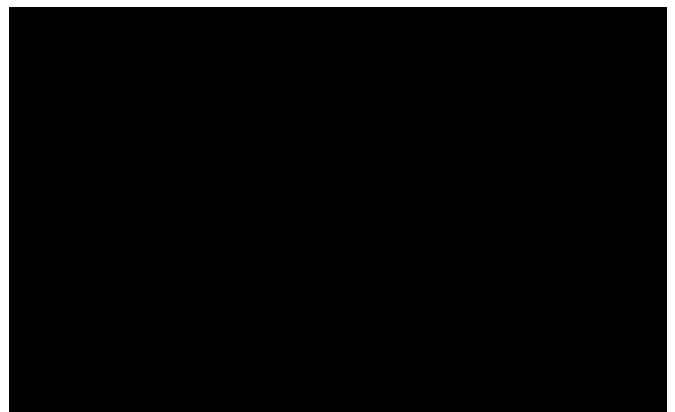


**PROPOSED RESIDENTIAL DEVELOPMENT AT  
HEMPSTED LANE, GLOUCESTER**

**FRAMEWORK TRAVEL PLAN**

**Client: Gladman Developments Ltd**

**October 2019**



**DOCUMENT SIGNATURE AND MODIFICATION SHEET**

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## **CONTENTS**

1. Introduction
2. Site Details
3. Transport Policy Context
4. Objectives
5. Scope of the Travel Plan
6. Proposed Measures
7. Marketing
8. Targets
9. Monitoring
10. Review and Change
11. Roles and Responsibilities of the TPC
12. Action Plan

## **APPENDICES**

1. 2 km and 5 km Radii

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## **1.0 INTRODUCTION**

This Framework Travel Plan (subsequently referred to as “The Plan”) has been prepared by Stirling Maynard Transportation Consultants. It relates to a planning application for a proposed residential development, by Gladman Developments Ltd, of up to 245 residential units on land off Hempsted Lane, Gloucester.

The highway authority is Gloucestershire County Council and the planning authority is Gloucester City Council.

The Plan complements the Transport Assessment, that also accompanies the application, and it details the means by which it is intended to encourage sustainable travel to and from the site by residents and others. Success in this respect will help to mitigate the impact of additional local traffic generated by the proposed development.

The Plan covers pedestrian, cycle and public transport facilities for travel to and from the site and examines the potential for minimising the use of private vehicles in this respect.

Management arrangements to ensure continuing implementation of The Plan are described.

**The principal objective of The Plan is to encourage a shift from the use of the private car, in particular single-occupancy vehicles, to the use of the more sustainable non-car modes for travel to and from the site.**

The mechanisms by means of which objectives are to be achieved, as well as Plan targets and the timing of delivery, are dealt with in later sections of this document.

The benefits of successfully implementing The Plan will include:

- Reduced vehicular traffic on local roads, particularly at peak times.
- Reductions in carbon emissions and their contribution to climate change
- Improvements in road safety and the protection of vulnerable road users

- Improvements in local air quality
- The encouragement of more active travel, with gains for health
- Reductions in traffic noise pollution
- The creation of a more attractive environment for future residents.
- Increased accessibility and reduced congestion

The developers are committed to the implementation of sustainable travel initiatives and will fund a Travel Plan Coordinator (TPC), for the first five years of occupation of the site, who will coordinate implementation and operation of The Plan. The TPC will be the contact for the local authorities and will plan and programme monitoring and review procedures. More details of the roles and responsibilities of The TPC are provided in **Section 11**.

A baseline travel survey of residents' trip-making behaviour will be carried out in the period three to six months after occupation of the 80<sup>th</sup> dwelling on the development. An updated Plan will be produced within three months of the execution of the survey and will contain confirmed or adjusted Plan targets which until that time will be based on mode-share estimates derived from 2011 Census data.

The Plan will then continue to evolve over its expected five-year lifetime as it is subjected to at least an annual major review to ensure that everything is being done to encourage travel to and from the site by the more sustainable travel modes.

According to the Department for Transport's guidelines on "Delivering Travel Plans through the Planning Process" (April 2009), *"travel plans have become an integral element in the planning process. They are critical to ensure that the use of sustainable modes is maximised and the finite capacity of the transport network is used effectively."*

The National Planning Policy Framework (NPPF), re-iterated the importance of travel plans as a key tool in facilitating the use of sustainable transport modes for the movement of goods or people and replaces the former planning guidance issued under Planning Policy Guidance note 13 (PPG13).

## **2.0 SITE DETAILS**

### **2.1 Site Location**

The site is located on land off Hempsted Lane in the south west of Gloucester. Location plans are shown overleaf. Hempsted is considered a sub-urban village within the City and the site has access to a range of local facilities including:

1. Hempsted CE Primary School, St Swithuns Road (700 m)
2. St. Swithun's Church, St Swithuns Road (650 m)
3. Post Office, Hempsted Lane (470 m)
4. Gordon League Rugby Club, Hempsted Lane (1030 m)
5. Lidl, Canada Wharf, Bristol Road (910 m)
6. Permali Park (Industrial Estate), Bristol Road (1280 m)
7. Ashville Industrial Estate, Ashville Road (490 m)
8. The Avenue PH, Bristol Road (880 m)
9. Ribston Hall High School, Stroud Road (2520 m)
10. The Crypt School, Podsmead Road (2630 m)

Plus a significant amount of employment sites.

Gloucester itself, as a major city, has a full range of facilities and services available many of which can be accessed by cycle or by bus. There are off-road cycle paths near the site alongside the A430 and adjacent to the river both of which link up to the wider cycle network and provide easy cycle routes to the City Centre.

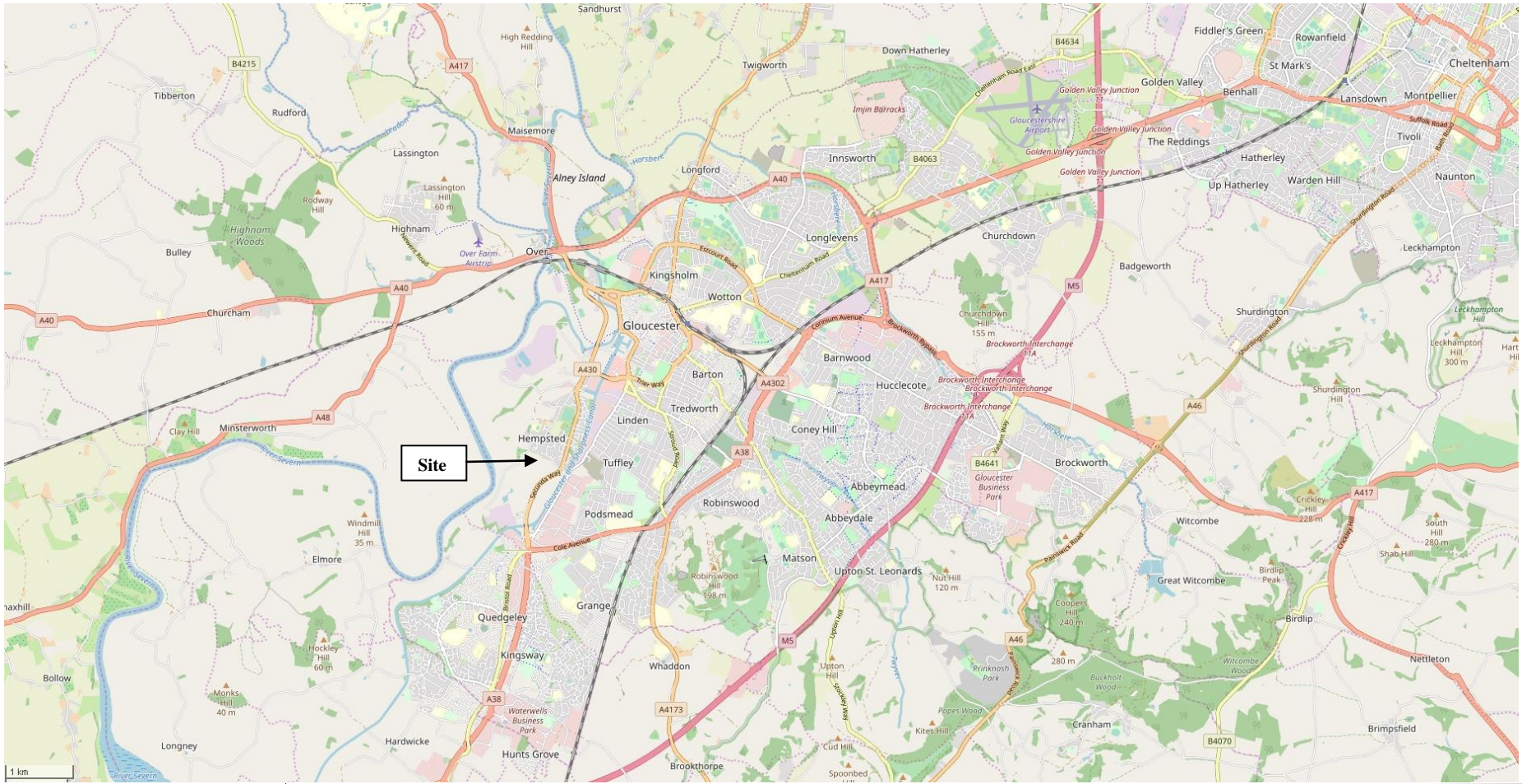
Bus stops are nearby and regular services are available.


### **2.2 Walking & Cycling Facilities**

A plan showing those parts of the surrounding area within two and five kilometres of the site is provided in **Appendix 1**.


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 Woolstone Centre 1-2 Mill Lane Woolstone Milton Keynes MK15 0AJ	Drawing	Location Plan	Figure No	1a
	Project	Hempsted Lane, Gloucester	Drawn	HC
	Client	Gladman Developments Limited	Scale	NTS
			Date	Jul 2019



 Woolstone Centre 1-2 Mill Lane Woolstone Milton Keynes MK15 0AJ	Drawing	Location Plan	Figure No	1b		
	Project	Hempsted Lane, Gloucester	Drawn	HC	Checked	NW
	Client	Gladman Developments Limited	Scale	NTS	Date	Jul 2019

A destination within a two-kilometre range is generally considered to be easily accessible on foot and one within five kilometres is considered to be easily accessible by cycle.

## **Walk**

It is established and acknowledged that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under two kilometres.

The CIHT provides guidance about journeys on foot. It does not provide a definitive view of distances but does suggest a preferred maximum distance of 2000 metres for walk commuting trips. A 400-metre distance corresponds to a walk time of five minutes, based on typical normal walking speed.

The DfT National Travel Survey of 2006 confirms that 78% of trips of less than a mile (1.6 km) are on foot.

The ‘walkable neighbourhood’ concept is set out in MfS1 and endorsed in MfS2. MfS1 explains that:

*“Walkable neighbourhoods are typically characterised by having a range of facilities within ten minutes’ (up to about 800) metres walking distance of residential areas which residents may access comfortably on foot. However, this is **not an upper limit** and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under two km” (MfS1 para 4.4.1).*

The plan in **Appendix 1** shows that the two-kilometre radius circle contains a significant area of south west Gloucester.

## **Cycle**

Cycle is usually considered an important mode of transport for trips up to five kilometres in length.

The five-kilometre radius circle on the plan in **Appendix 1** covers a significant area of Gloucester including the City Centre.

There is a segregated pedestrian/cycle way alongside the A430 and also alongside the river. Both are easily accessible from the site.

### **2.3 Public Transport**

A general summary of the services that are routed within the vicinity of the site is provided in the table at the end of Section 2. As can be seen there are regular services from early morning until late evening Monday to Saturday with a slightly reduced service on Sundays.

The nearest bus stops are located on the A430 near Hempsted Lane, on Hempsted Lane and on Bristol Road. They are all within easy walking distance of the site.

### **2.4 Vehicle Access**

The proposed development would be accessed directly from Hempsted Lane by means of a priority junction. More details of the access arrangements are included in the Transport Assessment that also accompanies the application.

### **2.5 2011 Census - Method of Travel to Work**

In the absence of an occupied site, mode-share data for journey to work, taken from the results of the 2011 Census, have been used to establish a baseline for targets.

**Gloucester 004C (LSOA) Including Hempsted -  
Method of Travel to Work (QS701EW)**

Ward (2011 boundary)	Gloucester 004C (LSOA)		
	Count	% Count	% Count (excl nie & h)
Work Mainly at or From Home (h)	57	2.9%	
Underground, Metro, Light Rail, Tram	1	0.1%	0.1%
Train	15	0.8%	1.1%
Bus, Minibus or Coach	71	3.6%	5.3%
Taxi	0	0.0%	0.0%
Motorcycle, Scooter or Moped	19	1.0%	1.4%
Driving a Car or Van	930	47.6%	69.0%
Passenger in a Car or Van	64	3.3%	4.7%
Bicycle	45	2.3%	3.3%
On Foot	194	9.9%	14.4%
Other Method of Travel to Work	9	0.5%	0.7%
Not in Employment (nie)	549	28.1%	
<b>All People</b>	<b>1954</b>	<b>100.0%</b>	<b>100.0%</b>

Source: ONS Census 2011

## 2.6 The Development

The proposed development would consist of up to 245 residential units. A draft Development Framework accompanies the application.

As currently an outline application, details of the internal roads and footpaths, car parking provision, etc. have yet to be decided and will be designed in liaison with Council Officers during the process of determining the final development layout.

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**Hempsted Lane, Gloucester - Nearby Bus Routes**

Service	Operator	Description	Nearest Bus Stop	Frequency (Mon-Fri)	Frequency (Sat)	Frequency (Sun)
8	Stagecoach West	Quedgeley - <b>Hempsted</b> - Gloucester - Abbeymead - Brockworth	nr The Forge Secunda Way (A430)	0607-1805 (3bph), 1834, 1904, 1934-2234 (h)	0702-0857 (2bph), 0917-1854 (3bph), 1934-2234 (h)	0937-1837 (2bph), 1924
		Brockworth - Abbeymead - Gloucester - <b>Hempsted</b> - Quedgeley	before The Anchorage Secunda Way (A430)	0534, 0612-1859 (3-4 bph), 1859-2259 (h)	0629, 0729, 0822, 0852, 0922-1842 (3bph), 1859-2259 (h)	0904, 1002-1802 (2bph), 1854
11	Stagecoach West	Gloucester - Linden - Podsmead - Quedgeley - <b>Hempsted</b> - Gloucester	nr Court Gardens Hempsted Lane	1040, 1240, 1440	As Mon-Fri	No service
12	Stagecoach West	Gloucester - Quedgeley	after Empire Way Bristol Road	0544, 0604, 0624-1802 (4-5 bph), 1821, 1839, 1859-2229 (2bph), 2319	0543, 0640-1850 (3-4 bph), 1959-2229 (2bph), 2319	0756-1556 (3bph), 1624-1854 (2bph)
		Quedgeley - Gloucester	after Hempsted Lane Bristol Road	0612-0721 (3-4bph), 0734-1906 (4-5 bph), 1926-2256 (2bph), 2346	0707-0908 3bph), 0923-1906 (4-5 bph), 1926-2256 (2bph), 2346	0825, 0905, 0945-1625 (3bph), 1651-1921 (2bph)
60	Stagecoach West	Gloucester - Dursley - Wotton-under-Edge - Thornbury	after Empire Way Bristol Road	0543-1805 (be2h)	As Mon-Fri	0753, 0953, 1153, 1453, 1654 (end Dursley)
		Thornbury - Wotton-under-Edge - Dursley - Gloucester	after Hempsted Lane Bristol Road	0715-1920 (be2h)	As Mon-Fri	0915, 1115, 1315, 1615, 1815 (start Dursley)
60F	Stagecoach West	Gloucester - Quedgeley - Elmore - Frampton upon Severn - Dursley	after Empire Way Bristol Road	1725	1725	No service
		Dursley - Frampton upon Severn - Quedgeley - Gloucester	after Hempsted Lane Bristol Road	0810	0810	No service

Service	Operator	Description	Nearest Bus Stop	Frequency (Mon-Fri)	Frequency (Sat)	Frequency (Sun)
66X	Stagecoach West	Gloucester - Stonehouse - Leonard Stanley - King's Stanley - Stroud	after Empire Way Bristol Road	1744	1746	No service
		Stroud - King's Stanley - Leonard Stanley - Stonehouse - Gloucester	after Hempsted Lane Bristol Road	0819	0824	No service
860	Stagecoach West	Gloucester - Katherine Lady Berkeley - Wotton-under-Edge	after Empire Way Bristol Road	0707	No service	No service
		Wotton-under-Edge - Katherine Lady Berkeley - Gloucester	after Hempsted Lane Bristol Road	1750	No service	No service
866	Stagecoach West	Gloucester - Quedgeley - Kingsway - Stonehouse - Cirencester College	after Empire Way Bristol Road	0721	No service	No service
		Cirencester College - Brimscombe - Stonehouse - Kingsway - Gloucester	after Hempsted Lane Bristol Road	1712	No service	No service

**h = hourly**

**nbph = n buses per hour**

**benh = bus every n hours**



### **3.0 TRANSPORT POLICY CONTEXT**

#### **3.1 National Transport Policy**

##### **Creating Growth, Cutting Carbon, Making Sustainable Transport Happen:**

##### **The Local Transport White Paper 2011**

In January 2011, the Government set out its policy direction on local transport through the Local Transport White Paper. The White Paper sets the Government's approach to shorter local journeys (i.e. trips of five miles or less) with the intention of supporting its principal wider goals of promoting economic growth and reducing carbon. There is a lot of weight given to immediate gains from local interventions, especially when it comes to job creation.

The White Paper establishes that creating economic growth and tackling climate change by reducing CO<sub>2</sub> emissions are the primary objectives at the national level for transport. The White Paper argues that by offering sustainable travel options, local authorities can change people's travel behaviour to favour sustainable modes. Decisions on which sustainable options are appropriate are best made at the local level in partnership with local residents, businesses and delivery agencies.

##### **National Planning Policy Framework**

The Government has published a National Planning Policy Framework that sets out its policies for different aspects of land use planning in England. This helps local planning authorities take a consistent approach to land use and transportation development. Development plans at the local level need to be consistent with these.

The Framework states that, where practical, encouragement should be given to transport solutions in facilitating development which support reductions in greenhouse gas emissions and reduce congestion. The planning system should

therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.

### **3.2 Local Transport Plan**

Under the Transport Acts of 2000 and 2008, every local transport authority in the country has to publish a Local Transport Plan (more usually known as the LTP) setting out an integrated transport strategy for its area and outlining proposals for the future.

The Third Local Transport Plan for Gloucestershire (LTP3) sets out the transport strategy for the County from 2011 to 2026. LTP3 has to address national transport priorities at the local level and these have been aligned to four main objectives, which are:-

#### **1. A Greener, Healthier Gloucestershire:**

To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcomes of tackling climate change.

To improve quality of life for transport-users and non-transport-users and to promote a healthy natural environment.

#### **2. Sustainable Economic Growth:**

To support economic competitiveness and growth by delivering reliable and efficient transport networks.

#### **3. A Safer, Securer Transport System:**

To contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health.

#### **4. Good Access to Services:**

To promote greater equality of opportunity for all citizens with the desired outcome of achieving a fairer society.

#### **4.0 OBJECTIVES**

The Plan demonstrates a commitment to minimising the impact on the environment, of travel to and from the site, by encouraging those who have to travel to do so in an environmentally friendly way. The Plan is consistent with the aims of Gloucestershire's Third Local Transport Plan and the main objectives are to provide benefits to:

- Individuals - through improved health, reduced stress and monetary savings. Success will be measured in terms of reducing the numbers of cars visiting the site together with increases in the numbers of site users who walk and cycle or use public transport;
- The local environment - through improved air quality and reduced noise and dirt. Once again, improvements will be indicated by reductions in the levels of motorised traffic generated by the site;
- The wider environment - as part of the national and global campaigns to combat problems such as climate change.

## **5.0 SCOPE OF THE TRAVEL PLAN**

The Plan concentrates on providing an environment within which individuals travelling to and from the site will be encouraged to use the most sustainable modes of transport. The main factors are:

- Travel Information - provision of information on the possibilities and benefits for using the most sustainable modes of travel and thereby clarifying the choices available to individuals;
- Car Trip Rates - encouraging reductions in car use, in terms of trips per household, for example by promoting car-sharing;
- Use of Non-Car Modes - encouragement of the use of modes other than the private car as the preferred mode of transport;
- Facilities for Pedestrians and Cyclists.

## **6.0 PROPOSED MEASURES**

**6.1** The site developer is committed to the following measures.

### **6.1.1 Appointment of a Travel Plan Coordinator (TPC)**

A named TPC will be appointed at least three months in advance of the first occupation of the development. The contact details for this person will be provided to the local authority at the time of appointment, as will the details of any subsequent changes in the staffing of this post.

The TPC will actively promote the implementation of The Plan to residents and visitors. The TPC will also liaise with staff at local authorities.

The TPC will ensure that The Plan evolves to keep up to date with the requirements of residents and visitors and the possibilities available for non-car travel.

### **6.1.2 Travel Surveys**

A baseline survey of residents' travel patterns will be carried out within three to six months of occupation of the 80<sup>th</sup> dwelling on the development. The information gathered will be analysed to confirm the definition of targets and to act as a benchmark against which progress in meeting targets will be measured.

Survey questions will establish:

- Origins & destinations of journeys made to and from the site;
- Mode of transport;
- Residents ideas for measures that would encourage use of non-car modes;
- Views on sustainable transport, environmental issues, etc.

Further surveys of travel patterns will be carried out annually for the first five years of occupation of the development.

### **6.1.3 Provision of Information about Non-Car Modes of Travel**

The welcome procedures for new residents will include a briefing note on the opportunities for and the benefits of non-car travel to and from the site.

New residents will be provided with a ‘Sustainable Travel Information Pack’ containing:

- details of travel mode options for both local and wider-area trips;
- maps of the local area indicating the locations of main facilities together with advisory walk and cycle routes and walk and cycle times;
- application forms for subsidised public transport tickets where the household can make use of these;
- contact details for The TPC;
- the offer of personalised travel planning;
- details of discounts available at local cycle shops;
- details of the development website containing information on sustainable travel.

In addition, The TPC will offer personalised travel planning to all residents.

The TPC will maintain an up-to-date database of bus timetables and will ensure that the information is readily available to residents.

### **6.1.4 Encouragement of the Use of Modes Other than the Private Car**

The use of the private car as the generally preferred mode of transport is the result of many factors. The proposed surveys of trip-making behaviour will include questions designed to identify the reasons behind choice of transport mode. Residents will also be asked what measures could be taken that might encourage them to use the more sustainable modes of walk, cycle and public transport.

The TPC will prioritise the promotion of walking and cycling for local journeys. This will be supported by the information supplied in the welcome pack in terms of the maps showing advisory walk and cycle routes.

The TPC will talk to local cycle providers in order to investigate the possibility of discounts for residents.

In addition, the TPC will organise cycle training events and bicycle maintenance classes and will also establish a bicycle user group.

As mentioned previously, application forms for subsidised public transport tickets will be included in the 'Sustainable Travel Information Pack' supplied to new residents.

#### **6.1.5 Car-Sharing Scheme**

It is proposed that The TPC will encourage car-sharing for those who have no alternative means of travel to the private car. Based on an analysis of interested residents' trip destinations, particularly with respect to work and education, it will be possible to match potential car-sharers who make similar trips.

The TPC will also promote the use of the website <https://gloucestershire.liftshare.com/> in order to increase the pool of potential car-sharers for residents to match with.

#### **6.1.6 Facilities for Cyclists, Pedestrians and Public Transport Users**

The developer and the TPC will give a high priority to the implementation and subsequent improvement of facilities for the more sustainable modes of walk, cycle and public transport in order to encourage their use by site residents and visitors. Liaison with the local authorities will form an important part of this process.

## 6.2 Measures by Trip Type

The table below indicates the applicability of the proposed measures to the different types of trip that will be associated with the site.

<b>Proposed Measure</b>	<b>Trip Type</b>	
	<b>Residents Trips</b>	<b>Visitors Trips</b>
Appointment of a Travel Plan Coordinator	Yes	Yes
Travel Surveys	Yes	No
Provision of Information About Non-Car Modes of Travel	Yes	Yes
Encouragement of the use of Modes Other than the Private Car	Yes	Yes
Car-Sharing Scheme	Yes	No
Provision of Facilities for Pedestrians and Cyclists	Yes	Yes



## **7.0 MARKETING**

A main role of The TPC will be as a provider of information on the possibilities and benefits for non-car modes of travel.

A marketing plan will be drawn up at an early stage and will contain the following elements:

- Publicity in the form of posters and leaflets;
- Dissemination of details of initiatives to encourage residents and visitors to use more sustainable modes of travel (such as car-sharing);
- Reports back to residents on survey results and on progress;
- Educational information to raise awareness of the monetary and health benefits of 'sustainable' travel.

The overriding objective of the marketing strategy will be to raise awareness of the possibilities for non-car travel to and from the site. Key messages will include benefits to health, reductions in travel costs and contributions to the wider issue of addressing climate change.

The marketing material will inform site users of the mechanisms by which the measures in The Plan are to be delivered.

## **8.0 TARGETS**

Initial targets will include:

- ***Reductions in the numbers of single-occupancy cars used by residents and visitors to travel to and from the site.*** It is proposed that a target of a 5% to 10% decrease in the number of single-occupancy cars is set to be achieved within the first five years of occupation of the development. Interim targets for years one and three would be 1% to 2% and 3% to 6%, respectively.
- ***Increases in the numbers of residents and visitors walking and cycling to and from the site.*** It is proposed that a range target of a 5% to 10% increase in the number of walk and cycle trips is set to be achieved within the first five years of occupation of the development. Interim targets for years one and three would be 1% to 2% and 3% to 6%, respectively.
- ***Increases in the numbers of residents and visitors using public transport for travel to and from the site.*** It is proposed that a range target of a 5% to 10% increase in the number of public transport trips is set to be achieved within the first five years of occupation of the development. Interim targets for years one and three would be 1% to 2% and 3% to 6%, respectively.

Percentage reductions and increases in trip numbers will be derived with reference to the results of the baseline survey of residents' travel behaviour.

Success in achieving targets will encourage both residents and visitors to pursue further, longer term, goals.

## **9.0 MONITORING**

Once The Plan is in operation it will be necessary for The TPC to monitor progress in terms of the achievement of targets and the satisfaction levels of residents and visitors with the measures adopted.

It is proposed that surveys of travel behaviour will be repeated by The TPC on an annual basis for the first five years after occupation of the development. Each survey will be followed up by a report by The TPC and/or meetings to show residents how things have changed over the intervening period. The TPC will supply the results of each survey to the local authorities.

The TPC will also monitor change on a more regular but less formal basis during the year by, for example, noting increases in numbers of people taking part in the car-sharing scheme or noting the numbers of cyclists leaving and entering the development at particular times of the day.

## **10.0 REVIEW AND CHANGE**

The results of monitoring will be used to identify progress in meeting targets. This will highlight areas where positive change is taking place and also those areas which should be prioritised for attention during the period up to the next review. The latter will include areas where progress towards targets is unsatisfactory and where corrective measures will be required.

The main review process will be programmed to follow the monitoring surveys. The TPC will discuss findings with residents as appropriate and agree any changes or new initiatives that it is felt are required to take The Plan forward during the next period.

The local authorities will be informed of the findings of the review process and consulted on any new proposals that emerge from it.

## **11.0 ROLES AND RESPONSIBILITIES OF THE TPC**

In particular, The TPC will:

- Manage The Plan, ensuring that it evolves to keep up to date with the requirements of residents and visitors and the possibilities available for non-car travel.
- Organise surveys to initially provide and then regularly update a database of travel information to aid implementing, improving and monitoring The Plan.
- Maintain regular contact with the local authorities, with formal meetings on at least an annual basis.
- Meet formally with residents' representatives on a regular basis to discuss progress in achieving objectives and targets.
- Produce an annual monitoring report.
- Liaise with third parties such as public transport operators and local cycle shops.
- Promote and market the Travel Plan.

## 12.0 ACTION PLAN

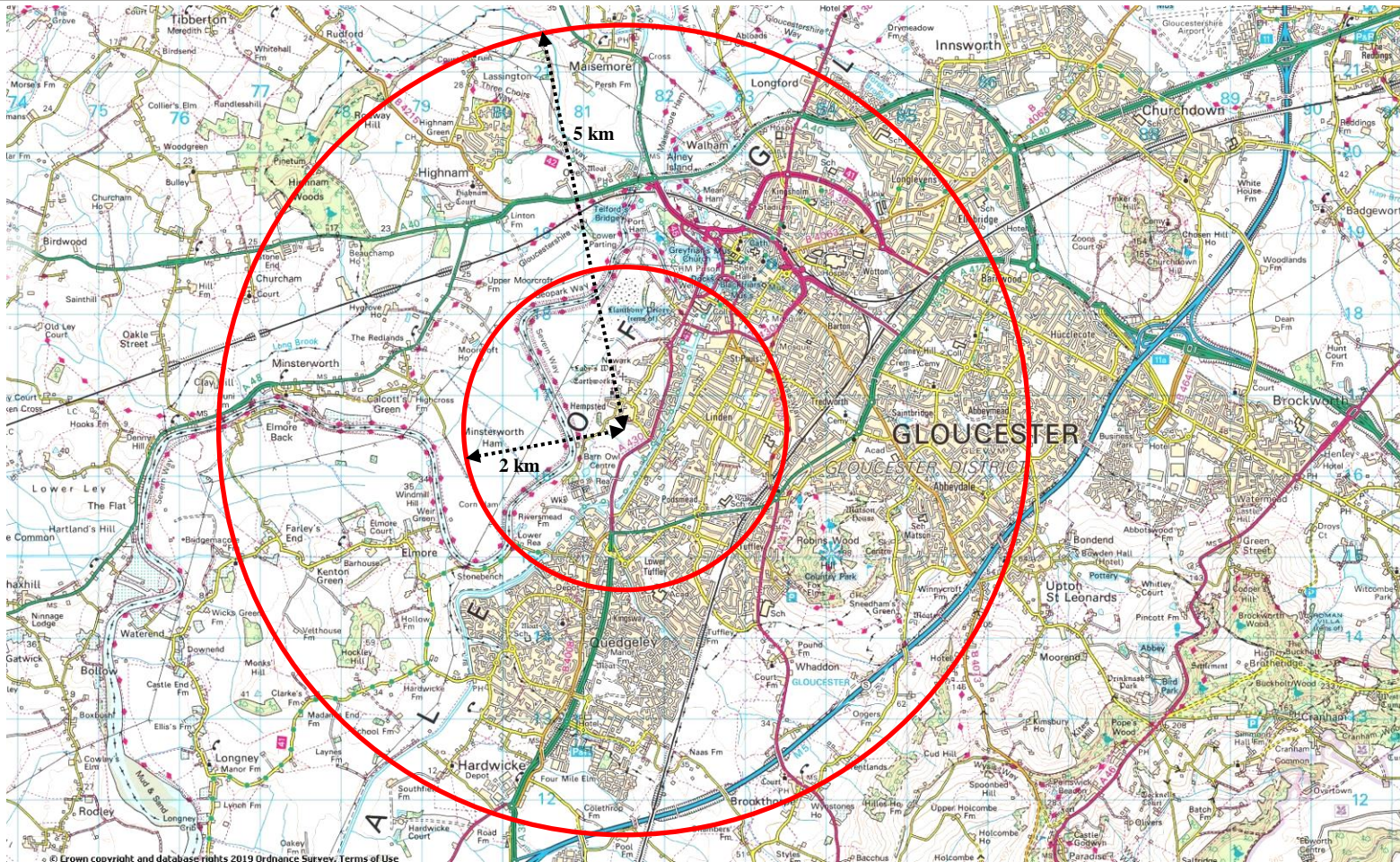
<b>Action</b>	<b>Target Date</b>	<b>Responsibility</b>	<b>Funding</b>
<b>Initial Setup</b>			
Exchange contact details with LAs	1 month prior to occupation	TPC	tba
Set up travel plan working file	1 month prior to occupation	TPC	tba
Obtain public transport timetables	2 weeks prior to occupation	TPC	tba
Set up resident database	2 weeks prior to occupation	TPC	tba
Set up car-sharing register	2 weeks prior to occupation	TPC	tba
Prepare travel information packs	2 weeks prior to occupation	TPC	tba
Issue packs to residents	On occupation	TPC	tba
<b>Monitoring &amp; Review</b>			
Distribute travel survey to residents	Annually	TPC	tba
Collect surveys	Within 7 days of issue	TPC	tba
Analyse surveys	Within 3 months of survey	TPC	tba
Submit survey report to LAs	Within 6 months of survey	TPC	tba
Audit travel plan & modify if needed	Within 6 months of survey	TPC	tba
Issue progress report to residents	Within 6 months of survey	TPC	tba

## **APPENDIX 1**

### **2KM & 5KM RADII**

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Woolstone Centre  
1-2 Mill Lane  
Woolstone  
Milton Keynes  
MK15 0AJ

Drawing 2 km & 5 km Catchment Areas

Project Hempsted Lane, Gloucester

Client Gladman Developments Limited

Drawn HC

Scale NTS

Figure No 2a

Checked NW

Date Jul 2019

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