52	14:52	17:15	
Chipping Sodbury, The Clock (E-bound)			10:53	12:53	14:53	17:16	
Chipping Sodbury, The Boot (SE-bound)			10:54	12:54	14:54	17:17	
Chipping Sodbury, The Bell Hotel (E-bound)			10:55	12:55	14:55	17:18	
Chipping Sodbury, Colts Green (E-bound)			10:56	12:56	14:56	17:19	
Old Sodbury, Commonmead Lane (E-bound)			10:56	12:56	14:56	17:19	
Old Sodbury, The Dog Inn (E-bound)			10:57	12:57	14:57	17:20	
Old Sodbury, Camers (S-bound)			10:58	12:58	14:58	17:21	
Old Sodbury, The Cross Hands (S-bound)			10:59	12:59	14:59	17:22	
Tormarton, Marshfield Road (S-bound)			11:03	13:03	15:03	17:25	
Tormarton, The Major's Retreat (N-bound)			11:04	13:04	15:04	17:26	
Acton Turville, Oakes Lane (NE-bound)			11:06	13:06	15:06	17:29	
Acton Turville, Fox & Hounds (N-bound)	dep 07:00						
Acton Turville, The Street (N-bound)	07:00		11:09	13:09	15:09	17:31	
Acton Turville, Limes Farm (E-bound)	07:00						
Acton Turville, Rail Bridge (N-bound)	07:01		11:10	13:10	15:10	17:32	
Badminton, Post Box (N-bound)			11:12	13:12	15:12	17:33	
Badminton, Badminton Post Office (E-bound)			11:13	13:13	15:13	17:33	
Luckington, Village Hall (N-bound)	07:05 08:29		11:19	13:19	15:19	17:38	
Luckington, Primary School (NE-bound)	07:05 08:30 09:20		11:20	13:20	15:20	17:38	
Sherston, Shallowbrooks Lane (NE-bound)	07:07 08:32 09:22		11:22	13:22	15:22	17:40	
Sherston, Tubbs (NE-bound)	07:09 08:34 09:24		11:24	13:24	15:24	17:42	
Sherston, Angel House (N-bound)	07:10 08:35 09:25		11:25	13:25	15:25	17:43	
Sherston, North End Gardens (N-bound)		09:27					
Sherston, Post Office (N-bound)	07:10 08:35 09:28		11:25	13:25	15:25	17:43	
Sherston, Easton Square (NE-bound)	07:10 08:35 09:28		11:25	13:25	15:25	17:43	
Sherston, Tetbury Road (NE-bound)	07:11 08:36 09:28		11:26	13:26	15:26	17:44	
Pinkney, Pinkney Cottage (E-bound)	07:12 08:37 09:29		11:27	13:27	15:27	17:45	
Easton Grey, Bus Shelter (E-bound)	07:14 08:39 09:31		11:29	13:29	15:29	17:47	
Malmesbury, o/s Red Bull	07:17 08:42 09:34		11:35	13:35	15:32	17:53	
Malmesbury, Twatley Cottages (E-bound)	07:17 08:43 09:35		11:36	13:36	15:33	17:54	
Malmesbury, Parklands (SE-bound)	07:18 08:44 09:35		11:37	13:37	15:34	17:55	
Malmesbury, Sherston Road (SE-bound)	07:18 08:44 09:36		11:38	13:38	15:34	17:56	
Malmesbury, School (NW-bound)		08:44			15:34		
	07:18 08:45 09:36		11:38	13:38	15:35	17:56	

Malmesbury, Corn Gastons (NE-bound)								
Malmesbury, Alexander Mews (E-bound)	07:20	08:47	09:38	11:39	13:39	15:37	17:57	
Malmesbury, opp Willow View Close	07:21	08:48	09:39	11:39	13:39	15:38	17:57	
Malmesbury, o/s Co-Op Supermarket	07:22	08:50	09:40	11:40	13:40	15:40	17:58	
Malmesbury, opp Co-Op Supermarket	07:22	08:50	09:40	11:40	13:40	15:40	17:58	
Malmesbury, The Triangle (SW-bound)	07:24	08:52	09:41	11:41	13:41	15:42	17:59	
Malmesbury, Cross Hayes (W-bound)	<i>arr</i>	07:27	08:55	09:44	11:42	13:42	15:45	18:00

Compiled from data for the period Thu 01-Sep-2022 to Wed 07-Sep-2022. Times not in bold are estimated by using the distance between the stops.

Saturdays

Yate, Shopping Centre (Stop B)	dep	10:45	12:50	14:50	16:50
Yate, The Ridge (SE-bound)		10:46	12:51	14:51	16:51
Chipping Sodbury, Bowling Hill (SE-bound)		10:47	12:52	14:52	16:52
Chipping Sodbury, The Clock (E-bound)		10:48	12:53	14:53	16:53
Chipping Sodbury, The Boot (SE-bound)		10:49	12:54	14:54	16:54
Chipping Sodbury, The Bell Hotel (E-bound)		10:50	12:55	14:55	16:55
Chipping Sodbury, Colts Green (E-bound)		10:51	12:56	14:56	16:56
Old Sodbury, Commonmead Lane (E-bound)		10:51	12:56	14:56	16:56
Old Sodbury, The Dog Inn (E-bound)		10:52	12:57	14:57	16:57
Old Sodbury, Camers (S-bound)		10:53	12:58	14:58	16:58
Old Sodbury, The Cross Hands (S-bound)		10:54	12:59	14:59	16:59
Tormarton, Marshfield Road (S-bound)		10:58	13:03	15:03	17:03
Tormarton, The Major's Retreat (N-bound)		10:59	13:04	15:04	17:04
Acton Turville, Oakes Lane (NE-bound)		11:02	13:06	15:06	17:06
Acton Turville, Fox & Hounds (S-bound)		11:04			
Acton Turville, Fox & Hounds (N-bound)	08:13 09:13	11:09			
Acton Turville, The Street (N-bound)	08:13 09:13	11:09	13:09	15:09	17:09
Acton Turville, Rail Bridge (N-bound)		11:10	13:10	15:10	17:10
Badminton, Post Box (N-bound)		11:12	13:12	15:12	17:12
Badminton, Badminton Post Office (E-bound)		11:13	13:13	15:13	17:13
Acton Turville, Limes Farm (E-bound)	08:13 09:13				
Luckington, Village Hall (N-bound)	08:19 09:19	11:19	13:19	15:19	17:19
Luckington, Primary School (NE-bound)	08:20 09:20	11:20	13:20	15:20	17:20
Sherston, Shallowbrooks Lane (NE-bound)	08:22 09:22	11:22	13:22	15:22	17:22
Sherston, Tubbs (NE-bound)	08:24 09:25	11:24	13:24	15:24	17:24
Sherston, Angel House (N-bound)	08:25 09:26	11:25	13:25	15:25	17:25
Sherston, North End Gardens (N-bound)	09:27				
Sherston, Post Office (N-bound)	08:25 09:28	11:25	13:25	15:25	17:25
Sherston, Easton Square (NE-bound)	08:25 09:28	11:25	13:25	15:25	17:25
Sherston, Tetbury Road (NE-bound)	08:26 09:28	11:26	13:26	15:26	17:26
Pinkney, Pinkney Cottage (E-bound)	08:27 09:29	11:27	13:27	15:27	17:27
Easton Grey, Bus Shelter (E-bound)	08:29 09:31	11:29	13:29	15:29	17:29
Malmesbury, o/s Red Bull	08:36 09:37	11:35	13:35	15:35	17:35
Malmesbury, Twatley Cottages (E-bound)	08:37 09:38	11:36	13:36	15:36	17:36
Malmesbury, Parklands (SE-bound)	08:39 09:39	11:37	13:37	15:37	17:37
Malmesbury, Sherston Road (SE-bound)	08:40 09:40	11:38	13:38	15:38	17:38
Malmesbury, Corn Gastons (NE-bound)	08:40 09:40	11:38	13:38	15:38	17:38
Malmesbury, Alexander Mews (E-bound)	08:41 09:41	11:39	13:39	15:39	17:39
Malmesbury, opp Willow View Close	08:42 09:41	11:39	13:39	15:39	17:39

Malmesbury, o/s Co-Op Supermarket	08:42	09:42	11:40	13:40	15:40	17:40
Malmesbury, opp Co-Op Supermarket	08:42	09:42	11:40	13:40	15:40	17:40
Malmesbury, The Triangle (SW-bound)	08:43	09:43	11:41	13:41	15:41	17:41
Malmesbury, Cross Hayes (W-bound) <i>arr</i>	08:45	09:44	11:42	13:42	15:42	17:42

Compiled from data for the period Thu 01-Sep-2022 to Wed 07-Sep-2022. Times not in bold are estimated by using the distance between the stops.

Mondays to Fridays

Malmesbury, Cross Hayes (W-bound)	dep	09:55	11:55	13:55	15:30	16:30	18:05
Malmesbury, The Triangle (NE-bound)		09:57	11:57	13:57	15:32	16:32	18:07
Malmesbury, o/s Co-Op Supermarket		09:58	11:58	13:58	15:33	16:33	18:08
Malmesbury, opp Co-Op Supermarket		09:58	11:58	13:58	15:33	16:33	18:08
Malmesbury, Old Railway Close (N-bound)							18:08
Malmesbury, John Betjeman Close (N-bound)							18:08
Malmesbury, Webbs Way (SW-bound)							18:08
Malmesbury, Reeds Farm Road (SW-bound)							18:09
Malmesbury, William Stumpes Close (N-bound)							18:09
Malmesbury, Tetbury Hill (NW-bound)							18:09
Malmesbury, Willow View Close (W-bound)		09:59	11:59	13:59	15:34	16:34	18:10
Malmesbury, Alexander Mews (W-bound)		09:59	11:59	13:59	15:34	16:34	18:10
Malmesbury, Corn Gastons (SW-bound)		10:00	12:00	14:00	15:35	16:35	18:10
Malmesbury, School (NW-bound)					15:38		
Malmesbury, Sherston Road (NW-bound)		10:00	12:00	14:00	15:38	16:35	18:10
Malmesbury, Parklands (NW-bound)		10:00	12:00	14:00	15:38	16:35	18:10
Malmesbury, Twatley Cottages (W-bound)		10:01	12:01	14:01	15:39	16:36	18:11
Malmesbury, opp Red Bull		10:01	12:01	14:01	15:39	16:36	18:11
Easton Grey, opp Bus Shelter		10:04	12:04	14:04	15:42	16:39	18:14
Pinkney, Partridge House (W-bound)		10:07	12:06	14:06	15:44	16:42	18:16
Sherston, Tetbury Road (SW-bound)		10:08	12:07	14:07	15:45	16:43	18:17
Sherston, Easton Square (SW-bound)		10:08	12:08	14:08	15:46	16:43	18:17
Sherston, North End Gardens (NW-bound)			12:08	14:08	15:46		
Sherston, North End Gardens (S-bound)			12:08	14:08	15:47		
Sherston, Angel House (S-bound)		10:09	12:09	14:09	15:48	16:44	18:17
Sherston, Tubbs (SW-bound)		10:10	12:10	14:10	15:48	16:45	18:18
Sherston, Shallowbrooks Lane (SW-bound)		10:12	12:12	14:12	15:49	16:47	18:19
Sopworth, Telephone Box (NW-bound)					15:51		
Luckington, Primary School (SW-bound)		10:14	12:14	14:14	15:53	16:49	18:20
Luckington, Village Hall (S-bound)		10:15	12:15	14:15	15:53	16:49	18:20
Badminton, Post Box (S-bound)		10:22	12:22	14:22		16:54	
Acton Turville, Rail Bridge (S-bound)		10:24	12:24	14:24		16:55	
Alderton, Forge House (N-bound)					15:54		18:22
Acton Turville, Limes Farm (W-bound)							18:26
Acton Turville, The Street (S-bound)		10:25	12:25	14:25		16:55	18:26
Acton Turville, Oakes Lane (W-bound)		10:28	12:28	14:28			
Tormarton, The Major's Retreat (S-bound)		10:30	12:30	14:30			
Tormarton, Marshfield Road (S-bound)		10:31	12:31	14:31			
Tormarton, The Major's Retreat (N-bound)		10:32	12:32	14:32			

Old Sodbury, The Cross Hands (SW-bound)	10:35	12:35	14:35	17:00	
Old Sodbury, Camers (N-bound)	10:36	12:36	14:36	17:01	
Old Sodbury, The Dog Inn (W-bound)	10:37	12:37	14:37	17:02	
Old Sodbury, Commonmead Lane (W-bound)	10:37	12:37	14:37	17:02	
Chipping Sodbury, Colts Green (W-bound)	10:39	12:39	14:39	17:04	
Chipping Sodbury, The Bell Hotel (W-bound)	10:40	12:40	14:40	17:05	
Chipping Sodbury, The Boot (NW-bound)	10:41	12:41	14:41	17:06	
Chipping Sodbury, The Clock (W-bound)	10:42	12:42	14:42	17:07	
Chipping Sodbury, Bowling Hill (NW-bound)	10:43	12:43	14:43	17:08	
Yate, The Ridge (NW-bound)	10:43	12:43	14:43	17:08	
Yate, Shopping Centre (Stop B) arr	10:44	12:44	14:44	17:09	
Acton Turville, Fox & Hounds (S-bound)				18:26	
Burton, Fredericks Way (E-bound) arr				18:28	

Compiled from data for the period Thu 01-Sep-2022 to Wed 07-Sep-2022. Times not in bold are estimated by using the distance between the stops.

Saturdays

Malmesbury, Cross Hayes (W-bound)	dep	09:55	11:55	13:55	15:55	18:05
Malmesbury, The Triangle (NE-bound)		09:57	11:57	13:57	15:57	18:07
Malmesbury, o/s Co-Op Supermarket		09:58	11:58	13:58	15:58	18:08
Malmesbury, opp Co-Op Supermarket		09:58	11:58	13:58	15:58	18:08
Malmesbury, Old Railway Close (N-bound)						18:08
Malmesbury, John Betjeman Close (N-bound)						18:08
Malmesbury, Webbs Way (SW-bound)						18:08
Malmesbury, Reeds Farm Road (SW-bound)						18:09
Malmesbury, William Stumpes Close (N-bound)						18:09
Malmesbury, Tetbury Hill (NW-bound)						18:09
Malmesbury, Willow View Close (W-bound)		09:59	11:59	13:59	15:59	18:10
Malmesbury, Alexander Mews (W-bound)		09:59	11:59	13:59	15:59	18:10
Malmesbury, Corn Gastons (SW-bound)		10:00	12:00	14:00	16:00	18:10
Malmesbury, Sherston Road (NW-bound)		10:00	12:00	14:00	16:00	18:10
Malmesbury, Parklands (NW-bound)		10:00	12:00	14:00	16:00	18:10
Malmesbury, Twatley Cottages (W-bound)		10:01	12:01	14:01	16:01	18:11
Malmesbury, opp Red Bull		10:01	12:01	14:01	16:01	18:11
Easton Grey, opp Bus Shelter		10:04	12:04	14:04	16:04	18:14
Pinkney, Partridge House (W-bound)		10:07	12:06	14:06	16:06	18:16
Sherston, Tetbury Road (SW-bound)		10:08	12:07	14:07	16:07	18:17
Sherston, Easton Square (SW-bound)		10:08	12:08	14:08	16:08	18:17
Sherston, North End Gardens (NW-bound)			12:08	14:08	16:08	
Sherston, North End Gardens (S-bound)			12:08	14:08	16:08	
Sherston, Angel House (S-bound)		10:09	12:09	14:09	16:09	18:17
Sherston, Tubbs (SW-bound)		10:10	12:10	14:10	16:10	18:18
Sherston, Shallowbrooks Lane (SW-bound)		10:12	12:12	14:12	16:12	18:19
Luckington, Primary School (SW-bound)		10:14	12:14	14:14	16:14	18:20
Luckington, Village Hall (S-bound)		10:15	12:15	14:15	16:15	18:20
Badminton, Post Box (S-bound)		10:22	12:22	14:22	16:22	
Acton Turville, Rail Bridge (S-bound)		10:24	12:24	14:24	16:24	
Alderton, Forge House (N-bound)						18:22
Acton Turville, Limes Farm (W-bound)						18:26
Acton Turville, The Street (S-bound)		10:25	12:25	14:25	16:25	18:26
Acton Turville, Fox & Hounds (S-bound)				14:25	16:25	18:26
Burton, Fredericks Way (E-bound)				14:27	16:27	18:28
Acton Turville, Fox & Hounds (N-bound)				14:28	16:28	
Acton Turville, Oakes Lane (W-bound)		10:28	12:28	14:29	16:29	
Tormarton, The Major's Retreat (S-bound)		10:30	12:30	14:31	16:31	
Tormarton, Marshfield Road (S-bound)		10:31	12:31	14:31	16:31	

Tormarton, The Major's Retreat (N-bound)	10:32	12:32	14:32	16:32
Old Sodbury, The Cross Hands (SW-bound)	10:35	12:35	14:35	16:35
Old Sodbury, Camers (N-bound)	10:36	12:36	14:36	16:36
Old Sodbury, The Dog Inn (W-bound)	10:37	12:37	14:37	16:37
Old Sodbury, Commonmead Lane (W-bound)	10:37	12:37	14:37	16:37
Chipping Sodbury, Colts Green (W-bound)	10:39	12:39	14:39	16:39
Chipping Sodbury, The Bell Hotel (W-bound)	10:40	12:40	14:40	16:40
Chipping Sodbury, The Boot (NW-bound)	10:41	12:41	14:41	16:41
Chipping Sodbury, The Clock (W-bound)	10:42	12:42	14:42	16:42
Chipping Sodbury, Bowling Hill (NW-bound)	10:43	12:43	14:43	16:43
Yate, The Ridge (NW-bound)	10:43	12:43	14:43	16:43
Yate, Shopping Centre (Stop B) arr	10:44	12:44	14:44	16:44

Compiled from data for the period Thu 01-Sep-2022 to Wed 07-Sep-2022. Times not in bold are estimated by using the distance between the stops.

Appendix G2

Service 620 (and 69) ,
(Stroud -) Old Sodbury - Bath

69 & 620 from Bath to Old Sodbury connecting to Stroud



from 04 September 22

Mondays to Saturdays

	620 ▲ 620 ▲				620 620				620 620	
Bath Bus Station [3]	0730	0735				1035	1335		1645	1745
Lansdown Blatwayt Arms	0745	0750				1050	1350		1700	1800
Wick Rose & Crown	0752	0757				1057	1357		1707	1807
Pucklechurch Fleur de Lys	0804	0809				1109	1409		1719	1819
Westerleigh Broad Lane	0811	-				-	-		-	-
Westerleigh War Memorial	0812	0815				1115	1415		1725	1825
Yate International Academy	0818	-				-	-		-	-
Yate Goldcrest Road	-	0821				1121	1421		1731	1831
Yate Shopping Centre [B]	0825	0830				1130	1430		1740	1840
Chipping Sodbury School	0830	-				-	-		-	-
Chipping Sodbury The Clock	0835	0835				1135	1435		1745	1845
Old Sodbury Cross Hands	0842	0842				1142	1442		1752	1852
	▼	▼				▼	▼		▼	▼
	69	69 ▲	69 ▲	69 \$	69	69	69 ▲	69 ▲	69	69 69
Old Sodbury Cross Hands	0845	0845				1145	1445	1445	1755	1855
Didmarton Kings Arms	0856	0856				1156	1456	1456	1806	1906
Westonbirt Arboretum	0901	0901				1201	1501	1501	1811	1911
Tetbury Bank	0708	0908	0908	0908	1108	1208	1508	1508	1818	1918
Tetbury Highfields	0713	0913	0913	0913	1113	1213	1513	1513	1823	1923
Tetbury Sir William Romney Sch	-	-	-	-	-	-	-	1525	-	-
Avening Mays Lane	0725	0925	0925	0925	1125	-	1525	1535	1835	1935
Avening Memorial Hall	-	-	-	-	-	1225	-	-	-	-
Nailsworth Bus Station [2]	-	-	-	-	-	1236	-	-	1656	-
Box Halfway House Inn	-	-	-	-	-	1241	-	-	1701	-
Hampton Fields Gatcombe Cor.	0728	0928	0928	0928	1128	-	1528	1538	-	1838
Minchinhampton Square	0736	0936	0936	0936	1136	1246	1536	1546	1706	1846
Minchinhampton Ricardo Road	0739	0939	0939	0939	1139	-	1539	1549	-	1849
Rodborough Bear Inn	-	-	-	-	-	-	-	1554	-	-
Bowbridge Thrupp Lane	0747	0947	0947	0947	1147	1257	1544	-	1717	1857
Stroud Russell Street	0752	0952	0952	0952	1152	1302	1552	-	1722	1902
Stroud Merrywalks	0754	0954	0954	0954	1154	1304	1554	1604	1724	1904

69 & 620 from Stroud to Old Sodbury connecting to Bath



from 04 September 22

Mondays to Saturdays

		69	69 ▲	69 ▲	69	69	69 ▲	69 ▲	69	69
Stroud Merrywalks [K]	-	0605	0805	0805	1005	1105	1405	1405	1625	1735
Stroud King Street	-	0607	-	-	1007	1107	1407	1407	1727	1737
Bowbridge Garage	-	0612	-	-	1012	1112	1412	1412	1632	1742
Rodborough Bear Inn	-	-	0814	0814	-	-	-	-	-	-
Minchinhampton Ricardo Road	-	0621	0820	0820	-	1120	1420	1420	-	1750
Minchinhampton Square	-	0624	0823	0823	1023	1123	1423	1423	1643	1753
Box Halfway House Inn	-	-	-	-	1027	-	-	-	1647	-
Nailsworth Bus Station [2]	-	-	-	-	1032	-	-	-	1652	-
Hampton Fields Gatcombe Cor.	-	0630	0829	0829	-	1130	1430	1430	-	1800
Avening Mays Lane	-	0633	0832	0832	1043	1143	1433	1433	-	1803
Tetbury Sir William Romney Sch	-	-	-	0840	-	-	-	-	-	-
Tetbury Highfields	-	0643	0843	-	1053	1143	1443	1443	-	1813
Tetbury Newsagent	-	0650	0850	0850	1100*	1150	1450	1450	-	1820
Westonbirt Arboretum	-	0656	0856	0856	-	1156	1456	1456	-	-
Didmorton Kings Arms	-	0701	0901	0901	-	1201	1501	1501	-	-
Old Sodbury Cross Hands	-	0713	0913	0913	-	1213	1513	1513	-	-
		▼	▼	▼		▼	▼	▼		
		620	620	620 ▲	620 ▲	620	620 ▲	620 ▲		
Old Sodbury Cross Hands	0615	0715	0915	0915		1215	1515	1515		
Chipping Sodbury The Clock	0623	0723	0923	0923		1223	1523	1523		
Chipping Sodbury School	-	-	-	-		-	-	1527		
Yate Shopping Centre [A]	0630	0730	0930	0930		1230	1530	1535		
Yate Goldcrest Road	0633	0733	0933	0933		1233	1533	-		
Yate International Academy	-	-	-	-		-	-	1538		
Westerleigh War Memorial	0640	0740	0940	0940		1240	1540	1543		
Westerleigh Broad Lane	-	-	-	-		-	-	1544		
Pucklechurch Fleur de Lys	0647	0747	0947	0947		1247	1547	1552		
Wick Rose & Crown	0657	0759	0959	0959		1259	1559	1604		
Lansdown Blatwayt Arms	0707	0807	1007	1007		1307	1607	1612		
Bath Bus Station	0722	0827	1022	1022		1322	1622	1627		

▲ this bus runs in school holidays only

▲ this bus runs on schooldays only

\$ this bus runs on Saturdays only

* this bus runs from Tesco via London Rd & Cirencester Rd, arriving at Bank, not Newsagent

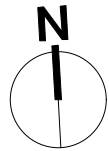
▼ these buses are guaranteed to connect, with through fares available.

@Stagecoach_West

stagecoachbus.com

Appendix H1







Original Parking Layout,
91 parking spaces (22 spaces or 32% above policy minimum)



Key

 Application boundary

Parking/Cycle Strategy

-  Allocated parking - 71 spaces
-  Garage parking - 15 spaces
-  Visitor parking - 5 spaces
-  Substation parking - 1 space
-  Electric vehicle charging point
-  Individual Plot Cycle Storage (provided within garages where relevant)

'Cycle Infrastructure Design - July 2020'
specifies 1 cycle parking space per bedroom:

- 1 Bed requires a 6' x 2' shed (or 5' x 3')
- 2 Bed requires a 6' x 3' shed (or sometimes 6' x 2')
- 3 Bed requires a 6' x 4' shed (or sometimes 6' x 3')
- 4 Bed requires a 6' x 5' shed (or sometimes 6' x 4')

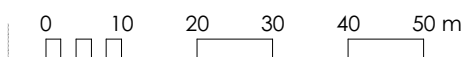


C EV charging points added to all OM plots.
B Drawing revised to reflect Rev F of the planning layout.
A Drawing revised to reflect Rev D of the planning layout.
Amendments

LG 20/4/21
LG 6/4/21
LG 22/2/21
By Date

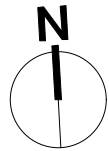
PLANNING

Job No/Drawing No 13351/5013C			Job Title Badminton Road, Old Sodbury		
Scale 1:1000 @ A3	Date 01/21	Drawn LG	Drawing Title Parking/Cycle Strategy		
All Dimensions to be checked on site			OS Licence No: 100022432		
pad Design Ltd - The Tobacco Factory - Raleigh Road - Bristol BS3 1TF - Tel. 0117 9530059 - www.pad-design.com					



Appendix H2

Revised Parking Layout,
76 parking spaces (7 spaces or 10% above policy minimum)



Key



Application boundary

Parking/Cycle Strategy

- Allocated parking - 57 spaces
- Garage parking - 14 spaces
- Visitor parking - 5 spaces
- Substation parking - 1 space
- Electric vehicle charging point
- Individual Plot Cycle Storage (provided within garages where relevant)

'Cycle Infrastructure Design - July 2020'
specifies 1 cycle parking space per bedroom:

- 1 Bed requires a 6' x 2' shed (or 5' x 3')
- 2 Bed requires a 6' x 3' shed (or sometimes 6' x 2')
- 3 Bed requires a 6' x 4' shed (or sometimes 6' x 3')
- 4 Bed requires a 6' x 5' shed (or sometimes 6' x 4')



- F Plot 29 swapped with plot 31.
E Drawing revised to reflect Rev O of the planning layout.
D Drawing revised to reflect Rev L of the planning layout.
C EV charging points added to all OM plots.
B Drawing revised to reflect Rev F of the planning layout.
A Drawing revised to reflect Rev D of the planning layout.

Amendments

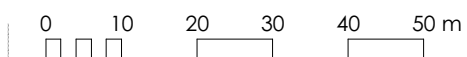
- LG 17/11/21
LG 15/11/21
LG 23/9/21
LG 20/4/21
LG 6/4/21
LG 22/2/21
By Date

PLANNING

Job No/Drawing No 13351/5013F		Job Title Badminton Road, Old Sodbury	
Scale 1:1000 @ A3	Date 01/21	Drawn LG	Drawing Title Parking/Cycle Strategy
All Dimensions to be checked on site		OS Licence No: 100022432	
pad Design Ltd - The Tobacco Factory - Raleigh Road - Bristol BS3 1TF - Tel. 0117 9530059 - www.pad-design.com			



MASTERPLANNING. ARCHITECTURE. URBAN DESIGN.



Appendix I

Extracts from “*Dynamic Demand Responsive Transport*” webpage

West of England Combined Authority

Future Transport Zone

What is Dynamic, Demand-Responsive Transport?

Conventional timetabled public transport can't always meet the needs of people who may not be in easy reach of bus routes or rail lines.

The DDRT service is intended to address this, by providing a small but highly flexible shared bus service which can be booked 'on demand' via app and telephone. Virtual bus stops will be created at easy to reach places where people can get on or off.

Our first services will be trialled later this year in areas around the north of Bristol and South Gloucestershire.

Convenient and comfortable

The 'on demand' nature of the service is ideal for busy lifestyles.

Passengers will be able to choose where and when they can catch the bus. It will also notify people the arrival time of the vehicle, so there is no need to leave home long before it is expected.

Everyone will have a guaranteed seat so users can spend their journey doing what they wish, such as reading a book, listening to music, replying to emails or watching a tv episode on their smartphone.

A smarter way to get around

Not only will the app allow users to book and pay for their journeys, but it will also give them access to tools and features that make journeys safer and more reliable.

The inclusion of safety modes and live updates about the route allows it to be shared with friends or family.

The live tracking facility will avoid the wait at a bus-stop for an unknown length of time, helping to make it more reassuring at quiet times such as evening or early morning.

Designed around users

We have been conducting market research, amongst potential users in areas shortlisted for our first trial services, to ensure that they meet user needs and help people to make the switch from car use.

We are in the process of contracting a provider to run the service for us, with a plan to launch the trials late this year.

Video and further information on:

<https://www.westofengland-ca.gov.uk/what-we-do/transport/future-transport-zone/dynamic-demand-responsive-transport/>

Appendix J

Extracts from Data and Access Profiles

South Gloucestershire Council

<https://consultations.southglos.gov.uk/consult.ti/DAPS2020/consultationHome>

Local Plan 2020

Data and Access Profiles (DAPs) Draft Methodology Paper

November 2020

Appendix J – Extracts from Data and Access Profiles













Definition in Annex 2

Key Services & Facilities	What is specifically included?	Justification?	Data Source
Dedicated Community Centres – Defined by South Gloucestershire Council	<p>Dedicated community centres are important community facilities, providing a base for local organisations, community events, social interaction, room and space to hire. A dedicated community centre is one which provides a range of affordable and accessible activities and services which is owned or managed by the community for use by the whole community in perpetuity. Management by the community allows the facility to respond directly to local needs.</p> <p>A distinction is made between a dedicated community centre and a meeting space that's available for community members or groups to use in a building with a different primary purpose, for instance a room for hire in a public house or church, or a school hall.</p>	Dedicated community centres are likely to offer more services and opportunities for guaranteed access, in perpetuity. Therefore these facilities should be weighted more highly than for example public houses, which also offer opportunity for social interaction	South Gloucestershire Council 2014, and South Gloucestershire Infrastructure Delivery Plan (March 2014)

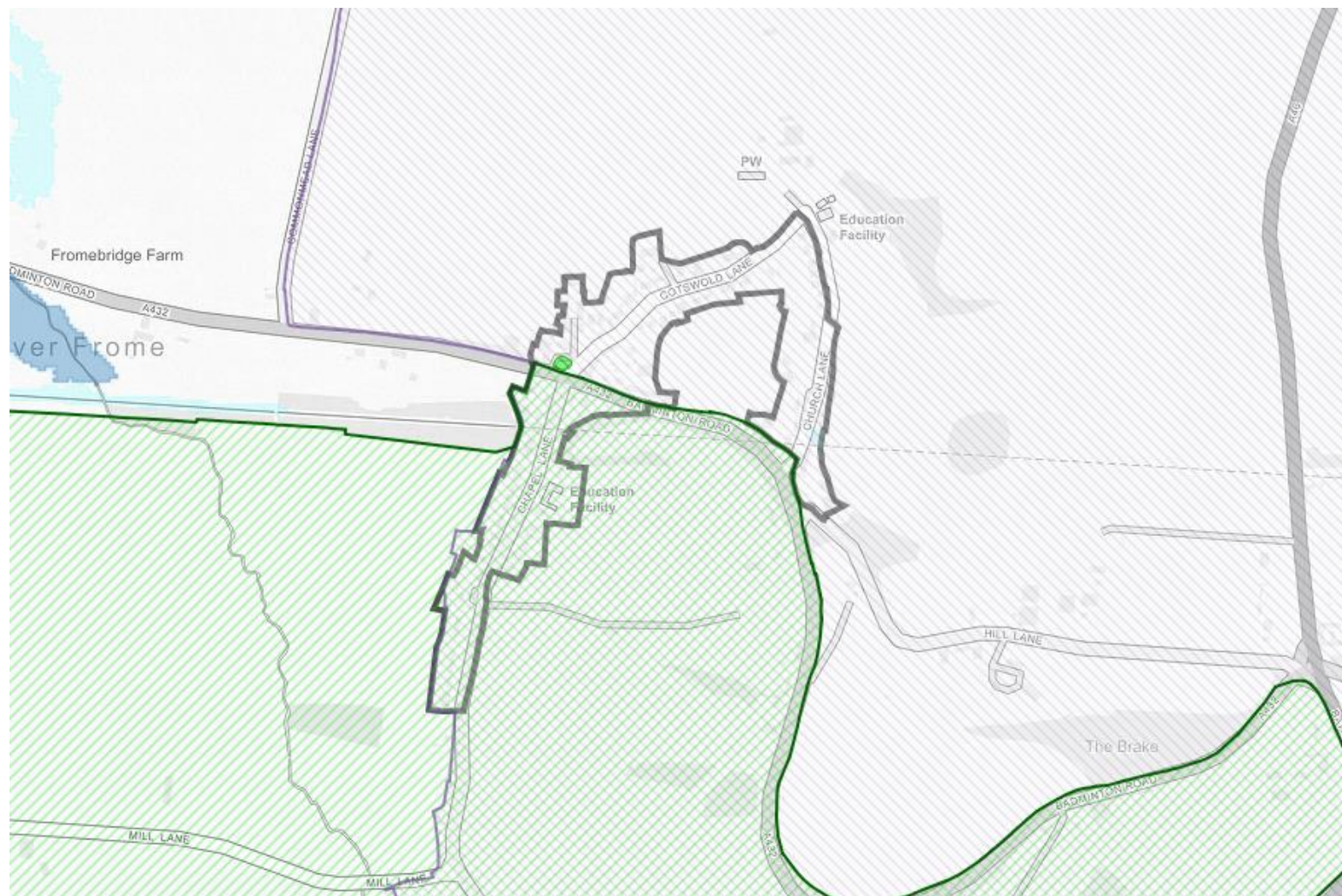
OLD SODBURY DATA & ACCESS PROFILE

Old Sodbury lies about 3km east of Chipping Sodbury on the scarp slope which marks the western edge of the Cotswolds. The A432 divides the village and provides easy access via the A46 to Junction 18 of the M4.

PLANNING CONSTRAINTS MAP

Legend	Key	Constraint present
Settlement Boundary		N/A
Flood Zone 2		x
Flood Zone 3		x
Flood Zone 3B		x
AONB		✓
Green Belt		✓
Conservation Area		x
SAM		x
Local Green Space		✓
SSSI		x
SAC		x
SPA & RAMSAR		x

For further information on all policies and constraints that apply (including listed buildings) please see the online [adopted policies map](#).



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KEY DEMOGRAPHIC STATISTICS

POPULATION & HOUSEHOLD – VILLAGE LEVEL

	Population				
	Total	0-4	5-15	16-64	65+
2011 Census	290	14	31	187	58
2018 MYE	280	10	30	172	68
% change 2011 to 2018	-3%	-29%	-3%	-8%	18%

Households 2011 Census	Additional dwellings completed since 2011*
121	2

**Based on residential land survey data*

2011 CENSUS ECONOMIC ACTIVITY – VILLAGE LEVEL

	Economically Active	No. Unemployed	% Unemployed
Old Sodbury	166	3	1.9%
South Gloucestershire Total	143,198	5,354	3.7%

2011 CENSUS COMMUTER FLOWS – WIDER COMMUNITY AREAS

The following section presents a summary of the commuter flows data for the wider area in which the village is located - based on aggregations of Census Output Areas (COAs). The number of 'resident workers' and 'workplace jobs' are identified and shown below. Key flows between areas are also identified - generally where flows are in excess of 5%.

Jobs	Workers	Job/Worker Ratio
187	369	0.5

According to Census travel to work data for the wider area of Old Sodbury:

There were around 400 'working residents' living in the area. Of these:

- 11% work within Bristol
- 5% work within the area with a further 35% working from home or with no fixed workplace (i.e. itinerant workers).
- 9% work within Yate
- 5% work within Bath & North East Somerset

There were around 200 'workplace jobs' within the area, of these:

- 26% were occupied by residents of Yate
- 10% were occupied by residents of Bristol
- 10% were occupied by residents of Bath & North East Somerset

APPROVED PLANNING PERMISSIONS

NEW HOMES

There are a number of approved planning applications for new homes still to be developed in the area.

	Number of sites with granted planning permission	Number of units with granted planning permission
Large Sites (10 units+)	0	0
Small Sites (1 – 9 units),	1	1
TOTAL	1	1

EMPLOYMENT, RETAIL, LEISURE, COMMUNITY & EDUCATION

The table below outlines the floorspace gains and losses within the settlement limits still to be implemented.

Floorspace gained (sqm):	Floorspace lost (sqm):
0	0

APPROVED PERMISSIONS TO BE DEVELOPED

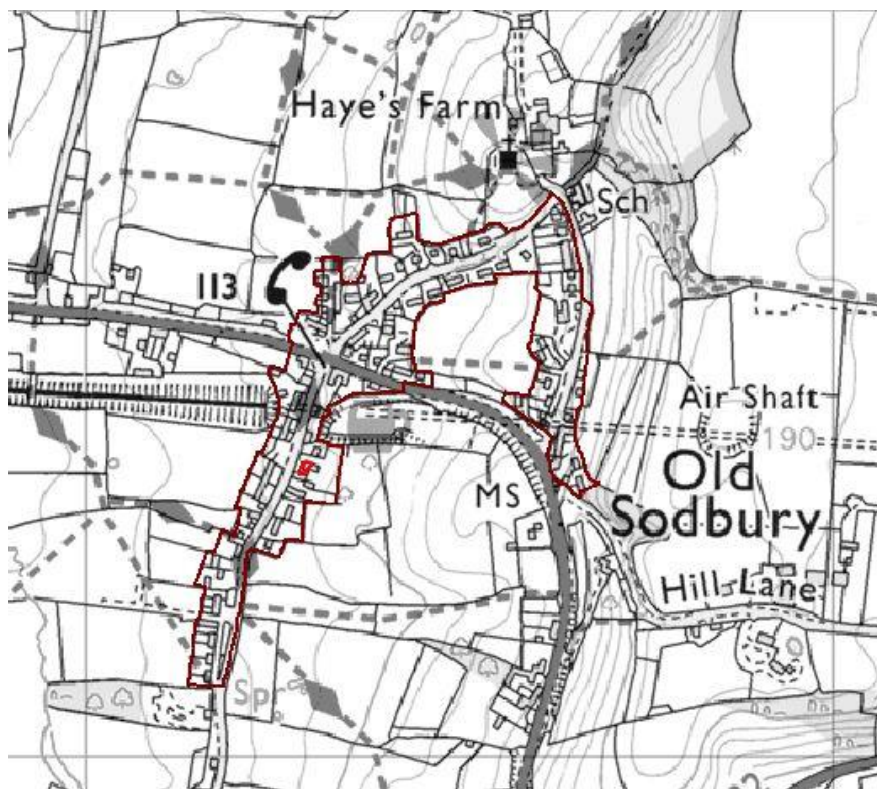
Residential Permissions Still To Be Developed
(Up To August 2020)



Non-Residential Permissions Still to Be Developed
(Up To March 2020)



Settlement Boundary
(Adopted Policy CS5)



For further details on approved planning applications to be developed, please visit

<https://developments.southglos.gov.uk/online-applications/spatialDisplay.do?action=display&searchType=Application>

ACCESSIBILITY TO SERVICES AND FACILITIES

PUBLIC TRANSPORT: BUS SERVICES

The table below indicates where a destination can be reached by bus that meets the minimum criteria, as set out in policy PSP11: Transport Impact Management. Where a destination can be reached by bus (that meets the minimum criteria) we have indicated the average travel times.

For further information, please see the methodology.

	Weekday	Weekend
	Minimum Criteria: Within an hour, 5 times a day (with return journey). Arrive by 9am, depart after 5pm.	
Bristol City Centre		
Bradley Stoke		
Emersons Green		
Filton		
Kingswood		
Aztec West		
Staple Hill		
Thornbury		
Yate		
Cribbs Causeway		
Longwell Green		
Bath City Centre		
Keynsham		
Wotton-Under-Edge		

Key:
Average Travel Time
(minutes)

0-15

16-30

31-45

46-60

minimum criteria
not met:



The information above has been obtained from [Traveline](#) and is accurate as of March 2020.

PUBLIC TRANSPORT: TRAIN SERVICES

- There are no train stations in Old Sodbury.
- There are no train stations within 2km of Old Sodbury.

COMMUNITY FACILITIES

Facility	Walking & Cycling Distance	Number within Catchment
Dedicated Community Centre	800m	0
Library		0
Post Office		0
Public House		1

HEALTH FACILITIES

Facility	Walking & Cycling Distance	Number within Catchment
GP Surgery	800m	0
Pharmacy		0
Dentists		0

RETAIL AND FOOD FACILITIES

Facility	Walking & Cycling Distance	Number within Catchment
Comparison Retail Store ¹	1200m	0
Designated Town Centre		0
Superstore or Supermarket		0
Convenience Stores ²		1

ACCESS TO MAJOR EMPLOYERS

Facility	Walking & Cycling Distance	Number within Catchment
Town Centres	2000m	0
Major Employers		0
Safeguarded Employment Areas		1

EDUCATION FACILITIES

Facility	Walking & Cycling Distance	Number within Catchment
Primary School	2 Miles	2
Secondary School	3 Miles	2

SUPERFAST BROADBAND ACCESS

Facility	Yes/No
Superfast Broadband	Yes

¹ Comparison Retail Store = Shop, selling goods and service other than food e.g. hairdresser, garage

² Convenience Store = Smaller shop selling everyday basic food and drink items e.g. bread, milk

MAPS OF OLD SODBURY

HEALTH AND COMMUNITY (800M), RETAIL (1200M) AND EMPLOYMENT (2000M)

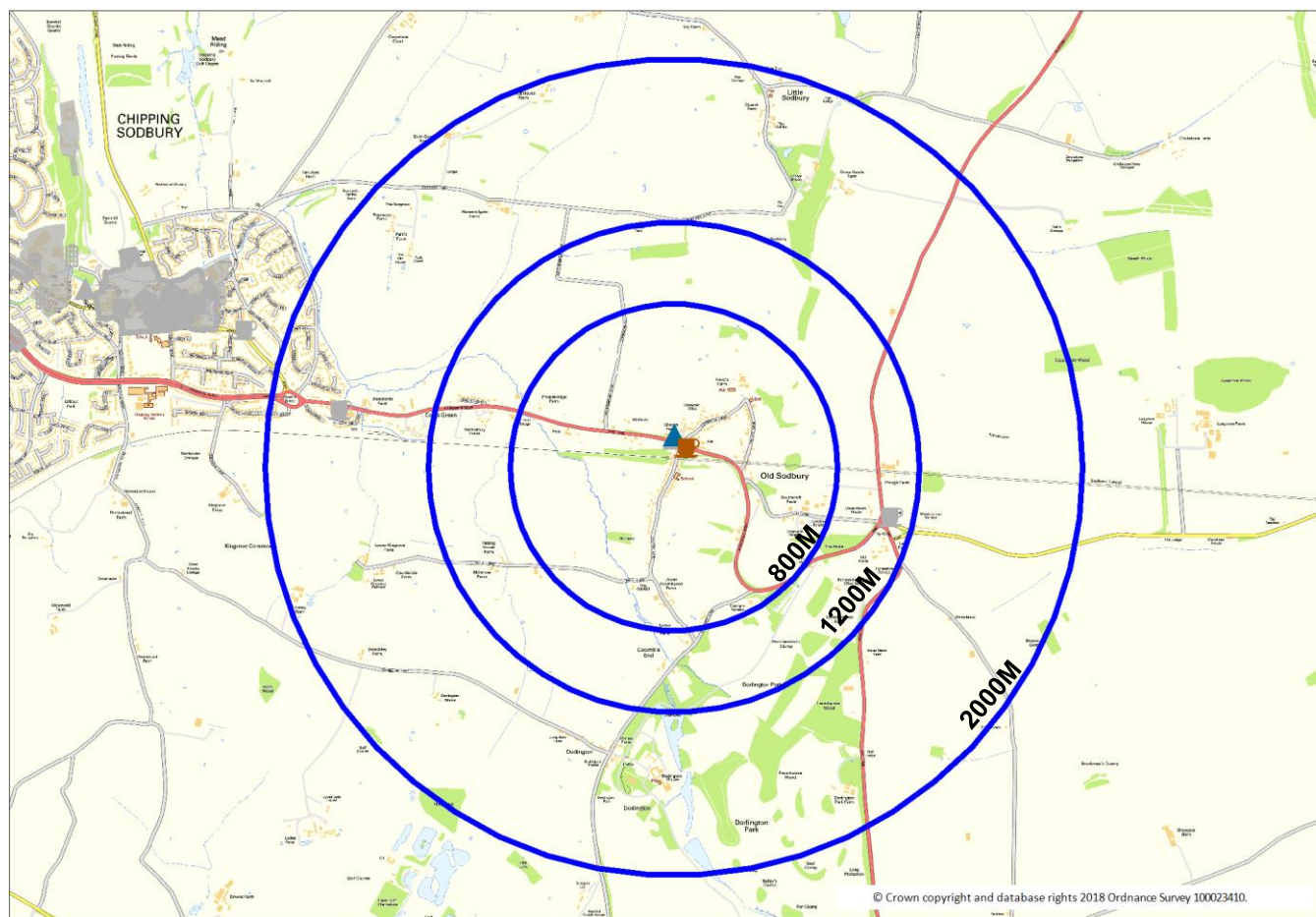
The map to the right shows three separate walking and cycling distances (800m, 1200m and 2000m) represented by blue rings.

The key shows the relevant facilities within their catchment areas.

Grey facilities on the map indicate those within the area but outside their relevant catchment e.g. Community Centre outside of 800m.

Grey facilities shown within their respective catchments indicate that they are not considered accessible due to issues of walking/cycling route quality and safety.

Facilities shown in colour represent those considered to be within walking and cycling distance of the centre of the settlement.



800M

- Community Centre
- Dentist
- GP Surgery
- Health Centre
- Library
- Public House
- Post Office
- Pharmacy

1200M

- Local Convenience
- Supermarket
- Town Centre Retail

2000M

- Major Employer
- Safe Guarded Employment
- Town Centre Employment

PRIMARY SCHOOLS (2 MILES) AND SECONDARY SCHOOLS (3 MILES)

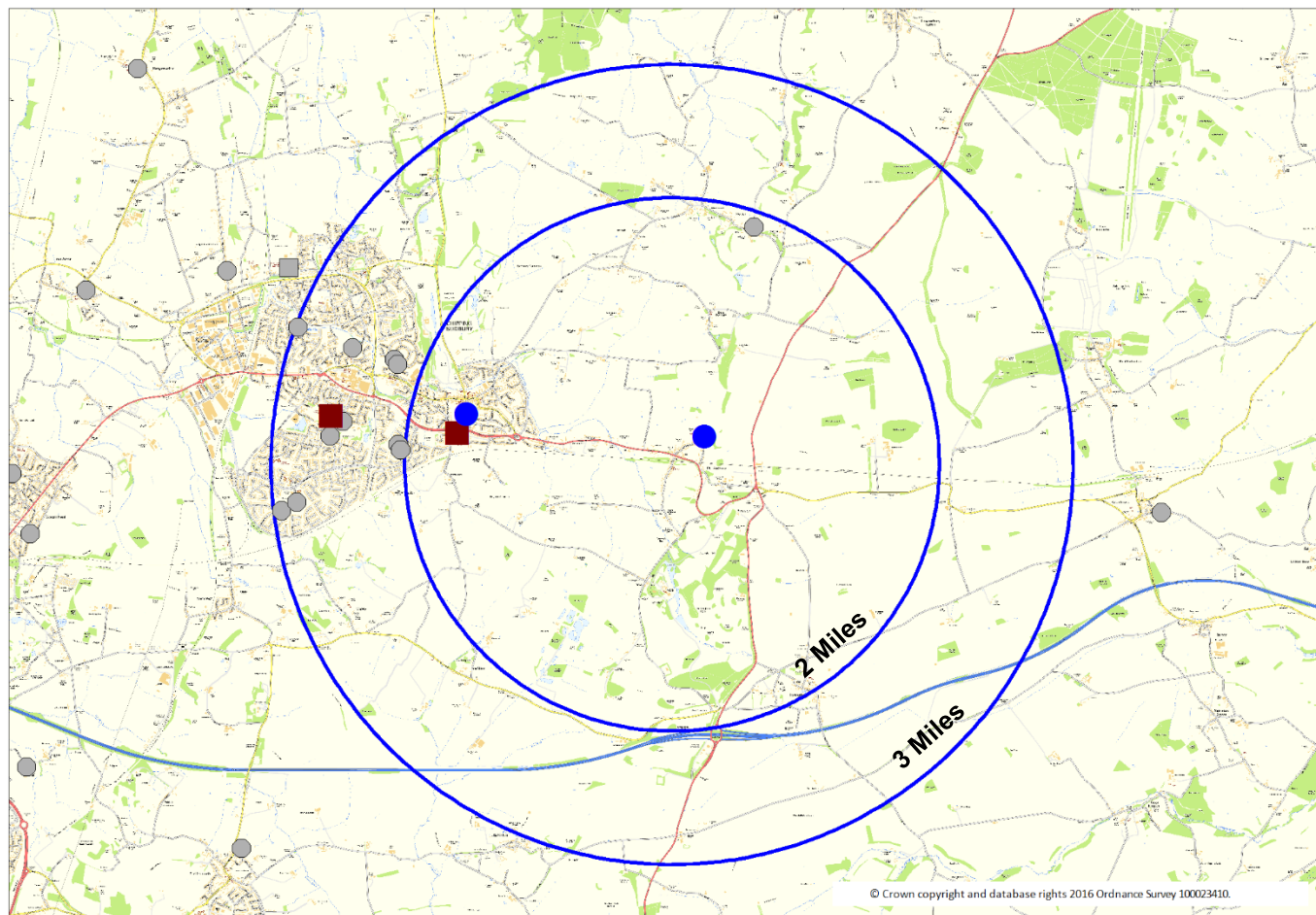
The map to the right shows two separate walking and cycling distances (two miles and three miles) represented by blue rings.

The key shows the relevant facilities within their catchment areas.

Grey facilities on the map indicate those within the area but outside their relevant catchment e.g. Primary School outside of two miles.

Grey facilities shown within their respective catchments indicate that they are not considered accessible due to issues of walking/cycling route quality and safety.

Facilities shown in colour represent those considered to be within walking and cycling distance of the centre of the settlement.



2 MILES

Primary School



3 MILES

Secondary School



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APPENDIX OF SERVICES AND FACILITIES

Facility Type	Catchment	Name	Address	Post Code
Public House	800m	The Dog Inn	Badminton Road, Old Sodbury	BS37 6LZ
Local Convenience	1200m	Cotswold Service Station	Badminton Road, Old Sodbury	BS37 6LX
Safeguarded Employment Area	2000m	Hatters Lane		
Primary School	2 Miles	Old Sodbury CE VC Primary School	Church Lane, Old Sodbury	BS37 6NB
		St John's Mead CE VC Primary School	Hound's Road, Chipping Sodbury	BS37 6EE
Secondary School	3 Miles	Chipping Sodbury Secondary School	Bowling Road, Chipping Sodbury	BS37 6EW
		Yate International Academy	Sundridge Park, Yate	BS37 4DX