



Chaldicott Barns Northern Expansion, Semley

Framework Travel Plan

September 2026

Chaldicotts Limited



**COMMERICAL DEVELOPMENT
CHALDICOTT BARNs NORTHERN EXPANSION
SEMLEY**

FRAMEWORK TRAVEL PLAN

CONTROLLED DOCUMENT

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COMMERICAL DEVELOPMENT CHALDICOTT BARNs NORTHERN EXPANSION SEMLEY

FRAMEWORK TRAVEL PLAN

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1. INTRODUCTION

- 1.1 This Framework Travel Plan (FTP) has been prepared by Paul Basham Associates on behalf of Chaldicotts Limited to support a full planning application comprising the '*Erection of a building amounting to 7,448sqm GIA (Use Class B2) with associated facilities, access with security, parking, hard and soft landscaping, drainage and associated works*'.
- 1.2 This application seeks to support the expansion of an existing business within the Chaldicott Barns business centre.
- 1.3 This business, who specialise in wankel rotary engine design and technology, currently occupy several other buildings onsite but through this proposal will seek to expand into a new area, with the provision of a new building totalling 7,448sqm GIA.
- 1.4 The site location is shown in **Figure 1**, with the proposed site layout included in **Appendix A**.

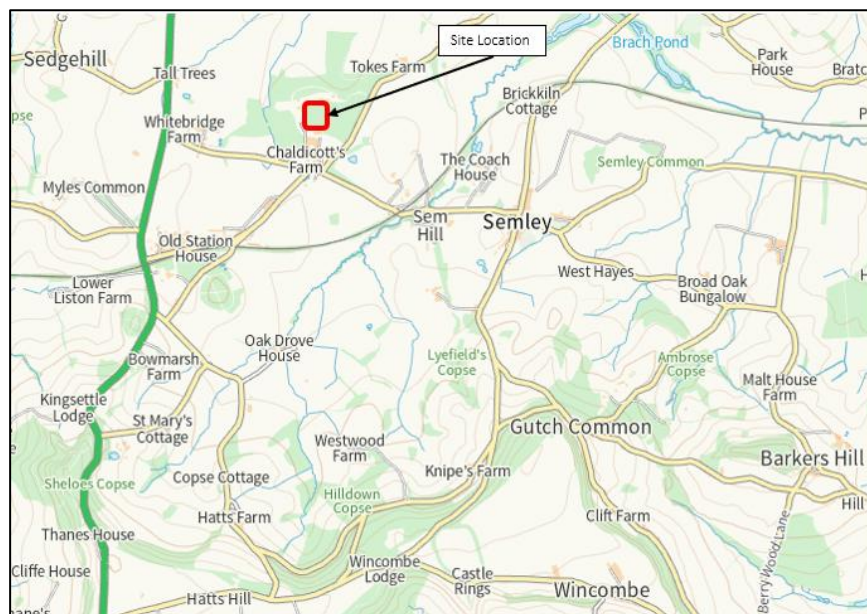


Figure 1: Site Location

- 1.5 There are no changes proposed to the main access to Chaldicott Barns, although new parking and internal access are included as part of the application site, which is located to the north of the existing Chaldicott Barns business centre.
- 1.6 This Framework Travel Plan supports staff travel associated specifically with the new building, as well as its visitors. As this will be occupied by the existing business, who already operates at Chaldicott Barns, the Travel Plan will be capable of extending to accommodate all of the end client's operations

at Chaldicott Barns, although only the new building would be covered by any planning condition.

- 1.7 In addition to this Travel Plan a Transport Assessment (TA) has been prepared, outlining the anticipated impacts of the development in relation to transportation and highways. This Travel Plan should be read in conjunction with the Transport Assessment which also forms part of the planning application.

BREEAM

- 1.8 In addition, the production of this Travel Plan meets the Building Research Establishment's Environmental Assessment Methodology (BREEAM) requirements for credits related to TRA01: Transport Assessment and Travel Plan and TRA02: Sustainable Transport Measures (BREEAM New Construction V7). A total of 8 credits out of a possible 12 are sought under TRA01 and TRA02.

- 1.9 In accordance with TRA 01, both a Transport Statement and this Travel Plan have been produced to secure the 2 credits available and support the planning submission.

- 1.10 In relation to TRA02, 6 credits are sought, and it is proposed that that the site will support the following, under Assessment Options (AO):

- AO 4
 - 1 Credit - EV charging infrastructure requirements apply exclusively to the parking spaces associated with the assessed building. At least 30% of total parking spaces must have EV charging infrastructure comprising:
 - **At least 10% active EV charging:** A minimum of 10% of the total parking spaces must have fully operational EV charging points providing a minimum capacity of 7 kW.
 - **Remaining 20% as passive EV charging:** The remainder of the 30% requirement must have the necessary infrastructure (e.g., cable routes, electrical supply) to support future demand.
 - 22 active and 17 passive EV spaces are proposed.
- AO 5
 - Set up a car sharing group or facility to facilitate and encourage building users to car share
 - Raise awareness of the sharing scheme with marketing and communication materials.
 - Provide priority spaces for car sharers for at least 5% of the total car parking capacity for the development.

- Locate priority parking spaces nearest the development entrance used by the sharing scheme participants (1 Credit)
- AO 7
 - Install compliant cycle storage spaces to meet the minimum levels set out in Table Table 7.8 as detailed within the BREEAM V7 manual (1 space per 10 staff) (1 Credit)

Relevant Planning History

- 1.11 The wider Chaldicott Barns site was previously occupied by a dairy farm, until the decision was made in the early 2000s to close the farm and change the land use into employment use. As such, a planning application (reference S/2003/2673) relating to a farm conversion project and alterations for employment and related uses was submitted to Wiltshire Council (WC), receiving subsequent approval in May 2004.
- 1.12 Condition 4 of the planning consent for this original conversion of the site set out the need for a Travel Plan, stating that *“no development shall take place until a Travel Plan, which shall include measures to encourage travel to the site by means other than the single occupancy private car, targets to achieve a reduction in such use and penalties for non-compliance has been submitted to and approved in writing by the Local Planning Authority”*
- 1.13 As such, a Green Travel Plan was submitted in October 2007, with the aim to aid occupiers of units within the business centre to consider sustainable travel options and alternatives to single occupancy private car.
- 1.14 Given the expansion of the site proposed through this current application is based on a similar nature of use to what has already been implemented at Chaldicott Barns as a result of the aforementioned 2004 planning application (S/2003/2673), this TP will reflect the aims, targets, measures and monitoring approach set out in the previous 2007 TP, albeit in line with the most recent relevant policy and guidance.
- 1.15 Since the initial consent for the use of the site for B1 and B8 uses, there have been a range of further minor approvals, primarily relating to extension of existing building footprints, and the expansion and improvement of parking facilities, and a select number of applications relating to erections of further B2 general industrial units. It is also noted that a B1 land use type now reflects an E(g) land use classification following changes to the land use classifications in 2020. Therefore, the wider business park already has units which operate under E(g), B2 and B8 land uses, and the new proposal would continue this approach for the site.

Purpose of the Travel Plan

- 1.16 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.
- 1.17 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 Chaldicotts Ltd and the Local Authority (WC). 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

- 1.18 A successful TP must follow a set of principles to be determined acceptable and create a sustainable development. 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

- 1.19 This TP will follow the following structure:
- Chapter 2 – Travel Plan Policy
 - Chapter 3 – Existing Conditions and Local Accessibility
 - Chapter 4 – Proposed Development
 - Chapter 5 – Indicative Baseline and Targets
 - Chapter 6 – Travel Plan Strategy
 - Chapter 7 – Implementation and Monitoring (including an Action Plan)

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) (August 2026);
- Wiltshire Local Transport Plan 4 (LTP4) (2025);
- The Wiltshire Core Strategy (2015);
- WC's most recently available Development Related Travel Plan Guidance

National Planning Policy Framework (NPPF)

2.2 The NPPF (August 2026) sets out the government's policies for plan-making and for making decisions on developments in England. The most recent August 2026 version replaces the previous December 2024 version. Designed to make the planning system less complex and more accessible, the NPPF gives greater responsibility to Local Authorities, and ensures the planning system helps 'contribute to the achievement of sustainable development, by managing the use and development of land in the long-term public interest'. As defined in NPPF Annex B: Glossary, a Travel Plan is 'A long-term management strategy for an organisation or site that details how agreed sustainable transport objectives are to be delivered, and which is monitored and regularly reviewed'. The following NPPF paragraphs are relevant to the proposed development:

S5: Principle of development outside of settlements

1. Only certain forms of development should be approved outside settlements, as set out in the following list. These should be approved, unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework:
 - a. Development for: agriculture, horticulture and forestry; outdoor sport and recreation; allotments; cemeteries and burial grounds; mineral extraction and processing; engineering operations and infrastructure (including for transport, energy, water and telecommunications); roadside facilities in accordance with policy TR5; national defence and security; or which is solely for nature conservation, restoration and/or enhancement;
 - c. The reuse, extension, alteration or replacement of an existing building, provided that the existing building is of permanent and substantial construction, is lawful in planning terms, and any extension or alteration will not result in a disproportionate increase in size compared to the existing building. In the case of proposals for a replacement building, it should be for the same use and not disproportionately larger than the one it replaces;
 - d. The redevelopment of previously developed land (including a material change of use to residential or mixed-use including residential)

TR1: Vision-led approach to planning for transport

1. Sustainable transport should be considered from the earliest stages of plan making, so that it is reflected in the vision for the plan area and its specific proposals and forms an integral part of a plans strategy for creating well-designed, sustainable, inclusive and popular places. This should be done by:
 - a. Making sustainable transport considerations part of early engagement with local communities, highway and transport authorities, transport infrastructure providers, operators, land promoters and neighbouring councils. This is so that proposals reflect local views, evidence relating to accessibility, capacity and transport service provision, and take opportunities for prioritising and maximising sustainable movement across the

	area. Plans should align land use policies and allocations with wider strategies (such as Local Transport Plans, Local Cycling and Walking Infrastructure Plans and Rights of Way Improvements Plans) and investments in transport to ensure that the potential impacts of development on transport networks are understood and addressed; c. Supporting an appropriate mix of uses across the plan area, and within strategic sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities; d. Identifying and protecting sites and routes which will widen transport choice and are essential to facilitate sustainable development, including networks for walking, wheeling and cycling, and public transport infrastructure; and e. Providing for any transport facilities that need to be located in the area, or for their necessary expansion or adaptation, and the infrastructure and wider development required to support them. This includes uses such as ports, airports, lorry parking facilities, freight interchanges, public transport hubs, roadside services, electric vehicle charging and bus and rail depots. In doing so plan-makers should consider whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements, and the importance of maintaining a national network of aviation airfields. 2. Spatial development strategies and local plans may set thresholds for what constitutes a significant amount of movement arising from new development, based on the circumstances of their areas, for the purposes of applying policies TR3 and TR6.
	TR3: Locating development in sustainable locations 1. So that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location: a. Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means the location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical; b. Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in different locations, especially where this can support more walking, wheeling, cycling and public transport use; c. Any significant adverse impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree using a vision-led approach; d. The environmental impacts of traffic and transport infrastructure should be identified, assessed and taken into account – including taking opportunities to avoid or mitigate any adverse environmental effects, and to secure net environmental gains such as reductions in air pollution; and e. In rural areas, opportunities to improve walking, wheeling, cycling and public transport and enhance the connectivity of an area should be taken where they exist and can be supported by the development proposed.
	TR6: Assessing transport impacts 1. Development proposals that are likely to generate significant amounts of movement should be supported by: a. A transport statement or transport assessment (depending on the extent and significance of the transport issues involved), which is proportionate to the nature and scale of the development, so that the likely impacts of the proposal for transport can be assessed and monitored; and b. A travel plan, which indicates how sustainable transport objectives will be delivered, monitored and managed over time. 2. Transport assessments and statements, and travel plans, should reflect the transport vision for the development and the transport strategy for the area in which it is located, and how these are intended to be achieved (including, in the case of travel plans, identifying fallback options if initial measures do not deliver the expected outcomes).

Wiltshire Local Transport Plan 4 (March 2025)

- 2.3 The fourth Wiltshire Local Transport Plan (LTP) was adopted in March 2025. It sets out Wiltshire's Strategic transport objectives, setting out a range of overarching aims, as well as specific policies in

order to achieve their long-term vision of “a safe and connected transport system which protects the county’s unique built, natural and historic environment, making this accessible for all, supports economic growth across Wiltshire’s communities and contributes to a low carbon future.”

2.4 LTP4 sets out policy based on four key areas:

Key Policy Areas

- Avoid (A): Avoid unnecessary travel – giving people the choice to reduce the number and length of car trips needed through promoting digital connectivity, locating services, jobs and other destinations within closer reach and combining journeys.
- Shift (S): Shift to more sustainable modes of transport – providing better and more accessible options for travel via active travel, public and shared transport.
- Improve (I): Improve vehicle, fuel and network efficiency – through roll out of electric vehicles and charging infrastructure, alternative fuels and technology improvements.
- Support (SU): Support and enable delivery of the Avoid, Shift and Improve policy areas – both now and into the future.

(Wiltshire Council LTP4 Executive Summary pg. 5)

2.5 Of the policies set out within WC’s LTP4, the following are most relevant to, and have informed the writing of, this TP:

- Policy S4: Influence the demand for private car use, ensuring improved access and journey time reliability for those who need it most.
- Policy SU1: Empower People with the Skills, Knowledge and motivation they need to safely access more sustainable and healthier transport.

2.6 Part of the range of policy documents produced alongside WC’s LTP4 includes the Rural Areas sub-strategy. This sets out 6 specific objectives to support the delivery of WC’s LTP4 in rural areas, with this TP reflecting some of the measures and objectives mentioned within this particular document. These are as follows:

- Objective 1 - To decarbonise private vehicles, and to tackle social isolation by improving multi-modal and digital connectivity across the whole county, especially within and beyond our rural settlements.
- Objective 2 - To provide a safe transport network which improves quality of life, health and wellbeing in Wiltshire, promoting more equal and inclusive access to opportunities.
- Objective 3 - To provide a reliable and efficient transport network which maximises sustainable economic growth opportunities across Wiltshire’s varied localities.
- Objective 4 - To ensure that Wiltshire has a resilient transport network that is prepared for continuing maintenance, technological, environmental and societal changes and will meet the needs of future generations

- Objective 5 - To expedite the reduction of the total carbon emissions in the county that are due to transport, contributing to making Wiltshire Council Carbon Neutral by 2030, and leading the county towards net zero.
- Objective 6 - To ensure the transport network in Wiltshire protects and enhances our natural and built environments, including our three National Landscapes, National Park and our historic towns and settlements.

The Wiltshire Core Strategy (2015)

2.7 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; and*
- *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.*

2.8 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:

- planning developments in accessible locations
- promoting sustainable transport alternatives to the use of the private car
- 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
- promoting appropriate demand management measures
- influencing the routing of freight within and through the county
- 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)

Wiltshire Council Development Related Travel Plan Guidance

2.9 WC have also produced a document to support developers and consultants who are developing Travel Plans as part of the planning process. Whilst this report is unpublished it is a document provided by the Highway's team to support the production of this type of report and has therefore been considered here.

2.10 It details the key elements of a Travel Plan and other key guidance including:

- The Policy Context
- What a Travel Plan is and what benefits it can deliver
- When an applicant or developer will be required to submit a Travel Plan in conjunction with a planning application
- What type of Travel Plan is appropriate
- How a Travel Plan is best prepared
- What the Travel Plan should include and where the suggested resources can be found
- How Travel Plans can be delivered and secured
- How Travel Plans will be monitored and enforced

CIHT's 'Planning for Walking' (2015)

2.11 The Chartered Institute of Highways and Transportation (CIHT)'s 'Planning for Walking' document provides an insight into the factors which affect why people choose to walk and the different challenges they may face due to the conditions of the routes available. This document has been considered within this TP and can continue to be considered throughout the lifespan of the TP.

2.12 This TP has been written in accordance with the above policies to meet the sustainable requirements for new developments within WC and increase the modal share of alternative transport options for the benefit of the proposed development and wider community. It also utilises some elements of the Green Travel Plan submitted in 2007 as part of Condition 4 of the original change of use application (S/2003/2673).

3. EXISTING SITE CONDITIONS AND LOCAL ACCESSIBILITY

Site Location

- 3.1 The wider Chaldicott Barns site covers approximately 64.63 acres (26.15 hectares) in total and was formerly used as a dairy farm, before being converted into a strategically important multi-use employment site. The application site, extending to 4.57 acres (1.85 hectares), previously consisted of woodland but this has been cleared via a felling licence as a consequence of ash die back. The application site location is such that it is bordered by open storage commercial uses to the north, woodland to the east and west and the remainder of the Business Park to the south. In terms of its strategic location, the site is situated 950m from the A350. The application site and its surroundings are demonstrated in **Figure 2**.

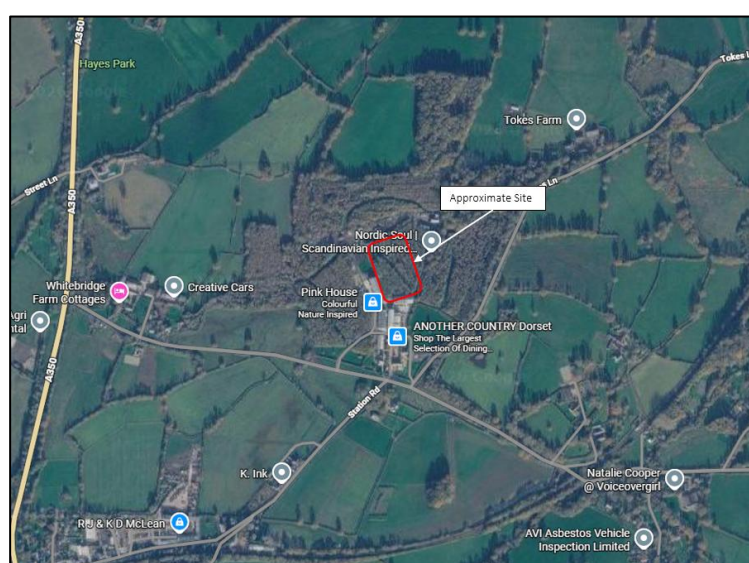


Figure 2: Site Context (Source: Google)

Local Road Network

- 3.2 The site forms part of the wider Chaldicott Barns Business Park, for which access fronts onto an unnamed road. Whilst there are currently three access locations for the wider site, the western access (also known as Chaldicott Barns Entrance 1) would provide the vehicular access to the proposed unit. The existing western access and the unnamed road are shown in **Photographs 1** and **2**.



Photograph 1: Chaldicott Barns Entrance 1



Photograph 2: Unnamed Road Conditions

- 3.3 The unnamed road, which runs east to west from the village of Semley to the A350, is subject to the national speed limit (60mph) and measures c.5m in width at the location of the Chaldicott Barns Entrance 1 to the site. This width is sufficient (according to Manual for Streets (MfS) design guidance) to accommodate a car and an HGV passing simultaneously.
- 3.4 The unnamed road adjoins the A350, c.700m west of the site access (Chaldicott Barns Entrance 1) in the form of a priority junction, before which the speed limit reduces to 50mph. The junction is of sufficient width to accommodate HGV manoeuvres, with large corner radii and a width of c.45m at the 'give-way' line. The existing conditions of this junction are shown in **Figure 3**.



Figure 3: Unnamed Road/A350 Junction (Source: Google)

Strategic Road Network

- 3.5 As aforementioned, the site access is situated c.950m east of the A350 Primary Route. The A350 is a key route in the local area, connecting to the Strategic Road Network (SRN) via the A31 and A35 to the south, as well as the A303 and M4 to the north. Therefore, the location of the site in relation to the strategic road network supports the land uses sought through this application and will ensure there is

minimal impact through neighbouring rural villages by HGVs.

Local Accessibility

- 3.6 The nature of the site and the context in which it lies must be taken into consideration. Therefore, being a business park with a primary focus on manufacturing located in the rural extents of Wiltshire, there are limited opportunity in relation to sustainable travel opportunities.
- 3.7 Whilst the site and the wider area lack specific pedestrian facilities, the rural nature of the roads nearby (excepting the A350) could support limited pedestrian trips, such as through the presence of wide verges, and low traffic volumes. In particular, parts of Semley, including Semley Village Hall, are within a 1.37km walking distance from the site, which is defined by the CIHT in their Planning for Walking Document (2015) as the average distance walked.
- 3.8 That said, the site is located within a 20-minute cycle of a number of residential conurbations, including Semley, Motcombe, East Knoyle and Shaftesbury, as shown in **Figure 4**. Opportunities to encourage cycling as a primary mode of transport for site users is therefore not unrealistic and will be accompanied by a range of hard and soft BREEAM compliant measures to encourage cycling.

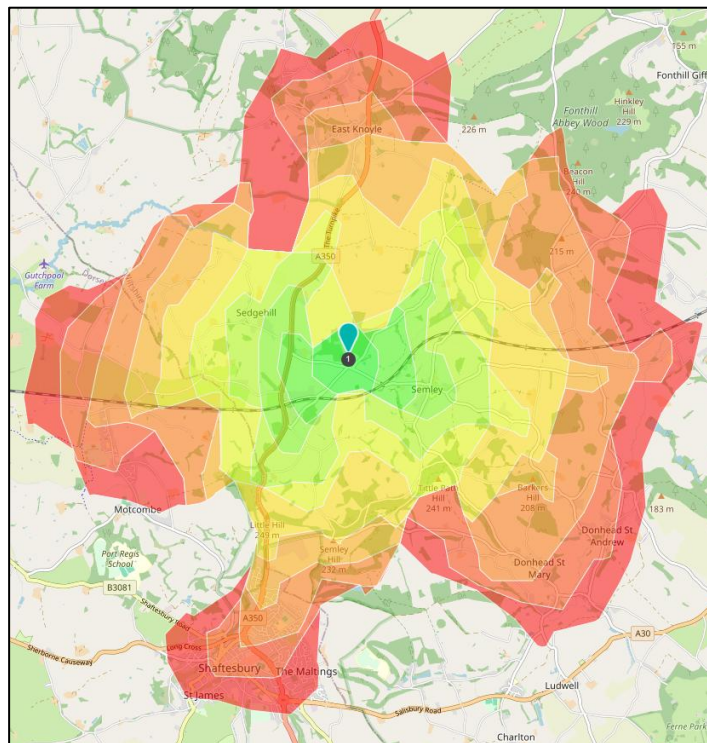


Figure 4: 20-minute Cycle Isochrone Map

Car Sharing

- 3.9 In addition, there are opportunities to encourage car sharing amongst employees. This extends to not only those associated with the proposed site itself, but also as part of the wider business park.

Information from the client suggests that all employees (existing & new) are from the wider locality and within 50 miles commuting circumference of the site. Additionally, the anticipated end user of the building employs large numbers of staff from similar locations such as Yeovil and Bristol, further presenting opportunities for employees to travel to site together.

Public Transport

- 3.10 Given the site's rural location, the existing public transport network is minimal with no bus stops or railway stations within a reasonable walking distance of the site. The nearest bus stops are over 1km from the site, further than the desirable 400m distance defined by the CIHT. The nearest railway stations are located in Tisbury (c.8km northeast) and Gillingham (c.11.5km southwest), with both stations benefitting from a regular service to and from London Waterloo, Salisbury, Yeovil and Exeter. Whilst these rail stations are a considerable distance from the site in terms of walking and cycling, the client will provide a shuttle service for employees as part of the TP works for this site. This is detailed further in **Chapters 4 & 6**.

Local Amenities

- 3.11 Given the rural location of the site, and the nature of the site as an employment area, the number of amenities required for users of the site are likely to be lower than if it was a residential site for instance. Nonetheless, amenities on the site include a café and local farm food shop, a large area of open space, as well as Electric Charging Points immediately to the southeast of the site and towards the Chaldicott Barns secondary entrance from Tokes Lane. Moreover, as aforementioned, Semley Village is located c.1.2km to the east of the site (a 15-minute walk and a 5-minute cycle) along a lightly trafficked road. Semley Village features a pub, a school, a village hall and a local village store.

Site Connectivity

- 3.12 In line with Policy TR3(2) of the NPPF, the site's location has been considered using the Department for Transport's (DfT) Connectivity Tool. The site receives an overall national score (when driving is removed) of 19 out of 100 (**Figure 5**), underlining the rural nature of the site. However, it should be noted that when the site is reviewed within the context of Wiltshire, the site receives a banding rating of D, as shown in **Figure 6** showing the site is in the upper half of all sites in WC for connectivity by non-motorised users, and thus has more potential to support sustainable travel than comparable rural sites in Wiltshire.



Figure 5: Connectivity Tool Overall Score

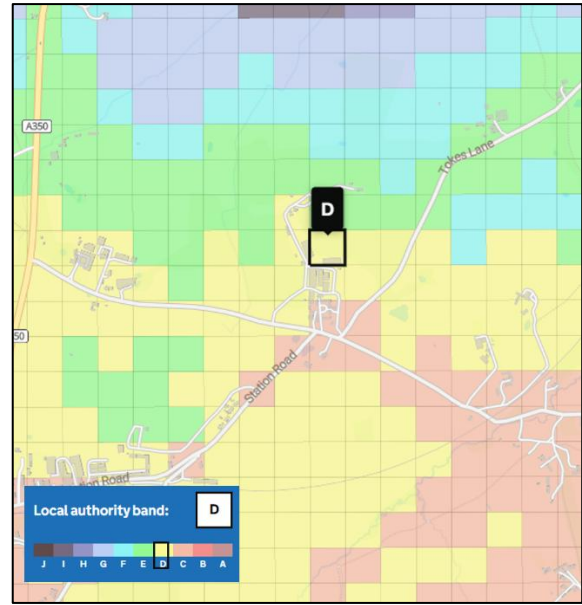


Figure 6: Connectivity Tool Local Authority Banding

Summary

- 3.13 The application site is located in the northern parcel of the existing Chaldicott Barns Business Park, with this wider site located in a predominantly rural area, but also c.950m east of the A350, a key strategic route. There are currently three vehicular accesses to Chaldicott Barns off an unnamed but main service road to its south. The users of this new site will be utilising the westernmost of these accesses; being the main access into the wider Business Park. The rural nature of the site is not highly conducive with encouraging walking and cycle trips, however there are a select range of amenities within a reasonable walking and cycling distance, many of them in the village of Semley, c.1.2km to the east. To support public transport access, which is currently limited, it is proposed that a shuttle service will be provided by the client from the local railway stations.

4. PROPOSED DEVELOPMENT

- 4.1 As aforementioned, this Framework staff TP supports a full application within Chaldicott Barns, for a single building operating under a B2 use class. This building will have a GIA of c.7,448sqm.
- 4.2 The unit is proposed to be occupied by the same end client that currently operates from several other buildings within the wider Business Park.
- 4.3 The proposed new unit will have a total of 240 members of staff at peak production. Given the 24-hour nature of the site, it is anticipated that these 240 members of staff will work in shifts, with an expected pattern of three 8-hour shifts over this 24-hour period. This would result in a maximum of 80 staff on site at any one time (except for brief shift changeover periods). The shift patterns are anticipated to be 08:00-16:00, 16:00-00:00 and 00:00-08:00, therefore avoiding the network peak periods for commuting.
- 4.4 As is the case presently, it is anticipated that all of these staff will be from the wider locality and within a 50-mile commuting circumference.

Car Parking

- 4.5 The scheme proposes 128 parking spaces, at various locations around the site. The locations of these parking spaces can be seen within the site plan in **Appendix A**. Of these 128 parking spaces, 6 are for disabled users.
- 4.6 These 128 spaces will also include 22 Electric Vehicle (EV) charging spaces, with the ability to expand this provision by a further 17, and 9 Dedicated Car Sharing Spaces, in line with BREAAAM Criteria TRA 02.
- 4.7 Given that the maximum number of staff onsite at any one time is 80 (barring brief periods of shift changeover), this 128 parking spaces is adequate to accommodate the parking demand for the scheme, especially given Wiltshire Council's Parking Standards in their 2015 Car Parking Strategy Document state that non-residential developments have maximum parking standards rather than minimum. There may be some level of disruption within the car park during shift changeover, but this will be contained within the red line of the site and therefore will not disrupt the operation of the local highway network.

Cycle Parking

- 4.8 The site will also provide 18 covered cycle parking spaces on site. When considering that each shift consists of 80 staff. This provision satisfies the cycle parking requirements set out within WC's Cycle

Strategy (2011) for all Class B land uses (1 covered space per 10 employees), whilst also having ample capacity for visitors and shift changeover. Of these 18 spaces, 4 will be provided with electric cycle charging. This cycle parking is also BREEAM compliant, meeting the requirements for 1 covered space per 10 employees, when considering the maximum number of staff onsite is 160 (as outlined).

Access Arrangements

- 4.9 The site will be accessed from the westernmost of the three accesses off the unnamed road as previously described, known as Chaldicott Barns Entrance 1. The access is provided in the form of a simple bellmouth junction with an c.7m wide access road heading north into the site (**Photograph 3**). This access road then routes through Chaldicott Barns linking to both existing buildings and the new unit to be constructed as part of this development, with this internal access route being outlined in **Figure 7**.



Photograph 3: Internal Access Road



Figure 7: Internal Access Route

Physical Measures to facilitate use of Sustainable Transport

- 4.10 Physical measures to facilitate the use of sustainable transport include the provision of the BREEAM compliant 18 covered and secure cycle spaces alongside electric bicycle charging; existing BREEAM compliant communal facilities within the Chaldicott Barns site for cyclists (such as showers, changing facilities, lockers and drying spaces); and a bike repair station. There will also be provision of BREEAM compliant electric charging spaces for vehicles.
- 4.11 Additionally, an operational shuttle service which will travel between the new unit and Tisbury Railway Station, Gillingham Railway Station and Shaftesbury. Shaftesbury is the closest large settlement to the site, being c.6.5km to the southwest, with a range of amenities and residences. Meanwhile, the links to Tisbury and Gillingham Railway Stations provide an opportunity for staff from further afield to utilise rail as part of their daily commute, especially as this rail service links to a range of key destinations and interchange stations that will be useful for employees of the site. This will be driven by demand and provides opportunities for employees who live in Shaftesbury to travel to the site via sustainable means, as well as creates an opportunity for linked trips for those who travel from other locations that are served by rail. Details of any routing will be finalised once demand is better known.
- 4.12 This shuttle service will be sustainably supported by the end client with subsidised rates. Should

demand indicate that significant numbers of employees travel from elsewhere, then further destinations may be added. This shuttle service will be monitored throughout the Travel Plan period and altered as appropriate.

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 need for single occupancy vehicle trips through highlighting and promoting the use of more sustainable travel methods.

5.2 This aim is broadly in line with the aim set out previously within the aforementioned Green Travel Plan submitted in 2007 for Chaldicott Barns, and looks to build on the work already undertaken as part of that previous Travel Plan Coordination.

Travel Plan Objectives

5.3 Specific to this TP, the objectives are:

- Reduce single occupancy private vehicle trips and their subsequent impact on the local road network;
- Maximise the opportunities for travel by alternative means;
- Promote the benefits of cycling including the existing and proposed onsite cycle facilities;
- Encourage shuttle service uptake
- Promote car sharing for employees and;
- Ensure safe and easy access for all site users

5.4 Meeting these objectives will help achieve a development that supports sustainable travel practices and a decreased reliance on single occupancy private car trips, thus reducing the impact of car travel on the local road network.

Baseline Travel Patterns

5.5 Before setting specific targets, understanding how employees currently travel to work is essential. Using 2011 'Method of Travel to Work' Census data for the Mid-Super Output Layers (MSOA) 'Wiltshire 050', the baseline modal splits are presented in **Table 1**. Full census data is attached in **Appendix B**. Working from home was removed from the assessment, due to the planned operation of the scheme requiring staff to be on site.

Mode of Travel	Indicative Baseline
Car Alone	76%
Car Share	4%
Train	3%
Bus	1%
Cycle	2%
Walk	13%
Motorcycle/Scooter	1%
Total	100%

Table 1: Indicative Baseline Splits

- 5.6 It should be noted that despite the rural locality of the site, walking scores highly than expected, with 13%. This may be attributed to the large area that this MSOA covers as well as the range of differing employment uses in the local area. Given the specialty of this site, and the 50-mile employment radius, this baseline data may not be truly reflective of true travel patterns.
- 5.7 Therefore, it is proposed that to determine the ‘actual’ travel patterns, surveys would be completed within 3 months of occupation of the new unit. Finalising these surveys swiftly would allow for an understanding of travel patterns of staff and allow for the TP to be embedded at an early stage, maximising its chance of success.
- 5.8 Once the ‘actual’ baseline modal splits have been established, the Travel Plan Coordinator (TPC) and WC Travel Plan Officers (TPOs) should discuss the acceptability of the indicative modal share targets presented in **Table 2**. The baseline modal split survey results will be discussed in the end of Preliminary Monitoring Report. Further details of the proposed monitoring can be found in **Chapter 7**.

Travel Plan Targets

- 5.9 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.
- 5.10 This Travel Plan proposes two targets which should be met over the lifetime of the TP, which we would expect to be implemented for the commercial elements of the site. These aims are set out in **Table 2** and represent the overarching goals of this TP.

Target	Timescale
Decrease the proportion of commuting journeys made by single occupancy private car by 5%	End of Year 5
Increase the proportion of commuting journeys made by active transport, public transport, shuttle bus and car sharing by 5%	End of Year 5

Table 2: Travel Plan Targets

5.11 The targets set out in **Table 2** are then applied to the baseline modal splits set out in **Table 1** to give an aspirational modal split at the conclusion of this 5-year Travel Plan. These are shown in **Table 3**.

Mode of Transport	Baseline Modal Split	End of Year 1	End of Year 3	End of Year 5
Car Alone	76%	75% (-1%)	73% (-3%)	71% (-5%)
Car Share	4%	24% (+1%)	26% (+1%)	28% (+5%)
Train	3%			
Bus (inc. shuttle bus)	1%			
Cycle	2%			
Walk	13%			
Motorcycle/Scooter	1%	1% (no change)	1% (no change)	1% (no change)

Table 3: Detailed Travel Plan Targets

5.12 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 staff and visitors to use alternative modes of transport to single occupancy vehicle commuting journeys. The following provides a summary of the measures available to target users of the development site.
- 6.2 All employees of the intended future occupier are expected to be from the wider locality and within 50 miles commuting circumference of the site, giving realistic opportunities to support staff in changing their mode of transport.

Measures Package

Hard Measures

- 6.3 There will be a range of physical measures implemented by the scheme to support a greater uptake of sustainable travel. This includes the cycle parking provision, EV charging, dedicated car sharing parking spaces, and the shuttle service as outlined in **Chapter 4**.

Soft Measures

- 6.4 In addition to the hard measures outlined above, 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.
- 6.5 The measures set out in this section will be determined based on the final levels of occupancy and the potential for achieving a 5% modal shift, which will help reduce greenhouse gas emissions. These measures have been identified through the master planning process and the TA submitted alongside this FTP and by drawing upon community transport solutions.

Key Stages: Preliminary

- 6.6 In order to meet the objectives of the FTP it is essential that a number of tasks are completed prior to the first occupation, as outlined within the site's Action Plan (detailed later in **Chapter 7**) These include:
- Appoint a Travel Plan Coordinator (developer)
 - Produce Staff Travel Information Pack (TIP) including:
 - Walking and cycling routes;
 - Electric charging information;
 - Car sharing information and benefits; and
 - Details of the TPC.

Key Stages: Five Years Following Occupation of the New Building

- 6.7 It is proposed that the TP period would become fully active upon occupation of the new building 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 client.
- 6.8 During these five years, the Action Plan set at the preliminary stage would evolve to reflect the needs of the staff and any visitors. Such measures would be determined by the TPC in dialogue with occupants of the site, WC, 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 in **Chapter 7**.

Modal Measures: Walking and Cycling

- 6.9 This TP has summarised that there are limited local walking and cycle networks, although there are opportunities to access both on-site and local facilities which this TP would promote to staff. These will be detailed to staff in their Travel Information Packs and through the biannual posters (as discussed later in the report).
- 6.10 Due to the rural area in which the site is located, and when considering the relatively high baseline modal splits for walking, it is considered unlikely that increasing the share of staff walking to the site is realistic. However, opportunities do exist to promote and increase active travel to the site, particularly via bicycle, with the low baseline modal split for cycling (2%) indicating that this is a significant opportunity.
- 6.11 Secure, covered cycle storage will be provided for staff and visitors to encourage cycling to and from the site and staff will be made aware of this provision, as well as locations of shower and changing facilities. The TPC will work with occupiers of the units on the Chaldicott Barns site to investigate the feasibility of a Cycle to Work scheme whereby employers can purchase a bicycle alongside a salary sacrifice.
- 6.12 The TPC would work with walking and cycling campaigns and support local and national campaigns. To incentivise walking and cycling the TPC will continue to promote the benefits of walking and cycling to maximise potential for staff to habituate walking and cycling as part of healthy lifestyle practices, whether for daily commuting or occasional leisure. Alongside this, the TPC will promote free health apps including (but not limited to) Better Points, NHS Better Health, Map My Walk, Strava and Footpath Route Planner to help encourage active travel.

Modal Measures: Car Sharing

- 6.13 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 staff interaction and creating a sense of community.
- 6.14 Given the rural nature of the site, car sharing is a key measure to help achieve the targets set out in this TP of a 5% modal shift away from private vehicle use for commuting trips. Given that the expectation is that staff will live within a 50-mile radius, many live in the larger settlements of Yeovil and Shaftesbury, and there are three distinct shift patterns, there is clear potential for car sharing to make an impact in reducing single occupancy private vehicle use.
- 6.15 The TPC will work with the client and with the occupiers of each unit to support any staff looking to car share, for example by finding them others who wish to make similar journeys and promoting the benefits of car sharing. The site also includes 9 car share spaces which will be monitored by the site manager and promoted to staff.
- 6.16 Liftshare is a well-established scheme and would be promoted to staff through the TIP and biannual travel posters, to help them find potential lift sharing partners in the local area. The TPC will also promote useful Wiltshire car sharing links such as the resources on Connecting Wiltshire. The TPC will also look to promote the savings brought about through car sharing.

Modal Measures: On-Site Minibus

- 6.17 The on-site shuttle service will help to support staff making similar journeys to and from key destinations such as Shaftesbury, Gillingham and Tisbury to travel sustainably and use this on-site shuttle bus to complete their journey. The TPC will promote this shuttle service and will gather feedback on its operation and demand from users as part of its proposed monitoring (detailed in **Chapter 7**). However, the client will ultimately be responsible for the day-to-day operation of the service as well as responding to demand as appropriate.

Modal Measures: Sustainable Private Vehicle Use

- 6.18 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.
- 6.19 A wider network of electric charging points is being explored across the County, encouraging the greater uptake of electric and hybrid vehicles. The TPC would promote electric charging infrastructure

both on and off-site.

- 6.20 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, where appropriate.

Modal Measures: Other Modes

- 6.21 Should monitoring exercises and communication with staff 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 WC TPOs.

Personalised Travel Planning

- 6.22 Upon moving to their new job, staff will be offered free Personalised Travel Planning (PTP) advice as part of their TIP. This will be provided by the TPC and will inform staff on how they can travel to destinations more sustainably in support of achieving the longer-term targets for the site. The literature provided will contain up to date information regarding public transport facilities and walking and cycling routes within the local area. This PTP will then be promoted through the lifespan of the TP.

Marketing and Communication - Travel Plan Webpage and Posters

- 6.23 To ensure the ongoing promotion of the Travel Plan to staff, over its lifespan a number of marketing and communication elements would be implemented.
- 6.24 The TPC would also produce biannual travel posters for the five years of the Travel Plan, providing staff with updated sustainable travel information, details of any national events and offer personalised travel planning information. These posters will be emailed to staff with copies distributed for display on notice boards in a staff communal areas.

Local Area and Other Site Users

- 6.25 The TP will promote the local area's facilities whilst actively engaging with the other units existing on site, the existing Green Travel Plan as well as with local events and businesses. Engagement with any other local active Travel Plans would provide an opportunity for a 'joined up working' approach to maximise resources and share best practice.

Visitors and Deliveries

- 6.26 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. Employee's positive sustainable travel experiences should have a knock-on effect to visitors.

7. IMPLEMENTATION AND MONITORING

Implementation

- 7.1 The Travel Plan is expected to be secured by planning condition, which would confirm the proposed measures as well as any monitoring costs, required by WC.

Travel Plan Coordinator

- 7.2 This section covers the implementation and monitoring of the development. The TPC position would be part-time over the lifespan 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 the new employment units on the site.
- 7.3 The TPC role and contact details will be finalised with WC 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.
- 7.4 More specifically, the role of the TPC requires:
- Overseeing the development and implementation of the TP and maintaining support;
 - Liaising with local interest groups, individual companies on site and WC;
 - Designing and implementing an effective marketing strategy and raising awareness;
 - 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

- 7.5 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 employers beyond the TP's active period: and
 - The successful delivery of the TP in co-ordination with other local developments and communities.

Monitoring

- 7.6 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 and the wider South West.
- 7.7 The resultant monitoring structure for the TP is therefore set out within **Table 4** and summarised in the subsequent paragraphs.

End of Year 1	End of Year 3	End of Year 5
Staff Questionnaire (completed 3 months after opening)	Staff Questionnaire	Staff Questionnaire

Table 4: Monitoring Strategy

- 7.8 A staff questionnaire is proposed to be undertaken within 3 months of the opening of the new units to assist with setting a baseline for the site and then repeated at the end of Years 3 and 5, in line with Wiltshire's Travel Plan guidance. It is proposed that the survey will be completed electronically, although postal surveys may also be used. An example staff survey is included in **Appendix C**.
- 7.9 This questionnaire will also include questions regarding the shuttle service and/or car sharing, to aid the site's administration team and the TPC to assess demand and make changes to support uptake as necessary.
- 7.10 The results of the questionnaire will be shared with staff, when appropriate.
- 7.11 A biennial monitoring report will be produced and submitted to TPOs at Wiltshire, at the end of each survey year. This report will outline how the TP has been implemented for the year, along with a presentation of the 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. On years where no monitoring is proposed, (namely Years 2 and 4) TPC activities will still take place, with a summary email submitted to Wiltshire TPOs for sign off, summarising the activities taken place over that year.

Action Plan

- 7.12 The Action Plan for the implementation of the TP can be seen in **Table 5**. The Action Plan summarises: the range of measures and activities proposed as part of this TP; who will be responsible for them; and when they will be actioned. Measures and activities proposed within this table are based on WC's Travel Plan Guidance, the original Green Travel Plan (2007), and our experience of TPC work at similar

sites in the region.

	Action	Timescale	Responsibility
Preliminary	Appointment of TPC	Prior to new unit occupations	Client
	Set up Site Shuttle Service		
	Contact WC's TPO for information on local travel events and confirm Action Plan.		TPC
	Relevant TP logo and identity established		
	Source and Issue relevant Cycle and Walking Maps from WC TPOs		
	Prepare a Travel Information Pack for all new and existing staff detailing sustainable travel options		
Walking/Cycling	Promote the on-site cycle facilities including shower/changing locations	Ongoing	TPC
	Maintenance of cycle parking facilities		TPC/Client
	Client to investigate offer of 'cycle-to-work' scheme		Client
	Publicise local and national events and campaigns such as Bike Week, National Walking Month, Cycle to Work Day		TPC
Car Sharing	Promote the location of car sharing spaces as well as the benefits of car sharing to employees		
	Co-operation and co-ordination with local, regional or national campaigns and events such as Lift Share Week and Car share Wiltshire		
	Work with employers and employees to identify any internal car-sharing opportunities		TPC/Client
Sustainable Private Usage	Continued recruitment of local staff to reduce distance or need to travel by private vehicle		Client
	Provide information on fuel efficient and sustainable driving practices		TPC
	Provision of information about the local road network routes		
	Inform staff of local electric vehicle charging points and how to find them (using sites such as ZapMap)		
	Promotion (TPC) and continued maintenance (client) of Electric Vehicle Charging Facilities		TPC/Client
Shuttle Service	Promote shuttle service to all staff		TPC
	Review demand for shuttle service on a regular basis		Client
Communication and Marketing	Prepare a staff Travel Information Pack highlighting and promoting sustainable travel	Preliminary Period	TPC
	Production and issuing of biannual sustainable travel posters for display at each unit and to staff inboxes detailing any travel news, promotions and survey results		
	Promotion of personalised travel planning offer		
Monitoring	Issue staff travel survey	Years 1,3 and 5	
	Submit monitoring report to WC detailing any TPC activities carried out and results of any surveys		
	Submit summary email to WC detailing any TPC activities carried out	End of Years 2 and 4	
	Obtain sign-off from WC TPOs and begin following year (Prelim to end of Year 4).	End of Preliminary, Years 1-4	
	Obtain sign-off from WC TPOs and over TPC to employees on the site	End of Year 5	

Table 5: Proposed Action Plan

Overcoming Barriers to Success

- 7.13 Mismanagement can become a potential barrier to the successful implementation of TPs. Whilst the TPC is responsible for the overarching management of the TP, ongoing co-ordination with WC TPOs will ensure that mismanagement does not occur.
- 7.14 Whilst specific remedial measures have not been identified within the Travel Plan, such remedial measures would be identified through discussions with WC 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.
- 7.15 If the five-year target is not achieved, the requirement for remedial measures would be explored with WC and would reflect the level of work already undertaken on the site.

Community Embedding and Handover

- 7.16 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 staff and the wider site operators over the course of the TP it is hoped that champions would stand out and be able to continue promoting the ideals of the TPC.
- 7.17 Local engagement and a gradual handover is embedded within the proposed TP strategy and should form a key subject in annual liaison with WC TPO as the TP draws to an end.

Appendix A

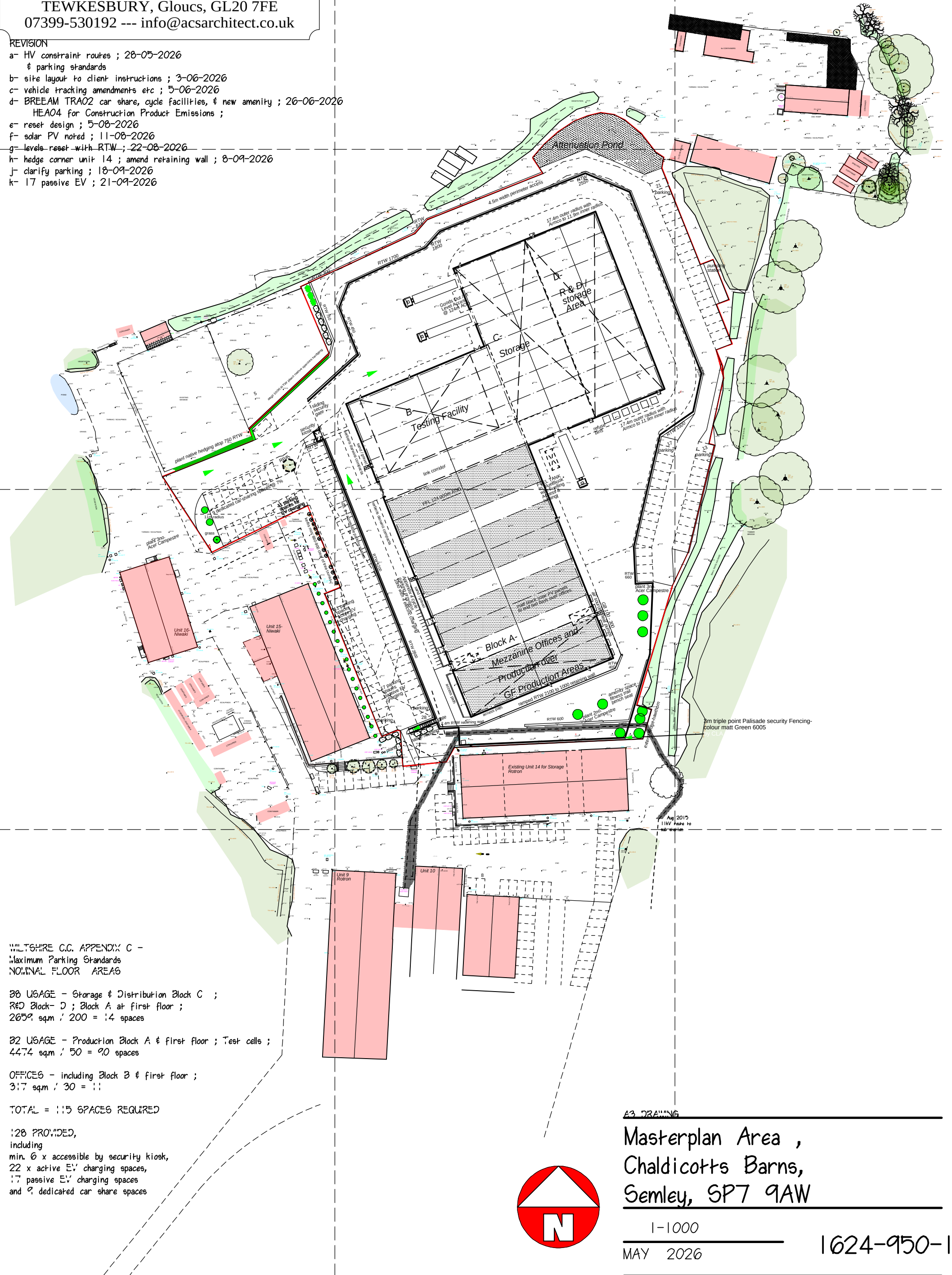


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REVISION

- a- HV constraint routes ; 28-05-2026
£ parking standards
- b- site layout to client instructions ; 3-06-2026
- c- vehicle tracking amendments etc ; 5-06-2026
- d- BREEAM TRA02 car share, cycle facilities, £ new amenity ; 26-06-2026
HEA04 for Construction Product Emissions ;
- e- reset design ; 5-08-2026
- f- solar PV noted ; 11-08-2026
- g- levels reset with RTW ; 22-08-2026
- h- hedge corner unit 14 ; amend retaining wall ; 8-09-2026
- j- clarify parking ; 18-09-2026
- k- 17 passive EV ; 21-09-2026



WILTSHIRE C.C. APPENDIX C -
Maximum Parking Standards
NOMINAL FLOOR AREAS

B8 USAGE - Storage & Distribution Block C ;
R&D Block D ; Block A at first floor ;
2659 sqm / 200 = 14 spaces

B2 USAGE - Production Block A & first floor ; Test cells ;
4474 sqm / 50 = 90 spaces

OFFICES - including Block B & first floor ;
317 sqm / 30 = 11

TOTAL = 115 SPACES REQUIRED

128 PROVIDED,
including
min. 6 x accessible by security kiosk,
22 x active EV charging spaces,
17 passive EV charging spaces
and 9 dedicated car share spaces

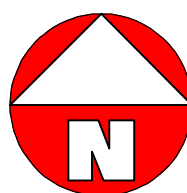
A3 DRAWING

Masterplan Area ,
Chaldicotts Barns,
Semley, SP7 9AW

1:1000

MAY 2026

1624-950-1k



Appendix B

QS701EW - Method of travel to work

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population	All usual residents aged 16 to 74
units	Persons
date	2011
rural urban	Total

Method of Travel to Work	E02006665 : Wiltshire 050
All categories: Method of travel	4,642
Train	71
Bus, minibus or coach	27
Taxi	4
Motorcycle, scooter or moped	25
Driving a car or van	1,961
Passenger in a car or van	100
Bicycle	54
On foot	337

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 C

Thank you for taking the time to complete our staff travel survey. This will help us (your Travel Plan Coordinator) understand your travel needs and should only take a few minutes.

If you have any questions regarding our work, the survey or relating to the travel voucher, please do not hesitate to get in touch!
You can send your completed survey to us via:

- ☐ **Post using the pre-paid envelope:** Paul Basham Associates, ###
- ☐ **Survey Monkey** at ####
- ☐ **QR code**

QR Code



SECTION A: YOUR JOURNEYS

1. Please tell us if you work full time or part time:

- ☐ Full time
- ☐ Part time

2. For the past 5 days please indicate (with a tick) how you travelled to work:

	Day 1	Day 2	Day 3	Day 4	Day 5
Bus					
Cycle					
Car Alone					
Car Share (passenger/ driver)					
Motorcycle/scooter					
Train					
Walk					
Other _____					

3. Please tell us why you choose to travel by your primary method of travel (most common method over 5 day period) (please tick all that are relevant)

- ☐ Journey time
- ☐ Reliability/ quicker than alternatives
- ☐ Health reason
- ☐ Cost
- ☐ Comfort/personal safety
- ☐ Environmentally friendly
- ☐ Other _____

4. Please paint a picture of your journey to work.

Start Postcode (First half) _____
 Time I leave start postcode: _____
 Time I arrive at work: _____
 Time I leave work: _____
 How far is the journey, one-way: _____

5. Please indicate how frequently you use an alternative form of travel to commute to work.

	Always	Sometimes	Rarely	Never
Bus				
Cycle				
Car Alone				
Car Share (passenger/ driver)				
Motorcycle				
Train				
Walk				
Other _____				

SECTION B: TRAVEL CHOICES

6. If you travel by car, why do you travel by car? (Please tick all that are relevant)

- ☐ 1. I don't own a car
- ☐ 2. Car essential to perform job
- ☐ 3. Reliability/ quicker than alternatives
- ☐ 4. Health reasons
- ☐ 5. Lack of alternatives
- ☐ 6. Cost
- ☐ 7. Comfort
- ☐ 8. Personal safety
- ☐ 9. Things to do on way home
- ☐ 10. Other (please specify)

7. Which of the above is the most important when travelling by car?

8. If you travel usually by car, how do you travel when your car is unavailable (i.e. is being serviced)

Please Turn Over

9. Which of the following would most encourage you to cycle (or cycle more if you already do so)? (Please specify up to 3)

- ☐ Better cycle storage
- ☐ Cycle training/safety courses
- ☐ More information on cycle routes
- ☐ Better cycle equipment/maintenance
- ☐ Nothing would encourage me to cycle more
- ☐ Other (please specify)

10. Which of the following would encourage you to travel by bus or train (or more if you do this already)? (Please specify up to 3)

- ☐ More direct routes
- ☐ More frequent/reliable services
- ☐ Better facilities at stops/station
- ☐ Increased safety measures
- ☐ Better connection from home to the station/bus stop
- ☐ Nothing would encourage me to use the bus/train more
- ☐ Other (please specify)

11. Which of the following would most encourage you to car share (or more if you already do so)? (Please specify up to 3)

- ☐ Car share scheme at work
- ☐ If I knew people to car share with
- ☐ More similar journeys
- ☐ If it did not affect my daily routine (e.g. when to leave)
- ☐ Nothing
- ☐ Other (please specify)

SECTION C: TRAVEL INCENTIVES

12. Did you get travel information when you joined the company?

- ☐ Yes
- ☐ No
- ☐ Unsure

13. Have you used the on-site cycling and/or electric charging facilities?

- ☐ Yes (I've used both)
- ☐ Yes (Cycle facilities only)
- ☐ Yes (Electric Charging only)
- ☐ No

14. Does your employer offer a salary sacrifice scheme? (i.e Cycle to Work Scheme)

- ☐ Yes
- ☐ No
- ☐ Unsure

15. What would be your preferred salary sacrifice scheme?

- ☐ Cycle to Work
- ☐ Train discount scheme
- ☐ Bus discount scheme
- ☐ Other

16. Is there anything else you would like to tell us about travel to/from work?

If you wish to discuss any part of this survey further please do not hesitate to contact us at: Paul Basham Associates, ###

Email: travelplan@paulbashamassociates.com

Thank you for your time, and we look forward to hearing from you!

Please note that this information is kept in accordance with Data Protection policy found at: <https://paulbashamassociates.com/privacy-cookie-policy/>.

Thank you