



# SevernNet Area Travel Plan

Covering Royal Portbury Dock,  
Avonmouth and Severnside  
2015 - 2020



## Document history

### Template Travel Plan

This document has been issued and amended as follows:

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# 1 Executive Summary

The Ports area continues to suffer from a severe shortage of public transport into [some parts] and across the area which effectively excludes non-car owners from work in many areas. In addition to this bus & train links are sorely missing as the area is populated with large industrial estates. Vehicular traffic is predominantly large trucks, commercial vehicles & cars and there is little or no provision for pedestrian or cycle alternatives.

Poor travel facilities have been at the heart of concerns raised by businesses, and the community, in the area. It is seen as being a key barrier to accessing work, training and education. SevernNet was created from the desire by many businesses to address these issues, working on the theory that they would be better resolved collectively than on an individual basis.

SevernNet set some objectives to address the issues, namely to;

Work with stakeholders including Local Authorities (LAs), Local Sustainable Transport Fund (LSTF) and Local Enterprise Partnership (LEP) to achieve:

- Affordable and appropriate access to business and community facilities
- An adequate mix of safe and sustainable transport modes
- A substantial reduction of energy consumed by transport across the area
- Free flow of traffic across, to and from the area

*“We want to become an exemplar area for sustainable travel; acting as a pilot and experimental area for innovative solutions, enhancing desirability of area to live, work and play in”* Kate Royston, SevernNet founder.

The SevernNet Sustainable Transport Forum meet on a regular basis to help manage, measure and monitor the objectives, ensuring the flow of information between individual organisations and stakeholders, facilitation of discussions, identification of problems, opportunities and cross area needs.

The founder of SevernNet said of SevernNet’s work *“we have a number of businesses on site that are keen to address the issues associated with the lack of transport to the area, as a collective we seek to identify the barriers to travelling more sustainably and improve the situation for those living and working in the ports area”*.

Kate Royston, 02 Jan 2015

## 2 Introduction

Travel Plans can have a wide range of financial, environmental and health benefits for employers, employees, local communities and the wider environment. Managing car dependency will help enable the predicted growth for the area by reducing demand for parking and traffic congestion. Improving the range and quality of travel choices available can also support staff retention and recruitment.

This Travel Plan is produced for the Ports area which runs from Royal Portbury Dock (RPD) in North Somerset, up through Avonmouth and Cabot Park in Bristol and onwards to the Western Distribution Centre in South Gloucestershire. Running along the Severn Estuary for five miles it covers approximately 1,800 hectares and spans three local authority areas. The area is boarded by the Severn Estuary to one side and on the other side by the M5, M49 and M4 motorways.

The area also incorporates the 'Avonmouth Severnside Enterprise Area'; *"one of a select group of strategically important employment locations across the West of England that complements the Temple Quarter Enterprise Zone"* (further details can be found on the [Enterprise Area website – www.westofenglandlep.co.uk](http://www.westofenglandlep.co.uk)).

The Enterprise Area website states that:

*"Avonmouth is the closest port to the main centres of UK population, with 45 million people living within a radius of 300 kilometres. In 2010, there were some 14,200 people employed within Avonmouth Severnside. The three largest sectors in terms of employment were transport and storage (23%), wholesale (22%) and manufacturing (18%)".*

There is significant growth planned in the area covered by this travel plan which, whilst bringing employment to the area will also add to an already congested strategic road network, potentially impacting on delivery times and commuting to the area. According to the [West Of England Local Enterprise Partnership \(LEP\)](#), the area boasts the following opportunities and incentives for growth:

- *Strategic location, motorway links and the proximity to the port could be highly attractive to potential UK and international investors*
- *Suitable for warehousing, distribution, industrial and environmental technologies*
- *1,800 hectare area - approx 650 hectares developable*
- *Allocated employment land in core strategies*
- *1957/58 planning permission in place*
- *Currently marketed areas could build out in five years (e.g. Central Park, Western Gateway, and Astra Zeneca)*

This travel plan will seek to identify planned development in the area, assess the impact in terms of transport and then mitigate this with research into sustainable transport options to the area, concluding with how these may form part of a solution to transport related issues in the area.

## 2.1 Implementing the Travel Plan

The impact of the Travel Plan will be reliant upon buy-in from employers in the area and the processes put in place to support, implement and develop the measures outlined.

The success of the Travel Plan will be dependent on the level of senior management support received and the identification of an individual or group to take on responsibility for the day-to-day running, promotion and implementation of the Travel Plan in businesses across the area. The group or individual will also be a point of contact for the local authorities and SevernNet, to communicate the Plan to and manage any staff queries about journeys to work.

This travel plan will be led, managed, promoted and implemented by SevernNet with initial support from TravelWest.

### 2.1.1 SevernNet

SevernNet was set up from an initiative started in 2009, building upon the links developed between businesses, community organisations, the local authorities and other stakeholders. SevernNet is a not-for-profit enterprise, run by, and working for the benefit of, the businesses, organisations and the community extending from Royal Portbury Dock through Avonmouth, Severnside to Western Approach Industrial Park. The travel plan will be adopted by SevernNet in early 2015.

### 2.1.2 Travel Plan Working Group

There is no group set up at the moment but the travel plan will be steered and monitored by SevernNet and discussed during quarterly meetings. There is also a travel plan group being set up in Cabot Park that will feed into the area travel plan and use the same templates to ensure consistency.

### 2.1.3 Stakeholders

There are a number of local groups that work alongside, providing support for, SevernNet. One of the key groups is:

*Ambition Lawrence Weston* – ‘a community driven Regeneration Project for the Lawrence Weston community in North Bristol offering a place for employers to create free job or volunteering vacancies and local employment and volunteering opportunities and resources’ (text courtesy of the ALW website). Given the issues experienced by businesses wishing to employ staff locally and the barriers to seeking employment opportunities in the area, this is an important addition to this area travel plan.

Other stakeholders include the three local authorities; South Gloucestershire, Bristol and North Somerset. Additional support will be offered from TravelWest during the LSTF programme. Funding is due to end by March 2016 but this may be extended, at the time of writing this is not known.

#### 2.1.4 Budget

There is no budget currently allocated to the ongoing measures, including direct incentives, implementation, monitoring and promotion of the Travel Plan. The initial development, publishing and promotion will be supported by TravelWest. Following this, other sources of funding to support the implementation of the travel plan measure will be identified by SevernNet in partnership with stakeholders, local businesses and groups.

### 2.2 National Policy

The National Planning Policy Framework (NPPF) was published in 2012 and is a material consideration in determining planning applications ([www.communities.gov.uk/planningandbuilding/planningsystem/planningpolicy/planningpolicyframework](http://www.communities.gov.uk/planningandbuilding/planningsystem/planningpolicy/planningpolicyframework)). Paragraph 36 states that all developments which generate significant amounts of movement should be required to provide a Travel Plan.

It is likely that other travel plans will be required for future developments in the area, this travel plan will be provided to those developers / businesses to provide context for the development of their own plan to ensure consistency and a joined up approach to travel plans in the Ports area.

### 2.3 Local Policy

The West of England Joint Local Transport Plan 3 outlines transport policy in the area (Bristol, Bath and North East Somerset, North Somerset and South Gloucestershire) until 2026. The vision of the West of England Partnership is as follows:

*“In a nutshell we want an affordable, low carbon, accessible, integrated, efficient and reliable transport network to achieve a more competitive economy and better connected, more active and healthy communities.”*

The Smarter Choices strategy within LTP3 aims to encourage the use of sustainable modes of transport and includes the use of Workplace Travel Plans.

The Bristol Local Plan includes a Core Strategy, which was adopted in 2011 and sets out the overall approach for planning development in Bristol. Policy BCS10 of the Core Strategy supports the delivery of significant improvements to transport infrastructure to provide an integrated transport system. This includes appropriate demand management and sustainable travel measures, such as travel plans.

Furthermore, Avonmouth Severnside was identified as a ‘priority development location likely to require public investment’ within the West of England Delivery and Infrastructure Investment Plan (2010-15). It is also identified in South Gloucestershire Council’s Local Plan (adopted 2006) which refers to Severnside as a ‘key strategic location of regional importance for a range of employment uses which require extensive areas of land, together with strong links to the motorways, the rail network and dock facilities at Avonmouth’.



## 3 Existing Travel Situation

### 3.1 Introduction

This chapter provides an overview of transport modes used and the current travel and transport situation across the area. It is based upon the findings of a thorough walking and cycling audit conducted by Sustrans in 2014, the Avonmouth Masterplan and baseline travel survey results from 2013 and 2014, including details from the Strategic Employments Sites (SES) Case Study report (Chatterjee et al 2014 – more details in section 3.6.1).

### 3.2 Site Location

There are currently approximately 150 businesses working across the area employing in excess of 14,200 staff. With a mixture of businesses from manufacturing to logistics, there is also a range of small business parks and other organisations.

As mentioned in section 2, the area has been designated as an ‘Enterprise Area’; a local, non-statutory designation which does not benefit from the planning and taxation incentives applied within Enterprise Zones but could unlock key development sites, lead to the consolidation of infrastructure plans and attract business leading to the creation of jobs.

According to the West of England Local Enterprise Partnership (LEP);

*‘The Avonmouth Severnside Enterprise Area is one of a select group of strategically important employment locations across the West of England that complements the Temple Quarter Enterprise Zone. Each Enterprise Area will have defined incentives for business’.*

Being a designated Enterprise Area will mean that, along with the other 4 Enterprise Areas in Bristol, it will become a hub for growth. There are already many indications of the potential to develop the area with some predicting the potential to create 20,000 new jobs within the next 30-40 years. The map below shows the location of the area covered by this travel plan and the Enterprise Area boundary. It also highlights the three Unitary Authority Boundaries.

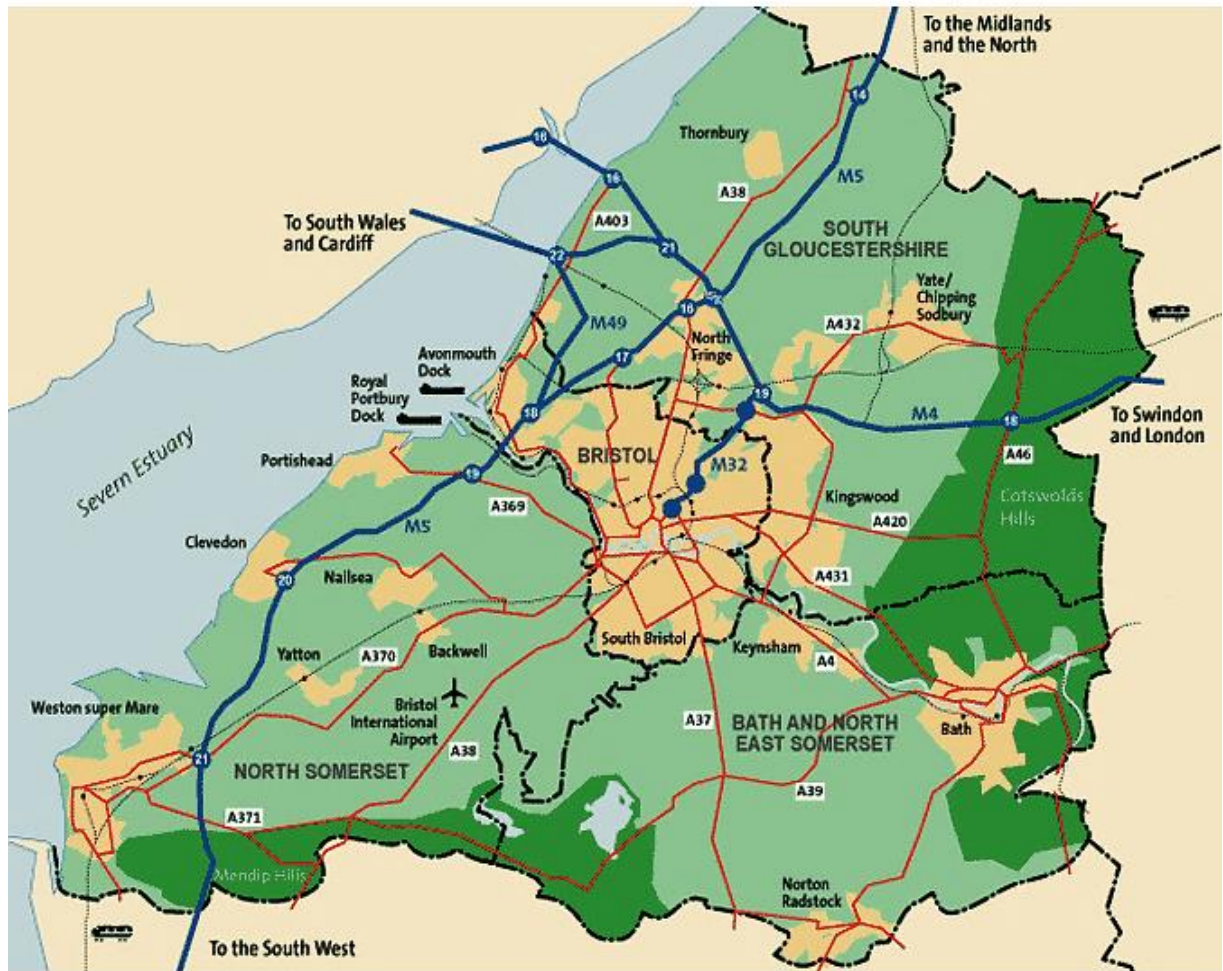
Avonmouth Enterprise Area:



Image courtesy of South Gloucestershire Council



# The West of England LEP region



Map showing existing network and planned developments courtesy of [www.businessnavigator.org.uk/](http://www.businessnavigator.org.uk/)

### 3.3 About the organisation and its activities

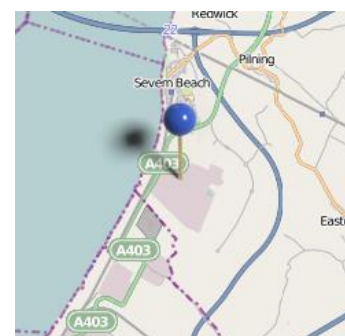
Some of the key businesses are shown here:



Due to the very different geographical areas covered by this Travel Plan, the next section will be split into the three unitary authority areas, showing the differing issues experienced in each geographical area.

#### 3.3.1 Businesses in Severn Approach – South Gloucestershire

Severn Approach is in the north of the Ports area and sits at south eastern end of South Gloucestershire's border with Bristol. Businesses in the area include Warburtons, GKN Aerospace, Seabank Power Station and also houses Western Approach Distribution Centre



and Severn View Industrial Park. These businesses are mostly large industrial operations with warehouses and staff working a variety of shift patterns including night shifts. The area is served by Severn Beach railway station but other forms of public transport and cycling / walking are limited due to the industrial atmosphere of the area and gaps in infrastructure.

### 3.3.2 Businesses in Avonmouth – Bristol

Avonmouth is a very busy section of the Ports area, situated within Bristol's borders and hosting businesses such as ASDA, Accolade Wines, Bristol Ports Company, SITA, Elemis, John Lewis, Coop and Cabot Park. The type of business is more varied in this central section, ranging from warehouses and distribution centres to small offices sharing modern office buildings, again with some businesses managing a range of shift patterns. The area is better served with public transport and cycling / walking routes however a number of the routes are suffering from some years of neglect including some of the railway stations and are in need of improving. Avonmouth has got varied levels of provision for example, Lawrence Weston Road is a very suitable off road route leading directly into Cabot Park, but Kings Weston Road is only really able to be used by hardy cyclists and pedestrians and is not on a bus route. There are a number of opportunities, to make some changes quickly with minimal investment; quick wins – see Appendix A for more detail on quick wins.

### 3.3.3 Businesses in Royal Portbury Dock – North Somerset

The most southerly tip of the Ports area and mainly consisting of the Royal Portbury Docks; warehousing and storage and port distribution facilities. The area is accessible via a number of cycle routes from North Somerset and Bristol which are in need of improving, in particular the main route into the area; Royal Portbury Dock Road.

It is worth noting that this is current situation as of January 2015 which could change during the lifetime of this document if certain proposed infrastructure developments go ahead.


## 3.4 Site Assessment and Access

Due to the location of the site, promoting sustainable transport options is limited; this is largely due to the number of constraints which include:

- The location; being out of town, the car is often deemed to be the default mode of transport to the area with ample parking often being provided;
- The Distance from towns and residential areas resulting in walking and cycling not being considered as realistic travel options by those accessing the sites;
- The physical barriers including motorways, railway lines and lack of cycling / walking infrastructure (in some places there are no pavements). This results in residential areas and towns such as Bristol appearing cut off and accessible only by car;



(Image courtesy of Sustrans)

- The safety concerns arising from large vehicles and articulated lorries using the site regularly, throughout the day. In addition the proximity of major road networks to the site is likely to further reduce the appeal of using sustainable travel to access the site - as well as the variable speeds used throughout the site;
  - Public transport services are limited in the area and with free parking and limited parking control being a familiar incentive in the majority of businesses on site;
  - The lack of services on site, other than Avonmouth, there are no services such as shops within walking distance which results in additional vehicle journeys being made during the day - across the whole site; and
- 
- (Image courtesy of Sustrans)
- Employers are often affected by the specific skills they require for roles, resulting in them recruiting from further afield. They are therefore less able / likely to recruit locally which directly impacts the local community and congestion in the area as they are more likely to drive to work the further away they live from the site. Despite Avonmouth being better served by rail, it is still only a realistic option for those living near enough to a station serving that line.

The impact of these constraints is far reaching, even affecting recruitment and retention of staff as noted in the last point above. During the recent SES Case Study, one organisation stated that *“Effectively we are deliberately discriminating against anybody that hasn’t got their own transport to get to work and when we instruct an agency to find people for us we would state that the person will have to have their own transport.”* (Director, Candle Products Company) – extract courtesy of Chatterjee et al 2014; SES draft interim report.

Whilst there is little hope of changing the reliance upon the car, there are opportunities to promote alternative travel options to staff and encourage improvements that could be achieved through bids and partnerships. This would potentially reduce vehicle journeys, particularly by those not requiring use of a car during the day.

### **Parking**

According to the Strategic Employment Sites (SES) Case Study 2014 *‘car parking provision at many employer sites was reaching, or was already at, full capacity, so further growth in staff numbers could only occur if the proportion of single occupancy car users reduced’* (Chatterjee et al 2014).

The majority of businesses provide parking for employees given the large sites, space available and the perceived difficulties in using modes other than a car; lack of infrastructure. However, there is clearly potential for parking to become an issue for some employers in the future, especially with all the planned growth in the area.



### Electric vehicle charging points

There are currently no electric vehicle charging points installed on business sites in the area. However, following recent LSTF investment alongside Source West, there are three public charging points available at the Portway Park and Ride site.



In addition to this, other public charging points are available at Cribbs Causeway, Michaelwood Welcome Break Services at J13/14 of the M5 by Dursley, MOTO Services in Aust at J1 of the M48, Gordano Welcome Break Services in Portbury at J19 of the M5, Sedgemoor Roadchef at Axbridge - J21/22 of the M5 and at Gloucester Services at J11a of the M5 at Gloucester.

The travel survey results showed that the majority of staff travel further than 10 miles to work in the area, the varied locations of charge points along the strategic road network means that travel to work using electric vehicles is a viable option for some. Furthermore, the use of electric vehicles for deliveries, business journeys and on / between site/s could also be considered given the number and geographical spread of charge points as shown on the [Source West](#) and [Next Green Car](#) websites.

### Car sharing

Car sharing within in the area is taking place on a very informal scale. In the 2013 Travel to Work survey 54.8% of respondents stated that if certain provisions were put in place they would consider car sharing. In light of this information three car sharing websites were set up in conjunction with Liftshare.com and Travelwest.info.



There is one website for each area, Avonmouth, Royal Portbury Dock and Severn Approach. The geographical split meant that each account could be managed and promoted more strategically in the relevant area, improving the likelihood of matches being found for particular journeys.

The websites are:

[www.royalportburydock.liftshare.com](http://www.royalportburydock.liftshare.com)

[www.avonmouthandcabotpark.liftshare.com](http://www.avonmouthandcabotpark.liftshare.com) #

[www.severnapproach.liftshare.com](http://www.severnapproach.liftshare.com)

## Travel Information

Both SevernNet and TravelWest provide sustainable transport information via their respective websites:

[www.travelwest.info](http://www.travelwest.info) and;  
[www.severnnet.org/](http://www.severnnet.org/)

## Walking

Walking routes into the site are limited from the north and south, access from Avonmouth / Lawrence Weston is easier with more variety of routes but these are invariably in need of improving. There is also, in places, a lack of infrastructure to support walking with a distinct lack of pavements meaning that some employees working in the area have to walk on the roadside along with HGVs. Further to this, where there are pavements they are often overgrown with branches and debris with a lack of lighting, leading to concerns about personal safety.

The recent SES Case Study showed that the number of people usually walking to work (from those surveyed) was 2.4 %.

## Cycling

Cycling provision is varied and dependent on which area the cyclist is approaching from. Provision and links between the ports areas can be poor in places (e.g. alongside St Andrews Rd to Avonmouth).

From the centre of Bristol the Portway has a shared-use path along most of its length to Avonmouth.



(Image courtesy of Sustrans)

The National Cycle Network route 41 (NCN41) starts in Bristol before heading out along the south side of the Avon Gorge to Portbury and via the Avonmouth Bridge to Avonmouth. This route is largely off-road but has a poor surface for regular commuting. As an alternative, a shared-use path alongside the A369 is being progressed and should be completed in 2015. This connects the Clifton area of Bristol, and south Bristol via Ashton Court, to the Portbury area via Pill.

There are generally good connections to the above through the centre of Bristol from routes such as the Bristol and Bath Railway Path (NCN4) and the Festival Way (NCN33, from Nailsea). NCN4 continues through Clifton (but uses busy roads in places) and Henbury to Severnside and on to the original Severn Bridge and Wales. From Portishead NCN26 consists of shared-use paths, a quiet road and a recently improved bridleway - which connect to the Portbury area.

There is also the 410 route which is also known as the Avon Cycleway and mostly comprises of quiet roads - this connects places such as Yatton, Clevedon, Pill, and Thornbury to links into the three port areas. It also skirts the north west of Bristol at Hallen (near Henbury).

Cycle parking is not widely available on business sites however there is a relatively high number of people cycling to work in the area; 5.3% according to the 2014 Survey.

### **Bus**

Until November 2014, bus services to the Ports area were limited. However, the extension of the First 41 service has provided a realistic transport alternative to the car. The route now continues up St Andrews Road and along Kings Weston Lane, serving the Long Cross and Lawrence Weston communities. This does not solve the transport problems for all workers in the area but it is a significant improvement and one that has seen passenger numbers increase during the initial month of extension. Prior to the new service, the number of staff using the bus was at 0.9%.

In addition, a shuttle bus project is being proposed for the area; BuS11 SevernNet Flyer. This is part of the DUBIRAH project which will be discussed later.

### **Train**

In the north, businesses are served by the Severn Beach line. Severn Beach station itself has some cycle parking (8 stands as of Jan 2015) but no car park or other facilities such as toilets or cash machines. The trains go via a number of smaller local stations taking on average 38 minutes to travel there from Bristol Temple Meads. Facilities at the smaller stations vary. Following a couple of early morning services, there is then a gap with services then running once every two hours during the day with an additional service running during the evening peak. This route also serves St Andrews Station in the Bristol area of the Ports which has no facilities other than payphones. Usage of these smaller stations is rising year on year with a 35.4% increase in passengers numbers using St Andrews Station last year compared to 2012 -13 (West of England Rail Survey 2014). This highlights the opportunity to increase rail use even further if the station facilities and timetable were improved.

In South Gloucestershire, services to Severn Beach involve a change at Bristol Temple Meads and offer a very low frequency - which is the same situation when travelling from Somerset. Passenger numbers from both Somerset and South Gloucestershire are far higher than the Severn Beach line.

### **MetroWest:**

MetroWest Phase 1 will see the Portishead line reopened to passenger train services, with half hourly train services for the Severn Beach line and Bath Spa to Bristol line. With stations already existing at \*St Andrews Station, Severn Beach Avonmouth, Shirehampton and Sea Mills, and the proposals of additional stations at both Portishead and Pill (and with the extension to Bath), this and the plans included in phase 2, should have a significant impact on commuters to the Ports area.

In particular, the proposed re-opening of the Henbury Line; also known as the Filton to Avonmouth Line and currently used for freight only. South Gloucestershire Council's Core Strategy planning blueprint document proposes the "safeguarding of land for new/re-opened stations on the line at Henbury and Filton" which would provide most of the required infrastructure for the planned Cribbs / Patchway development, currently at the initial planning stage. If this development were to proceed the new



stations and creation of a new neighbourhood would offer opportunities to make improvements to the provision of sustainable transport, benefitting staff and businesses in the area.

\*It should be noted that the plans are still being finalised with the half hourly service and station upgrades at St Andrews and Severn Beach stations uncertain as at Jan 2015.

### Vehicle access

Car journeys are well provided for with a number of strategic roads linking with the area. However, these roads can become heavily congested during peak hours. Travelling by car alone (SOV journeys) is the most popular mode of transport to work according to the 2014 survey which showed that 67% (rounded up) of participants travelled to work alone in a car - not that surprising as the mean distance travelled to work in the ports area is 16 miles. In addition to this 6.4% of participants live 25 miles or more away which is a further barrier to travelling sustainably.

For information on travelling sustainably, see section 6.5 'Useful Information'.

It should also be noted that there are a number of projects either having been awarded funding or associated with current / future bid that could have a positive impact on the ability to travel sustainably to the Ports area. These include, but are not limited to:

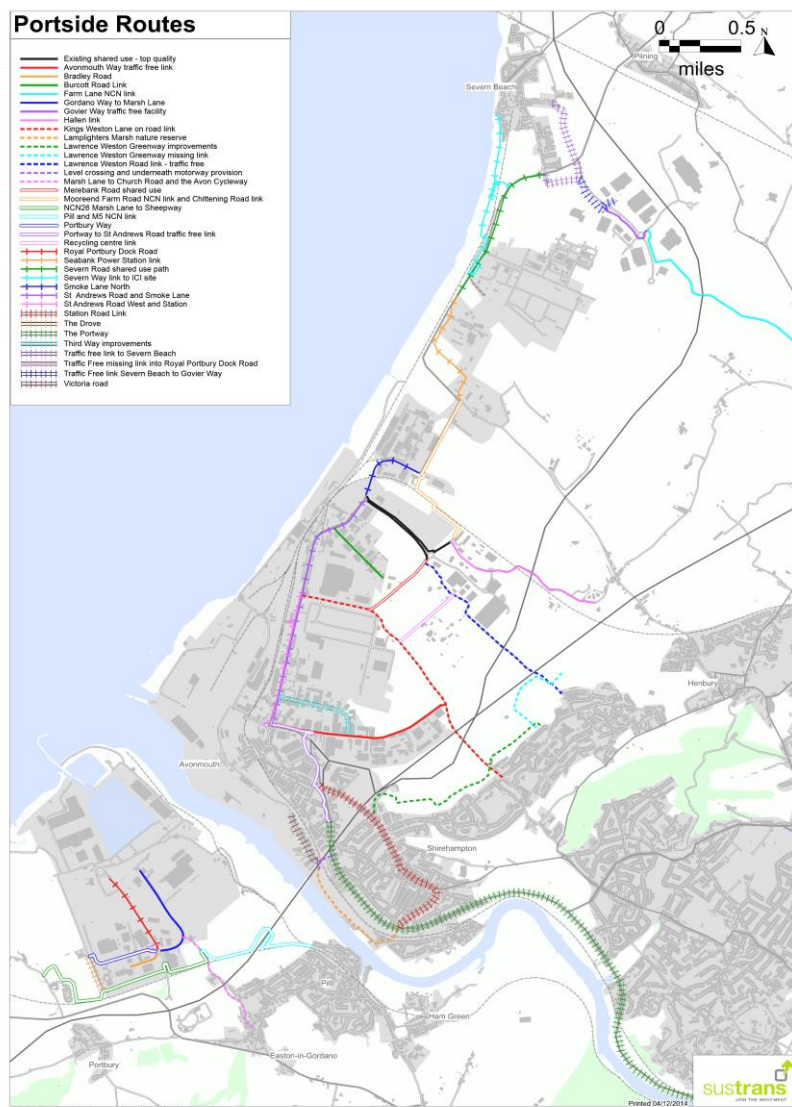
- The DUBIRAH Project
- Council infrastructure improvement plans
- Development proposals such as Central Park
- Coastal Communities bid
- Bus service 41 extension
- Highways improvements such as the new M49 junction
- Cycle storage facility at Avonmouth Station.



#### 3.4.1 Sustrans site audit

In the summer of 2014, Sustrans were commissioned to carry out a site audit of the ports area covering Royal Portbury Dock, Avonmouth and Severnside. This was aimed at providing a comprehensive guide to the current routes (cycling and walking) into the area and to suggest potential improvements to enhance the walking and cycling experience.

The map overleaf was produced by Sustrans and shows current routes and the potential for improvements in the area. The results of the audit are summarised in Appendix A.



### 3.5 Reducing the need to travel

TravelWest offers support for businesses as part of the Business Engagement project which involved an officer being dedicated to the area. The offer included employer grants, roadshows and personalised travel planning. A number of businesses took these offers up but it was identified that this type of engagement work should really be secondary, following some initial engagement focussed more on corporate strategy and in particular the development of travel plans.

It should also be noted that employers in the area are also less able to offer staff flexible working practices due to the nature of the varied shift patterns dictated by the type of work being carried out. Working from home for example would not be possible for manual workers.

### 3.6 Travel Surveys

There have to date been two travel to work surveys carried out in the area. The first was in 2013 with a follow up survey being carried out as part of the Strategic Employment Sites (SES) Case Study in 2014. The survey used can be found in

Appendix B. In 2013, the survey was carried out between February and April and administered both online and through paper questionnaires. There were 784 responses from 29 companies, although 15 of these produced 5 or fewer responses. The remaining 14 companies generated a total of 746 responses from an estimated total employee base of 2150. The response rate from these 14 companies was therefore 35% (LSTF Case Study Evaluation Report 2014: Chatterjee et al). In 2014 this rose to 38%.

### 3.6.1 Strategic Employment Sites Case Study (SES)

The Strategic Employments Sites, SES, case study is a project supported by the DfT (Department for Transport) which began in 2014. Four data collection exercises were carried out between January and May 2014 with 24 West of England Employers participating in this national study (15 employers in the North Fringe; 9 in Avonmouth and Severnside). In the West of England the study comprised:

- A qualitative interview with one or more senior manager in each of the 24 participating organisations;
- The South Gloucestershire Council travel survey in March 2014, which was extended to businesses in Avonmouth. 9,684 responses were received and analysed from the 24 participating organisations;
- Cordon counts in both 2014 and 2016 to record observed arrivals by mode at 19 of the participating organisations during the morning peak;
- Customer satisfaction surveys of passengers using the x18 and Kings Ferry Commuter Coach.

The case study will run to the end of March 2016 (with final reporting to DfT by UWE in May 2016). It will also be delivered in Herts and Slough which will provide comparison data.

The findings and results from the case study will be included and referenced within this travel plan.

## 3.7 Results of Travel Survey and Other Monitoring Activities

Travel survey data demonstrates the lack of alternative transport options to the area with high numbers of single occupancy vehicle journeys being recorded in both 2013 and 2014.

However, it also identifies some potential opportunities to increase use of certain modes, for example cycling. The numbers of people cycling to the area has increased by 2.6% when asked how people travelled 'today', with numbers being even higher when asked for their 'usual' mode. This shows that people are able to cycle to work which is further supported by the cordon counts carried out in 2014 that also showed higher numbers of people cycling than were anticipated. Following the site audit carried out by Sustrans also in 2014, a number of opportunities to improve cycle routes were identified for the short, medium and long term. If these improvements are made, the number of cyclists to the area would likely increase.

Whilst numbers travelling sustainably are relatively low, they are an encouraging sign. It demonstrates that people are willing and able to cycle, for example, to the area despite the perceived difficulties and gaps in infrastructure.

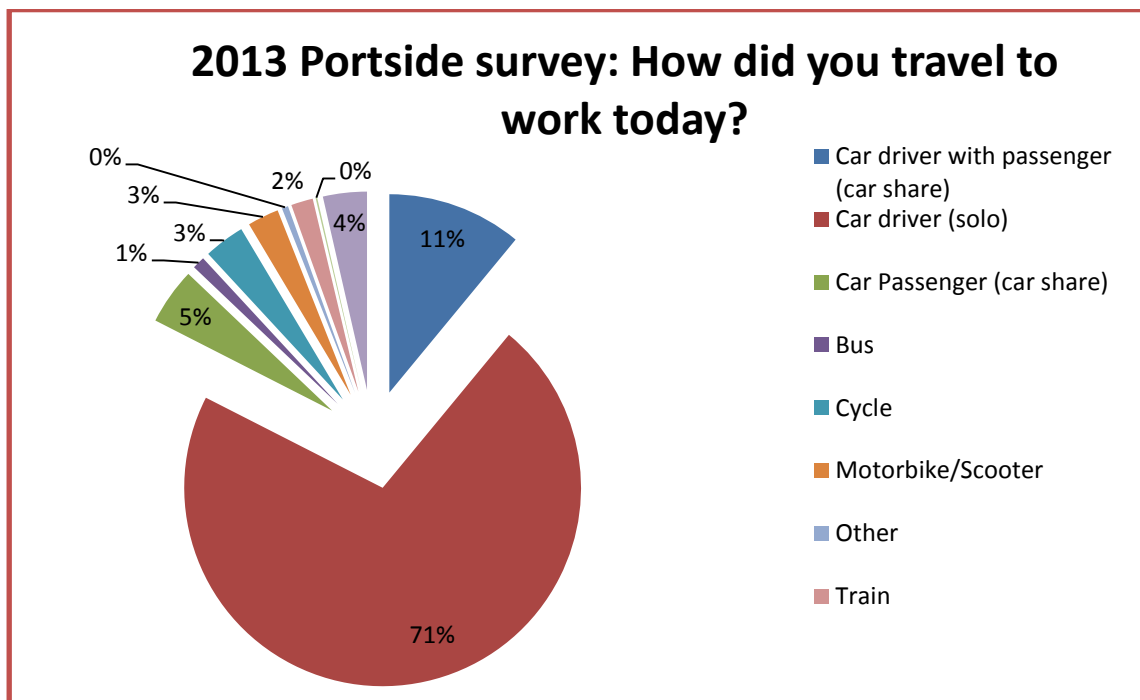


Table 1: Travel survey data

Travel mode most frequently used	2013		2014		Change in %age points
	Number of survey responses	% of overall responses	Number of survey responses	% of overall responses	
Car driver with no passengers	560	71	545	66.5	- 4.5
Car driver with passengers	122	16	172	21	+ 5
Cycle	26	3	46	5.6	+ 2.6
Bus/ coach, including park and ride	8	1	6	0.7	+ 0.6
Train	14	2	15	1.8	- 0.2

<b>Motorbike /scooter</b>	<b>20</b>	<b>3</b>	<b>10</b>	<b>1.2</b>	<b>- 1.8</b>
<b>Other</b>	<b>34</b>	<b>4</b>	<b>9</b>	<b>1.1</b>	<b>- 2.9</b>
<b>Walk</b>	<b>Included in 'other' section, minimal.</b>		<b>16</b>	<b>2</b>	<b>n/a</b>
<b>All modes</b>	<b>784</b>	<b>100</b>	<b>819</b>	<b>100</b>	<b>+ 35 people</b>

These survey results for mode share should not be considered in isolation, other factors need to be considered such as distance travelled, as previously mentioned. The car is by far the most popular mode of transport used to commute which could be due to a number of factors:

- The lack of cycling and walking infrastructure
- Design and layout of the area; aimed at encouraging large distribution businesses, manufacturers and waste businesses dependent on the physical movement of goods making it less attractive to cycle and walk; frequent large vehicle movements.
- Distance travelled by staff and length of time spent commuting; where they live (most staff have an average commute of more than 30 minutes).

Targets set in the travel plan will therefore need to reflect these additional factors.

## 4 Travel Plan Objectives & Targets

### 4.1 Introduction

This Travel Plan aims to reduce the dependence on the private car for travel to the organisation by employees and to encourage modal shift to public transport, walking, cycling, motorcycling and car sharing.

The following sections outline the overall objectives of the Travel Plan, as well as indicating quantified targets that the Travel Plan hopes to achieve within defined timescales. The targets are relevant to the objectives identified and have been based on the results of the recent travel survey undertaken.

### 4.2 Objectives

Travel plan objectives:

1. To raise awareness and provide information on all routes available to the area including walking and cycling routes.
2. Provide a comprehensive action plan detailing a range of potential measures to be implemented including timescales and costs i.e. short / medium / long term.
3. Enable SevernNet to use the information provided in this document, and those relating to it, when bidding for support and seeking to highlight priorities for the area.
4. Develop one place where all the relevant information for the area can be found or show where it can be found, supporting and aligning with projects in the area such as the [Forgotten Land Project](#) where crossover is possible.
5. Improve sustainable transport use in the area by highlighting the possibilities for improvements that could be made.

### 4.3 Targets

Travel plan targets have been set based on the current travel survey data and the potential to increase use of more sustainable transport modes with improved services and infrastructure works planned. This is likely to change in the coming years, particularly with increases likely in train travel and reductions in SOV numbers. These targets should therefore be reviewed in 2017 and re-set.

1. All businesses, at least one contact in each, in the area to be provided with a copy or a link to this travel plan by spring 2015.
2. A Travel Plan Steering Group will be set up by summer 2015 to provide guidance and encouragement for the implementation of the travel plan measures site wide.
3. Reduce single occupancy car use from 67% by 0.4% to 63% (which is a reduction of 31 people driving on their own), by December 2015 (one year from the travel plan implementation), to be shown in the March 2016 survey.
4. Increase cycling to the area as a main mode of transport from 5.6% by 1.2% to 6.8% (an increase of 10 people) by December 2015, to be shown in the March 2016 survey.
5. Increase bus use from 0.7% by 1.8% to 2.5% by December 2015, to be shown in the March 2016 survey.

## 5 Action Plan

Action	Responsibility	Timescales	Indicators of Success/Monitoring	Budget Required
Undertake repeat staff travel surveys.	TravelWest / SGC / SevernNet	Annually - March	Repeat travel survey	Minimal
Re-launch and promote the car share websites.	SevernNet	Ongoing from early 2015 (potentially tying in with the planned car share activity planned for autumn 2015 in SGC)	% car sharers increase in the travel survey.	Already set up, minimal costs for promotional items.
Promote this travel plan to all businesses on site and further afield.	SevernNet / TravelWest	Ongoing	Awareness of measures and commitment shown by attendance at meetings etc.	N/A
Identify opportunity to support planned infrastructure improvements in the area - and identify funding options for infrastructure quick wins with no budget assigned.	SevernNet to liaise with councils and TravelWest.	Ongoing	Funding identified and quick wins achieved. Increase in sustainable transport use in the area.	See Sustrans site audit.
Support the development of DRT in the area; DUBIRAH (Demand-based Urban Bus Integrated with Rail And Health) project feasibility study.	SevernNet – representing businesses.	Ongoing – bid for further funding due to be submitted in 2015.	Bid successful & work being implemented.	Co-funded by the UK's innovation agency, Technology Strategy Board.



Support the Coastal Communities Bid; a new shuttle bus service and creating a safe cycle route from residential areas to the Port of Bristol and its industrial estates.	SevernNet	Ongoing	Bid successful to the second stage and work being implemented for the next bid stage.	N/A
Promote and develop new BUG set up in 2014.	SevernNet	Spring 2015	BUG group meeting set up and actions put in place.	N/A
Promote the cycle storage cage at Avonmouth Station, work with businesses and BCC.	SevernNet / TravelWest / BCC	Ongoing	Cycle cage being used.	Already installed, minimal costs for promotional items.
Encourage use of and promote the extended bus service 41.	SevernNet / First Bus / TravelWest.	By spring 2015	Passenger numbers	TBC
Set up a Travel Plan Steering Group including hosting meetings and providing regular updates on the travel plan and general progress.	SevernNet	By summer 2015.	Group set up	N/A
Promote electric vehicle use on site, particularly for large / multiple sites and business journeys.	SevernNet / TravelWest	Ongoing	More businesses enquiring about ev use.	N/A
Promote all alternative transport options to businesses including park and ride, car sharing, cycling and buses.	SevernNet / TravelWest	Ongoing	More staff using sustainable transport.	N/A

## 6 Monitoring and Review

### 6.1 Introduction

Travel Plans are live documents which should be reviewed on a regular basis to ensure that they reflect current opportunities and local circumstances.

To enable the potential benefits highlighted within the Travel Plan to be realised, SevernNet will ensure that monitoring occurs with updated travel surveys carried out annually with support and results provided by the appropriate council.

### 6.2 Future travel surveys

TravelWest will lead on workplace travel surveys with support from SevernNet up to at least March 2016. There will be an annual travel survey after that, run by the council which SevernNet can provide to staff and businesses in the area.

#### Proposed Future Travel Survey Programme

Information	TPC response
Who is to be surveyed	Employees / Visitors
Type and duration of survey	Online for one week (9 <sup>th</sup> – 13 <sup>th</sup> March 2015)
Responsibility for survey	TravelWest – Mar 2016, post Mar 2016 the survey will be delivered by local authorities and supported by SevernNet (promotion and circulation).
Programme for future surveys	Every March, templates, website and results supplied by the appropriate council.

A blank copy of the travel survey is contained at the end of this document as an Appendix (B).

### 6.3 Other future monitoring activities

Survey data will be provided to businesses in the area and to SevernNet, this can be used to monitor progress of the travel plan measures, targets and to gauge the use of sustainable transport in the area.

A further SES survey in March 2016 will provide the final data for the project with TravelWest and will result in a final report and analysis being provided to all participants.

### 6.4 Review

The travel plan will be reviewed during the Travel Plan Steering Group and SevernNet meetings.

## 6.5 Useful information

### National Events

Walk to Work week - <http://www.livingstreets.org.uk/walk-with-us/walking-and-work> - Organised by Living Streets, with the aim of encouraging walking to work.

Work Wise Week - [www.workwiseuk.org/workwiseweek](http://www.workwiseuk.org/workwiseweek) - this week includes National Work from Home Day and the aim is to promote modern “smarter” working practices such as flexible, remote and mobile working, as well as working from home.

Bike week – [www.bikeweek.org.uk](http://www.bikeweek.org.uk) - The UK’s biggest mass participation cycling event.

Car Free Day - [www.worldcarfree.net/wcfd](http://www.worldcarfree.net/wcfd) - World-wide event aiming to get people out of their cars and to try alternative modes.

European Mobility Week - [www.mobilityweek.eu](http://www.mobilityweek.eu) – An awareness raising campaign aimed at encouraging people to use public transport, cycling and walking.

SkyRide – [www.goskyride.com](http://www.goskyride.com) - Sky Ride is a national campaign from Sky and British Cycling created to inspire and help everyone whatever their age or ability to get on their bikes through big traffic-free rides to smaller local events

Liftshare week - [www.liftshareweek.com](http://www.liftshareweek.com) - Aims to encourage commuters to discover the benefits of sharing their drive to work.

### Local Events

Bristol Big Green Week - <http://biggreenweek.com> - The UK’s festival of eco ideas, art and entertainment held in the centre of Bristol every June.

Bristol Cycle Festival - <http://bristolcyclefestival.com> - A not-for-profit fringe festival – which means that events can be staged by anyone with an idea – held over nine days covering all things bike related.

Bristol Walking Festival - <http://www.bristol.gov.uk/page/transport-and-streets/bristol-walking-festival> - Bristol Walking Festival aims to inspire more people to go walking, showcase the city both locally and nationally and celebrate Bristol’s reputation as a green, vibrant and creative place.

### Websites

TravelWest [www.travelwest.info](http://www.travelwest.info) – covers information on all transport modes in the region

SevernNet business forum – [www.severnnet.org/](http://www.severnnet.org/)

West of England Local Enterprise Partnership (LEP) -  
[www.westofenglandlep.co.uk/funding/growth-fund](http://www.westofenglandlep.co.uk/funding/growth-fund)

For information on the DUBIRAH project:  
[www1.uwe.ac.uk/et/research/cts/researchprojectsbytheme/sustainablemobilitystrategy/dubirah.aspx](http://www1.uwe.ac.uk/et/research/cts/researchprojectsbytheme/sustainablemobilitystrategy/dubirah.aspx)

### ***Electric vehicles –***

Next Green Car - [www.nextgreencar.com/](http://www.nextgreencar.com/)  
SourceWest - [www.sourcewest.info/](http://www.sourcewest.info/)

### ***Travel Planning***

ACT Travelwise - [www.acttravelwise.org](http://www.acttravelwise.org) – An organisation for promoting and facilitating sustainable travel choices.

Work Wise UK – [www.workwiseuk.org](http://www.workwiseuk.org) – aims to encourage the widespread adoption of smarter working practices, including flexible working, home working and remote working.

### ***Walking***

Living Streets - [www.livingstreets.org.uk](http://www.livingstreets.org.uk) – National charity which encourages walking and works to create safe, attractive and enjoyable streets where people want to walk.

Walk It - [www.walkit.com](http://www.walkit.com) - An urban walking route planner which allows users to get a route map between any two points (including your journey time, calorie burn, step count and carbon saving), and search for walking directions using a journey planner.

### ***Cycling***

Better By Bike - [www.betterbybike.info](http://www.betterbybike.info) - For inspiration & information to get cycling in the West Country.

Sustrans - [www.sustrans.org.uk/](http://www.sustrans.org.uk/) - Sustrans is a UK cycling charity enabling people to travel more sustainably.

CTC - [www.ctc.org.uk](http://www.ctc.org.uk) - Campaigning and rides organisation with a wide range of member benefits and services for all cyclists.

### ***Public Transport***

Travelline – [www.traveline.info](http://www.traveline.info) – A partnership of transport operators and local authorities formed to provide impartial and comprehensive information about public transport. The website contains regional timetable finders and journey planners.

National Rail - [www.nationalrail.co.uk](http://www.nationalrail.co.uk) – The website offers journey planning, timetable and fares information and provides a range of rail-related information to rail passenger.

MetroWest - [www.travelwest.info/MetroWest](http://www.travelwest.info/MetroWest)

### ***Car Sharing and car clubs***

For general information on car sharing - [www.travelwest.info/carshare](http://www.travelwest.info/carshare)

Ports specific car sharing groups are -[www.royalportburydock.liftshare.com](http://www.royalportburydock.liftshare.com)  
[www.avonmouthandcabotpark.liftshare.com](http://www.avonmouthandcabotpark.liftshare.com)  
[www.severnapproach.liftshare.com](http://www.severnapproach.liftshare.com)

City Car Club - [www.citycarclub.co.uk](http://www.citycarclub.co.uk) - The City Cars and Vans are parked in their own designated bays and can be reserved for as little as half an hour, a day, or as long as needed.

Zip Car - [www.zipcar.co.uk](http://www.zipcar.co.uk) – The Zip Cars and vans are available for hire throughout the weekday and weekends across Bristol.

Co Wheels - [www.co-wheels.org.uk](http://www.co-wheels.org.uk) - a public access car club that is run as a social enterprise creating innovative partnerships with local authorities, public sector organisations, business and communities, delivering car clubs in over 45 locations across the UK.

**APPENDIX A** - Table of planned and proposed improvements to support sustainable transport use in the Avonmouth, Severnside and Royal Portbury Dock areas.

<b>Development</b>	<b>Quick Win</b>	<b>Short term</b>	<b>Med – long term</b>	<b>Aspirational*</b>	<b>Plans / suggestions</b>
Lawrence Weston Road, useful link to the area.	X	X		X	Useful link, particularly for walking and cycling, from Lawrence Weston Road across to the recycling centre road. Currently a gate and barriers in place, suggestion to open gate but leave barriers in place. Land ownership enquiry required.
Seabank PowerStation traffic free route linking Cabot Park to Seabank.	X			X	Basic maintenance required on a traffic free route linking Cabot Park, Seabank and then on to Severn Road; another traffic free route for cycling and walking.
NCN Route 26 linking Pill to Royal Portbury Dock.	X		X	X	Minor surface improvements required and repairs to the broken sections of path to improve it for cyclists and walkers. Included in plans to improve rail passenger route from Portishead so this needs to be managed alongside that.
Burcott Rd link, existing cycle route.	X			X	Paint cycle symbols on the ground and install signing at St Andrews Road along with flush kerbs to make it easier for walkers and cyclists.
Lamplighters Marsh Nature Reserve.	X			X	Add signage from Portway directing cyclists to the off road route as an alternative.
Central Avenue access to Severn View Industrial Park.		X		X	Currently a private road with a locked gate. Some basic measures require such as crossings and junctions for cyclists and walkers. Also potentially affected by planned work to the Farm Lane area so would need to be planned alongside that.
New M49 junction as indicated in the Road Improvement Strategy for completion in 2020/21.			X		This would see improvements made to the NCN Route 4 at Farm Lane which is included in a number of the recommendations within this travel plan. It is a long term project but could see work beginning in the next few years making any work carried out potentially being re-done in a few years.
<a href="#">Central Park</a> proposal – units for distribution park.			X	X	Proposed development of land boarded by the M48 (J1) and M5 (J18). It is next to the existing units occupied currently by GKN, NEXT and Royal Mail. It would also incorporate Farm Lane as above. Opportunity to incorporate sustainable transport options

					within the developments such as cycle storage and routes. Keep up to date with developments.  Included within the plans is a new rail terminal.
<a href="#">Westgate proposal</a> – Western Approach business units for distribution park.			X		Land, with planning permission, available on a 296 acre site on the opposite side of the M49 to Central Park for distribution park / units, to be reviewed and monitored to ensure new businesses are contacted and options included in plans for sustainable transport.
G Park, Western Approach and Benicote Avalon park on Severnside.		X			Land available for units already with planning permission granted. A traffic free, surfaced link from G Park, over the M49 to Cribbs Causeway could be improved. The route is already constructed with a sealed surface and a bridge over the motorway, meaning only modest investment is now required to bring it up to a usable standard; lighting and signage.
St Andrews Road; key spine route though Avonmouth and a significant barrier to walking and cycling in the area.		X	X		Carriageway improvements, crossing, debris clearing and a new route from Portway to St Andrews Road.
Third Way; a link from St Andrew's Road to Avonmouth Way.	X			X	Bicycle symbols on the carriageway, improvements to Avonmouth Way, St Andrews Rd junction improvements,
Kings Weston Lane			X		Removal of centre line and installation of advisory cycle lanes on either side of the carriageway. Junction improvements including the junction with Mere Bank Road, redesign on highway with segregation for cyclists or advisory cycle lanes.
Lawrence Weston Road	X		X		Improved signage, litter and debris clearing, improvements to tunnel including lighting i.e. solar studs, public elements such as picnic tables and gateway entrances. Junction improvements including the junction with Mere Bank Road.
Lawrence Weston Greenway	X			X	Surface improvements required to make it easier for cyclists, including litter and debris clearing. Create a high quality, traffic free link that extends the existing Lawrence Weston Greenway



					along the northern border of St Bede's Catholic College and then down the east border. The route could continue through the barrier and along the north of the allotments for additional value and should include signage.
Portway improvements			X		General improvements to the carriageway including safety measures for cyclists and pedestrians.
Hallen Link; part of a longer route from areas such as Henbury, Brentry or Cribbs Causeway.	X			X	Litter and debris clearing, surface upgrades, lighting and signage.
Moorend Farm Avenue NCN link and Chittening Road link; a traffic free route linking Cabot Park to Chittening Road, avoiding the busy Smoke Lane.	X			X	General improvements including removal of barriers and use of HGVs discouraged; bollards installed to prevent vehicles parking. Road surface improvements and barriers removed.
Severn Way & link to Severn View Industrial Park.			X	X	Path width increased including some segregation and crossings with a new section of route under the existing railway tunnel.
Severn Road to Severn Beach.			X	X	General improvements including surfaces, signage and layout .
Marsh Lane to Church Road and the Avon Cycleway.			X	X	Improve existing route to make it easier for cyclists and pedestrians including using traffic calming measures.

\*The use of 'Aspirational' within this table refers to projects proposed that do not have funding allocated to them at the time this document was produced, this may change during the lifetime of the travel plan.

## Travel to Work 2014

South Gloucestershire Council and the University of the West of England (UWE) are working with local employers in the area to reduce traffic congestion and provide better options for employees to travel to and from their places of work. To help us better understand the current situation we would be grateful if you would complete this travel survey.

Your participation is extremely important to us, and your individual response to this survey will be treated in strict confidence. It will support our work with employers in order to make improvements to transportation in the area. If you have any questions about this survey, or to request further copies, please contact [rosie.sullivan@southglos.gov.uk](mailto:rosie.sullivan@southglos.gov.uk) More information about the study can be found at [www.southglos.gov.uk/traveltowork2014](http://www.southglos.gov.uk/traveltowork2014)

All respondents have the opportunity to be entered into a prize draw to win one of ten £25 Amazon vouchers.

**This survey can also be completed online at: [www.southglos.gov.uk/traveltowork](http://www.southglos.gov.uk/traveltowork)**

**Q1 Which company or organisation do you work for?**

**Q2 What is your full workplace postcode?** (for the workplace location that you most often work from)

**Q3 What is your full home postcode?**  
(This information will only be used for anonymous mapping purposes).

**Q4 Which of these best describes your working hours?**

Standard working hours (e.g. 9am-5pm)

Non-guaranteed working hours

Non-standard working hours (e.g. 2pm-10pm)

Shift pattern

Other (please specify below)

**Q5 On a typical day what time do you normally arrive at and leave work?**  
(Please use 24 hour clock e.g. 09:00 or 17:00)

Arrive at work .....

Leave work .....

**Q6 How long is your typical journey to work in terms of both time and distance?**

Journey time in minutes .....

Journey distance in miles .....

**Q7 Do you have the following?**

Driving licence

Access to a car to get to work

Access to a bike to get to work

### Your travel to work TODAY

**Q8** How did you travel to work TODAY? (Please tick one option)  
If you used more than one form of transport (e.g. walk and bus), please tick which one you used for the longest distance.

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Car driver (alone)       | <input type="checkbox"/> Walk          | <input type="checkbox"/> Taxi                         |
| <input type="checkbox"/> Car driver (with others) | <input type="checkbox"/> Public bus    | <input type="checkbox"/> Work from home               |
| <input type="checkbox"/> Car passenger            | <input type="checkbox"/> Employer bus  | <input type="checkbox"/> Other (please specify below) |
| <input type="checkbox"/> Motorbike / Scooter      | <input type="checkbox"/> Express coach |   |
| <input type="checkbox"/> Cycle                    | <input type="checkbox"/> Train         |   |

**Q9** If your travel to work TODAY involved more than one form of transport, please indicate which other forms of transport you used. (Please tick all that apply)

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Car driver (alone)       | <input type="checkbox"/> Walk          | <input type="checkbox"/> Taxi   |
| <input type="checkbox"/> Car driver (with others) | <input type="checkbox"/> Public bus    | <input type="checkbox"/> Work from home                                   |
| <input type="checkbox"/> Car passenger            | <input type="checkbox"/> Employer bus  | <input type="checkbox"/> I only used one form of transport to get to work |
| <input type="checkbox"/> Motorbike / Scooter      | <input type="checkbox"/> Express coach | <input type="checkbox"/> Other (please specify below)                     |
| <input type="checkbox"/> Cycle                    | <input type="checkbox"/> Train         |   |

### Your travel to work NORMALLY

**Q10** How do you NORMALLY travel to work?  
If you normally use more than one form of transport (e.g. walk and bus), please tick which one you use for the longest distance.

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Car driver (alone)       | <input type="checkbox"/> Walk          | <input type="checkbox"/> Taxi                         |
| <input type="checkbox"/> Car driver (with others) | <input type="checkbox"/> Public bus    | <input type="checkbox"/> Work from home               |
| <input type="checkbox"/> Car passenger            | <input type="checkbox"/> Employer bus  | <input type="checkbox"/> Other (please specify below) |
| <input type="checkbox"/> Motorbike / Scooter      | <input type="checkbox"/> Express coach |   |
| <input type="checkbox"/> Cycle                    | <input type="checkbox"/> Train         |   |

**Q11** If your NORMAL travel to work involves more than one form of transport, please indicate which other forms of transport you normally use. (Please tick all that apply)

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Car driver (alone)       | <input type="checkbox"/> Walk          | <input type="checkbox"/> Taxi   |
| <input type="checkbox"/> Car driver (with others) | <input type="checkbox"/> Public bus    | <input type="checkbox"/> Work from home                                   |
| <input type="checkbox"/> Car passenger            | <input type="checkbox"/> Employer bus  | <input type="checkbox"/> I only used one form of transport to get to work |
| <input type="checkbox"/> Motorbike / Scooter      | <input type="checkbox"/> Express coach | <input type="checkbox"/> Other (please specify below)                     |
| <input type="checkbox"/> Cycle                    | <input type="checkbox"/> Train         |   |

**Q12 How satisfied or dissatisfied are you with your journey to work?**  
 Very satisfied                       Neither satisfied or dissatisfied                       Quite dissatisfied  
 Quite satisfied                       Very dissatisfied

**Q13 Are you considering changing how you travel to work in the next 6 months?**

If applicable, please state which modes you are considering.

- |   |   |
|---|---|
| <input type="checkbox"/> I am not considering changing how I travel to work | <input type="checkbox"/> Public bus                   |
| <input type="checkbox"/> Car driver (alone)                                 | <input type="checkbox"/> Employer bus                 |
| <input type="checkbox"/> Car driver (with others)                           | <input type="checkbox"/> Express coach                |
| <input type="checkbox"/> Car passenger                                      | <input type="checkbox"/> Train                        |
| <input type="checkbox"/> Motorbike / Scooter                                | <input type="checkbox"/> Taxi                         |
| <input type="checkbox"/> Cycle  | <input type="checkbox"/> Work from home               |
| <input type="checkbox"/> Walk   | <input type="checkbox"/> Other (please specify below) |

**Q14 If you are considering changing how you travel to work, please tell us why.**

**Q15 Please use this space to make any other comments about your travel to and from work.**

Please answer the following questions about yourself and your employment. Your answers help us to get a better understanding of who uses different forms of transport and why. This information will only be used for analysis purposes and your personal information will not be shared or published.

**Q16 Please indicate your gender.**  
 Female     Male

**Q17 Please indicate your age.**  
 17 to 20                       30 to 39                       50 to 59                       70 or over  
 21 to 29                       40 to 49                       60 to 69

**Q18 Do you have a disability or mobility issue which affects your transport choices?**  
 Yes     No

**Q19 How long have you worked for your current employer?**  
 Less than 6 months       1 year up to 2 years       5 years and over  
 6 months up to 1 year       2 years up to 5 years

**Q20 Do you work full or part time?**  
 Full time       Part time

**Q21 What is your work contract?**  
 Permanent       Temporary/Fixed Term

**Q22 Which of the following best describes your type of employment?**  
 Professional/Senior Managerial       Unskilled Manual (no qualification/not served on apprenticeship)  
 Skilled Manual (with professional qualification/served apprenticeship)       Junior Management/ Clerical/ Supervisory  
 Middle Management

**Today's date:**

**Please tick this box if you wish to be entered into the prize draw to win one of ten £25 Amazon vouchers**

I wish to be entered into the prize draw

**We would like to invite some respondents to participate in further research about their travel to work. Please tick the box below if you are happy to be contacted by us (there will be no obligation to participate)**

I am happy to be contacted about further transport related research

If you have indicated that you wish to be entered into the prize draw or take part in further research, please provide your contact details below.

This information will only be used to contact you if you have won a prize or have been selected to take part in further research.

**Your name:**

**Contact email (our preferred method of contact):**

**Contact phone number:**

Data Protection: All personal information you have supplied will be stored on a secure database by the University of the West of England and South Gloucestershire Council, and treated in strict confidence in accordance with the Data Protection Act. It will not be passed onto any third parties and your personal information will not be published.

If you ticked 'yes' to the prize draw, but not the further research, your personal information will only be used for the purpose of the prize draw, and the responses you have given to the survey will not be linked to your details.