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Coldharbour Farm
Emsworth



FRAMEWORK TRAVEL PLAN

On Behalf Of
Telstar

ITR/MT/5314/FTP.2
September 2019



Partners:
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1.0 INTRODUCTION

- 1.1 Bellamy Roberts LLP, has been instructed by Telstar Ltd to provide a Framework Travel Plan (FTP) in support of development proposals at Coldharbour Farm Road, Emsworth.
- 1.2 The development proposal will comprise 44 residential units accessed off the western end of Coldharbour Farm Road.
- 1.3 Travel Plans have become an essential tool for the delivery of national, regional and local transport policy, and are increasingly important within the planning process as they can be critical to the acceptability of a development proposal. They can assist in increasing accessibility whilst reducing congestion and local air pollution. A well-developed Travel Plan can reduce adverse traffic impacts of a development and achieve improvements in transport conditions at the local level.
- 1.4 A Framework Travel Plan is a long term arrangement strategy for a site that seeks to deliver sustainable transport objectives through actions and is articulated in a document that is regularly reviewed. A Travel Plan involves identifying an appropriate package of measures arrived at promoting sustainable travel, with an emphasis on reducing reliance on single occupancy car journeys.
- 1.5 The measures that are to be introduced in order to achieve this target are detailed in this document, along with a timeframe for the implementation of the various measures.
- 1.6 A Travel Plan Co-ordinator (TPC) shall be appointed to provide ongoing management for the FTP. The TPC will be supported by the Residents Association who will meet regularly to discuss the progress of the FTP. Once appointed, the identity of the TPC and their contract details will be made known to HCC before first occupation of the site. The TPC will be in place three months before first occupation of the site.

- 1.7 Following the meeting, the TPC will prepare a document detailing the progress of the Plan and the strategy for going forwards.
- 1.8 This FTP has been prepared in accordance with the current Hampshire County Council Guidance and complies with the requirements set out in the National Planning Policy Framework (NPPF), which states that all developments that generate a significant amount of vehicle movements shall be required to provide a Travel Plan.

2.0 SITE LOCATION

- 2.1 The application site is located at the western end of Coldharbour Farm Road, to the immediate north of the A27 trunk road. Coldharbour Farm Road forms a junction with the B2148, Horndean Road to the east, approximately 50 metres north of its junction with New Brighton Road. A site location plan is at **Appendix 1**.
- 2.2 Approximately 250 metres south of the site is Emsworth Railway Station, situated between the A27 and the neighbouring railway line. A further 450 metres to the south (700 metres in total) is the roundabout junction of North Street/A259/High Street.
- 2.3 To the immediate west of the application site is a service station serving the neighbouring A27 trunk road. There is open countryside beyond for approximately 1.25 km, at which point the eastern edge of Denvilles can be found, with Havant in close proximity.
- 2.4 To the east of the application site is the urban area of New Brighton which continues towards the village of Westbourne. Emsworth Town Centre can be found to the south on the opposite side of the A27.

3.0 EXISTING CONDITIONS

- 3.1 The existing site currently comprises agricultural land in the form of grazing fields. For the purpose of this assessment, it is assumed that the site generates no existing traffic movements.
- 3.2 Access to the site is achieved from Coldharbour Farm Road which is approximately 4.8m in width, with a continuous pedestrian footway (2m in width), running along the southern edge and part of the northern edge.
- 3.3 Speed reducing features have been installed at various points along the length of Coldharbour Farm Road in the form of speed tables, with uncontrolled pedestrian crossings over.
- 3.4 Pedestrian links are provided from Coldharbour Farm Road through to the neighbouring public open space, immediately north of the site and known as Emsworth Park. Street lighting is present along the length of Coldharbour Road.
- 3.5 At the western end of Coldharbour Farm Road there is a large turning head with resident parking. As discussed earlier, an application for the rearrangement of these spaces to allow access into the application site, was approved in August 2016.
- 3.6 The B2148 Horndean Road, which runs on a north/south alignment to the east of the site, is approximately 5.5m in width with 2m footways along both sides. It is subject to a 30mph speed restriction with street lighting along its length, in the vicinity of Coldharbour Farm Road. There are currently no pedestrian crossing facilities in the vicinity of the site, however, an uncontrolled pedestrian crossing with tactile paving can be found on the B2148, opposite the St. James C of E Primary School, 550m to the north.

4.0 SUSTAINABLE TRANSPORT CONNECTIONS

- 4.1 This section examines the sustainable transport connections to the site and assesses the potential of such links to reduce the level of car-borne traffic.

Pedestrians and Cyclists

- 4.2 The application site is well connected to the footway network, with existing footways running the length of Coldharbour Farm Road linking through to the neighbouring footway network. Additional links are provided to the west of the site connecting through to the neighbouring A27 service station and Washington Road to the south. A plan identifying these links is included at **Appendix 2**.
- 4.3 Recommended distances for walking and cycling can be found in various published documents.
- 4.4 The Institution of Highways and Transportation published the document 'Guidelines for Providing for Journeys on Foot in 2000. Table 3.2 of this document contains 'suggested acceptable' walking distances, albeit no evidence was provided in support of these figures.
- 4.5 Further documents have been published by the Chartered Institute of Highways and Transportation, notably 'Planning for Walking' and 'Planning for Cycling', albeit both documents provide limited guidance as to recommended walking distances.
- 4.6 Design Manual for Road and Bridges (DMRB) TA91/05 'Provision for Non-Motorised Users', states in paragraph 2.3 that '*walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within range of up to two miles. Walking and rambling can also be undertaken as a leisure activity, often over longer distances*'.
- 4.7 Furthermore, paragraph 2.11 (TA91/05) states that '*cycling is used for accessing a variety of different destinations, including educational facilities, shops and places of work, up to a range of around 5 miles*'.

- 4.8 Recent research undertaken in 2017, and published within 'Local Transport Today' (Ref. LTT733 October 2017 issue) considered the current guidance on walking and cycling distances, and whether the quoted distances suitably reflect the distances people are prepared to walk and cycle.
- 4.9 The National Travel Survey (NTS) database was reviewed to find out how far people actually walk and cycle to common destinations. The assessment considered both the mean and 85th percentile walking and cycling distances, with the mean identifying the average distance people walk and cycle, and the 85th percentile being the distance people are prepared to walk or cycle, whereas above this figure, they are less likely to do so.
- 4.10 The research determined that for residential developments, a distance of 1.95km should be used as an acceptable walking distance for all journey purposes, with 7.25km used for the cycling distance. Furthermore, an 85th percentile distance of 2.10km should be used as an acceptable walking distance for all employment uses, whereas 9.15km should be used for cycling.
- 4.11 There is an existing cycle route which passes the site access at the western end of Coldharbour Road. This cycle-way runs on a north/south alignment from Washington Road to the south, past the site, to continue through the neighbouring Emsworth Park, up to the St. James C of E Primary School. Further defined links are provided through to the adjoining cycle route network via quieter roads.
- 4.12 Pedestrian and cycle isochrone plans are provided at **Appendix 3 and 4**.
- Buses**
- 4.13 The nearest bus stops with regular service, are located on New Brighton Road approximately 350m from the application site. These comprise bus poles only with no other waiting facilities provided. They are served by Route 27 service and a summary is provided at Table 1.

Table 1: Summary of Bus Service

Route	From	To	Freq	Weekday		Saturday		Sunday	
				First	Last	First	Last	First	Last
27	Emsworth	Rowlands Castle	5/day	0902	1737	0902	1537	-	-
27	Rowlands Castle	Emsworth	4/day	1046	1726	1046	1526	-	-

Rail

- 4.14 Emsworth Railway Station is located 500m from the site via Coldharbour Farm Road and the B2148 Horndean Road.
- 4.15 A pedestrian footway accessing the station is provided between the A27 road bridge and the railway line to the immediate south. The vehicular access is provided further to the south. The station includes such facilities as, covered cycle parking, taxi rank and level access to both platforms.
- 4.16 Services from the station are provided to such destinations as Portsmouth Harbour, Littlehampton, Brighton, Southampton Central and London Victoria with stations between.

5.0 SUMMARY OF DEVELOPMENT PROPOSAL

- 5.1 The development will provide 44 residential units, comprising the following mix of units:
- 6 x 1-bed apartments;
 - 16 x 2-bed houses;
 - 21 x 3-bed houses; and
 - 1 x 4-bed house;
- 5.2 In total, 87 car parking spaces will be provided, and this in line with the Local Authority parking standards as set out in the 'Havant Borough Council Parking

Supplementary Planning Document (SPD) adopted in July 2016 which requires 83 spaces.

- 5.3 In terms of traffic generation and based on a TRICS assessment of similar sites, the scheme is likely to generate the following level of traffic generation, see Table 2.

Table 2: Proposed Trip Rate and Traffic Generation

Peak Hours	Trip Rate per Dwelling			Traffic Generation (44 units)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
0800-0900	0.127	0.325	0.452	6	14	20
1700-1800	0.303	0.161	0.464	13	7	20
Daily (0700-1900)	2.171	2.210	4.381	96	97	193

6.0 TIMESCALES

- 6.1 It is intended that a full Travel Plan based on this Framework will be prepared, approved and implemented within 6 months of first occupation of the proposed development, in accordance with guidelines.
- 6.2 Preparation of the Full Travel Plan (TP) will commence within 6 months of first occupation, and will be informed by travel surveys obtained from the new residents. This will ensure it is based on accurate survey data obtained from those actually living on-site, thereby ensuring that realistic and achievable targets are set. Surveys shall be issued to each new resident, in addition to an annual survey across the whole site until 5 years after full occupation of the completed development.
- 6.3 The Framework TP will seek to maintain the trip rate from the site at a level consistent with that predicted within the Transport Statement.

7.0 OBJECTIVES

- 7.1 Government guidelines outlined in the NPPF states that a key tool to facilitate sustainable transport is in a FTP. A development that generates significant amounts of movement should be required to provide a FTP.
- 7.2 With consideration to current National, regional and local policies the main objectives of the TP will be as follows:
- change travel behaviour of residents;
 - achieve environmental improvements in proximity to the redevelopment site;
 - promote environmentally sustainable travel patterns through effective communication and marketing;
 - ensure that all residents are aware of the range of travel choices available to them;
 - minimise journeys to and from the site by car and;
 - maintain travel patterns and identify opportunities to encourage travel by sustainable modes.
- 7.3 The primary objective of the TP will be to focus on travel by residents. Residents will make regular trips and this represents the best opportunity to influence travel patterns and meet the objectives of the Plan.

8.0 TARGETS

- 8.1 Whilst accurate survey data cannot be obtained until the development has been fully occupied, it is recognised that sustainable SMART targets can be identified, which can be revised once the necessary information has been gathered.
- 8.2 “SMART” targets need to be specific, measurable, achievable, realistic and time bound. The areas to be targeted within this Travel Plan have been identified in Table 3.

Table 3: “SMART” Targets

Objective	Targets	Dates		
		Year 1	Year 2	Year 3
Reduce the need to travel	% Residents using home deliveries on regular basis (monthly)	2.5% ↑	5% ↑	7.5% ↑
Promote Alternative Modes	% Residents travelling by car as a single occupant	2.5% ↓	5% ↓	7.5% ↓
Promote Linked Trips	% Residents undertaking linked trips in favour of single destination trips	2.5% ↑	5% ↑	7.5% ↑

8.3 The target figures provided above are indicative at this stage, as these will entirely depend upon the results of the initial Travel Survey to be undertaken within six months of occupation.

8.4 The above targets have been chosen as, whilst they are largely dictated by the characteristics of the site, they also comply with the wider objectives of both the Local Transport Plan and the Local Plan Saved Policies, in that they seek to reduce reliance on the private car and promote sustainable means of transport.

Travel Surveys

8.5 As the site is currently vacant and the new development has not commenced no initial travel surveys can be conducted. Such surveys will be carried out after the first 20 dwellings have been occupied, 12 months later, and every two years thereafter.

8.6 These travel surveys will be carried out in accordance with the guidelines for monitoring travel plans developed by TRICS. They will take two different forms.

8.7 Firstly, there will be a questionnaire survey of all residents conducted over one week asking for mode of travel information for different journey-purpose trips such as journeys to work, shopping, accompanying children to school, etc. Such a survey shall aim to receive a minimum response rate of 35% and those undertaking the survey will be entered into a prize draw.

8.8 The second part of the travel survey will comprise physical traffic flow and occupancy counts at the entry and exit point to the development so as to establish vehicular trip rates at different times of the day and over the day as a

whole. The physical survey will include manual counts of pedestrians, cyclists and public transport users in order to accurately assess modal share. This physical survey will be conducted on two days at the same time as the questionnaire survey.

- 8.9 By utilising a common methodology, changes in car usage over time can then be determined.

9.0 MEASURES

- 9.1 In order to meet the objectives and targets set out in this FTP, a range of measures are necessary, and these have been outlined in the following paragraphs.

Travel Plan Co-ordinator (TPC)

- 9.2 A fundamental, key, component of the Plan will be the appointment of a TPC (organised through the Site Management Company) who will liaise with a Residents Travel Group and the Local Authority to agree measures to encourage residents and staff to utilise sustainable forms of travel.
- 9.3 The responsibility of the TPC will include:
- overseeing the development and implementation of the Travel Plan in line with this FTP;
 - provision and maintenance of public transport information;
 - management of cycle parking at the development;
 - designing and implementing effective marketing and awareness-raising campaigns to promote the Plan and utilise existing travel awareness campaigns such as 'walk to work week' and 'bike week';
 - setting-up, co-ordinating and attending transport user groups;
 - promoting the benefits of sustainable travel;
 - surveying travel patterns and working on objectives and targets to reduce the reliance on the private car;

- negotiating with local taxi companies with the aim of securing travel discounts and a preferential service and advertising these to residents and staff;
- surveying travel patterns and working on objectives and targets to reduce reliance on the private car;
- co-ordinate the necessary data collection exercise required to monitor and develop the plan, and;
- liaise with residents and staff as well as the Local Authority.

Resident's Travel Group

9.4 The Travel Plan Co-ordinator will be supported by a Resident's Travel Group which will be formed through the Site Management Company. Invitations to this group will also be extended to the Highway Authority (HCC) and the Local Planning Authority (LPA).

9.5 The Resident's Travel Group will meet at an appropriate frequency so as to allow the FTP to become well established.

Information Packs

9.6 All residents will be issued with an information pack from which they can make informed decisions about the travel mode they select. The information packs will include details on all travel options available to them, as well as the services and amenities provided locally and will be supplied to each resident on first occupation. The provision of such information is essential in forming sustainable travel habits early before residents/staff settle into a habit of driving when a sustainable alternative may be more suitable.

9.7 The information packs will include:

- Information on the aims and objectives of the Travel Plan, for example the benefits to the environment of reduced car use and the health benefits of walking and cycling.
- Information on personalised travel planning services.
- Information on services and amenities provided locally.

- Information on the formation of a Resident's Travel Group to afford those residents, who are interested, an opportunity to discuss the TP and suggest alternative measures/schemes.
- Maps showing the pedestrian and cycle routes in proximity to the site, including cycle parking locations, and destinations of local facilities with routes and journey times by walking, cycling and public transport.
- Train and bus service information including late night travel advice to highlight the services available.
- Advice on measures to reduce the need to travel such as details of existing car sharing databases in the area, and details of Car Club and cycle hire schemes.

Home Working and Home Deliveries

9.8 Consideration will be given to each dwelling being provided with superfast broadband to facilitate working from home.

9.9 Consideration will be given to the provision of a secure drop-off box will be provided for each dwelling to allow home deliveries to be scheduled when the occupants are at work etc.

Electric Vehicles

9.10 Consideration will be given within the site layout to the installation of the infrastructure to permit electric vehicle charging.

Notice Boards

9.11 Notice boards will be located throughout the site and within the community hall and will provide important travel information for residents. The TPC will be required to maintain the notice boards to ensure the information is up-to-date. The notice boards will be installed within 3 months of first occupation.

9.12 Following the 5 year Travel Plan period, the Site Management Company will ensure the Notice Boards are maintained and the information displayed on them is up to date.

9.13 The Notice Boards will provide a secondary source of travel information, updates on improvements and proposed new measures. Residents will be made aware

of improvements to infrastructure or planned engineering works to ensure that they can plan their affected journeys. In addition, information will also be disseminated via a newsletter.

Newsletter

- 9.14 It will be the responsibility of the TPC once a Monitoring Report has been issued to the Council, to report on the results to staff and residents by means of a newsletter.

Car-sharing

- 9.15 The TPC will promote a car-sharing scheme for residents. The notice boards will carry literature promoting material and local lift-share databases such as www.liftshare.com, as well as matching people together on-site. Car-sharing may also prove beneficial at the beginning and end of the school term when shared trips may become more feasible.

Provision of Public Transport Information

- 9.16 The noticeboard that is to be set up at the site is to contain all the relevant public transport information for services in proximity to the site, including the train station and connecting bus services.

Travel Plan Funding

- 9.17 Funding for the Travel Plan will be provided initially by Telstar. At this stage, the on-going cost of the TP is unknown, however, it is envisaged that after the first year a clear indication of cost could be provided. Telstar are aware of the potential time and cost implications of this work, and undertake to provide the necessary time and funding to ensure the nominated Travel Plan Co-ordinator can undertake the role to the best of their ability.
- 9.18 An indicative figure of circa £2,000 per annum covering an administration proportion of salary will be allocated to run the Travel Plan. This would total £10,000 over the 5 year period of the Plan.
- 9.19 This figure would cover the time required to run the Travel Plan, including regular updating of information, personal travel planning etc. The cost of cycle parking

and car parking would be covered within the initial build costs. It is envisaged that one day a month will be provided for the TPC to undertake their duties.

9.20 Another on-going cost, over and above the day-to-day running of the scheme, is the annual monitoring report which would need to be submitted to the Authority.

9.21 To collect travel data on an annual basis, analyse and report on the results, Telstar will be budgeting a further £1,000 per annum, totalling a further £5,000 over 5 years.

9.22 Whilst the actual costs will be properly realised once the Travel Plan has been up and running for a year, Telstar will be budgeting an initial £15,000 to the Travel Plan for a five year period.

9.23 The following Actions, shown in Table 4, have been set with the aim of reducing single occupancy car trips and to encourage the use of more sustainable forms of transport.

Table 4: Actions

Action	By When	By Whom	Indicative Cost
Provide Travel Plan Co-ordinator	Three months before first occupation of the site	Developer	£15,000 over 5 year period
Provide travel information on website	On first occupation	Travel Plan Co-ordinator/ Developer	Included within TPC duties
Promotion of walking routes	On first occupation	Travel Plan Co-ordinator/ Developer	Included within TPC duties
Provision of cycling routes	On first occupation	Travel Plan Co-ordinator/ Developer	Included within TPC duties
Secure cycling discounts/vouchers	On first occupation	Travel Plan Coordinator	£3,500
Encourage use of public transport	On first occupation	Travel Plan Co-ordinator/ Developer	Included within TPC duties
Conduct first travel survey of staff/visitors	Within first six months of first occupation	Travel Plan Co-ordinator	£1,000 per annum
Survey prize	Following completion of each travel survey	Travel Plan Co-ordinator	£25 for each survey.
Prepare revised TP with regards to data gathered from initial staff/visitor survey and agree target reduction over first 5 years. Submitted for approval by HCC	Within three months of survey data being received	Travel Plan Co-ordinator	£1,000 per annum
Conduct further monitoring surveys to track progress against agreed target	Once every three years	Travel Plan Co-ordinator	£1-2,000 per annum

10.0 ONGOING MANAGEMENT

- 10.1 The ongoing management of the TP will be conducted by the TPC appointed by the developer, to ensure that the measures outlined within the FTP are implemented and that suitable monitoring of targets is undertaken.
- 10.2 The TPC will be appointed prior to first occupation, in order to ensure someone is on-site during the early stages of development. The details of the TPC will be provided by the Local Planning Authority (LPA) prior to first occupation and details of any changes in personnel will be forwarded as necessary.

- 10.3 The TPC will liaise directly with the Resident's Association regarding the on-going management of the Plan.

11.0 MONITORING

- 11.1 In order to ensure the measures outlined in this TP are achieving the set targets, monitoring will need to take place at regular intervals. Regular monitoring surveys should be undertaken to determine whether the targets are being achieved.
- 11.2 To determine the initial travel characteristics of the site, a travel questionnaire will be submitted alongside the Travel Information Pack. The surveys will be undertaken at intervals of every other year after occupation, and this programme of surveys will continue until five years after full occupation of the final phase of development. A sample travel questionnaire has been attached at **Appendix 5**.
- 11.3 The results of the surveys shall be forwarded to the relevant Authorities within 3 months of them being received, with the TPC being available to meet with the Authority to discuss the findings, if required. The information submitted will take the form of a 'Monitoring Report' and will summarise the results of the survey and determine the current modal split. This will then be compared with the targets to determine whether the Travel Plan measure are having the desired effect. Should this not be the case, promotional measures will be increased as necessary.

APPENDICES

APPENDIX 1



PROJECT	Coldharbour Farm Road, Emsworth
TITLE	Site Location Plan



Clover House
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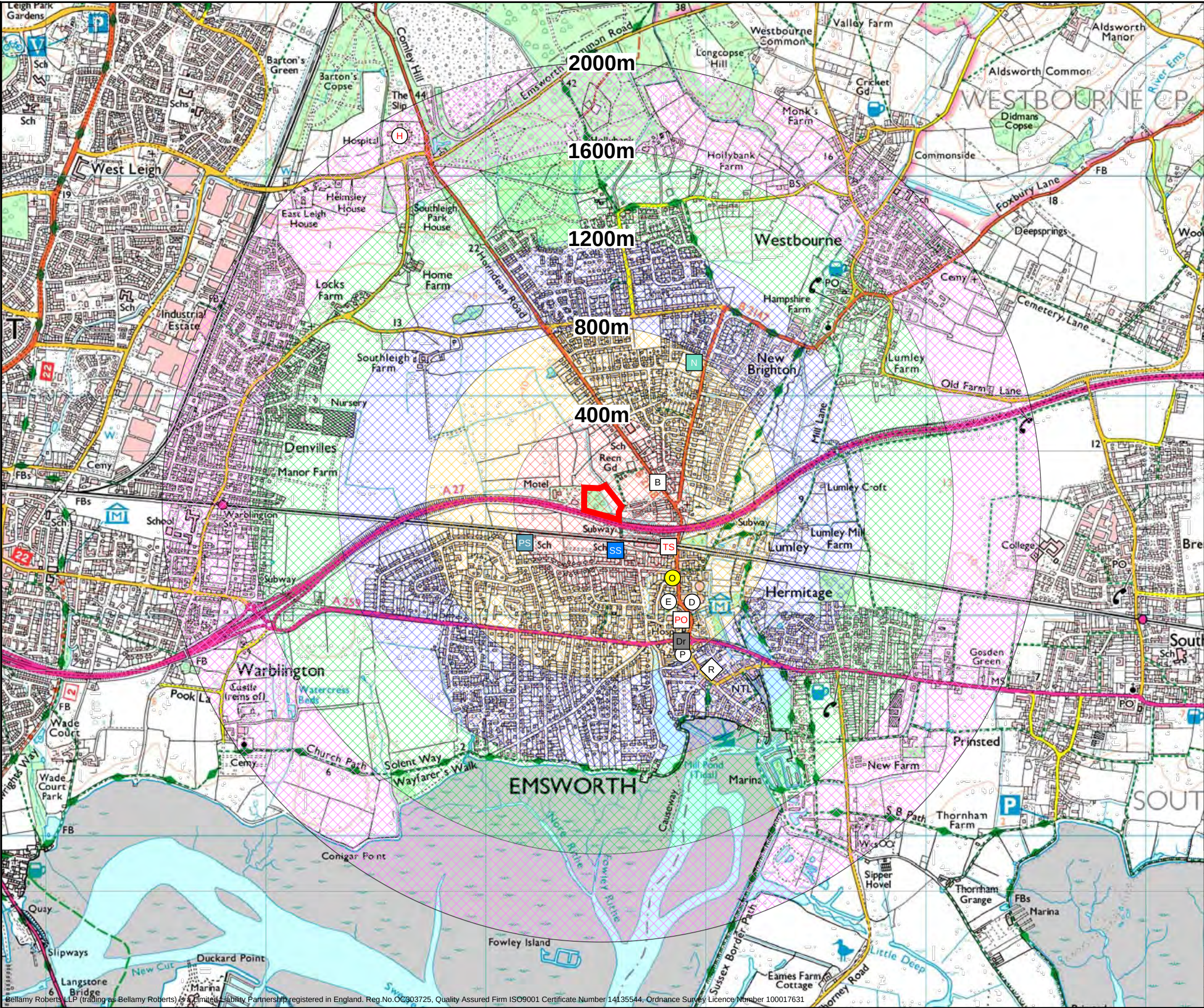
DATE	20/05/19	DRAWN BY	ARM
SCALE	1:50,000 @ A4	CHK BY	MT
CLIENT	Telstar		
DRAWING No.	5314 / 301		REV No.
			A

APPENDIX 2



Notes			
Key			
Proposed footway/cycle link Existing footway			
Clover House Western Lane Odiham Hampshire, RG29 1TU Tel: 01256 703355 Email: info@bellamyroberts.co.uk			
CLIENT Telstar			
PROJECT Coldharbour Farm Road, Emsworth			
TITLE Local Pedestrian Facilities			
DRAWN BY ARM	DESIGN BY -	CHK BY MT	REV No.
DATE 03/07/19	DRAWING No. 5314 / 304		A
SCALE 1:5,000 @ A3			

APPENDIX 3



Notes

Walking Isochrones

- 0m - 400m
- 400m - 800m
- 800m - 1.2km
- 1.2km - 1.6km
- 1.6km - 2km

Facilities

- Dentist
- Doctor
- Optician
- Pharmacy
- Hospital
- Post Office
- Places to Eat/Drink (Pubs, Restaurants etc.)
- Nursery
- Primary School
- Secondary School
- Retail
- Train Station
- Bus Stop

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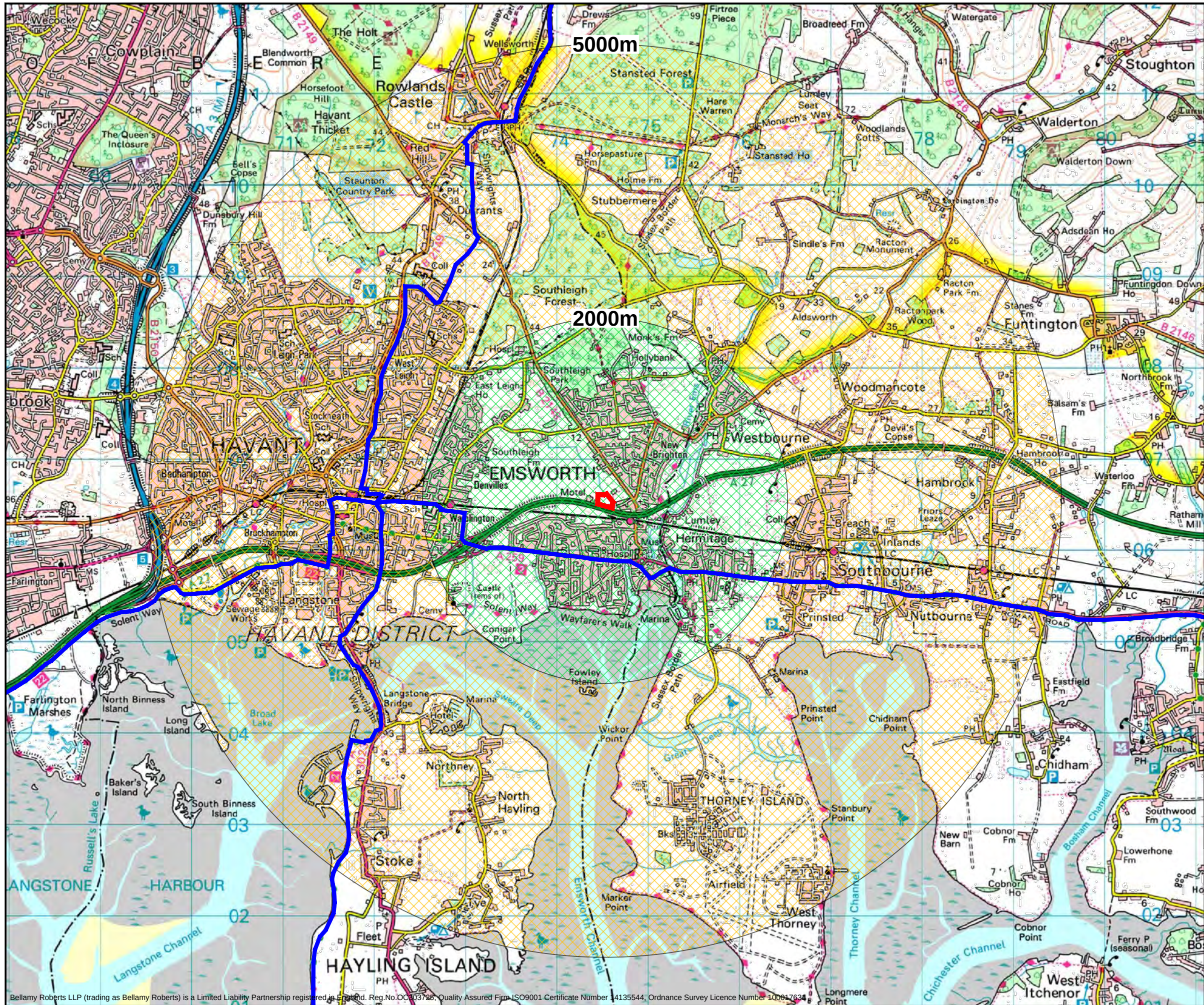
CLIENT
Telstar

PROJECT
Coldharbour Farm Road, Emsworth

TITLE
Pedestrian Isochrone

DRAWN BY ARM	DESIGN BY -	CHK BY MT
DATE 20/05/19	DRAWING No. 5314 / 302	REV No. A
SCALE NTS @ A3		

APPENDIX 4



Notes

— National Cycle Route

Cycling Isochrones

0 - 2km

2 - 5km

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Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT
Telstar

PROJECT
Coldharbour Farm Road, Emsworth

TITLE
Cycle Isochrone

DRAWN BY ARM	DESIGN BY -	CHK BY MT
DATE 20/05/19	DRAWING No. 5314 / 303	REV No. A
SCALE NTS @ A3		

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APPENDIX 5

RESIDENTIAL TRAVEL SURVEY

Introduction

As part of the monitoring process for the Residential Travel Plan, we are currently conducting a travel survey. We would therefore be grateful if one member of your household could complete this brief survey which will help us to better understand your travel patterns, needs and how we may be able to assist with your travel requirements.

A Residents Travel Group is in operation where you can discuss the Travel Plan and suggest alternative measures and schemes in order to meet the targets of the Plan. If you would like to join the Residents Travel Group, please get in touch with the Travel Plan Coordinator, details below:

TPC Contact Details

All residents who complete this survey will be entered into a prize draw. Please provide your name and address in the space below to be included within the draw.

The survey will take approximately 5 minutes to complete and all responses will be treated confidentially.

Name:.....

Address:.....

Q1:	Did you find the transport information provided in the Welcome Pack easy to understand?	✓
	Yes	
	No	
	Did not receive Welcome Pack	

Q2:	Does your household have access to...	✓
	1 car?	
	2 or more cars?	
	N/A	
	Bicycle	
	Motorbike/Moped	

Q3:	In a typical week how do you normally travel to the following and how often do you make this journey?			
	Journey to	Postcode of Workplace	How	How often per month
	Work			
	University			
	Grocery Shopping			
	Other Shopping			
	Leisure (Gym/Pool/Cinema)			
	Health (GP/Hospital)			
	Other (Please State)			

How:

- Car on your own (C)
- Car share (CS)
- Public Transport (P)
- Walk (W)
- Cycle (C)
- Other (O)

Q4:	If you drive to work, where do you normally park?	✓
	Free parking at work	
	Paid parking at work	
	Free on-street parking	
	On-street paid parking	
	Park and Ride	
	Other	

Q5:	If you drive to work how many passengers do you carry (excluding yourself)?

Q6:	Which of the following changes would most encourage you to cycle for journeys in the local area? (If you already cycle, which would you most like to see?)	✓
	Safer, better lit cycle paths	
	Improve cycle paths on the journey to town centre/rail station	
	Improve cycle parking at this development	
	Arrangements to buy a bicycle at discount	
	Improved crossing facilities	
	Improved cycle parking at local facilities – where?	
	None of the above	
Other (please specify)		

Q7:	Which of the following changes would most encourage you to walk for journeys in the local area? (If you already walk, which would you most like to see?)	✓
	Cleaner, better maintained footways	
	Better street lighting	
	More improved pedestrian crossing points	
	None	
	Other (please specify)	

Q8:	Which of the following changes would most encourage you to car share? (If you already car share, which would you most like to see?)	✓
	More help finding car share partners who have similar work patterns	
	More information regarding car sharing i.e. benefits and cost savings	
	None	
	Other (please specify)	

Q9:	Did you know this development operated a Travel Plan?	✓
	Yes	
	No	

Q10:	If Yes, how did you find out about the Travel Plan?	✓
	During the sales process	
	Word of mouth	
	Development publication/newsletter/notice board/website	
	Personalised travel planning process	
	Other (please specify)	

Q11:	Would you like to receive more information regarding the Travel Plan?	✓
	Yes	
	No	

Comments

Should you have any other comments on any issues relating to the Travel Plan, please provide them in the space below: