



**Land East of Henfield Road, Cowfold**

**Framework Travel Plan**

**May 2026**

Landacre Developments

**Land East of A281, Cowfold, Horsham,  
West Sussex**

**Framework Travel Plan**

May 2026

NEO Transport Planning

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# 1. Introduction

## 1.1 General

- 1.1.1 Landacre Developments (hereafter referred to as 'the Applicant') has appointed NEO Transport Planning (NEO) to deliver transport planning and highways consultancy services in support of a proposed residential development on Land east of the A281, Cowfold, West Sussex (the 'site'), for circa 40 residential dwellings (Use Class C3).
- 1.1.2 This Framework Travel Plan (FTP) is submitted in support of an outline planning application with the following description of development (DoD):

*"Outline planning application for approximately 40 residential dwellings, vehicular access, car parking, landscaping, open space and other associated works and infrastructure. All matters reserved except for the main site access"*

- 1.1.3 The Local Planning Authority (LPA) is Horsham District Council (HDC), and the Local Highways Authority (LHA) is West Sussex County Council (WSCC). Pre-application discussions have been held with WSCC highway officers to agree on the scope of work to support this application, and this has informed the structure and content of this FTP.
- 1.1.4 This FTP identifies a range of outline initiatives that will be supplemented by targets and details of other matters to be discussed and agreed for inclusion within a final Travel Plan (TP). This FTP represents a commitment by the developer to ensure a TP is adopted by the occupier of the site. Once the occupiers are confirmed, they will submit a final TP prior to their occupation that is in accordance with this FTP.
- 1.1.5 This FTP includes a range of measures to encourage sustainable travel to and from the site, some of which will be implemented as part of the development and some of which will require further detail within the TP to be agreed upon prior to occupation of the development.
- 1.1.6 The following range of indicative measures have been considered for inclusion:
- Personalised travel planning for residents;
  - Provision of public transport information;
  - Information on West Sussex County Council (WSCC) backed transport schemes;
  - Provision of maps and information on national, local and off-road cycling routes in the county;
  - Public transport discounts;
  - Cycle training for residents;
  - Vouchers for residents using public transport;
  - Bicycle Users' Group (BUG);
  - Cycle maintenance clinics;
  - Car sharing; and
  - Car clubs.

## 1.2 What is a travel Plan?

- 1.2.1 All developments have the potential to impact local transport systems to varying degrees. Effectively managing these impacts is crucial in determining the overall scale and significance of the transport-related consequences associated with the development.
- 1.2.2 TP's are key components of the Government's integrated transport strategy. They serve as tools for managing the transport demands generated by a development or site, and for implementing targeted measures to mitigate any adverse impacts associated with that transportation.

- 1.2.3 A TP comprises a coordinated set of initiatives introduced by an organisation to offer all site users a broader and more sustainable range of transport options. The primary objective of these plans is to reduce reliance on single-occupancy car journeys and to promote the uptake of more sustainable modes of travel, such as walking, cycling, and public transport.

## 1.3 Benefits of a Travel Plan

- 1.3.1 The most easily identifiable benefits of a TP are those that are directly related to reductions in vehicle use; namely, proportionally less congestion, noise, air pollution and accidents.

- 1.3.2 However, a broader range of more intangible benefits can accrue from the implementation of TP initiatives. Depending on the characteristics of each development, such benefits can include:

- Healthier residents and visitors;
- Energy savings – through reduced fossil fuel use;
- Improved use of public transport – through TP initiatives;
- An improved environment for pedestrians and cyclists;
- Cost savings – to residents as travel becomes more efficient; and
- Improved quality of life – through time savings achieved as a result of less congestion and reduced stress.

- 1.3.3 The four stated objectives of this FTP are:

- Generate fewer single-occupancy car trips than would otherwise be the case by encouraging a modal shift in travel to the site;
- Encourage safe and viable alternatives for accessing the site for residents;
- To reduce the environmental impact associated with development traffic by raising travel awareness amongst residents and encouraging the use of alternative modes to private cars; and
- Reduction in overall vehicle mileage.

## 2. Baseline Conditions

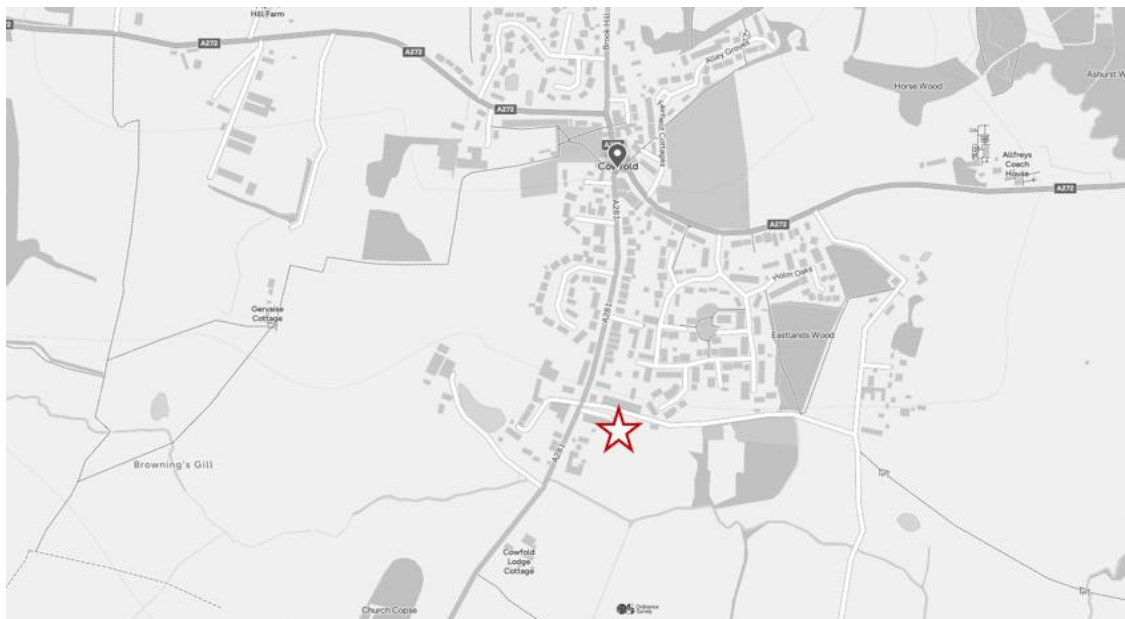
### 2.1 Introduction

- 2.1.1 The purpose of this chapter is to provide a summary of the existing, or 'baseline', transport conditions currently in place in the vicinity of the site.

### 2.2 Site Location

- 2.2.1 The site is located on the eastern side of the A281, Cowfold. It is bordered by the Southern Water water treatment facility to the east, Eastland Lane to the north and residential units fronting the A281 to the west.
- 2.2.2 The location of the site in the context of Cowfold and the local highway network is provided in **Figure 2.1**.

*Figure 2.1 - Site Location within Cowfold*



### 2.3 Local Highway Network

#### A281 Henfield Road

- 2.3.1 The A281 forms the principal north–south route through Cowfold and functions as the main spine road within the settlement. It comprises a two-way single carriageway subject to a 30mph speed limit. Continuous footway provision is present on both sides of the carriageway, supporting pedestrian accessibility. Bus stops are located at regular intervals of approximately 200–400m along the route, providing convenient access to local bus services and contributing to the overall sustainability of the site location.
- 2.3.2 Within the village centre, the A281 intersects with the A272 at a double mini-roundabout junction. This arrangement facilitates the distribution of vehicular movements in all directions, providing connectivity to the north, east and west. As such, the junction enables convenient access to key higher-order settlements, including Horsham, Crawley and Haywards Heath, thereby supporting the site's integration with the wider highway network.

## 2.4 Existing Vehicular Access

- 2.4.1 The existing access to the site from the A281 is via a shared private drive with the property known as Oaklands. This access point is primarily utilised for equestrian vehicles serving the existing land use and residential vehicles serving Oaklands.

*Figure 2.2 - Existing Site Access*



- 2.4.2 footway provision on both sides of the carriageway. The footways are circa 1.2m to 2.0m in width with provision of dropped kerbs where they cross junctions. These pedestrian routes provide a safe and convenient route to key local amenities such as the local bus stops and the village centre to the north.

*Figure 2.3 - Existing Footways*



### Local Amenities and Facilities

- 2.4.3 A range of local services and amenities are situated within suitable walking and cycling distances from the site, supporting opportunities for sustainable, non-car travel. These include educational facilities,

healthcare services, food and grocery retailers, as well as public transport infrastructure such as bus stops and a railway station. **Table 2.1** details some of the key local amenities and facilities close to the site.

**Table 2.1 - Local Services and Amenities**

| Type of Amenity       | Amenity                              | Distance from the site | Walking Time | Cycling Time |
|-----------------------|--------------------------------------|------------------------|--------------|--------------|
| Grocery / Food Retail | Co-op Food                           | 600m                   | 7 ½ minutes  | 2½ minutes   |
| Childcare / Education | Country Mice Nursery                 | 800m                   | 10 minutes   | 3 minutes    |
|                       | St Peter's Primary School            | 800m                   | 10 minutes   | 3 minutes    |
| Healthcare            | Cowfold Surgery                      | 400m                   | 5 minutes    | 1½ minutes   |
| Public Transport      | South Leas Bus Stop                  | 140m                   | 2 minutes    | <1 minute    |
| Places of Worship     | St Peter's Church                    | 500m                   | 9 minutes    | 2 minutes    |
| Other                 | Hare And Hounds Cowfold Public House | 70m                    | <1 minute    | <1 minute    |
|                       | Cowfold Village Hall                 | 400m                   | 5 minutes    | 1½ minutes   |
|                       | Cowfold Recreation Ground            | 650m                   | 7¾ minutes   | 2½ minutes   |
|                       |                                      |                        |              |              |

- 2.4.4 As illustrated in **Table 2.1**, a variety of services and amenities are situated within a short walking distance of the site. The proximity of these facilities offers viable alternatives to car travel, thereby supporting opportunities to minimise the potential impact of the proposed development on the local highway network.

## 2.5 Cycling

- 2.5.1 National and local policy encourages sustainable development and a shift away from private car use; however, there is no specific recommended maximum cycle distance for access to services/ leisure facilities from new developments stated within the NPPF or local planning policy.
- 2.5.2 It is noted that the distances people will be willing to travel on a bicycle will be highly variable depending on the type of development, site users and age profile, as well as the perception of personal safety in the local environment. However, Local Transport Note 2/08 (published by the Department for Transport) does provide a useful reference point; it indicates that an acceptable distance for general trips by cycle is considered to be up to 5km (5000m), but it also acknowledges that this may be slightly longer (up to 8km) for those commuting to employment uses by cycle.

## 2.6 Public Transport

### Bus

- 2.6.1 The nearest bus stops to the site are the South Leas stops, located 140m north of the existing site access. In terms of facilities, these stops are demarcated with flag poles with attached timetables only.
- 2.6.2 The bus service available from the South Leas Stops is outlined in **Table 2.2** below

**Table 2.2 - Existing Bus Services**

| Service Number | Route                            | Peak Hour Frequency |
|----------------|----------------------------------|---------------------|
| 17             | Brighton to Horsham via Henfield | 1 per hour          |

- 2.6.3 Whilst the site is served by a single bus service, it is important to consider both its operating hours (06:00 to 22:53) and the quality of its connections. The service provides direct links between Cowfold

and the key settlements of Horsham and Brighton. In particular, connectivity to Horsham is strong, with the route serving Horsham Railway Station in approximately 20 minutes, facilitating onward travel to London Victoria. The service also provides convenient access to Horsham Hospital (approximately 22 minutes) and Horsham Bus Station (approximately 29 minutes). On this basis, it is clear that the site can be considered to benefit from a proportionate level of accessibility to higher-order centres and essential services by public transport.

## Rail

- 2.6.4 As stated above, whilst there is no train station within Cowfold, Horsham Train Station can be accessed via a 22-minute bus journey. This allows onward travel to London Victoria, Gatwick Airport, Portsmouth Harbour, and Bognor Regis.
- 2.6.5 The nearest railway station to the site is Horsham railway station, which is located approximately 11km to the north of the site and is accessible via the 17 bus service (which provides hourly services between 06:00-23:53 Mon-Fri) with an expected journey time of 20 minutes from the South Leas bus stops to the railway station. The station is served by frequent Southern and Thameslink train services. Journeys from Horsham railway station to London Victoria are approximately 55 minutes with services available from as early as 05:15. The station includes step-free access to platforms, 220 car parking spaces and 253 sheltered cycle parking spaces.
- 2.6.6 For commuters heading into London, this combination of bus and train services provides a realistic, sustainable travel route. For example, it is possible to take the Route 17 bus service at 06:36 from the South Leas bus stop, connecting to the 07:20 train service from Horsham railway station. This train arrives at London Victoria at 08:15, offering a timely, efficient journey and ensuring access to the City of London before 09:00.
- 2.6.7 Overall, it is considered that the site location benefits from good accessibility to public transport services, despite the single bus route that is provided.

## 3. Objectives and Targets

### 3.1 The Focus of the Framework Travel Plan

- 3.1.1 This FTP is primarily focused on residents of the site and the majority of measures proposed are intended to encourage travel using sustainable modes.
- 3.1.2 This focus has been adopted because the Government's primary objective for Travel Plans has been directed towards residents and employers. It is generally more practical to assess travel behaviours and implement measurable initiatives within these groups, as opposed to the more unpredictable and variable nature of visitor travel patterns.

### 3.2 Objectives

- 3.2.1 There are a number of objectives that the implementation of the FTP is intended to help fulfil:
- To influence the travel behaviour of residents;
  - To generate fewer single-occupancy car trips than would otherwise be the case by encouraging a modal shift in travel;
  - To reduce the number of short-trip car journeys;
  - Reduction in overall mileage;
  - To help improve the health of residents; and
  - Accommodating those journeys that need to be made by car.

### 3.3 Targets

- 3.3.1 The previously outlined objectives form the foundation for the FTP measures. Where appropriate, specific targets can be incorporated into the FTP to support the achievement of these objectives. Two main types of targets are typically applied. The most straightforward is the commitment to implement the full package of measures detailed in the plan. These measures, which are described in the following chapter, include initiatives aimed at increasing the use of sustainable transport modes such as cycling, walking, car-sharing, and public transport.
- 3.3.2 The second type of target is aspirational, focusing on proportional shifts in the modes of transport used to access the site. At this stage, it is challenging to define precise aspirational targets prior to the development's opening, as the modal split of future residents is not yet known. However, indicative targets might include reducing single-occupancy car trips by 5% to 10% over a five-year period. More accurate baseline data will be obtained through resident travel surveys, which are to be conducted within six months of the residential units reaching 50% occupancy. These surveys will provide insights into prevailing travel behaviours and will inform the setting of realistic and evidence-based aspirational targets in a future revision of the TP. Ongoing resident surveys will also support the monitoring of travel habits and the establishment of mode share targets.
- 3.3.3 TPs are evolving documents that need to remain adaptable to changing practices and local conditions and, therefore, the targets will be given over varying timescales. **Table 6.1** at the end of this report details the proposed measures and the respective timescales.
- 3.3.4 Based on the evaluation of similar sites and using the primary objectives of the FTP, the key FTP targets are outlined in **Table 3.1**.

*Table 3.1 - Travel Plan Targets*

| Target                | Action                                                                                                     | Timescale                            |
|-----------------------|------------------------------------------------------------------------------------------------------------|--------------------------------------|
| Aim to reduce single- | Provide up to date information on public transport and local pedestrian and cycle routes, the promotion of | Within 3 Years of the Initial Survey |

|                                              |                                                                                                                                                                                                |                                      |
|----------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|
| occupancy travel by 5%                       | schemes and groups, and the provision of cycle parking for each dwelling                                                                                                                       |                                      |
| Aim to reduce single-occupancy travel by 10% | Continual provision of information and ensuring there is consistently strong communication between residents and the Travel Plan Coordinator to ensure the Travel Plan remains a high priority | Within 5 Years of the Initial Survey |

## 4. Travel Plan Management

- 4.1.1 In order to ensure that the TP is as successful as possible, it is essential that they are managed in such a way that all parties are aware of the aims and objectives and also the options available to them in terms of travelling to and from the site using sustainable modes of transport. It is important that there is a point of contact for residents and the local authority, and also a driving force behind the implementation of the measures contained within the plan. To achieve this, a Travel Plan Coordinator (TPC) will be appointed.

### 4.2 The Travel Plan Co-ordinator and Associated Support

- 4.2.1 The TP will be implemented under the control of a TPC, who will work in conjunction with WSCC, the local community and other interested parties for the continuing progression of the TP. The TPC will be appointed prior to the first occupation of the development; however, until such time that the final TP is prepared, the interim contact in relation to this FTP will be Mitchell Gregory, NEO Transport Planning (mgregory@neotransportplanning.com).
- 4.2.2 The role of the TPC will be as follows:
- To promote and encourage the use of travel modes other than the car, including publicity;
  - To provide a point of contact and travel information for residents;
  - To ensure that all relevant information is provided to all residents and that up-to-date information is clearly displayed within the TP travel packs;
  - To promote a car-sharing scheme within the site;
  - To arrange for travel surveys to be undertaken where necessary;
  - To provide a point of contact with transport operators and officers of the Council and work with other local businesses to pursue joint plans and initiatives where relevant.

### 4.3 Monitoring and Review Mechanisms

- 4.3.1 An objective of the TP is that there will be an ongoing improvement process, including annual monitoring, to be conducted at the end of each year following the opening of the site. The final TP's will then be reviewed in consultation with WSCC. The TPC will form a contact point for communication with the local authority.
- 4.3.2 The travel habits of residents will act as the baseline data, with regular monitoring being undertaken so that an indication of changes over time can be assessed.

### 4.4 Travel Surveys

- 4.4.1 Questionnaire surveys of the residents' travel patterns will be undertaken as part of the review process on an annual basis, commencing six months after the residential development is 50% occupied. These will be of a more basic nature, seeking to determine any change in the modal split and uptake of TP initiatives. An example of a travel questionnaire is attached at Appendix A1.

### 4.5 Sustaining Interest

- 4.5.1 It is important to sustain interest and commitment to the TP to ensure its success. The TPC should be proactive in ensuring information is available and up-to-date, and that residents are aware of the TP and the travel options available to them.
- 4.5.2 The initiation of resident walking and cycling user groups will assist in sustaining interest in sustainable travel, with members taking an active role in promoting and encouraging active travel.

## 4.6 Marketing and Communication

- 4.6.1 In addition to the initiatives already outlined with the TP, there will be an ongoing marketing and communication of information following the launch.

## 4.7 Ongoing Marketing

- 4.7.1 The TP's will be launched on the opening of the site and will be continually marketed through the provision and updating of travel information and leaflets. The information contained within the travel packs will be periodically reviewed and updated, and reissued as appropriate.

## 4.8 Funding

- 4.8.1 The implementation of the TP, once agreed with WSCC, is to be funded by the developer. This will include all cycle parking provision and accommodating facilities within the site and all costs associated with the implementation, management, marketing and monitoring of the TP.
- 4.8.2 The ongoing monitoring of the TP measures will illustrate their effectiveness in meeting the objectives of the plan. In the event that the TP is not on track to meet its targets, the annual review will outline any additional or remedial measures that may be used to get back on track. Remedial measures could include:
- Allocation of resources for further promotional activities; and
  - Funding further improvements to infrastructure for non-car modes, such as additional cycle parking spaces for residents.
- 4.8.3 Given that this is an FTP prepared for a planning application, it is difficult to quantify a budget for remedial measures. This information will be provided within the final TP to be prepared as part of any relevant planning condition.

## 5. Travel Plan Initiatives

- 5.1.1 In order to ensure that the opportunities for a modal shift can be realised, there are a number of measures that will be implemented and encouraged by the TPC.

### 5.2 Measures to Reduce Car Use for Residents

- 5.2.1 The parking provision across the site will be in accordance with WSCC parking standards. Parking will be provided at a level to ensure that residents do not need to park on the surrounding highway.
- 5.2.2 The following measures will be considered to reduce car use for future residents of the proposed development:
- Information on public transport links;
  - Potential discounts on bus and train travel;
  - Promotion of local car share and walking buddy schemes;
  - Promotion of local and national sustainable travel events, such as the walk to work and cycle to work week.

#### Cycle Parking

- 5.2.3 Secure and covered cycle parking will be provided for residents and visitors at convenient locations within the site in accordance with WSCC standards. This provision will be reviewed periodically.

#### Provision of Travel Information

- 5.2.4 In order to promote the use of these sustainable modes further, information relating to potential means of non-car access to the site will be included within travel packs provided on the occupation of the site. All residents will be made aware of this information to increase awareness of the travel options available to them. The travel packs will hold up-to-date information about the TP and the reasons for implementing it, including:
- Information on health benefits;
  - Cycle routes;
  - Pedestrian access;
  - Public transport links;
  - Bus and train timetables and contact information;
  - Bus discount vouchers;
  - Details of council-run transport schemes such as free school transport;
  - Details of any discounts secured at local cycle shops;
  - Details of local car share and walking buddy schemes;
  - Contact details of local sustainable transport groups and organisations; and
  - Details of local and national sustainable travel events, such as the walk to work and cycle to work week.

### 5.3 Measures to Promote and Facilitate Cycling

- 5.3.1 Consideration will be given to providing the following facilities to further encourage cycling to and from the site:
- Provision of secure and covered cycle parking in accordance with parking standards to be contained within the curtilage of houses, either within garages where provided or cycle stores located in rear gardens;
  - Information on the local cycle network routes to be provided to residents by including this information on maps made available within travel packs;

- Health benefits of cycling promoted in Travel Packs;
- Financial benefits of commuting by bike outlined;
- Promote a bicycle users group (BUG). To be undertaken by the TPC to commence on opening;
- Promote a cycle buddy scheme to encourage residents to cycle to work and local places of recreation with other residents;
- Details of any discounts available at local cycle stores (to be negotiated by the TPC);
- Provide details of local cycling clubs; and
- Provide details of the cycle to work week.

## 5.4 Measures to Promote Walking

5.4.1 Measures aimed at increasing the viability of walking to/from the site will be based around consideration of the provision of the following facilities and benefits prior to the opening of the site:

- Information on the 'on and off highway' pedestrian network routes to be provided to residents by including this information on maps, which is to be produced by the occupiers and made available within travel packs;
- Health benefits of walking are promoted in travel packs;
- Provide details of local ramblers/walking groups;
- Improvements to existing footway; and
- Provide details of walk to work week.

## 5.5 Measures to Promote and Facilitate Public Transport Use

5.5.1 Increased accessibility to, and use of, public transport is considered to be a key element of any TP. Travel packs will be provided to residents and will include the following to encourage public transport use:

- Provide up-to-date public transport information, including timetables and bus and train company contact information within travel packs;
- Provision of discounted bus travel vouchers in travel packs; and
- Provide information on council-run transport schemes such as free school transport.

## 5.6 Car Sharing

5.6.1 Car sharing is a good means of reducing single-occupancy car use. The main benefits of car sharing are as follows:

- Reduction in travel costs;
- Reduced demand for car parking;
- Reduction in wear and tear on vehicles;
- An opportunity to socialise with neighbours;
- Shared driving and reduced stress; and
- Fewer cars on the road, so less congestion and pollution.

5.6.2 The main reasons for not wanting to car share are often found to be as follows:

- Fear of not being able to get home;
- Reduced flexibility to meet job requirements;
- Less freedom to combine trips to and from the destination with other journeys; and
- Difficulties in keeping to agreed schedules.

- 5.6.3 The practicalities of car sharing for residents may be limited due to the varying start and finish times and destinations of residents. However, the developer, through the TPC, will endeavour to promote car sharing for residents within 6 months of opening to encourage those driving from home to nearby locations to offer lifts to neighbours.

## 5.7 Personal Travel Planning

- 5.7.1 The TPC will offer Personal Travel Planning (PTP) to all residents. Through a brief discussion and completion of a questionnaire, the TPC will be able to advise on potential changes residents could make to the way they travel for different journey purposes with a view to reducing single-occupancy car trips. As with car sharing, reducing the number of car trips made will result in lower expenditure on fuel and improved health and well-being for residents from walking and cycling. The TPC will provide relevant maps, contact details and timetable information to enable each individual recipient of PTP to have all of the information they need to travel more sustainably.

## 6. Summary and Conclusions

- 6.1.1 The measures and initiatives recommended within this FTP are considered to be sufficient to encourage residents of the proposed development to travel in a sustainable manner by promoting and securing initiatives and incentives which would minimise the need to travel by private car.
- 6.1.2 The monitoring and review process will ensure the plan remains a live document and will sustain the necessary efforts for it to reach its objectives.
- 6.1.3 This framework identifies that the site has good opportunities for residents to use existing modes of transport other than the car.
- 6.1.4 The final TP should be secured via the S106 agreement.
- 6.1.5 **Table 6.1** overleaf sets out the FTP measures proposed, such as footway improvements, methods to reduce car use and promotional material to encourage sustainable travel. The table also lists timescales for the measures proposed and who is responsible for implementing them.

**Table 6.1 - Action Plan**

| Issue                           |                           | Measures Proposed                                                                                                                                             | Timescale                 | Responsibility |
|---------------------------------|---------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|----------------|
| Measures to Reduce Car Use      |                           | Appointment of a Travel Plan Co-Ordinator to be approved in writing by WSCC                                                                                   | Pre-Opening               | TPC            |
|                                 |                           | Provide public transport and cycle route details to residents via travel packs.                                                                               | On Opening                | TPC            |
|                                 |                           | Provide information to residents about car-sharing schemes                                                                                                    | On Opening                | TPC            |
|                                 |                           | Provision of cycle parking at each unit for residents                                                                                                         | On Opening                | Developer      |
|                                 |                           | Provision of Personal Travel Planning for all residents                                                                                                       | On Opening                | TPC            |
| Measure to Promote Alternatives | General                   | Information within travel packs to include bus, train and cycle route plans and timetables, along with contact numbers of relevance (e.g. taxi firms)         | On Opening                | TPC            |
|                                 | Public Transport          | Provide public transport route details and contact information via travel packs.                                                                              | On Opening                | TPC            |
|                                 |                           | Provide residents with information on discount vouchers for local bus services via a travel pack.                                                             | On Opening                | TPC            |
|                                 | Walking                   | Information on the 'on and off highway' pedestrian network routes via travel packs                                                                            | On Opening                | TPC            |
|                                 |                           | Promote a 'walking buddy' scheme for residents, similar to car sharing                                                                                        | On Opening                | TPC            |
|                                 |                           | Provide a high-quality pedestrian environment within the site                                                                                                 | Pre-Opening               | Developer      |
|                                 | Cycling                   | Secure and covered cycle parking will be provided for the development                                                                                         | On Opening                | TPC            |
|                                 |                           | Promote a Bicycle Users Group (BUG) for residents                                                                                                             | On Opening                | TPC            |
|                                 |                           | Promote a Cycle Buddy Scheme                                                                                                                                  | On Opening                | TPC            |
|                                 | Monitoring and Management | Annual Questionnaire Surveys of residents to be undertaken                                                                                                    | 6 months or 50% occupancy | TPC            |
|                                 |                           | Annual review of the travel plan and its initiatives to be undertaken based on the data obtained from the above Questionnaire Surveys and multi-modal counts. | 6 months or 50% occupancy | TPC            |

## Appendix A – Example Travel Survey

# Resident Travel Questionnaire

## Section 1: Personal Travel Habits

1. How many days per week do you typically travel from your residence?

2. What is your usual time of departure?

☐ Before 7 AM

☐ 7 AM - 9 AM

☐ After 9 AM

3. What is your usual time of return?

☐ Before 4 PM

☐ 4 PM - 6 PM

☐ After 6 PM

## Section 2: Mode of Transport

4. What is your primary mode of transport?

☐ Car (Single Occupancy)

☐ Car (Car Share)

☐ Bus

☐ Train

☐ Bicycle

☐ Walking

☐ Other

5. Do you use different modes for different trips?

☐ Yes

☐ No

## Section 3: Frequency of Travel

6. How often do you use the following modes of transport?

☐ Car

☐ Bus

☐ Train

# Resident Travel Questionnaire

☐ Bicycle

☐ Walking

## Section 4: Reasons for Mode Choice

7. What are your main reasons for choosing your current mode of transport?

☐ Convenience

☐ Cost

☐ Time

☐ Environmental Concerns

☐ Health Benefits

☐ Lack of Alternatives

## Section 5: Suggestions for Improvement

8. What improvements would encourage you to use more sustainable transport options?

9. Any additional comments or suggestions:

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