

RESIDENTIAL DEVELOPMENT

Former Kingsway Pub, Moseley Road, Levenshulme

Revised Travel Plan

Prepared on behalf of:



CUBE HOMES



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APPENDICES

APPENDIX 1– RESIDENT TRAVEL PLAN QUESTIONNAIRE

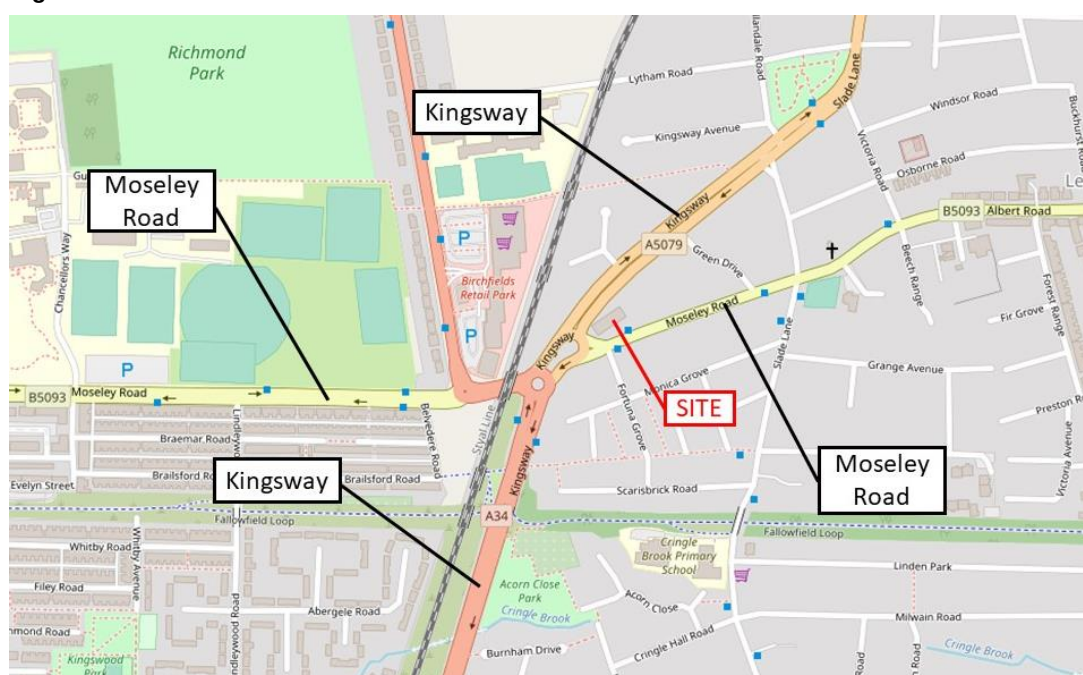
1.0 INTRODUCTION

1.1 Preamble

1.1.1 AXIS has been commissioned by Cube Homes Limited to prepare this Travel Plan (TP) in relation to a residential redevelopment on the site of the former Kingsway Pub on Moseley Road in Levenshulme.

1.1.2 The site location is illustrated in **Figure 1.1** below.

Figure 1.1 – Site Location



1.1.3 The development, known as 'The Curve' comprises an apartment block with 27 residential (26 x two bedroom and 1 x single bedroom) units and 4 two storey houses with associated car parking. The scheme is now built and recently occupied.

1.1.4 The relevant Local Planning Authority (LPA) and Local Highway Authority is Manchester City Council (MCC).

1.1.5 This TP has been produced to set out how users of the development are being encouraged to limit the number of single occupancy car trips and maximise the use of sustainable travel, such as walking, cycle, public transport and car sharing.

- 1.1.6 This TP has been prepared to discharge the second part of planning condition 23 of the planning permission dated 14th August 2017 (ref: **17274/FO/2017**) which reads:

“23) The development shall be undertaken in accordance with a Residential Travel Plan, which includes:

- i. The measures proposed to be taken to reduce dependency on the private car by those living or visiting the development;*
- ii. A commitment to surveying the travel patterns of residents during the first three months of use of the development and thereafter from time to time;*
- iii. Mechanisms for the implementation of the measures to reduce dependency on the private car;*
- iv. Measures for the delivery of specified travel plan services;*
- v. Measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.*

Within six months of the first use of the development, a revised Residential Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Residential Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel, pursuant to policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester, the Guide to Development in Manchester SPD (2007) and the guidance with the National Planning Policy Framework (Chapter 4).”

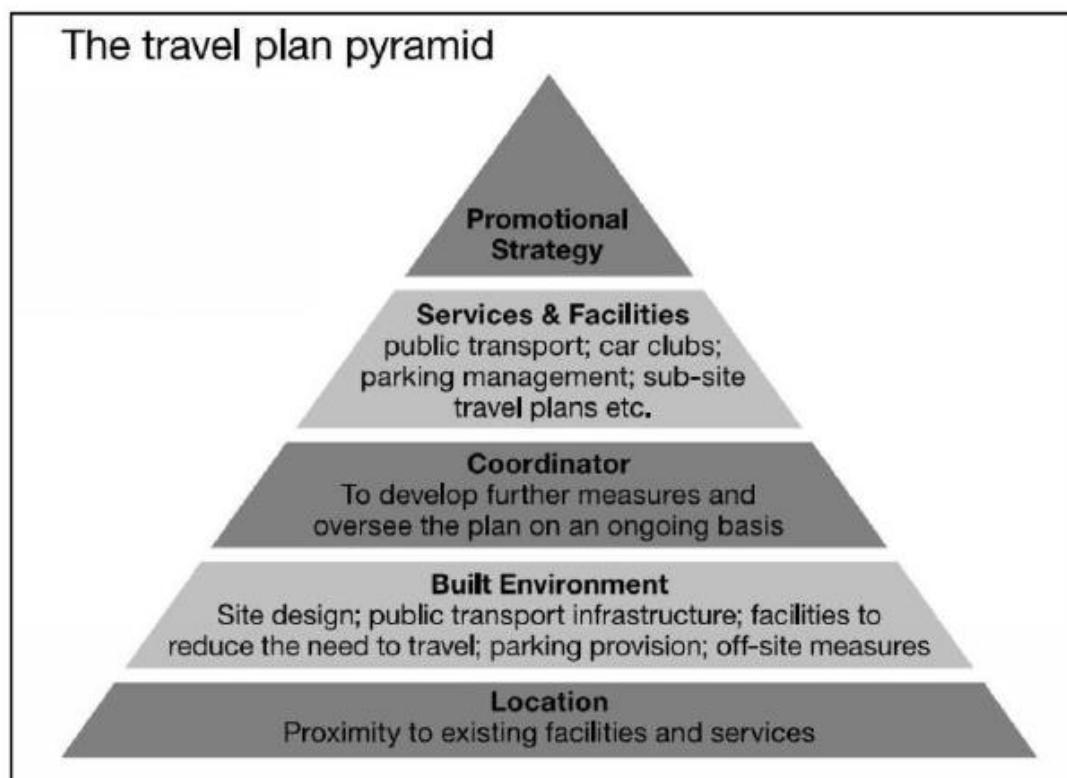
- 1.1.7 The condition requires a two-staged approach to be adopted, whereby an initial Travel Plan is submitted, which is then revised following the completion of resident travel surveys. This Travel Plan forms the second stage of this process, and follows the submission of an earlier version of this Travel Plan, dated January 2020, which was prepared and submitted prior to the completion of the construction.

2.0 TRAVEL PLAN CONTEXT

2.1 Background to Travel Plans

- 2.1.1 A TP is a package of practical measures aimed at reducing the transportation and traffic impact of a development. The main objective of a TP is therefore to reduce single occupancy private car use and encourage travel via more sustainable modes.
- 2.1.2 TPs will comprise a package of measures that can be usefully considered as a pyramid (see **Figure 2.1** below).

Figure 2.1 – TP Pyramid



- 2.1.3 The use of a pyramid structure to illustrate the 5 tier hierarchy of measures demonstrates the concept that each higher layer builds upon the more important foundations of criteria and initiatives below it.
- 2.1.4 The most important layer of the pyramid is considered to be the base, which shows that the key to making TPs work is the location of the development and its proximity to local facilities and services essential to everyday life.

- 2.1.5 The former Kingsway Pub site is well located to provide opportunities for residents and visitors to access the site by alternative means of travel to the private car.
- 2.1.6 The second layer of the pyramid refers to how the design of the site can assist in reducing the need to travel or otherwise promoting more sustainable forms of travel. In this instance, secure communal bicycle storage is provided on the ground floor of the development, facilitating the use of alternative modes of transport to the private car.
- 2.1.7 As indicated in Level 3 of the pyramid, the Travel Plan Co-ordinator (TPC) will be able to develop further measures to maximise the sustainable travel at the development. The TPC for this development is Mr Lawrence Arnold from Cube Homes Limited.
- 2.1.8 Level 4 of the pyramid looks at how parking management and public transport can influence travel choice. Sufficient car and cycle parking provision at the site will be provided to ensure no overspill parking occurs on the surrounding highway network, and this has been considered and approved as part of the planning process.
- 2.1.9 The top layer of the pyramid relates to how the TP will be marketed and how the measures within are to be promoted.
- 2.1.10 Residents and visitors to the site have been made aware of the aims of the TP and will be provided with relevant information which sets out the travel choices and alternatives to car travel available, as detailed later in this TP.

2.2 Objectives and Benefits of the Travel Plan

- 2.2.1 The key objectives of this TP are to:
- Minimise the total travel distances travelled through the reduction of journey lengths and frequency – particularly single occupancy car trips;
 - Reduce the reliance upon the private car and improve awareness and usage of alternative modes of transport;
 - Promote car sharing, walking, cycling and public transport as safe, efficient and affordable alternatives to private car;
 - Highlight the health and environmental benefits of using sustainable travel modes; and

- Enable people to make more informed and therefore better choices.

2.2.2 There could be a large number of benefits that will be derived from the successful implementation of the TP, for residents and visitors of the site as well as the wider community.

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

3.0 AIMS, OBJECTIVES AND TARGETS

3.1 Aims and Objectives

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

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

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

3.2 Targets

3.2.1 Targets are the measurable goals by which the progress of the TP would be assessed. Targets are essential for monitoring the progress and success of the TP, and should be 'SMART' – **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-related.

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

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

3.2.4 The 'aim' targets contained in the TP focus on the minimising the proportion of trips made to and from the site by single occupancy vehicles while encouraging the use of sustainable travel modes.

3.2.5 The TP targets should therefore aim to achieve a realistic and feasible reduction in car driver trips.

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

3.3 Initial Travel Research

3.3.1 In order to set targets to reduce the reliance on private car travel and increase the use of sustainable modes, an investigation of current travel characteristics has been undertaken now that the site is occupied.

3.3.2 The TPC/s is responsible for the travel monitoring process (future surveys) and updating the TP in order to improve sustainable travel use. The TPC/s is also to be responsible for liaising with MCC and the following duties:

- Marketing and advertising new initiatives relating to the TP;
- Establishing and following a timeline for the implementation of the TP measures;
- Providing up to date information on bus timetables, car sharing initiatives, and campaigns (such as Cycle to Work Days);
- Monitoring of the TP as set out in **Chapter 5**; and
- Evaluating progress towards the TP targets.

3.4 Surveys

3.4.1 In order to understand the existing travel patterns of residents at the existing site, travel questionnaire surveys were undertaken in October 2021. The travel questionnaire data has been used to establish the travel patterns of residents which can be used to inform the implementation of appropriate TP measures aimed at encouraging the use of sustainable transport alternatives to the private car.

3.4.2 It should be noted that the travel questionnaire survey would be updated every year hereafter. The updated residential travel questionnaire could be conducted by the TPC utilising the Modeshift STARS resource (<https://www.modeshiftstars.org/>)

- 3.4.3 The residential travel questionnaire proforma is contained in **Appendix 1**, and a commentary of the key results of the questionnaire are presented in the following subsections.
- 3.4.4 The questionnaire elicited 8 responses from residents (participation cannot be made compulsory).
- 3.4.5 All of the questionnaire respondents are employed, six of which are full time and two part time. Two of the 8 respondents work from home, the rest travel to work. Only one resident out of the 8 reported having a disability that impacts their travel arrangements; this participant has stated that they use a bus.

Existing Travel Modal Split

- 3.4.6 Residents were asked to specify the mode of travel that they usually use for the main part of their journey to work. The responses to this question are summarised in **Table 3.1**.

Table 3.1 – Existing Residential Modal Split – Journey to Work

Primary Travel Mode	Modal Split To Work
Walk	0
Cycle	0
Bus	43% (3)
Train	0
Motorbike / Scooter / Moped	0
Taxi	0
Car or van, as a driver with passengers	0
Car or van, as a passenger	14% (1)
Car or van, as a lone driver	14% (1)
Work from home	29% (2)
Other	0
TOTAL	100% (7)

- 3.4.1 Whilst this question asked respondents to select one answer, one respondent selected multiple options (Taxi, car passenger, and bus). This is not included in **Table 3.1**. The table demonstrates that travel by bus was the most popular mode of travel selected with 43% of the participants choosing it as their primary mode of travel. 29% of participants work from home, 14% (1 person) said they travel via car as a passenger. This resident, along with the one not included in the table, both travel

with their spouse. Lastly, only one respondent travels to work alone in a private car journey.

Home Origin

Within the questionnaire, respondents were also asked to provide the postcode of their employer in order to establish whether mode of travel is affected by the distance residents travel to and from the site. For the below table the two residents that work from home have not been included.

Table 3.2 – Resident Work distance

Distance to / from the development	Responses
Less than 2km	0
2km - 5km	1
More than 5km	5

- 3.4.2 **Table 3.2** demonstrates that no residents live within 2km of their place of work (typical regular maximum walk commute distance) and just one of the residents lives within a 5km cycling distance of the site. Most residents (5) live over a 5km. Nonetheless, the travel modes used are still predominantly sustainable.

Time of Travel

- 3.4.3 Residents were asked as part of the travel survey questionnaire to provide their typical start and finish time.
- 3.4.4 Of the 8 respondents, 2 worked from home so are not included in the below table, and an additional 2 did not specify any times, stating that the time they left and arrived home from work varied. The earliest time recorded for leaving for work was 7am, with the latest being 5.20pm. The earliest time stated for arriving home from work was 5.15pm and the latest was 2am. Therefore, shift patterns of the majority of residents coincide with existing local public transport connection times.

Table 3.3 shows the time it takes the participants of the survey to commute to work.

Table 3.3 – Length of time for Work Commute

Time it takes to Travel to Work	Responses
0 – 10 minutes	0
10 – 20 minutes	17% (1)
20-30 minutes	42% (2.5)
30-45 minutes	17% (1)
45-60 minutes	8% (0.5)
60 minutes+	17% (1)

- 3.4.5 Out of the responses, 2 residents selected 2 different times. For these, each answer has been assigned 0.5 of a response.

Resident Responses to Alternative Modes of transport and Measures to Encourage to Sustainable Transport

- 3.4.6 Residents were asked to specify what alternative mode of travel they would likely use if their usual mode of travel to work was unavailable to them. The alternative modes are summarised in **Table 3.4**. Residents were given the option to select more than one answer. This also includes answers from all participants that completed the surveys, including the two that work from home.

Table 3.4 – Alternative Travel Modes for Residents

Alternative Travel Mode	Respondents
Walk	20% (3)
Cycle	0
Bus	7% (1)
Train	13% (2)
Car Club	0
Car (Driver)	0
Car (Passenger)	20% (3)
Motorbike	0
Could not use any other mode	0
Other (Taxi)	40% (6)

**Percentage stated as a proportion of total responses to the question (i.e. 8 respondents / 15 answers). Respondents were given the option to choose more than one answer to this question.*

- 3.4.7 A review of the resident answers to this question identifies shows that 75% of the respondents said that they would consider using a taxi as an alternative mode of transport to work. 37.5% said they would be willing to be a passenger in a car and the rest would do so via sustainable modes, with the most likely option to be via

walking 37.5%, followed by train (25%) and bus (12.5%). No residents said they would choose to drive a car as an alternative.

- 3.4.8 **Table 3.5** and **Table 3.6** summarise what would incentivise the residents to take public transport to work more. The residents that work from home are not included.

Table 3.5 – Resident Responses to Public Transport Initiatives

Initiatives	Respondents*
More direct bus routes	50% (4)
More frequent bus services	38% (3)
Interest free season ticket loans provided by work	13% (1)
Up-to-date Public transport information available at work	0
Easy access low floor buses	0
I would NEVER use public transport to travel to work	0

**Percentage stated as a proportion of total respondents to the question (i.e. 5 respondents / 8 answers). Respondents were given the option to choose more than one answer to this question*

- 3.4.9 With reference to public transport initiatives shown in **Table 3.5**, 50% of the responses indicate a willingness to use public transport if there were more direct bus routes. In additionally 38% of responses indicate that more frequent bus services would also be an encouragement. 13% of responses indicate interest in a free season ticket loan provided by work. One participant left no answer.

Table 3.6 – Resident Responses to Walking / Cycling Initiatives

Initiatives	Respondents*
More dedicated cycle / walking routes	22% (2)
Quality information on the local network	0
Safe crossing points on local roads	11% (1)
Improved security and lighting	33% (3)
I would NEVER walk / cycle to work	33% (3)

**Percentage stated as a proportion of total respondents to the question (i.e. 6 respondents / 9 answers). Respondents were given the option to choose more than one answer to this question*

- 3.4.10 A review of the responses to walking and cycling initiatives shown in **Table 3.6** identified that 33% of total responses to the question indicate an unwillingness to ever walk or cycle to work. However, 33% of responses indicate a willingness to walk or cycle if better security and lighting was available. A further 22% indicate willingness to walk or cycle if there were more dedicated routes to do so. Lastly, 1 person wanted safer crossing points on local roads.

4.0 OPPORTUNITIES TO UTILISE ALTERNATIVE TRAVEL MODES

- 4.1.1 The questionnaire survey sought to establish what factors could be used to influence current residents of the site to use public transport. Residents were asked if they had any comments or ideas attaining to existing / future travel to work. 3 of the 8 residents made comments. One wanted more buses to go directly to Manchester City Centre, one wanted more regular buses with reliable timetables and more services at night as they are reliant on taxis ,which is expensive. One mentioned how car sharing / traveling with others is not an option due to them working in a hospital during the COVID pandemic.
- 4.1.2 When residents that travel to work were asked if they would be interested in a car sharing scheme with others from the same site, 4 of the 6 respondents said yes. Residents were also asked if they had any children that they take to school by car, all 8 participants answered no to this, and subsequently answered no to using a car sharing scheme with other parents and children to and from school.
- 4.1.3 Residents were then asked if they would consider undertaking a car sharing scheme for food shopping trips. 50% (4) of the residents, including the people working from home, said yes. All those that answered in the affirmative also stated they shop in Aldi around the same frequency (weekly or slightly over). Such a scheme could therefore be organised by the residents and / or TPC.

4.2 Resident Travel Questionnaire Survey Summary

- 4.2.1 The 2021 travel questionnaire demonstrates that the majority of residents currently travel to work by bus (43%) with only 14% traveling by private car. The results also revealed that the majority of residents that participated in the survey would be interested in using a car sharing scheme with other residents for work travel. Half are also willing to do so for food shops at the same frequency and place. This would suggest that there is some potential to encourage more sustainable travel patterns at the site, albeit there has to be a degree of realism as to the extent of mode shift that is likely to be achievable, given the distances travelled to work and back. Moreover, the answers given by residents are already enviable, showing high levels of sustainable travel. The goal is therefore to maintain these high levels of sustainable transport mode use.

5.0 PROPOSED TRAVEL PLAN MEASURES

5.1 Introduction

5.1.1 This TP contains the following measures:

- Maintain Travel Plan Co-ordinator's (TPC/s);
- Encourage and promote sustainable travel through a range of suitable measures; and,
- Monitoring and review mechanisms, such as residents travel surveys.

5.2 Travel Plan Co-ordinator

5.2.1 The TPC will be able to develop further measures to maximise the sustainable travel at the development. The TPC for the site is currently Mr Lawrence Arnold from Cube Homes Limited.

5.2.2 The TPC/s will act as a liaison point for any issues relating to the TP. This will include liaising with the local authority and public transport operators.

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

- Administer/manage the TP and provide a liaison in implementing the plan with MCC;
- Ensure travel awareness amongst future residents;
- Provide a point of contact and travel information;
- Coordinate the travel surveys;
- Promote and encourage the use of travel modes other than the car and car-sharing, where appropriate;
- Ensure the availability of the most up to date travel information including details of public transport services i.e. timetables and route information as well as advice on walking and cycle routes to the site; and,
- Provide a point of contact with transport operators and Planning and Highway Authority officers at MCC.

5.3 Encourage and Promote Sustainable Travel

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

5.3.2 Lack of awareness of available travel options is a frequently used reason for not using sustainable travel modes and so the TPC will be fundamental to the implementation and success of the TP. It is vital that the TPC is involved with some aspects of the development so that they can promote and achieve sustainable transport solutions.

5.3.3 The following 'operational' plan measures to be implemented by the TPC will include:

- Liaison with MCC public transport officers and local public transport operators to ensure up to date public transport information is available for display on the Travel Plan Noticeboards.
- Promotion of suitable travel campaigns to encourage the use of sustainable transport options - via the promotion of literature and events. Example information includes details on walking initiatives e.g.: "walk your way to health" (www.whi.org.uk), cycling and national cycle week (www.sustrans.org.uk, www.bikeweek.org.uk) and national lift share day (www.liftshare.org/nlsd.asp). A table of events to be pursued at the application site will be defined.
- Encouraging involvement in a car sharing scheme. Residents will be encouraged to car share with other residents via a matching scheme operated by the site TPC. Alternatively residents will be encouraged to investigate other car sharing options including national car share websites such as www.liftshare.com or www.nationalcarshare.co.uk.
- Liaison with the MCC officers and other travel plan operators within the local area to investigate joint ventures economies of scale and the potential to provide personalised travel plans.

5.4 Residents Travel Survey

5.4.1 The first step to developing the operational TP is to establish how the site users make journeys to and from the site. To build on the existing travel survey conducted within 3 months of the first use of the site, these will continue every year as part of the monitoring and review process whilst the travel plan is in operation.

- 5.4.2 The survey will be performed in order to ascertain existing travel patterns and will play a key role in setting targets as it provides a baseline from which to measure changes in travel as a result of the TP. By conducting the survey once every year this will give an indication of how travel behaviour is changing at the site and provide an important indication as to the success of the TP.
- 5.4.3 The travel survey will be used to show how people travel to/from the site, what potential there is for change (for example, the numbers of people who would like to walk, cycle or use public transport, but are unable to do so), what are the most significant deterrents to walking, cycling and using public transport and what would encourage people to reduce car use, amongst other things.
- 5.4.4 The results of the surveys will provide a valuable 'baseline' against which the targets for reducing car journeys and increasing journeys by walking, cycling and public transport will be set.

6.0 PLAN MONITORING AND REVIEW

6.1 Preamble

- 6.1.1 The monitoring and review programme will be designed to generate information against which the TP can be evaluated, revised, developed and improved, over an initial 5-year period.
- 6.1.2 The major objective of the plan is to effect a reduction in the use of single occupancy car trips. In the first instance, the plan will seek to review existing resident travel movements by way of a travel survey.

6.2 Travel Plan Targets

- 6.2.1 Currently results from the surveys show that the levels of sustainable transport used on site is enviable. The goal will be to try to maintain these figures and create a site car share scheme organised for residents that aren't already using public transport / sustainable transport.

6.3 Monitoring

- 6.3.1 The monitoring will include items such as:
- Travel habits / modal split; and
 - General feedback from residents.
- 6.3.2 Information gathered as part of the continuous monitoring process will be made available to the MCC. In this way, future strategies for further delivering TP objectives can be considered in partnership between the residents, MCC and transport providers.

6.4 Plan Review

- 6.4.1 The TPC will arrange for an annual review of the TP to assess the success of the plan to date and to identify measures which could potentially be included in the future.
- 6.4.2 Although the database will be kept up to date throughout each year, the re-issue of the travel questionnaire (every year) will provide the opportunity to gather new

information regarding resident attitudes to travel and on the modal split compared to previous years.

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

APPENDIX 1– RESIDENT TRAVEL PLAN QUESTIONNAIRE

THE CURVE, KINGSWAY – TRAVEL PLAN

RESIDENT TRAVEL QUESTIONNAIRE

This travel survey is being undertaken amongst all residents to gain an understanding of their travel patterns. This information will be used to enhance and develop the Travel Plan for the development, which will seek to improve accessibility by alternative modes of transport to the private car.

The survey should be completed during the week commencing Monday.....
20.... Please complete the survey based on your general travel habits on the basis of a normal day. Once completed please pass your survey form back to

Please be assured that the information that you provide will be treated with the utmost confidentiality.

1. Please tick the box which represents your current employment status:

- | | |
|------------|-----------------------|
| Full-time | ☐ |
| Part-time | ☐ |
| Unemployed | ☐ |

2. If employed, what is the postcode of your employer?

.....

3. What time do you normally leave for work? (to the nearest quarter hour)

.....

4. What time do you normally arrive home from work? (to the nearest quarter hour)

.....

5. What mode of transport do you primarily use to get to work?

- Walk ☐
- Cycle ☐
- Bus ☐
- Train ☐
- Car (Driver) ☐
- Car (Passenger) ☐
- Motorbike ☐
- Other (please specify).....

6. Approximately how long does it take you to travel to work?

- 0 - 10 minutes ☐
- 10 - 20 minutes ☐
- 20 - 30 minutes ☐
- 30 - 45 minutes ☐
- 45 - 60 minutes ☐
- 60 minutes + ☐

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

- Yes ☐
- No ☐

8. Do you travel to / from work with anyone else?

- Yes ☐
- No ☐

If YES, is this your:

- Spouse ☐
- Work Colleague ☐
- Car Share Partner ☐
- Other ☐

9. Would you be interested in taking part in a Car Sharing scheme with other residents on this site to travel to work?

- Yes ☐
 - No ☐
-

10. What alternative travel mode could you use / would you have to use, if your current mode of transport was unavailable?

Walk	☐
Cycle	☐
Bus	☐
Train	☐
Car Club	☐
Car (Driver)	☐
Car (Passenger)	☐
Motorbike	☐
Could not use any other mode	☐

Other (please specify)

11. Which of the following initiatives would encourage you to use public transport to travel to work?

(Please tick no more than 2 options and indicate the most important option with a *)

More direct bus routes	☐
More frequent bus services	☐
Interest free season ticket loans provided by work	☐
Up-to-date Public transport information available at work	☐
Easy access low floor buses	☐
I would NEVER use public transport to travel to work	☐

12. Which of the following initiatives would encourage you to walk / cycle to work?

(Please tick no more than 2 options and indicate the most important option with a *)

More dedicated cycle / walking routes	☐
Quality information on the local network	☐
Safe crossing points on local roads	☐
Improved security and lighting	☐
I would NEVER walk / cycle to work	☐

13. Do you have any comments or ideas that you would like to tell us about your existing / future travel to work journey?

.....

.....

.....

.....

.....

.....

14. Do you have children whom you take to school by car?

Yes ☐

No ☐

15. If the answer to the above question is yes, which school/s do you visit?

.....

16. Would you consider using a car sharing scheme register with other parents/children to drop off/collect your children from school?

Yes ☐

No ☐

17. Would you consider joining a car sharing scheme to undertake your food shopping trips?

Yes ☐

No ☐

18. If so, where do you normally shop and at what frequency?

.....

Thank you for completing this survey.

Please return it to by 20...

This information will help us improve travel choices to and from the development. We hope that you will enjoy the results of the Travel Plan and will take part in making the initiative a success.
