INTERIM TRAVEL PLAN

Carisbrook Road,
Mitcheldean, Gloucestershire

Client: Gladman Developments Ltd

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APPENDICES AVAILABLE IN TRANSPORT ASSESSMENT

1 INTRODUCTION

1.1 Purpose of the Report

1.1.1 This Interim Travel Plan (TP) has been prepared to accompany an outline planning application by Gladman Developments Ltd's (Gladman) for a residential development comprising up to 180 dwellings, 35% of which will be classed as affordable, located on land off Carisbrook Road, Mitcheldean, Gloucestershire.

1.1.2 This report should not be seen as a definitive document but as the first stage of the TP process which will continue and evolve over time with input from the housebuilder that will ultimately develop the site, future residents of the site, Gloucestershire County Council (GCC) and Forest of Dean District Council (FDDC). This TP represents a commitment by Gladman to ensure that the proposed development is accessible by sustainable modes of transport and every effort will be made to ensure that opportunities to encourage the use of these sustainable modes, particularly walking, cycling and public transport, will be promoted.

1.1.3 The document has been prepared in accordance with the Government's *National Planning Policy Framework* (2024) (NPPF) and *Travel Plans, Transport Assessments and Statements* (2014), as well as Appendix E of GCC's *Local Transport Plan* which provides *Travel Plan Guide for Developers* (July 2011). It considers the accessibility of the site and safety for all modes of travel but specifically walking, cycling and public transport.

1.1.4 This document has been prepared alongside a Transport Assessment (TA) for the development proposal. As many highway and transportation details are pertinent to both documents, there is some repetition between the two and several of the Appendices of the TA are referenced in this document.

1.1.5 This is the second outline planning application on the site by Gladman, with the first, for up to 125 dwellings, submitted in 2018 and assigned the reference P1994/18/OUT. This application was subsequently refused by Forest of Dean District Council (FDDC), the Local Planning Authority (LPA), in 2019. One of the reasons for refusal related to insufficient information being submitted to assess highway impact, particularly at the junctions of Hawker Hill/Gloucester Road/New Road and Abenhall Road/Gloucester Road. No issues were raised regarding the accessibility of the site by sustainable modes of travel subject to the provision of new or improved infrastructure to connect with the existing.

1.1.6 This new application takes account of the scoping of the original transportation documentation and the post-submission comments in relation to highways and transportation.

1.1.7 The conclusions and recommendations contained herein have been drawn based on information available and obtained in advance of the planning submission to which this report relates.

1.1.8 Reasonable checks have been carried out on any third-party information used in the preparation of this report but, nonetheless, Gladman accepts no liability for the accuracy or otherwise of this data.

1.1.9 Third-party rights are excluded for the use of information contained within this report.

1.2 Scope of Report

1.2.1 The requirement for a Travel Plan was agreed with GCC Highways during scoping discussions undertaken in November 2018 (**TA Appendix A**). The response from GCC was reviewed and it is acknowledged that the highway authority was mostly in support of the proposals included within the TP. It should be reiterated that this TP is interim with a full TP to be submitted in line with the 50% occupancy figure stipulated by GCC.

1.2.2 Following this introduction, the remainder of this report is structured as follows:

- **Section 2** describes the relevant local and national TP policy and guidance and presents the objectives of this TP;
- **Section 3** describes the existing situation in terms of the site and local highway network;
- **Section 4** details the development proposal including the access strategy and the likely trip generation of the site;
- **Section 5** details access to the site by sustainable modes of transport which includes walking, cycling and public transport;
- **Section 6** discusses the targets of this TP;
- **Section 7** describes the measures to be employed to achieve the targets set; and
- **Section 8** discusses the management of the TP and describes how it will be monitored and reviewed.

2 TRAVEL PLAN POLICY, GUIDANCE AND OBJECTIVES

2.1 Introduction

2.1.1 In recent years, national and local transport policy in relation to new developments has moved away from focusing on physical highway improvements to accommodate vehicular traffic towards measures aimed at encouraging the use of more sustainable modes, particularly walking, cycling and public transport. One of the key tools to achieving this is by the adoption of TPs. This section details the TP policies and objectives that are relevant to this development.

2.2 National Planning Policy Framework

2.2.1 The current *National Planning Policy Framework* (NPPF) was published in December 2024 and sets out the Government's current planning policies. At the heart of NPPF is *'a presumption in favour of sustainable development'* as detailed in paragraphs 10 and 11.

2.2.2 Section 9 of the NPPF, *Promoting sustainable transport*, outlines the important role that the planning system has in facilitating sustainable development. It states in paragraph 110 that:

> *'Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.'*

2.2.3 The document offers guidance for planning policies including:

- supporting appropriate mixes of land uses;
- minimising the number and length of journeys;
- actively involving local highway authorities, transport infrastructure providers and operators and neighbouring councils in order to align strategies and investments for supporting sustainable travel; and
- providing high quality walking and cycling networks and associated supporting facilities such as cycle parking.

2.2.4 Paragraph 115 of the NPPF provides direction for the assessment of sites for development, stating:

> *'…it should be ensured that:*
>
> *a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
>
> *b) safe and suitable access to the site can be achieved for all users;*

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.'

2.2.5 In determining planning applications, paragraph 116 states that:

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.'

2.2.6 Paragraph 117 continues:

'Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'

2.2.7 Paragraph 118 highlights the need for planning applications for developments that will *'generate significant amounts of movement'* to be accompanied by a Transport Assessment or Transport Statement and a Travel Plan so that the *'likely impacts of the proposal can be assessed and monitored'*.

2.3 Planning Practice Guidance

2.3.1 The theme of sustainable development runs throughout Planning Practice Guidance, with the detailed elements regarding transport being focussed in the following sections:

- *Transport evidence bases in plan making and decision taking*; and
- *Travel Plans, Transport Assessments and Statements*.

2.3.2 Both sections of the Guidance provide significant amounts of detail on the information types and sources that are appropriate for helping Local Planning Authorities to take forward their Local Plan with an appropriate evidence base. The Guidance is also a useful reference for assessing schemes such as the development which this report accompanies.

2.4 Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (2011)

2.4.1 This Transport White Paper, prepared by the Department for Transport (DfT), states its vision for a *'transport system that is an engine for economic growth, but one that is also greener and safer and improves quality of life in our communities'*.

2.4.2 It believes that *'we can build the balanced, dynamic low carbon economy that is essential for our future prosperity'* by improving sustainable transport links and investing in new projects that *'promote green growth'* but importantly states that *'investment on its own is not enough – we also need to help people to make transport choices that are good for society as a whole'*.

2.4.3 The paper makes the pertinent point that *'two thirds of journeys are under five miles – many of these could be easily cycled, walked or undertaken by public transport'* but practical alternatives to private car use must be made more attractive. Their research suggests that a *'substantial proportion of car drivers would be willing to drive less, particularly for shorter trips'*.

2.4.4 It recognises that sustainable modes of travel are not viable alternatives to private car travel for all journeys, particularly those in rural areas or long distance trips. Greener car technologies will develop over the long term but *'sustainable travel initiatives are available now, and will continue to have benefits for congestion and wealth'*. It states that short, local journeys are where the greatest opportunities for encouraging sustainable travel lie.

2.4.5 In terms of how sustainable transport choices can be encouraged, the White Paper believes that *'it is at the local level that most can be done to enable people to make more sustainable transport choices'*. At this level it can be a mix of smaller-scale transport schemes and citizens acting together which can facilitate the effective delivery of local transport solutions that are *'developed for the places they serve, tailored for the specific needs and behaviour patterns of individual communities'*.

2.5 National Climate Change Agenda

2.5.1 In 2019 the UK Government made an Order to The Climate Change Act of 2008. Through this Order, the Government committed to make the UK a 'net zero' emitter of greenhouses gases by 2050 relative to 1990 emission levels. One way to help achieve this is the reduce greenhouse emissions caused by

road traffic, with the Government announcing the ban of new petrol and diesel engine cars by 2035, outlining a clear shift toward electric vehicles, whilst at the same time continuing to encourage active travel (walking and cycling) as well as public transport use.

2.5.2 The proposed development offers the opportunity to closely align with central Government's climate change agenda.

2.6 Active Travel England (ATE) Policy Documents

2.6.1 Active Travel England (ATE) is a government agency which is responsible for making walking and cycling the preferred choice of travel for everyone. It has a target for 50% of trips in England's towns and cities to be walking or cycling by 2030. As of June 2023, ATE is a statutory consultee on all planning applications for developments which equal or exceed 150 housing units, 7,500sqm of floor space or an area of 5 hectares.

2.6.2 ATE has numerous documents/policies to help it achieve its walking/cycling target, with some of its main documents outlined and summarised below.

Framework Document (2023)

2.6.3 The ATE Framework Document provides an overview of ATE, their purpose, aims, objectives and responsibilities. The document will be reviewed every 3 years, with their latest review taking place in 2023.

2.6.4 The document outlines the walking and cycling target of 50% for all journeys, with delivery of this target to be achieved through direct relationships with local authorities and a focus on technical advice, technical reviews and inspections. Its aims, as outlined in the Framework Document, are provided below:

- *'creating better streets and networks for cycling and walking that are built to the 'key design principles' as set out in Gear Change and Local Transport Note 1/20*
- *putting walking and cycling at the heart of transport, place-making, and health policy so travelling without a car is easy and accessible utilising a long-term walking and cycling programme and budget*
- *empowering and encouraging local authorities who manage their roads to incorporate active travel improvements into all aspects of their functions. This includes access to new powers to manage the highway effectively for active travel and training on all aspects of active travel best practice*
- *enabling people to cycle and protecting them when they do by reducing road danger through the creation of safe infrastructure based on the key design principles and working with the department and relevant bodies to ensure that the rules of the road work to protect people travelling actively'*

Gear Change: A bold vision for cycling and walking

2.6.5 This document sets out the benefits of walking and cycling, as well as the negative effects inactivity can have both physically and mentally.

2.6.6 The report is structured into 4 separate themes, with the first being improving the walking/cycling environment, the second being placemaking and policy to help drive these improvements, the third being empowering local authorities to make these improvements through increased funding, with the fourth being the protection of cyclists through training and other such initiatives.

2.6.7 Through the above themes the documents covers such aspects as key design principles, additional local authority funding and incentivisation for GP Surgeries to prescribe cycling/walking.

ATE Standing Advice Note: Active Travel and Sustainable Development

2.6.8 The advice note has been prepared by ATE to help support design and transport consultants when preparing development proposals.

2.6.9 The document provides an overview of the Planning Application Assessment Toolkit (PAAT) which has been prepared by ATE to help enable applicants to assemble evidence and assess the merits of active travel related to the development proposal. The toolkit includes a range of criteria, ranging from an Active Travel Route Audit, Site Permeability and Travel Planning.

2.6.10 An Active Travel Audit is advised to be undertaken on a qualitative basis, to inform of any necessary improvements related to infrastructure that could be required.

2.1 Gloucestershire's Local Transport Plan 2020-2041

2.1.1 Gloucestershire's Local Transport Plan 2020-2041 (referred to as LTP4) was adopted in March 2021. The overall vision of LTP4 is to create a resilient transport network which reflects the changing nature of the county, with population growth, new technology, health and climate change.

2.1.2 Gloucestershire's vision for transport is:

> *'A resilient transport network that enables sustainable economic growth by providing travel choices for all, making Gloucestershire a better place to live, work and visit'.*

2.1.3 The following are key objectives from the LTP aimed at addressing the above vision and also promoting environmental and public health initiatives:

- *'Protect and enhance the natural & built environment*
- *Support sustainable economic growth*
- *Enable safe and affordable community connectivity*
- *Improve community health and wellbeing and promote equality of opportunity.'*

2.1.4 An integrated transport network, reduction in solo car use and a healthy more active population remain import outcomes from LTP4 and what the document hopes to achieve. The rural aspect of the Forest of Dean area is referenced within the document, although Mitcheldean is not specifically discussed for being an area with any specific transport issues. Instead, the village is referenced as an important economic employment centre with around 3,000 jobs supported around Vantage Point Business Village.

2.2 Forest of Dean District Council Core Strategy 2012

2.2.1 The Core Strategy document sets out the overall vision for the district, with strategic objectives to identify specific areas, strategies to achieve the objectives and an outline of the delivery process and monitoring.

2.2.2 Five core strategy objectives outlined within the document can be seen below:

> '1 Providing quality environments throughout the district- to protect the environment for the benefit of the community and in order to attract new businesses
>
> *2 Develop a more self-contained and diverse local economy including tourism- to address out commuting and enable more sustainable transport patterns while providing a greater range and number of jobs, and improving the services and facilities that are accessible*
>
> *3 Providing homes including affordable homes to meet the housing needs of the community*
>
> *4 Facilitate regeneration to support a stronger more sustainable economy in a better-quality environment*
>
> *5 Creating safer communities with better facilities'.*

2.3 Forest of Dean District Council Allocations Plan 2006 - 2026

2.3.1 The FDDC Allocations Plan was adopted by FDDC in 2018, and is a complementary document to the Core Strategy, sharing common objectives.

2.3.2 The allocation plan outlines where new development will be located to meet community needs and address housing targets, focusing on sustainable growth.

2.4 Forest of Dean Draft Local Plan 2021 - 2041

2.4.1 The FDDC Draft Local Plan is a comprehensive document covering the period 2021-2041. It will replace the existing Core Strategy (2012) and Allocation Plan (2018). Public consultations were held between July and August 2024. The purpose of the plan is to guide development and change to benefit an area,

either by facilitating new growth or by implementing protective measures to enhance the local environment.

2.4.2 Through review of the draft document, it is noted that the development site in which this report relates is identified (under Policy LP.93) for the development of about 180 dwellings with associated open space. The emerging allocation includes additional land to the north compared to the extent of the site subject to the outline planning application in 2018. The document outlines Mitcheldean as a major village with a good range of services and that necessary ecology mitigation would be required. No constraining highway issues are discussed or stated.

2.5 Manual for Streets

2.5.1 *Manual for Streets* (MfS) was published on behalf of the DfT and Communities and Local Government in March 2007 and provides advice for the design of residential streets in England and Wales.

2.5.2 The focus of MfS is to demonstrate the:

> *'benefits that flow from good design and assigns a higher priority to pedestrians and cyclists, setting out an approach to residential streets that recognises their role in creating places that work for all members of the community. MfS refocuses on the place function of residential streets, giving clear guidance on how to achieve well-designed streets and spaces that serve the community in a range of ways' (MfS page 7).*

2.5.3 The guidance addresses many common design principles and discusses detailed design issues, often presenting recommended design criteria. Some of the key principles of MfS include:

- The need to shift from focusing on designing for motor vehicles to designing streets around the needs of pedestrians, cyclists and public transport users which in turn enhances safety;
- Good design can help to create and strengthen a sense of place and community;
- Creating streets that are permeable and offer good quality connections to main destinations for all road users;
- Inclusive design that recognises the needs of people of all ages and abilities; and
- Cost-effective construction often by avoiding over-designing.

2.5.4 In September 2010 a companion document *Manual for Streets 2 – wider application of the principles* (MfS2) was published. This document expands on some of the design principles of MfS and provides examples of places where designs based on these principles have been implemented.

2.6 Manual for Gloucester Streets (2020)

2.6.1 *Manual for Gloucester Streets* (MfGS) was adopted on 1st April 2016 and has been subsequently updated in July 2020, with an addendum update in October 2021.

2.6.2 MfGS seeks to reflect the advice given in national guidance, such as MfS/MfS2 and the *Design Manual for Roads and Bridges* (DMRB), as well as a wide range of best practice documents covering different aspects of the transport system. MfGS also seeks to strike the right balance between allowing the designer the flexibility needed to create distinctive high-quality developments, whilst also ensuring that layouts stand the test of time and are cost-effective to maintain.

2.6.3 As will be detailed in Section 4 of this report, the access has been designed based on the MfGS standards for a Street with all geometric dimensions meeting these standards.

2.7 ThinkTravel Gloucestershire

2.7.1 ThinkTravel Gloucestershire is an initiative focused on promoting active and sustainable travel options within Gloucestershire. The project aims to reduce traffic congestion, improve air quality, and encourage healthier lifestyles by supporting various modes of sustainable travel, such as walking, cycling, micromobility (scooters), public transportation and car-sharing.

2.7.2 Key aspects of ThinkTravel Gloucestershire typically include:

- **Travel Planning and Advice**: Providing residents and businesses with information and tools to plan their journeys more sustainably;
- **Community Engagement**: Working with local communities to raise awareness about the benefits of sustainable travel and to implement travel initiatives;
- **Infrastructure Improvements**: Enhancing local infrastructure to support sustainable travel options, such as adding bike lanes, improving pedestrian pathways, and ensuring accessibility to public transport; and
- **Partnerships and Collaboration**: Collaborating with local authorities, schools, businesses, and other organisations to promote and facilitate sustainable travel practices.

2.7.3 The initiative is part of a broader effort to create a more environmentally friendly and efficient transportation system in Gloucestershire, contributing to the county's sustainability and climate action goals.

2.8 GCC Travel Plan Guide for Developers

2.8.1 GCC has developed its own guidance document in relation to TPs to assist developers when preparing travel plans to be submitted as part of the planning process.

2.8.2 The guidance cross-references the DfT's *Guidance on Transport Assessment* and states that within Gloucestershire, *'The necessity for Travel Plans will be judged on an individual basis, in line the DfT Guidance…'.*

2.8.3 In relation to residential travel plans it is acknowledged that, '*They are an important tool to help deliver accessible, sustainable communities and involve meeting the needs of residents in a new way*'.

The document also acknowledges the different type of TPs applicable and it is highlighted that an Interim TP is the most appropriate type at this stage, as the application is outline in nature. It is however acknowledged that interim travel plans are still required to cover all substantive parts of a full travel plans. This TP therefore notes that some aspects may be provisional, however, still sets targets for maximum levels of car trips against sustainable modes in **Section 6** below and a timeframe for the completion of main elements in **Section 8**.

2.8.4 The guidance states that in general, GCC will expect to be involved in managing and implementing Residential TP. Developers will be asked to provide development details and a baseline sustainability audit. Financial contributions will be negotiated depending on the size and nature of the development and these will be discussed fully with the Council at the next stages in the planning process.

2.8.5 The guidance highlights that in terms of ensuring that the TP is successfully implemented, it is necessary to legally secure the TP. All TPs which are prepared through the planning process will be secured by either a planning condition or Section 106 agreement, dependent on the individual circumstances of the site.

2.8.6 Section 6 of the guidance provides advice on which measures may be considered, with paragraph 6.9 including Measures for Interim and Framework TPs which will be considered in **Section 7** of this report.

2.9 Travel Plan Objectives

2.9.1 From consideration of national and local transport planning policy it is clear that TPs have an important role in reducing congestion, minimising the environmental impact of travel and in supporting healthy living. Clearly providing funding alone is insufficient to encourage the use of sustainable modes of transport; any funding should be accompanied by encouragement to use these modes and promotion of their benefits.

2.9.2 According with the aforementioned mentioned Travel Plan Guide for Developers, GCC have 5 objectives for Travel Plans:

- Ensure sustainable development;
- Community cohesion;
- Reduce environmental impact (with regard to both CO2 emissions and physical infrastructure);
- Achieve and maintain at 50% SOV mode share in the CSV (Central Severn Vale); and
- Maintain SOV levels throughout other districts/boroughs.

2.9.3 Effective travel planning can help to achieve all of these five objectives, although the fourth one in the list covers a much wider area than just the local one. In addition to these overarching objectives, Gladman feel that this TP should also have the following objectives:

- Enable residents of the site and visitors to it to make sustainable travel choices that benefit themselves, their community and the environment;
- Design the development in such a way that it is accessible to all people regardless of any disability or impairment in order to enhance social inclusion;
- Raise awareness of the benefits of sustainable transport modes in terms of the benefits to individuals, local communities and the environment;
- Ensure that sustainable travel modes offer convenient options for door to door travel; and
- Ensure that sustainable travel choices are encouraged in the short term and continue to be used in the long term.

2.10 Summary

2.10.1 This section has outlined national and local transport policies and guidance which are applicable to TPs and the development site. The objectives of the TP have also been stated. How the site aims to conform to and complement these policies and guidance and how all parties involved can achieve these objectives will be discussed in the following sections of this report, where relevant.

3 EXISTING SITUATION

3.1 Site Description

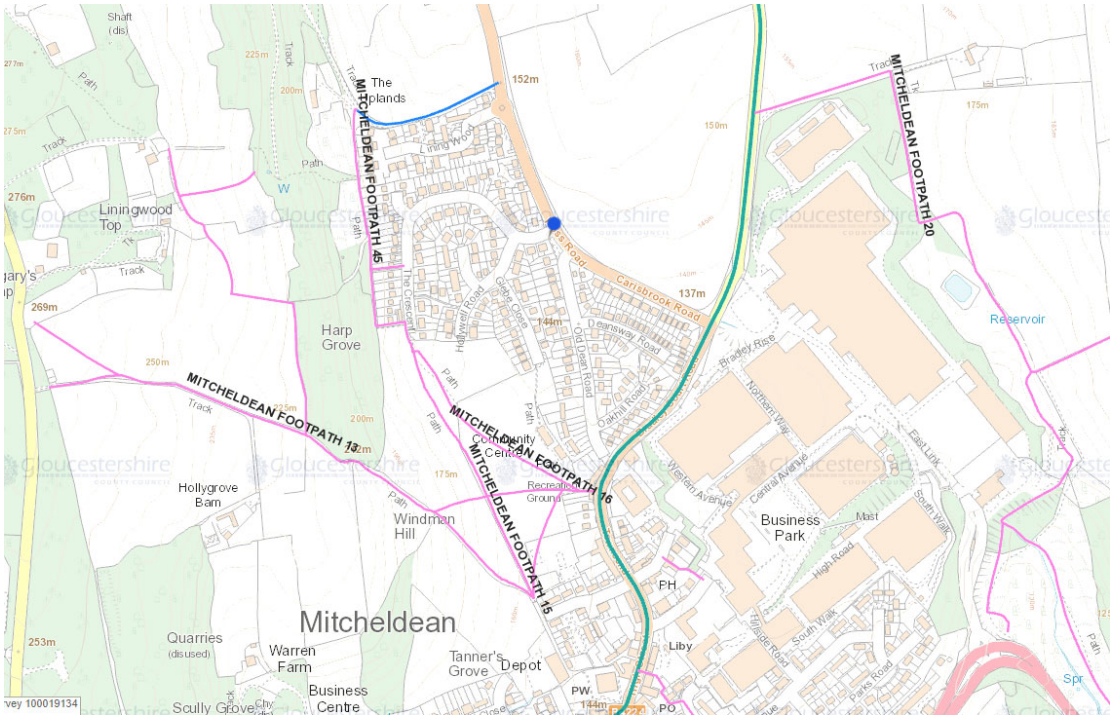
3.1.1 The application site is currently undeveloped and in agricultural use. It is located to the north of Mitcheldean village centre, which is located circa 21km to the west of Gloucester and circa 11km south-east of Ross-on-Wye. Additional agricultural fields exist to the north of the site, with Carisbrook Road (B4224) fronting the site to the south and west and Bradley Court Road fronting the east of the site.

3.1.2 The location of the site, in the context of Mitcheldean and the local highway network, is illustrated in **Figure 1** in **Appendix B** of the **TA**.

3.2 Public Rights of Way

3.2.1 **Image 3.1** below shows the Public Right of Way (PRoW) network within the vicinity of the site, this being an extract of GCC's online mapping system with footpaths being highlighted in pink and bridleways being highlighted in blue. This shows that no PRoWs cross the site but a fairly extensive PRoW network is located to the west, south and east. The Wysis Way, a promoted scenic walking route, is shown in green and runs along Bradley Court Road. Not highlighted on the image below are a number of footpaths that connect the residential streets of the Old Dean Road and Hollywell Road cul-de-sacs, which will be detailed further in **Section 6**.

Image 3.1: Extract from GCC's Online Mapping System Depicting the Public Rights of Way



Source: https://maps.gloucestershire.gov.uk/MapThatPublic/Default.aspx?treeid=81@82@83

3.3 Local Highway Network

B4224 Carisbrook Road (Ross Road)

3.3.1 The B4224 Carisbrook Road runs along the south-western boundary of the site from Bradley Court Road to Old Dean Road where it becomes Ross Road (B4224) running to the A40 to the north of the settlement at Lea. The road provides access to a number of residential cul-de-sacs locally, including Old Dean Road, Hollywell Road and Lining Wood. Carisbrook Road (B4224) forms a priority controlled junction with Bradley court Road which also forms part of the B4224 running to the village centre but is unclassified running north.

3.3.2 Carisbrook Road is a circa 7m wide two-way single carriageway. Footway exists along the southern verge of the carriageway only, this being approximately 2m in width, with some sections of footway increasing to approximately 4m. A compact roundabout exists circa 420m north from Bradley Court Road (B4224). The road is subject to a 30mph speed limit which extends from the north of this roundabout to the village centre. Ross Road north of the roundabout has a derestricted speed limit. Street lighting exists along the road, with traffic calming measures including 'SLOW' road markings and vehicle activated electronic 30mph speed warning signs. Two bus stops exist along the road, serving both north and southbound services, and are linked by an uncontrolled crossing (dropped kerbs and tactile paving).

Bradley Court Road (B4224)

3.3.3 Bradley Court Road lines the eastern boundary of the site. It is a two-way single carriageway road, circa 6.5m in width from the Carisbrook Road (B4224) priority junction. This width is consistent for the first 270m north from this junction, before narrowing to approximately 5m in width. The road is subject to a 30mph speed limit for the first 100m north of this junction, after which the road becomes subject to national speed limit (60mph for cars and motorcycles). The current change in speed limit is demarcated by signage, a roundel on high-friction surface and wide edge of carriageway markings.

3.3.4 No footways exist along the carriageway north of the junction with Carisbrook Road but they are present to the south of it providing contiguous connection to the village centre. A gated access to Vantage Point Business Village is located adjacent to the change in speed limit with a second access to the south however both do not appear to have been in-use for a number of years.

3.3.5 The B4224 becomes Townsend on approach to the village centre where it is named High Street, then Hawker Hill to the south of the village centre on approach to the A4136 Gloucester Road/New Road.

3.3.6 The B4224 is subject to a 7.5 tonne weight restriction between the A4136 and the A40, except for loading.

Strategic Network

3.3.7 The A40 can be accessed via Ross Road or Bradley Court Road although the more popular route is likely to be via the A4136 to the south of the village centre given its higher standard. The A4136 forms a signal controlled junction with the A40 which is National Highways controlled towards Gloucester.

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4 DEVELOPMENT PROPOSAL

4.1 Development Description

4.1.1 Gladman is seeking outline planning permission for up to 180 dwellings on land off Carisbrook Road, Mitcheldean, Gloucestershire. The site is located to the north of the village centre. The nature of the application will mean that all matters will be reserved except for the main motor vehicle access.

4.1.2 A Development Framework Plan has been produced by CSA Environmental and forms part of the supporting documentation for the planning application. The Development Framework Plan shows a singular area of development fringed by green landscaping and a scenic walking/cycling route. A new drainage feature is to be provided at the southern tip of the site that should also help to alleviate existing drainage issues on Bradley Court Road. A potential location for a children's play area has been identified roughly halfway along the Carisbrook Road frontage.

4.1.3 It should be noted that the only differences between this application and the original application is an uplift in the proposed dwelling numbers and a minor relocation of the site access further west. This uplift was suggested by FDDC in its latest Draft Allocations Plan, with the minor movement of the site access being in order to accommodate an appropriately sized drainage basin for the proposed number of dwellings.

4.1.4 The LHA had no concerns to raise with regard to vehicular access or pedestrian/cycle improvements with the original application and it is not anticipated that the uplift in dwellings will change this opinion. Aside from updating certain elements (i.e. visibility splays) the proposals have therefore remained largely the same.

4.2 Access Strategy

Vehicular Access

4.2.1 Given the upper number of dwellings proposed as part of this scheme, a single access will be appropriate to serve the site, this being in the form of a priority-controlled junction to be located on the B4224 Ross Road, slightly to the north of the Hollywell Road junction. The access has been based on guidance contained within MfS and MfGS and provides for a 5.5m wide carriageway, 2 x 2m footways and 6m corner radii.

4.2.2 The dimensions suggested above will also ensure an allowance is made for the largest vehicles expected to regularly access the site, such as refuse collection vehicles, to do so in a safe manner without disruption to other road users and without over-designing (i.e. a wider carriageway or greater corner radii). 6m corner radii are generally considered to be pedestrian friendly without making turning movements difficult for vehicles.

4.2.3 Visibility splays of 2.4m x 54.3m to the right on exit and 2.4m x 50.7m to the left on exit have therefore been shown at the proposed access point on the Proposed Access Arrangement **Drawing P24048-101D** contained with **Appendix F** of the **TA**.

4.2.4 Almost identical visibility splays were provided with the original application and were acceptable to the Highway Officer.

Additional Accesses for Pedestrians and Cyclists

4.2.5 Pedestrians and cyclists will have access via the main vehicular entrance, which includes a new footway extending south to the existing uncontrolled crossing near the bus stops between Hollywell Road and Old Dean Road. Additionally, a dedicated pedestrian and cyclist entrance can be created near the site's southern corner, adjacent to the existing footpath connecting to Deansway Road and Oakhill Road. This shared footway and cycleway is strategically designed to align with natural pedestrian routes for convenience and accessibility, whilst minimising the ecological and drainage impact on the ditch that runs along the Carisbrook Road/Ross Road verge.

4.2.6 Uncontrolled crossings consisting of dropped kerbs and tactile paving will be provided across the site access with further crossings over Carisbrook Road. One is located at the aforementioned pedestrian cycle access at the sites southern corner and the other is from the northern footway at the site access.

Gateway Features

4.2.7 In recognition of the signed 30mph speed limit being exceeded at the existing change in speed limit on Bradley Court Road, the applicant is willing to provide additional gateway features to encourage slower speeds on approach to the settlement. **Drawing P24048-001C** in **Appendix F** of the **TA.** shows the provision of dragon's teeth to supplement the existing features. The existing signage could also be replaced with speed limit signage on a yellow highlighting background, similar to what is present on other roads in the area. We are happy to discuss these improvements and other potential gateway features with GCC.

4.3 Parking

4.3.1 As the final housing mix is not known and subject to future submissions, calculations relating to detailed parking provision have not been undertaken. Reserved matters applications will specify sufficient parking, both in terms of numbers and dimensions, to comply with the relevant standards at the time of submission.

4.3.2 Electric vehicle charging facilities will be provided in line with *Approved Document S: Infrastructure for charging electric vehicles*.

4.4 Road Safety Audit

4.4.1 The proposed access arrangements will be subject to a Stage 1 Road Safety Audit (RSA) as detailed in Section 4.4 of the TA.

4.5 Summary

4.5.1 As described in this section, the development proposals, particularly the vehicular, pedestrian and cycle only accesses will conform to national and local guidance. Comments from the newly commissioned Stage 1 RSA will be incorporated into the design where applicable with outstanding issues best addressed at reserved matters or detailed design stage.

4.5.2 The design of the access road is compliant with the standards contained in the MfGS and MfS. The safe design of the vehicular access and additional gateway features will help to achieve LTP4's objectives of better safety and reduced risk of injury while the pedestrian/cycle accesses and associated infrastructure will help to provide individuals with the confidence to consider all travel choices.

4.5.3 The site design reflects the MfS principles of inclusive design, shifting from focusing on designing for motor vehicles to designing streets around the needs of pedestrians, cyclists and public transport users, controlling speeds, not overdesigning and creating permeable streets. These principles in turn help the site to conform to NPPF guidance including paragraph 115 in terms of promoting sustainable transport and achieving *'safe and suitable access to the site… for all users'* as well as paragraph 117 by giving priority to pedestrian and cycle movements and creating *'places that are safe, secure and attractive'* minimising the potential for conflict between pedestrians, cyclists and vehicles.

5 ACCESS BY SUSTAINABLE MODES

5.1 Introduction to Sustainable Modes of Transport

5.1.1 National and local transport planning policy centres on the importance of sustainable development, meaning that new developments should be located in areas where there is access to sustainable modes of travel, or where sustainable modes of travel can be introduced. *The National Design Guide* (2021) defines sustainable transport modes as:

> *'Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.'*

5.1.2 Walking, cycling and public transport are commonly regarded to be the most sustainable modes of transportation. This section of the report will describe how accessible the site is by these modes.

5.1.3 As part of the site's emerging allocation status under Policy LP.93 in the Draft Local Plan, FDDC consider Mitcheldean to have a:

> *'good range of services and a great deal of employment. There is a local secondary and a primary school along with a range of community facilities.'*

5.1.4 The development site is ideally located to access these services, employment opportunities, schools and community facilities via sustainable transport as presented below.

5.2 Access on Foot

5.2.1 The site is located to the north of the village centre of Mitcheldean. Footways will be provided throughout the site which will connect the development to the existing footway provision on Ross Road via the access locations described in **Section 4.2** above. The western vehicular access will provide a convenient connection to the existing Ross Road bus stops and an uncontrolled crossing will be provided to reach the western side. A shared footway/cycleway to the south of the site will meet the northern verge of Carisbrook Road. This will lead to an uncontrolled crossing with dropped kerbs and tactile paving that connects to the footway on the southern side of Carisbrook Road and an existing footpath through to the Old Dean Road residential area to the south.

5.2.2 The major village of Mitcheldean has an extensive network of pedestrian infrastructure in the form of well-established footways linking many of the local amenities, with street lighting provided throughout. Multiple traffic-free footpaths are also provided through the Hollywell Road and Old Dean Road residential estates. Further details of the local pedestrian infrastructure are provided in the route audit presented in **Section 6** and assessed in detail with the ATE Route Check Toolkit in **Appendix H** of the **TA**

5.2.3 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled *Providing for Journeys on Foot* (2000) suggests walking distances which are relevant to this application. These distances are shown in **Table 5.1**.

Table 5.1: Suggested Acceptable Walking Distances

Criteria	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Source: CIHT Document 'Providing for Journeys on Foot' (2000)

5.2.4 In order to highlight the site's accessibility on foot, an indicative walking isochrone has been produced using the Geographic Information System (GIS) software Visography TRACC. **Figure 2** in **Appendix B** of the **TA**, represents the site's walking catchment with the CIHT's *'Preferred Maximum'* distances of 1200m and 2000m for local service and commuting/school trips respectively illustrated.

5.2.5 In order to provide an accurate representation of the future highway and PRoW network, the site's proposed vehicular and pedestrian accesses have been manually added to the network used for the isochrone. The accessibility distance is based on an origin/destination point in the approximate centre of the developed portion of the site.

5.2.6 **Table 5.2** below summarises the distance and the typical time it would take to walk from the centre of the site to the local amenities and centres of employment and education identified in **Figure 2** of **Appendix B** of the **TA** via the road/footway network. It provides a comparison against those distances recommended in the CIHT's *Providing for Journeys on Foot*. The time it takes is based on a walking speed of 4.8kph which corresponds with the TRACC default, which itself is based on advice in the DfT document *Transport Connectivity Travel Time Indicators: Guidance Notes*.

5.2.7 It is acknowledged that the local area has a varying topography which is very much a feature of this part of Gloucestershire. Some walking trips will involve walking up a gradient which may slightly increase the typical walking times shown below but this is likely to be balanced out by sections where people will be walking down a gradient.

Table 5.2: Distance and Walking Time Taken from Site to Local Amenities

Attraction	Distance from Site (m)	Preferred Max Walk Distance (m)	Walk Time (mm:ss)
Community Centre/ Playing Fields	539	1200	06:45
The White Horse Public House	723	1200	09:04
GP Surgery	757	1200	09:29
Pharmacy	765	1200	09:35
Library	799	1200	10:00
The Mews	817	1200	10:14
Local Shops	835	1200	10:28
Co-op Food/Post Office	860	1200	10:46
Parish Church	872	1200	10:54
Playground	902	1200	11:19
Estate Agent	903	1200	11:18
Sunbeams Day Nursery	1093	2000	13:41
Mitcheldean Endowed Primary School	1133	2000	14:17
The Lamb Inn Public House	1209	1200	15:08
Off-licence	1237	1200	15:29
Fast Food Takeaway	1266	1200	15:51
Garage and MOT Centre	1280	1200	16:01
Forest Gate Church	1309	1200	16:24
Dene Magna School	1566	2000	19:35
Vantage Point Business Village	1572	2000	19:40
Mia Rose Nursery	1932	2000	24:11
Bus Stops			
Ross Road (nr & opp) Hollywell Road, Mitcheldean	224	-	02:48
Stars Pitch (opp & o/s) Dunstone Place, Mitcheldean	963	-	12:03

5.2.8 The results in **Table 5.2** show that many of the local amenities in Mitcheldean are within the preferred maximum walking distance of 1200m for local services trips and 2000m for commuting/education trips. The amenities within the 1200m walking distance include the community centre, playing fields, a public house, GP surgery, pharmacy, library, local shops, playground, Co-op convenience store with Post Office, Parish church and a children's day nursery.

5.2.9 The Mews is accessible within an approximate 800m walk. This site offers a range of amenities, including a hardware store, café, craft beer shop and children's centre. The local shops are just to the south of The Mews, offering a range of services, these being a salon, butchers and multiple hot food takeaway establishments. The local shops and The Mews may also offer employment opportunities.

5.2.10 Mitcheldean Endowed Primary School is within a 1200m walk from the site and Dene Magna High School within a 1600m walk, both of which being well-within the preferred maximum walking distance of 2000m for education trips. An additional nursery is also accessible within this distance.

5.2.11 Vantage Point Business Village is a large industrial/business area which exists to the south-east of the proposed development site. The site provides opportunities for employment across a wide spectrum

of job types, with over 100 different companies operating from the site. The site provides conference facilities, as well as an onsite café/restaurant, gym and salon. The circa 1600m distance presented in the table above is based on use of the access off Eastern Avenue, as it appeared during the site visit that both Bradley Court Road accesses are no longer in use. The Business Park is therefore well within the preferred maximum walking distance of 2000m.

5.2.12 Given the evidence presented in **Figure 2** of **Appendix B** of the **TA** and **Table 5.2**, walking can be considered a realistic and viable method of travel indicating that the site's location is accessible via this sustainable mode. It is our opinion that the existing facilities provide ample opportunity for education, employment, top-up shopping and dining.

5.3 Access by Cycle

5.3.1 It is widely recognised that cycling can offer an attractive alternative to short car trips, particularly those under 5km, and also as part of longer journeys by public transport.

5.3.2 The CIHT document Cycle Friendly Infrastructure (2004) states in paragraph 2.3 that:

> *'Three quarters of journeys by all modes of travel are less than five miles (8km) and half under two miles (3.2km) (DoT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.'*

5.3.3 LTN 1/20 *Cycle Infrastructure Design* states similar, that *'Two out of every three personal trips are less than five miles [8km] in length - an achievable distance to cycle for most people'*. The *National Travel Survey* states that in 2022, the average cycling trip took 24-minutes, equivalent to 6,400m (based on an average speed of 16kph), again this being an average with a proportion of respondents cycling a greater distance than this.

5.3.4 A cycling isochrone showing the site's catchment has also been produced using TRACC and is shown as **Figure 3** in **Appendix B** of the **TA**. The figure illustrates 2,000m, 5,000m and 8,000m catchment ranges which equate to 10-minute, 25-minute and 35 minute journey times respectively which are based on the somewhat conservative or leisurely cycle speed of 12kph. Anecdotally, commuting cyclists are generally thought to travel at speeds between 15-20kph and are often willing to cycle up to 8km so a greater catchment may be more realistic.

5.3.5 The cycling distances and times to a selection of key local centres of education, employment and amenities, as well as neighbouring settlements, are shown in **Table 5.3**, although the cycle times detailed in the table are based on a cycling speed of 16kph which corresponds with the TRACC default, which the software developer has based on DfT advice. It should be noted that some of the cycle distances differ from the walking distances as cycling along PRoWs is typically not allowed unless designated as cycleways, bridleways or byways. Again it is acknowledged that the varying local topography may have an influence on cycle times but downhill sections will counter uphill ones.

Table 5.3: Distance and Cycling Time Taken from Site to Local Centres of Employment, Education, Amenities and Neighbouring Settlements

Attraction	Distance from Site (m)	Cycle Time (mm:ss)
Community Centre/Playing Fields	639	02:46
The White Horse Public House	723	02:49
GP Surgery	757	02:57
Pharmacy	765	02:58
Library	799	03:03
The Mews	817	03:10
Local Shops	835	03:14
Co-op Food/Post Office	860	03:18
Parish Church	872	03:17
Playground	902	04:02
Estate Agent	903	03:28
Sunbeams Day Nursery	1093	04:14
Mitcheldean Endowed Primary School	1133	04:47
The Lamb Inn Public House	1209	04:40
Off-licence	1237	04:45
Fast Food Takeaway	1266	04:51
Garage and MOT Centre	1280	04:51
Forest Gate Church	1309	05:05
Dene Magna School	1566	05:54
Vantage Point Business Village	1572	05:57
Mia Rose Nursery	1932	07:22
Drybrook	2916	10:58
Lea	3107	11:41
Harrowhill	3393	12:50
Longhope	4396	16:34
Cinderford	5522	20:52
Gloucestershire College	5717	21:28

5.3.6 **Figure 3** in **Appendix B** of the **TA** and **Table 5.3** above illustrate that there is a considerable range of local amenities, places of employment, places of education and settlements within the cycle catchment. All of the local amenities mentioned in the Access on Foot section above are within the 2,000m approximate catchment of the site.

5.3.7 An examination of the above table shows that in addition to the amenities found within the 2,000m catchment, the residential settlements of Drybrook, Lea, Harrowhill and Longhope are accessible within a 5,000m cycling range, with these offering their own amenities/employment opportunities. Further to this, the larger settlement of Cinderford, Gloucestershire College and Forest Vale Industrial Estate can be accessed within an approximate 6,300m cycling range. Despite these locations exceeding the 5,000m cycle range, they can still be accessed within a 24-minute journey time, which may be a reasonable cycling time for some future residents of the site.

5.3.8 **Figure 3** within **Appendix B** of the **TA** and **Table 5.3** suggest that cycling will be a viable mode of travel for access to a range of local amenities and places of employment and education. It is important to note that many of the local roads are relatively lightly trafficked which, coupled with low HGV volumes, is naturally conducive to cycling.

5.3.9 Clearly the site location and the surrounding infrastructure will mean that travel on foot and by cycle will be realistic and convenient modes of travel for future residents of the site. The potential numbers of walking and cycling trips that the site will generate will be discussed in **Section 6** of this report, but clearly the scale of the site is not such that it will disadvantage existing pedestrians and cyclists.

5.3.10 Clearly the site location and the surrounding infrastructure will mean that travel on foot and by cycle will be realistic and convenient modes of travel for future residents of the site.

5.4 Access to Local Bus Services

5.4.1 The CIHT document, *Planning for Public Transport in Development* recommends that developments should ideally be located within 400m of a bus stop. The existing stops on Carisbrook Road and Bradley Court Road are well within this distance, as seen from **Table 5.2** above.

5.4.2 The facilities at the Carisbrook Road bus stops consist of shelters, seating and timetable information. Dropped kerbs and tactile paving is present to aid in pedestrian movements across Carisbrook Road between the stops. The Bradley Court Road bus stops consist of flag and pole, providing timetable information. As well as providing a direct pedestrian connection from the site to the Carisbrook Road stops, additional bus stops improvements could be funded through the application, this could include raised boarding areas to enhance their accessibility.

5.4.3 **Table 5.4** below summarises the bus services that can be accessed via the bus stops within close proximity to the site. Copies of the timetable information at the time of writing are available on request.

Table 5.4: Summary of Key Bus Services from Carisbrook Road (times shown)/Bradley Court Road Stops (1-minute later)

Service	Route	Monday-Friday			Saturday	Sunday
		AM	Inter	PM		
33	Ross-on-Wye - Gloucester	0730, 0900, 1000	1 per hour	1604, 1704, 1804, 1834, 1909, 2052	0734 - 2051 with approx. 1 per hour	0935-1940 with approx. 1 every 2 hours
	Gloucester – Ross-on-Wye	0615, 0704,0808, 0920	1 per hour	1641, 1743, 1840	0720 - 1840 with approx. 1 per hour	0920-1740 with approx. 1 every 2 hours

5.4.4 The 33 service is operated by Stagecoach. Both directional services operate similar frequencies, with the Ross-on-Wye to Gloucester service operating slightly later and the Gloucester to Ross-on-Wye service operating slightly earlier. The hours of operation are suitable for commuting trips to Gloucester during typical working hours.

5.4.5 **Table 5.5** below summarises the additional bus services to the 33 that can be accessed within Mitcheldean. It is noted that these services require a walking distance of circa 800m in order for them to be utilised by future residents which may well be reasonable. The closest stops providing these additional services are called the Mill End School Stop (Stenders Road) and the Dunstone Place stops (Stars Pitch). Despite these stops being approximately 1000m away, the good quality footways, together with street lighting, pedestrian crossing infrastructure and the village centre environment help to create a conducive walking environment. Copies of the timetable information at the time of writing are available on request.

Table 5.5: Summary of Key Bus Services from Stars Pitch Stops

Service	Route	Weekday Service	Saturday Services	Sunday Services
24	Coleford - Gloucester	0705 - 2233	0705 - 2233	0900 – 1700
		0705, 1035 then approx. 2-hour frequency	0705, 1035 then approx. 2-hour frequency	0900, 1100, 1300, 1500, 1700
	Gloucester - Coleford	0658 - 2332	0658 - 2332	1018-1818
		0658, 0828, 1050 then approx. 2-hour frequency	0658, 0851, 1049 then approx. 2-hour frequency	1018, 1218, 1418, 1618, 1818
35A	Monmouth - Cinderford	1836	-	-
72	Mitcheldean - Chepstow	1031, 1231, 1431	1031, 1231, 1431, 1631	-
746	Forge Hammer - Ross on Wye	0947	0947	-

5.4.6 The above services are operated by Stagecoach, Forest Community Transport, and FR Newport Bus. Although the number 35A, 72 and 746 services are limited, the number 24 has a reasonable frequency considering the relatively rural nature of Mitcheldean.

5.4.7 Combined with the number 33 service previously discussed, It is evident that future residents of the site will benefit from bus services that will allow them to commute to and from Gloucester and several surrounding settlements. These locations, particularly Gloucester, provide access to an extensive range of employment, education, retail and leisure opportunities.

5.4.8 To demonstrate the accessibility of local bus services, an isochrone has been produced using TRACC and is shown in **Figure 4** in **Appendix B** of the **TA** which highlights the destinations served by the regular daily bus services that are described above. The calculation involved in producing the catchment plan includes only direct services to destinations within one hour's journey time. A greater

range of destinations will be available if passengers make connections to other bus services. The isochrone was produced for the typical commuter hours of 0700-0900 using the National Public Transport Data Repository (NPTDR) dataset from the second quarter of 2024 for a typical Monday.

5.4.9 **Figure 4** in **Appendix B** of the **TA** demonstrates that the bus services provide convenient connections to several destinations. It is evident that Gloucester city centre can be reached within an approximate 45/60-minute journey time, with Cinderford reached within 30/45 minutes and Ross-on-Wye within a similar time.

5.4.10 The NPPF, at paragraph 110, states that developments should be focused on locations which are or can be made sustainable. The paragraph also continues to state that opportunities to maximise sustainable travel will vary between urban and rural locations.

5.4.11 The existing bus service provision in Mitcheldean is considered appropriate and reasonable for the size of development proposed and the nature of area in which it is situated. The development, by providing good quality footway connections to the abovementioned bus stops, does provide *'a genuine choice of transport modes'* (Paragraph 110 NPPF). The applicant's offer to provide raised boarding areas at the Carisbrook Road stops will enhance the bus accessibility for wheelchair and buggy users.

5.5 Summary

5.5.1 This section of the report has demonstrated that the site is in a sustainable location with local amenities within nationally recognised acceptable walking distances, with additional places of employment and education, as well as neighbouring settlements within acceptable cycling distances.

5.5.2 The local bus services also provide connection to multiple locations in the area making bus travel a viable option for some of the residents of the site.

5.5.3 A key theme of national and local transport planning policy is that development should be located where the need to travel will be limited and the use of sustainable transport modes can be promoted. As detailed in **Section 2** of this report, the NPPF states that developments should *'give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport'* and developments should provide *'safe and suitable'* access for all.

5.5.4 It is acknowledged that the proposed development is designed to give priority to pedestrian, cycle and public transport movements. Furthermore, as demonstrated above the development site is in a location that provides access to a range of amenities and sustainable transport modes. It can be concluded therefore that the development accords to the NPPF guidance in that *'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport'*.

5.5.5 It has been demonstrated that the site location and design conform to the overarching strategy of the LTP4 as well as many of the objectives, including an increased uptake of sustainable transport modes and a healthy more active population. As stated previously the LHA had no issues with the original application in relation to the accessibility of the site by sustainable modes. The above information has further reiterated this continued accessibility and the opportunities that exist for future residents to take up sustainable travel options.

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6 TARGETS

6.1 Introduction

6.1.1 In order for TP measures to be successfully adopted, it is important to set achievable but still somewhat challenging targets that can be monitored and reviewed at regular intervals. It is difficult to set targets at this stage as they are usually based on the actual travel characteristics of the site, which will not be known until a baseline travel survey has been arranged following either full occupation of the site, or a 50% level of occupation as agreed with GCC (stipulated from scoping discussions).

6.1.2 It is expected that the house builder behind the future Reserved Matters application will arrange this baseline survey. However, as Gladman have a commitment to sustainable travel and the TP process, some initial targets based on the estimated trip generation of the site and existing transport modal split for the local area have been set.

6.1.3 These targets have been prepared in accordance with paragraph 5.1.6 of GCC's guidance which acknowledges that baseline travel patterns of residents will not be possible until occupation and the use of TRICS and Census data is therefore an acceptable approach:

> *'It is recognised that in the case of proposed developments it will not be possible to undertake baseline travel surveys at this stage. However there are a number of alternatives which can be used to gauge likely modal share in the interim, e.g. using TRICS modal share data, travel to work census data….'*

6.2 Trip Generation

6.2.1 Throughout the original scoping deliberations (**Appendix A** of the **TA**), the use of local trip rates was discussed, although a different trip generation method was ultimately adopted with the original submission. Please refer to **Section 7** of the accompanying TA for justification as to why this previous methodology hasn't been utilised for this latest submission.

6.2.2 Trip rates have then been derived from traffic survey data and turning counts for the Ross Road/Hollywell Road junction. Hollywell Road forms the single vehicular access to a cul-de-sac that consists of Hollywell Road, Glebe Close and Ash Grove. At the time it was deemed reasonable to assume that the existing cul-de-sac would share similar characteristics to the proposed development, both in terms of housing mix, trip generation and distribution.

6.2.3 According to Royal Mail, the cul-de-sac serves a total of 127 dwellings. Local trip rates have been derived by dividing the peak hour trips recorded by the traffic survey of the junction by the 127 dwellings served by the single access. A summary of these figures and the resultant trip generation

applied to the proposed 125 dwellings is shown in **Table 6.1**. For justifications as to this methodology for trip generation, please refer to **Section 7** of the TA.

Table 6.1: Local Trip Rates and Resultant Trip Generation

	Hollywell Road Trips			Hollywell Road Trip Rates			Development Site Trip Gen		
Peak	**Arrivals**	**Departures**	**Totals**	**Arrivals**	**Departures**	**Totals**	**Arrivals**	**Departures**	**Totals**
AM	11	30	41	0.087	0.236	0.323	16	43	58
PM	36	21	57	0.283	0.165	0.449	51	30	81

6.2.4 In order to derive a local modal split, the five output areas that constitute the majority of the Mitcheldean built-up area have been selected with the trips for each mode of transportation downloaded from Nomis. These output areas are E00113156-59 and E00113162. Methods of travel with very low numbers of trips such as train, taxi and motorcycle have been removed from the dataset and the combined totals for the five output areas have been used to derive the modal split. The TRICS total person trips have then been split based on the MTW proportions as shown in **Table 6.2**.

Table 6.2: Census MTW Modal Splits for Five Local Output Areas Combined

Method of Travel to Work	Combined OA	Total Mode %	AM Trips	PM Trips
Bus, minibus or coach	31	4.2%	4	5
Driving a car or van	513	70.2%	58	81
Passenger in a car or van	50	6.8%	6	8
Bicycle	2	0.3%	0	0
On foot	135	18.5%	15	21
All Modes	**731**	**100.0%**	**83**	**115**

6.2.5 Car driver trips account for 70.2% of trips in the census data. Utilising the vehicular trip generation outlined in **Table 6.1** (i.e. 58 two-way AM trips and 81 two-way PM trips) the subsequent split in the other methods of travel to work can be derived.

6.2.6 Following driving a car, the most popular method of travel is likely to be on foot with the 18.5% modal split accounting for 15 and 21 trips in the respective peak hours. The remainder is to be made up of car and bus passengers. Whilst the numbers of cyclists in the census data is low, the benefits of cycling to be promoted in the Travel Plan will hopefully encourage a greater number of cyclists.

6.3 Modal Shift Targets

6.3.1 In line with GCC's *Travel Plan Guidance for Developers* and in accordance with previous correspondence with GCC on other sites in the county regarding target setting for Travel Plans, it is noted that the best approach for target setting at this stage is to utilise the Census MTW data, as above.

6.3.2 For target setting, the approach to the transport modes has been taken to focus on realistic sustainable modes for the development site, therefore several modes have been removed manually from the data. These include other methods of travel to work which are unknown, those not in employment, taxis which are very low and train travel which is likely to require a multimodal journey, potentially requiring the car to reach the nearest train stations. It is also highlighted that we have not included mainly working from home, noting this mode will not actually be trip generating however working from home will be promoted as part of the TP measures.

6.3.3 Targets should be SMART (Specific, Measurable, Achievable, Realistic and Time bound). At this stage in the TP process the most suitable way to set targets is by modal shift reduction from single car occupancy journeys towards more sustainable modes such as walking, cycling, public transport and car sharing.

6.3.4 Review of *Travel Plan Guide for Developers*, it was noted that the council deem it reasonable that a 6% reduction in car use is reasonable. We feel that this 6% should be split across all other sustainable modes. **Table 6.3** displays these targets based on this methodology. Gladman feel that this initial target will be achieved within five years of full occupation, or at least 50% occupation of the dwellings.

Table 6.3 Likely Person Trips Generated by the Proposed Development using 2011 ONS Method of Journey to Work Data for the Mitcheldean Output Areas

User Class	Mode %	Target 6%
Bus, minibus or coach	4.2%	**5.1%**
Driving a car or van	70.2%	**64.2%**
Passenger in a car or van	6.8%	**8.2%**
Bicycle	0.3%	**0.3%**
On foot	18.5%	**22.2%**
Total People	**100.0%**	**100.0%**

6.3.5 **Table 6.3** presents the targets of up to 22.2% of trips to be on foot, 8.2% as a car/van passenger, 5.1% via bus and 0.3% on a bicycle. Whilst it is acknowledged that the cycling target is low, we do believe that the more lightly trafficked local roads are suitable for cycling so the actual proportion of cyclists could be higher.

6.3.6 It is anticipated that the TP co-ordinator, to be discussed in the next section, will arrange a repeat travel survey after this five-year timescale to assess whether the targets have been achieved, then new targets can be established. Timescales can also be set for further surveys and targets.

6.3.7 We recommend that the initial targets are adjusted based on the baseline travel survey as this will provide more accurate, up-to-date and site specific travel patterns rather than using modal split derived from the 2011 census for the local output areas.

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7 MEASURES

7.1 Introduction

7.1.1 It is important that TP measures are appropriate for the development and have realistic potential to influence the increased uptake of sustainable modes of transportation. It is also important that they can influence people in the short, medium and long term.

7.1.2 Not only should the measures be realistic but it is important that resources are made available to help achieve them. Therefore, the roles and responsibilities of all parties involved, particularly GCC's Highways Development Management team and the eventual travel plan co-ordinator for the site, should be presented, discussed and agreed at the earliest opportunity.

7.1.3 This section will present potential measures to help achieve the targets set in Section 6. Some of these measures will be collective and apply to all modes of sustainable transport while others will be specific to each mode. It is highlighted that this section has been prepared alongside the *Travel Plan Guide for Developers* from GCC.

7.2 ThinkTravel Website

7.2.1 As described in Section 2 above, ThinkTravel is brand name for Gloucestershire's travel choices strategy and related marketing and promotional materials to raise awareness of sustainable travel options. GCC have therefore developed a bespoke website containing information on walking, cycling, car sharing and public transport, including regional maps, links to online journey planners and live 'Tweets'. These resources are contained on the ThinkTravel website, therefore links to the site (https://www.thinktravel.info/) and associated information will be provided in the Welcome Packs and other awareness raising activities below.

7.3 Reducing the Need to Travel

7.3.1 **Section 5** of this TP has described how the site is well-located in terms of being within walking and cycling distance to local centres of employment and education and to local amenities. It also demonstrated how bus services may provide viable and convenient modes of travel for a range of journey types. Furthermore, the site's access strategy, particularly with regards to its permeability for pedestrians and cyclists, maximises the potential for the attractiveness of travel via sustainable modes by providing convenient connections along natural desire lines. The site will also offer sections of public open space which will become new local amenities.

7.3.2 **Sections 3 and 5** have stated that the local highway network is conducive to walking and cycling trips, with established, well-lit footways, crossing facilities and scenic PRoWs for pedestrians and the local road network being of a reasonable width and speed for competent cyclists.

7.3.3 Development of the site could also see an increase in working from home given improvements in home telecommunications, such as broadband and video calling, and information technology, including cloud computing and the increase in '.com' industries. The travel restrictions imposed during the Covid-19 pandemic saw a considerable increase in working from home, with many employers likely to be further supportive of working from home on a full or part-time basis.

7.3.4 In addition, the emergence of home deliveries from large supermarkets and online retailers has the potential to further reduce the need for travel. There is an opportunity for the developer to promote these alternatives and raise awareness of the potential time, cost and environmental savings of home deliveries, both in relation to the large supermarket chains including Sainsbury's, Asda, Tesco, Morrisons and Waitrose, as well as online retailers such as Ocado and Amazon. Many of these retailers allow purchases to be delivered on a specific day and some between a specific time window to ensure that someone is home to accept the delivery. Alternative delivery addresses and locations can also often be specified.

7.4 Welcome Packs

7.4.1 Welcome packs will be provided for each new residence upon first occupation and will be produced by the housebuilder with input from the GCC Highways Development Management team. These packs will be essential to educating and informing future residents of both the sustainable transport modes available to them and the benefits they can have for them and their families including time and cost savings, supporting a healthy lifestyle and minimising their carbon footprint. They are therefore essential to the promotion of what this TP aims to achieve. Typically, the content of such welcome packs include:

- Introduction to the TP concept dealing with objectives and benefits;
- Educational literature on the health benefits of walking and cycling and the environmental benefits of sustainable modes of transport;
- Maps highlighting local walking and cycling routes and catchment plans indicating typical walking and cycling times to key destinations;
- Public transport route maps and timetables; and
- Details of the TP Co-ordinator.

7.5 Other Methods of Awareness Raising and Marketing

7.5.1 Aside from welcome packs, there are other effective ways to raise the awareness of and market the benefits of sustainable travel including:

- Personalised travel planning for families and individuals, often arranged by the TP co-ordinator, potentially with the assistance of GCC;
- Establishment of local sustainable transport forums or groups where issues can be shared and solutions discussed. This could be at physical meeting or by using social media with

website such as *Twitter*, *Facebook* and *Nextdoor* having mass appeal and membership, yet having localised content and discussion groups*;*

- Set-up of travel notice boards in communal areas displaying information such as lists of sustainable travel websites, local taxi services and car clubs; and
- Promotion of events such as National Bike Week and Living Street's series of walking events including *Walk to Work Week* and *Walk to School Week*.

7.6 Measures to Encourage Walking

7.6.1 Walking is considered to be the most sustainable and accessible mode of travel. It also has the benefit of zero carbon emissions and significant health benefits, with doctors recommending 150 minutes of activity per week to keep your body healthy and prevent illness including heart disease, cancer and diabetes (www.nhs.uk). The 150 minutes could be achieved by walking for 30 minutes per day, five days a week (www.walkingforhealth.org.uk). Furthermore, recent research from the University of Cambridge has discovered that just a brisk 20 minute walk each day, burning between 90 and 110 calories, could reduce the risk of premature death by between 16-30% for inactive individuals (http://www.cam.ac.uk/research/news/lack-of-exercise-responsible-for-twice-as-many-deaths-as-obesity).

7.6.2 Potential measures to encourage walking include the following:

- Raise awareness of the health benefits of walking for all ages of people of fair health, emphasising how it is a cost-effective alternative to other exercise methods such as gym membership and does not involve a considerable change to people's day-to-day lifestyles;
- Promote the local walking routes available (through welcome packs and notice boards) including off-road PRoW;
- Ensure the clear signage of pedestrian routes within and adjacent to the site; and
- Promotion of a 'walking buddy' scheme (through welcome packs, notice boards and social media).

7.7 Measures to Promote Cycling

7.7.1 Like walking, cycling is sustainable and accessible. It has the benefits of zero carbon emissions and has significant health benefits.

7.7.2 We are Cycling UK (https://www.cyclinguk.org/) outlines the health benefits of cycling stating that:

> *'For health benefits, adults and older adults should do at least 2 hours and 30 minutes (150 minutes) of moderate-intensity activity each week…A 30-minute ride will count towards your recommended weekly activity target.'*

7.7.3 The website also makes the pertinent point that cycling has broad appeal with young and old, the able-bodied and people with disabilities who can all enjoy cycling with the right equipment. It is expected that the developer will include provision for cycle storage areas.

7.7.4 Potential measures to encourage cycling include the following:

- Raise awareness of the health benefits of cycling for all ages of people with fair health, again emphasising how it is a cost-effective alternative to other exercise methods and promoting the 'fun' element of cycling;
- Promote the local cycling routes available and cycle storage facilities at key destinations such as in district centres (through welcome packs and notice boards);
- Promotion of events such as *National Bike Week* (https://www.cyclinguk.org/bikeweek);
- Promotion of a Bicycle User Group (BUG) (through welcome packs, notice boards and social media) which could include cycle proficiency courses;
- Discounts on cycles and cycle accessories from local retailers;
- Encouragement of residents to check with their employers to see if they offer a cycle to work scheme; and
- Promotion of other useful cycling websites (through welcome packs, notice boards and social media) such as https://www.sustrans.org.uk/, https://www.cyclinguk.org/ and https://www.lovetoride.net/uk?locale=en-GB .

7.8 Measures to Encourage Public Transport

7.8.1 Public transport use and accessibility is an important element of TPs. Bus and rail transport can often be effective options for many trip types, particularly mid to long distance journeys. Section 5 of this report has demonstrated that bus and rail travel should be suitable and convenient modes of transport for some residents of the site.

7.8.2 Potential measures to encourage public transport will be provided in welcome packs and will include the following:

- Bus route maps and timetable information; and
- Discount tickets subject to discussions with GCC and/or bus operators.

7.9 Measures to Reduce Single Occupancy Car Trips

7.9.1 Car/lift sharing can be an effective way to reduce single occupancy car trips. These trips can often be arranged between friends and neighbours or by using lift sharing websites including the following:

- Liftshare (https://liftshare.com/uk); and
- BlaBlaCar (www.blablacar.com).

7.9.2 The Liftshare websites enable users to register and search for lifts in their area. Users typically have to be over 18 years of age but do not always have to have driving licences (as passengers). Websites such as these can be promoted through welcome packs, notice boards and social media.

7.9.3 Future residents of the site could also manage their own lift sharing as some may travel to the same key employment and leisure destinations. This could be managed through a residents' committee or by the TP Co-ordinator.

7.10 Measures to Encourage Low Emission Vehicle Use

7.10.1 It has been well publicised in the national media in recent years that car manufacturers are actively investing in low emission technologies such as electric hybrid engines and fully electric engines, with central government due to impose a ban on the sale of new petrol and diesel engine vehicles in 2035. The purchase prices of such low emission technologies are becoming more in line with standard petrol and diesel engine vehicles, with some manufacturers setting targets to fully switch to electric vehicle or hybrid production only.

7.10.2 Electric vehicle charging ports to be installed in accordance with *Infrastructure for charging electric vehicles: Approved Document S* of the Building Regulations.

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8 MANAGEMENT, MONITORING AND REVIEW

8.1 Management

8.1.1 The overall responsibility for the TP will initially lie with the developer behind the potential Reserved Matters application from the first construction of the development to a 'trigger point' to be agreed with GCC. Following this, the TP will become the responsibility of a TP co-ordinator, site management company or residents' association.

8.2 Appointment of a Travel Plan Co-ordinator

8.2.1 It is envisaged that the developer behind the Reserved Matters application will appoint a Travel Plan co-ordinator (TPC) prior to construction. The TPC will inherit the day-to-day responsibility for ensuring that the TP is regularly monitored, reviewed, updated and evolved. They will be tasked with implementing and marketing the TP measures, monitoring the uptake of the measures by arranging travel surveys at regular intervals to be agreed with GCC, assessing whether targets have been met, reviewing and updating the targets based on survey results and liaising with GCC and public transport operators.

8.2.2 In terms of the baseline travel survey the TPC will liaise with GCC in order to establish a minimum response rate that will be required. It is recommended that an incentive is given to encourage responses and again advice on this could be taken from GCC.

8.2.3 Is it envisaged the developer/housebuilder will appoint a TPC at which point the contact details including address, telephone number and email will be provided to GCC.

8.3 Monitoring and Review

8.3.1 It is important that the TP is monitored at regular intervals to assess its success and help to evolve it. It is envisaged that the developer behind the eventual reserved matters application(s) will commit to monitor the TP at least once a year for at least 10 years post 100% occupation which is in-line with GCC's requirements.

8.3.2 Based on GCC guidance, the TP will need to be reviewed annually after monitoring is complete. The review should include details of progress made since the submission of the previous annual report, provide a summary of monitoring results and assessment of whether the travel plan is on track to meet the targets. The review also provides an opportunity to remove any unsuccessful incentives and replace them with measures that will help to achieve the TP targets.

8.3.3 If the TP is shown to be underachieving, a remedial strategy will need to be outlined which should consider measures to bring the TP *'back on track'* (*Travel Plan Guide for Developers* Appendix D). Any changes to the TP will need to be made in agreement with GCC. It is acknowledged that GCC will play a key role in the monitoring process and will monitor the TP compliance, review the submitted reports

and record and review figures and targets, in accordance with Table 9.1 of GCC's own guidance. The approx. cost of this will be £1,000 per year and '*applicants will be required to pay this sum to GCC for a period of 10 years*'.

8.3.4 It is important that the Travel Plan is sufficiently funded, inclusive of the role of the TPC in being able to implement the measures described above and contained within the Action Plan below. The housebuilder will need to agree and commit levels of funding for both the registration and monitoring of the travel plan and for the implementation.

8.3.5 In terms of securing the travel plan this will be done via the planning process or a Section 106 agreement dependent on the individual circumstances of the site and will be confirmed with GCC.

8.4 Interim Action Plan

8.4.1 As part of the present outline planning application, an interim action plan is proposed, to detail the actions likely to be undertaken following the sale of the site to a housebuilder. It should however be noted that this is only indicative at this outline stage as the end housebuilder is likely to offer its own action plan at the reserved matters stage once this Interim TP is developed into a Full TP, which may provide more detailed information on the TP actions and measures.

Table 8.1 Interim Action Plan

Stage	Action	Responsibility
Reserved Matters	Provide a Full Travel Plan following consultation with GCC	Housebuilder
Detailed Design	Site layout design to prioritise accessibility by sustainable modes and provide cycle storage.	Housebuilder
Completion of 1st phase of dwelling construction	Market the benefit of the site in terms of accessibility by non-car modes to potential buyers	Travel Plan Coordinator/ Sales Agent
3 months prior to occupation	Appoint Travel Plan Coordinator (TPC) and inform GCC of contact details	Housebuilder
	Prepare home welcome packs and arrange printing	Travel Plan Coordinator
Occupation of dwellings	Arrange for welcome packs to be presented to new owners with keys to dwellings	Travel Plan Coordinator
	Provide sustainable travel vouchers on request and collate information on feedback forms	Travel Plan Coordinator
After agreed level of occupation	Undertake household travel survey and collate and report results to GCC	Travel Plan Coordinator
Annually for five years	Repeat travel surveys and if targets not met provide further sustainable travel vouchers and personal travel planning advice	Travel Plan Coordinator