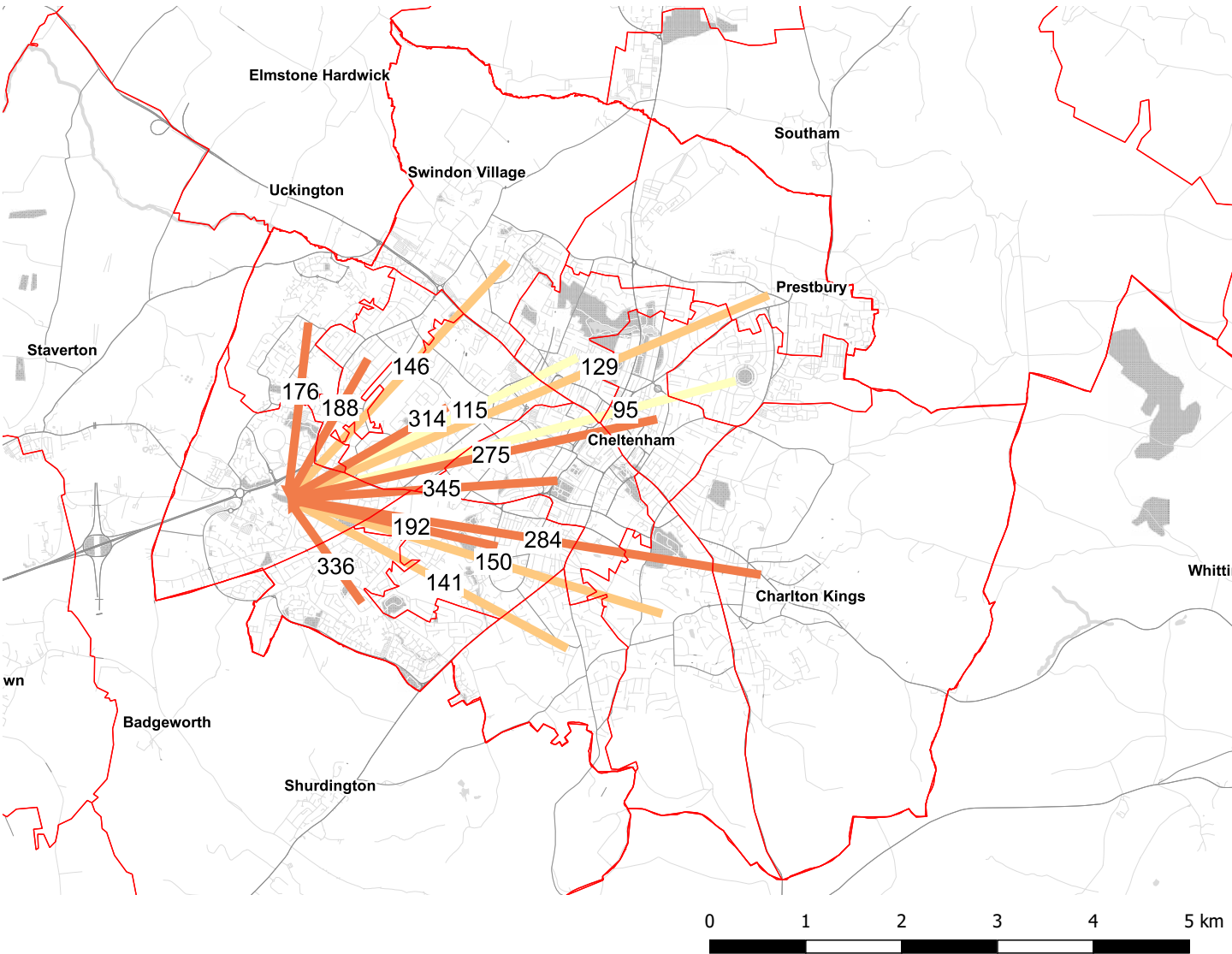


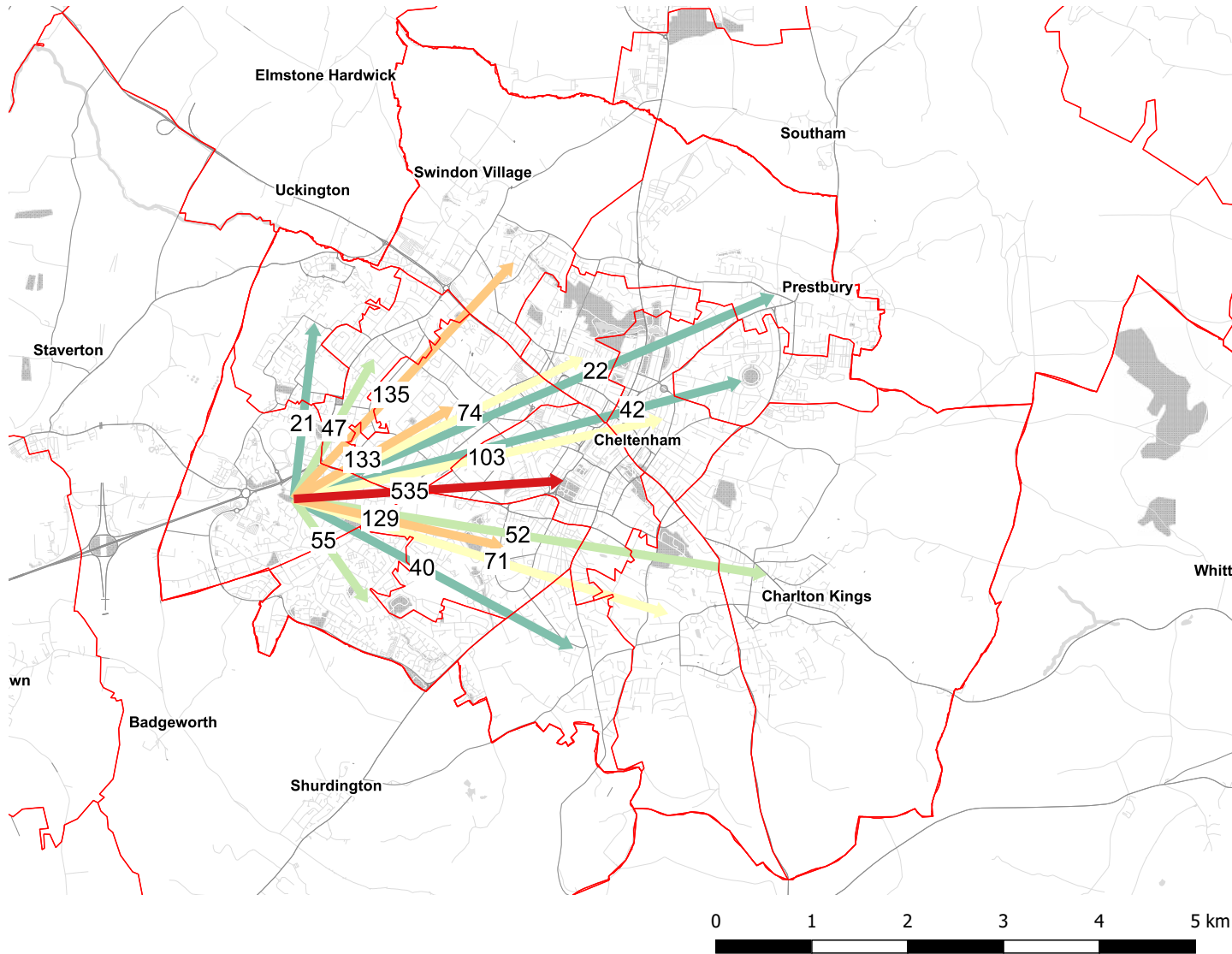
TRAVEL TO WORK MSOA E02004609

Travel to Workplace MSOA E02004609



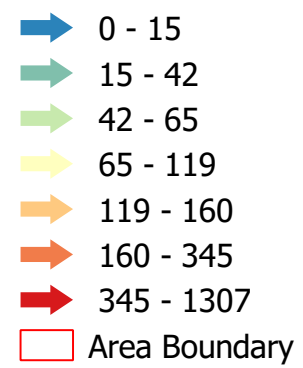
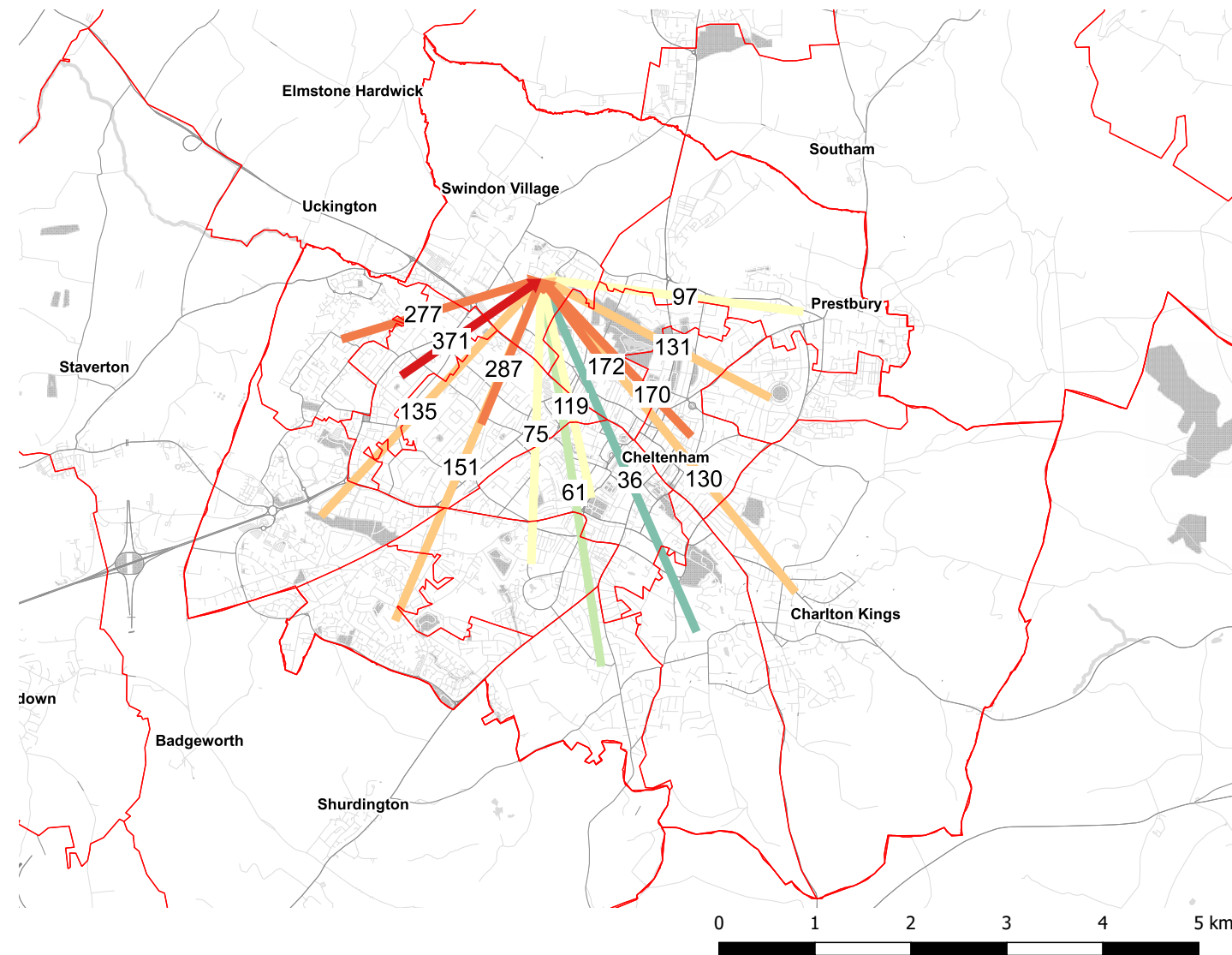
- 0 - 15
- 15 - 42
- 42 - 65
- 65 - 119
- 119 - 160
- 160 - 345
- 345 - 1307
- Area Boundary

Travel from Residence MSOA E02004609

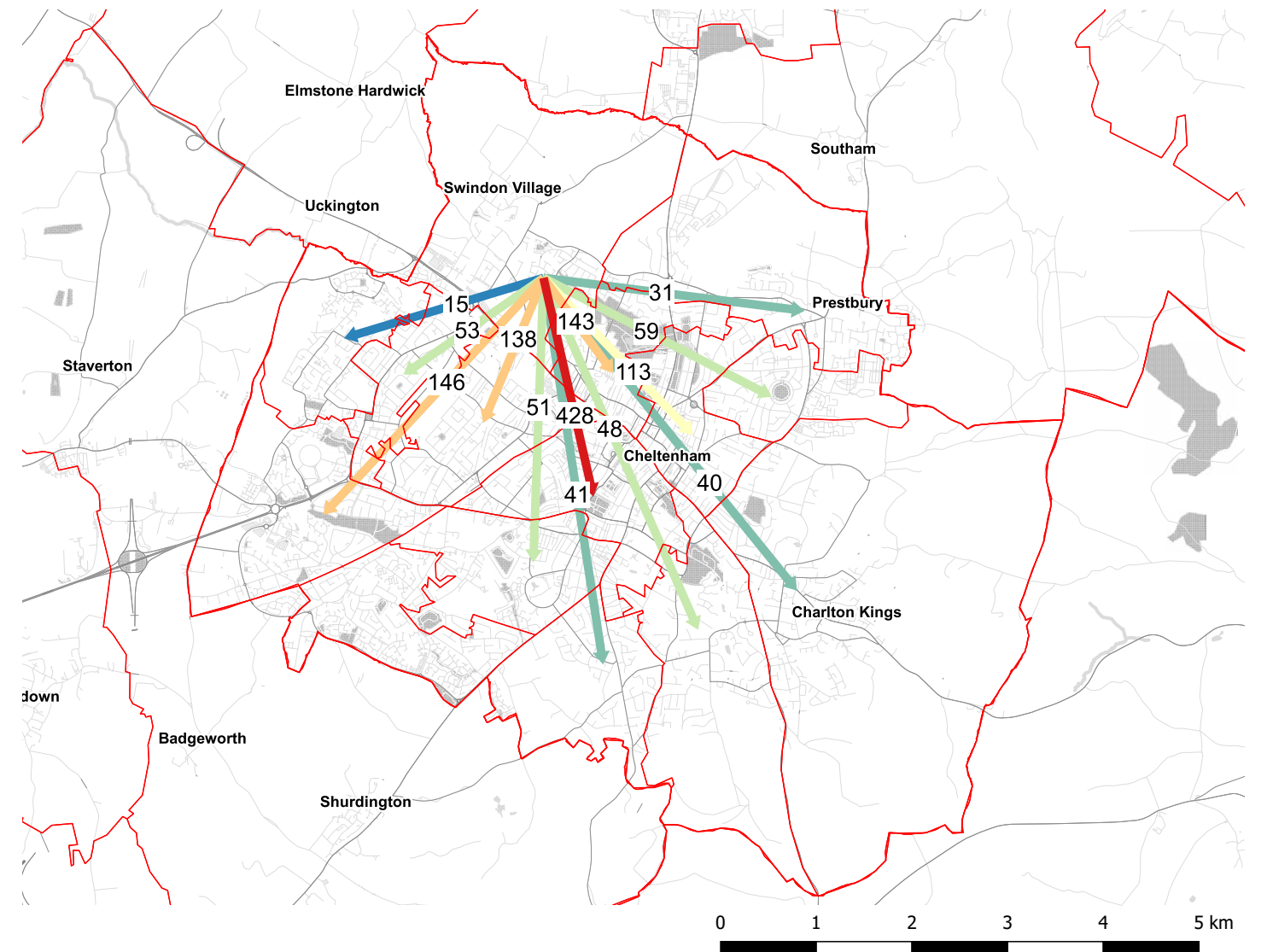


TRAVEL TO WORK MSOA E02004600

Travel to Workplace MSOA E02004600

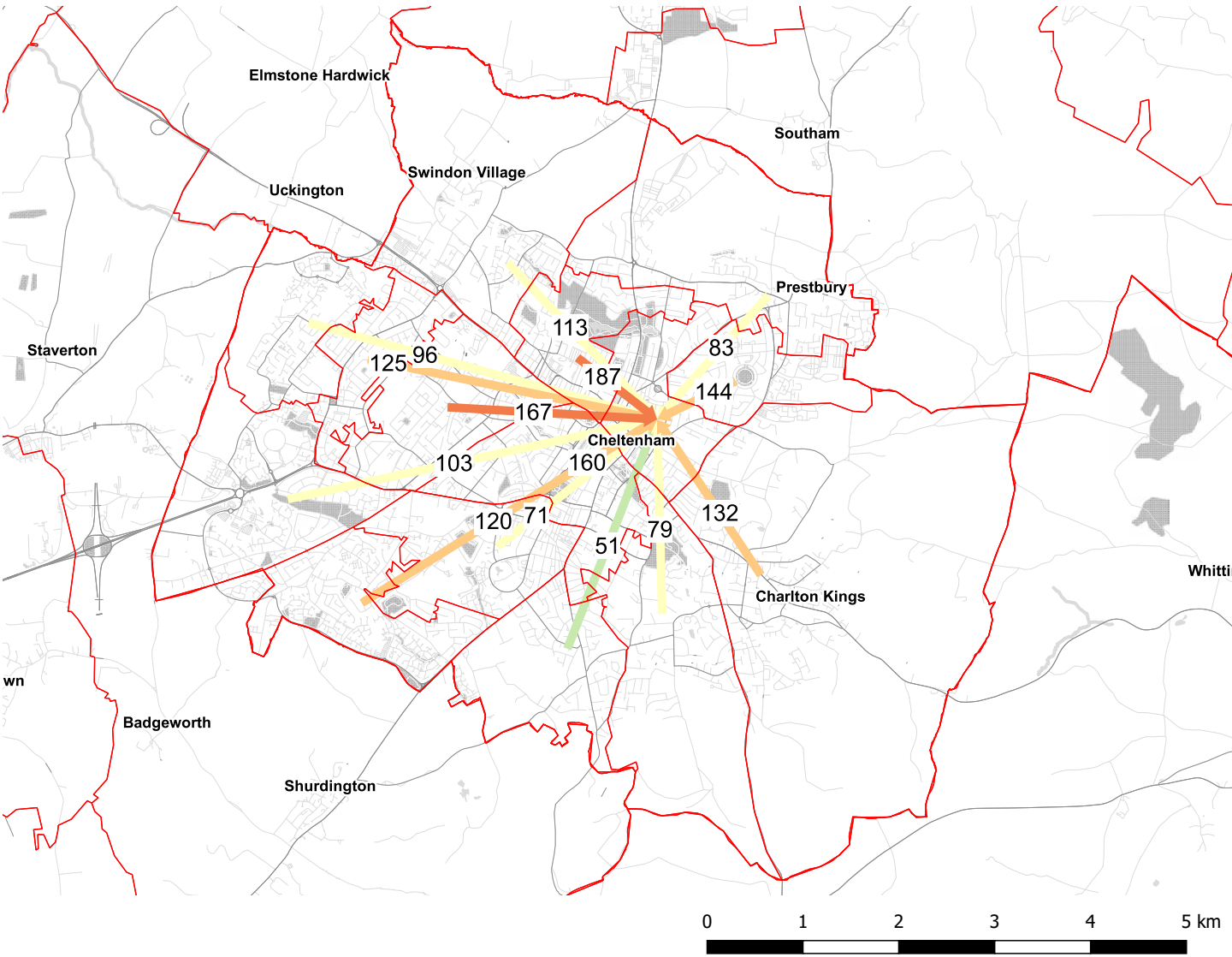


Travel from Residence MSOA E02004600



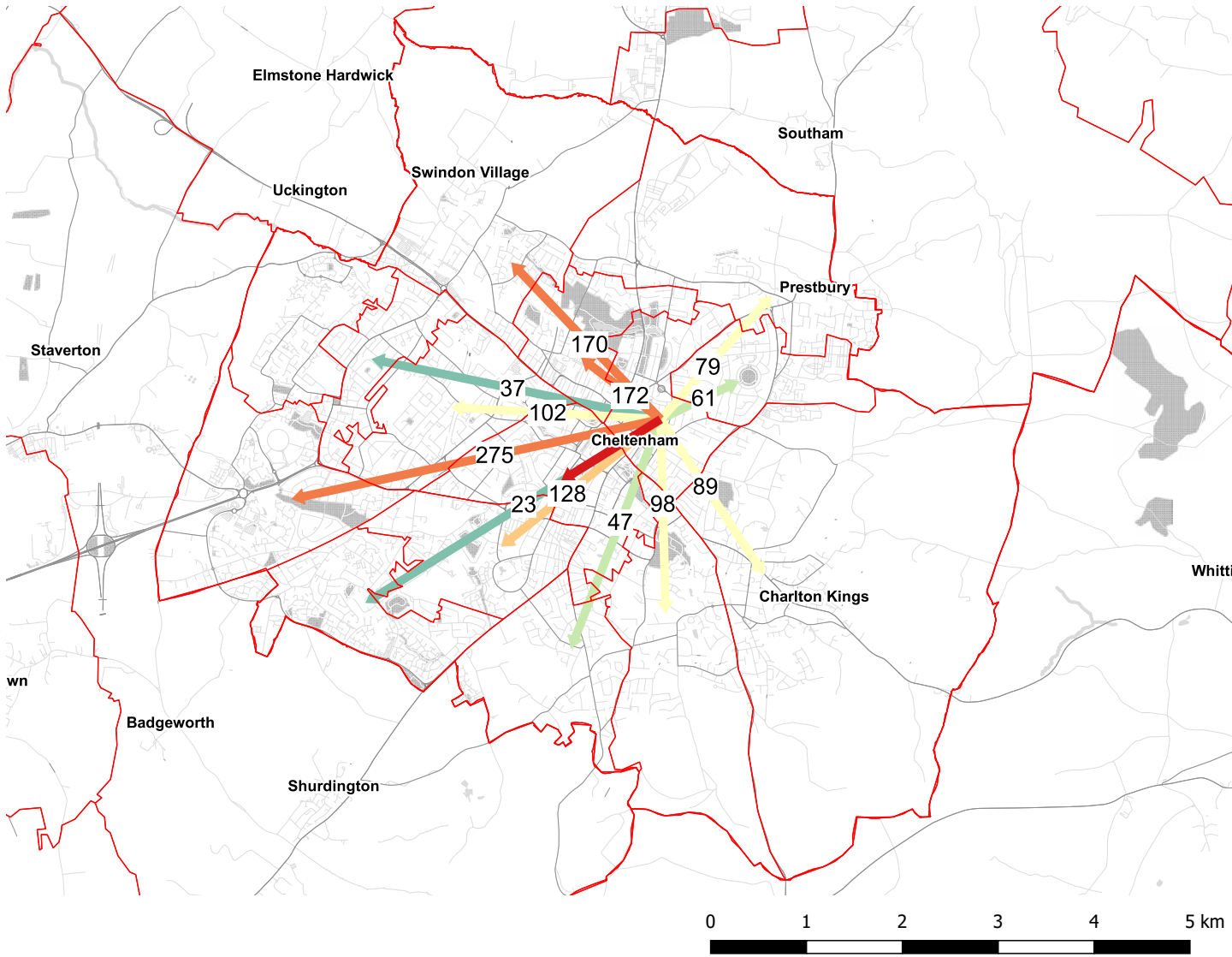
TRAVEL TO WORK MSOA E02004607

Travel to Workplace MSOA E02004607



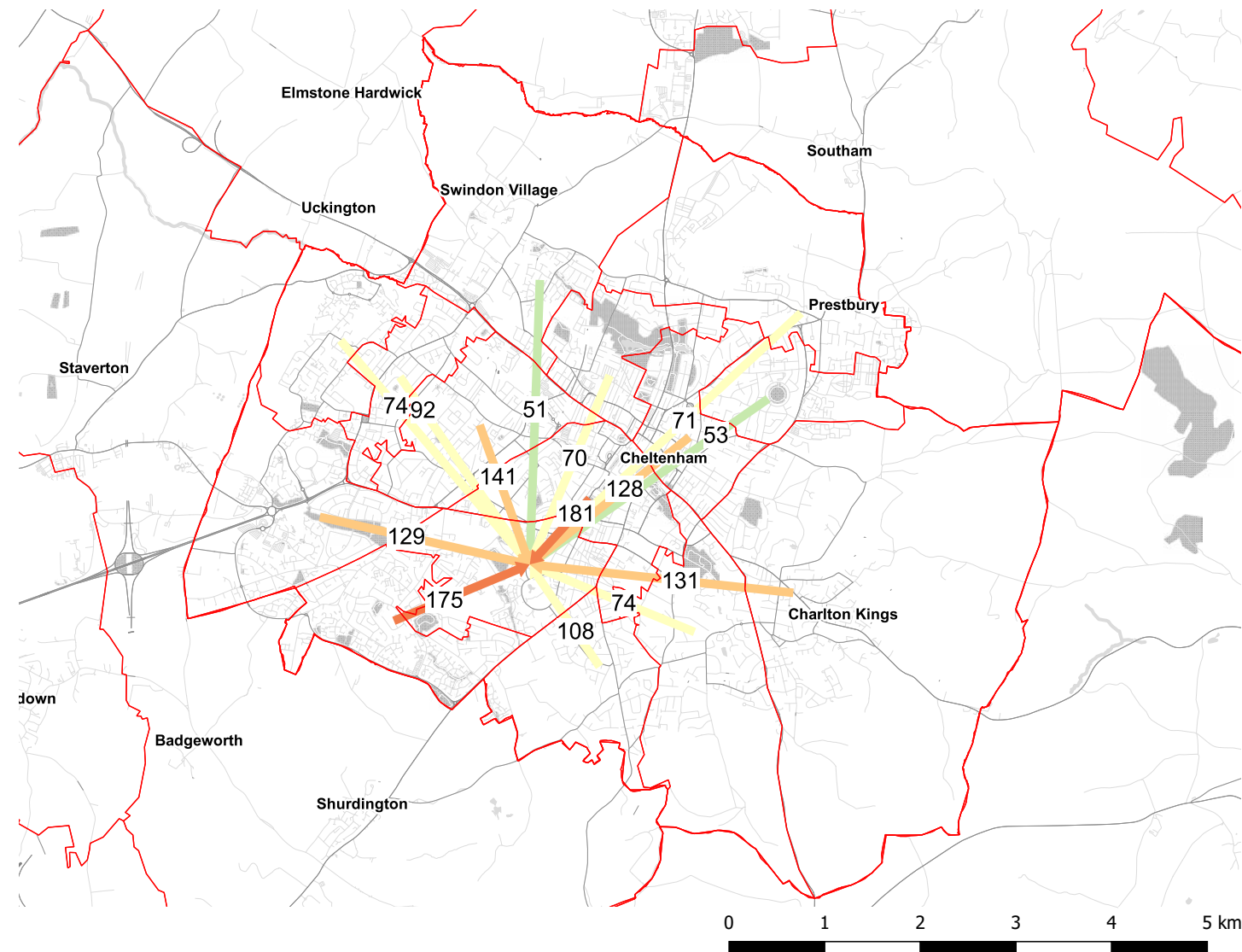
- 0 - 15
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- 42 - 65
- 65 - 119
- 119 - 160
- 160 - 345
- 345 - 1307
- Area Boundary

Travel from Residence MSOA E02004607



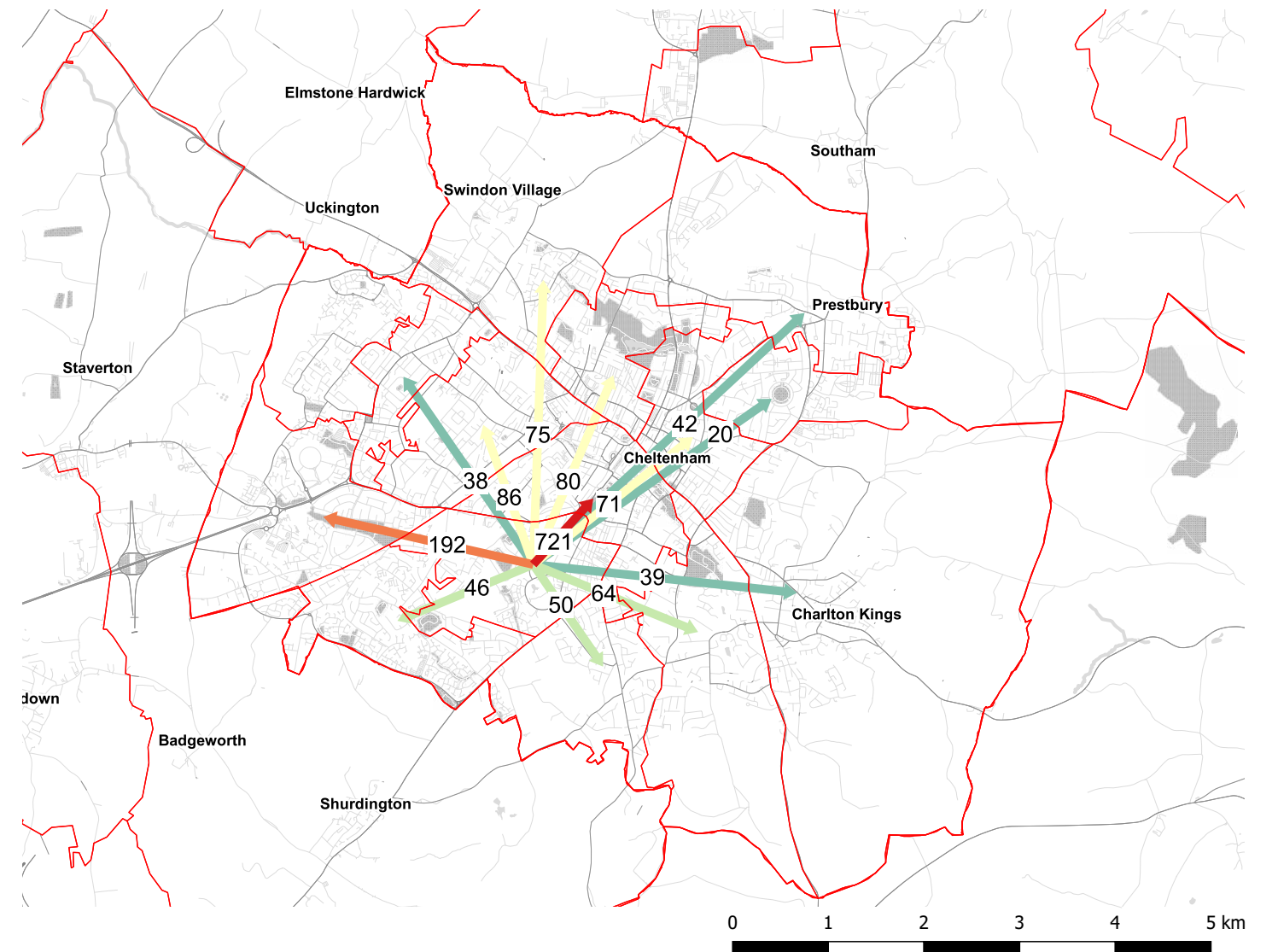
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Travel to Workplace MSOA E02004610



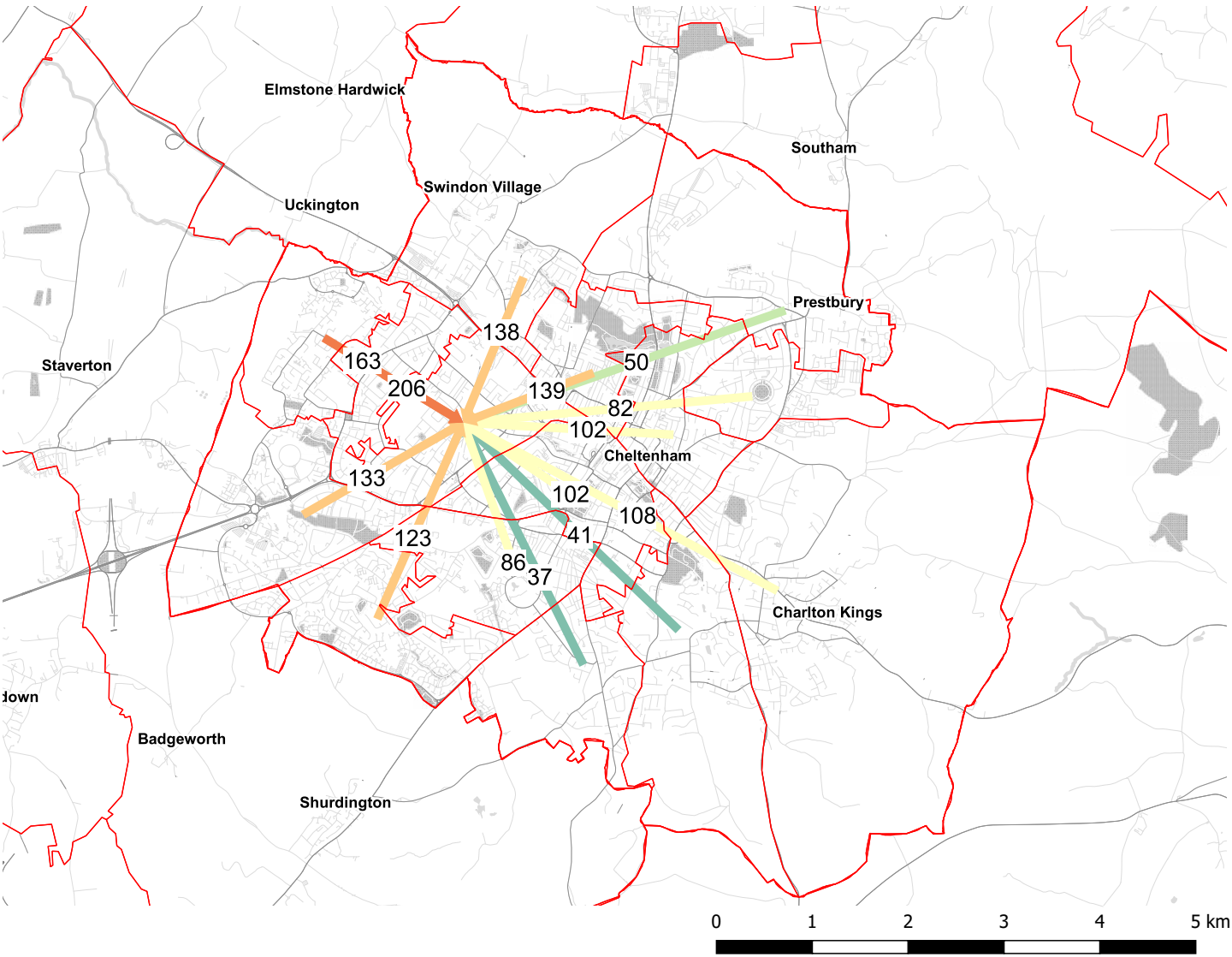
- ➡ 0 - 15
- ➡ 15 - 42
- ➡ 42 - 65
- ➡ 65 - 119
- ➡ 119 - 160
- ➡ 160 - 345
- ➡ 345 - 1307
- Area Boundary

Travel from Residence MSOA E02004610



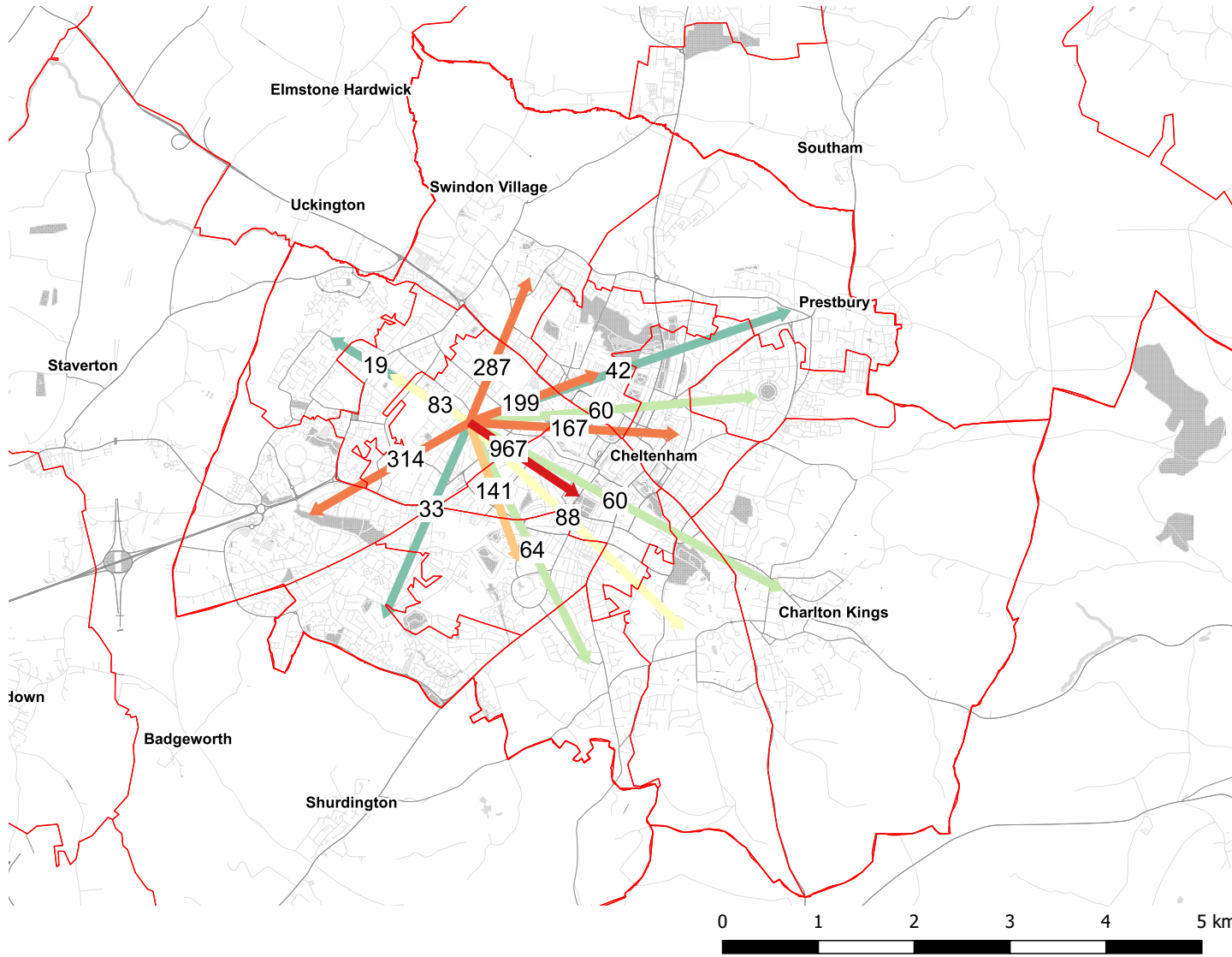
TRAVEL TO WORK MSOA E02004606

Travel to Workplace MSOA E02004606



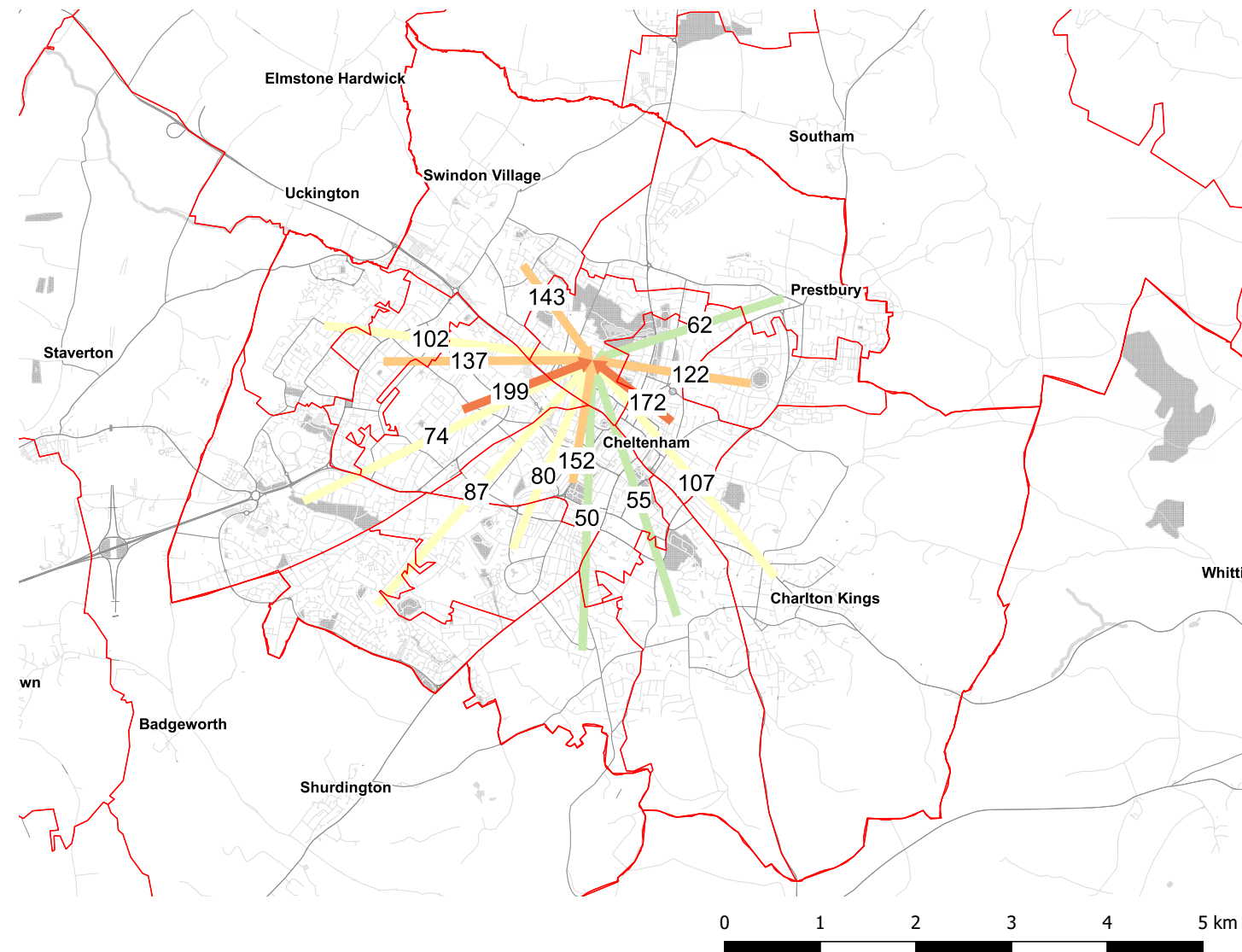
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- 119 - 160
- 160 - 345
- 345 - 1307
- Area Boundary

Travel from Residence MSOA E02004606



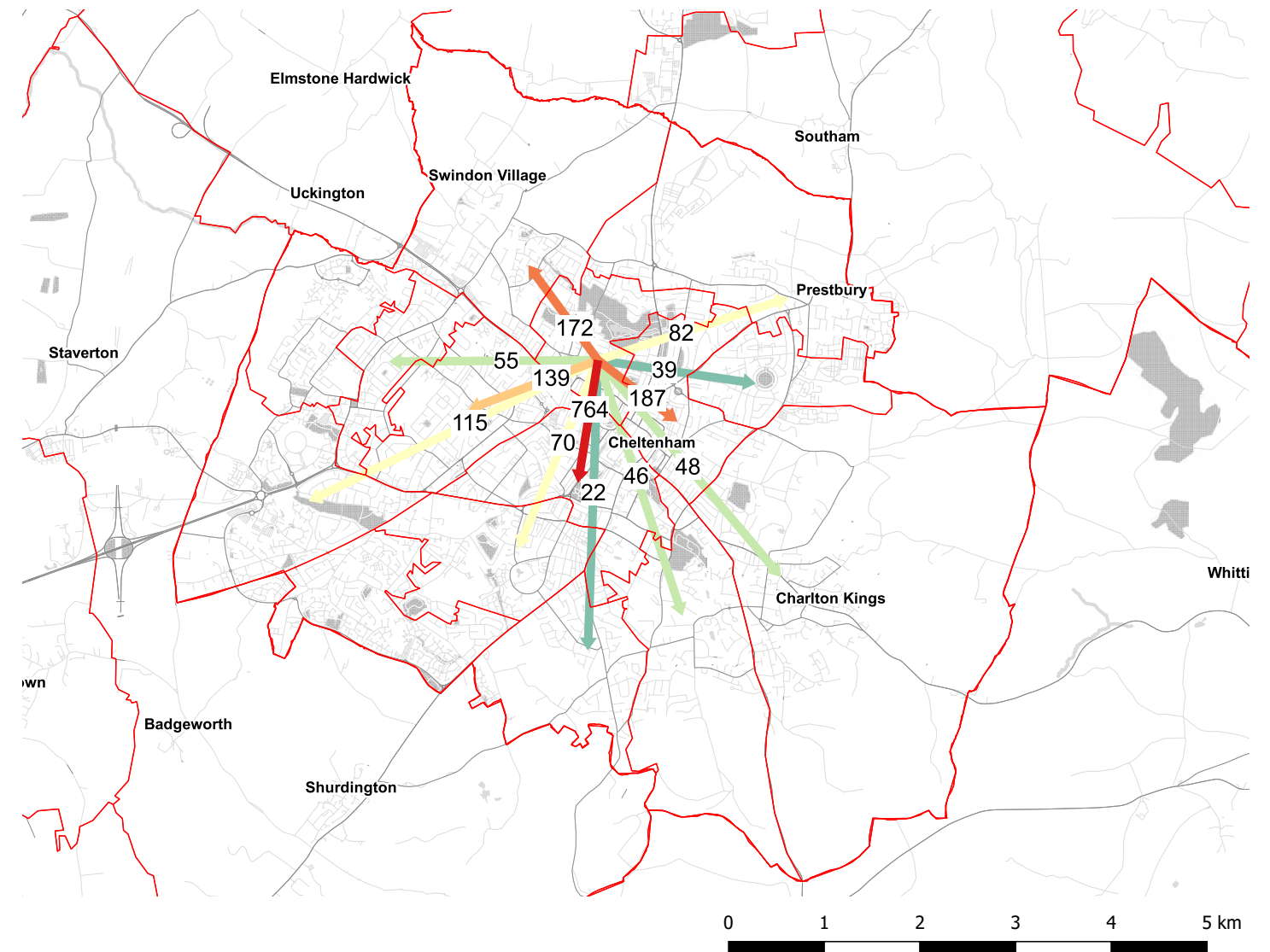
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Travel to Workplace MSOA E02004603



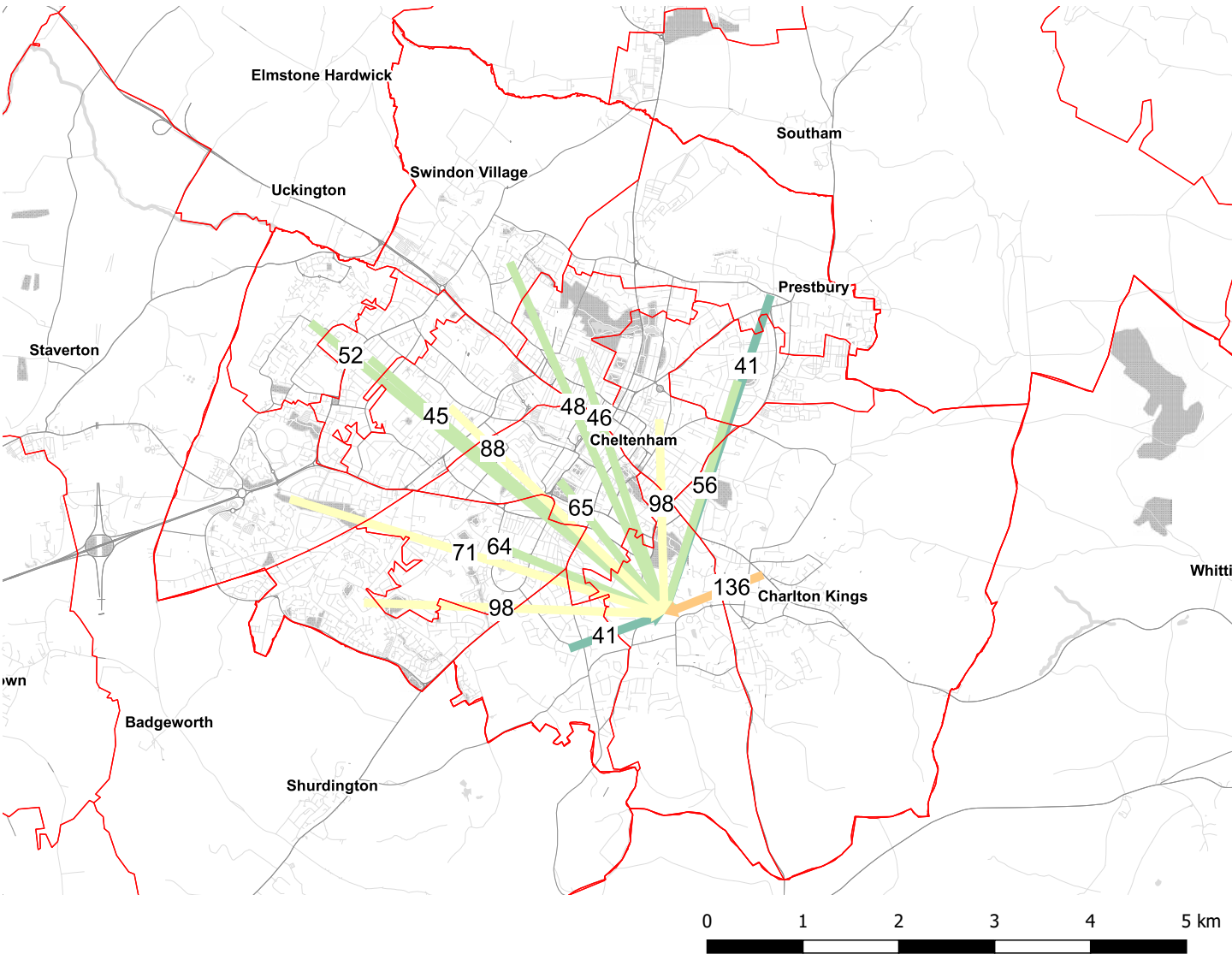
- ➡ 0 - 15
- ➡ 15 - 42
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- ➡ 119 - 160
- ➡ 160 - 345
- ➡ 345 - 1307
- Area Boundary

Travel from Residence MSOA E02004603



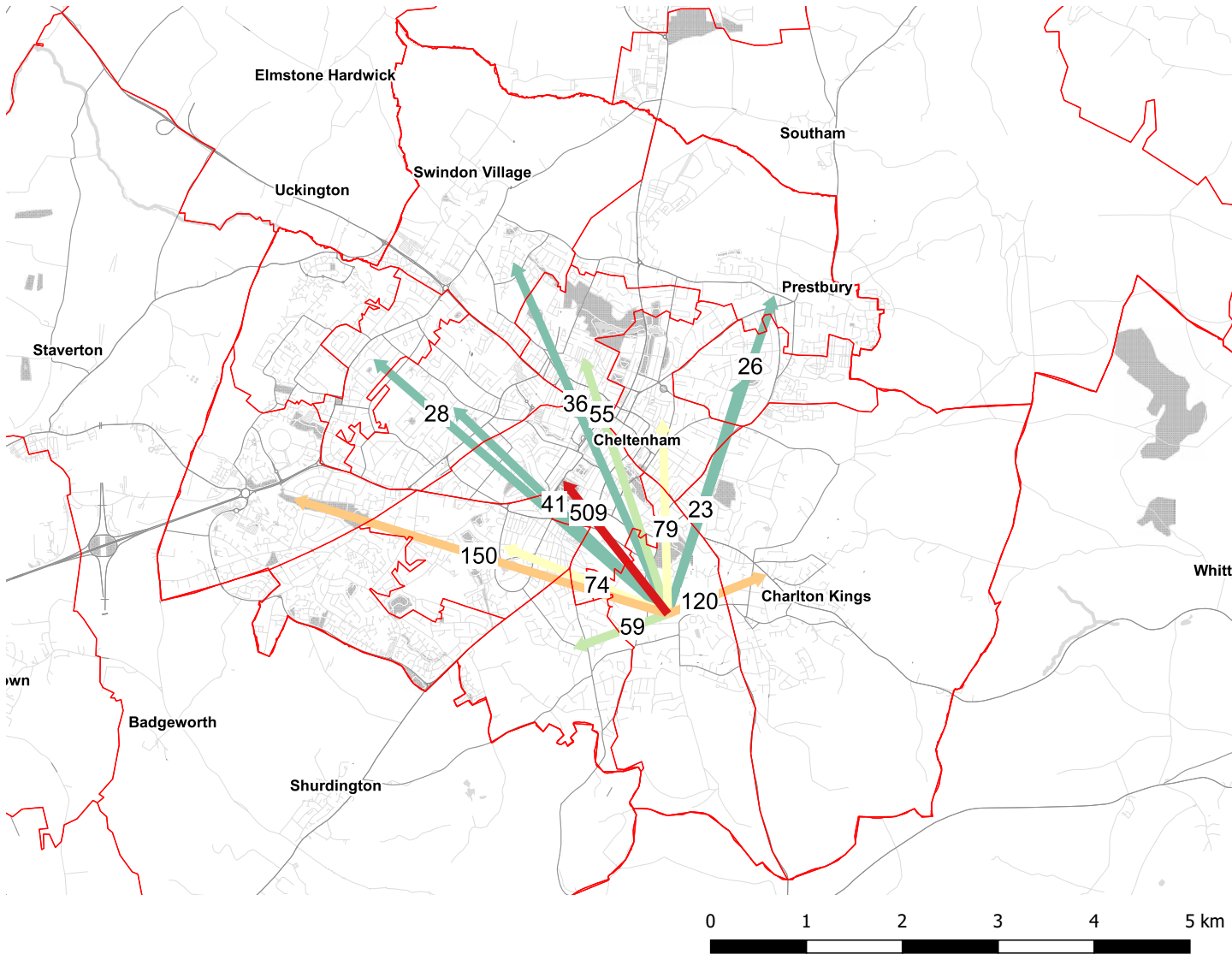
TRAVEL TO WORK
MSOA E02004613

Travel to Workplace MSOA E02004613



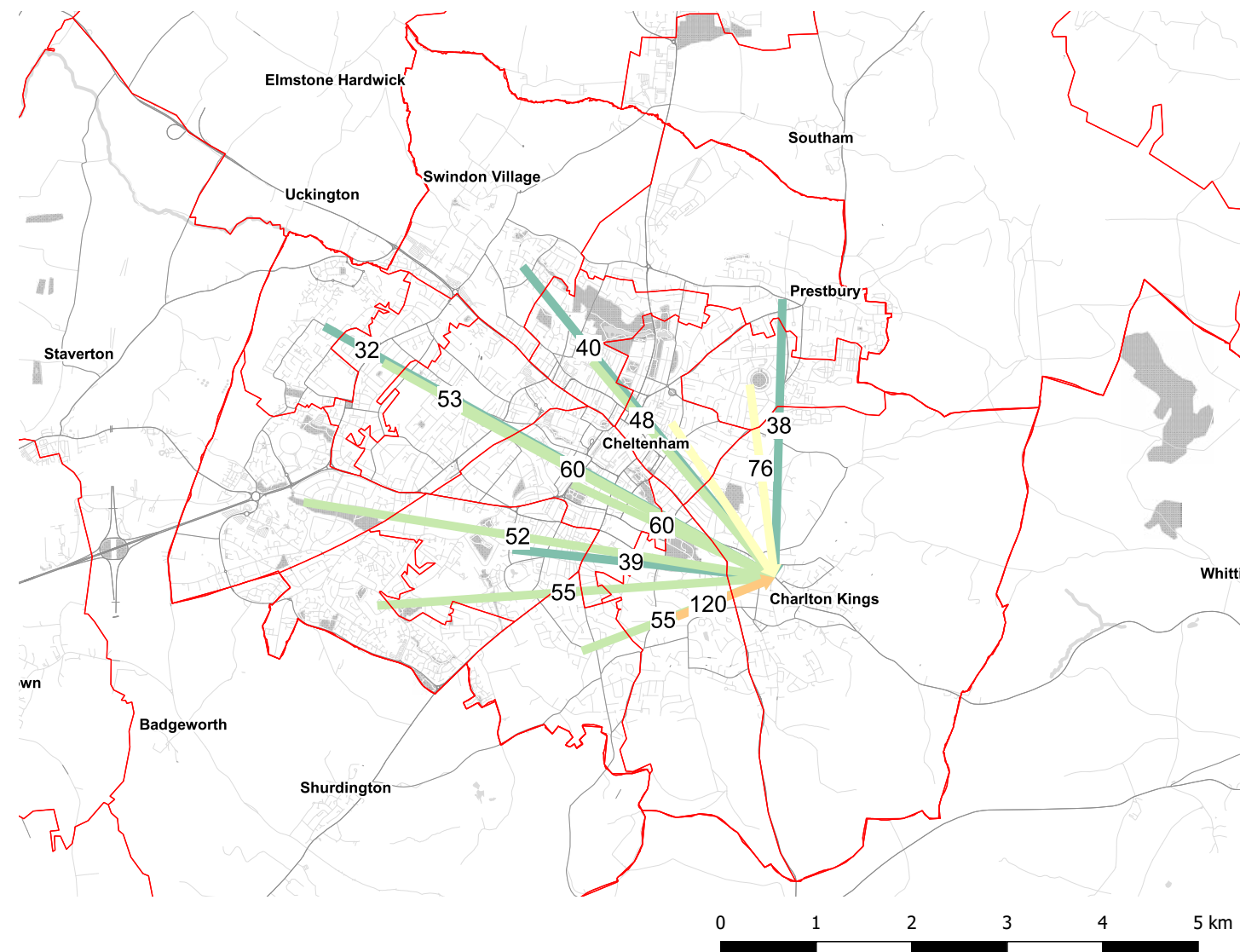
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- 119 - 160
- 160 - 345
- 345 - 1307
- Area Boundary

Travel from Residence MSOA E02004613



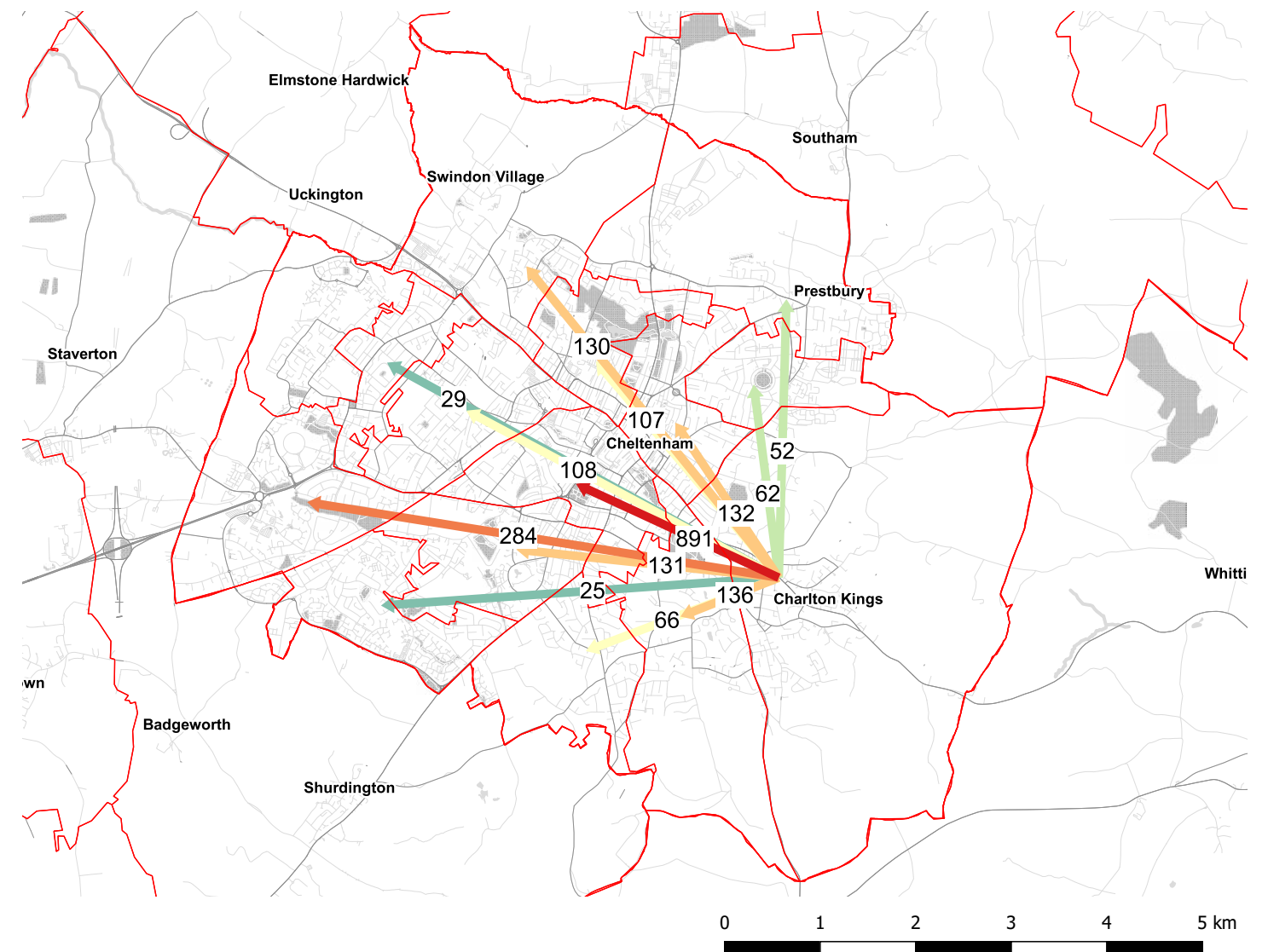
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Travel to Workplace MSOA E02004611



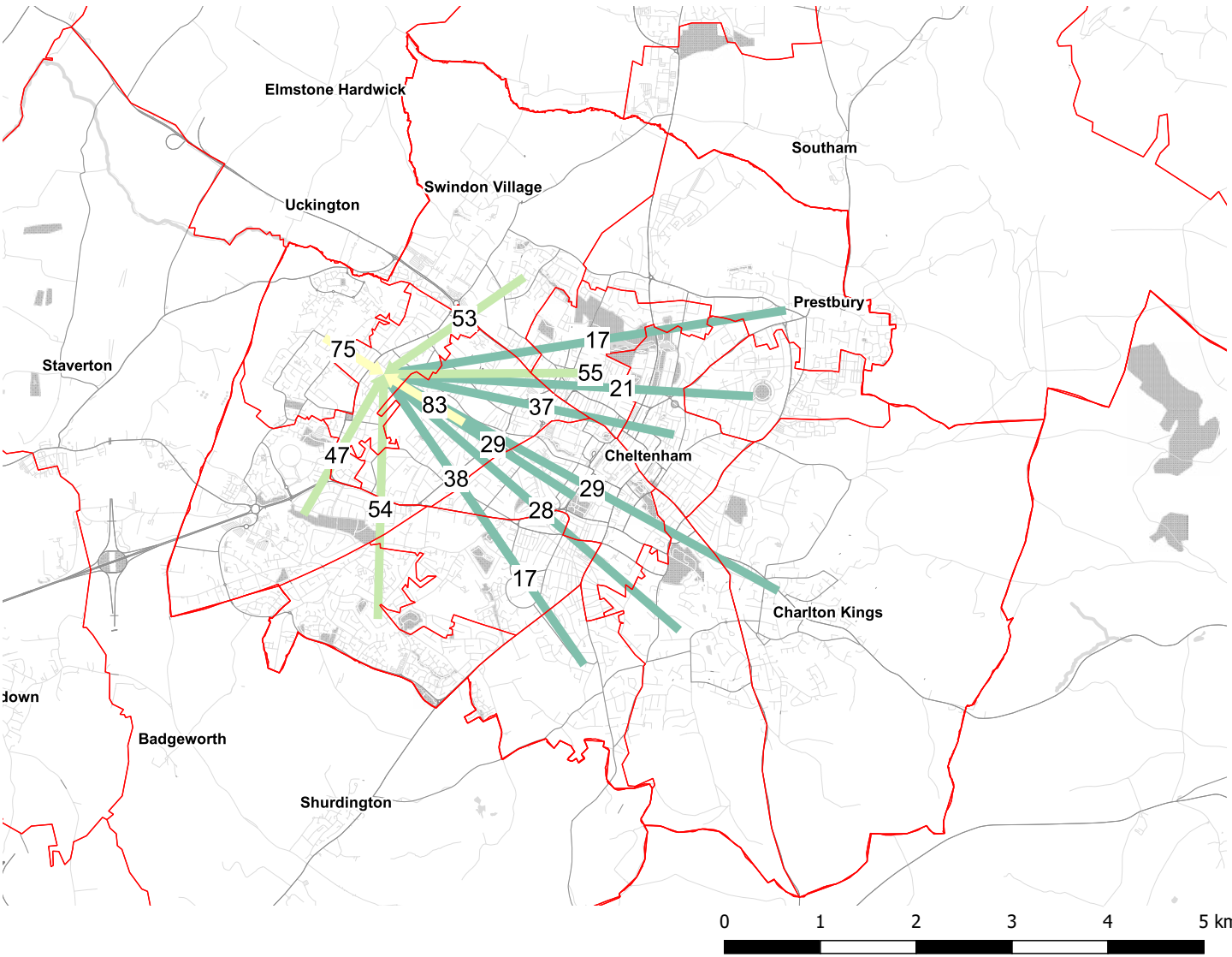
- ➡ 0 - 15
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- ➡ 42 - 65
- ➡ 65 - 119
- ➡ 119 - 160
- ➡ 160 - 345
- ➡ 345 - 1307
- Area Boundary

Travel from Residence MSOA E02004611



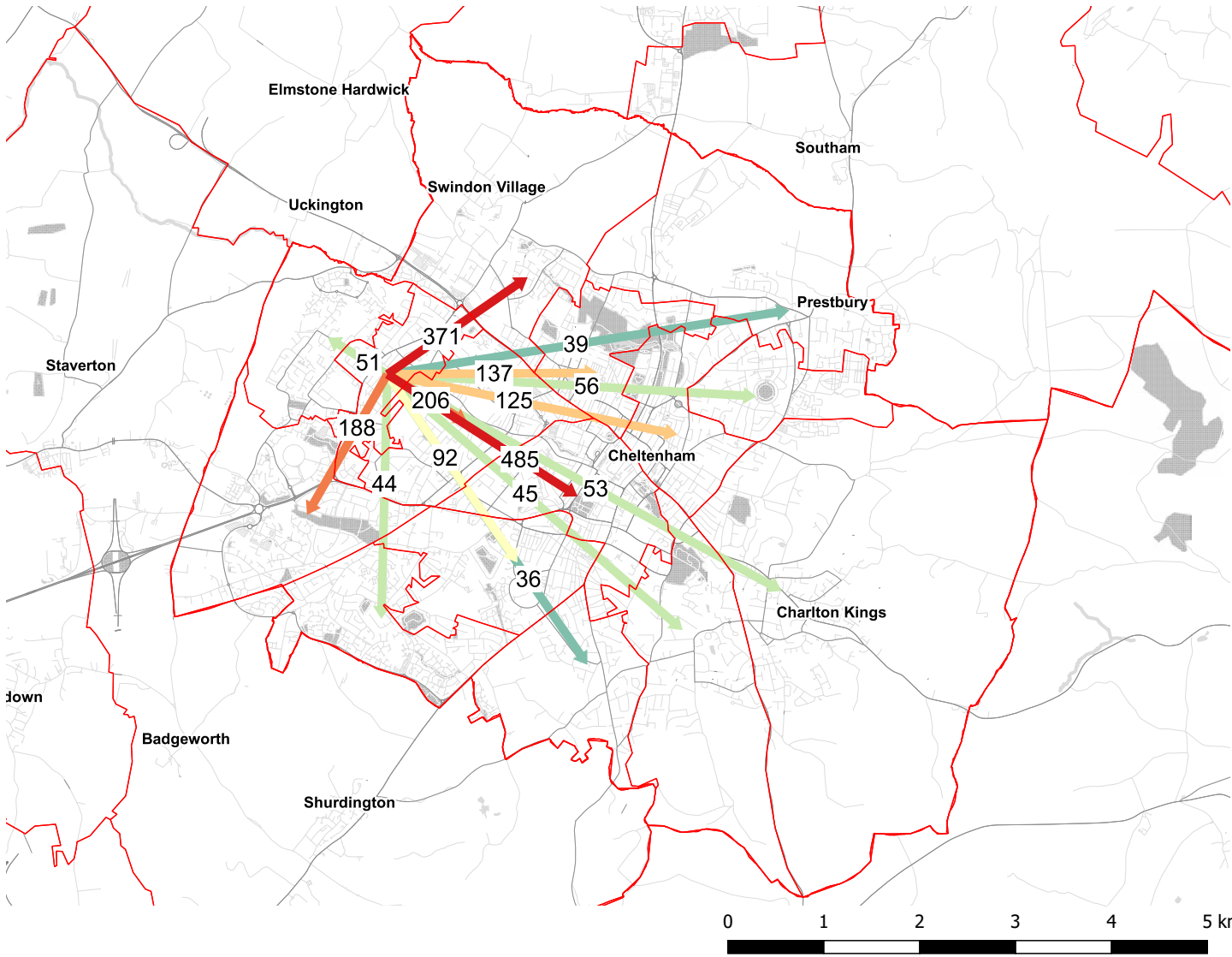
TRAVEL TO WORK MSOA E02004604

Travel to Workplace MSOA E02004604



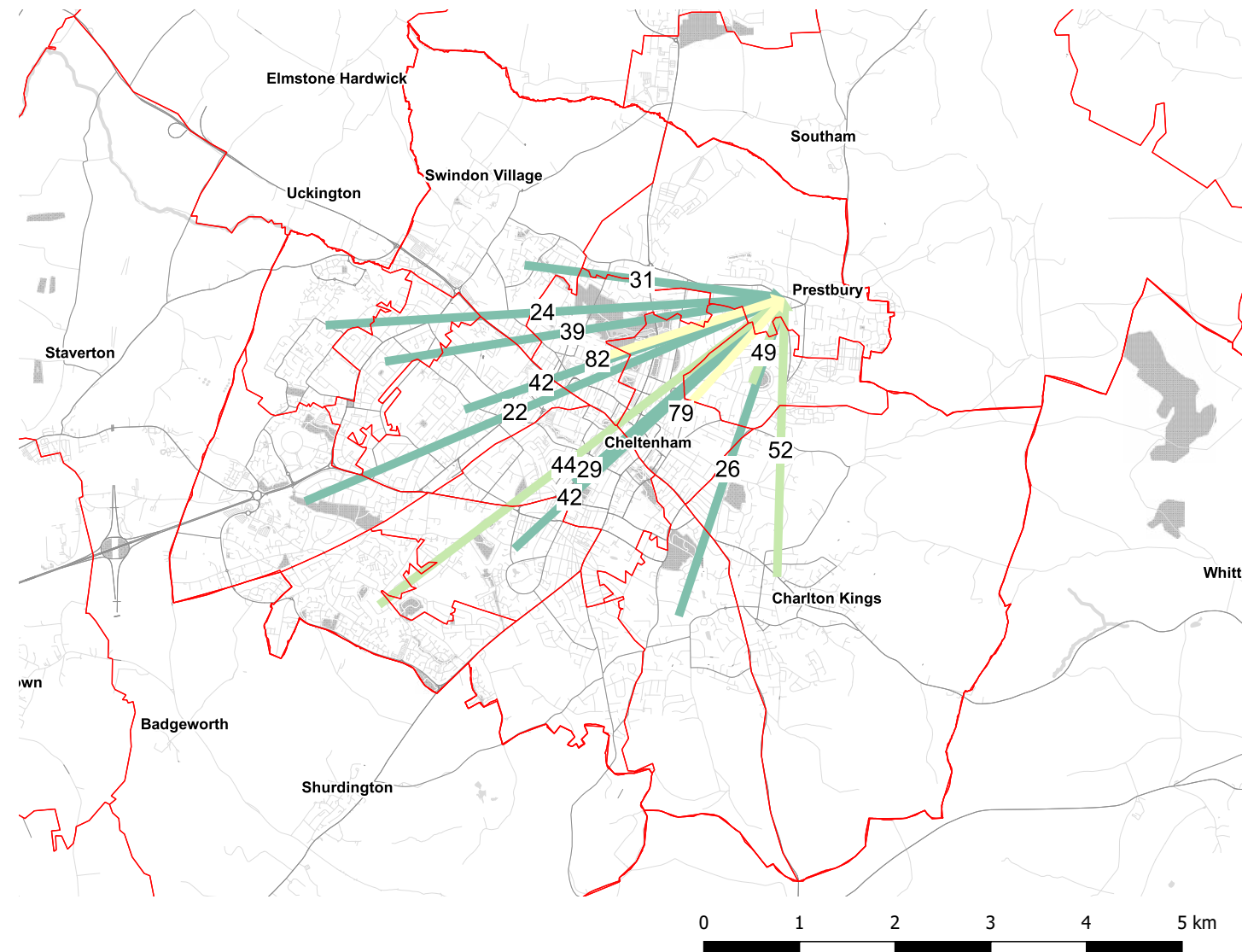
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- 65 - 119
- 119 - 160
- 160 - 345
- 345 - 1307
- Area Boundary

Travel from Residence MSOA E02004604

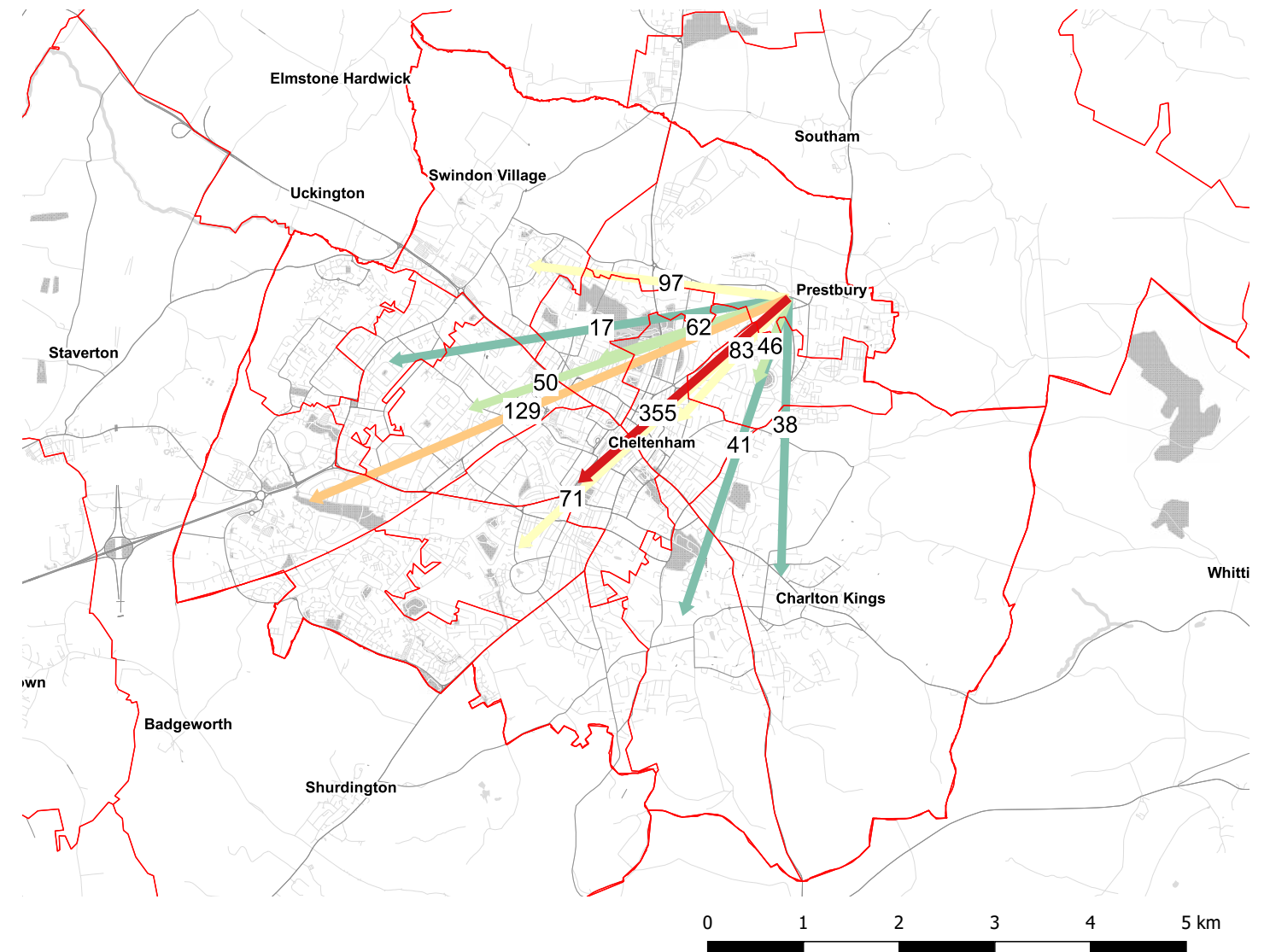


TRAVEL TO WORK MSOA E02004601

Travel to Workplace MSOA E02004601

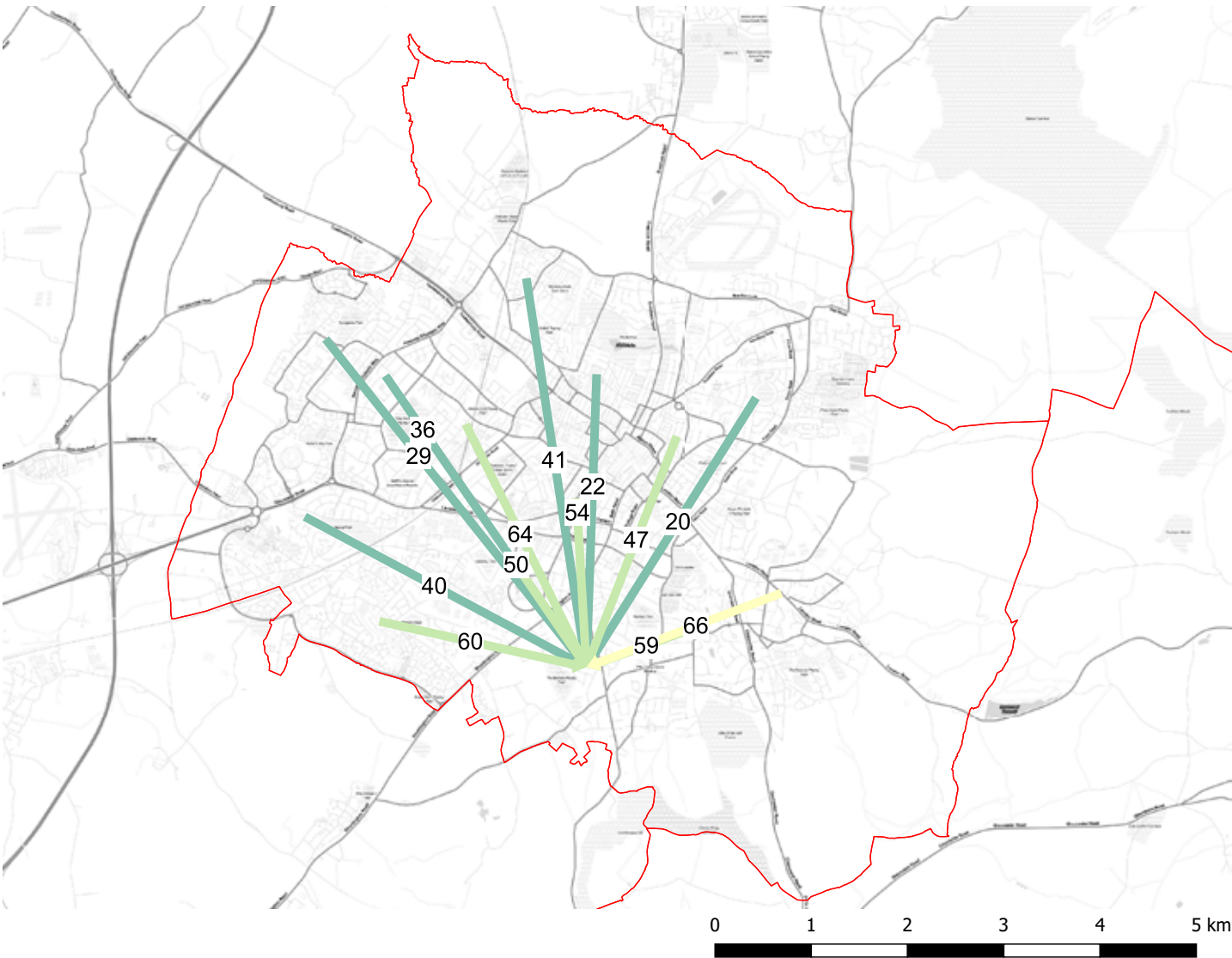


Travel from Residence MSOA E02004601

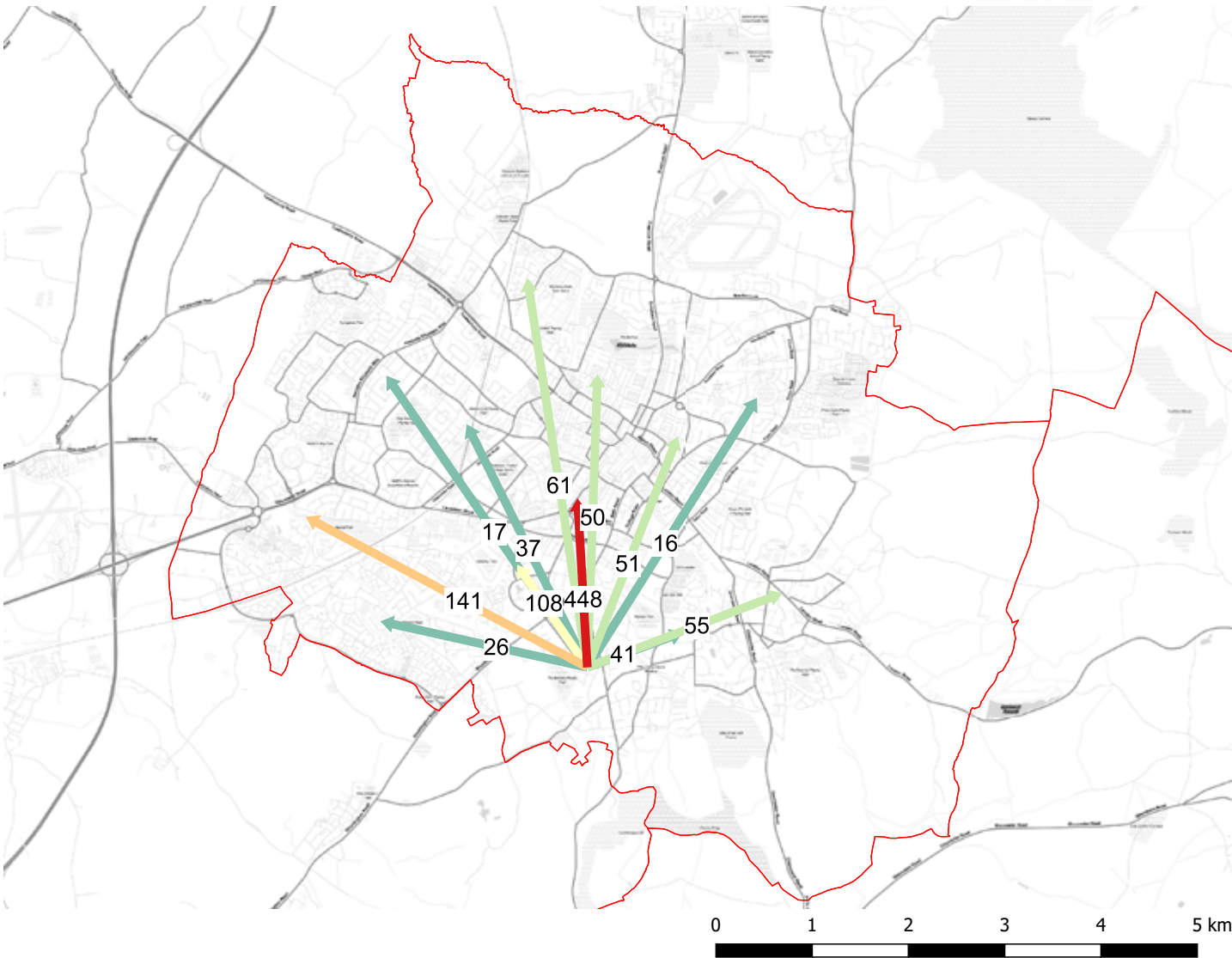


TRAVEL TO WORK MSOA E02004614

Travel to Workplace MSOA E020046014



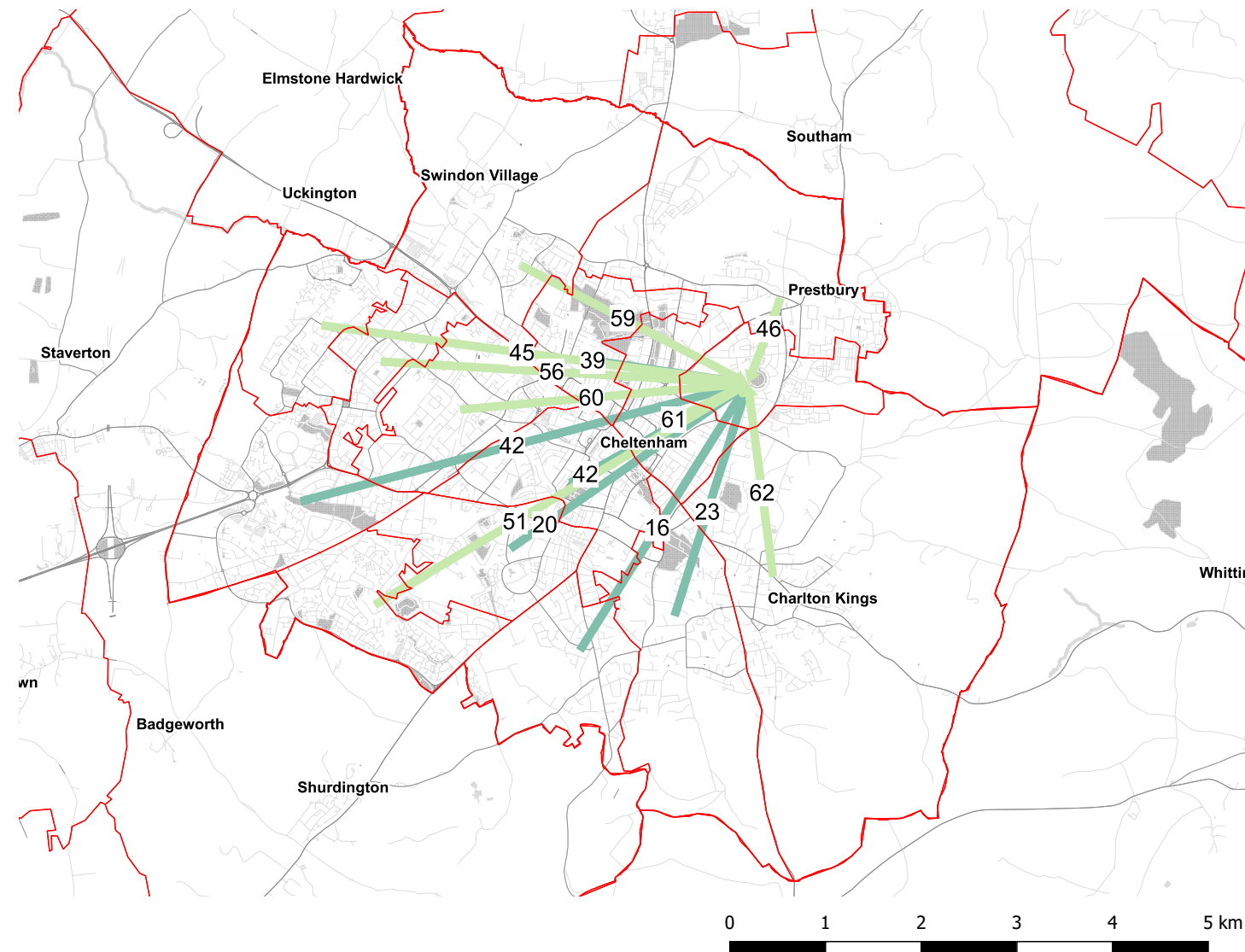
Travel from Residence MSOA E02004614



- 0 - 15
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- 42 - 65
- 65 - 119
- 119 - 160
- 160 - 345
- 345 - 1307
- Area Boundary

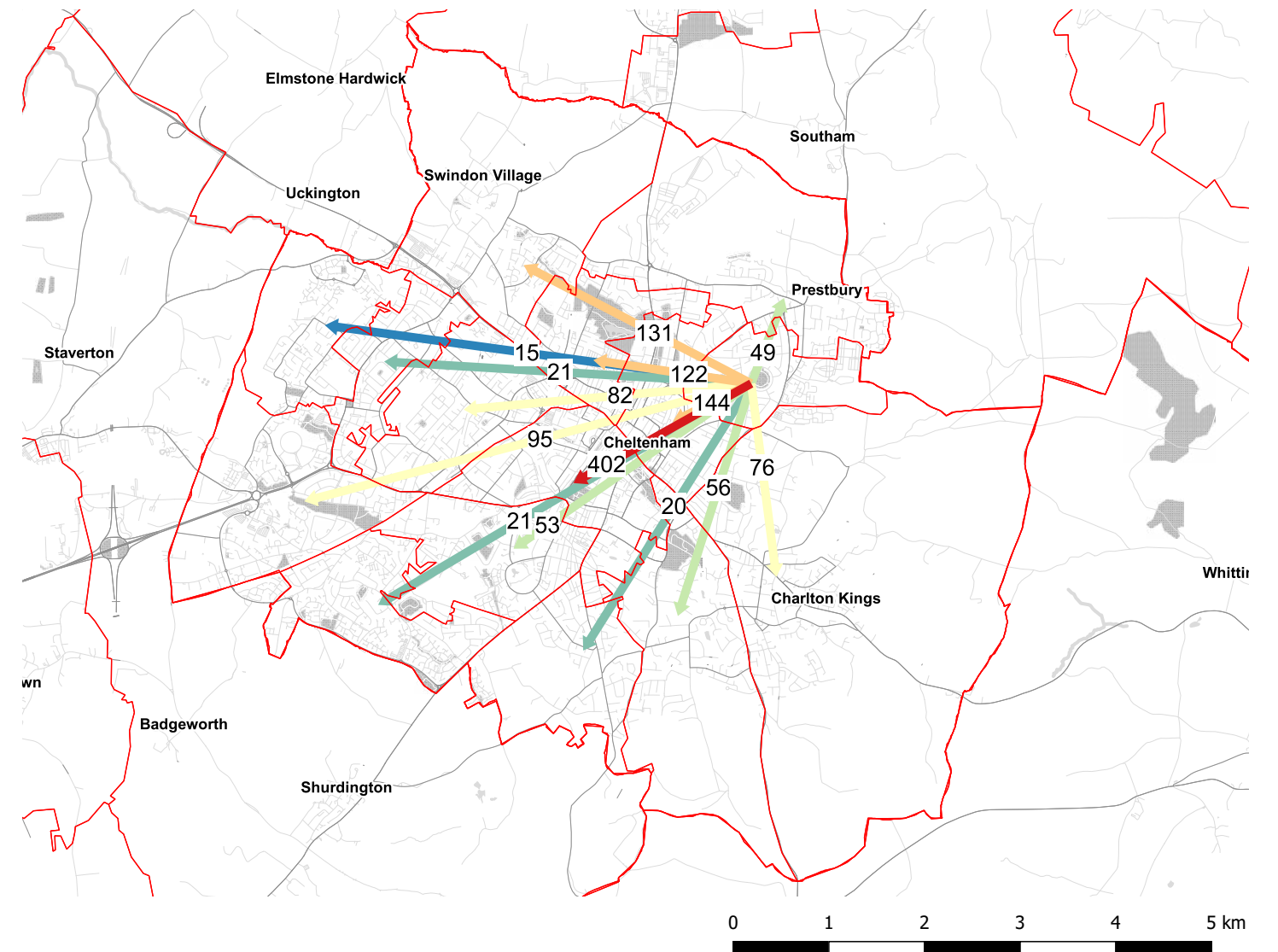
TRAVEL TO WORK MSOA E02004605

Travel to Workplace MSOA E02004605



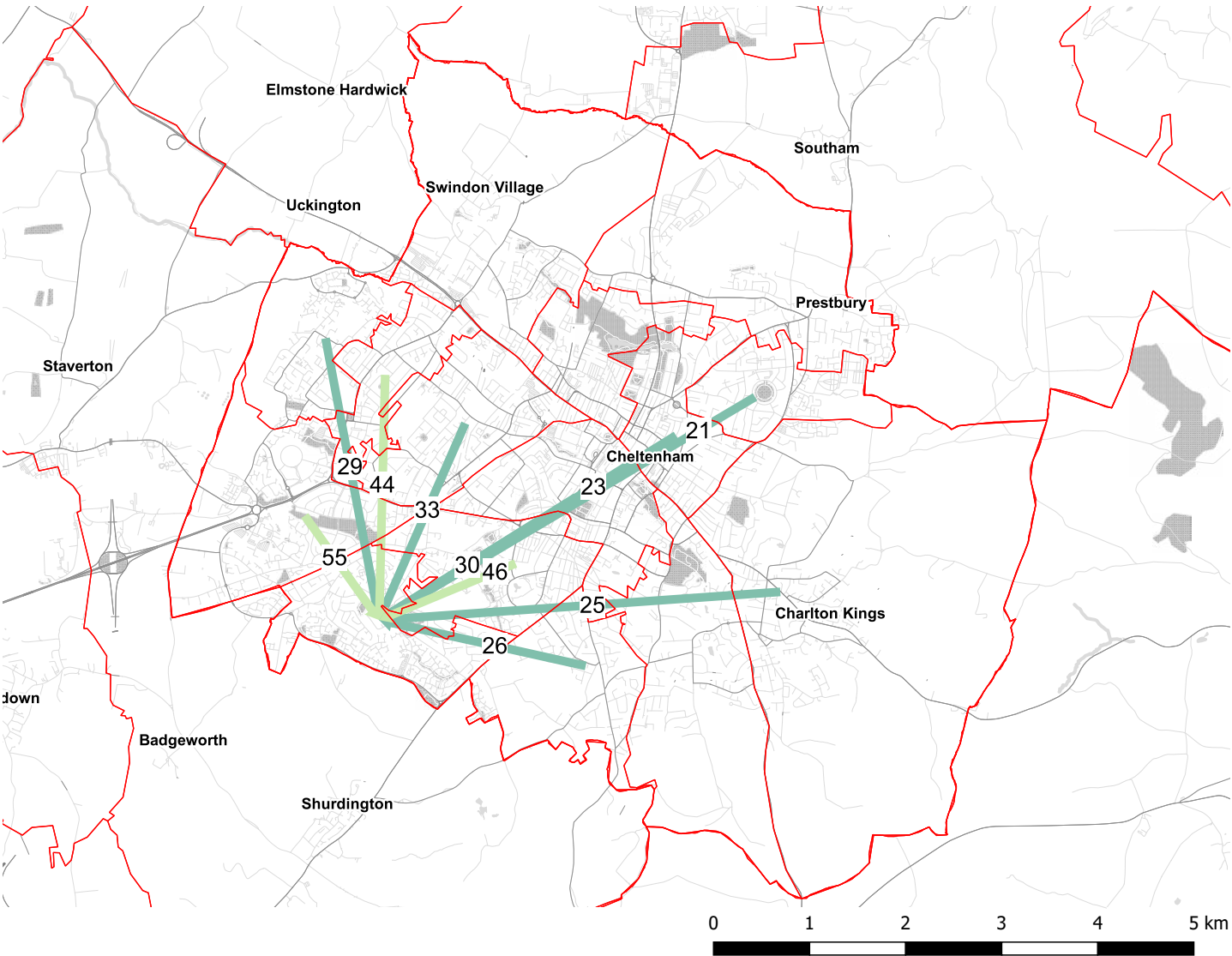
- ➡ 0 - 15
- ➡ 15 - 42
- ➡ 42 - 65
- ➡ 65 - 119
- ➡ 119 - 160
- ➡ 160 - 345
- ➡ 345 - 1307
- Area Boundary

Travel from Residence MSOA E02004605

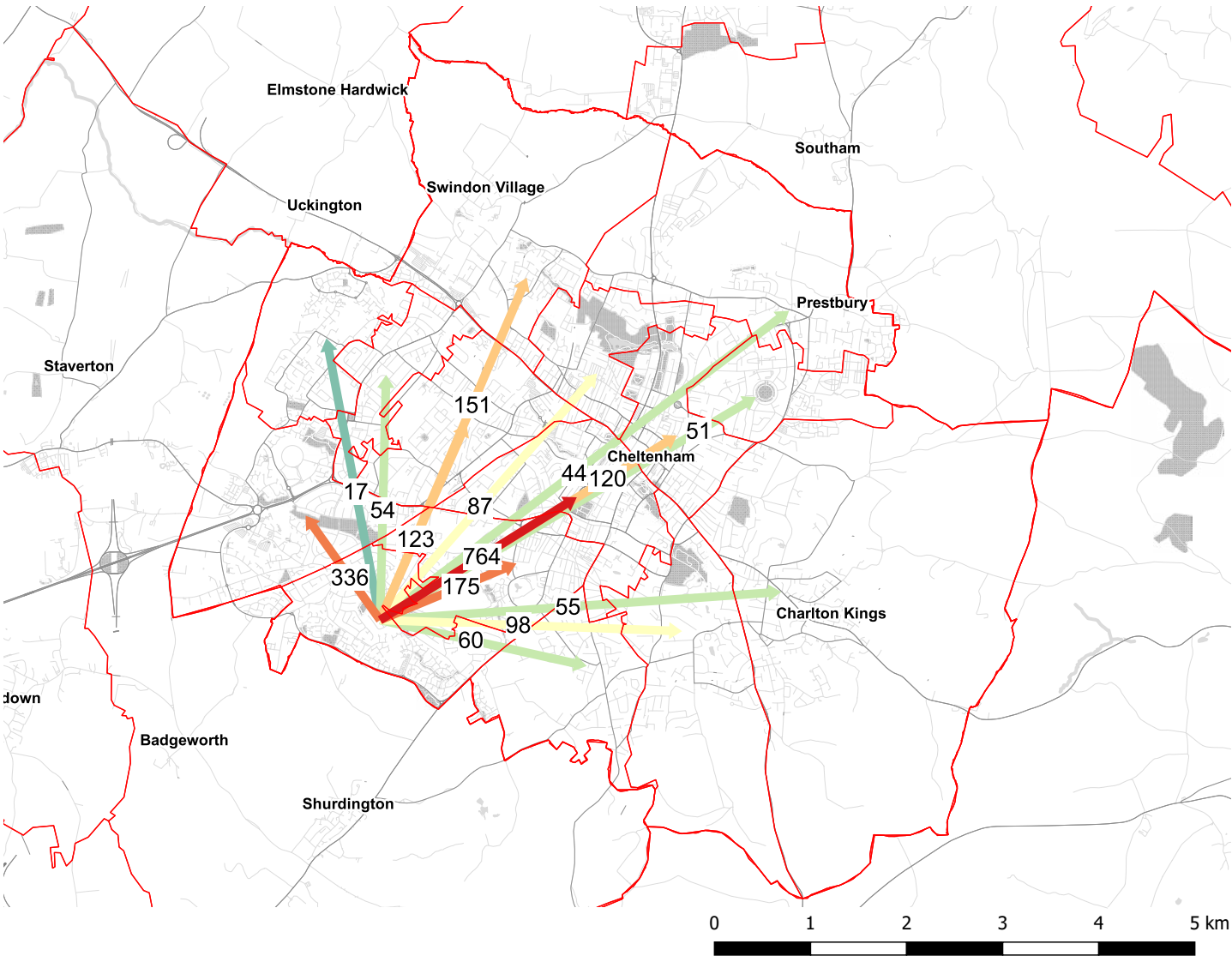


TRAVEL TO WORK MSOA E02004612

Travel to Workplace MSOA E02004612



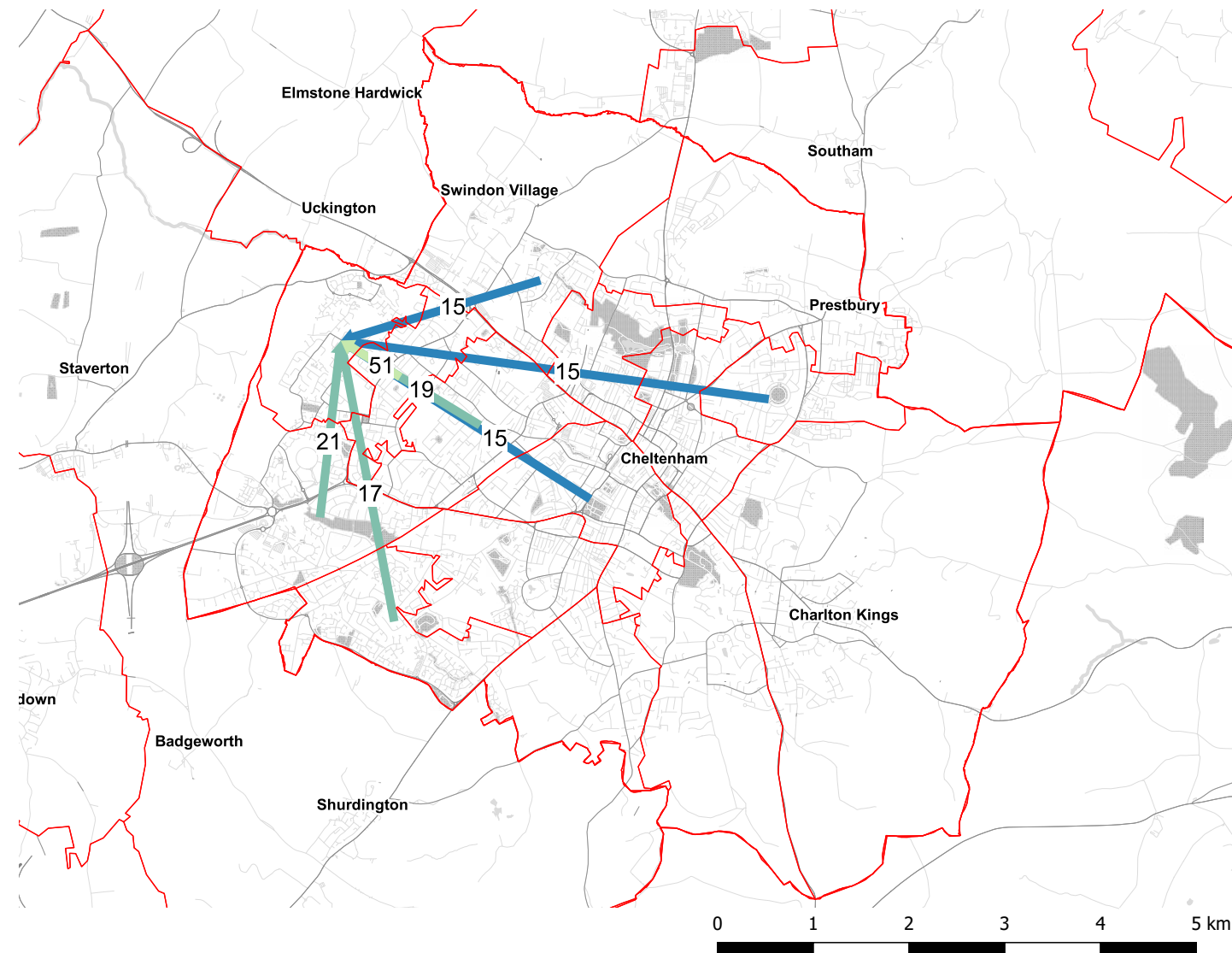
Travel from Residence MSOA E02004612



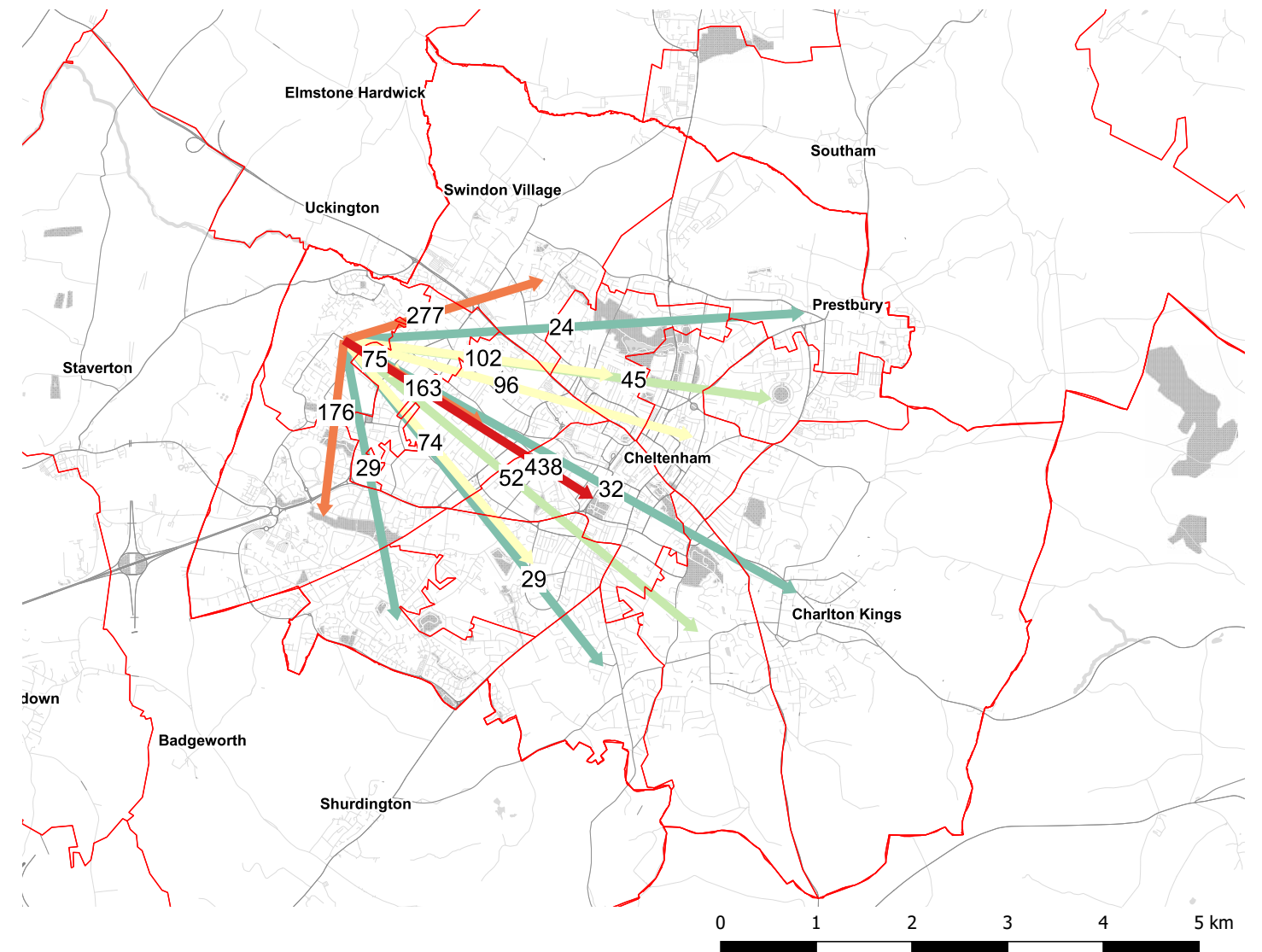
- 0 - 15
- 15 - 42
- 42 - 65
- 65 - 119
- 119 - 160
- 160 - 345
- 345 - 1307
- Area Boundary

TRAVEL TO WORK MSOA E02004602

Travel to Workplace MSOA E02004602



Travel from Residence MSOA E02004602



TRAVEL TO WORK BY MODE

The plans on the following pages illustrate the mode share of TTW trips according to the MSOA of Residence (main figure), and MSOA of Workplace (inset figure). The MSOA of Residence can be interpreted as the origin for outbound trips to work, and the MSOA of Workplace as the destination.

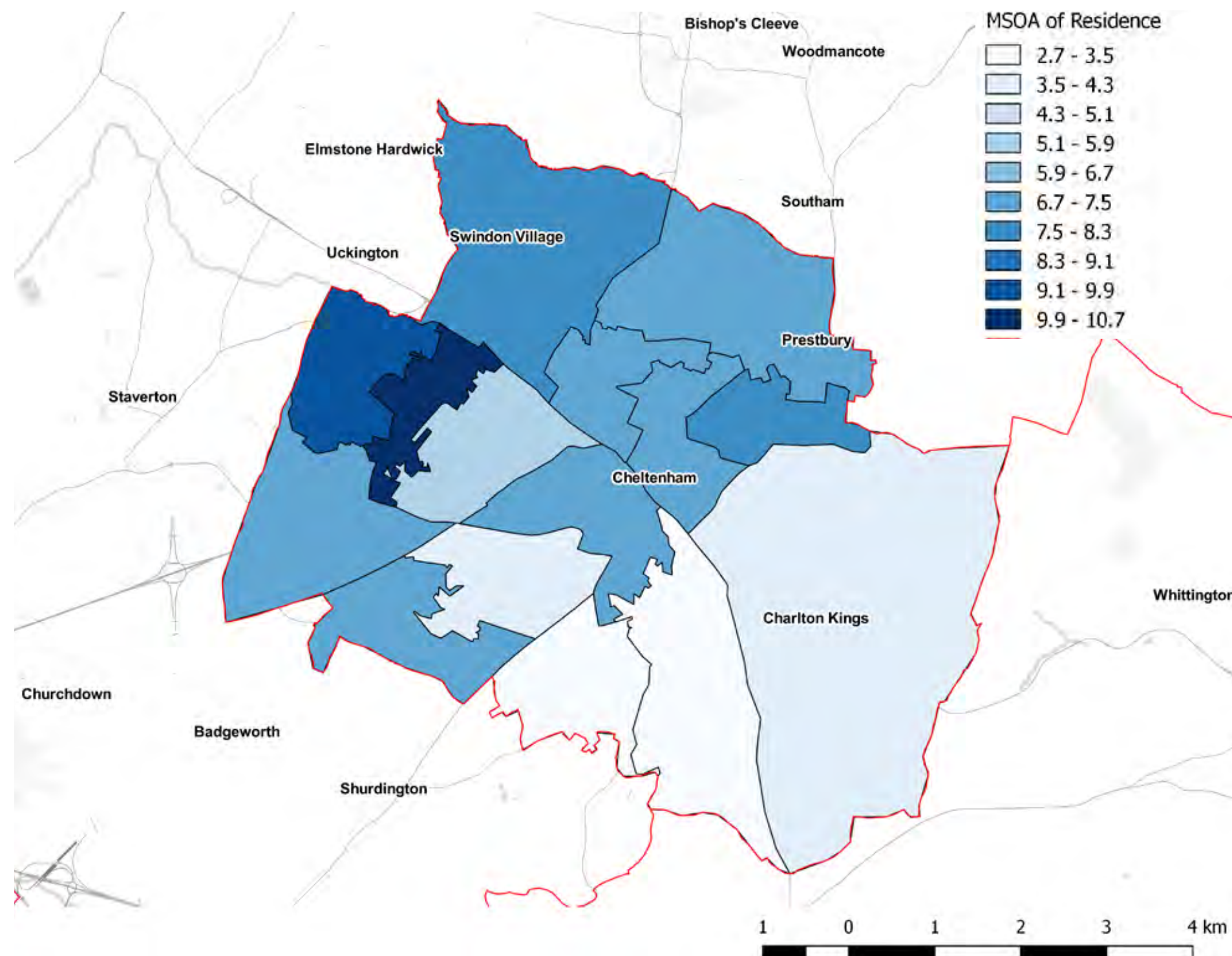
The plans are presented on a mode-by-mode basis, to show how trip share varies across the town for each of the following modes:

- Bus
- Cycling
- Walking
- Car or van (driving)
- Car or van (passenger)
- Rail

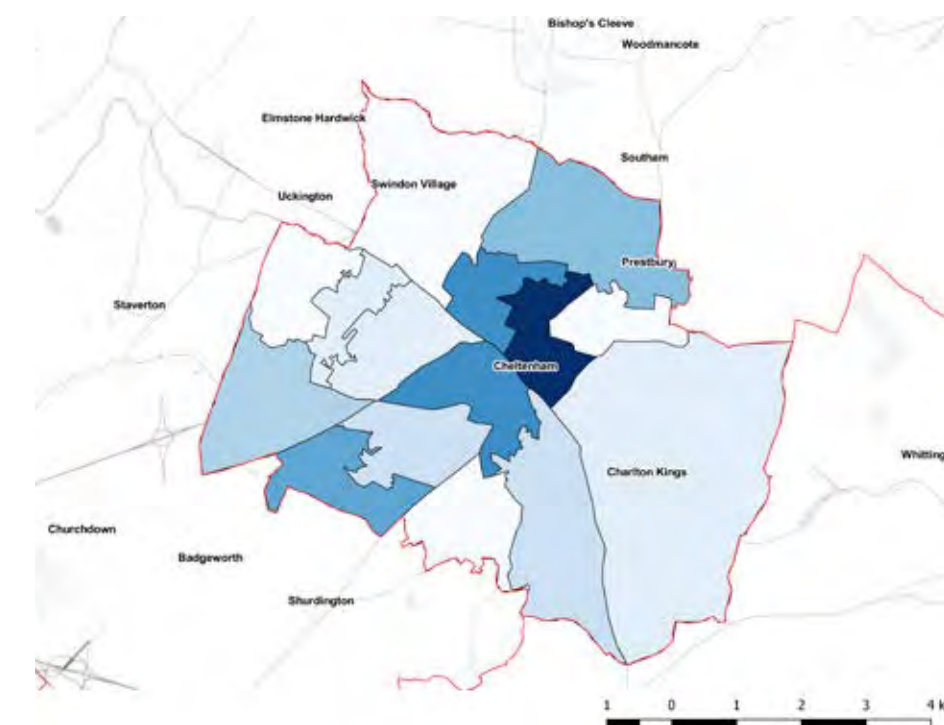
Plans are not presented for the modes with no, or very minor TTW trip share in Cheltenham (including, tube/tram/light rail, motorcycles, and taxis).

TRAVEL TO WORK BY BUS

MSOA of Residence



MSOA of Workplace



Travel to work levels by bus in Cheltenham is average for a district in England and Wales, at around 6% (Full range of mode shares is 1–27%).

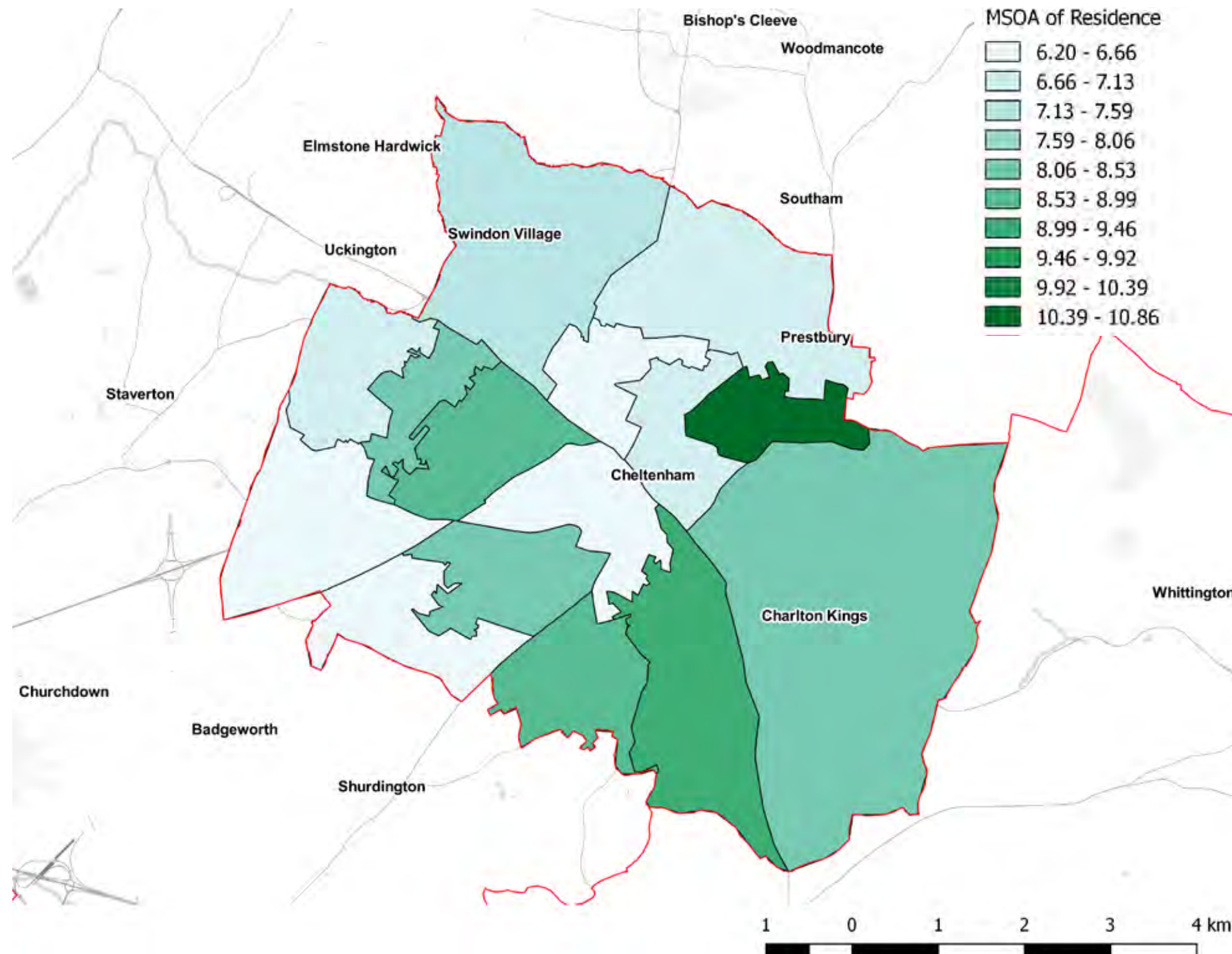
There are significant variations in these trips across the borough. There is a distinct north-west/south-east divide in origin MSOAs for travel to work by bus, with bus use higher in north-western half.

Bus use is generally higher in the MSOAs of residence where there is lower access to cars or vans, this is particularly striking in the area around Princess Elizabeth way.

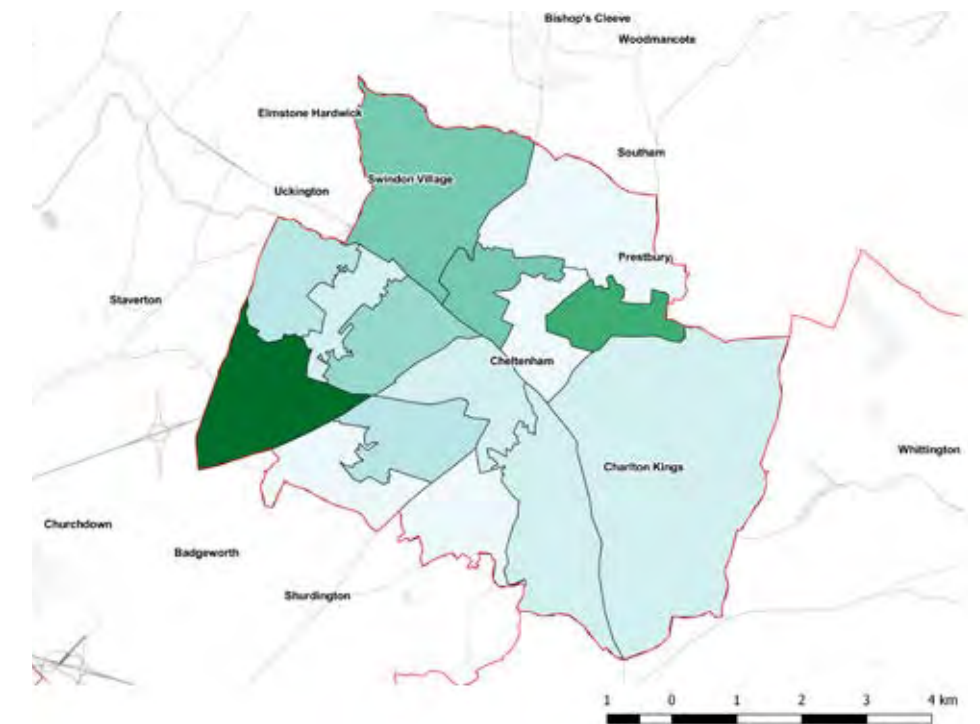
The town centre is the dominant workplace destination for bus TTW trips. It is notable that the other major employment areas of Benhall and, in particular, Kingsditch are below average TTW bus destinations.

TRAVEL TO WORK BY CYCLING

MSOA of Residence



MSOA of Workplace



Internal TTW by bike is quite high in the Cheltenham as a whole. For all TTW 7% of trips are by bike, which puts it in the 95th percentile across all England and Wales districts. However, in Oxford and Cambridge mode share is between 2.5x and 4x the level in Cheltenham. The plots presented here represent overall TTW mode share for cycling.

Cycling doesn't seem to be strongly correlated with car and van availability, or the Index of Multiple Deprivation, which suggests that cycling's popularity is not driven by levels of affluence.

The highest levels of cycling, by area of residence, are found in Prestbury, and by workplace in Benhall. However, Prestbury also has relatively high levels of cycling as a destination, as does the edge of town employment area of Kingsditch.

The town centre is, relatively, not a popular location for cycling to work.