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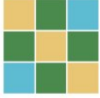
William Morrison (Cheltenham) Limited

Land Adjacent to Oakhurst Rise, Cheltenham

Residential Travel Plan

April 2020





DOCUMENT REGISTER

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Appendix A: Proposed Site Layout Plan

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1 Introduction

Brief

- 1.1 Cotswold Transport Planning Ltd has been commissioned by William Morrison (Cheltenham) Ltd to produce a Residential Travel Plan (RTP) in connection with the proposed development of land off Oakhurst Rise, in Charlton Kings, Cheltenham.

Description of Development

- 1.2 The development will comprise the erection of up to 43 dwellings, together with new vehicular access, car parking, landscaping and open space.
- 1.3 Vehicular access to the site will be provided from Oakhurst Rise, via a continuation of the existing cul-de-sac.
- 1.4 The site is located to the north-west of Charlton Kings, as shown highlighted on the proposed site layout plan provided at **Appendix A**. The site is bound to the north, east and west by existing residential development and to the south by St. Edward's Preparatory School.
- 1.5 Travel Plans are a way of promoting sustainable travel behaviour through a range of mechanisms, initiatives and targets that, when combined, can help to reduce unnecessary travel and encourage travel in a more environmentally acceptable way. For a new development, such as this, this is important as travel habits in favour of walking, cycling and public transport are more readily established from the outset.

Aims and Scope of the Travel Plan

- 1.6 The main aims of this RTP are:
- To reduce the overall amount of car travel;
 - To increase the use of public transport;
 - To increase walking and cycling;
 - To minimise the impact of the development on the local area and transport infrastructure; and
 - To achieve a high awareness of the Travel Plan within one year following implementation.



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

- **Section 2:** Travel Plan Context
- **Section 3:** Baseline Sustainability Audit
- **Section 4:** Objectives and Targets
- **Section 5:** Travel Plan Management
- **Section 6:** Monitoring and Review
- **Section 7:** Remedial Measures
- **Section 8:** Funding
- **Section 9:** Action 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 reduced fossil fuel use.
- 2.4 The Travel Plan process is best illustrated by the travel plan pyramid, as set out in **Diagram 2.1** (following page) which is taken from DfT guidance.

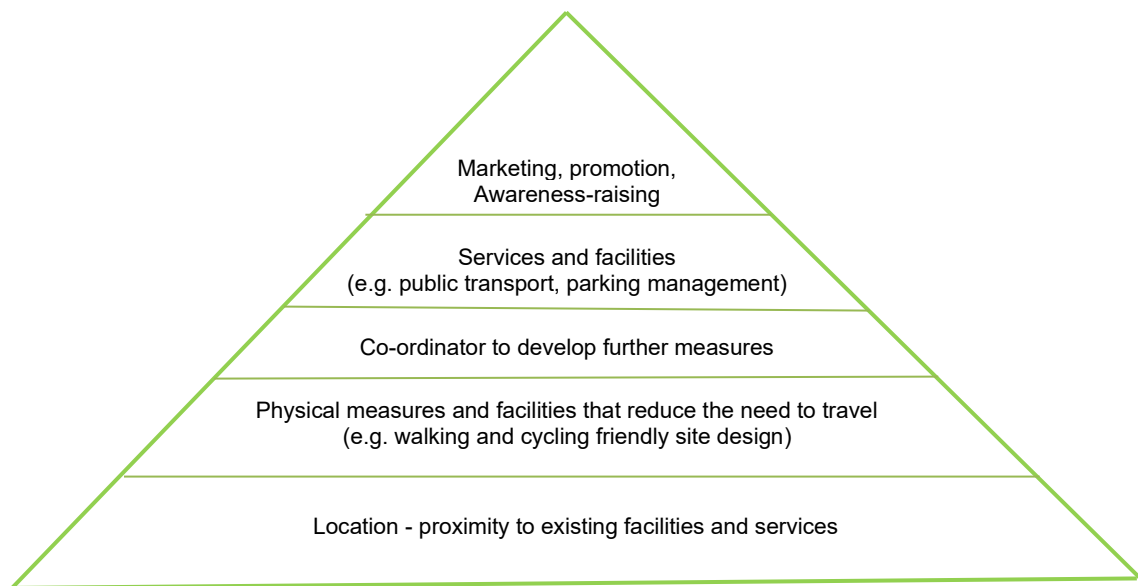


Diagram 2.1 – The Travel Plan Pyramid

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.

2.6 The local accessibility of the site meets the bottom tier of the pyramid as it is accessible by walking and cycling, and is within close proximity to a range of local services and amenities. Hard measures in terms of pedestrian, cycling and public transport improvements will be implemented where required, which meets the second tier of the pyramid. The third tier of the pyramid is met as the Travel Plan sets out the requirements for, and duties of, a Travel Plan Coordinator to implement and operate the Travel Plan. The Travel Plan will play an integral role in the development of hard and soft measures for influencing resident travel behaviour to satisfy the requirements of the fourth tier. The Travel Plan Coordinator 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

2.7 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.

2.8 The National Planning Policy Framework (NPPF) (July 2018) sets out the principal objective under Section 9: Promoting Sustainable Transport, which is to ensure that development is located where “the need to travel will be minimised and the use of



sustainable transport modes can be maximised”. Developments should be located and designed, where practical, to:

- Accommodate the efficient delivery of goods and supplies;
- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoid street clutter and where appropriate establishing home zones;
- Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- Consider the needs of people with disabilities by all modes.

2.9 The NPPF promotes achieving sustainable development. 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.

2.10 The Government’s planning practice guidance to the NPPF was launched as a web-based resource by the Department for Communities and Local Government (DCLG) in March 2014. The category dealing with Travel Plans is contained in ‘Travel plans, transport assessments and statements in decision-taking’ (Reference ID: 42, Updated 06.03.2014).

2.11 This Travel Plan has been prepared in accordance with the planning practice guidance and the DfT Good Practice Guidelines.

2.12 The Department for Transport 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 a residential Travel Plan through an in-depth review of a number of case studies of specific residential schemes.

2.13 The development site has excellent existing walking, cycling and public transport links, the use of which will be further enhanced by the development of this Travel Plan.

2.14 Significant research has been undertaken by the Department for Transport (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

- 2.15 This RTP has also been prepared to complement Gloucestershire's Local Transport Plan 2015 – 2031 (LTP), which was adopted in 2016.
- 2.16 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.
- 2.17 There are several supporting strategies that make up the LTP and the overarching strategy including a bus strategy, cycle strategy and a highways strategy.
- 2.18 Gloucestershire Council provide web based guidance regarding the development of a residential Travel Plan. This guidance has been reviewed and considered when preparing this residential Travel Plan. Gloucestershire County Council's 'Travel Plan Guide for Developers' July 2011 sets out that a residential development of 60 units or more is required to be supported by a Travel Plan.
- 2.19 This planning application, for 43 dwellings, therefore falls below the Government's guidance for a Travel Plan, but as good practise, the applicant has agreed to provide and fund a suitable Travel Plan, which will further enhance the sustainable credentials of the site.
- 2.20 The development proposed is also in accordance with emerging local policy HD4 (Cheltenham Local Plan), which is currently awaiting adoption.



3 Site Accessibility

3.1 When considering the overall sustainability of a site, with regards to highways it is important that a site can be demonstrated to be accessible for all potential residents without resulting in a heavy reliance on travel by car, particularly single occupancy journeys. Within the local context of the site, this can be assessed against the proximity to local services and amenities, which residents and/or visitors may require access to on a day-to-day basis. Equally, it can be assessed based on the access to sustainable (non-car) transport modes, which provide alternative options for travelling to any services or amenities located further afield from the site.

Proximity to Local Services and Amenities

3.2 As part of the review of the local services a local facilities plan has been created which indicates the services and facilities which will be available to residents and their visitors which may typically be required on a day-to-day basis. The routes to these services is considered in detail in the accompanying **NMU Context Report**. The local facilities plan is included as **Appendix B**. In summary, the following local services and facilities are present within approximately 800m of the application site:

- Petrol Filling Station (PFS) which includes a Spar convenience store;
- The Co-Operative food convenience store;
- Badham Pharmacy;
- Sixways Medical Clinic;
- Norville Opticians;
- Retail outlets;
- Hairdressers;
- Estate Agents;
- Pubs, Restaurants, Cafes and Takeaway;
- Bus stops;
- St Edwards Preparatory School; and
- Holy Apostles C of E Aided Primary School.

3.3 The Institution of Highways and Transportation (IHT) publication (in 2000), 'Guidelines for Providing Journeys on Foot', suggest the following acceptable walking distances to services and amenities (for pedestrians without mobility impairment), as shown in **Table 3.1**.



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

Table 3.1 – Suggested Walking Distances

3.4 The time it takes to walk to a service or amenity is based on guidance contained within the IHT guidelines which states that an average walking speed is approximately 1.4m/s. Also contained within **Table 3.2** is the cycle times to each of the destinations, which is based on the lower limit of 4m/s, as set out in Local Transport Note 2/08: Cycle Infrastructure Design.

IHT Desirable/Maximum Walk Distance	Destination	Approximate Distance (m)	Travel Time Walking (min:sec)	Travel Time Cycling (min:sec)
Other Destinations 400m/1200m	PFS including Spar	810	9:35	3:20
Other Destinations 400m/1200m	Co-Op	790	9:25	3:20
Other Destinations 400m/1200m	Badham Pharmacy	720	8:35	3:00
Other Destinations 400m/1200m	Sixways Medical Clinic	740	8:50	3:05
Other Destinations 400m/1200m	Norville Opticians	725	8:35	3:00
Commuting/School 500m/2000m	St Edwards Prep School	680	8:05	2:50
Commuting/School 500m/2000m	Holy Apostles CE Primary School	760	9:00	3:10
Other Destinations 400m/1200m	Ewens Road/Oak Avenue Bus Stops	200/400	2:20/4.40	0:50/1.40
Other Destinations 400m/1200m	A40 Road Bus Stops	Up to 590	7:00	2:25

Table 3.2 – Approximate Distances to Local Services and Amenities

3.5 **Table 3.2** confirms that a range of services and amenities fall within suggested the IHT maximum acceptable walk distances from the development site and are therefore considered easily accessible by walking (and cycling).

3.6 It should be noted that the IHT guidelines are suggested distances, and not an upper limit of walking distances to facilities and amenities, as explored in greater detail within this section.



- 3.7 In addition to these local services and amenities, Cheltenham town centre is an approximate 2km walk distance (approximately 24 minutes walking and 8 minutes cycling) from the site (also accessible by public transport), whilst additional regional and national centres such as Gloucester, Bristol, Cardiff and Birmingham are accessible via Cheltenham rail station, an approximate 4km walk/cycle distance from the development site (approximately 48 minutes walking and 16 minutes cycling).
- 3.8 These destinations provide access to a range of additional facilities and amenities including further education, employment, retail and leisure offerings.

Walking and Cycling

- 3.9 Paragraph 4.4.1 of Manual for Streets (MfS) states that walkable neighbourhood are typically characterised as having a range of facilities within 10 minutes walking distance (around 800 metres). 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.
- 3.10 The Institute of Highways and Transport (IHT) guidance document 'Providing for Journeys on Foot' (published 2000) suggests an acceptable walking distance of 1000m and a preferred maximum walking distance 2000m for educational purposes. A preferred maximum distance of 800m to town centres is also specified.
- 3.11 All of the facilities set out in **paragraph 3.2** fall comfortably within these thresholds, and furthermore many fall within the desirable walking catchment of 800m (equivalent to a ten-minute walk), which is also used for assessing the accessibility of a development.
- 3.12 There are a high number of employment and leisure facilities within 8km, which is considered an acceptable distance for residents living at the application site to cycle to and from work, as set out in the DMRB and LTN 2-08.

Infrastructure

- 3.13 Oakhurst Rise is a cul-de-sac benefiting from a footway with an average width of approximately 1.8 metres wide on both sides of the carriageway to the junction with Ewens Road and Beaufort Road.
- 3.14 Ewens Road benefits from footways adjacent to both sides of the carriageway measuring approximately 1.8m wide, with the exception of approximately 15m to the junction with Pine Close from the east where there is no footway adjacent to the north of the carriageway. This continues to the junction with Haywards Road where there is a dropped kerb crossing across Ewens Road.



- 3.15 Beaufort Road is no entry at its southern extent, although it does benefit from a cycle contra-flow lane at its junction with Charlton Court Road. Beaufort Road benefits from footways on both sides of the carriageway with an average width of approximately 1.8m wide, to the junction with Oak Avenue and Charlton Court Road.
- 3.16 Charlton Court Road benefits from footways on both sides of the carriageway with an average width of approximately 1.8m wide to the junction with the A40 London Road. There are two adjoining cul-de-sacs with Charlton Court Road (Charlton Court Road and Brook Vale).
- 3.17 Haywards Road benefits from footways on both sides of the carriageway with an average width of approximately 1.8m wide to the signalised junction to the south with A40 London Road and A435 Cirencester Road, and continuing to King Alfred Way to the north. At the northern extent of Haywards Road is Cheltenham Footpath 60 which provides a route north to Battledown Approach. Adjacent to the egress to Battledown Approach is a dropped kerb crossing with tactile paving providing access to Holy Apostles C of E Aided Primary School.
- 3.18 The A40 London Road is an arterial route, benefiting from footways on both sides of the carriageway with a minimum width of approximately 2.0m wide.
- 3.19 Approximately 160.0m east of Charlton Court Road on the A40 London Road there is a parade of shops providing access to the majority of the facilities listed in **paragraph 3.2**. There is a signalised pedestrian crossing providing a crossing point between the footways adjacent to the north and south of London Road.
- 3.20 To the west of Haywards Road on the A40 London Road the footway is approximately 2.0m wide and provides pedestrian access towards Cheltenham town centre.

Cycling

- 3.21 At the surrounding junctions with restricted vehicle access there are dedicated lanes for cyclists travelling in either direction, providing direct and convenient routes for cyclists.
- 3.22 Although there are no further cycling facilities on the surrounding roads, the Cheltenham Cycling Map designates all the surrounding local streets as quiet roads and therefore suitable for all cyclists. These streets provide a route west towards the town centre.
- 3.23 The A40 London Road does not have any dedicated facilities for cyclists and is considered a busy road and therefore it is recommended for experienced cyclists.

Public Transport Accessibility



Local Bus Services

- 3.24 The nearest bus stops in relation to the development site are located approximately 200m and 400m to the southwest of the application site on Ewens Road and Oak Avenue respectively. The stops comprise a bus flag with timetable information.
- 3.25 The routes to the bus stops are considered in more detail in the accompanying **NMU Context Report**. There are footways available from the development site to access the bus stops on Ewens Road and Oak Avenue, with adjacent dropped kerb vehicular accesses, available for users to utilise if required.
- 3.26 Bus stops are also present on the A40 London Road, approximately 500m south of the application site. The westbound bus stop comprises a flag with a bus shelter including a bench and lighting, timetable information (opposed to Real Time Passenger Information) and a raised platform. The eastbound bus stop comprises a flag with timetable information. Both bus stops are in good condition.
- 3.27 There are footways available from the development site southwest to the A40 London Road. To access the eastbound bus stop users must cross the Charlton Court Road junction with the A40 London Road which benefits from a raised carriageway crossing with associated tactile paving, the bus stop is then approximately 60m west.
- 3.28 To access the westbound bus stop users must cross to the southern side of the A40 London Road and travel approximately 20m east. There is no dedicated crossing in the immediate vicinity of the westbound bus stop across the A40 London Road which may cause issues for users particularly more vulnerable users.
- 3.29 A summary of the Bus Services and Frequencies from the Ewens Road and Oak Avenue bus stops are provided in **Table 3.3**. Full Timetables are provided at **Appendix C**.

Service No.	Operator	Route/Destinations Served	Operates	Daily Frequency
P	Pulham Coaches	Cheltenham - Little Cleevmount - Ewens Farm – Charlton Kings - Cheltenham	Monday – Saturday	Every Two Hours
Q	Pulham Coaches	Cheltenham - Charlton Kings - Ewens Farm - Little Cleevmount - Cheltenham	Monday – Saturday	Every Two Hours

Table 3.3: Bus Services and Frequencies – Ewens Road and Oak Avenue

- 3.30 A summary of the Bus Services and Frequencies from the A40 London Road bus stop is provided in **Table 3.4**.



Service No.	Operator	Route/Destinations Served	Operates	Daily Frequency
B	Stagecoach	Charlton Kings – Cheltenham – Wyman’s Brook – Swindon Village – Sprigbank – Kingsditch	Monday – Sunday	Every 30 Minutes
801	Pulham Coaches	Moreton-in-Marsh – Stow-on-the-Wold – Bourton-on-the-Water – Andoversford - Cheltenham	Monday – Saturday	Approximately Every Hour and 30 Minutes
			Sunday	Every Four Hours
P	Pulham Coaches	Cheltenham - Little Cleevmount - Ewens Farm – Charlton Kings - Cheltenham	Monday – Saturday	Every Two Hours

Table 3.4: Bus Services and Frequencies – A40 London Road

3.31 **Table 3.3** and **Table 3.4** indicate that the application site is served by local buses throughout the week and on weekends. It is therefore considered that future residents will be able to utilise public transport throughout the day to access local services and amenities within Cheltenham. During peak hour site visits, it is considered that the principle bus services have spare capacity in order to accommodate the public transport users generated by the development.

3.32 The site is also located in close proximity to Cheltenham town centre bus station, 2km to the west of the development site. Cheltenham bus station provides a wide-ranging weekday and weekend service throughout Gloucestershire including Gloucester, Cheltenham and Stroud as well as national services to London, Birmingham and Bristol.

Rail Service

3.33 Cheltenham Railway Station is located approximately 4km to the west of the development site.

3.34 Cheltenham Railway Station includes direct services regionally and nationally to Gloucester (every 20 – 30 minutes), Bristol (Parkway and Temple Meads), Cardiff Central, Swindon, Birmingham, Plymouth, London Paddington and Edinburgh.

Summary

3.35 Cotswold Transport Planning considers the site to be sustainably located with accessibility to a wide range of services and amenities, supported by suitable pedestrian and cycle linkages between the site and these facilities and local bus stops.



4. Objectives and Targets

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 Travel Plan 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 Five main specific residential Travel Plan objectives are listed for this full Residential Travel Plan:
- i. To achieve an awareness of the sustainable travel options available amongst residents and visitors with at least 95% awareness which is to be maintained during the build-up of the site. It is vitally important that the users of the development are made fully aware of the sustainable transport choices available to them from the opening of the site so that sustainable travel habits are established from the outset.
 - ii. To engage with residents on sustainable travel choices by offering personal travel planning to 100% of new households, within 6 months of occupation.
 - iii. 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.
 - iv. 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 10% through reducing the need to travel and via promotion of more sustainable modes.
 - v. To carefully monitor and manage the Travel Plan. It is imperative to the success of the Travel Plan that there are the right mechanisms in place to monitor and manage it so that it is effective year on year.

Targets

- 4.4 For new developments, outcome targets are best expressed in terms of maximum end levels of car use by setting a target reduction in modal share of car use when the development is complete.



- 4.5 Gloucestershire Council's Travel Plan guidance states that it is imperative that numerical targets and/or outcomes are included within the Travel Plan, in order to provide an effective mechanism to measure the effectiveness of the Travel Plan measures against the objectives of the Travel Plan. The guidance further states that targets should be based upon trip generation and reducing the share of the single occupancy vehicles against baseline figures collected as part of the initial travel survey.
- 4.6 As the development is not yet built, the actual travel patterns of the residents of the development are not known. No guidance is provided in terms of the occupancy levels required for a baseline survey. Therefore, a baseline travel survey is proposed once 30% of units are occupied. This will establish the baseline travel patterns of the development in order to set maximum modal share targets. 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 could be offered to encourage responses.
- 4.7 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 the proportion of residents driving on their own will be determined with reference to Smarter Choices' report.
- 4.8 As has already been identified and as acknowledged in Gloucestershire County Council's guidance, the exact mode share for users cannot be known until the baseline survey is carried out. On this basis, the estimated trip generation which has been calculated from a local donor site will be considered as a method of setting initial targets.
- 4.9 With reference to the Transport Assessment, locally validated trip rates have been used to determine the increase in vehicular trips likely to be generated by the proposed development. **Table 4.1** sets out the estimated trip generation of the proposed development.

Time	Trip Generation		
	Arrivals	Departures	Total
0800 - 0900	5	14	19
1700 - 1800	13	7	21
Daily	126	129	255

Table 4.1: Vehicular Trip Generation



- 4.10 Considering the estimated trip generation data, the initial target will be to achieve a 10% reduction in car driver mode share over 5 years, with interim targets for a 3% reduction by the end of Year 1 and a 6% reduction by Year 3.
- 4.11 This would equate to a reduction of approximately 26 vehicle trips per day by year 5.
- 4.12 These targets will be constantly reviewed during the lifetime of the Travel Plan.



5. Travel Plan Management and Site-Specific Measurements

5.1 The Travel Plan will be implemented and managed by a Travel Plan Co-ordinator. The Travel Plan Co-ordinator will be appointed prior to occupation of the development.

Travel Plan Co-ordinator

5.2 The Travel Plan Co-ordinator has a critical role in ensuring that the Travel Plan is implemented, managed, monitored and reviewed over time. The Travel Plan Co-ordinator will co-ordinate the on-going development and management of the Travel Plan, including further measures, raising awareness, monitoring and review.

5.3 It will be the responsibility of the Developer to ensure the appointment and funding of a suitably qualified person to perform the role of the Travel Plan Co-ordinator, in order to ensure compliance with the planning condition.

5.4 The role of the Travel Plan Co-ordinator will include:

- i. acting as a point of contact;
- ii. marketing and promoting the Travel Plan;
- iii. providing sustainable travel information to residents;
- iv. monitoring and reviewing the Travel Plan;
- v. liaison with Gloucestershire Council, transport operators and specialist groups;
- vi. arranging for travel surveys to be undertaken of residents on the site; and
- vii. arranging Personal Journey Travel Planning, where required.

Marketing and Promotion

5.5 Marketing and promotion of the Travel Plan and sustainable travel opportunities and benefits, will establish communication between those who are responsible for delivery (Travel Plan Coordinator) and those who benefit from the implementation of the Travel Plan (residents).

5.6 Details of the Travel Plan will be provided in the Developer's marketing brochure. Therefore, residents will be informed of alternative modes of travel to the site, other than by private car, prior to moving in.

5.7 The provision of information to residents, which is both accessible and available in varied formats, is an important measure of the Travel Plan package. Specific items of information



and promotional activities that will be delivered by the Travel Plan Co-ordinator are set out in this Travel Plan.

Travel Plan Measures

- 5.8 The proposed RTP measures focus on maximising the site's accessibility and sustainability as part of the development proposals, including the provision of pedestrian and cycle links and improvements to facilitate walking and cycling, as well as improvements to local public transport provision.
- 5.9 Marketing and promotion of the Travel Plan will form part of the implementation of the Travel Plan, and this will include the distribution of Travel Information Packs to new residents.

Travel Information Pack

- 5.10 A Travel Information Pack will be distributed to all new residents of the development. Information Packs will include travel information, with the intention of encouraging new residents to engage in more sustainable modes of transport. The Travel Information Pack will include:
- i. Local Facilities map;
 - ii. Maps and information on local walking and cycling routes;
 - iii. Potential discounted offers from local cycling stores;
 - iv. Details of the most recent bus and rail timetables;
 - v. Details of public transport discounted fares / season tickets;
 - vi. Free taster public transport tickets;
 - vii. Information on local taxi and hire car companies; and
 - viii. Information on marketing and promotional events at a national and local level.



Walking and Cycling Measures

- 5.12 The internal site layout will be 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.
- 5.13 All pedestrian and cyclist infrastructure included as part of the development will be completed to an adoptable standard. Details of walking and cycling routes will be included as part of the Travel Information Pack for new residents.
- 5.14 In response to the concerns raised by CBC's Planning Committee, the applicant is prepared to provide each household upon the first occupation of a dwelling / apartment a voucher of £750 towards the purchase of an electric bike, this will be secured via a Section 106 Agreement. All residents will be provided with details of local walking and cycling clubs.
- 5.15 The Travel Plan Co-ordinator will be responsible for promoting events such as National Bike Week and European Mobility Week to encourage residents to cycle. The Travel Plan Co-ordinator will also liaise with local cycle shops to negotiate discount vouchers for bicycle purchases.

Public Transport Measures

- 5.16 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.
- 5.17 Public transport use will be encouraged by the introduction / promotion of the following measures by the Travel Plan Co-ordinator:
- i. Provision of current information on bus routes, bus times and location of bus stops to residents; and
 - ii. Current promotions and potential discounted tickets for local bus operators.

Car Sharing

- 5.18 The most unsustainable mode of transport is single occupancy car travel. Car sharing, when two or more people share a car and travel together, 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.



- 5.19 Gloucestershire County Council 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. All residents will be encouraged to sign up via www.carshareGloucestershire.com.
- 5.20 The Travel Plan Co-ordinator 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.

Working from Home

- 5.21 Working from home can reduce the need to travel but requires agreement of the employer and the required facilities in place in the home. In order to encourage working from home, the Developer will aim to ensure that each dwelling is provided with the potential to connect to local internet infrastructure.



6. Monitoring and Review

- 6.1 An effective monitoring and review process is important to establish how successful the Travel Plan is proving to be. Monitoring involves collecting data and information, and the review process involves the consideration of these details to determine whether or not the Travel Plan targets have been met. A five-year Travel Plan period would be typically expected and is proposed within this document.
- 6.2 Based on the monitoring and review process, it will then be necessary for the Travel Plan Co-ordinator, in conjunction with Gloucestershire County Council, to decide what, if any, amendments are required to the Travel Plan. As part of the monitoring process it is important to establish the baseline conditions.
- 6.3 The modal share targets will be reviewed with Gloucestershire County Council following occupation of the development by residents and after a baseline travel survey, which will be undertaken at 30% occupation. However, as an interim position, an interim target of 10% reduction in single occupancy car travel will be sought, measured against Census Travel to Work data prevailing at the time the development commences.
- 6.4 The baseline travel survey will be undertaken by an independent survey company, and will be co-ordinated by the Travel Plan Co-ordinator. The Travel Plan Co-ordinator will be responsible for submission of the report of survey to Gloucestershire County Council within 1 month of completion of the survey.
- 6.5 For the on-going management of the Travel Plan to be successful and to deliver the desired outcomes, it is important that the parties involved in the delivery of the Travel Plan, which means the Developer/Travel Plan Co-ordinator and Gloucestershire County Council, work effectively in partnership to achieve the desired results.
- 6.6 Monitoring of travel patterns over time, to ascertain whether the initiatives of the Travel Plan are proving successful and whether there has been a shift to more sustainable modes of transport, requires on-going travel surveys to be undertaken.
- 6.7 It is proposed that annual monitoring would extend for 5 years commencing at the time of first occupation.
- 6.8 The precise format of the baseline travel survey and annual monitoring survey will be agreed with Gloucestershire County Council before being undertaken. The travel survey will be used to establish reasons why people drive and to identify barriers to sustainable travel that could be addressed.



6.9 The results of the travel surveys will be analysed and the factors influencing travel behaviour will be investigated. If the target modal share of car use is not met then it will be necessary to review what remedial measures need to be implemented to mitigate the impact of any under achievement. The Travel Plan Co-ordinator, in conjunction with Gloucestershire County Council, will decide what, if any, amendments are required to the Travel Plan.



7. Remedial Measures

- 7.1 In the event that the Travel Plan is shown to be underachieving, a remedial strategy will be implemented, which considers measures to help get the Travel Plan 'back on track'. Remedial measures are intended to achieve modal shift and mitigate the impact of any under achievement in meeting targets.
- 7.2 A set of potential remedial measures, to be triggered in the event that measures mentioned above fail to meet the required Travel Plan targets, could include the following:
- i. More active marketing and promotion of sustainable travel information;
 - ii. Encourage use of car sharing through further promotion; and
 - iii. Liaise with Gloucestershire County Council and bus operators on a potential bus voucher scheme for new residents.
- 7.3 The remedial measures are different to the Travel Plan measures, and the exact nature of what, if any, remedial measures are required will be identified through the monitoring and review process in conjunction with Gloucestershire County Council.



8. Funding

- 8.1 GCC and CTP will determine the appropriate funding mechanism for the RTP during the course of the planning application.



9. Action Plan

9.1 An action plan needs to be incorporated into the Travel Plan to outline the actions required to implement the Travel Plan, who is responsible for implementing the action, and a deadline for completion. The proposed Residential Travel Plan Action Plan is set out in **Table 9.1** below.

Objective	Measure	Indicator	Responsibility	Timeline
All	Appoint Travel Plan Co-ordinator (TPC)	TPC Appointed	Developer	3 months before occupation
Encourage the use of sustainable modes	Sc106 contributions and planning conditions	Sc106 agreement	Developer/ Gloucestershire County Council	Trigger in sc106/condition
Raise awareness of sustainable transport modes	Travel plan details included in Developer's marketing brochure	Marketing brochure	Developer	Marketing of development
	Provide car sharing information	Travel Information Pack (TIP)	TPC	Before Occupation
	TIP created	TIP provided to residents	TPC	On occupation
	Provide details of bus and rail information in TIP	TIP provided to residents	TPC	On occupation
	Liaise with local walking and cycling groups and include information in TIP	TIP provided to residents	TPC	On Occupation
Maximise walking, cycling and public transport use	Discounts and incentives for these modes	Provided in TIP	TPC	On occupation and annually thereafter

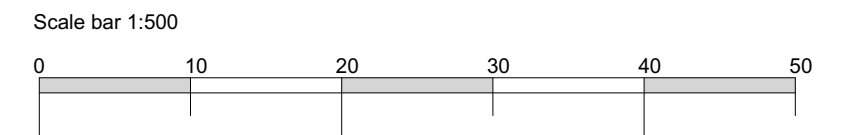
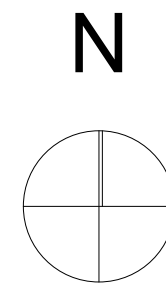


Minimise single occupancy car use	Provide car sharing information-'LiftShare'	Provided in TIP	TPC	On occupation
Ensure sustainable transport mode information up to date	Update TIP	Review TIP	TPC	Annually
Remedial Measure	To be agreed with Gloucestershire Council	TBC	TPC	Dependent on monitoring results

Table 9.1 Action Plan

Appendix A – Proposed Site Layout Plan

Land off Oakhurst Rise,
Charlton Kings,
Cheltenham



Accommodation Schedule

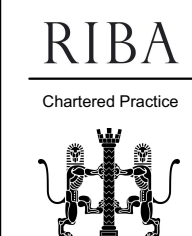
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Pa	2.0	2	4	6	89.9	534.00	
Fa	Flat	1	2	4	52.0	208.00	
Hi	2.5	4	6	23	107.5	2472.50	
Dy	2.0	3	5	3	108.5	325.5	
Te	2.0	3	5	5	117.5	587.5	
An	2.0	4	8	2	150.4	300.8	
						43	4428.30

To be read in conjunction with site layout drawing

coombes : everitt architects limited
Unit No.1, The Old Dairy
Rushley Lane
Winchcombe
Gloucestershire
GL54 5JE
t: 01242 807727 f: 0845 5575833
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- Preliminary
- Feasibility
- Planning
- Building Regulations
- Tender
- Construction issue
- As Built

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3. Do not use this drawing for setting out unless drawing specifically indicates setting out points.
4. Engineering information is indicative only and should be taken from structural engineers design.



Drawing title: Site Plan

Client: William Morrison (Cheltenham) Ltd & The Trustees of the Carmelite Charitable Trust

Drawn by: AH Checked: JE

Project No: 16.20.034

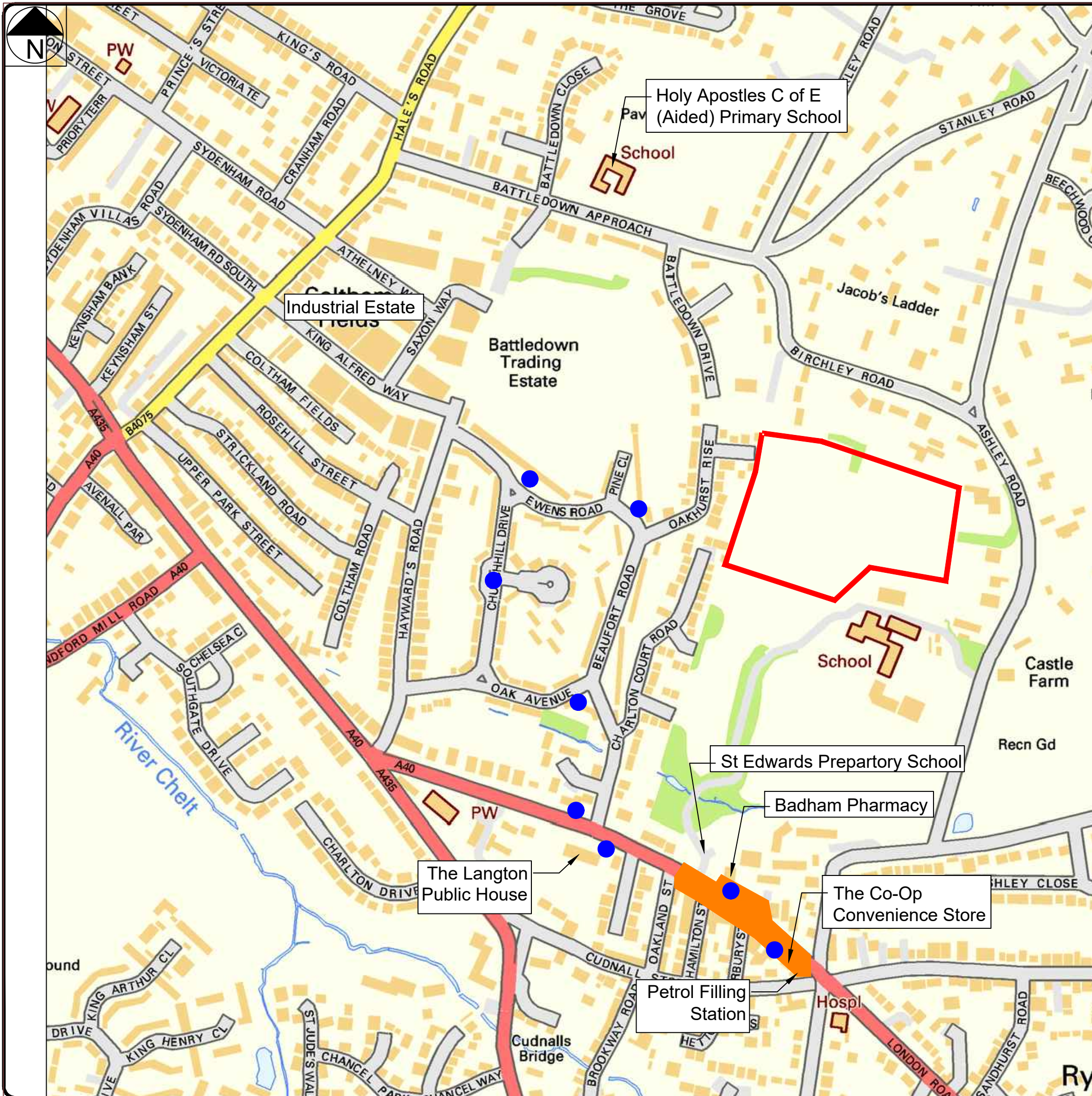
Project: Land off Oakhurst Rise,
Charlton Kings,
Cheltenham

Scale: 1:500 @ A1


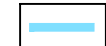
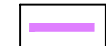


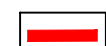
Date: April 2020

Project / Drawing No: PL005

Appendix B – Local Facilities Plan



Notes:

-  Oakhurst Rise
-  Route A
-  Route B
-  Bus Stops
-  Sixways Shops and Facilities
-  Indicative Site Boundary



**COTSWOLD
TRANSPORT
PLANNING**

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 121 Promenade
 Cheltenham Gloucestershire GL50 1NW
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 cheltenham@cotswoldtp.co.uk
 www.cotswoldtp.co.uk

Drawing Title:
 Services and Facilities

Client:
 William Morrison

Project:
 Land off Oakhurst Rise, Charlton Kings

Drawing No:
 SK_07

Revision:

Date Drawn:
 09.01.17

Issue Date:
 09.01.17

Drawn by:
 MW

Checked by:
 MG

Project Code:
 CTP-15-332

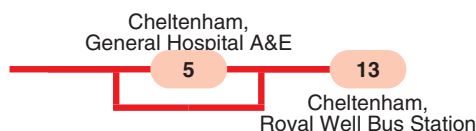
Scale at A3:
 Not to Scale

Drawing Status:
 INFORMATION

Appendix C – Bus Timetables

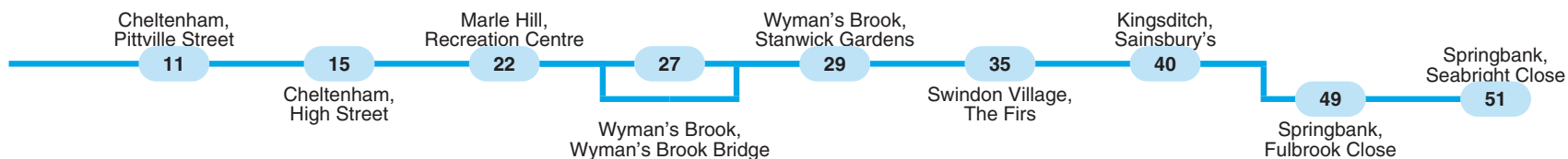
801 Cheltenham - Andoversford - Bourton-on-the-Water - Moreton-in-Marsh

Pulhams Coaches



B Charlton Kings - Wyman's Brook - Cheltenham - Swindon Village - Kingsditch

Stagecoach West



The numbers circled indicate approximate timings in minutes from Cheltenham, Charlton Court Road

Mondays to Fridays

Bus times as at 22nd October 2018

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note			
0637	B		0903	B		1043	B		1243	B		1443	B		1626	801		1825	B	5
0719	801		0923	B		1103	B		1303	B		1459	801		1643	B		1855	B	5
0728	B	3	0926	801		1123	B		1323	B		1503	B		1706	B		1915	B	3
0757	B		0943	B		1143	B		1324	801		1523	B		1726	B		2015	B	3
0806	801		1003	B		1203	B		1343	B		1543	B		1746	B	4	2115	B	3
0820	B		1023	B		1216	801		1403	B		1603	B		1756	801		2215	B	3
0840	B		1024	801		1223	B		1423	B		1623	B		1811	B	3	2315	B	3

Saturdays

Bus times as at 27th October 2018

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note			
0728	B		0926	801		1103	B		1243	B		1423	B		1603	B		1743	B	4	2015	B	3
0806	801		0943	B		1123	B		1303	B		1443	B		1623	B		1756	801		2115	B	3
0823	B		1003	B		1143	B		1323	B		1459	801		1626	801		1803	B	3	2215	B	3
0843	B		1023	B		1203	B		1324	801		1503	B		1643	B		1825	B	5	2315	B	3
0903	B		1024	801		1216	801		1343	B		1523	B		1703	B		1855	B	5			
0923	B		1043	B		1223	B		1403	B		1543	B		1723	B		1915	B	3			

Sundays

Bus times as at 28th October 2018

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note			
0844	B	3	1044	B	2,5	1244	B	2,5	1344	B	2,5	1544	B	2,5	1644	B	2,5	1844	B	3
0944	B	2,5	1144	B	2,5	1251	801	1,Sum	1444	B	2,5	1636	801	1,Sum	1744	B	2,5			

Notes: Sum - Summer

- 1 - does not serve Cheltenham, General Hospital A&E
- 2 - does not serve Wyman's Brook, Wyman's Brook Bridge
- 3 - terminates at Cheltenham, Pittville Street
- 4 - terminates at Springbank, Seabright Close
- 5 - terminates at Wyman's Brook, Stanwick Gardens

Times shown in italics are approximate times

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84268

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Code for this stop: **glodtwgw**

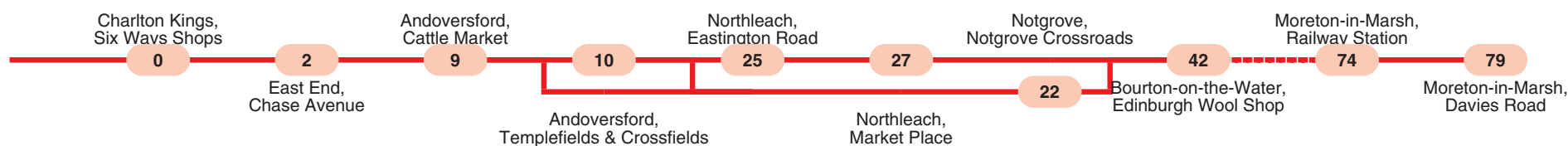
NextBuses

Bus times by mobile browser



801 Moreton-in-Marsh - Bourton-on-the-Water - Andoversford - Cheltenham

Pulhams Coaches



B Kingsditch - Springbank - Swindon Village - Cheltenham - Charlton Kings

Stagecoach West



P Cheltenham - Little Cleevmount - Ewens Farm - Charlton Kings - Cheltenham

Pulhams Coaches



The numbers circled indicate approximate timings in minutes from Cheltenham, Charlton Court Road

Mondays to Fridays

Bus times as at 22nd October 2018

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note			
0704	B		0856	P		1039	B		1219	B		1359	B		1539	B		1722	801		2100	B	
0734	B		0859	B		1056	P		1239	B		1419	B		1559	B		1746	B		2200	B	
0752	801		0919	B		1059	B		1256	P		1439	B		1619	B		1804	B		2300	B	
0754	B		0939	B		1119	B		1259	B		1452	801	2	1622	801	2	1834	B				
0814	B		0959	B		1139	B		1319	B		1456	P		1641	B		1842	801	2			
0839	B		1019	B		1152	801	2	1322	801		1459	B		1701	B		1900	B				
0852	801		1022	801		1159	B		1339	B		1519	B		1721	B		2000	B				

Saturdays

Bus times as at 27th October 2018

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note			
0801	B		0940	B		1059	B		1239	B		1359	B		1519	B		1659	B		1842	801	2
0839	B		0959	B		1119	B		1256	P		1419	B		1539	B		1719	B		1900	B	
0852	801		1019	B		1139	B		1259	B		1439	B		1559	B		1722	801		2000	B	
0856	P		1022	801		1152	801	2	1319	B		1452	801	2	1619	B		1739	B		2100	B	
0859	B		1039	B		1159	B		1322	801		1456	P		1622	801	2	1804	B		2200	B	
0920	B		1056	P		1219	B		1339	B		1459	B		1639	B		1834	B		2300	B	

Sundays

Bus times as at 28th October 2018

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note			
0922	B		1122	B		1322	B		1422	B		1622	B		1722	B	
1022	B		1222	B		1322	801	1,2,3,Sum	1522	B		1707	801	1,2,3,Sum	1822	B	

Notes: Sum - Summer

1 - does not serve from Andoversford, Templefields & Crossfields to Northleach, Market Place

2 - serves Notgrove, Notgrove Crossroads

3 - terminates at Moreton-in-Marsh, Railway Station

Times shown in italics are approximate times

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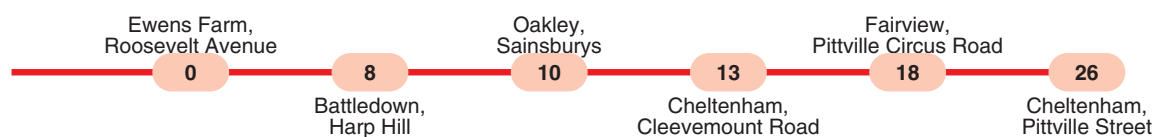
NextBuses

Bus times by mobile browser



Q Cheltenham - Charlton Kings - Ewens Farm - Little Cleevemount - Cheltenham

Pulhams Coaches



The numbers circled indicate approximate timings in minutes from Ewens Farm, Coronation Flats

Mondays to Fridays

Bus times as at 22nd October 2018

Time Service Note	Time Service Note	Time Service Note	Time Service Note
0957 Q	1157 Q	1357 Q	1557 Q

Saturdays

Bus times as at 27th October 2018

Time Service Note	Time Service Note	Time Service Note	Time Service Note
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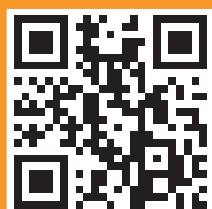
Sundays

No Service

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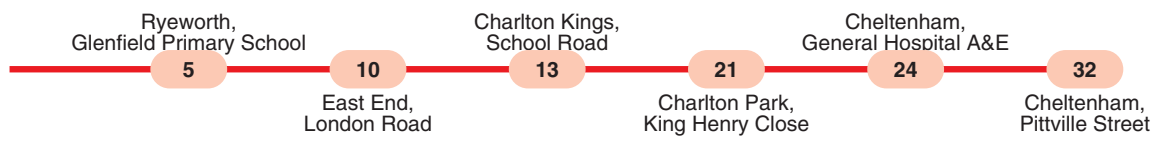
NextBuses

Bus times by mobile browser



P Cheltenham - Little Cleevmount - Ewens Farm - Charlton Kings - Cheltenham

Pulhams Coaches



The numbers circled indicate approximate timings in minutes from Ewens Farm, Oakhurst Rise

Mondays to Fridays

Bus times as at 22nd October 2018

Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note
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Saturdays

Bus times as at 27th October 2018

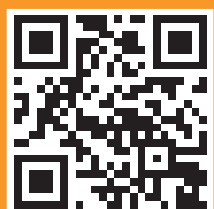
Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note
0855	P	1055	P	1255	P	1455	P

Sundays

No Service

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:

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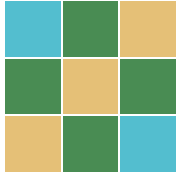
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