



TRAVEL PLAN

December 2023

Proposed Development

Cardigan Memorial Hospital



acstro

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Revision History

Issue 1	19 th April 2021	
Issue 2	23 th December 2023	

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1 Introduction

- 1.1 Acstro has been appointed to prepare a Travel Plan to support a planning application for redevelopment of the former Cardigan Memorial Hospital, Pont y Cleifion, Cardigan.
- 1.2 The site's general location is shown in Figure 1 below.

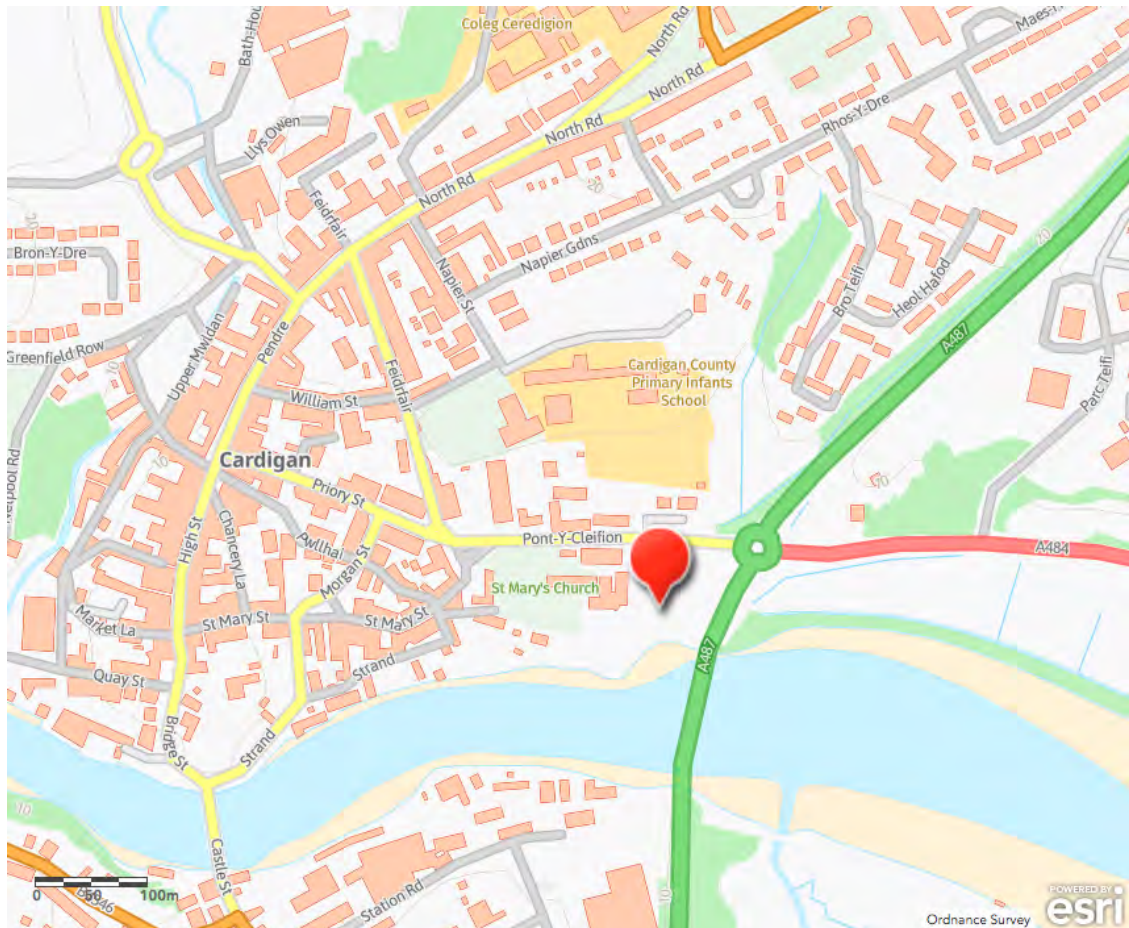


Figure 1 Location

- 1.3 In 2021 planning permission under reference A21510 was granted for a mixed use development of the site comprising of 34 apartments for the over 55s, office accommodation for WWHa and a maintenance building for the use of WWHa's Cambria Maintenance Services company.
- 1.4 A revised planning application is now being made for a similar mixed use development. The office space and maintenance building will be as per the permitted scheme but the number of apartments is to be reduced from 34 to 20. Access to the site is as per the permitted scheme.
- 1.5 The ultimate aim of any Travel Plan should be to influence long-term changes in travel behaviour by providing the right package of measures that promote and value sustainable transport initiatives. It is crucial to the success of a Travel Plan that the measures are site specific and tailored to the needs of the existing and future users of the site.

- 1.6 A Travel Plan is a dynamic process that will grow and develop with time, with the changing circumstances of the site and the environment in which it works. It should be stressed that the Travel Plan will be flexible in which measures are implemented, and will allow for changes to be made in line with Travel Plan performance.

2 Location & Accessibility

- 2.1 There is a wide range of services and facilities within close proximity to the site. Walk distances to a selection of these facilities from the site are provided in the table below.

Facility / Location	Walk Distance from Site
Finch Square Bus Stops	100m / 1 minute
Leisure Centre	350m / 5 minutes
Town centre shops & services	400m / 5 minutes
Theatre Mwldan	500m / 7 minutes
Health Centre	900m / 12 minutes

Table 1 Walk Distances from the Site to selection of Local Facilities

Active Travel

- 2.2 The Chartered Institution of Highways and Transportation's (CIHT) 'Planning for Walking' (2015) states that "Across Britain about 80 per cent of journeys shorter than 1 mile (1.6km) are made wholly on foot – something that has changed little in thirty years. In 2012 walkers accounted for 79 per cent of all journeys shorter than 1 mile, but beyond that distance cars are the dominant mode (DfT, annual)". It is considered that 2km, a distance that can be walked in around 25 to 30 minutes, represents a reasonable distance to expect that walking can be a viable option. Figure 3 shows the areas that can be reached on foot within around 30 minutes of the site.
- 2.3 All of the services and facilities listed in Table 1 together are within comfortable walking distance to the application site.

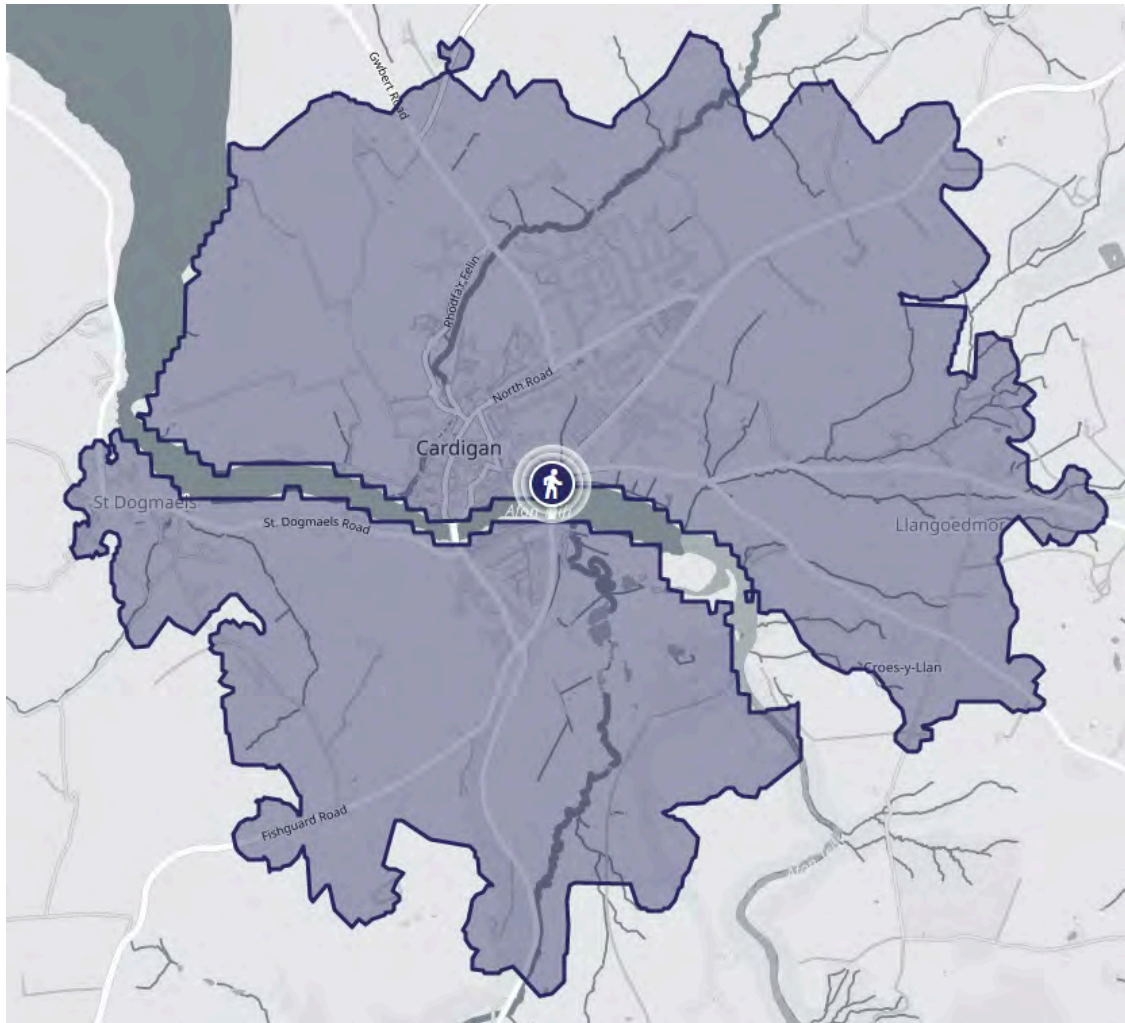


Figure 2 30-Minute Walk Catchment

- 2.4 The site is accessible to pedestrians from the existing footway that runs alongside Pont y Cleifion. The street's southern footway does not currently extend across the site's frontage. This will be addressed as part of the development with a new section of footway being provided to link the existing footways to the east and west of the site.
- 2.5 There is a raised table pedestrian crossing of Pont y Cleifion immediately to the west of the site and another just east of Finch Square. These allow for safe crossing of the street and also act to limit traffic speed.
- 2.6 The footways and crossings on Pont y Cleifion link with the wider pedestrian network that serves the town. The town's pedestrian infrastructure is considered to be good and allows for safe movement throughout.
- 2.7 Due to the site's location close to services and facilities and the good quality pedestrian network that is available, there is a high probability that many of the trips generated by development can be made on foot.

- 2.8 The Chartered Institution of Highways and Transportation's 'Planning for Cycling' (2014) states that 'cycle use is more seasonal than for other modes, with up to twice as many cyclists in summer compared with winter. The majority of cycling trips are for short distances, with 80% being less than five miles (8km) and with 40% being less than two miles (3km). However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (National Travel Survey, 2013, Department for Transport)'. Figure 5 shows the areas that can be reached within a 30-minute cycle ride from the site.

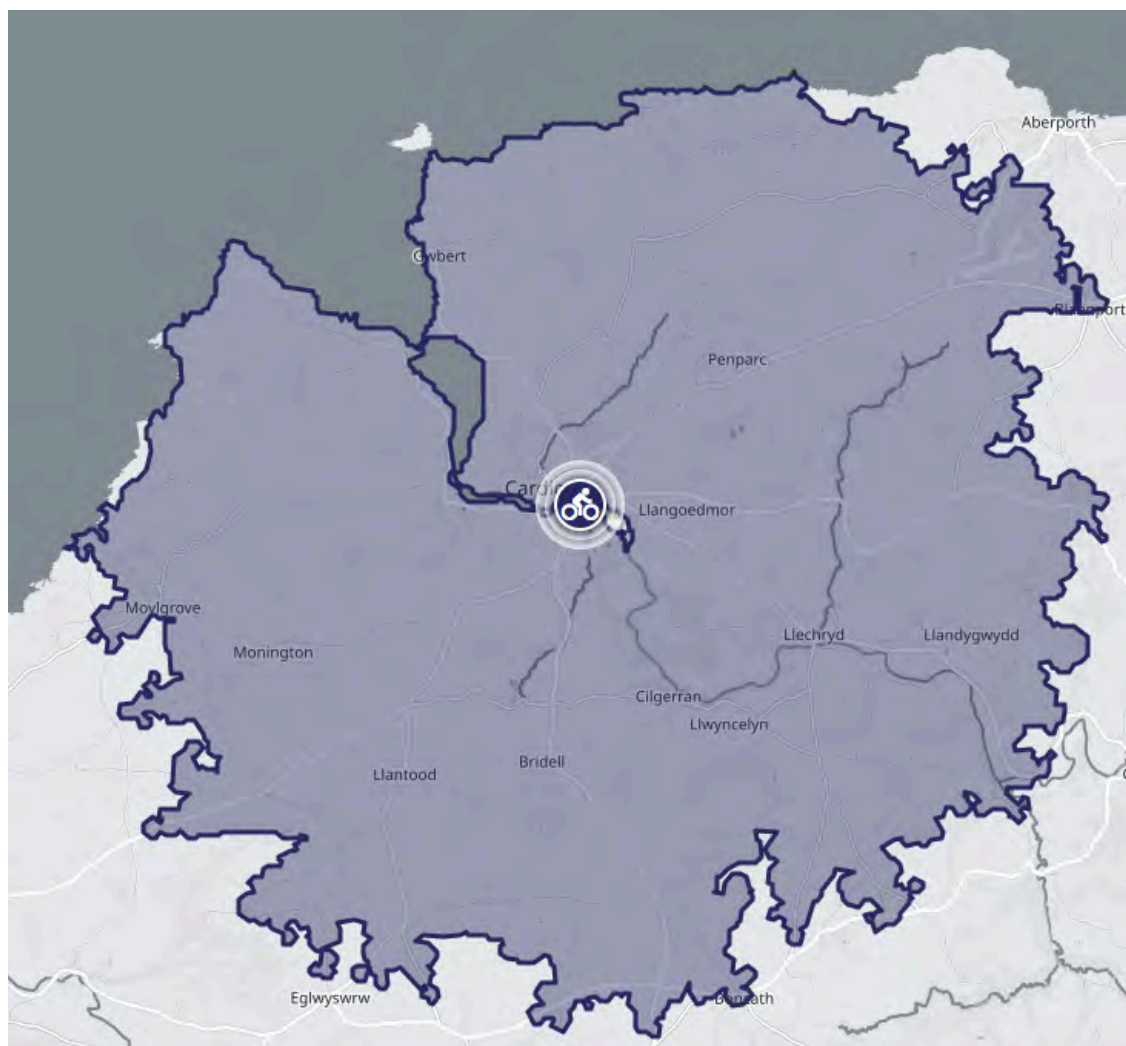


Figure 3 30-Minute Cycle Catchment

- 2.9 National Cycle Network Route 82, a long distance cycle route that links Fishguard and Bangor, passes along the southern bank of the Teifi and is within some 350m of the application site.



Figure 4 National Cycle Network

Public Transport Network

- 2.10 The site benefits from excellent public transport links. There are several bus stops located in Finch Square, some 100m to the west of the site. Finch Square acts as the town's bus station and is therefore the locus for public transport services.
- 2.11 A list of the bus services that stop at Finch Square is provided below. Combined there are 52 buses each day that stop at Finch Square.

Service	Route
405 / Poppit Rocket	Cardigan - Newport
408	Cardigan (Tesco) Circular
554	Cardigan – Aberporth
X50	Cardigan – Aberaeron – Aberystwyth
T5	Haverfordwest – Cardigan – Aberystwyth
460	Cardigan – Carmarthen
430	Cardigan - Hermon

Table 2 Local Bus Services

Highway Network

- 2.12 The site is adjacent to, and accessed from, Pont y Cleifion (A484). Pont y Cleifion is one of the main radial routes into Ceredigion and links the town to Newcastle Emlyn and Carmarthen.

- 2.13 Pont y Cleifion is subject to a 20mph speed limit and has street lighting. Along the site's frontage there are waiting/parking restrictions in place.
- 2.14 Some 50m east of the site is the A484 / A478 roundabout. The A478 continues north to Aberaeron, Aberystwyth and north Wales and south to Fishguard.
- 2.15 A review of injury accident records for the area around the site has been undertaken for latest five-year period for which data is available (2018 – 2022 inclusive).
- 2.16 There are no recorded injury accidents on Pont y Cleifion, adjacent to the site, during this five-year period. And only two slight severity accidents on the western and eastern entries to the Pont y Cleifion A487/A484 roundabout, respectively. The absence of clusters of accidents or accidents of serious or fatal severity indicates that the road network in the vicinity of the site operates with a satisfactory level of safety.

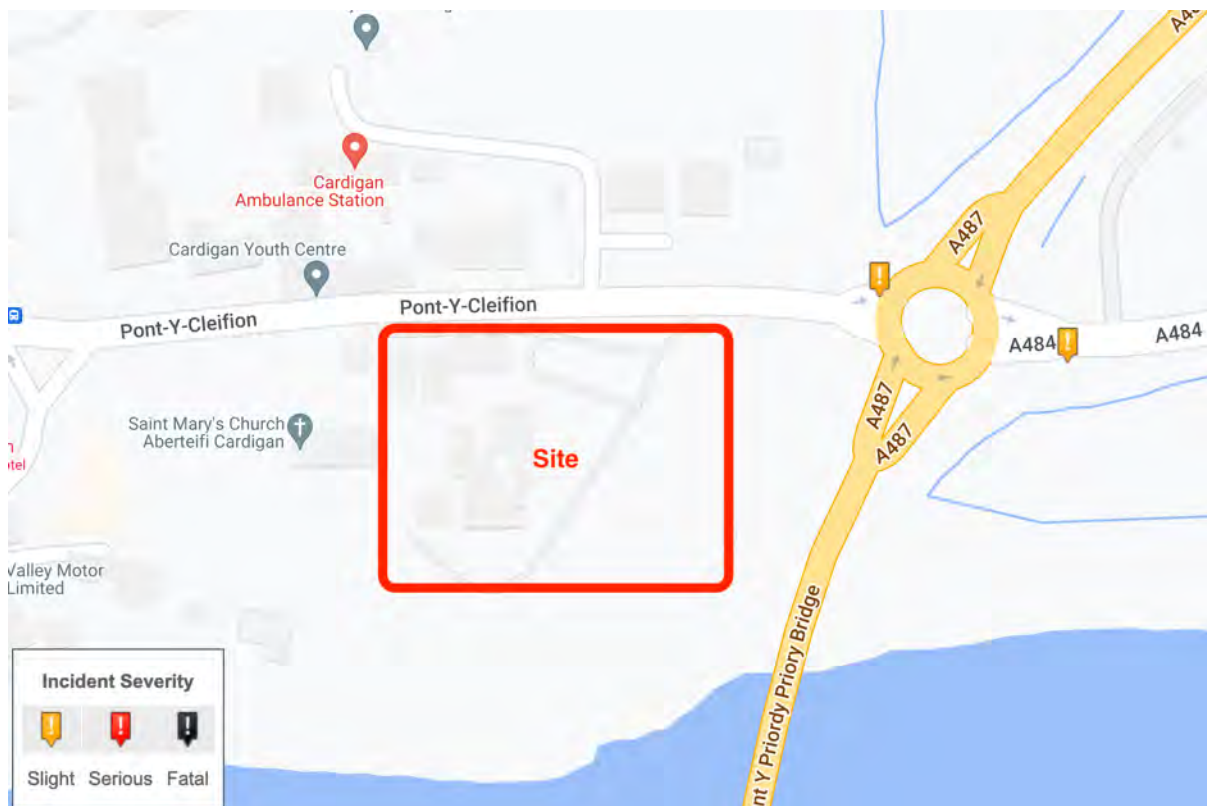


Figure 5 Injury Accident Records 2015 – 2019

3 Proposed Development

- 3.1 The proposed development will deliver 20 apartments for the over 55s together with office accommodation (800m²) for WWHA. The development will also include a maintenance building (160m²) for the use of WWHA's Cambria Maintenance Services company.
- 3.2 The existing two points of access to the site from Pont y Cleifion will be removed, permanently stopped-up and replaced by a single point of access. The access will be 6m wide and has been designed to accommodate a refuse vehicle. Visibility splays of 2.4m x 43m will be available in both directions from the new access, providing adequate stopping sight distance for drivers approaching at the 30mph speed limit that was in force at the time of the permitted scheme's planning application. The speed limit has since reduced to 20mph and therefore the available visibility from the approved access exceeds the minimum dimensions required for 20mph roads.
- 3.3 A footway is provided adjacent to the access. A separate pedestrian access to the development is to be provided from Pont y Cleifion near the site's north western corner. Pedestrian access to the site from the neighbouring churchyard is also available.
- 3.4 The site's existing boundary wall along Pont y Cleifion will be removed and a 2m wide footway provided alongside the carriageway where none currently exists.
- 3.5 A total of 53 car parking spaces will be provided, one for each of the 20 apartments and 33 for the use of WWHA staff and visitors. The 53 spaces includes 5 accessible spaces for blue-badge holders.
- 3.6 There are two public car parks within some 300m of the site at Gloster Row and William Terrace. There are a few minutes walk from the site and can be used to accommodate additional parking demand should it occur.

4 The Travel Plan

Travel Plan Aims

- 4.1 It is important that the Travel Plan has a focus and direction in what it is trying to achieve. This can be accomplished through the identification of Travel Plan aims, which are realistic and site specific. The aims of this Travel Plan are:
- To widen the travel options available to all users of the development. It is vitally important that the users of the development are made fully aware of the sustainable transport choices available to them from the opening of the site so that sustainable travel habits are established from the outset. The focus of the Travel Plan will be to inform the residents of the live-work units and occupiers of the commercial spaces of the development of the travel options available to them.
 - To improve the health of all users to the site. Current Government advice for living a healthier lifestyle is to engage in moderate exercise (that raises your breathing and heart rate) for 30 minutes a day. This Travel Plan aims to encourage greater take up of walking and cycling to the site within the area.
 - To carefully monitor and manage the Travel Plan. It is imperative to the success of the Travel Plan that there are the right mechanisms in place to monitor and manage it so that it is effective year on year.

Travel Plan Co-ordinator

- 4.2 For a Travel Plan to succeed, it must be treated as an ongoing programme, requiring regular management input. Experience has shown that the most successful Travel Plans have a dedicated Travel Plan Co-ordinator (TPC). The TPC is vital as they provide the focus for the Travel Plan to promote, implement and monitor it.
- 4.3 The development's TPC will be appointed at least 3 months prior to the first occupation. The TPC's contact details will be provided to the LPA.
- 4.4 The duties of the TPC will include:
- The introduction of Travel Plan initiatives;
 - To promote and encourage the increased use of alternative modes of transport and to provide general and specific information on the options available;
 - To encourage participation and compliance with Travel Plan policies;
 - Organise & encourage site wide participation in local and national travel events e.g. Walk to Work Week, Bike Week, Liftshare Week;
 - Produce Travel Information packs to all new residents & commercial space tenants;
 - To arrange regular travel surveys and monitoring reports;
 - To act as a point of contact and provide information relating to the operation of the Travel Plan to relevant parties;
 - To review, update and implement Travel Plan measures, as appropriate, within specified timescales and with the agreement of all parties; and
 - Liaison with other TPC's from other nearby organisations, to optimise Travel Plan initiatives, for example, car sharing opportunities;

- 4.5 Details of the Travel Plan will be provided within Welcome Packs provided to all new residents of the live-work units and occupiers of the commercial spaces. Within the welcome pack will be the contact details of the TPC and those wishing to play a part in steering the ongoing development of the Travel Plan will be invited to make contact.

Travel Surveys

- 4.6 Travel surveys are vital in understanding the travel patterns of all users to the site. By gaining an understanding of actual and perceived barriers to sustainable transport choices it will enable an assessment for the scope to influence modal shift.
- 4.7 Travel surveys will be undertaken within 3 months of the site's first occupation and conducted annually thereafter to compare changes in travel behaviour. Data will be gathered by way of a questionnaire that will be circulated to the residents of the live-work units and occupiers of the commercial spaces. Analysis of the survey results will allow the TPC to identify the measures with the greatest chance of success in terms of achieving the Travel Plan's aims. Examples of the resident and employee questionnaires that will be used for the survey is included as Appendix 1.

Appendix 1 Travel Survey Questionnaires

Modal Shift Targets

- 4.8 Prior to the occupation of the development an estimate of the likely modal split of trips generated by the development has been arrived at by reference to 2011 Census data for the method of travel to work for Cardigan.

Mode of Transport	%
On foot	14%
Bicycle	1%
Public Transport	3%
Motorcycle, scooter or moped	1%
Driving a car or van	75%
Passenger in a car or van	6%

Table 3 2011 Census Method of Travel to Work Results

- 4.9 The Census data shows that 75% of journeys to work are driven and that 18% are either walked, cycled or made by public transport.
- 4.10 We will assume that, without intervention, the modal split of the proposed development matches the census data. It is considered reasonable to attempt to generate a modal shift that reduces the number of driven car journeys use by one tenth i.e. from 75% to 68% over the course of the first 5-years of the development. To achieve this the following annual modal shift targets are proposed.

	Baseline	Year 1	Year 2	Year 3	Year 4	Year 5
On foot	14%	15%	15%	15%	16%	16%
Bicycle	1%	1%	2%	2%	2%	2%
Public Transport	3%	3%	4%	4%	4%	4%
Motorcycle, scooter or moped	1%	1%	1%	1%	1%	1%
Driving a car or van	75%	73%	71%	70%	69%	68%
Passenger in a car or van	6%	7%	7%	8%	8%	9%
Total	100%	100%	100%	100%	100%	100%

Table 4 Proposed Modal Shift Targets

- 4.11 The targeted reduction in the proportion of driven car journeys can be achieved by modest and incremental increases to the proportion of trips that are walked, cycled, made by public transport or undertaken as a car passenger.
- 4.12 The modal shift targets described above are based on the assumption that the baseline modal split will be similar to that of the Census data. The true baseline modal split of the development will only become evident once the initial travel survey has been completed. The annual modal shift target may therefore be adjusted following the receipt of and analysis of the initial questionnaire travel survey that will provide evidence of the true baseline modal split of the development.

5 Travel Plan Measures

- 5.1 This Travel Plan comprises a range of initiatives and measures to promote sustainable travel choice.
- 5.2 The Travel Plan will primarily focus on influencing the travel habits of those that work or live at the site. Measures will also be put in place to inform more occasional visitors of the travel options available to them and encourage their use of sustainable forms of transport.

Travel Information Packs

- 5.3 The main elements of the Travel Plan will include the preparation and dissemination of information and publicity material to encourage walking, cycling and the use of public transport. These will take the form of a Travel Information Pack that will be provided to all new residents and staff.

Walking

- 5.4 Walking as a form of transport will be actively promoted. The TPC will investigate the potential for introducing incentives for staff, residents and visitors to walk to the site. These may include:

- Promotion of walking as a healthy form of transport;
- Details of bus services & stops and other facilities within walking distance publicised;
- Information and advice on pedestrian routes to be made available to users of the site;
- Identify from Surveys journeys of under 2km and target these for the promotion of walking through personalised Journey Planning;
- Promotional events e.g. Walk to Work Week;
- Walking websites, which offer informed advice and route planning services will also be promoted such as www.walkit.com

Cycling

- 5.5 In order to encourage this form of transport the following measures will be implemented:

- Provision of secure cycle parking spaces.
- Identify common journeys of under 5km and target these for the promotion of cycling through Personalised Journey Planning.
- Provision of Cycle Maps.
- Promotional events e.g. Cycle to Work Week.

- 5.6 Other cycling organisations such as Sustrans offer advice, events and information for sustainable modes of transport. Sustrans try to influence the way in which people choose to travel in ways that benefit their health and the environment. Every day Sustrans work on practical, innovative ways of dealing with the transport challenges that affect us all. Details can be found on 0845 113 0065 or at the website address www.sustrans.org.uk.

Public Transport

- 5.7 In order to encourage the use of public transport to access the site the following measures will be included within the full Travel Plans:

- Promotion of public transport as a form of transport;
- Details of bus stop locations, route maps, timetables and fare information to be prominently displayed;
- Websites that provide bus service information and route planning will be promoted e.g. www.traveline-cymru.info
- The TPC will liaise with bus service operators to ensure that up-to-date timetable and route information is displayed.

Car Users

- 5.8 The following measures are designed to reduce the number of single occupant car journeys generated by the development:

- The TPC will encourage users of the development to travel on foot, by bicycle or on public transport wherever possible. Where journeys must be made by car the TPC will promote and encourage car-sharing.
- Potential car-sharers will be encouraged to visit car-sharing database websites, for example 'www.liftshare.com/wales'.

- 5.9 The TPC will also make sure that information about sharecymru, the all Wales car sharing service, is made available. The sharecymru website (sharecymru.com) is free to register on and provide all the information needed by potential car sharers, such as safety information, cost savings, and carbon savings. The scheme will be launched as an all inclusive Journey Sharing Scheme an additional tool to encourage modal shift from single occupancy cars. Users of the scheme do not have to be able to drive or own a car as there will be the facility to choose the option to be a passenger. Alternatively the user can choose another mode of transport such as cycling or taxi sharing.

Monitoring Strategy

- 5.10 The ongoing monitoring and review of the Travel Plan is a vital component in assessing progress and for highlighting any changes that may be required in the Travel Plan to meet the targets set. As a 'living manual' the Travel Plan can adapt to changes in travel behaviour highlighted in the annual travel survey.
- 5.11 Travel surveys will be undertaken annually. This will ensure that the success or otherwise of various measures can be identified and adjusted accordingly. The results of the surveys and actions that emanate from their analysis will be recorded and made available to the LPA upon request.
- 5.12 The Travel Plan and the measures contained within it will be managed for 5 years after the completion and occupation of the development. After this, a comprehensive review, in consultation with the LPA, will take place to assess the success of the Travel Plan and the future direction it should take.

Travel Plan Timetable

5.13 Below is a summary of the key actions and their proposed timing.

Timetable	Action
At least 3 months prior to the first occupation.	Appoint TPC & inform LPA of his/her contact details.
Prior to the first occupation of the development.	Prepare Travel Information Pack
Include with Marketing Materials & Welcome Packs	Detail of the Travel Plan & TPC. Include details of facilities within walking & cycling distance and those accessible by public transport. Include route maps and information regarding car sharing.
Within 3 months of first occupation	Travel Survey & repeated annually thereafter.
Within 6 months of first occupation	Finalise the measures to be contained within the Travel Plan & Inform LPA.
Ongoing from the start of the occupation	Promotion and marketing of the Travel Plan
12 months after the initial travel survey & annually thereafter.	Undertake monitoring surveys, analyse results and adjust the Travel Plan accordingly

Table 5 Travel Plan Actions

Appendix 1 Travel Survey Questionnaires

Travelling to Work: An Employee Survey

A Travel Plan is being developed at this site with the aim of making your everyday journeys easier and cheaper whilst at the same time trying to encourage more use of the bus, walking, cycling and car sharing. Please could you spend a little time filling this questionnaire in and return to.....

1	Home Postcode (if you are unable or don't wish to provide your full postcode, filling at least the shaded areas would be helpful)																
eg	<table border="1" style="margin: auto; border-collapse: collapse;"> <tr> <td style="width: 20px; height: 20px; background-color: #cccccc;"></td> <td style="width: 20px; height: 20px; background-color: #cccccc;"></td> <td style="width: 20px; height: 20px; background-color: #cccccc;"></td> <td style="width: 20px; height: 20px; background-color: #cccccc;"></td> <td style="width: 20px; height: 20px; background-color: #cccccc;"></td> <td style="width: 20px; height: 20px; background-color: #cccccc;"></td> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px;"></td> </tr> <tr> <td style="text-align: center;">C</td> <td style="text-align: center;">F</td> <td style="text-align: center;">6</td> <td style="text-align: center;">2</td> <td style="text-align: center;">5</td> <td style="text-align: center;">A</td> <td style="text-align: center;">D</td> <td></td> </tr> </table>									C	F	6	2	5	A	D	
C	F	6	2	5	A	D											

2	What are your usual start and end times?	Shift title	Time	
			Start (hh:mm)	End (hh:mm)
	Not on shift work		:	:
	If 2 shift		:	:
			:	:
	If 3 shift		:	:
			:	:
			:	:

3	How do you usually travel to work? (Please tick one only)	<input checked="" type="checkbox"/>
	Bus	<input type="checkbox"/>
	Bicycle	<input type="checkbox"/>
	Car, on your own	<input type="checkbox"/>
	Car, with others (car sharing)	<input type="checkbox"/>
	Car, passenger	<input type="checkbox"/>
	Taxi	<input type="checkbox"/>
	Foot	<input type="checkbox"/>
	Motorbike	<input type="checkbox"/>
	Train	<input type="checkbox"/>
	Minibus	<input type="checkbox"/>
	Other (please state)	<input type="checkbox"/>

4 How far do you travel to work?	<input style="width: 70px; height: 20px;" type="text"/>	miles
---	---	-------

5 How long does it usually take to get to work?	<input style="width: 70px; height: 20px;" type="text"/>	minutes
--	---	---------

6	Do you have a disability which affects your travel arrangements?	<input checked="" type="checkbox"/>
	Yes	<input type="checkbox"/>
	No	<input type="checkbox"/>

7	Which alternative would you use if your normal mode of transport was unavailable?	<input checked="" type="checkbox"/>
	Bus	<input type="checkbox"/>
	Bicycle	<input type="checkbox"/>
	Car, on your own	<input type="checkbox"/>
	Car, with others (car sharing)	<input type="checkbox"/>
	Car, passenger	<input type="checkbox"/>
	Taxi	<input type="checkbox"/>
	Foot	<input type="checkbox"/>
	Motorbike	<input type="checkbox"/>
	Train	<input type="checkbox"/>
	Minibus	<input type="checkbox"/>
	Work from Home	<input type="checkbox"/>
	Other (please state)	<input type="checkbox"/>

8	Which of the following would encourage you to WALK to work (if you already walk as main mode of transport what would you like to see)?	<input checked="" type="checkbox"/>
	Better footways leading from the site	<input type="checkbox"/>
	Walking map	<input type="checkbox"/>
	Personal alarms	<input type="checkbox"/>
	Hi-visibility clothing	<input type="checkbox"/>
	Other (please state)	<input type="checkbox"/>
		<input type="checkbox"/>
		<input type="checkbox"/>
		<input type="checkbox"/>
		<input type="checkbox"/>
	Nothing would encourage me to walk to work	<input type="checkbox"/>

9	Which of the following would encourage you to CYCLE to work (if you already cycle as main mode of transport what would you like to see)?	<input checked="" type="checkbox"/>
	Improved cycle paths on the journey to work.	<input type="checkbox"/>
	Improved cycle parking at workplace.	<input type="checkbox"/>
	Improved changing/locker facilities at workplace.	<input type="checkbox"/>
	Arrangements for subsidised bicycle purchase/supply	<input type="checkbox"/>
	Other (please state)	<input type="checkbox"/>
		<input type="checkbox"/>
		<input type="checkbox"/>
		<input type="checkbox"/>
		<input type="checkbox"/>
	Nothing would encourage me to cycle to work	<input type="checkbox"/>

Travelling to Work: An Employee Survey

10	Which of the following would encourage you to PUBLIC TRANSPORT to work (if you already use public transport as main mode of transport what would you like to see)?	<input checked="" type="checkbox"/>
	More direct routes.	
	More frequent/reliable services.	
	Better bus interchange facilities.	
	Better bus shelters (lighting etc).	
	Discounted tickets/passes available at work.	
	More convenient pick-up/drop-off points.	
	More frequent/reliable train service.	
	Better connections between station and home/work.	
	Public transport information.	
	Cleaner buses and trains.	
	Other (please state)	
	Nothing would encourage me to travel to work by public transport.	

11	If you DRIVE a car to work, what is your main reason for doing so? (Please tick no more than two)	<input checked="" type="checkbox"/>
	Car essential to perform job.	
	Company car.	
	Dropping/collecting children.	
	Lack of acceptable alternative.	
	No direct service available.	
	Habit	
	Don't like public transport.	
	Other (please state)	

12	Would you consider car sharing? (Please tick one only and give your reason(s) if you responded "No")	<input checked="" type="checkbox"/>
	Yes. (Go to Q. 10)	
	No. Please state your reason(s) in box below & Go to Q.11)	

13	Which of the following would most encourage you to car share? (Please tick no more than two)	<input checked="" type="checkbox"/>
	Nothing will encourage me to car share	
	Help in finding car share partners with similar work patterns.	
	Emergency ride home service if let down by car driver.	
	Reserved parking for car sharers.	
	Other (please state)	

Thank you for your co-operation. Please feel free to add any comments about transport issues below or on a separate sheet.

Residents Travel Survey Questionnaire

A Travel Plan is being developed at this site with the aim of making your everyday journeys easier and cheaper whilst at the same time trying to encourage more use of the bus, walking, cycling and car sharing. Please could you spend a little time filling this questionnaire in and return to.....

1. Are you currently:

- Employed
- A Student
- Retired
- Not currently employed

2. If you are employed what is your main mode of travel to work? (if not currently employed go to 5)

- Bus
- Walking
- Cycling
- Motorcycle
- Car, on own
- Car, a driver with passenger(s)
- Car as a passenger
- Taxi
- Train
- Work from home
- Other, please state _____

3. How far do you travel to work?

- Less than 1 mile
- Less than 3 miles
- Less than 5 miles
- Less than 10 miles
- Less than 20 miles
- Over 20 miles
- Other, Please state _____

4. What is your typical time you leave and return home from work?

Usual time leave for work _____
Usual time return from work _____

5. If you are not currently employed what is your main mode of travel?

- Bus
- Walking
- Cycling
- Motorcycle
- Car, on own
- Car, as a driver with passenger(s)
- Car as a passenger
- Taxi
- Train
- Other, please state _____

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

- Yes
- No

7. Which alternative would you use if your normal mode of transport was unavailable?

- Bus
- Walking
- Cycling
- Motorcycle
- Car, on own
- Car, as a driver with passenger(s)
- Car passenger
- Taxi
- Train
- Work from home
- Other, please state _____

8. Which of the following would encourage you to walk more (if you already walk as main mode of transport what would you like to see)?

- Better footways leading from the site
- Walking map
- Personal alarms
- Hi-visibility clothing
- None
- Other _____

9. Which of the following would encourage you to cycle (if you already cycle what would you like to see)?

- Discounts on bikes and accessories
- Secure cycle parking
- Hi-visibility clothing
- Provision of waterproof clothing
- Promotion of health benefits
- Cycle training
- None
- Other _____

10. Which of the following would encourage you to use the bus (if you already use the bus what would you like to see)?

- Better bus stop facilities
- Discounts on tickets
- More frequent services
- Timetable information
- More convenient drop off points
- None
- Other _____



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