

# Westside Close, Old Sarum

## TRAVEL PLAN

August 2023

Dandara Southern Ltd

# RESIDENTIAL SCHEME
# WESTSIDE CLOSE
# OLD SARUM

## TRAVEL PLAN

CONTROLLED DOCUMENT

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# RESIDENTIAL SCHEME
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# OLD SARUM

TRAVEL PLAN

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## 1. INTRODUCTION

1.1 This Travel Plan (TP) has been prepared by Paul Basham Associates on behalf of Dandara Southern Limited to support the residential development of 46 units at Westside Close in Old Sarum (full site address: Westside Close, Old Sarum, Salisbury SP4 6BX).

1.2 The site is located to the north of Portway within the defined boundary of Old Sarum, located to the north of Salisbury. The site location is identified within **Figure 1** with the site masterplan attached as **Appendix A**.




**Figure 1:** Site Location

1.3 In addition to this Travel Plan, a Reserved Matters Transport Statement has been prepared, outlining the anticipated impacts of the development in relation to transportation and highways. Therefore, this Travel Plan should be read in conjunction with that document.

1.4 Land at Old Sarum (circa 39ha) was originally allocated as part of Policy H2D of the Salisbury District Local Plan 2011 (June 2003) for a mixed-use development, including new residential, employment, retail, education, recreation and community uses. The development was to be phased with development limited to 630 dwellings and 6 hectares of employment within the lifetime of the Local Plan to 2011.

1.5 In 2022 outline planning consent was granted for 46 units under reference PL/2021/09567 for the development site, which had a Framework Travel Plan approved. This Full Travel Plan is based upon the submitted and approved Framework Travel Plan.

### Purpose of the Travel Plan

1.6 A TP is a strategy for managing travel demand to a development site by addressing the travel needs of its future users, reducing the impact of car travel by promoting and facilitating the use of sustainable modes of transport, encouraging a reduced need to travel and increasing sustainable travel practices where appropriate. This TP supports access to a full range of local facilities and activities for future site users, whilst encouraging good design principles and working with the local community.

1.7 A TP is an evolving process initiated by a front-loading exercise through site visits, the completion of a TP, and frequent meetings and conversations between its authors (Paul Basham Associates), the client (Dandara Southern Limited) and the Local Authorities (Wiltshire Council). As such the TP will develop over time following feedback received from monitoring exercises, local developments in sustainable transport and other external factors.

### Travel Plan Principles

1.8 A successful TP must follow a set of principles to be determined acceptable and create a sustainable development. A TP must be Transparent, Realistic, Achievable, Committed, Enforceable and Sustainable (TRACES), as outlined in Wiltshire's *Development related Travel Plan Guidance* (2021). This TP therefore aims to demonstrate that there are sustainable local travel options available, and measures proposed, along with an implementation and monitoring strategy.

### Travel Plan Structure and Approach

1.9 This TP will follow the following structure:

- Chapter 2 – Travel Plan Policy
- Chapter 3 – Local Accessibility
- Chapter 4 – Proposed Development
- Chapter 5 – Indicative Baseline and Targets
- Chapter 6 – Travel Plan Strategy
- Chapter 7 – Implementation and Monitoring

## 2. TRAVEL PLAN POLICY

2.1 This TP has been produced in accordance with relevant national, regional and local policy. For reference this includes:

- National Planning Policy Framework (NPPF);
- The Wiltshire Core Strategy (2015);
- Wiltshire Local Transport Plan (2011-2026) (LTP3); and
- Wiltshire Revised Development Related Travel Plan Guidance.

### National Planning Policy Framework (NPPF)

2.2 The NPPF (July 2021) acts as the central guidance for development planning. As defined in NPPF Annex 2: Glossary, a Travel Plan is '*a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed*' and is a requirement for developments which generate a significant amount of movement. The following NPPF paragraphs are relevant to the Travel Plan:

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

*a)* *The potential impacts of development on transport networks can be addressed;*

*b)* *Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*

*c)* *Opportunities to promote walking, cycling and public transport use are identified and pursued;*

*d)* *The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*

*e)* *Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

***(NPPF Para.104)***

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

***(NPPF Para.105)***

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

***(NPPF Para. 113)***

### The Wiltshire Core Strategy (2015)

2.3 The Wiltshire Core Strategy (2015) provides up-to-date strategic planning policy for Wiltshire and covers the period up to 2026. There are a number of key principles which underpin the strategy to help build more resilient communities. These include, but are not limited to:

- *Providing for the most sustainable pattern of development that minimises the need to travel and maximises the potential to use sustainable transport;*
- *Working towards lowering Wiltshire's carbon footprint through the appropriate location of development;*
- *Protecting and planning for the enhancement of the natural, historic and built environments, including maintaining, enhancing and expanding Wiltshire's network of green infrastructure to support the health and wellbeing of communities; and*
- *Providing high quality, well designed development, and ensuring full local community involvement in planning for significant new proposals.*

2.4 The vision is that by 2026 Wiltshire will be a stronger, more resilient communities based on sustainable pattern of development.

2.5 In order to deliver the vision for Wiltshire, six strategic objectives have been developed. Strategic objective 6 – 'ensuring that adequate infrastructure is in place to support our communities', places emphasis on ensuring that essential infrastructure is delivered as required by Core Policy 3 – Infrastructure Requirements. Of particular relevance to this TP are the following policies:

**Core Policy 60: Sustainable transport**

The council will use its planning and transport powers to help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire.

This will be achieved by:

i. planning developments in accessible locations
ii. promoting sustainable transport alternatives to the use of the private car
iii. maintaining and selectively improving the local transport network in accordance with its functional importance and in partnership with other transport planning bodies, service providers and the business community
iv. promoting appropriate demand management measures
v. influencing the routing of freight within and through the county
vi. assessing and, where necessary, mitigating the impact of developments on transport users, local communities and the environment.

***(Wiltshire Core Strategy pg. 295)***

**Core Policy 61: Transport and new development**

New development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives.

As part of a required transport assessment, the following must be demonstrated:

i. That consideration has been given to the needs of all transport users, where relevant, according to the following hierarchy:
   a. Visually impaired and other disabled people
   b. Pedestrians
   c. Cyclists
   d. Public transport
   e. Goods vehicles
   f. Powered two-wheelers
   g. Private cars.

ii. That the proposal is capable of being served by safe access to the highway network.

iii. That fit for purpose and safe loading/unloading facilities can be provided where these are required as part of the normal functioning of the development.

Where appropriate, contributions will be sought towards sustainable transport improvements, and travel plans will be required to encourage the use of sustainable transport alternatives and more sustainable freight movements.

*(Wiltshire Core Strategy pg. 296)*

**Core Policy 62: Development impacts on the transport network**

Developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages. Proposals for new development should not be accessed directly from the national primary route network outside built-up areas unless an over-riding need can be demonstrated.

*(Wiltshire Core Strategy pg. 297)*

2.6 Core Policy 55 is also important as noted by Wiltshire Council:

- **Core Policy 55- Air Quality**

  Development proposals will need to demonstrate that measures can be taken to effectively mitigate emission levels in order to protect public health, environmental quality and amenity.

### Wiltshire Local Transport Plan (2011-2026) (LTP3)

2.7 The Third Wiltshire Local Transport Plan (2011-2026) (LTP3) was adopted in March 2011, supported by a number of strategies that also make up LTP3 and are relevant to this TP including:

- LTP3 Public Transport Strategy;
- LTP3 Accessibility Strategy;

- LTP3 Cycling Strategy; and
- LPT3 Car Parking Strategy.

2.8 The LTP3 has an overarching vision '*To develop a transport system which helps support economic growth across Wiltshire's communities, giving choice and opportunity for people to safely access essential services. Transport solutions will be sensitive to the built and natural environment, with a particular emphasis on the need to reduce carbon emissions*'.

2.9 In order to achieve the overarching vision for Wiltshire, 18 strategic transport objectives have been developed. The objectives most relevant to this TP are outlined below:

**Strategic Transport Objectives**

- SO1: *To support and help improve the vitality, viability and resilience of Wiltshire's economy and market towns.*
- SO2: *To provide, support and/or promote a choice of sustainable transport alternatives including walking, cycling buses, and rail.*
- SO3: *To reduce the impact of traffic on people's quality of life and Wiltshire's built and natural environment.*
- SO4: *To minimise traffic delays and disruption and improve journey time reliability on key routes.*
- SO5: *To improve sustainable access to a full range of opportunities particularly for those people without access to a car.*
- SO11: *To reduce the level of air pollutant and climate change emissions from transport.*
- SO12: *To support planned growth in Wiltshire and ensure that new developments adequately provide for their sustainable transport requirements and mitigate their traffic impacts.*
- SO13: *To reduce the need to travel, particularly by private car.*
- SO14: *To promote travel modes that are beneficial to health.*

***(Wiltshire Local Transport Plan pg 58-59)***

2.10 These policies are also important as note by Wiltshire Council:

- Policy 1

  To continue to use the planning system to develop, monitor and enforce mandatory travel plans and to secure travel plans for all new developments meeting or exceeding transport assessment thresholds at outlined in Development Related Travel Plans in Wiltshire.

- Policy 3

  A Residential Travel Plan will be required for household developments exceeding 40 dwellings and should be secured through a Section 106 agreement or planning condition.

### Wiltshire Revised Development Related Travel Plan Guidance

2.11 Wiltshire Council (WC) provide guidance for developers on the production, implementation, monitoring, evaluation and enforcement of TPs. Residential developments exceeding 40 dwellings such as the proposed development requires a TP through S106 agreement or a planning condition. WC recommends that a TP should take into account transport planning as well as smarter choices in travel planning. This is to include the provision of facilities and incentives specific to the site that will facilitate growth of sustainable movement within the local community while also monitoring the TP and meeting agreed targets.

2.12 This TP has been written in accordance with these policies to meet the sustainable requirements for new developments within Wiltshire and increase the share of alternative transport options for the proposed development and wider community. Seeking to maximise and build upon opportunities presented at all of the above scales, this TP's primary aim is to reduce the reliance on the private car whilst increasing the use of sustainable transport modes.

2.13 This TP has been written in accordance with the above policies to meet the sustainable requirements for new developments within Wiltshire Council Guidance and increase the modal share of alternative transport options for the benefit of the proposed development and wider community.

## 3. EXISTING SITE CONDITIONS AND LOCAL ACCESSIBILITY

### Site Location

3.1 As aforementioned, the site is located off Westside Close which is accessed from Portway. The site is located within the defined boundary of Old Sarum and c5km north of Salisbury. The site location and the surround area of Old Sarum are identified within **Figure 2**.




**Figure 2:** Existing Site and Surrounding Area

### Local Road Network

3.2 Westside Close is a residential road which is accessed from Portway and currently provides access to a Church and residential properties, along with agricultural land to the north.

3.3 Portway is subject to 40mph speed limit heading south, with the carriageway allowing for two-way traffic. Heading north from the site the speed changes to the national speed limit heading towards West Gomeldon. Portway also provides a connection to the Beehive Park & Ride.

3.4 The A345 is accessed from the roundabout to the west from Portway. The A345 provides a connection to Salisbury to the south and Amesbury and the A303 to the north. To the south the A345 is subject to a 40mph speed limit which reduces to 30mph when entering Salisbury. This route provides a direct connection to the town centre and railway station.

3.5 The A345 connects to the A36 at Castle Roundabout. To the west the A36 provides a connection to the A303 and Bath. To the east the A36 provides a connection to the A30 which provides a connection to the north to Cholderton via A338 and to the south the A36 continues towards Southampton and provides access to the M27.

3.6 Therefore, the site is well placed in terms of both the local and strategic highways network.

### Local Facilities

3.7 Old Sarum and Salisbury offer a range of facilities and amenities, as summarised in **Table 1**, with an 'Accessibility Map' included in **Appendix B**.

| Amenity | Distance from Site Access | Walking Time (80m per minute) | Cycle Time (250m per minute) |
|---|---|---|---|
| Closest Bus Stop (Portway) | 140m | 2 minutes | Less than a minute |
| Co-operative | 500m | 6 minutes | 2 minutes |
| Old Sarum Primary School | 700m | 9 minutes | 3 minutes |
| Beehive Park & Ride | 1.2km | 15 minutes | 5 minutes |
| Old Castle Salisbury | 2km | 25 minutes | 8 minutes |
| Castle Hill Country Park | 2.5km | 30 minutes | 10 minutes |
| Co-operative | 3km | 37.5 minutes | 12 minutes |
| Stratford Sub Castle | 3km | 37.5 minutes | 12 minutes |
| Bishopdown Pharamacy | 3km | 37.5 minutes | 12 minutes |
| Bishopdown Surgery | 3km | 37.5 minutes | 12 minutes |
| Greentrees Primary School | 3km | 37.5 minutes | 12 minutes |
| Aldi | 3km | 37.5 minutes | 12 minutes |
| South Wilts Grammar School | 3.5km | 45 minutes | 14 minutes |
| St Mark's C of E Junior | 4km | 50 minutes | 16 minutes |
| Waitrose & Partners Salisbury | 4km | 50 minutes | 16 minutes |
| Leehurst Swan School | 4.5km | 55 minutes | 18 minutes |
| Sainsburys | 4.5km | 55 minutes | 18 minutes |
| Salisbury Station | 5km | 1 hour | 20 minutes |
| Salisbury Cathedral | 5km | 1 hour | 20 minutes |
| The Salisbury Museum | 5km | 1 hour | 20 minutes |
| Tesco Express | 5km | 1 hour | 20 minutes |
| Marks and Spencer | 5km | 1 hour | 20 minutes |
| Old George Mall Car Park | 5km | 1 hour | 20 minutes |
| Old George Mall | 5km | 1 hour | 20 minutes |
| Halifax | 5km | 1 hour | 20 minutes |
| Post Office, Salisbury | 5km | 1 hour | 20 minutes |
| Salisbury District Hospital | 7.5km | - | 30 minutes |

**Table 1**: Local Amenities and Facilities

3.8 **Table 1** shows that the site is located in an accessible and sustainable location facilities within Old Sarum and further facilities within Salisbury, accessible on foot or by bike.

3.9 The Chartered Institution of Highways and Transportation's (CIHT) 'Planning for Walking' (April 2015) document identifies that the average length of pedestrian journeys is 1.37km (page 6). Therefore, as shown in **Table 1**, all facilities within Old Sarum are within the average pedestrian journey length and can be accessed on foot.

3.10 Manual for Streets (MfS) and CIHT also describe a 'Walkable Neighbourhood' as one which has a range of facilities which can be accessed within 10-minutes' walk time (800m). However, it is also stated that journeys of up to 5km can be made on foot or by bike. Therefore, all facilities within Salisbury also have the potential to be accessed on foot or by bike, making the site a sustainable location.

### Pedestrian Network

3.11 Footways Flank both sides of the carriageway along Westside Close and Portway and continue to provide a direct route to local facilities with Old Sarum and into Salisbury town centre.

3.12 Portway provides a continuous footway on the northern side of the carriageway which provides a connection to the signalised crossing, allowing pedestrians to cross to access the A345. The southern side of the carriageway provides an intermittent footway, with a dropped kerb crossing accompanied by tactile paving providing access across the roundabout at Portway Junction. Further dropped kerb crossings are provided to allow access to the A345 from Portway on the roundabout at each junction.

3.13 A345 on the eastern side of the carriageway provides a shared cycle/footway towards Salisbury, while intermittent verges are provided on the western side of the carriageway.

*Public Rights of Way (PROW)*

3.14 There are a number of Public Rights of Way (PRoW) routes which are identified within **Figure 3.**

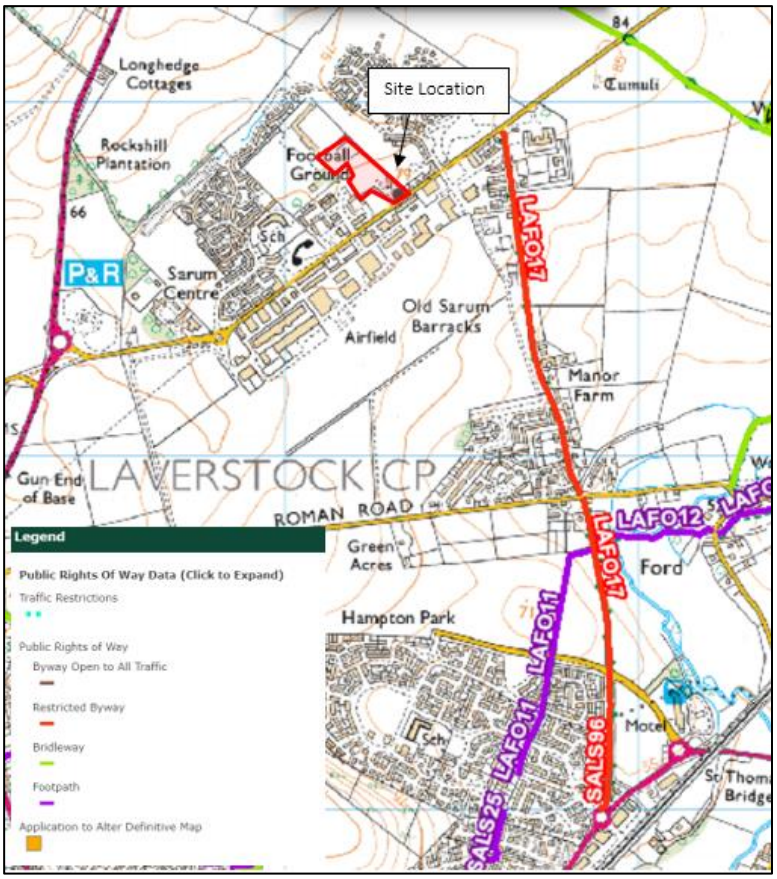



**Figure 3:** Public Rights of Way (PROW) in the vicinity of the site

3.15 Restricted Byway *LAF017* provides a connection to the south of the site and connects to the A30. Footpath LAF011 can also be accessed to the south of the site and provides a connection to further residential roads and onwards to Hampton Park, a Primary School and Play Area.

3.16 Therefore, it is evident that there are a variety of footways, byways and footpaths which connect to the wider infrastructure and provide connections towards local facilities.

### Cycle Network

3.17 Portway provides a shared cycle / footway along the northern side of the carriageway heading towards west towards Beehive roundabout. The shared cycle / footway continues along the A345 providing a continuous route to Salisbury.

3.18 **Figure 4** presents an extract from Connecting Wiltshire which shows the cycle routes in the vicinity of the site.




**Figure 4:** Cycle facilities located within the vicinity of the site (Source: Connecting Wiltshire)

3.19 As shown in **Figure 4** there are a number of cycle routes in the vicinity of the site, with the shared foot/cycleway as discussed above providing a key route to Salisbury along Portway and the A345. Another suggested cycle route is taken from the east of the site on Green Lane which provides access to Ford and the local pharmacy, along with providing another route into Salisbury.

3.20 The site is located c2.5km east of National Cycle Network (NCN) Route 45, as shown in **Figure 5**, which provides a route from Chester to Salisbury and its total length is 353.1 km. The route provides a link to the local facilities within Salisbury and can be accessed via one of the recommended cycle routes shown in **Figure 4.**

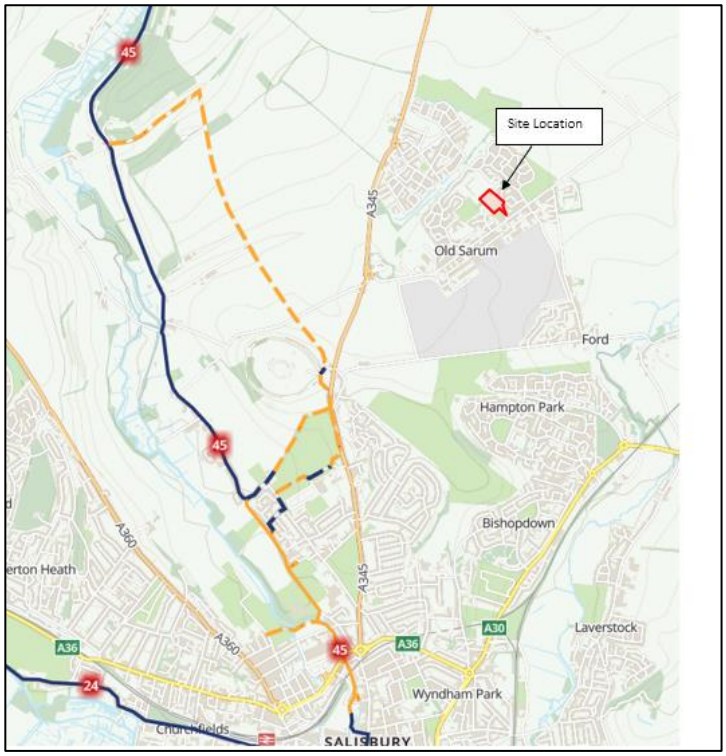



**Figure 5:** National Cycle Route (NCR) 45

## Public Transport Provision

*Bus Network*

3.21 The site is near two bus stops on Portway called 'Partridge Way' and 'Hendry Landrover', located in each direction from the site access, around a two-minute walk each way, with Partridge Way 210m from the site and Hendry Landrover 120m from the site. The bus stop to the west provides a flagpole bus stop along with sheltered seating, while the bus stop to the east is a standalone flagpole bus stop. Bus services available from these stops are summarised within **Table 2**.

| Bus Stop | Bus Operator | Service | Route | Frequency |
|---|---|---|---|---|
| Portway Partridge Way | Salisbury Reds | R11 | Salisbury- Old Sarum Estate | Sunday- 08:45-17:45 (Every hour) |
| | Salisbury Reds | PR11 | Salisbury- Beehive P & R | Weekdays- 06:21-19:01 (Every 30 minutes)<br><br>Saturday- 07:31-19:01 (Every 30 minutes) |
| | Salisbury Reds | X4 | Salisbury-Amesbury- Larkhill-Pewsey | Weekdays & Saturday- 19:51, 21:40 |
| | Stagecoach South | X67 | Tidworth- Salisbury | Weekdays- 08:31<br>Saturday- 08:39 |
| Portway Hendy Landrover | Salisbury Reds | PR11 | Salisbury- Beehive P & R | Weekdays- 06:21-19:01 (Every 30 minutes)<br><br>Saturday- 07:31-19:01 (Every 30 minutes) |
| | Salisbury Reds | R11 | Salisbury- Old Sarum Estate | Sunday- 08:45-17:45 (Every hour) |
| | Salisbury Reds | X4 | Salisbury-Amesbury-Larkhill-Pewsey | Weekdays & Saturday- 19:52, 21:41 |
| | Stagecoach South | X67 | Tidworth-Salisbury | Weekdays- 08:32<br>Saturday- 08:40 |

**Table 2**: Bus services

3.22 The bus stops closest to the site provide frequent services to Salisbury and the surrounding area, with a service provided between every 30 minutes to an hour.

3.23 The Beehive Park & Ride is located a 15-minute walk from the site and provides a service every 30 minutes Monday to Saturday to Salisbury Town Centre.

3.24 All Salisbury Red buses have a low floor for easy access, with wheelchair spaces available, as well as large format timetable for visually impaired and announcement technology to ensure people can get off at the right stop.

*Rail Network*

3.25 Salisbury Railway Station is located 5km from the site either a 20-minute walk or bus journey. Bus services X4 and PR11 provide a route between Salisbury and the site. The station provides compound wheel racks, along with 110 selected storage spaces.

3.26 The station provides key services to London Waterloo, Portsmouth Harbour, Cardiff Central, Exeter St David's and Chandlers Ford. Great Western Railway provides services every hour to Cardiff and

Southampton, with South Western Railway providing a service every 2 hours to London Waterloo, Basingstoke and Woking.

### Summary

3.27 The site is located in an accessible location, with the opportunity to encourage sustainable travel. This was previously already agreed in the outline application. There is good cycling and pedestrian infrastructure within the vicinity of the site providing a clear route to amenities and facilities. Along with frequent bus services providing services every 30 minutes - 1 hour, with the rail network providing services to key destinations including London Waterloo and Cardiff Central.

## 4. PROPOSED DEVELOPMENT

4.1 This TP supports the residential development of 46 units at Westside Close in Old Sarum. The accommodation schedule is provided in **Table 3**.

| Dwelling Type | Number of Affordable Units | Number of Private Units | Total |
|---|---|---|---|
| 1-bed Flat | 6 | 0 | 6 |
| 2-bed flat | 3 | 0 | 3 |
| 2-bed House | 4 | 5 | 9 |
| 3-bed House | 5 | 16 | 21 |
| 4-bed House | 0 | 7 | 7 |
| **Total** | **18** | **28** | **46** |

**Table 3**: Accommodation Schedule

### Access Arrangements

4.2 The site will take access via Westside Close from Portway as agreed within the outline planning consent (PL/2021/09567).

### Internal Layout

4.3 The internal roads have been designed as per the principles of Manual for Streets and local design guide and is fully accessible by foot and bike to encourage walking and cycling. Footways flank both sides of the access road onto Westside Close, connecting to the existing pedestrian infrastructure and creating a continuous pedestrian link from Portway into the development site.

4.4 In addition to the internal footways which connect along the access road, there will also be a footway/cycleway measuring c3m which connects to Partridge Way to the west of the site as well as one connecting to Bunting Lane and another connecting to Henry Lane to the east of the site, as shown within **Appendix A**.

### Parking

4.5 Wiltshire's Local Transport Plan Parking Strategy (2011-2026) sets out the car parking standards for developments within Wiltshire. The minimum parking standards are set out within **Table 4** along with the number of spaces to be provided at the development.

| Dwelling Type | Minimum Standard per Unit | Number of Units | Required Provision | Number of Spaces Provided |
|---|---|---|---|---|
| 1-bed Flat | 1 space per unit | 6 | 6 | 6 |
| 2-bed flat | 2 spaces per unit | 3 | 6 | 3 |
| 2-bed House | 2 spaces per unit | 9 | 18 | 18 |
| 3-bed House | 2 spaces per unit | 21 | 42 | 42 |
| 4-bed House | 3 spaces per unit | 7 | 21 | 21 |
| **Total** | **-** | **46** | **93** | **90** |

**Table 4:** Wiltshire's Minimum Parking Standards

4.6 As summarised within **Table 4**, the proposed development would provide 90 parking spaces for the 46 units, 3 spaces below Wiltshire's guidance. The 2-bed flats have been allocated 1 space rather than 2 spaces per unit.

4.7 Wiltshire's guidance also states that visitor parking should be provided at 0.2 spaces per dwelling which equates to 9 spaces. As shown within **Appendix A**, the proposed development will provide 9 visitor parking spaces along with the 90 allocated spaces.

4.8 In line with building regulations, there will be the provision of 1 electric vehicle charging point per dwelling.

### Cycle Parking

4.9 Wiltshire's Local Transport Plan Cycling Strategy (2011-2026) sets out the required cycle parking provision at new developments. The required number of spaces needed against the minimum cycle parking standards are set out within **Table 5.**

| Dwelling Type | Minimum Standard per Unit | Number of Units | Required Provision | Number of Spaces Provided |
|---|---|---|---|---|
| 1-bed Flat | 1 space per unit | 6 | 6 | 6 |
| 2-bed flat | 1 space per bedroom | 3 | 6 | 6 |
| 2-bed House | 1 space per bedroom | 9 | 18 | 18 |
| 3-bed House | 1 space per bedroom | 21 | 42 | 42 |
| 4-bed House | 3 spaces per unit | 7 | 63 | 63 |
| Visitor | 1 space per 20 bedrooms | - | 6 | 6 |
| **Total** | **-** | **46** | **120** | **120** |

**Table 6:** Wiltshire's Minimum Cycle Parking Standards

4.10 In line with Wiltshire's Local Transport Plan Cycling Strategy, the development is proposing to provide 120 cycle parking spaces in line with Wiltshire's guidance.

4.11 Cycle storage will be provided within the curtilage of each dwelling in a garden shed and for the flats and visitor cycle parking spaces, a communal bike store will be provided.

### Physical Measures to facilitate use of Sustainable Transport.

4.12 The site is providing pedestrian links to neighbouring developments, along with sufficient cycle parking which will be secure and accessible to all residents.

## 5. INDICATIVE BASELINE AND TARGETS

### Travel Plan Aim

5.1 The overall aim of the TP is:

**to support a sustainable development by reducing the number of private vehicle trips through highlighting and promoting the use of more sustainable travel methods.**

### Travel Plan Objectives

5.2 Specific to this TP, the objectives are:

- Reduce private vehicle trips and their subsequent impact on the local road network;
- Maximise the opportunities for travel by alternative means;
- Promote pedestrian and cycle routes both on and off-site;
- Promote local public transport; and
- Ensure safe and easy access for all site users

5.3 Meeting these objectives will help achieve a development that has a high standard of sustainable travel practices and a decreased reliance on the private car, thus reducing the impact of car travel on the local road network.

### Indicative Baseline Travel Patterns

5.4 In order to set SMART targets (Specific, Measurable, Achievable, Realistic, and Time-Bound) the 2011 'Method of Travel to Work' Census data has been reviewed to provide an indication of future resident's likely travel modes. The Wiltshire 057 ward information (**Figure 6**) has been reviewed (details of which can be found at **Appendix C**) which covers the site and its surrounding area. The baseline modal splits are presented in **Table 7** including the anticipated targets.

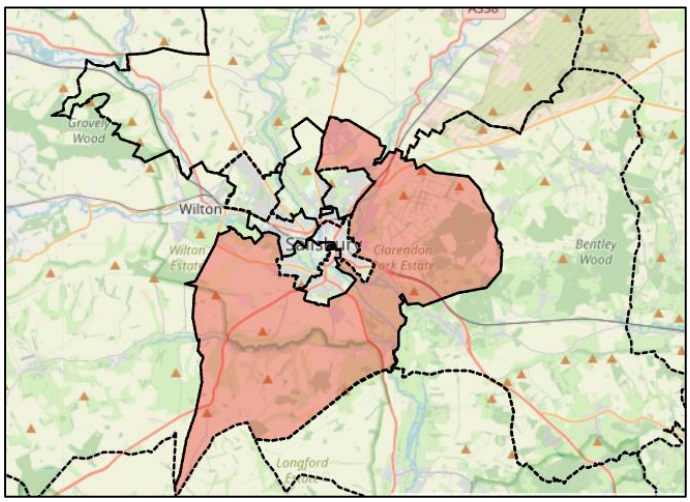



**Figure 6**: Census Data (E02006672: Wiltshire 057)

| Mode of Travel | Indicative Baseline |
|---|---|
| Car alone | 69% |
| Car Share | 6% |
| Train | 3% |
| Bus | 5% |
| Motorcycle | 1% |
| Cycle | 4% |
| Walk | 12% |
| **Total** | **100%** |

**Table 7**: Indicative Baseline Splits and Targets Based on 2011 Census Data

5.5 **Table 7** indicates that 69% of all commuter trips are undertaken through private vehicles without passengers, whilst 6% of trips are undertaken as a passenger in a vehicle. The data indicates that the most favourable sustainable modes for the development are likely to be walking and bus with around 12% anticipated to walk and 5% anticipated to use the bus.

5.6 It is proposed that to determine the 'actual' travel patterns, surveys would be completed within six months of first occupation or at 75% occupancy depending on what occurs first. This would enable a sufficient sample size whilst also providing the opportunity to embed the residential TP before too many units are occupied.

5.7 Once the 'actual' baseline modal splits have been established, the Travel Plan Coordinator (TPC) and Wiltshire Travel Plan Officer (TPO) should discuss the acceptability of the indicative modal share targets presented in **Table 7**.

### Travel Plan Targets

5.8 To enable the progression and assessment of the success of the travel plan, it is key that SMART targets (Specific, Measurable, Achievable, Realistic and Time-bound) are implemented.

5.9 This Travel Plan proposes a 10% reduction in the proportion of journeys made by single occupancy car, as identified by Wiltshire Council in their *Development related Travel Plan Guidance* (2021). The indicative modal split targets are shown in **Table 8**.

| Mode of Travel | Indicative Baseline | Year 3 Target | Year 5 Target |
|---|---|---|---|
| Car alone | 69% | 64% (-5%) | 59% (-10%) |
| Car Share | 6% | +5% | +10% |
| Train | 3% | | |
| Bus | 5% | | |
| Motorcycle | 1% | | |
| Cycle | 4% | | |
| Walk | 12% | | |
| **Total** | **100%** | - | - |

**Table 8**: Interim Modal Share Targets Based on 2011 Census Data

5.10 The targets aim to encourage a variety of sustainable transport modes which reflect the sustainable transport strategy of the proposed development. An ambitious 10% target has been chosen based on the site's sustainable location and the guidance from Wiltshire Council.

5.11 Once the 'actual' baseline modal splits have been established, the Travel Plan Coordinator (TPC) and WC's Travel Plan Officer (TPO) should discuss the acceptability of the indicative modal share targets presented in **Table 8**.

5.12 This Travel Plan proposes two targets, which should be met over the lifetime of the TP. These aims are set out in **Table 9** and represent the overarching goals of this TP.

| Target | Timescale |
|---|---|
| Decrease the proportion of journeys made by private vehicles by 10% | Year 5 |
| Increase the proportion of trips made by active modes (walking/cycling) by 10% | Year 5 |

**Table 9**: Framework Travel Plan Targets

5.13 The suitability of the TP targets and the lifetime of the TP have been assessed further in the subsequent sections of this report.

## 6. TRAVEL PLAN STRATEGY

6.1 A Travel Plan is a useful tool produced to encourage residents to use alternative modes of transport to single occupancy vehicle journeys. The following provides a summary of the measures available to target users of the development site.

### Measures Package

6.2 In addition to pedestrian links to neighbouring development, the following section proposes a package of soft measures to be implemented and refined by the TPC over the lifetime of the TP. The measures proposed are strongly influenced by the site location, the TP aim, objectives and targets and the local and national policy.

6.3 The measures set out in this section will be determined based on the final levels of occupancy and the potential for achieving a 10% modal shift, which will help reduce greenhouse gas emissions. These measures have been identified through the planning process, the Transport Assessment and Full Travel Plan submitted as part of the Reserved Matters Application and by drawing upon community transport solutions.

### Key Stages: Preliminary

6.4 In order to meet the objectives of the TP it is essential that a number of tasks are completed prior to the first occupation, as outlined within the site's Action Plan (**Appendix D**). These include:

- Appoint a Travel Plan Coordinator (developer)
- Produce Resident Welcome Pack (TPC) including:
    - Walking and cycling routes;
    - Bus stop locations, prices and times;
    - Rail Station information;
    - Electric charging information;
    - Car sharing information and benefits; and
    - Details of the TPC.

### Key Stages: Five Years Following Occupation of 75% of the Development

6.5 It is proposed that the TP period would become fully active upon occupation of the 75% of the development and would remain active for 5 years following that date. After the 5 years of official monitoring has ended and WC have signed off the TP, ownership would pass to the local community.

6.6 During these five years, the Action Plan set at the preliminary stage would evolve to reflect the needs of the residents. Such measures would be determined by the TPC in dialogue with occupants of the

site, Wiltshire Council and other key players as necessary. These measures are discussed in further detail in the remainder of this section and are included in the Action Plan which is included in Appendix D.

### Modal Measures: Walking and Cycling

6.7 Infrastructure: This TP has summarised the local walking and cycle networks and the facilities which this TP would promote to residents. There are several pedestrian and cycle routes which will be promoted to residents to reach local facilities, as well as recreational routes. This TP has summarised the local walking and cycle networks and the facilities which this TP would promote to residents. These will be detailed to residents in their welcome pack and through the biannual newsletters (as discussed later in the report).

6.8 The accessibility review and baseline modal splits indicate that walking is a key travel mode for existing residents in the area due to well-lit, wide footways and a number of facilities and amenities within reasonable proximity to the proposed development.

6.9 Route Maps: Residents will be provided with Salisbury Walking and Cycling maps, purchased from Wiltshire Council.

6.10 The baseline modal splits indicate that 4% of existing residents currently travel to work by cycling, therefore it is considered that this can be promoted further as an alternative mode for the development.

6.11 The TPC would work with walking and cycling campaigns and support local and national campaigns and events (i.e. Cycle to Work Day and local bike doctor events). To incentivise walking and cycling the TPC will investigate the option of discounts at local stores to maximise potential for residents to habituate walking and cycling as part of healthy lifestyle practices, whether for daily commuting or occasional leisure.

6.12 Connecting Wiltshire will be promoted to residents for local information to encourage sustainable travel.

6.13 Cycle Training: Local cycle training groups, bikeability and events could be promoted to residents to encourage residents to take up cycling or improve their cycle skills and improve safety when using sustainable travel methods.

6.14 Cycle storage will be provided for residents and visitors to encourage cycling to and from the site. The TPC would also provide information about 'bike doctor' events and the governments 'cycle to work' scheme.

### Modal Measures: Public Transport

6.15 The baseline modal splits indicate that 5% of existing residents currently travel to work by bus and therefore it is considered that the development provides an opportunity to promote bus travel as an alternative mode.

6.16 Bus Services: The local bus services provide routes to Salisbury and the surrounding area every 30 minutes to an hour. With the attractiveness of the bus services, particularly those from Hendy Landrover and Partridge Way, would be supported and promoted through tailored promotions.

6.17 Rail Services: Salisbury Railway Station is located 5km from the site either a 20-minute cycle or bus journey. It provides regular services to key routes including London Waterloo, Cardiff Central, Exeter St David's and Portsmouth Harbour. The TPC will provide details of ticket and timetable information to promote this in the welcome packs and newsletter.

6.18 The TPC will promote rail services from Salisbury station as well as the potential link-trip afforded by the x4 and PR11 bus service which operates between the station and bus stops on Portway.

6.19 Maximising resident use of public transport would also be supported through highlighting costs and benefits in comparison to single occupancy vehicle use through the use of the Welcome Pack and regular newsletters.

### Modal Measures: Car Sharing

6.20 Car sharing is a simple yet effective way of quickly reducing the number of single occupancy car trips, whilst bringing reductions in transport costs, congestion and pollution as well as social benefits including increasing resident interaction and creating a sense of community.

6.21 Liftshare is a well-established scheme and would be promoted to residents through [newsletters/welcome pack], to help them find potential lift sharing partners in the local area. The TPC will also look to promote the savings brought about through car sharing. Car Share Wiltshire which is provided by Wiltshire Council as part of Liftshare will be promoted to residents in newsletters and the welcome pack, along with a link (https://www.connectingwiltshire.co.uk/getting-around/car/car-share/) to further information.

### Modal Measures: Sustainable Private Vehicle Use

6.22 On occasions when single occupancy vehicle use is unavoidable or where alternative travel options are significantly limited in comparison, opportunities to promote sustainable driving practices would be promoted.

6.23 A wider network of electric charging points is being explored across the County, encouraging the greater uptake of electric and hybrid vehicles. Altering the perceptions on hybrid vehicles, and in particular electric vehicles, is fundamental for creating a more sustainable development.

6.24 Electric vehicles now have significant ranges, with some vehicles achieving at least 300 miles before needing to be recharged. In addition, manufacturers are confident in the batteries that they are now offering 8-year warranties on some models.

6.25 Hybrid vehicles combine both electric motors with a standard combustion engine providing a normal driving scenario with the addition of an electric provision. Promotion of both electric and hybrid vehicles is becoming a key aspect of sustainable travel, and with Government grants available, this would be promoted as part of the TPC.

### Modal Measures: Home/ Remote Working and Other Modes

6.26 Following the COVID-19 pandemic working from home and utilising technology to enable remote working in public locations such as cafes, and teleconferencing, have become a feature for many people's routines.

6.27 The TPC would continue to remind residents of the benefits of this type of work, particularly now that many individuals are spending at least one day a week at home, rather than in the office.

6.28 Should monitoring exercises and communication with residents identify a strong interest in other travel modes (such as motorcycle/taxi), measures (and associated targets) will be explored by the TPC through dialogue with the relevant groups/individuals such as operators and the Wiltshire Travel Plan Officer.

### Marketing and Communication - Travel Plan /Newsletters

6.29 To ensure the ongoing promotion of the Travel Plan to residents over its life a number of marketing and communication elements would be implemented.

6.30 The TPC would also produce biannual newsletters for the five years of the Travel Plan, providing residents with updated sustainable travel information and details of any national events.

### Local Area and Other Site Users

6.31 The TP will promote the local area's facilities whilst actively engaging with local resident and community groups, the schools' TPC, as well as local events and businesses. Engagement with any other local active residential Travel Plans would provide an opportunity for a 'joined up working' approach to maximise resources and share best practice.

### Visitors and Deliveries

6.32 As well as co-ordinating the promotion and practice of sustainable travel with the wider local community, the TP should be encouraging and extending sustainable travel opportunities to any visitors travelling to and from the site. Residents' positive sustainable travel experiences should have a knock-on effect to visitors.

## 7. IMPLEMENTATION AND MONITORING

### Implementation

7.1 The Travel Plan would be secured through a Section 106 agreement, which would confirm the proposed measures as well as any monitoring costs, required by Wiltshire Council.

### Travel Plan Coordinator

7.2 This section covers the implementation and monitoring of the development. The TPC position would be part-time over the life of the TP which at this stage is anticipated to be the Preliminary period followed by five years of full implementation, beginning on occupation of 75% of dwellings.

7.3 The total cost of the Travel Plan Coordination work which includes the cost of the Travel Plan Coordinator to implement the measures is outlined in the costed Action Plan attached as **Appendix D**.

7.4 The TPC role and contact details will be finalised with Wiltshire Council prior to occupation and following their appointment by the developer. The TPC would be responsible for the day-to-day implementation and monitoring of the TP to ensure targets are met. The early stages of the TP are relatively time intensive, and the budget should be 'front-loaded' to consider the work that is required to establish the TP.

7.5 More specifically, the role of the TPC requires:

- Overseeing the development and implementation of the TP and maintaining support;
- Liaising with public transport operators, local interest groups, Wiltshire Council;
- Designing and implementing an effective marketing strategy and raising awareness;
- Attending relevant networking events;
- Organising travel-based events;
- Acting as the point of call for all TP enquiries; and
- Co-ordinating the monitoring and evaluation programme for the TP including organisation of surveys.

### Surveys and Feedback

7.6 It is important that a consistent approach to data collection and feedback is implemented in order to ensure that the following outcomes are delivered:

- Collect a representative and informative data account in accordance with the development timescales;
- Develop an accurate understanding of local travel modal shares, perceptions and influencing factors;

- Adoption of the TP by local residents beyond the TP's active period; and
- The successful delivery of the TP in co-ordination with other local developments and communities.

### Monitoring

7.7 This TP's approach to monitoring acknowledges the above requirements and the strategy set out within the FTP and is based on our experience of being TPC's on a number of sites within Wiltshire.

7.8 The resultant monitoring structure for the TP is therefore set out within **Table 10** and summarised in the subsequent paragraphs.

| Preliminary Period | End of Year 1 | End of Year 2 | End of Year 3 | End of Year 4 | End of Year 5 |
|---|---|---|---|---|---|
| Resident Questionnaire (occupation of 75% of dwelling) | Resident Questionnaire | - | Resident Questionnaire | - | Resident Questionnaire |

**Table 10:** Monitoring Strategy

7.9 A resident questionnaire is proposed to be undertaken within 6 months of the first occupation or at 75% occupancy whatever occurs first, and at the end of Years 1, 3 and 5. It is proposed that the survey will be completed electronically, although postal surveys may also be used. An example resident survey is included in **Appendix E**.

7.10 The results of the survey will be available for residents to view within newsletters, when appropriate. The residents survey will give an indication as to why people choose to travel in certain ways and what would encourage them to change their travel habits.

7.11 An annual monitoring/progress report will be produced and submitted to Wiltshire Council within 3 months of surveys taking place. This report will outline how the TP has been implemented for the year, along with a presentation of any survey results, analysis of the responses and information of measures implemented. The report will then conclude with an outline of the future monitoring strategy and a confirmation of targets and revisions where necessary/applicable.

### Overcoming Barriers to Success

7.12 Mismanagement can become a potential barrier to the successful implementation of TP's. Whilst the TPC is responsible for the overarching management of the TP, ongoing co-ordination with Wiltshire Council TPO will ensure that mismanagement does not occur.

7.13 Whilst specific remedial measures have not been identified within the Travel Plan, such remedial measures would be identified through discussions with Wiltshire Council Travel Plan Officers. The 5-year budget for implementing the Travel Plan would be sufficient to ensure that remedial measures could be implemented. Such as if one measure is not working in year 1, there would be budget in year 2 to rectify this and change to new measures if needed.

7.14 If the five-year target is not achieved, the requirement for remedial measures would be explored with Wiltshire Council and would reflect the level of work already undertaken on the site.

### Community Embedding and Handover

7.15 Following the successful completion of the TP's 5-year strategy, the site should be operating more sustainably than if a TP were not implemented. Through liaison with residents over the course of the TP it is hoped that champions would stand out and be able to continue promoting the ideals of the TP.

7.16 Local engagement and a gradual handover is embedded within the proposed TP strategy and should form a key subject in annual liaison with Wiltshire Council TPO as the TP draws to an end.

# Appendix A




| REV. | DATE | REVISIONS: | BY |
|---|---|---|---|
| A | 14/02/23 | Changed to client's comments | RPO |
| B | 23/02/23 | Changed to transport's comments | RPO |
| C | 09/03/23 | Changed to transport's comments | RPO |
| D | 15/03/23 | Changed to transport's comments | RPO |
| E | 16/03/23 | Changed to client's comments | RPO |

STATUS:

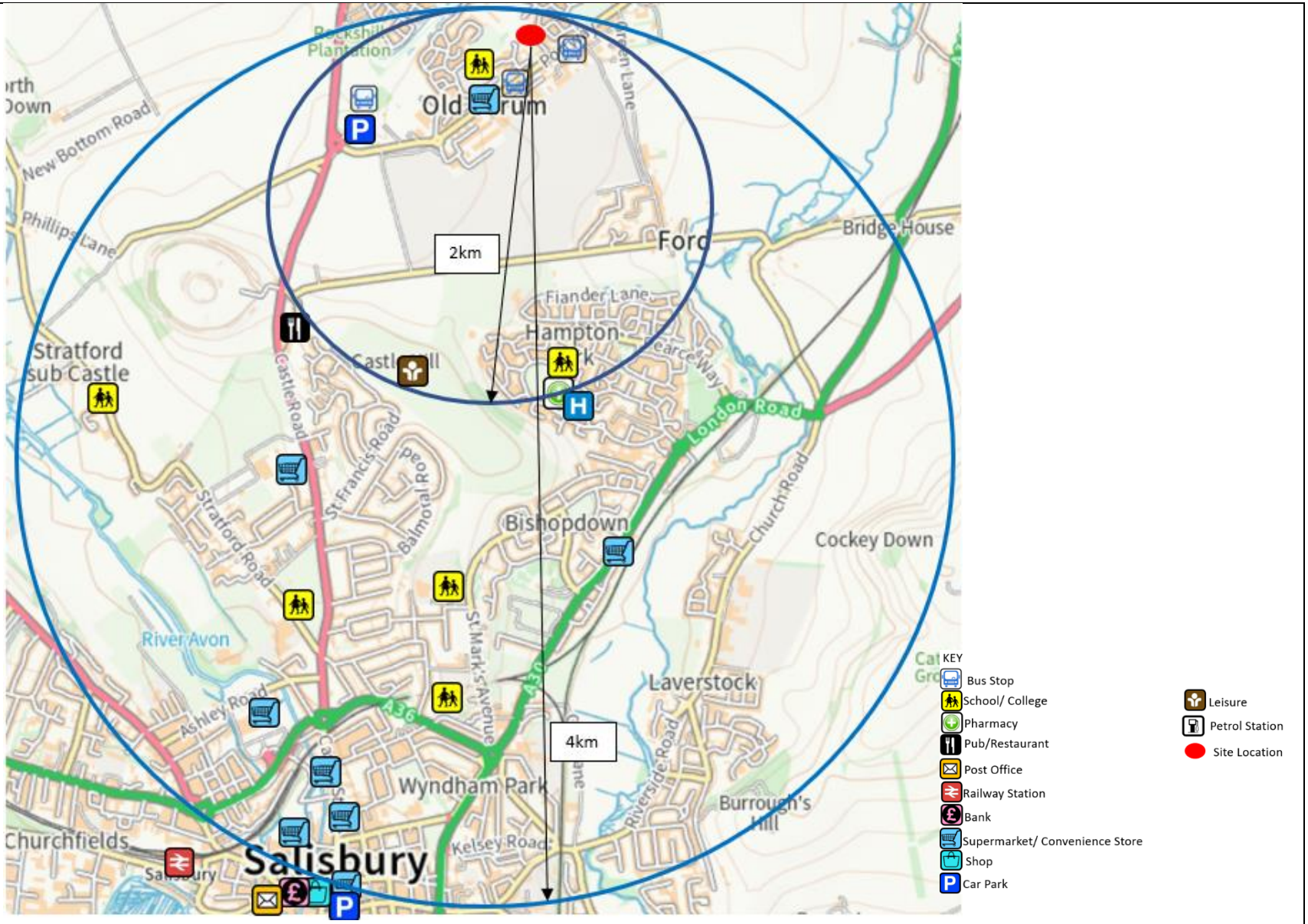
# Appraisal

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| | | | | |
|---|---|---|---|---|
| CLIENT: | Dandara Homes | | PROJECT: | Westside Close, Old Sarum, Salisbury |
| SCALE: | 1:500 | (A1 ORIGINAL) | DRAWING: | Site Layout Plan |
| DRAWN: RDB<br>DATE: 12/02/23 | 21232 | | P101 | E |

architecture planning masterplanning
Broadmede House, Farnham Business Park,
Weydon Lane, Farnham, Surrey GU9 8QT.
info@osparchitecture.com www.osparchitecture.com
Tel: 01252 267878
Company Registration No. 2978951

# Appendix B




| | | | | | |
|---|---|---|---|---|---|
| Project Number: 147.0007 | Title: Accessibility Map | paulbasham associates | Checked By: CT | Checked Date: 12.04.23 | Scale: - |
| Project Name: Westside Close, Old Sarum | | | Drawn By: EG | Drawn Date: 12.04.23 | Drawing No: 147.0007-AM.P01 |

# Appendix C

## WU03EW - Location of usual residence and place of work by method of travel to wo

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| | |
|---|---|
| population | All usual residents aged 16 and over in employment the week b |
| units | Persons |
| date | 2011 |
| usual residence | E02006672 : Wiltshire 057 (2011 super output area - middle lay |

**place of work**

| **Method of travel to work** | **Total** | **%** |
|---|---|---|
| All categories: Method of travel to work (2001 specification) | 2,560 | |
| Work mainly at or from home | 0 | 0 |
| Underground, metro, light rail or tram | 5 | 0 |
| Train | 64 | 3 |
| Bus, minibus or coach | 133 | 5 |
| Taxi | 5 | 0 |
| Motorcycle, scooter or moped | 23 | 1 |
| Driving a car or van | 1,774 | 69 |
| Passenger in a car or van | 161 | 6 |
| Bicycle | 93 | 4 |
| On foot | 291 | 11 |
| Other method of travel to work | 11 | 0 |
| | | 100 |

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

# Appendix D

# WESTSIDE CLOSE, OLD SARUM
# GENERAL RESIDENTIAL TRAVEL PLAN ACTION PLAN

| Actions | Responsibility | Timescale |
|---|---|---|
| Travel Plan Co-ordinator (TPC) Instruction, Establish Database and Confirm TPC's role with Wiltshire | Dandara Southern/ TPC | 3 months prior to Occupation |
| Set up marketing campaign | TPC | Prior to Occupation |
| Development of sustainable routes to school packs | TPC | Prior to Occupation |
| Development and distribution of Welcome Packs | TPC | Prior to Occupation |
| Site Visit and Training of Sales Staff to introduce TP and incentives available | TPC | Prior to Occupation |
| Provision of Cycle Parking | Dandara Southern | Prior to Occupation |
| Determine commnication strategy including attendance at resident meetings, newsletters and use of any external communication forms | TPC | Prior to Occupation |
| Prepare TP action database for logging/recording | TPC | Prior to Occupation |
| Liaise with Cycle Shop and Bus Operator and organise discounts | TPC | Prior to Occupation |
| Provide Maps of cycle and pedestrian routes and the distances to local faciltities and destinations on the website and in the welcome pack | TPC | Prior to Occupation |
| **Monitoring Stages - Surveys and Feedback** | | |
| Arranging Residents Survey | TPC | 75% Occupancy/6-months after 1st occupation (whichever occurs soonest) |
| End of Preliminary Phase Report and revise targets where necessary | TPC/WC | End of Preliminary Phase |
| | Preliminary Costs | **£2,000** |

| Actions | Responsibility | Timescale | Year 1 (start at 100% Occupation) | Year 2 | Year 3 | Year 4 | Year 5 | Total |
|---|---|---|---|---|---|---|---|---|
| **Personal Travel Planning (General TPC Activities)** | | | | | | | | |
| Promote sustainable routes to school | TPC | Ongoing | | | | | | |
| Maintain dialogue with local public transport service operators for service changes and promotions | TPC | Ongoing | | | | | | |
| Maintenance of local area walking / cycling route map and public transport information | TPC | Ongoing | | | | | | |
| Keep up to date on local walking, cycling, public transport and car-sharing initiatives | TPC | Ongoing | | | | | | |
| Promote local area key facilities, including walking and cycling | TPC | Ongoing | | | | | | |
| Promote Walk to Work Week | TPC | Ongoing | | | | | | |
| Cooperation and coordination with local, regional an national campaigns and events | TPC | Ongoing | | | | | | |
| Promote Bike Week and local cycling routes | TPC | Ongoing | | | | | | |
| Promote care sharing schemes such as WiltshireLift share | TPC | Ongoing | | | | | | |
| Provision of information on local road network routes, cost comparison tables, fuel efficiency practices and fuel efficient vehicles and local electric vehicle charger provision | TPC | Ongoing | | | | | | |
| Promote and explore opportunities to co-ordinate deliveries | TPC | Ongoing | | | | | | |
| **Marketing and Communications** | | | | | | | | |
| Newsletters/ Leaflets | TPC | Biannually | £ 1,000 | £ 1,000 | £ 1,000 | £ 1,000 | £ 1,000 | **£ 5,000** |
| Site Visit/Audit/Event | TPC | Annual Event | £ 250 | £ 250 | £ 250 | £ 250 | £ 250 | **£ 1,250** |
| **Monitoring Stages - Surveys and Feedback** | | | | | | | | |
| Progress Review | TPC | End of Years 1, 3 and 5 | £ 750 | | £ 750 | | £ 750 | **£ 2,250** |
| Liaison with Wiltshire | TPC | End of Each Year | £ 500 | £ 500 | £ 500 | £ 500 | £ 500 | **£ 2,500** |
| Arranging and Review Resident Survey | TPC | End of Years 1, 3 and 5 | £ 1,000 | | £ 1,000 | | £ 1,000 | **£ 3,000** |
| Handover | TPC | End of Year 5 | | | | | £ 500 | **£ 500** |
| | | **Year Estimates** | £ 3,500 | £ 1,750 | £ 3,500 | £ 1,750 | £ 4,000 | £ 14,500 |
| | | | | | | **Preliminary Stage + Year Estimates** | | **£ 16,500** |

| **Project Details** | |
|---|---|
| **Scheme** | Westside Close, Old Sarum |
| **No. of Units** | 46 |
| **Consent Date** | TBC |
| **1st Unit Occupation Target** | TBC |
| **Full Occupation Target** | TBC |
| **Applicant** | Dandara Southern |
| **Local Authority** | Wiltshire Council |
| **LA Travel Plan Officer** | TBC |
| **Travel Plan Author** | EG |
| **Travel Plan Co-ordinator** | TBC |

| Version | Date | TPC Author | Comment |
|---|---|---|---|
| 1 | Mar-23 | EG | |
| 2 | Aug-23 | CT | |
| | | | |

# Appendix E

Thank you for taking the time to complete our annual travel survey. This will help us understand your travel needs.
Don't forget to fill out your details at the end!
You can send your completed survey via:

- ❑ **Post using the pre-paid envelope:** Paul Basham Associates, Office Address, Office Address, Office Address
- ❑ Or you can fill this out via **Survey Monkey** on https://www.surveymonkey.com/s/xxxxxxx
- ❑ **Email:** travelplan@paulbashamassociates.com

**SITE NAME**

Hello SITE NAME resident! This survey will only take a few minutes and will help us understand a little more about your journeys and your local travel. Thank you for your time!

**1. What is your main mode of travel? (Please choose 1)**

- ☐ Car Alone
- ☐ Car Share
- ☐ Walk
- ☐ Cycle
- ☐ Public Transport
- ☐ Other (please specify_____)

**2. How often do you use another form of transport?**

- ☐ Never
- ☐ Very rarely/sometimes
- ☐ Once a month
- ☐ Once a fortnight
- ☐ Once a week

**3. If you were to change your mode of travel what mode would it most likely be:**

- ☐ Cycle
- ☐ Walk
- ☐ Train
- ☐ Bus
- ☐ Car Share
- ☐ Other please specify

_____

**4. What is your most frequent journey for?**

- ☐ Work/Education
- ☐ Leisure/Retail
- ☐ Health (doctors/hospital)
- ☐ Visiting friends/family
- ☐ Other

**5. How far do you usually travel for your most frequent journey?**

- ☐ 0-10 Miles
- ☐ 11-20 Miles
- ☐ 21-30 Miles
- ☐ 31-40 Miles
- ☐ 41 Miles Plus

**6. How long does your most frequent journey usually take?**

- ☐ 0-10 Minutes
- ☐ 11-20 Minutes
- ☐ 21-30 Minutes
- ☐ 31-45 Minutes
- ☐ 46-60 Minutes
- ☐ Over 1 hour

**7. To which location do you travel the most regularly?**

- ☐ XXX
- ☐ XXX
- ☐ XXX
- ☐ XXX
- ☐ XXX
- ☐ Other please specify

_____

**8. Have you claimed your FREE travel gift? (£XX bus pass or £XX Cycle voucher)**

- ☐ Yes (Please go to question 10)
- ☐ No (Please complete next question)

**9. I would like to claim:**

- ☐ £XX Bus Pass
- ☐ £XX Cycle voucher

**10. If you answered 'YES' to question 8, did this voucher change your travel habits, if so how?:**

**11. Is there anything else you would like to tell us about travel in your local area?:**

In order for us to process your voucher request, we require the following information. Please note that this information can be deleted at any time.

Name:_____

House/Flat number: _____

Street Name:_____

Postcode:_____

Email Address:_____

INSERT DEVELOPER LOGO