

RESIDENTIAL TRAVEL PLAN

Barratt Homes

Land north of Llewellyn Road, Penllergaer

April 2021

Swansea Council

Residential Travel Plan

Version 2

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1 Introduction

Overview

- 1.1 Vectos is appointed by Barratt Homes to provide transport and highways support in relation to Land north of Llewellyn Road, Penllergaer, Swansea. This Residential Travel Plan (TP) has been prepared to support the application.
- 1.2 The scheme comprises a residential development of 180 dwellings with a new primary access route via Mount Crescent and Llewellyn Road.
- 1.3 This Residential TP has been prepared following pre application discussions with Swansea Council (SC) and has been prepared in accordance with both local and national planning policy.

Report Structure

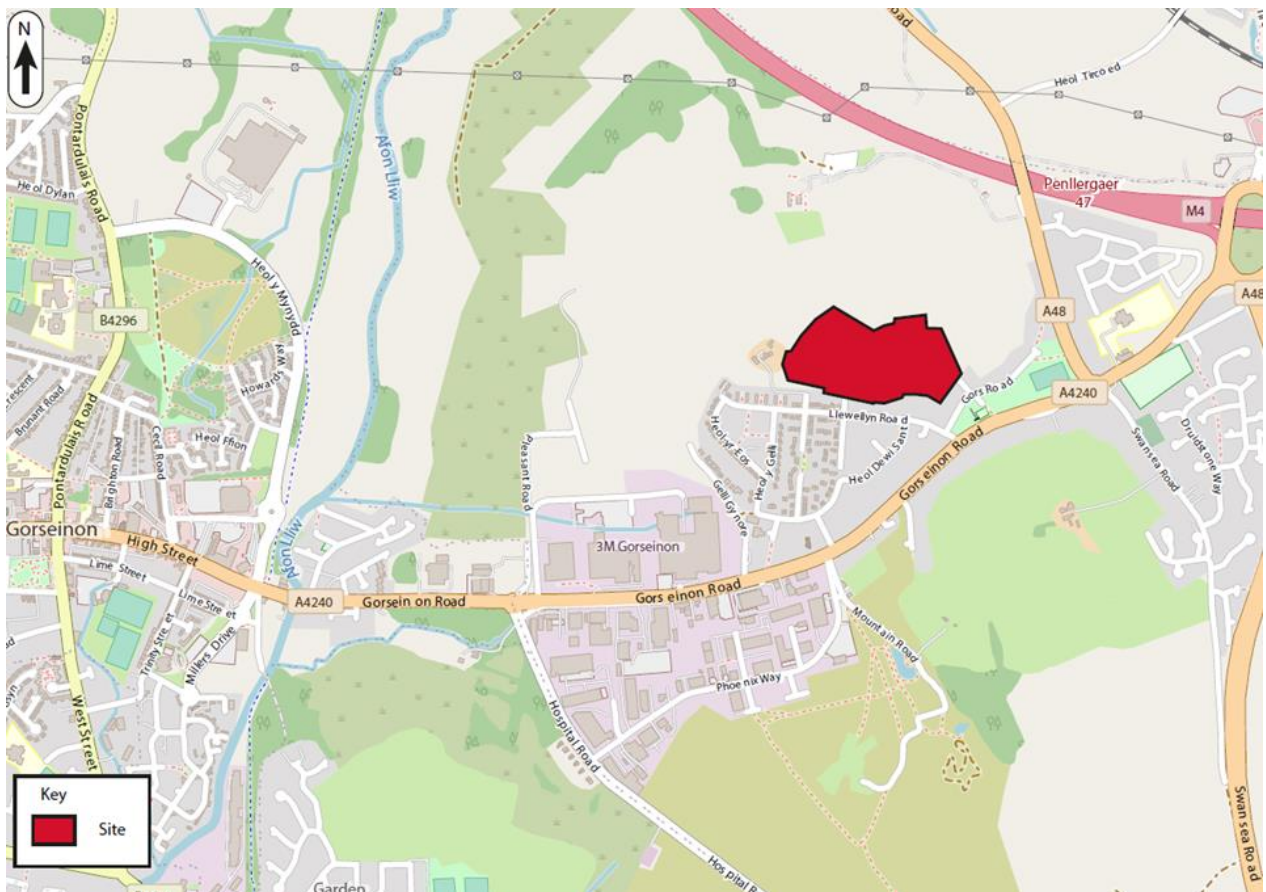
- 1.4 Following this introduction, the report is structured as follows:
 - **Section 2: Existing Conditions** – details the multimodal accessibility to the site;
 - **Section 3: Strategic Aspirations** – provides information on the aims of the TP;
 - **Section 4: Travel Plan Management** – Identifies the key TP stakeholders;
 - **Section 5: Travel Plan Measures** – provides a description of travel planning measures;
 - **Section 6: Monitoring & Review Strategy** – sets out the monitoring and evaluation strategy; and
 - **Section 7: Action Plan** – provides an action plan with associated responsibilities.

2 Accessibility

Site Context

- 2.1 The proposed residential development is located in Panllergaer, to the north of Llewellyn Road. Panllergaer is a village located to the east of Gorseinon and is situated approximately 7 km north west of Swansea city centre, close to junction 47 of the M4 motorway.
- 2.2 The site is bound to the north, east and west by agricultural land, and to the south by properties fronting Llewellyn Road. The prominent land uses in the vicinity of the site are residential and agricultural.
- 2.3 A site location plan is provided at **Figure 2.1**.

Figure 2.1 – Site Location



Pedestrian and Cycle Provision

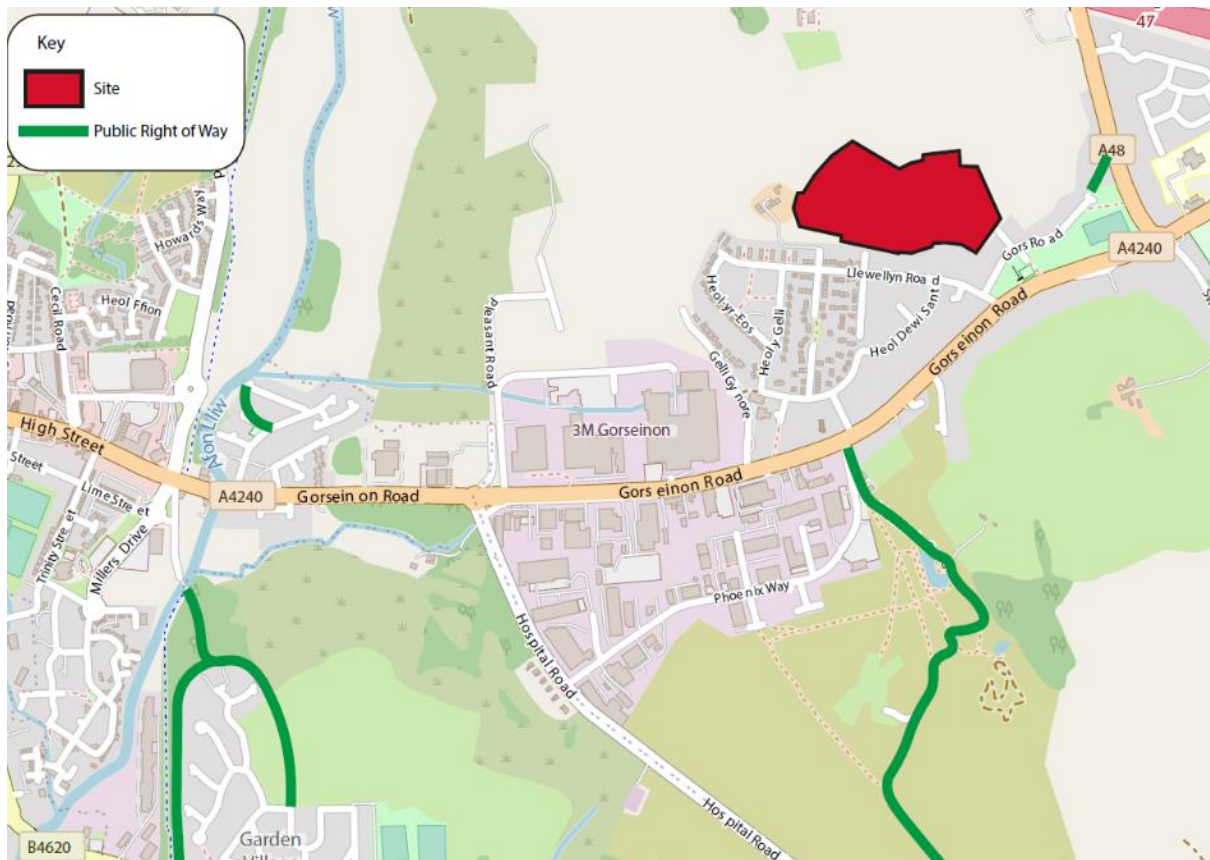
- 2.4 The following sections provide an overview of the existing infrastructure within the immediate vicinity of the site.

- 2.5 The area is served by good quality pedestrian routes in the form of the existing footways on Mount Crescent, Llewellyn Road and Golwg-Y-Garn. The local streets are generally considered conducive to cycling with low traffic volumes and traffic calming features present.
- 2.6 New residents of the proposed development will be encouraged to undertake shorter journeys by foot or bicycle where appropriate. The location of the site means that there are opportunities for a range of trips to be undertaken locally to shops and services by active travel modes.

Walking

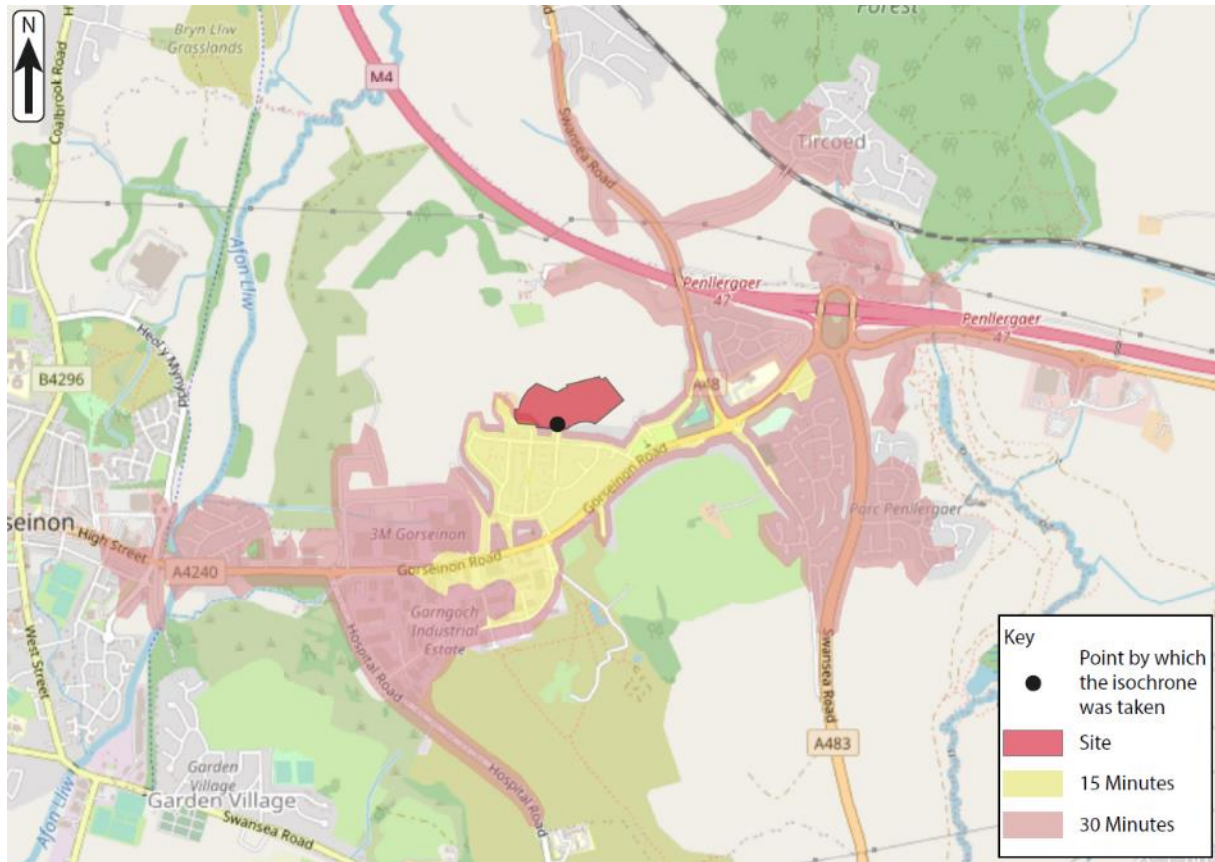
- 2.7 This area is served by a range of good quality pedestrian routes to a range of destinations. Existing pedestrian facilities in the vicinity of the site include formal footways, shared footway/cycleways and Public Rights of Way (PRoW).
- 2.8 In the vicinity of the site, there are continuous footways on both sides of Talbot Road, leading onto Llewellyn Road. The footways are of good condition and there is street lighting present along the length of Llewellyn Road. There are traffic calming measures present along Llewellyn Road which assists in providing a safe pedestrian environment.
- 2.9 There are also continuous, well-kept and well-lit footways, around 2.5 meters wide along the length of Heol-Yr-Eos, Heol-Y-Gelli and Mount Crescent, which lead south away from the site towards A4240 Gorseinon Road.
- 2.10 Along Gorseinon Road there are well-lit, continuous footways, with a number of informal pedestrian crossings with pedestrian refuge islands at junctions and pedestrian desire lines. A Pelican crossing is located on Gorseinon Road at the junction with Llewellyn Road.
- 2.11 There are also a number of PRoW's in the vicinity of the site. These are shown in **Figure 2.2**.

Figure 2.2 – Public Rights of Way in the Vicinity of the site



- 2.12 The site is well located in terms of proximity and ease of access by foot or bicycle to a number of local facilities. The limited section of PRoW to the east of the site provides an important connection to the eastern side of the A48, where Penllergaer Primary school, nurseries and local shops are located. The PRoW to the south west of the site provides access to Kingsbridge where multiple sports facilities are located.
- 2.13 **Figure 2.3** indicates the walking isochrones of 15 and 30 minutes from the site access, assuming a comfortable average walking speed of 5 km/hr (3 mph).

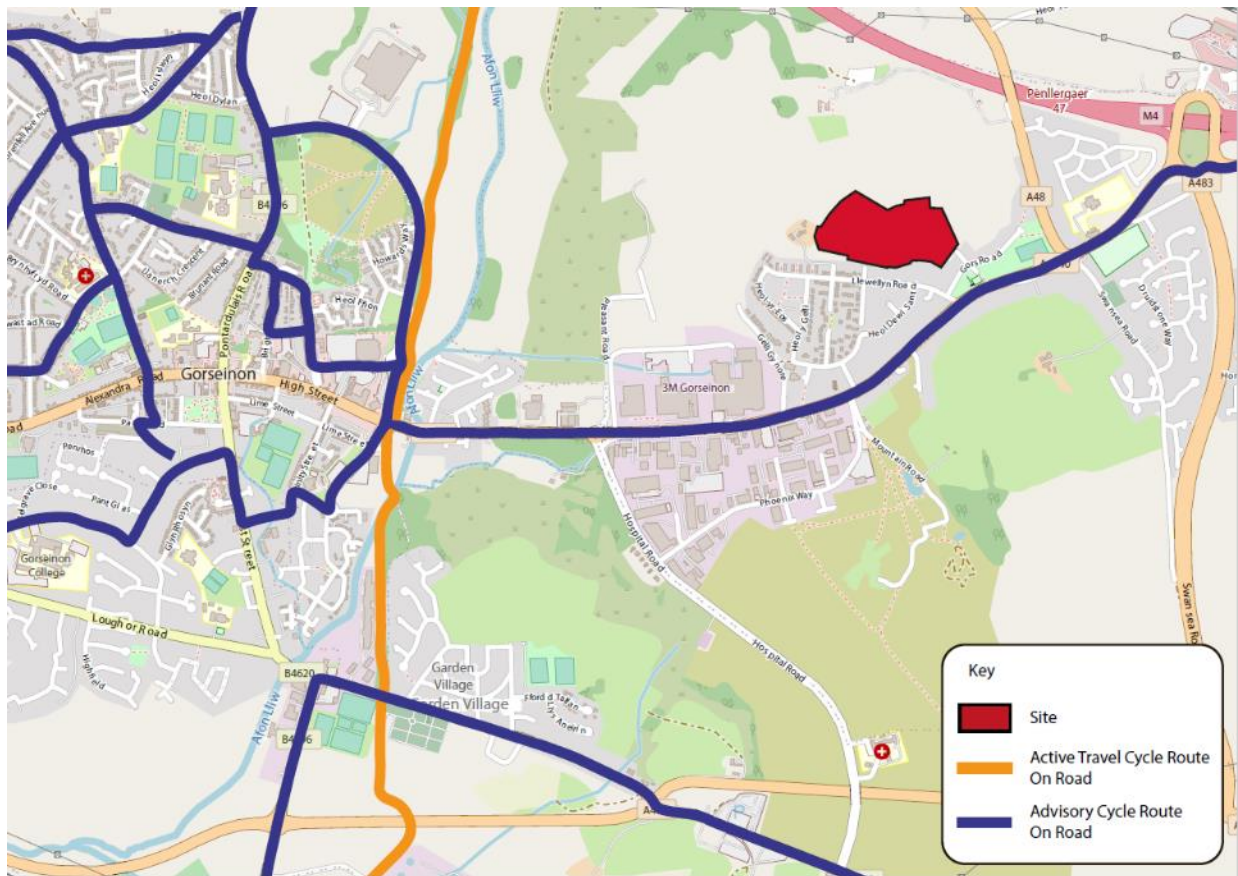
Figure 2.3 – 15 & 30 Minute Walking Isochrones



Cycling

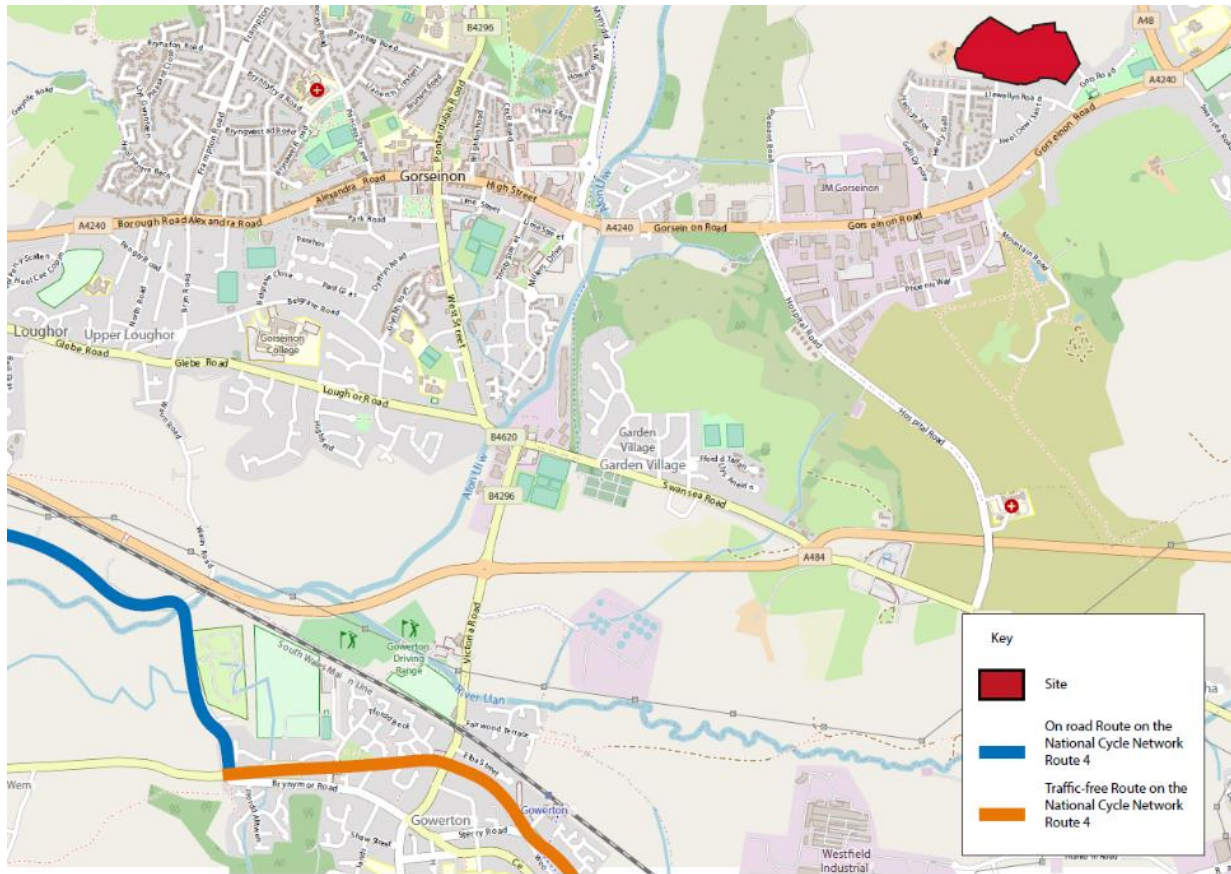
2.14 There are a number of advisory cycle lanes and routes in the vicinity of the site. **Figure 2.4** shows the location of these routes, which are taken from SC Cycling Map.

Figure 2.4 – Local Cycling Network



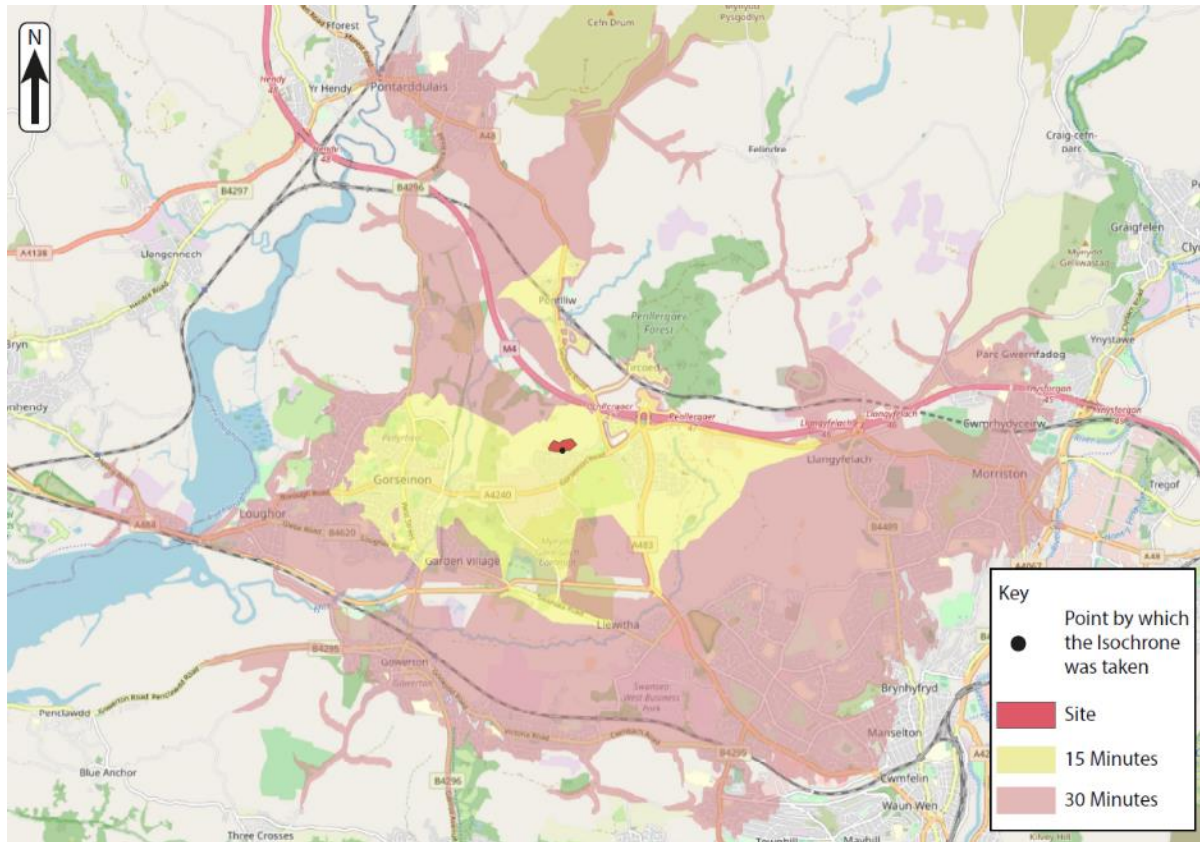
- 2.15 As shown in **Figure 2.4**, there is an advisory route via Gorseinon Road, to the south and west of the site, which provides a cycle link into Gorseinon. Within Gorseinon there are multiple advisory routes and an Active Travel route that connects Gorseinon to Penyrheol to the north and Kingsbridge to the south.
- 2.16 There is also a Sustrans National Cycle Network Route within the vicinity of the site. National Cycle Network Route 4 is a long-distance route that connects London to Fishguard in West Wales and routes to the south west of the site, as shown in **Figure 2.5**.

Figure 2.5 – National Cycle Network Routes



- 2.17 As illustrated above, there are many opportunities in the local area to enable residents to cycle to work and also for shopping and leisure purposes. Importantly, cycling can be used as part of a multi-modal journey, i.e., cycling to Gowerton Rail Station for onward rail connections.
- 2.18 **Figure 2.6** indicates the cycling isochrones of 15 and 30 minutes from the site access point, assuming a comfortable average cycle speed of 15 km/hr (9 mph). Sustrans has suggested that up to 5 miles is an appropriate distance for cycle commuting, which equates to approximately 33 minutes travel time at this speed.

Figure 2.6 – 15 & 30 Minute Cycling Isochrones



2.19 **Figure 2.6** demonstrates that there are a range of areas within cycling distance of the site, providing opportunities to access employment, leisure and retail destinations by bicycle.

Swansea Integrated Network

- 2.20 SC are currently part way through implementation of their network of integrated routes in accordance with the Active Travel Wales Act 2013.
- 2.21 To the east of the site, a section of route between M4 Junction 47 and Morrision has been completed providing a segregated cycle route adjacent to the A48.



A48 – Looking West



A48 – Looking East

- 2.22 To the west of the site, SC are currently implementing a section of route between Kingsbridge and Gowerton Station, providing improved connectivity between these areas.
- 2.23 As part of the pre application discussions, a meeting was held with SC's Network Planning team. They advised that a scheme is being developed by the council to provide a segregated cycle route adjacent to the A4240 between Gorseinon and Penllergaer Interchange. From the site access, this route will be located approximately 400m away, accessed via Llewellyn Road.

Local Facilities

- 2.24 A number of local facilities and services are located in Penllergaer and Gorseinon. These facilities are shown in **Figure 2.7** and the walking and cycling distances from the site access are shown in **Table 2.1**.

Figure 2.7 – Local Facilities

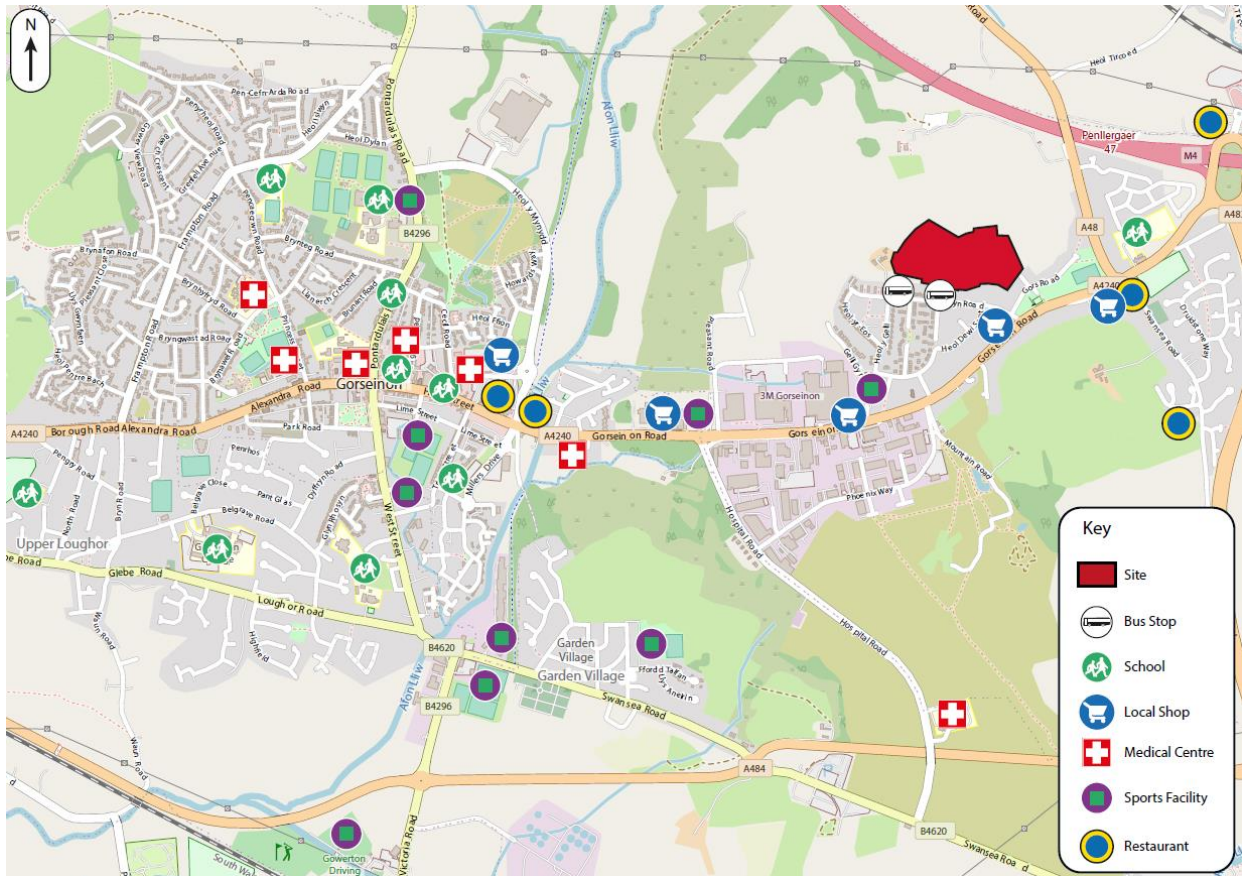


Table 2.1 – Local Facilities

Local Facility	Distance from the centre of the site (meters/Kilometres)	Walking Time (mins)	Cycling Time (mins)
Public Transport			
Morgan Close Bus Stops	250m	3	1
Heol Dewi Sant Bus Stop	300m	5	2
Gowerton Railway Station	5km	60	19
Schools			
Busy Bees Day Nursery	940m	13	5
Penllergaer Pre School	940m	13	5
Penllergaer Primary School	1km	15	5
Musicality Academy	2.5km	29	9
Little Monkeys Day Nursery	2.5km	30	10
Doodles Day Nursery	2.9km	36	11
Gorseinon Juniors School	2.9km	35	11
Penyrheol Comprehensive School	3.4km	40	14
Pontybrenin Primary School	3.5km	42	12

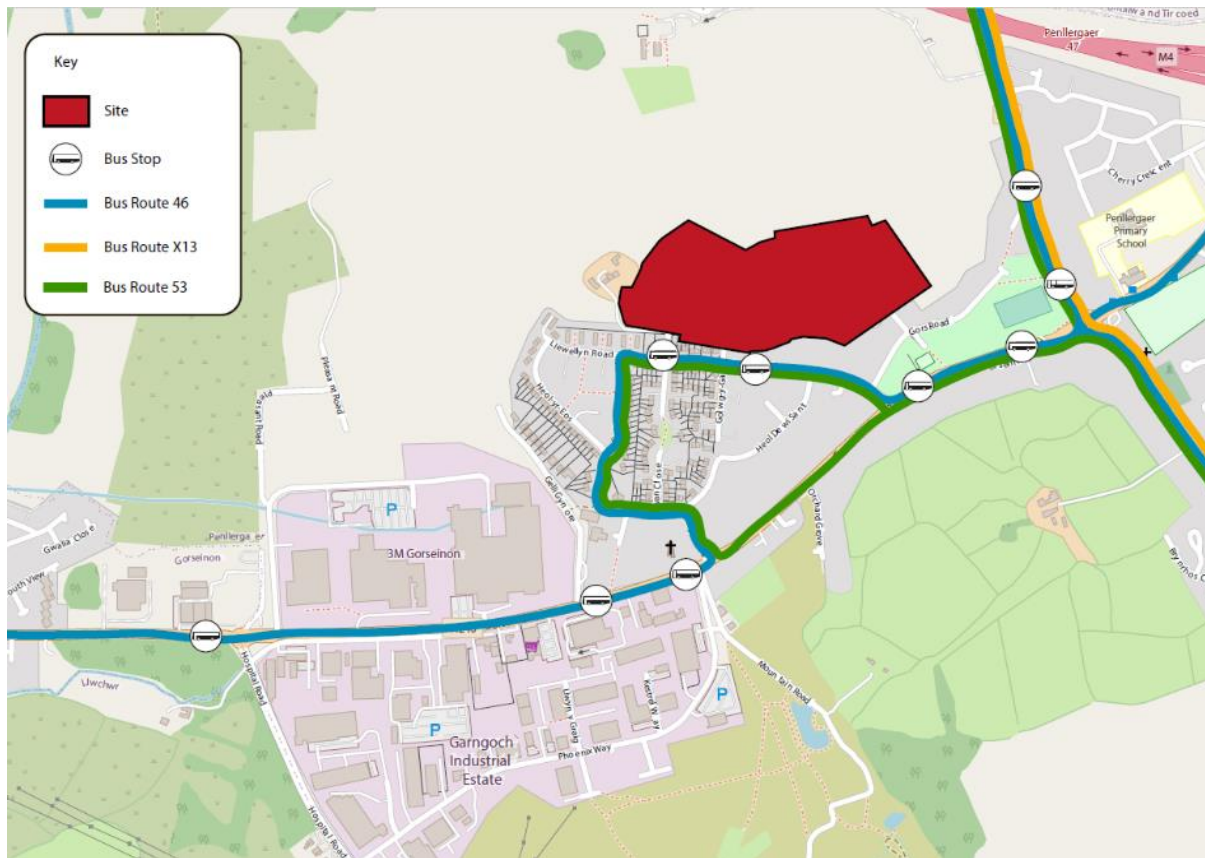
Local Facility	Distance from the centre of the site (meters/Kilometres)	Walking Time (mins)	Cycling Time (mins)
Gower College Swansea, Gorseinon Campus	3.8km	49	15
Local Shops			
Post office and Premier convenience store	350m	6	2
Esso Rontec Cross	840m	12	4
Lidl	990m	11	5
Farmfoods	1.5km	19	6
Asda Gorseinon Superstore	2.4km	29	9
Medical Centres			
Gorseinon Dental Practice (Former RA Elliott)	2.4km	29	9
Asda Gorseinon Superstore Pharmacy	2.4km	30	9
Ty garnoch hospital	2.6km	32	11
Gorseinon Hospital	3.3km	42	13
Pub / Restaurants / Food			
Old Inn	990m	12	5
Goggi's Cuisine	1.3km	19	7
Bakers Wales	1.8km	21	7
Seagers	2km	25	7
Leisure / Sports Facilities			
The Fitness Studio	1.5km	18	6
Gorseinon Rugby Club	2.5km	31	9
G&K Karate and Kickboxing Club	2.6km	33	10

Accessibility by Public Transport

Bus

- 2.25 The site is located close to three existing bus stops at Morgan Road, Heol Dewi Sant and the Playing Fields (A4240). The Morgan Road bus stop is the closest of the three stops and is located an approximate 2 minute walk from the site entrance on Mount Crescent.
- 2.26 There are three major bus services within the vicinity of the site, the 46 bus, which connects Morriston to Gorseinon, the 53 which routes between Penllergaer and Swansea and the X13 which connects Swansea to Ammanford via Pontardulais.
- 2.27 The location of the bus stops nearest the site and the bus routes that serve them are shown in **Figure 2.8**.

Figure 2.8 – Bus Routes & Stops



2.28 A summary of the bus services which serve the local bus stops are set out in **Table 2.2**.

Table 2.2 – Local Bus Services

Stop	Routes	Frequency
Morgan Close	46 (Gorseinon – Penllergaer – Morryston)	Hourly (first bus: 07:55 - last bus 18:20)
Heol Dewi Sant	53 (Penllergaer – Fforestfach – Cockett – Sketty – Swansea)	Four times a day
Gors Road	X13 (Swansea – Tircoed – Pontarddulais – Llandeilo)	Hourly (first bus: 06:00- last bus 18:05)
	46 (Gorseinon – Penllergaer – Morryston)	Hourly (first bus: 07:55 - last bus 18:20)
	53 (Penllergaer – Fforestfach – Cockett – Sketty – Swansea)	Four times a day

Rail

- 2.29 The nearest railway station to the site is Gowerton Station which is located some 5 km south of the site and offers direct connections to a range of destinations, as shown in **Table 2.3**.

Table 2.3 – Rail Services

Destination	Journey time (mins)	Frequency (mins)
Llanelli	7	60
Swansea	15	60
Cardiff Central	80	60
Newport	90	60
Milford Haven	100	120
Gloucester	180	60
Manchester Piccadilly	280	360

- 2.30 Gowerton Station has 23 car parking spaces and facilities for five bicycles, secured by CCTV. This enables multi-modal journeys, particularly as part of a regular commute.
- 2.31 The Coronavirus Pandemic has impacted rail travel, and as a result, the current timetables are not necessarily representative of the true extent of connections that are offered at Gowerton station.

Summary

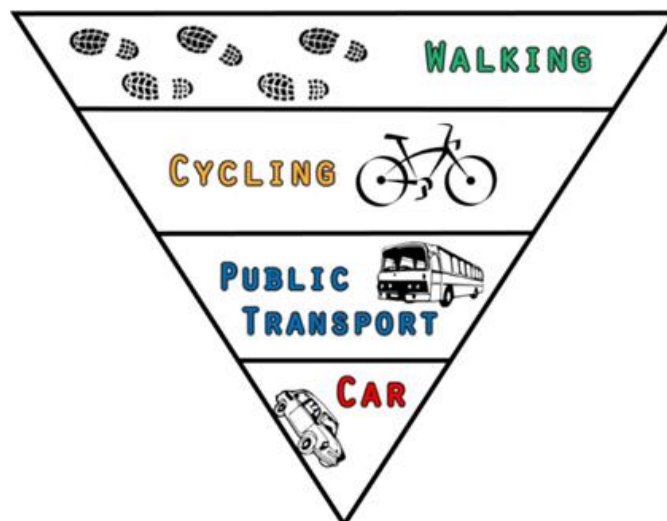
- 2.32 The proposed development is well placed in relation to active travel routes as well as in relation to nearby public transport provision, which offer services to settlements including Swansea. The site also has good access to local services and facilities. This accessibility will improve as SC continues to develop its Integrated Network.

3 Strategic Aspirations

Overview

- 3.1 The aims and targets of the TP are presented in this section. These aspirations set the direction of the TP and provide a focus for a package of measures.
- 3.2 The following transport modal hierarchy will be used in order to ensure that as much emphasis as possible is given to the most sustainable modes of transport, where this is possible and practical:
- Walking and cycling;
 - Bus and rail;
 - Taxi or car share; and
 - Motorcycle and single occupancy car.

Movement Hierarchy



Aims

- 3.3 The aims of the Travel Plan are to:
- Provide future residents and other site users with information on sustainable travel options to and from the site; and
 - Reduce the levels of single occupancy private car trips where feasible and practicable.
- 3.4 The Travel Plan will build on encouraging sustainable travel by encouraging increased use of walking and cycling.

Targets

- 3.5 The baseline modal split shown in **Table 3.1** is informed by the trip generation exercise contained within the accompanying Vectos Transport Assessment (TA).
- 3.6 This represents an interim baseline at this stage which should be confirmed with survey of the site following occupation.
- 3.7 The targets should be SMART so that they are:
 - **S**pecific,
 - **M**easurable,
 - **A**ttainable,
 - **R**ealistic and
 - **T**ime-bound.

Table 3.1 – Baseline Split and Travel Plan Targets

Mode	Existing Mode Split (%)	Proposed Mode Split (%)	Net Change (%)
Vehicles	85.5	78	-7.5%
On Foot	4.4	7	+2.6
Public Transport	3.8	4.8	+1%
Bicycle	0.4	5	+4.6%
Passenger in a car or in a van	5.7	5	-0.7%
Other	0.2	0.2	0
Total	100	100	

- 3.8 The focus of the TP is on increasing the mode split for sustainable travel modes, and in doing so decreasing the use of single occupancy car travel. This is a realistic aspiration given the local facilities within the vicinity of the site as well as the investment in cycle routes (Integrated Network) being delivered nearby.
- 3.9 The focus should be making future residents aware of the travel choice available to them as well as the emerging cycling infrastructure which is being delivered by SC through the local area.

- 3.10 The TP aims to increase walking and cycling by 2.6% and 4.6% respectively from the base level. This is a realistic aspiration given the amount of local facilities within a short walking and cycling distance and given the existing and future investment into cycling infrastructure locally.
- 3.11 The vehicular mode split is forecast to be reduced by 7.5%, but still provides the mode of transport for the majority of longer distance trips.

Proposed Development Layout

- 3.12 The proposed development layout includes an internal loop made up of a combination of the internal road and sections of segregated path which routes through areas of landscaping. Access to Llewellyn Road is provided via Mount Crescent. The existing footways on Mount Crescent will be extended into the site. Cyclists are able to access the site via the carriageway of Mount Crescent or a shared foot / cycleway located on the eastern side of Mount Crescent and the internal road network and paths within the site.

Figure 3.1 – Proposed Development Layout



4 Travel Plan Management

Site Management

- 4.1 The developer (Barratt Homes) will be responsible for ensuring that the transport infrastructure at the site (e.g. pedestrian access points, cycle storage etc) is delivered whilst a management company will be appointed to manage any parts of the site that fall outside of individual dwelling plots and adopted highway.
- 4.2 The developer is responsible for nominating an individual who will lead the delivery of the TP. This will be the Travel Plan Coordinator (TPC), along with funding for measures and monitoring activity.

Travel Plan Coordinator

- 4.3 A TPC will be nominated by the developer to oversee the development of the Travel Plan and to ensure its effective implementation. The TPC is most likely to be a nominated member of the development team.
- 4.4 The TPC's role will commence prior to first occupation of the site to ensure the promotion of the Travel Plan at the earliest opportunity and to develop travel plan Welcome Information Packs for when dwellings start to be occupied.
- 4.5 The main roles and responsibilities of the TPC are to:
- Manage, review and lead the delivery of the Travel Plan;
 - Liaise with SC officers as necessary;
 - Promote the Travel Plan and its measures;
 - Promote the site's sustainable characteristics through the marketing process;
 - Maintain updated information on local travel;
 - Monitor the effectiveness of Travel Plan initiatives.
- 4.6 The time spent by the TPC on the Travel Plan will vary according to the stage of the travel planning process. It is expected that travel planning responsibilities will intensify on first occupation and during monitoring periods. Outside of these times, travel planning activities will lessen. The TPC will undertake their travel planning responsibilities alongside their day-to-day work role.

Occupiers

- 4.7 As part of the site marketing and dwelling purchase, residents will be made aware of the Travel Plan and its aims.

5 Travel Plan Measures

- 5.1 This section sets out the package of travel planning measures proposed for the site.
- 5.2 All these measures are considered achievable because of the nature of the site and its proximity to nearby local facilities and services, active travel and public transport routes.
- 5.3 Importantly, a Travel Plan should be considered a ‘living document’ which is continually monitored and updated.
- 5.4 The following measures will be explored.

Occupier Travel Information Pack

- 5.5 A Travel Information or Welcome Pack will be electronically distributed to new households. This pack will contain the following information;
- The name and contact details of the TPC;
 - An explanation of the purpose and benefits of the Travel Plan;
 - Maps of walking and cycling routes to key destinations;
 - Timetables, route maps and ticketing information for public transport;
 - Contact numbers and website details;
 - Relevant Travel Planning Apps;
 - Information regarding any local car sharing/pooling schemes;
 - Contact details for all local taxi operators;
 - Location and details of nearby services and facilities;
 - Benefits of home and flexible working; and
 - Promotion of the benefits of home deliveries.
- 5.6 The list above is not exhaustive, and within reason, additional information which the community and or SC would like to include can generally be accommodated.

Walk and Cycle Measures

- 5.7 The TPC will liaise with the site management and SC to ensure that pedestrian routes in and out of the site are appropriately maintained.
- 5.8 In terms of layout and design within the site, a network of high-quality pedestrian routes will offer direct, safe and convenient access around and through the site by foot.

- 5.9 The design of residential roads will be in accordance with Manual for Streets (MfS) and other relevant guidance so that the roads are not the dominant feature within the site. By undertaking this approach vehicle speeds will be kept low. The internal roads will be subject to a signed 20mph speed limit.
- 5.10 Residents will be made aware of safe pedestrian routes between the site and local facilities such as GP surgeries, food supermarkets, leisure facilities and other key local facilities.
- 5.11 The health benefits of walking will be promoted. Residents will be made aware of the 10,000 steps a day challenge and the wider health benefits of walking.
- 5.12 SC offers free cycle maps of Swansea and the TPC will order these for distribution. Cycling routes will also be incorporated within the Welcome Information Pack.

Public Transport

- 5.13 A map showing the local public transport stops and bus routes near the site will be included within the Welcome Packs. In addition, information on concessionary travel will also be promoted where appropriate.
- 5.14 As necessary, the TPC will ensure that information circulated to occupiers is valid. The Swansea Bus, Traveline Cymru and National Rail Enquiries services will be promoted.

Car

- 5.15 The Travel Plan will encourage people to consider how they can travel to work and places of education without using a single occupancy vehicle. The Travel Information Pack will include details of Liftshare, a car sharing platform that connects people travelling to similar destinations. The Liftshare website offers a free matching service for car passengers and drivers who are making the same car journeys in and around Swansea.

Home Deliveries

- 5.16 The TPC will promote and raise awareness of the potential time, cost, and environmental savings of home deliveries, including supermarket deliveries. Particularly given changing commercial habits due to the COVID-19 pandemic, home delivery services are now commonplace among supermarkets, pharmacies, and other retail services.

Broadband

- 5.17 Each dwelling within the site will be provided with for the opportunity to connect to a high-speed broadband connection. This will provide residents with the opportunity to work from home, especially important given changing working habits in accordance with government advice during the COVID-19 pandemic.

6 Monitoring and Review

- 6.1 This section sets out the monitoring strategy for the TP and the means by which progress will be assessed.
- 6.2 There are several stages to monitoring this TP which are as follows:
- Baseline travel data will be obtained via an occupant's survey within six months of first occupation.
 - Further monitoring data will be collected at identified future intervals to compare with the baseline data.
 - The TPC will review and evaluate the TP after the monitoring period and forward the results to SC.
- 6.3 Full baseline monitoring will be undertaken within six months post-occupation. Residents will be requested to complete a questionnaire in order to provide baseline travel data. The TPC will administer and collect the questionnaire, which will monitor the mode splits being achieved for single occupancy car trips, and those made by sustainable modes, for journeys to work, school and other significant journeys. Following this, the final targets can be tailored. Overall monitoring will be carried out over a five-year period after first occupation. Monitoring activity will be the responsibility of the TPC with resources, time and funding provided by the developer.
- 6.4 Any appropriate monitoring findings will be disseminated to SC. If necessary, changes will be made, with agreement by SC and the site management to the measures of the Travel Plan in order to tailor its effectiveness.
- 6.5 The initial development survey represents Year 0 in terms of the monitoring programme.
- 6.6 A subsequent travel survey of the development will be undertaken 12 months after the initial survey. The subsequent travel survey represents the 1st Monitoring Survey. It is proposed that the first Monitoring Survey will take place in Year 1 and then annually throughout the duration of the travel plan monitoring. An example travel survey is provided in **Appendix A**.
- 6.7 The survey timetable is proposed in **Table 6.1**.

Table 6.1 – Travel Survey Timescales

Description		Timeframe
Travel Survey	Initial Survey for Baseline	Year 0
Travel Survey	1 st Monitoring Survey	Year 1
Travel Survey	Monitoring and Snapshot	Year 2
Travel Survey	Monitoring and Snapshot	Year 5

6.8 Monitoring of the following is also useful to judge whether the implementation or proportion of certain measures needs to be modified. These factors should be monitored on a regular basis;

- Monitor the level and uptake of walking, bus, cycle, train initiatives;
- Monitor parking spaces and the level of on-street parking within the development area;
- Monitor the quality of routes;
- Record comments received from residents relating to the operation and implementation of the Travel Plan.

6.9 A formalised programme of monitoring, which sets dates of surveys, will be established by the TPC in consultation with SC once occupation occurs and will continue until the development has been built out or three years.

6.10 The TPC will have responsibility for keeping:

- A correspondence file;
- A record of travel planning engagement or implementation of measures or activities (contact details, activities list, cycle training participation, etc); and
- Historic Travel Plan documents.

Review

6.11 The TP will be reviewed annually for as long as a TPC is appointed as part of the monitoring process, which for clarity is five years from first occupation. The review will be undertaken by the TPC and representatives of SC, and the appropriateness and success of travel targets will be reviewed as necessary, with any additional measures identified if the TP is failing to meet its targets.

7 Action Plan

- 7.1 The action plan assigns tasks and responsibilities for travel planning activity to individuals and organisations. The action plan is presented in **Table 7.1**.
- 7.2 The developer will be responsible for allocating the time and funding to carry out the travel planning measures.

Table 7.1 – Action Plan

Measures	Notes	Target Date	Monitoring method	Responsibility
General				
Appointment of a Travel Plan Coordinator (TPC)		Upon occupation		Developer
Information Provision				
Travel Packs for all Residents	All residents will receive a travel pack outlining the sustainable options for travelling to the site, any policy related to transport, and the existence and purpose of the Travel Plan	Upon occupation	N/A	TPC
Cycling				
Provide cycle route maps and other information relating to cycle facilities		Upon occupation	TPC to monitor and update	TPC
Negotiate discounts at local bike retailers		Upon occupation	TPC to monitor and update	TPC
Promote National Cycle Initiatives		Annually		TPC
Walking				
Health benefits of walking to be promoted	Promoted in conjunction with the organisation of social walks and walk to work days	Spring and Summer (annually)	N/A	TPC
Residents provided with information related to safe walking routes.	As part of Travel Packs or induction sessions	On-going	N/A	TPC
Public Transport				
Provide details of local taxi services		Upon occupation	TPC to promote participation	TPC
Other				
National Liftshare		Upon occupation	TPC to promote participation	TPC
Car Club		Upon occupation	TPC to promote participation	TPC
Walk to work day		Annually	TPC to promote participation	TPC
National Bike Day		Annually	TPC to promote participation	TPC

Appendix A

Example Residential Travel Survey

Residents Travel Survey

Private and Confidential

Please return to
by

Section A - About You

Q1 Gender?
Female Male

Q2 What is your age?
 Under 25
 25 - 34
 35 - 44
 45 - 54
 55 or over

Q3 How many people in your household?
 1
 2
 3
 4+

Q4 How many cars in your household?
 1
 2
 3
 4+

Q5 What is your employment status?
 Employed
 Unemployed
 Student
 Retired

Section B - About Your Journey

Q6 What is your main travel mode?

	Usually	Sometimes
Car – as driver	<input type="checkbox"/>	<input type="checkbox"/>
Car – as passenger	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>
Underground / Train	<input type="checkbox"/>	<input type="checkbox"/>
Cycle	<input type="checkbox"/>	<input type="checkbox"/>
Walk – whole journey	<input type="checkbox"/>	<input type="checkbox"/>
Motorcycle	<input type="checkbox"/>	<input type="checkbox"/>
Combination of above	<input type="checkbox"/>	<input type="checkbox"/>
(please specify)		

Q7 Where is your travel destination?
Town/Village:.....

Q8 How long does it usually takes you to travel to your destination?
Hours Mins

If you usually travel by car or motorcycle go to Section C otherwise please go to Section D

Section C - Please answer Questions 9 to 16 only if your Journey is usually by Car or Motorcycle

Q9 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
 I need the car for business travel during the day
 I have children to collect/deliver from school
 Other, (please specify)

Q10 For what reasons do you drive or get driven to your destination?
(Please select up to 3 responses and rank them from 1 to 3, where 1 is the most important).

- It is quicker
- It is more comfortable
- It is cheaper
- It provides greater personal security than other modes
- I have to carry heavy equipment
- Convenience
- Distance
- I am disabled / have restricted mobility

Q11 Could you make the journey 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)

.....Continued over page

Q12 Is there a bus stop within reasonable walking distance of your destination? Yes No

Q13 Which of the following measures would encourage you to travel by public transport for your journey?
(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 your destination changing buses
- An interest free loan for a discounted 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)

Q14 (a) Would you consider cycling as a main mode of travel?
 Yes, Regularly Yes, Occasionally No, Never

- (b) Which of the following measures would encourage you to Cycle? (Please select up to 3 responses and rank them)
- More dedicated cycle paths in the surrounding area
 - Showers and changing facilities at destination
 - Improved cycle parking and security at destination
 - Interest-free cycle loan
 - Free taxi home in emergencies
 - 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 drives to a destination nearby. You would then agree whether to share you 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 it will not affect your insurance.

Q15 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 travel 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)

Q16 Would you be prepared to car share?
 Yes, Every Day Yes, Some Days No, Never
If Never, please say why.....
.....

Now go to Section E

Section D - Please answer Questions 17 to 21 only if your Journey is usually by Public Transport, Cycling or Walking

Q17 (a) Is a car available for your journey?
 Yes No

(b) Why do you normally travel 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
- Health / fitness reasons
- More flexibility in the start time of journeys
- For increased comfort
- None of the above
- Other (please specify).....

Q18 If public transport is your main mode of transport, which measures would improve your journey?
(Please select up to 3 responses and rank them 1 to 3, where 1 is the most important)

- A direct bus service from home without changing Buses
- An interest free loan for a discounted season ticket
- Bus stops within 3 minutes of home and destination
- 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
- Better quality buses
- Easier interchange
- None of the above
- Other (Please specify).....

.....Continued over page

- Q19** If cycling is your main mode of travel, which measures would improve your journey? (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 destination
 - Improved cycle parking and security at destination
 - None of the above
 - Other (Please specify)

- Q20** If walking is your main mode of travel, what measures would improve your journey? (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)
.....

- Q21** Prior to undertaking this survey were you aware of the Travel Plan and measures and targets?
- Yes No

Section E

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

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