

Cove Communities

Medmerry Holiday Park

Travel Plan

July 2023



a company of Royal HaskoningDHV

Medmerry Holiday Park Travel Plan

Version 3-0

July 2023

Produced by:



For:

Cove Communities

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1. Introduction

- 1.1 Integrated Transport Planning Ltd (ITP) has been commissioned by Cove Communities to prepare a Travel Plan (TP) to accompany an application for the redevelopment of the existing Medmerry Holiday Park with the replacement and relocation of the existing 308 holiday chalets into a high-quality holiday resort comprising 308 modern holiday lodges.
- 1.2 The principles in this TP will apply to all users of the proposed development – primarily visitors, but also the staff at Medmerry Holiday Park. Whilst staff travel patterns tend to be most easily influenced, it is acknowledged that visitors will make up the majority of total trips to the consented development. Measures to discourage vehicle use by visitors are therefore embedded within the development proposals and this TP.
- 1.3 This TP has been prepared in accordance with the principles of the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG).
- 1.4 This TP should be read in conjunction with the TA. The TA provides further detail on the anticipated transport impact of the proposed development.
- 1.5 This Travel Plan is a living document that identifies a package of measures that promotes sustainable transport and reduces private vehicle journeys originating from the holiday park.

Purpose

- 1.6 A TP is a package of measures designed to promote travel to and from the site by sustainable modes of transport, thereby reducing reliance on single occupancy private car usage. TPs are site-specific and tailored to the individual requirements of the type of development and intended users of the site.
- 1.7 This TP is a management tool that will bring together better transport opportunities for essential and leisure travel, to achieve a more sustainable travel choice. A successfully implemented TP can offer substantial gains towards the sustainable transport objectives of central and local government, helping to encourage:
 - Reductions in car usage, particularly influencing levels of single-occupancy car travel, with an increased number of journeys made by public transport, walking and cycling
 - Improved road safety and personal security, particularly for pedestrians and cyclists

- 1.8 It is important that TPs are dynamic and adapt to changes in their lifecycle. To ensure a TP remains effective and relevant it should involve a continuous cycle of actions and monitoring. This will be addressed within the 'Action Plan' and 'Monitoring' sections of this document.

Background

- 1.9 The proposed redevelopment of the existing Medmerry Holiday Park seeks the replacement and relocation of the existing 308 holiday chalets into a high-quality holiday resort comprising 308 modern holiday lodges.
- 1.10 It is understood that substantial investment is required at Medmerry Holiday Park if it is to continue to play a tourism role in the future; with the current holiday chalets and central services buildings requiring significant maintenance and not meeting the expectations of visitors. The development proposes to introduce a unique holiday park which is fundamentally different from other self-catering accommodation located within the area.

2019 Planning Application

- 1.11 As part of the 2019 planning application (E/19/02840/FULEIA), a Travel Plan was produced by ITP and approved by West Sussex County Council.
- 1.12 Although the planning application was refused under Delegated Powers, transport was not a reason for refusal. Feedback from Chichester District Council, West Sussex County Council and National Highways at the time did not indicate any reasons for objecting this larger scheme from a highways and transport perspective.

2. Policy

National Planning Policy Framework

- 2.1 The National Planning Policy Framework (NPPF), published by the Ministry of Housing, Communities and Local Government and most recently updated in July 2021, is the statutory national planning document for England. It takes an overriding position in favour of sustainable development. The NPPF provides high-level policy covering a wide range of themes and topics, including transport and travel. To focus on reducing development impacts and increasing the uptake of sustainable modes, planning decisions should take account of whether:

- 'a) appropriate opportunities to promote sustainable transport modes can be or have been – taken up, given the type of development and its location.*
- b) safe and sustainable access to the site can be achieved for all users.*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code.*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'*

- 2.2 Crucially, Paragraph 113 states:

'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.'

- 2.3 By developing the following Travel Plan, a number of policy directions set out above are being met. These include the need to promote and prioritise walking and cycling, as well as ensuring sustainable development patterns that can be accessed by a wide range of modes, without causing unacceptable harm to the existing transport networks.

- 2.4 The revised planning policy also reinforces the need for pragmatism when determining the acceptability of development from a traffic and transport point of view. The cost of mitigation should be proportionate and is only required when the development would otherwise cause a severe impact.

Planning Practice Guidance – Travel Plans, Transport Assessments and Statements

- 2.5 The Department for Transport's Planning Practice Guidance (PPG) was published in March 2014 by the Department for Levelling Up, Housing and Communities, and the Ministry of Housing, Communities and Local Government. PPG supports individuals, developers and practitioners through various aspects of the planning system. Specifically, PPG provides context and further details to those elements discussed within the NPPF.
- 2.6 The PPG on Travel Plans act as the basis for which all local highway authorities will form their own guidance. It discusses key elements of what the Travel Plan should be seeking to achieve and how to get there. Specifically, the guidance states that Travel Plans:
- '...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). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have a negative impact on the surrounding streets.'*
- 2.7 The guidance emphasises the importance of Travel Plans in the context of a proposed development, especially when trying to encourage sustainable travel behaviour prior to the occupation of the site. Travel Plans and Transport Assessments can positively contribute towards:
- *'encouraging sustainable travel;*
 - *Lessening traffic generation and its detrimental impacts;*
 - *Reducing carbon emissions and climate impacts;*
 - *Creating accessible, connected, inclusive communities;*
 - *Improving health outcomes and quality of life;*
 - *Improving road safety; and*
 - *Reducing the need of new development to increase existing road capacity or provide new roads.'*

- 2.8 This TP utilises national guidance on how to ensure sustainable travel to the site can be made attractive and accessible for all users. Where applicable, further use of the guidance will be utilised and discussed in the relevant Chapters.

DfT Circular 01/2022

- 2.9 National Highways is responsible for the management and maintenance of a safe and effective Strategic Road Network (SRN). The Department for Transport (DfT) Circular 01/2022 is the policy of the Secretary of State in relation to the SRN. The Circular explains how National Highways will engage with the planning system and fulfil its remit to be a delivery partner for sustainable economic growth whilst maintaining, managing and operating a safe and efficient SRN. This Circular replaces the policies in the DfT Circular 02/2013; and sets out how National Highways will engage with the development industry, public bodies and communities to assist the delivery of sustainable development. The SRN near the application site is the A27, approximately 8 kilometres to the north of the site by road.
- 2.10 The Circular details that travel plans are an effective way of promoting the use of sustainable modes of transport. Where travel plans are required, clear targets and commitments are to be set by the developer to reduce the traffic impact of development and maximise accessibility for walking, wheeling, cycling, public transport and shared travel.

West Sussex Transport Plan 2022-2036

- 2.11 The West Sussex Transport Plan 2022-2036 is the County Council's main policy on transport and supports delivery of Our Council Plan and its priorities. The Transport Plan sets out how the County Council, working with its strategic partners particularly in relation to funding, intends to address key challenges by improving, maintaining and managing the transport network in the period to 2036.
- 2.12 The vision for the West Sussex Transport Plan includes:

'The transport network will be on a pathway to achieve net zero carbon emissions by 2050 through more local living, increased use of electric vehicles and reduced use of fossil-fuels. It will also be safer, more efficient and resilient overall with more walking, cycling and use of public or shared transport and less congestion on major routes that connect West Sussex towns with Gatwick Airport, London and nearby cities. The transport network will connect communities and allow residents to live healthy lifestyles with good access to the West Sussex coast and the protected South Downs, High Weald and Chichester

Harbour. Active travel modes, public or shared transport will be attractive options in built up areas and between towns, and rural communities will have access to the services they need.'

- 2.13 The Transport Plan reaffirms the importance to reduce the reliance on private vehicles, and shift towards increasing walking, cycling and use of public or shared transport.

Chichester Local Plan: Key Policies 2014-2029

- 2.14 The Chichester Local Plan: Key Policies 2014-2029 was adopted on 14th July 2015. This is the statutory local planning document for the district, excluding the South Downs National Park, and therefore is a material consideration for the proposed development, which is in the south of the district.

- 2.15 Policy 8 discusses Chichester District Council's approach to working with West Sussex County Council to improve access to services and facilities and to provide an improved integrated transport network. This includes:

'Ensuring that new development is well located and designed to minimise the need for travel, encourages the use of sustainable modes of travel as an alternative to the private car, and provides or contributes towards necessary transport infrastructure, including through travel plans.

Working with relevant providers to improve accessibility to key services and facilities and to ensure that new facilities are readily accessible by sustainable modes of travel

Measures to promote behavioural change in travel choices, such as easy-to-use journey planning tools, skills training and promotional activities. Travel plans will be developed as a means of coordinating these measures.'

- 2.16 The Local Plan also reiterates that Travel Plans will support opportunities to improve the sustainable mode share for new developments.

3. Site

- 3.1 The following chapter provides a summary of information that is presented in more detail within the accompanying Transport Assessment. The two documents should be read in parallel for the purposes of the planning application.

Site Location

- 3.2 The site is located on the southwestern fringe of the Manhood Peninsula, south of Chichester and is currently set back from the coast by approximately 200 metres. The immediate surroundings are largely undeveloped, with the site being accessed via Drove Lane, a private access road, from the village of Earnley.

Figure 3-1: Site location



Source: Open Street Map

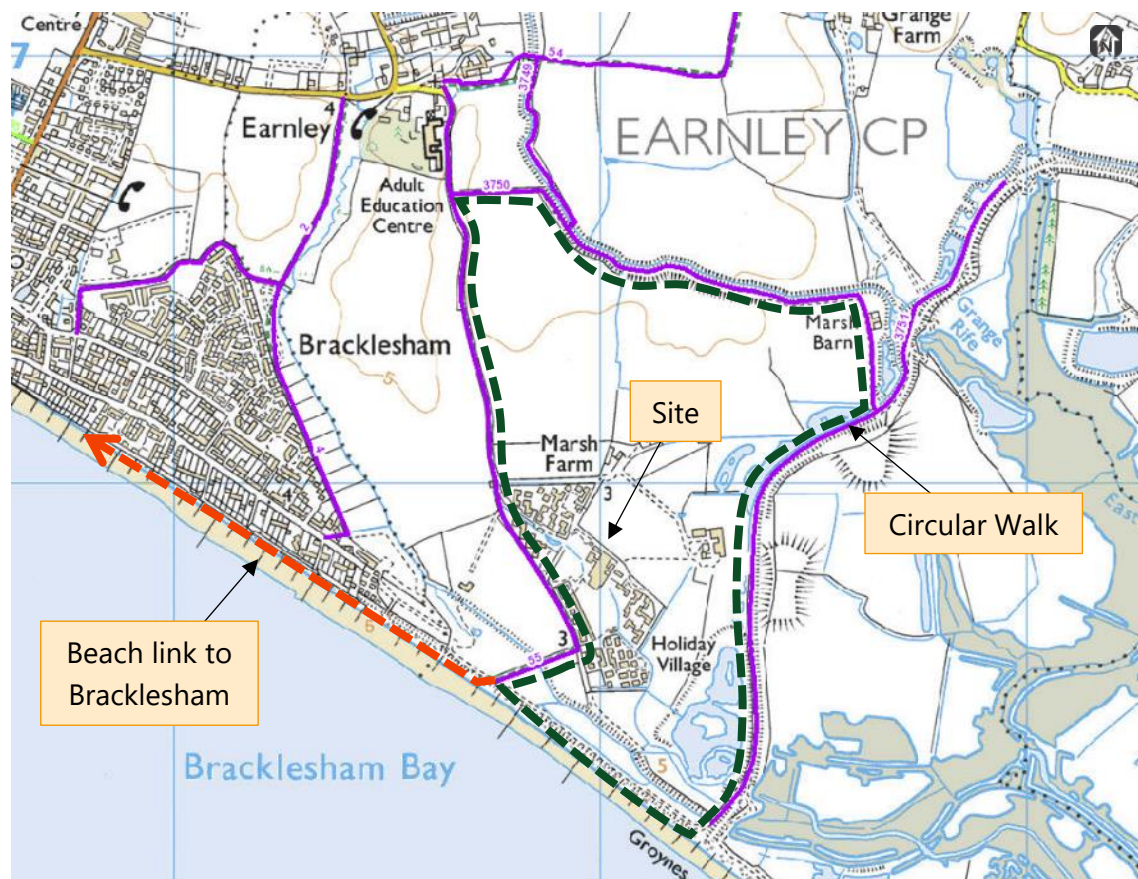
- 3.3 The park currently advertises its proximity to a range of local attractions, that include RSPB Medmerry Nature Reserve, West Witterings Beach and Chichester Harbour.

Accessibility

Walking and Cycling

- 3.4 Figure 3-2 highlights the existing walking and cycling routes near the holiday park. As well as footpaths along the coast from the park, there are many footpaths crossing the peninsula.

Figure 3-2: Public Rights of Way

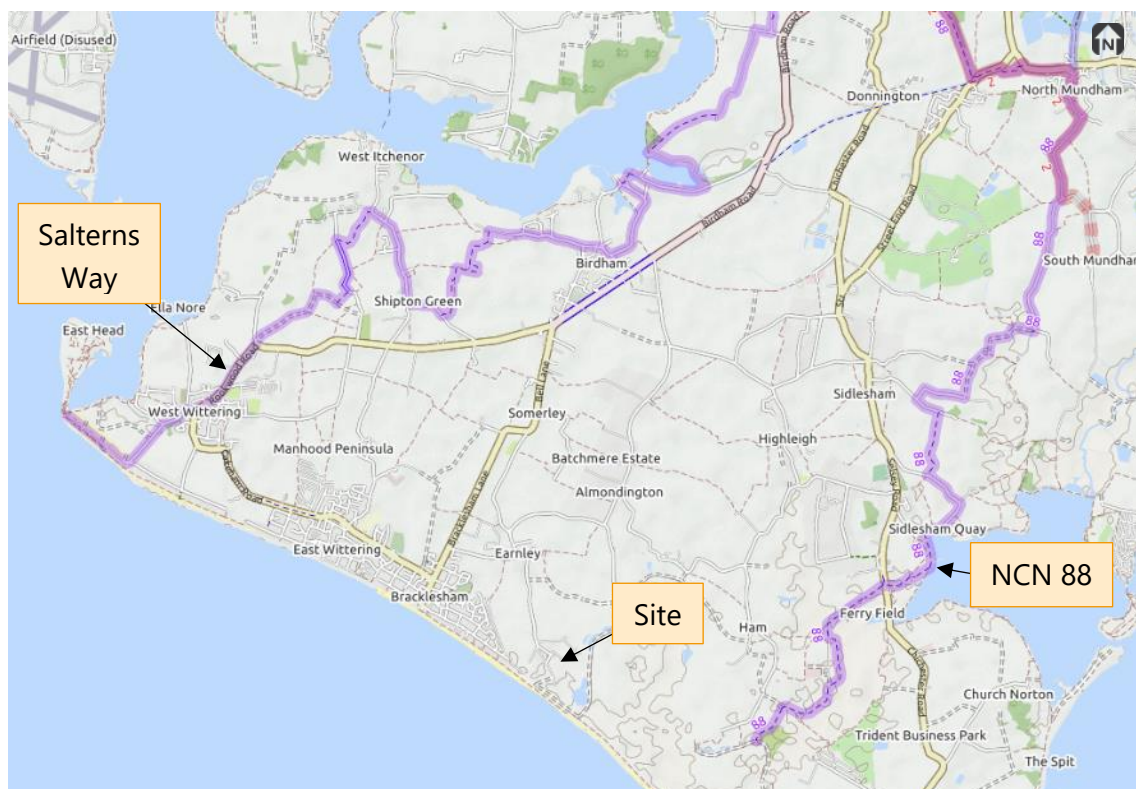


Source: West Sussex County Council iMap

- 3.5 Whilst it is not anticipated that a significant proportion of holidaymakers will choose to arrive initially on foot or by bicycle, the redevelopment of Medmerry Holiday Park will provide numerous high-quality leisure opportunities on-site, thus reducing the need to leave the holiday park. Facilities within the proposed development include the village hub; boathouse store; pop-up dining area; children's play area; pitch & putt; paddle tennis; swimming pool; allotments; activity lake; wetlands walk; and outdoor amenity area.

- 3.6 Nevertheless, the holiday park's location offers a wide range of options for active travel as a leisure activity during visitors' stays, therefore reducing the need for holidaymakers to travel away from the site by car to access similar opportunities.
- 3.7 The site benefits from its proximity to RSPB Medmerry nature reserve and the continuous beach front along the coast, which are major attractors for the holiday park.
- 3.8 The park is accessible and bordered by a Public Right of Way (PRoW) along its western boundary (footpath number 55). PRoW footpath 55 follows a fully surfaced private lane directly between the park and the village of Earnley, therefore does not require any improvement in order to make it fully accessible.
- 3.9 A link to Bracklesham is also provided via the beach which runs directly from the holiday park to Bracklesham and onwards. Equally, this also provides access to the neighbouring RSPB site and forms part of a longer circular route taking in the reserve.
- 3.10 Figure 3-3 highlights the existing cycling routes in proximity of the holiday park. The nearest recognised cycle route is Salterns Way, which follows the western coast of the Manhood Peninsula from Chichester to East Head. National Cycle Network route 88 follows the eastern coast and joins route 2 near Chichester.

Figure 3-3: Walking and cycling routes



Source: Open Street Map

- 3.11 Some useful locations frequented by visitors that are accessible via foot and cycle include Bracklesham and East Wittering and West Wittering. Walking and cycling distance to amenities and attractions are presented in Table 3-1.

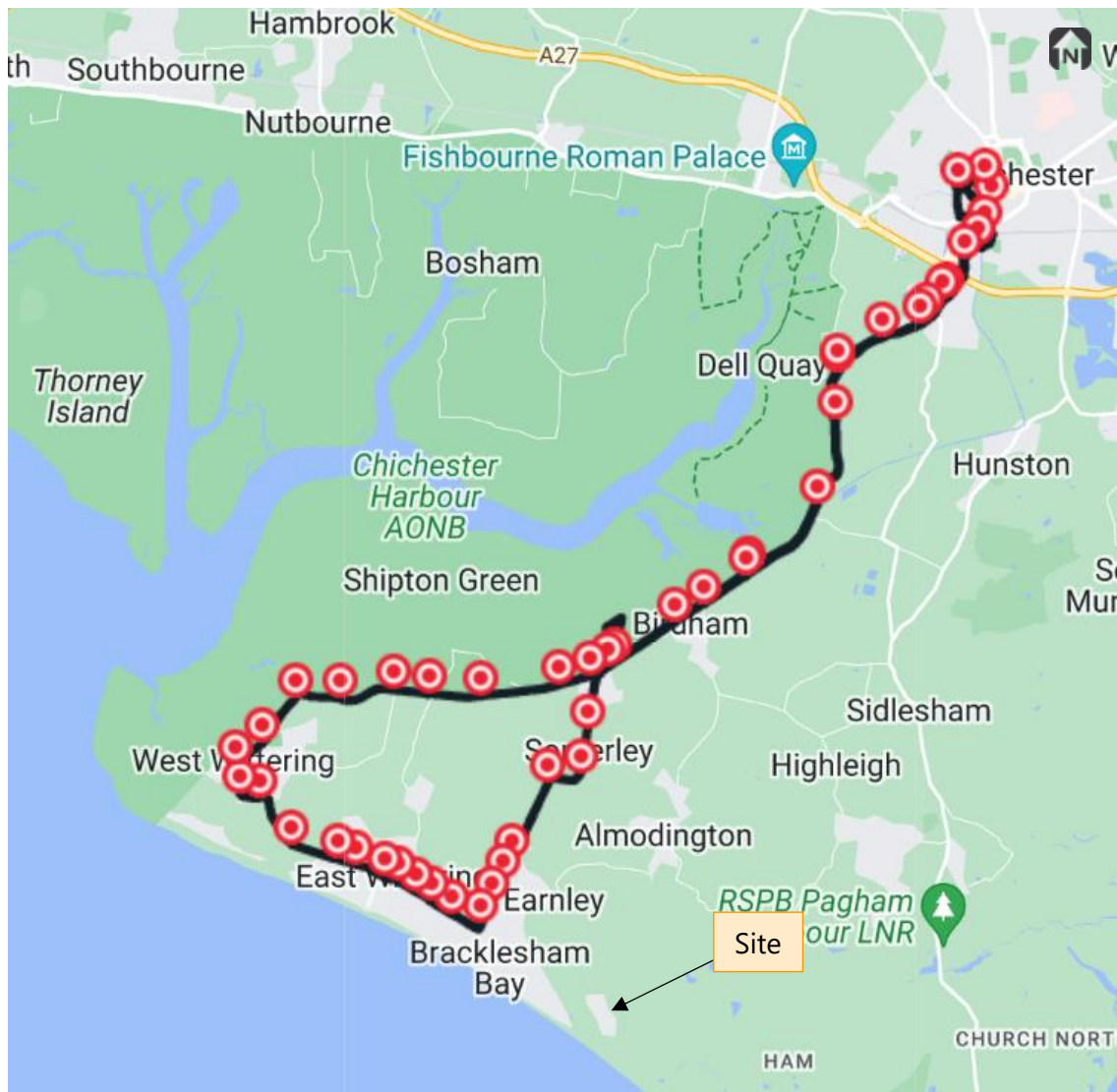
Table 3-1: Local attractions

Destination	Distance	Walking Time	Cycling Time
East Wittering Beach	0.4 km	5 min	1 min
East Wittering	3.8 km	45 min	12 min
West Wittering	6.0 km	1 hr 15 min	18 min
Chichester Harbour	7.7 km	1 hr 34 min	23 min

Bus

- 3.12 Access to the holiday park using public transport is limited due to its rural location. The nearest bus stops are located at the junction of Clappers Lane and Bracklesham Lane, approximately 1.8 kilometres from the park, and are served by the frequent number 52 and 53 services to Chichester, as shown in Figure 3-4.
- 3.13 The services operate as 'lollipop' routes with service number 52 completing a clockwise circuit and service number 53 completing an anticlockwise circuit. Combined, the two services provide up to four services an hour to Chichester.

Figure 3-4: Bus routes 52 and 53



Source: Google Maps and Stagecoach (2023)

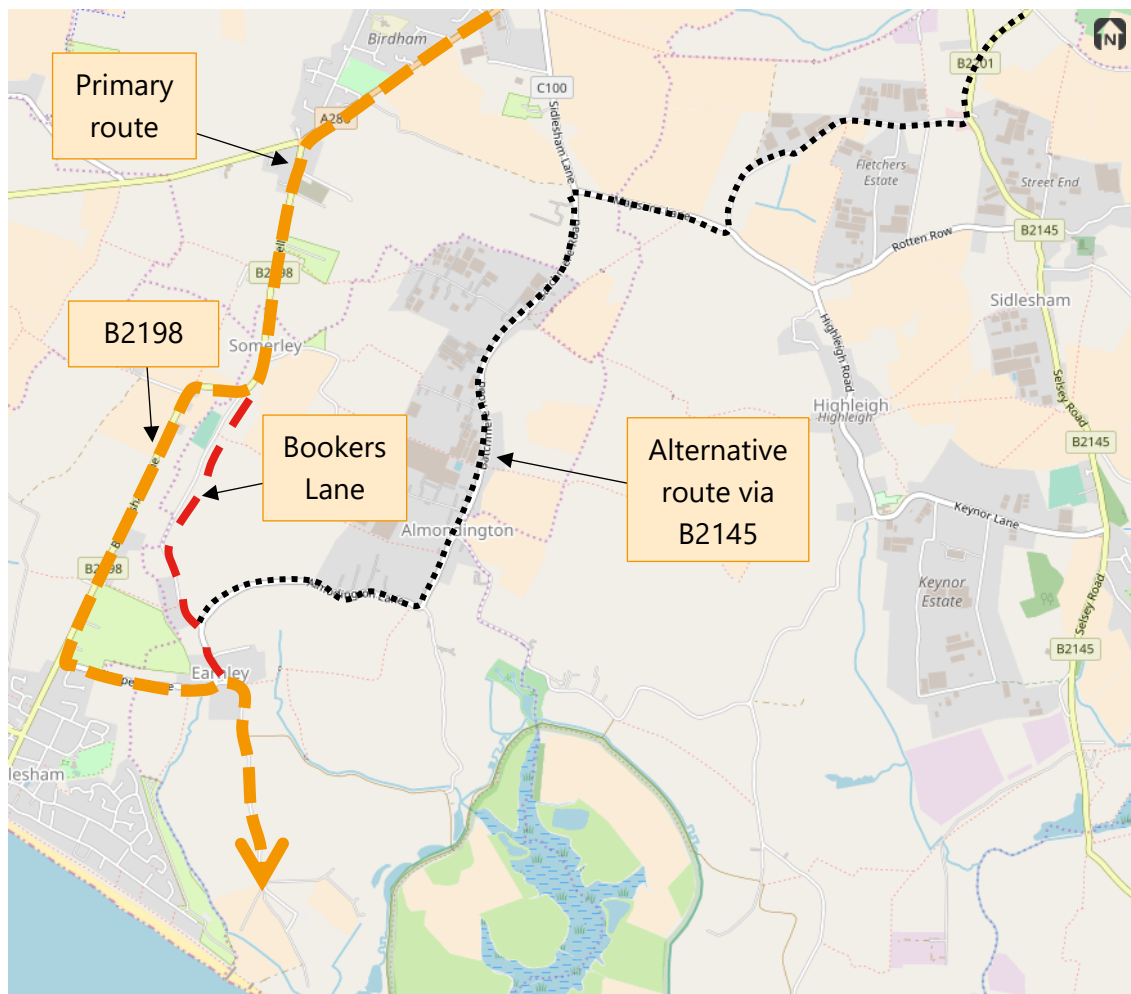
Rail

- 3.14 Chichester railway station is located approximately 12 kilometres from the holiday park and provides access to frequent services from London and along the south coast. There is no direct connection from the rail station to the site however a bus connection via a change at Bracklesham facilitates a limited degree of access. Chichester rail station also provides a taxi rank which can take users directly from the station to the site.

Car

- 3.15 The geography of the Manhood Peninsula and the resulting layout of the highway network means that there are a limited number of routes available to access the site by car. The likely routing of vehicles arriving at the holiday park is shown in Figure 3-5.

Figure 3-5: Access routing

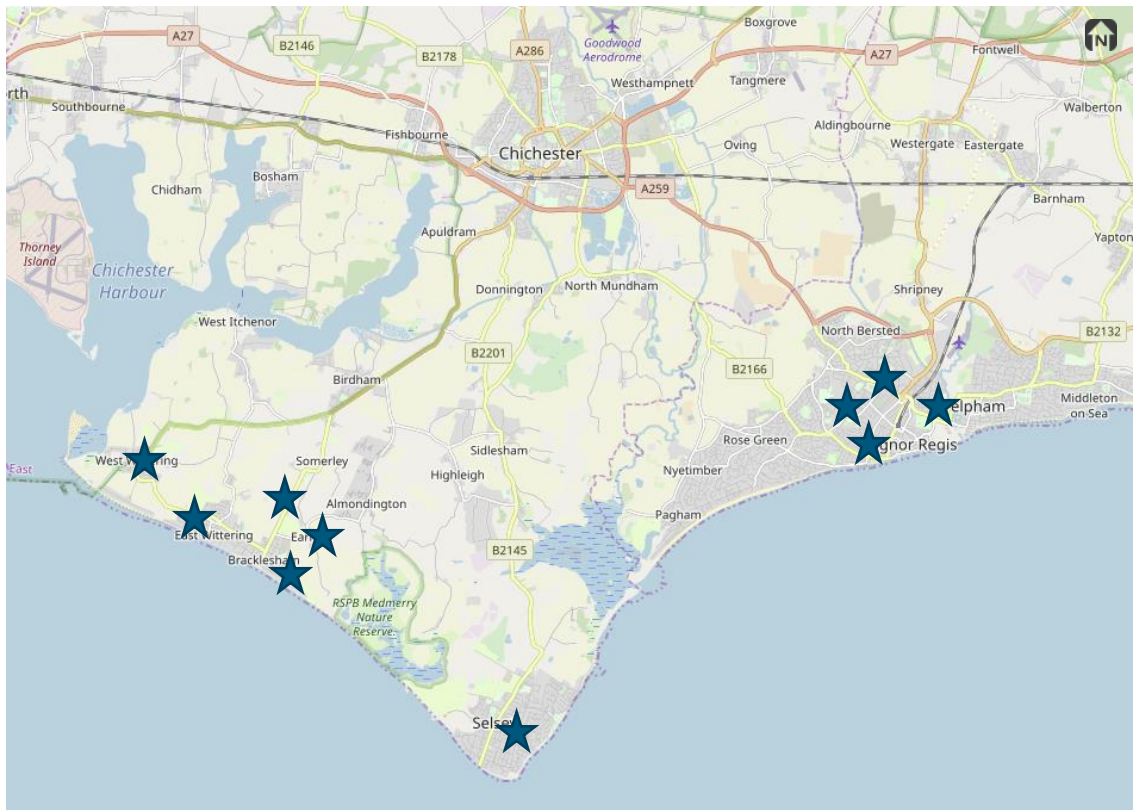


Source: Open Street Map

Staff Postcodes

- 3.16 A staff postcode survey was undertaken previously to support the 2019 Travel Plan. The postcodes of the members of staff have been plotted in Figure 3-6.
- 3.17 This shows that the majority live within a short distance of the park and it is anticipated that this pattern of staff locations will continue. It is noted that this may change over time and therefore this will be monitored and updated as necessary.

Figure 3-6: Staff postcode plot



Note: locations shown approximately to protect staff privacy

Source: Open Street Map

4. Aims, Objectives and Measures

4.1 The overall aim of the Travel Plan for Medmerry Holiday Park site is:

To encourage a shift towards sustainable modes when travelling to, from and around the site

4.2 This will be measured against a set of objectives:

- 1) To increase awareness of travel behaviour, its impacts on the local and wider environment and the alternatives to private car use
- 2) To increase the proportion of staff and visitors arriving at the holiday park using public transport
- 3) To increase the use of sustainable modes of transport, primarily walking and cycling, amongst staff and visitors whilst at the holiday park
- 4) To ensure that maximum efficiency is gained from residual car trips by encouraging lift sharing and the use of lower-emission vehicles

4.3 The following measures have been given as examples that could help to achieve the objectives set out above. It is anticipated that the park management will use their experience to determine the measures that are likely to be the most successful and therefore not all the measures may be implemented.

To increase awareness of travel behaviour, its impacts on the local and wider environment and the alternatives to private car use

- Conduct **staff** travel surveys to capture existing travel behaviour, as well as allowing staff to provide suggestions for improvements
- Conduct **visitor** travel surveys to capture existing travel behaviour, as well as allowing visitors to provide suggestions for improvements
- Request that visitors state how they travelled to the holiday park during check-in/out or similar interactions with staff
- Conduct focus group interviews with groups of staff and visitors to gain a more detailed understanding of existing issues and potential improvements
- Include travel plan results in published newsletters, blog posts and intranet pages to demonstrate its impact
- Display signage at the holiday park exit reminding drivers of the presence of pedestrians and cyclists and the need to be considerate when passing through neighbouring villages

- Display signage within the holiday park reminding drivers that pedestrians and cyclists have priority over cars within the site
- Organise themed events around walking, cycling and public transport, such as 'Walk to Work Week'

To increase the proportion of staff and visitors arriving at the holiday park using public transport

- Display instructions on how to access the holiday park by sustainable modes on the holiday park's website and published materials
- Provide leaflets outlining local bus and rail services at the site reception and similar communal areas
- Provide key public transport information within staff communal areas
- Provide benches and shelter (subject to land owners' agreement) along the walking route between the holiday park and the nearest bus stops
- Signpost staff and visitors to existing journey planning tools provided by WSCC, Google Maps, Cycle Streets, etc
- Recommend local taxi and private hire companies

To increase the use of sustainable modes of transport, primarily walking and cycling, amongst staff and visitors whilst at the holiday park

- Provide high-quality walking routes through the holiday park, eliminating the need for visitors to drive once at the site
- Provide benches and shelter throughout the holiday park, particularly for the benefit of people who require places to rest whilst walking
- Provide branded umbrellas for the use of staff and visitors
- Investigate long-term cycle hire options or 'cycle to work' scheme access for staff
- Provide secure and sheltered cycle parking
- Provide facilities for the washing of bicycles, shoes and dogs
- Provide secure drying areas for wet-weather clothing and cycle accessories
- Install appropriate traffic calming features to deliver a 'cars as guests' environment

To ensure that maximum efficiency is gained from residual car trips by encouraging lift sharing and the use of lower-emission vehicles

- Provide links to local car sharing services and mobility as a service (MaaS) applications (e.g. Uber)

- Install appropriate electric vehicle charging points
- Consider electric or ultra-low emissions vehicles when renewing business fleet
- Include environmental factors, such as age of fleet, when considering the recommendation of local taxi and private hire companies

5. Implementation

Travel Plan Management

- 5.1 The management of this Travel Plan will be conducted by an appointed Travel Plan Coordinator (TPC). This can be an internal role appointed by the site management or an external role that is sub-contracted to an external party.
- 5.2 The TPC responsibilities will be to:
- Ensure the site design meets the access needs of the occupants
 - Promote and market the Travel Plan to staff and visitors offering tailored advice
 - Implement and deliver the approved measures to meet the delivery in chapter 4
 - Taking the Travel Plan into the future and delivering new measures
 - Monitor the Travel Plan to ensure it is meeting its aim and objectives
 - Attend audit meetings with WSCC
 - Produce and submit monitoring report
 - Acting as the main point of contact for all stakeholders regarding the Travel Plan
- 5.3 The contact details of the TPC should be supplied to the County Council's Travel Plan team upon appointment or no later than within one month of occupation of the site.
- 5.4 One of the main responsibilities of the TPC is the marketing and promotion of the Travel Plan to the staff and visitors. Promotion of the plan through a successful marketing campaign is key to its success.
- 5.5 The promotion of the Travel Plan to staff and lease holders can begin before the development opens promoting the site's aim and objectives from the outset. Techniques can include:
- Information included on the site's website
 - Email and social media campaigns
 - Information packs for new and existing lease holders
 - Use of on-site notice boards
 - Features in site-specific newsletters and leaflets

6. Monitoring

- 6.1 A Travel Plan is a flexible document that adapts to changes over time considering results gathered from regular reviews and reassessment. Having a measurable aim and objectives enables flexibility when the objectives are assessed against the results of the travel surveys. This enables a Travel Plan to remain an effective tool in generating a shift towards sustainable modes.

Staff and Visitor Travel Survey

- 6.2 To ensure an effective pool of data is available to monitor travel patterns, a target of 100% of staff and 25% of visitors will complete surveys detailing their methods of travel to and from the site within the first 3 months of opening.
- 6.3 The surveys will identify the existing modal split, travel choices and behaviours of those using the site providing base data.
- 6.4 These surveys will be an annual occurrence which will be used to assess the success of the Travel Plan and the modal change against the base data. In turn, the results will be monitored and assessed against the aim and objectives of the Travel Plan identifying areas for improvement or where expectations are being surpassed.
- 6.5 The annual survey will also enable staff and visitors to voice their views on the Travel Plan's effectiveness. Invitations to volunteer to take part in a steering group will be included to develop ideas staff and visitors have for the Travel Plan.

Quantify Measures

- 6.6 To ensure the measures listed in Chapter 5 of this Travel Plan are having a positive impact on raising awareness and encouraging a move towards sustainable modes when travelling to and from the site, the TPC will analyse and quantify the uptake (%) and cost (monetary) of each measure. These will then be assessed against the aim and objectives to evaluate their effectiveness.

Standard Assessment Methodology

- 6.7 The Travel Plan will be monitored in accordance with a standard assessment methodology (SAM) for a period of at least five years which will include travel surveys. This will provide standardised data that can be compared with similar developments nationally.

Reporting

- 6.8 An annual travel survey report will be completed by the TPC. The report will provide results from the annual survey and other findings by the TPC throughout the year. It will form the basis for an annual report to be prepared by the TPC and submitted to West Sussex County Council.
- 6.9 Along with WSCC, the report will also provide evidence for the TPC, steering group and management of the site enabling them to more effectively allocate funding or make changes to policies and procedures.
- 6.10 Annual summaries will be made available to the lease holders to promote the Travel Plan and provide tangible evidence of the surveys and measure in place.

Remedial Measures

- 6.11 The annual review undertaken by the TPC will identify any objectives or measures that are not delivering the expected results. Should this Travel Plan fail to achieve the proposed targets after the five-year period, the TPC will undertake an investigation and assign further measures. These may include additional cycle parking, or financial incentives.
- 6.12 All measures will be decided on after an evaluation of the data gathered over the five-year period and most up to date thinking on sustainable transport.

7. Action Plan

- 7.1 The action plan in Table 7-1 presents the timescale for the Travel Plans first edition of measures to be introduced at the site.

Table 7-1: Action plan timetable

Action	Deadline
Conduct a staff and visitor travel survey	Within 3 months of opening
Encourage staff to join a car share scheme	Within 3 months of opening
Investigate and report upon the possibility of a tax-efficient cycle to work scheme	Within 6 months of opening
Provide secure storage for bicycles at a level commensurate with demand	Prior to opening
Provide high visibility and foul-weather clothing for staff opting to walk and cycle to work or as part of their daily duties	Ongoing
Encourage staff to use existing journey planning tools including WSCC Launch Cycle Planner the 'CycleStreets' app and WSCC journey matching website	Within 3 months of opening
Run a campaign making staff aware of the personal benefits of sustainable travel and the measures in place	Within 12 months of opening
Provide information on sustainable travel options with each new lease pack	Ongoing
Provide information on local attractions and how they can be reached using sustainable transport with each new lease pack	Ongoing
Improvements to existing connections including footpaths and cycle routes within the park masterplan	Prior to opening

Appendix A

Staff Travel Survey Template

Medmerry Holiday Park Staff Travel Survey

Thank you for taking part in this travel survey, which is being coordinated by [TPC], Travel Plan Coordinator for Medmerry Holiday Park. If you have any questions about the survey or sustainable travel in general, then please contact [TPC] using the following details:

[INSERT CONTACT DETAILS]

This survey is being conducted anonymously and we would welcome your honest feedback.

Help us to improve your journey to work

1) How far is your journey to work (single journey) to the nearest mile?

- Less than 1 mile (e.g.)
- 1 to under 5 miles (e.g.)
- 5 to under 10 miles (e.g.)
- 10 to under 15 miles (e.g.)
- 15 to under 20 miles (e.g.)
- 20 to under 30 miles (e.g.)
- 30 to under 40 miles (e.g.)
- 40 miles and over

2) How long does the journey to and from work normally take you?

To work: _____ hours : _____ minutes

From work: _____ hours : _____ minutes

3) At approximately what time do you arrive at and leave work? If you have varying shift patterns, please use the space below to give details of the times you work most often.

	Shift 1	Shift 2 (if relevant)	Shift 3 (if relevant)
Arrive	____:____	____:____	____:____

Leave ____:____ ____:____ ____:____

4) How do you normally travel to and from work?

	To work	From work
Car as driver	<input type="checkbox"/>	<input type="checkbox"/>
Car as passenger	<input type="checkbox"/>	<input type="checkbox"/>
Motorcycle driver	<input type="checkbox"/>	<input type="checkbox"/>
Motorcycle passenger	<input type="checkbox"/>	<input type="checkbox"/>
Walk all the way	<input type="checkbox"/>	<input type="checkbox"/>
Cycle	<input type="checkbox"/>	<input type="checkbox"/>
Public bus	<input type="checkbox"/>	<input type="checkbox"/>
Train	<input type="checkbox"/>	<input type="checkbox"/>
Taxi	<input type="checkbox"/>	<input type="checkbox"/>
Work at home / another location	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>

5) If you stated that you normally travel to or from work in a car, how many people including yourself are normally in the car?

- | | | |
|-------------------------------|-------------------------------|--------------------------------|
| <input type="checkbox"/> One | <input type="checkbox"/> Two | <input type="checkbox"/> Three |
| <input type="checkbox"/> Four | <input type="checkbox"/> Five | <input type="checkbox"/> Six |

6) Where do you normally park at work? Remember that this survey is anonymous

- Main Car Park
- On the internal roads
- On local roads (off-site)
- Not applicable/Other. If other, please specify: _____

7) Are there any other modes of transport that you use to go to or from work on a less regular basis?

	Once or twice a week	Once or twice a month	Once or twice a year
Car as driver	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Car as passenger	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorcycle driver	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorcycle passenger	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walk all the way	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Train	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Taxi	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Work at home / another location	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

8) If you were responsible for making changes, how would you encourage your colleagues to travel more sustainably? (tick your top 5 choices)

- Offer the ability to work from home
- Provide greater discounts on public transport tickets
- Introduce charges for parking on-site
- Reserve more parking spaces for car-sharers and/or electric vehicles
- Improve reliability and frequency of public transport services
- Introduce earlier and later bus services to match shift times
- Introduce the Government led Provide cycle to work scheme for staff
- Improve showering and changing facilities
- Other (please provide details in the space provided at the end of the survey)

9) What problems do you face that prevent you from travelling more sustainably? (tick all that apply)

I would like to use public transport, but...

- it is too expensive
- it takes too long
- it is unreliable
- there isn't enough information
- it is not available when I need to travel
- it doesn't run on a suitable route
- it is unpleasant/uncomfortable

I would like to walk or cycle, but...

- it is too dangerous
- there aren't good enough showering/changing facilities
- it is too far
- there isn't enough information
- I do not own a bicycle
- I have to carry heavy luggage

Other

- I have to drive as main part of job
- I don't have anyone to car share with

- I need to keep my flexibility
- Other (please provide details in the space provided at the end of the survey)

10) Would you be interested in taking part in a car sharing scheme?

- Yes, as a driver
- Yes, as a passenger
- No

11) If you have any other comments or suggestions, please use the space below:

Appendix B

Visitor Travel Survey Template

Medmerry Holiday Park Lease-Holder Travel Survey

Thank you for taking part in this travel survey, which is being coordinated by [TPC], Travel Plan Coordinator for Medmerry Holiday Park. If you have any questions about the survey or sustainable travel in general, then please contact [TPC] using the following details:

[INSERT CONTACT DETAILS]

This survey is being conducted anonymously and we would welcome your honest feedback.

Help us to improve your experience

1) How far do you travel to Medmerry Holiday Park (single journey) to the nearest mile?

- Less than 1 mile (e.g.)
- 1 to under 25 miles (e.g.)
- 25 to under 50 miles (e.g.)
- 50 to under 100 miles (e.g.)
- 100 to under 150 miles (e.g.)
- Further than 150 miles (e.g.)

2) Please provide the name of your nearest town/city:

3) How long does the journey to your unit normally take you?

___ hours : ___ minutes

4) How do you normally travel to and from the site?

If you use multiple modes please tick more than one of the boxes.

- Car as driver
- Car as passenger
- Motorcycle driver
- Motorcycle passenger

- Train
- Coach
- Public bus
- Taxi
- Other

Please provide details if you have selected 'other'

5) What other modes of transport do you believe are feasible to access the site from your home?

- Car as driver
- Car as passenger
- Motorcycle driver
- Motorcycle passenger
- Train
- Coach
- Public bus
- Taxi
- Other

Please provide details if you have selected 'other'

6) How many people, including yourself, normally visit the unit?

- | | | |
|-------------------------------|-------------------------------|--------------------------------|
| <input type="checkbox"/> One | <input type="checkbox"/> Two | <input type="checkbox"/> Three |
| <input type="checkbox"/> Four | <input type="checkbox"/> Five | <input type="checkbox"/> Other |

Please provide details if you have selected 'other'

7) What problems do you face that prevent you from travelling to the site more sustainably?

(tick all that apply)

I would like to use public transport, but...

- it is too expensive
- it takes too long
- it is unreliable
- there isn't enough information
- it is not available when I need to travel
- There is not a suitable route
- it is unpleasant/uncomfortable
- I have to carry heavy luggage
- Other

8) How often do you visit the lodge?

- | | | |
|---------------------------------------|---------------------------------------|------------------------------------|
| <input type="checkbox"/> Once a week | <input type="checkbox"/> Once a month | <input type="checkbox"/> Quarterly |
| <input type="checkbox"/> Twice a year | <input type="checkbox"/> Once a year | <input type="checkbox"/> Other |

Please provide details if you have selected 'other'

9) How long do you stay at the site when you visit?

- One to three days
- Four to seven days
- Eight to ten days
- Eleven to fourteen days
- Longer than 2 weeks

Please provide details if you have selected 'Longer than 2 weeks'

10) If you arrive to the site in a vehicle, where do you normally park?

- Alongside my unit
- On the road outside my unit
- In the main/visitors car park
- Not applicable
- Other

Please provide details if you have selected 'other'

11) Once arriving on site, how often do you leave during your stay?

- Never
- Daily
- Every 2 to 4 days
- Every 5 to 7 days
- Other
- Other

Please provide details if you have selected 'other'

12) When you leave the site, what mode of transport do you use?

	Once or twice a week	Once or twice a month	Once or twice a year
Car as driver	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Car as passenger	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorcycle driver	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorcycle passenger	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Taxi	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please provide details if you have selected 'other'

13) If you were responsible for making changes, how would you encourage your site visitors to travel more sustainably? (tick your top 5 choices)

- Offer the use of bicycles rented out from the visitors centre
- Provide secure storage for cycles at reception
- Provide secure storage for cycles at each unit
- Provide discounts on public transport tickets
- Information packs on sustainable travel options with each lease
- Information packs on attractions accessible via sustainable transport via leaflet drops
- Improvements to existing connections including footpaths and cycle routes
- A mini-bus service providing on-demand pick-up from Chichester train station/shuttle service during peak periods
- Run a continual campaign making visitors aware of the personal benefits of sustainable travel and the measures in place
- Other (please provide details in the space provided at the end of the survey)

Please provide details if you have selected 'other'

14) What problems do you face that prevent you from travelling sustainably during your
(tick all that apply)

I would like to use public transport, but...

- it is too expensive
- it takes too long
- it is unreliable
- there isn't enough information
- it is not available when I need to travel
- There is not a suitable route
- it is unpleasant/uncomfortable
- Other

Please provide details if you have selected 'other'

I would like to walk or cycle, but...

- it is too dangerous
- it is too far
- there isn't enough information
- I do not own a bicycle
- Other

Please provide details if you have selected 'other'

15) If you have any other comments or suggestions, please use the space below:

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