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Prepared on behalf of

HACE (UK) Ltd



Proposed Residential Development
Land at Garden House Close, Cross Street and Back Lane,
Monk Bretton, Barnsley

Travel Plan

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Acknowledgements:

Census 2011 data from www.nomisweb.co.uk has been used within this report.

National Geographic Society Interactive MapMaker has been used to create figures within this report.

An extract from Barnsley Metropolitan Borough Council Cycle Routes Map has been included in this report.

Disclaimer

The methodology adopted and the sources of information used by Sanderson Associates (Consulting Engineers) Ltd in providing its services are outlined within this Report.

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1 Introduction

1.1 Sanderson Associates (Consulting Engineers) Ltd has been appointed by HACE (UK) Ltd to prepare a Travel Plan in relation to a proposed residential development on land at Garden House Close, Cross Street and Back Lane, Monk Bretton, Barnsley.

1.2 The development proposes replacing an existing care home and farmstead with circa 80 dwellings with access taken from Garden House Close and Back Lane. A site location plan and proposed access arrangement is included at **Appendix A**.

1.3 The purpose of a Travel Plan is to promote the use of sustainable modes of transport including walking, cycling and public transport. It aims to reduce reliance on use of the car, particularly single occupancy car trips. This Travel Plan includes:

- Clear and unambiguous objectives to influence a lifestyle less dependent upon the private car;
- A package of measures to encourage and facilitate less car dependant living; and,
- A time bound programme of implementation.

1.4 This Travel Plan should be read in conjunction with the Transport Assessment which has been prepared to support the planning application for the proposals.

2 Objectives and Targets

2.1 Objectives

2.1.1 The main objectives of the Travel Plan are as follows:

- To maximise the accessibility of the site by means other than the private car/single person car journey.
- To encourage all residents and visitors to travel to and from the site via alternative means other than the private car/single person car journey.
- To make all users aware of the benefits to be derived from the Travel Plan.
- To minimise the level of vehicular traffic generated by the site.
- To enable the development to protect and enhance the environment.

2.1.2 Reducing the number of vehicular trips to the site would not only improve the operation of the local highway network, reduce noise pollution and emissions but also provide benefits in terms of improved health and wellbeing of users of the site and the surrounding area.

2.2 Targets

2.2.1 Patterns for travel to work from the Barnsley 009 Middle Super Output Area (MSOA) have been identified within the England and Wales Census undertaken in 2011 and the table below summarises the data. The full output can be found at **Appendix B** at the rear of this report.

Method of Travel to Work	% of journeys
Underground, Metro, Light Rail, Tram	2.7%
Train	0.1%
Bus, Minibus or Coach	1.5%
Taxi	5.6%
Motorcycle, Scooter or Moped	0.7%
Driving a Car or Van	0.6%
Passenger in a Car or Van	72.6%
Bicycle	7.3%
On Foot	0.5%
Other Method of Travel to Work	8.1%

Table 2.2.1 – Census Data – Method of Travel to Work

2.2.2 From the table above it can be seen that, for those travelling to work from Barnsley 009 MSOA, driving a car or van is by far the most popular method with 72.6% choosing this mode. Based on the assumption that a single car passenger shares a lift with a car driver within the same area, single occupancy car trips (to work) are estimated to be 65.3% (72.6%-7.3%).

2.2.3 Therefore, the initial target is to reduce the number of journeys carried out as a single car occupant by 5%. The aim is to achieve a maximum of 62.0% (65.3%-3.3%) of journeys to be carried out as a single car occupant within 5 years of initial occupation with a resultant increase in travel by sustainable modes.

2.2.4 It is considered that the above interim target based on Census data will be refined once the development is occupied and baseline travel surveys have been undertaken.

3 Travel Plan Coordinator

3.1 The Developer will appoint a Travel Plan Co-Ordinator (TPC) prior to first occupation of the development. The details of the TPC will be passed to Barnsley Metropolitan Borough Council upon appointment. The TPC role will be maintained for 5 years following occupation of the site.

3.2 The TPC will have responsibility for the overall implementation of this Travel Plan and will have an overarching role in guiding and co-ordinating the initiatives for all residents.

3.3 The TPC's role includes:

- Collating and distributing information on sustainable travel
- Preparing and issuing the annual travel surveys
- Being the point of contact for the Council and other relevant bodies
- Investigating potential discounts and offers with cycle shops etc.
- Investigating the development of a site website or Facebook page
- Promoting national sustainable travel events e.g. Walk to Work Day
- Providing individual travel planning guidance if required

3.4 The TPC will collect completed travel surveys from residents and consider the results along with the Council and other relevant bodies and appropriate updates will be made to the Travel Plan.

4 Accessibility and Measures

4.1 Overview

4.1.1 This section of the report considers the accessibility of the development by the following modes of transport and measures to encourage sustainable travel choices.

- Walking,
- Cycling;
- Bus;
- Rail;
- Motorcycle and moped;
- Car sharing;
- Reducing the need to travel; and
- Other measures

4.2 Walking

4.2.1 Walking is the most common form of travel in Britain and has the greatest potential to replace short car trips, particularly those under 2km.

4.2.2 It is important to consider the routes that would be taken to get to these locations as well as the distance. Department for Transport guidance 'Building Sustainable Transport into New Developments' (2008) gives the following advice.

"Walkable neighbourhoods are typically characterised as having a range of facilities within 10 minutes walking distance (around 800m). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating."

4.2.3 Figure 4.2.3 identifies 800m and 2km walking radii from the site. It is noted that walking routes will not follow the simple radius of this plan and the plan is provided as an indication of where destinations lie and the general extent to which the local area can be accessed on foot.

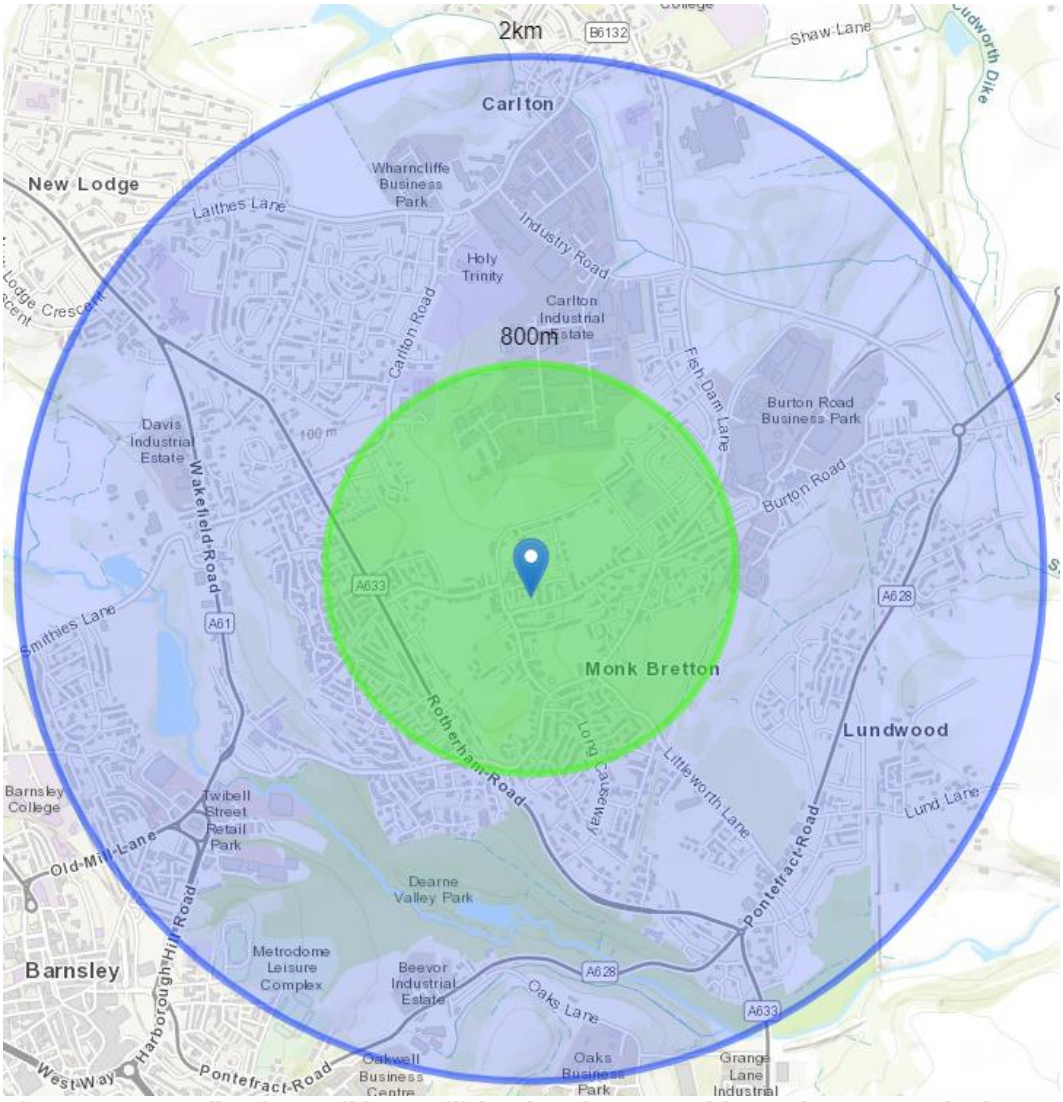


Figure 4.2.3 - Indicative walking radii (National Geographic Society MapMaker)

4.2.4 However, it is also important to consider the quality of the pedestrian infrastructure when determining accessibility. To this end street-lit footways are present on Garden House Close, Back Lane, Cross Street, Westgate, Lamb Lane, Well Lane and High Street. In addition, pedestrian connections are provided between Garden House Close, Back Lane, Well Lane and Judy Row.

4.2.5 Dropped kerbs are present to aid movements along Cross Street, High Street and Well Lane. Tactile paving is also present at the junction of High Street and Cross Street, Cross Street and Burton Road, and on all arms of the five-arm roundabout to the east.

4.2.6 Destinations within 800m walking distance of the centre of the site include:

- Monk Bretton's Ocean Fish Bar (140m)
- Bus stops on High Street (150-175m)
- Monk Bretton Park (155m)
- Pharmacy on Judy Row (155m)
- Monk Bretton Post Office (160m)
- Denis Speed Butchers (200m)
- Caroline Rowe Hair Design (200m)
- The Pheasant Public House (240m)
- Monk Bretton Medical Centre (245m)
- Monk Bretton Cricket Club (350m)
- Monk Bretton Working Men's Club and Institute (450m)
- The Norman Public House (550m)
- West Green Working Men's Club (575m)
- Sainsbury's Local (625m)
- St Helen's Primary School (650m)
- Convenience store within Petrol Filling Station (675m)
- Budgens (725m)

4.2.7 Destinations within 2km walking distance of the centre of the site include:

- Tennyson Optical (1.2km)
- Tesco Express (1.2km)
- Iceland Foods (1.5km)
- Outwood Primary Academy (1.5km)
- Springwell Community School (1.8km)
- Burton Road Primary School (2.0km)

4.2.8 As can be seen, there are a wide variety of facilities and amenities within walking distance of the site.

Measures

4.2.9 The TPC will promote the benefits of walking in relation to general health and well-being as well as events such as 'Walk to School Week'.

4.2.10 The TPC will inform residents that information regarding walking is available from various websites including www.barnsley.gov.uk/services/sport-and-leisure/walking-in-barnsley/, www.nhs.uk/live-well/exercise/walking-for-health/, www.walkingforhealth.org.uk and a free walking route planner is available at www.walkit.com.

4.3 Cycling

4.3.1 Guidance suggests that cycling has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport. However, 'Building Sustainable Transport into New Developments' (2008) identifies that "people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating". Furthermore, the National Travel Survey identifies longer cycle journeys than 5km with an average distance of 5.3km and an 85th percentile distance of 7.4km.

4.3.2 Figure 5.3.2, overleaf, indicates destinations that lie within 5km and 7.5km radii of the application site. Again it is noted that cycling will not follow the simple radius shown on this plan and it is provided to give an indication of where destinations lie and the general extent to which the site is accessible by cycle.

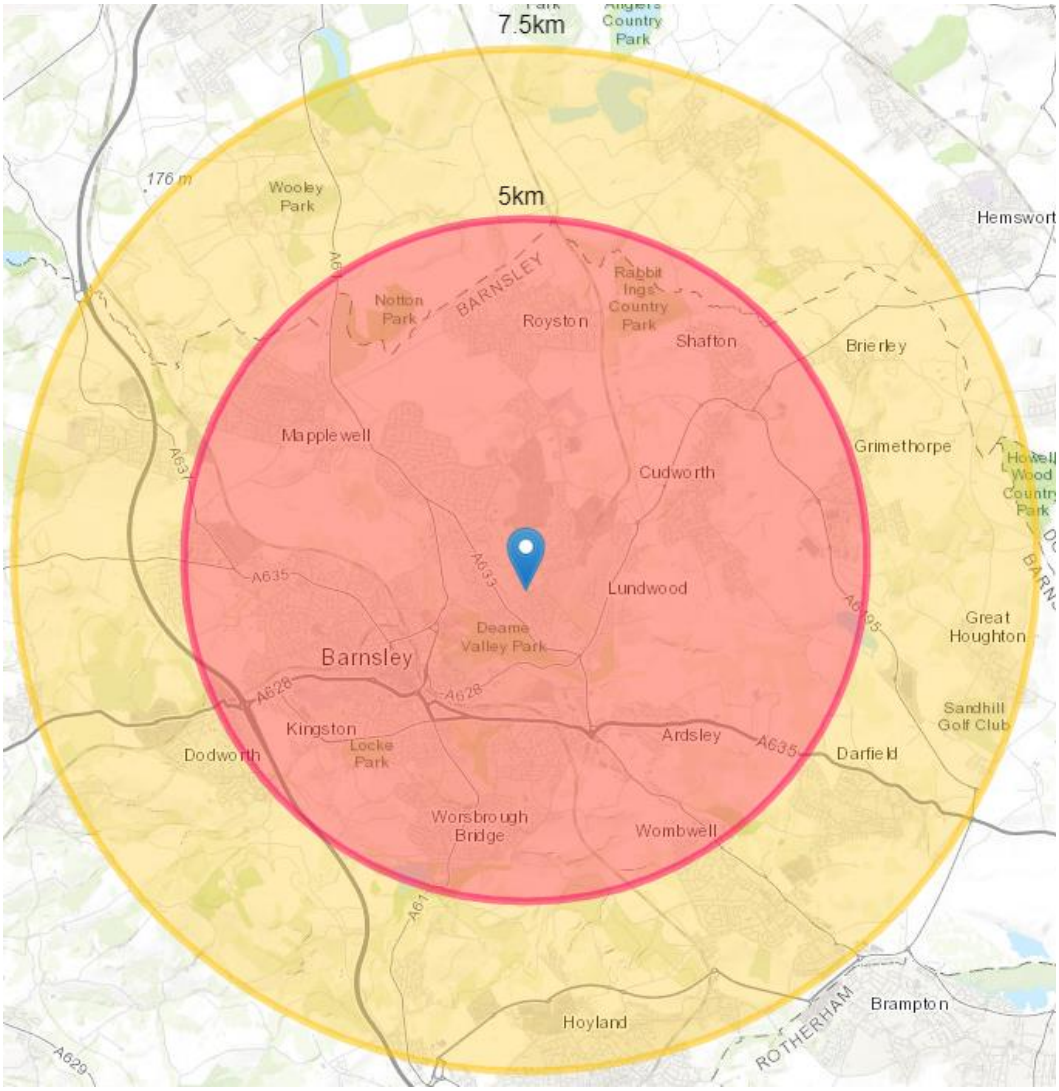


Figure 4.3.2 - Indicative cycling radii (National Geographic Society MapMaker)

4.3.3 Figure 4.3.2 indicates that a number of areas are located within cycling distance of the site including:

- Barnsley Town Centre including Interchange
- Cudworth
- Royston
- Grimethorpe
- Darton

4.3.4 However, as with walking, it is considered that the quality of the available cycle infrastructure is an important factor when it comes to accessibility. To this end, roads in the vicinity of the site are suitable for use by cyclists. The extract below shows that the Trans Pennine Trail, National Cycle Network Route 67, runs within approximately 800m cycling distance of the centre of the site.

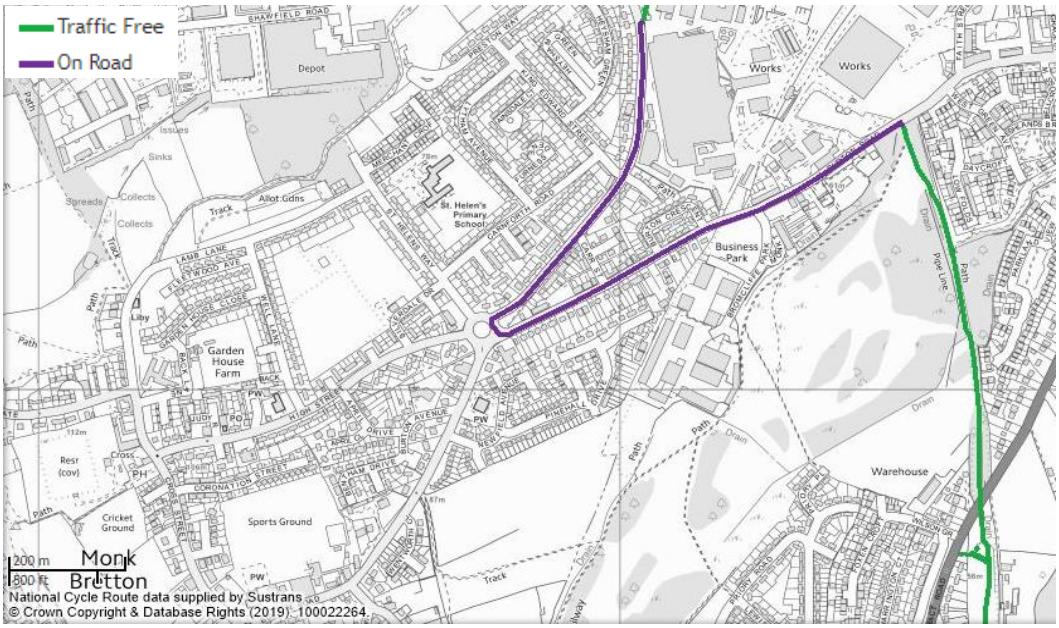


Figure 5.3.4 – Extract of Barnsley MBC Cycle Routes Map

Measures

4.3.5 Information for cyclists including details of routes, cycle training and details of cycle facilities will be included within the Travel Information Pack which will be available prior to occupation. Further information on cycling can be found at www.barnsley.gov.uk/services/sport-and-leisure/cycling/, www.cyclestreets.net and www.sustrans.org.uk

4.3.6 Events such as 'National Bike Week' and 'Cycle to Work Day' will be promoted by the TPC. The TPC will also promote the benefits to health and wellbeing from regular cycling.

4.3.7 In addition to the above, a free app entitled 'The Complete National Cycle Network' can also be downloaded for use with all smart devices. The app provides detailed mapping and route locations and operates in conjunction with the handsets GPS locator.

4.4 Bus

4.4.1 The closest bus stops to the site are located on High Street approximately 150-175m from the centre of the site and are indicated on the figure below.

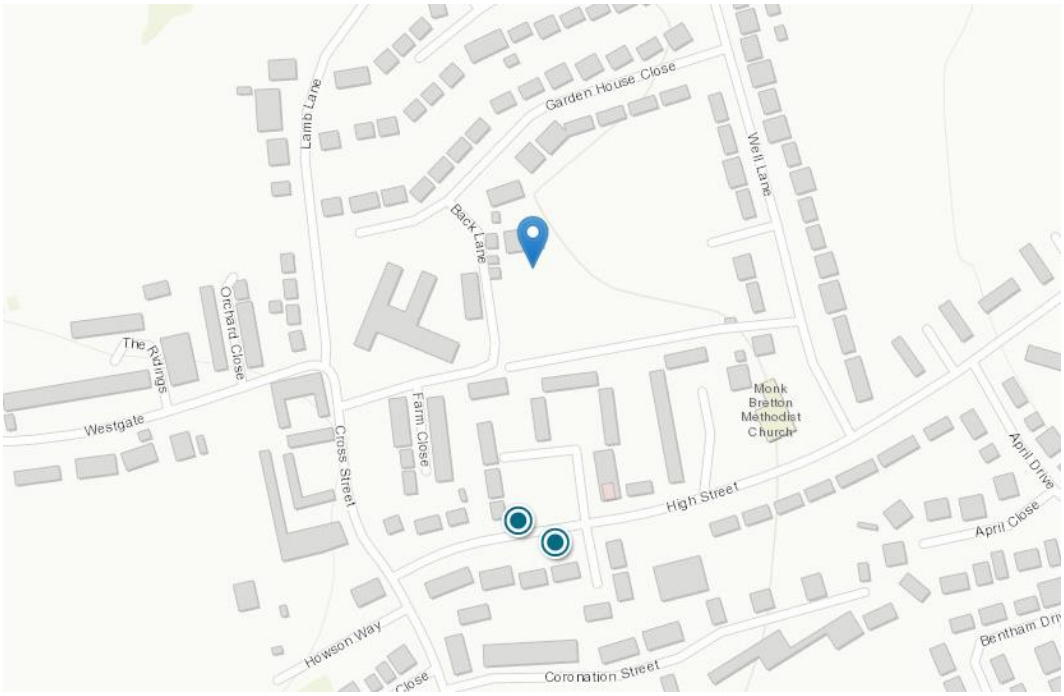


Figure 4.4.1 – Location of bus stops (National Geographic Society MapMaker)

4.4.2 Details of the stops and the services they provide are given below with distances measured from a central point about the site.

Stop reference:	37055308
Direction of travel:	Eastbound
Distance from site:	Approx 150m
Facilities:	Shelter with seating and timetable information
Services:	37, 57, 59/59a

Stop reference:	37055193
Direction of travel:	Westbound
Distance from site:	Approx 175m
Facilities:	Shelter with seating and timetable information
Services:	37, 57, 59/59a

4.4.3 Details of the services available from these stops are given in the table overleaf.

		Approximate Peak Frequency		
No	**Route**	**Mon-Sat Daytime**	**Mon-Sat Evening**	**Sunday**
37	Barnsley - Grimethorpe	60 mins (M-F)	No service	No service
57	Barnsley - Royston	10-20 mins	30 mins	No service
59/59a	Barnsley - Wakefield	30 mins	30-60 mins	30 mins

Table 4.4.3 - Summary of bus service

4.4.4 All of these services connect to Barnsley Interchange, with a journey time of approximately 9-12 minutes, where a wide variety of options for onward travel by bus, coach and rail are available.

Measures

4.4.5 Information about all available forms of public passenger transport including locations of nearest bus stops and sources of other travel information shall be provided within the Travel Information Pack which will be issued to each resident prior to occupation. It is the responsibility of the TPC to ensure that this information is kept up-to-date and reported in each review.

4.4.6 The TPC will advise residents that information is available within the Travel Information Pack and via the internet at www.barnsley.gov.uk/services/roads-travel-and-parking/public-transport/ and www.travelsouthyorkshire.com/. A journey planner can be found at tsy.yorkshiretravel.net/lts/#/travelInfo

4.4.7 Residents will also be encouraged to utilise the NextBus mobile service which provides real-time information on bus services throughout the day. Further information can be found at http://www.nextbuses.mobi/.

4.5 Rail

4.5.1 The closest station to the site is Barnsley Train Station approximately 3.6km from the site. The location of the station is shown on the figure overleaf:-

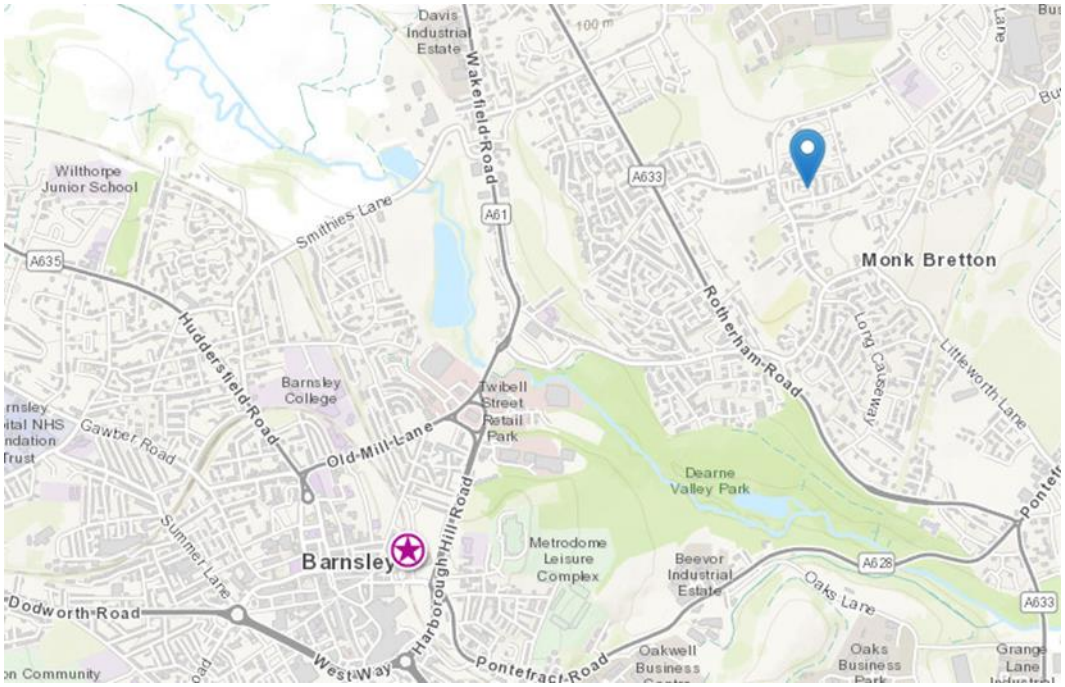


Figure 4.5.1 – Location of train station (National Geographic Society MapMaker)

4.5.2 The station provides step-free access, toilets, shops, ticket machines, ticket office and storage spaces for 24 bicycles.

4.5.3 In addition, up to 10 'Bike&Go' bicycles are available at Barnsley Interchange. These cycles can be rented for up to 72 hours with a daily charge.

4.5.4 As noted previously, the bus services that operate at the stops closest to the site connect to the Station with a journey time of approximately 9-12 minutes.

4.5.5 The station provides regular services to Sheffield, Meadowhall, Huddersfield, Leeds, Wakefield, Lincoln and Nottingham as well as local destinations on route.

Measures

4.5.6 Information about all available forms of public passenger transport including locations of the nearest train station and sources of other travel information shall be provided within the Travel Information Pack which will be provided to residents prior to occupation. It is the responsibility of the TPC to ensure that this information is kept up-to-date and reported in each review.

4.5.7 The TPC will advise residents that information is available within the Travel Information Pack and via the internet and information including up to date rail timetables can be found at www.travelsouthyorkshire.com/ and www.nationalrail.co.uk.

4.5.8 Information on the 'Bike&Go' bicycles that are available at the station can be found at www.bikeandgo.co.uk/

4.6 Motorcycling and Mopeds

4.6.1 There are several benefits that may be derived from the use of this form of travel. Motor cycles by their very size create less congestion and are more likely to have less environmental impact than a single occupancy vehicle.

4.6.2 In addition, the physical size of on-site parking requirements for motor cycle and mopeds are less, so releasing more space for operational use.

4.6.3 However, concern is however often raised over the safety of these vehicles and it is therefore important that any promotion of this form of travel includes the need to inform prospective riders of their statutory obligations to obtain proper training by a recognised training organisation or trainer and the correct protective equipment before use of the vehicle.

4.7 Car Sharing

4.7.1 Car Share schemes:

- Provide a cheap way to get around
- Reduce levels of traffic and congestion
- Reduce CO_2 emissions and pollution
- Reduce parking problems
- Create opportunities for business and the local community to work together
- Create opportunities to meet other people from the local area
- Improve relations with the local community
- Journeys may be quicker where drivers are allowed to use dual occupancy car lanes

4.7.2 Information on an existing car share scheme in South Yorkshire can be found at liftshare.com/uk/community/southyorkshire.

4.8 Reducing the need to travel

4.8.1 It may be possible for employers of residents to permit some degree of "home working". This of course will be dependent on the particular circumstances of the employee and employer and realistically may not be appropriate in many cases. However, if "home working" were possible on only a regular single day of the week this could possibly produce a 20% reduction in single car use for an individual.

4.8.2 In addition, online shopping will be promoted to residents to reduce the need for travel off site.

4.9 Other measures

4.9.1 Whilst car travel will be a first choice for many residents and visitors it must be acknowledged that the rising cost of fuel has reduced overall car mileage in this country in recent years and drivers have sought to minimise car travel and share trips.

4.9.2 The Theory Test to be passed by all learner drivers now contains questions on issues which relate to how the driving of a vehicle, its loading and maintenance can affect fuel consumption and hence the environment. Unfortunately, many of the answers to these questions tend to be forgotten once the test has been passed. It is therefore of value to remind drivers of the advantages that can be gained from these good practices. Examples are:

- Advantages can be gained from simple attention to the pressure of car tyres through to the use of roof racks and regular servicing at the manufacturer's recommended intervals.
- The manner in which a vehicle is driven significantly affects its fuel consumption and drivers need to be aware that bad driving practices such as harsh acceleration or braking can be a major influence.

- The choice of times to drive and careful route planning also affect both the financial running of a vehicle and the basic pleasure of driving. Benefits will be found not only by the users of the vehicles but to the general public by the possible reduction in congestion and overall environmental impact.

4.9.3 All of the above will raise awareness in the part that every car driver can play in reducing congestion, saving energy, improving the local and national environment and contributing towards measures to reduce global warming.

4.9.4 The Travel Plan Coordinator will be available to provide personalised travel planning for each resident, if required.

5 Promotion and Marketing

5.1 Sanderson Associates will provide the Developer with a copy of this Travel Plan when approved. The Developer will then ensure that any potential residents are aware of the contents of this document and therefore the intentions for the site and their responsibilities in relation to this.

5.2 Travel information packs will also be prepared for residents and these will be provided to potential residents during sales and marketing of the development. The travel information packs will include information on sustainable travel options in the vicinity of the site. Links to further information such as timetables and journey planners will also be included as well as contact details for the TPC. An example travel information pack is included at **Appendix C**. Residents will be encouraged to make this information available to their visitors.

5.3 The Council may also be able to provide posters, leaflets and timetables for distribution.

5.4 The TPC will also look into the possibility of setting up a site website or Facebook page to encourage residents to interact and discuss travel arrangements. The TPC could then also use this forum to provide sustainable travel information and liaison in relation to carrying out the annual travel surveys.

5.5 Annual newsletters will be provided to residents which will provide an update following each travel survey and the latest information on travel options.

5.6 The TPC will use all available methods to promote national events such as Walk to Work Day in order to encourage participation.

6 Monitoring and Reporting

6.1 This Travel Plan will require monitoring for a five year period from occupation of the site with travel surveys carried out annually.

6.2 Residents travel surveys shall be conducted generally in accordance with the example questionnaire contained at **Appendix D**.

6.3 Results of the initial travel surveys will allow realistic targets to be set and these will be continually reviewed throughout the lifetime of the Travel Plan. Results of the annual travel surveys will be compiled by the TPC and will be reported to the Council.

6.4 Targets will be agreed with the Council and other relevant bodies. If targets are not met, an annual Action Plan will be prepared by the TPC which will detail tasks to be carried out to help achieve the targets and the persons responsible.

7 Summary

7.1 This Travel Plan sets out a series of measures which will encourage changes in the travel patterns of residents and visitors to the development from use of the single occupancy private vehicle to more sustainable forms of transport.

7.2 The Travel Plan includes reference to compliance and enforcement of the Plan and to the required monitoring, review and reporting for the life of the Plan.

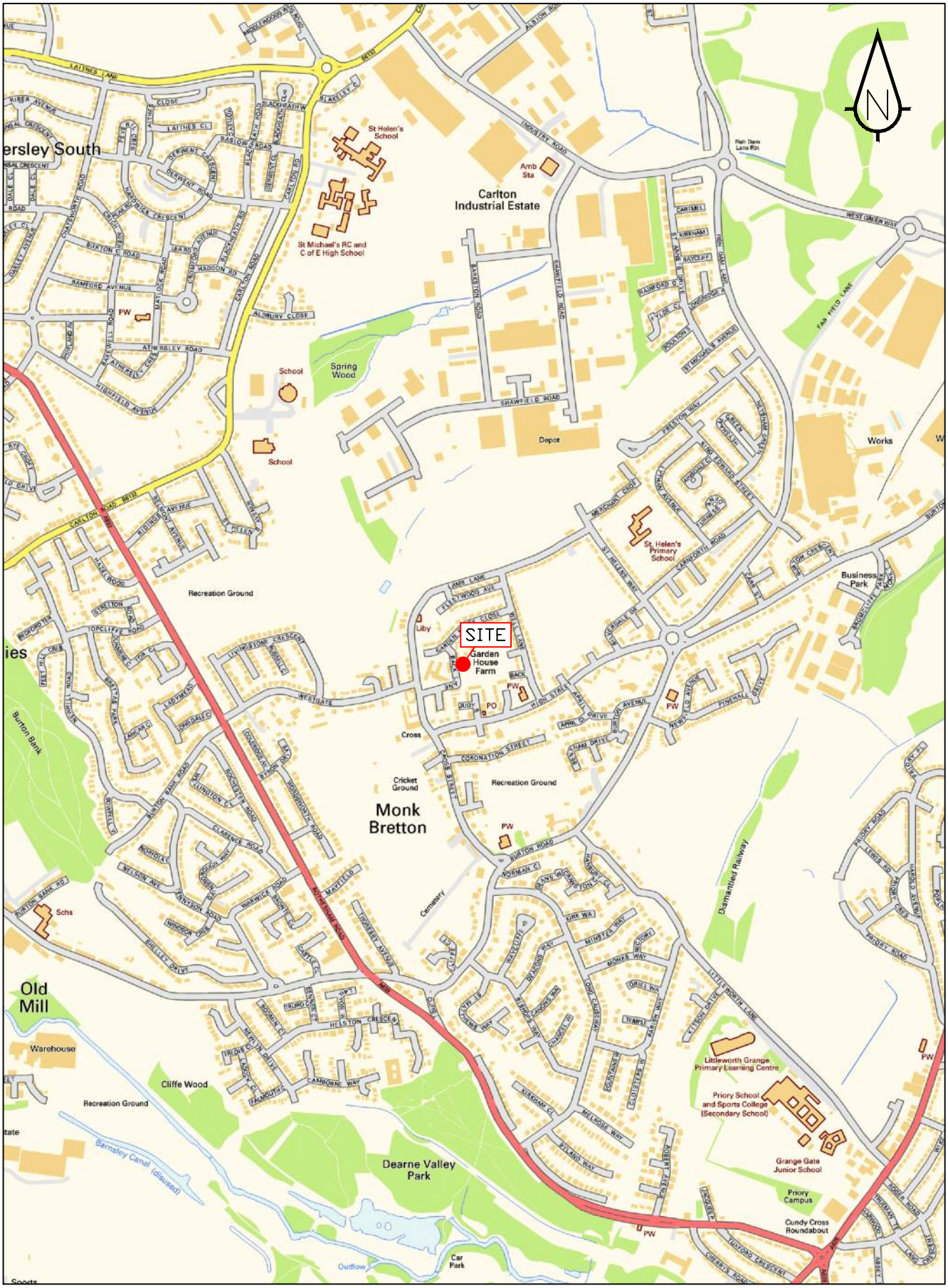
7.3 It is considered that these measures will help to reduce the reliance on the private car, particularly single-person trips. In turn, the numbers of trips by other modes of transport should increase thereby contributing to an improvement in both the operation of the local highway network and in the general environment.

7.4 The Developer is committed to encouraging positive changes to the modes of transport used in connection with this development. These measures will help the viability and attractiveness of the overall site to the benefit of all occupiers.

7.5 This Travel Plan will be further developed in conjunction with Barnsley Metropolitan Borough Council and other relevant bodies once the development is occupied and specific travel needs are identified.

APPENDIX A

Site Location and Access Plan



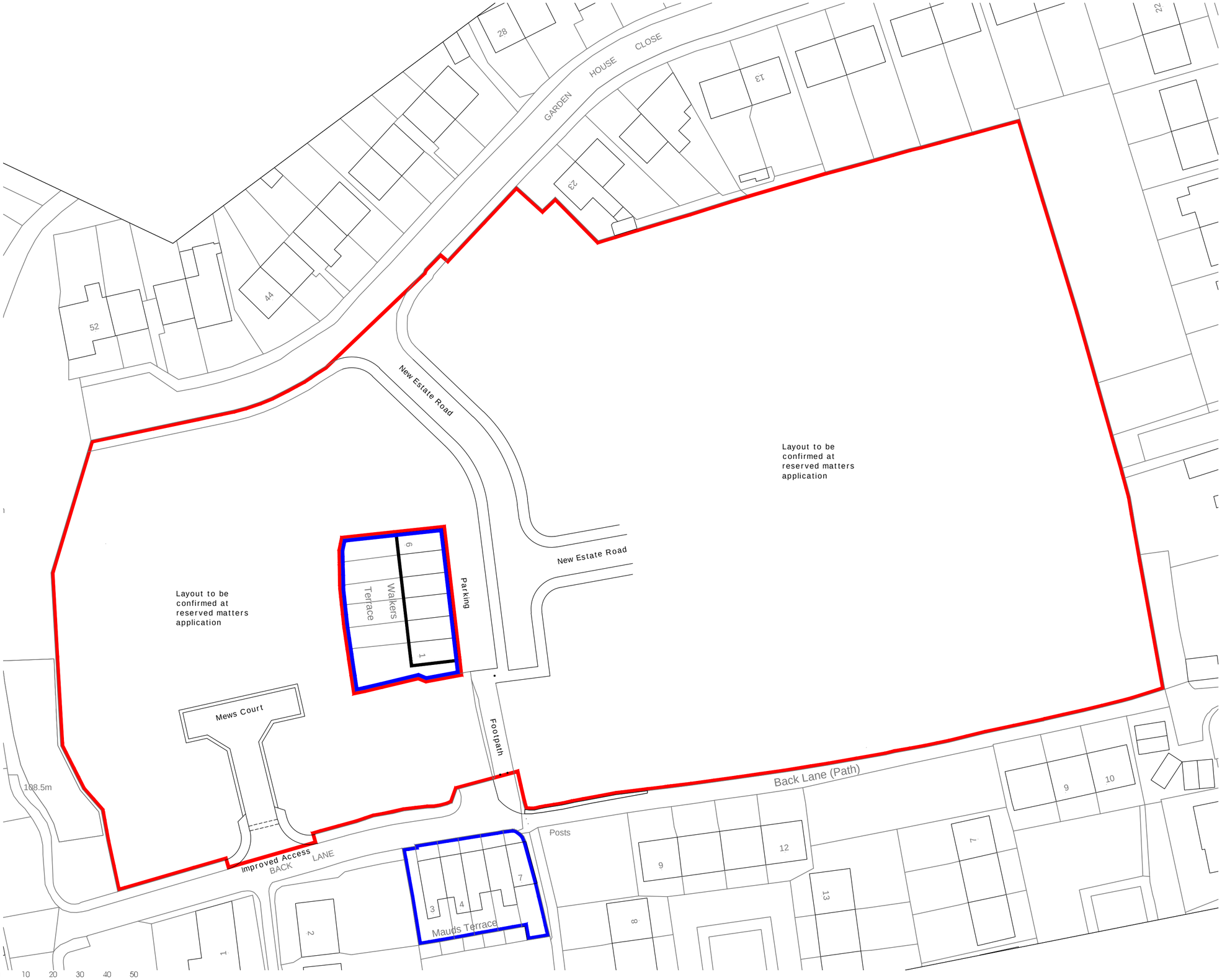
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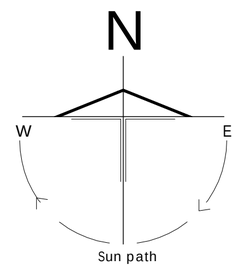
Site Location Plan

Garden House Close
Monk Bretton
Barnsley

Drawn	Scale
CH	NTS
Checked	Date
KS	August 2019
Approved	Drawing Number / Size
KS	Figure 1 / A4

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REVISIONS:

Residential Development

at Land & Buildings between Garden House Close & Bank Lane Monk Bretton

for HACE (UK) Ltd

Proposed Site Access Plan

Farrar Bamforth Associates Ltd.

Chartered Architectural Technologists

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Tel. (01484) 424008 Fax. (01484) 512305
E-mail : design@farrarbamforth.co.uk
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Drawn	PLG
Date	July 2019
Scales	1:500 @ A2
Drawing No.	17-D15-09 Rev.

APPENDIX B

Census Data

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Office for National Statistics

QS701EW - Method of travel to work

Edit query

View data Change format

QS701EW - Method of travel to work

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Population	All usual residents aged 16 to 74
Units	Persons
Area Type	2011 super output areas - middle layer
Area Name	E02001517 : Barnsley 009
Rural Urban	Total

Method of Travel to Work	2011
Work mainly at or from home	103
Underground, metro, light rail, tram	3
Train	56
Bus, minibus or coach	213
Taxi	25
Motorcycle, scooter or moped	24
Driving a car or van	2,744
Passenger in a car or van	275
Bicycle	19
On foot	305
Other method of travel to work	12

Warnings and notes:

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies

APPENDIX C

Example Travel Information Pack

Sustainable Travel Information Pack
Garden House Close, Monk Bretton

All residents of the development are encouraged to use sustainable modes of travel to and from the development. This document has been produced to inform all people about local facilities and travel options available for the site.

We can all see the effects of the way we travel on our environment, our health and our quality of life. Increases in road traffic have produced unsustainable levels of congestion and pollution. Sustainable travel can reduce congestion, improve local environments and encourage healthier and safer lifestyles. By promoting walking, cycling, public transport and responsible car use this Travel Information Pack has been prepared to encourage the use of sustainable travel to and from the development

Walking facilities

Street-lit footways are present on Garden House Close, Back Lane, Cross Street, Westgate, Lamb Lane, Well Lane and High Street. In addition, pedestrian connections are provided between Garden House Close, Back Lane, Well Lane and Judy Row. Dropped kerbs are present to aid movements along Cross Street, High Street and Well Lane. Tactile paving is also present at the junction of High Street and Cross Street, Cross Street and Burton Road, and on all arms of the five-arm roundabout to the east.

A free online walking journey planner is available at www.walkit.com

Travel to School

Many schools in Barnsley will have prepared their own Travel Plan in association with the Council. These Travel Plans promote sustainable travel to the school in order to reduce the number of vehicles in the vicinity of the premises at the start and end of each school day. By minimising the number of vehicles, the schools are helping to reduce air pollution and increase road safety for pupils.

The following web link provide useful information if school age children form part of your household.

www.barnsley.gov.uk/services/children-families-and-education/schools-and-learning/school-travel/sustainable-school-travel/

As part of the Travel Plan Survey each household has been asked to complete we have requested a contact e-mail address so that we can keep you updated on events such as walk to school week to make sure your children do not miss out.

Cycle facilities

Cycling is a healthy and sustainable mode of travel, information on cycling including cycle training and journey planner is available from www.barnsley.gov.uk/services/sport-and-leisure/cycling/,, www.cyclestreets.net and www.sustrans.org.uk.

The nearest outlet selling cycles and accessories as well as carrying out services is detailed below:-

Halfords, Dryden Road, Harborough Hill Road, Barnsley, S71 1JE (Tel - 01266 730640) approximately 2.7km from the site.

Bus facilities

Bus stops are located on High Street, as shown on the attached plan. Details of these stops and the available services are given below:

Stop reference:	37055308	Stop reference:	37055193
Direction of travel:	Eastbound	Direction of travel:	Westbound
Distance from site:	Approx 150m	Distance from site:	Approx 175m
Facilities:	Shelter with seating and timetable information	Facilities:	Shelter with seating and timetable information
Services:	37, 57, 59/59a	Services:	37, 57, 59/59a

		Approximate Peak Frequency		
Service	**Route**	**Mon – Sat Daytime**	**Mon - Sat Evening**	**Sunday**
37	Barnsley - Grimethorpe	60 mins (M-F)	No service	No service
57	Barnsley - Royston	10-20 mins	30 mins	No service
59/59a	Barnsley - Wakefield	30 mins	30-60 mins	30 mins

Information on travel by bus can be found at www.barnsley.gov.uk/services/roads-travel-and-parking/public-transport/ and www.travelsouthyorkshire.com/ and a journey planner can be found at tsy.yorkshiretravel.net/lts/#/travelInfo

The NextBus mobile service provides real-time information on bus services throughout the day. Further information can be found at http://www.nextbuses.mobi/

Rail Facilities

The closest station to the site is Barnsley Train Station approximately 3.6km from the site, the location of which is shown on the attached plan.

The station provides storage spaces for 24 bicycles. In addition, up to 10 'Bike&Go' bicycles are available at Barnsley Interchange. These cycles can be rented for up to 72 hours with a daily charge. In addition, the aforementioned bus services connect to the Station with a journey time of approximately 9-12 minutes.
The station provides regular services to Sheffield, Meadowhall, Huddersfield, Leeds, Wakefield, Lincoln and Nottingham as well as local destinations on route.

Further information can be found at www.travelsouthyorkshire.com/, www.bikeandgo.co.uk/ and www.nationalrail.co.uk.

General Travel Plan Information

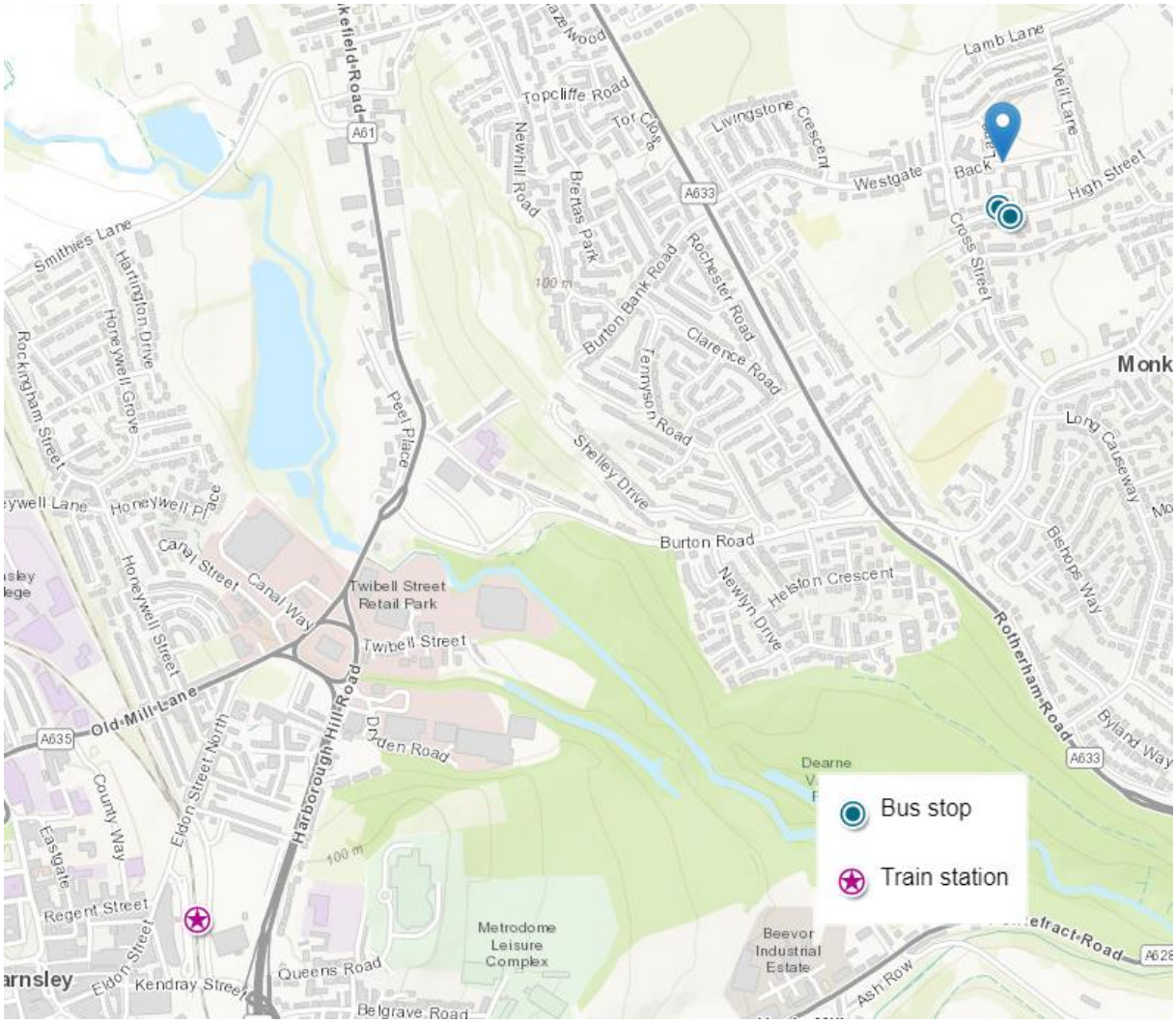
Residents are invited to complete a Travel Questionnaire to assist in assessing the modes of travel to work and school.

The Travel Plan will be reviewed as required and again residents will be invited to participate. The results of the survey along with details of any specific initiatives and the targets for modal shift will be contained within the Travel Plan.

Travel Plan Coordinator

For further information, or if you wish to receive any of this information in electronic format, please contact the Travel Plan Coordinator, _____, at e-mail address or by telephone on XXXXX XXXXXX.

It would be most helpful if an e-mail contact could be provided for your household as this would reduce the use of paper in issuing newsletters etc which will be prepared to keep all residents up to date on events, initiatives etc that take place on a regular basis.



APPENDIX D

Example Travel Survey Questionnaire

RESIDENT TRAVEL SURVEY QUESTIONNAIRE
Garden House Close, Monk Bretton

<u>Question 1:</u> Please give your house number/street name.

House number/street name……

<u>Question 2:</u> Please give details of the people in your household.

	Gender	Age	Do You Work?	Are You Retired?	In Education?
Person 1	M / F	-------	Y/N	Y/N	Y/N
Person 2	M / F	-------	Y/N	Y/N	Y/N
Person 3	M / F	-------	Y/N	Y/N	Y/N
Person 4	M / F	-------	Y/N	Y/N	Y/N
Person 5	M / F	-------	Y/N	Y/N	Y/N

<u>Question 3:</u> Where are the normal places of work for those members of your household who currently work? Please provide company name or place of work and postcode or location in the appropriate space below. Please state if any member of your household works from home on a regular basis.

Person 1 ……..
Person 2 ……..
Person 3 ……..
Person 4 ……..
Person 5 ……..

<u>Question 4</u> – For the members of your household currently working please provide details of their employment. (Please tick *all* that apply to each person).

	Person 1	Person 2	Person 3	Person 4	Person 5
Full Time (more than 30 hours a week)	☐	☐	☐	☐	☐
Part time (less than 30 hours a week)	☐	☐	☐	☐	☐
Day time shifts (e.g. between 6am and 8pm)	☐	☐	☐	☐	☐
Night time shifts (e.g. between 8pm and 6am)	☐	☐	☐	☐	☐

<u>Question 5</u> - How do you travel between your home and your place of work? (Please tick *one* box only under each heading. If your normal journey involves using two modes please put the *main* one)

	Person 1	Person 2	Person 3	Person 4	Person 5
	To/From	To/From	To/From	To/From	To/From
Car driver alone	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Car share with friend/relative	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Car share with colleague	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Bus	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Train	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Cycle	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Walk	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Taxi	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Motorcycle/moped	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Other	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐

<u>Question 6</u> - How do you travel if your first choice is not available? (Please tick *one* box only under each heading. If your normal journey involves using two modes please put the *main* one)

	Person 1	Person 2	Person 3	Person 4	Person 5
	To/From	To/From	To/From	To/From	To/From
Car driver alone	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Car share with friend/relative	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Car share with colleague	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Bus	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Train	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Cycle	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Walk	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Taxi	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Motorcycle/moped	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Other	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐

Car share involves matching people who live close to one another and who would be willing to share a car for the various journeys they undertake. Car sharing need not be every day, but can be arranged when it is convenient to car sharers.

Question 7 – **Would you be interested in joining a Car Share scheme as a either a driver or passenger?** If you are undecided and would like more information please tick the "undecided" box.

(Please tick one only)	**Person 1**	**Person 2**	**Person 3**	**Person 4**	**Person 5**
Driver	☐	☐	☐	☐	☐
Passenger	☐	☐	☐	☐	☐
Both	☐	☐	☐	☐	☐
Undecided	☐	☐	☐	☐	☐

Question 8 - Do any members of your family currently go to school? Yes / No

Please indicate which school each family member attends.

	Child 1	**Child 2**	**Child 3**	**Child 4**
School: _____	☐	☐	☐	☐
School: _____	☐	☐	☐	☐
School : _____	☐	☐	☐	☐
School: _____	☐	☐	☐	☐
School: _____	☐	☐	☐	☐
School: _____	☐	☐	☐	☐

Question 9 - How does each child travel to and from school? Please tick one per child. If their normal journey involves using two modes please indicate the main one.

	Child 1	**Child 2**	**Child 3**	**Child 4**
Car	☐	☐	☐	☐
Bus	☐	☐	☐	☐
Train	☐	☐	☐	☐
Walk	☐	☐	☐	☐
Cycle	☐	☐	☐	☐
Taxi	☐	☐	☐	☐
Other	☐	☐	☐	☐

Please provide a contact e-mail address for your household so that we are able to keep you updated on sustainable travel issues, events, changes to bus services etc. Please be assured that this e-mail address will not be used for any other purpose and will not be passed to any third parties.

…….

If you wish to make any comments on this questionnaire or any aspect of sustainable travel please do so in the space below.

…….

……..

…….

……..

…….

……..

Thank you very much for completing this survey

Please return your completed questionnaire to the Travel Plan Coordinator using the pre-paid envelope included within the Travel Information Pack issued to your household. Should you require any assistance in completing this questionnaire please contact the Travel Plan Coordinator on _____ or at _____