

Land at Climping, West Sussex

Travel Plan

Client: Vivid and Climping Homes Ltd

i-Transport Ref: TW/BB/ITB16079-004D

Date: 22 March 2022

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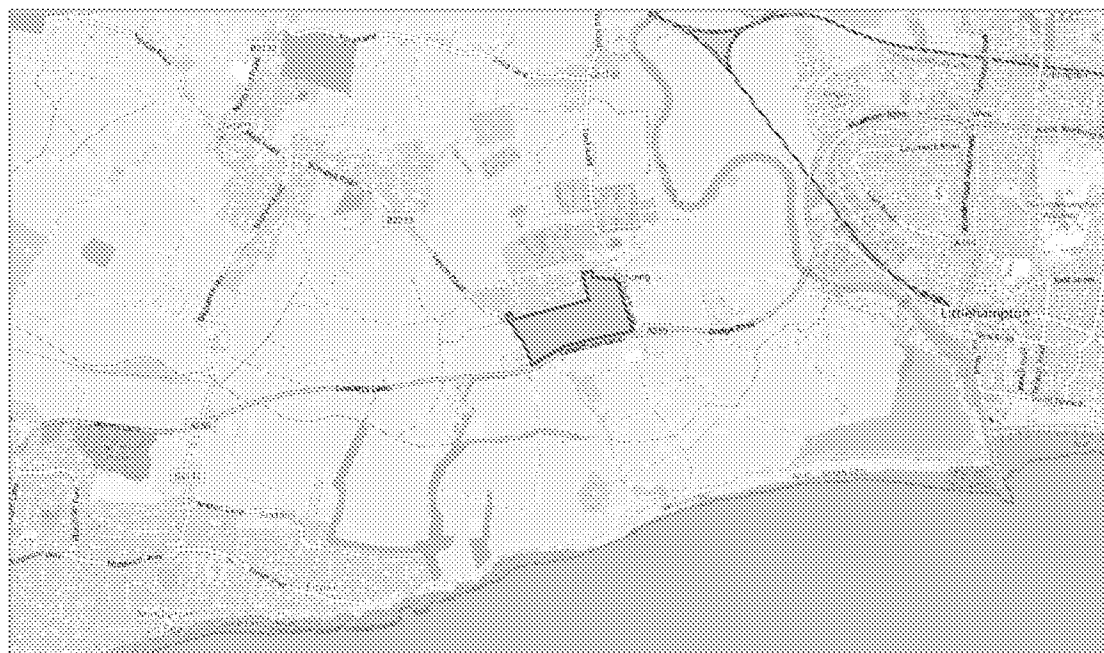
Appendices

APPENDIX A.	Proposed Site Layout
APPENDIX B.	Example Residents' Questionnaire

SECTION 1 Introduction and Context

- 1.1.1 Vivid and Climping Homes Ltd has appointed i-Transport LLP to provide transport and highways advice in relation to a Reserved Matters application, pursuant to an outline planning consent for up to 300 residential dwellings and ancillary development on land adjacent to Church Lane in Climping, West Sussex.
- 1.1.2 The site is located to the north of the A259 Crookthorn Lane and to the south of an existing residential area accessed from Horsemere Green Lane. The site is currently a field in agricultural use and abuts existing residential development along parts of its northern boundary. To the west, a tree belt borders the site onto Yapton Road, whilst to the east and south, a belt of trees borders the site onto Church Lane and the A259 Crookthorn Lane respectively. The site location is presented on **Image 1.1**.

Image 1.1: Site Location



Source: Open Street Map

1.2 Recent Planning History

Outline Planning Application and Planning Appeal

- 1.2.1 Planning permission for the development of the site for up to 300 dwellings and ancillary development was consented through Appeal on 28 September 2018 (APP/C3810/W/17/3187601). As a result of the granting of planning permission, transport considerations including access, accessibility and traffic impacts have been determined and established.

1.2.2 The planning consent was supported by a series of planning conditions and obligations. In relation to sustainable transport, Condition 15 of the planning consent requires that:

"15) The dwellings not be occupied until a Travel Plan to encourage more sustainable modes of travel has been submitted to and approved in writing by the local planning authority. The Plan shall be implemented as approved."

1.2.3 This document comprises the Travel Plan, and has been prepared in order to discharge Condition 15 of the Outline planning consent.

1.2.4 The planning obligations also include a commitment to prepare a Travel Plan Welcome Pack (otherwise known as a Resident's Travel Information Pack), which will be given to residents upon first occupation and should include a cycle voucher or bus travel season ticket.

1.2.5 The approved Outline planning application was supported by the submission of a Transport Assessment (prepared by others), which included a short Travel Plan Statement detailing the following commitments pertaining to the preparation of a Travel Plan:

- A Travel Plan Welcome Pack for each household - containing advice regarding sustainable travel, maps of local cycle and pedestrian routes and bus and train timetable information; and
- A choice of a £75 cycle voucher (to be used towards the cost of a cycle, cycle maintenance or equipment) or a 3 month Stagecoach Bus Travel Season Ticket.

1.2.6 These commitments are in accordance with the conditions and obligations of the Outline planning consent, and the Travel Plan has been prepared on this basis.

Reserved Matters Application

1.2.7 Pursuant to the Outline planning permission, Vivid and Climping Homes submitted a Reserved Matters planning application to deliver 300 dwellings and ancillary development on the site in August 2021 (planning ref: CM/48/21/RES). The Reserved Matters application was supported by a Transport Statement and Travel Plan (i-Transport report no. ITB16079-002B and ITB16079-004B).

1.2.8 A consultation response to the RM application was received from West Sussex County Council (WSCC), in their role as the local highway authority, in October 2021. Within their response, WSCC raised no objections to the development proposals.

1.2.9 Following the submission of the Reserved Matters planning application in August 2021, the proposed schedule of development and internal site layout has been revised. As such, the supporting Transport Statement and Travel Plan have been updated such that they are consistent with the revised submission. The revised documents are as follows:

- ITB16079-002D – Transport Statement; and
- ITB16079-004D – Travel Plan.

1.2.10 This document comprises the Travel Plan.

1.3 Relevant Transport Policy

National Planning Policy Framework (NPPF)

1.3.1 The NPPF sets the policy background for the development of Travel Plans. Paragraph 113 states:

“All developments that will generate significant amounts of movement should be required to provide a travel plan...”

1.3.2 The sustainable travel objectives include the need to reduce the use of the private car (particularly for single occupancy journeys) and measures to promote walking, cycling and public transport use as alternatives to the private car.

National Planning Policy Guidance (NPPG)

1.3.3 The National Planning Practice Guidance was published in March 2014 and at Paragraph 003 sets out the key roles of Travel Plans in the development process:

“Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling)”

“Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation.”

Arun District Council Local Plan (2011-2031)

1.3.4 Local policy is set out in the policies of the Arun District Local Plan, which was adopted in July 2018. Policy T SP1 considers Transport and Development and states that the Council will support transport and development which is designed to reduce the need to travel by car, gives priority to pedestrian and cycle movements and is supported by an effective and deliverable Travel Plan.

Department for Transport's Manual for Streets

- 1.3.5 Manual for Streets shows how the design for residential streets can be enhanced and advises on how street design can help create a better place with local identity. The document also establishes a common reference point for designers of residential neighbourhoods when developing masterplans.

West Sussex County Council Travel Plan Guidance

- 1.3.6 This Travel Plan has been prepared having regard to the 'West Sussex County Council Development Travel Plan Policy' draft document. The document identifies that Residential Travel Plans should provide a ***"commitment to delivering a range of measures to promote sustainable modes of transport."***

1.4 Scope of Travel Plan

- 1.4.1 This Travel Plan has been developed having regard to the 'West Sussex County Council Development Travel Plan Policy' draft guidance document and presents a comprehensive strategy to encourage sustainable travel at the development.
- 1.4.2 The Plan sets out broad principles that will be applied to promote sustainable travel at the development and will remain a live document with integral review once the site becomes occupied and when actual travel patterns can be understood.
- 1.4.3 The Travel Plan also establishes the means by which the Travel Plan will be implemented, monitored and reviewed.

1.5 Structure of Travel Plan

- 1.5.1 The Travel Plan is structured as follows:
- ♦ **Section 2** describes the principles, objectives and benefits of the Travel Plan;
 - ♦ **Section 3** considers the existing accessibility of the site by non-car modes;
 - ♦ **Section 4** sets out the targets for the Travel Plan;
 - ♦ **Section 5** sets out the infrastructure measures that will be provided to encourage non-car mode travel;
 - ♦ **Section 6** sets out the 'soft' measures that will be provided to encourage sustainable travel to the site and manage travel demand;
 - ♦ **Section 7** provides a strategy for Travel Plan delivery and management;

- ♦ **Section 8** outlines how the Travel Plan will be monitored; and
- ♦ **Section 9** provides a summary of the Travel Plan.

SECTION 2 Principles, Objectives and Benefits

2.1 Principles and Objectives

2.1.1 This Travel Plan sets out a sustainable transport strategy for the development at the site. In line with national and local government guidance, the headline aims for the plan will be as follows:

- To reduce the number of single occupancy car journeys to the site; and
- To improve accessibility to the site by non-car modes of transport.

2.1.2 The plan will have the following additional objectives:

- a To manage car parking demand across the development;
- b To support a range of sustainable transport alternatives to provide future residents with options for travel to/from the site;
- c To develop an awareness of the options for sustainable travel to and from the site and local area amongst residents;
- d 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
- e To minimise the impact of car based travel to the site on the local and strategic highway network and environment.

2.2 Benefits

2.2.1 The development of a Travel Plan will benefit future residents and visitors to the site, as well as the existing local community and surrounding environment.

Benefits to Residents and Visitors

- 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 environs as vehicular movements are minimised and parking pressures are reduced.

Benefits to the Local Community and Environment

- 2.2.2 The sustainable transport strategy and the infrastructure proposed will benefit existing residents in the local area. The potential benefits to the community and environment will be:
- Improved sustainable transport infrastructure for the benefit of all residents; and
 - A reduced impact of the development on the local environment in terms of reduced congestion, noise and atmospheric pollution created by vehicle trips from the site.
- 2.2.3 Overall, it is anticipated that the Travel Plan, combined with the package of measures designed to promote sustainable transport, will result in benefits for residents of the site and the wider community in Climping.

SECTION 3 Existing Conditions and Travel Patterns

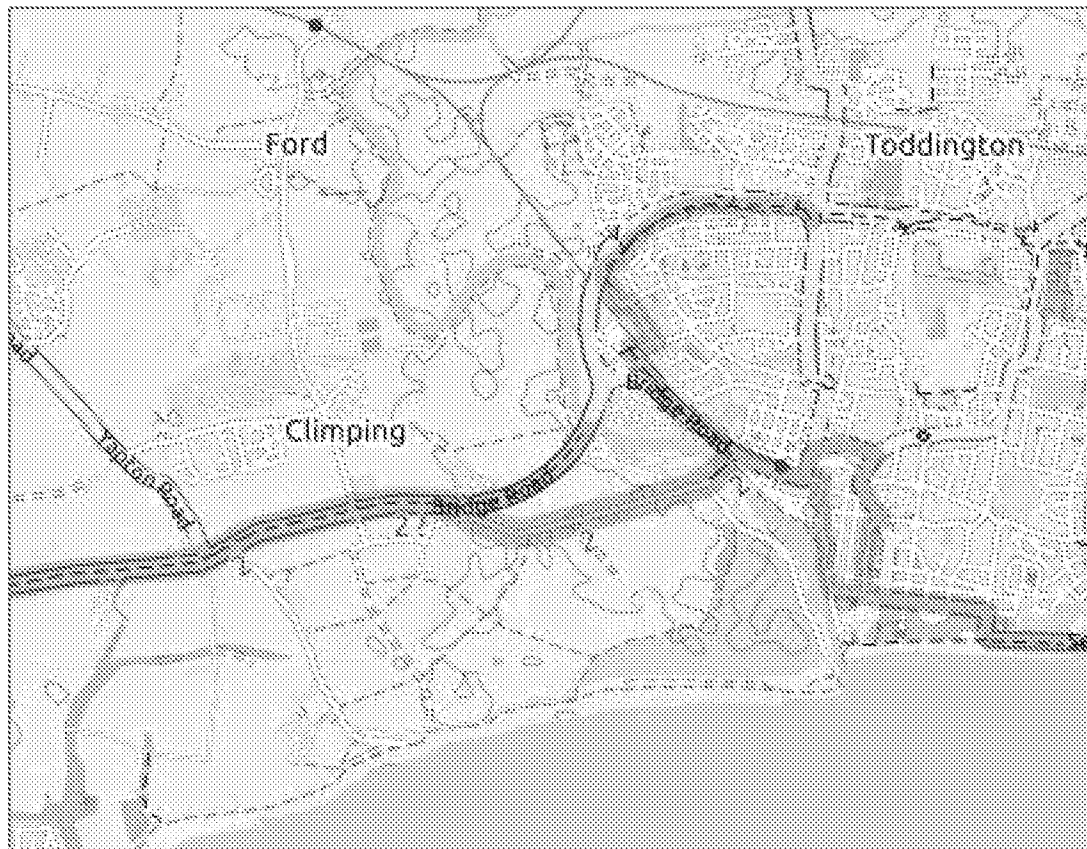
3.1 Site Location

- 3.1.1 The site is located to the north of the A259 Crookthorn Lane and to the south of an existing residential area accessed from Horsemere Green Lane. The site is currently a field in agricultural use and abuts existing residential development along parts of its northern boundary. To the west, a tree belt borders the site onto Yapton Road, whilst to the east and south, a belt of trees borders the site onto Church Lane and the A259 Crookthorn Lane respectively. The site location is presented on **Image 1.1**.

3.2 Walking and Cycling

- 3.2.1 Within immediate vicinity of the site, Church Lane accommodates a footway on the eastern side of the carriageway. To the north it primarily provides access to local dwellings along Church Lane, as well as forms part of a route towards Horsemere Green Lane, whilst to the south it forms a continuous route towards the Church Lane / A259 Crookthorn Lane roundabout junction.
- 3.2.2 Horsemere Green Lane accommodates a footway on the southern side of the carriageway, providing access to numerous dwellings on Horsemere Green Lane along its extent.
- 3.2.3 The A259 Crookthorn Lane provides a shared footway/cycleway on the northern side of the carriageway, which routes east-west through Climping. To the east of the site the shared footway/cycleway forms a route towards the local St Mary's Church of England Primary School via a pedestrian crossing located approximately 70m to the east of the Church Lane / A259 Crookthorn Lane roundabout junction and Crookthorn Lane.
- 3.2.4 Further to the east, the shared footway/cycleway forms part of a route towards Littlehampton, where numerous local facilities and services are provided. As it routes past the Church Lane / A259 Crookthorn Lane roundabout junction, a pedestrian refuge island crossing is provided on the northern arm of the junction for ease of pedestrian movement.
- 3.2.5 As it passes through Climping, the shared footway/cycleway forms part of National Cycle Route 2, which routes from Littlehampton to the east to Bognor Regis to the west.
- 3.2.6 National Cycle Route 2 connects to a number of additional local cycle routes through Littlehampton to the east, as illustrated on West Sussex's Cycle Map, an extract of which is presented as **Image 3.1**.

Image 3.1: Extract of WSCC's Cycle Map



Source: WSCC

3.3 Public Transport

- 3.3.1 The nearest bus stops are located on either side of A259 Crookthorn Lane, some 350m from the centre of the site. The bus stop infrastructure includes bus stop flags, bus timetable information, bus shelters with associated seating and bus stop lay-bys. **Table 3.1** summarises the services available.

Table 3.1: Summary of Local Bus Routes and Frequencies

Service	Route	Service Frequency		
		Weekdays	Saturday	Sunday
700	Felpham – Chichester	One every 20 minutes First service from Climping at 05:26, last return from Chichester at 21:23	One every 30 minutes First service from Climping at 07:01, last return from Chichester at 21:23	One every 30 minutes First service Climping at 07:51, last return from Chichester at 19:47
69	Wick – Pagham	Four services per day First service from Climping at 05:10, last return from Pagham at 19:15	Four services per day First service from Climping at 05:10, last return from Pagham at 19:15	Four services per day First service from Climping at 05:10, last return from Pagham at 19:15

Source: Stagecoach South

- 3.3.2 Bus route no. 700 provides frequent opportunities to travel from Littlehampton and Climping towards Chichester via Bognor Regis and provides a realistic alternative to using the car to travel to these destinations. This connects residents with key everyday destinations.
- 3.3.3 In addition, bus route no. 69 provides four services a day between Climping and Pagham via Bognor Regis.

Rail

- 3.3.4 The site is located approximately 2.5km from the nearby railway stations of Ford and Littlehampton to the north and east respectively, within a short cycle journey. Facilities for cycles are accommodated at both Ford and Littlehampton railway stations, with some 14 and 82 cycle parking spaces provided respectively.
- 3.3.5 **Table 3.2** identifies the rail services available from Ford and Littlehampton railway stations, along with the approximate journey time to reach each destination. Overall, there are good rail connections to London, Brighton, Portsmouth and Southampton.

Table 3.2: Summary of Local Rail Services (Ford and Littlehampton Railway Stations)

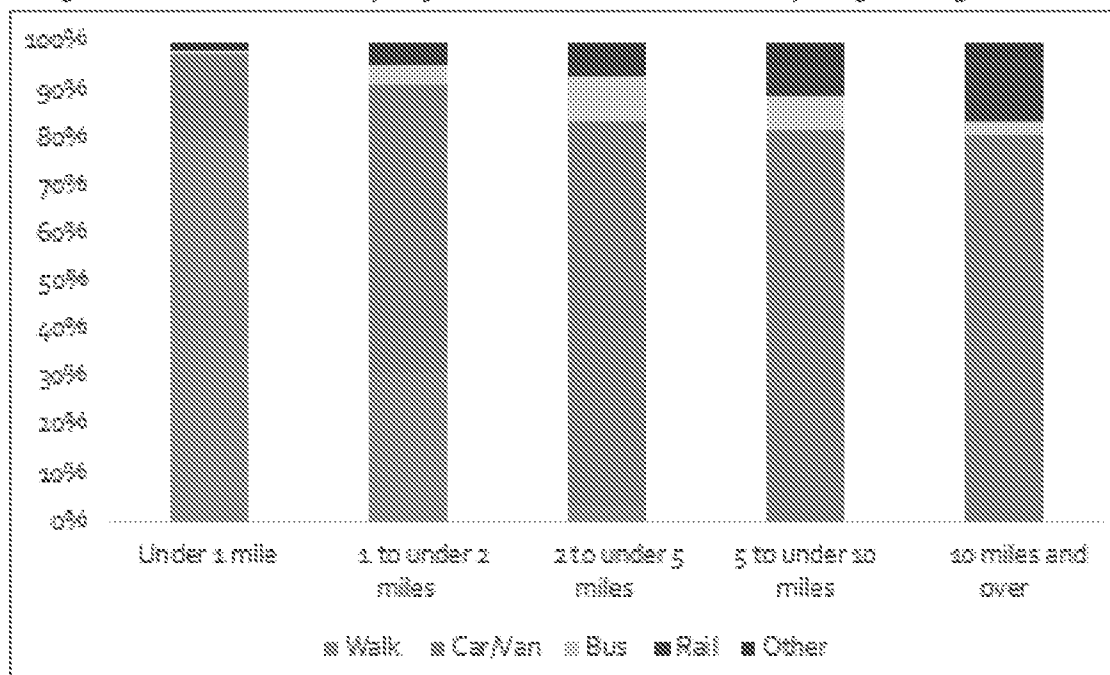
Destination	Typical Weekday Frequency		Average Journey Duration
	Peak	Off-Peak	
London Victoria	2 trains per hour	2 trains per hour	105 minutes
Portsmouth & Southsea	3 trains per hour	3 trains per hour	50 minutes
Southampton Central	2 trains per hour	2 trains per hour	80 minutes
Brighton	2 trains per hour	2 trains per hour	50 minutes

Source: National Rail

3.4 Travel by Non-Car Modes

- 3.4.1 Paragraph 4.4.1 of the Manual for Streets identifies that *“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800m) walking distance of residential areas.”*
- 3.4.2 MfS continues to note *“this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km.”*
- 3.4.3 The National Travel Survey (NTS) 2019 identifies the mode share of journeys of different lengths:

Image 3.2: Mode Share of trips by Main Mode for different Trip lengths: England



Source: National Travel Survey – England 2019

3.4.4 The overwhelming majority (80%) of trips are undertaken on foot for journeys up to one mile. The data also shows that approximately 30% of journeys between one and two miles (3.2km) will be on foot, i.e. a significant proportion of people are prepared to walk for journeys up to two miles.

3.4.5 The one mile (1.6km) distance is reflected in the Chartered Institution of Highways and Transportation (CIHT) guidance 'Planning for Walking' (2015), which states:

"Across Britain, approximately 80% of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. The main reason for the decline in walking is the fall in the total number of journeys shorter than 1 mile, which has halved in thirty years. It is not that people are less likely to make short journeys on foot but rather that fewer of the journeys they make can be accomplished on foot. If destinations are within walking distance, people are more likely to walk if walking is safe and comfortable and the environment is attractive."

3.4.6 Therefore, facilities and services within one mile (1.6km) will provide a good opportunity for trips to be made by walking.

3.4.7 However, that is not to say that one mile is the maximum that people are prepared to walk, or that development must be located within a mile of everything as it is clear from the NTS data that around one third of journeys between one and two miles are undertaken on foot.

3.4.8 Against this background, the following walking distances are identified:

- Up to **800m** – A comfortable Walking distance;

- Up to **2,000m** – A 'reasonable' walking distance i.e. the distance that *'offers the greatest potential to replace short car trips'*; and
- Up to **3,200m** (2 miles) – An 'acceptable' walking distance.

Cycling Distances

3.4.9 In terms of cycle distance, a 3-mile (5km) distance represents a reasonable everyday cycle distance, with 5-miles (8km) being a likely everyday upper distance. NTS 0303 identifies that average cycle trips are 3.3-miles, or 5.3km. Cycling also frequently forms part of a longer journey in combination with public transport.

3.4.10 Furthermore, Paragraph 2.2.2 of the DfT Document LTN 01/20 'Cycle Infrastructure Design' addresses typical cycle trip distances and states two out of every three personal trips are less than 5-miles (8km) in length, which is an achievable distance for most people.

3.4.11 On this basis, the following cycling distances are identified:

- Up to **5,000m** – a 'reasonable' everyday cycle distance; and
- Up to **8,000m** – the acceptable 'commuter' cycling distance for regular (non-leisure) trips.

3.5 Local Facilities and Services

3.5.1 Climping, and the adjacent Littlehampton and Burndell, offer a good range of local facilities and services which future residents of the site are likely to visit on a day-to-day basis. In addition, the proposed development will include some 628sqm of ancillary development in the form of a building for A1 use (327sqm) and a building within use class D1 (301sqm), the demand for which will be met internally within the development.

3.5.2 The local destinations, within the context of walking and cycling distances, are listed in **Table 3.3**.

3.5.3 The distances have been measured from the centre of the site, with access onto the local highway network via the various site frontages onto Church Lane, A259 Crookthorn Lane and Horsemere Green Lane respectively, and take into consideration the proposed internal movement network (as illustrated on the proposed site layout contained at **Appendix A**).

3.5.4 As aforementioned, the granting of Outline planning permission ensures that transport considerations including accessibility have been determined and established. As such, the following list of local services and facilities are for information purposes only and to appraise the Travel Plan and its measures.

Table 3.3: Summary of Local Facilities and Travel Times by Walking and Cycling

Purpose	Destination	Distance (m)	Walking Journey (minutes)	Cycle Journey (minutes)
Employment	Rudfield Industrial Estate	800	10	3
	Riverside Industrial Estate	2,000	24	8
	Lineside Industrial Estate	2,600	31	10
	Littlehampton Town Centre	2,700	32	10
Education	St Mary's CoE Primary School	500	6	2
Retail	The Co-operative Yapton	2,500	30	9
	Bilsham Stores	2,500	30	9
	Tesco Superstore	2,000	24	8
	Littlehampton Town Centre	2,700	32	10
Leisure	Maidenhead Aquatics	650	8	2
	Clymping Cricket Ground	400	5	2
	Cuckoo Camp	400	5	2
	The Oystercatcher	500	6	2
	Ceasefire Cafe	1,800	21	7
	Ford Airsoft Site	1,500	18	6
	Climping Beach	1,600	19	6
	The Boathouse in the Marina	2,500	30	9
	Littlehampton Marina	2,200	26	8
	Aqualife Swim Centre	2,200	26	8
	Littlehampton Golf Club	2,700	32	10
Healthcare / Community	Yapton and Ford Village Hall	2,700	32	10
	Meadowcroft Surgery	2,800	33	11
Transport	A259 Bus Stops	350	4	1
	Ford Railway Station	2,200	36	8
	Littlehampton Railway Station	2,500	30	9

Source: Consultant's Estimates

- 3.5.5 The assessment demonstrates that there is a good range of facilities and services, many of which residents will utilise on an everyday basis, within a reasonable and attractive walking distance of the site. These include primary education facilities, convenience stores, local businesses, a range of leisure facilities and medical facilities. All local facilities are located well within a short cycle distance.

3.6 Existing Travel Characteristics

- 3.6.1 Travel to Work data contained within the 2011 Census has been reviewed to identify the likely destinations for employment journeys. The data for the residents of Arun 006 mid-layer super output area has been used, which comprises the proposed development site and surrounding residential area. **Table 3.4** summarises the proportion of the principal mode of travel for commuting trips in the local area, excluding residents who work from home.

Table 3.4: Journey to Work Modal Split

Principle Mode of Travel	Arun 006
Car	73.7%
Walk	8.4%
Car Passenger	5.6%
Train	5.5%
Cycle	2.7%
Bus	2.0%
Motorcycle	0.9%
Taxi	0.2%
Other	1.0%
Total	100.0%

Source: Census 2011

- 3.6.2 **Table 3.4** demonstrates that, whilst car travel is the predominant mode of transport for journeys to work within Arun 006 MSOA, sustainable modes such as walking, cycling and public transport make up over 18% of journeys. This offers good potential for sustainable travel.
- 3.6.3 Furthermore, the above analysis is based only on journeys to work, which are typically longer than most other journey purposes. The availability of a good range of local services and facilities within walking and cycling distance offers an opportunity to generate higher levels of sustainable movement than the existing journey to work analysis.

3.7 Summary

- 3.7.1 The approval of the planning application in Outline ensures that matters associated with accessibility are already determined and are well established.
- 3.7.2 Notwithstanding this, the section of the Travel Plan demonstrates that the site is accessible to a safe pedestrian and cycle network that provides easy and convenient access to local facilities and services within the surrounding area by a range of sustainable modes of travel.

- 3.7.3 Local bus services are accessible within a short walk of the site, providing direct services to destinations including Chichester and Bognor Regis. Rail services are also available from Ford and Littlehampton railway stations, which offer good rail connections to Portsmouth & Southsea, Southampton, Brighton and London Victoria.
- 3.7.4 In line with the conclusions of the Outline planning permission, the site is in a sustainable location which is accessible by means of transport other than the private car and is therefore in accordance with the principles of national and local transport policy. There is good potential to influence journey modes as part of a Travel Plan.

SECTION 4 Targets

4.1 Overview

- 4.1.1 The key aim of the Travel Plan is to reduce single occupancy car use for travel to the site and to promote sustainable travel choices.
- 4.1.2 Targets are measurable goals which the progress of the Travel Plan can be assessed against its objectives.

4.2 Initial Targets

- 4.2.1 The following initial targets have been set:
- **Target 1** – To reduce the number of vehicle trips generated over a 12-hour period (weekday 0700-1900) by the site by 10 percentage points from the baseline position; and
 - **Target 2** – To reduce the number of vehicle trips generated by the site during the morning peak hour (08:00-09:00) and evening peak hour (17:00-18:00) by 10 percentage points from the baseline position.
- 4.2.2 These targets follow the SMART principle (specific, measurable, adjustable, realistic, time-based) and focus on reducing the traffic generation of the site as a whole and encouraging residents and visitors to travel by more sustainable modes.
- 4.2.3 The aim is to achieve these targets by completion of the development, estimated to be within five years of the first occupation. Interim mode split targets have been established and will be subject to ongoing review during the course of the Travel Plan.

4.3 Baseline Position and Interim Targets

- 4.3.1 For the purpose of the Travel Plan, the baseline modal split is based on the Travel to Work data obtained from the 2011 Census and the mode share targets are summarised in **Table 4.1**.

Table 4.1: Interim Targets – Mode Share for Daily Trips

Mode	Baseline – 2011 Census	Year 3	Year 5
Car	73.7%	70.0%	66.3%
Walk	8.4%	9.7%	10.9%
Car Passenger	5.6%	6.4%	7.3%
Train	5.5%	6.3%	7.1%
Cycle	2.7%	3.2%	3.7%
Bus	2.0%	2.3%	2.6%
Motorcycle	0.9%	0.9%	0.9%
Taxi	0.2%	0.2%	0.2%
Other	1.0%	1.0%	1.0%
Total	100.0%	100.0%	100%

Source: Consultant's Calculations

- 4.3.2 The target of a 10% reduction in modal shift for car drivers represents a reduction from 73.7% to 66.3% by year 5. Once the first travel survey has been undertaken, these targets will be reviewed, and any changes needed will be agreed with WSCC.

SECTION 5 Site Layout and Infrastructure Measures

5.1.1 This section describes the on-site and off-site infrastructure measures which will encourage residents to travel via sustainable modes.

5.2 Site Layout

5.2.1 The site layout ensures a high level of pedestrian and cycle permeability to enable easy, intuitive and comfortable movement. The site layout is contained at **Appendix A**.

5.2.2 All primary streets within the site accommodate 2.0m wide footways on at least one side of the carriageway, whilst there is also a network of off-carriageway footpaths and cycleways through the development that facilitate access onto the surrounding local highway network, including Yapton Road, A259 Crookthorn Lane and Horsmere Green Lane. The on-site provision compliments the off-site cycle network in the wider area, including on the A259.

5.2.3 In addition, the overall design of the internal site layout includes measures to cater for pedestrian and cycle movements, including:

- ♦ Major improvement to Church Lane to create improved pedestrian and cycle routes, including conversion of part of Church Lane to a designated footpath / cycle path;
- ♦ A street pattern that generates natural surveillance where entrances and frontages face all public routes; and
- ♦ An internal layout that encourages low vehicle speeds and therefore creates an environment where pedestrians and cyclists are not intimidated by motor traffic.

5.3 Public Transport

5.3.1 As set out in Section 3, access can be gained to the bus stops on A259 Crookthorn Lane, situated some 350m from the centre of the site via the proposed pedestrian connections through the development. These bus stops are serviced by regular bus services to destinations including Chichester and Bognor Regis and will be improved by the committed highway improvements.

5.3.2 Ford and Littlehampton railway stations are located approximately 2.5km to the north and east of the site respectively. These stations offer services to destinations such as Portsmouth & Southsea, Southampton, Brighton and London Victoria.

5.3.3 The site will connect to the existing footway network along the adjacent roads of Church Lane, the A259 Crookthorn Lane and Horsmere Green Lane. This provides a realistic opportunity for pedestrians to walk to the existing bus stops and to the adjacent settlement of Littlehampton.

5.4 Parking

- 5.4.1 Car and cycle parking for the development has been considered with reference to Arun District Council's (ADC) document '*Parking Standards Supplementary Planning Document*' (2020). The ADC adopted standards are summarised in **Table 5.1**.

Table 5.1: Summary of ADC Residential Parking Standards

Dwelling Type	Spaces per Dwelling (PBZ1)*
1 Bedroom	2
2 Bedroom	2
3 Bedroom	2
4+ Bedroom	3

Source: Table 3.1 of ADC's '*Parking Standards Supplementary Planning Document*'

Notes: *Parking Behaviour Zone – Climping falls within PBZ1, as per Appendix 1 of ADC's guidance document

- 5.4.2 In terms of visitor parking, ADC's guidance states that visitor parking should be provided at a ratio of 20% of the total number of residential units.
- 5.4.3 Electric vehicle charging provision is also addressed within ADC's guidance document, which states that 'active' charging points for electric vehicles should be provided for all properties that incorporate a driveway and garage, and at a rate of 30% for all remaining properties.
- 5.4.4 The car parking provision for the site is summarised in **Table 5.2**.

Table 5.2: Car Parking Schedule

Dwelling Type	WSCC Parking Standard	Dwellings	WSCC Parking Requirement	Parking Spaces Provided
1 Bed Flat	2	31	62	62
2 Bed House	2	81	162	162
3 Bed House	2	73	146	146
4+ Bed House	3	115	345	404
<i>Sub-total</i>	-	<i>300</i>	<i>715</i>	<i>774</i>
Visitor Parking	0.2	-	60	60
Total	-	300	775	834

- 5.4.5 The proposed development will provide parking in full accordance with ADC's car parking standards for dwellings and for visitors. This will ensure that streets are generally free from parked vehicles and available for safe use.

Electric Vehicle Parking

- 5.4.6 In line with ADC parking standards, all dwellings with a driveway and garage will be provided with active electric vehicle charging points. Moreover, in line with standards, 30% of all remaining properties will also be provided with active electric vehicle charging points. This will likely take the form of communal charging provision within parking courts. In addition, electric vehicle charging points will also be provided for the ancillary uses at the site, the specifics of which will be provided at the detailed design stage. A planning condition is expected to be provided to secure an electric vehicle charging strategy.

Cycle Parking

- 5.4.7 Cycle parking spaces are proposed across the site in accordance with ADC standards.
- 5.4.8 Cycle parking is provided within garages where present (which meet the minimum internal dimensions of 6m x 3m), or garden sheds where not provided. Where garden sheds are present, separate garden access is provided for each dwellings.
- 5.4.9 For the proposed apartment blocks, communal bike stores are provided for residents.

5.5 Off-site Infrastructure Measures

- 5.5.1 In addition to the permeable and connected movement network proposed throughout the site, a package of infrastructure improvements has been developed to encourage walking, cycling and public transport trips on the local highway network.
- 5.5.2 The proposed scheme of works are shown on drawing no. 4724/013 and 4724/005 (prepared by Bellamy Roberts and provided in the associated Transport Statement), which were approved as part of the Outline planning application, and comprise the following:
- A new roundabout at the A259 / Church Lane junction, including re-alignment of Church Lane, access to the land, new junction with Crookthorn Lane and pedestrian crossing points / islands;
 - The provision of bus laybys to the north and south of the A259 with bus shelters;
 - The provision of a traffic signal-controlled pedestrian crossing on the A259, adjacent to the bus laybys;
 - Church Lane old alignment to be retained and landscaped to provide a new cycle route;
 - The provision of cycle routes to link with the development and the existing and proposed WSCC cycle routes through Climping; and

- Detailed designs to ensure that a 3m wide shared footway/cycleway is provided on the northwest side of the new Church Lane / A259 junction.

5.5.3 The scheme also provides funding through financial contributions to improvement of off-site footway and cycleways on Brookpits Lane, Crookthorn Lane and on Horsemere Green Lane.

5.5.4 Collectively, the infrastructure enhancements delivered and funded by the scheme will significantly enhance local sustainable travel opportunities for future residents, and to the benefit of the existing community.

SECTION 6 **Soft Measures**

6.1.1 This section of the Travel Plan 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.

6.1.2 The strategy for a Travel Plan Co-ordinator, implementation, funding and management of the Travel Plan is provided in the following Section 7.

6.2 **Promotion of Walking and Cycling**

6.2.1 As described in Section 5, the development will be designed to facilitate walking and cycling, in particular for journeys to key destinations. The development will be provided with cycle parking in line with current local parking standards. Information on the walking and cycling routes and facilities within the development, as well as cycle journey planning resources, will be made available to new residents through the resident's travel information pack.

6.2.2 In line with the commitments proposed as part of the Travel Plan Statement, which was presented within the Transport Assessment submitted in support of the approved Outline planning application, a sustainable travel voucher (worth £75) will be offered to the first occupant of each dwelling on the site. The voucher can be used towards the purchase of a cycle or cycle maintenance equipment.

6.2.3 The Travel Plan Co-ordinator will assist with the dissemination of information regarding the user group and will help residents get in contact with one another. Where possible, the Travel Plan Co-ordinator will attempt to negotiate discounts or promotions for residents at local cycle stores.

6.2.4 The Travel Plan Co-ordinator will also promote the use of free health apps such as Strava and My Walk. This will allow future residents and visitors to record any journeys made on foot or by cycle, but will also allow them to discover new routes to use.

6.3 Promotion of Public Transport

- 6.3.1 Information on the public transport routes and facilities serving the new development will be made available to new residents through the resident's travel information pack.
- 6.3.2 The frequent and direct public transport services to local destinations will be emphasised. In addition, a summary of the cycle parking facilities at both the Ford and Littlehampton railway stations will be provided to encourage linked sustainable travel.
- 6.3.3 Should residents not wish to utilise the sustainable travel voucher for cycle equipment, an alternative option will be a 3-month Stagecoach Bus Travel Season Ticker. This will provide residents with 3-months of free bus travel on all Stagecoach bus services within the local area.

6.4 Car Sharing Scheme

- 6.4.1 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.
- 6.4.2 Residents will therefore be provided with information about car sharing via the West Sussex Liftshare website (<https://liftshare.com/uk/community/westsussexcarshare>) and information explaining the benefits of car sharing will be included in the resident's travel information packs. This provides an easy and safe way for potential car sharers to identify people undertaking similar journeys.

6.5 Information Provision and Marketing

- 6.5.1 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 trained in personal journey planning in order that this service can be offered to new residents shortly after completion of their purchase.
- 6.5.2 To ensure access to up to date information for residents, a community travel web page (Facebook page or similar) will be established.

6.6 Resident Travel Information Packs

6.6.1 In line with the commitments made within the Travel Plan Statement of the approved Outline planning application, the first occupier of each dwelling will be provided with a Resident's Travel Information Pack. The pack will present information on the above listed measures and contain information about the objectives of the Travel Plan, non-car mode travel options and provide a range of incentives to encourage use of non-car modes of transport. It is proposed that the following items be included in the resident's travel information pack:

- Information about the Travel Plan, its aims and objectives, how to get involved and how travel will be monitored and reported back to residents;
- Sustainable transport voucher (worth £75) for a cycle or cycle equipment, or the choice of a 3-month Stagecoach Bus Travel Season Ticket;
- Details regarding the provision of high speed broadband access to enable easy access to local home delivery services and home working;
- Information about the community travel webpage / social media portal;
- A plan of the new development, highlighting local facilities and the nearby key destinations, the walking and cycling routes to these, locations of public cycle parking within the development, and public transport routes (including any new provision) and the location of bus stops;
- Details of any negotiated discounts at local cycle stores etc, information on cycle maintenance organisations such as The Bike Doctor;
- Information about opportunities to travel to local schools in the vicinity of the site by sustainable modes and local school Travel Plans;
- Information on the location of key services and facilities and walking/cycling time isochrones to demonstrate to residents how long it will take to walk or cycle;
- Bus and rail maps and timetable information;
- Information about journey planning services, e.g. WSCC's Cycle Journey Planner (<https://cyclejourneyplanner.westsussex.gov.uk/>), www.nationalrail.co.uk and www.travelinesoutheast.co.uk;
- Information about car sharing through the West Sussex car share website (<https://liftshare.com/uk/community/westsussexcarshare>) and social-media based websites such as BlaBla Car;

- Information regarding any local groups set up to support social interaction and networking amongst home workers; and
- Information about the home delivery services offered by supermarkets in the local area, and potentially a voucher for free home delivery on first use.

6.6.2 The dissemination of the above information will be aided by the community travel webpage.

6.7 Summary

6.7.1 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. The proposed measures aim to ensure that the objectives set out in Section 3 of the Travel Plan 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 Travel Plan amongst residents from the outset.

SECTION 7 Management and Implementation

7.1.1 This section of the Travel Plan describes the framework through which the measures contained herein will be implemented and managed.

7.2 Travel Plan Management

7.2.1 The developer will appoint an individual or company to act as the Travel Plan Co-ordinator for the site. Contact details will be supplied to WSCC / ADC prior to first occupation of the development proposal.

7.2.2 The Travel Plan Co-ordinator will attempt to organise a steering group, comprising potentially a representative from the developer, a representative of the housing association(s), the highway authority (WSCC), the local authority sustainable travel co-ordinator, other local authority officers as needed (e.g. cycling, public transport, and voluntary residents). It is intended that the steering group will meet annually for the duration of the Travel Plan, which is expected to be a five-year period. This extensive period will enable the Travel Plan to be well established by the time the developer leaves the site. A framework for the continuation of the Travel Plan after the handover is set out in Sections 7.5 and 7.7.

7.3 Role of Travel Plan Co-ordinator

7.3.1 The role of the Travel Plan Co-ordinator will be as follows:

- To manage the day to day delivery of the measures contained in Section 6 of the Travel Plan;
- To seek to set-up and act as chairperson to the steering group, through which the progress of the Travel Plan will be monitored, and key decisions taken as necessary;
- To market the Travel Plan to encourage interest and involvement of residents;
- To maintain a good level of knowledge and sustainable travel opportunities in the vicinity of the site, so as to provide a basic personal journey planning service for all users of the site, i.e. how to access schools, workplaces and local facilities by non-car modes;
- To negotiate discounts for residents with local cycle shops;
- To organise monitoring of the Travel Plan; and
- To provide monitoring feedback to residents and the steering group and to liaise with the local authority as necessary.

7.4 Involvement of Residents

- 7.4.1 Involvement of residents of the site will be important to the success of the sustainable transport measures.
- 7.4.2 The first occupier of each dwelling will be provided with Travel Plan information by the sales office and provided with a resident's information pack on completion of their purchase.
- 7.4.3 The Travel Plan Co-ordinator will seek to liaise regularly with residents and visitors of the site, to understand their particular needs and concerns and to examine ways of addressing them. Copies of the Travel Plan will be made available to all residents through the web portal to ensure that people are fully aware of the objectives of the Travel Plan and the range of measures proposed.
- 7.4.4 The Travel Plan Co-ordinator will also aim to maintain interest amongst all users through the following means:
- Occasional leaflet drops providing information about the Travel Plan, advertising the webpage and reporting the results of the annual monitoring;
 - Involvement of residents in the Steering Group (to be recruited by the Travel Plan Co-ordinator); and
 - The Steering Group will review and develop other methods of involving residents.

7.5 Framework for Implementation

- 7.5.1 The Travel Plan Co-ordinator will be appointed at least three months before the first occupation of the new development, in order to commence development of the initial Travel Plan measures and make sure that the Travel Plan is implemented in time for the first occupations.
- 7.5.2 **Table 7.1** provides an initial framework for implementation of the measures set out in Sections 5 and 6 of this Travel Plan.

Table 7.1: Framework for Implementation

Objective	Measure	Timescale	Responsibility	Mode Affected	Cost Estimate
Cross-Objective	Develop and maintain community webpage / portal	Prior to occupation	Travel Plan Co-ordinator	Single occupancy vehicle use, walking, cycling and public transport	£5,000
	£75 Sustainable Travel Voucher for each dwelling	One Month after Occupation	Travel Plan Co-ordinator		£22,500
	Prepare and distribute Travel Information Packs	On Occupation	Travel Plan Co-ordinator		£5,000
Reduce the Need to Travel	Deliver connections to broadband network	Phased with Development	Developer / Utility company	Single occupancy vehicle use	N/A
Promotion of Walking and Cycling	Provision of walking and cycling maps	Prior to occupation	Travel Plan Co-ordinator	Walking and Cycling	Included within Resident's Travel Information Packs
	Pedestrian / cycle connections onto local highway network	Prior to occupation	Developer	Walking and Cycling	Development Cost
	Scheme of infrastructure improvements on local highway network	Phased with development	Developer / WSCC	Walking, Cycling and Public Transport	Developer and WSCC through S106
	Provision of cycle storage within each unit	Phased with development	Developer	Cycling	Development Cost
	Negotiation of Bus Taster Ticket / Discounts with local operators	Prior to occupation	Travel Plan Co-ordinator	Public Transport	Included within Travel Plan Co-ordinator Cost
Promotion of Public Transport	£75 Sustainable Travel Voucher for each dwelling	One Month after Occupation	Travel Plan Co-ordinator	Single occupancy vehicle use, walking, cycling and public transport	As Above
	Delivery of improved bus stop facilities on the A259 (lay-by / shelters)	Phased with Development	Developer	Bus Travel	Development Cost
Encourage Car Sharing	Training of the sales team about the Travel Plan	Training as part of induction process	Travel Plan Co-ordinator	Single occupancy vehicle use,	Included within Travel Plan Co-ordinator Cost

Objective	Measure	Timescale	Responsibility	Mode Affected	Cost Estimate
	Promotion of car sharing schemes through WSCC Liftshare website	Prior to occupation	Travel Plan Co-ordinator		
Management	Appoint a Travel Plan Co-ordinator	Three months prior to Occupation – retained for five years from occupation	Developer	Single occupancy vehicle use, walking, cycling and public transport	£25,000 - £35,000
	Production of Sales Stage Travel Packs	Prior to occupation	Travel Plan Co-ordinator		£3,000
	Steering Group	Meeting annually	Travel Plan Co-ordinator		Included within Travel Plan Co-ordinator Cost
Monitoring	Travel Questionnaires	Annually (for five years)	Travel Plan Co-ordinator	N/A	Included within Travel Plan Co-ordinator Cost
	SAM Surveys	Year one, three and five	Travel Plan Co-ordinator		£8,500
	Monitoring Report	Year one, three and five	Travel Plan Co-ordinator		£7,500

7.6 Funding

7.6.1 The developer will fund the following items:

- The transport infrastructure outlined in Section 5 of the Travel Plan;
- The Travel Plan Co-ordinator role for the duration of the development (5 years);
- The initial implementation of the measures outlined in Section 6 and **Table 7.1**.

7.6.2 The aim will be to enable the Travel Plan to become self-implementing by the time that the developer leaves the site. The Steering Group will be responsible for delivering this objective.

7.7 Handover at End of the Development Involvement

7.7.1 On completion of the Travel Plan (5 years post occupation), the developer will no longer be responsible for the management of the residential elements of the Travel Plan.

7.7.2 At this time, the management of the Travel Plan will revert to the Travel Plan committee, to which the Local Authorities sustainable travel co-ordinator will be invited to attend a provide guidance.

SECTION 8 Monitoring

8.1 Monitoring

8.1.1 The total monitoring programme of the development will be during the development build period until 5 years after first occupation of the new development. Monitoring will be undertaken in two ways:

- Travel Surveys; and
- A travel questionnaire.

TRICS SAM Surveys

8.1.2 In accordance with WSCC's guidance, formal monitoring will be undertaken in line with the TRICS Standard Assessment Methodology (SAM). The Travel Plan Co-ordinator will supply WSCC with observed statistical data showing how the residents travel to the development and details of the measures employed to encourage sustainable travel.

8.1.3 The first TRICS SAM survey will be carried out during the first year of occupation of the site. This will ensure that the survey captures information about an established critical mass of residents. Subsequent TRICS SAM surveys will be undertaken every other year until the end of the plan period – e.g. years 1, 3 and 5.

Travel Questionnaires

8.1.4 Questionnaire surveys will also be used to determine the effectiveness of the Travel Plan measures and enable residents to remain involved in the Travel Plan process. The first questionnaire survey will be undertaken 12 months after first occupation of the first unit and then annually thereafter.

8.1.5 The residential surveys will determine a number of important statistics, such as work destination, number of cars and bicycles per household, modal split of workplace travel, educational and leisure journeys and preferences towards the availability and use of more sustainable modes of transport. A draft travel survey is contained at **Appendix B**.

8.1.6 These surveys will be used to determine travel patterns to and from the site, to assist with setting objectives for the Travel Plan which may be implemented in the future and to monitor travel patterns at the site over set periods of time.

- 8.1.7 In order to maximise response rates to the survey there will be incentives, such as a prize draw entry, encouraging residents to take part. In the event that the survey does not get a desired response of 20% or more, it will be re-distributed to residents after 6 months, with further promotion and greater incentives for taking part.
- 8.1.8 The results of the surveys and the analysis will be included in an updated Travel Plan, or the first monitoring reports, with the Travel Plan targets revised or updated accordingly. These will be submitted to WSCC.

Use of Surveys

- 8.1.9 The results of these surveys and statistical analysis will form the basis of discussions with the local planning and highways authorities to examine how the Travel Plan is continuing to influence travel behaviour and to discuss alternative measures that could be incorporated within the plan to achieve further success.
- 8.1.10 The Travel Plan Co-ordinator will monitor and review the progress and success of the Travel Plan and make residents aware of the progress made. The review will involve the local planning authority as well as the Travel Plan Co-ordinator. The use of newsletters distributed to residents will assist in informing residents of any new measures and give them an understanding of how the Travel Plan is operating.

8.2 Reporting

- 8.2.1 In years 1, 3 and 5 after first occupation of the new development, a monitoring report will be submitted to WSCC setting out the results of the travel surveys / travel plan against the targets and objectives identified within the Travel Plan. Residents will also be informed of the survey results via the webpage and newsletters.
- 8.2.2 The following information is likely to be provided:
- Recap of the Travel Plan objectives and agreed targets;
 - Monitoring methodology;
 - Summary of monitoring results, presented in relation to agreed targets;
 - Progress against agreed measures;
 - Corrective measures to get the plan back on track, if targets are not being met; and
 - Proposals to further develop the Travel Plan for the future.

8.3 Remedial Measures

- 8.3.1 Should the Travel Plan targets not be met by the end of the monitoring period outlined above, the developer will work with WSCC to identify a strategy and to agree further actions to get the Travel Plan back on track.
- 8.3.2 The proposed sustainable transport strategy will provide a genuine opportunity to achieve a 10% reduction in traffic flows associated with the development to be achieved.
- 8.3.3 Any remedial measures would be agreed with WSCC at the conclusion of the monitoring period and would be related in scale to the degree to which the targets had not been achieved.

8.4 Delivery and Enforcement

- 8.4.1 The delivery of the Travel Plan will be enforced through Condition 15 of the Outline planning consent. This provides a mechanism for the LPA to ensure the delivery of the plan.

SECTION 9 Summary

- 9.1 Vivid and Climping Homes Ltd has appointed i-Transport LLP to provide transport and highways advice in relation to a Reserved Matters application, pursuant to an outline planning consent for up to 300 residential dwellings and ancillary development on land adjacent to Church Lane in Climping, West Sussex.
- 9.2 In relation to sustainable transport, Condition 15 of the Outline planning consent requires the delivery of a Travel Plan, prior to occupation of the development. The S106 requires the delivery of a Residents Travel Information Pack to include a travel voucher.
- 9.3 This document comprises the Travel Plan and aims to promote sustainable choices amongst new residents and to reduce the need to travel by private car. In particular, the Travel Plan aims to reduce single occupancy car journeys; provide non-car mode travel options for local journeys; and influence modal choice.
- 9.4 The following main targets have been set:
- **Target 1** – To reduce the number of vehicle trips generated over a 12-hour period (weekday 0700-1900) by the site by 10 percentage points from the baseline position;
 - **Target 2** – To reduce the number of vehicle trips generated by the site during the morning peak hour (08:00-09:00) and evening peak hour (17:00-18:00) by 10 percentage points from the baseline position.
- 9.5 The objective is to achieve these targets within five years from first occupation.
- 9.6 Sustainable transport measures are an integral part of the site masterplan. Car and cycle parking are proposed in line with local standards and walking and cycling connections will be delivered to the local area. The development also commits to significant local improvements of the walking and cycling network and bus facilities, to promote sustainable travel options.
- 9.7 The Travel Plan identifies 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 the walking and cycling routes to local facilities and vouchers to purchase cycling equipment;
 - Bus travel taster tickets negotiated with the local bus providers for the first occupier of every household; and

-
- » A travel information pack including the sustainable travel vouchers for the first occupants as well as provision of up to date travel information by other means, including a community travel webpage.
- 9.8 A framework for the management and implementation of the Travel Plan is proposed. A Travel Plan Co-ordinator will be appointed and retained by the developer until five years after first occupation of the new development, by which point the site will be fully occupied. The Travel Plan Co-ordinator will be appointed prior to first occupation of the proposed development to oversee the implementation of the proposed measures;
- 9.9 The Travel Plan Co-ordinator will be supported by a Steering Group, expected to comprise representatives from the developer, local authority and local residents. A framework is proposed for the handover of the Travel Plan at the end of the developer's involvement; and
- 9.10 The first monitoring survey will be carried out after the first anniversary of the site. This will ensure that the survey captures information about an established critical mass of residents and will allow time for the measures contained within the Travel Plan to take effect. Subsequent surveys will be undertaken at two-year intervals and then a final survey undertaken after five years from first occupation. Monitoring reports over the period of the Travel Plan will be submitted to WSCC, setting out the results of the travel surveys against the targets and objectives identified within the Travel Plan.

APPENDIX A. Proposed Site Layout



Please Note:

This drawing must not be scaled, dimensions to be checked on site and any discrepancies are to be highlighted to the Architect prior to construction.

Prior to the commencement of any works, the Contractor is to check and / or determine all construction details including checking existing site levels and dimensions.

This drawing is to be read in conjunction with all other project drawings, construction notes and / or project specifications including those by other project consultants and specialists. All discrepancies should be reported immediately.

Design subject to detail development / approval.
Measurements and accommodation schedules subject to amendments following coordinated input by others.
Costings cannot be finalised until approval / confirmation by relevant authorities and Client.

Accommodation Schedule:	
31No. 1 Bed Units	
61No. 2 Bed Units	
73No. 3 Bed Units	
115No. 4 Bed Units	
Total: 300 Units	

Rev.	Description	DATE	DB / CB
M	Amended to client's comments	18.03.22	DY/VP
L	Amended to client's comments	15.03.22	DY/VP
K	Amended to client's comments	17.02.22	VP/HJE
J	Amended to client's comments	04.02.22	VP/HJE
I	Amended to client's comments	24.08.21	VP/HJE
H	Amended to reflect drainage report	17.08.21	VP/HJE
G	Amended to client's comments	26.07.21	VP/HJE
F	Second access re-added	20.07.21	VP/HJE
E	Amended to client's comments	14.07.21	DY/VP
D	Amended to reflect Archaeology	10.05.21	VP/HJE
C	Amended to reflect Archaeology	18.12.20	VP/HJE
B	Amended to client's comments	16.11.20	VP/HJE
A	Amended to client's comments	04.11.20	VP/HJE

Date Oct '20
Drawn By/Checked By VP / HJE
Scale 1:1250 @ A1

Revision M

Project Land at Climping Littlehampton

Title Site Plan

Dwg# 20.050.02

Status Planning

hgp

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FOREMAN HOMES

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0330 333 7365
info@foremanhomes.co.uk

APPENDIX B. Example Residents' Questionnaire

Residential Travel Survey

About You

1. Your place of work postcode

2. Your home postcode

3. Your house name / number

4. Gender

Male

Female

5. Age Group

Under 18

18 - 34

35 - 44

45 - 60

60+

6. Number of people in household

1

2

3

4+

7. Number of cars per household

1

2

3

4+

8. Number of bicycles per household

1

2

3

4+

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

Yes

No

About your job

10. Do you work?

1 -3 days

4 days

Full time

Shifts

Other, please specify

11. What hours do you normally work?

Regular Office

Flexi

Other (please specify)

12. Are there any aspects of your job that require you to have the use of a car?

None

Attend meetings

Visit site / clients

Other

Travel to work

13. How do you normally travel to work?

Walk/jog

Bicycle

Bus

Train

Taxi

Motorbike

Car on own

Car Share

Other (please specify)

14. What alternatives do you occasionally use?

Walk/jog

Bicycle

Bus

Train

Taxi

Motorbike

Car on own

Car Share

Other (please specify)

15. How far do you travel to work? (one way)

Up to 1 mile

1 - 3 miles

3 - 10 miles

10 - 20 mile

Over 20 miles

16. How long does it normally take you to get to work? (one way)

0 - 15 mins

16 - 30 mines

30 - 60 mins

60 mins +

17. If walking or cycling are a practical alternative for you, what would encourage you to do so? (select up to 2 answers)

Free transport home in an emergency

Covered and secure cycle parking

Changing / locker facilities

Pool car available for business use

Other (please specify)

For drivers only

18. Is a car share a possibility if a suitable sharer/s was found?

Yes

No

I already car share

19. Which of the following would most encourage you to car share? (select up to 3 answers)

Help in finding a car share partner	☐	Financial incentives for car shares	☐
Free transport home in an emergency	☐	Pool car available for business use	☐
Priority parking for car sharers	☐		
Other, please specify			

20. Is bus or train travel a possibility?

Yes	☐	No	☐	Both	☐
-----	--------------------------	----	--------------------------	------	--------------------------

Which is most convenient?

Bus	☐	Train	☐
-----	--------------------------	-------	--------------------------

21. What would encourage you to use the bus or train more frequently to commute? (select up to 3 answers)

More direct train/bus route	☐	Pool car available for business use	☐
More frequent services	☐	More reliable services	☐
Better information on times and fares	☐		
Regular link between station/bus stop and place of work	☐		
Other, please specify			

24. For what other purposes do you regularly travel from home, please indicate number of trips per week in box.

Education for self		Education for dependants	
Access to Health services		Access to retail services	
Leisure			
Other, please specify			

This information is collected in accordance with the Data Protection Act 1998.
The data has been collected for the purposes of:-

- * establish travel patterns to site;
- * to assist with setting objectives for the Travel Plan which may be implemented in the future
- * to monitor travel patterns at the site over set periods of time to quantify modal shift.

