

# **Stroud Local Plan Review**

## **Strategy Options**

## **Transport Discussion Paper**

## **Appendices**

**July 2018**

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## APPENDIX A

### Strategic Transport Assessment Trip Rate Assumptions

Trip rates calculated using TRICS on the 16<sup>th</sup> July 2018 – full TRICS can be provided upon request.

#### Residential for mixed private/affordable housing development

- Sites have been limited to those within 1 mile of a population up to 15,000 and within 5 miles of a population up to 100,000. All the sites used have Travel Plans.
- The cross testing for the am peak period (8:00 to 9:00) was 3.3% and for the pm peak period (17:00 to 18:00) was 0.7%.
- The vehicle trip rates are 0.561 per dwelling between 8:00 and 9:00 and 0.609 per dwelling between 17:00 and 18:00. All of the sites used have very poor public transport provision though.

#### Employment for Business Park rates

- Sites have been limited to those within 1 mile the population is up to 15,000 and within 5 miles the population is up to 75,000. No travel plans.
- The cross testing for the am peak period (8:00 to 9:00) was 13.8% and for the pm peak period (17:00 to 18:00) was 2.3%.
- This does give us higher trip rates of 1.244 per 100sq.m. for the morning peak and 1.404 per 100 sq.m. for the afternoon peak.
- Using Business Park rates does remove the need to assume a split between B1, B2 and B8 and does result in a higher rate. If planning apps come in with a different land use class, there is the option for the trip rates to be refined at that time.
- For the purposes of this assessment proportion of GFA used for employment purposes is 60% of the GFA allocated.

### Strategic Transport Assessment – other sources of data

The following data sources were accessed during the week of the 5<sup>th</sup> March 2018:

Gloucestershire County Council's Local Transport Plan

<https://www.gloucestershire.gov.uk/transport/gloucestershires-local-transport-plan-2015-2031/>

Stroud District's Highway Capacity Assessment

[https://www.stroud.gov.uk/media/2313/ps\\_e22.pdf](https://www.stroud.gov.uk/media/2313/ps_e22.pdf)

Gloucester, Cheltenham & Tewkesbury's Joint Core Strategy Transport Evidence Base -

[https://drive.google.com/file/d/0BwVPoSbUL\\_uXcnZIWnpFUKR5ODg/view](https://drive.google.com/file/d/0BwVPoSbUL_uXcnZIWnpFUKR5ODg/view)

[https://drive.google.com/file/d/0BwVPoSbUL\\_uXc0hyVXNxQnhXYU0/view](https://drive.google.com/file/d/0BwVPoSbUL_uXc0hyVXNxQnhXYU0/view)

Gloucestershire County Council's Think Travel website

Bus – <http://www.easytraveling.org.uk/gcc/map.php>

Rail – <https://www.thinktravel.info/public-transport/rail/>

Stroud Valleys Cycle Campaign – Stroud District Cycling Map

## 2011 Census – MSOA look up table

| Site ID | Cluster areas      | Sites  | Nearest Census MSOA areas | Number of work related trips |
|---------|--------------------|--|---------------------------|------------------------------|
| 1a      | Gloucester Fringe  | Hardwicke  | Gloucester 14 & 15        | 8,692                        |
| 1b      | Gloucester Fringe  | Hardwicke  | Gloucester 14 & 15        | 8,692                        |
| 1c      | Gloucester Fringe  | Brockworth, Brookthorpe, Haresfield  | Stroud 1                  | 3,380                        |
| 2a      | Cotswold Cluster   | Bisley, Oakridge Lynch, Painswick, Cranham, Sheepcombe   | Stroud 2                  | 1,877                        |
| 3a      | Stonehouse Cluster | Stonehouse   | Stroud 4, 5 & 9           | 10,340                       |
| 3b      | Stonehouse Cluster | Stonehouse   | Stroud 4, 5 & 9           | 10,340                       |
| 3c      | Stonehouse Cluster | Large sites within settlement, Alkerton, Kings Stanley, Leonard Stanley, Standish, Middleyard, Selsley                     | Stroud 4, 5 & 9           | 10,340                       |
| 4a      | Severn Vale        | Large sites within settlement, Frampton, Whitminster, Arlingham, Longney, Saul   | Stroud 3                  | 2,554                        |
| 5a      | Stroud Valleys     | Stroud, Minchinhampton, Nailsworth, Brimscombe, Chalford, Horsley, Manor Village, Woodchester, Thrupp & Tier 4/5 locations | Stroud 6, 7, 8, 10, 13    | 14,402                       |
| 6a      | Berkeley Cluster   | Newtown & Sharpness  | Stroud 12                 | 2,446                        |
| 6b      | Berkeley Cluster   | Newtown & Sharpness  | Stroud 12                 | 2,446                        |
| 6c      | Berkeley Cluster   | Berkeley, Slimbridge, Cambridge, newport, Stone  | Stroud 12                 | 2,446                        |
| 7a      | Cam and Dursley    | Cam  | Stroud 11 & 14            | 6,058                        |
| 7b      | Cam and Dursley    | Cam  | Stroud 11 & 14            | 6,058                        |
| 7c      | Cam and Dursley    | Cam, Dursley, Nymphsfield, Stinchcombe   | Stroud 11 & 14            | 6,058                        |
| 8a      | Wotton Cluster     | Wotton under Edge, Kingswood, North Nibley, Hillesley  | Stroud 15                 | 3,307                        |

## 2011 Census – Travel to work data by mode

- Refer to MSOA for details on each site

| Site ID | Cluster areas     | Sites  | Driving Car or Van (driving or passenger) | Bus | Train | Walk | Cycle | Other |
|---------|-------------------|--|---|-----|-------|------|-------|-------|
| 1a & 1b | Gloucester Fringe | Hardwicke  | 80%                                       | 7%  | 0%    | 7%   | 4%    | 2%    |
| 1c      | Gloucester Fringe | Brockworth, Brookthorpe, Haresfield  | 85%                                       | 5%  | 1%    | 5%   | 3%    | 1%    |
| 2a      | Cotswold          | Bisley, Oakridge Lynch, Painswick, Cranham, Sheepcombe   | 87%                                       | 2%  | 2%    | 5%   | 2%    | 2%    |
| 3a & 3b | Stonehouse        | Stonehouse   | 79%                                       | 3%  | 1%    | 11%  | 4%    | 2%    |
| 3c      | Stonehouse        | Large sites within settlement, Alkerton, Kings Stanley, Leonard Stanley, Standish, Middleyard, Selsley                     | 79%                                       | 3%  | 1%    | 11%  | 4%    | 2%    |
| 4a      | Severn Vale       | Large sites within settlement, Frampton, Whitminster, Arlingham, Longney, Saul   | 88%                                       | 1%  | 1%    | 5%   | 3%    | 1%    |
| 5a      | Stroud Valleys    | Stroud, Minchinhampton, Nailsworth, Brimscombe, Chalford, Horsley, Manor Village, Woodchester, Thrupp & Tier 4/5 locations | 80%                                       | 3%  | 2%    | 11%  | 2%    | 1%    |
| 6a      | Berkeley          | Newtown & Sharpness  | 88%                                       | 1%  | 1%    | 7%   | 2%    | 2%    |
| 6b      | Berkeley          | Newtown & Sharpness  | 88%                                       | 1%  | 1%    | 7%   | 2%    | 2%    |
| 6c      | Berkeley          | Berkeley, Slimbridge, Cambridge, newport, Stone  | 88%                                       | 1%  | 1%    | 7%   | 2%    | 2%    |
| 7a      | Cam and Dursley   | Cam  | 82%                                       | 2%  | 2%    | 11%  | 2%    | 2%    |
| 7b      | Cam and Dursley   | Cam  | 82%                                       | 2%  | 2%    | 11%  | 2%    | 2%    |
| 7c      | Cam and Dursley   | Cam, Dursley, Nymphsfield, Stinchcombe   | 82%                                       | 2%  | 2%    | 11%  | 2%    | 2%    |
| 8a      | Wotton            | Wotton under Edge, Kingswood, North Nibley, Hillesley  | 85%                                       | 1%  | 1%    | 11%  | 2%    | 1%    |

## 2011 Census – Workplace location for resident population

- Refer to MSOA for details on each site

| Site ID | Cluster areas     | Sites                                     | Internal trips |          |                |            |        |            | External trips from Gloucestershire |            |                 |         |            |       |               |
|---------|-------------------|---|----------------|----------|----------------|------------|--------|------------|-------------------------------------|------------|-----------------|---------|------------|-------|---------------|
|         |                   |   | Cheltenham     | Cotswold | Forest of Dean | Gloucester | Stroud | Tewkesbury | London                              | South East | West of England | Swindon | South West | Wales | West Midlands |
| 1a & 1b | Gloucester Fringe | South of Hardwicke (G1 & G4)              | 8%             | 2%       | 2%             | 56%        | 20%    | 2%         | 1%                                  | 1%         | 6%              | 1%      | 1%         | 0%    | 2%            |
| 1c      | Gloucester Fringe | Gloucester Fringe cluster (smaller sites) | 9%             | 2%       | 1%             | 41%        | 23%    | 12%        | 1%                                  | 1%         | 5%              | 1%      | 1%         | 0%    | 2%            |
| 2a      | Cotswold          | Cotswold Cluster (smaller sites)          | 11%            | 7%       | 0%             | 16%        | 42%    | 5%         | 4%                                  | 3%         | 5%              | 1%      | 1%         | 0%    | 2%            |
| 3a & 3b | Stonehouse        | North/Northwest Stonehouse B1/B2          | 4%             | 4%       | 1%             | 11%        | 65%    | 4%         | 1%                                  | 1%         | 6%              | 1%      | 1%         | 0%    | 1%            |
| 3c      | Stonehouse        | Stonehouse Cluster (smaller sites)        | 4%             | 4%       | 1%             | 11%        | 65%    | 4%         | 1%                                  | 1%         | 6%              | 1%      | 1%         | 0%    | 1%            |
| 4a      | Severn Vale       | Severn Vale Cluster (small sites)         | 6%             | 3%       | 1%             | 17%        | 52%    | 4%         | 1%                                  | 1%         | 11%             | 1%      | 1%         | 0%    | 2%            |
| 5a      | Stroud Valleys    | Stroud Valleys Cluster (smaller sites)    | 5%             | 9%       | 0%             | 9%         | 59%    | 3%         | 2%                                  | 2%         | 6%              | 2%      | 2%         | 0%    | 1%            |
| 6a      | Berkeley          | Berkeley Cluster (smaller sites)          | 2%             | 2%       | 2%             | 8%         | 47%    | 3%         | 1%                                  | 1%         | 33%             | 0%      | 1%         | 1%    | 1%            |
| 6b      | Berkeley          | Land south of Sharpness (A1-5)            | 2%             | 2%       | 2%             | 8%         | 47%    | 3%         | 1%                                  | 1%         | 33%             | 0%      | 1%         | 1%    | 1%            |
| 6c      | Berkeley          | Land at Cam/Cambridge                     | 2%             | 2%       | 2%             | 8%         | 47%    | 3%         | 1%                                  | 1%         | 33%             | 0%      | 1%         | 1%    | 1%            |
| 7a      | Cam & Dursley     | North west Cam(A/B)                       | 2%             | 3%       | 1%             | 9%         | 58%    | 3%         | 1%                                  | 1%         | 18%             | 1%      | 1%         | 0%    | 1%            |
| 7b      | Cam & Dursley     | North east Cam (C/D/E)                    | 2%             | 3%       | 1%             | 9%         | 58%    | 3%         | 1%                                  | 1%         | 18%             | 1%      | 1%         | 0%    | 1%            |
| 7c      | Cam & Dursley     | Cam & Dursley Cluster (smaller sites)     | 2%             | 3%       | 1%             | 9%         | 58%    | 3%         | 1%                                  | 1%         | 18%             | 1%      | 1%         | 0%    | 1%            |
| 8a      | Wotton            | Wotton Cluster (smaller sites)            | 2%             | 4%       | 0%             | 4%         | 44%    | 2%         | 1%                                  | 1%         | 38%             | 1%      | 2%         | 1%    | 1%            |

**APPENDIX B**

**Site Assessments Tables**

| Site ID | Cluster areas      | Settlements  |  |
|---------|--------------------|--|--|
|         |                    |  | Sites                                      |
| 1a      | Gloucester Fringe  | Hardwicke  | One or two A sites South of Hardwicke (G1) |
| 1b      | Gloucester Fringe  | Hardwicke  | South of M5/J12 (G4)                       |
| 1c      | Gloucester Fringe  | Brockworth, Brookthorpe, Haresfield  | Merged sites for strategic TA              |
| 2a      | Cotswold Cluster   | Bisley, Oakridge Lynch, Painswick, Cranham, Sheepcombe   | Merged sites for strategic TA              |
| 3a      | Stonehouse Cluster | Stonehouse   | North Stonehouse B1                        |
| 3b      | Stonehouse Cluster | Stonehouse   | M5 J13 (D1/D2)                             |
| 3c      | Stonehouse Cluster | Large sites within settlement, Alkerton, Kings Stanley, Leonard Stanley, Standish, Middleyard, Selsley                     | Merged sites for strategic TA              |
| 4a      | Severn Vale        | Large sites within settlement, Frampton, Whitminster, Arlingham, Longney, Saul   | Merged sites for strategic TA              |
| 5a      | Stroud Valleys     | Stroud, Minchinhampton, Nailsworth, Brimscombe, Chalford, Horsley, Manor Village, Woodchester, Thrupp & Tier 4/5 locations | Merged sites for strategic TA              |
| 6a      | Berkeley Cluster   | Newtown & Sharpness  | Land south of Sharpness                    |
| 6b      | Berkeley Cluster   | Newtown & Sharpness  | Land at Cam/Cambridge                      |
| 6c      | Berkeley Cluster   | Berkeley, Slimbridge, Cambridge, newport, Stone  | Merged sites for strategic TA              |
| 7a      | Cam and Dursley    | Cam  | North west Cam(A)                          |
| 7b      | Cam and Dursley    | Cam  | North east Cam (C/D/E)                     |
| 7c      | Cam and Dursley    | Cam, Dursley, Nympsfield, Stinchcombe  | Merged sites for strategic TA              |
| 8a      | Wotton Cluster     | Wotton under Edge, Kingswood, North Nibley, Hillesley  | Merged sites for strategic TA              |

## Part A - Site Context

|                                    |  |       |                               |     |                           |     |                         |       |                      |  |
|------------------------------------|--|-------|-------------------------------|-----|---------------------------|-----|-------------------------|-------|----------------------|--|
| TA site Ref                        | 1a   |       |                               |     |                           |     |                         |       |                      |  |
| Area                               | Gloucester Fringe                                      |       |                               |     |                           |     |                         |       |                      |  |
| Site Name                          | Hardwicke - One or two A sites South of Hardwicke (G1) |       |                               |     |                           |     |                         |       |                      |  |
| Development Proposal by option     | <b>1 – Concentrated Growth</b>                         |       | <b>2 – Wider Distribution</b> |     | <b>3 - Dispersal</b>      |     | <b>4 – Growth Point</b> |       |                      |  |
|                                    | Res  | Emp   | Res                           | Emp | Res                       | Emp | Res                     | Emp   |                      |  |
|                                    | 1,400  | 0     | 800                           | 0   | 150                       | 0   | 1,400                   | 0     |                      |  |
| Peak Hour Trip rates by option     | AM   | PM    | AM                            | PM  | AM                        | PM  | AM                      | PM    |                      |  |
|                                    | 785  | 853   | 449                           | 487 | 84                        | 91  | 785                     | 853   |                      |  |
| 2011 Census Mode of Travel to work | Driving Car or Van (driving or passenger)              |       | Bus                           |     | Train                     |     | Walk                    |       | Cycle                |  |
|                                    | 80%  |       | 7%                            |     | 0%                        |     | 7%                      |       | 4%                   |  |
|                                    | Within Stroud District                                 |       | Within CSV area               |     | Within Forest of Cotswold |     | Within West of England  |       | Within West Midlands |  |
|                                    | 20%  |       | 65%                           |     | 4%                        |     | 5%                      |       | 2%                   |  |
|                                    |  | Other |                               |     |                           |     |                         | Other |                      |  |
|                                    |  |       |                               |     |                           |     |                         | 4%    |                      |  |

## Part B – Strategic Transport Assessment

|   |   |
|---|---|
| <b>Strategic Road Network</b>   |   |
| Main SRN access corridor – volume of traffic  | M5 - >50k daily vehicle movements   |
| Known pinch points (existing evidence base)   | M5 J12  |
| <b>Major Road Network</b>   |   |
| Main MRN access corridor  | A38   |
| What type of road is it   | Primary Link  |
| Volume of traffic flows   | 15k to 20k  |
| Known pinch points  | A38 - Cross Keys Roundabout<br>A38 - Cole Avenue  |
| <b>Local Road Network</b>   |   |
| Main highway access corridor  | Pound Lane / Church Lane - accessing onto B4008 Bristol Road or A38 at Cross Keys roundabout  |
| What type of road is it   | Local Links   |
| Known pinch points  | A38 - Cross Keys Roundabout - A38 - Cole Avenue   |
| <b>Bus Network</b>  |   |
| Existing Bus services   | 12, 66, 16A, 60, 62, 66S, 167   |
| Identify services served by high frequency services (at least 1 bus per hour between 7am to 7pm)    | 12 (12mins) & 66 (30 mins)  |
| Identify locations served by high frequency services (at least 1 bus per hour between 7am to 7pm)   | 12 - Gloucester - Quedgeley<br>66 - Stroud - Stonehouse - Waterwells P&R - Kingsway – Gloucester  |
| <b>Rail Network</b>   |   |
| Identify approximate distance to nearest railway station or planned station                         | Gloucester Station - 6 miles - Stonehouse Station - 6 miles - Possible new station at Hunts Grove would be under a mile   |
| Identify locations served by high frequency services (at least 1 train per hour between 7am to 7pm) | Cheltenham, Bristol, Cardiff, London & Swindon  |
| Known access issues   | Stonehouse station is basic and constrained by its location limiting any possible station expansion   |
| Known service or access improvements  | Neither station is on the main line and therefore does not have the best service coverage. Ongoing work with West of England to extend MetroWest scheme to Gloucester to provide 30 minute frequency to Bristol |
| <b>Walking and Cycling Network</b>  |   |
| How well is the cluster integrated into the existing walking and cycling network?                   | Urban extension - cycleable network - Canal towpath is accessible   |
| Identify major trip attractors within walking and cycling distance (2km walk or 5km cycle)          | 2km Quedgeley<br>5km Gloucester & Stonehouse  |
| Known access issues   | Local assessment required   |
| Known access improvements   | Importance of integration into existing network   |



| Possible Infrastructure requirements by option | 1 – Concentrated Growth  | 2 – Wider Distribution   | 3 - Dispersal   | 4 – Growth Point   |
|--|--|--|---|--|
|  | <ul style="list-style-type: none"> <li>M5 J12 – Capacity improvement</li> <li>A38 - Cross Keys Roundabout – upgrade of access</li> <li>A38 - Cole Avenue</li> <li>Bus service 12 - extension of existing services into site</li> <li>Linkages to Countywide cycle network</li> </ul> | <ul style="list-style-type: none"> <li>M5 J12 – Capacity improvement</li> <li>A38 - Cross Keys Roundabout</li> <li>Bus service 12 - extension of existing services into site</li> <li>Integration into existing walking and cycling network</li> </ul> | <ul style="list-style-type: none"> <li>Integration into existing walking and cycling network</li> </ul> | <ul style="list-style-type: none"> <li>M5 J12 – Capacity improvement</li> <li>A38 - Cross Keys Roundabout – upgrade of access</li> <li>A38 - Cole Avenue</li> <li>Bus service 12 - extension of existing services into site</li> <li>Linkages to Countywide cycle network</li> </ul> |

**Part C – RAG Assessment**

| RAG Assessments   | 1 – Concentrated Growth | 2 – Wider Distribution | 3 - Dispersal | 4 – Growth Point |
|---|-------------------------|------------------------|---------------|------------------|
| Likely scale of mitigation required                                 |                         |                        |               |                  |
| Cumulative impact of the site – linked to location of likely impact |                         |                        |               |                  |
| Existing car usage  |                         |                        |               |                  |
| Propensity of using passenger transport – before any mitigation     |                         |                        |               |                  |

## Part A - Site Context

|                                    |   |                 |                               |                        |                      |       |                         |     |
|------------------------------------|---|-----------------|-------------------------------|------------------------|----------------------|-------|-------------------------|-----|
| TA site Ref                        | 1b  |                 |                               |                        |                      |       |                         |     |
| Area                               | Gloucester Fringe                         |                 |                               |                        |                      |       |                         |     |
| Site Name                          | Hardwicke - South of M5/J12 (G4)          |                 |                               |                        |                      |       |                         |     |
| Development Proposal by option     | <b>1 – Concentrated Growth</b>            |                 | <b>2 – Wider Distribution</b> |                        | <b>3 - Dispersal</b> |       | <b>4 – Growth Point</b> |     |
|                                    | Res                                       | Emp             | Res                           | Emp                    | Res                  | Emp   | Res                     | Emp |
|                                    | 0   | 10              | 0                             | 10                     | 0                    | 10    | 0                       | 10  |
| Peak Hour Trip rates by option     | AM  | PM              | AM                            | PM                     | AM                   | PM    | AM                      | PM  |
|                                    | 746                                       | 842             | 746                           | 842                    | 746                  | 842   | 746                     | 365 |
| 2011 Census Mode of Travel to work | Driving Car or Van (driving or passenger) |                 | Bus                           | Train                  | Walk                 | Cycle | Other                   |     |
|                                    | 80%                                       |                 | 7%                            | 0%                     | 7%                   | 4%    | 2%                      |     |
|                                    | Within Stroud District                    | Within CSV area | Within Forest of Cotswold     | Within West of England | Within West Midlands | Other |                         |     |
|                                    | 20%                                       | 65%             | 4%                            | 5%                     | 2%                   | 4%    |                         |     |

## Part B – Strategic Transport Assessment

|   |   |
|---|---|
| <b>Strategic Road Network</b>   |   |
| Main SRN access corridor – volume of traffic  | M5 - >50k daily vehicle movements   |
| Known pinch points (existing evidence base)   | M5 J12  |
| <b>Major Road Network</b>   |   |
| Main MRN access corridor  | A38   |
| What type of road is it   | Primary Link  |
| Volume of traffic flows   | 15k to 20k  |
| Known pinch points  | A38 - Cross Keys Roundabout<br>A38 - Cole Avenue  |
| <b>Local Road Network</b>   |   |
| Main highway access corridor  | Haresfield Lane - accessing B4008 Bristol Rd or A38 at Cross Keys roundabout  |
| What type of road is it   | Local Links   |
| Known pinch points  | A38 - Cross Keys Roundabout - A38 - Cole Avenue   |
| <b>Bus Network</b>  |   |
| Existing Bus services   | 12, 66, 16A, 60, 62, 66S, 167   |
| Identify services served by high frequency services (at least 1 bus per hour between 7am to 7pm)    | 12 (12mins) & 66 (30 mins)  |
| Identify locations served by high frequency services (at least 1 bus per hour between 7am to 7pm)   | 12 - Gloucester - Quedgeley<br>66 - Stroud - Stonehouse - Waterwells P&R - Kingsway – Gloucester  |
| <b>Rail Network</b>   |   |
| Identify approximate distance to nearest railway station or planned station                         | Gloucester Station - 6 miles - Stonehouse Station - 6 miles - Possible new station at Hunts Grove would be under a mile   |
| Identify locations served by high frequency services (at least 1 train per hour between 7am to 7pm) | Cheltenham, Bristol, Cardiff, London & Swindon  |
| Known access issues   | Stonehouse station is basic and constrained by its location limiting any possible station expansion   |
| Known service or access improvements  | Neither station is on the main line and therefore does not have the best service coverage. Ongoing work with West of England to extend MetroWest scheme to Gloucester to provide 30 minute frequency to Bristol |
| <b>Walking and Cycling Network</b>  |   |
| How well is the cluster integrated into the existing walking and cycling network?                   | Urban extension - cycleable network - Canal towpath is accessible   |
| Identify major trip attractors within walking and cycling distance (2km walk or 5km cycle)          | 2km Quedgeley<br>5km Gloucester & Stonehouse  |
| Known access issues   | Local assessment required   |
| Known access improvements   | Importance of integration into existing network   |

| Possible Infrastructure requirements by option | 1 – Concentrated Growth   | 2 – Wider Distribution  | 3 - Dispersal   | 4 – Growth Point  |
|--|---|---|---|---|
|  | <ul style="list-style-type: none"> <li>M5 J12 – Capacity improvement</li> <li>A38 - Cross Keys Roundabout – upgrade of access</li> <li>A38 - Cole Avenue</li> <li>Bus service 12 extension of existing services into site</li> <li>Linkages to Countywide cycle network</li> <li>Integration into existing walking and cycling network</li> </ul> | <ul style="list-style-type: none"> <li>M5 J12 – Capacity improvement</li> <li>A38 - Cross Keys Roundabout – upgrade of access</li> <li>A38 - Cole Avenue</li> <li>Bus service 12 extension of existing services into site</li> <li>Linkages to Countywide cycle network</li> <li>Integration into existing walking and cycling network</li> </ul> | <ul style="list-style-type: none"> <li>A38 - Cross Keys Roundabout – upgrade of access</li> <li>Linkages to Countywide cycle network</li> </ul> | <ul style="list-style-type: none"> <li>M5 J12 – Capacity improvement</li> <li>A38 - Cross Keys Roundabout – upgrade of access</li> <li>A38 - Cole Avenue</li> <li>Bus service 12 extension of existing services into site</li> <li>Linkages to Countywide cycle network</li> <li>Integration into existing walking and cycling network</li> </ul> |

### Part C – RAG Assessment

| RAG Assessments   | 1 – Concentrated Growth | 2 – Wider Distribution | 3 - Dispersal | 4 – Growth Point |
|---|-------------------------|------------------------|---------------|------------------|
| Likely scale of mitigation required                                 |                         |                        |               |                  |
| Cumulative impact of the site – linked to location of likely impact |                         |                        |               |                  |
| Existing car usage  |                         |                        |               |                  |
| Propensity of using passenger transport – before any mitigation     |                         |                        |               |                  |

## Part A - Site Context

|                                    |   |                 |                               |                        |                      |       |                         |     |
|------------------------------------|---|-----------------|-------------------------------|------------------------|----------------------|-------|-------------------------|-----|
| TA site Ref                        | 1c  |                 |                               |                        |                      |       |                         |     |
| Area                               | Gloucester Fringe   |                 |                               |                        |                      |       |                         |     |
| Site Name                          | Brockworth, Brookthorpe, Haresfield - Merged sites for strategic TA |                 |                               |                        |                      |       |                         |     |
| Development Proposal by option     | <b>1 – Concentrated Growth</b>                                      |                 | <b>2 – Wider Distribution</b> |                        | <b>3 - Dispersal</b> |       | <b>4 – Growth Point</b> |     |
|                                    | Res   | Emp             | Res                           | Emp                    | Res                  | Emp   | Res                     | Emp |
| Peak Hour Trip rates by option     | 150   | 0               | 150                           | 0                      | 220                  | 0     | 0                       | 0   |
|                                    | AM  | PM              | AM                            | PM                     | AM                   | PM    | AM                      | PM  |
| 2011 Census Mode of Travel to work | 84  | 91              | 84                            | 91                     | 123                  | 134   | 0                       | 0   |
|                                    | Driving Car or Van (driving or passenger)                           | Bus             | Train                         | Walk                   | Cycle                | Other |                         |     |
|                                    | 85%   | 5%              | 1%                            | 5%                     | 3%                   | 1%    |                         |     |
|                                    | Within Stroud District  | Within CSV area | Within Forest of Cotswold     | Within West of England | Within West Midlands | Other |                         |     |
|                                    | 23%   | 63%             | 3%                            | 5%                     | 2%                   | 4%    |                         |     |

## Part B – Strategic Transport Assessment

|   |  |
|---|--|
| <b>Strategic Road Network</b>   |  |
| Main SRN access corridor – volume of traffic  | A417 (Brockworth) to M5 J11a - 30k to 50k daily vehicle movements  |
| Known pinch points (existing evidence base)   | A417 Missing Link  |
| <b>Major Road Network</b>   |  |
| Main MRN access corridor  | A38  |
| What type of road is it   | Primary Link   |
| Volume of traffic flows   | 30k to 50k   |
| Known pinch points  | A38 – C&G Roundabout & Walls Roundabout  |
| <b>Local Road Network</b>   |  |
| Main highway access corridor  | Local network around sites   |
| What type of road is it   | Local links - <6k daily vehicle movements  |
| Known pinch points  | Assessment required  |
| <b>Bus Network</b>  |  |
| Existing Bus services   | 2A & 804   |
| Identify services served by high frequency services (at least 1 bus per hour between 7am to 7pm)    | 2 (30 mins)  |
| Identify locations served by high frequency services (at least 1 bus per hour between 7am to 7pm)   | 2 - Gloucester - Abbeydale - Upton St Leonards - Abbeydale – Gloucester  |
| <b>Rail Network</b>   |  |
| Identify approximate distance to nearest railway station or planned station                         | Gloucester - 3.5 miles   |
| Identify locations served by high frequency services (at least 1 train per hour between 7am to 7pm) | Cheltenham, Bristol, Cardiff, London & Swindon   |
| Known access issues   |  |
| Known service or access improvements  | Gloucester is not on the main line and therefore does not have the best service coverage. Ongoing work with West of England to extend MetroWest scheme to Gloucester to provide 30 minute frequency to Bristol |
| <b>Walking and Cycling Network</b>  |  |
| How well is the cluster integrated into the existing walking and cycling network?                   | Urban extension - links to Gloucester via Abbeymead are cycleable  |
| Identify major trip attractors within walking and cycling distance (2km walk or 5km cycle)          | 2km - Abbeymead - 5km Gloucester, Quedgeley, Brockworth, Longleavens, Churchdown & Painswick   |
| Known access issues   | Local assessment required  |
| Known access improvements   | Importance of integration into existing network  |

| Possible Infrastructure requirements by option | 1 – Concentrated Growth   | 2 – Wider Distribution  | 3 - Dispersal   | 4 – Growth Point |
|--|---|---|---|------------------|
|  | <ul style="list-style-type: none"> <li>Local highway access improvements may be required subject to local assessment</li> </ul> | <ul style="list-style-type: none"> <li>Local highway access improvements may be required subject to local assessment</li> </ul> | <ul style="list-style-type: none"> <li>Local highway access improvements may be required subject to local assessment</li> </ul> |                  |

**Part C – RAG Assessment**

| RAG Assessments   | 1 – Concentrated Growth | 2 – Wider Distribution | 3 - Dispersal | 4 – Growth Point |
|---|-------------------------|------------------------|---------------|------------------|
| Likely scale of mitigation required                                 |                         |                        |               |                  |
| Cumulative impact of the site – linked to location of likely impact |                         |                        |               |                  |
| Existing car usage  |                         |                        |               |                  |
| Propensity of using passenger transport – before any mitigation     |                         |                        |               |                  |

## Part A - Site Context

|                                    |  |                 |                               |                        |                      |       |                         |     |
|------------------------------------|--|-----------------|-------------------------------|------------------------|----------------------|-------|-------------------------|-----|
| TA site Ref                        | 2a   |                 |                               |                        |                      |       |                         |     |
| Area                               | Cotswold Cluster   |                 |                               |                        |                      |       |                         |     |
| Site Name                          | Bisley, Oakridge Lynch, Painswick, Cranham, Sheepcombe - Merged sites for strategic TA |                 |                               |                        |                      |       |                         |     |
| Development Proposal by option     | <b>1 – Concentrated Growth</b>   |                 | <b>2 – Wider Distribution</b> |                        | <b>3 - Dispersal</b> |       | <b>4 – Growth Point</b> |     |
|                                    | Res  | Emp             | Res                           | Emp                    | Res                  | Emp   | Res                     | Emp |
| Peak Hour Trip rates by option     | 0  | 0               | 0                             | 0                      | 100                  | 0     | 0                       | 0   |
|                                    | AM   | PM              | AM                            | PM                     | AM                   | PM    | AM                      | PM  |
| 2011 Census Mode of Travel to work | 0  | 0               | 0                             | 0                      | 56                   | 61    | 0                       | 0   |
|                                    | Driving Car or Van (driving or passenger)  | Bus             | Train                         | Walk                   | Cycle                | Other |                         |     |
|                                    | 87%  | 2%              | 2%                            | 5%                     | 2%                   | 2%    |                         |     |
|                                    | Within Stroud District   | Within CSV area | Within Forest of Cotswold     | Within West of England | Within West Midlands | Other |                         |     |
|                                    | 43%  | 33%             | 7%                            | 5%                     | 2%                   | 10%   |                         |     |

## Part B – Strategic Transport Assessment

|   |  |
|---|--|
| <b>Strategic Road Network</b>   |  |
| Main SRN access corridor – volume of traffic  | M5 J11a Northbound >50k daily vehicle movements<br>M5 J12 South bound >50k daily vehicle movements |
| Known pinch points (existing evidence base)   | Minimum impact caused by proposed development  |
| <b>Major Road Network</b>   |  |
| Main MRN access corridor  | A38  |
| What type of road is it   | Primary Link   |
| Volume of traffic flows   | 20k to 30k   |
| Known pinch points  | A38 – St. Barnabas Roundabout -  |
| <b>Local Road Network</b>   |  |
| Main highway access corridor  | A46, B4073 - other local links   |
| What type of road is it   | District Link – between 6k to 10k  |
| Known pinch points  | Assessment required  |
| <b>Bus Network</b>  |  |
| Existing Bus services   | 8, 66, 228   |
| Identify services served by high frequency services (at least 1 bus per hour between 7am to 7pm)    | 66 (60mins)  |
| Identify locations served by high frequency services (at least 1 bus per hour between 7am to 7pm)   | 66 Stroud - Painswick - Brockworth - Cheltenham  |
| <b>Rail Network</b>   |  |
| Identify approximate distance to nearest railway station or planned station                         | Multiple locations more than 4 miles to Stroud Station   |
| Identify locations served by high frequency services (at least 1 train per hour between 7am to 7pm) | Cheltenham, Bristol, Cardiff, London & Swindon   |
| Known access issues   | Limited car parking - need to improve station footbridge access                                    |
| Known service or access improvements  | Services cannot access to Bristol - change required at Gloucester for southbound destinations.     |
| <b>Walking and Cycling Network</b>  |  |
| How well is the cluster integrated into the existing walking and cycling network?                   | Urban extension  |
| Identify major trip attractors within walking and cycling distance (2km walk or 5km cycle)          | 2km -Painswick - 5km - Stroud, Brockworth & Kingsway   |
| Known access issues   | Local assessment required  |
| Known access improvements   | Urban extension  |

| Possible Infrastructure requirements by option | 1 – Concentrated Growth | 2 – Wider Distribution | 3 - Dispersal   | 4 – Growth Point |
|--|-------------------------|------------------------|---|------------------|
|  |                         |                        | <ul style="list-style-type: none"> <li>Local highway access improvements may be required subject to local assessment</li> </ul> |                  |

**Part C – RAG Assessment**

| RAG Assessments   | 1 – Concentrated Growth | 2 – Wider Distribution | 3 - Dispersal | 4 – Growth Point |
|---|-------------------------|------------------------|---------------|------------------|
| Likely scale of mitigation required                                 |                         |                        |               |                  |
| Cumulative impact of the site – linked to location of likely impact |                         |                        |               |                  |
| Existing car usage  |                         |                        |               |                  |
| Propensity of using passenger transport – before any mitigation     |                         |                        |               |                  |

## Part A - Site Context

|                                    |   |     |                               |                           |                        |                      |                         |     |
|------------------------------------|---|-----|-------------------------------|---------------------------|------------------------|----------------------|-------------------------|-----|
| TA site Ref                        | 3a  |     |                               |                           |                        |                      |                         |     |
| Area                               | Stonehouse Cluster                        |     |                               |                           |                        |                      |                         |     |
| Site Name                          | Stonehouse - North Stonehouse B1          |     |                               |                           |                        |                      |                         |     |
| Development Proposal by option     | <b>1 – Concentrated Growth</b>            |     | <b>2 – Wider Distribution</b> |                           | <b>3 - Dispersal</b>   |                      | <b>4 – Growth Point</b> |     |
|                                    | Res                                       | Emp | Res                           | Emp                       | Res                    | Emp                  | Res                     | Emp |
|                                    | 750                                       | 0   | 750                           | 0                         | 150                    | 0                    | 0                       | 0   |
| Peak Hour Trip rates by option     | AM  | PM  | AM                            | PM                        | AM                     | PM                   | AM                      | PM  |
|                                    | 421                                       | 457 | 421                           | 457                       | 84                     | 91                   | 0                       | 0   |
| 2011 Census Mode of Travel to work | Driving Car or Van (driving or passenger) |     | Bus                           | Train                     | Walk                   | Cycle                | Other                   |     |
|                                    | 79%                                       |     | 3%                            | 1%                        | 11%                    | 4%                   | 2%                      |     |
|                                    | Within Stroud District                    |     | Within CSV area               | Within Forest of Cotswold | Within West of England | Within West Midlands | Other                   |     |
|                                    | 65%                                       |     | 19%                           | 5%                        | 6%                     | 1%                   | 4%                      |     |

## Part B – Strategic Transport Assessment

|   |  |
|---|--|
| <b>Strategic Road Network</b>   |  |
| Main SRN access corridor – volume of traffic  | M5 - J13 >50k daily vehicle movements  |
| Known pinch points (existing evidence base)   | M5 J13 is a known pinchpoint and the cumulative impacts of growth within the A419 corridor is required to understand the impact of delay   |
| <b>Major Road Network</b>   |  |
| Main MRN access corridor  | No proposed MRN in the vicinity of the site  |
| What type of road is it   |  |
| Volume of traffic flows   |  |
| Known pinch points  |  |
| <b>Local Road Network</b>   |  |
| Main highway access corridor  | B4008  |
| What type of road is it   | Suburban link - 15k to 20k daily vehicle movements   |
| Known pinch points  | Assessment required - issues over cumulative growth along corridor - Level crossing on Oldends Lane could be a barrier   |
| <b>Bus Network</b>  |  |
| Existing Bus services   | 61, 401B & X3  |
| Identify services served by high frequency services (at least 1 bus per hour between 7am to 7pm)    | 61 (60 mins)   |
| Identify locations served by high frequency services (at least 1 bus per hour between 7am to 7pm)   | 61 Stroud - Stonehouse - Eastington - Dursley – Woodmancote  |
| <b>Rail Network</b>   |  |
| Identify approximate distance to nearest railway station or planned station                         | Stonehouse - 2.5 miles - Possible new station at Stonehouse Bristol Road - 1.5 miles   |
| Identify locations served by high frequency services (at least 1 train per hour between 7am to 7pm) | Gloucester, Cheltenham, Swindon & London   |
| Known access issues   | Basic station in a constrained location  |
| Known service or access improvements  | No direct services to Bristol - change required at Gloucester for southbound destinations. New station at Stonehouse Bristol Road is a possibility this would be located on the Bristol to Birmingham Line. Stonehouse would then be served by two stations on two lines |
| <b>Walking and Cycling Network</b>  |  |
| How well is the cluster integrated into the existing walking and cycling network?                   | Urban extension - links to Stonehouse  |
| Identify major trip attractors within walking and cycling distance (2km walk or 5km cycle)          | 2km - Stonehouse including station - 5km Stroud  |
| Known access issues   | Level crossing on Oldends Lane   |
| Known access improvements   | Importance of integration into existing network & Countywide Cycleway  |



| Possible Infrastructure requirements by option | 1 – Concentrated Growth  | 2 – Wider Distribution   | 3 - Dispersal   | 4 – Growth Point |
|--|--|--|---|------------------|
|  | <ul style="list-style-type: none"> <li>M5 J13 – capacity improvements</li> <li>Congestion issues along A419</li> <li>Possible service extension &amp; increased frequency for route 61.</li> <li>Level crossing on Oldends Lane could be a barrier</li> <li>Integration into existing network &amp; Countywide Cycleway</li> </ul> | <ul style="list-style-type: none"> <li>M5 J13 – capacity improvements</li> <li>Congestion issues along A419</li> <li>Possible service extension &amp; increased frequency for route 61.</li> <li>Level crossing on Oldends Lane could be a barrier</li> <li>Integration into existing network &amp; Countywide Cycleway</li> </ul> | <ul style="list-style-type: none"> <li>Integration into existing walking and cycling network</li> </ul> |                  |

### Part C – RAG Assessment

| RAG Assessments   | 1 – Concentrated Growth | 2 – Wider Distribution | 3 - Dispersal | 4 – Growth Point |
|---|-------------------------|------------------------|---------------|------------------|
| Likely scale of mitigation required                                 |                         |                        |               |                  |
| Cumulative impact of the site – linked to location of likely impact |                         |                        |               |                  |
| Existing car usage  |                         |                        |               |                  |
| Propensity of using passenger transport – before any mitigation     |                         |                        |               |                  |

## Part A - Site Context

|                                    |   |                 |                               |                        |                      |       |                         |      |
|------------------------------------|---|-----------------|-------------------------------|------------------------|----------------------|-------|-------------------------|------|
| TA site Ref                        | 3b  |                 |                               |                        |                      |       |                         |      |
| Area                               | Stonehouse Cluster                        |                 |                               |                        |                      |       |                         |      |
| Site Name                          | Stonehouse - M5 J13 (D1/D2)               |                 |                               |                        |                      |       |                         |      |
| Development Proposal by option     | <b>1 – Concentrated Growth</b>            |                 | <b>2 – Wider Distribution</b> |                        | <b>3 - Dispersal</b> |       | <b>4 – Growth Point</b> |      |
|                                    | Res                                       | Emp             | Res                           | Emp                    | Res                  | Emp   | Res                     | Emp  |
|                                    | 0   | 20              | 0                             | 20                     | 0                    | 20    | 0                       | 20   |
| Peak Hour Trip rates by option     | AM  | PM              | AM                            | PM                     | AM                   | PM    | AM                      | PM   |
|                                    | 1493                                      | 1685            | 1493                          | 1685                   | 1493                 | 1685  | 1493                    | 1685 |
| 2011 Census Mode of Travel to work | Driving Car or Van (driving or passenger) | Bus             | Train                         | Walk                   | Cycle                | Other |                         |      |
|                                    | 79%                                       | 3%              | 1%                            | 11%                    | 4%                   | 2%    |                         |      |
|                                    | Within Stroud District                    | Within CSV area | Within Forest of Cotswold     | Within West of England | Within West Midlands | Other |                         |      |
|                                    | 65%                                       | 19%             | 5%                            | 6%                     | 1%                   | 4%    |                         |      |

## Part B – Strategic Transport Assessment

|   |  |
|---|--|
| <b>Strategic Road Network</b>   |  |
| Main SRN access corridor – volume of traffic  | M5 - J13 >50k daily vehicle movements  |
| Known pinch points (existing evidence base)   | M5 J13 is a known pinchpoint and the cumulative impacts of growth within the A419 corridor is required to understand the impact of delay   |
| <b>Major Road Network</b>   |  |
| Main MRN access corridor  | No proposed MRN in the vicinity of the site  |
| What type of road is it   |  |
| Volume of traffic flows   |  |
| Known pinch points  |  |
| <b>Local Road Network</b>   |  |
| Main highway access corridor  | A419 - 20k to 30k daily vehicle movements  |
| What type of road is it   | Primary  |
| Known pinch points  | Assessment required - Issues over cumulative growth along A419 corridor  |
| <b>Bus Network</b>  |  |
| Existing Bus services   | 61, 401B & X3  |
| Identify services served by high frequency services (at least 1 bus per hour between 7am to 7pm)    | 61 (60 mins)   |
| Identify locations served by high frequency services (at least 1 bus per hour between 7am to 7pm)   | 61 Stroud - Stonehouse - Eastington - Dursley – Woodmancote  |
| <b>Rail Network</b>   |  |
| Identify approximate distance to nearest railway station or planned station                         | Stonehouse - 2.5 miles - Possible new station at Stonehouse Bristol Road - 1.5 miles   |
| Identify locations served by high frequency services (at least 1 train per hour between 7am to 7pm) | Gloucester, Cheltenham, Swindon & London   |
| Known access issues   | Basic station in a constrained location  |
| Known service or access improvements  | No direct services to Bristol - change required at Gloucester for southbound destinations. New station at Stonehouse Bristol Road is a possibility this would be located on the Bristol to Birmingham Line. Stonehouse would then be served by two stations on two lines |
| <b>Walking and Cycling Network</b>  |  |
| How well is the cluster integrated into the existing walking and cycling network?                   | New location -links onto Canal tow path and facilities on Bristol Road (A419).   |
| Identify major trip attractors within walking and cycling distance (2km walk or 5km cycle)          | 2km -Stroudwater Business Park - 5km - Stonehouse (including station), Stroud & Hardwicke  |
| Known access issues   | A419 is a barrier to pedestrians with limited crossing opportunities   |
| Known access improvements   | Safe pedestrian crossing between sites   |

| Possible Infrastructure requirements by option | 1 – Concentrated Growth  | 2 – Wider Distribution   | 3 - Dispersal  | 4 – Growth Point   |
|--|--|--|--|--|
|  | <ul style="list-style-type: none"> <li>M5 J13 – capacity improvements</li> <li>A419 – possible dualling from Oldends Lane to M5</li> <li>Congestion issues along A419</li> <li>Possible service extension &amp; increased frequency for route 61.</li> <li>Level crossing on Oldends Lane could be a barrier</li> <li>Integration into existing network &amp; Countywide Cycleway</li> </ul> | <ul style="list-style-type: none"> <li>M5 J13 – capacity improvements</li> <li>A419 – possible dualling from Oldends Lane to M5</li> <li>Congestion issues along A419</li> <li>Possible service extension &amp; increased frequency for route 61.</li> <li>Level crossing on Oldends Lane could be a barrier</li> <li>Integration into existing network &amp; Countywide Cycleway</li> </ul> | <ul style="list-style-type: none"> <li>M5 J13 – capacity improvements</li> <li>A419 – possible dualling from Oldends Lane to M5</li> <li>Congestion issues along A419</li> <li>Possible service extension &amp; increased frequency for route 61.</li> <li>Level crossing on Oldends Lane could be a barrier</li> <li>Integration into existing network &amp; Countywide Cycleway</li> </ul> | <ul style="list-style-type: none"> <li>M5 J13 – capacity improvements</li> <li>A419 – possible dualling from Oldends Lane to M5</li> <li>Congestion issues along A419</li> <li>Possible service extension &amp; increased frequency for route 61.</li> <li>Level crossing on Oldends Lane could be a barrier</li> <li>Integration into existing network &amp; Countywide Cycleway</li> </ul> |

### Part C – RAG Assessment

| RAG Assessments   | 1 – Concentrated Growth | 2 – Wider Distribution | 3 - Dispersal | 4 – Growth Point |
|---|-------------------------|------------------------|---------------|------------------|
| Likely scale of mitigation required                                 |                         |                        |               |                  |
| Cumulative impact of the site – linked to location of likely impact |                         |                        |               |                  |
| Existing car usage  |                         |                        |               |                  |
| Propensity of using passenger transport – before any mitigation     |                         |                        |               |                  |

## Part A - Site Context

|                                    |  |                 |                               |                           |                      |                        |                         |                      |  |
|------------------------------------|--|-----------------|-------------------------------|---------------------------|----------------------|------------------------|-------------------------|----------------------|--|
| TA site Ref                        | 3c   |                 |                               |                           |                      |                        |                         |                      |  |
| Area                               | Stonehouse Cluster   |                 |                               |                           |                      |                        |                         |                      |  |
| Site Name                          | Large sites within settlement, Alkerton, Kings Stanley, Leonard Stanley, Standish, Middleyard, Selsley - Merged sites for strategic TA |                 |                               |                           |                      |                        |                         |                      |  |
| Development Proposal by option     | <b>1 – Concentrated Growth</b>   |                 | <b>2 – Wider Distribution</b> |                           | <b>3 - Dispersal</b> |                        | <b>4 – Growth Point</b> |                      |  |
|                                    | Res  | Emp             | Res                           | Emp                       | Res                  | Emp                    | Res                     | Emp                  |  |
| Peak Hour Trip rates by option     | 195  | 0               | 195                           | 0                         | 335                  | 0                      | 0                       | 0                    |  |
|                                    | AM   | PM              | AM                            | PM                        | AM                   | PM                     | AM                      | PM                   |  |
| 2011 Census Mode of Travel to work | 109  | 119             | 109                           | 119                       | 188                  | 204                    | 0                       | 0                    |  |
|                                    | AM   | PM              | AM                            | PM                        | AM                   | PM                     | AM                      | PM                   |  |
| 2011 Census Mode of Travel to work | Driving Car or Van (driving or passenger)  | Bus             |                               | Train                     |                      | Walk                   |                         | Cycle                |  |
|                                    | 79%  | 3%              |                               | 1%                        |                      | 11%                    |                         | 4%                   |  |
|                                    | Within Stroud District   | Within CSV area |                               | Within Forest of Cotswold |                      | Within West of England |                         | Within West Midlands |  |
|                                    | 65%  | 19%             |                               | 5%                        |                      | 6%                     |                         | 1%                   |  |
|                                    | Other  |                 | Other                         |                           | Other                |                        | Other                   |                      |  |
|                                    | 2%   |                 | 4%                            |                           | 1%                   |                        | 4%                      |                      |  |

## Part B – Strategic Transport Assessment

|   |  |
|---|--|
| <b>Strategic Road Network</b>   |  |
| Main SRN access corridor – volume of traffic  | M5 - J13 >50k daily vehicle movements  |
| Known pinch points (existing evidence base)   | M5 J13 is a known pinchpoint and the cumulative impacts of growth within the A419 corridor is required to understand the impact of delay   |
| <b>Major Road Network</b>   |  |
| Main MRN access corridor  | No proposed MRN in the vicinity of the site  |
| What type of road is it   |  |
| Volume of traffic flows   |  |
| Known pinch points  |  |
| <b>Local Road Network</b>   |  |
| Main highway access corridor  | A419 - 20k to 30k daily vehicle movements  |
| What type of road is it   | Primary  |
| Known pinch points  | Access constrained by distance to M5 J12 - issues over cumulative growth along corridor  |
| <b>Bus Network</b>  |  |
| Existing Bus services   | 61, 401B & X3  |
| Identify services served by high frequency services (at least 1 bus per hour between 7am to 7pm)    | 61 (60 mins)   |
| Identify locations served by high frequency services (at least 1 bus per hour between 7am to 7pm)   | 61 Stroud - Stonehouse - Eastington - Dursley – Woodmancote  |
| <b>Rail Network</b>   |  |
| Identify approximate distance to nearest railway station or planned station                         | Stonehouse - 2.5 miles - Possible new station at Stonehouse Bristol Road - 1.5 miles   |
| Identify locations served by high frequency services (at least 1 train per hour between 7am to 7pm) | Gloucester, Cheltenham, Swindon & London   |
| Known access issues   | Basic station in a constrained location  |
| Known service or access improvements  | No direct services to Bristol - change required at Gloucester for southbound destinations. New station at Stonehouse Bristol Road is a possibility this would be located on the Bristol to Birmingham Line. Stonehouse would then be served by two stations on two lines |
| <b>Walking and Cycling Network</b>  |  |
| How well is the cluster integrated into the existing walking and cycling network?                   | Village Location / urban extension   |
| Identify major trip attractors within walking and cycling distance (2km walk or 5km cycle)          | 2km -Stonehouse - 5km - Stroud, Hardwicke & Quedgeley  |
| Known access issues   | Local assessment required  |
| Known access improvements   | Village Location / urban extension   |

| Possible Infrastructure requirements by option | 1 – Concentrated Growth   | 2 – Wider Distribution  | 3 - Dispersal   | 4 – Growth Point |
|--|---|---|---|------------------|
|  | <ul style="list-style-type: none"> <li>Local highway access improvements may be required subject to local assessment</li> </ul> | <ul style="list-style-type: none"> <li>Local highway access improvements may be required subject to local assessment</li> </ul> | <ul style="list-style-type: none"> <li>Local highway access improvements may be required subject to local assessment</li> </ul> |                  |

**Part C – RAG Assessment**

| RAG Assessments   | 1 – Concentrated Growth | 2 – Wider Distribution | 3 - Dispersal | 4 – Growth Point |
|---|-------------------------|------------------------|---------------|------------------|
| Likely scale of mitigation required                                 |                         |                        |               |                  |
| Cumulative impact of the site – linked to location of likely impact |                         |                        |               |                  |
| Existing car usage  |                         |                        |               |                  |
| Propensity of using passenger transport – before any mitigation     |                         |                        |               |                  |

## Part A - Site Context

|                                    |  |                 |                               |                        |                      |       |                         |     |
|------------------------------------|--|-----------------|-------------------------------|------------------------|----------------------|-------|-------------------------|-----|
| TA site Ref                        | 4a   |                 |                               |                        |                      |       |                         |     |
| Area                               | Severn Vale  |                 |                               |                        |                      |       |                         |     |
| Site Name                          | Large sites within settlement, Frampton, Whitminster, Arlingham, Longney, Saul - Merged sites for strategic TA |                 |                               |                        |                      |       |                         |     |
| Development Proposal by option     | <b>1 – Concentrated Growth</b>   |                 | <b>2 – Wider Distribution</b> |                        | <b>3 - Dispersal</b> |       | <b>4 – Growth Point</b> |     |
|                                    | Res  | Emp             | Res                           | Emp                    | Res                  | Emp   | Res                     | Emp |
| Peak Hour Trip rates by option     | 0  | 0               | 220                           | 0                      | 140                  | 0     | 0                       | 0   |
|                                    | AM   | PM              | AM                            | PM                     | AM                   | PM    | AM                      | PM  |
| 2011 Census Mode of Travel to work | 115  | 125             | 123                           | 134                    | 79                   | 85    | 0                       | 0   |
|                                    | Driving Car or Van (driving or passenger)  | Bus             | Train                         | Walk                   | Cycle                | Other |                         |     |
|                                    | 88%  | 1%              | 1%                            | 5%                     | 3%                   | 1%    |                         |     |
|                                    | Within Stroud District   | Within CSV area | Within Forest of Cotswold     | Within West of England | Within West Midlands | Other |                         |     |
|                                    | 52%  | 27%             | 4%                            | 11%                    | 2%                   | 4%    |                         |     |

## Part B – Strategic Transport Assessment

|   |   |
|---|---|
| <b>Strategic Road Network</b>   |   |
| Main SRN access corridor – volume of traffic  | M5 - J13 >50k daily vehicle movements   |
| Known pinch points (existing evidence base)   | M5 J13 is a known pinchpoint and the cumulative impacts of growth within the A419 corridor is required to understand the impact of delay  |
| <b>Major Road Network</b>   |   |
| Main MRN access corridor  | A38   |
| What type of road is it   | Primary Link  |
| Volume of traffic flows   | 10k to 15k  |
| Known pinch points  | A38 –Cross Keys Roundabout -  |
| <b>Local Road Network</b>   |   |
| Main highway access corridor  | Multiple locations  |
| What type of road is it   | Local network   |
| Known pinch points  | Local assessment would be required  |
| <b>Bus Network</b>  |   |
| Existing Bus services   | 2, 6, 60, 62, 66F, 113A, 242, 346, 401B   |
| Identify services served by high frequency services (at least 1 bus per hour between 7am to 7pm)    |   |
| Identify locations served by high frequency services (at least 1 bus per hour between 7am to 7pm)   |   |
| <b>Rail Network</b>   |   |
| Identify approximate distance to nearest railway station or planned station                         | Stonehouse - 5 miles  |
| Identify locations served by high frequency services (at least 1 train per hour between 7am to 7pm) | Cheltenham, Bristol, Cardiff, London & Swindon  |
| Known access issues   | Stonehouse station is rather basic and is cited in a constrained location   |
| Known service or access improvements  | Neither station is on the main line and therefore does not have the best service coverage. Ongoing work with West of England to extend MetroWest scheme to Gloucester to provide 30 minute frequency to Bristol |
| <b>Walking and Cycling Network</b>  |   |
| How well is the cluster integrated into the existing walking and cycling network?                   | Village extension   |
| Identify major trip attractors within walking and cycling distance (2km walk or 5km cycle)          | 2km -Saul - 5km - Stonehouse & Hardwicke  |
| Known access issues   | Local assessment required   |
| Known access improvements   |   |

| Possible Infrastructure requirements by option | 1 – Concentrated Growth | 2 – Wider Distribution  | 3 - Dispersal   | 4 – Growth Point |
|--|-------------------------|---|---|------------------|
|  |                         | <ul style="list-style-type: none"> <li>Local highway access improvements may be required subject to local assessment</li> </ul> | <ul style="list-style-type: none"> <li>Local highway access improvements may be required subject to local assessment</li> </ul> |                  |

**Part C – RAG Assessment**

| RAG Assessments   | 1 – Concentrated Growth | 2 – Wider Distribution | 3 - Dispersal | 4 – Growth Point |
|---|-------------------------|------------------------|---------------|------------------|
| Likely scale of mitigation required                                 |                         |                        |               |                  |
| Cumulative impact of the site – linked to location of likely impact |                         |                        |               |                  |
| Existing car usage  |                         |                        |               |                  |
| Propensity of using passenger transport – before any mitigation     |                         |                        |               |                  |

## Part A - Site Context

|                                    |  |                 |                               |                        |                      |       |                         |     |
|------------------------------------|--|-----------------|-------------------------------|------------------------|----------------------|-------|-------------------------|-----|
| TA site Ref                        | 5a   |                 |                               |                        |                      |       |                         |     |
| Area                               | Stroud Valleys   |                 |                               |                        |                      |       |                         |     |
| Site Name                          | Stroud, Minchinhampton, Nailsworth, Brimscombe, Chalford, Horsley, Manor Village, Woodchester, Thrupp & Tier 4/5 locations - Merged sites for strategic TA |                 |                               |                        |                      |       |                         |     |
| Development Proposal by option     | <b>1 – Concentrated Growth</b>   |                 | <b>2 – Wider Distribution</b> |                        | <b>3 - Dispersal</b> |       | <b>4 – Growth Point</b> |     |
|                                    | Res  | Emp             | Res                           | Emp                    | Res                  | Emp   | Res                     | Emp |
|                                    | 445  | 0               | 825                           | 0                      | 835                  | 0     | 0                       | 0   |
| Peak Hour Trip rates by option     | AM   | PM              | AM                            | PM                     | AM                   | PM    | AM                      | PM  |
|                                    | 135  | 146             | 463                           | 502                    | 468                  | 509   | 0                       | 0   |
| 2011 Census Mode of Travel to work | Driving Car or Van (driving or passenger)  | Bus             | Train                         | Walk                   | Cycle                | Other |                         |     |
|                                    | 80%  | 3%              | 2%                            | 11%                    | 2%                   | 1%    |                         |     |
|                                    | Within Stroud District   | Within CSV area | Within Forest of Cotswold     | Within West of England | Within West Midlands | Other |                         |     |
|                                    | 59%  | 17%             | 9%                            | 6%                     | 1%                   | 8%    |                         |     |

## Part B – Strategic Transport Assessment

|   |   |
|---|---|
| <b>Strategic Road Network</b>   |   |
| Main SRN access corridor – volume of traffic  | M5 - J13 >50k daily vehicle movements   |
| Known pinch points (existing evidence base)   | M5 J13 is a known pinchpoint and the cumulative impacts of growth within the A419 corridor is required to understand the impact of delay  |
| <b>Major Road Network</b>   |   |
| Main MRN access corridor  | A38   |
| What type of road is it   | Primary Link  |
| Volume of traffic flows   | 10k to 15k  |
| Known pinch points  | -   |
| <b>Local Road Network</b>   |   |
| Main highway access corridor  | Multiple locations - Local links feeding onto A419 / B4066 / A46 - 6k to 30k daily vehicle movements depending on link  |
| What type of road is it   | Local network   |
| Known pinch points  | Assessment required - multiple junctions identified as having possible capacity issues - issues over cumulative growth along corridor   |
| <b>Bus Network</b>  |   |
| Existing Bus services   | 3, 40, 52, 54, 63, 65, 64, 66, 69 & 230   |
| Identify services served by high frequency services (at least 1 bus per hour between 7am to 7pm)    | 8 (60mins), 63 (30 mins) & 66 (60mins)  |
| Identify locations served by high frequency services (at least 1 bus per hour between 7am to 7pm)   | 8 Stroud - Stroud Hospital - - Uplands - Stroud - Bisley -Oakridge, 63 Forest Green - Nailsworth - Stroud - Whiteshill – Gloucester & 66 Stroud - Painswick - Brockworth – Cheltenham |
| <b>Rail Network</b>   |   |
| Identify approximate distance to nearest railway station or planned station                         | Multiple locations more than 4 miles  |
| Identify locations served by high frequency services (at least 1 train per hour between 7am to 7pm) | Cheltenham, Bristol, Cardiff, London & Swindon  |
| Known access issues   | Limited car parking - need to improve station footbridge access   |
| Known service or access improvements  | Services cannot access to Bristol - change required at Gloucester for southbound destinations.  |
| <b>Walking and Cycling Network</b>  |   |
| How well is the cluster integrated into the existing walking and cycling network?                   | Urban extensions  |
| Identify major trip attractors within walking and cycling distance (2km walk or 5km cycle)          | 2km -Stroud - 5km - Stonehouse, Nailsworth, Minchinhampton, Chalford & Painswick  |
| Known access issues   | Topography is an issue for long distance cycling - Canal tow path does provide some traffic free routes   |
| Known access improvements   | Many of the roads are highly accessible but some gradients may be a barrier   |



| Possible Infrastructure requirements by option | 1 – Concentrated Growth   | 2 – Wider Distribution  | 3 - Dispersal   | 4 – Growth Point |
|--|---|---|---|------------------|
|  | <ul style="list-style-type: none"> <li>• Congestion issues along A419</li> <li>• Importance of integration into existing network &amp; Countywide Cycleway</li> </ul> | <ul style="list-style-type: none"> <li>• Congestion issues along A419</li> <li>• Importance of integration into existing network &amp; Countywide Cycleway</li> </ul> | <ul style="list-style-type: none"> <li>• Congestion issues along A419</li> <li>• Importance of integration into existing network &amp; Countywide Cycleway</li> </ul> |                  |

**Part C – RAG Assessment**

| RAG Assessments   | 1 – Concentrated Growth | 2 – Wider Distribution | 3 - Dispersal | 4 – Growth Point |
|---|-------------------------|------------------------|---------------|------------------|
| Likely scale of mitigation required                                 |                         |                        |               |                  |
| Cumulative impact of the site – linked to location of likely impact |                         |                        |               |                  |
| Existing car usage  |                         |                        |               |                  |
| Propensity of using passenger transport – before any mitigation     |                         |                        |               |                  |

### Part A - Site Context

|                                    |   |                 |                               |                        |                      |       |                         |      |
|------------------------------------|---|-----------------|-------------------------------|------------------------|----------------------|-------|-------------------------|------|
| TA site Ref                        | 6a  |                 |                               |                        |                      |       |                         |      |
| Area                               | Berkeley Cluster                              |                 |                               |                        |                      |       |                         |      |
| Site Name                          | Newtown & Sharpness - Land south of Sharpness |                 |                               |                        |                      |       |                         |      |
| Development Proposal by option     | <b>1 – Concentrated Growth</b>                |                 | <b>2 – Wider Distribution</b> |                        | <b>3 - Dispersal</b> |       | <b>4 – Growth Point</b> |      |
|                                    | Res   | Emp             | Res                           | Emp                    | Res                  | Emp   | Res                     | Emp  |
|                                    | 0   | 0               | 0                             | 0                      | 2000                 | 10    | 2000                    | 10   |
| Peak Hour Trip rates by option     | AM  | PM              | AM                            | PM                     | AM                   | PM    | AM                      | PM   |
|                                    | 0   | 0               | 0                             | 0                      | 1868                 | 2060  | 1868                    | 2060 |
| 2011 Census Mode of Travel to work | Driving Car or Van (driving or passenger)     | Bus             | Train                         | Walk                   | Cycle                | Other |                         |      |
|                                    | 88%   | 1%              | 1%                            | 7%                     | 2%                   | 2%    |                         |      |
|                                    | Within Stroud District                        | Within CSV area | Within Forest of Cotswold     | Within West of England | Within West Midlands | Other |                         |      |
|                                    | 46%   | 13%             | 4%                            | 32%                    | 1%                   | 3%    |                         |      |

### Part B – Strategic Transport Assessment

|   |   |
|---|---|
| <b>Strategic Road Network</b>   |   |
| Main SRN access corridor – volume of traffic  | Southbound M5 J14 - Northbound M5 J13 – 50k daily vehicle movements   |
| Known pinch points (existing evidence base)   | M5 J13 is a known pinchpoint and the cumulative impacts of growth within the A419 corridor require assessment.<br>M5 J14 is a pinchpoint restricting growth - work is required to resolve the issue. A multi funding package would be required from various developments. |
| <b>Major Road Network</b>   |   |
| Main MRN access corridor  | No proposed MRN in the vicinity of the site   |
| What type of road is it   |   |
| Volume of traffic flows   |   |
| Known pinch points  |   |
| <b>Local Road Network</b>   |   |
| Main highway access corridor  | B4066   |
| What type of road is it   | Suburban Link - 6k to 15k daily vehicle movements   |
| Known pinch points  | Assessment required - but access is an issue with the A38 & Alkington Lane - some form of major junctions or new highway access onto A38 may be required  |
| <b>Bus Network</b>  |   |
| Existing Bus services   | 6, 62, 207, X1, X6  |
| Identify services served by high frequency services (at least 1 bus per hour between 7am to 7pm)    |   |
| Identify locations served by high frequency services (at least 1 bus per hour between 7am to 7pm)   |   |
| <b>Rail Network</b>   |   |
| Identify approximate distance to nearest railway station or planned station                         | Cam & Dursley 8 miles - Possible new station at Charfield 10 miles  |
| Identify locations served by high frequency services (at least 1 train per hour between 7am to 7pm) | Bristol & Gloucester  |
| Known access issues   | Parking/ walking and cycling access need improvements   |
| Known service or access improvements  | Ongoing work with West of England to extend MetroWest scheme to Gloucester to provide 30 minute frequency to Bristol  |
| <b>Walking and Cycling Network</b>  |   |
| How well is the cluster integrated into the existing walking and cycling network?                   | New settlement  |
| Identify major trip attractors within walking and cycling distance (2km walk or 5km cycle)          | 2km Newtown - 5km Berkeley  |
| Known access issues   | Rural location - quiet lane network may need to be managed to limit vehicle use   |
| Known access improvements   | Important for walking and cycling links to be designed into the site from the outset to enable sustainable travel for short distance trips. Links to Cam & Dursley station should also be provided  |

| Possible Infrastructure requirements by option | 1 – Concentrated Growth | 2 – Wider Distribution | 3 - Dispersal  | 4 – Growth Point   |
|--|-------------------------|------------------------|--|--|
|  |                         |                        | <ul style="list-style-type: none"> <li>• M5 J13 – capacity improvement</li> <li>• M5 J14 capacity improvement</li> <li>• A38 &amp; Alkington Lane access improvements</li> <li>• New bus routes required</li> <li>• Important for walking and cycling links to be designed into the site from the outset to enable sustainable travel for short distance trips.</li> <li>• Linkages to countywide cycle network</li> </ul> | <ul style="list-style-type: none"> <li>• M5 J13 – capacity improvement</li> <li>• M5 J14 capacity improvement</li> <li>• A38 &amp; Alkington Lane access improvements</li> <li>• New bus routes required</li> <li>• Important for walking and cycling links to be designed into the site from the outset to enable sustainable travel for short distance trips.</li> <li>• Linkages to countywide cycle network</li> </ul> |

**Part C – RAG Assessment**

| RAG Assessments   | 1 – Concentrated Growth | 2 – Wider Distribution | 3 - Dispersal | 4 – Growth Point |
|---|-------------------------|------------------------|---------------|------------------|
| Likely scale of mitigation required                                 |                         |                        |               |                  |
| Cumulative impact of the site – linked to location of likely impact |                         |                        |               |                  |
| Existing car usage  |                         |                        |               |                  |
| Propensity of using passenger transport – before any mitigation     |                         |                        |               |                  |

## Part A - Site Context

|                                    |   |                 |                               |                           |                      |                        |                         |                      |  |       |  |
|------------------------------------|---|-----------------|-------------------------------|---------------------------|----------------------|------------------------|-------------------------|----------------------|--|-------|--|
| TA site Ref                        | 6b  |                 |                               |                           |                      |                        |                         |                      |  |       |  |
| Area                               | Berkeley Cluster                            |                 |                               |                           |                      |                        |                         |                      |  |       |  |
| Site Name                          | Newtown & Sharpness - Land at Cam/Cambridge |                 |                               |                           |                      |                        |                         |                      |  |       |  |
| Development Proposal by option     | <b>1 – Concentrated Growth</b>              |                 | <b>2 – Wider Distribution</b> |                           | <b>3 - Dispersal</b> |                        | <b>4 – Growth Point</b> |                      |  |       |  |
|                                    | Res   | Emp             | Res                           | Emp                       | Res                  | Emp                    | Res                     | Emp                  |  |       |  |
| Peak Hour Trip rates by option     | 0   | 0               | 0                             | 0                         | 0                    | 0                      | 1750                    | 0                    |  |       |  |
|                                    | AM  | PM              | AM                            | PM                        | AM                   | PM                     | AM                      | PM                   |  |       |  |
| 2011 Census Mode of Travel to work | 0   | 0               | 0                             | 0                         | 0                    | 0                      | 982                     | 1066                 |  |       |  |
|                                    | Driving Car or Van (driving or passenger)   | Bus             |                               | Train                     |                      | Walk                   |                         | Cycle                |  | Other |  |
|                                    | 88%   | 1%              |                               | 1%                        |                      | 7%                     |                         | 2%                   |  | 2%    |  |
|                                    | Within Stroud District                      | Within CSV area |                               | Within Forest of Cotswold |                      | Within West of England |                         | Within West Midlands |  | Other |  |
|                                    | 46%   | 13%             |                               | 4%                        |                      | 32%                    |                         | 1%                   |  | 3%    |  |

## Part B – Strategic Transport Assessment

|   |  |
|---|--|
| <b>Strategic Road Network</b>   |  |
| Main SRN access corridor – volume of traffic  | Southbound M5 J14 - Northbound M5 J13 - >50k daily vehicle movements   |
| Known pinch points (existing evidence base)   | M5 J13 is a known pinchpoint and the cumulative impacts of growth within the A419 corridor require assessment. M5 J14 is a pinchpoint restricting growth - work is required to resolve the issue. A multi funding package would be required from various developments.     |
| <b>Major Road Network</b>   |  |
| Main MRN access corridor  | No proposed MRN in the vicinity of the site  |
| What type of road is it   |  |
| Volume of traffic flows   |  |
| Known pinch points  |  |
| <b>Local Road Network</b>   |  |
| Main highway access corridor  | Assessment required – A38  |
| What type of road is it   | Primary Link - 10k to 15k daily vehicle movements  |
| Known pinch points  |  |
| <b>Bus Network</b>  |  |
| Existing Bus services   | 6, 60, 61, 62, 346, X2, X3   |
| Identify services served by high frequency services (at least 1 bus per hour between 7am to 7pm)    | 61 (60 mins)   |
| Identify locations served by high frequency services (at least 1 bus per hour between 7am to 7pm)   | 61 Stroud - Stonehouse - Eastington - Dursley – Woodmancote  |
| <b>Rail Network</b>   |  |
| Identify approximate distance to nearest railway station or planned station                         | Cam & Dursley - 2 miles  |
| Identify locations served by high frequency services (at least 1 train per hour between 7am to 7pm) | Bristol & Gloucester   |
| Known access issues   | Parking/ walking and cycling access need improvements  |
| Known service or access improvements  | Ongoing work with West of England to extend MetroWest scheme to Gloucester to provide 30 minute frequency to Bristol   |
| <b>Walking and Cycling Network</b>  |  |
| How well is the cluster integrated into the existing walking and cycling network?                   | Village location (New settlement)  |
| Identify major trip attractors within walking and cycling distance (2km walk or 5km cycle)          | 2km Cam & Dursley station - 5km Stonehouse, Dursley & Frampton on Severn   |
| Known access issues   | Safe crossing facilities for A38   |
| Known access improvements   | Local assessment required - Important for walking and cycling links to be designed into the site to enable sustainable travel for short distance trips. Links to Cam & Dursley station should also be provided - along with links to Gloucester / Sharpness Canal Tow Path |

| Possible Infrastructure requirements by option | 1 – Concentrated Growth | 2 – Wider Distribution | 3 - Dispersal | 4 – Growth Point  |
|--|-------------------------|------------------------|---------------|---|
|  |                         |                        |               | <ul style="list-style-type: none"> <li>• M5 J13 – capacity improvement</li> <li>• M5 J14 capacity improvement</li> <li>• New bus routes required</li> <li>• Linkages to countywide cycle network</li> <li>• Walking and cycling links to Cam &amp; Dursley station</li> </ul> |

**Part C – RAG Assessment**

| RAG Assessments   | 1 – Concentrated Growth | 2 – Wider Distribution | 3 - Dispersal | 4 – Growth Point |
|---|-------------------------|------------------------|---------------|------------------|
| Likely scale of mitigation required                                 |                         |                        |               |                  |
| Cumulative impact of the site – linked to location of likely impact |                         |                        |               |                  |
| Existing car usage  |                         |                        |               |                  |
| Propensity of using passenger transport – before any mitigation     |                         |                        |               |                  |

**Part A - Site Context**

|                                    |   |                 |                               |                           |                      |                        |                         |                      |  |       |  |
|------------------------------------|---|-----------------|-------------------------------|---------------------------|----------------------|------------------------|-------------------------|----------------------|--|-------|--|
| TA site Ref                        | 6c  |                 |                               |                           |                      |                        |                         |                      |  |       |  |
| Area                               | Berkeley Cluster  |                 |                               |                           |                      |                        |                         |                      |  |       |  |
| Site Name                          | Berkeley, Slimbridge, Cambridge, Newport, Stone - Merged sites for strategic TA |                 |                               |                           |                      |                        |                         |                      |  |       |  |
| Development Proposal by option     | <b>1 – Concentrated Growth</b>  |                 | <b>2 – Wider Distribution</b> |                           | <b>3 - Dispersal</b> |                        | <b>4 – Growth Point</b> |                      |  |       |  |
|                                    | Res   | Emp             | Res                           | Emp                       | Res                  | Emp                    | Res                     | Emp                  |  |       |  |
| Peak Hour Trip rates by option     | 0   | 0               | 200                           | 0                         | 185                  | 0                      | 0                       | 0                    |  |       |  |
|                                    | AM  | PM              | AM                            | PM                        | AM                   | PM                     | AM                      | PM                   |  |       |  |
| 2011 Census Mode of Travel to work | 0   | 0               | 112                           | 122                       | 104                  | 113                    | 0                       | 0                    |  |       |  |
|                                    | Driving Car or Van (driving or passenger)                                       | Bus             |                               | Train                     |                      | Walk                   |                         | Cycle                |  | Other |  |
|                                    | 88%   | 1%              |                               | 1%                        |                      | 7%                     |                         | 2%                   |  | 2%    |  |
|                                    | Within Stroud District  | Within CSV area |                               | Within Forest of Cotswold |                      | Within West of England |                         | Within West Midlands |  | Other |  |
|                                    | 46%   | 13%             |                               | 4%                        |                      | 32%                    |                         | 1%                   |  | 3%    |  |

**Part B – Strategic Transport Assessment**

|   |   |
|---|---|
| <b>Strategic Road Network</b>   |   |
| Main SRN access corridor – volume of traffic  | Southbound M5 J14 - Northbound M5 J13 – 50k daily vehicle movements   |
| Known pinch points (existing evidence base)   | M5 J13 is a known pinchpoint and the cumulative impacts of growth within the A419 corridor require assessment.<br>M5 J14 is a pinchpoint restricting growth - work is required to resolve the issue. A multi funding package would be required from various developments. |
| <b>Major Road Network</b>   |   |
| Main MRN access corridor  | No proposed MRN in the vicinity of the site   |
| What type of road is it   |   |
| Volume of traffic flows   |   |
| Known pinch points  |   |
| <b>Local Road Network</b>   |   |
| Main highway access corridor  | B4066   |
| What type of road is it   | Suburban Link - 6k to 15k daily vehicle movements   |
| Known pinch points  | Assessment required - but access is an issue with the A38 & Alkington Lane - some form of major junctions or new highway access onto A38 may be required  |
| <b>Bus Network</b>  |   |
| Existing Bus services   | 6, 62, 207, X1, X6  |
| Identify services served by high frequency services (at least 1 bus per hour between 7am to 7pm)    |   |
| Identify locations served by high frequency services (at least 1 bus per hour between 7am to 7pm)   |   |
| <b>Rail Network</b>   |   |
| Identify approximate distance to nearest railway station or planned station                         | Cam & Dursley - 2 miles   |
| Identify locations served by high frequency services (at least 1 train per hour between 7am to 7pm) | Bristol & Gloucester  |
| Known access issues   | Parking/ walking and cycling access need improvements   |
| Known service or access improvements  | Ongoing work with West of England to extend MetroWest scheme to Gloucester to provide 30 minute frequency to Bristol  |
| <b>Walking and Cycling Network</b>  |   |
| How well is the cluster integrated into the existing walking and cycling network?                   | Village locations   |
| Identify major trip attractors within walking and cycling distance (2km walk or 5km cycle)          | Berkeley  |
| Known access issues   | Importance of integration with existing network   |
| Known access improvements   | Local assessment required   |

| Possible Infrastructure requirements by option | 1 – Concentrated Growth | 2 – Wider Distribution  | 3 - Dispersal   | 4 – Growth Point |
|--|-------------------------|---|---|------------------|
|  |                         | <ul style="list-style-type: none"> <li>Local highway access improvements may be required subject to local assessment</li> </ul> | <ul style="list-style-type: none"> <li>Local highway access improvements may be required subject to local assessment</li> </ul> |                  |

**Part C – RAG Assessment**

| RAG Assessments   | 1 – Concentrated Growth | 2 – Wider Distribution | 3 - Dispersal | 4 – Growth Point |
|---|-------------------------|------------------------|---------------|------------------|
| Likely scale of mitigation required                                 |                         |                        |               |                  |
| Cumulative impact of the site – linked to location of likely impact |                         |                        |               |                  |
| Existing car usage  |                         |                        |               |                  |
| Propensity of using passenger transport – before any mitigation     |                         |                        |               |                  |

## Part A - Site Context

|                                    |   |     |                               |     |                           |     |                         |     |                      |  |       |  |
|------------------------------------|---|-----|-------------------------------|-----|---------------------------|-----|-------------------------|-----|----------------------|--|-------|--|
| TA site Ref                        | 7a  |     |                               |     |                           |     |                         |     |                      |  |       |  |
| Area                               | Cam and Dursley                           |     |                               |     |                           |     |                         |     |                      |  |       |  |
| Site Name                          | Cam - North west Cam(A)                   |     |                               |     |                           |     |                         |     |                      |  |       |  |
| Development Proposal by option     | <b>1 – Concentrated Growth</b>            |     | <b>2 – Wider Distribution</b> |     | <b>3 - Dispersal</b>      |     | <b>4 – Growth Point</b> |     |                      |  |       |  |
|                                    | Res                                       | Emp | Res                           | Emp | Res                       | Emp | Res                     | Emp |                      |  |       |  |
|                                    | 1200                                      | 0   | 200                           | 0   | 100                       | 0   | 0                       | 0   |                      |  |       |  |
| Peak Hour Trip rates by option     | AM  | PM  | AM                            | PM  | AM                        | PM  | AM                      | PM  |                      |  |       |  |
|                                    | 673                                       | 731 | 112                           | 122 | 56                        | 61  | 0                       | 0   |                      |  |       |  |
| 2011 Census Mode of Travel to work | Driving Car or Van (driving or passenger) |     | Bus                           |     | Train                     |     | Walk                    |     | Cycle                |  | Other |  |
|                                    | 88%                                       |     | 1%                            |     | 1%                        |     | 7%                      |     | 2%                   |  | 2%    |  |
|                                    | Within Stroud District                    |     | Within CSV area               |     | Within Forest of Cotswold |     | Within West of England  |     | Within West Midlands |  | Other |  |
|                                    | 47%                                       |     | 12%                           |     | 4%                        |     | 33%                     |     | 1%                   |  | 3%    |  |

## Part B – Strategic Transport Assessment

|   |   |
|---|---|
| <b>Strategic Road Network</b>   |   |
| Main SRN access corridor – volume of traffic  | Southbound M5 J14 - Northbound M5 J13 – 50k daily vehicle movements   |
| Known pinch points (existing evidence base)   | M5 J13 is a known pinchpoint and the cumulative impacts of growth within the A419 corridor require assessment.<br>M5 J14 is a pinchpoint restricting growth - work is required to resolve the issue. A multi funding package would be required from various developments. |
| <b>Major Road Network</b>   |   |
| Main MRN access corridor  | No proposed MRN in the vicinity of the site   |
| What type of road is it   |   |
| Volume of traffic flows   |   |
| Known pinch points  |   |
| <b>Local Road Network</b>   |   |
| Main highway access corridor  | A4135   |
| What type of road is it   | Suburban / Primary Link with 10k to 15k vehicle movements   |
| Known pinch points  | Assessment required - junctions identified as having possible capacity issues including junctions with B4060 Woodfield Road & B4066 Dursley Road  |
| <b>Bus Network</b>  |   |
| Existing Bus services   | 60, 61, 62, 65, 101, 346, X1A, X3 & X11   |
| Identify services served by high frequency services (at least 1 bus per hour between 7am to 7pm)    | 61 (60mins)   |
| Identify locations served by high frequency services (at least 1 bus per hour between 7am to 7pm)   | 61 Stroud - Stonehouse - Eastington - Dursley – Woodmancote   |
| <b>Rail Network</b>   |   |
| Identify approximate distance to nearest railway station or planned station                         | Cam & Dursley under 1 mile  |
| Identify locations served by high frequency services (at least 1 train per hour between 7am to 7pm) | Bristol & Gloucester  |
| Known access issues   | Parking needs to be improved as does walking and cycling access   |
| Known service or access improvements  | Ongoing work with West of England to extend MetroWest scheme to Gloucester to provide 30 minute frequency to Bristol  |
| <b>Walking and Cycling Network</b>  |   |
| How well is the cluster integrated into the existing walking and cycling network?                   | Urban extension   |
| Identify major trip attractors within walking and cycling distance (2km walk or 5km cycle)          | 2km -Cam (including Cam & Dursley station) - 5km - Dursley, Berkeley & Stroudwater Business park  |
| Known access issues   | Improved links to station   |
| Known access improvements   | Many of the roads are highly accessible - but with increased traffic -may need to look to providing traffic free links to the station (multiple funding sources may be required)  |



| Possible Infrastructure requirements by option | 1 – Concentrated Growth   | 2 – Wider Distribution   | 3 - Dispersal | 4 – Growth Point |
|--|---|--|---------------|------------------|
|  | <ul style="list-style-type: none"> <li>• M5 J13 – capacity improvement</li> <li>• M5 J14 capacity improvement</li> <li>• Bus service frequency increase and better linkages to railway station</li> <li>• Improved cycle linkages to station</li> <li>• Upgrade to Cam &amp; Dursley station</li> </ul> | <ul style="list-style-type: none"> <li>• Improved cycle linkages to station</li> <li>• Upgrade to Cam &amp; Dursley station</li> </ul> |               |                  |

**Part C – RAG Assessment**

| RAG Assessments   | 1 – Concentrated Growth | 2 – Wider Distribution | 3 - Dispersal | 4 – Growth Point |
|---|-------------------------|------------------------|---------------|------------------|
| Likely scale of mitigation required                                 |                         |                        |               |                  |
| Cumulative impact of the site – linked to location of likely impact |                         |                        |               |                  |
| Existing car usage  |                         |                        |               |                  |
| Propensity of using passenger transport – before any mitigation     |                         |                        |               |                  |

## Part A - Site Context

|                                    |   |     |                               |                           |                        |                      |                         |     |
|------------------------------------|---|-----|-------------------------------|---------------------------|------------------------|----------------------|-------------------------|-----|
| TA site Ref                        | 7b  |     |                               |                           |                        |                      |                         |     |
| Area                               | Cam and Dursley                           |     |                               |                           |                        |                      |                         |     |
| Site Name                          | Cam - North east Cam (C/D/E)              |     |                               |                           |                        |                      |                         |     |
| Development Proposal by option     | <b>1 – Concentrated Growth</b>            |     | <b>2 – Wider Distribution</b> |                           | <b>3 - Dispersal</b>   |                      | <b>4 – Growth Point</b> |     |
|                                    | Res                                       | Emp | Res                           | Emp                       | Res                    | Emp                  | Res                     | Emp |
|                                    | 300                                       | 0   | 750                           | 0                         | 110                    | 0                    | 0                       | 0   |
| Peak Hour Trip rates by option     | AM  | PM  | AM                            | PM                        | AM                     | PM                   | AM                      | PM  |
|                                    | 168                                       | 183 | 421                           | 457                       | 62                     | 67                   | 0                       | 0   |
| 2011 Census Mode of Travel to work | Driving Car or Van (driving or passenger) |     | Bus                           | Train                     | Walk                   | Cycle                | Other                   |     |
|                                    | 88%                                       |     | 1%                            | 1%                        | 7%                     | 2%                   | 2%                      |     |
|                                    | Within Stroud District                    |     | Within CSV area               | Within Forest of Cotswold | Within West of England | Within West Midlands | Other                   |     |
|                                    | 47%                                       |     | 12%                           | 4%                        | 33%                    | 1%                   | 3%                      |     |

## Part B – Strategic Transport Assessment

|   |   |
|---|---|
| <b>Strategic Road Network</b>   |   |
| Main SRN access corridor – volume of traffic  | Southbound M5 J14 - Northbound M5 J13 – 50k daily vehicle movements   |
| Known pinch points (existing evidence base)   | M5 J13 is a known pinchpoint and the cumulative impacts of growth within the A419 corridor require assessment.<br>M5 J14 is a pinchpoint restricting growth - work is required to resolve the issue. A multi funding package would be required from various developments. |
| <b>Major Road Network</b>   |   |
| Main MRN access corridor  | No proposed MRN in the vicinity of the site   |
| What type of road is it   |   |
| Volume of traffic flows   |   |
| Known pinch points  |   |
| <b>Local Road Network</b>   |   |
| Main highway access corridor  | A4135   |
| What type of road is it   | Suburban / Primary Link with 10k to 15k vehicle movements   |
| Known pinch points  | Assessment required - junctions identified as having possible capacity issues including junctions with B4060 Woodfield Road & B4066 Dursley Road  |
| <b>Bus Network</b>  |   |
| Existing Bus services   | 60, 61, 62, 65, 101, 346, X1A, X3 & X11   |
| Identify services served by high frequency services (at least 1 bus per hour between 7am to 7pm)    | 61 (60mins)   |
| Identify locations served by high frequency services (at least 1 bus per hour between 7am to 7pm)   | 61 Stroud - Stonehouse - Eastington - Dursley – Woodmancote   |
| <b>Rail Network</b>   |   |
| Identify approximate distance to nearest railway station or planned station                         | Cam & Dursley under 1 mile  |
| Identify locations served by high frequency services (at least 1 train per hour between 7am to 7pm) | Bristol & Gloucester  |
| Known access issues   | Parking needs to be improved as does walking and cycling access   |
| Known service or access improvements  | Ongoing work with West of England to extend MetroWest scheme to Gloucester to provide 30 minute frequency to Bristol  |
| <b>Walking and Cycling Network</b>  |   |
| How well is the cluster integrated into the existing walking and cycling network?                   | Urban extension   |
| Identify major trip attractors within walking and cycling distance (2km walk or 5km cycle)          | 2km -Cam (including Cam & Dursley station) - 5km - Dursley, Berkeley & Stroudwater Business park  |
| Known access issues   | Improved links to station   |
| Known access improvements   | Many of the roads are highly accessible - but with increased traffic -may need to look to providing traffic free links to the station (multiple funding sources may be required)  |

| Possible Infrastructure requirements by option | 1 – Concentrated Growth   | 2 – Wider Distribution  | 3 - Dispersal | 4 – Growth Point |
|--|---|---|---------------|------------------|
|  | <ul style="list-style-type: none"> <li>M5 J13 – capacity improvement</li> <li>M5 J14 capacity improvement</li> <li>New bus routes required</li> <li>Walking and cycling links to Cam &amp; Dursley station</li> </ul> | <ul style="list-style-type: none"> <li>M5 J13 – capacity improvement</li> <li>M5 J14 capacity improvement</li> <li>New bus routes required</li> <li>Walking and cycling links to Cam &amp; Dursley station</li> <li>Upgrade to Cam &amp; Dursley station</li> </ul> |               |                  |

**Part C – RAG Assessment**

| RAG Assessments   | 1 – Concentrated Growth | 2 – Wider Distribution | 3 - Dispersal | 4 – Growth Point |
|---|-------------------------|------------------------|---------------|------------------|
| Likely scale of mitigation required                                 |                         |                        |               |                  |
| Cumulative impact of the site – linked to location of likely impact |                         |                        |               |                  |
| Existing car usage  |                         |                        |               |                  |
| Propensity of using passenger transport – before any mitigation     |                         |                        |               |                  |

## Part A - Site Context

|                                    |   |     |                               |                           |                        |                      |                         |     |
|------------------------------------|---|-----|-------------------------------|---------------------------|------------------------|----------------------|-------------------------|-----|
| TA site Ref                        | 7c  |     |                               |                           |                        |                      |                         |     |
| Area                               | Cam and Dursley   |     |                               |                           |                        |                      |                         |     |
| Site Name                          | Cam, Dursley, Nympsfield, Stinchcombe - Merged sites for strategic TA |     |                               |                           |                        |                      |                         |     |
| Development Proposal by option     | <b>1 – Concentrated Growth</b>  |     | <b>2 – Wider Distribution</b> |                           | <b>3 - Dispersal</b>   |                      | <b>4 – Growth Point</b> |     |
|                                    | Res   | Emp | Res                           | Emp                       | Res                    | Emp                  | Res                     | Emp |
|                                    | 250   | 0   | 250                           | 0                         | 290                    | 0                    | 0                       | 0   |
| Peak Hour Trip rates by option     | AM  | PM  | AM                            | PM                        | AM                     | PM                   | AM                      | PM  |
|                                    | 140   | 152 | 140                           | 152                       | 163                    | 177                  | 0                       | 0   |
| 2011 Census Mode of Travel to work | Driving Car or Van (driving or passenger)                             |     | Bus                           | Train                     | Walk                   | Cycle                | Other                   |     |
|                                    | 88%   |     | 1%                            | 1%                        | 7%                     | 2%                   | 2%                      |     |
|                                    | Within Stroud District  |     | Within CSV area               | Within Forest of Cotswold | Within West of England | Within West Midlands | Other                   |     |
|                                    | 47%   |     | 12%                           | 4%                        | 33%                    | 1%                   | 3%                      |     |

## Part B – Strategic Transport Assessment

|   |   |
|---|---|
| <b>Strategic Road Network</b>   |   |
| Main SRN access corridor – volume of traffic  | Southbound M5 J14 - Northbound M5 J13 – 50k daily vehicle movements   |
| Known pinch points (existing evidence base)   | M5 J13 is a known pinchpoint and the cumulative impacts of growth within the A419 corridor require assessment.<br>M5 J14 is a pinchpoint restricting growth - work is required to resolve the issue. A multi funding package would be required from various developments. |
| <b>Major Road Network</b>   |   |
| Main MRN access corridor  | No proposed MRN in the vicinity of the site   |
| What type of road is it   |   |
| Volume of traffic flows   |   |
| Known pinch points  |   |
| <b>Local Road Network</b>   |   |
| Main highway access corridor  | A4135   |
| What type of road is it   | Suburban / Primary Link with 10k to 15k vehicle movements   |
| Known pinch points  | Assessment required - junctions identified as having possible capacity issues including junctions with B4060 Woodfield Road & B4066 Dursley Road  |
| <b>Bus Network</b>  |   |
| Existing Bus services   | 60, 61, 62, 65, 101, 346, X1A, X3 & X11   |
| Identify services served by high frequency services (at least 1 bus per hour between 7am to 7pm)    | 61 (60mins)   |
| Identify locations served by high frequency services (at least 1 bus per hour between 7am to 7pm)   | 61 Stroud - Stonehouse - Eastington - Dursley – Woodmancote   |
| <b>Rail Network</b>   |   |
| Identify approximate distance to nearest railway station or planned station                         | Cam & Dursley under 1 mile  |
| Identify locations served by high frequency services (at least 1 train per hour between 7am to 7pm) | Bristol & Gloucester  |
| Known access issues   | Parking needs to be improved as does walking and cycling access   |
| Known service or access improvements  | Ongoing work with West of England to extend MetroWest scheme to Gloucester to provide 30 minute frequency to Bristol  |
| <b>Walking and Cycling Network</b>  |   |
| How well is the cluster integrated into the existing walking and cycling network?                   | Urban extension   |
| Identify major trip attractors within walking and cycling distance (2km walk or 5km cycle)          | 2km -Cam (including Cam & Dursley station) - 5km - Dursley, Berkeley & Stroudwater Business park  |
| Known access issues   | Improved links to station   |
| Known access improvements   | Many of the roads are highly accessible - but with increased traffic -may need to look to providing traffic free links to the station (multiple funding sources may be required)  |

| Possible Infrastructure requirements by option | 1 – Concentrated Growth  | 2 – Wider Distribution   | 3 - Dispersal  | 4 – Growth Point |
|--|--|--|--|------------------|
|  | <ul style="list-style-type: none"> <li>Improved cycle linkages to station</li> <li>Upgrade to Cam &amp; Dursley station</li> </ul> | <ul style="list-style-type: none"> <li>Improved cycle linkages to station</li> <li>Upgrade to Cam &amp; Dursley station</li> </ul> | <ul style="list-style-type: none"> <li>Improved cycle linkages to station</li> <li>Upgrade to Cam &amp; Dursley station</li> </ul> |                  |

**Part C – RAG Assessment**

| RAG Assessments   | 1 – Concentrated Growth | 2 – Wider Distribution | 3 - Dispersal | 4 – Growth Point |
|---|-------------------------|------------------------|---------------|------------------|
| Likely scale of mitigation required                                 |                         |                        |               |                  |
| Cumulative impact of the site – linked to location of likely impact |                         |                        |               |                  |
| Existing car usage  |                         |                        |               |                  |
| Propensity of using passenger transport – before any mitigation     |                         |                        |               |                  |

**Part A - Site Context**

|                                    |   |     |                               |                           |                        |                      |                         |     |
|------------------------------------|---|-----|-------------------------------|---------------------------|------------------------|----------------------|-------------------------|-----|
| TA site Ref                        | 8a  |     |                               |                           |                        |                      |                         |     |
| Area                               | Wotton Cluster  |     |                               |                           |                        |                      |                         |     |
| Site Name                          | Wotton under Edge, Kingswood, North Nibley, Hillesley - Merged sites for strategic TA |     |                               |                           |                        |                      |                         |     |
| Development Proposal by option     | <b>1 – Concentrated Growth</b>  |     | <b>2 – Wider Distribution</b> |                           | <b>3 - Dispersal</b>   |                      | <b>4 – Growth Point</b> |     |
|                                    | Res   | Emp | Res                           | Emp                       | Res                    | Emp                  | Res                     | Emp |
|                                    | 0   | 0   | 200                           | 0                         | 100                    | 0                    | 0                       | 0   |
| Peak Hour Trip rates by option     | AM  | PM  | AM                            | PM                        | AM                     | PM                   | AM                      | PM  |
|                                    | 0   | 0   | 112                           | 122                       | 56                     | 61                   | 0                       | 0   |
| 2011 Census Mode of Travel to work | Driving Car or Van (driving or passenger)   |     | Bus                           | Train                     | Walk                   | Cycle                | Other                   |     |
|                                    | 85%   |     | 1%                            | 1%                        | 11%                    | 2%                   | 1%                      |     |
|                                    | Within Stroud District  |     | Within CSV area               | Within Forest of Cotswold | Within West of England | Within West Midlands | Other                   |     |
|                                    | 44%   |     | 12%                           | 4%                        | 38%                    | 1%                   | 6%                      |     |

**Part B – Strategic Transport Assessment**

|   |   |
|---|---|
| <b>Strategic Road Network</b>   |   |
| Main SRN access corridor – volume of traffic  | Southbound M5 J14 -- 50k daily vehicle movements  |
| Known pinch points (existing evidence base)   | M5 J14 is a pinchpoint restricting growth - work is required to resolve the issue. A multi funding package would be required from various developments. |
| <b>Major Road Network</b>   |   |
| Main MRN access corridor  | No proposed MRN in the vicinity of the site   |
| What type of road is it   |   |
| Volume of traffic flows   |   |
| Known pinch points  |   |
| <b>Local Road Network</b>   |   |
| Main highway access corridor  | B4060   |
| What type of road is it   | District Link - <6k vehicle movements   |
| Known pinch points  | Local Assessment required   |
| <b>Bus Network</b>  |   |
| Existing Bus services   | 60, 63, 84, 85, 288, 626, X11   |
| Identify services served by high frequency services (at least 1 bus per hour between 7am to 7pm)    | 84 / 85 (60 mins)   |
| Identify locations served by high frequency services (at least 1 bus per hour between 7am to 7pm)   | 84/85 Yate  |
| <b>Rail Network</b>   |   |
| Identify approximate distance to nearest railway station or planned station                         | Cam & Dursley - 7 miles - Possible new station in Charfield - 3 miles   |
| Identify locations served by high frequency services (at least 1 train per hour between 7am to 7pm) | Bristol & Gloucester  |
| Known access issues   | Parking needs to be improved as does walking and cycling access   |
| Known service or access improvements  | Ongoing work with West of England to extend MetroWest scheme to Gloucester to provide 30 minute frequency to Bristol                                    |
| <b>Walking and Cycling Network</b>  |   |
| How well is the cluster integrated into the existing walking and cycling network?                   | Urban extension   |
| Identify major trip attractors within walking and cycling distance (2km walk or 5km cycle)          | 2km -Kingswood - 5km - Charfield & Dursley  |
| Known access issues   | Local assessment required   |
| Known access improvements   | Improved linkages to Charfield  |

| Possible Infrastructure requirements by option | 1 – Concentrated Growth | 2 – Wider Distribution  | 3 - Dispersal   | 4 – Growth Point |
|--|-------------------------|---|---|------------------|
|  |                         | <ul style="list-style-type: none"> <li>Local highway access improvements may be required subject to local assessment</li> </ul> | <ul style="list-style-type: none"> <li>Local highway access improvements may be required subject to local assessment</li> </ul> |                  |

**Part C – RAG Assessment**

| RAG Assessments   | 1 – Concentrated Growth | 2 – Wider Distribution | 3 - Dispersal | 4 – Growth Point |
|---|-------------------------|------------------------|---------------|------------------|
| Likely scale of mitigation required                                 |                         |                        |               |                  |
| Cumulative impact of the site – linked to location of likely impact |                         |                        |               |                  |
| Existing car usage  |                         |                        |               |                  |
| Propensity of using passenger transport – before any mitigation     |                         |                        |               |                  |