Proposed Residential Development

Bexhill, Fryatts Way

Travel Plan

Revision Draft

June 2021

Prepared on Behalf of Gladman Developments Ltd

tetratecheurope.com

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CONTENTS

PLANS

APPENDICES

1.0 INTRODUCTION

1.1 BACKGROUND

1.1.1 Tetra Tech (TT) has been appointed by Gladman Developments Ltd. to prepare a residential Framework Travel Plan (TP) in support of an outline planning application (all matters reserved except for access) for a residential development on land off Fryatts Way, Bexhill.

1.1.2 The development site is located on land to the west of Fryatts Way adjacent to an existing residential area. The site is located to the west of Bexhill Town Centre. The location of the site is shown in **Plan 1**, whilst the local highway network is shown in **Plan 2**.

1.1.3 The proposed development comprises up to 210 residential dwellings. The development is proposed to be accessed off Fryatts Way on the eastern site boundary via a new priority access.

1.1.4 The local planning authority (LPA) for where the site is located is Rother District Council (RDC) and the local highway authority (LHA) is East Sussex County Council (ESCC).

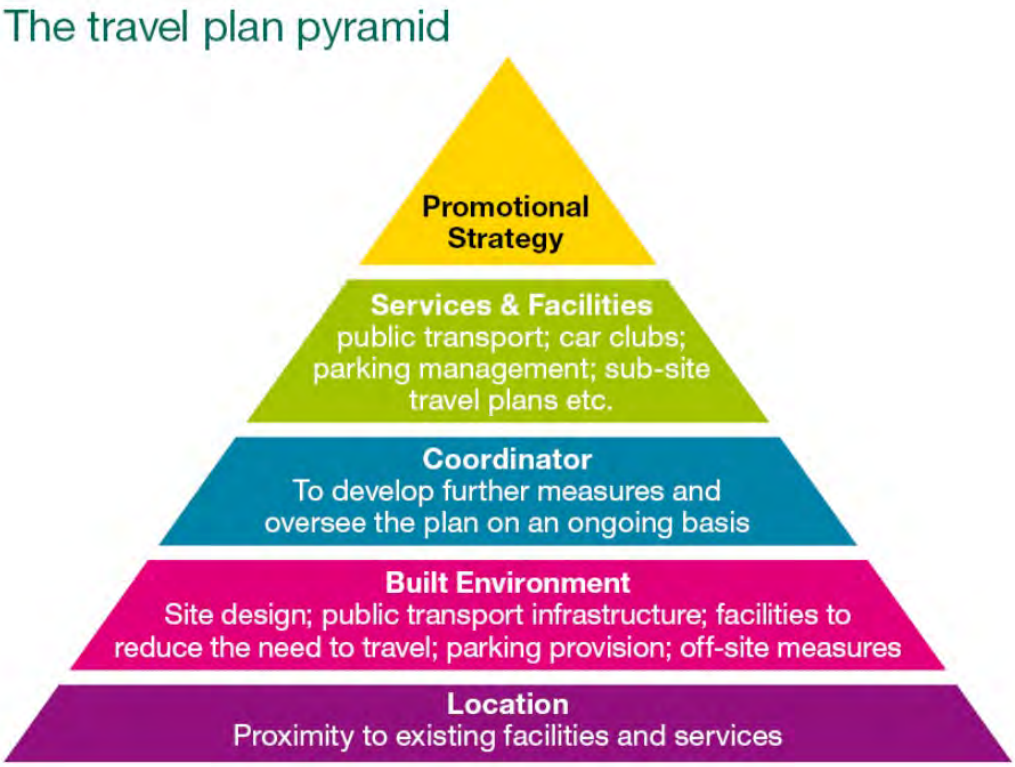
2.0 TRAVEL PLAN CONTEXT

2.1 BACKGROUND TO TRAVEL PLANS

2.1.1 A TP is a package of practical measures aimed at reducing the transportation and traffic impact of a development. The main objective of a TP is therefore to reduce single occupancy car use and encourage travel via more sustainable modes.

2.1.2 The DfT's 'Making Residential Travel Plans Work' (June 2007) introduces the concept of a 'Travel Plan Pyramid'. This helps demonstrate how successful plans are built on the firm foundations of a good location and site design. The pyramid is presented in **Figure 2.1**.

Figure 2.1: TP Pyramid from DfT's 'Making Travel Plans Work'



2.1.3 The use of a pyramid structure to illustrate the 5-tier hierarchy of measures demonstrates the concept that each higher layer builds upon the more important foundations of criteria and initiatives below it.

2.1.4 The most important layer of the pyramid is considered to be the base, which shows the key to making TPs work is the actual location of the development and its proximity to local facilities and services essential to everyday life.

2.1.5 In terms of location, the site is north of Bexhill Town Centre which provides access to a range of local amenities and facilitates trips using sustainable transport modes.

2.1.6 The second layer of the pyramid refers to how the layout of the site can assist in reducing the need to travel which in this instance is again linked to the existing level of provision to facilitate sustainable travel.

2.1.7 The proximity of bus routes and local pedestrian infrastructure etc provides access to a range of key amenity and employment destinations.

2.1.8 As indicated in Level 3 of the pyramid, the Travel Plan Co-ordinator (TPC) will be able to develop further measures to maximise the sustainable travel at the proposed development. It is likely that a representative of the site developers will undertake the TPC role initially.

2.1.9 Level 4 of the pyramid looks at how parking management and public transport can influence travel choice. Car parking provision at the site will be provided in accordance with current parking standards.

2.1.10 The top layer of the pyramid relates to how the TP will be marketed and how the measures within are to be promoted.

2.1.11 Future residents at the development will be made aware of the aims of the TP and will be provided with a Travel Pack which sets out the travel choices and alternatives to car travel available.

2.2 OBJECTIVES AND BENEFITS OF THE PLAN

2.2.1 The key objectives of this TP are to:

- Minimise the total travel distances travelled through the reduction of journey lengths and frequency – particularly single occupancy car trips;
- Reduce the reliance upon the private car and improve awareness and usage of alternative modes of transport;
- Promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private car;
- Highlight the health and environmental benefits of using sustainable travel modes; and
- Enable people to make more informed and therefore better choices.

2.2.2 There could be a large number of benefits derived from the successful implementation of the TP – for future residents of the site as well as the wider community, such as:

- Improved health and fitness through increased levels of walking and cycling;
- Increased flexibility offered through wider travel choices;
- The social aspects of sharing transport with others; and
- Improved environment surrounding the site as vehicular movements are minimised and parking pressures are reduced.

3.0 AIMS, OBJECTIVES AND TARGETS

3.1 AIMS AND OBJECTIVES

3.1.1 The headline aim of the TP is to reduce the proportion of single occupancy vehicle trips and to widen travel choices for residents. The TP would also work towards reducing the impact of the proposed development on the local highway network.

3.1.2 The specific objectives of the TP set out the motivation and factors that would help achieve the overall aim for the site, and include:

- Prevent congestion on the local highway network and mitigate against overspill onto the surrounding roads;
- Improve the travel options for residents;
- Minimise incentives for private car use and maximize incentives to use sustainable alternatives;
- Promote and raise awareness of the benefits of healthier and more environmentally-friendly travel; and
- Ensure residents are aware of the TP and its purpose.

3.2 TARGETS

3.2.1 Targets are the measurable goals by which the progress of the TP would be assessed. Targets are essential for monitoring the progress and success of the TP, and should be 'SMART' – **S**pecific, **M**easurable, **A**chievable, Realistic and Time-related.

3.2.2 Targets come in two forms. 'Action' type targets are non-quantifiable actions that need to be achieved by a certain time, while 'Aim' type targets are quantifiable and generally relate to the degree of modal shift the TP is seeking to achieve.

3.2.3 Action targets include actions such as employing a TPC, and launching the TP.

3.2.4 The 'aim' targets contained in the TP focus on the minimising the proportion of trips made to and from the site by single occupancy vehicles while encouraging the use of sustainable travel modes. The TP targets should therefore aim to achieve a realistic and feasible reduction in car driver trips over the first 5 years from when the development is occupied, with a full review scheduled after year five.

3.3 INITIAL TRAVEL RESEARCH

3.3.1 In order to set targets to reduce the reliance on private car travel and increase the use of sustainable modes, an investigation of current travel characteristics will be undertaken once the site reaches 25% occupancy.

3.3.2 A TPC will initially be appointed by the developer. However, it is expected that a resident or local resident group would then fulfil the role.

3.3.3 The TPC would be responsible for the travel monitoring process (surveys) and updating the TP in order to improve sustainable travel use. The TPC would also be responsible for liaising with the LPA and the following duties:

- Marketing and advertising new initiatives relating to the TP;
- Establishing and following a timeline for the implementation of the TP measures;
- Providing travel options information to residents;
- Monitoring of the TP as set out in **Section 6**; and
- Evaluating progress towards the TP targets.

3.3.4 The modal split has been established from 2011 census data using the middle super output area Rother 009 where the development is situated, as shown in **Table 3.1.**

Table 3.1: Residential Modal Split

Mode	Census Modal Share
Train	7.4%
Bus, minibus or coach	1.6%
Motorcycle, scooter or moped	0.5%
Driving a car or van	77.0%
Passenger in a car or van	5.3%
Bicycle	1.6%
On foot	6.4%
Total	**100%**

3.3.5 The census data presented in **Table 3.1** gives an initial indication of model split at the site prior to the travel survey being carried out and without the influence of travel plan measures. The data shows that 77% of trips are classified as ‘car driver’ whilst 5.3% of people travel as a passenger in a car or van. Journeys by public transport counted for 9% whilst walking and cycling account for 6.4% and 1.6% respectively.

3.3.6 **Table 3.2** gives an example of the approximate modal shift that could be achieved with an effective residential TP.

Table 3.2: Indicative Residential TP targets

Mode	Baseline Modal Split (census data)	Year 5 target	Modal Shift	Target Year
Driving car or van	77%	72%	**-5%**	Year 5
Passenger in a car or van	5.3%	6.3%	**+1%**	Year 5
Public Transport	9%	11%	**+2%**	Year 5
Motorcycle	0.5%	0.5%	**0%**	Year 5
Bicycle	1.6%	2.6%	**+1%**	Year 5
On foot	6.4%	7.4%	**+1%**	Year 5

3.3.7 The figures in **Table 3.2** are indicative only and would be considered fully when the full site-specific TP is produced, and travel surveys have been undertaken.

3.3.8 Once the site is 25% occupied residents would be surveyed and targets produced to reduce single occupancy vehicle travel. When the development becomes occupied, sustainable travel initiatives (such as those described in the following section e.g. Resident Travel Information Packs) would be implemented.

3.3.9 It would take time for the effects of the possible initiatives to occur. During the time between the initial survey and second survey, there should been sufficient time for a shift in travel patterns to occur.

4.0 ACCESSIBILITY BY SUSTAINABLE MODES

4.1 INTRODUCTION

4.1.1 This section describes the amenities that are accessible from the development site by sustainable travel modes. It also describes the existing sustainable transport infrastructure that is in place to provide access to these amenities.

4.2 ACCESSIBILITY ON FOOT

4.2.1 It is generally accepted that walking is the most important mode of travel at a local level and offers the greatest potential to reduce short car trips, particularly those under 2km. The implication of this is that 2km is a distance that people are typically prepared to walk to access an amenity/facility. 2km is also the Institution for Highways and Transportation (IHT) guidance preferred maximum suggested walking distance to schools and for commuting.

4.2.2 In respect of this, **Plan 3** has been prepared to show a 1km and 2km walk catchment from the centre of the site. Assuming a walk speed of 1.4m/s, this equates to a 12-minute and 24-minute walk respectively.

4.2.3 **Plan 3** shows that within a 1km walk of the site, there are numerous bus stops that can be reached, including stops located on Broadoak Lane, Turkey Road, Gunters Lane and West Down Road. The services available at these bus stops are described in more detail later in this section. Residential areas in Glenleigh Park, Little Common and Old Town can also be reached within a 2km walk. Collington Railway Station is just outside of the 2km catchment, and the services operating at this station are detailed later on in this section.

4.2.4 **Plan 3** shows that the 2km walk catchment area covers a wide variety of key amenities and facilities including schools, post offices, convenience shops, restaurants, bars and pubs, a TESCO Express, medical centres, Bexhill Leisure Centre and outdoor play areas. The Little Common Shopping Area, within which there are several shops, café, restaurants, barber shops and clinics, is also located within the site's 2km walk catchment. Additionally, a Lidl supermarket is located just at the edge of the 2km walk catchment.

4.2.5 Bexhill Town Centre shopping area, as defined in the RDC's Local Development Framework, is located just outside the site's 2km walking catchment, however considering that the town centre offers a wide range of amenities and facilities, it would not be inconceivable that a future resident may choose to walk to the town centre.

4.2.6 Pedestrian infrastructure provisions on the roads near the site have been fully reviewed and are shown on **Plan 4.**

4.2.7 It can be seen from **Plan 4** that the majority of roads within the 2km walk catchment have footways on both sides of the road. The exception to this is along a short section of Ellerslie Lane (from House

No. 23 to the Ellerslie Lane / Turkey Road priority junction) and along a short road section of Broadoak Lane. Along these sections of road, there are no pedestrian footways on either side of road. However, there are alternative pedestrian routes which can be used to the same destinations, as is shown on **Plan 4**.

4.2.8 As part of the development proposals, footways will be provided along the proposed internal road which will connect with the existing pedestrian network along Fryatts Way.

4.3 ACCESSIBILITY BY CYCLE

4.3.1 It is generally accepted that cycling has the potential to substitute for short car trips, particularly those less than 5km and to form part of a longer journey which includes public transport modes.

4.3.2 To demonstrate the site's accessibility by cycle, a 5km cycle catchment has been prepared and is shown in **Plan 5**. It can be seen that the entirety of Bexhill and surrounding area are located within the 5km catchment including the additional areas of Lunsford's Cross, Watermill, Sidley, Pebsham.

4.3.3 National Cycle Route 2 which is a coastal route passes through the site's 5km cycle catchment. The route consists of a mixture of on and off-road cycle lanes/paths which pass through the residential areas of Cooden, Bexhill and Pebsham.

4.4 ACCESSIBILITY BY PUBLIC TRANSPORT

By Bus

4.4.1 As shown on **Plan 2**, the closest bus stops to the site are located on Courthope Drive approximately 600m walking distance from the site. These bus stops are served by bus route 11. **Plan 2** shows that there are additional stops on Broadoak Lane, Warwick Road and on the A259. These stops are also served by bus route 11.

4.4.2 Additional bus stops are located on Gunter's Lane, West Down Road and Turkey Lane. These bus stops are served by bus route 97. The closest of these stops is located on Turkey Lane, or on Gunter's Lane, approximately 850m walking distance from the site.

4.4.3 **Plan 4** shows the suitable walking routes to the bus stops.

4.4.4 Additionally, there are more bus stops near the Little Common roundabout and on the A269 which are within 2km walk of the centre of the site.

4.4.5 A summary of the bus services available from all the stops identified above is set out in **Table 4.1**.

Table 4.1: Bus services, Routes, and Frequencies Accessible from the Site

Service	Route	Average One-Way Frequency					
		Weekday				Sat.	Sun.
		AM Peak	Inter Peak	PM Peak	Eve.		
Services available from Broadoak Ln, Courthope Dr, Warwick Rd (approx. 600m walk)							
11	Bexhill Town Centre – Little Common	Four services daily at 09:32, 11:21, 13:36 and 15:57					-
Services available from Gunter's Ln and Turkey Rd (approx. 850m walk)							
97	Bexhill – Sidley – Hooe	Three services daily at 10:31, 12:21 and 14:01				Four services daily at 09:01, 10:31, 12:21 and 14:01	-
98/98A	Hastings - Bexhill - Sidley - Hailsham - Polegate - Eastbourne	10min	30min	30min	50min	15-30min during the daytime no service during the evening	60min during the daytime no service during the evening
Services available within 2km Walk Catchment (near Little Common Roundabout on the A259)							
95	Bexhill - Sidley - Battle - Conquest Hospital	1 service	-	1 service	-	-	-
96	Little Common - Bexhill	Four services daily at 09:57, 11:27, 13:27 and 14.57				Three services daily at 09:57, 11:27 and 14.02	-
99	Silverhill - Hastings - Bexhill - Pevensey Bay - Eastbourne	30min	30min-60min	30min	60min	the same as weekday	60min

4.4.6 **Table 4.1** demonstrates that buses can be caught to Bexhill Town Centre from bus stops located within 600m of the site. The table also shows that a wider and more frequent range of bus services can be caught from bus stops that are located within 2km of the site (circa 1.7km and 1.85km). The services combine to provide at least 9 services per hour during the main travel demand periods.

4.4.7 The bus services identified in **Table 4.1** mean that future residents of the site can travel by bus to a number of local and regional destinations such as Bexhill Town Centre, Battle, Hastings, Polegate, and Eastbourne.

4.4.8 All bus services in the vicinity of the site also connect the site to Bexhill Railway Station, which has regular railway services to Brighton, Eastbourne, Lewes, London Victoria, Gatwick Airport, East Croydon and Hastings.

4.4.9 In addition to the regular bus services set out above, there is also a 'Dial-a-Ride' community bus service that can be called by people with any type of disability regardless of age who cannot use regular public transport.

By Rail

4.4.10 Collington Railway Station is located approximately 2.3km from the site and provides railway services to a number of destinations. There are hourly railway services to Ore via Hastings, to Ashford International, London Victoria via Eastbourne, Gatwick Airport and East Croydon.

4.4.11 Bexhill and Cooden Beach Railway Stations are located approximately 3.2km from the site in a south easterly and south-westerly direction respectively.

4.4.12 Bexhill Railway Station provides additional services to various destinations. Typical off-peak services, Mondays to Saturday, are set out below:

- 2 services per hour to Brighton via Eastbourne and Lewes.
- 1 service per hour to Eastbourne.
- 1 service per hour to London Victoria via Eastbourne, Gatwick Airport and East Croydon.
- 3 services per hour to Hastings of which 1 service per hour continues to Ashford International via Rye while 2 services per hour continue to Ore.

4.4.13 Cooden Beach Railway Station has the same railway services as Collington Railway Station.

4.5 ACCESSIBILITY SUMMARY

4.5.1 The above demonstrates that there are a number of facilities located within a short walk of the site (around 1km) include educational establishments, bars/pubs and restaurants, a post office and convenience store. The 'Little Common Shopping Area' with its range of amenities and facilities is located just within a 2km walk of the site while Bexhill Town Centre shopping area with its wide range of amenities and facilities is located just outside the site's 2km walking catchment. A wide range of amenities and facilities will therefore be accessible on foot to future residents of the proposed development.

4.5.2 The entirety of Bexhill, including the town centre, and surrounding areas are located within a 5km cycle of the site.

4.5.3 Bus stops are located approximately 600m to the south east of the site from where bus services to Bexhill Town Centre can be caught. More regular services to various local and regional destinations including Battle, Hastings, Polegate, and Eastbourne can be caught from bus stops located within 850m of the site.

4.5.4 Regular train services operate from Bexhill Railway Station to Eastbourne, Lewes, London Victoria, Gatwick Airport, and Ashford International.

4.5.5 Given the above sustainable transport provision, it is considered that the site is adequately accessible by sustainable forms of transport.

5.0 PROPOSED TRAVEL PLAN MEASURES

5.1 INTRODUCTION

5.1.1 It is considered that the TP should contain the following level of commitments, as set out below:

- Appoint a Travel Plan Co-ordinator (TPC).
- Encourage and Promote Sustainable Travel.
- Resident Travel Information Packs.
- Resident Travel Survey.

5.2 TRAVEL PLAN CO-ORDINATOR

5.2.1 The TPC will be appointed one month prior to initial occupation and will act as a liaison point for any issues relating to the TP. This will include liaising with the local authority and public transport operators.

5.2.2 The TPC will be responsible for developing the final TP, which will be brought into action within 3 months of the first residents travel survey.

5.2.3 In terms of the roles and responsibilities, the TPC will be expected to:

- Administer/manage the TP and provide a liaison in implementing the plan with the LPA;
- Ensure travel awareness amongst future residents;
- Provide a point of contact and travel information;
- Coordinate the travel surveys upon 25% occupation;
- Promote and encourage the use of travel modes other than the car and car-sharing, where appropriate;
- Ensure the availability of the most up to date travel information;
- Ensure that all residents receive a Resident Travel Information Pack, which will contain details of public transport services i.e. timetables and route information as well as advice on walking and cycle routes to the site;
- Provide a point of contact with transport operators and Planning and Highway Authority officers.

5.3 ENCOURAGE AND PROMOTE SUSTAINABLE TRAVEL

5.3.1 All residents will be made aware of the existence of the TP and its aims.

5.3.2 Lack of awareness of available travel options is a frequently used reason for not using sustainable travel modes. The TPC will therefore prepare Resident Travel Information Packs, which should contain suitable information concerning local walking and cycling routes and up-to-date public transport information including timetables, fares and bus stop information. These Resident Travel Information Packs should be regularly updated with the newest information available and will be made available for all new site residents.

5.3.3 The TPC will be fundamental to the implementation and success of the TP. It is vital that the TPC is involved with some aspects of the development so that they can promote and achieve sustainable transport solutions.

5.4 RESIDENT TRAVEL INFORMATION PACKS

5.4.1 Resident Travel Information Packs will be prepared and issued upon first occupation. The Travel Pack will include:

- Site specific public transport information. This will explain what buses can be taken to specific key destinations – such as shopping, education, employment etc. Information relating to any discounted travel season tickets etc. would also be included.
- Information about the TP and its benefits, as described previously.
- A summary of local services that support sustainable travel, such as the availability of delivery services and local taxi services etc.
- Walking and cycling maps showing local walking and cycling routes in relationship to local facilities including sports centres, cinemas, pubs, health centres and shopping.

5.4.2 Resident Travel Information Packs will be made available as part of the handover / homeowners' pack.

5.5 TRAVEL SURVEY

5.5.1 The first step to developing the operational TP is to establish how the site users make journeys to and from the site. A travel survey will be conducted once 25% of the site has been occupied and then every two years thereafter as part of the monitoring and review process.

5.5.2 The survey will be performed in order to ascertain existing travel patterns and will play a key role in the sustainability process as it provides a baseline from which to measure changes in travel as a result of the TP. By conducting the survey once every two years this will give an indication of how travel behaviour is changing at the site and provide an important indication as to the success of the TP. A typical TP questionnaire is shown in **Appendix A**.

5.5.3 The travel survey will be used to show how people travel to the site, what potential there is for change (for example, the numbers of people who would like to walk, cycle or use public transport, but are unable to do so), what are the most significant deterrents to walking, cycling and using public transport, what would encourage people to reduce car use. The following information can be obtained:

- How site users usually travel to and from the site (walking, cycling, using public transport, arriving by car or car sharing with others).
- Where site users are generally travelling to/from.
- Which places are considered to be dangerous for walking or cycling, and why.
- Any problems there are with bus services and where a new service might be helpful.
- How residents would like to travel if they had the choice and whether they own a bicycle or have a bus pass.

5.5.4 The results of the surveys will provide a valuable ‘baseline’ against which the success of the TP in reducing car journeys and increasing journeys by walking, cycling and public transport will be measured. The full TP will be submitted to the LPA within three months of the first survey.

6.0 PLAN MONITORING AND REVIEW

6.1 INTRODUCTION

6.1.1 The monitoring and review programme will be designed to generate information by which the TP can be evaluated, revised, developed and improved, over a period of 5 years.

6.1.2 The major objective of the plan is to effect a reduction in the use of private cars by residents. In the first instance, the plan will seek to review existing residents' travel movements by way of a travel survey.

6.1.3 On completion of the first travel survey, it will be appropriate to set targets which seek to achieve an increased proportion of residents travelling by more sustainable forms of transport. Notwithstanding this, a number of preliminary action targets are set out in the following section.

6.2 TRAVEL PLAN TARGETS

6.2.1 In agreement with Travel Plan Officers from the LPA and in accordance with best practice guidance on the preparation of TPs, targets should be set against which the efficiency of the plan can be measured.

6.2.2 The preliminary action targets for the development are set out in **Table 6.1**.

Table 6.1: Preliminary Action Targets

Action	Target Date
Appoint TP coordinator and inform LPA of contact details	1 month prior to occupation
Provide all residents with Resident Travel Information Packs	Issued upon first occupation
Undertake travel survey and report results to LPA	Upon 25% occupation
Submit full TP to LPA	Within 3 months of travel survey
Agree on preliminary resident modal split targets with LPA	Within 3 months of travel survey

6.3 MONITORING

6.3.1 The monitoring would include items such as:

- Travel habits/modal split
- General feedback from residents.

6.3.2 Information gathered as part of the continuous monitoring process would be made available to the LPA. Through this medium, future strategies for further delivering TP objectives can be considered in partnership between the residents, the LPA and transport providers.

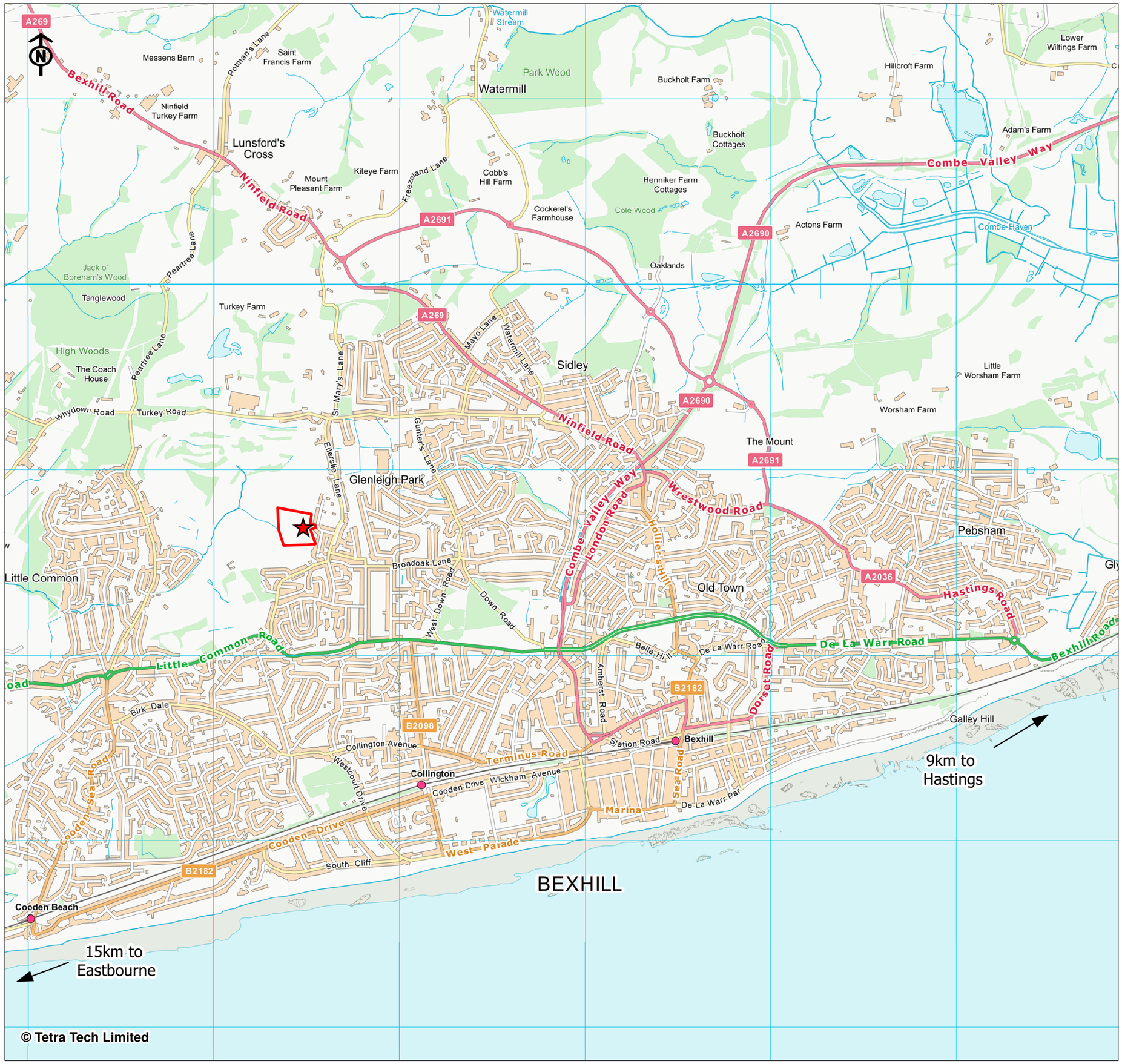
6.4 PLAN REVIEW

6.4.1 The TPC will arrange for an annual review of the TP to assess the success of the plan to date and to identify measures which could potentially be included in the future.

6.4.2 Although the database will be kept up to date throughout the year, the re-issue of the travel questionnaire (every two years) will provide the opportunity to gather new information regarding residents' attitudes to travel and on the modal split compared to the previous years.

6.4.3 A periodic review report will be produced summarising the results since the previous review. The report will also incorporate the results of the ongoing monitoring throughout the preceding period.

PLANS



Proposed Residential Development

Bexhill, Fryatts Way

Gladman Developments Ltd

Legend

Site Location

Site Boundary

09 June 2021

Scale: 1:20,000 @A3

NGR: 573,874 E / 108,664 N

Plan 1: Site Location

Drawn by: Y Liu

Checked by: M Thompson

Office: Manchester

Drawing No. Plan 1

Revision No.

TETRA TECH

Quay West at MediaCityUK, Trafford Wharf Road, Trafford Park, Manchester, M17 1HH

Proposed Residential Development

Bexhill, Fryatts Way

Gladman Developments Ltd

Legend

- Site Location
- Site Boundary
- Bus Stop
- Rail Station
- Public Rights of Way
- Bexhill Town Centre Shopping Area

09 June 2021

Scale: 1:7,500 @A3

NGR: 573,386 E / 108,284 N

Plan 2: Local Highway Network

Drawn by: Y Liu

Checked by: M Thompson

Office: Manchester

Drawing No. Plan 2

Revision No.

TETRA TECH

Quay West at MediaCityUK, Trafford Wharf Road, Trafford Park, Manchester, M17 1HH

Proposed Residential Development

Bexhill, Fryatts Way

Gladman Developments Ltd

Legend

- Site Location
- Site Boundary
- Bus Stop
- Lidl
- Convenience Store
- Tesco Express
- ALDI
- Educational Facility
- Nursery
- Hazelmere Nursing Home
- Restaurant
- Bars and Pubs
- Medical Surgery / Hospital / Pharmacy
- Dentist
- Vets
- Bexhill Leisure Centre
- Post Office
- Kwik Fit
- Outdoor Area / Park
- 1km Catchment
- 2km Catchment
- Town Centre Shopping Area - as defined in RDC's Local Development Framework (2011)
- Little Common Shopping Area

09 June 2021

Scale: 1:11,000 @A3

NGR: 572,877 E / 108,576 N

Plan 3: Walk Catchments

Drawn by: Y Liu

Checked by: M Thompson

Office: Manchester

Drawing No. Plan 3

Revision No.

TETRA TECH

Quay West at MediaCityUK, Trafford Wharf Road, Trafford Park, Manchester, M17 1HH

Legend

- Site Location
- Site Boundary
- Suitable Walking Routes for Future Residents
- Footway
- Public Rights of Way
- Town Centre Shopping Area - as defined in RDC Local Development Framework (2011)
- Bus Stop
- Bus Route 11
- Bus Route 95
- Bus Service 96
- Bus Service 97
- Bus Service 98/98A
- Bus Service 99
- Supermarket
- Convenience Shop
- Educational Facility
- Medical Surgery / Hospital
- Post Office
- Rail Station
- Outdoor Area / Park
- Bexhill Leisure Centre
- Little Common Shopping_Area
- Uncontrolled Pedestrian Crossing
- Signal Controlled Pedestrian Crossing
- Zebra Crossing

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TETRA TECH

Fryatts Way, Bexhill

Plan 4: Pedestrian Infrastructure

Scale @ A3 1:8,000 | Project No.: A115791

Proposed Residential Development

Bexhill, Fryatts Way

Gladman Developments Ltd

Legend

- Site Location
- Rail Station
- National Cycle Routes
- Town Centre Shopping Area
- 5km Catchment

10 June 2021

Scale: 1:27,000 @A3

NGR: 572,746 E / 109,504 N

Plan 5: Cycle Catchment

Drawn by: Y Liu

Checked by: M Thompson

Office: Manchester

Drawing No. Plan 5

Revision No.

TETRA TECH

Quay West at MediaCityUK,
Trafford Wharf Road,
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APPENDICES

APPENDIX A: EXAMPLE TRAVEL SURVEY

Residential Travel Plan Questionnaire

1. What is your home address?

_____

_____

2. Gender ❑ Male ❑ Female

3. Age ❑ Under 25 ❑ 25-34 ❑ 35-44 ❑ 45-54 ❑ 55+

4. Number of people in household

❑ 0 ❑ 2 ❑ 4+
❑ 1 ❑ 3

5. Number of people who go to work in household

❑ 0 ❑ 2 ❑ 4+
❑ 1 ❑ 3

6. How many of the following do you have at your household:

Cars	Bicycles	Motorcycles/Scooter

7. Can you easily reach the following places by walking, cycling or public transport? (Tick all applicable boxes)

❑ Food Store ❑ Schools ❑ University
❑ Bank ❑ Doctors ❑ Restaurant

8. If applicable, how far do you travel to work/place of study?

	Resident 1	Resident 2	Resident 3
Work from home			
Less than 2 miles			
2-5 miles			
5-10 miles			
10-20 miles			
Over 20 miles			
N/A			

9. Do you work from home instead of travelling to work?

❑ Never
❑ Occasionally – less than once a month
❑ Quite Often – more than once a month
❑ Very Often – more than once a week

10. How often does your household travel by each of the following modes of transport each week?

(Please tick all that apply)	Car (single occupancy)	Car (Multiple occupancy)	Car Share	Walk	Cycle	Bus	Train	Taxi	Other (please specify)
Daily									
More than once a week									
Once a week									
Less than once a week									
Never									

11. How do residents in your household most frequently travel to and from your home for the following activities? (Please tick each row for each resident. For example, if 2 people travel to work by bus, tick this box twice)

Travelling to…	Walk	Cycle	Bus	Train/Tram	Car Share	Car (alone)	Motorcycle /scooter	Car & rail/tram	Other (please specify)
Work									
Shopping									
Leisure									
Education									

Residential Travel Plan Questionnaire

12. What is your main reason for using the mode of transport you use most each week?

❑ Dropping off/collecting passenger(s)
❑ Health reasons
❑ Convenience
❑ Time Saving
❑ Cost
❑ Lack of alternative
❑ Other (please specify) _____

13. Which of the following would encourage you to walk/cycle to key services more? (e.g. to the shops)

	Mode of transport					
	Walking			Cycling		
	Very Likely	Possibly	Not Likely	Very Likely	Possibly	Not Likely
Safer, better lit footways						
More attractive routes						
Improved paths in the local area						
Other (please specify)						

14. Which of the following would encourage you to use public transport more to key services?

	Very Likely	Possibly	Not Likely
Subsidised or discounted fares			
More direct routes			
Better waiting environment			
Improved links to/from train station			
More frequent bus service			
More timetable information			
Increased difficulty in parking at the destination			
Other (please specify)			

15. Which of the following would encourage you to car share more? (e.g. to get to work)

	Very Likely	Possibly	Not Likely
Help in finding car share partners with similar work patterns			
Reserved parking for car-sharers			
Free taxi home if let down by driver			
Reduced parking charges for car sharers			
Other (please specify)			

16. Would you be interested in joining a car sharing club?

❑ Yes ❑ No

17. Please make any other suggestions or comments regarding travel below:

_____

_____

_____