COMPASS TRAVEL NORTHBROOK MET

OCTOBER 2024

Travel Plan





Reeves Transport Planning

PRODUCED for COMPASS TRAVEL

PRODUCED by REEVES TRANSPORT PLANNING LTD

TP/CNM/040924 V3

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V1	16.09 .24	MJ	SR	Draft
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1. Introduction

1.1 Reeves Transport Planning is appointed by Compass Travel to support the development and implementation of a Travel Plan associated with Adur & Worthing Councils' planning application AWDM/1444/22, which permits the temporary change of use to a bus depot with ancillary buildings and associated facilities. The approval permits the redevelopment of an open storage area to a bus storage facility for Compass Travel while incorporating college car parking during the day.

1.2 The Travel Plan is secured under the obligations included in Condition 16 and it states that '*within 3 months of the date of this permission a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority'.*

1.3 A Travel Plan is a long-term strategy for an organisation that seeks to deliver sustainable transport objectives through action. The Travel Plan's overarching aim is to reduce the environmental traffic impact of travel to, and from, the bus depot by promoting sustainable modes to staff and visitors. The Department for Transport's research Making Travel Plans Work, Lessons from UK Case Studies found that basic Travel Plans can reduce driver only car journeys to work by 3% to 5% and Travel Plans with large public transport fare discounts and car parking restrictions, or charges, were achieving 15-30% reductions, some even more.

1.4 Compass Travel has appointed a Travel Plan Champion to implement the Travel Plan and monitor its performance. A menu of potential Travel Plan measures has been identified, and these will be supported by an action plan, if approved. The measures will encourage the use of sustainable modes of transport and the health and social benefits of these will be promoted.

1.5 The Travel Plan has the full support of Compass Travel's management team and their commitment to sustainability is confirmed in this strategy. It is prepared with reference to the Ministry of Housing, Communities and Local Government Travel Plans, Transport Assessments and Statements and West Sussex County Council's comments and their Travel Plan guidance.

2. Policy Context

2.1 This Travel Plan is designed to meet the requirements of both local and national guidelines. The following provides a summary of the policies relevant to this Travel Plan.

2.2 The **National Planning Policy Framework**, updated December 2023, sets out the Government's planning policy for England and is a material consideration in planning decisions. At the framework's heart is a presumption in favour of sustainable development, and decision makers, at all levels, are encouraged to seek approval where possible. Section 9 includes objectives for promoting sustainable transport and paragraph 111 explains that '*all developments that will generate significant amounts of movement should be required to provide a travel plan'.*

2.3 The Department for Levelling Up, Housing and Communities planning practice guidance **Travel Plans, Transport Assessments and Statements** explains that Travel Plans '*are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling)'.* It continues that Travel Plans should, where possible '*be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation'.*

2.4 West Sussex's **Transport Plan (2022-2026)** includes a vision of a healthy and connected West Sussex. It identifies that to achieve this *'it is vital that we accelerate the shift to active travel',* which is encouraged and promoted in this Travel Plan. Reducing the need to travel by car and increasing sustainable travel modes is a vital objective of the council and the bus depot's Travel Plan.

2.5 West Sussex County Council's **Cycling & Walking Strategy (2016-26)** sets out the council's aims and objectives for active travel in West Sussex, which this Travel Plan supports.

2.6 This Travel Plan links to Adur's **Local Plan**, as its aim is to reduce local traffic congestion and encourage a modal shift to healthy and active transport choices, such as walking and cycling. **Objective 9** includes improving connectivity within and to Adur's communities, as well as to

Brighton and Worthing, and '*achieve more sustainable travel patterns and reduce the need to use the private car through public transport services'*, which will '*contribute to an improvement in air quality'*.

2.7 National, regional, and local planning policies work together to promote successful Travel Plans that strive for both 'hard' development proposals and 'soft' initiatives with commitments to monitor travel behaviour and promote sustainable modes of transport.

3. Baseline Conditions

Location

3.1 The site comprises of a car park at Northbrook College, which previously had a maximum capacity of 301 car parking spaces. The submitted Transport Report demonstrated that there was spare capacity of up to 96 spaces.

3.2 The car park is located at the western border of the wider Northbrook College campus, Littlehampton Road, Worthing. There are various college buildings located to the east, St Barnabas House hospice to the north, the A2032 Littlehampton Road to the south and Titnore Lane itself to the west.

3.3 Northbrook College is circa 2.5kilometres north of Goring-by-Sea beach, circa five kilometres west of central Worthing and circa nine kilometres east of Littlehampton. A site location plan is attached, as Appendix 1.

3.4 Several local amenities are located within a convenient walking distance of Northbrook College including various campus services. Table 3.1 summaries the walking and cycling distances to local amenities.

Table 3.1
Walking and Cycling Distances to Local Amenities

Amenity	Distance	Walking Time	Cycling Time
Swallows Return Pub	350metres	5mins	2mins
David Lloyd Gym	420metres	6mins	2mins
Tesco Express	880metres	10mins	4mins
Post Office	900metres	11mins	5mins
Tesco Extra	1000metres	12mins	6mins

Existing Travel Infrastructure

Access and Servicing

3.5 Vehicle access and servicing is direct from Titnore Lane, which provides direct access to the existing car park.

3.6 The internal access road runs from the car park to the south-east of the wider Northbrook College and its appropriate for large vehicles.

3.7 Level pedestrian access is provided throughout the Northbrook College campus and car park.

Driving

3.8 Access is via Titnore Lane, which runs in a north-south direction connecting the A27, to the north, to the A259/A2032 to the south. Travelling north, along Titnore Lane, is the primary route to the A27 and the strategic traffic network.

3.9 Titnore Lane is subject to the national speed limit at Northbrook College.

3.10 There is ample parking at Northbrook College with a circa 301 parking space car park.

Taxis

3.11 Worthing, Goring-by-Sea and Durrington all benefit from several taxi companies that provide a 24hour service. Taxis can drop off inside the campus and directly in the car park.

Trains

3.12 Goring-by-Sea Rail Station is a circa 800metre walk, which is inside the distance and acceptable walk for commuters and non-commuters (Providing for Journeys on Foot, 2000).

3.13 The station is a 11minute level walk along a good pedestrian route. There is a ramped, grade separated section that provides pedestrians with safe access over the A259 / A2032 Littlehampton Road, which could be an issue for some pedestrians with disabilities.

3.14 Goring-by-Sea Rail Station has step-free access to both platforms via separate entrances. There is a small car park located outside, on the northern side, with convenient drop off and pick up areas, which supports accessibility for families with buggies and people with disabilities or mobility issues.

3.15 There is sheltered cycle parking available for circa 20 bicycles.

3.16 Goring-by-Sea Rail Station is served by Southern and offers regular services to local stations, Hove, Brighton, Worthing, Chichester, Portsmouth, Gatwick, London Victoria and onwards across the country. The Southern Rail Route Map is attached, as Appendix 2.

Buses

3.17 There are Northbrook College bus stops located on Littlehampton Road, which are a circa 150metre walk south of the existing car park. These stops provide access to the regular Stagecoach 9 service between Shoreham and Arundel.

3.18 The nearest bus stops are a circa 200metre walk along Littlehampton Road, which is considered within the optimum walking distance. There are additional stops at Boxgrove Parade that are a 600metre walk, which provide access to the regular 6 route between Worthing and Durrington.

3.19 There is good pedestrian access to all nearby stops and each stop has seating with bus timetables.

3.20 Table 3.2 gives an overview of the most frequent services available, and the timetables are attached, as Appendix 3.

Table 3.2
Bus services available

Service	Route	Monday-Saturday Frequency	Sunday Frequency
9	Arundel to Shoreham via Littlehampton and Worthing	Every 60mins	NA

3.21 Stagecoach has low floor, easy access buses which can carry a limited number of wheelchairs, approved mobility scooters and unfolded buggies. Many bus stops across the region have raised kerbs to allow wheelchair users to board and alight easily, and if there isn't, a manual ramp will be deployed.

Cycling

3.22 There is storage for circa 10 bikes currently at the car park.

3.23 The internal Northbrook College roads and nearby residential roads are quiet and deemed appropriate for cycle use. National Cycle Network Route 2 is a circa four kilometre, 13minute, ride towards the beach. It travels east to Shoreham-by-Sea and Brighton & Hove, which is a 24kilometre cycle.

Walking

3.24 There is a public footpath on the east side of Titnore Lane, which links the footbridge on the roundabout and heads north to Northbrook recreation field. There are suitable footways within the wider Northbrook College that lead onto Littlehampton Road. From there, a ramped, a grade separated section provides pedestrians with safe access over the A259 / A2032 Littlehampton Road, which connects to Goring Street.

3.25 Footways then exist on both sides of the road, which lead directly to the rail station and local amenities.

4. Approved Development

4.1 The development introduces a temporary bus depot for Compass Travel buses at Northbrook College's car park.

4.2 Up to 40 buses will be parked overnight at the existing car park.

4.3 There will be three supervisors based at the depot.

4.4 Parking for the staff vehicles will take place where the buses are stored overnight, which is a marshalled and managed area.

4.5 Cycle storage for staff and visitors is provided and conveniently located at the depot's southern perimeter. Changing areas and lockers for staff are also included.

4.6 Taxis can continue to drop off, and collect, at the car park.

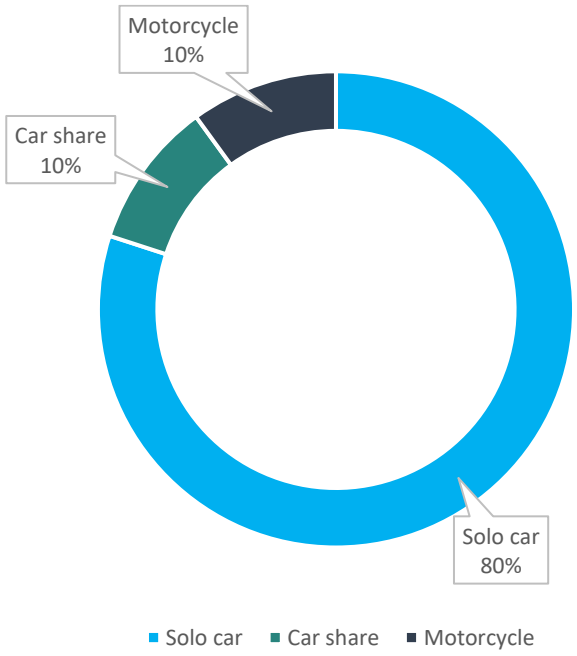
5. Baseline Travel Patterns

5.1 The approved Transport Report explained that staff and bus drivers at the bus depot could generate a total of 44 vehicle trips, with 20% of staff travelling via motorcycle or in a lift-share. Therefore, the number of staff and bus drivers travelling coming to work in a single occupancy vehicle is likely to be 35.

5.2 Compass Travel's company travel data also informs that 80% of staff (35) currently travel by car to work and that most staff arrive between 5:00am and 9:00am. This baseline data is essential to understand the travel patterns of staff and visitors to the bus depot, as it highlights the measures that may be useful to encourage sustainable modes.

5.3 Figure 1 summarises the existing main modes of travel to, and from, Compass Travel's bus depot at Northbrook College.

Figure 1



5.4 A staff travel survey will be undertaken at Year 1, 3 and 5 to obtain up to date travel patterns. The survey will cover all modes of travel including car (driver, shared and passenger), motorbike, bus, train, bike (pushbike and electric) and mode combinations. An example of the survey is attached at Appendix 4. The Travel Plan will be updated with the collected data and the measures reviewed.

6. Objectives and Targets

6.1 The overarching purpose of a Travel Plan is to encourage behaviour change that will increase the use of more sustainable modes, with an emphasis on minimising solo car travel in favour of walking, cycling, public transport and vehicle sharing.

6.2 This main aim is supported by Compass Travel's specific Travel Plan objectives for the bus depot, which give direction and a clear focus to achieving the necessary behavioural change.

The objectives are:

- to help reduce road congestion the local road network
- to reduce single occupancy vehicle trips by staff to the depot
- to enable staff and visitors to make informed travel choices
- to enable staff and visitors to make healthy travel choices
- to improve travel awareness and road user skills

6.3 The success of these objectives will be measured by a variety of targets, which have been set to ensure that the Travel Plan focuses on the reduction of private car use by stimulating increased levels of sustainable travel.

6.4 The targets are SMART:

- Specific
- Measurable
- Achievable
- Realistic
- Time-bound

6.5 The targets are presented in Table 6.1 and are based on the existing travel patterns of staff travelling to work

Table 6.1

Travel patterns at the bus depot

	Baseline	Year 1 Review	Year 3 Review	Year 5 Review
Car	80%	68%	60%	60%
Car passenger	10%	14%	15%	15%
Motorcycle	10%	10%	10%	10%
Walk	0%	2%	4%	4%
Cycle	0%	2%	3%	3%
Train	0%	2%	4%	4%
Bus	0%	2%	4%	4%
Totals:	**100%**	**100%**	**100%**	**100%**

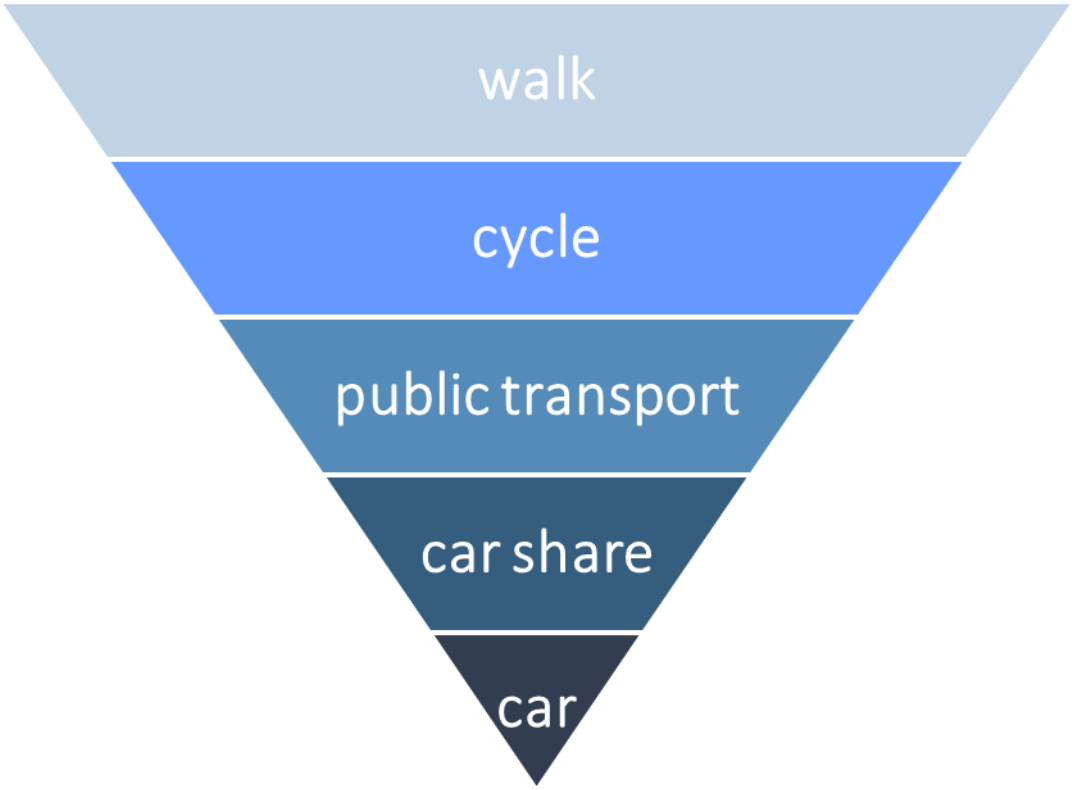
6.6 The aim is to concentrate efforts in the initial period and enable behaviour change from the start, which will then be maintained as opposed to gradual implementation. These targets may be slightly altered after the analysis of collected travel data in Years 1 and 3, but the overall direction will remain consistent.

7. Measures

7.1 The Travel Plan's objectives and targets will be met through a package of measures that encourage a decrease in the proportion of solo trips in a car whilst increasing those undertaken by sustainable transport modes. The baseline data informs that most Compass Travel staff prefer to travel by private car over sustainable modes of travel. Accordingly, a reduction in private car users will be targeted, as a priority, with a strong emphasis on being encouraged to consider car sharing.

7.2 The measures that have been identified are tailored to meet the needs of the bus depot and reflect the sustainable travel hierarchy that is used in transport policy, which is illustrated in Figure 2.

Figure 2



7.3 The core of a Travel Plan is its package of measures, which can comprise of a mixture of different kinds of actions, incentives, and infrastructure improvements. Measures might be

structural, motivational, for awareness raising, for information provision or include financial incentives or loans to remove barriers to sustainable travel.

Travel Plan Champion

7.4 An important measure is to appoint a Travel Plan Champion who is responsible for marketing, implementing, and monitoring the Travel Plan throughout its lifetime, which is vital for the Travel Plan's effectiveness. Compass Travel's Head of Operations and Compliance, Chris Martin, is in position as the Travel Plan Champion.

7.5 The role is varied and includes:

- overseeing the development and implementation of the Travel Plan
- designing and implementing effective Travel Plan marketing
- ensuring awareness of the Travel Plan
- acting as a point of contact for the council, staff, and visitors
- working together with interested staff to promote sustainable travel
- coordinating Travel Plan actions and monitoring

7.6 A vital task, for the Travel Plan Champion, is to compile sustainable transport information and promote these modes as realistic options at an early stage. Details will be included in all staff promotional information including communal noticeboards, social media, a 'how to find us' webpage as well as directly in workplace communications and events.

7.7 The travel options will also be in a Staff Travel Pack, which will be provided to all bus depot staff to encourage behaviour change. The packs will include maps of walking and cycling routes, bus timetables, road safety and personal security advice and an overview of the Travel Plan with the Travel Plan Champion's contact details.

Measures to Encourage Walking

7.8 Walking is the most sustainable method of travel, has proven health benefits and is an important source of personal freedom. Walking is important for most people, including those using public transport or those without access to a car. It potentially has an important role

to play in journeys to work, particularly for those living within two kilometres (Providing for Journeys on Foot, 2000).

7.9 Walking is free and offers predictable journeys. Furthermore, it does not cause the same negative impacts as vehicle travel. Walking is a form of active travel that offers a range of physical and psychological benefits to individuals and organisations. The British Heart Foundation found that physically active employees take 27% less sick days than non-active employees.

7.10 The Northbrook College area benefits from a good standard of footways and convenient pedestrian routes. A map will be created to illustrate clear routes and walking times to visually nudge users to include walking into their journey to work from key areas and public transport nodes. Pedestrian safety and personal security information will also be included in the Travel Packs.

7.11 Staff will be encouraged to take part in walking pledges, and events, and a colleagues' Walking Buddy scheme will be introduced, which will be promoted by the Travel Plan Champion.

Measures to Encourage Cycling

7.12 Cycling is a cheap, efficient, healthy, and environmentally friendly mode of transport and these benefits will be promoted to all staff in the Travel Pack.

7.13 Cycle storage will be provided to encourage cycling as a realistic form of travel. Cycle maintenance stands, pumps, and tools for bike repairs, will be available and retained for continued use.

7.14 Staff will have access to lockers, within the drivers' book-in office, for those that choose to travel via sustainable modes.

7.15 Staff will be encouraged to take part in cycling pledges, and events, and a Cycling Buddy scheme with colleagues will be introduced, which will be promoted by the Travel Plan Champion.

Measures to Encourage Public Transport Use

7.16 The benefits of travelling by public transport include:

- reduced congestion
- no need to park
- being able to relax, read or work
- combining active travel as part of the journey.

7.17 It is important to recognise that for shorter distances walking and cycling are usually more beneficial and favourable modes of travel than public transport, as they have fewer environmental impacts and offer health benefits. Nevertheless, public transport remains important, particularly for journeys to work of more than eight kilometres.

7.18 All local public transport information will be available in the Staff Travel Pack, which will also promote Compass Travel's offer to staff of a free bus pass.

Extra Measures

7.19 Compass Travel will enable working at home where possible and will use technology to minimise the need for staff travel to meetings.

7.20 It is recognised that sometimes travel by car is the only option available to people. Car sharing is when two or more people share a car and travel together. It allows people to benefit from the convenience of the car, whilst alleviating the associated problems of congestion and pollution.

7.21 Staff will be encouraged to add their details to WSCC's scheme, and a workplace car share database will be created, which the Travel Plan Champion will maintain. In addition, the collected travel data will enable clusters of staff to be identified that work the same hours and have journeys concentrated along the same corridors. The Travel Plan Champion will consider car share incentives, which will include preferential car parking spaces reserved for car sharers.

7.22 Each member of staff will be offered personal travel planning advice, which will help identify alternative modes to the private car.

8. Marketing

8.1 It is important that the Travel Plan is marketed correctly to ensure that it is an effective document that meets its aims.

8.2 The Travel Plan Champion is responsible for the coordination and marketing of the Travel Plan. Their role is to ensure that all bus depot users are informed of the Travel Plan's aims and objectives throughout the time of the plan.

8.3 The Travel Plan Champion will share good news stories and regularly update the bus depot and wider Compass Travel community on the Travel Plan's progress. They will also ensure that staff are updated on sustainable travel options and upcoming initiatives that encourage these modes. This will be via, but is not limited to:

- Travel Packs
- communal noticeboards
- meetings and email communications
- newsletters
- leaflets in shared and public spaces
- social media
- Compass Travel social events

9. Monitoring and Governance

9.1 Compass Travel is responsible for the Travel Plan and its actions will be undertaken by, Chris Martin, the appointed Travel Plan Champion. The Travel Plan Champion is responsible for monitoring the Travel Plan and organising the travel surveys, which will identify progress towards meeting the targets. Updated travel surveys will be undertaken at Year 1, 3 and 5.

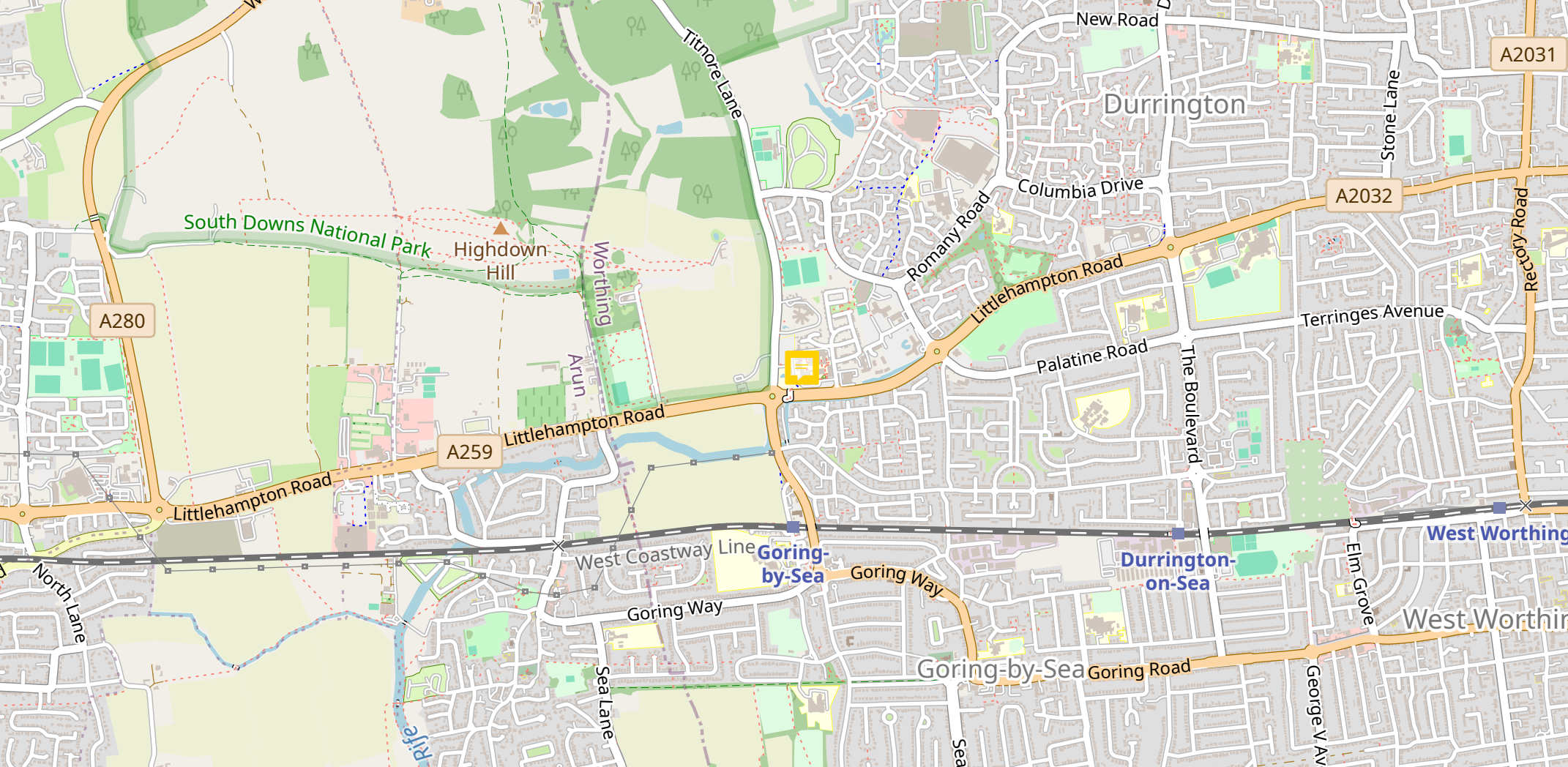
9.2 The Travel Plan Champion will work together, with the council, to monitor and review the Travel Plan targets and measures, as this will identify progress and if there is an issue meeting an objective. If an objective is not being met, or there is an issue delivering a Travel Plan measure, then the Travel Plan Champion, will initially raise this with the Compass Travel management team. The team, in discussion with the Travel Plan Champion, will identify the issue, and agree a new plan of action or decide on a remedial measure to ensure that the target is met. Advice and support will be sought from the council and Reeves Transport Planning, if required.

9.3 The Travel Plan Champion will compile a monitoring and progress report, which will be submitted to the council for review and approval within six weeks of each monitoring point. It will include any changes in site characteristics, collected travel data, detail performance, a review of the measures and any remedial measures that have been introduced, with an up-to-date action plan.

9.4 A final review report will be complied at the end of Year 5 that outlines progress made. It will detail whether Year 5 targets are met and evidence the delivery of measures. If targets are not met, then the Travel Plan Champion, senior Compass Travel management team and Reeves Transport Planning will meet to discuss this and identify, as a team, a package of remedial measures to ensure the long-term sustainability of the development. This list of remedial measures and updated action plan will be included in the final report, which will be submitted for approval with a recommendation of additional measures and actions or confirmation, and evidence, that no further action is required.

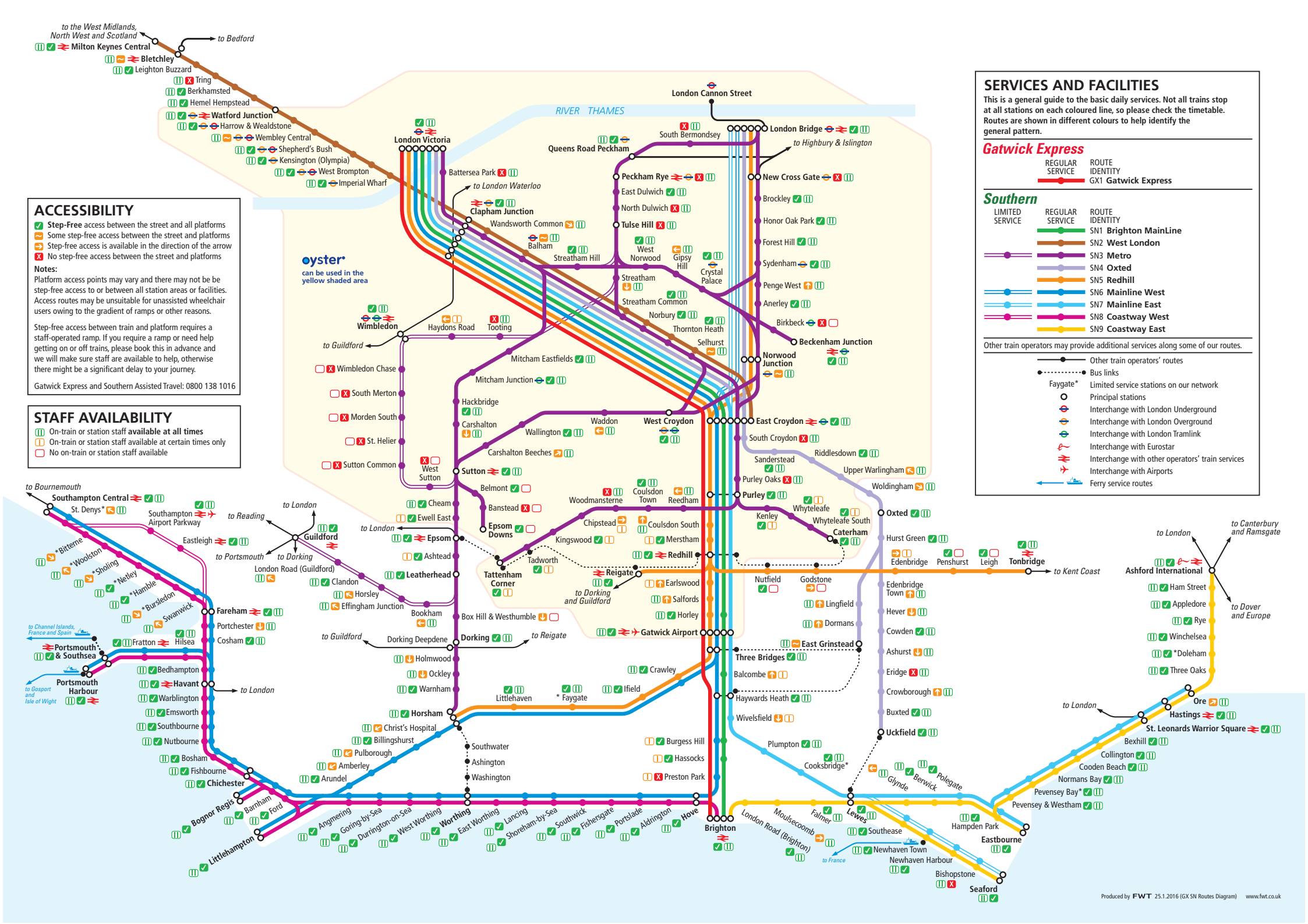
Appendix 1.

Site Location Plan


Titnore Lane
New Road
Durrington
A2031
Stone Lane
Columbia Drive
A2032
Romany Road
Littlehampton Road
Rectory Road
Terringes Avenue
Palatine Road
The Boulevard
South Downs National Park
Highdown Hill
Worthing
A280
Arun
A259
Littlehampton Road
Littlehampton Road
West Coastway Line
Goring-by-Sea
Goring Way
Durrington-on-Sea
West Worthing
Elm Grove
North Lane
Goring Way
Goring-by-Sea
Goring Road
Sea Lane
George V Av

Appendix 2.

Southern Rail Network Map



ACCESSIBILITY

- **Step-Free** access between the street and all platforms
- Some step-free access between the street and platforms
- Step-free access is available in the direction of the arrow
- No step-free access between the street and platforms

Notes:
Platform access points may vary and there may not be be step-free access to or between all station areas or facilities. Access routes may be unsuitable for unassisted wheelchair users owing to the gradient of ramps or other reasons.

Step-free access between train and platform requires a staff-operated ramp. If you require a ramp or need help getting on or off trains, please book this in advance and we will make sure staff are available to help, otherwise there might be a significant delay to your journey.

Gatwick Express and Southern Assisted Travel: 0800 138 1016

STAFF AVAILABILITY

- On-train or station staff **available at all times**
- On-train or station staff available at certain times only
- No on-train or station staff available

SERVICES AND FACILITIES

This is a general guide to the basic daily services. Not all trains stop at all stations on each coloured line, so please check the timetable. Routes are shown in different colours to help identify the general pattern.

Gatwick Express

REGULAR SERVICE	ROUTE IDENTITY
	GX1 **Gatwick Express**

Southern

LIMITED SERVICE	REGULAR SERVICE	ROUTE IDENTITY
		SN1 **Brighton MainLine**
		SN2 **West London**
		SN3 **Metro**
		SN4 **Oxted**
		SN5 **Redhill**
		SN6 **Mainline West**
		SN7 **Mainline East**
		SN8 **Coastway West**
		SN9 **Coastway East**

Other train operators may provide additional services along some of our routes.

- Other train operators' routes
- Bus links
- Faygate* Limited service stations on our network
- Principal stations
- Interchange with London Underground
- Interchange with London Overground
- Interchange with London Tramlink
- Interchange with Eurostar
- Interchange with other operators' train services
- Interchange with Airports
- Ferry service routes

Produced by FWT 25.1.2016 (GX SN Routes Diagram) www.fwt.co.uk

Appendix 3.

Bus Timetable

- Worthing • Broadwater • Durrington (5)
- Durrington • Tarring • Worthing (10)

5 & 10

MONDAY TO FRIDAY (excluding Public Holidays)

		5	5	5	5	5	5	5	5
Worthing South Street [J]		0620	0650	0715	0745	0815	0845	0915	0945
Worthing Station (Cross St)		0624	0654	0719	0749	0819	0849	0919	0949
Broadwater Church		0629	0659	0725	0755	0825	0855	0925	0955
Tarring Thomas A'Becket		0632	0702	0730	0800	0830	0900	0930	1000
Durrington Lamb Inn		0638	0708	0737	0807	0837	0907	0937	1007
Adur Avenue Colne Close		0640	0710	0740	0810	0840	0910	0940	1010
West Durrington Tesco		0643	0713	0743	0813	0843	0913	0943	1013
		▼	▼	▼	▼	▼	▼	▼	▼
	10	10	10	10	10	10	10	10	10
West Durrington Tesco	0614	0644	0714	0744	0814	0844	0914	0944	1014
Goring Boxgrove Parade	0621	0651	0721	0751	0821	0851	0921	0951	1021
The Causeway Golden Lion	0628	0658	0729	0759	0829	0859	0929	0959	1028
Tarring Lincett Avenue	0635	0705	0737	0807	0837	0907	0937	1007	1035
Worthing Station	0643	0713	0747	0817	0847	0917	0947	1017	1043
Worthing South Street	0648	0718	0753	0823	0853	0923	0953	1023	1048

MONDAY TO FRIDAY (excluding Public Holidays)

	5		5	5		5	5	5	5	5
Worthing South Street [J]	1015		**45**	**15**		1745	1815	1845	1915	2015
Worthing Station (Cross St)	1019		**49**	**19**		1749	1819	1849	1919	2019
Broadwater Church	1025		**55**	**25**		1755	1825	1855	1924	2024
Tarring Thomas A'Becket	1030		**00**	**30**		1800	1830	1900	1927	2027
Durrington Lamb Inn	1037		**07**	**37**		1807	1837	1907	1933	2033
Adur Avenue Colne Close	1040		**10**	**40**		1810	1840	1910	1935	2035
West Durrington Tesco	1043		**13**	**43**		1813	1843	1913	1937	2037
	▼		▼	▼		▼	▼	▼		
	10		10	10		10	10	10		
West Durrington Tesco	1044		**14**	**44**		1814	1844	1914		
Goring Boxgrove Parade	1051		**21**	**51**		1821	1851	1921		
The Causeway Golden Lion	1058		**28**	**58**		1828	1856	1926		
Tarring Lincett Avenue	1105		**35**	**05**		1835	1901	1931		
Worthing Station	1113		**43**	**13**		1843	1909	1939		
Worthing South Street	1118		**48**	**18**		1848	1914	1944		

then as these mins past each hour — **until**

then at these mins past each hour — **until**

• Worthing • Broadwater • Durrington (5)
• Durrington • Tarring • Worthing (10)

5 & 10

SATURDAY

	5	5	5		5	5		5	5	5
Worthing South Street [J]	0730	0810	0845	then as these mins past each hour	**15**	**45**	until	1845	1915	2015
Worthing Station (Cross St)	0734	0814	0849		**19**	**49**		1849	1919	2019
Broadwater Church	0739	0819	0855		**25**	**55**		1855	1924	2024
Tarring Thomas A'Becket	0742	0822	0900		**30**	**00**		1900	1927	2027
Durrington Lamb Inn	0748	0828	0907		**37**	**07**		1907	1933	2033
Adur Avenue Colne Close	0750	0830	0910		**40**	**10**		1910	1935	2035
West Durrington Tesco	0753	0833	0913		**43**	**13**		1913	1937	2037
	▼	▼	▼		▼	▼		▼		
	10	10	10		10	10		10		
West Durrington Tesco	0754	0834	0914	then at these mins past each hour	**44**	**14**	until	1914		
Goring Boxgrove Parade	0801	0841	0921		**51**	**21**		1921		
The Causeway Golden Lion	0808	0848	0928		**58**	**28**		1926		
Tarring Lincett Avenue	0815	0855	0935		**05**	**35**		1931		
Worthing Station	0823	0903	0943		**13**	**43**		1939		
Worthing South Street	0828	0908	0948		**18**	**48**		1944		

SUNDAY (including Public Holidays)

	5		5		5
Worthing South Street [J]	0905	then as these mins past each hour	**05**	until	1705
Worthing Station (Cross St)	0909		**09**		1709
Broadwater Church	0914		**14**		1714
Tarring Thomas A'Becket	0917		**17**		1717
Durrington Lamb Inn	0923		**23**		1723
Adur Avenue Colne Close	0925		**25**		1725
West Durrington Tesco	0927		**27**		1727

- **Durrington** • **Tarring** • **Worthing (10)**
- **Worthing** • **Broadwater** • **Durrington (5)**

5 & 10

MONDAY TO FRIDAY (excluding Public Holidays)

			10	10	10	10	10	10	10	10	10		10	10		10
Worthing South Street [M]			0635	0700	0730	0800	0830	0900	0930	1000	1030	then at these mins past each hour	00	30	until	1630
Worthing Station (Cross St)			0639	0704	0734	0804	0834	0904	0934	1004	1034		04	34		1634
Tarring Lincett Avenue			0646	0713	0743	0813	0843	0913	0943	1013	1043		13	43		1643
The Causeway Golden Lion			0651	0719	0749	0819	0849	0919	0949	1019	1049		19	49		1649
Goring Boxgrove Parade			0656	0726	0756	0826	0856	0926	0956	1026	1056		26	56		1656
West Durrington Tesco			0703	0733	0803	0833	0903	0933	1003	1033	1103		33	03		1703
			▼	▼	▼	▼	▼	▼	▼	▼	▼			▼		▼
	5	5	5	5	5	5	5	5	5	5	5		5	5		5
West Durrington Tesco	0604	0634	0704	0734	0804	0834	0904	0934	1004	1034	1104	then as these mins past each hour	34	04	until	1704
Adur Avenue Colne Close	0607	0637	0707	0737	0807	0837	0907	0937	1007	1037	1107		37	07		1707
Durrington Lamb Inn	0610	0640	0710	0740	0810	0840	0911	0941	1011	1040	1110		40	10		1710
Tarring Thomas A'Becket	0618	0648	0718	0749	0819	0849	0920	0950	1020	1048	1118		48	18		1718
Broadwater Church	0623	0653	0723	0756	0826	0856	0927	0957	1027	1053	1123		53	23		1723
Worthing Station	0628	0658	0728	0802	0832	0902	0932	1002	1032	1058	1128		58	28		1728
Worthing South Street	0633	0703	0733	0808	0838	0908	0938	1008	1038	1103	1133		03	33		1733

MONDAY TO FRIDAY (excluding Public Holidays)

	10	10	10	10		
Worthing South Street [M]	1705	1735	1805	1835		
Worthing Station (Cross St)	1709	1739	1809	1839		
Tarring Lincett Avenue	1718	1748	1818	1848		
The Causeway Golden Lion	1724	1754	1824	1854		
Goring Boxgrove Parade	1731	1801	1831	1901		
West Durrington Tesco	1738	1808	1838	1908		
	▼	▼	▼	▼		
	5	5	5	5	5	5
West Durrington Tesco	1739	1809	1839	1909	1939	2039
Adur Avenue Colne Close	1742	1812	1842	1911	1941	2041
Durrington Lamb Inn	1745	1815	1845	1914	1944	2044
Tarring Thomas A'Becket	1753	1823	1853	1920	1950	2050
Broadwater Church	1758	1828	1858	1923	1953	2053
Worthing Station	1803	1833	1903	1928	1958	2058
Worthing South Street	1808	1838	1908	1933	2003	2103

SATURDAY

	10	10	10	10		10	10		10
Worthing South Street [M]	0710	0740	0800	0830	then as these mins past each hour	00	30	until	1630
Worthing Station (Cross St)	0714	0744	0804	0834		04	34		1634
Tarring Lincett Avenue	0721	0751	0813	0843		13	43		1643
The Causeway Golden Lion	0726	0756	0819	0849		19	49		1649
Goring Boxgrove Parade	0731	0801	0826	0856		26	56		1656
West Durrington Tesco	0738	0808	0833	0903		33	03		1703
	▼	▼	▼	▼		▼	▼		▼
	5	5	5	5	5		5	5		5
West Durrington Tesco	0709	0739	0809	0834	0904	then at these mins past each hour	34	04	until	1704
Adur Avenue Colne Close	0712	0742	0812	0837	0907		37	07		1707
Durrington Lamb Inn	0715	0745	0815	0840	0910		40	10		1710
Tarring Thomas A'Becket	0723	0753	0823	0848	0918		48	18		1718
Broadwater Church	0728	0758	0828	0853	0923		53	23		1723
Worthing Station	0733	0803	0833	0858	0928		58	28		1728
Worthing South Street	0738	0808	0838	0903	0933		03	33		1733

SATURDAY

	10	10	10	10		
Worthing South Street [M]	1705	1735	1805	1835		
Worthing Station (Cross St)	1709	1739	1809	1839		
Tarring Lincett Avenue	1718	1748	1818	1848		
The Causeway Golden Lion	1724	1754	1824	1854		
Goring Boxgrove Parade	1731	1801	1831	1901		
West Durrington Tesco	1738	1808	1838	1908		
	▼	▼	▼	▼		
	5	5	5	5	5	5
West Durrington Tesco	1739	1809	1839	1909	1939	2039
Adur Avenue Colne Close	1742	1812	1842	1911	1941	2041
Durrington Lamb Inn	1745	1815	1845	1914	1944	2044
Tarring Thomas A'Becket	1753	1823	1853	1920	1950	2050
Broadwater Church	1758	1828	1858	1923	1953	2053
Worthing Station	1803	1833	1903	1928	1958	2058
Worthing South Street	1808	1838	1908	1933	2003	2103

SUNDAY (including Public Holidays)

	5		5		5
West Durrington Tesco	0929	then as these mins past each hour	29	until	1729
Adur Avenue Colne Close	0931		31		1731
Durrington Lamb Inn	0934		34		1734
Tarring Thomas A'Becket	0940		40		1740
Broadwater Church	0943		43		1743
Worthing Station	0948		48		1748
Worthing South Street	0953		53		1753

Appendix 4.

Example Staff Travel Survey

Travel Plan Questionnaire	
Client Organisation:	
Date:	



Q1	What is your home postcode?							

Q2	Which main type of transport do you typically use to get to and from work (Please tick)

	Car driver
	Car passenger (car share with another employee)
	Car passenger (drop off/pick up by non-employee)
	Bus
	Train
	Motor cycle rider
	Motor cycle passenger (with another employee)
	Motor cycle passenger (drop off/pick up by non-employee)
	Bicycle
	Electric Bicycle
	Walk
	Other

Q3	Did you use any other type of transport in addition to your main type listed in Q2?

	Yes		No (if no, proceed to Q5)

Q4	Which other type of travel did you use to get to and from work? (Please tick)

	Car driver
	Car passenger (car share with another employee)
	Car passenger (drop off/pick up by non-employee)
	Bus
	Train
	Motor cycle rider
	Motor cycle passenger (with another employee)
	Motor cycle passenger (drop off/pick up by non-employee)
	Bicycle
	Electric Bicycle
	Walk
	Other

Q5	What time(s) do you normally **arrive** at work? (Please tick)

Q6	What time(s) do you normally **leave** work? (Please tick)

Q5

06:00	to	06:59
07:00	to	07:59
08:00	to	08:59
09:00	to	09:59
10:00	to	10:59
11:00	to	11:59

Q6

Earlier		
15:00	to	15:59
16:00	to	16:59
17:00	to	17:59
18:00	to	18:59
19:00	to	19:59

12:00	to	12:59
13:00	to	13:59
14:00	to	14:59
Later		

20:00	to	20:59
21:00	to	21:59
22:00	to	22:59
23:00	to	23:59

Q7	Approximately how far do you travel to work? (Please tick box below)

	Less than 1 mile
	Up to 2 miles
	Up to 5 miles
	Up to 10 miles
	Up to 15 miles
	Up 20 20 miles
	Greater than 20 miles

Q8	How long does it take normally to travel to work

	Less than 10minutes
	Up to 20 minutes
	Up to 30 minutes
	Up to 40 minutes
	Greater than 40 minutes

Car Travel (Please complete this section if you drive a car to work or are a passenger

Q9	Why do you normally travel to and from work by car (Please tick the main reason in Q9A and other reasons in Q9B)

Q9A	Q9B	
		Door to door convenience
		Cheaper than public transport
		Quicker than public transport
		Use of company car
		Company parking space available
		Cost of fuel subsidy from employer
		Need car for business use
		Need car for personal use
		Public transport is not generally readily available for my journey
		Public transport is not available when your need it
		Public transport is overcrowded / uncomfortable
		Public transport unreliable / infrequent
		Don't like using public transport for any journey
		It is too far to walk
		It is too far to cycle
		It is too dangerous to walk/cycle
		Need to drop off/pick up family members as part of my commute

Any other reason?

Q10	If a car share scheme was available through your employer would you be willing to join it?

	Yes		No

If you answered yes to Q10 go to Q12 if you answered no go to Q11

Q11	What would be your main reason for not joining a car sharing scheme?

	Car share with someone who is not an employee of this company
	Prefer the privacy of driving alone
	Hours of work vary too much
	Drop off/pick up children on the way to/from work
	Often travel on business during the working day
	Do not travel directly to/from work

Q12	Which of the following ideas would encourage you to use **bus services** when travelling to/from work? (please show preference by marking boxes 1, 2, 3, etc. 1 being most encouraging and 7 being the least encouraging

	Interest free season ticket loans
	Increased frequency of bus services
	Improved security on buses and waiting areas
	Faster/more direct bus services
	Reduced bus fares
	Better quality buses and waiting areas
	Better more accessible timetable information

Q13	Which of the following ideas would encourage you to use **rail services** when travelling to/from work? (please show preference by marking boxes 1, 2, 3, etc. 1 being most encouraging and 7 being the least encouraging

	Interest free season ticket loans
	Increased frequency of rail services
	Improved security at and around train stations
	Faster/more direct rail services
	Better quality trains and waiting areas
	Better more accessible timetable information
	Would never be able to consider the train

Q14	Which of the following ideas would encourage you to **cycle** when travelling to/from work? (please show preference by marking boxes 1, 2, 3, etc. 1 being most encouraging and 7 being the least encouraging

	Better cycling routes
	Better information and route maps
	Improved cycle storage/changing/showering facilities at work
	Locker facilities, including drying facilities
	Interest free loans for a bike
	Provision of cycle safety equipment
	Would never be able to consider cycling

Q15	Which of the following ideas would encourage you to **walk** when travelling to/from work? (please show preference by marking boxes 1, 2, 3, etc. 1 being most encouraging and 5 being the least encouraging

	Better pedestrian routes
	Better information and route maps
	Locker facilities, including drying facilities
	Better footways
	Would never be able to consider walking