



FRAMEWORK TRAVEL PLAN
Proposed Hotel and Family Restaurant
Land East of Langstone Technology Park, Havant, Hampshire

Document History

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1.0 Introduction and Development Proposals

Introduction

- 1.1 This Framework Travel Plan has been prepared by Glanville Consultants on behalf of Fasset. It has been undertaken to accompany a planning application that seeks permission for a budget hotel and separate family restaurant on land which is adjacent to Langstone Technology Park in Havant, Hampshire. The location of the application site is identified on Figure 1.
- 1.2 In accordance with best practice formulated as part of Government policy, the Travel Plan sets out a package of measures aimed at promoting sustainable travel, with an emphasis on reducing unnecessary single occupancy car journeys undertaken by site users to and from the development and any work related journeys made by staff.
- 1.3 Some of the initiatives and travel management mechanisms proposed within the plan include:
- Appointment of a Travel Co-ordinator;
 - Promotion of walking, cycling and public transport as feasible and realistic alternatives to the car where appropriate;
 - Up to date travel information made available to all on site; and
 - The promotion of car sharing schemes.
- 1.4 The Travel Plan is a dynamic process that will grow and develop with time and in accordance with the changing circumstances of the occupiers and the environment in which they work. A Travel Co-ordinator (TC), with adequate time release to manage all aspects of the Travel Plan on a day to day basis, will take active responsibility for its development over time.

Development Proposals

- 1.5 The proposed development comprises the construction of a budget hotel (Class C1) with 81 bedrooms and a separate family restaurant (Class A3 use) with a gross floor area of 1,272m² (13,691ft²). There is no public restaurant or bar associated with the hotel element of the development, with customers expected to make use of the restaurant or other local facilities. The proposed site layout is shown on Figure 2.
- 1.6 Vehicular access to the development site will be taken from a new access provided from the existing private access road that serves Langstone Technology Park from the east, via Langstone Road. No pedestrian access will be available directly into the site from Langstone Road.
- 1.7 Parking will be provided for 156 vehicles, with 90 spaces associated with the restaurant and 66 associated with the hotel. Covered cycle parking will be provided for 40 bicycles, with 20 spaces located close to the entrance of the restaurant and 20 spaces located near to the entrance of the hotel.
- 1.8 Service vehicles will access the development via the site access from the private road that serves Langstone Technology Park from Langstone Road. Separate servicing points within the development will be provided for the hotel and restaurant.

2.0 Site Sustainability

- 2.1 In order to gain an understanding of the factors that influence individual choice of travel, and thus tailor the Travel Plan to the specific context of the development site, an assessment of the site's environs has been undertaken and appropriate facilities and amenities identified. The findings of this assessment are described in the following paragraphs.

Pedestrians

- 2.2 It is generally considered that two kilometres is an acceptable distance for pedestrians to walk to work or nearby facilities and amenities. As illustrated on Figure 3, the site is accessible on foot from Langstone, Brockhampton, Havant town centre, including Havant bus station and railway stations and surrounding residential areas, as well as Langstone Technology Park.
- 2.3 There is a footway on the northern side of the access road to Langstone Technology Park, which provides links to footways alongside Langstone Road and uncontrolled crossing points to the north and south of the Langstone Technology Park access. A pedestrian refuge exists at the eastern end of the Langstone Technology Park access road, at the junction with Langstone Road. This allows pedestrians to cross the access road in two movements, making it safer and easier to cross the road.
- 2.4 A pedestrian refuge also exists on Langstone Road, to the south of Woodbury Avenue. There is a splitter island in the middle of Langstone Road located between the right turn lanes to Woodbury Avenue and Langstone Technology Park. Although this is not a designated crossing point, and dropped kerbs are not provided, the island is well used by pedestrians that want to cross Langstone Road as it allows pedestrians to cross the road in two movements.
- 2.5 There is no designated crossing point on Langstone Road, between the A27 and the access to Langstone Technology Park. However, there is a gap in the guard railing in the central reservation on Langstone Road, which enables pedestrians to cross this section of road, again in two movements.
- 2.6 There is a public footpath that runs in a north-south direction to the west of the watercourse that runs along the western boundary of the development site. The footpath is not hard-paved or lit. To the north, this footpath links with a footpath that runs east-west along the northern boundary of the Langstone Technology Park site, adjacent to the A27, to Brookside Road, and also provides a link to the subway under the A27 which then connects with Solent Road and provides access to Tesco and Havant town centre to the north. The subway can also be reached from the footways around the A27 / Langstone Road junction. These routes are hard-paved and lit. To the south, the public footpath continues south towards Penner Road.
- 2.7 To the east of Langstone Road, there is a pedestrian route that leads north, crossing the east facing slip roads of the A27 roundabout via ramps or steps and a footbridge under the main carriageway of the A27. This provides a direct link between Park Road South and Langstone Road.
- 2.8 To the north of the A27, comprehensive controlled crossing facilities exist at the Park Road South / Solent Road signalised junction.

- 2.9 The layout of the development has been designed such that there is no pedestrian access directly from Langstone Road to ensure that vehicles do not stop to drop off passengers at inappropriate locations.
- 2.10 Improvements are proposed to improve the accessibility of the site for pedestrians. These are as follows:
- improvements to the public footway to the west of the stream to make the route into town usable in all weathers;
 - improvements to the lighting of the subway under the A27 and the refreshing of the artwork;
 - improved pedestrian crossing facilities on Langstone Road and on the access road to Langstone Technology Park; and
 - improved pedestrian signage to link the site with the town centre.
- 2.11 It is proposed to upgrade the pedestrian refuge that exists on Langstone Road, to the south of Woodbury Avenue. The width of the refuge will be increased to provide a larger protected area for pedestrians to wait in the middle of the road and tactile paving will be added on both sides of Langstone Road and within the refuge to assist visually impaired pedestrians when crossing the road. A similar facility exists further south on Langstone Road, close to the junction with Langstone High Street.
- 2.12 It is also proposed to upgrade the splitter island in the middle of Langstone Road that is located between the right turn lanes to Woodbury Avenue and Langstone Technology Park. This is not a designated crossing point, but is well used and will be upgraded to assist use by pedestrians, to include a larger central island, dropped kerbs and tactile paving.
- 2.13 The pedestrian refuge that exists at the eastern end of the access road to Langstone Technology Park will also be upgraded through the provision of tactile paving and a new footway will be constructed on the south side of the access road to Langstone Technology Park to link Langstone Road with a new pedestrian refuge to be provided on the access road, mid-way between Langstone Road and the access to the development site.

Cyclists

- 2.14 It is generally considered that five kilometres is an acceptable cycling distance to work, local amenities and facilities. As illustrated on Figure 4, residential areas as far as Emsworth, Havant, Hermitage, Waterlooville, Purbrook and northern areas of Hayling Island are all accessible by cycling, whilst the local topography is flat and should encourage cycling.
- 2.15 The National Cycle Routes 2 and 22 both run near to the site, with Route 2, which links Newhaven with Portsmouth running along the northern boundary of Langstone Technology Park. Route 22, which links Havant with Yarmouth on the Isle of Wight runs north to south, to the east of the site. Both cycle routes are traffic-free near the site.

- 2.16 Covered cycle parking will be provided for 40 bicycles, with 20 spaces located close to the entrance of the restaurant and 20 spaces located near to the entrance of the hotel. The TC would monitor the use of the cycle parking and additional hoops could be installed if demand dictated in the future.

Public Transport

Rail

- 2.17 Havant Railway Station is located approximately 1 kilometre north-east of the site on North Street. The station is situated on the Portsmouth and Southsea to London Waterloo line and is operated by South West Trains. The station provides passengers with facilities such as seating areas and a waiting room, toilets, baby changing facilities and a pay phone. Step free access to the facilities and platforms is available throughout the station to assist the mobility impaired. The station is staffed on the days and times as follows:

Monday to Saturday 05:00 to 22:30 hours

Sunday 06:30 to 22:30 hours

- 2.18 The National Rail website (www.nationalrail.co.uk) provides up to date timetable information including live departure and arrival boards for all UK stations. The South West Trains website (www.southwesttrains.co.uk) provides up to date information for trains serving Havant as well as providing passengers the opportunity to purchase tickets for travel online.

- 2.19 The local rail network is shown on Figure 5.

Buses

- 2.20 The nearest bus stops to the site are located on Langstone Road close to the eastern entrance to Langstone Technology Park. The bus stop for northbound services is immediately to the south of Langbrook Close. The bus stop for southbound services is to the north of Woodbury Avenue. Both bus stops comprise simple post and flag arrangements providing no shelter from inclement weather, nor seating for waiting passengers. However, it is proposed to install bus shelters at the two bus stops nearest the site to provide weather protection for waiting passengers.

- 2.21 Additional services are available from Havant bus station, which is located approximately 700 metres to the north-east of the site.

- 2.22 The table below summarises the services available from those stops nearest the site while Figure 7 illustrates the routes.

Table 1: Bus Service Summary – Correct as of March 2012

Route Number	Operator	Route Description	Monday - Saturday Frequency	Sunday Frequency
30	Stagecoach	Havant - West Town - Beachlands - Eastoke - Mengham - Havant	Every 30 mins	Every 120 mins
31	Stagecoach	Havant - Mengham - Eastoke - Beachlands - West Town - Havant	Every 30 mins	Every 120 mins

- 2.23 It is proposed to install bus shelters at the two bus stops nearest the site to protect waiting passengers from inclement weather.

3.0 Travel Plan Framework

- 3.1 This Travel Plan aims to minimise unnecessary travel by car associated with the development and maximise the number of journeys made using alternative modes, by those staff that are realistically able to consider using alternative modes of transport on a daily basis.
- 3.2 Progress of the Travel Plan will be assessed by TCs who will be a nominated member of staff employed by each of the end users.

Objectives

- 3.3 The objectives of the Travel Plan have been identified as follows:
- a. to minimise the number and length of trips that staff need to make;
 - b. to establish walking, cycling, the use of public transport and car sharing as feasible and realistic alternatives to single occupancy car use for everyday journeys;
 - c. to reduce the level of unnecessary single occupancy car use by employees of the development;
 - d. to be acceptable to the local authority and to employees;
 - e. to be self-funding after initial implementation;
 - f. to create awareness of the benefits of sustainable travel to the local and wider environment and community; and
 - g. to be ongoing and adaptive, monitoring impacts and learning from experience and, above all, proactive.

Initiatives

- 3.4 There are a number of transport initiatives that cannot be solely promoted by future occupiers. Developing constructive and supportive partnerships between the local authority, transport providers, walking and cycling groups and other local TCs, for example, would allow the development of a range of feasible transport options which are sustainable. Such partnerships will be co-ordinated by the TC.
- 3.5 It is acknowledged that different people will respond to different measures, and some may not react to any. Therefore, a range of initiatives and travel management mechanisms have been identified within the Travel Plan. It is proposed that these measures would be introduced as required and amended as necessary in consultation with the local Highway and Planning authorities. The Travel Plan should thus be considered as a dynamic strategy.
- 3.6 Local transport provision in the vicinity of the development is considered sufficient to serve the scale of development proposed and will be promoted to ensure that staff are aware of the bus services available within the immediate vicinity of the site.

- 3.7 Through an understanding of existing transport facilities, as well as consideration of the potential requirements of site users, it is possible to set measurable targets to achieve the objectives, monitor their effectiveness and assess the performance of the Travel Plan. The targets are set out in Table 2 below.

Table 2: Framework Travel Plan Targets

Target	Timescale
Appoint a Travel Co-ordinator	Prior to occupation
To provide information and guidance on local transport and travel, walking and cycling etc	To each new member of staff for the life of the development
Reduce the percentage of staff travelling in single occupancy cars	Reduce to maximum of 90% within three years of the occupation Reduce to maximum of 80% within five years of the occupation

Monitoring

- 3.8 In order to assess whether the targets as set out in Table 2 above have been met or are progressing, monitoring will need to be undertaken.
- 3.9 An initial staff travel survey will be carried out within three months of first occupation to collect baseline data. The TC will then monitor the use of travel modes at the site, through snap shot surveys undertaken every twelve months, to establish if the promotion of sustainable modes is encouraging use. Brief interview surveys could also be undertaken to establish if the initiatives currently in place are effective. An example travel survey is included in Appendix A.
- 3.10 The targets set out above will be reviewed and amended where necessary, in agreement with the Local Authority, following the undertaking of the initial staff survey. Where targets within the Travel Plan are not being met, further promotion of sustainable travel modes and promotion of the Travel Plan will be undertaken.
- 3.11 The Travel Plan will be reviewed annually with a copy of the review report issued to Havant Borough Council and Hampshire County Council and any amendments to the Travel Plan and its targets will be discussed and agreed with the local authorities.
- 3.12 Given that the Travel Plan will be monitored and will continually evolve, it is expected that the targets set out above will be revised and updated over time.

4.0 Measures and Initiatives

- 4.1 The Travel Plan will be managed by the TC, appointed from within the staff working at the site, who will be responsible for the implementation, management and monitoring of the Travel Plan. The TC will promote the Travel Plan and provide site users with information on how to travel to the site without recourse to their car. The TC will also act as a point of contact for site users requiring information, monitor the take up of initiatives and liaise with the local authorities as and when necessary.
- 4.2 Measures and initiatives should be set based on the nature of the occupiers and their staff and visitors, however, a number of measures can be suggested prior to occupation, and are listed below.

Public Transport

- 4.3 Apathy towards bus and rail service provision would be tackled through the provision of concise, up-to-date bus and rail route information and timetables for site users as well as information relating to the operator's websites. The provision of information to site users will be a function of the TC as part of their ongoing role.
- 4.4 The TC will establish and maintain a relationship with public transport operators to remain abreast of developments and convey feedback on service provision and reliability. The continued use of public transport depends on confidence that the service is reliable and dependable.
- 4.5 The provision of personalised journey planning is seen as an important opportunity to establish public transport as an affordable, credible and feasible option. This could be offered by the TC.
- 4.6 The TC will investigate the possibility of offering staff a tax-free option for the purchase of season tickets. This scheme could operate as a salary sacrifice whereby allowing staff to pay for their season tickets through their monthly salary.

Walking & Cycling

- 4.7 Arrangements will be made with local crime prevention officers to give advice and, if available, provide useful equipment such as high visibility armbands and personal alarms to members of staff who walk to and from work and have concerns about personal security.
- 4.8 The upkeep of footways on and off-site is of great importance in encouraging travel on foot. The TC will monitor the conditions of footways off-site and encourage the Highway Authority to give priority to a rolling programme of footway maintenance and improvements to ensure that regular reviews of the facilities used by pedestrians are carried out.
- 4.9 The TC will ensure safe, convenient, accessible and well lit routes around the development, to all facilities and to access points will be provided.
- 4.10 The TC will provide information to site users on local cycle routes, local cycle groups and cycle shops.

- 4.11 The TC will work in partnership with the local authority and cycling organisations to encourage safer cycling and cycle training to improve road skills, competence and confidence. Such organisations can also provide details of local and national initiatives such as “Bike to Work Week”.
- 4.12 The TC will monitor the use of cycle parking and, if necessary, increase the number of spaces provided to meet demand and encourage more site users to cycle.
- 4.13 Changing facilities, including facilities for the storage of wet clothes and umbrellas as well as lockers for the storage of cycle facilities will be provided in all buildings for the use of staff.
- 4.14 The TC will investigate the possibility of offering staff the opportunity to join the “Cycle to Work” scheme. The scheme operates in a similar manner to that of the public transport salary sacrifice scheme with staff able to purchase a bicycle and the necessary equipment and pay the cost through their monthly salary.

Car Use

- 4.15 The TC will set up a car share database to allow staff to contact others with similar working and travel patterns and provide details of other car share schemes, which employees can join such as www.hants.liftshare.com.
- 4.16 The TC will maintain a postcode map or list for the use of the TC to assist staff in identifying the location of other potential car sharers who are nearby or on route.
- 4.17 Occupiers will be encouraged to provide a guaranteed ride home in emergencies.
- 4.18 The TC will also promote the Hayling Island ‘32’ taxi share scheme to those staff living on Hayling Island. Further information relating to this scheme can be found on the Hampshire County Council website, as follows:

(<http://www3.hants.gov.uk/passengertransport/communitytransport/taxishares/havant/taxishares/haylingisland-carshare.htm>).
- 4.19 The TC will investigate the possibility of engaging in a partnership with local taxi firms to provide a standard fixed rate fare to the development from specified locations such as the bus and railway stations. Any agreement made between the parties would be promoted via the occupier’s websites.

Deliveries

- 4.20 Deliveries to and from the site will, where possible, be encouraged to take place outside the road network peak hours to assist in relieving any congestion on the local road network. In any event, no deliveries will be undertaken before 08:00 hours to safeguard the amenity of local residents.

Information and Promotion

- 4.21 If the Travel Plan is to work as effectively as possible it is important that all the initiatives are well promoted and that a sustainable travel culture is established from the start, ensuring that the momentum of its implementation is maintained.

- 4.22 The following information will be made available to staff where appropriate:
- Public transport timetables and information;
 - Travel options leaflet;
 - Local cycle and walking route information and maps (if available);
 - Information on car sharing and associated schemes;
 - Information on salary sacrifice schemes (if provided);
 - Details of useful websites e.g. journey planning, local buses, national express and national rail;
 - Local taxi companies;
 - The offer of a personalised journey planning service; and
 - An opportunity to provide feedback or suggestions.
- 4.23 Travel information and Travel Plan initiatives will be displayed across the site.
- 4.24 All sustainable travel information will be made available to visitors via promotional literature located within receptions and on occupier's websites. This information will include details of public transport services, cycle / pedestrian facilities, and car share / management schemes.
- 4.25 The TC will ensure that the mechanisms and initiatives outlined above will be promoted to staff on a regular basis to keep the Travel Plan at the forefront of their minds.
- 4.26 The TC will, where applicable, work with other local TC's to encourage greater travel by sustainable modes of staff to the site and surrounding area.

5.0 Summary

- 5.1 This Framework Travel Plan has been prepared for a budget hotel and separate family restaurant on land which is adjacent to Langstone Technology Park in Havant, Hampshire.
- 5.2 The Travel Plan suggests a number of measures that could be undertaken, however, these need to be influenced by the nature of the businesses of those occupying the development and their staff and visitors.
- 5.3 The appointment of a TC and the reduction of unnecessary single occupancy vehicular trips have been identified as targets. Further targets can be set once a staff travel survey has been undertaken following full occupation of the site.

Figures

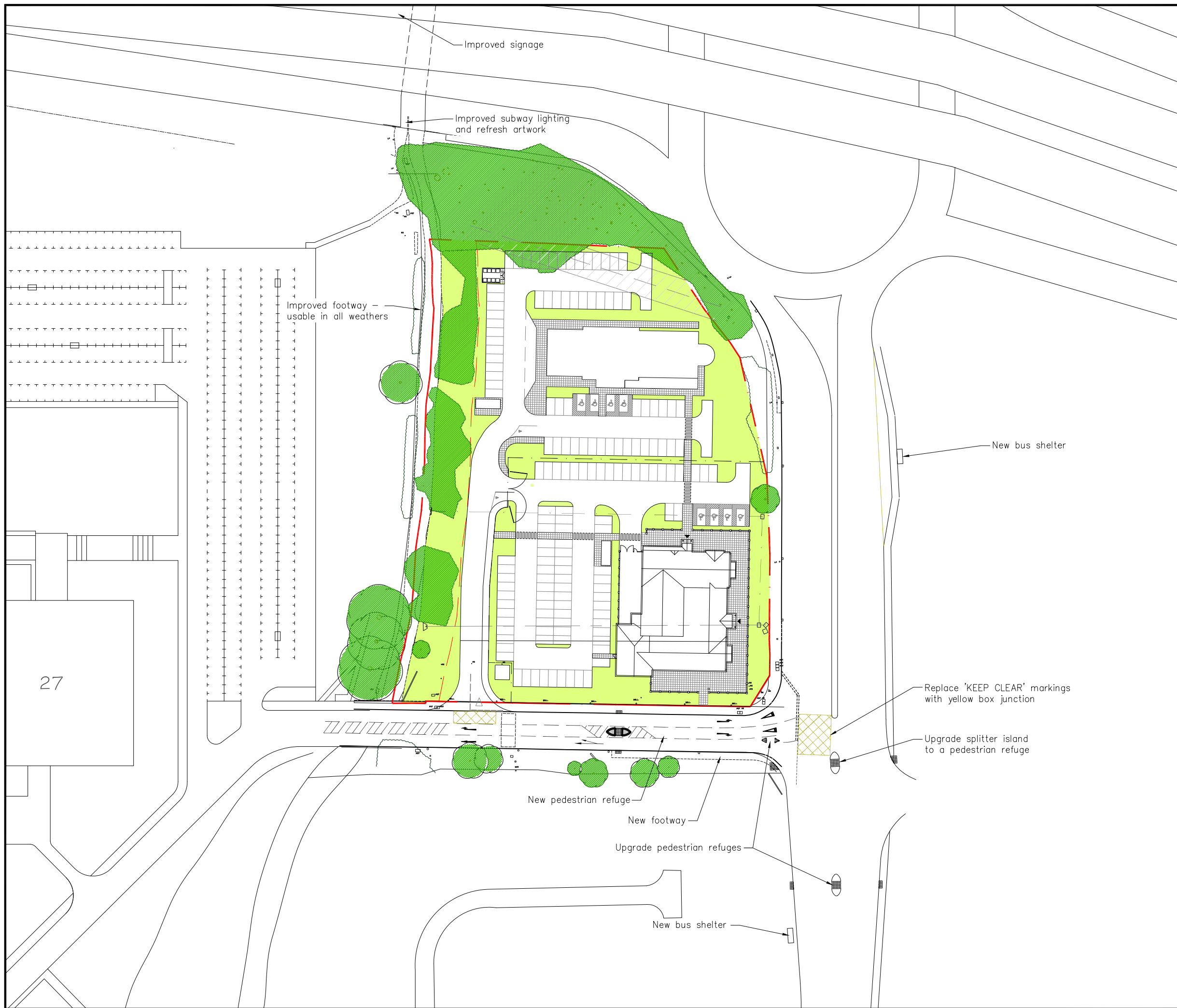


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KEY
 Site Location

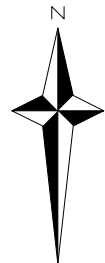
Rev.	Description	Date	Chkd
 Glanville Cornerstone House 62 Foxhall Road, Didcot Oxon, OX11 7AD Tel: (01235) 515550 Fax: (01235) 817799 postbox@glanvillegroup.com www.glanvillegroup.com			
Client :		Fasset	
Project :		Proposed Hotel & Family Restaurant Langstone Technology Park Havant	
Title :		Site Location	
Project Engineer :		C. Brooks	Scale : As Shown @ A3
Project Director :		J. Birch	Date : April 2012
Status :		Travel Plan	
Drawing No.		Figure 1	Rev



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Fasset

Project :
**Proposed Hotel & Family Restaurant
Langstone Technology Park
Havant**

Title :
Proposed Site Layout

Project Engineer : C. Brooks Scale : 1:1000 @ A3
Project Director : J. Birch Date : April 2012
Status : Travel Plan

Drawing No.	Figure 2	Rev
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KEY

- Site Location
- Approximate area within acceptable walking distance

Rev.	Description	Date	Chkd

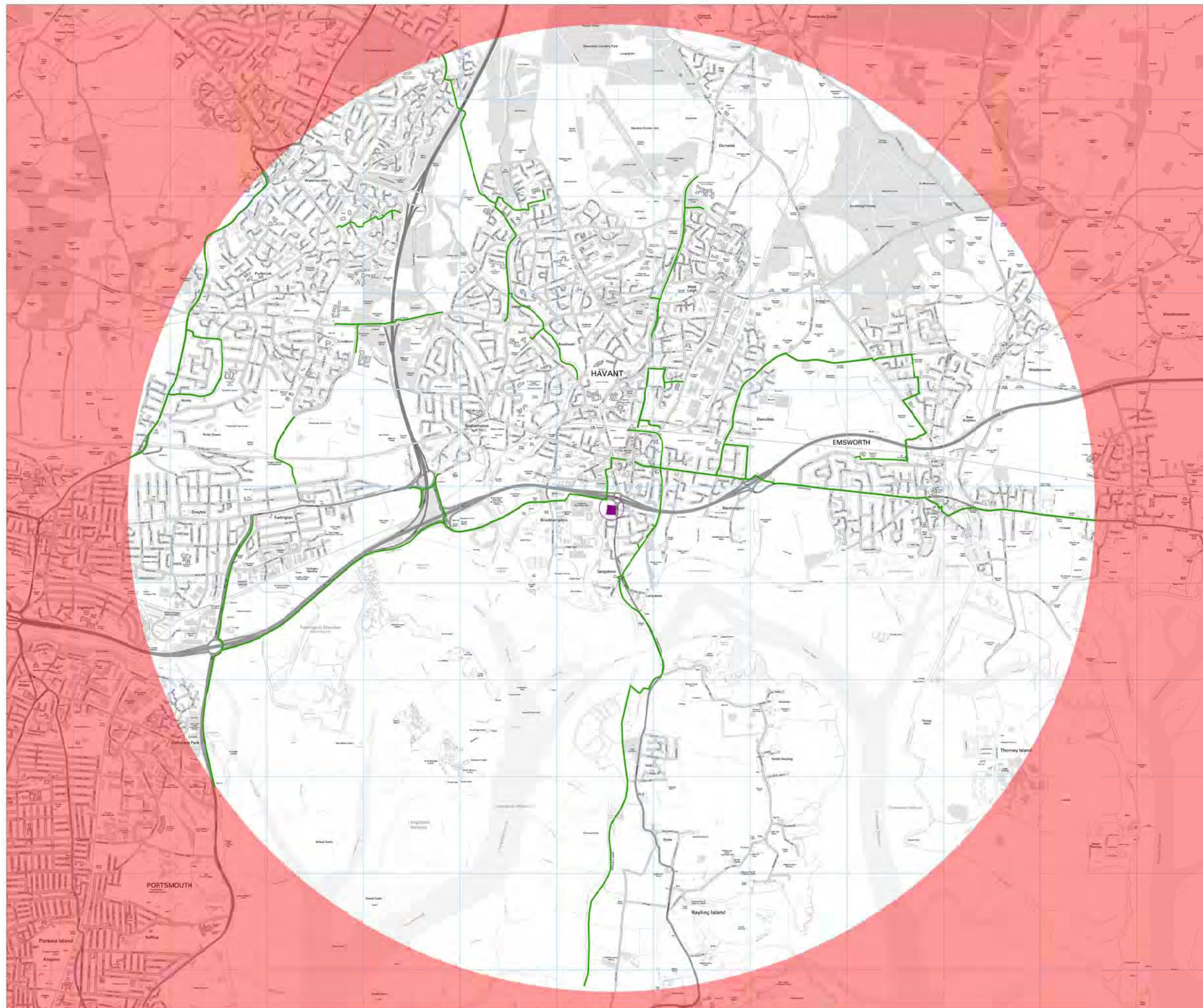


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Client :	Fasset
Project :	Proposed Hotel & Family Restaurant Langstone Technology Park Havant
Title :	Potential Walking Catchment
Project Engineer :	C. Brooks
Project Director :	J. Birch
Status :	Travel Plan

Drawing No. Figure 3	Rev
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KEY

- Site Location
- Approximate area within acceptable cycling distance
- Cycle Routes

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Client :		Fasset	
Project :		Proposed Hotel & Family Restaurant Langstone Technology Park Havant	
Title :		Potential Cycling Catchment	
Project Engineer :		C. Brooks	Scale : As Shown @ A3
Project Director :		J. Birch	Date : April 2012
Status :		Travel Plan	

Drawing No.	Figure 4	Rev
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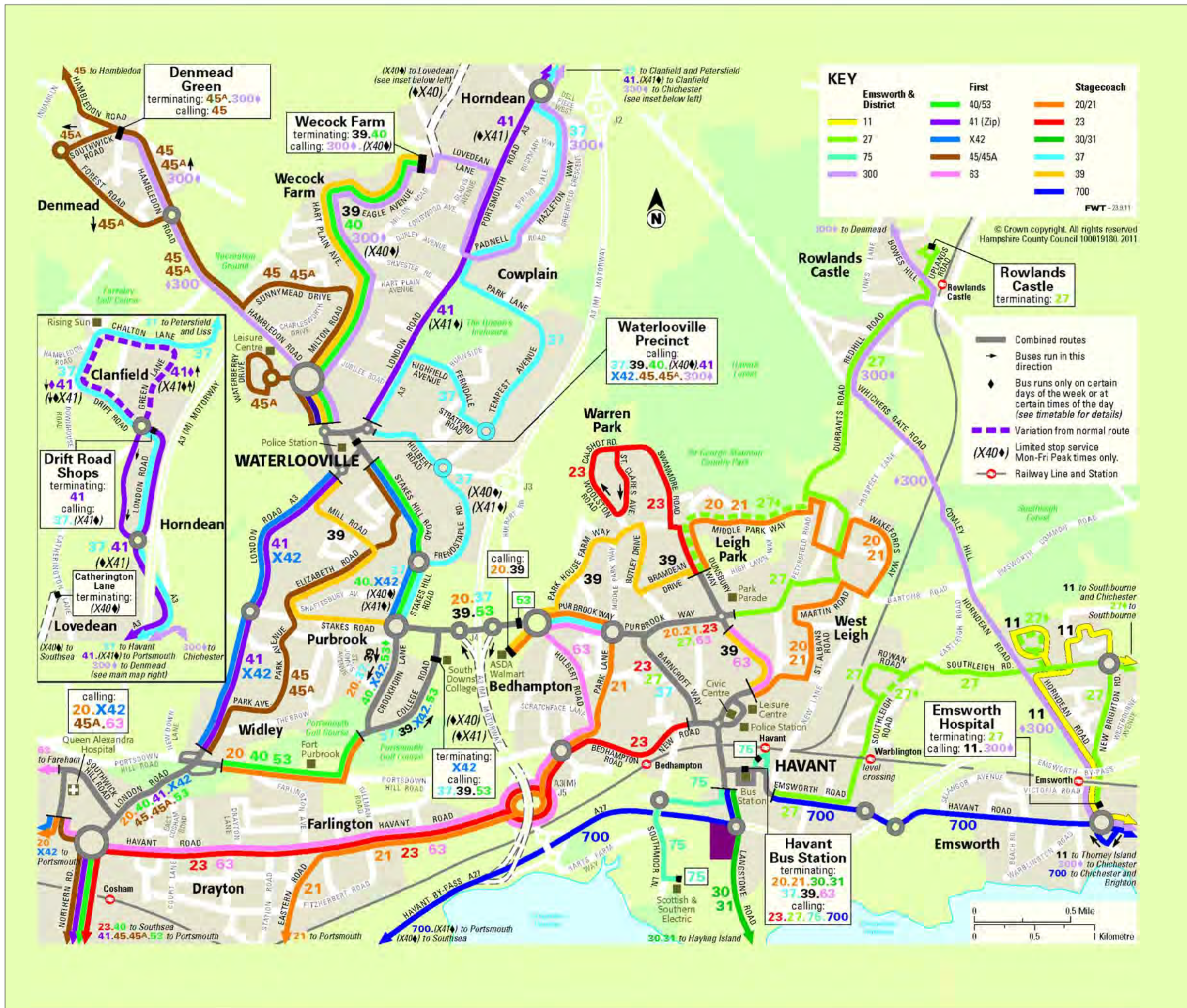


NOTE
Source: National Rail



KEY
 Site Location
 Rail Station

Rev.	Description	Date	Chkd
 Glanville Cornerstone House 62 Foxhall Road, Didcot Oxon, OX11 7AD Tel: (01235) 515550 Fax: (01235) 817799 postbox@glanvillegroup.com www.glanvillegroup.com			
Client :		Fasset	
Project :		Proposed Hotel & Family Restaurant Langstone Technology Park Havant	
Title :		Local Rail Network	
Project Engineer :		C. Brooks	Scale : N.T.S.
Project Director :		J. Birch	Date : April 2012
Status :		Travel Plan	
Drawing No.		Figure 5	
			Rev



NOTE
Source: Hampshire County Council

KEY
Site Location

Rev.	Description	Date	Chkd



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Client : Fasset

Project : Proposed Hotel & Family Restaurant
Langstone Technology Park
Havant

Title : Local Bus Network

Project Engineer : C. Brooks	Scale : N.T.S
Project Director : J. Birch	Date : April 2012
Status : Travel Plan	

Drawing No. Figure 6	Rev
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Appendices

Appendix A
Example of Staff Travel Survey

Travel to Work Survey

Private and Confidential

Please return to
by



What are your usual working hours:

Start : Finish :

Which days do you work? Mon – Fri ☐ Other ☐

(please state)

What is your job title

Section A - About your journey to work

Q1 How do you travel to work (please tick all that apply)

Usually Sometimes

Car – as driver ☐ ☐

Car – as passenger ☐ ☐

(Tick box if Driver works at surgery) ☐ ☐

Bus ☐ ☐

Underground / Train ☐ ☐

Cycle ☐ ☐

Walk – whole journey ☐ ☐

Motorcycle ☐ ☐

Combination of above ☐ ☐

(please specify)

Q2 Where do you start your journey to work?

Town/Village:

Full Postcode:

Q3 How long does it usually takes you to travel to work

Hours Mins

**If you usually travel to work by car or motorcycle go to
Section B otherwise please go to Section C**

Section B - Please answer Questions 4 to 10 only if your Journey to work is usually by Car or Motorcycle

Q4 Please tick each of the following that apply to you:

- ☐ I have a company car
- ☐ I receive a car allowance
- ☐ The company pays for my fuel for business use
- ☐ The company pays for all my fuel
- ☐ None of the above

Q5 For what reasons do you drive or get driven to and from work?
(Please select up to 3 responses and rank them from 1 to 3,
where 1 is the most important).

- ☐ The journey cannot be made by other modes
- ☐ It is quicker
- ☐ It is more comfortable
- ☐ It is cheaper
- ☐ It gives more flexibility in the start time of journeys
- ☐ It provides greater personal security than other modes
- ☐ I have to carry heavy equipment

- ☐ I am disabled / have restricted mobility
- ☐ The journey by public transport would involve too many changes
- ☐ I have errands to do on the way to work, for which I need my car
- ☐ I have children to collect/deliver from school
- ☐ I need the car for business travel during the day
- ☐ Other, (please specify)

Q6 Where do you park?

- ☐ Company car park
- ☐ Public car park
- ☐ On-Street

Q7 Could you make the journey to work by public transport?
(please tick)

☐ Yes ☐ No ☐ Don't know

If NO – (state why) No Service ☐

No Service at a convenient time ☐

Don't know where the buses run ☐

Other (please state)

Q8 Is there a bus stop within reasonable walking distance
of your home? ☐ Yes ☐ No

Q9 Which of the following measures would encourage you to
travel by public transport for your journey to work?
(please select up to 3 responses and rank them from 1 to 3,
where 1 is the most important)

- ☐ A direct bus service from home to work without changing buses
- ☐ An interest free loan for a season ticket
- ☐ Bus stops within 3 minutes of home and work
- ☐ Increased frequency
- ☐ Improved security
- ☐ More reliable service
- ☐ Better lighting at bus shelters and on walking routes
- ☐ Better information on services
- ☐ Faster journey time
- ☐ Discount tickets / passes available at work
- ☐ Better quality buses
- ☐ Easier interchange
- ☐ Parking charge
- ☐ Increasing traffic congestion
- ☐ None of these
- ☐ Other (Please specify)

.....Continued over page

- Q10** (a) Would you consider cycling as a main mode of travel to work?
- ☐ Yes, Regularly ☐ Yes, Occasionally ☐ No, Never
- (b) Which of the following measures would encourage you to cycle to work? (Please select up to 3 responses and rank them)
- ☐ More dedicated cycle paths in the surrounding area
- ☐ Showers and changing facilities at work
- ☐ Improved cycle parking and security at work
- ☐ Interest-free cycle loan
- ☐ None of the above
- ☐ Other (Please specify)

Car sharing is a practical way to reduce the cost of getting to work. It also helps reduce peak hour traffic congestion and pollution. You would be helped to find a compatible car-share partner who also works nearby and either lives near you, or on your journey. You would then agree whether to share your car or be a passenger in your car-share partner's car - most people take it in turns. You wouldn't have to commit to sharing every day and a system would be in place to guarantee to get you home for free if for some reason your lift had to leave earlier or later than agreed.

- Q11** Which of the following would most encourage you to car share? (Please tick no more than two)
- ☐ Help in finding car share partners with similar work patterns
- ☐ Free taxi home if let down by car driver
- ☐ Reserved parking for car sharers
- ☐ Reduced parking charge for car sharers
- ☐ None of these
- ☐ Other (Please specify)

- Q12** Would you be prepared to car share?
- ☐ Yes, Every Day ☐ Yes, Some Days ☐ No, Never
- If Never, please say why.....
-

Now go to Section D

Section C -

Please answer Questions 11 to 14 only if your Journey to work is usually by Public Transport, Cycling or Walking

- Q13** (a) Is a car available for your journey to work?
- ☐ Yes ☐ No
- (b) Why do you normally travel to work as you have indicated? (Please select up to 3 responses and rank them from 1 to 3, where 1 is the most important)
- ☐ I don't drive
- ☐ No car available
- ☐ Car available but too expensive to use
- ☐ For environmental reasons
- ☐ To avoid traffic congestion
- ☐ For increased comfort
- ☐ More flexibility in the start time of journeys
- ☐ Health / fitness reasons
- ☐ None of the above
- ☐ Other (please specify).....

- Q14** If public transport is your main mode of transport to work, which measures would improve your journey to work? (Please select up to 3 responses and rank them 1 to 3, where 1 is the most important)
- ☐ A direct bus service from home to work without changing buses
- ☐ An interest free loan for a season ticket
- ☐ Bus stops within 3 minutes of home and work
- ☐ Increased frequency
- ☐ Improved security
- ☐ More reliable service
- ☐ Better lighting at bus shelters and on walking routes
- ☐ Better information on services
- ☐ Faster journey times
- ☐ Discount tickets / passes available at work
- ☐ Better quality buses
- ☐ Easier interchange
- ☐ None of the above
- ☐ Other (Please specify).....

- Q15** If cycling is your main mode of travel to work, which measures would improve your journey to work? (Please select up to 3 responses and rank them from 1 to 3, where 1 is the most important)
- ☐ More dedicated cycle paths in the surrounding area
- ☐ Better cycle facilities, particularly at
- ☐ Showers and changing facilities at work
- ☐ Improved cycle parking and security at work
- ☐ None of the above
- ☐ Other (Please specify)

- Q16** If walking is your main mode of travel to work, what measures would improve your journey to work? (Please select up to 3 responses and rank them from 1 to 3, where 1 is the most important)
- ☐ Better footpaths at(state where)
- ☐ Better pedestrian facilities particularly at
-
- ☐ Improved lighting and security
- ☐ None of the above
- ☐ Other (Please specify)
-

Section D

Please use separate sheet for any comments or suggestions you would like to add. Thank you



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