



COTSWOLD
TRANSPORT
PLANNING

EG Carter & Co Ltd

Development at Southend Lane, Newent

Residential Travel Plan

October 2019



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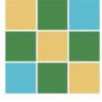
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1 Introduction

Brief

- 1.1 Cotswold Transport Planning Ltd (CTP) have been instructed by EG Carter and Co Ltd to produce a Residential Travel Plan (RTP) in connection with a residential development comprising 36 dwellings on land off Southend Lane, Newent, Gloucestershire.
- 1.2 **Figure 1.1** illustrates the indicative site location.

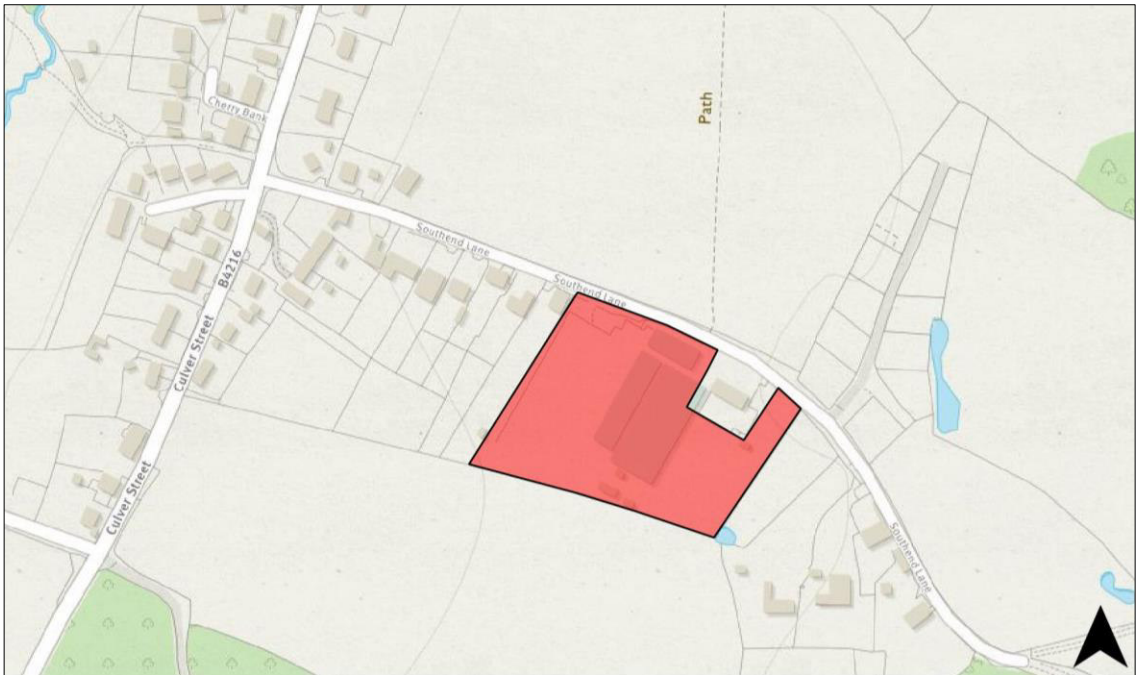


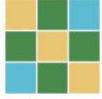
Figure 1.1: Indicative Site Location Plan

Background

- 1.3 A previous planning application has been approved by the Forest of Dean District Council (FoDDC) at the site for 25 dwellings. Outline planning permission was granted on 15th January 2015 under planning application reference P1877/13/OUT, with reserved matters approval granted on 15th November 2016 under planning application reference P0047/16/APP.
- 1.4 This RTP has been produced at the request of Gloucestershire County Council (GCC) Highways Department for the revised 36 dwelling scheme.

Aims and Scope of the Travel Plan

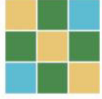
- 1.5 The main aims of this RTP are:
- i) To reduce the overall amount of car travel;
 - ii) To increase the use of public transport;



- iii) To increase walking and cycling;
- iv) To minimise the impact of the development on the local area and transport infrastructure; and
- v) To achieve a high awareness of the RTP.

1.5 The structure of the remainder of the Travel Plan is as follows:

- i) **Section 2, Travel Plan Context:** sets the scene and details the policy context;
- ii) **Section 3, Baseline Sustainability Audit:** details opportunities for residents to travel by sustainable travel modes (i.e. non-car modes);
- iii) **Section 4, Travel Plan Objectives:** indicates basic objectives the Travel Plan should aim to achieve during its lifetime;
- iv) **Section 5, Travel Plan Management and Measures:** sets out the structure for managing the Travel Plan, and the measures that will be used to achieve the objectives and targets;
- v) **Section 6, Travel Surveys and Targets:** sets interim targets for reduction in single occupancy car travel;
- vi) **Section 7, Travel Plan Action Plan:** a detailed list of measures, responsibilities and costs; and
- vii) **Section 8, Monitoring and Review:** sets out a schedule for future monitoring of the development and this Travel Plan.



2 Travel Plan Context

Introduction

- 2.1 A Travel Plan is a long-term management strategy built on a package of site-specific measures that seeks to deliver sustainable transport objectives, with an emphasis on reducing reliance on single occupancy car journeys and facilitating travel by sustainable modes, which is articulated in a document that is regularly reviewed.
- 2.2 To be successful, it is crucial that the Travel Plan be a dynamic process that grows and develops with time. The Travel Plan will need to be flexible to allow for changes to be made in line with the performance of the plan, changing circumstances of the site and environment in which it works and to tailor it to the needs of future users of the site.

Benefits of a Travel Plan

- 2.3 Travel Plans help to reduce the cost of travel for individuals and reduce the impact of travel on the local highway network as well as the environment. They also help to:
- i) Inform the design and operation of the development;
 - ii) Improve the health of all users on-site through promoting walking and cycling measures;
 - iii) Create improvements for public transport, pedestrians and cyclists;
 - iv) Reduce reliance on the car through facilitating and promoting sustainable transport initiatives;
 - v) Reduce the cost of travelling to and from the site through promotion of car sharing or alternative travel modes;
 - vi) Reduce congestion by minimising car use, thereby reducing local noise pollution and harmful vehicle emissions such as carbon monoxide; and
 - vii) Save energy through the reduced use of fossil fuels.
- 2.4 The Travel Plan process is best illustrated by the travel plan pyramid, as set out in **Figure 2.1** which is taken from DfT guidance.

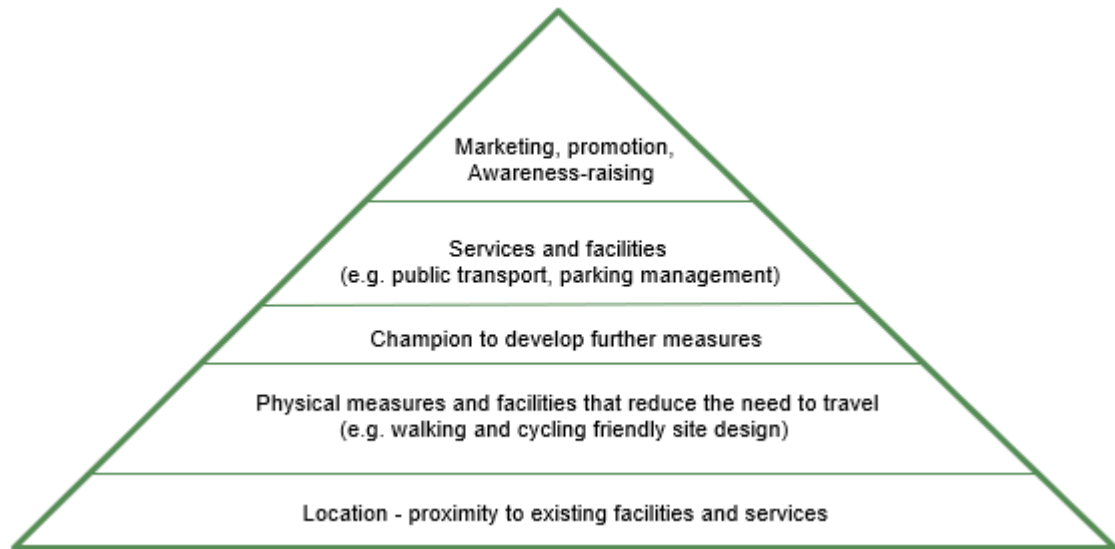
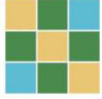


Figure 2.1: The Travel Plan Pyramid

2.5 This full RTP has been designed in order to ensure that the five tiers of the travel plan pyramid are reflected in the desired outcomes. The tiers are satisfied as follows:

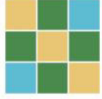
- i) The local accessibility of the site meets the bottom tier of the pyramid as it is accessible by walking and cycling and is in proximity to a range of local services, amenities, and public transport links;
- ii) Existing walking and public transport infrastructure are available, which meets the second tier of the pyramid;
- iii) The third tier of the pyramid is met as this RTP sets out the role and responsibilities for the Travel Plan Co-ordinator;
- iv) The RTP will play an integral role in the development and implementation of hard and soft measures for influencing resident travel behaviour to satisfy the requirements of the fourth tier; and
- v) The Travel Plan Co-ordinator will continuously raise awareness of the plan to visitors through various means of promotion and marketing as required by the fifth and final tier of the pyramid.

National Policy

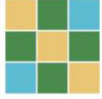
2.6 In developing this RTP, care has been taken to ensure that full regard has been given to best UK practice methods and these have been applied. A number of key policy documents (national and local) have been taken into account to help deliver the maximum possible uptake of sustainable transport modes.



- 2.7 The National Planning Policy Framework (NPPF) (February 2019) sets out principal transport objectives under Section 9: Promoting Sustainable Transport. Paragraph 103 states that:
- ‘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’.*
- 2.8 The NPPF promotes achieving sustainable development. The document sets out that Travel Plans are a key tool for facilitating the protection and exploitation of opportunities for use of sustainable transport, and that development which generates significant amounts of movement should be required to provide a Travel Plan.
- 2.9 This Travel Plan has been prepared in accordance with the planning practice guidance and the DfT Good Practice Guidelines.
- 2.10 The DfT has produced guidance on the successful implementation of Travel Plans. The guidance ‘Making Residential Travel Plans Work: Good Practice Guidelines for New Development’ provides detailed advice on all aspects of preparing an RTP through an in-depth review of a number of case studies of specific residential scheme.
- 2.11 The development site has existing sustainable transport links, the use of which will be further enhanced by the development of this RTP.
- 2.12 Significant research has been undertaken by the DfT on the impacts of travel planning and smart choice measures on reducing the number of car trips made. This RTP includes measures which have been proven to maximise returns in terms of car trip reductions.
- Local Policy**
- 2.13 This RTP has also been prepared to complement Gloucestershire’s Local Transport Plan 2015 – 2031 (LTP), which was adopted in 2016.
- 2.14 The LTP sets out the Council’s objectives, plans and indicators for transport in Gloucestershire. The LTP document was developed through partnership working and extensive consultation and therefore provides the framework for all other organisations with a direct or in-direct involvement in transport in Gloucestershire.
- 2.15 GCC provide web-based guidance regarding the development of an RTP. This guidance has been reviewed and considered when preparing this residential Travel Plan.



- 2.16 GCC's 'Travel Plan Guide for Developers' states that a Travel Plan is only required for developments of over 60 dwellings, and therefore, this RTP should be considered as a positive commitment by the developer to proliferate sustainable travel at the development.



3 Baseline Sustainability Audit

3.1 To ensure that the proposed residential development can operate sustainably in terms of minimising the overall level of daily vehicular trips to and from the site, particularly single-occupancy vehicle trips, it is necessary to identify what local amenities are located in proximity to the site, and also what alternative sustainable travel opportunities are present to enable future residents and visitors to choose sustainable alternatives.

Proximity to Local Services and Amenities

3.2 It is key to a site's sustainability that there are a wide range of services and amenities nearby. **Table 3.1** demonstrates amenities in proximity to the application site.

Service / Amenity	Approx. Distance	Approx. Walking Time		Approx. Cycling Time	
		IHT	Google	RB	Google
Newent Community School	960m	11 minutes	12 minutes	4 minutes	3 minutes
Freedom Leisure Newent	960m	11 minutes	12 minutes	4 minutes	3 minutes
Co-op Food	1.08km	13 minutes	13 minutes	5 minutes	3 minutes
The Coach House Pub	1.17km	14 minutes	13 minutes	5 minutes	3 minutes
'The Co-op' Bus Stop (Southbound)	1.18km	14 minutes	14 minutes	5 minutes	4 minutes
'The Library' Bus Stop (Northbound)	1.19km	14 minutes	14 minutes	5 minutes	4 minutes
Newent Library	1.2km	14 minutes	16 minutes	5 minutes	4 minutes
Glebe Infant School	1.67km	20 minutes	20 minutes	7 minutes	6 minutes
Newent Business Park	1.7km	20 minutes	20 minutes	7 minutes	5 minutes
Picklenash Junior School	1.84km	22 minutes	23 minutes	8 minutes	7 minutes

Table 3.1: Distances to Services and Amenities

3.3 For robustness, the distances and their corresponding journey times have been measured from the centre of the application site, whilst they were calculated via two methods; firstly, in accordance with Institution of Highways and Transportation (IHT) and 'Road Bike' (RB) guidelines for walking speed (1.4m/s) and cycling speed (4m/s) respectively, and secondly, via Google Maps, which additionally accounts for the gradient of the route when undertaking such journeys.



Walking and Cycling

- 3.4 Paragraph 4.4.1 of Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised as having a range of facilities within ten minutes walking distance (around 800m). However, it states that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 3.5 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly those under 2km. This is also supported by statistics published in the Department for Transport (DfT) National Travel Survey 2016, which found that that 80% of all trips of less than 1 mile (1.6km) were made on foot.
- 3.6 In terms of cycling, the Local Transport Note 2/08: Cycle Infrastructure Design, produced by the DfT, states the following at paragraph 1.5.1:
- ‘In common with other modes, many utility cycle journeys are under three miles (ECF, 1998), although, for commuter journeys, a trip distance of over five miles is not uncommon.’*
- 3.7 The development will be designed to facilitate walking and cycling. All services and facilities set out in **Table 3.1** fall within 2km and are, therefore, considered to be within acceptable walking and cycling distance.
- 3.8 Newent Business Park is included in the list of nearby services and amenities and is within 2km, providing employment opportunities within walking and cycling distance of the development.
- Infrastructure*
- 3.9 There are no footways on Southend Lane, however, footways commence at the junction with Culver Street, providing pedestrian access north towards Newent town centre.
- 3.10 Additionally, there is a PROW footpath adjacent to the application site, providing access to Foley Road, where there are footways present on either side of the carriageway.
- 3.11 There are no designated cycleways in the vicinity of the application site, however, the road layout, low traffic flows, low speeds and the lack of cyclist related PICs indicate that the adjacent highway network is suitable for cyclists.
- 3.12 A Walking, Cycling, and Horse-Riding Assessment and Review has been undertaken to further assess pedestrian infrastructure in the vicinity of the site.



Public Transport

Bus Services and Facilities

- 3.13 The nearest bus stops are the ‘Co-op’ and ‘Library’ stops located approximately 1.17km and 1.18km north of the application site, respectively. These stops comprise a shelter and timetable information. A summary of the services that stop at these locations more than once a day is provided in **Table 3.2**, full stop timetable information is appended at **Appendix A**.

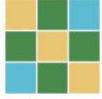
Bus	Operator	Route / Destinations Served	Days	Timetable Summary		
				First Service	Approx. Frequency	Last Service
32	Stagecoach	Ross-on-Wye – Gorsley – Newent – Highnam – Gloucester	Mon - Fri	05:41	Two hours	23:27
			Sat	06:58	Two hours	18:43
			Sun	09:15	Two hours	17:15
		Gloucester – Highnam – Newent – Gorsley – Ross-on-Wye	Mon - Fri	08:04	Hourly	20:11
			Sat	09:44	Two hours	20:11
			Sun	19:06	Once	19:06
132	Stagecoach	Gloucester – Newent – Dymock – Ledbury	Mon - Fri	08:14	Two hours	18:24
			Sat	08:14	Two hours	18:24
			Sun	No Service		
		Ledbury – Dymock – Newent – Gloucester	Mon - Fri	07:58	Two hours	17:48
			Sat	07:58	Two hours	17:48
			Sun	No Service		

Table 3.2: Bus Service Summary – October 2019

- 3.14 By utilising the bus services set out in **Table 3.2**, residents can arrive in Ross-on-Wye, Gloucester, and Ledbury before 09:00 and depart after 17:00 on weekdays, therefore ensuring that residents of the application site can utilise these bus services for commuting purposes.
- 3.15 In addition to the services set out in **Table 3.2**, a number of community bus services operate once a day from these stops towards Hereford, Anthony’s Cross and Three Shires Garden Centre, providing additional transport opportunities for leisure purposes.

Summary

- 3.16 This section has assessed the accessibility of the development by non-car modes. It has been demonstrated that the development can be described as being accessible, which is a view shared by FoDDC and GCC, given the recent approved planning applications in the area.



4 Travel Plan Objectives

Objectives

- 4.1 It is important that the RTP has a focus and direction in what it is trying to achieve. This can be accomplished through the identification of RTP objectives, which are realistic and site specific.
- 4.2 It is essential that there is an agreed set of objectives which can be adopted and thereby influence all actions arising from the RTP. The following objectives are informed by best practice guidance but also reflect local circumstances and stakeholder requirements.
- 4.3 Four main, specific RTP objectives are listed for this full RTP:
- i) To achieve a high awareness of the sustainable transport options available amongst site users, which is to be maintained for the duration of the RTP;
 - ii) To increase the health of all users of the site by increasing the proportion of active travel (i.e. walking and cycling). Current Government advice for living a healthier lifestyle is to engage in moderate exercise (that raises your breathing and heart rate) for 30 minutes a day;
 - iii) To encourage less reliance on the car, wherever practical, particularly for drive alone journeys and short distance journeys. To reduce use of the private car by 20% through reducing the need to travel and via promotion of more sustainable modes; and
 - iv) To carefully monitor and manage the RTP. It is imperative to the success of the RTP that there are the right mechanisms in place to monitor and manage it so that it is effective year on year.



5 Travel Plan Management and Measures

Travel Plan Co-ordinator

- 5.1 The Travel Plan Co-ordinator (TPC) has a critical role in ensuring that the RTP is implemented, managed, monitored and reviewed over time. The TPC will co-ordinate the on-going development and management of the RTP, including further measures, raising awareness, monitoring and review.
- 5.2 The role of the TPC will include:
- i) Acting as a point of contact;
 - ii) Marketing and promoting the RTP;
 - iii) Providing sustainable travel information to residents;
 - iv) Monitoring and reviewing the RTP;
 - v) Liaising with GCC, transport operators and specialist groups; and
 - vi) Arranging for travel surveys to be undertaken of residents on the site.
- 5.3 Bromford, the housing association for the development, will operate as the TPC for the development.

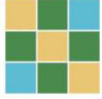
Marketing and Promotion

- 5.4 Marketing and promotion of the RTP and sustainable travel opportunities and benefits, will establish communication between those who are responsible for delivery (TPC) and those who benefit from the implementation of the RTP (residents).
- 5.5 Details of the RTP will be provided to residents via an information pack.
- 5.6 The provision of information to residents, which is both accessible and available in varied formats, is an important measure of the RTP package. Specific items of information and promotional activities that will be delivered by the TPC are set out in this RTP.

Travel Plan Measures

Travel Information Pack

- 5.7 A Travel Information Pack (TIP) will be provided on first occupation for each dwelling. The TIP will include various travel information, with the intention of encouraging new residents to engage with sustainable transport modes. Specifically, the TIP will contain the following:
- i) A local facilities map, including public rights of way;
 - ii) A bus routes map with indication of nearby bus stops;



- iii) Details of the most recent bus and rail timetables;
- iv) Information on car sharing initiatives;
- v) Details of local cycle stores; and
- vi) Information on marketing and promotional events.

Walking and Cycling Measures

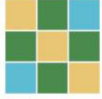
- 5.8 The internal site layout is designed in a manner which facilitates walking and cycling and provides accessible facilities (dropped kerbs, tactile paving etc) with connections into the existing network of routes surrounding the site.
- 5.9 The applicant will ensure that adequate cycle parking facilities are provided to encourage a modal shift from the car to bicycle.
- 5.10 Details of walking and cycling routes will be included as part of the TIP for new residents, and they will be made aware of walking and cycling initiatives they can get involved with, such as www.livingstreets.org.uk and www.sustrans.org.uk.
- 5.11 In addition, residents will be encouraged to take up cycle to work schemes, provided they are made available to them by their employers.

Public Transport Measures

- 5.12 Good public transport provision is important to achieving sustainable transport targets. By encouraging new residents to use existing bus services, additional revenue will be generated, and the quality of services should improve.
- 5.13 Up to date bus timetable information will be provided to residents via the TIP. In addition, bus timetable services will be promoted to best advise residents on how to check timetables and services.

Car Sharing Measures

- 5.14 Car sharing can result in considerable cost savings and other benefits. Car sharing not only reduces an individual's transport costs, by fuel costs being shared, but also reduces the number of cars on the roads, provides a real solution to transport problems of rural areas and reduces the need for a private car.
- 5.15 GCC has teamed up with the car share company 'Liftshare' to provide a website to help people find suitable matches for potential car sharers. The service is free to join, and all residents will be encouraged to sign up via www.carsharegloucestershire.com.



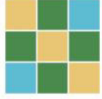
- 5.16 CTP will ensure that all residents are advised of the financial savings which can be achieved through car sharing and will ensure that all new residents are provided with details of the car share scheme. This approach helps form a partnership between the development and the local highway authority.

Travel Plan Support Measures

- 5.17 Personal Journey Planning (PJP) encourages people to make sustainable travel choices and promotes sustainable transport modes. PJP will be offered to all first occupants of each dwelling to help improve their travel habits. Sales staff will be made aware of this service, so they can advertise it to residents.
- 5.18 Sales staff will also receive a training session on their occupation of the site, this will be led by the TPC, and will include information on the RTP, measures, and how they can promote sustainable travel.
- 5.19 High speed broadband will be provided to ensure that residents can work from home and utilise home delivery for shopping.
- 5.20 Furthermore, electricity and gas provision will be provided through a metered system, which will reduce off-site trips to 'top up' electricity and gas supplies.
- 5.21 Finally, the infrastructure to accommodate electric vehicle charging points in the future will be provided throughout the development.

Contingency Measures

- 5.22 Set out in **Section 6** are targets for reducing single occupancy car travel, these will be monitored over the lifetime of the RTP. If these targets are not met, contingency measures should be put in place to help the RTP achieve its objectives.
- 5.23 Included in these measures will be the negotiation with local cycle and public transport companies to provide discounts and consultation with residents. The provision of PJP will also be reviewed to determine if it is being fully taken advantage of by residents.



6 Travel Surveys and Targets

- 6.1 The RTP will need to be monitored to ensure it is still relevant, up-to-date and having an effect on sustainable travel use on the site. The TPC will supply GCC with updated statistical data showing how residents travel to and from the site, along with details of the measures employed to encourage sustainable travel.
- 6.2 The collection of travel data at the site will allow for targets to be set for the reduction of single occupancy car use. These targets will need to be SMART:
- i) Specific;
 - ii) Measurable;
 - iii) Appropriate;
 - iv) Realistic; and
 - v) Time-bound.
- 6.3 As the site is still at the planning application stage, interim targets will be set based on 2011 Census travel to work data. Once the site reaches full occupation, a baseline survey will be undertaken, and the targets will be re-evaluated.
- 6.4 The baseline travel survey will ask how residents generally travel and will also seek their views about what improvements could be made to encourage them to use more sustainable modes of travel. All households will be contacted, and an incentive will be offered to encourage responses.
- 6.5 Smarter Choices' report 'Changing the way we travel' (2004) states that basic Travel Plans can expect to achieve a 6-10% reduction in car use. Once the results of the resident travel survey are available, the target for an annual reduction in residents driving on their own will be determined with reference to Smarter Choices' report.
- 6.6 Interim targets have been set based on a 10% reduction in trips made by a car driver, as determined by 2011 Census travel to work data for the 'Forest of Dean 002' super output area, taken from Datashine. Sustainable travel modes have been increased on a pro-rata basis. Targets will be updated once the baseline travel survey has been undertaken.



Mode of Travel	Census Split	Year 3 Target	Year 5 Target
Car (Driver)	75.31%	71.55%	67.78%
Car (Passenger)	4.35%	5.02%	5.68%
On Foot	17.46%	20.13%	22.79%
Bicycle	1.03%	1.19%	1.34%
Bus	1.85%	2.13%	2.41%
Total	100%	100.02%*	100%

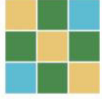
Table 6.1: Percentage Modal Split Interim Targets

*Total subject to rounding

- 6.7 It should be noted that these are only to be considered interim targets, as they are based on the local ward, rather than the development itself. Once the baseline travel survey has been undertaken, these targets will be updated and used in the monitoring process.
- 6.8 Based on the two-way vehicle trip rates set out in the accompanying Transport Statement (AM peak – 0.250; PM peak – 0.568), this RTP will look to reduce two-way vehicle trips across the 36 dwelling development by one and two trips in the peak AM and PM hours, respectively, by the fifth year of its operation.
- 6.9 The TRICS data appended to the Transport Statement indicates that the development would attract 5.252 trips per dwelling across a 12-hour period, equating to 189 daily two-way trips. The targets would therefore result in a reduction in trips of 19 across a typical weekday at the development.
- 6.10 An example travel survey has been attached at **Appendix B**.

Funding

- 6.11 The funding of all aspects of the RTP, including the introduction of infrastructure measures, employing of stakeholders, monitoring and reporting will be the responsibility of the Developer. The specific funding of measures is set out in **Section 7**.
- 6.12 This responsibility will be maintained for the full life of the RTP which includes five years from full occupation.



7 Travel Plan Action Plan

- 7.1 Key to the success of the RTP is the identification of viable transport alternatives and these can be identified through the Travel Plan Action Plan. This is the package of site-specific measures that will encourage a shift away from single occupancy car use and increase accessibility to and from the site.
- 7.2 This section outlines measures that will be implemented as part of this RTP. These measures will include making best use of the current facilities, as well as creating a further incentive for residents to use sustainable transport modes of travel. The implementation of the RTP and the measures contained within it will be flexible.

Action Plan

- 7.3 A comprehensive set of initiatives and measures is set out on the following pages. The recommended residential measures have been drawn from best practice Travel Plan guidance and case studies throughout the UK.
- 7.4 The Action Plan has been broken down into four main strategy sections relating to the scope of the RTP, which are, walking and cycling, public transport, car users, and RTP support measures. The measures and initiatives identified in this aim to directly influence residents of the site, furthermore, some of the measures could also have an influence on visitor trips to the site and where this is the case, this has been identified in each strategy section.
- 7.5 Measures have been set for the benefit of both residents and visitors to the site. Measures contained within the Action Plan also indicate where the responsibility lies for their completion, a timeframe, and estimated costs.



Walking and Cycling Strategy

	Measure	Action	Residents	Visitors	Timeframe	Success Monitoring / Evaluation	Responsibility	Cost
WC1	Walking and Cycling Route Maps to Facilities	Comprehensive walking and cycling route maps will be available in the TIP	✓	✓	Included in TIP	Number of leaflets handed out	TPC	Approx. £300 per year printing
WC2	Promotion of Nearest Cycle Shops	Information on cycle shops / hire / repair in the TIP and online	✓		Included in TIP	Feedback from residents	TPC	TPC's time
WC3	Promotion of Walking and Cycling Events / Websites	Promotion of events such as 'Walk to Work Week' and websites such as livingstreets.org.uk and sustrans.org.uk	✓		Included in TIP	Feedback from residents	TPC	TPC's time
WC4	Promote Cycle to Work Schemes	Residents may be unaware of cycle to work schemes in operation at their place of employment. Those with access to these schemes should be encouraged to utilise them, and those without should speak with their manager to get them implemented	✓		Included in TIP	Feedback from residents	TPC	TPC's time and cycle equipment cost to residents
WC5	Cycle Parking Provision	Adequate cycle parking will be provided within the curtilage of each dwelling	✓	✓	During construction phase	Uptake in cycling at the development	Developer	Construction costs



Public Transport Strategy

	Measure	Action	Residents	Visitors	Timeframe	Success Monitoring / Evaluation	Responsibility	Cost
PT1	Promotion of Bus Services	Up to date bus information to be provided to residents and visitors in the TIP	✓	✓	Included in TIP	Modal split targets and feedback from residents	TPC	TPC's time
PT2	Promotion of Travel Apps / Services	Public transport apps will be promoted in the TIP	✓		Included in TIP	Modal split targets and feedback from residents	TPC	TPC's time



Car Users Strategy

	Measure	Action	Residents	Visitors	Timeframe	Success Monitoring / Evaluation	Responsibility	Cost
CU1	Promoting Car Sharing Websites	Information included in the TIP and online with details on car sharing, in particular carsharegloucestershire.com	✓	✓	Included in TIP	Number of people registered on site and feedback from residents	TPC	TPC's time
CU2	Reduce Single Occupancy Car Travel	Reduce the level of single occupancy car travel through the promotion of this RTP and on-going monitoring	✓	✓	Lifetime of the RTP	Modal split targets attained	TPC	TPC's time



Travel Plan Support Measures

	Measure	Action	Residents	Visitors	Timeframe	Success Monitoring / Evaluation	Responsibility	Cost
TP1	Travel Information Pack (TIP)	A TIP is to be created and distributed to the first occupants of the development	✓		Following approval of the Travel Plan	Feedback from residents	TPC	TPC's time. Printing cost approximately £300 per year
TP2	Promotion of Local Delivery Services	Promotion of delivery services from supermarkets to reduce frequent travel, details of supermarkets with delivery services will be included in the TIP	✓		Included in TIP	Feedback from residents	TPC	TPC's time
TP3	High Speed Broadband	High speed broadband will be provided at each dwelling, providing residents with the option of working from home and online food delivery	✓		As soon as possible following construction	Feedback from residents	Developer	Included in construction costs
TP4	Metered Gas and Electricity	Gas and electricity at the development will be provided on a metered system, reducing the need for residents to travel to a shop to top up their allowance	✓		During construction phase	System implemented	Developer	Included in construction costs
TP5	Electric Vehicle Charging	Electric vehicle charging points will be provided throughout the development to encourage a switch to zero emission vehicles	✓	✓	During construction phase	Charging points implemented	Developer	Included in construction costs
TP6	Promotion of Local Taxi Services	Taxi companies will be promoted in the TIP	✓	✓	Included in TIP	Feedback from residents	TPC	TPC's time



TP7	Personal Journey Planning	PJP will be made available to all first-time residents at the development	✓		On-going	Uptake in PJP	TPC	TPC's time
TP8	Sales Staff Training	Sales staff will receive a training session on the Travel Plan and how its implementation impacts them			Once sales staff are present on-site	Use of sustainable travel information by sales staff	TPC	TPC's time
TP9	Monitoring	A baseline travel survey will be undertaken on full occupation with follow-up surveys in the third and fifth years			Over the life of the Travel Plan	Targets achieved	TPC	TPC's time
TP10	Remedial Measures	If targets are not being met by the mid-way point in the monitoring period, negotiations will be undertaken to get public transport discounts for residents. Residents will also be consulted to determine what would convince them to travel more sustainably	✓		Mid-way through monitoring	Targets achieved	TPC	TPC's time plus potential costs by public transport providers



8 Monitoring and Review

Travel Plan Monitoring and Review Schedule

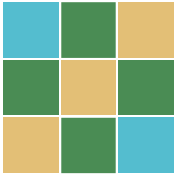
- 8.1 The monitoring of the RTP is important in order to understand if the proposed objectives and modal split targets have been met. Travel surveys will be undertaken annually following the year 1 baseline survey (to be undertaken at full occupation of the site), until year 5. The surveys will help the TPC make budget decisions and review targets and objectives.
- 8.2 GCC’s ‘Travel Plan Guide for Developers’ requires a commitment to a ten-year Travel Plan lifetime; however, the guidance also states a TP is only required for developments of 60 or more dwellings. Based on this, a reduction in the monitoring period to five years is considered appropriate.

Implementation Plan

- 8.3 An implementation plan sets out the commitments and timescales required to effectively implement the RTP. This includes timescales to deliver proposed measures, commission surveys for monitoring and a schedule for the effective monitoring and review of the RTP. The implementation plan covers the lifetime of the RTP, which is five years from full occupation.
- 8.4 **Table 8.1** sets out the implementation plan for the proposed residential development. The plan indicates which measures and actions are required prior to first occupation and during the construction of the development.

Task	Details	Proposed Timescale for Implementation
Travel Plan Action Plan	Implement all measures as set out in the Action Plan at Section 7	As per the timescales set out in the Travel Plan Action Plan at Section 7
Surveys and Monitoring	Travel surveys will be undertaken to determine the travel patterns of residents / visitors on the site, which will influence any amendments or refinements to be made to the RTP	See Table 8.1 for suggested timetable programme for monitoring of the RTP
Review of TP Performance	Following completion of the surveys, CTP will be required to provide a review report to GCC	Within six weeks of the data being made available

Table 8.1: Implementation Plan



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Appendix A

Bus Stop Timetables

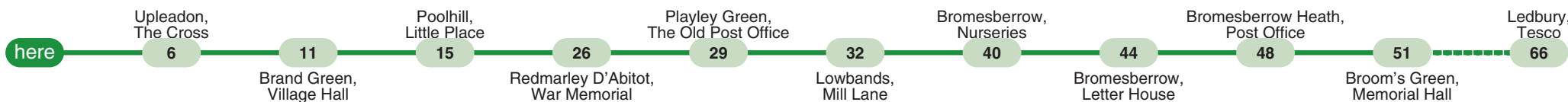
32 Ross-on-Wye - Newent - Highnam - Gloucester Stagecoach West 



132 Ledbury - Dymock - Newent - Highnam - Gloucester Stagecoach West 



679 Newent - Redmarley - Ledbury Newent Community Transport



691 Anthony's Cross - Longhope - Newent Newent Community Transport



693 Newent - Compton Green - Redmarley - Highleadon
Monday & Thursday Only Newent Community Transport



695 Three Shires Garden Centre - Newent Newent Community Transport



The numbers circled indicate approximate timings in minutes from Newent, The Co-Op

Mondays to Fridays Bus times as at 10th October 2019

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0541	32		0838	32		0957	679	TF	1130	693	Mo	1248	32	
0658	32		0918	32		1014	691	Wed	1130	693	1,Th	1348	132	SH
0758	132		0948	132		1048	32		1148	132		1420	695	TTh
												1558	132	Sch
												1608	32	G
												1718	32	
												1748	132	
												1843	32	
												2327	32	

Saturdays Bus times as at 12th October 2019

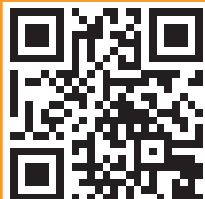
Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0658	32		0918	32		1048	32		1248	32		1448	32	
0758	132		0948	132		1148	132		1348	132		1548	132	G
												1608	32	
												1748	132	
												1843	32	

Sundays Bus times as at 13th October 2019

Time	Service	Note	Time	Service	Note	Time	Service	Note
0915	32		1115	32		1315	32	
						1515	32	
						1715	32	

Notes: Sch - Herefordshire School Days G - Supported by Gloucestershire County Council
 SH - Herefordshire School Holidays Th - Thursdays
 Mo - Mondays TF - Valid only Tuesday, Friday
 TTh - Valid only Tuesday, Thursday
 Wed - Wednesdays
 1 - serves Redmarley D'Abitot, War Memorial

BY SMS
Bus times by text message



Get the times of the next four buses from this stop on your phone


Scan the QR code or send the stop code below to:

84268

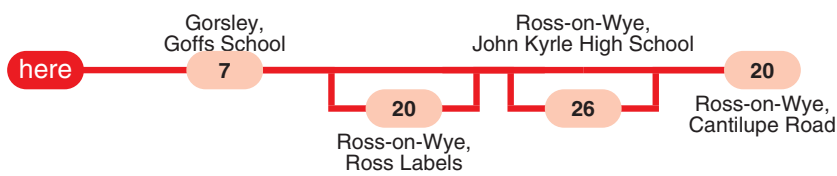
Return texts cost up to 25p, plus normal text messaging charge. Normal mobile internet charges apply.

Code for this stop: **gloamtma**

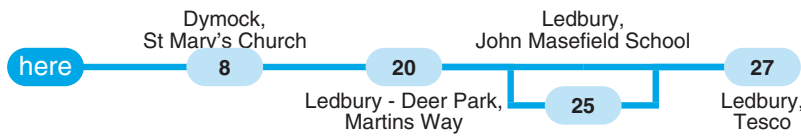
NextBuses
Bus times by mobile browser



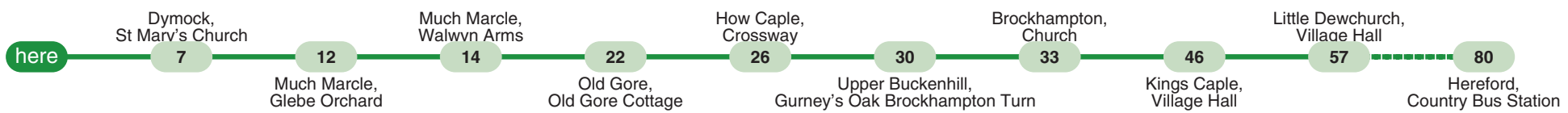
32 Gloucester - Highnam - Newent - Ross-on-Wye Stagecoach West 



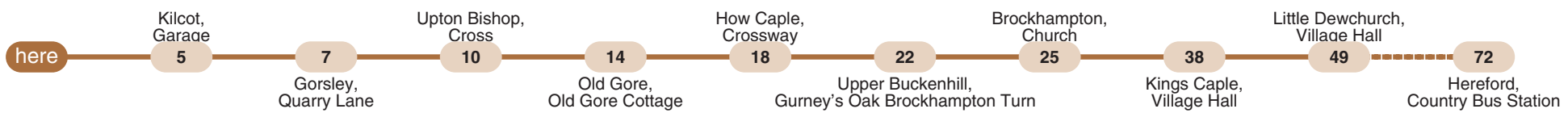
132 Gloucester - Highnam - Newent - Dymock - Ledbury Stagecoach West 



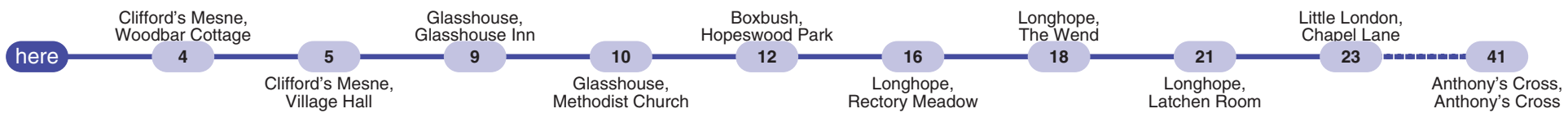
456 Newent - Dymock - Much Marcle - Brockhampton - Kings Caple - Putson - - Hereford George Youngs Coaches



457 Newent - Kilcot - Gorsley - Brockhampton - King's Caple - Ridge Hill - Putson - Hereford George Youngs Coaches



691 Newent - Longhope - Anthony's Cross Newent Community Transport



695 Newent - Three Shires Garden Centre Newent Community Transport



The numbers circled indicate approximate timings in minutes from Newent, The Library

Mondays to Fridays Bus times as at 10th October 2019

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note			
0804	32	SH	0814	132	1,Sch	1044	132		1232	691	Wed	1444	132		1647	132		1911	32	
0804	32	2,Sch	0928	457	Wed	1140	695	TTh	1244	132		1514	32	SH	1747	32		2011	32	
0814	132	SH	0944	32	3	1144	32	3	1344	32	3	1514	32	4,Sch	1824	132	G			

Saturdays Bus times as at 12th October 2019

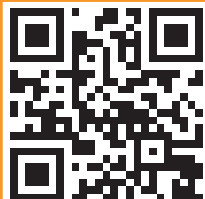
Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note			
0814	132		0944	32	3	1144	32	3	1344	32	3	1514	32		1747	32		1911	32	
0920	456		1044	132		1244	132		1444	132		1647	132		1824	132	G	2011	32	

Sundays Bus times as at 13th October 2019

Time	Service	Note
1906	32	

- Notes:** **Sch** - Herefordshire School Days
SH - Herefordshire School Holidays
G - Supported by Gloucestershire County Council
TTh - Valid only Tuesday, Thursday
Wed - Wednesdays
1 - serves Ledbury, John Masefield School
2 - serves Ross-on-Wye, John Kyrle High School
3 - serves Ross-on-Wye, Ross Labels
4 - terminates at Ross-on-Wye, John Kyrle High School

BY SMS
Bus times by text message



Get the times of the next four buses from this stop on your phone


Scan the QR code or send the stop code below to:

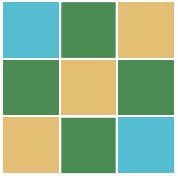
84268

Return texts cost up to 25p, plus normal text messaging charge. Normal mobile internet charges apply.

Code for this stop: **gloamtjt**

NextBuses
Bus times by mobile browser





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Appendix B

Example Travel Survey

EXAMPLE TRAVEL SURVEY

1. If you are in employment, how do you travel to work most days?

- Car, on your own
 - Car, with others
 - Train
 - Bus
 - Bicycle
 - Foot
 - Motorbike
 - Work from home
 - Other (please specify)
-

2. If you are unemployed / retired, what is your main method of travel?

- Car, on your own
 - Car, with others
 - Train
 - Bus
 - Bicycle
 - Car, on your own
 - Car, with others
 - Foot
 - Motorbike
 - Other (please specify)
-

3. How many cars are owned by your household?

.....

4. How far do you travel to work?

- Less than 1/2 mile
- 1/2 mile to 1 mile
- 1 to 5 miles
- 6 to 10 miles
- 11 to 20 miles
- Over 20 miles
- N/A

5. Which of the following other forms of transport are realistic travel options for you?

- Car, on your own
 - Car, with others
 - Train
 - Bus
 - Bicycle
 - Foot
 - Motorbike
 - Other (please specify)
-

None

6. If you didn't walk or cycle for your regular journeys (i.e. to work), what prevents you from doing so?

- Dangerous roads
 - No cycle routes
 - Lack of secure cycle parking
 - Personal safety
 - The weather
 - No bike
 - Too far
 - Too much to carry
 - Other (please specify)
-

N/A

7. If you don't travel by bus / rail for your regular journeys, what prevents you doing so?

- Infrequent / no suitable services
 - Too expensive
 - Not convenient
 - Too much to carry
 - Other (please specify)
-

N/A

8. What would encourage you to use the car less to travel?

- Improved / cheaper public transport
- Improved cycle routes
- Improved pedestrian routes
- More secure cycle parking
- Other (please specify)

.....
 Nothing could encourage me

9. Could you be encouraged to car share on some of your regular journeys?

- Yes
- No
- Already car share regularly

10. If travel to work by bike is a realistic option, have you considered requesting a cycle to work scheme from your employer?

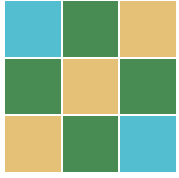
- Yes, my employer does not provide one, but I will enquire
- My employer already provides one
- No, I would not get any use from it
- N/A, I do not cycle

11. You have been provided with a Travel Information Pack, has this been useful in your moving process, if not, do you have any comments on the leaflet?

- Yes, I have gained some use from it
- No (please provide feedback)

.....
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Thank you for taking the time to fill out the questionnaire. If you have any further comments, please feel free to use the space below.



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Cotswold Transport Planning Ltd

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