Travis Perkins, Croesfoel Industrial Estate, Wrexham

TP Property Company Ltd

Travel Plan

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Contents

Document Control i
1 Introduction 3
2 Objectives and Targets 4
3 Site Location and Local Highway Network 6
4 Opportunities for Sustainable Travel 8
5 Measures and Initiatives 12
6 Monitoring and Review 16
7 Action Plan 17

List of Figures and Tables

Figure 3.1 Site Location Plan 6
Table 3.1 Method of Travel to Work 7
Table 4.1 Bus Services and Frequencies 10
Table 7.1 Action Plan 17

Appendices

Appendix A - Example Travel Survey

1 Introduction

1.1 Rappor has been instructed by TP Property Company Ltd to prepare a Travel Plan (TP) in support of a planning application for the change of use from a car dealership (sui generis) to a builders' merchant (sui generis) with the refurbishment of the existing building and a new storage building measuring at 607 square metres (sq.m.) (GEA) at the former Dickens Car Dealership, Croesfoel Industrial Estate, Wrexham.'

1.2 The application site comprises approximately 1 hectare of land, occupied by two vacant units, a large main building and a smaller building. As well as this there are two yard areas, which for the purposes of this report are named the lower and upper tier yard.

1.3 The site is currently occupied by the former Dickens car dealership which was involved with the sale of new and used cars and included a servicing and MOT centre together with a vehicle repair shop. The dealership was open between 8.30am and 5.30pm Monday to Friday and between 9am and 12.30pm on a Saturday.

1.4 The proposals include a new storage building on the upper tier yard to the north east of the existing main building.

1.5 This TP has been prepared in accordance with guidance provided by Wrexham County Borough Council (WCBC), as set out on their website and subsequent guidance documents.

1.6 The principle aim of this TP is to minimise unnecessary single occupancy vehicle trips, for both staff and customers where appropriate, and to advertise wider travel choices for journeys to the unit.

1.7 The TP should be viewed as a long-term strategy, based on the promotion of sustainable measures intended to achieve this goal.

1.8 The following sections of this document outline the existing infrastructure surrounding the site to facilitate sustainable travel, the proposed monitoring process as part of the TP and the measures to be adopted towards the aim of minimising car-based travel to and from the branch.

1.9 The contact details for the relevant management at Travis Perkins are as follows:

Phillip Ryan
Construction Project Manager
phillip.ryan@travisperkins.co.uk

2 Objectives and Targets

2.1 This section sets out the overarching objectives for the TP, as well as targets for the short and medium term. It includes indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review of the TP can be found later in this report.

a) **Objectives** are the high-level aims of the TP. They help to give the TP direction and provide a clear focus; and
b) **Targets** are the measurable goals by which progress will be assessed. The TP sets out targets which should be reached within the period covered.

Objectives

2.2 The objectives of this TP are two-fold. Firstly, to increase awareness of sustainable travel modes available to employees and secondly to reduce the dependence of employees on travelling by car to and from the development. Therefore, more specifically, the objectives of this TP are to:

a) Increase employee awareness of the advantages and availability of sustainable modes of transport;
b) Introduce a package of physical and management measures that will facilitate employee travel by sustainable modes; and therefore,
c) Limit unnecessary or unsustainable use of cars for journeys to and from the site by employees.

2.3 The objectives will assist in reducing CO_2 emissions produced by the branch and will therefore mitigate the impact of the proposed development. In addition, employees will be encouraged to travel by active modes, such as walking and cycling, this will contribute to a healthier workforce.

Targets

2.4 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).

2.5 Targets come in two forms, Action Targets and Aim Targets:

a) Action Targets are non-quantifiable actions that need to be achieved by a certain time; and
b) Aim Targets are quantifiable and, in the case of this TP, relate to the degree of modal shift the plan is seeking to achieve.

Action Targets

2.6 The Action Targets for this TP are:

a) To appoint a Travel Plan Co-ordinator (at least three months prior to occupation);
b) To co-ordinate a baseline travel survey on occupation;
c) Review the effectiveness of the TP annually, ensuring up to date travel information is provided, bicycle storage is maintained and liaise with staff to gain feedback; and
d) To ensure each monitoring survey will occur within one month of the anniversary of the baseline survey in each survey year in Years One, Three and Five.

Aim Targets

2.7 The aim target of this TP is to reduce single-occupancy car travel by 6% - 10%.

2.8 Based on a five-year TP lifespan, the following monitoring periods and targets for reduced single occupancy car travel are proposed:

a) Baseline employee survey (on occupation) to establish proportional mode share;
b) Year One (12 months post occupation) target: 2% - 4% reduction against baseline;
c) Year Three: further 2% - 3% reduction; and
d) Year Five: further 2% - 3% reduction.

2.9 Targets relate to a reduction in single-occupancy car travel, rather than an overall percentage-point reduction. Should the TP fail to meet the targets by five years following the baseline survey, monitoring will be required until Year Nine.

2.10 Targets will be measured through the use of travel surveys, to be undertaken at the branch with a targeted response rate of 30%, as per WCBC guidance. An example travel survey template is provided at **Appendix A**.

3 Site Location and Local Highway Network

The Site and Surrounding Area

3.1 The application site is located within a wider industrial park and is bound to the north and south by industrial units. The access road runs north to south along the western boundary of the site, while residential areas are located to the east separated from the site with significant tree coverage. The location of the site is demonstrated indicatively in **Figure 3.1**.

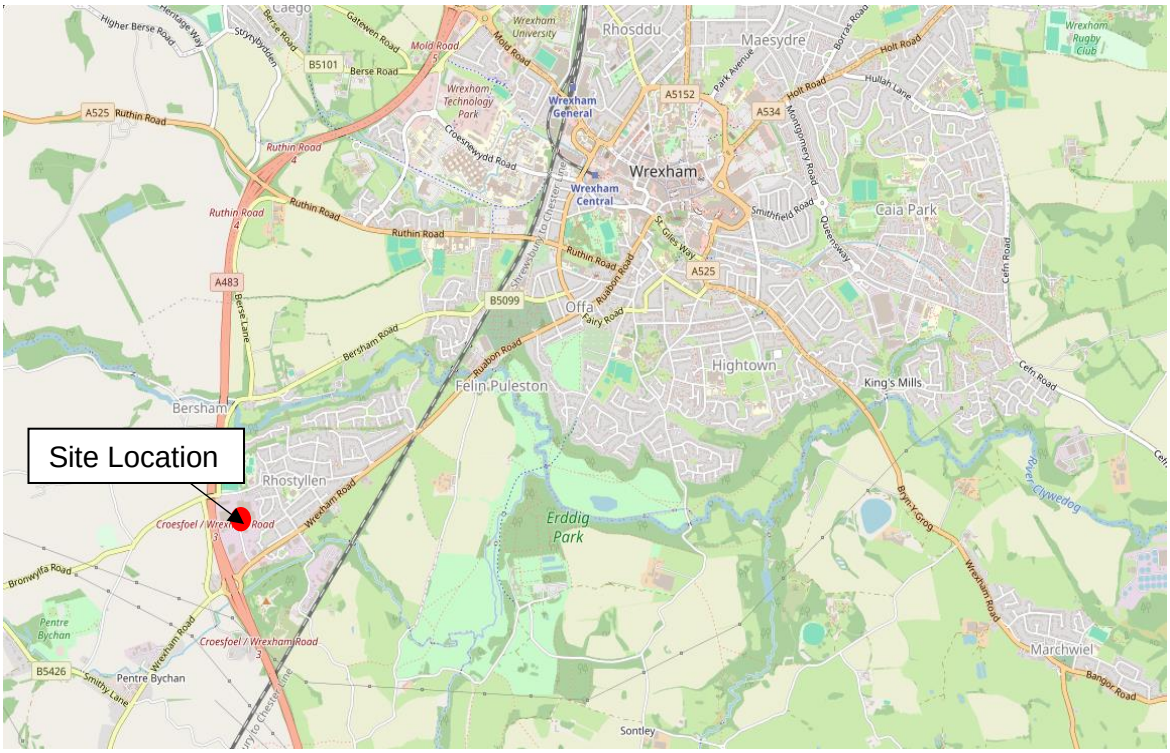


Figure 3.1 Site Location Plan

3.2 The unnamed Croesfoel Industrial Estate (CIE) access road is a single carriageway access road which routes in a north to south alignment from its junction with A5152 Wrexham Road in the south to the access to an industrial unit in the north where access is restricted by security barrier. The CIE has a carriageway width of approximately 6.5m and is a cul-de-sac. It is subject to a 20mph speed limit.

Existing Travel Patterns

3.3 Method of travel to work data has been obtained from 2011 Census Data for the area the site is located within, output area Wrexham 014. The data demonstrates the method of travel to the area for the purposes of travelling to work from surrounding output areas.

3.4 The existing method of travel to work modal splits for this area are set out in **Table 3.1**.

Method of Travel to Work	Percentage (%)
Driving a car or van	78.1%
Passenger in a car or van	8.8%
On foot	6.3%
Bus, minibus or coach	4.7%
Cycle	1.2%
Taxi	0.4%
Motorcycle, scooter or moped	0.2%
Train	0.2%
Total	**100%**

Table 3.1 Method of Travel to Work

3.5 **Table 3.1** demonstrates that currently 78.1% of people travelling to Wrexham 014 for work do so by driving, 13.7% travel as a car passenger, by bus or by train , whilst 7.5% travel by non-vehicle transport modes (walking and cycling).

Forecast Staff Numbers

3.6 Based on information supplied by Travis Perkins, it is forecast that the site will comprise 25 staff initially in year 1, rising to 32 by year 5. Not all of these staff will be on site at the same due to part-time / shift working patterns.

4 Opportunities for Sustainable Travel

4.1 To ensure that the development can operate sustainably in terms of minimising the overall level of daily vehicular trips to and from the site, particularly single-occupancy vehicle trips, it is essential to consider what alternative sustainable travel opportunities are present to enable future employees and visitors to choose to travel by non-car modes.

4.2 Given the nature of the proposed use, i.e. a builders' merchants mainly accessed by tradespeople, most customers are likely to drive to the site.

Walking and Cycling

4.3 Paragraph 4.4.1 of Manual for Streets (MfS) states that walking offers the greatest potential to replace short car trips, particularly those under 2km.

4.4 Located within 200m of the site is a service station incorporating an Asda Express, a Subway and a coffee shop all located at the Wrexham Road / CIE junction. It is considered that the provision of such amenities will reduce the need for staff to travel to further destinations by car, during lunch breaks.

4.5 The Local Transport Note (LTN) 1/20: Cycle Infrastructure Design, produced by the Department for Transport (DfT), states the following at paragraph 2.2.2:

> *'Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people.'*

4.6 It is therefore considered, and substantiated by DfT, that cycle trips of up to 8km for commuting purposes are acceptable.

4.7 Due to its location within the village of Rhostyllen and within close proximity to Wrexham and other villages west of the A483, there are a large number of residential dwellings located within 2km and 8km, indicating that there is a significant potential for staff members, and to some extent, customers, to walk or cycle to the site.

Pedestrian and Cycle Infrastructure in the Vicinity of Site

4.8 The existing pedestrian infrastructure in the vicinity of the site is suitable and it is likely that walking and cycling trips could be made to the site by staff (and potentially customers) living in the surrounding residential areas.

4.9 In the vicinity of the site frontage, there are footways present on either side of the carriageway travelling in both directions.

4.10 On A5152 Wrexham Road, footway provision is initially provided on the northern side of the carriageway from Croesfel Interchange, before being available on both sides of the carriageway starting from approximately 35m east of the CIE Access Road where there is an uncontrolled pedestrian crossing in the form of a refuge island including dropped kerbs and tactile paving. There is a further pedestrian refuge island some 75m to the east and a signal controlled crossing a further 100m to the east.

4.11 Although there are no dedicated cycle facilities on Croesfoel Industrial Estate access road and A5152 Wrexham Road, the recent introduction of a 20mph restriction provides a safe an attractive environment for cyclists.

4.12 It is recognised, however, that despite the walking and cycling infrastructure being very good and the site being sustainably located within walking distance of existing residential areas and services, the number of customers walking or cycling to a trade store will be low due to the bulky nature of many goods.

4.13 Walking and cycle trips by customers would only be likely to occur if the customer intended to purchase small items that were light enough to carry home. Notwithstanding this, adequate cycle parking spaces will be provided to encourage cycle trips to the site by staff and customers, where appropriate.

Public Transport

4.14 The nearest bus stops to the site are located on Wrexham Road with the stop serving eastbound services located just to west of Church Street and the stop serving westbound services just to the east of Colliery Road. These stops are 450m or a 6-minute walk and 500m or a 7-minute walk from the site respectively. The eastbound stop provides a layby, a raised kerb, a shelter with seating and printed timetable information. The westbound stop provides a layby, a raised kerb and printed timetable information.

4.15 Both bus stops are served by Routes 2, 2a, 2c, 3, 4, 4a, 4c, 5 and 5c services to Wrexham, Oswestry, Llangollen and Cefn-mawr summarised on **Table 4.1** below.

Service	Route / Destinations Served	Operates	Timetable Summary		
			First Service	Approx. Frequency	Last Service
2/2a	Oswestry Bus Station to Wrexham Bus Station	Mon - Fri	07:46	20-40 mins	22:01
		Sat	08:48	30-60 mins	22:01
		Sun	10:36	60 mins	18:36
	Wrexham Bus Station to Oswestry Bus Station	Mon - Fri	07:02	20-40 mins	22:24
		Sat	08:32	30-60 mins	22:24
		Sun	08:38	60 mins	16:38
2c	Heol Craigfab to Wrexham Bus Station	Mon - Fri	07:06	30-60 mins	20:10
		Sat	07:10	30-60 mins	20:10
	Wrexham Bus Station to Heol Craigfab	Mon - Fri	08:02	30-60 mins	21:09
		Sat	07:46	30-60 mins	21:16
3	Penycae to Wrexham Bus Station	Mon - Fri	06:56	30-60 mins	23:02
		Sat	08:02	30-60 mins	23:02
		Sun	10:15	60 mins	17:15
	Wrexham Bus Station to Penycae	Mon - Fri	06:14	30-60 mins	22:24
		Sat	07:23	30-60 mins	22:23
		Sun	10:24	60 mins	17:24
4a/4c	Penycae to Wrexham Bus Station	Mon - Fri	06:45	60 mins	17:45
		Sat	06:45	60 mins	17:45
	Wrexham Bus Station to Penycae	Mon - Fri	07:08	60 mins	17:08
		Sat	06:08	60 mins	17:08
5/5c	Llangollen to Wrexham	Mon - Fri	07:12	30-60 mins	00:01
		Sat	07:16	30-60 mins	00:02
		Sun	10:15	60 mins	19:15
5/5c	Wrexham to Llangollen	Mon - Fri	06:08	30-60 mins	23:01
		Sat	06:08	30-60 mins	23:00
		Sun	09:08	60 mins	18:08

Table 4.1 Bus Services and Frequencies (Source: https://www.arrivabus.co.uk/ May 2024)

Summary

4.16 It is acknowledged that, given that final use of the site as a builders merchants where large heavy items are typically collected, the scope for customers to use sustainable travel is limited. However, there are opportunities for staff to travel by public transport, walking and

cycling in accordance with national and local planning policy. The availability of a convenience store, a Subway and a coffee shop within 200m or a 2-minute walk from the site would provide staff located at the application site with an opportunity to purchase refreshments throughout the day without the need for a car.

4.17 Opportunities to enhance and maximise sustainable travel to and from the site, are considered in further detail in **Section 5**.

5 Measures and Initiatives

5.1 A TP is effectively a set of measures, directed at both staff and customers, intended to maximise sustainable travel for journeys to the site. To achieve these changes, it is important that the following measures are implemented at the site.

Travel Plan Measures

Travel Plan Management and Promotion

5.2 Travis Perkins will appoint a Travel Plan Co-ordinator (TPC) for the site to implement and administer the TP. The TPC will provide personalised travel planning advice to employees, should they require this service, as well as providing a Travel Information Pack (TIP) to all new employees. The TPC will be appointed three months prior to occupation of the site, with the relevant contact details provided to WCBC once known.

5.3 In summary, the TPC will be responsible for:

a) Acting as a point of contact with WCBC;
b) Marketing and promoting the TP;
c) Providing sustainable travel information to employees;
d) Liaising with WCBC, transport operators and specialist groups; and
e) Arranging for travel surveys to be undertaken by employees.

5.4 Due to the nature and operation of the development, it is considered that the role of TPC will be carried out by the branch manager, or other member of branch management, and they will be able to oversee the TP process alongside their other daily duties.

5.5 The TIP will contain the following information:

a) Walking and cycling routes;
b) Links to journey planner tools;
c) Details of car sharing opportunities;
d) Bus timetables, which will be updated when necessary;
e) Contact details for the TPC; and
f) Brief overview of the TP.

5.6 In addition to providing a TIP, travel information will be made accessible on noticeboards located in the employee areas. The TPC will be responsible for ensuring these noticeboards remain up-to-date and will replace information which is no longer accurate.

5.7 The TPC will continuously promote the TP and its initiatives and will be responsible for investigating new ways for employees to become involved. The TPC will also publicise the on-going progress and successes of the TP in order to encourage employees to start or continue travelling sustainably.

Car Users

5.8 Under the proposed development, a total of 33 parking spaces will be provided, comprising 14 customer parking spaces, 17 staff parking spaces and two disabled user bays.

5.9 Customer parking bays will be provided at a larger size of 3m x 6m to account for trade vehicles such as transit vans, which are forecast to utilise the site on a regular basis.

5.10 The TPC shall be responsible for mitigating the use of the private car. Measures to achieve this include:

a) Creating / promoting a car share scheme;
b) Promote existing car share networks such as liftshare.com/uk; and
c) Promoting all forms of sustainable travel as detailed below.

5.11 The TPC will encourage car sharing amongst colleagues and will assist in finding suitable partners for those wishing to take up this option through the promotion of the car share scheme liftshare.com/uk. The scheme allows users to identify other car drivers travelling to the same destination, as well as providing details on cost savings.

5.12 Internal car sharing amongst employees will also be promoted, with the TPC keeping a database of employees that travel by car to identify potential car sharers.

5.13 To aid staff in achieving a change to sustainable modes of transport, the TPC will provide details of local taxi / private hire companies to encourage the provision of a guaranteed ride home service in the case of emergencies (for which TP Property Company Limited will fund). This measure is particularly significant in relation to car sharers. Below is a list of local taxi / private hire companies:

a) Apollo
Charles Street, Wrexham
Tel: 01978 366100

b) Cresta Cabs
St George's Crescent, Wrexham
Tel: 01978 353500

c) Regal Taxis
15a King Street, Wrexham
Tel: 01978 362888

5.14 Through the use of business.liftshare.com, the TPC shall offer car sharing services to businesses, this includes initial promotion of the scheme, monitoring and reporting, and ongoing marketing through marketing material and promotional event packages.

Public Transport Use

5.15 Good public transport provision is important to achieving sustainable transport targets. By encouraging new staff members to use existing bus services, additional revenue will be generated, and the quality of services should improve.

5.16 The level of bus provision available, as summarised in **Table 4.1**, indicates that staff, and potentially customers, could reasonably travel to the application site by public transport with a short walk (450-500m) between bus stops and the site. Between the site and the bus stops there are two uncontrolled and one signal controlled pedestrian crossings on Wrexham Road providing a safe walking route between the site and the bus stops.

5.17 Public transport use will be encouraged by the introduction / promotion of the following measures by the TPC:

a) Provision of current information on bus routes, bus times and location of bus stops to staff members;
b) Promotions and bulk-buy ticket offers;
c) Production of an on-site display of public transport timetables;
d) Providing staff with clear directions / maps to the most local bus stops (maps in welcome pack); and
e) Advertising public transport websites including traveline.info and nationalrail.co.uk.

Walking and Cycling

5.18 10 cycle parking spaces, in the form of five Sheffield stands, have been provided within the development. Due to the large, bulky nature of products at Travis Perkins, it is unlikely that many customers will cycle to the site; therefore, the cycle parking proposed is primarily for the benefit of staff.

5.19 Cycle parking will be covered and secure to protect cycles from weather conditions and theft. The cycle parking will be located at the rear of the development, next to the staff car parking, to maintain security.

5.20 The TPC shall be responsible for encouraging travel by walking and cycling. Measures to achieve this may include:

a) Providing staff with information and advice regarding safe pedestrian and cycle routes to and from the development site;
b) Providing secure and convenient cycle parking; and
c) Providing storage for clothing and personal effects of employees, and showers.

5.21 Staff will be encouraged to participate in sustainable travel events such as Walk to Work Week and Bike to Work Week.

5.22 Travis Perkins will provide a Cycle to Work Scheme, allowing for savings to be made on cycle purchases. This scheme will be promoted to staff, demonstrating the cost and health benefits of choosing to cycle.

5.23 Useful information on walking and cycling will be promoted to all staff and can be found at:

a) walkit.com
b) livingstreets.org.uk
c) sustrans.org.uk
d) cyclestreets.net

Measures Aimed at Customers

5.24 TP Property Company Limited aims to minimise unnecessary customer trips to branches via the following measures:

a) A UK wide delivery service being available for customers for all goods;
b) Customers are able to place orders over the telephone and on the Travis Perkins web site for delivery or collection; and
c) TP Property Company Limited will endeavour to provide information relating to the availability and frequency of local bus services, pedestrian / cycle routes to the branch.

Recruitment

5.25 New members of staff will be informed from the outset of the commitments made within this TP and will be issued with a TIP prior to starting work. It is considered that the implementation of sustainable travel habits from the outset will provide a greater potential shift to sustainable modes of transport.

6 Monitoring and Review

Monitoring

6.1 The TP will be monitored for a period of five years. Questionnaire monitoring surveys will be undertaken at Years One, Three and Five, following the initial baseline questionnaire travel survey.

6.2 The baseline travel questionnaire survey will be undertaken within six months of the first occupation. The content of the questionnaire is set out indicatively in the example travel survey at **Appendix A**.

6.3 This baseline survey represents the start of the TP for monitoring purposes and is known as 'Year Zero'. Following this, the first monitoring travel survey will be taken on the one, three and five-year anniversary of the baseline survey.

6.4 The target of this TP is to reduce single-occupancy car travel by 6% - 10%.

6.5 Based on a five-year TP lifespan, the following monitoring periods and targets for reduced single occupancy car travel are proposed:

a) Baseline employee survey (on occupation) to establish proportional mode share;
b) Year One (12 months post occupation) target: 2% - 4% reduction against baseline;
c) Year Three: further 2% - 3% reduction; and
d) Year Five: further 2% - 3% reduction.

6.6 Targets relate to a reduction in single-occupancy car travel, rather than an overall percentage-point reduction. Should the TP fail to meet the targets by five years following the baseline survey, monitoring will be required until Year Nine.

6.7 Targets will be measured through the use of travel surveys, to be undertaken at the branch with a targeted response rate of 30%, as per WCBC guidance. An example travel survey template is provided at **Appendix A**.

Reporting

6.8 The TPC will compile a Monitoring Report outlining the progress of the TP and its initiatives, as well as an assessment of the survey results and any updates to the targets and initiatives that may subsequently be required. If targets are not being delivered, then the TP measures will be adjusted or added to, instead of simply revising down the target.

6.9 The report will also incorporate the results of on-going monitoring by the TPC's such as uptake of car sharing, cycle parking observations, use of EV charging facilities, the uptake of personalised travel planning sessions and any comments received from employees, throughout the preceding period. The report will be issued to the Local Highway Authority within six weeks of the relevant information being made available.

7 Action Plan

7.1 The Action Plan outlined below in **Table 7.1** sets out the measures included within the TP that are directed at influencing employees to travel by sustainable modes of transport.

Action	Timescale	Responsibility
Appoint TPC	Three months prior to occupation	TP Property Company Ltd
Provision of car and cycle parking (including EV charging)	Within the construction schedule	TP Property Company Ltd
Production of a TIP for employees	To be provided to each employee prior to their first day	TPC
Provision of notice board in employee area	Prior to occupation	TPC
Implement TP measures	Within the TP lifetime	TPC / TP Property Company Ltd
Baseline travel survey	Within six months of occupation, then in years 1, 3 and 5.	TPC
Monitoring surveys and reports	Years One, Three and Five	TPC

Table 7.1 Action Plan

7.2 As with all elements of the TP process, these timescales are not prescriptive, but should be modified to circumstances to ensure that they allow the production of a TP that benefits employees throughout.

Appendix A – Example Travel Survey

Example Staff Travel Survey

1. Please provide your postcode.

2. Do you have a disability which affects your travel arrangements?

- ◯ Yes
- ◯ No
- ◯ Prefer not to say

3. What are your usual work start and finish times? Please tick two boxes.

- ☐ 07:00 - 07:29
- ☐ 07:30 - 07:59
- ☐ 08:00 - 08:29
- ☐ 08:30 - 08:59
- ☐ 09:00 - 09:29
- ☐ 09:30 - 09:59
- ☐ 10:00 - 10:29
- ☐ 10:30 - 10:59
- ☐ 11:00 - 11:29
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- ☐ 14:00 - 14:29
- ☐ 14:30 - 14:59
- ☐ 15:00 - 15:29
- ☐ 15:30 - 15:59
- ☐ 16:00 - 16:29
- ☐ 16:30 - 16:59
- ☐ 17:00 - 17:29
- ☐ 17:30 - 18:00
- ☐ Other (please specify)

4. How do you mostly travel to work?

- ◯ Car Driver (alone)
- ◯ Car driver (with passenger(s))
- ◯ Car Passenger
- ◯ Train
- ◯ Bus
- ◯ Other (please specify)
- ◯ Own bicycle / e-bike
- ◯ Hired bicycle / e-bike
- ◯ On Foot
- ◯ Motorbike / Moped
- ◯ Work from Home Mostly

5. How far do you travel to work?

- ◯ Up to 1 mile
- ◯ Over 1 mile to 2 miles
- ◯ Over 2 miles to 5 miles
- ◯ Over 5 miles to 10 miles
- ◯ Over 10 miles

6. Would any of the following changes encourage you to cycle to work?

- ◯ YES - Improved cycle paths on the journey to work
- ◯ YES - Improved cycle parking at work
- ◯ YES - Improved cycle changing facilities & lockers at work
- ◯ Other (please specify)
- ◯ YES - Cycle training
- ◯ YES - Discounts on bike equipment and accessories
- ◯ NO

7. Would any of the following changes encourage you to use public transport to get to work?

- ◯ YES - More direct bus routes
- ◯ YES - More frequent bus services
- ◯ YES - Better lighting at bus stops and on footpaths between work
- ◯ YES - Bus stops closer to work
- ◯ Other (please specify)
- ◯ YES - Cheaper bus tickets
- ◯ YES - More information on public transport information i.e. routes/timetables etc.
- ◯ NO

8. What is your main reason for using a car to get to work? Please tick one box only

- ◯ Additional stops to / from work i.e. dropping children at school
- ◯ Get a lift
- ◯ Health reasons
- ◯ Takes the least amount of time
- ◯ Convenience
- ◯ Public transport is not frequent enough
- ◯ No direct public transport routes
- ◯ I don't use the car to get to work

9. Would you be prepared to car share?

- ◯ Yes - as the driver
- ◯ Yes - as the passenger
- ◯ Yes - both
- ◯ No

10. Would any of the following changes encourage you to car share?

- ◯ YES - Help finding car share partners with similar work patterns
- ◯ YES - Free lift home if let down by car sharer
- ◯ YES - Reserved parking for car sharers
- ◯ Other (please specify)
- ◯ YES - More information on the benefits of car sharing?
- ◯ NO

11. Do you have any further comments regarding commuting and other work related journeys?

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