

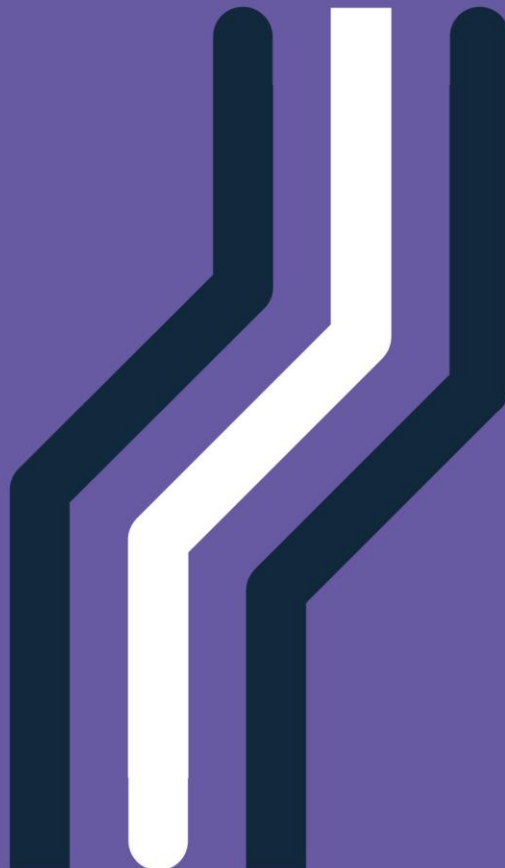


Cole Easdon

RESIDENTIAL TRAVEL PLAN MONITORING REPORT YEAR 1 (2022)

Residential Development, Abbey Farm, Blunsdon St
Andrew, Swindon on Behalf of Linden Homes & Redrow
Homes

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Appendix 1 – Drawing by Others

Drawing No. 100-4(F)

Coloured Planning Layout (by The Noble Consultancy)

Appendix 2 – Survey Template

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Residential Travel Plan – December 2013

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1.0 INTRODUCTION

- 1.1 Cole Easdon Consultants Limited (CE) have been appointed by Linden Homes and Redrow Homes to undertake the role of Residential Travel Plan Co-ordinator (RTPC) with respect to the approved *Travel Plan (TP)* for a residential development at Blunsdon St Andrew, Swindon, known as Abbey Farm.
- 1.2 This document fulfils the requirements set out in the approved *TP* for a Report to be issued to the Local Highway Authority (LHA) setting out the findings of the Year 1 (2022) travel and traffic surveys at the site.
- 1.3 Outline Planning Approval for the development was granted in April 2015 (Planning Ref. S/OUT/14/0080), followed by a reserved matters application in October 2016 (Planning Ref. S/RES/16/0289). The housing development is now complete and has been fully occupied since July 2021.
- 1.4 The development consists of 350 residential units, 175 of which were constructed by Linden Homes and the remainder by Redrow Homes, as shown on Drawing No. 100-4(F) [*Coloured Planning Layout*] (by the Noble Consultancy) located in Appendix 1 of this Report. The full housing mix is shown in Table 1.1.

Table 1.1: Abbey Farm Development Schedule

Developer	Number of Units	Tenure
Linden Homes	4 No. One-Bedroom Houses 6 No. One-Bedroom Apartments 2 No. One-Bedroom Apartments (Wheelchair Accessible) 12 No. Two Bedroom Houses 1 No. Two-Bedroom Apartment (Wheelchair Accessible) 6 No. Three Bedroom Houses 6 No. Four-Bedroom Houses	Affordable - Rent
	10 No. Two-Bedroom Houses 6 No. Three Bedroom Houses	Affordable - Intermediate
	4 No. Two-Bedroom Houses 9 No. Three-Bedroom Houses 58 No. Four-Bedroom Houses 51 No. Five-Bedroom Houses	Private

Developer	Number of Units	Tenure
Redrow Homes	2 No. One-Bedroom Houses 11 No. One-Bedroom Apartments 5 No. Two-Bedroom Houses 4 No. Two-Bedroom Houses (Wheelchair Accessible) 12 No. Three-Bedroom Houses 3 No. Four-Bedroom Houses	Affordable - Rent
	12 No. Two-Bedroom Houses 3 No. Three-Bedroom Houses 1 No. Four-Bedroom House	Affordable - intermediate
	7 No. Three-Bedroom Houses 98 No. Four-Bedroom Houses 17 No. Five-Bedroom Houses	Private

1.5 This *Monitoring Report* sets out the measures implemented to date as well as the findings of the Year 1 travel survey carried out in June / July 2022 and the traffic survey carried out in July 2022.

Structure of Report

1.6 The structure of this *Monitoring Report* is as follows:

- Section 2.0 provides details of the approved *TP*, including proposed targets, measures and monitoring regime;
- Section 3.0 provides details of the development progress at the site;
- Section 4.0 outlines the *TP* measures implemented to date;
- Section 5.0 describes the travel surveys undertaken in June / July 2022, presents the results and compares these against the indicative modal split used in the approved *TP*¹;
- Section 6.0 describes the traffic surveys undertaken in July 2022, presents the results, and compares these against the predicted trip generation used in the approved *TP*²; and
- Section 7.0 provides a summary of the *TP* progress.

¹ Based on 2001 Census Travel to Work data

² Based on TRICS Data

2.0 APPROVED TRAVEL PLAN

2.1 This Section of the Report summarises the content of the approved *TP* (December 2013), also prepared by CE. Refer to Appendix 3.

Targets

2.2 The approved *TP* sets out the targets based on TRICS data. The trip generation estimates provided by the TRICS data, have since been superseded by the data obtained following the baseline (2021) survey. The following targets are to be achieved within five years of the baseline survey:

- to reduce the number of vehicle trips generated by the development over a 12-hour period (weekday 07:00-19:00) by a minimum of 10% and achieve a corresponding increase in trips by more sustainable modes; and
- to reduce the number of peak hour vehicle trips generated by the development (between 08:00-09:00 and 17:00-18:00) by 5% and achieve a corresponding increase in trips by more sustainable modes.

Travel Plan Measures

2.3 In addition to the 'hard' infrastructure measures implemented as part of the construction of the development (e.g. footways, cycleways, cycle parking etc), the following is a summary of specific actions set out in the approved *TP*:

- Travel Information Packs provided to all new households, providing walking, cycling and public transport information;
- a dedicated webpage for the Abbey Farm development that references the *TP* and provides regularly updated information for residents such as access to local facilities by walking and cycling, links to public transport information, details on car sharing and car clubs and useful contacts;
- liaising with a cycle retailer to negotiate discount vouchers for bicycle purchases;
- liaising with Swindon's Bus Company, with regards to offering a four-week travel pass within the Swindon urban area and valid on bus services operated by Swindon's Bus Company and Stagecoach;
- walking and cycling maps showing local walking and cycling routes in relation to local facilities such as the nearest bus stops, the rail station, doctor's surgeries, schools, pubs, shopping, leisure facilities etc;
- promotion of the Carshare Swindon scheme, other car share websites and the use of car clubs to encourage people to car share; and
- promotion of online shopping.

- 2.4 The Travel Information Pack includes the following details:
- a copy of Swindon's Cycle Map providing details of cycle routes across the Swindon area;
 - site specific public transport information identifying the location of nearby bus stops and which bus services are available from them;
 - information about public transport fares to and from Abbey Farm and St Andrew's Ridge;
 - links to public transport operators' websites;
 - information explaining the health and financial benefits associated with reducing car use;
 - details of the cycle and public transport vouchers available;
 - a summary of destinations accessed from Swindon station, with links to local rail operators;
 - links to Cycling UK's website where information on local cycling groups can be found;
 - information on car sharing, online shopping, taxi operators and community transport;
 - links to Swindon Travel Choices website; and
 - a link to the Abbey Farm Travel Plan Webpage, where more detailed information can be found.

- 2.5 A number of remedial measures are to be identified in the event of any underachievement in meeting targets.

Monitoring Regime

- 2.6 The *TP* requires that traffic surveys are conducted with a multi-modal residents' travel survey once the development reaches full occupation. The traffic surveys should be conducted at the vehicular entrances into the development in order to record the numbers of cyclists and motor vehicles passing through these points during a 7-day period.
- 2.7 The format of the travel surveys was agreed with Swindon Borough Council (SBC) to comprise an online resident's questionnaire.
- 2.8 The residents' travel survey and traffic surveys are to be repeated one, three and five years after the baseline surveys.
- 2.9 The approved *TP* also stipulates that the RTPC will submit a monitoring report to SBC within three months of the surveys being undertaken, hence this second Report.

3.0 DEVELOPMENT PROGRESS

- 3.1 It is not the intention of this document to repeat the accessibility of the development site to local services and facilities by sustainable modes of transport, nor indeed to describe the broad location of the development. This information is contained within the approved *TP* and within the Travel Information Packs prepared for residents. Both of these documents are contained within Appendix 3 of this Report. This Section of the Report does, however set out progress of the development.
- 3.2 As related above, all of the houses within the development are completed and fully occupied. A primary school located in the centre of the development on Diamond Crescent, received planning permission in January 2021, with construction commencing in May 2021. The school opened in September 2022, ready for the 2022 / 2023 academic year. A new convenience store, located next to the school, also opened in September 2022.
- 3.3 The development is accessed off Lady Lane from two roundabouts. Diamond Crescent connects the two roundabouts, and serves as the main route through the development, where other roads feed onto.
- 3.4 Properties constructed by Redrow are predominantly located around Diamond Crescent, as well as in the north eastern part of the development accessed from Sapphire Road and Emerald Crescent (North). Properties constructed by Linden are predominantly located to the west of the development accessed from Amethyst Road, and to the south east, accessed from Sapphire Road, Emerald Crescent (South) and Garnet Crescent. Photographs 3.1 to 3.5 provide some views of the development.



Photograph 3.1: Sapphire Road looking North East towards Emerald Crescent



Photograph 3.2: Amethyst Road looking South West



Photograph 3.3. Properties on Topaz Close fronting onto Tadpole Lane



Photograph 3.4: Coral Close looking North East



Photograph 3.5: Diamond Crescent (West), looking North East

- 3.5 Although there are only two vehicular accesses onto Lady Lane, there are a number of additional pedestrian and cycle accesses. A footway runs along the edge of the south western portion of the development, providing a direct route from Topaz Close, Amethyst Road and Peridot Close onto Tadpole Lane and Lady Lane. A joint footway / cycleway runs alongside Lady Lane between the vehicular accesses into the development, which also provide a direct access onto Jade Close. A connection onto Lady Lane is also provided from the east of the development directly onto Garnet Crescent and Emerald Crescent.
- 3.6 A footpath is provided along the northern edge of the site, which links all parts of the development to the public open space and onto the existing bridleway which cuts across the centre of the site from Lady Lane across Diamond Crescent and the A419 into Broad Blunsdon.
- 3.7 The bus stop located on Diamond Crescent, to the east of the junction with Amethyst Road, has now been constructed. Currently, no buses serve this stop however this is expected to change in the future, as it is proposed to divert the No.4 bus service (which recently replaced the No. 9 bus service) along Diamond Crescent through the development.

4.0 MEASURES IMPLEMENTED TO DATE

- 4.1 CE in its capacity as RTPC, provided the occupants of each dwelling the option of obtaining either a one-month bus pass, or a voucher entitling them to £55 towards the cost of a bicycle or bicycle equipment.
- 4.2 The one-month bus pass entitled users to travel on all bus services operated by Swindon's Bus Company or Stagecoach within the Swindon urban area. Those residents wishing to take this offer could make contact with the Travel Plan Co-ordinator, with their details passed onto Swindon's Bus Company to issue the pass.
- 4.3 CE made contact with local bicycle retailer Mitchell's Cycles with regards to the bicycle incentive. Those residents interested in the cycle incentive could make contact with the Travel Plan Co-ordinator, and would be issued a voucher to produce when purchasing items in Mitchell's Cycles store. Additionally, Mitchell's Cycles also offered all residents a 10% discount on bicycles, spares and clothing (on presentation of a separate voucher enclosed within their Travel Information Pack).
- 4.4 A Travel Information Pack was prepared. 175 packs were passed to the sales office of Linden's 'Blunsdon Chase' development in November 2019 to distribute to Linden's portion of the Abbey Farm development. 130 packs were passed to Redrow's 'Abbey Farm' sales office in November 2019, with the remainder issued in June 2020 to distribute to residents of their portion of the development.
- 4.5 The packs contain a leaflet prepared by CE providing details of public transport services and fares, local walking and cycling routes, a summary of destinations accessed from Swindon station, information on the benefits of car sharing and online shopping, and links to public transport operators, car sharing websites, community transport operators and taxi operators. A link was also provided to the Swindon Travel Choices website and the Abbey Farm Travel Webpage.
- 4.6 Details of the cycle and bus vouchers available to residents are contained in the pack, together with a copy of the Swindon cycle map and a copy of 'Get Walking' produced by SBC. The September 2022 version of the Travel Information Pack is contained within Appendix 3 of this Report.

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- 4.7 A Travel Information Website has also been launched. This is an expanded version of the Travel Information Pack, and provides details of local facilities available in close proximity to the development that can be accessed on foot and by bicycle, including a plan that can be downloaded. Links to a number of resources included walking and cycling groups and cycle training are also provided. A full bus service map is provided, together with details of connecting services, a summary of rail services operated from Swindon rail station and a full list of contacts relating to sustainable travel. The website can be accessed at www.travelplanservices.com/abbeyfarmtp.

5.0 RESIDENTS TRAVEL SURVEY AND RESULTS

- 5.1 As related in Section 2.0 of this Report, the approved *TP* requires a baseline travel survey to be carried out once the development has reached full occupation, which is then repeated approximately 12 (Year 1), 36 (Year 3) and 60 (Year 5) months after the baseline survey respectively. The travel survey comprised of a resident's online questionnaire, a copy of which is included within Appendix 2 of this Report.
- 5.2 The residents' questionnaire survey used the online 'Survey Monkey' platform, asking for the main mode of travel that a respondent uses to get to work and measures that would encourage respondents to increase their use of sustainable modes of transport. Prior to the survey being launched CE consulted with the *Travel Plan* team at SBC regarding the survey content.
- 5.3 The Year 1 survey was launched on 20th June 2022. To encourage a high response rate, respondents who completed the survey were offered a £5 Amazon Voucher (restricted to one per household). Flyers promoting the survey and incentive were issued to each residential unit to encourage residents to take part. The Swindon Travel Choices website was also promoted on the flyer and on the survey. The survey closed on 10th July 2022.

Survey Results

- 5.4 A total of 59 responses to the survey were received, of which 55 respondents provided their address details, confirming they all lived at separate addresses. For the purposes of this Report, it is assumed that the remaining four respondents also lived at separate addresses. Thus, a response rate of 17% (of occupied dwellings) has been achieved, which is a slight reduction on the response to the baseline survey (20%).

Demographic

Number of Cars and Bicycles within a Household

- 5.5 98% of respondents (58 respondents) confirmed that there was at least one vehicle within their household. Just over two-thirds of respondents (69% - 41 respondents), have two cars or more within their household. 10 of those respondents (17% of the total number of respondents), have three or more cars. The responses to the Year 1 survey were very similar to that recorded in the baseline survey. Refer to Chart 5.1.

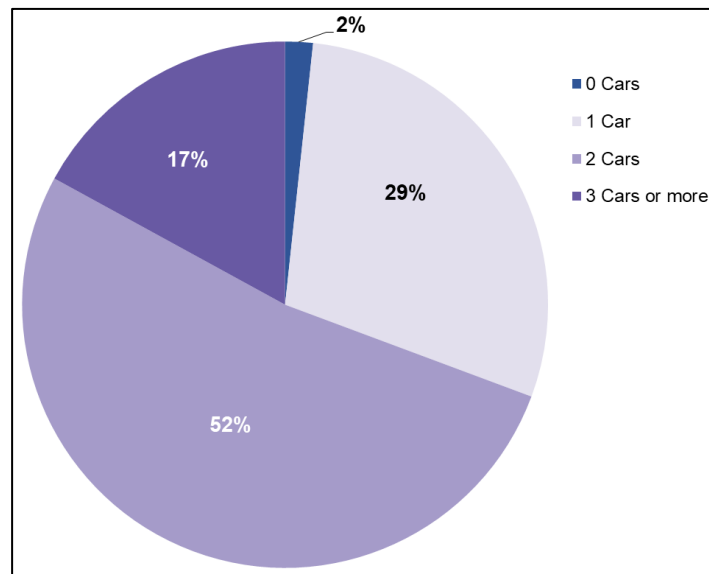


Chart 5.1: Number of Cars within Household

5.6 76% of respondents (45 No.), have at least one bicycle within their household. 25% of respondents have two bicycles within their household and 34% have three or more. Once again this is similar to the baseline survey, except with a slightly smaller proportion of respondents owning three or more bicycles, and a corresponding increase in the proportion of those owning two. Refer to Chart 5.2.

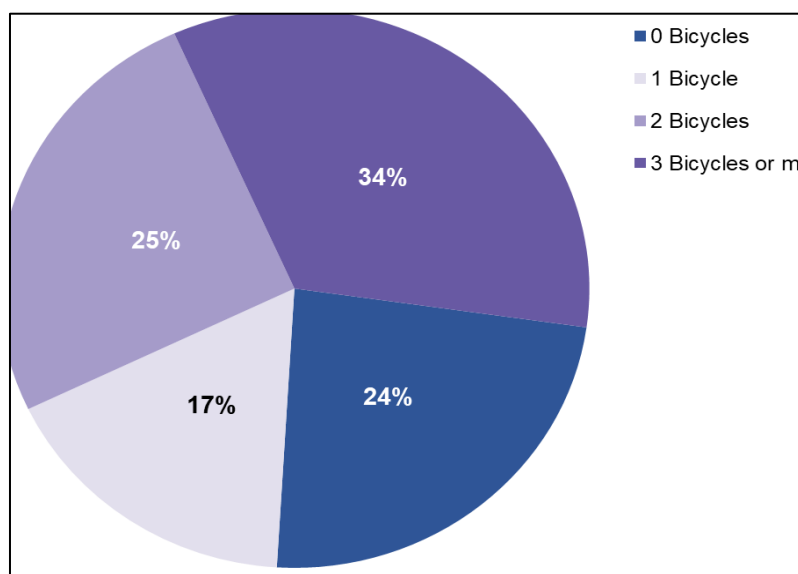


Chart 5.2: Number of Bicycles within Household

Change in Travel Mode

5.7 14% of respondents (8 No.), have changed their most common mode of transport since moving to the Abbey Farm development. All of these respondents provided a reason for this change.

For two respondents each it was down to working from home and the availability of public transport. For one respondent, the increased distance from work or school required them to change their mode of travel. One respondent purchased a second car, while another traded theirs in for a motorcycle. The remaining respondent who answered yes to the question changed their mode of travel as it was cheaper to do so.

Journey to Work

5.8 All of the respondents were asked to confirm the mode of travel they use for the longest part of their journey to work. After reviewing the results, the question was applicable to 55 of the respondents. The other four respondents do not work (they may be retired or look after their children etc).

5.9 Out of those 55 respondents, 74.5% (41 no.) travelled to and from work in a car, including 69.1% as a single occupancy driver (38 no.), and the remainder travelling with at least one other person (as the driver). There has been an increase both to the overall proportion of those using the car, and the proportion of those travelling as a single occupancy driver compared to the baseline survey. 9.1% of respondents (5 no.) travelled to work using sustainable modes (walking and public transport), whilst 14.5% of respondents worked from home. One respondent (representing 1.8% of the total) selected 'other mode of travel', but did not confirm the mode they used. None of the respondents travelled by either bicycle or motorcycle (repeating the response seen in the baseline survey), but also as a car passenger or by car sharing. Refer to Chart 5.3.

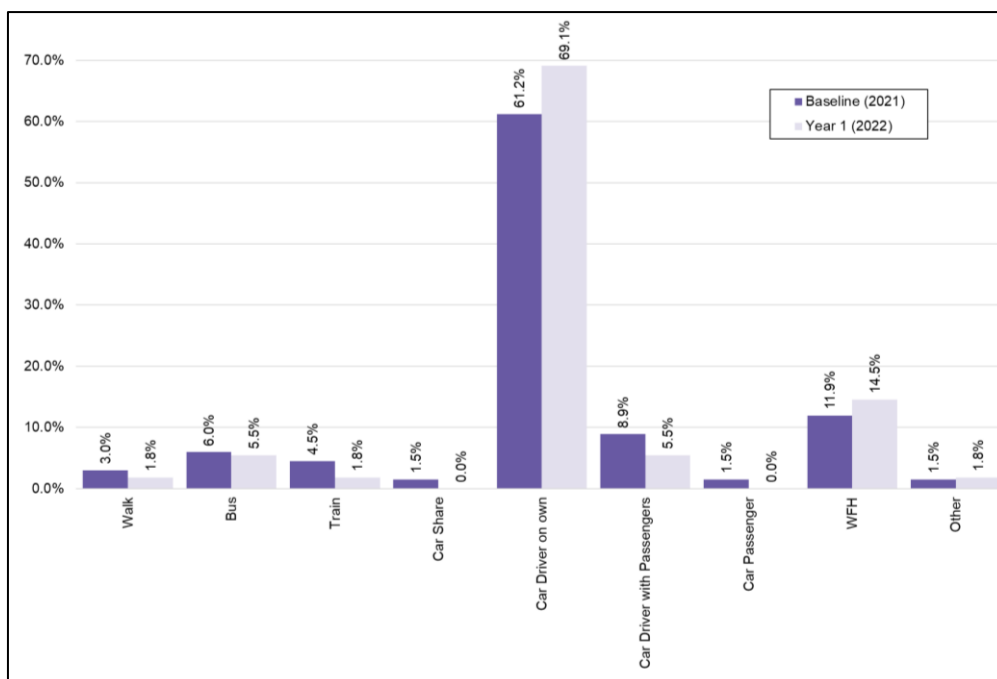


Chart 5.3: Work Travel Modal Split

5.10 Table 5.1 compares the results of the travel surveys (baseline and Year 1) against those shown in the approved *TP*.

Table 5.1: Mode of Travel to Work

Mode of Travel	Census 2001 (Main Mode of Travel)		Baseline Travel Survey	Year 1 Travel Survey
	Abbey Meads Ward	Blunsdon Ward	August 2021	June-July 2022
Works or studies mainly at home	8.62%	13.20%	11.9%	14.5%
Underground / Metro / Light Rail / Tram	0.00%	0.17%	0.0%	0.0%
Train	1.05%	0.63%	4.5%	1.8%
Bus	4.82%	3.58%	6.0%	5.5%
Taxi	0.11%	0.23%	0.0%	0.0%
Car Share / Car Driver with Passengers	N/A	N/A	10.4%	5.5%
Car Driver	73.12%	66.67%	61.2%	69.1%
Car Passenger	5.84%	5.01%	1.5%	0.0%
Motorcycle	1.84%	1.71%	0.0%	0.0%
Bicycle	1.81%	2.10%	0.0%	0.0%
On Foot	2.48%	5.92%	3.0%	1.8%
Other	0.30%	0.80%	1.5%	1.8%

5.11 The approved *TP* provided data from both the Abbey Meads and Blunsdon Wards of Swindon, as although Abbey Farm falls within the Blunsdon Ward it was expected that its travel patterns may be more similar to that of Abbey Meads Ward.

5.12 The modal split for public transport from the Year 1 survey is lower than that seen in the baseline survey, but is still higher than that recorded in the 2001 Census for either Abbey Meads or Blunsdon, however there is a lower proportion of respondents walking or cycling (and this is lower than that in the baseline survey).

5.13 The 2021 survey was undertaken when some COVID-19 restrictions were still in place (albeit most had been removed by this point), and when home working was likely to be at its peak. There was an assumption that a proportion of the working public would return to the office in some form once all restrictions were lifted, although many would either remain working from home or would combine home and office working. So an increase in the proportion of respondents home working in the Year 1 (2022) survey is encouraging, although this may be down to the sample of residents that took part in the survey.

- 5.14 The modal split for home working is now higher than that for the Blunsdon ward in the 2001 Census, although information from the 2021 Census (which will shortly be published), will provide more up to date analysis on whether the proportion of home working at the development is similar to that within the surrounding area.
- 5.15 When the proportion of those respondents driving a single occupancy car are added to those car sharing or driving with other passengers (74.6%), the results from the Year 1 survey are now higher than the 2001 Census data for both Blunsdon and Abbey Meads wards. Again data from the 2021 Census will determine whether the proportion of car trips are similar to the current proportions seen across the surrounding area. Some caution is necessary (based on the proportion of respondents for this survey compared to that of the 2001 Census), when making comparisons between the data shown in Table 5.1.

Reasons for Driving a Car

- 5.16 Car users were asked for their views on why the car was their main mode of choice for journeys to work. Out of the 41 respondents that this question was applicable to, 38 provided a response (93%). The three most popular reasons for choosing the car were that there was a lack of alternatives available (selected by 55% of these respondents – 21 no.), that it was essential to perform a job (selected by 42% of these respondents – 16 no.), and that the car was used to drop off and collect children on the way (selected by 26% of these respondents – 10 no.). These were the most popular selections in the baseline survey.
- 5.17 13% of respondents (5 no.) also provided additional reasons why the car was their main mode of choice for journeys to work. For two respondents, it was due to hybrid working (they only work in the office 1-2 days a week). Two other respondents worked too far away from home to use other modes, and the fifth respondent would need to use two modes instead of one. Refer to Chart 5.4.

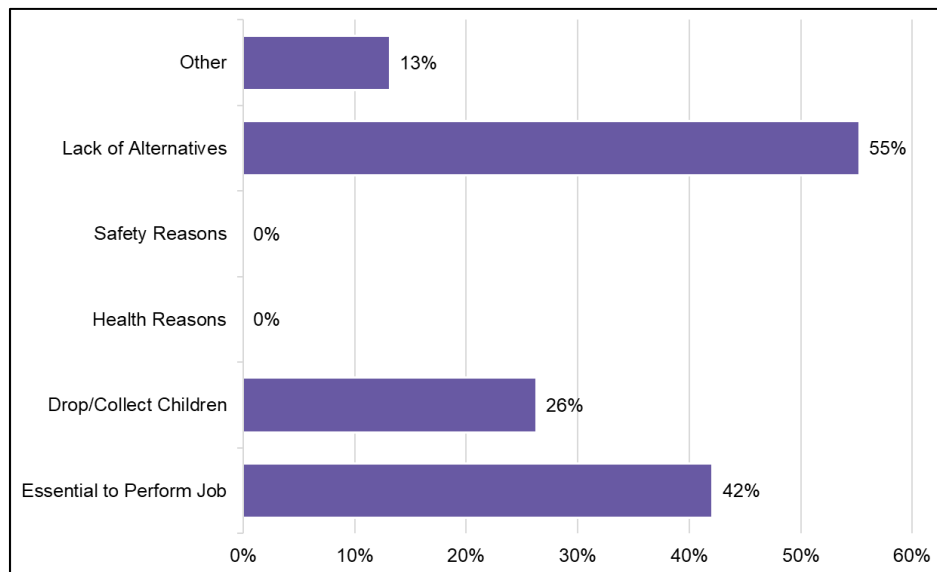


Chart 5.4: Main Reasons for Driving a Car to Work

Alternative Travel Options

- 5.18 Respondents that selected that they travelled to work by car, were then asked to select what alternative ways they could travel to and from work. The same 38 respondents that answered the previous question also responded to this question. Out of these respondents, the three most popular alternatives chosen were bus (42% - 16 no.), bicycle (26% - 10 no.) and train (16% - 6 no.). As with the baseline survey, the selection of bicycle as an alternative is interesting, as no respondents selected using the bicycle as their main mode for travel to and from work.
- 5.19 37% (14 respondents) selected that there were no alternatives to the car for travel to work.
- 5.20 The respondents were then asked to justify why they were unable to use the alternative modes. Due to the varying number of responses provided in the baseline survey, respondents were given a list of options for the Year 1 survey to make it easier to analyse, but could also provide an alternative if they wished. The question was answered by all 38 respondents, including those that selected that there was no alternatives to the car. Their answers have been taken into consideration, as it would be useful to understand why no alternatives could be considered.
- 5.21 26% of the respondents (10 no.) selected that the journey time of alternative modes was the main reason why they were unable to consider them. 18% of respondents (7 no.) could not use an alternative mode due to work. The distance required to travel and the inability to travel direct by an alternative mode were selected by 16% of respondents each. Refer to Chart 5.5.

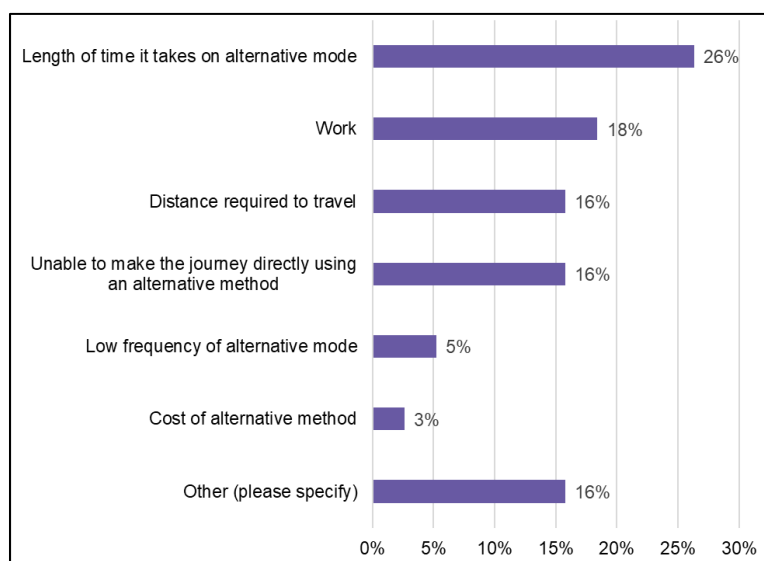


Chart 5.5: Main Reasons for Not Using an Alternative Mode of Travel

5.22 Of the six respondents that selected ‘other’, three selected this due to their shift patterns (they finish at times when there is either no alternative available, or those that are available are considered poor or unsafe). One respondent needed to combine a work commute with one to and from school to pick up and drop off children. Another respondent did not have suitable shower and changing facilities at work, and the sixth respondent did not use alternative modes due to a combination of cost, distance and lack of a direct service.

5.23 To reduce the number of questions, the question regarding why non car users chose their mode of transport was removed from the Year 1 questionnaire.

Encouraging More Sustainable Travel

5.24 Respondents were asked to select as many options as were relevant with respect to what would encourage them to walk and cycle, take public transport, or car share. For walking and cycling and public transport a response was received from 58 out of the 59 respondents. For car sharing 56 responses were received. For each of the modes listed the three most popular options to encourage more use are discussed below.

Walking & Cycling

5.25 The most popular option to encourage more walking and cycling trips was for safer and better lit paths to be introduced (selected by 60% of respondents). 55% of respondents wanted to see improved walking and cycling routes to Swindon town centre introduced, whilst 47% of respondents wanted to see measures introduced to reduce vehicle speeds within Abbey Farm.

5.26 Only 5% of respondents felt nothing could encourage them to walk or cycle more (a reduction on the 10% in the baseline survey). One respondent (2%) provided an alternative suggestion to encourage walking and cycling, which was to provide a bus service. A summary of the results is shown in Chart 5.6.

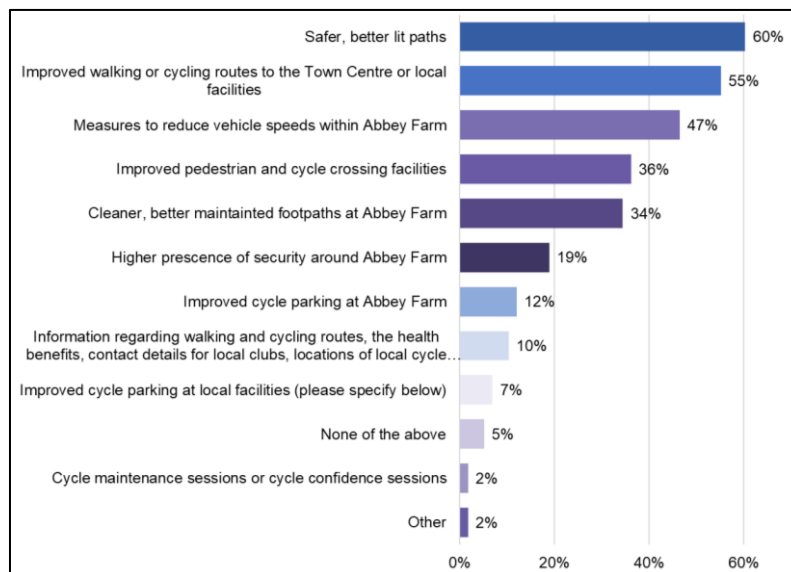


Chart 5.6: Ways to Encourage Walking and Cycling

Public Transport

5.27 The most popular methods to encourage more public transport use, was for more direct and more frequent bus services to be introduced. These two options were selected by 60% and 48% of respondents respectively. 26% of respondents wanted to see public transport information be provided (despite such details being provided within the Travel Information Packs).

5.28 24% of respondents felt that there was nothing that would encourage them to make public transport trips, whilst two respondents (3%) provided alternative options. One respondent wanted a direct bus from north Swindon into west Swindon and the other wanted to see real time bus information displays introduced to nearby bus stops. A summary of the results is shown in Chart 5.7.

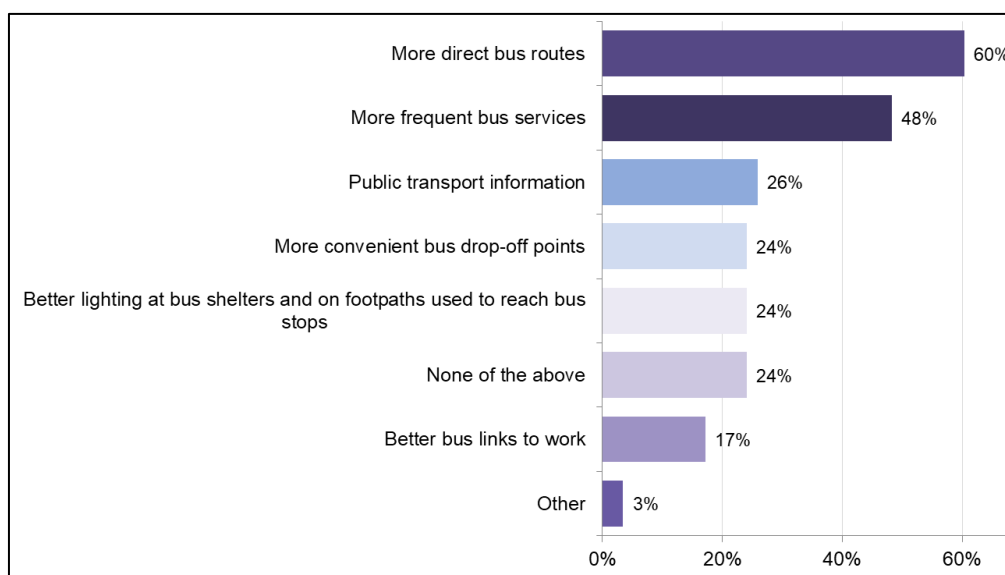


Chart 5.7: Ways to Encourage Public Transport Use

Car Sharing

- 5.29 14% of respondents would be encouraged to make car sharing journeys if more help was found to find car share partners that had similar work patterns. 7% would consider car sharing if a free taxi ride was provided in the event that a car share partner let them down, whilst 5% of respondents wanted to see more information regarding the benefits of car sharing.
- 5.30 53% of respondents felt that nothing would encourage them to car share. This question was not applicable to 17 respondents (29%).
- 5.31 All applicable respondents were asked to provide a reason why they would not consider car sharing. To make it easier to analyse the results compared to the baseline survey, a number of options were provided including the option for respondents to provide their own suggestion. 41 responses out of 42 were received (98%) as follows:
- ten respondents did not like the inflexibility of car sharing;
 - ten respondents worked anti-social hours or had varying work patterns;
 - seven respondents had to drop off children on the way to work;
 - two respondents were not happy to car share with someone they did not know;
 - one respondent did not have any space in their car to car share; and
 - one respondent works too far away
- 5.32 Eight of the 42 respondents erroneously answered not applicable, and were presumably unwilling to share their reasons. This question will be revised for the Year 3 questionnaire

(2024), to reduce the possibility of respondents selecting options that conflict with previous answers.

- 5.33 Four respondents provided additional changes that would be required in order for them to car share:
- one respondent would like to see a page or website created to make it easier to communicate with others who need the same service;
 - one respondent would like to see the cost of fuel reduce;
 - one respondent may consider car sharing if working in Swindon (they currently work in Newbury); and
 - one respondent would require their car share partner to work in the same location, and have the same work patterns.

Travel Plan Awareness

- 5.34 Six out of the 59 respondents (10%), were aware that the Abbey Farm development operated a *Travel Plan* when asked. This is an increase on the 0% achieved in the baseline survey.

Cycle and Bus Pass Incentive

- 5.35 Nine respondents (15%) said that they would make use of the incentive to purchase a bicycle, bicycle equipment or obtain a month's bus pass. It can be inferred, therefore, that these respondents intend to increase their use of cycling or public transport to some degree. This would obviously be a positive outcome.

Comments on Travel in the Local Area

- 5.36 22 respondents made additional comments regarding travel in the local area. Seven of the respondents confirmed that they had not received a Travel Information Pack, nor were aware of the incentives that were available to them.
- 5.37 The original plan to administer the distribution of cycle vouchers or public transport vouchers, was for residents to make contact with the Travel Plan Co-ordinator, within six months of them receiving their packs. However, within six months of CE issuing the packs to the developers for distribution, CE as the Travel Plan Co-ordinator received no requests.
- 5.38 Further to the baseline survey, the situation has been partially resolved. Each respondent has been emailed an electronic version of the Travel Information Pack (which has been updated to September 2022). Those respondents living in properties constructed by Linden Homes have been emailed a reimbursement form to fill in and return in order for the housing developer to

refund £60 towards the cost of either a bicycle and bicycle equipment or public transport tickets. This has been increased from £55 to cover the price rise of a monthly bus ticket.

5.39 Fifteen additional comments were received:

- four respondents would like to know when a bus service will be diverted into the Abbey Farm development. An attempt has been made to contact Stagecoach (the planned operator of the bus service through Abbey Farm) but no response has been received. Those respondents that have provided contact details have however been made aware of changes that were made to local bus services in September 2022 as a response from the TPC;
- one respondent wanted to see improvements introduced for disabled persons at bus stops;
- five respondents would like to see a direct path provided between Abbey Farm and Tadpole Garden Village for the Great Western Academy (the nearest secondary school), with one of the respondents also requesting a link through Wyld Close to Redhouse and Jubilee Park and another wanting better lighting and security on pedestrian routes close to Lady Lane;
- one respondent is concerned about the amount of debris around the development, and the damage it is causing to parked vehicles;
- one respondent is concerned about the speed that cars drive around Abbey Farm and along Lady Lane (in excess of the speed limit);
- one respondent would like to see more electric vehicle charging points introduced; and
- one respondent wanted to see a cycle link from Abbey Farm to Cricklade provided.

6.0 TRAFFIC SURVEY AND RESULTS

- 6.1 In addition to the residents' travel survey, the approved *TP* requires that traffic surveys be carried out at all of the site entrances to record the number of vehicles entering and leaving the development on an average weekday. As mentioned in Paragraph 2.8 these would be carried out at the same intervals as the residents' survey.
- 6.2 Nationwide Data Collection conducted two sets of surveys between 21st and 27th July 2022, covering the vehicular entrances into the site (close to the western and eastern junctions of Diamond Crescent). Surveys carried out earlier in the month (commencing 11th July) had to be re-started due to extreme heat causing the ATC fixings to fail and survey data to be erroneous. Both surveys recorded the number of motor vehicles entering and leaving the Abbey Farm development. A copy of the results is enclosed within Appendix 3 of this Report.
- 6.3 The purpose of the surveys was to record traffic movements during term time (reflecting normal travel patterns), so to maintain consistency with surveys from previous years only average data from the 21st and 22nd July has been used for 2022 (as these were the last two days of the summer term).

Trip Generation

- 6.4 Table 6.1 shows the average number of recorded vehicle trips from the 2022 (Year 1) survey between 07:00 and 19:00 and during the AM (08:00-09:00) and PM (17:00-18:00) peak hour periods, and compares these against the data from the approved *TP* and the 2021 (baseline) survey. Both the data from the approved *TP* and the results of the 2021 and 2022 traffic surveys are based on a fully occupied development of 350 dwellings.

Table 6.1: Indicative and Recorded (Traffic Survey) Trip Generation

	Predicted	Recorded 2021	Recorded 2022	Predicted	Recorded 2021	Recorded 2022	Predicted	Recorded 2021	Recorded 2022
Refer to footer:	3	4	5	3	4	5	3	4	5
	In			Out			Total		
AM Peak Hour (08:00-09:00)	57 vph	105 vph	84 vph	162 vph	185 vph	156 vph	219 vph	290 vph	240 vph
PM Peak Hour (17:00-18:00)	153 vph	128 vph	137 vph	90 vph	94 vph	108 vph	243 vph	222 vph	245 vph
12-Hour Day (07:00-19:00)	984 vpd	838 vpd	1,039 vpd	1,029 vpd	1,080 vpd	1,073 vpd	2,013 vpd	1,918 vpd	2,112 vpd

vph = vehicles per hour vpd = vehicles per day

6.5 Table 6.2 shows the recorded two-way trip generation obtained from the traffic surveys undertaken in September 2021 (baseline) and July 2022 (Year 1) together with the target level of trips required based on the baseline survey, and the progress towards meeting the targets.

Table 6.2: Residential Travel Plan Recorded and Target Trip Generation

	Baseline Trip Generation Sept 2021	Target Reduction in Vehicle Trips	Trip Generation Target	Year 1 Traffic Survey July 2022	Travel Plan Target Met?	Required Trip Generation to Achieve Travel Plan Target
AM Peak Hour (08:00-09:00)	290 vph	5%	276 vph	240 vph	YES	N/A
PM Peak Hour (17:00-18:00)	222 vph	5%	211 vph	245 vph	NO	-34 vph
12-Hour Day (07:00-19:00)	1,918 vpd	10%	1,726 vph	2,112 vpd	NO	-386 vpd

vph = vehicles per hour vpd = vehicles per day

6.6 As can be seen from Table 6.2, the development is currently meeting its target during the AM peak hour. However, the development has actually seen an increase in the number of vehicle trips during the PM peak hour and over the course of a 12 hour day. This means that the targets for these periods are not currently being met. However there is still potential for these targets to be met over the course of the remaining monitoring period.

³ Approved TP – CE (December 2013)

⁴ Traffic Survey – PCC Traffic Consultancy Ltd (September 2021)

⁵ Traffic Survey – Nationwide Data Collection (July 2022)

7.0 SUMMARY

- 7.1 The Year 3 residents' travel survey will be carried out in June / July 2024. Due to the high response rate the incentive used since the baseline survey will be retained.
- 7.2 The Year 3 survey will be revised based on the results of the Year 1 survey. Further changes will be made to avoid questions being answered by those that it is not applicable to, and remove answer options that are no longer relevant to the question. This should further reduce the amount of time required to analyse the survey results, and also reduce the amount of time required to complete the survey, ensuring the best possible response rate.
- 7.3 The Year 3 traffic survey will be carried out in June 2022, prior to when the schools break up for their summer holiday.

Cole Easdon Consultants Limited
October 2022

Appendix 1

ABBNEY FARM, BLUNSDON, SWINDON

22-07-16
 Private drives redesigned into adoptable carriageways to accommodate access for refuse collection to Plots 7, 8, 18-20, 24-26, 44-46, 50-56, 61-62, 87, 321-323. Refuse collection points indicated to all private drives. Plot 323 replanned with Highgate house type. Additional visitor parking spaces indicated.

Sheet Size
A1
 0 10m 20m 30m 40m 50m 60m 70m 80m 90m 100m

- Rev Date Int KOTE
- A 04-05-16 Plots 81-85 and Plots 342-345 replanned. - as clients instruction. Affordable housing location amended. Plots 116, 130-133, 143-165, 181-230, 241-244, 263-284, 296-293 & 305-323 replanned. Substation omitted for LEAP and repositioned in POS area adjacent to Gas Governor. - as planners comments. Highway detail & attenuation basins updated. Proposed Bus Stop location indicated. - as engineers details. Landscaping updated to POS. - as DPDS details.
 - B 09-05-16 On plot landscaping added. - as Landscape Architects details.
 - C 10-05-16 Plots 64, 66, 67 & 71 and 202 & 203 replanned. Plot 337 Garage replaced with Pyramid roof garage. Plot 84 & 85 Garage replaced with Gable fronted garage. 'H' added to Redrow handed plots. Sub Station & Gas Governor repositioned. - as clients comments. Landscaping updated. - as Landscape Architects details.
 - D 18-05-16 Landscaping updated. - as Landscape Architects details.
 - E 15-05-16 Road 7 surfacing amended from Plots 95 to 117 - as Landscaping Architects details. Flat Block Plots 274-284 rotated to overlook public open space. Footpath link added in front of Plots 44-47 & 181-182. Plot 309 handed. Cycle store indicated to Flat Block Plots 105-114.

ACCOMMODATION SCHEDULE (REDROW HOMES)

PRIVATE					
Name	Beds	Sq. Ft.	Storey H	No.	Total Sq. Ft.
Windsor+	4	1246	2	6	7,488
Oxford+	4	1318	2	14	16,452
Cambridge	4	1382	2	17	23,494
Shaftesbury	4	1410	2	12	16,920
Leamington	3	1417	2	7	9,919
Harrigate	4	1555	2	12	18,660
Sunningdale	4	1654	2	9	14,886
Herley	4	1769	2	9	15,921
Dalmoral	4	1808	2	11	19,888
Marlborough	5	1906	2	7	13,342
Highgate	5	1932	2.5	10	19,320
Richmond	4	2030	2	8	16,240
Total				122	194,530

ACCOMMODATION SCHEDULE (LINDEN HOMES)

PRIVATE					
Name	Beds	Sq. Ft.	Storey H	No.	Total Sq. Ft.
3T838	3	838	2	10	8,380
3D1041	3	1041	2	5	5,205
4D1382	3	1382	2	3	4,146
LHL404	4	1406	2	9	12,654
4D1418	4	1418	2	17	24,106
4D1474	4	1474	2	10	14,740
4D1564	4	1564	2	8	12,512
LHL1414	4	1575	2	9	14,175
5D1812	5	1812	2	11	19,932
5D1840	5	1840	2	9	16,560
5D2263	5	2263	2	10	22,630
5D2283	5	2283	2	9	20,547
LHL503	5	2327	2	12	27,924
Total				122	203,511

AFFORDABLE

Name	Beds	Sq. Ft.	Storey H	No.	Total Sq. Ft.
Maisonette (CF)	1	538	2	1	538
Maisonette (FF)	1	559	2	1	559
Apt 1 (Fog)	1	486	3	2	972
Apt 2	1	524	3	3	1,572
Apt 3	1	484	3	3	1,452
Apt 4	1	484	3	3	1,452
Avon	2	680	2	12	8,160
2B Fog	2	803	2	1	803
Avon 3	3	923	2	3	2,769
Tavy (LTH)	2	857	2	5	4,285
Tavy WC	2	967	2	1	967
Tavy WC2	2	1077	2	3	3,231
Dart Side (LTH)	3	1035	2	1	1,035
Dart (LTH)	3	1035	2	2	2,070
Bourne	3	1177	3	9	10,593
4B7P	4	1238	3	2	2,476
Bourne 4B7P	4	1381	3	1	1,381
Total				53	44,315

AFFORDABLE

Name	Beds	Sq. Ft.	Storey H	No.	Total Sq. Ft.
HTA10	1	487	2	4	1,948
FO1 (GF)	1	530	3	3	1,590
FO1 (FF & 5F - TYPE 1)	1	530	3	4	2,120
FO1 (FF & 5F - TYPE 2)	1	521	3	2	1,042
HTA24	2	760	2	21	15,960
3B6P	3	1025	2	16	16,400
4B7P	4	1278	2	3	3,834
Total				53	42,894

Overall Totals 175 246,405

Overall Totals 175 238,845



OVERALL PLANNING LAYOUT

PROJECT:
ABBNEY FARM, BLUNSDON, SWINDON

DRG TITLE:
COLOURED PLANNING LAYOUT

JOB NO: 1215 DRG NO: 100-4 REV: F

SCALE: 1:1250 DRN BY: TE

DATE: 02/16 CKD BY: NN



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Appendix 2

Introduction

Welcome to the Abbey Farm Residents Travel Survey (Summer 2022)

We would be grateful if you could complete the questionnaire based upon your typical travel behaviour for all purpose journeys made during a normal week. The data will be used to assess the travel behaviour of the development from year to year.

This Travel Survey has been produced as part of the Travel Plan for the Abbey Farm development.

Thank you for taking the time to answer these questions, they shouldn't take longer than 10 minutes to answer. The information provided will be treated confidentially and at no stage will individuals be identified.

A £5 AMAZON GIFT CARD WILL BE OFFERED TO ALL THOSE RESPONDENTS WHO COMPLETE THE SURVEY*

* - Maximum one per household.

visit Swindon Travel Choices website to help you travel sustainably.

The website offers help with planning journeys, switching your travel mode or for information on travel by walking, cycling, public transport or sustainably by car.

Section A: About You and Your Home

1. How many Cars do you currently own as a household? (Please tick box that applies)

- 0
 1
 2
 3 or more

2. How many bicycles do you currently own as a household? (Please tick box that applies)

- 0
 1
 2
 3 or more

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

- Yes
 No

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

Section B: About Your Travel To and From Home

4. Please tell us how you travel for the longest* part of your journey to work (*in miles, not time).

- Bus
- Car Driver on own
- Car Driver with passengers
- Get a lift with colleague
- Get dropped off
- Cycling
- Walking
- Scooter / Motorbike
- Taxi
- Train
- Work from Home
- Do not work (e.g. Retired)
- Other (please specify)

Section B: About Your Travel To and From Home

* 5. If you drive to work what are your main reasons for doing so? (Please tick boxes that apply)

- Essential to Perform Job
- Drop/Collect Children
- Health Reasons
- Safety Reasons
- Lack of Alternatives
- Other (please specify)

* 6. What alternative ways are there for you to travel to and from work?

- Bus
- Railway
- Pedal Cycle
- Walk
- Motorbike/Moped
- None
- Other (please specify)

* 7. What is your main reason for not using any of these alternative modes?

- Low frequency of alternative mode
- Low reliability of alternative mode
- Unable to make the journey directly using an alternative mode
- Work (e.g. need to travel to different locations in one day, early or late start/finish, work location)
- Distance required to travel
- Length of time it takes on alternative mode
- Cost of alternative mode
- Other (please specify)

Section B: About Your Travel To and From Home

8. If you do not drive to work please state why you choose an alternative mode of transport?
(Please tick boxes that apply)

- No car available
- Do not drive
- Work from home
- Environmental concerns
- Enjoy walking/cycling
- No car parking at work
- To avoid congestion
- Health/fitness reasons
- Most practical method of travel
- Not Applicable
- Other (please specify)

Section C: About Your Future Journeys

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

Tick all answers that apply.

- Safer, better lit paths
- Improved walking or cycling routes to the town centre or local facilities
- Cleaner, better maintained footpaths at Abbey Farm
- Improved cycle parking at Abbey Farm
- Improved pedestrian and cycle crossing facilities
- Higher presence of security around Abbey Farm
- Improved cycle parking at local facilities (please specify below)
- Measures to reduce vehicle speeds within Abbey Farm
- Cycle maintenance sessions or cycle confidence sessions
- Information regarding walking and cycling routes, the health benefits, contact details for local clubs, locations of local cycle shops etc.
- None of the above
- Other (please specify below)

Comments

For more information on walking and cycling including walking and cycling maps please visit the Swindon Travel Choices website.

Section C: About Your Future Journeys

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

Tick all answers that apply.

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

Comments

For more information on bus and train services please visit the Swindon Travel Choices website.

Section C: About Your Future Journeys

11. Which of the following changes would most encourage you to car share for journeys in the local area?

(If you already car share, which would you most like to see?)

- More help finding car share partners who have similar work patterns
- Free taxi home if let down by car sharer
- More information regarding car sharing i.e. benefits and cost savings
- None of the above
- Not Applicable (e.g. Already Car Share, Use Other Mode than Car, Retired or Work from Home)

* 12. What would be the main reason for not considering car sharing?

- Anti-social or varying work patterns
- The inflexibility of car sharing
- Not knowing the car share partner
- Not enough space in car
- Dropping off children on the way to work
- Not Applicable (e.g. Already Car Share, Use Other Mode than Car, Retired or Work from Home)
- Other (please specify)

13. What other changes would be required to car share?

For more information on Car Sharing please visit the [Swindon Travel Choices website](#).

Section D: About Abbey Farm's Travel Plan

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

Yes

No

Section D: About Abbey Farm's Travel Plan

* 15. Have you used the £55 Cycle Voucher or the Four Week Bus Pass?

This was offered to first time occupants of each property. Information about these were contained in the Travel Information Pack that you will have been issued with when you first moved to Abbey Farm. You were offered the choice of a cycle voucher or bus pass.

- I haven't used it (nor do I intend to use it)
- I have used the discount (or I intend to use it)
- I'm not the first occupant of my property

Section D: About Abbey Farm's Travel Plan

16. If you wish to received a £5 Amazon Voucher, please add your contact details below.

Please refer to our [Privacy Notice](#) which explains how we comply with the General Data Protection Regulation (GDPR).

Vouchers will be sent by email shortly after the closing date - please check your SPAM mailbox. The quickest way to receive your voucher is to provide your email address. If an email address is not provided, it will be sent by post.

Name

House No./Name

Street

Postcode

Telephone No.

Email Address

Section D: About Abbey Farm's Travel Plan

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

Thank you for taking the time to complete this survey.

Appendix 3



RESIDENTIAL TRAVEL PLAN
FOR
PROPOSED DEVELOPMENT AT ABBEY FARM
LADY LANE, SWINDON
ON BEHALF OF
EMMA NASH & LISA LIDDLE

DECEMBER 2013

[ISSUE 4]

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COLE EASDON CONSULTANTS (CEC)

DOCUMENT ISSUE RECORD

Client: Emma Nash & Lisa Liddle
 Project: Proposed Development at Abbey Farm, Lady Lane, Swindon
 Job Number: 2997
 Document Title: Residential Travel Plan
 Issuing Office: Swindon

Issue / Revision:	Issue 1	Issue 2	Issue 3	Issue 4
Description / Status:	Draft for Client Comment	Formal Issue	New Draft Issue for Revised Scheme	Issue
Date:	November 2010	December 2010	November 2013	December 2013
Prepared:	C. V. Peat BSc (Hons) MCIHT ACQI	K. R. Archard BSc (Hons) MCIHT	K. R. Archard BSc (Hons) MCIHT	K. R. Archard BSc (Hons) MCIHT
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Signature:				
Technical Check:	J. A. Easdon BSc CEng FICE MCIHT	C. V. Peat BSc (Hons) MCIHT ACQI	J. B. Farmery MEng CEng MICE MCIHT	D. Hickman CMILT
Signature:				
Authorised:	J. A. Easdon BSc CEng FICE MCIHT	J. A. Easdon BSc CEng FICE MCIHT	J. B. Farmery MEng CEng MICE MCIHT	J. B. Farmery MEng CEng MICE MCIHT
Signature:				
File Reference:	2997 Abbey Farm TP (Issue 1)	2997 Abbey Farm TP (Issue 2)	2997 - Abbey Farm - RTP - Issue 3	2997 - Abbey Farm - RTP - Issue 4



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APPENDICES

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- Plan 2997/201(A) Site Location Plan
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- C1949.13.SK818 (Rev N) Indicative Masterplan by DPDS

Appendix 3 - Travel Data

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1.0 INTRODUCTION

Brief

- 1.1 Cole Easdon Consultants (CEC) has been instructed to prepare a *Residential Travel Plan* in support of a planning application for some 350 dwellings together with a local convenience store and primary school on land at Abbey Farm, Lady Lane, Swindon. Refer to CEC Plan 2997/201(A) [*Site Location Plan*] contained within Appendix 1 and Drawing No. C1949.13.SK818 (Rev N) [*Indicative Masterplan*], by DPDS, contained within Appendix 2.
- 1.2 This *Residential Travel Plan* should be read in conjunction with the standalone *Transport Assessment* (Issue 3), also prepared by CEC, in support of the planning application for development at Abbey Farm, Lady Lane, Swindon. A separate *School Travel Plan* for the proposed primary school also accompanies the planning application.
- 1.3 Appendix B of the DfT guidance document '*Guidance on Transport Assessment*' identifies that developments in excess of 80 dwellings will require a *Travel Plan*. The requirement for a *Travel Plan* is therefore established by this document, which is endorsed by Swindon Borough Council's (SBC's) draft *Guidance on the Submission of Residential Travel Plans as Part of a Planning Application*.
- What is a Travel Plan?
- 1.4 A *Residential Travel Plan* is a package of measures designed to reduce car usage originating from new housing, by means of promoting alternative forms of transport to the car, together with the introduction of measures to reduce the need to travel in the first place. *Travel Plans* are an important tool to help deliver accessible, sustainable communities and offer clear benefits to all the parties involved - public, private and the community.
- 1.5 The associated measures relate to meeting the accessibility needs of residents in a new way and require partnerships between developers, Local Authorities, local communities and new residents.
- 1.6 *Travel Plans* typically identify a set of objectives and targets, which are then supported by specific measures. Monitoring techniques also form part of a *Travel Plan*, in order to ensure the progress of meeting the identified objectives and targets.

- 1.7 Guidance on the preparation of *Residential Travel Plans* is provided within the 2005 DfT guidance document *'Making Residential Travel Plans Work'*, which CEC have reviewed prior to the preparation of this document. We have also made reference to guidance contained within the DfT publication titled *'The Essential Guide to Travel Planning'* (March 2008). The latter draws together the tried and tested experience of *Travel Plans* already in operation and provides an informative overview of what is needed to prepare a *Travel Plan* and get it up and running.
- 1.8 The *Travel Plan* pyramid below helps demonstrate how successful plans are built on the firm foundations of a good location and site design. A *Travel Plan* should combine hard measures - such as new bus stops and cycleways - with soft measures - such as assistance with individual journey planning.

The travel plan pyramid



- 1.9 All of the associated measures within the *Travel Plan* should be integrated into the design, marketing and occupation of the site. In addition, car parking restraint can also be considered, as this measure can assist in reducing car use.



Travel Plan Review

- 1.10 It is important to recognise that the detailed work undertaken as part of this *Travel Plan* will continue to evolve over time and will be required to be reviewed annually, in order to ensure that the set objectives continue to be appropriate for the development and that the targets can realistically be achieved.

Travel Plan Target Audience

- 1.11 In the first instance, this *Residential Travel Plan* is to be read by Technical Officers of the Local Planning and Highway Authority, SBC. It provides an initial framework upon which the day-to-day working document can be developed and is not intended for circulation to future residents. It does, however, demonstrate the developer's commitment to the proposed measures described herein. A more concise promotional style document based on the agreed *Travel Plan* can be issued to residents at the appropriate time, during the period when homes are being sold and occupied.
- 1.12 The *Residential Travel Plan* will be secured through a Section 106 Agreement as part of any planning approval to ensure implementation.

Structure of the Report

- 1.13 This *Residential Travel Plan* is structured into the following sections:
- Section 2.0 discusses the context of the development;
 - Section 3.0 discusses the accessibility of the site by sustainable travel modes;
 - Section 4.0 discusses relevant policies with respect to the *Residential Travel Plan*;
 - Section 5.0 sets out the *Residential Travel Plan* objectives;
 - Section 6.0 discusses the targets of the *Residential Travel Plan*;
 - Section 7.0 identifies the measures of the *Residential Travel Plan*;
 - Section 8.0 describes how the *Residential Travel Plan* will be monitored; and
 - Section 9.0 outlines the actions and programme for the *Residential Travel Plan*.

2.0 CONTEXT

2.1 The site relates to an urban extension development located approximately 5.0km (3.1 miles) north of Swindon town centre. It has good links to the motorway network (M4 and M5 motorways) via the main A419 trunk road linking Swindon to Gloucester, as well as towards the town centre (Cricklade Road) and many nearby employment areas. Refer to CEC Plan 2997/201(A) [*Site Location Plan*] contained within Appendix 1.

2.2 The site is bounded to the south by Tadpole Lane / Lady Lane and by open countryside to the north and west. The north-eastern corner of the proposed development site borders the A419(T) dual carriageway. Further east lies housing within the village known as Blunsdon, and to the immediate south (of Lady Lane), lies the Northern Development Area (NDA), accessed by road via Salzgitter Drive.

Lady Lane / Tadpole Lane (B4534)

2.3 The highway known as Lady Lane / Tadpole Lane has an approximate east / west alignment. To the east, it links to the A419 overbridge junction at the A4311 Cricklade Road. To the other (eastern) side of this bridge is located the village of Blunsdon.

2.4 There is an existing footway adjacent to the carriageway of Lady Lane/Tadpole Lane from the A419 overbridge junction (to the east) as far west as the residential street known as Wyld Court which is located opposite the south western part of the proposed development site. This footway has a variable width of between 1.0m and 1.8m. We understand that the proposed Tadpole Farm development, which has consent for 1,695 dwellings, employment use, a primary school and a local centre, proposes to widen this footway west of the 'old' Lady Lane (see below) to a consistent width of c.1.8m

2.5 Lady Lane/Tadpole Lane is subject to a 30mph speed limit from the A419 overbridge junction to a point some 75m south of the access to Grove Cottages which is located to the west of the proposed development site. Tadpole Lane has a sinuous alignment to the west of the proposed development site frontage. To the west of the distribution road known as Salzgitter Drive, which serves the NDA and which is located opposite the development site, Tadpole Lane is subject to an 18-tonne weight limit.

- 2.6 As already mentioned, the NDA lies to the immediate south of Lady Lane/Tadpole Lane. This is a recent development that is still being built out that consists of housing and associated services, including schools and the Orbital Shopping Centre.
- 2.7 At the far eastern end of the NDA are a number of employment centres consisting of Motorola and the Groundwell Industrial Estate. The Orbital Shopping Centre is also an employment centre.
- 2.8 Vehicular links between the proposed development site and the main distributor road serving the NDA, Thamesdown Drive, are via Saltzgitter Drive and Oakhurst Way, both with junctions off the Lady Lane-Tadpole Lane corridor. A footway/cycleway link from the proposed development site to Thamesdown Drive is also available, and forms part of the separate north-south aligned 'old' section of Lady Lane which has been closed to through traffic. This latter section of 'old' Lady Lane meets with the east to west alignment of the Lady Lane-Tadpole Lane corridor, at a location opposite the proposed development site.
- 2.9 Photographs 2. (a) to 2. (c) provide views of the Lady Lane/Tadpole Lane corridor.



*Photograph 2. (a): Cycleway leading south from Lady Lane,
opposite proposed development site*



*Photograph 2.(b): Tadpole Lane, looking northeast
(west of the proposed development site)*



*Photograph 2.(c): 'Old' Lady Lane leading south towards Thamesdown Drive
This section is closed to motorised vehicles*

Salzgitter Drive

- 2.10 As already mentioned Salzgitter Drive links Lady Lane in the north (via a three arm standard roundabout; (refer to Photograph 2.(d)) to Thamesdown Drive to the south (via traffic signals). It is essentially a residential distributor road that is subject to traffic calming treatment, in the form of a 20mph speed limit reinforced by speed humps. A series of tight bends along the alignment of Salzgitter Drive also assists to keep vehicle speeds low along its length.



Photograph 2.(d): Salzgitter Drive from Roundabout with Lady Lane/Tadpole Lane

- 2.11 Footways either side are separated from the carriageway by grass verges and soft landscaping. A series of roundabouts and priority junctions serve the residential streets and cul-de-sacs that lie to the east and west off Salzgitter Drive. A cycle track that provides linkage between Thamesdown Drive and Lady Lane, joins Saltzgitter Drive between Thornhill Drive and Wallis Drive. Vehicular access to the Motorola employment area as well as the David Lloyd Centre is available from the roundabout located some 200m north of the signalised junction of Salzgitter Drive with Thamesdown Drive.

Development Proposals

- 2.12 The planning application seeks permission for a residential development comprising some 350 dwellings together with a local centre. Drawing No. C1949.13.SK818 (Rev N) [*Indicative Masterplan*], by DPDS, is included within Appendix 2 of this report. There will be excellent footway and cycleway permeability to and from the adjacent residential area known as St Andrews Ridge, for access to nearby amenities.
- 2.13 Should planning approval be forthcoming in early 2014, it is anticipated that the first occupations would take place in 2015/2016 and the development completed in 2017/2018.

Proposed Means of Vehicular Access

- 2.14 It is proposed that the residential development will be served by two vehicular accesses, with both taking the form of a 4-arm roundabout. The eastern access will utilise the existing 3-arm roundabout at Lady Lane/Salzgitter Drive, where amendments to the

roundabout will not only create a fourth arm, but will also resolve the existing issue regarding lack of deflection for drivers travelling from Lady Lane west to east.

- 2.15 The western access will involve the creation of a 4-arm roundabout at the existing junction of the 'old' Lady Lane and Tadpole Lane (albeit the existing 'minor' arm has been stopped up to through traffic and only serves one dwelling).

Pedestrian & Cycle Access

- 2.16 Dedicated footway and cycleway facilities will be provided to and from the proposed development site via both the said eastern and western access arrangements. Footway and cycleway connectivity will be provided at the eastern access arrangement with a footway/cycleway being provided along both sides of the new access road, and continuing onto Salzgitter Drive, where cyclists will then continue on-road, along what the Swindon Cycle Route Network Plan describes as '*good for beginners. Low volumes of traffic, low speeds. Few buses or goods vehicles*'. Uncontrolled pedestrian and cycle crossings will be incorporated within the splitter islands of all but the northern arm of the proposed eastern access roundabout.
- 2.17 Footway and cycleway connectivity will also be provided at the western access arrangement with a footway/cycleway along both sides of the new access road into the development, continuing onto the 'north-south' aligned section of 'old' Lady Lane (closed to vehicles). This latter section of Lady Lane has been the subject of a Stopping Up Order to through traffic, and as already mentioned presently serves one dwelling, and is described by the Swindon Cycle Route Network Plan as '*good for beginners. Low volumes of traffic, low speeds. Few buses or goods vehicles*'. Uncontrolled pedestrian and cycle crossings will be incorporated within the splitter islands of the eastern and western arms.



3.0 ACCESS BY SUSTAINABLE MODES OF TRANSPORT

3.1 This section considers the accessibility of the site by sustainable modes of transport, specifically walking, cycling and public transport. It also identifies the locations of important day-to-day services and facilities such as schools and supermarkets in relation to the site, and considers how these facilities can be reached by sustainable modes.

3.2 CEC Plan 2997/206(A) [*Accessibility Plan*] contained within Appendix 1, shows the nearby employment sites and their accessibility by sustainable modes of travel. Nearby employment sites include:

- Motorola (now Vygon);
- Abbey Stadium and Blunsdon Market;
- North Swindon Learning Campus;
- North Swindon District Centre; and
- Groundwell Industrial Estate;

Access to Key Services

3.3 The location of the proposed development site is in close proximity to key services within Swindon. Table 3.1 below provides a summary of travel distances to nearby amenities for future residents using both roads and footways/cycleways:

Table 3.1: Approximate Distances to Local Services

Description	Approx. Distance from Site by car	Approx. Distance from Site for walking/cycling	Local Service
Convenience Store	On Site (and also Costcutter @ St Andrew's Ridge Centre)	On Site (and also Costcutter @ St Andrew's Ridge Centre)	On Site Convenience Store and St Andrew's Ridge Centre
Primary School	Proposed On Site	Proposed On Site	Primary School Proposed On Site
	3.3km (2.0 miles)	775m (0.5 miles)	Bridlewood Primary School, SN25 2EX
Secondary School	2.0km (1.2 miles)	2.2km (1.4 miles)	Isambard Community School, The Learning Centre, SN25 2ND
Hairdresser	970m (0.6 miles)	920m (0.6 miles)	Serendipity Hair & Beauty, SN25 4YD (St Andrew's Ridge Centre)
Public House	1.1km (0.7 miles)	1.1km (0.7 miles)	Cold Harbour Inn, SN26 8DJ
	970m (0.6 miles)	920m (0.6 miles)	The Jovial Monk, SN25 4YD
Gym	2.2km (1.4 miles)	2.2km (1.4 miles)	David Lloyd, Latham Road, SN25 4DL
Supermarket	2.3km (1.4 miles)	2.0km (1.2 miles)	Aldi, SN25 4DL
	2.9km (1.8 miles)	1.6km (1.0 miles)	ASDA, SN25 4BG
Pharmacy	2.4km (1.5 miles)	1.6km (1.0 miles)	Lloyds Pharmacy, Abbey Meads Medical Practice, SN25 4YX
	2.9km (1.8 miles)	1.6km (1.0 miles)	ASDA Pharmacy, SN25 4BG
Dentist	3.9km (2.4 miles)	2.3km (1.4 miles)	Priory Vale Dental Practice, SN25 2FW
Doctors/GP	2.4km (1.5 miles)	1.6km (1.0 miles)	Abbey Meads Medical Practice, SN25 4YX
Post Office	2.4km (1.5 miles)	1.6km (1.0 miles)	Abbey Meads Village Centre, SN25 4YX
Petrol Station	2.9km (1.8 miles)	1.6km (1.0 miles)	ASDA, SN25 4BG
Bank	6.0km (3.7 miles)	5.3km (3.3 miles)	LloydsTSB, Gorse Hill, SN2 8AF
Railway Station	7.4km (4.6 miles)	6.6km (4.1 miles)	Swindon Railway Station, SN1 1DQ
College	8.0km (5.0 miles)	7.7km (4.8 miles)	New College, SN2 2NL

3.4 It can be seen from Table 3.1 above that distances to these local destinations from the site are generally within convenient walking and/or cycling distances, thereby reducing the need to travel by car. CEC Plan 2997/206(A) [*Accessibility Plan*] contained within Appendix

1 shows the locations that future residents will be able to reach using pedestrian and cycle routes within 1.0km and 2.5km distance from the centre of the proposed development site.

- 3.5 Of course, future residents (and those residing nearby) will benefit from the proposed on-site primary school and convenience store. Future residents will also benefit from easy access to Isambard Community School (secondary) and the principal nearby local centres (shops, health services etc.) at St. Andrews Ridge (village centre), the Orbital Shopping Centre and Abbey Meads (village centre). We also point out that Isambard Community School is situated on The Learning Campus, which also includes Uplands Special Needs School (secondary school age pupils), Brimble Hill Special Needs School (primary school age pupils) and Red Oaks Primary School.

Walking and Cycling

- 3.6 Although now superseded by the *NPPF*, Planning Guidance Document *PPG13: Transport* outlines that walking is the most important mode of travel at the local level and "*offers the greatest potential to replace short car trips, particularly under 2 kilometres*". The guidance document also outlines that cycling can replace car trips up to 5km. As demonstrated above within Table 3.1, a significant number of local services and facilities are available within the range of 2km and 5km of the centre of the proposed development site and are accordingly easily accessible by walking and cycling respectively.
- 3.7 The proposed development site offers particularly good pedestrian access to amenities at the St. Andrews Ridge Village Centre. Although the proposed development will include a convenience store, the St. Andrew's Ridge Village Centre offers a Costcutter convenience store, hairdresser, public house and a number of small retail outlets.
- 3.8 The closest GP surgery at Abbey Meads Village Centre is situated at some 1.6km (1.0 mile) away. Assuming a walking speed of 4.8kph (3mph)¹, the GP Surgery can be reached in approximately 20 minutes, or eight minutes by cycling (assuming a cycling speed of 12kph (7.5mph)²). The Orbital Shopping Centre is situated at a similar walking distance from the proposed development site. Thus, a number of services and facilities, including a supermarket, post office and pharmacies are situated within 20 minutes walk or an eight-minute cycle. These existing facilities together with other local services are shown on CEC Plan 2997/206(A) [*Accessibility Plan*] contained within Appendix 1.

¹ Traffic Planning and Engineering, Third Edition, Volume 1, C A O'Flaherty

² As recommended by the DfT

- 3.9 A public right of way leads north from Tadpole Lane (west of Salzgitter Drive) through the proposed development site. It continues northeast and crosses the A419 via a footbridge (Photograph 3.1) before connecting with Blunsdon. It will therefore be possible for future residents to access the village of Blunsdon quickly and conveniently without needing to use a private car. The A419 does not represent a severance feature in this regard.



Photograph 3.1: Footbridge connection to Blunsdon

- 3.10 With respect to the nearby cycling network, an off-road cycleway leads south from Lady Lane to the east of the roundabout with Salzgitter Drive (the proposed eastern access roundabout). This cycleway connects with Salzgitter Drive between Wallis Drive and Thornhill Drive. The 'old' Lady Lane, now closed to vehicular traffic, provides a direct route from the proposed development site for pedestrians and cyclists towards Thamesdown Drive where a continuous footway/cycleway runs along its entire length. Access to the wider off-road cycle network, which is extensive throughout the NDA, is available beyond Salzgitter Drive via a continuation of the cycleway. The Master Plan for the development takes account of these existing facilities. As part of the on-going build-out of the NDA, a new shared footway cycleway runs generally parallel to (before joining) Tadpole Lane, from the 'old' Lady Lane towards The Learning Campus (refer to photographs 3.2 and 3.3). Accordingly, both pedestrians and cyclists can reach Thamesdown Drive, The Learning Campus, the Orbital Shopping Centre and Abbey Meads Village Centre largely without mixing with motorised traffic. Safe controlled crossing locations are located along Thamesdown Drive.



Photograph 3.2: Shared footway/cycleway leading east from 'old' Lady Lane towards The Learning Campus



Photograph 3.3: Shared footway/cycleway joins with Tadpole Lane

- 3.11 Thamesdown Drive benefits from a continuous combination footway/cycleway facility along its length. The A4311 Cricklade Road (where it runs parallel to the A419) also benefits from a roadside footway/cycleway, which provides linkage with the employment centre on Groundwell Road. Lady Lane in the vicinity of Salzgitter Drive and as far east as Abbey Stadium is indicated in the Swindon Cycle Map as an on-road 'recommended' cycle route. As such, future residents working within 5.0km of the site will have the option of cycling to/from work, as well as to local facilities. It is to be recognised that a number of significant employment areas are located within the northern half of the Swindon urban



area and are within convenient distance from the proposed site. Refer to CEC Plan 2997/205(A) [*Walking and Cycling Plan*] contained within Appendix 1, which shows the cycle network within the vicinity of the proposed development site

Proposed Pedestrian and Cycle Access

- 3.12 Dedicated footway and cycleway facilities will be provided to and from the proposed development site via both the proposed eastern and western access arrangements. A footpath will connect via the proposed toucan crossing with the existing footway / cycleway that leads south from Lady Lane, to connect with Salzgitter Drive between Wallis Drive and Thornhill Drive.

Schools

- 3.13 A two-form primary school is proposed on the Abbey Farm site. Otherwise, the nearest existing primary school (Bridlewood Primary) will be easily accessible to future residents, being within some 775m walking distance. The nearest secondary school (Isambard Community School) is located some 2.2km (1.4 miles) from the centre of the site by foot, or some 2.0km (1.2 miles) by car. Assuming a walk speed of some 4.8kph (3mph), the secondary school can be reached on foot in approximately 28 minutes. Cycling to the secondary school, which is the more likely option for most, would take approximately 11 minutes based on a cycle speed of some 12kph (7.5mph)³. This does suggest that secondary school students can easily walk or cycle to and from the nearby school, but the majority are likely to cycle.
- 3.14 The *National Travel Survey 2011* (published December 2012) reveals that some 84% of primary school children walk to their school where the trip length is within 1.6km (1 mile).
- 3.15 For the majority of future residents at Abbey Farm, walking or cycling to the proposed on site primary school will be the easiest and most convenient modes of travel. The separate *School Travel Plan* will help to encourage pupils attending the proposed school from outside of the Abbey Farm site to travel by sustainable modes.
- 3.16 The *National Travel Survey 2011* also reveals that 89% of secondary school children walk to their school within a distance 1.6km (1 mile). It is appreciated that the Secondary School (Isambard Community) is located at 2.2km which is greater than the 1.6km distance but not extensively so. As stated in paragraph 3.13, it will take some 11 minutes to cycle to the

secondary school from the centre of the development site. The promotion of walking and cycling for travel to the secondary school could relieve road traffic, improve child health and offer greater access to a range of educational opportunities. Walking and cycling (and scooting) to school offers children the opportunity for regular exercise at a time when the health consequences of sedentary lifestyles are becoming increasingly apparent.

Existing Bus Access

- 3.17 The nearest bus route to the site is the No. 12, which provides services between St. Andrew's Ridge, Abbey Meads Village Centre, Orbital Shopping Centre, Swindon town centre and the Great Western Hospital. The nearest bus stops to the proposed development site for this service are located on Salzgitter Drive, some 365m from the centre of the site. However, these bus stops are no longer in service as a result of the recent curtailment of the No.12 bus service, which no longer travels as far as Blunsdon. The nearest operational bus stops to the site are now c.675m from the centre of the proposed development site at the junction between Salzgitter Drive and Wallis Drive. The service is operated by Thamesdown Transport on a half-hourly basis, Monday to Saturday from early morning until early evening.
- 3.18 The No.24 Thamesdown Transport service can also be accessed by walking to the bus stop on Ermin Street (Blunsdon) via the public right of way and footbridge over the A419. This bus stop, with shelter, seating and timetable information, lies approximately 1.0km (0.6 miles) from the centre of the proposed development site. The No.24 is an hourly service between Swindon town centre and Blunsdon via Ocotal Way (Tesco), Gorse Hill local shops and Groundwell Industrial Estate. Future occupiers of the site may choose to use the No.24 service for a more direct bus route to the town centre or to reach destinations along the Cricklade Road corridor.
- 3.19 Table 3.2 below provides a summary of bus services in the vicinity of the site, whilst the full public transport timetables are contained within Appendix 3 of this report.

³ As recommended by the DfT

Table 3.2: Summary of Existing Local Bus Services Passing the Proposed Development Site

Service No.	Operator	Route	Frequency (Mon - Fri)	Weekend Service
12	Thamesdown Transport	St. Andrew's Ridge - Haydon Wick - Fleming Way - GW Hospital	Approx every 30 mins from 06:00 to 19:15	Approx every 30mins from 06:45 to 19:15 (Saturdays only)
		GW Hospital - Fleming Way - Haydon Wick - St. Andrew's Ridge	Approx every 30 mins from 07:02 to 19:14	Approx every 30mins from 07:44 to 19:14 (Saturdays only)
24	Thamesdown Transport	Fleming Way - Blunsdon	Approx hourly from 07:30 to 18:05	Approx hourly from 07:35 to 18:05 (Saturdays only)
		Blunsdon - Fleming Way	Approx hourly from 07:57 to 17:32	Approx hourly from 08:02 to 17:32 (Saturdays only)

Proposed Bus Access

- 3.20 As related earlier in this report, the Institution of Highways & Transportation document *Planning for Public Transport in Developments* suggests that new development should be located so that public transport trips involve a walking distance of no greater than 400 metres to the nearest bus stop.
- 3.21 We have agreed in principle with Thamesdown Transport that the No. 12 bus service route will be extended to serve the proposed development. Should this not be possible, an alternative bus service to the site will be agreed with SBC. Details about the bus service extension will form part of the Section 106 Agreement for the proposed development. The aim of an extension to an existing bus service is to have as many of the proposed dwellings as possible to lie within 400m of a bus stop, in accordance with the Institution of Highways and Transportation's *'Guidelines for Planning for Public Transport in Developments'*. However, it is to be recognised that the bus operator controls the routes and so we suggest a target for say 80% of proposed dwellings to lie within 400m of a bus stop.
- 3.22 Therefore, future residents of the proposed development will not be reliant on the private car for access to services and facilities situated beyond a comfortable walking or cycling distance. The bus service may also be a feasible mode of travel for some staff of the proposed primary school.
- 3.23 In addition to the above, the Developer is committed to encouraging travel by sustainable modes in preference to travel by the private car through the offer of a one-off bus pass for each household for a 4-week period within the proposed development area of Abbey Farm (refer to Section 6.0 of this report). Such a bus pass would permit unlimited travel by bus

within the Swindon urban area for a 4-week period and will provide encouragement to residents to use the bus as a travel option in the future.

Rail Access

- 3.24 The nearest railway station to the development site is located in Swindon town centre, which is some 7.4km (4.6 miles) by car and 6.6km (4.1 miles) by walking/cycling from the proposed development site. Cycling to Swindon rail station would take approximately 33 minutes, assuming an average cycle speed of 12kph (7.5mph). Cycle parking facilities are available at the railway station.
- 3.25 Swindon Railway Station lies on the Swansea to London Paddington line and benefits from regular services into Bristol, Cardiff, Reading and Central London. There are approximately four trains per hour to London Paddington, Reading and Bristol, during the peak hour periods. First Great Western operates all three services, with journey times to London Paddington taking approximately 60 minutes.
- 3.26 The No. 12 bus service, which is proposed to be extended to the Abbey Farm site, also travels via the railway station. As such, there is a good level of access to rail travel for new residents and their visitors.

Accessibility Analysis

- 3.27 CEC Plan 2997/205(A) [*Walking and Cycling Plan*] shows the locations of existing cycle routes, whilst CEC Plan 2997/206(A) [*Accessibility Plan*], both contained within Appendix 1, show the key destinations close to the site such as local centres, supermarkets, leisure areas and employment sites. Future residents of the development at Abbey Farm will be able to access these facilities by sustainable modes of transport. They will not be reliant on the car. This will help to ensure that the development site will have connectivity and permeability with the adjacent urban areas.
- 3.28 An Accessibility Questionnaire that has been approved by a Regional Planning Commission has been applied to the proposed development. It provides a good general indication of the transport sustainability of any particular site, where distances are measured from the centre of the proposed residential development site.



- 3.29 The questionnaire allocates a point score according to the distance of various facilities and transport provisions from the development. The total aggregate score for the development will fall within a pre-determined accessibility level, as follows:
- High: 35 - 48;
 - Medium: 20 - 35;
 - Low: Less than 20.
- 3.30 The results of the accessibility analysis, when the proposed accessibility enhancements are included (on-site play area, primary school, convenience store, extended bus service and additional bus stops), are shown in the context of the accessibility questionnaire in Table 3.3 below. The table shows that the development proposal scores some 31 and therefore has a 'medium' accessibility level. This must be regarded as a satisfactory score, given the edge of town location of the proposed development.

Table 3.3: Accessibility Questionnaire Analysis (Post Development)

Access Type	Criteria	Criteria Scores	Details	Score
Walking distance from centre of site to facilities using a safe, direct route	Distance to nearest bus stop	<200m = 5 <400m = 3 <500m = 1 >500m = 0	Bus service extended to the site.	3
	Distance to nearest railway station	<400m = 3 <800m = 2 800 - 1000m = 1 >1km = 0	Swindon Railway Station, 6.5km	0
	Distance to nearest primary school	<200m = 5 <400m = 3 <600m = 1 >600m = 0	Proposed on-site	5
	Distance to nearest food shop	<200m = 5 <400m = 3 <600m = 1 >600m = 0	Proposed on-site	5
Cycling distance from centre of site	Proximity to defined on or off-road cycle route	<100m = 3 <500m = 2 >1km = 1	Lady Lane north-south alignment restricted to pedestrian / cycle use), some 240m distant	2
	Distance to nearest secondary school	<400m = 3 <600m = 2 <1km = 1 >1km = 0	Isambard Community School, some 2.2km	0
	Distance to nearest town centre	<1km = 3 <3km = 2 <4km = 1	Swindon Town Centre, 6.6km	0
	Distance to nearest business park or employment concentration	<1km = 3 <3km = 2 <4km = 1	Motorola, some 1.4km	2
Public Transport	Bus frequency from nearest bus stop (Mon - Sat daytime)	Urban / suburban <15 minutes = 5 <30 minutes = 3 >30 minutes = 1	Service No. 12, every 30 minutes	3
	Train frequency from nearest station (Mon - Sat daytime)	30 minutes or less = 5 30 - 59 minutes = 2 Hourly or less frequent = 1	30 minutes in each direction	5
Accessibility to other basic services	Accessibility to other basic services (GP, Post Office, Library, Bank and Pub)	At least 3 within 400m = 5 At least 3 within 800m = 3 At least 3 within 1.5km = 1	6 within 2 km (Library, supermarket, pub, hairdresser, GP, Post Office)	1
	Accessibility to play area or park	<200m = 5 <400m = 3 <600m = 1 >600m = 0	Purpose built play areas to be located on-site	5
Total Score				31



Summary

- 3.31 The development site complies with latest guidance, policy and concepts for sustainable development by providing residential dwellings within close proximity to local facilities with public transport links located nearby. The development proposal provides a choice of travel by sustainable means, which suggests that residents will not have to rely solely on the private car.
- 3.32 The proposed on-site primary school and other education institutions situated in close proximity of the site; nearby employment areas; and nearby local facilities suggests that sustainable travel modes such as walking and cycling offer convenient modes of transport for local travel to nearby local services. In terms of sustainable transport modes, centres such as Swindon, Bristol, Reading and London can be easily accessed by means of the nearby public transport services.
- 3.33 The creation of good connectivity by means of footway and cycleway provision from the site into the adjacent NDA and beyond, will ensure good accessibility for both future pedestrians and cyclists.
- 3.34 The development of Abbey Farm for residential use will be in accordance with required accessibility criteria set out within current *Local Plan* policies T1, T2, T5 and T6. The said development site will also be in accordance with national planning policies, in that future residents will not be reliant on the car for transport. Residents will have a real choice in their mode of travel.

4.0 TRAVEL PLAN OBJECTIVES

4.1 The headline objective of this *Residential Travel Plan* shall be as follows:

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

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

- Establish a Management Regime for the *Travel Plan*;
- Promote the development as a Sustainable Housing Location;
- To Reduce Single Occupancy Car Trips;
- To Encourage Residents to Walk or Cycle;
- To Encourage the use of Public Transport; and
- To Monitor the Effectiveness of the *Travel Plan* Measures.

4.3 Delivery of this *Residential Travel Plan* will not only benefit future residents, but will also contribute towards enhancing the environment of the wider community. This will be achieved through the creation of a development that is well located for local services and facilities; a development layout that is permeable to walking and cycling; an increased use of local public transport; the potential for reduced congestion and journey times; and the improvement of local air quality through reduced emissions.

5.0 TRAVEL PLAN TARGETS

5.1 Targets form an important part of any *Travel Plan* and should be in place from the outset, but will need to be the subject of on-going review as it evolves. Targets allow the progress of the *Travel Plan* to be monitored and thus identify those aspects of the Plan that are working well, and conversely those parts that are not.

5.2 The Department for Transport document '*The Essential Guide to Travel Planning*' identifies that *Travel Plan* targets should be SMART:

- Specific
- Measurable
- Attainable
- Realistic
- Time Bound

Travel Plan Targets

5.3 Targets are measurable goals, which are set in order to assess whether the objectives of a *Travel Plan* have been achieved.

5.4 We identify two targets which could be adopted for the final agreed *Travel Plan*. At this stage, we reference indicative baseline data from the accompanying *Transport Assessment (TA)*. The targets will be reviewed following the results of the first residents travel survey and Automatic Traffic Count (ATC) (on full occupation of the development). The targets are intended to be achieved within 5 years of the first travel survey.

Target 1

5.5 The first target is to *reduce the number of vehicle trips generated by the development over a 12 hour daily period (weekday 7am to 7pm) by a minimum of 10% and achieve a corresponding increase in trips by more sustainable travel modes.*

5.6 The baseline vehicle trips will be based on the trips generated from the *TRICS* analysis provided within the accompanying *TA*.

5.7 The vehicular trip rates provided within Section 6.0 of the *TA* provide an indication of the likely vehicular trip generation characteristics of the development. Tables 5.1 and 5.2

below detail the daily baseline trip rates and volumes established within the **TA** for the proposed dwellings, along with the required target trip volumes.

Table 5.1: Baseline Generated Daily Vehicle Trip Rates 07:00-19:00

Land use	Arrivals	Departures	Total
Residential (per dwelling)	2.810	2.939	5.749

Table 5.2: Baseline Generated and Target Daily Vehicle Trips 07:00-19:00

Land use	Arrivals	Departures	Total
Residential (350 dwellings)	984 vpd	1,029 vpd	2,013 vpd
Target	886 vpd	926 vpd	1,812 vpd
Reduction in vehicle trips required to meet target	98 vpd	103 vpd	201 vpd

vpd = vehicles per day

- 5.8 Table 5.2 demonstrates that to meet the proposed target would require an overall reduction of 201 total daily vehicle trips (98 arrivals and 103 departures).

Target 2

- 5.9 The second target is to *reduce the number of peak hour vehicular trips generated by the residential development by a minimum of 5% and achieve a corresponding increase in trips by more sustainable travel modes.*

- 5.10 Tables 5.3 and 5.4 show the baseline peak hour vehicle trip rates from the **TA** generated from the **TRICS** database, and the total baseline peak hour vehicle trips.

Table 5.3: Baseline Generated Peak Hour Vehicle Trip Rates

Land use	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Residential (per dwelling)	0.162	0.464	0.626	0.437	0.257	0.694

Table 5.4: Baseline Generated and Target Peak Hour Vehicle Trips

Land use	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Residential (350 dwellings)	57 vph	162 vph	219 vph	153 vph	90 vph	243 vph
Target	54 vph	154 vph	208 vph	145 vph	86 vph	231 vph
Reduction in vehicle trips required to meet target	3 vph	8 vph	11 vph	8 vph	4 vph	12 vph

vph = vehicles per hour

- 5.11 From Table 5.4, a 5% reduction in vehicular trips would equate to a total reduction of 11 vehicle trips in the AM peak hour period and 12 vehicle trips in the PM peak hour period.
- 5.12 Targets 1 and 2 are easily measurable through the use of the residents travel survey and the ATC traffic survey and are considered to be attainable within 5 years of full occupation; therefore the targets meet the criteria of being SMART.
- 5.13 The actual vehicle trip generation will need to be determined from the first traffic and residents surveys following full occupation of the development. Traffic and residents travel surveys will be repeated at the end of years 1, 3 and 5 thereafter, during the same week each year, in order to monitor the progress towards meeting the specified targets. Refer to further detail within Section 7.0 of this *Residential Travel Plan*.

Modal Split

- 5.14 Indicative baseline data currently available, with respect to the likely modal split of future residents of the proposed dwellings, includes travel to work statistics from the 2001 Census and that resulting from the selected *TRICS* survey sites for the *TA*.
- 5.15 Although the site lies within the 'Blunsdon' ward, the travel patterns of future residents could be more akin to residents of the wider NDA, which falls within the 'Abbey Meads' ward. We therefore provide information for both wards within Table 5.5 together with the comparable data for England as a whole and that derived from the *TRICS* data.

Table 5.5: Mode of Travel to Work

Mode of Travel	Abbey Meads (Census 2001; Main Mode)	Blunston (Census 2001; Main Mode)	England (Census 2001; Main Mode)	<i>TRICS</i> (Final Mode)
Works or studies mainly at home	8.62%	13.20%	9.2%	N/A
Underground / Metro / Light Rail / Tram	0.00%	0.17%	3.2%	2.2% (<i>'Public Transport Users'</i>)
Train	1.05%	0.63%	4.2%	
Bus	4.82%	3.58%	7.5%	
Taxi	0.11%	0.23%	0.5%	
Car Driver	73.12%	66.67%	54.9%	77.8% (<i>'Vehicle Occupants'</i>)
Car Passenger	5.84%	5.01%	6.1%	
Motorcycle	1.84%	1.71%	1.1%	
Bicycle	1.81%	2.10%	2.8%	1.8%
On Foot	2.48%	5.92%	10.0%	18.2%
Other	0.30%	0.80%	0.5%	N/A
Average Distance Travelled to Work	17.58 km	16.52 km	13.31 km	N/A

N/A = Not Available

- 5.16 Reference to Table 5.5 demonstrates that residents of Blunston exhibit generally more sustainable patterns of travel behaviour than those residing in Abbey Meads. Blunston residents' modal share for walking and cycling (totalling 8.02%) is higher than for Abbey Meads (totalling 4.29%). A lower proportion of Blunston residents also use the car, compared to Abbey Meads residents. Notwithstanding, the modal split of resident trips from both wards is less sustainable than that for England as a whole. We point out that, at the time of writing, travel to work statistics from the 2011 Census have not yet been made available by the Office for National Statistics.
- 5.17 When making reference to the *TRICS* data, it should be borne in mind that *TRICS* survey data is based on 'final mode': that is, the mode of travel used for the last five minutes of a journey. A proportion of 'pedestrians' may therefore have used public transport as their main mode. This goes some way to explaining why the *TRICS* data suggests 18.2% will be 'pedestrians' but only 2.2% will be 'public transport users'. Notwithstanding, we note that the proportion of 'vehicle occupants' (77.8%) suggested by *TRICS* lies midway between the proportions recorded for the Blunston and Abbey Meads wards from the Census ('car driver' + 'car passenger' + 'motorcycle').
- 5.18 As related above, resident travel surveys will be undertaken following full occupation of the development and monitored thereafter. The results of these surveys may require the targets identified above to be revisited.

6.0 TRAVEL PLAN MEASURES

6.1 This section identifies the range of *Travel Plan* measures that will be implemented to help achieve the identified objectives and targets in the previous sections.

Layout/Design of the Development

6.2 The layout of the development has been designed to be as permeable as possible with regard to pedestrian and cycle linkages. Connections will be provided to the adjacent NDA, on the southern side of Lady Lane, and pedestrian crossing facilities will be available at the two proposed vehicular access arrangements (roundabouts). Pedestrians and cyclists will be able to safely join the existing high quality walking/cycling network within the NDA, such as the footway/cycleway that leads south from Lady Lane, east of the roundabout with Salzgitter Drive, and the 'old' Lady Lane route that leads south from Tadpole Lane and which is closed to motor vehicles.

Objective: Establish a Management Regime for the Travel Plan

Travel Plan Co-ordinator

6.3 A Travel Plan Co-ordinator (TPC) will be appointed by the developer at least three months prior to first occupation to oversee and implement the *Residential Travel Plan*. The responsibilities of the TPC would include (but not be restricted to) the following:

- acting as the main point of contact for the *Travel Plan*;
- overseeing the implementation of the approved *Travel Plan*;
- providing personal travel advice to residents if requested;
- dealing with resident requests for information;
- setting up a residents' committee to discuss green travel ideas and events;
- liaising with the *School Travel Plan* Champion at the proposed on-site primary school in order to pool efforts;
- commissioning and analysing the traffic survey results;
- liaising with the local planning and highway authority as appropriate;
- liaising with other external organisations such as public transport operators;
- preparing monitoring reports detailing the progress of the *Travel Plan*; and
- generally assisting the developer with all matters relating to the *Travel Plan*.

6.4 The TPC will work together with the local highway authority in order to promote the *Residential Travel Plan*. The contact details of the TPC will be made available to Swindon Borough Council when available.

Estimated Cost:

- **TPC Annual fee (assuming part-time role) = £12,000**

Objective: Promote the development as a Sustainable Housing Location

Travel Information Packs

6.5 The first occupants of each new dwelling will be provided with a Travel Information Pack, which will contain a variety of travel/transport related information specific to the site including:

- walking and cycling maps showing local walking and cycling routes in relation to local facilities such as the nearest bus stops, the rail station, doctor's surgeries, schools, pubs, shopping, leisure facilities etc;
- site-specific public transport information - explaining which buses operate in close proximity to the site and which services can be taken to access specific facilities. Public transport route maps and timetables of the local bus services and the rail services available from Swindon Rail Station will also be included; The website www.carshareswindon.com will be promoted as a useful source of information to check bus and rail timetables;
- information about the **Residential Travel Plan** and the benefits that this will bring such as reduced parking demand, less vehicular traffic, safer roads, as well as the obvious environmental benefits etc;
- a simple application form for each household to obtain a reimbursement for one 4-week Travel Pass, allowing unrestricted travel on all Thamesdown Transport and Stagecoach buses in the Swindon urban area (value of £52 per Travel Pass/household). This will enable new residents to try alternative modes of travel to the private car for free;
- contact details of local taxi firms. Using a taxi avoids the need to use or own a private car, and it can be shared with other residents wherever possible;
- information on other **Travel Plan** activity which may be pertinent to the site such as **Travel Plans** for nearby schools, similar residential schemes and local car share schemes;
- details of any discounts available on the purchase of new bikes from local suppliers for new residents, negotiated by the TPC;
- contact details for the TPC;
- information promoting the health and fitness benefits of walking and cycling through the use of websites such as www.walkit.com; and
- information on the benefits of home delivery services and internet shopping.

Estimated Cost:

- ***Time charge for collating Welcome Packs = £1,000***
- ***Printing cost for Welcome Packs = £10 per pack***

Sales and Induction

- 6.6 Sales staff will ensure that all potential purchasers are made aware of the available travel options serving the site from the outset, as part of the sales and marketing process for the new development. Sales and marketing staff will promote the accessibility of the site by public transport as well as the proximity of the walking/cycling routes towards key services. It will be important that staff are as informed as possible about the routing and frequency of the local bus and rail services, in this respect specialist training for sales staff may be necessary.
- 6.7 Residents will also be made aware of the existence of the ***Residential Travel Plan*** from the outset and the benefits that this will potentially bring. The TPC will brief sales/marketing staff regarding the contents of the ***Residential Travel Plan*** so that they can be fully aware and inform residents about it with confidence.
- 6.8 The sales and marketing staff will provide the first opportunity for the provision of personal travel planning advice. Future residents will be made aware that they may contact the TPC for further detailed personal travel planning.

Estimated Cost:

- ***Training for Sales staff = £500***

Developer's Website

- 6.9 The Developer's website will contain information on how to access the site by sustainable modes of transport. This will encourage residents to use the bus or train, walk or cycle from first occupation, which may persuade them that it is not necessary to own a car or a second car.

Objective: To Reduce Single Occupancy Car Trips

Car Sharing

- 6.10 Details of car sharing schemes such as www.carshareswindon.com, www.carsharewiltshire.com, www.liftshare.com, www.carpooling.co.uk and blablacar.com will be provided as part of the Travel Information Pack to each household. Alternatively, a

database of car users within the development could be developed to specifically target potential car sharers by co-ordinating residents with similar travel patterns. We note from the Census 2001 Travel to Work data that some 81% of Blunsdon residents work within the Swindon Borough. There is likely, therefore, to be a significant potential for car sharing.

Car Clubs

- 6.11 Due to the size and scale of the proposed residential development, implementing a car club scheme within the site is not considered to be viable. However, Co-wheels have four locations in Swindon where cars are available for 'hire' by members. Cars can be 'hired' at hourly or weekly rates. Members would pay joining and monthly fees. Reserved car club parking spaces for Co-wheels vehicles are situated in convenient locations, such as outside Swindon railway station. Membership of a car club has advantages for those who require infrequent access to a car for travel to a destination where public transport is perhaps not a viable option. Greater value can be gained from membership of a car club when a car is 'hired' for family or group outings. Members avoid the expense of owning a car of their own.
- 6.12 Details of the scheme will be included within the Travel Information Pack. The most convenient way for future residents to access one of Co-wheels' vehicles is to take the No.12 bus to the railway station.

Objective: To Encourage Residents to Walk or Cycle

Walking and Cycling

- 6.13 In order to encourage cycling, adequate secure and covered cycle parking will be provided in accordance with SBC's *Swindon Cycle Parking Standard* (December 2010) of at least one per dwelling.
- 6.14 It can be expected that reasonable provision will be made for the storage of bicycles on site. Such storage may comprise garages (where those measuring 6.0m x 3.0m are considered to fulfil the required standard) and sheds within the curtilage of the properties. The proposed apartments will benefit from dedicated, covered and secure communal cycle parking facilities.
- 6.15 The design speed of the internal roads will be 20mph which will be conducive to encouraging walking and cycling. As already related, the application site is well situated to offer opportunities for travel by sustainable modes. However, to further encourage

sustainable travel by future residents, we suggest that the TPC, on behalf of the developer, enters into negotiations with a local bicycle supplier such that new residents of the development can benefit from a discount on the purchase of a new bike or cycle equipment. Simple annotated maps will also be provided within the Travel Information Pack for new residents, showing the available walking/cycling routes to nearby facilities.

- 6.16 We note from the Census 2001 Travel to Work data that one third of residents of Blunsdon work within the Blunsdon ward. There is a significant potential, therefore, for trips to be made either on foot or by bicycle.

Objective: To Encourage the use of Public Transport

Public Transport

- 6.17 Of particular significance within the development package is the proposed extension of the No.12 Thamesdown Transport bus service to the site. This will bring the majority of dwellings to within 400m of a bus stop, in accordance with transport planning guidance. The No.12 is a 30-minute frequency service between St. Andrew's Ridge, and the Great Western Hospital, via Swindon town centre and the railway station.
- 6.18 Full details of the available local bus and rail services including timetables will be provided as part of the Travel Information Packs.
- 6.19 Residents will also be provided with details of bus and rail fares, including any saver options, such as monthly tickets.
- 6.20 In addition to the above, the Developer promoting the site will offer reimbursement to each household for one 4-week Travel Pass, allowing unrestricted travel on all Thamesdown Transport and Stagecoach buses in the Swindon urban area.
- 6.21 The benefit of such an offer is that it introduces the resident to bus or rail travel from day one of occupation, and therefore will potentially encourage the resident to maintain this mode of travel in the future. The proposed extension of the No.12 service and the offer of a 4-week Travel Pass to each household represents a significant commitment from the developer to encouraging sustainable travel behaviour from the outset.



Estimated Costs:

- ***Public transport reimbursement = £52 per household (totalling £18,200 should all households take up the offer);***
- ***A significant contribution, to be detailed within the Section 106 Agreement, towards extending/diverting an existing bus service to the site***

Summary

- 6.22 This section has highlighted a wide range of measures that will be implemented as part of the *Residential Travel Plan* in order to encourage sustainable travel associated with the proposed residential development.

7.0 TRAVEL PLAN MONITORING

7.1 It is essential that *Travel Plans* are monitored in order that their effectiveness can be determined. The monitoring is useful for the TPC to understand how travel behaviour is changing with time, and to understand which measures are working well, and conversely which measures are not. Once the *Travel Plan* has been approved by the local highway authority, responsibility for the *Travel Plan* will be passed to the Developer for them to implement and manage via the TPC and the developer's sales team.

Objective: To Monitor the Effectiveness of Travel Plan Measures

Trip Monitoring

7.2 Monitoring will be carried out on a regular basis to assess residents' travel patterns and to determine whether increases in trips by sustainable modes of travel are being realised with a corresponding reduction in vehicular trip generation. The monitoring should be able to demonstrate any progress made toward achieving the targets set out in Section 5.0. The initial travel surveys of purchasers upon completion of each house sale will help to identify baseline and intended travel patterns. A travel survey will also be undertaken on full occupation of the development and at the end of years 1, 3 and 5 thereafter.

7.3 The monitoring regime will principally involve the following surveys to be undertaken, carried out by the TPC:

- a residents questionnaire survey to determine how residents travel, and to collect any comments on travel and transportation matters, commencing after full occupation of the development and at the end of years 1, 3 and 5 thereafter. Note that these surveys will need to be iTrace compliant, if required by SBC; and
- a traffic survey consisting of tube counters located on the main vehicular accesses to the development for a one-week period, commencing after full occupation of the development and at the end of years 1, 3 and 5 thereafter, corresponding to the same week as the residents questionnaire survey.

7.4 The traffic survey will provide not only the number of car trips undertaken during the peak periods, but also the number of daily trips, where these can both be averaged over a 5/7 day period.



- 7.5 The surveys will commence on full occupation of the development (based on council tax returns) and will be repeated during the same period at the end of years 1, 3 and 5 thereafter.
- 7.6 The TPC will be responsible for providing feedback from the surveys to the Developer and the local highway authority. The TPC will prepare *Travel Plan* monitoring reports detailing the progress of the Plan. In particular, the report will include:
- an outline of whether the target vehicle trip rates are being achieved;
 - a summary of the traffic survey monitoring results;
 - details of progress made since the previous report;
 - details of any problems or issues which have arisen, and
 - details of any changes to the local transport network in the vicinity of the site.
- 7.7 The reports will also be communicated to residents in order to maintain awareness of the *Travel Plan* via letter drops and/or email. Feedback from residents will also be encouraged to increase the opportunity for further improvement.
- 7.8 At the end of the five-year monitoring period, the TPC role will pass to the Residents' Committee who will be responsible for the continuous promotion of sustainable travel associated with the proposed development.

Estimated Cost: 2 x automatic tube counters (for 1 week) = £500

Review

- 7.9 The *Travel Plan* actions and initiatives will need to be reviewed with representatives of SBC if any of the surveys suggest that the target vehicle trip rates are not being achieved.
- 7.10 We understand that 'failsafe' measures may be required by SBC if the *Travel Plan* monitoring indicates that the target for car trip reduction in the peak hour periods is not met after the five-year period. However, we emphasise that the proposed *Travel Plan* package (management, measures, monitoring etc.) represents a significant commitment, and outlay, by the developer.



8.0 ACTIONS & PROGRAMME FOR IMPLEMENTATION

Actions & Programme for Implementation

- 8.1 Major milestones for this *Residential Travel Plan* are summarised below but do not represent a comprehensive list of every action, or output required. Additional detailed actions will be identified in due course.
- 8.2 The objectives identified within Section 4.0 of this *Travel Plan* are:
- Objective 1 - Establish a Management Regime for the *Travel Plan*;
 - Objective 2 - Promote the development as a Sustainable Housing Location;
 - Objective 3 - To Reduce Single Occupancy Car Trips;
 - Objective 4 - To Encourage Residents to Walk or Cycle;
 - Objective 5 - To Encourage the use of Public Transport; and
 - Objective 6 - To Monitor the Effectiveness of the *Travel Plan* Measures.
- 8.3 Table 8.1 over page provides a summary of the measures to be delivered as part of this *Residential Travel Plan* together with the relevant objectives that each action supports and the associated costs (estimated).

Table 8.1: Travel Plan Actions and Programme

Relevant Objectives	Action	Lead	Estimated Cost
<u>Initial Measures</u>			
1 - 6	Appoint a Travel Plan Co-ordinator - Local Authority to be provided with the contact details	Developer	Annual fee £12,000
1 - 5	Train Sales Staff on all travel arrangements and access options in order to inform potential purchasers	Developer	£500
2, 3, 4 & 5	Prepare & collate material for Travel Information Packs	TPC	£1,000
2, 3 & 4	Negotiate discount on purchase of bicycle / bicycle equipment from local supplier	TPC	Included as fee for TPC role
3 & 4	Provide secure and covered cycle parking facilities for each dwelling	Developer	Construction cost
2 & 5	Provide bus stops for extended bus service	Developer	Construction cost
2, 3, 4 & 5	Provide on the Developer's website details of sustainable travel information for the dev't. site	TPC	Included within TPC role / Developer Marketing budget
<u>From First Occupation</u>			
1 - 5	Issue Travel Information Packs to residents, informing them of the <i>Travel Plan</i> content, aims and measures to be implemented	TPC	£10 per household
2, 3 & 5	Include a redemption voucher within the Travel Information Packs for reimbursement for one 4-week Travel Pass for use on buses within Swindon	Developer	£52 per household
1 - 6	Promote the formation of a Residents' Committee	TPC	Included as fee for TPC role
<u>From Full Occupation</u>			
6	Organise installation of tube counter for Traffic Surveys (on completion, and at the end of years 1, 3 and 5) and undertake residents questionnaire travel survey	TPC	£500 per survey year
6	Review AM and PM Peak Hour and Daily vehicle trip movement and compare to targets	TPC	Included as fee for TPC role
1 & 6	Prepare <i>Travel Plan</i> monitoring report for distribution to the Local Authority	TPC	Included as fee for TPC role
2 & 5	Extended No.12 Bus Service	TPC	Contribution TBC
Total cost over five years			£85,200 (maximum) excl. bus contribution and construction costs

TPC = Travel Plan Co-ordinator Blue = Action Red = Follow up

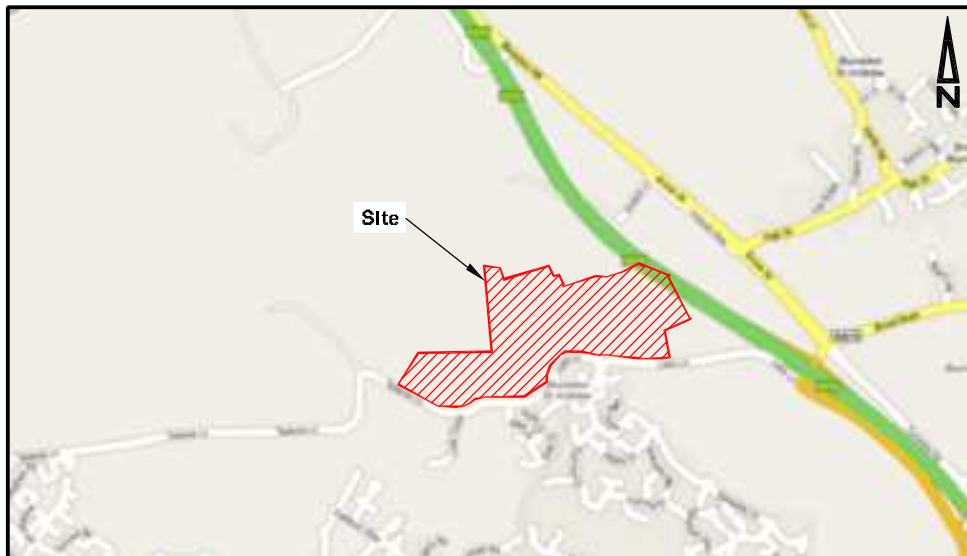
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December 2013

Appendix 1



Site Location
Scale 1:100,000



Site Location
Scale 1:25,000

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Rev.	Designed	KA	Revision Details	
A	Drawn	LN	Site Boundary Amended	
	Checked	KA		
	Date	06.12.13		

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Job Title:

Abbey Farm
Blunsdon
Swindon

Drawing Title:

Site Location Plan

Client:

Emma Nash & Lisa Liddle

Drawn By:

CP

Date Drawn:

October 2010

Scale:

As shown @A4

Checked By:

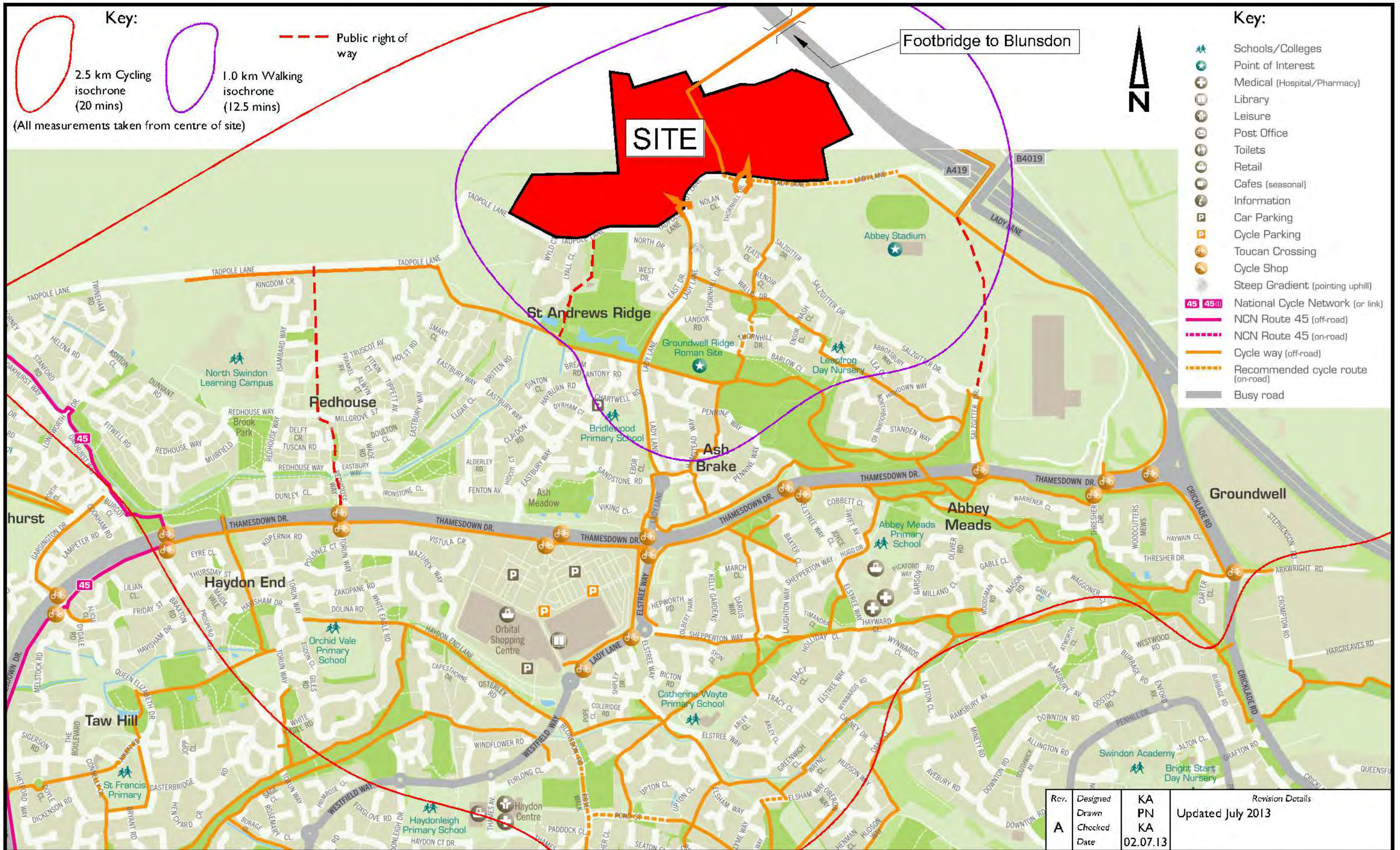
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Drawing No.:

Plan 2997/201

Revision:

A



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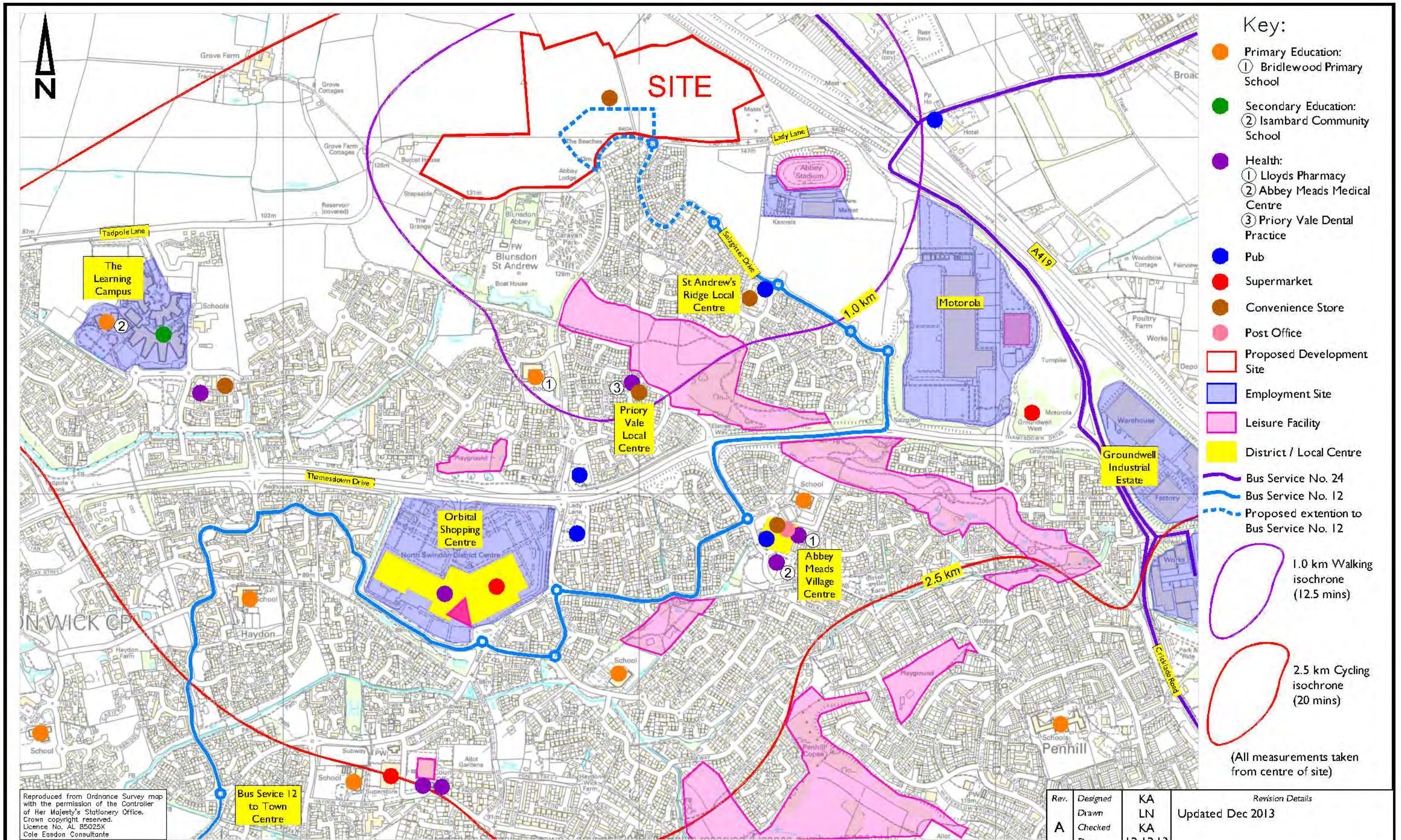
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Job Title:
**Abbey Farm
Tadpole Lane
Swindon**

Usage Title:
**Walking and Cycling Plan -
Extract from Swindon Borough Council Cycle Map**

Rev. A	Designed Drawn Checked Date	KA PN KA 02.07.13	Revision Details Updated July 2013
Client: Emma Nash & Lisa Liddle			
Drawn by:	Drawn Date:	Scale:	
KRA	October 2010	1:10,000 @ A3	
Created by:	Usage No.:	Revision:	
CVP	Plan 2997/205	A	



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Job Title:
**Abbey Farm
 Lady Lane
 Swindon**

Drawing Title:
Accessibility Plan

Client: Emma Nash & Lisa Liddle		
Drawn by: KRA	Date Drawn: October 2010	Scale: 1:10,000 @ A3
Created by: CVP	Drawing No.: Plan 2997/206	Revision: A

Appendix 2

LEGEND

-  Indicative dwellings
-  Convenience store
-  Local open space / Nature Conservation Area
-  Primary school and play area
-  Primary school play area, pitches and habitat
-  Local Equipped Area for Play (LEAP)
-  Infiltration drainage basins / swales
-  Retained / proposed trees
-  Retained / proposed hedgerows
-  Pumping station compound
-  Highways
-  Private drives/mews/courtyards
-  Public Rights of Way / bridleways
-  Formal / adoptable footpaths
-  Recreational footpaths



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Scale: 1:1,250 @ A1

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Drawing number: C1949.13.SK818 Rev N
 Project: Abbey Farm
 Date: 1.11.13

