

Technical Note

Project No: ITB14224
Project Title: Chalcroft Nursery, Bersted
Title: Travel Plan Statement
Ref: DS/ITB14224-005 TN
Date: 24 July 2020

SECTION 1 Introduction

- 1.1 Landform Bersted Ltd has appointed i-Transport LLP to provide highways and transport advice for the proposed re-development of Chalcroft Nursery. The proposal comprises the modernisation of the existing commercial offering and the provision an additional 1,542 sqm of commercial space (including B1(b), B1(c), B8 and A1 land uses), 20 residential dwellings, landscaping, infrastructure and a new vehicular access.
- 1.2 The site forms a part of the wider 'West of Bersted' Strategic Allocation, which is identified in the Adoption Arun Local Plan 2011 – 2031 (2018) under policy H SP2a (SD3). The whole West of Bersted allocation has been identified as being able to deliver at least 2,500 dwellings over the plan period. It is envisaged that the proposed development site will form part of the wider Travel Plan associated with Chalcroft Fields. Therefore, this Travel Plan Statement (TPS) has been prepared as an interim measure to ensure that the opportunity for sustainable travel is promoted from the outset and until such a time the wider Travel Plan established.
- 1.3 The remainder of this TPS is structured as follows:
- Section 2 describes the principles of the TPS, as well as its objectives and benefits;
 - Section 3 considers the existing accessibility of the site by walking, cycling and public transport;
 - Section 4 sets out the existing travel characteristics for the area;
 - Section 5 sets out the measures that will be provided to encourage sustainable travel to the site and to manage travel demand;
 - Section 6 provides a strategy for the implementation and management of the TPS; and
 - Section 7 provides a summary of the TPS.

SECTION 2 Principles, Objectives and Benefits

2.1 Principles

- 2.2 The TPS focuses on promoting sustainable lifestyles amongst new residents, through reducing the need for travel by private car; providing non-car mode travel options for local journeys; and influencing modal choice.

2.3 Objectives

- 2.3.1 The plan has the following objectives:

- i To support a range of sustainable transport alternatives to provide residents with options for travel to/from the site;
- ii To develop an awareness of the options for sustainable travel to and from the site amongst residents;
- iii To promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and highlight the health and environmental benefits of using sustainable travel modes; and
- iv To manage car parking demand across the development, and to minimise the impacts of car based travel on the local and strategic highway network and environment.

2.4 Benefits

- 2.4.1 The development of a TPS has a number of benefits for future residents as well as the existing local community and surrounding environment.

Residents

- Improved health and fitness through increased levels of walking and cycling;
- Increased travel flexibility offered through wider travel choices;
- The social aspects of sharing transport with others; and
- A better environment within the site and its immediate area as vehicular movements are minimised and parking pressures are reduced.

Local Community and Environment

2.4.2 The sustainable transport strategy for the development proposal will benefit existing residents in the local area in a number of ways, e.g.:

- The impact of the development on the local environment will be lessened, in terms of reducing congestion, noise and atmospheric pollution created by vehicle trips to and from the site; and
- A reduction in vehicular movements to and from the site will reduce pollution levels and contribute to a reduction in vehicular turning movements to/from the site. This will contribute to both local air quality management and national climate change reduction targets.

SECTION 3 Existing Conditions

3.1 Introduction

- 3.1.1 This section of the TS describes the existing transport conditions in the area, including the opportunities for walking, cycling and the use of public transport. The existing highway conditions are also reviewed to provide a baseline for the TS.

3.2 Walking and Cycling

Chalcroft Lane

- 3.2.1 Chalcroft Lane forms the site frontage and routes north towards North Bersted and south towards Aldwick. Continuous footways are provided on both sides of Chalcroft Lane in the vicinity of the site, ranging from circa 2.0-2.5m and 1.6-1.8m on the western and eastern sides of the carriageway respectively. Additionally, the eastern footway is separated from the carriageway by a grass verge measuring circa 3m in width.
- 3.2.2 Dropped kerbs and tactile paving forms a crossing of Chalcroft Lane Approximately 80m to the north of the Chalcroft Lane/Ffairfach Close junction, with additional provision some 45m further north. Furthermore, a signal-controlled pedestrian crossing is provided across Chalcroft Lane just to the north of Central Avenue.
- 3.2.3 Both footways continue north with dropped crossing points provided across the minor arms of priority junctions with Chalcroft Lane. The Chalcroft Lane / B2259 Chichester Road double mini roundabout provides dropped kerb crossing facilities and pedestrian refuge islands on all arms of the junction with the exception of North Bersted Street.
- 3.2.4 To the south of Ffairfach Close, both footways continue for approximately 120m, after which the western footway ceases. The eastern footway continues, separated from the carriageway by a grass verge. It should be noted that street lighting is provided along the extent of Chalcroft Lane and good natural surveillance is provided by existing residential properties.

B2259 Chichester Road

- 3.2.5 The B2259 Chichester Road connects with Chalcroft Lane at the Royal Oak public house, routing south east towards South Bersted and north west to North Bersted.

- 3.2.6 To the north west of Chalcraft Lane, continuous footways are provided on both sides of the carriageway measuring circa 2.5m. A pedestrian controlled signal crossing is provided approximately 105m to the north west of the mini roundabout outside the Royal Oak public house. All of the junctions along Chichester Road provide dropped kerbs, with some larger junctions also providing tactile paving and pedestrian refuge islands. A shared footway/cycleway is provided just to the north of the ESSO garage on both sides of the carriageway in addition to a Toucan crossing facility.
- 3.2.7 Continuing north to the Chichester Road/Elbridge Avenue/A259/North Bersted Bypass, the footway/cycleways are initially routed around the roundabout separated from the carriageway by large areas of vegetation before returning to the carriageway edge. Uncontrolled crossing points comprising dropped kerbs and tactile paving are provided on the Elbridge Avenue and North Bersted Bypass arms of the roundabout. The shared footway/cycleway on the western side of the carriageway continues north from the roundabout along the A259 and terminates just south of the junction with Babsham Lane, at which point Toucan crossing facilities are provided.
- 3.2.8 Eastbound from the Royal Oak public house, continuous footways are provided on both sides Chichester Road measuring between approximately 2-3m. Dropped kerbs are provided at all the minor arms of junctions along the route, with the majority of junctions also providing tactile paving. It should be noted that street lighting is present along Chichester Road in addition to good natural surveillance from surrounding properties.

Central Drive / Central Avenue

- 3.2.9 Central Drive and Central Avenue are located to the east of Chalcraft Lane. Footways are provided on both sides of the carriageway measuring between 1.5-3.0m on both sides of the carriageway and street lighting is provided. At its eastern extent, Central Avenue connects with Chichester Road, providing access to a range of local facilities and services via a junction that provides dropped kerbs, tactile paving and a pedestrian refuge island. Again, street lighting is provided along the extent of this route.

Greencourt Drive

- 3.2.10 Greencourt Drive is a posted 20mph residential zone that connects to Central Drive and Central Avenue to the north and South Way and Collyer Avenue to the south. Footways are provided on both sides of the carriageway, measuring approximately 2.5m in width on both sides. Greencourt Drive is street lit along its extent and lined with residential properties on both sides which provide a good level of natural surveillance. This route provides a quick, convenient and safe route to Southway Primary School, Regis School and The Arena Sports Centre.

Collyer Avenue

- 3.2.11 Collyer Avenue continues from Greencourt Drive from the west and heads eastwards through a residential area towards Bognor Regis Rail Station. Footways measuring approximately 2m are provided along the extent of Collyer Avenue with dropped kerbs and tactile paving across most junctions in addition to traffic calming measures such as high friction red coloured road surfacing.
- 3.2.12 Street lighting is provided along the extent of Collyer Avenue, again, with good natural surveillance from surrounding residential properties. Collyer Avenue serves as one of the main connections between the site and Bognor Regis Rail Station for pedestrians and cyclists.

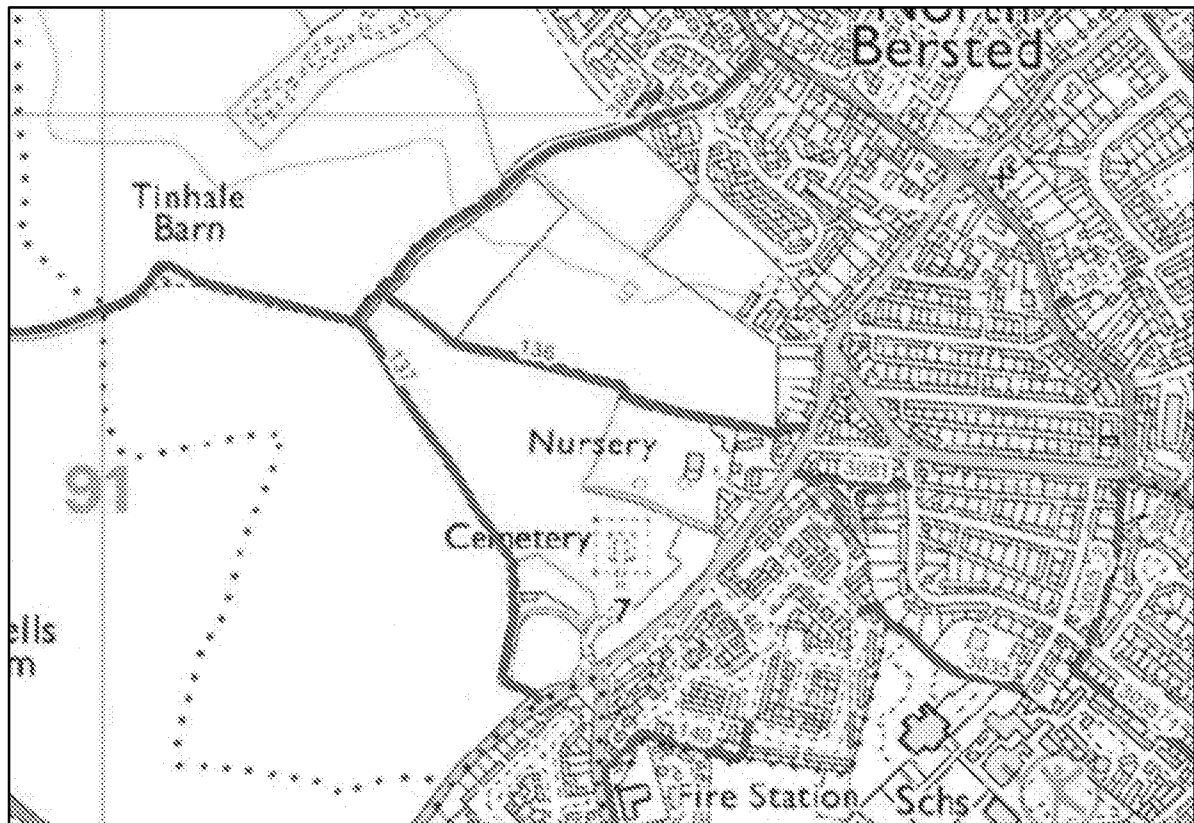
Fairlands

- 3.2.13 Fairlands is a short residential street connecting Chichester Road to the west with Hazel Road to the east. Dropped kerbs, tactile paving and a pedestrian refuge island is provided at the junction between Fairlands and Chichester Road. Footways are provided on both sides of the carriageway measuring approximately 2m on both sides. Traffic calming features comprising speed pillows are present along Fairlands and Hazel Road further east which are intended to slow vehicles, thus having a beneficial affect for pedestrians and cyclists.

3.3 **Public Rights of Way (PROW)**

- 3.3.1 The PROW network in the vicinity of the site is presented in shown, overleaf, in **Image 3.1**.

Image 3.1: Extract from PROW Map



Source: WSCC i-Map

- 3.3.2 There is a network of PROW footpaths within the vicinity of the site. Footpath 136 runs across the northern boundary of the site, providing a connection to Chalcroft Lane to the east and joining the road circa 5m north of the Chalcroft Lane / Central Drive junction. Footpath 3035 runs between Stroud Green Drive and South Way, providing a quicker route to the local schools from the site.
- 3.3.3 To the west of the application site, Footpath 136 provides a connection to a wider network of PROW:
- Footpath 137 connects to Chalcroft Lane to the west of Chalcroft Lane cemetery;
 - Footpath 134 runs along the northern edge of the site, providing a connection to B2259 Chichester Road via Newbarn Lane. A financial contribution of £50,000 was secured as part of development BE/92/15 to provide enhancements to this route for use as a bridleway;
- 3.3.4 Consequently, it can be seen there is good pedestrian permeability within the local area as well as opportunities for future residents to access the PROW network for leisure purposes.

3.4 Public Transport

Bus

- 3.4.1 The closest bus stops to the site are located on the B2259 Chichester Road, circa 600m from the centre of the site. These stops are served by the regular bus service 700. There is flag and pole and timetable information provided at these stops. **Table 3.1** provides a summary of local bus services.

Table 3.1 Summary of Bus services

Service	Route	Service Frequency		
		Weekdays	Saturdays	Sundays
700	Littlehampton – Chichester	15-minute service	15-minute service	½ Hourly Service

Source: Traveline southeast

- 3.4.2 The Coastliner 700 service provides a genuine opportunity to travel to key destinations including Chichester and Littlehampton and provides a realistic alternative to using the car to travel to these destinations given the direct and frequent nature of the service.
- 3.4.3 In addition to the 700 service, Stagecoach U7 provides a less frequent route between Chichester and Bognor, including stops at University campuses in both Bognor and Chichester.

Rail

- 3.4.4 Bognor Railway Station is located approximately 2.2km to the southeast of the site and provides rail services operated by southern. **Table 3.2** summarises existing services from the station.

Table 3.2: Bognor Rail services

Destination	Service Frequency			Average Journey Time
	Weekdays	Saturdays	Sundays	
Chichester	4 services	4 services	3 services	20 mins
Littlehampton	2 services	2 services	1 service	21 mins
Portsmouth	3 services	3 services	3 services	1 hr
Southampton	2 services	2 services	1 service	1hr 20 mins
Brighton	2-3 services	2 services	2 services	1 hr 5 mins
London	3-4 services	3 services	2 services	1 hr 45 mins

Source: National Rail

- 3.4.5 The railway station is located within a reasonable cycling distance and can be access by public transport, therefore, there is a good opportunity for future users of the site to undertake linked trips to the site.

3.5 Local Highway Network

Chalcroft Lane

- 3.5.1 The site lies to the north west of Chalcroft Lane, a single carriageway road which is largely residential in nature. The carriageway is circa 7.3m wide, has street lighting and is subject to a 30mph speed limit. The road provides a key route between the areas of North Bersted and Aldwick. Traffic data was collected by means of an Automatic Traffic Count (ATC) in November 2018 and the outputs are summarised in **Table 3.3**

Table 4.3: Chalcroft Lane – Typical Traffic Conditions

	Northbound	Southbound
AM Peak (08:00-09:00)	669 vehicles	563 vehicles
PM Peak (17:00-18:00)	613 vehicles	700 vehicles
Daily (00:00 – 00:00)	8,089 vehicles	8,318 vehicles
Average Speed	28.9 mph	29.5 mph
85 th Percentile Speed	33.1 mph	33.2 mph

Source: ATC Data – November 2018

- 3.5.2 At present, Chalcroft Lane provides a connection to the B2259, and then on to the A259, for residents in the Aldwick, Bersted and Bognor Regis area. The West of Bersted allocation SD3 includes the provision of a new link road to the A259 from Lower Bognor Road, which will redistribute existing movements and decrease baseline traffic flows along Chalcroft Lane.

B2259 Chichester Road

- 3.5.3 The B2259 Chichester Road extends from the A259 North Bersted Bypass to the north of the site to the roundabout between the A29 / B2259 Hotham Way / B2166 to the south east of the site and provides a key route to South Bersted and areas of Bognor Regis. The B2259 is a single carriageway distributor road providing access to many residential streets. The road width varies, but typically measures circa 6.5-7.3m, has street lighting and is subject to a 30mph speed limit.

Central Drive / Central Avenue

- 3.5.4 Central Drive and Central Avenue are residential single carriageway roads located to the east of Chalcroft Lane that provide direct frontage access to adjacent properties. The roads are broadly aligned from east to west and provide access towards the local centre of Bersted.
- 3.5.5 The carriageways of both roads are circa 7.3m in width, although it is noted that on-street parking widely occurs which reduces the usable width of the carriageway. The roads are subject to a 30mph speed limit, are street lit and have a 7.5 tonne weight restriction.

SECTION 4 Existing Travel Characteristics

4.1 Journey Purpose

4.1.1 The Department for Transport's (DfT) National Travel Survey identifies the proportion of all trips by purpose as set out in Table 4.1.

Table 4.1: Proportion of Trips per Year by Journey Purpose

Journey Purpose	Proportion of Trips
Leisure	26%
Shopping	19%
Commuting / Business	18%
Education/Escort Education	12%
Personal Business	10%
Other Escort	9%
Other (including just Walk)	6%

Source: Table NTS0409 Average number of trips by purpose and main mode: England NTS – 2017 Edition

4.1.2 The main reasons for travelling include leisure, shopping, commuting / business and education / escort education trips, which together account for around two thirds of all journeys.

4.1.3 Table 4.2 demonstrates the model split of journeys to work of residents who live within Chichester 010¹ (excluding those who work from home and not in employment) – this is based on the available data from the 2011 census.

Table 4.2: Breakdown of Trips by Mode

Mode	% Split from Census Data
Car Driver	48.1%
On Foot	30.7%
Bus, Minibus or Coach	2.0%
Train/ Underground	4.9%
Bicycle	7.3%
Car Passenger	4.8%
Motorcycle/ Moped	0.7%
Other	1.4%
TOTAL	100%

¹ The Census Output Area in which the development proposal is located.

SECTION 5 Measures

5.1 Introduction

5.1.1 This section of the TPS describes the non-infrastructure or 'soft' Travel Plan measures that will be developed and promoted for the residents of the new development. It covers:

- Measures to encourage new residents to walk and cycle;
- Measures to encourage the use of public transport;
- Measures to encourage future residents to car-share;
- Information provision; and
- A new resident's travel pack.

5.1.2 The strategy for a Travel Plan Co-ordinator, implementation, funding and management of the TPS is provided in Section 6.

5.2 Promotion of Walking and Cycling

5.2.1 The development will be designed to facilitate walking and cycling, in particular, for local journeys to key destinations. All dwellings will be provided with cycle parking in line with current local parking standards.

5.2.2 Information on the walking and cycling routes, national awareness events (e.g. Bike Week and Walk to School Week) and facilities within the development will be made available to new residents through the residents' welcome pack, and displayed on a notice board in a communal area of the building. An example will include using the information on WSCC website which provide maps and guides of local cycle routes and paths and the WSCC cycle journey planning facility which provides information of the fastest or quietest routes.

5.2.3 WSCC provide a link on their website to local cycle stores which offer discounts to members of the West Sussex Travel Plan Network. The Welcome Pack will inform residents of these potential discounts.

5.2.4 With these promotions, health, financial and environmental benefits of sustainable travel will be promoted and encouraged within the Welcome Pack, and posters will be obtained from WSCC Travelwise Officer for display.

5.3 **Promotion of Public Transport**

- 5.3.1 Information on the public transport routes, facilities and timetables serving the new development, as well as national aware events such as Catch the Bus Week, will be made available to new residents through the residents' Welcome Pack and displayed on a notice board in a communal area of the development. Visitors travelling to the site will also be encouraged to use sustainable modes where appropriate by using the information mentioned above.
- 5.3.2 Residents will be made aware of WSCC's multi-modal journey planning website. This provides route information and allows for journey times, carbon saving and calories burned to be compared for all land-based modes. Further information about public transport from the WSCC website will also be provided.
- 5.3.3 The Travel Plan Coordinator will liaise with local public transport providers and, where possible, obtain 'taster tickets' to be distributed to residents of the development.

5.4 **Home Deliveries**

- 5.4.1 Residents will be encouraged to reduce the amount of deliveries to the site. For this, supermarket delivery services will be promoted through the Welcome Pack.

5.5 **Car Sharing Scheme**

- 5.5.1 Car sharing will be promoted amongst new residents of the development, particularly in relation to journeys to work. Not only does car sharing cut the costs of travel to work for the individual, but it reduces the numbers of residents making similar journeys at the same time, thereby reducing peak hour congestion on routes between the site and local employment areas. This in turn helps to reduce vehicle emissions, contributing to meeting local air quality targets.
- 5.5.2 Residents will therefore be provided with information about car sharing via the West Sussex car share website (www.westsussexcarshare.com) and a leaflet explaining the benefits of the car share scheme and how to register will be included in the Welcome Pack. This provides an easy and safe way for potential car sharers to identify people undertaking similar journeys.

5.6 Travel Audit

- 5.6.1 A voluntary questionnaire will be undertaken within the first three months of occupation. This will seek to enable an understanding of how the residents travel to and from the site, how many people live/work in the same area, what facilities already exist or will be provided, and which facilities are required to encourage more sustainable travel. This will inform the information that will be provided in subsequent Welcome Packs.

5.7 Travel Voucher

- 5.7.1 A travel voucher worth £150 will be provided to the initial occupants of each residential dwelling. This voucher can be used for:
- Season ticket for the local bus service;
 - Rail season ticket or network card;
 - A contribution towards the purchase of a new bicycle and/or equipment;
 - Bikeability training of up to 4 members of the household; and
 - 12 months free membership to any local Car Club.

5.8 Welcome Packs

- 5.8.1 New residents will be provided with travel information during the purchase of their property. The initial sales pack will include a leaflet about the sustainability credentials of the development and sales staff will be briefed on the sustainable travel options afforded by the site.
- 5.8.2 The first occupier of each household will be provided with a Welcome Pack. The pack will pull together information on the above listed measures and contain information about the objectives of the TPS, non-car mode travel options and provide a range of incentives to encourage use of non-car modes of transport.
- 5.8.3 Information will be provided via a travel plan leaflet; the Applicant will explore the use of Pindar Creatives' Travel Plan Mapping Solution to produce the local travel information to be include in the Welcome Packs.

5.8.4 It is proposed that the following items will be included in the Welcome Pack:

- An information leaflet about the TPS, its aims and objectives, and how to get involved;
- Travel Plan mapping leaflets showing location of key services and facilities and walking / cycling time isochrones to demonstrate to residents how long it will take to walk or cycle to these destinations;
- Links / web address details for local cycle route maps;
- Bus and rail maps and timetable information;
- Details of national awareness events;
- Information about journey planning services through the West Sussex multi-model journey planning website (www.westsussex.gov.uk/leisure-recreation-and-community/walking-horse-riding-and-cycling-routes/cycle-journey-planner/);
- Information about car sharing through the West Sussex car share website (www.westsussexcarshare.com);
- Details regarding the provision of broadband to enable easy access to local home delivery services and home working;
- £150 travel voucher for the first occupant of each new dwelling to be used for sustainable travel; and
- Information about the home delivery services offered by supermarkets in the local area.

5.9 Summary

5.9.1 Measures are proposed to promote the use of walking, cycling and public transport amongst new residents for local journeys and to make more efficient use of the private car through the development of car sharing and car club initiatives. The proposed measures aim to ensure that the objectives set out in Section 2 of this TPS are met and to minimise single occupancy car travel to and from the site. A range of information and marketing initiatives are also put forward to encourage awareness and participation in the TPS amongst residents from the outset.

SECTION 6 Management and Implementation

6.1 Introduction

- 6.1.1 This section of the report describes the framework through which the measures contained herein will be implemented and managed.

6.2 TPS Management

- 6.2.1 A Travel Plan Co-ordinator (TPC) will be appointed for the site prior to first occupation. Contact details will be supplied to WSCC upon their appointment.

- 6.2.2 The role of the TPC will be as follows:

- To maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site;
- To manage the delivery of the measures contained in Section 5 of the TPS; and
- To market the TPS to encourage interest and involvement of residents.

6.3 Involvement of Residents

- 6.3.1 The involvement of residents will be key to the success of the sustainable transport measures. The first owner of each dwelling will be provided with Travel Plan information by the sales office and provided with the Welcome Pack on completion of their purchase.

- 6.3.2 A voluntary questionnaire will be undertaken within the first three months of occupation. This will seek to enable an understanding of how the residents travel to and from the site, how many people live/work in the same area, what facilities already exist or will be provided, and which facilities are required to encourage more sustainable travel. An example of a survey is included at Appendix A.

6.4 Framework of Implementation

- 6.4.1 The TPC will be appointed in advance of first occupation of the new development, in order to commence development of the initial TPS measures in time for the first occupations. **Table 6.1** provides an initial framework for implementation of the measures set out in Section 4 of this TPS.

Table 6.1: Framework for Implementation

Measures		Timescale
Travel Plan Co-ordinator		Appointed in advance of 1 st occupation.
Information Development and Provision	Training of sales team about the Travel Plan	Training as part of induction process.
	Production of Travel Plan information for sales packs	To be developed before 1 st occupation.
	Production of Welcome Packs	To be developed before 1 st occupation.
Travel Audit		Three months after first occupation.
Updated Welcome Packs		Following review of Travel Audit results.

Source: Consultant

SECTION 7 SUMMARY AND CONCLUSIONS

- 7.1 Landform Bersted Ltd has appointed i-Transport LLP to provide highways and transport advice for the proposed re-development of Chalcroft Nursery. The proposal comprises the modernisation of the existing commercial offering and the provision an additional 1,542 sqm of commercial space (including B1(b), B1(c), B8 and A1 land uses), 20 residential dwellings, landscaping, infrastructure and a new vehicular access.
- 7.2 The site forms a part of the wider 'West of Bersted' Strategic Allocation, which is identified in the Adoption Arun Local Plan 2011 – 2031 (2018) under policy H SP2a (SD3). The whole West of Bersted allocation has been identified as being able to deliver at least 2,500 dwellings over the plan period. It is envisaged that the proposed development site will form part of the wider Travel Plan associated with Chalcroft Fields. Therefore, this Travel Plan Statement (TPS) has been prepared as an interim measure to ensure that the opportunity for sustainable travel is promoted from the outset and until such a time the wider Travel Plan established.
- 7.3 The TPS aims to promote sustainable lifestyles amongst new residents, through reducing the need for travel by private car and, in particular, reducing single occupancy car journeys; providing non-car mode travel options for local journeys; and influencing modal choice.
- 7.4 In line with current guidance, sustainable transport measures will be incorporated as an integral part of the site masterplan. Car and cycle parking is proposed in line with local standards. The proposed development will assist in bringing forward a range of new / improved high quality off-site pedestrian and cycling facilities to connect with existing walking and cycling routes to provide opportunities for future residents at the proposed development to make local journeys to key local destinations by walking and by bicycle instead of using the car.
- 7.5 The TPS puts forward a range of non-infrastructure or 'soft' measures aimed at influencing modal choice for travel to the site, including:
- Measures to promote walking and cycling, including provision of plans showing walking and cycling routes to local facilities, and a bicycle user group;
 - Promotion of public transport, including provision of public transport timetable and route information;
 - Promotion of West Sussex car sharing scheme;
 - Promotion of home supermarket delivery services;

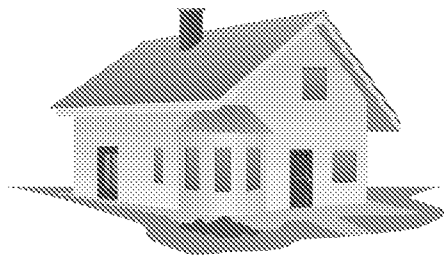
- £150 travel voucher for new occupants for each dwelling to be used for sustainable travel;
- Travel Audit Questionnaire; and
- A resident's welcome pack.

7.6 A framework for management and implementation of the TPS is proposed. A Travel Plan Co-ordinator will be appointed by the developer prior to first occupation to oversee the implementation of the proposed measures. A suggested timetable for the implementation of these measures has been identified.

APPENDIX A. TRAVEL SURVEY EXAMPLE

Residential Travel Survey

Please tell us a little about you and your household



1. Please provide the postcode for your place of work

.....

2. Please provide us with your home postcode

.....

3. Please provide us with your house name or number

.....

4. Are you:

Mark only one oval.

- ☐ Male
☐ Female
☐ Prefer not to say

5. Please select your age category

Mark only one oval.

- ☐ Under 18
☐ 18 - 34 years
☐ 35 - 44 years
☐ 45 - 60 years
☐ 60 years +

6. Please select the number of people living in your household

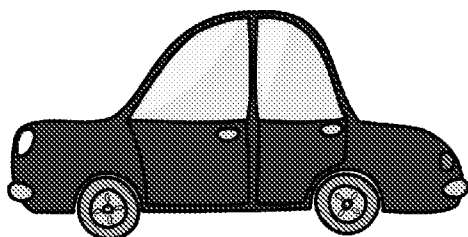
Mark only one oval.

- ☐ 1
☐ 2
☐ 3
☐ 4
☐ 5+

7. Please indicate the number of cars owned by members of your household

Mark only one oval.

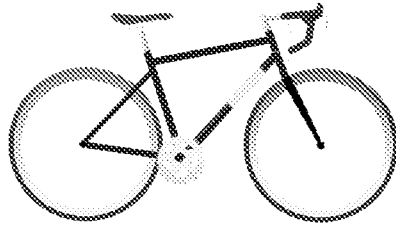
- ☐ 0
☐ 1
☐ 2
☐ 3
☐ 4+



8. Please indicate the number of bicycles owned by members of your household

Mark only one oval.

- ☐ 0
☐ 1
☐ 2
☐ 4+



9. Do you have a disability that affects your travel arrangements?

Mark only one oval.

- ☐ Yes
☐ No
☐ Prefer not to say

Please tell us a little about your job



10. Do you work?

Mark only one oval.

- ☐ yes - full time
☐ yes - part time
☐ yes - shifts
☐ Not in employment

11. If you do not work please indicate the main reason you travel and the main mode of transport you use

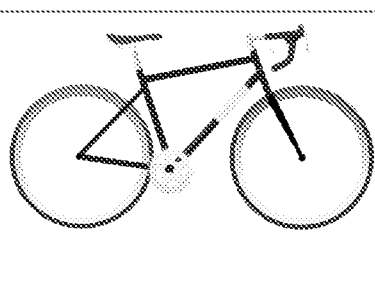
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12. If you work please indicate your usual mode of travel

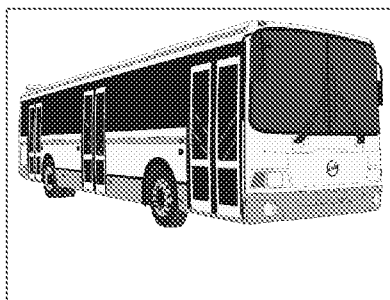
Mark only one oval.



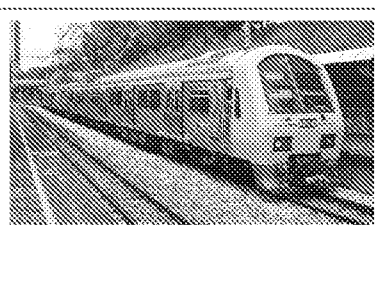
☐ Walk / jog / run



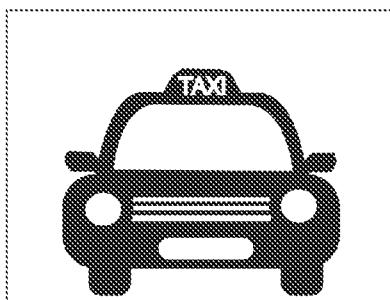
☐ Bicycle



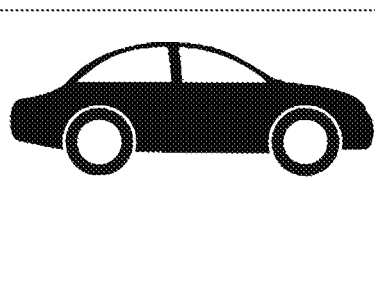
☐ Bus



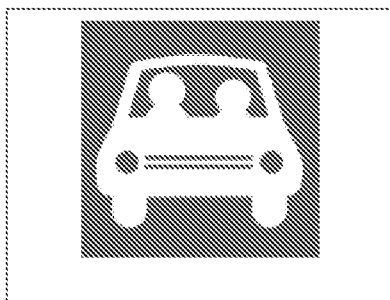
☐ Train



☐ Taxi

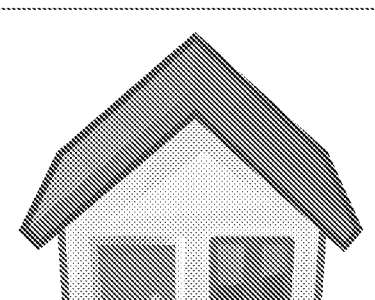


☐ Car (on your own)



☐ Car share

☐ Other:



☐ I work from home

13. 7. What is your main reason for using the mode of transport?

Mark only one oval.

- ☐ Car required for business trips
- ☐ Personal responsibilities i.e. picking up / dropping off passengers
- ☐ Mobility difficulties
- ☐ For exercise / fitness benefits
- ☐ Convenience
- ☐ Cost
- ☐ Lack of other alternative
- ☐ Other:

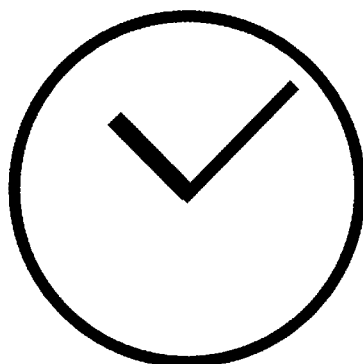
14. How far do you travel to work?

Mark only one oval.

- ☐ Less than 1 mile
- ☐ Between 1 - 3 miles
- ☐ Between 3 - 10 miles
- ☐ Between 10 - 15 miles
- ☐ Over 20 miles

15. Please provide an estimated journey time for your journey to work?

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16. Do you occasionally travel by an alternative mode? If so please tell us how

Mark only one oval.

- ☐ Walk / jog / run
- ☐ Bicycle
- ☐ Bus
- ☐ Train
- ☐ Taxi
- ☐ Car (on your own)
- ☐ Car Share
- ☐ Other

17. Which, if any of the following, would encourage you to car share?

Check all that apply.

- ☐ Help in finding car share partners
- ☐ Reserved car parking spaces
- ☐ Guaranteed lift home in emergency
- ☐ Pool cars for site visits/meetings etc
- ☐ Financial incentives for car sharers
- ☐ None of the above
- ☐ Other:

18. Which, if any of the following, would encourage you to use public transport?

Check all that apply.

- ☐ Subsidised/discounted tickets
- ☐ Increased service frequency on route to work
- ☐ Easy to use timetable information / Installation of real time information
- ☐ Pool cars for site visits/meetings etc
- ☐ Quicker / more direct routes
- ☐ Guaranteed lift home in emergency
- ☐ Better quality waiting facilities
- ☐ None of the above
- ☐ Other:

19. Which, if any of the following, would encourage you to walk / jog or run to work?

Check all that apply.

- ☐ A walking buddy
- ☐ Provision of walking maps
- ☐ Better street lighting
- ☐ Improved pavements and / or paths
- ☐ Improved changing and showering facilities
- ☐ Pool cars for site visits/meetings etc
- ☐ Discounts on active wear
- ☐ More relaxed dress code
- ☐ None of the above
- ☐ Other:

20. Which, if any of the following, would encourage you to cycle to work?

Check all that apply.

- ☐ A cycling buddy
- ☐ Provision of cycle maps
- ☐ Cycle training
- ☐ Better street lighting
- ☐ Improved cycle paths / lanes
- ☐ Improved changing and showering facilities
- ☐ Pool cars for site visits/meetings etc
- ☐ Discounts on active wear and bicycles
- ☐ More relaxed dress code
- ☐ None of the above
- ☐ Other:

21. Please make any other suggestions or comments regarding travel below

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