



RESIDENTIAL TRAVEL PLAN
FOR
PROPOSED RESIDENTIAL DEVELOPMENT
OLD SARUM, SALISBURY, WILTSHIRE
ON BEHALF OF
PERSIMMON HOMES (WESSEX)

MAY 2023

[ISSUE 3]

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1.0 INTRODUCTION

Brief

- 1.1 Cole Easdon Consultants Limited (CEC) have been instructed by Persimmon Homes (Wessex) to prepare a *Residential Travel Plan (RTP)* in respect of a planning application for a development comprising 50 dwellings at Old Sarum, north of Salisbury. Refer to CEC Plan 5598/201 [*Site Location Plan*] contained in Appendix 1.

What is a Travel Plan?

- 1.2 A *Travel Plan* is a package of measures designed to reduce car usage originating from new housing, by means of promoting alternative forms of transport to the car, together with the introduction of measures to reduce the need to travel by car in the first place. *Travel Plans* are an important tool to help deliver accessible, sustainable communities and offer clear benefits to all the parties involved - public, private and the community.
- 1.3 Paragraph 111 of the *National Planning Policy Framework* (February 2019) sets out that all developments which generate significant amounts of movement should be required to provide a *Travel Plan*.
- 1.4 The *Travel Plan* pyramid below helps demonstrate how successful plans are built on the firm foundations of a good location and site design. A *Travel Plan* should also combine hard measures; such as on-site cycle parking, as well as soft measures; such as travel advice in the form of a Travel Information Pack.

The travel plan pyramid



- 1.5 All of the associated measures within the *Travel Plan* should be integrated into the design, marketing and occupation of the site.

Travel Plan Target Audience

- 1.6 In the first instance, this *RTP* is to be read by Technical Officers of the Local Planning and Highway Authorities. More user-friendly literature will be produced for residents and included in Travel Information Packs distributed to each household.

Structure of the Report

- 1.7 This *RTP* is structured into the following Sections:
- Section 2.0 discusses the context of the development;
 - Section 3.0 summarises the main transport related issues identified in the *Transport Statement (TS)* and the accessibility of the site by sustainable travel modes;
 - Section 4.0 provide details of the trip generation and modal split for the development;
 - Section 5.0 sets out the *RTP* objectives;
 - Section 6.0 identifies the measures of the *RTP*;
 - Section 7.0 proposes the targets for the *RTP*;
 - Section 8.0 discusses the Monitoring and Review programme for the *RTP*; and
 - Section 9.0 outlines the actions and programme for the *RTP*.

2.0 CONTEXT

Site Location

- 2.1 The proposed development is situated within the boundary covering the outline application for the Old Sarum housing development, an area situated to the north of Portway, Old Sarum. The development is broadly split into two portions to the east and west, with some development connecting the two portions to the north of Salisbury Football Club's ground.
- 2.2 Most of the proposed development for this application will be situated in a parcel of land bounded by Salisbury Football Club's ground in the southwest, Sherbourne Drive in the northwest, Roger Way to the northeast and Bunting Lane to the southeast. This is referred to as Areas A & F.
- 2.3 The remainder of the development within this application will be located at the eastern end of what is referred to as the local centre within the development (Area G), consisting of three blocks featuring apartments on the first and second floors. Shop units were proposed for the ground floor of the western and central blocks (Blocks A and B) and a GP surgery proposed for the eastern block (Block C), with a car parking area located adjacent to Blocks A and B.
- 2.4 The proposed development is planned to replace the proposed GP surgery within Block C. This block is bordered by the Co-op food store and apartments (forming Block B of the local centre) to the southwest, a foot and cycleway to the southeast (set back from Portway), properties fronting onto Partridge Way to the northeast and by car parking serving the apartments within Blocks B and C and the proposed GP surgery to the northwest.
- 2.5 Background to the wider Old Sarum project can be found in the TS.

Residential Proposals

- 2.6 The planning application seeks permission for a proposed residential development of up to 50 units. 43 of these will be located within the parcel of land situated between Roger Way and Salisbury City Football Club's ground (referred to as Areas A & F), shown in Photograph 2.1.
- 2.7 The remaining seven dwellings are affordable apartments and will be located within Block C of the local centre (referred to as Area G), on the ground floor in place of the consented GP

surgery. These will join the 14 affordable apartments on the first and second floors. Photographs 2.2 and 2.3 show the local centre together with Block C.



Photograph 2.1: Roger Way (Looking North) showing main development site



Photograph 2.2: Old Sarum 'Local Centre'



Photograph 2.3: The Vacant Ground Floor of Block C of the Local Centre, forming the site of Area G

Areas A & F Proposals

- 2.8 Table 2.1 shows the residential development schedule for Areas A & F as shown in Drawing No.162.100 [*Planning Layout*] (by Persimmon Homes (Wessex)) contained within Appendix 2.

Table 2.1: Area A & F Development Schedule

Size of Dwelling	Tenure	Number of Dwellings
One-bedroom Maisonette	Affordable Rent	2
Two-bedroom House	Private	4
	Affordable Rent	1
	Shared Ownership	2
	First Home	3
Three-bedroom House	Private	25
	Affordable Rent	1
	Shared Ownership	2
	First Home	2
Four-bedroom House	Affordable Rent	1
TOTAL		43

Area G Proposal

- 2.9 The proposal is to convert the ground floor into seven affordable apartments as shown on Drawing No. 149.121.1(C) [Apartment Block C - Proposed Ground & First Floor Plans] (by Persimmon Homes (Wessex)) within Appendix 2:

Affordable Units

2 No. one bedroom apartments; and
5 No. two bedroom apartments.

Car Parking

- 2.10 Wiltshire Council's (WC) *LTP3* has an accompanying '*Car Parking Strategy*' (March 2015). This document sets out the following relevant car parking standards (minima):
- 1-bedroom dwellings: 1 space per unit;
 - 2 - 3-bedroom dwellings: 2 spaces per unit;
 - 4+ bedroom dwellings: 3 spaces per unit; and
 - visitor parking: 0.2 spaces per unit (unallocated).

- 2.11 Garages measuring 6.0m x 3.0m internally may count towards the parking requirement. Whilst the standards should ensure sufficient parking is provided in new developments, there is an element of flexibility allowed, where specific circumstances can be demonstrated.
- 2.12 For Areas A & F the abovementioned *Planning Layout* shows that a total of 86 allocated parking spaces together with nine visitor parking spaces have been provided, which meet the standards summarised in Paragraph 2.10. The allocated spaces will be a mixture of driveway, garage and on-street parking spaces, whilst all visitor spaces will be located on-street.
- 2.13 For Area G the aforementioned *Proposed Layout - Local Centre, Old Sarum* plan shows a total of 44 parking spaces (including two disabled spaces) allocated for Block C. The plan also shows a further 21 spaces allocated for residents of Blocks A & B and 15 visitor spaces. Table 2.2 shows the total residential car parking requirement for the Old Sarum Local Centre, based on the car parking standards summarised in Paragraph 2.10.

Table 2.2: Old Sarum Local Centre - Residential Parking Requirement

Size of Dwelling	Number of Units	Car Parking Requirement	Total Number of Spaces Required
One-bedroom Apartment	12	1 space per unit	12 spaces
Two-bedroom Apartment	25	2 spaces per unit	50 spaces
Visitor Spaces		0.2 spaces per unit	7 spaces
TOTAL REQUIRED			69 spaces

- 2.14 The total number of allocated and visitor parking spaces provided for the three residential blocks within the Old Sarum Local Centre as described in Paragraph 2.13 is more than sufficient to meet the car parking requirements of WC.

Cycle Parking

- 2.15 WC's *LTP3 Cycling Strategy* (March 2014) provides the following minimum cycle parking standards for houses and flats:
- 1 covered space per bedroom for up to 3-bedroom dwellings;
 - 3 covered spaces per unit for 4-bedroom dwellings; and
 - 1 visitor space per 20 bedrooms.
- 2.16 Table 2.3 shows the number of cycle parking spaces proposed for Areas A & based on the accommodation schedules shown in Table 2.1.

Table 2.3: Area A & F Cycle Parking Space Allocation

Size of Dwelling	Number of Dwellings	Cycle Parking Standard	Proposed Number of Allocated Spaces	Total Number of Spaces Proposed
One-bedroom Maisonette	2	One space per unit	Two spaces per unit	4 spaces
Two-Bedroom House	10	Two spaces per unit	Two spaces per unit	20 spaces
Three-Bedroom House	30	Three spaces per unit	Three spaces per unit	90 spaces
Four-Bedroom House	1	Three spaces per unit	Three spaces per unit	3 spaces
Visitor Parking Spaces	43	1 space per 20 bedrooms	Six Spaces	6 spaces
TOTAL				123 spaces

2.17 As can be seen in Table 2.3, Areas A & F will provide secure cycle storage to accommodate at least 123 bicycles. Cycle parking will be accommodated either in garages (for those properties with them), or in sheds located within private gardens. Visitor parking will be provided in the form of Sheffield stands.

2.18 Table 2.4 shows the number of cycle parking spaces proposed within Block C of Area G. This includes those for apartments on the first and second floors (already occupied).

Table 2.4: Area G Cycle Parking Space Allocation

Size of Dwelling	Number of Dwellings	Cycle Parking Standard	Proposed Number of Allocated Spaces	Total Number of Spaces Proposed
One-bedroom Apartment	6	One space per unit	One space per unit	6 spaces
Two-Bedroom Apartment	15	Two spaces per unit	Two spaces per unit	30 spaces
Visitor Parking Spaces	21	1 space per 20 bedrooms	Two Spaces	2 spaces
TOTAL				38 spaces

2.19 Two cycle storage areas will be provided to fulfil the policy requirement for all of the apartments within Block C. One of these will be located at the eastern end of Block C as shown in Drawing No. 149.121.1(C) [*Apartment Block C - Proposed Ground & First Floor Plans*] (by Persimmon Homes (Wessex)) within Appendix 2, which will accommodate 20 bicycles. A second cycle storage area accommodating 16 bicycles will be located at the south eastern corner of the car parking area just to the north east of Block C (as shown on Drawing Nos. 149-001(A) [*Proposed Layout - Local Centre, Old Sarum*] and 149.150(A) [*Bin & Cycle Store (Block C) Floor Plans & Elevations*] (by Persimmon Homes (Wessex)) within

Appendix 2). This also shows two Sheffield Stands (accommodating four bicycles) located adjacent to the western entrance into Block C.

Proposed Means of Vehicular Access

Areas A & F

- 2.20 As can be seen from Drawing No. 162.00 [*Planning Layout*] (by Persimmon Homes (Wessex)), in Appendix 2, site access to this parcel of land will be from Roger Way. Residents of Plots 37 to 43 will use the already established Bunting Lane (4.8m wide) to access parking spaces for their properties from Roger Way. Two separate accesses off Roger Way will be created, one to access parking for Plots 7 to 11, and another to access parking for Plots 23 to 30. A private drive will be created off Sherbourne Drive to provide access to parking for Plots 1 to 3 and another created off Roger Way to provide access to parking for Plots 31 to 35. Parking for all other Plots will front onto Roger Way except Plot 4 which fronts onto Sherbourne Drive.

Area G

- 2.21 Vehicular access for Area G will be from Sherbourne Drive (west) via Crosier Close into the parking area located to the rear of the local centre.

Pedestrian / Cycle Access

Areas A & F

- 2.22 A new footway will be created along Roger Way between Sherbourne Drive and Bunting Lane on the south western side, which will bridge the gap between the two points and provide continuous footway provision along Roger Way. A new footway will also be provided along the north western side of Bunting Lane to serve the new properties facing onto this road. Shared surfaces will be provided along the two new accesses off Roger Way.

Area G

- 2.23 The proposed residential units front onto the existing foot and cycleway located off Portway between Sherbourne Drive (west) and Partridge Drive, with entrances into six of the proposed units leading directly onto the foot and cycleway. Additional entrances into all of the units are located at the northern end of the buildings adjacent to the car park, with a footway located along the southern side of Crosier Close which connects onto Sherbourne Drive. Controlled toucan crossings are located approximately 600m to the south west of the entrances providing a safe walking and cycling route towards Beehive Roundabout.

3.0 SITE ASSESSMENT AND AUDIT

3.1 Details of the following can be found in the TS:

- the policy context of the development proposal;
- the site and surrounding highway network; and
- details of personal injury accidents that occurred within the vicinity of the development.

3.2 The development will be well placed to take advantage of the infrastructure, services and facilities that have already been completed as part of the Old Sarum development. This includes Old Sarum Primary School and nursery, Old Sarum community centre and local centre. The sustainability credentials of the site are further emphasised by the proximity to sustainable modes of transport, including walking, cycling and public transport. Each of these alternative modes of travel (to the private car) are detailed later in this Section in the context of the development.

3.3 Table 3.1 identifies the distances to the nearest services and facilities in relation to the middle of Areas A & F. Distances from Area G are expected to be lower as this is located closer to Portway. These are also illustrated on CEC Plan 5598/202 [*Accessibility Plan*] in Appendix 1.

Table 3.1: Approximate Distances to Local Services

Description	Approx. Distance from Site by car	Approx. Distance from Site for walking/cycling	Local Service
Convenience Store	950m (0.6 miles)	950m (0.6 miles)	Co-op Food, 1 Crosier Close, SP4 6GX
Supermarket	6.4km (4.0 miles)	3.1km (1.9 miles)	ALDI, London Road, SP1 3HP
	4.8km (3.0 miles)	4.5km (2.8 miles)	Waitrose & Partners, Churchill Way West, SP2 7TS
Bank	6.3km (3.9 miles)	4.9km (3.1 miles)	Lloyds Bank, 38 Blue Boar Row, SP1 1DB
Gym / Leisure Facilities	1.0km (0.6 miles)	1.0km (0.6 miles)	Sarum CrossFit, 11 Lancaster Rd, SP4 6FB
Hairdresser	450m (0.3 miles)	450m (0.3 miles)	Essential Beauty, SP4 6FP
	1.1km (0.7 miles)	1.1km (0.7 miles)	Serene Beauty, 22, Portway Business Centre, SP4 6QX

Description	Approx. Distance from Site by car	Approx. Distance from Site for walking/cycling	Local Service
Petrol Station	6.3km (3.9 miles)	2.7km (1.7 miles)	Four Acres BP, London Road, SP1 3HP
Post Office	6.5km (4.0 miles)	3.3km (2.1 miles)	Bishopdown Post Office, 35 Barrington Road, SP1 3JD
Public House	2.8km (1.7 miles)	2.4km (1.5 miles)	The Old Castle, Old Castle Road, SP1 3SF
Dentist	6.8km (4.2 miles)	3.1km (1.9 miles)	Bishopdown Farm Dental Practice, 28 St Clements Way, SP1 3FF
Doctors / GP	6.8km (4.2 miles)	3.1km (1.9 miles)	Bishopdown Surgery, 28 St Clements Way, SP1 3FF
Pharmacy	6.8km (4.3 miles)	3.1km (1.9 miles)	Bishopdown Pharmacy, St Clements Way, SP1 3FF
Primary School (and Nursery)	750m (0.5 miles)	750m (0.5 miles)	Old Sarum Primary School, 15 Pheasant Drive, SP4 6GH
Secondary Schools (with Sixth Forms)	4.2km (2.6 miles)	3.8km (2.4 miles)	South Wilts Grammar School for Girls, Stratford Road, SP1 3JJ
	6.5km (4.1 miles)	3.9km (2.4 miles)	St Edmund's Girls School, St Joseph's School, & Wyvern College
College	5.8km (3.6 miles)	5.6km (3.5 miles)	Salisbury UTC, Wilton Road, SP2 7EU
	6.6km (4.1 miles)	5.5km (3.4 miles)	Wiltshire College, SP1 2JW
Railway Station	5.5km (3.4 miles)	5.3km (3.3 miles)	Salisbury Railway Station

3.4 Although now superseded by the *NPPF, Planning Guidance Document PPG13: Transport* outlines that walking is the most important mode of travel at the local level and '*offers the greatest potential to replace short car trips, particularly under 2 kilometres*'. That guidance document also outlines that cycling can replace car trips of up to 5km.

3.5 It can be seen from Table 5.1 that approximately five of the identified services and facilities lie within the aforementioned walking distance of 2.0km. An additional two of the identified amenities lie only a little beyond this distance (<3km). All of the identified amenities lie within the aforementioned 5.0km cycling distance, apart from the two colleges and the railway station. In addition, for nearly all amenities, the walking or cycling distance is shorter than the distance by road, due to the high permeability of the local area for travel by these modes, including direct routes to the town centre (via Ford

Village). Accordingly, there is significant potential for short journeys to be made by sustainable modes of transport.

- 3.6 Further details of potential employment, education, retail and recreational destinations can be found in the TS.

Walking and Cycling Network

- 3.7 Pedestrians and cyclists are well catered for in the vicinity of the proposed development, partly by virtue of the dedicated infrastructure that has been provided for them as part of the development. Within the proposed and adjacent development parcels, design speeds are low, helping to provide a safe environment for these road users. Footways are provided along the majority of the roads within the development, with shared spaces present where vehicle volumes are low.
- 3.8 A shared footway / cycleway is provided along the southern side of Portway from the A345 Beehive roundabout to the south-western corner of the Old Sarum development adjacent to the roundabout connecting Ramsbury Drive and Castle Gate Business Park. At this point the shared footway / cycleway crosses to the opposite side of the road over the southern section of Ramsbury Drive and along the northern side of Portway, as far as the western access into Sherbourne Drive.
- 3.9 A further shared footway and cycleway is provided from the eastern access into Sherbourne Drive, where a toucan crossing facilitates safe crossing over to the southern side of Portway where access can be made into Green Lane, which provides a shortcut for pedestrians and cyclists heading southwest. A section of Green Lane between Portway and Ford is traffic free.
- 3.10 A largely traffic free route from the A345 into Salisbury city centre is provided using the shared footway / cycleway alongside the A345, which then crosses to the south of Old Sarum Fort. This joins the National Cycle Network route 45 (NCN45) to the south of Stratford Road alongside the Avon Valley Nature Reserve and the River Avon into the city centre.
- 3.11 NCN45 also heads northwards on-road along Stratford Road towards Amesbury. National Cycle Network route 24 (NCN 24) can be accessed from Salisbury city centre, which along the southern edges of the city centre is largely traffic free. From Salisbury city centre

NCN24 operates on-road towards Wilton and Warminster in the west and Alderbury and Romsey in the southeast.

Public Transport - Bus

Existing Service Provision

- 3.12 As noted in the *Transport Assessment* for the outline application covering the Old Sarum development, a proposal was made for a bus service to operate a circular route around the development. This bus service has now been implemented providing a direct service from the development into Salisbury city centre.
- 3.13 Bus stops (many with shelters) are spread throughout the development, enabling the proposed development to be located within close proximity to a bus service. The nearest bus stop to Areas A & F is located on Sherbourne Drive (Robin Road Stop) (approx. 130m from the centre of Roger Way) close to the junction with Norman Drive. This bus stop features a bus flag and timetable information. For Area G the nearest bus stop is located on Portway (Partridge Way), approximately 120m from the site and approximately 450m to the south of Areas A & F. This features a shelter, flag and bus timetable information.
- 3.14 Table 3.2 below summarises the existing bus services that operate from Sherbourne Drive and Portway, as well as services operating from the A345 (Beehive Bus Stop), located approximately 1.5km from the site, which provides bus services during late evenings.

Table 3.2: Summary of existing bus services operating close to the site

Service No.	Bus Stop	Route	Typical Frequency
X4 Salisbury Reds	Beehive	Salisbury City Centre - Castle Road - Beehive - Boscombe Down - Amesbury - Durrington - Larkhill	MONDAY - FRIDAY Approx. every 30 mins 05:30-19:00, then every 60 mins until 23:00 SATURDAY Approx. every 30 mins 07:15-19:00, then every 60 mins until 23:00 SUNDAY & PUBLIC HOLIDAYS Approx. every 60 mins 09:30-18:30
	Robin Road / Partridge Way	Diverts at Beehive to serve Old Sarum Estate	MONDAY - SATURDAY Approx. every 60 mins 20:00-23:00 NO SUNDAY SERVICE
X5 Salisbury Reds	Beehive	Salisbury City Centre - Castle Road - Beehive - Amesbury - Durrington - Upavon - Pewsey - Marlborough - Chisledon - Swindon	MONDAY - FRIDAY Approx. every 60 mins 06:55-17:30 SATURDAY Approx. every 60 mins 07:55-17:30 NO SUNDAY SERVICE

Service No.	Bus Stop	Route	Typical Frequency
Activ8 Salisbury Reds / Stagecoach	Beehive	Salisbury City Centre - Castle Road - Beehive - Amesbury - Bulford - Tidworth - Ludgershall - Andover	MONDAY - FRIDAY Approx. every 30 mins 05:55-18:45 then Approx. every 60 mins until 23:25 SATURDAY Approx. every 30 mins 06:10-18:45 then Approx. every 60 mins until 23:25 SUNDAYS Approx. every 60 mins 08:55-22:05
Red 11 Park & Ride 11 Salisbury Reds	Robin Road / Partridge Way	Salisbury City Centre - Castle Road - Beehive Park & Ride (Park & Ride 11 only) - Old Sarum Estate	MONDAY - FRIDAY Approx. every 30 mins 0620-1900 SATURDAY Approx. every 30 mins 07:30-19:00 SUNDAYS Approx. every 60 mins 08:45-17:45
X67 Stagecoach	Partridge Way	Tidworth - Shipton Bellinger - Newton Tony - Porton - Old Sarum - Castle Road - Salisbury City Centre	WEEKDAYS 1-2 return journeys SATURDAYS 1 return journeys

3.15 As can be seen from Table 3.2 a frequent bus service is provided directly to residents living in the proposed development into Salisbury city centre, seven days a week until late in the evening. This meets with best-practice guidance from CIHT (*Planning for Public Transport in Developments* (1999)), who suggest that 'new developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop'.

3.16 At least a further five buses an hour (Monday to Saturday daytime) to Salisbury can be accessed from the A345 (Beehive bus stop), which is approximately 16 minutes' walk from the proposed development and located at the western end of Portway. This bus stop also provides direct bus services to Amesbury, Tidworth, Andover, Marlborough and Swindon, where many of the residents of Old Sarum may work or wish to visit. Additional bus services to Bournemouth, Poole and Devizes can be accessed from Salisbury city centre.

Public Transport - Rail

3.17 Salisbury rail station is situated 5.3km (3.3 miles) walking / cycling distance from the proposed development. The station is situated on the Exeter to London Main Line (served by South Western Railway), which crosses the Wessex Main Line at this point (served by GWR).

- 3.18 Table 5.3 summarises the service frequency to principal destinations from Salisbury station, many of which can be reached by direct services. The table demonstrates that the town is well connected to other urban centres by sustainable means, including London, Basingstoke, Bath, Bristol, Southampton and Portsmouth, which are important employment centres outside Salisbury, as well as popular retail and recreational destinations.

Table 3.3: Summary of Services Available from Salisbury Station

Destination	Typical Journey Time	Typical Frequency	Weekend Services
London Waterloo	1 hour 32 minutes	Approx. 1 trains per hour	Sat: Approx. 2 trains per hour Sun: Approx. 1 train per hour
Woking (for Heathrow Airport)	1 hour 2 minutes	Approx. 1 trains per hour	Sat: Approx. 2 trains per hour Sun: Approx. 1 train per hour
Basingstoke via Andover	41 minutes	Approx. 2 trains per hour	Sat: Approx. 2 trains per hour Sun: Approx. 1 train per hour
Yeovil Junction	49 minutes	Approx. 1 train per hour	Approx. 1 train per hour
Exeter St Davids via Honiton	1 hour 51 minutes	Approx. 1 train per hour	Approx. 1 train per hour
Portsmouth Harbour via Fareham	1 hour 20 minutes	Approx. 1 train per hour	Approx. 1 train per hour
Southampton via Romsey	32 minutes	Approx. 1 train per hour	Approx. 1 train per hour
Trowbridge via Westbury	39 minutes	Approx. 1 train per hour	Approx. 1 train per hour
Bath Spa	57 minutes	Approx. 1 train per hour	Approx. 1 train per hour
Bristol Temple Meads	1 hour 10 minutes	Approx. 1 train per hour	Approx. 1 train per hour
Cardiff Central via Newport	2 hours 2 minutes	Approx. 1 train per hour	Approx. 1 train per hour

- 3.19 Salisbury Station can be reached in approximately 25 minutes by bike and there is cycle parking available at the station for 110 bicycles. Bicycles can also be taken on board most trains, however on trains from London Waterloo, Basingstoke and Exeter to Salisbury these need to be reserved and cannot be taken on board trains on weekdays that are due to arrive at London Waterloo between 07:15 and 10:00, or due to depart from London Waterloo between 16:45 and 19:00.



Summary

- 3.20 This Section of the Report has demonstrated that future residents of the proposed development will not be reliant on the private car.

4.0 TRANSPORT IMPACT

Predicted Future Vehicle Trip Generation

- 4.1 Section 6.0 of the *Transport Statement* considers the likely vehicular trip generation of the proposed development. Trip rates have been based on the TRICS database (version 7.7.4). Details of the methodology used can be found in the accompanying *Transport Statement*.
- 4.2 The TRICS analysis resulted in predicted vehicle trip generation rates in terms of number of trips per dwelling. A summary of the trip generation rates can be found in Table 4.1 for the traditional weekday AM (08:00 to 09:00) and PM (17:00 to 18:00) peak hour periods. Those for Areas A & F are based on Mixed Affordable / Private Housing, whilst those for Area G are based on Affordable / Local Authority Housing. Table 4.2 provides a summary of the predicted trip generation. Full TRICS outputs are contained within Appendix 3.

Table 4.1: Vehicle Trip Generation Rates (Per Unit)

		Arrivals	Departures	Total
Areas A & F	AM Peak Hour (08:00-09:00)	0.099	0.311	0.410
Area G		0.077	0.077	0.154
Areas A & F	PM Peak Hour (17:00-18:00)	0.303	0.172	0.475
Area G		0.115	0.154	0.269

Table 4.2: Predicted Volume of Vehicle Trips for Old Sarum Development

		Arrivals	Departures	Total
Areas A & F (43 Dwellings)	AM Peak Hour (08:00-09:00)	4 vph	13 vph	17 vph
Area G (7 Dwellings)		1 vph	1 vph	2 vph
TOTAL (50 Dwellings)		5 vph	14 vph	19 vph
Areas A & F (43 Dwellings)	PM Peak Hour (17:00-18:00)	13 vph	7 vph	20 vph
Area G (7 Dwellings)		1 vph	1 vph	2 vph
TOTAL (50 Dwellings)		14 vph	8 vph	22 vph

vph = vehicles per hour

- 4.3 Table 4.2 above indicates that a total of 19 two-way vehicle movements are predicted to be generated during the AM peak hour and a total of 22 two-way vehicle movements are likely to be generated during the PM peak hour.

Modal Split

- 4.4 Travel to work data from the 2011 Census has also been used to provide an indication of the modal split for the proposed development. This data will be used to provide the initial baseline targets used in the *RTP*, which are detailed in Section 7.0.
- 4.5 Table 4.3 provides details of the modal split for Wiltshire super output area 057 (middle layer), which covers the area of Old Sarum.

Table 4.3: Modal Split¹

Mode of Travel	Total Number of Trips	Modal Split
Work mainly at or from home	0	0.0%
Underground, Metro, Light Rail or Tram	5	0.2%
Train	64	2.5%
Bus & Coach	133	5.2%
Taxi	5	0.2%
Motorcycle, Scooter or Moped	23	0.9%
Driving a Car or Van	1,774	69.3%
Passenger in a Car or Van	161	6.3%
Bicycle	93	3.6%
On Foot	291	11.4%
Other method of travel to work	11	0.4%
TOTAL	2,560	100%

Baseline Travel Surveys

- 4.6 In order to provide a more accurate reflection of travel patterns and modal splits, a baseline residents travel survey will be carried out three months after first occupation (assuming a minimum of 10 dwellings have been occupied). The results of the survey, will form the Baseline modal share that will be used to base targets used through the *Travel Plan* period. The baseline survey may, for example, reveal a higher instance of people working from home.

¹ Census 2011 data for E02006672: Wiltshire 057 (2011 super output area - middle layer)

5.0 TRAVEL PLAN OBJECTIVES

5.1 This Section identifies the proposed objectives for the *RTP*.

5.2 The headline objective of this *RTP* shall be as follows:

'To reduce the number of new car borne trips, particularly single occupancy trips, on the local highway network resulting from the development to a significantly lower level than predicted within the TS and to encourage residents and their visitors to travel by sustainable modes of transport'.

5.3 Beneath this headline objective, it is possible to identify a number of other sub-objectives as follows:

- A. establish a management regime for the *RTP*;
- B. promote the development as a sustainable housing location;
- C. to reduce single occupancy car trips;
- D. to encourage residents to walk or cycle; and
- E. to encourage the use of public transport.

5.4 Delivery of this *RTP* will not only benefit future residents, but will also contribute towards enhancing the environment of the wider community. This will be achieved through increased numbers of residents walking and cycling and making use of local public transport (which will ensure the viability of the existing bus services) as well as by reducing congestion and journey times and improving local air quality through reduced emissions.

6.0 PACKAGE OF MEASURES

- 6.1 This Section identifies the range of *Travel Plan* measures that will be implemented to help achieve the identified objectives in the previous Sections. It may be necessary to refine or modify some of the measures following discussions and negotiations with the relevant Planning and Highway Authorities.

Layout / Design of the Development

- 6.2 The layout of the development has been designed to be as permeable as possible with regard to pedestrian and cycle linkages to adjacent residential areas (and associated services and facilities) and nearby cycle routes.

Objective A: Establish a Management Regime for the Travel Plan

Travel Plan Co-ordinator

- 6.3 A Travel Plan Co-ordinator (TPC) will be appointed by the developer to oversee and implement the *RTP* on a day-to-day basis, where this will be undertaken on a part-time basis. The responsibilities of the TPC would include (but not be restricted to) the following:
- acting as the main point of contact for the *RTP*;
 - overseeing the implementation of the approved *RTP*;
 - dealing with resident requests for information;
 - liaising with the Local Planning and Highway Authority as appropriate;
 - liaising with other external organisations such as public transport operators; and
 - generally assisting the developer with all matters relating to the *RTP*.
- 6.4 The TPC will work together with the Local Highway and Planning Authority (WC) in order to promote the *RTP*.
- 6.5 The TPC role will be fulfilled by the developer or CEC. The name of the TPC will be confirmed to WC prior to the first occupation.
- 6.6 The Sales / Marketing Team for the development together with the TPC will provide the initial co-ordination needed to ensure the *RTP's* success. Their primary responsibilities will include:
- developing and overseeing the implementation of initiatives outlined in the *RTP*;
 - liaison with future residents;

- driving and overseeing the promotion and marketing of the *RTP*; and
- liaison with relevant local transport providers.

Objective B: Promote the development as a Sustainable Housing Location

Travel Information Pack

- 6.7 The first occupants of each new dwelling will be provided with a *Travel Information Pack*, which will contain a variety of travel / transport related information specific to the site including:
- walking and cycling maps showing local walking and cycling routes in relation to local facilities such as bus stops, Salisbury city centre and railway station, the health centre, hospital, GP surgeries, schools, pubs, shopping, leisure facilities etc;
 - approximate times and distances to and from local facilities and amenities;
 - site-specific public transport information - explaining which buses operate in close proximity to the site and which services can be taken to access specific facilities. Public transport route maps and timetables of the local bus services should be included. The *Travel Information Pack* content will be regularly reviewed to ensure it is up-to-date;
 - summary of railway services from Salisbury railway station;
 - information about the *RTP* and any other services available to support sustainable travel such as car sharing and home shopping delivery;
 - links to websites of local bus and train operators, as well as to Connecting Wiltshire (www.connectingwiltshire.co.uk);
 - copies of the Salisbury Walking Map, Salisbury Cycling Map and Salisbury to Stonehenge Bus and Cycling Map;
 - details of mobile phone applications available for local bus operators and how to access real-time passenger information on your mobile phone or computer;
 - details of the public transport taster tickets and cycle vouchers available to the first occupants; and
 - leaflets and promotional material from local bus and railway operators and the local authority promoting cycling and car sharing.

Sales and Induction

- 6.8 With special training for sales staff, potential purchasers can be made aware of the travel arrangements and the access options serving the site from the outset, as part of the sales and marketing process for the new development.

6.9 Sales staff will promote the accessibility of the site by public transport as well as the proximity of the walking / cycling routes towards key services. It will be important that staff are as informed as possible about the routing and frequency of the local bus and rail services.

6.10 Residents will be made aware of the existence of the *RTP* from the outset and the benefits that this will bring such as reduced parking demand, less vehicular traffic, safer roads, as well as the obvious environmental benefits etc. The TPC will brief sales staff regarding the contents of the *RTP* so that they can be fully aware and inform residents about it with confidence.

Objective C: To Reduce Single Occupancy Car Trips

Car Sharing

6.11 Details of local car sharing schemes (such as liftshare.com/uk/wiltshire) will be provided as part of the *Travel Information Packs* to each household. This information will also be available on the abovementioned website.

6.12 Car sharing may offer the greatest potential for influencing car journeys to workplace destinations, in particular Churchfield's Industrial Estate and Salisbury District Hospital, which are both difficult to access by public transport without travelling into the city centre first. Data obtained from the 2011 Census Travel to Work Data shows that 14% of people travelling to work by car from Wiltshire MSOA 057 travel within the same MSOA (which covers much of the immediate area surrounding Salisbury - but not Salisbury itself). This MSOA does include the District Hospital within its remit. 10% of people traveling to work by car from Wiltshire MSOA 057 travel to MSOA 055 (which includes Churchfields Industrial Estate).

6.13 Using a taxi avoids the need to use or own a private car, and it can be shared with other residents wherever possible. Details of local taxi operators will be provided within the *Travel Information Packs* and on the website.

6.14 Each dwelling within the development will have access to a broadband internet connection. This will provide the ability for residents to work from home, rather than travelling to work.

- 6.15 Encouraging the use of electric vehicles will help to make the development more sustainable and environmentally friendly, by reducing the levels of CO₂ emissions and other particulates. EV charging infrastructure will be introduced in accordance with *The Building Regulations 2010, Infrastructure for the charging of electric vehicles: Approved Document S*.

Objective D: To Encourage Residents to Walk or Cycle

Walking and Cycling

- 6.16 The proposed development is well situated to offer excellent opportunities to encourage travel by sustainable modes. Simple annotated maps will be provided within the *Travel Information Packs* for new residents, showing the available walking / cycling routes to nearby facilities.
- 6.17 Copies of the Salisbury Walking Map, Salisbury Cycling Map and Salisbury to Stonehenge Bus and Cycle Map will also be included within the *Travel Information Packs*, providing residents with information on walking and cycling routes towards Salisbury town centre and further afield.
- 6.18 The packs will also promote the health and financial benefits of walking and cycling, through the additional exercise obtained, the money saved on petrol and the amount CO₂ saved as a result of travelling less by car.
- 6.19 In order to encourage cycling, adequate secure and covered cycle parking will be provided for each dwelling, either within a garage or shed provided, in compliance with the standards required by WC.
- 6.20 To encourage sustainable travel by future residents, the first occupant of each dwelling will be offered £150 towards the cost of a bicycle, bicycle related equipment, walking shoes or walking equipment. This will be in the form of a voucher, or can be claimed back from the developer following proof of purchase. This will need to be claimed within six months of receipt of the *Travel Information Pack*. Additionally, the TPC will negotiate with a local bicycle shop the possibility of offering future residents a discount off the purchase of a new bicycle or cycle equipment.
- 6.21 Cyclists will benefit from being in close proximity to a shared foot and cycleway that operates along the southern side of Portway from the junction with Ramsbury Drive to the



A345 (Beehive). The A345 then benefits from cycle lanes provided either in the form of shared foot and cycleways or shared bus and cycle lanes between Beehive and Salisbury city centre. The development is also located in close proximity to a largely off-road route which runs from the east of the development along the edge of Old Sarum Airfield to Bishopdown Farm. The route then follows a mixture of on road (along quieter roads) and off-road cycle lanes towards the secondary schools located in Laverstock. The link alongside Old Sarum Airfield is closed to other traffic, providing a more direct route for students than other modes.

Objective E: To Encourage the use of Public Transport

Public Transport

- 6.22 Full details of the available local bus and rail services including timetables, links to operator websites and to the Connecting Wiltshire website will be included within the *Travel Information Packs*.
- 6.23 Residents will also be provided with details of bus and rail fares, including any saver options, such as monthly tickets, as well as how to access real-time public transport information through their mobile phone or computer.
- 6.24 In order to encourage residents to make use of local services, particularly those that have not previously made use of public transport, the first occupants of each dwelling will be able to apply for a six month bus pass via the developer or appointed Travel Plan management company, providing them the chance to test out local bus services over this period.
- 6.25 This bus pass will be offered to residents as soon as possible, by being promoted within *Travel Information Packs*, so that they are available whilst residents establish travel patterns at the new development. The aim of this is that once the taster tickets have expired, that residents will continue to make trips by public transport. The TPC will make contact with the local bus operator (Salisbury Reds), to see if a discount can be obtained off the cost of these bus passes. The cost of the bus passes will be borne by the developer and the incentive will need to be claimed within six months of receipt of the *Travel Information Pack*.

7.0 TRAVEL PLAN TARGETS

7.1 The following targets have been set in relation to this *RTP*, where these are directly related to the objectives identified in the previous Section. It is proposed that the *RTP* will be monitored for a period of five years commencing from the baseline surveys which will be carried out three months after first occupation. The targets will apply to the surveyed baseline trips following occupation of the development:

1. reduce the modal share proportion of single occupancy car trips by five percentage points by year three and by ten percentage points by year five;
2. increase the total proportion of daily trips made by public transport, walking and cycling by four percentage points by year three and by seven percentage points by year five;
3. increase the number of journeys taken as a passenger of a vehicle (or through car sharing) by one percentage point by year three and three percentage points by year five;
4. reduce the overall total number of trips generated by the Development by 5% by year three and by 10% by year five; and
5. ensure that all residents are made aware of the *RTP* at the sales stage.

7.2 Table 7.1 provides an indication of the projected modal split targets for all main modes of travel, using the Travel to Work Modal Split information provided in Section 4.0. These will form the initial modal splits used in the *RTP*, however more accurate figures including the modal split target, will be derived once the baseline travel surveys have been completed.

Table 7.1: Interim Residential Modal Shift Targets

Mode of Travel	Baseline Modal Split		Modal Split Year 1 Target	Modal Split Year 3 Target	Modal Split Year 5 Target
	%		%	%	%
Driving a Car or Van	69.3%		66.8%	64.3%	59.3%
Public Transport Users	7.9%	22.9%	24.9%	26.9%	29.9%
Pedestrians	11.4%				
Cyclists	3.6%				
Car / Van Passenger	6.3%		6.8%	7.3%	9.3%
Motorcycle, Scooter or Moped	0.9%		0.9%	0.9%	0.9%
Other (including Taxi)	0.6%		0.6%	0.6%	0.6%
TOTAL	100%		100%	100%	100%



- 7.3 If the total growth in public transport, walking and cycling is by seven percentage points by year five, the target will have been met for the *RTP*, irrespective of whether this is achieved through one of these modes only, or by all three. The 2011 Census did not take into account car sharing trips. However, the *RTP* will need to encourage more people to make car sharing journeys instead of single occupancy car trips, particularly for those people where travel by other modes is not suitable. The target for car passenger trips will include trips made by car sharing.

8.0 MONITORING AND REVIEW

- 8.1 An essential element of the *RTP* is to monitor its success and progress over time. As such, monitoring will be carried out on a regular basis to assess resident travel patterns and to determine whether the *RTP* targets are being met. It will also allow the evaluation of the success of individual measures and combinations of measures and will contribute to the review and amendment of the plan. The following monitoring procedures will be implemented:

Travel Survey Timetable

- 8.2 In order to establish the travel patterns for the development and how travel compares to the targets identified in this document, resident travel surveys will be undertaken. The first (baseline) survey will be undertaken three months after first occupation (assuming a minimum of 10 dwellings have been occupied).
- 8.3 Further surveys will be undertaken on the first, third and fifth anniversaries of the final occupation (i.e. covering a total period of five years) to assess the success of the *RTP* in meeting the aims and objectives. The travel surveys will be funded by the developer(s) and organised by the TPC. Useful information will include:
- number of trips made by a particular mode, for a particular purpose (work, shopping, education etc);
 - opportunities for car sharing within the development to and from their workplace;
 - changes in their methods of transport; and
 - awareness of the *RTP*.
- 8.4 The surveys would be conducted online using SurveyMonkey (or similar). An example of the type of format that would be used for the questionnaire is included within Appendix 3. An incentive will be offered to encourage a good response rate.

Monitoring Report

- 8.5 Upon completion of the annual travel surveys, the TPC will be required to formulate a monitoring report within three months of receipt of the survey results. The survey results and monitoring report will be submitted to WC for their review and comment and to agree the targets for the next year.

- 8.6 The monitoring report will provide details of the objectives and targets of the *RTP* and comment on other aspects of the *RTP* and the operation of the development in general such as the usage of cycle facilities etc. and any developments since previous reports. It will describe the method used to monitor the success of the *RTP* and present the results of that monitoring.
- 8.7 The objective of the review will be for the TPC and WC to assess the progress of the *RTP* against the identified targets, aims and objectives and to identify the potential for future refinement of the measures and, if required, suggest more appropriate revised targets for the subsequent *RTP* period.
- 8.8 The report will provide details of further actions that are being considered following the results of the travel survey used to monitor the success of the *RTP* and if necessary, any corrective measures that are required. The developer will initially be responsible for the implementation of any measures. Any changes to the *RTP* or *RTP* targets must be approved with the Travel Plan team at WC, before they can be implemented.
- Newsletter
- 8.9 In order to maintain interest in the *RTP*, residents will be kept up to date with the progress of the *RTP* and the results of the *RTP* surveys in the form of newsletters issued after each monitoring report has been completed.

9.0 ACTIONS & PROGRAMME FOR IMPLEMENTATION

Actions & Programme for Implementation

9.1 Major milestones for this *RTP* are summarised below but do not represent a comprehensive list of every action or output required in this *RTP*.

9.2 The objectives identified within Section 5.0 of this *RTP* are:

- A. establish a management regime for the *RTP*;
- B. promote the development as a sustainable housing location;
- C. to reduce single occupancy car trips;
- D. to encourage residents to walk or cycle; and
- E. to encourage the use of public transport.

9.3 Table 9.1 below provides a summary of the measures to be delivered as part of this *RTP* together with the relevant objectives that each action supports.

Table 9.1: Travel Plan Actions and Programme

Objective	Action	Target Date	Lead
A - E	<i>RTP</i> submitted to WC and approved by them.	Prior to first occupation	Developer
A	Confirm appointment of TPC to WC	Prior to first occupation	Developer
B - E	Prepare & collate material for Travel Information Packs	Prior to first occupation	CEC/TPC
E	Contact public transport operators to arrange the purchase of six month bus passes for first time occupants	Prior to first occupation	CEC/TPC
D	Contact local cycle retailers to arrange for a £150 voucher to be offered to each first time occupant towards the cost of a bicycle, bicycle or walking equipment. If this is not possible offer a reimbursement via the developer	Prior to first occupation	CEC/TPC
D	Negotiate with a local cycle retailer the possibility of offering future residents a discount off the purchase of a new bicycle or cycle equipment	Prior to first occupation	CEC/TPC
B	Provide EV charging infrastructure in accordance with Approved Document S	Prior to first occupation	Developer
B-E	Make contact with sales staff to brief them on the details of the Travel Information Pack, sustainable travel incentives and personal travel planning options available to residents	Ongoing	TPC



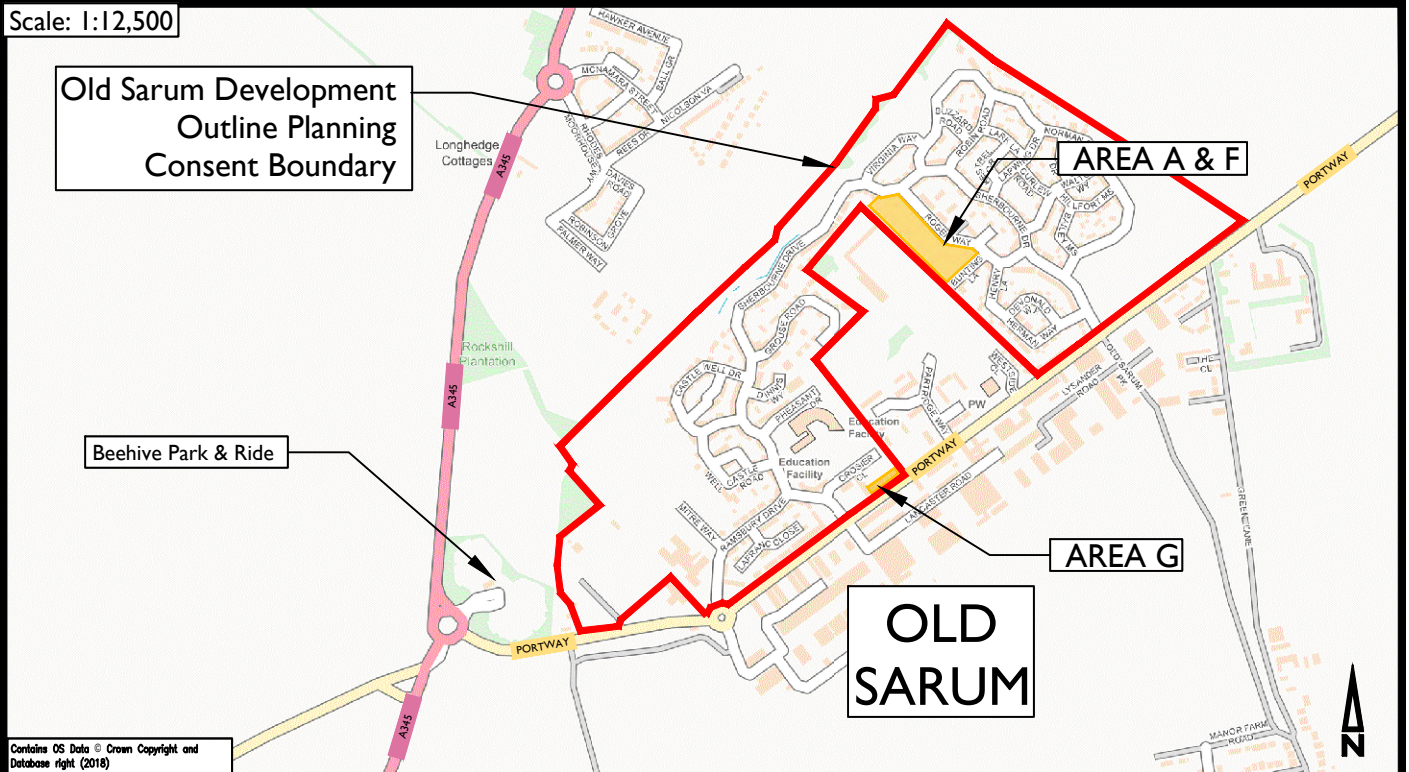
Objective	Action	Target Date	Lead
D	Provide secure and covered cycle parking facilities	Ongoing	Developer
B - E	Issue Travel Information Packs to residents, informing them of the <i>TP</i> content, aims and measures	Ongoing	TPC
B - C	Encourage residents travelling as a single occupant in a car to sign up to existing car sharing services	Ongoing	TPC
A-E	Organise baseline residents survey	Three months after first occupation (min.10 occupations)	TPC
A - E	Organise surveys on the first, third and fifth anniversary of the baseline surveys.	On first, third and fifth anniversary of full occupation	TPC
A - E	Prepare Monitoring Report of surveys, identifying progress towards targets. Review targets and measures as necessary. Submit to WC. Publicise results to staff and users	Within three months of surveys	TPC
A - E	<i>TP</i> Newsletter, in order to report successes and results	Within three months following completion of each Monitoring Report	TPC

CEC = Cole Easdon Consultant
WC = Wiltshire Council
TPC = Travel Plan Co-ordinator

Cole Easdon Consultants Limited
May 2023

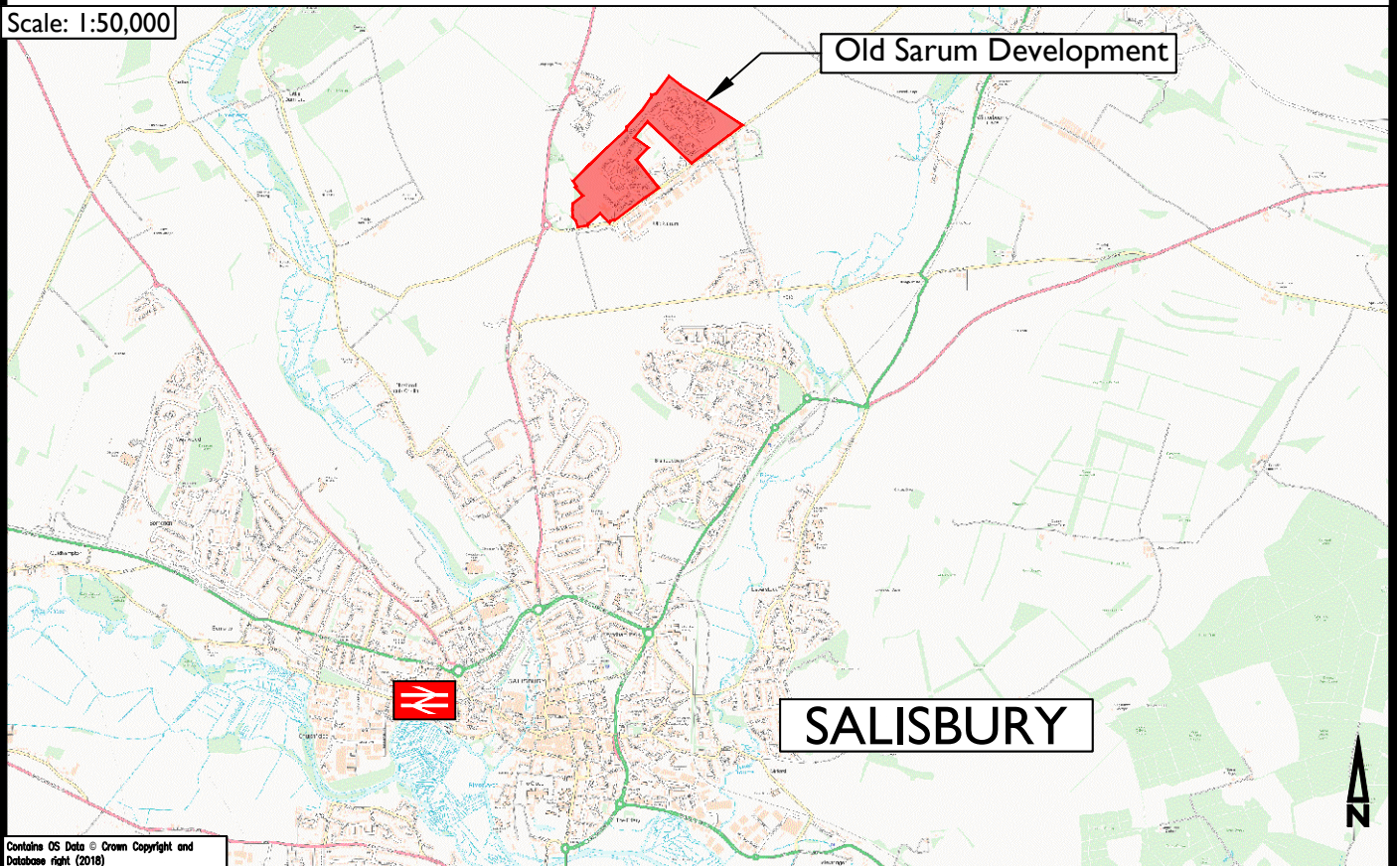
Appendix 1

Scale: 1:12,500



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Scale: 1:50,000



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Job Title:
**Old Sarum, Salisbury
Wiltshire**

Drawing Title:
Site Location Plan

Client:
**Persimmon Homes
(Wessex)**

Drawn By
CGC

Checked By
KRA

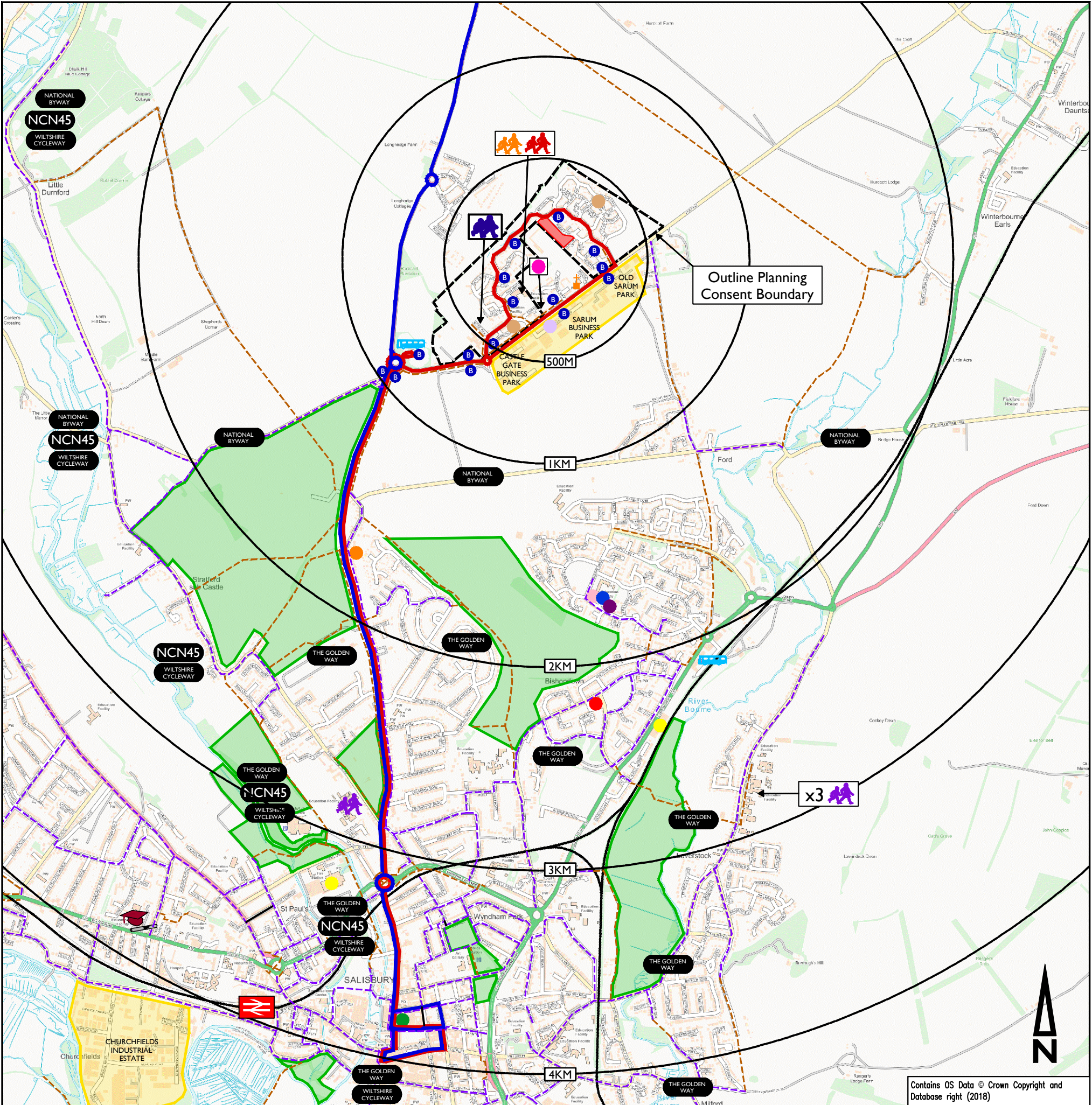
Date Drawn
January 2019

Drawing No.
Plan 5598/201

Drawing Status:	
CONSTRUCTION AT CLIENT AND/OR CONTRACTOR RISK	FOR COMMENT
	FOR PLANNING
	FOR TENDER
	FOR APPROVAL
	FOR CONSTRUCTION
	AS BUILT

Scale
As Shown (A4)

Revision
-



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Key:

- | | | | | | |
|--|---|--|-------------------|--|---|
| | Isolines centred on Old Sarum | | Supermarket | | Railway Station |
| | Primary School | | Pharmacy | | Railway Line |
| | Secondary School | | Doctors/GP | | Park & Ride Site |
| | Current Nursery School | | Post Office | | Bus Stops pertinent to Development Site |
| | Proposed Nursery School by others | | Dentist | | Red II and Park & Ride II Bus Routes |
| | Further Education | | Public House | | X4, X5 and Activ8 Bus Routes |
| | Place of Worship pertinent to Development site | | Bank | | Wiltshire Council Recommended On Road Cycle Route |
| | Employment | | Convenience Store | | Wiltshire Council Off Road Cycle Route |
| | Green Space | | Hairdresser | | Cycle Route Name or Number |
| | Old Sarum Development Outline Planning Consent Boundary | | Gym | | |
| | SITE LOCATION | | | | |

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Job Title:

Old Sarum, Salisbury
Wiltshire

Drawing Title:

Accessibility Plan

Drawing Status:

FOR COMMENT	
FOR PLANNING	
FOR TENDER	
FOR APPROVAL	
FOR CONSTRUCTION	
AS BUILT	

Client:

Persimmon Homes
(Wessex)

Drawn By

CGC

Checked By

KRA

Date Drawn

January 2019

Drawing No.

Plan 5598/202

Scale

1:20,000 (A3)

Revision

-

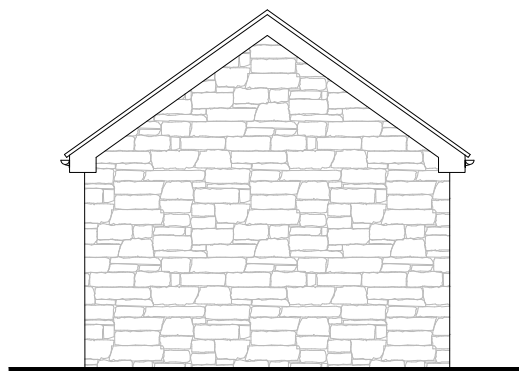
Appendix 2



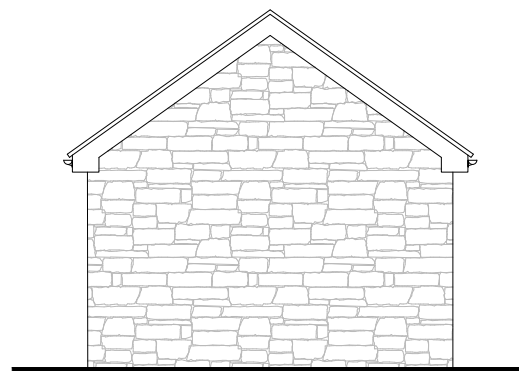


A INCREASED BIN/CYCLE STORE SIZE:		05/04/23	AR
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DRAWN	CHECKED	DATE	SCALE
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DWG NO:	149.001		REV: A
DRAWING TITLE			
PROPOSED LAYOUT LOCAL CENTRE, OLD SARUM			
DRAWING STATUS			
PLANNING			
Persimmon Homes Wessex. All rights reserved. This drawing is the copyright of Persimmon Homes Developments Ltd. and has been produced for planning purposes only. Such drawings can be scaled but are not to be used for construction or sales documents.			

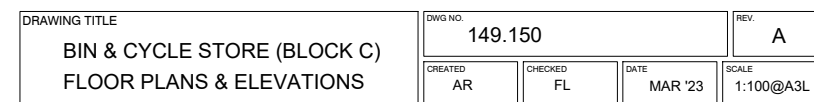
A	INCREASED SIZE TO ALLOW FOR ADDITIONAL CYCLE STORAGE.	05.04.23	AR
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Side Elevation



Side Elevation



Appendix 3

Calculation Reference: AUDIT-228601-210222-0241

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	OX OXFORDSHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 6 to 20 (units:)
 Range Selected by User: 6 to 30 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 07/10/16

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	2 days
---------	--------

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	2
--------------	---

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	2
------------------	---

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	2 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000 2 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

75,001 to 100,000 1 days

125,001 to 250,000 1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*Car ownership within 5 miles:

0.6 to 1.0 2 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*Travel Plan:

Not Known 1 days

No 1 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*PTAL Rating:

No PTAL Present 2 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	LN-03-D-01	BLOCKS OF FLATS	LINCOLNSHIRE
	WOODFIELD AVENUE		
	LINCOLN		
	BIRCHWOOD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	20	
	Survey date: TUESDAY	10/09/02	Survey Type: MANUAL
2	OX-03-D-01	FLATS	OXFORDSHIRE
	FAIRLAWN END		
	OXFORD		
	UPPER WOLVERCOTE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	6	
	Survey date: TUESDAY	05/10/10	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BR-03-D-01	Too Much Public Transport
BR-03-D-03	Too Much Public Transport
CF-03-D-01	Too Much Public Transport
DH-03-D-01	Too Much Public Transport
WO-03-D-02	Too Much Public Transport

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	13	0.077	2	13	0.115	2	13	0.192
08:00 - 09:00	2	13	0.077	2	13	0.077	2	13	0.154
09:00 - 10:00	2	13	0.154	2	13	0.038	2	13	0.192
10:00 - 11:00	2	13	0.038	2	13	0.000	2	13	0.038
11:00 - 12:00	2	13	0.115	2	13	0.077	2	13	0.192
12:00 - 13:00	2	13	0.115	2	13	0.192	2	13	0.307
13:00 - 14:00	2	13	0.192	2	13	0.115	2	13	0.307
14:00 - 15:00	2	13	0.154	2	13	0.269	2	13	0.423
15:00 - 16:00	2	13	0.115	2	13	0.154	2	13	0.269
16:00 - 17:00	2	13	0.231	2	13	0.038	2	13	0.269
17:00 - 18:00	2	13	0.115	2	13	0.154	2	13	0.269
18:00 - 19:00	2	13	0.385	2	13	0.346	2	13	0.731
19:00 - 20:00	1	6	0.000	1	6	0.333	1	6	0.333
20:00 - 21:00	1	6	0.167	1	6	0.000	1	6	0.167
21:00 - 22:00	1	6	0.000	1	6	0.000	1	6	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.935			1.908			3.843

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	6 - 20 (units:)
Survey date range:	01/01/02 - 07/10/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	5

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-228601-210222-0204

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	OX OXFORDSHIRE	1 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 16 to 100 (units:)
 Range Selected by User: 9 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 14/11/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	7 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	11
--------------	----

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	9
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3

11 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000

3 days

5,001 to 10,000

6 days

25,001 to 50,000

2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000

6 days

50,001 to 75,000

2 days

125,001 to 250,000

1 days

250,001 to 500,000

2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0

3 days

1.1 to 1.5

7 days

1.6 to 2.0

1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes

8 days

No

3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present

11 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CB-03-M-03	SEMI-DETACHED	CUMBRIA
	MOORCLOSE ROAD		
	WORKINGTON		
	SALTERBECK		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	82	
	Survey date: MONDAY	20/06/05	Survey Type: MANUAL
2	DV-03-M-02	MIXED HOUSES & FLATS	DEVON
	SAINT PETER 'S QUAY		
	TOTNES		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	90	
	Survey date: FRIDAY	29/03/19	Survey Type: MANUAL
3	ES-03-M-12	MIXED HOUSES & FLATS	EAST SUSSEX
	PARK ROAD		
	HAILSHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	93	
	Survey date: THURSDAY	21/06/18	Survey Type: MANUAL
4	ES-03-M-15	MIXED HOUSES	EAST SUSSEX
	FIELD END		
	MARESFIELD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	80	
	Survey date: WEDNESDAY	13/03/19	Survey Type: MANUAL
5	ES-03-M-17	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW ROAD		
	HAILSHAM		
	AMBERSTONE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	91	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL
6	LE-03-M-01	SEMI DETACHED	LEICESTERSHIRE
	RYDER ROAD		
	LEICESTER		
	BRAUNSTONE FRITH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	16	
	Survey date: THURSDAY	27/09/12	Survey Type: MANUAL
7	NF-03-M-04	MIXED HOUSES & FLATS	NORFOLK
	HUNSTANTON ROAD		
	HUNSTANTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	70	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL
8	OX-03-M-01	MIXED HOUSES	OXFORDSHIRE
	WENMAN ROAD		
	THAME		
	Edge of Town		
	Industrial Zone		
	Total No of Dwellings:	100	
	Survey date: THURSDAY	28/06/18	Survey Type: MANUAL
9	TW-03-M-01	DETACHED & BUNGALOWS	TYNE & WEAR
	WESTLANDS		
	NEWCASTLE		
	CHAPEL HOUSE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: FRIDAY	13/11/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	WS-03-M-05	MIXED HOUSING	WEST SUSSEX
	ELLIS ROAD		
	WEST HORSHAM		
	S BROADBRIDGE HEATH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	92	
	Survey date: THURSDAY	23/10/14	Survey Type: MANUAL
11	WS-03-M-21	MIXED HOUSES	WEST SUSSEX
	CLAPPERS LANE		
	BRACKLESHAM BAY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	57	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CA-03-M-01	Poor Public Transport Provision
DH-03-M-02	Too much public transport
MS-03-M-02	Too much public transport
MS-03-M-03	Too much public transport
RE-03-M-01	Too much public transport
WM-03-M-01	Too much public transport
WS-03-M-06	Too much public transport
WS-03-M-07	Poor Public Transport Provision
WY-03-M-01	Too Much Public Transport

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	73	0.107	11	73	0.262	11	73	0.369
08:00 - 09:00	11	73	0.099	11	73	0.311	11	73	0.410
09:00 - 10:00	11	73	0.140	11	73	0.190	11	73	0.330
10:00 - 11:00	11	73	0.140	11	73	0.143	11	73	0.283
11:00 - 12:00	11	73	0.142	11	73	0.139	11	73	0.281
12:00 - 13:00	11	73	0.168	11	73	0.157	11	73	0.325
13:00 - 14:00	11	73	0.157	11	73	0.168	11	73	0.325
14:00 - 15:00	11	73	0.170	11	73	0.195	11	73	0.365
15:00 - 16:00	11	73	0.214	11	73	0.173	11	73	0.387
16:00 - 17:00	11	73	0.236	11	73	0.152	11	73	0.388
17:00 - 18:00	11	73	0.303	11	73	0.172	11	73	0.475
18:00 - 19:00	11	73	0.276	11	73	0.158	11	73	0.434
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.152			2.220			4.372

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 16 - 100 (units:)
 Survey date range: 01/01/02 - 14/11/19
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 6
 Surveys manually removed from selection: 9

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Introduction

Welcome to the Residents Travel Survey (2020). Thank you for taking the time to answer these questions, they shouldn't take longer than 5 minutes.

Section A: About You and Your Home

* 1. Are you:

☐ Male

☐ Female

* 2. Which age range do you fall into?

☐ Under 25

☐ 25 - 34

☐ 35 - 44

☐ 45 - 54

☐ 55 - 64

☐ 65 or Over

Section A: About You and Your Home

* 3. Do you own a car?

☐ Yes

☐ No

Section B: About Your Travel To and From Home

4. During a typical week (Monday to Friday), how many trips by each mode of travel do you make to and from your home? Please break down your answers by journey purpose.

For example, to drop a child off at school and return home is equivalent to two journeys. If you do this five days per week, and walked to and from the school, then you would have made 10 education purpose trips by walking during that week.

Notes: 'Education' trips include the school run. 'Car Share' means sharing a car with someone who doesn't live with you (e.g. a work colleague picking you up). 'Car (as passenger)' means the driver is someone who lives with you.

Complete only cells that apply.

	Work	Shopping	Education	Other (Please Specify Below)
Walk				
Cycle				
Bus				
Train				
Car Share				
Car (As Driver)				
Car (As Passenger)				
Motorcycle/Scooter				
Other (Please Specify Below)				

Please specify your other purpose trip(s), if any

Section B: About Your Travel To and From Home

* 5. Are you currently employed/self-employed?

☐ Yes

☐ No

Section B: About Your Travel To and From Home

6. Please provide the postcode for your place of work:

7. If a person living close to you at the development travels to the same destination for work, would you be willing for us to put you in contact with them so that you can make your own arrangements to car share?

If you answer 'Yes' please ensure that you also provide your contact details at the end of this survey.

☐ Yes

☐ No

Section B: About Your Travel To and From Home

* 8. Have you changed your most common mode of transport since moving to this development?

☐ Yes

☐ No

If Yes, what was the main reason for this change?

Section C: About Your Future Journeys

* 9. Which of the following changes would most encourage you to cycle for journeys in the local area? (If you already cycle, which would you most like to see?)

Tick all answers that apply.

- ☐ Safer, better lit cycle paths
- ☐ Improve cycle paths on the journey to town centre/rail station
- ☐ Improve cycle parking at this development
- ☐ Improve crossing facilities
- ☐ Improve cycle parking at local facilities (please specify below)
- ☐ None of the above
- ☐ Other (please specify below)

Comments

Section C: About Your Future Journeys

* 10. Which of the following changes would most encourage you to use public transport for journeys in the local area? (If you already travel by public transport, which would you most like to see?)

Tick all answers that apply.

- ☐ More direct bus routes
- ☐ More frequent bus services
- ☐ More frequent train services
- ☐ Better lighting at bus shelters and on footpaths
- ☐ More convenient bus drop-off points
- ☐ Better bus links to work from station
- ☐ Public transport information
- ☐ None of the above
- ☐ Other (please specify below)

Comments

Section C: About Your Future Journeys

* 11. Which of the following changes would most encourage you to walk for journeys in the local area? (If you already walk, which would you most like to see?)

Tick all answers that apply.

- ☐ Cleaner, better maintained footpaths at the development
- ☐ Better lighting along footpaths within the development
- ☐ More improved pedestrian crossing points
- ☐ Higher presence of security around the site
- ☐ Slower speed limits
- ☐ Better street lighting in the local area
- ☐ None of the above
- ☐ Other (please specify below)

Comments

--

Section C: About Your Future Journeys

* 12. Which of the following changes would most encourage you to car share for journeys in the local area?
(If you already car share, which would you most like to see?)

Tick all answers that apply.

- ☐ More help finding car share partners who have similar work patterns
- ☐ Free taxi home if let down by car sharer
- ☐ More information regarding car sharing i.e. benefits and cost savings
- ☐ None of the above
- ☐ Other (please specify below)

Comments

Section D: About the development Travel Plan

* 13. Did you know that this development operates a *Travel Plan*?

☐ Yes

☐ No

Section D: About the development Travel Plan

* 14. How did you know about the *Travel Plan*?

- ☐ During the sales process
- ☐ Word of mouth
- ☐ Development publication/newsletter/website
- ☐ Travel Plan Co-ordinator
- ☐ Other (please specify below)

Comments

Section D: About the development Travel Plan

* 15. Have you used (or do you plan to use) the cycle discount or bus/cycle vouchers made available to all residents within the development?

- ☐ I haven't used it (nor do I intend to use it)
- ☐ I have used the discount (or I intend to use it)

Section D: About the development Travel Plan

16. Please use the box below to provide any comments that you wish to make in relation to travel in the local area.

Thank you for taking the time to complete this survey.