

THE HEDGEROWS, WESTERGATE

FULL TRAVEL PLAN

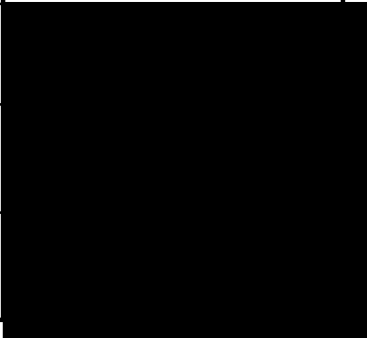
December 2018

Taylor Wimpey (Southern Counties) Ltd

RESIDENTIAL DEVELOPMENT
THE HEDGEROWS
WESTERGATE

FULL TRAVEL PLAN

CONTROLLED DOCUMENT

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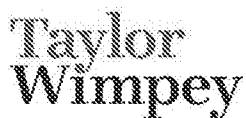
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1. INTRODUCTION

- 1.1 This full residential Travel Plan (TP) has been prepared by Paul Basham Associates on behalf of Taylor Wimpey to support a development comprising 70 dwellings at The Hedgerows, Westergate.
- 1.2 The application site forms the northern parcel of a wider development known as Nyton Nursery. The wider development site received Reserved Matters approval in 2018 for the development of 208 residential dwellings and a 60-bedroom care home (planning application reference: AL/10/17/RES). An indicative site boundary of the approved scheme is shown in **Figure 1** in red, whilst the application site is indicatively outlined in blue. The site layout is attached as **Appendix A**.

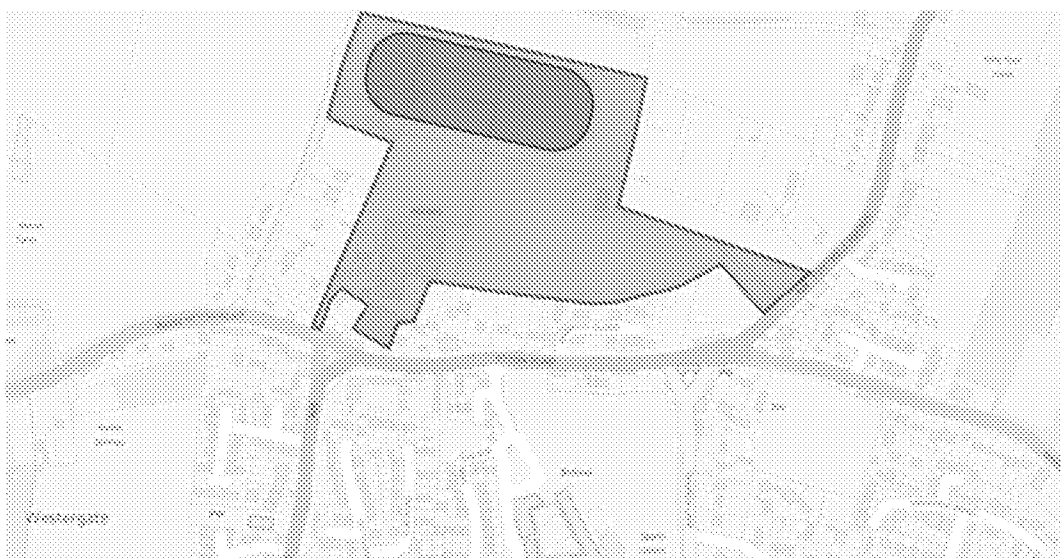


Figure 1: Site Location

- 1.3 As part of the Reserved Matters application for 'Nyton Nursery' a full Travel Plan (FTP) was prepared which confirmed the measures, targets and delivery of the Travel Plan (TP). This TP was considered to be acceptable by West Sussex County Council's Travel Plan Officer (Andy Mouland, andy.mouland@westsussex.gov).
- 1.4 This application proposes the revision of the site's northern parcel to provide an additional 25 units (233 residential dwellings overall). As such the sites overarching TP has been updated. The aims and objectives of this TP continue to build upon those identified in the Framework Travel Plan (FTP) that was submitted to support the outline application and the Full Travel Plan submitted to support the Reserved Matters application.

- 1.5 Alongside this TP Paul Basham Associates have also prepared a Transport Statement (TS) for which provides further detail on the additional 25 units. This TS should be read in conjunction with this TP.

Travel Plan Principles

- 1.6 A TP is a strategy which seeks to manage the access demands of a development by ensuring that the needs of its users are met by a wide variety of travel modes. In summary a TP aims to:
- Reduce reliance on private car trips;
 - Support a reduced need to travel; and
 - Encourage the use of sustainable travel practices where possible.
- 1.7 The TP is an evolving process informed by site visits and discussions between key stakeholders and WSCC.
- 1.8 The strategy of this TP has been established following the objectives outlined within the FTP and full TP. This strategy supports the access to a wide range of local facilities and activities for future site users, whilst encouraging sustainable design principles and working alongside the local community. The following objectives have been developed with the FTP in mind and meet the objectives of the Full TP agreed with West Sussex County Council at the Reserved Matters stage.

Travel Plan's Objectives

- Raise awareness of sustainable modes of travel available to residents and visitors.
- Increase levels of active healthy travel and in particular walking and cycling.
- Encourage uptake of public transport in particular local bus/rail services.
- Encourage car-sharing in order to reduce single vehicle occupancy.
- Achieve target percentage shift of single occupancy car journeys to and from the development.
- Provide links with other local residential, business and school Travel Plans.
- Reduce the need to travel by promoting local facilities and multi-purpose trips.
- Achieve a balance between car use and alternative travel modes for individual travel needs.
- Change resident's perception of car being the only and automatic choice for travel.

Application Site

- 1.9 The site is located approximately 7km to the east of Chichester City Centre and to the north and northwest of the three villages of Westergate, Eastergate and Barnham. The site is located on the northern side of the A29 Nyton Road and is bounded by arable land. The existing site is currently accessed on Fontwell Avenue in the form of a vehicle crossover.
- 1.10 As identified and agreed with WSCC through the Outline and Reserved Matters applications the wider development site would be accessed from Nyton Road. This access arrangement received technical approval in July 2018.

Travel Plan Structure and Approach

- 1.11 This TP has been informed by WSCC's Development Travel Plan Policy SPD and by the FTP and will discuss the following:

Chapter 2 – Travel Plan Policy and Objectives

Chapter 3 – Existing Conditions and Site Accessibility

Chapter 4 – Proposed Development

Chapter 5 – Indicative Baseline and Target Travel Patterns

Chapter 6 – Travel Plan Strategy

Chapter 7 – Implementation and Monitoring

Chapter 8 – Summary and Conclusions

2. TRAVEL PLAN POLICY AND OBJECTIVES

2.1 The objectives of this TP have been designed to work alongside those set at national, regional and local levels. For reference these objectives particularly relate to:

- National Planning Policy Framework (NPPF) (July 2018);
- WSCC Transport Plan (LTP3) (2011-2026); and
- Arun District Council Local Plan (Draft) (2011 – 2031)

National Planning Policy Framework (NPPF)

2.2 The revised NPPF (Adopted July 2018) acts as the central guidance for development planning and replaces national guidance including NPPF (2012) and Planning Policy Guidance 13 (PPG13): Transport. As stated in NPPF (Paragraph 111). A Travel Plan “is a requirement for developments which generate a significant amount of movement”. The following NPPF paragraphs are relevant to the Travel Plan:

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- the potential impacts of development on transport networks can be addressed;
- opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised - for example in relation to the scale, location or density of development that can be accommodated;
- opportunities to promote walking, cycling and public transport use are identified and pursued;
- the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account, and;
- patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places. **(NPPF Para.102)**

Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making. **(NPPF Para.103)**

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location
- safe and suitable access to the site can be achieved for all users; and
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree. **(NPPF Para.108)**

Applications for development should:

- Give priority to pedestrian and cycle movements and ... to facilitate access to high quality public transport
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport
- Create plans that are safe, secure and attractive
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and

Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. **(NPPF Para.110)**

West Sussex Transport Plan (LTP3)

2.3 The West Sussex Transport Plan (2011 – 2026) sets out West Sussex’s transport strategy and identifies a range of policy objectives, which are:

- Promoting economic growth;
- Tackling climate change;
- Providing access to services, employment and housing;
- Improving safety, security and health.

2.4 West Sussex’s LTP3 also identifies an implementation plan for Arun District, of which the key aims which relate to this TP are:

Maintaining roads and public rights of way to a good standard
All new developments should provide enough secure cycle parking to meet the needs of the development and be within close proximity to public transport.
Making the best use of the existing road network and improving the way in which the network is managed to reduce levels of congestion. For example, through the introduction of intelligent transport systems and improving public transport reliability.
Safeguarding against traffic generated by new development resulting in the capacity of the highway network being exceeded, by including measures to encourage sustainable travel behaviour.
Encouraging sustainable travel by improving the existing cycle and pedestrian network through improved signing, connecting routes where appropriate and repairing and maintaining surfaces.
Developing and implementing schemes which contribute to the completion of the Bognor Regis and Littlehampton cycle networks, particularly maximising opportunities for seafront cycle routes and enhancing routes which will be of particular interest to tourists.
Improving pedestrian accessibility throughout the District by enhancing existing pedestrian crossings, and providing new pedestrian crossing facilities at identified key locations.
Promoting sustainable transport choices through projects such as Safer Routes to School.

2.5 The above policies have therefore been included (where possible), and have supported the development of this TP.

3. EXISTING CONDITIONS AND SITE ACCESSIBILITY

- 3.1 This section of the TP is based on the 'Existing Conditions and Site Accessibility' section approved as part of the wider development's TP (also prepared by Paul Basham Associates), with details updated where required to the latest available information.
- 3.2 To help achieve this TP's objectives it is crucial to consider the site in relation to the local context in which it will evolve.

Local Conditions

- 3.3 As previously described the site is located to the north and northwest of the three villages of Westergate, Eastergate and Barnham, to the north of the A29 Nyton Road, which forms a principal distributor road through Westergate.
- 3.4 As identified in the FTP, the site's proximity to existing local amenities and public transport links presents an opportunity to encourage the use of sustainable travel modes particularly for walking and public transport. The accessibility of the site will only increase upon the completion of works associated with the wider development. A summary of walking and cycling times from the site access on Fontwell Avenue to local facilities is shown in **Table 1**.

Amenity (closest to site)	Walking distance from the site access	Walking Time (minutes)	Cycle Time (minutes)
Bus Stop	300m	<1	<1
Post Office	360m	5	2
Restaurant	500m	6	2
Doctors Surgery	640m	8	2
Westergate Community School and Day Nursery	700m	9	3
Ormiston Six Villages Academy	700m	9	3
Sports Centre	700m	9	3
Eastergate Primary School	740m	10	3
Convenience Store	830m	10	3
Barnham Railway Station	2.4km	30	8

Table 1: Distances and Journey Times to Local Facilities

- 3.5 The Chartered Institution of Highways and Transportation (CIHT) provides guidance for 'Providing for Journeys on Foot' (2000), which identifies 'desirable', 'acceptable' and 'preferred maximum' walking distances to local amenities and services. Where **Table 1** demonstrates local amenities and their distances from site via various travel methods, **Table 2** highlights the guidance proposed by CIHT.

	Local Centre (m)	Commuting/ school/ sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Table 2: CIHT Guidance for Providing Journeys on Foot

- 3.6 **Table 2** indicates that the majority of local amenities and services are within the ‘preferred maximum’ distance outlined by CIHT and therefore walking would be a convenient method of travel into local services.
- 3.7 As outlined in the FTP, Eastergate CE Primary School and Westergate Community School are located an estimated 500-900m to the south of the site access. Both can be easily reached by foot and cycle. There are also another two primary schools and a secondary school situated within 1.6 km of the site.
- 3.8 There are two sports/ leisure centres located close to the site. Six Village Sports Centre and Aldingbourne Community Sports Centre are located around 500-900m and 700-1100m from the site respectively, and are linked to the site by good continuous footways. The vast majority of facilities are situated in a southerly and south-easterly direction from the site access.

Local Pedestrian and Cycle Network

- 3.9 The local pedestrian network benefits from a gentle topography. Fontwell Avenue (onto which the larger scheme fronts) is supported by footways on the eastern side of the carriageway which connects to Barnham Road and Nyton Road. A footway is also provided on the western (site side) of the carriageway to the existing access to the site.
- 3.10 A comprehensive pedestrian network will be provided through the site which will connect residents, employees and local pedestrians to the local amenities such as the post office and doctor’s surgery. From here, pedestrians are well catered for with suitably wide footways along the pedestrian desire line to local amenities.
- 3.11 There are opportunities for leisure walking, as the site is well positioned at the edge of rural countryside, 1.6km from the South Downs National Park. In addition to this, there are several Public Right of Way (PROW) routes to the south and north of the site. The PROW in the vicinity of the site are demonstrated in **Figure 2**.

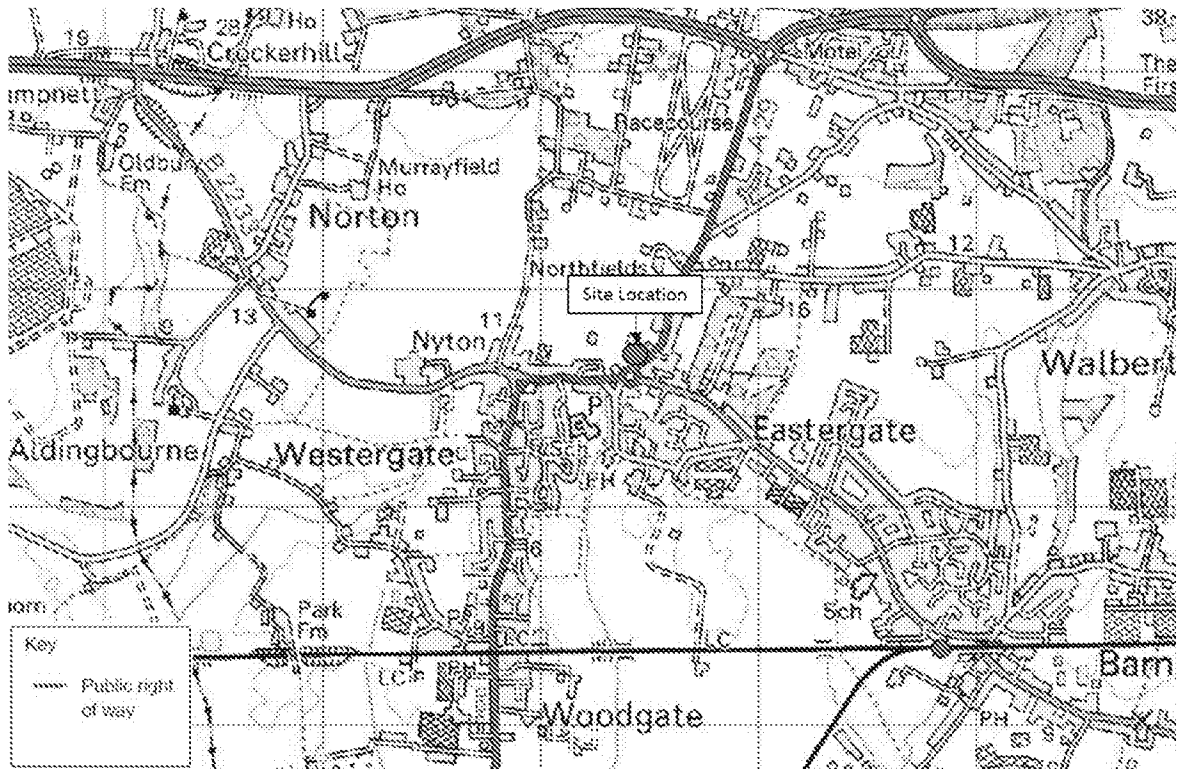


Figure 2: Local PROW's (obtained from WSCC's Public Right of Way Map)

- 3.12 Various pedestrian crossing points are located along pedestrian desire lines, including dropped kerbs and pedestrian refuge islands at the junction of Fontwell Avenue and along Nyton Road, illustrated below in **Photograph 3**.



Photograph 3 Pedestrian crossing, Fontwell Avenue

- 3.13 Whilst no designated cycle routes are in place in the immediate vicinity of the site, the local area (being a village environment) is naturally conducive to on-road cycling.

- 3.14 The development is offering some significant improvements (via contributions) to the cycle network in the area with the development of a pedestrian and cycle route along Nyton Road to its junction with Limes Avenue. The development also proposes the implementation of a signalised pedestrian crossing point on Nyton Road to facilitate access from the footway/cycleway into the Community Centre and schools. In addition to this a contribution will be made by the developer to fund a largely off-street cycle route to Barnham Rail Station, which would be implemented by WSCC at a later stage.

Local Bus Network

- 3.15 The site is located directly adjacent to the 'Collins Close' bus stops bus on Fontwell Avenue. The bus stop on the northbound carriageway of Fontwell Avenue in the location of the proposed site access will be relocated 56m to the north. These bus stops are equipped with flagpoles and timetables illustrated in **Photograph 4**.



Photograph 4: Collins Close Bus Stop, Fontwell Avenue

- 3.16 The stops on Fontwell Avenue are serviced by two frequent services; the Compass Travel 85/85A bus services which operate into Fontwell, Walberton, Arundel and Chichester every two-hours Monday to Saturday between 07:20-16:52. It takes approximately 15 minutes to get to Chichester on these services.
- 3.17 Further bus stops are available on Barnham Road and Nyton Road 160m from the site (a 2-minute walk), which provide a wider range of services to locations including Bognor Regis and Chichester.
- 3.18 These services connect to Chichester Bus Station, approximately 12km west from the site and is accessible via a 30-minute bus journey. Chichester Bus Station provides access to a wider variety of

bus services including National Express and Stagecoach bus services, which operate into Portsmouth, Southampton and Gatwick Airport amongst other destinations.

Local Railway Network

- 3.19 The closest railway station to the site is Barnham Station, located 2.4km (a 30 minute walk or 8-minute cycle) to the south east. The station is equipped with 62 cycle spaces
- 3.20 Services from this station provide direct access to a range of locations including London Victoria (taking 1hr 33 minutes), Portsmouth and Southsea (taking 31 minutes), and Brighton (taking 46 minutes), amongst others. Trains typically stop at a frequency of two per hour to London Victoria and five per hour to Portsmouth Harbour.

Key Travel Resources

- 3.21 Sustainable travel opportunities are supported locally. **Table 3** provides summary of key travel resources.

Resource	Description	Details
Living Streets	National organisation for supporting pedestrians	www.livingstreets.org.uk
Cycle Street	Online cycling journey planner	www.cyclestreets.net
Sustrans	The national sustainable transport charity	www.sustrans.org.uk
Traveline	Online travel journey planner	www.traveline.info

Table 3: Key Travel Resources

4. PROPOSED DEVELOPMENT

- 4.1 The development proposed the revision of the northern parcel to provide a total of 70 residential dwellings, with 11% of the general housing to be affordable. When compared to the approved Reserved Matters application the proposals would result in the addition of 25 units. The proposed accommodation schedule of the application site is summarised in **Table 4**, alongside the accommodation schedule for the wider development as a whole.

Unit Type	Northern Parcel	Wider Development
Care Home	-	60 Beds
Private		
2 Bedroom Flat	-	3
2 Bedroom House	2	9
3 Bedroom House	30	93
4 Bedroom House	30	98
5 Bedroom House	-	2
Affordable		
2 Bedroom Flat	-	8
2 Bedroom House	-	12
3 Bedroom House	8	8
Total	70	233

Table 4: Accommodation Schedule

Parking Provision

- 4.2 The development would provide parking for the residential units in line with WSCC's Parking calculator. The 70 residential units are provided with a total of 178 allocated spaces and a further 23 unallocated/visitor spaces.
- 4.3 Further details of the site's parking strategy are provided within the Full Transport Statement also prepared by Paul Basham Associates.

Cycle Parking Provision

- 4.4 Cycle parking for each of the houses would be provided in garages (where space allows) or rear gardens.
- 4.5 The TPC should undertake regular site visits and if demand is shown for additional cycle parking (e.g. cycles locked to railings or lampposts), they should explore opportunities to provide further cycle parking.

Access Arrangements

- 4.6 No amendments are proposed to the wider development's access arrangements.
- 4.7 The wider development would be accessed via a priority bellmouth on A29 Fontwell Avenue, which would be facilitated by a ghost island right turn lane. A footway/cycleway would be provided into the wider site from Fontwell Avenue, with the existing footway to the south widened to Memorial junction to the west as part of the site access works.
- 4.8 Two further pedestrian/cycle accesses are proposed as part of the wider development to the southwest of the site from Appogee House. A 3m wide footway/cycleway would be provided onto Nyton Road from within the site, with a further 2m wide footway provided to the north adjacent to Plot 187. This footway connected onto Nyton Road and once the works associated with the wider development are complete this route will connect to a 3m wide footway/cycleway on Nyton Road.
- 4.9 The application site is bound by the wider developments internal road. The road running along the south of the parcel will have a footway flanking the north and south carriageway. All other roads within and bordering the application site will be provided as shared spaces in keeping with the wider development.

5. INDICATIVE BASELINE AND TARGET TRAVEL PATTERNS

- 5.1 As agreed with WSCC's TPO within the wider developments TP, modal shares for the development were based on 2011 Census Method of Travel to Work data for the Arun 003 ward (E02006544). This ward covers the site and local area to the east, west and south. This data was used to calculate the percentage of people travelling using each method of transport, and is shown in **Table 5**, with the full outputs attached as **Appendix B** for reference.

Work from Home	Train	Bus	Taxi	Motorcycle	Car	Car Passenger	Bicycle	On Foot	Other
20.5%	5.7%	0.7%	0.3%	0.9%	58%	4.8%	3.2%	5.6%	0.4%

Table 5: Method of Travel to Work Data

- 5.2 **Table 3** indicates that the majority of residents in the local area (58%) travel by car with only 4.8% of car trips including a passenger. The results from Arun 003 also indicate that a large percentage of the local population work from home (20.5%) which suggests that measures could be promoted to further encourage this as part of this TP. Local public transport trips are low with a total of 6.4%, with travelling by train the most favourable option. Active travel modes are fairly popular with 3.2% cycling and 5.6% walking and indicates that places of work are accessible within a short walking/cycling distance and therefore local walking and cycling routes should be promoted as part of this TP.

Targets

- 5.3 The proposed 70 dwellings would be incorporated into the wider site's TP. As such the TP targets and monitoring strategy agreed with WSCC's TPO for the wider development would remain. The subsequent sections of this TP will confirm the overarching TP strategy for the site as a whole, with a single Travel Plan Co-ordinator (TPC) appointed to implement this strategy.
- 5.4 The full TP for the wider development outlines two targets which should met over the lifetime of this TP, following 50% occupation. These aims are summarised in **Table 6** and are considered to be the overarching goals of this TP.

Number	Target
1	To reduce the number of vehicle trips generated by the site, over a 12 hour period (weekday 0700-1900 hours), by a minimum of 10%
2	To reduce the peak hour trip rate of a development to ensure there is no 'material impact' on the surrounding network

Table 6: Framework TP Targets

- 5.5 In order to meet the overarching targets, the TP proposes SMART (Specific, Measurable, Achievable, Realistic and Time-bound) targets which are to be met over a 5 year period. The TP would commence at 50% occupation of the wider development (occupation of the 117th unit). The targets set as part of this TP have been based on the 2011 Travel to Work Census data and focus on four target areas as summarised in **Table 7**.

Target	Objective	Baseline	End of Year 5 Target	Model Share End of TP
TP1	To reduce the number of single occupancy trips to/from site.	58.9%	-10%	48.9%
TP2	To increase the number of residents car-sharing.	4.8%	+2	7.8%
TP3	To increase the number of residents travelling by public transport.	6.7%	+3	9.4%
TP4	To increase the number of residents walking and cycling.	8.8%	+4	12.8%
TP5	To increase the number of residents working from home	20.5%	+1	21.5%

Table 7: Indicative Baseline Targets

- 5.6 A more accurate site specific baseline modal share will be determined through surveys completed at several milestones relating to the development's occupation. In line with the agreed TP baseline travel surveys will be undertaken at 50% occupation (occupation of the 117th unit). This will allow confirmation of the site's anticipated modal splits and will allow targets to be agreed with WSCC's TPO before the official start of the TP. Following full occupation unit these surveys would be undertaken on a biennial basis as agreed with WSCC. The overall target of this TP is to achieve a 10% (or c.121 trip) modal shift away from single occupancy vehicle car use and towards more sustainable methods.
- 5.7 In line with the agreed TP and WSCC's TRICS SAM monitoring approach and TRICS SAM best practice, biennial TRICS SAM surveys will be undertaken.

6. TRAVEL PLAN STRATEGY

- 6.1 The following section identifies the TP strategy that has been agreed for the wider development, and as outlined previously, the TP will be evolved by a Travel Plan Coordinator (TPC) throughout its lifetime. The measures proposed are influenced by the site's location, the TP aims and targets and local and national planning policy. A majority of the measures chosen could also be continued by residents beyond the official monitoring period.
- 6.2 Whilst the large majority of measures outlined in this TP would focus primarily upon the promotion and awareness of local infrastructure, a number of hard measures are proposed as part of the wider development.
- 6.3 The main site access onto Fontwell Avenue would include a southern footway on to Fontwell Avenue towards Memorial Junction.
- 6.4 To further facilitate easy access into the site for pedestrians and cyclists two further pedestrian and cycle accesses are proposed as part of the wider site. A pedestrian access is proposed from Northfields Lane, with a footway/cycleway proposed to the south western corner of the site. The proposed footway/cycleway would front onto Nyton Road in the vicinity of Appogee House and would continue to the junction between Nyton Road and Limes Avenue.
- 6.5 In addition, a number of contributions are due to be paid for by the wider development, with the works to be undertaken by WSCC at a later stage. The development will contribute towards the implementation of a signalised pedestrian crossing between Nyton Road and Limes Avenue, which would facilitate the safe crossing of pedestrians. The wider development will also pay a contribution for the development of the Eastergate – Barnham footway/cycleway.
- 6.6 The improvement of local pedestrian and cycle infrastructure as part of the site and by WSCC would help to further encourage residents and site users to travel via sustainable modes.

Travel Plan Coordinator (TPC)

- 6.7 The role of the TPC would be part-time over the course of the TP, with the TPC to be appointed by Taylor Wimpy. The TPC would be responsible for implementing and monitoring the TP for the entire development, through collaboration with residents, WSCC's TPO and the developer to ensure they are included at every stage.

6.8 More specifically the role of the TPC requires:

- Overseeing the development of the TP;
- Implementing an effective marketing strategy and raising awareness;
- Staying informed on local, regional and national campaigns and promotions;
- Acting as the point of call for all TP related queries;
- Liaising with residents, Taylor Wimpey and WSCC's TPO; and
- Coordinating the monitoring and evaluation of the TP including the organisation of TRICS SAM and travel surveys.

Key Stages Pre-Occupation

6.9 In order to meet the key objectives of this TP, it is essential that a number of measures are implemented at an early stage. The objectives set out within this TP should be reviewed annually by the TPC to ensure that targets remain relevant and achievable. Prior to first occupation the TPC should complete all preliminary tasks identified in the Action Plan included as **Appendix C**. The implementation of the TP within this parcel will follow the trigger points for the wider development.

6.10 Taylor Wimpey would be required to appoint a TPC at least 3 months before first occupation, who's details would be provided to WSCC's TPO. The TPC would implement the preliminary tasks agreed within the approved TP Action Plan and prepare a database for holding important contact details (residents, staff, TPO, forums etc.) alongside liaison with other local TPCs.

Key Stages: Following 50% Occupation

6.11 The TP would become fully active upon 50% occupation (occupation of the 117th unit) and would remain active for a period of 5 years following that date. The ultimate aim of the TP is for residents to take over the day to day implementation of the TP and for it to become firmly embedded within the local community.

6.12 The Action Plan agreed with WSCC's TPO at the preliminary stage would be expended upon over the lifetime of the TP, thorough the implementation of a variety of measures. These measures would be determined through liaison with residents, staff, WSCC's TPO and other key players (for example other local TPC's). These measures are discussed in further detail in the remainder of this section, and are included in the Action Plan; contained as **Appendix C**.

Financial Incentive: Travel Gift

- 6.13 As agreed with WSCC's TPO, travel vouchers worth £150 will be provided to the first occupants of each unit. This would be in the form of a bus or cycle voucher, which would be negotiated by the TPC through liaison with local bus companies and cycle shops. The voucher would be valid for a period of 6 months to encourage cycle/bus use from the outset, with terms and conditions clearly stated on the voucher. An example of a 'Travel Gift' voucher is attached as **Appendix D**.
- 6.14 Provision of these incentives would be entitled by the completion of a residents' travel survey in the form of a questionnaire. Subsequent travel surveys would be undertaken annually and could include an additional incentive for survey completion. A second round of vouchers would be offered to residents if the target is not achieved.

Walking and Cycling Measures

- 6.15 This TP has previously summarised the local walking and cycling networks and facilities available within close proximity to the site and has outlined the planned works to be undertaken by WSCC and the developer. Local cycle routes and facilities would be promoted to residents using the £150 travel voucher as an additional incentive to purchase a bike/equipment, with details of the most direct routes and times provided through the preparation and maintenance of a dedicated site webpage and within resident welcome packs, and with regular updates provided in the bi-annual newsletters. Information on local walking and cycling routes would include safe routes to the local schools.
- 6.16 Sales staff should be briefed on the opportunities for walking and cycling in the local area and should promote these to prospective residents at the point of sale, along with the 'hard infrastructure' in place including cycle parking and the proposed footway/cycleway.

Public Transport Measures

- 6.17 The site's close proximity to the local bus network is a primary asset for this site, with local services operating into Chichester. Chichester provides further connection to wider bus services including national express bus services to Portsmouth and London. Whilst Barnham Rail Station is not located within a short walking distance of the site, the station is accessible via a 7 minute cycle. Conditions of the route between the site and the rail station would be improved by WSCC using the contributions made by the wider development.



- 6.18 To ensure that the use of local services is maximised, the timetable of these services would be made available to residents via the TP webpage, within resident welcome packs and with regular updates provided in the bi-annual newsletters. The TPC would include a cost benefit analysis to highlight the benefits of travelling via public transport and would promote WSCC's Journey planner to residents. Promotion of public transport should form a critical element of this TP, particularly given the planned improvements by WSCC. The use of public transport will be further incentivised through promotion of the £150 travel voucher.
- 6.19 Again, sales staff should promote opportunities to travel by public transport to prospective residents, and should keep up-to-date with any changes in timetable information.

Sustainable Private Car Use and Car Sharing

- 6.20 On occasions when single occupancy vehicle use is unavoidable or where alternative travel options are significantly limited in comparison, opportunities to promote sustainable driving practices would be promoted.
- 6.21 Car sharing website's such as West Sussex Car Share (www.westsussexcarshare.com) would be promoted by the TPC and would help to reduce pollution and congestion. The West Sussex Car Share website provides information about car sharing and helps to find potential car sharing partners. Promotion of the car sharing websites would help to reduce the number of single occupancy vehicle trips generated by the site. The TPC would monitor the uptake of car sharing and would determine the need for a site specific car sharing scheme.
- 6.22 Electric and hybrid vehicles are becoming a key aspect of sustainable transport and therefore the TPC should also promote the uptake and usage of both electric and hybrid vehicles, with awareness raised of the active charging points available in the local area through the use of the bi-annual newsletters and the dedicated TP webpage.

Home and Remote Working

- 6.23 Options for home and remote working are becoming popular practices for many companies. Although this TP has limited scope to adjust workplace practices, it can ensure that residents are aware of smarter working practices and options to work from home, particularly as Census data indicates that currently 20.5% of people in the local area work from home.

Local Area and Site Visitors

- 6.24 The TP should not develop in isolation from the local community and therefore the TPC would seek to maximise liaison and communication between local resident groups and community groups. As part of this TP the TPC will also encourage and extend sustainable travel opportunities to any visitors travelling to/from the site. Residents' own positive sustainable travel experiences should have a knock-on effect on site visitors.

Communication and Marketing

- 6.25 The co-ordination of TP documentation within resident information / welcome packs and subsequent local communication opportunities (e.g. through resident groups, newsletters and an online webpage) adds a significant weight which would be added to the marketing campaign for the TP.
- 6.26 The TPC would develop a TP logo; an easily identifiable symbol synonymous with the TP. This would be used on all TP material and used within the co-ordinated marketing campaign and communication forms below;

- The travel welcome pack
- Six monthly newsletter
- Use of social media

Travel Planning Website

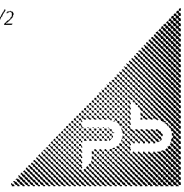
- 6.27 The TPC should explore opportunities to provide residents with a site specific website such as Paul Basham Associates' Travel Planning Website (pbatravelplan.com) or a dedicated webpage on an existing website (if available). The webpage would provide information on site accessibility and sustainable travel options and could also provide information on and promote the following:

- Introduction to the TP;
- Accessibility map;
- Walking, cycling and public transport links and journey planners;
- Any travel news which may affect residents;
- Biennial TRICS SAM and travel survey results;
- Local TP forum minutes;
- Development Newsletters; and
- Local discounts/ travel vouchers available to the development.



Action Plan

- 6.28 To accompany this TP a proposed Action Plan complete with costs has been developed for the site as a whole, which sets out the measures that would be implemented by the site's TPC. The measures have been split into modes of travel and include the preliminary measures that would need to be undertaken by the TPC. The proposed Action Plan is attached as **Appendix C** and would be agreed with WSCC's TPO during the preliminary TP period.



7. IMPLEMENTATION AND MONITORING

- 7.1 The implementation and monitoring of the TP will be completed for the entire site as a whole and therefore will follow the strategy identified and agreed in the wider site's Reserved Matters application.
- 7.2 The role of the TPC would be appointed by the developer and would be part time over the lifetime of the TP. On appointment contact details of the TPC would be provided to WSCC, to ensure that a clear dialogue is possible from the first introduction of the TP. The TPC is responsible for the day to day implementing and monitoring the TP's targets and measures in liaison with WSCC's TPO and the developer. The early stages of a TP are relatively time intensive and the budget should be 'front-loaded' to take into account the work that is required to establish the TP.

Travel Plan Forums

- 7.3 The TPC would be required to attend any Travel Forums to ensure that the TP is well coordinated, remains relevant and is understood by residents.

Travel Plan Monitoring

- 7.4 The TPC would undertake a consistent monitoring approach for the implementation of the TP, with the following aims in mind:
- Ensuring that biennial TRICS SAM surveys and travel surveys are undertaken at defined intervals;
 - Ensuring that all are informed of the TP's aims and objectives including WSCC's TPO, residents, the local community and the developer;
 - That the TP is being adopted, at least in part by the local community/residents beyond the life of the monitoring period; and
 - Respondee fatigue is avoided by securing a time-efficient, user friendly and incentivised method of data collection which benefits and supports subsequent TP implementation.
- 7.5 This TP's approach acknowledges the above and the proposed monitoring approach is shown in **Table 8** and summarised within the subsequent paragraphs.

Preliminary Period	End of Year 1	End of Year 2	End of Year 3	End of Year 4	End of Year 5
Resident travel survey at 50% and full occupation	TRICS SAM	Resident Travel Survey	TRICS SAM	Resident Travel Survey	TRICS SAM + compare to Year 5 target

Table 8: Travel Plan Monitoring Strategy

- 7.6 A baseline travel survey of the site would be undertaken at 50% occupation (occupation of the 117th unit) and again once the site is fully occupied (occupation of the 233th unit), to establish site travel patterns and the objectives of the TP. This will ensure that these targets are realistic and achievable over a 5 year period. An example of a resident travel survey is included as **Appendix E**.
- 7.7 It is proposed that biennial TRICS SAM surveys are undertaken of the site to monitor the changing needs of the site over the lifetime of the TP, in line with TRICS SAM best practice.
- 7.8 The results of all site surveys will be available for residents to view on the development's dedicated TP webpage (if available) and within bi-annual newsletters. Results would also be presented at resident meetings and displayed on a community notice board if one is available.
- 7.9 The TPC would seek to achieve an acceptable response rate from residents following the completion of travel surveys at the baseline stage and in years 2 and 4. Over the course of the TP responses are likely to decrease and therefore the TPC would work alongside WSCC's TPO to ensure that response rates are adequate.
- 7.10 If the targeted response rate is not achieved a second round of £150 vouchers would be offered to residents to encourage a higher response rate.
- 7.11 An annual monitoring/progress report will be produced and submitted by the TPC to WSCC's TPO within 3 months of each survey taking place. The annual monitoring report would outline how the TP has been implemented along with a presentation of results and an outline of the future monitoring strategy including any revisions.

Community Handover

- 7.12 Upon the completion of the official monitoring period in Year 5, the TP would be handed over to the local community/residents to continue. A handover strategy would be devised by the TPC through liaison with WSCC's TPO and the development's resident group (if available).

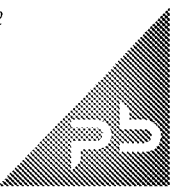
Overcoming Barriers to Success

- 7.13 Mismanagement can become a potential barrier to the successful implementation of a TP. Whilst the TPC is responsible for the overarching management of the TP, ongoing co-ordination with WSCC's TPO officer should ensure that mismanagement does not occur.

- 7.14 The evolution of the TP over the 5 year period would highlight aspects of the TP that were successful, which would be used as a guide when proposing remedial measures.
- 7.15 Whilst specific remedial measures have not been identified within the TP, such measures would be identified through discussions with WSCC's TPO. The 5 year budget for implementing the TP would be sufficient to ensure that remedial measures could be implemented. Such as if one measure is not working in Year 1, there would be budget in Year 2 to rectify this and change to new measure is needed.

Travel Plan Costs and Fees

- 7.16 Given that the northern parcel would be incorporated into the TP of the wider site, a single auditing fee of £1,500 would be payable to WSCC to monitor the site over a period of 5 years.

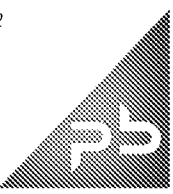


8. SUMMARY AND CONCLUSIONS

- 8.1 This TP has been prepared by Paul Basham Associates on behalf of Taylor Wimpey to support an application for a 70 unit residential development at The Hedgerows, Westergate.
- 8.2 The site forms the north western parcel of a larger scheme which gained Reserved Matters approval for the development of 208 residential dwellings and a 60-bed care home in January 2018 (planning reference: AL/102/17/RES). Paul Basham Associates prepared a full TP to support this application which was agreed with WSCC. The current application proposes the net addition of 25 units within the northern parcel of the site which would be incorporated into the wider sites TP strategy.
- 8.3 A TP is a strategy that supports national and local policies by supporting an increase in sustainable travel modes and the accessibility of developments. A TP is an evolving process which requires monitoring and input from the TPC, residents, Taylor Wimpey and WSCC's TPO to ensure that targets remain relevant and achievable.
- 8.4 The TP's primary aim is to encourage sustainable development by reducing the impact of the development's travel demands, by raising awareness of, and promoting more sustainable travel practices.
- 8.5 An indicative baseline travel modal split and targets have been established for the proposed development site as a whole and have been agreed with WSCC. These baseline targets for the development would be reviewed, revised and agreed with WSCC where necessary. A baseline travel survey would be undertaken at 50% occupation of the entire development, with a further survey undertaken following full occupation, to confirm modal splits. The overall target of this TP is to achieve a 10% (or c.121 trip) modal shift away from single occupancy vehicle car use and towards more sustainable methods. Targets and measures set in this TP will be revised upon the completion of baseline surveys and would be agreed with WSCC's TPO.
- 8.6 In order to meet the key objectives of the TP a number of measures would be implemented by the TPC at an early stage. These measures primarily focus on the establishment of the TP within the community and their establishment at an early stage should help achieve TP targets in the long-term.



- 8.7 The TPC would oversee the implementation of all aspects of the TP and would work alongside WSCC, residents and the developer to ensure that accurate and achievable targets are proposed. Survey results would be used to guide the TP, to ensure that targets and measures remain relevant and that the TP becomes increasingly integrated into the local community.
- 8.8 The TP strategy, implementation and monitoring will be completed as one for the entire development, and therefore the details of this TP follow those previously consented in the Travel Plan created to support the wider development.



Appendix A

The Hedgerows, Westergate
Travel Plan

Paul Basham Associates Ltd
Report No 064.0007/TP/2

Notes:
The contractor must verify all dimensions on site before commencing any work
on shop drawings, do not scale from this drawing
McBains Ltd copyright

BIM Transmittal Disclaimer

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DISCLAIMER

Images and site layout are intended for illustrative purposes only and should be treated as general guidance only.

Site layout including parking arrangements, (social/ affordable housing, community buildings, play areas and public open spaces) may change to reflect changes in the planning permission for the development. Please speak to your solicitor to whom full details of any planning consents including layout plans will be available.

Site layouts and landscaping are not intended to form part of any contract or warranty unless specifically incorporated in writing into the contract.

Notes:

- 1 - Please refer to Landscape drawings for actual planting/landscaping layout
- 2 - Cycle storage position illustrative.
All properties are provided with space for the secure storage of bicycles. In the case of houses, this will either be via a storage area in a garage, or a dedicated cycle store located in the rear garden.

P6	Plot 139 handed; Indicative trees added	09.11.2018
P5	Amended to suit comments	19.10.2018
P4	Amended to suit comments	05.10.2018
P3	Minor amendments	28.09.2018
P2	BCP added for plots 139-141	28.08.2018
P1	Drawing issued for comments	15.08.2018

Revision	Amendment	Date
V5	T5	JD
Drawn by	Reviewed by	Approved by
60435	AUG'18	1:500 @ A1
MCS Number	Date created	Scale @ A1

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Client	Taylor Wimpey
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Project
LAND AT NYTON NURSERIES - RE-PLAN
EASTERGATE AND WESTERGATE
WEST SUSSEX

Drawing Title
SITE LAYOUT PLAN

ARCHITECTURE

Drawing / Document Reference							Status	
NNRP - MCB - ZZ - ZZ - DR - A - 0230							D5 - P6	
Project Iden	Originator	Zone	Level	Type	Discipline	Number	Suitability	Revision

Appendix B

The Hedgerows, Westergate
Travel Plan

Paul Basham Associates Ltd
Report No 064.0007/TP/2



WD703EW - Method of travel to work (2001 specification) (Workday population)

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population All usual residents aged 16-74 either in employment in the area, or not in employment but live there
units Persons
area type 2011 super output areas - middle layer
area name E02006544 : Arun 003

Date	Work mainly at or from home	Train (inc Underground, metro, light rail or tram)	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work	Not in employment
2011	741	205	25	11	31	2,096	173	115	201	16	2,176
%	20.5	5.7	0.7	0.3	0.9	58	4.8	3.2	5.6	0.4	

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix C

The Hedgerows, Westergate
Travel Plan

Paul Basham Associates Ltd
Report No 064.0007/TP/2



Nyton Road, Westergate
Updated Action Plan



Activities	Responsibility	Timescale	Notes
TPC to contact WSCC and agree targets, monitoring and confirm Action Plan	Developer/TPC	Prior to first occupation	
Site Visit	TPC	Prior to first occupation	
Establish contact with local service providers including cycle routes and local bus services to allow redemption of travel vouchers	TPC	Prior to first occupation	
Develop website	TPC	Prior to first occupation	
Design and distribute a Travel Welcome Pack and baseline survey	TPC	Prior to first occupation	
Organise communication strategy including resident meetings, newsletters	TPC	Prior to first occupation	
Travel Plan Signage and training to be established	TPC	Prior to first occupation	
Prepare TP and other documents for logging/monitoring: Action Plans, Household details, Household Personal Travel Planning, Accessibility/Communications	TPC	Prior to first occupation	
Send Key Stakeholder Contact Details, Survey Responses	TPC	Prior to first occupation	
liaison with Sales Representatives and Care Home House Manager to introduce TP and incentives available	TPC	Prior to first occupation	
Measurement Targets, Targets and Evidence			
End of Preliminary Phase Report and revise targets where necessary	TPC/WSCC	End of Preliminary Phase	
Preliminary Results: Travel Surveys	TPC	50% occupation & Full Occupation	
			£1,500 for Report
			£4,500

Actions	Responsibility	Timescale	Year 1	Year 2	Year 3	Year 4	Year 5	Total	Notes		
Personal Travel Planning (General TPC Activities)											
Liaison with residents and Care Home House Manager re: PTP and distribution of travel vouchers	TPC	Ongoing	£	£	£	£	£	21,150.00			
Attend Resident Association Event / Group meetings	TPC	Ongoing									
Work within local community groups, attend meetings, share communications	TPC	Ongoing									
Maintain dialogue with local public transport service operators for service changes and promotions including bus and train services	TPC	Ongoing									
Maintenance of local area walking / cycling route map and public transport information via online methods and bi-annual newsletters	TPC	Ongoing									
Provide information on safe walking and cycle routes to the school	TPC	Ongoing									
Keep up to date on local walking, cycling, public transport and car sharing initiatives	TPC	Ongoing									
Promote local area key facilities, including walking and cycling	TPC	Ongoing									
Promote Walk to Work Week	TPC	Ongoing									
Promote Sustrans Big Cycle and Walk Challenge	TPC	Ongoing									
Promote local cycle events and local cycle shops	TPC	Ongoing									
Promote Bike Week	TPC	Ongoing									
Provision of information on local road network routes, fuel efficiency practices and fuel efficient vehicles and local electric vehicle charger provision	TPC	Ongoing									
Investigate and promote new and existing health walks	TPC	Ongoing									
Prepare cost comparison table for public transport against single car travel	TPC	Ongoing									
Promote and explore opportunities to co-ordinate deliveries	TPC	Ongoing									
Promotion of car sharing websites such as West Sussex CarShare and electric charging locations	TPC	Ongoing									
Cooperate with local businesses to promote home/remote working and establish opportunities for long term investment in TP	TPC	Ongoing									
Promotion of home and remote working using case studies as possible evidence	TPC	Ongoing									
Encourage residents promotion of sustainable travel options to visitors	TPC	Ongoing									
Newspapers and Communication											
Newsletters	TPC	Bi-annual Event	£	500	£	500	£	500	£	2,500	Does not include printing
Website/ Social Media Marketing	TPC	Annual Update	£	750	£	750	£	750	£	3,750	
Monitoring, Surveys, Surveys and Feedback											
Annual Progress Review	TPC	End of each Year	£	1,000	£	950	£	950	£	3,900	
Liaison with WSCC	TPC	End of each Year	£	850	£	750	£	750	£	3,450	
Biennial Resident Travel Survey	TPC	End of Years 2 and 4	£	625	£	625	£	625	£	2,025	Does not include printing
Biennial TRCS SAM Surveys	TPC	End of Years 1, 3 and 5	£	3,000	£	3,000	£	3,000	£	9,000	Cost of Surveys to be confirmed with TRCS
Handover	TPC	End of Year 5	£	10,000	£	6,275	£	6,275	£	22,545	
Year Estimates			£	10,515	£	5,401	£	6,276	£	31,193	
									£	44,674	Preliminary Stage 2 Year Estimates

Disbursements			Cost	Estimated Quantity Required	Total	Notes
Subscription of Online Survey Tool	TPC		£250 per annum	5	£1,250	
Scapher	TPC		£150 per handling staff (20w staff members)	150	£15,000	
Relief/ Training Costs	TPC		Costs to be agreed with Developer on an ad-hoc basis			
				Disbursement 5 year total		£16,250

Project Details	
Scheme	Nyton Road, Westergate
No. of Units	294
Personal Travel Planning Budget per unit	£ 75
Total Personal Travel Planning Budget	£ 21,975
1st Unit Occupation Target	190
Full Occupation Target	190
Applicant	Taylor Wimpey
Local Authority	West Sussex County Council
LA Travel Plan Officer	Andy Moulton
Travel Plan Author	Shannon Rhodes-Wort
Travel Plan Co-ordinator	TPC

Total Costs	
TPC Total Costs	£14,425
Disbursement - Total Costs	£16,250
Total	£30,675

Appendix D

The Hedgerows, Westergate
Travel Plan

Paul Basham Associates Ltd
Report No 064.0007/TP/2



Your Compass Point Travel Plan Voucher

SURNAME

Address: EXAMPLE

Reference Number: 064.0001/100

Expires: EG.EG.20EG

This Voucher entitles the above household address to goods and/or services to the value of £50 at The Hub Cycleworks, Southampton.

This Voucher is part of the Compass Point Travel Plan which aims to support access to your local area and help make your travel more affordable, enjoyable and healthy.

Terms & Conditions: The voucher can be used for one transaction only, in part or in full, and to cover the whole or part of a purchase.

Proof of Address and I.D. must be provided at purchase. No change will be given for purchases under £50. The voucher can be used to cover costs

for up to £50 towards any bicycle, equipment, and/or service provided by The Hub Cycleworks, Southampton. See Expiry Date.

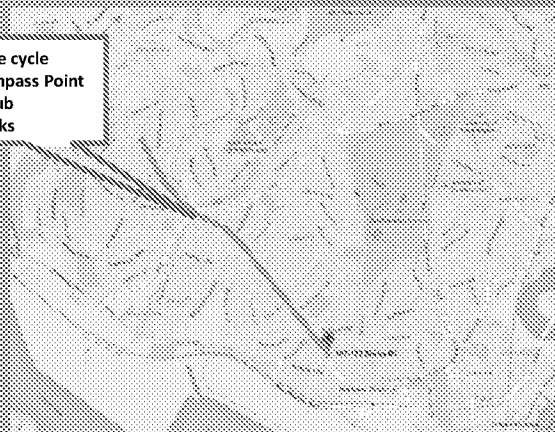


How do I get to The Hub Cycleworks?

1. Walking? A 2 mile walk from Compass Point to The Hub Cycleworks, straight down Romsey Road and Shirley High street.
2. On your bike? See www.cyclestreets.net to map the 9minute journey
3. Or contact your Travel Plan Coordinator for more help



10 minute cycle
from Compass Point
to The Hub
Cycleworks



**The Hub Cycleworks, 107-109 Shirley Road , Southampton, SO15
3FF Tel: 02380 226 969**



pb paulbasham
ASSOCIATES

**Contact your Travel Plan Coordinator for more information at: Lancaster Court, 8 Barnes Wallis Road, Fareham, Hampshire, PO15 5TU
Tel: 01489 668134 www.paulbashamassociates.com travelplan@paulbashamassociates.com**

Appendix E

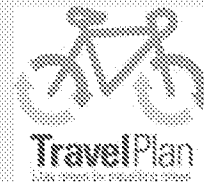
The Hedgerows, Westergate
Travel Plan

Paul Basham Associates Ltd
Report No 064.0007/TP/2



Thank you for taking the time to complete your travel survey. This will help us help you and your local travel facilities. Please complete all sections.
Don't forget to fill out your details at the end!
You can send your completed survey to:

- ☐ Post : Paul Basham Associates, Lancaster Court, 8 Barnes Wallis Rd, Fareham, PO15 5TU
- ☐ Or you can fill this out via Survey Monkey on.....
- ☐ Email: travelplan@paulbashamassociates.com



Site Name Residents

Welcome to your new home at Merton Rise! By completing this survey we are able to issue you your FREE travel gift mentioned in your Welcome Pack and newsletters. Please answer ALL questions, and fill out your details on the back page. Without this information we will be unable to process your travel gift. This survey will help us (your travel plan coordinators) understand a little more about your journeys and your local travel.

Section A: Your journeys

A1. For the past 5 WEEKDAYS please indicate (with a tick) your household's main mode of travel (where longest distance/journey time was covered) for your primary journey (e.g. commute to work).

	Day 1	Day 2	Day 3	Day 4	Day 5
Public Bus					
Private Bus					
Cycle					
Car Alone					
Car Share (passenger/ driver)					
Motorcycle/scooter					
Taxi					
Train					
Underground					
Walk					

Other, Please specify: _____

A2. Please indicate how frequently an alternative form of travel is used for the household's primary journey to that indicated in Question 1.

	Never	Very Rarely/ Sometimes	1-2 times every 1 2 months	1 / Fortnight	1 / week	1-3 days/week	4-7 days per week
Public Bus							
Private Bus							
Cycle							
Car Alone							
Car Share (passenger/ driver)							
Motorcycle/scooter							
Taxi							
Train							
Underground							
Walk							

Other, Please specify: _____

A3. Your most frequent journey is for (please tick one):

- ☐ Work/education
- ☐ Leisure/retail
- ☐ Health

A4. Please describe your primary journey, from A to B

Start Postcode (A) _____

Time I leave start postcode (A) _____

Postcode (A) _____

Time I leave end postcode(B) _____

Section B: Travel Choices

B1. How many cars do your household own?

- ☐ 0
- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4+

B2. If you travel by car for your most frequent journey, why do you travel by car?

(Please tick all that are relevant)

1. ☐ Car essential to perform job
2. ☐ Reliability/Quicker than alternatives
3. ☐ Health reason
4. ☐ Lack of alternative/Costs
5. ☐ Comfort/Personal safety
6. ☐ Things to do on way home
7. ☐ Other please specify

B3. Which of the above is the most important reason?
(Please enter the number associated to the reason e.g. 7)

Section C: Travel incentives

C1. Which of the following would most encourage you to walk (or walk more if you already do so)? (Please specify up to 3)

	Walking	Cycling	Public Transport
Discounts			
More information			
Improved Frequency			
Reliability			
Increased Safety Measures			
Cycle storage/training			
Better facilities			
Improved Routes			
Nothing			
Other (please specify below)			

Other, Please specify: _____

Section D: FREE Travel Gift

D1. Have you claimed your FREE travel gift? (X bus pass, £X Cycle shop voucher or £ X rail voucher)

- ☐ Yes (Please go to question D2)
☐ No (Please go to question D4)

D2. Which travel gift did you choose?

- ☐ X bus pass
☐ £X cycle voucher
☐ £X rail voucher

Please go to question D3

D3. Please tell us how this Travel Gift has helped/would help your local travel practices. (Only answer this question if you answered 'YES' to question D1)

Please go to question E1

D4. What are your reasons for not claiming the travel gift?

- ☐ Did not know about it
☐ Time
☐ Not interested/Won't make a difference to me
☐ Seems complicated
☐ Other (please specify) _____
☐ Please go to question D5

D5. I would like to claim:

- ☐ X bus pass
☐ £X cycle shop voucher
☐ £X rail voucher
☐ I don't want one

Please go to questions E1.

Section E: About you

E1. Did you know there was a SITE NAME Travel Plan?

- ☐ Yes
☐ No

E2. Do you receive our newsletters?

- ☐ Yes by post (please go to question E2)
☐ Yes by email (please go to question E2)
☐ No (Please fill out the details below)

E3. Do you find the newsletters useful?

- ☐ Yes
☐ No

Please go to question E3

E4. What else would you like to see in your newsletters? (please specify)

E5. Please comment on your local transport/travel experiences (good or bad)

Please fill in your details below:

Name: _____

Gender: Male/Female/Prefer not to say (please circle one)

House/Flat number: _____

Street Name: _____

Postcode: _____

Email Address: _____

Date you moved in (DD/MM/YY): _____