



FRAMEWORK TRAVEL PLAN
PROPOSED MIXED-USE DEVELOPMENT
FORMER SANDGATE NURSERIES, WEST END ROAD, HENFIELD

On behalf of **Sandgate Henfield Developments Ltd**

Report Reference: **22/070/TP/31A**

January 2023

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1 INTRODUCTION

1.1 Purpose Of Report

1.1.1 Magna Transport Planning Ltd has been appointed by Sandgate Henfield Developments Ltd to prepare this Transport Statement (TS) to support an Outline planning application for a site located at former Sandgate Nurseries site, West End Lane, Henfield, West Sussex.

1.1.2 The description of the development is:

Outline application for erection of a continuing care retirement community of up to 72 units of accommodation (Use Class C2) and up to 10 starter homes (Use Class C3) with associated community facilities including medical centre and on-site laundry and catering facilities, with access, infrastructure, open space, landscaping and associated works (all matters reserved except for access).

1.1.3 This TS has been prepared in accordance with the Department for Transport's (DfT) *Overarching principles on Travel Plans, Transport Assessments and Statements*, the National Planning Policy Framework (2019), Horsham District Council's (HDC) Planning Framework and West Sussex County Council's (WSCC) Local Design Guide – Supplementary Guidance for Residential Development Proposals (March 2010) and Guidance on Parking at New Developments (September 2020).

1.2 The Proposal

1.2.1 The proposal comprises erection of a continuing care retirement community (CCRC) of 72 units of accommodation (C2 Use), and up to 10 starter homes (Use Class C3) with associated community facilities including medical centre and on-site laundry and catering facilities, with access, infrastructure, open space, landscaping and associated works (all matters reserved except for access).

1.2.2 The starter homes will two bedrooms each. 60% of CCRC units will have two-bedrooms each and the remaining 40% will have three-bedrooms each.

1.2.3 The medical centre and on-site laundry and catering facilities will be ancillary to the proposed CCRC i.e., the only visitors/users to these facilities will be those living within the CCRC units. There will however be external travel to these facilities associated with staff and deliveries.

1.2.4 The proposed site plan is shown in Figure 1A.

Figure 1A Proposed Site Plan

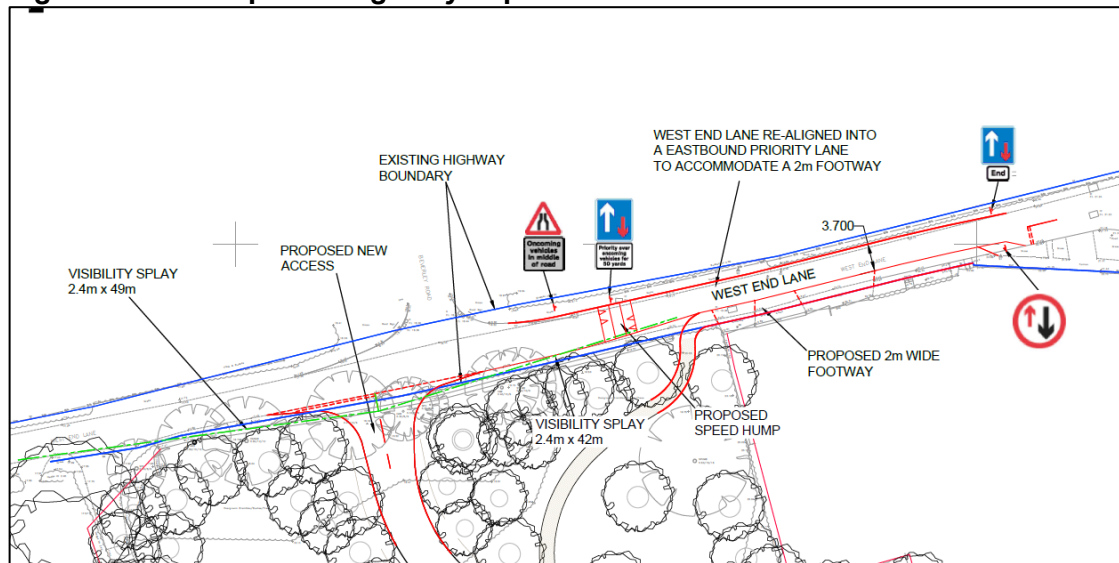


- 1.2.5 The vehicular access to the development will be gained via West End Lane in the form of a simple priority junction. The access will be subject to a S278 agreement. The proposed site access achieves visibility splay of 2.4 metres by 49 metres (to the left) and 2.4 metres by 42 metres (to the right), as shown in Appendix 3. The access therefore accords with the visibility splay requirement for West End Lane where the recorded 85th percentile speeds summarised in Table 3A (Section 3 of this report).
- 1.2.6 The section of West End Lane between the site access and the junction with Hollands Road was reviewed in detail with a view to providing a footway on south side linking the site to the existing pedestrian infrastructure to the east. This inevitably requires widening/realigning of West End Lane.
- 1.2.7 The existing residential development to the north of West End Lane has a side road called Borrer Drive which runs in parallel to and very close to the adopted extent of West End Lane. There is also a noticeable level differences between the carriageway of West End Lane, the highway boundary and Borrer Drive.
- 1.2.8 This creates a highway constraint which would make widening/realigning of West End Lane between the site and the junction with Hollands Road not feasible.
- 1.2.9 In order to provide a continuous footway along this section of West End Lane, a single-lane chicane arrangement has been adopted, whereby the westbound traffic would

give-way to oncoming vehicles. This allows the carriageway of West End Lane along this section to be narrowed to 3.7 metres and provision of a two metres wide footway on the south side. A speed table would be provided on the western side of this section of West End Lane.

- 1.2.10 This arrangement not only provides a pedestrian connectivity, but also regulates traffic speeds, thus creating safe environment for all road users. These arrangements are shown in Figure 1B.

Figure 1B Proposed Highway Improvements on West End Lane



- 1.2.11 A secondary access could potentially be provided from Hollands Lane. This access would be restricted to pedestrians, cyclists and emergency vehicles, by way of automatic bollards. Details of this would be discussed at Reserved Matters application. This access would provide a link to the Bridleway on Hollands Lane, as well as Downs Link (National Cycle Route 223), which is approximately 120 metres east of the site.

Internal Site Layout

- 1.2.12 The carriageway of internal access roads would be minimum 5.5 metres in width with two metres wide footways on both sides. An internal footpath will connect to the proposed footway on the south side of West End Lane at the southeastern part of the site.

1.3 Travel Plan Scope

- 1.3.1 The Framework Travel Plan (FTP) sets out a strategy towards the sustainable travel options and measures for the proposed development at the site. This FTP has been produced to provide a structure which can be applied to the overall development. This report should be read in conjunction with the Transport Statement also prepared in support of this planning application.
- 1.3.2 This FTP is a live document and will be updated once baseline travel surveys have been undertaken. These baseline travel surveys will be undertaken at six months within the first year of meaningful occupation of the proposed development.
- 1.3.3 This FTP is primarily aimed at the residents of the proposed CCRC and starter homes and staff (associated with ancillary facilities on site), as they will be undertaking regular journeys to and from the development.

1.4 Structure of Report

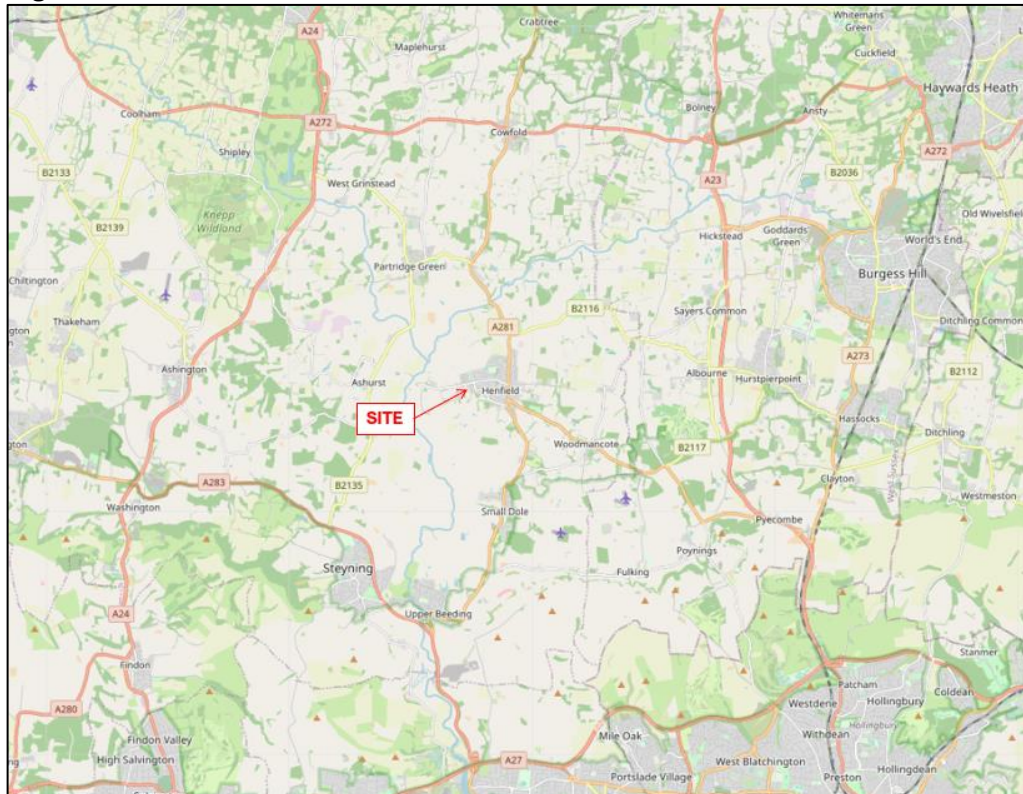
- 1.4.1 Section 2 outlines the site location and accessibility by non-car modes of transport.
- 1.4.2 Section 3 outlines the baseline travel patterns for the site.
- 1.4.3 Section 4 sets out the objectives and targets of the FTP.
- 1.4.4 Section 5 outlines the FTP strategy.
- 1.4.5 Section 6 sets out the measures that will be implemented to help achieve the objectives and targets of the FTP.
- 1.4.6 Section 7 sets out the Action Plan for the FTP.

2 SITE AND SURROUNDING AREA

2.1 Site Description

- 2.1.1 The application site is a former nursery site which adjoins the built-up boundary to the west of village of Henfield, at approximately 1.1 kilometres west of Henfield High Street. The site location in wider context is shown in Figure 2A.

Figure 2A Site Location in Wider Context



- 2.1.2 The site is bound by West End Lane to the immediate north, residential properties to the immediate east, Hollands Lane to the south and residential property and a field to the west.
- 2.1.3 The area surrounding the site is predominantly residential in nature; although there are commercial developments to the south of Hollands Lane in the vicinity of the site.
- 2.1.4 The site location in its local context is shown in Figure 2B (on the next page).

Figure 2B Site Location in Local Context



2.1.5 There are a number of bus stops, schools, local shops and high-street style amenities within two kilometres walking distance (i.e., less than 30-minute walk) from the site. They are as follows:

- Industrial uses (employment uses) on Hollands Lane = opposite the site
- Bus stops on Station Road = 310 metres or 4-minute walk
- Public House (The Old Railway) = 200 metres or 3-minute walk
- St Peter's C of E Primary School = 700 metres or 10-minute walk
- Henfield Leisure Centre = 850 metres or 12-minute walk
- Henfield Youth Club (incl. Nursery) = 1.3 kilometres or 18-minute walk
- Henfield Medical Centre at Deer Park = 1.7 kilometres or 24-minute walk
- St Peter's Church on Church Lane = 900 metres or 13-minute walk
- Corpus Christi Catholic Church on Church Lane = 920 metres or 13-minute walk
- Local shops and amenities on village centre (Henfield centre) = between 1.1 and 1.8 kilometres or 15 and 25-minute walk

2.1.7 The local shops and amenities on High Street (Henfield centre) include:

- Public Houses, restaurants, cafés and takeaways
- Post Office
- Convenience stores
- Hair salon and barbers

2.2 Local Highway Network

West End Lane

2.2.1 West End Lane is a single carriageway road and is subject to 30mph. In the vicinity of the site, it is approximately five metres wide and benefits from street lighting. Directly opposite the site, is a priority junction which provides access to the residential development.

2.2.2 There is approximately two metres wide verge on the northern side of West End Lane which is within the extent of adopted highway.

2.2.3 To the east of the site, between the site boundary and Hollands Road junction, West End Lane provides direct accesses to four residential properties, by way of vehicular crossovers and pedestrian steps.

2.2.4 At approximately 60 metres east of the site, West End Lane connects to Hollands Road, which is a residential street. Past this junction, West End Lane continues eastwards as Upper Station Road.

2.2.5 Upper Station Road runs broadly in east-west direction and provides links to a number of minor residential streets before connecting to the A281 High Street as Church Street, approximately 1.1 kilometres east of the site.

Hollands Lane

2.2.6 Hollands Lane is a minor access road and provides accesses to commercial businesses to the immediately south of the site and residential properties to the east.

2.2.7 Hollands Lane forms part of Bridleway (No. 2583). This Bridleway runs broadly in east-west direction. To the west, this bridleway provides connection to a number of footpaths in the wider area, including footpaths along the River Adur.

2.2.8 To the east, this bridleway, connects to Downs Link, approximately 120 metres east of the site. More information is provided in Section 4 of this report.

2.2.9 Further east, Hollands Lane connects to Station Road, prior to continuing in the southeasterly direction as Lower Station Road, Mill End and Nep Town Road.

A281

2.2.10 The A281 is a primary route that links Henfield to wider road network, such as the A272 to the north.

2.2.11 The A281 High Street connects with the A2037 at a mini-roundabout, approximately 400 metres south of the junction with Church Street. At this roundabout, the A281 continues in southeasterly direction towards the A27. The A2037 continues in southerly direction towards the A283, which in turn provides link to the A27.

2.3 Non-car Mode Infrastructure

Pedestrians and Cyclists

2.3.1 There are currently no footways on West End Lane immediately opposite the site and to the east of site, for approximately 60 metres. The footway on this street (on southern side) starts past the junction with Hollands Road. There are footways on both sides of Hollands Road. There are bus stops located on Hollands Road.

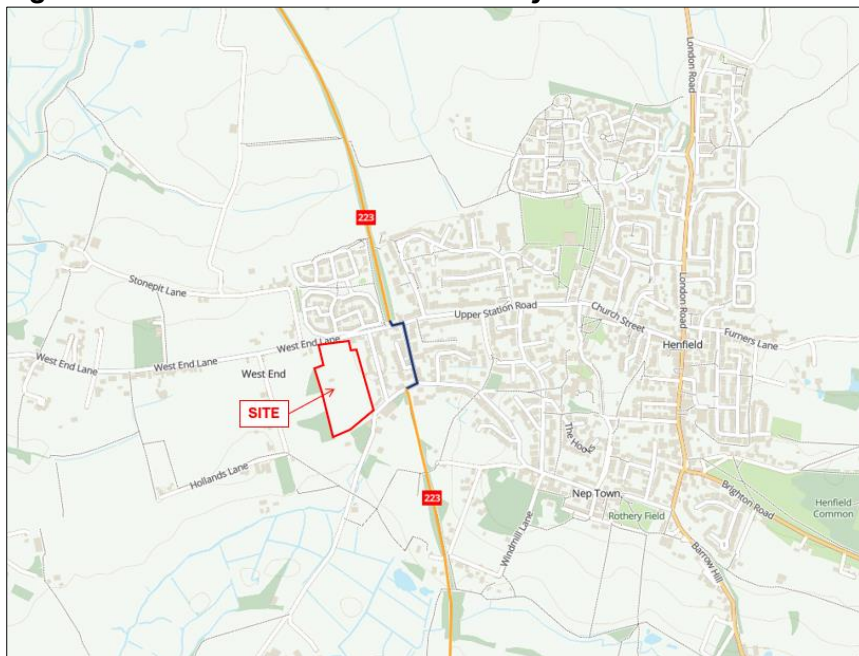
2.3.2 Approximately 120 metres east of the site, footway on the northern side of West End Lane (or Upper Station Road) starts. From this point, there are footways on both sides of Upper Station Road, for approximately 300 metres up to the junction with Faircox Lane.

2.3.3 From this point onwards, there is footway on the northern side of the road only for approximately 470 metres up to the junction with Martyn Close. After this junction, Upper Street Road (which continues as Church Street) has footways on both sides, providing connection to High Street.

2.3.4 St Peter's C of E Primary School and Henfield Leisure Centre are accessed via Upper Station Road, Fabians Way and Northcroft. Both, Fabians Way and Northcroft have footways on both sides.

- 2.3.5 As discussed previously, Hollands Lane forms part of Bridleway (No. 2583). To the west, this bridleway provides connection to a number of footpaths in the wider area, including footpaths along the River Adur.
- 2.3.6 To the east, this bridleway, connects to Downs Link, approximately 120 metres east of the site.
- 2.3.7 Downs Link follows National Cycle Route (No. 223). It is an important and most popular shared-use long-distance route for walkers, horse riders and cyclists. In the vicinity of the site, Downs Link runs broadly in north-south direction, as shown in Figure 2C.

Figure 2C Downs Link in the vicinity of Site



- 2.3.8 Downs Link provides access to a number of towns and villages, including Steyning and Shoreham to the south and Guildford to the north.
- 2.3.9 Hollands Lane has a short section of footpath (number 2583-3) along its northern side between the site boundary and Hollands Road, as shown in Figure 2D.

Figure 2D Short Section of Footpath 2583_3 along Hollands Lane



2.4 Public Transport

- 2.4.1 There are bus stops located on Station Road (within 310 metres or less than four-minute walk). These bus stops are served by bus route No. 17 and 106.
- 2.4.2 Bus Route No. 17 runs between Horsham, Henfield and Brighton. Towards Horsham, this route stops twice at the Station Road bus stop on Weekday at 05:58 and 06:58 hours and once on Saturday at 06:58 hours. Towards Brighton, this route stops once at Station Road bus stop on weekday at 06:34 hours and twice on Saturday at 06:34 and 07:30 hours.
- 2.4.3 Bus Route No. 17 runs after these hours, but do not stop on Station Road. The nearest bus stop where this route stops is on High Street at approximately 1.2 kilometres east of the site (or less than 20-minute walk). At High Street bus stop, Route No. 17 provides an hourly service.
- 2.4.4 Bus Route No. 106 is run by Compass Travel bus operator and provides one service per day on Tuesdays, Wednesdays and Fridays.

2.5 Community Transport

- 2.5.1 There are two community transport providers that serve Henfield:
- Bluebird Community Partnership
 - Henfield Medical Centre Link

- 2.5.2 The transport service provided by Bluebird Community Partnership, including Dial-A-Ride excursions and shopping trips to anyone regardless of age, who is rurally isolated, infirm or disabled. This service covers Henfield, Albourne, Ashurst, Blackstone, Bramber, Cowfold, Edburton, Fulking, Partridge Green, Poynings, Shermanbury, Small Dole, Steyning, Upper Beeding, Wineham and Woodmancote. The minibus is also available for hire.
- 2.5.3 The Henfield Medical Centre Link provides transport to hospital, dental and medical centre appointments for people in Henfield, Partridge Green and the surrounding villages who do not have other transport available to them. It is available to all local patients, whether within or outside NHS treatment, and it also serves the Woodlawn surgery in Partridge Green.

3 BASELINE TRAVEL PATTERNS

3.1 Baseline Modal Split

Starter Homes and Staff Associated with Ancillary Facilities

- 3.1.1 In order to estimate how the residents and staff are likely to travel to and from the site, the 2011 Census has been used to calculate the potential mode split for the Super Output Area in which the site is located in, i.e., Horsham 011 (E02006598).

Table 3A Travel to Work Mode Split – Starter Homes and Staff

Mode	Residents	Staff
Driving a car or van	80%	76%
Passenger in a car or van	4%	5%
On foot	7%	13%
Public transport	8%	3%
Bicycle	1%	3%
Total	100%	100%

CCRC Units

- 3.1.2 The mode split associated with the CCRC units are derived from TRICS. This is provided in Table 3B.

Table 3B Travel to Work Mode Split – CCRC Units

Mode	Residents
Vehicles	70%
Cyclists	1%
On foot	21%
Public transport	8%
Total	100%

- 3.1.3 It should be noted that the mode split in Table 3B may also include visitors.

3.2 Baseline Travel Surveys

- 3.2.1 The baseline travel surveys will be undertaken to represent the start of the TP for monitoring purposes and will provide a basis for ratifying the adjusting the targets as set out in the FTP. The mode shares shown in Tables 3A and 3B will be used to derive the interim TP targets.
- 3.2.2 Within three months of occupation, resident and staff travel surveys will be undertaken which will accurately identify the travel patterns of the users of the site. These will be carried out in the form of travel survey questionnaires. A sample questionnaire is provided as Appendix 1.

4 OBJECTIVES AND TARGETS

4.1 Objectives

4.1.1 The main objectives of the Travel Plan are to:

- Address resident and staff travel needs;
- Reduce the traffic generated by the development to a lower level of car trips than would be predicted for the proposed site without the implementation of the TP;
- Promote healthy lifestyle and sustainable, vibrant communities;
- Encourage good urban design principles that open up the permeability of the development for walking and cycling.

4.2 Targets

4.2.1 TP targets are measurable goals by which progress can be assessed. These targets should be reviewed through a programme of monitoring to ensure they remain SMART (Specific, Measurable, Achievable, Realistic and Timed).

4.2.2 The results of the baseline travel survey will be used to set targets for the reduction of single occupancy car travel. These targets will be used to evaluate future reviews.

4.2.3 The following are the indicative targets for the FTP are set over five-year period i.e., Year 1, 3 and 5 based upon mode split in Section 3.0 and are subject to initial survey findings and Council's suggestions:

- Increase in use of non-car modes of transport by 2%, 3% and 4% in Year 1, 3 and 5;
- Increase car sharing by 3%, 5% and 7% in Year 1, 3 and 5;
- Reduction in single occupancy vehicle trips made by those who do not essentially require car to commute by 5%, 8% and 11% in Year 1, 3 and 5.

4.2.4 Before setting the targets, the TPC will liaise with West Sussex County Council (WSCC) for their suggestions/approval. If the targets are met by year 5, the requirement to monitor the TP will become voluntary.

5 TRAVEL PLAN STRATEGY

5.1 Travel Plan Co-Ordinator

5.1.1 The management of the TP will be the responsibility of the Travel Plan Coordinator (TPC); who will be appointed by the Developer prior to the occupation. The TPC will oversee the implementation of the plan and be the primary contact with WSCC during all consultation and review phases.

5.1.2 Magna Transport Planning Ltd will act as the TPC in the interim. The key role of the TPC will be to:

- Develop and implement the plan
- Promote the TP
- Monitor the TP

5.1.3 The TPC will be responsible for:

- Issuing Travel Information Packs to all site users
- Acting as a point of contact for giving advice and information on transport related subjects or will direct them to sources of further information such as the WSCC's website.
- Co-ordinating the necessary data collection required to develop the plan.
- Co-ordinating the preparation of the required review reports.

5.2 Upkeep of the Travel Plan

5.2.1 The Travel Plan stages are as follows:

Stage 1: First Year TP

- Provide the site users with a travel information pack which includes:
 - Cycling maps
 - Public transport maps and information
 - Information about the location and provision of cycle parking
 - Information cycle training and maintenance providers
 - Information about access to other services and facilities, such as car share websites

- Distribute the travel questionnaires to the residents and staff.
- Collect the answered questionnaires and analyse the results.
- Set the targets for mode shifts by liaising with WSCC.
- Update the TP to provide a full Travel Plan and issue to WSCC.

5.2.3 In addition to these specific tasks the TPC has to act as a point of contact with regards to any transport related issues and initiate appropriate travel initiatives organised by local and national transport groups. Other duties include co-ordinating and promoting car-sharing schemes.

Stage 2.0: Subsequent TP Year 3 and Year 5 Updates

5.2.4 This process will need to be repeated bi-annually for the five-year plan period and involve:

- Updating the travel survey database by re-distributing questionnaires.
- Re-analysis of the results of the survey.
- Review of transport initiatives.
- Compare actual and predicted travel modes.
- Hold meetings with staff to acknowledge their ideas and views.
- Update the travel pack provided to the residents and staff.
- Develop fresh initiatives.
- Update the TP with new targets set for the coming two years and issue it to WSCC.

5.3 Monitoring of Travel Plan

5.3.1 Ongoing monitoring and reporting are necessary for ensuring the continued effectiveness of the Travel Plan. Following the First Review of the TP, the monitoring of the TP will be undertaken in years 1, 3 and 5.

Monitoring Schedule

- 6-months of first occupation (baseline travel surveys);
- First and third anniversary of the initial baseline travel survey – Year 1 and 3 (travel survey);
- Fifth anniversary of the initial baseline travel survey – Year 5 (travel surveys).

5.3.2 The monitoring of the TP will be undertaken on a mandatory five-year cycle.

5.4 Review

5.4.1 A review shall be a report prepared by the TPC or on behalf of the management company; the scope of which will be to provide the results of the travel surveys and comprehensively assesses the effectiveness of the Travel Plan in:

- Implementing its terms or recommendations;
- Achieving its targets.

5.4.2 It should also (if necessary) propose further reasonable measures for incorporation which would improve the effectiveness of the Travel Plan.

5.4.3 The review should validate and suggest adjustments, if necessary, to the targets in the TP. The timetable for submission of reviews is as follows:

- First Review 3-months after the initial baseline survey
- Second Review 3-months after the Year 1 travel survey
- Third Review 3-months after the Year 3 travel survey
- Final Review 3-months after the Year 5 travel survey

5.4.4 The reviews shall be submitted in writing by the TPC (or on behalf of the TPC) to the WSCC by the due date as defined in the Action Plan.

5.4.5 The TPC (or acting consultant) shall consult the WSCC on the content of every Travel Plan submission.

5.4.6 In the event of a refusal the TPC (or acting consultant) shall address as appropriate the deficiencies highlighted and resubmit within one month of receipt.

5.4.7 The recommendations of the review shall be implemented immediately or as soon as possible (as appropriate dependent upon the type of measures) upon completion of an approved review.

5.4.8 Should any meetings between the parties be necessary to discuss the contents of the submissions then this shall be arranged in accordance with the above highlighted timescales.

6 MEASURES AND INITIATIVES

6.1 Marketing of Travel Plan

6.1.1 In order to promote and increase awareness of the TP, the following measures will be adopted:

- Display of key TP information within travel packs;
- Arrange Q&A sessions and offer a personalised travel planning service if demand is identified;
- Promote national travel initiatives and organise events such as national walk to work day and organised cycle rides;
- The provision of Information Packs; and,
- The provision of travel related information on noticeboard within or near the proposed ancillary medical centre.

6.2 Single Occupancy Car Travel

6.2.1 Details of local taxi firms will be provided on the information board within or near the proposed ancillary medical centre.

6.2.2 The residents and staff who wish to car share can use several web-based, fully automated journey matching services, which, once registered, provide details of other members making similar journeys to your own. It then provides one with the ability to contact them to arrange an opportunity to share a journey, and any costs.

6.2.3 These schemes are available to everyone and are free to all voluntary organisations and individuals. The organisation which provides matching in the local area is:

- <https://liftshare.com/uk>

6.3 Promotion of Walking

6.3.1 The site will provide well-maintained and lit pedestrian accesses that link to the external network.

6.3.2 The provision of generic information, such as directions to the bus stops, railway station, etc. which is available to staff, will be provided on the noticeboard and in travel information packs.

6.3.3 The noticeboard and travel information packs will also include posters displaying health and environmental benefits of walking.

6.3.4 National Walk to Work Day will be promoted to the residents and staff. The next Walk to Work Day is 7th April 2023.

6.4 Promotion of Cycling

6.4.1 Appropriate cycle parking facilities will be provided across the proposed development.

6.4.2 Information for cycling will be promoted, including route planning websites/apps. This will be in the travel information packs and noticeboard. The TPC could also look into providing cycle repair kit in communal area within the premises of the proposed ancillary medical centre.

6.4.3 WSCC's website provides information on walking trails and cycling routes:

- <https://www.westsussex.gov.uk/leisure-recreation-and-community/walking-horse-riding-and-cycling/easy-walking-trails/>
- <https://www.westsussex.gov.uk/leisure-recreation-and-community/walking-horse-riding-and-cycling/cycling-routes-and-maps/>

6.4.4 Similarly, use of Sustrans website will also be promoted:

- <https://www.sustrans.org.uk/>

6.4.5 A Bicycle User Group (BUG) could be considered to enable cyclists to discuss issues and identify areas for enhancement of facilities on site and to identify any off-site facilities that require improvement that could be brought to the attention of WSCC.

6.4.6 The TPC would liaise with the cycling training team at WSCC, with a view to promoting cycle training to residents and staff:

- <https://www.westsussex.gov.uk/roads-and-travel/road-safety/one-to-one-cycle-training/>

6.4.7 TPC will promote Cycle to Work Day which is typically held annually in summer.

6.5 Promotion of Public Transport

6.5.1 The noticeboard and travel information packs will provide details of the public transport website (WSCC), which provides up to date local bus timetables. The site can be found at:

- <https://www.westsussex.gov.uk/roads-and-travel/travel-and-public-transport/bus-and-coach-travel/>

7 ACTION PLAN

7.1 Summary

7.1.1 Action Plan is a key part of the document for the TPC and it's a programme for delivering the measures and a means of communicating this to the staff. A tabulated Action Plan is provided in Table 7A.

Table 7A Action plan

Steps	Measures	Timescales	Responsibility
1	Submit Framework Travel Plan to WSCC for approval (as part of the planning application)	Prior to occupation	Magna Transport Planning (MTP)
2	Appointment of TPC	Prior to occupation	Developer
3	Information Packs	Upon occupation	TPC/MTP
4	Provision of safe walking routes within site	As part of construction	Developer
5	Provision of cycle parking	As part of construction	Developer
6	Provided bus route maps and other information relating to public transport	Ongoing	TPC/MTP
7	Provided cycle route maps and other information relating to cycling	Ongoing	TPC/MTP
9	Promote available cycle training	Ongoing	TPC/MTP
10	Health benefits of walking and walking cycling to be promoted	Annually	TPC/MTP
11	Car sharing website to be promoted	Ongoing	TPC/MTP
12	Journey planner information to be provided	Ongoing	TPC/MTP
13	Promote initiatives to encourage sustainable travel such as commute challenges and car-free days	Ongoing	TPC/MTP
14	Undertake 1 st travel survey	Within 3 months of first occupation	TPC/MTP
15	Submit the results to WSCC	Within 1 month of survey	TPC/MTP
16	Analyse the results and set targets in liaison with WSCC	Within 2 months of survey	TPC/MTP
17	Revise the results and set targets in liaison with WSCC	Within 3 months of survey	TPC/MTP
18	Repeat steps 14 to 17	Annually for minimum of 5 years	TPC/MTP
19	Be a point of contact for all residents staff with regards to travel matters	On-going	TPC/MTP

Appendix 1. TRAVEL QUESTIONNAIRE

Travel Survey Template

We would appreciate it if you would take the time to fill this travel survey in. It is to fulfil the needs of the Travel Plan which will look to improve the health and wellbeing of the staff. The results of this travel survey will be confidential and will only be used for the purpose of the travel plan – they will not be passed onto a third party. The survey should take no more than 5 minutes to complete. Thank you in advance for completing the survey.

What is your home postcode?

How far do you travel to work? (Mark with an X)

Distance (Miles)	Answer
0-2	
2-5	
5-10	
10-15	
15-20	
20+	

Do you have a disability that would effect your travel to and from work? (Mark with an X)

Yes ☐ No ☐

Which mode of transport do you use to travel to work, for the majority of your journey? (Mark with an X)

Travel Mode	Answer
Walk	
Cycle	
Bus	
Train	
Taxi	
Car	
Car Share	
Other (Please State)	

Would you consider travelling to work using a different mode of transport? (Mark with an X)

Yes ☐ No ☐

If yes, what mode of transport would you like to use? (Mark with an X)

Travel Mode	Answer
Walk	
Cycle	
Bus	
Train	
Taxi	
Car	
Car Share	
Other (Please State)	

Why do you use the mode of transport you use at the moment? (Mark one answer with an X)

Reason	Answer
Convenience	
Cost	
Time Savings	
Poor Accessibility	
Safety	
Health Reasons	
Other (Please State)	

What would make **walking** a more attractive travel option for you? (Mark with an X)

Option	Answer
Improved Pavements	
Improved Street Lighting	
Safer Road Crossings	
Others to Walk With	
Better Changing Facilities	
Other (Please State)	
Nothing (Please State Why)	

What would make **cycling** a more attractive travel option for you? (Mark with an X)

Option	Answer
More Cycle Lanes	
Improved Street Lighting	
Safer Cycle Routes	
Improve Cycle Storage	
Better Changing Facilities	
Other (Please State)	
Nothing (Please State Why)	

What would make **bus/train** travel a more attractive travel option for you? (Mark with an X)

Option	Answer
Improved Reliability	
Improved Access to Stations/Stops	
Subsidised Tickets	
Others to Travel With	
Personal Travel Route Planning	
Other (Please State)	
Nothing (Please State Why)	

What would make **car sharing** a more attractive travel option for you? Mark with an X)

Option	Answer
A Reward Scheme	
Sharing with someone who lives near you	
Sharing with a friend	
Guaranteed lift home scheme	
Other (Please State)	
Nothing (Please State Why)	

Thank you for taking the time to fill in this travel survey.