

DISCHARGE OF CONDITION 21

Manchester Quays Limited

OGS, ST JOHNS, MANCHESTER

May 2022

VN222272

Travel Plan

Report control

Document:	Travel Plan
Project:	OGS, Atherton Street, Manchester
Client:	Manchester Quays Limited
Job number:	VN222272
File origin:	N:\Vectos Job Data\2022\VN222272 OGS St Johns, Condition Discharge\Docs\Reports\Framework Travel Plan\VN222272 - Travel Plan 17.05.22.docx

Document checking

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Issue	Date	Status	Checked for issue
1	17/05/2022	V1	GD

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Appendix A – Floor Plans

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- Dwg 180146-3DR-Z2-01-DR-20221_B-Zone 2 - GA Plan - Level 01
- Dwg 180146-3DR-Z2-03-DR-20223_B-Zone 2 - GA Plan - Level 03

Zone 4

- Dwg 190242-3DR-Z4-00-DR-A-20402-F-Zone 4 - GA Plan - Level 00
- Dwg 190242-3DR-Z4-01-DR-A-20403-E-Zone 4 - GA Plan - Level 01

Zone 5

- Dwg 190242-3DR-Z5-00-DR-A-20502-G-Zone 5 - GA Plan - Level 00
- Dwg 190239-3DR-Z6-01-DR-20601-F-Zone 6 - GA Plan - Level 01

Zone 6

- Dwg 190239-3DR-Z6-00-DR-20600-G-Zone 6 - GA Plan - Level 00
- Dwg 190239-3DR-Z6-00-DR-20600-G-Zone 6 - GA Plan - Level 01

Appendix B – Framework Travel Plan

Appendix C – Travel Survey

1 INTRODUCTION

Background

- 1.1 Vectos has been commissioned to provide a Travel Plan to support the discharge of Condition 21 to the planning permission **127612/FO/2020** at the Old Granada Studios (OGS) development St Johns. The site is located at the Former ITV Granada Studios HQ building broadly bound by Water Street, Quay Street, Atherton Street and the Bonded Warehouse. The site falls within the jurisdiction of Manchester City Council (MCC).
- 1.2 The site comprises approximately 0.97 hectares (ha) of developed land. The site location as defined by the redline boundary prior to development is provided in **Dwg 180146-3DR-Z0-XX-DR-D-002**. Granada House and the adjacent studio buildings are part of the former Granada ITV estate. That 13.5-acre estate is being regenerated as St Johns, a new distinctive mixed-use scheme bringing together residential, cultural and retail, office and leisure land uses.
- 1.3 Granada House was originally constructed in 1962 with the associated Studios developed around the same time and formed the headquarter building for ITV Granada Studios. Granada House was recently used as temporary office accommodation providing flexible workspace to businesses with a retail unit occupied by Artzu Galleries.
- 1.4 The studios continue to be used for filming for a range of television programmes, rehearsals and music events. In the recent past it has also hosted a variety of activities, including concerts and markets.

Development Proposals

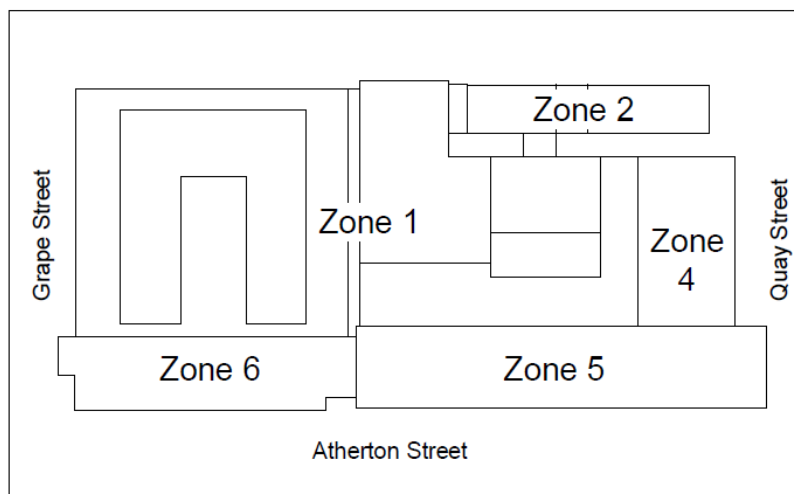
- 1.5 The proposed development is described below:

Part redevelopment and part refurbishment including the conversion of the existing Granada House building into a 175 bed hotel (Use Class C1) with associated private members club (Sui Generis); and erection of new single storey rooftop bar and restaurant (Use Classes A3 and A4); external terrace and rooftop pool in addition to the erection of a new ten storey building for office (Use Class B1) and ground floor retail or workspaces (Use Class A1/A3 and/or B1); retention of Studios for current use as filming studios (Use Class B1) and erection of modular workspaces (Use Class B1) with associated access and servicing arrangements; public realm and other associated works.

1.6 The development can be divided up into the areas as indicated below:

- The existing Granada HQ Building is to be refurbished and a rooftop extension and will comprise a 10 storey hotel (175 rooms) with an associated event space, roof terrace and facilities and a Soho House Private Members Club. This forms **Zones 4&5** of the development. The Hotel and Diner will be operated by Mollies.
- Adjacent to this will be a 10 storey new build block, **Zone 6**, comprising office space, (4547sqm GIA) with separate ground floor and basement retail units.
- To the rear of these buildings will be a number of smaller containerized units, designed as office spaces for smaller business and start-ups, stacked to a total of 4 storeys. These units will have a separate access off Studio Way and are described as **Zone 2**.
- The studios (**Zone 1**) are to be retained and generally to be kept as existing layout, internal improvements for modernisation and external works to make good the existing structure.

Note: **Zone 3** is no longer applicable for this development.



1.7 The Proposed Development also includes some public realm works and landscaping. On the street frontage off Atherton Street there will be a taxi drop off and disabled parking bays. While the Proposed Development provides a limited number of accessible bays on Atherton Street in addition to retained on street parking, the Site proposals benefit from car parking available in St. John's (391 spaces) and the nearby Spinningfields NCP Multi-Storey Car Park.

- 1.8 The floor areas for the different land uses within the development are given below in **Table 1.1**.

Table 1.1: Proposed Development Schedule

Use	GIA (sqm)	Number of units
Modular Workspace	723	38
Bar/ Restaurant	3,131	2
Hotel	7,780	175
Retail	620	3
Workspace	4,547	-
Studio	7,577	-

- 1.9 The areas that show the access to the site are provided in the following Drawings provided in **Appendix A**.

Zone 2

- Dwg 180146-3DR-Z2-00-DR-20220_F-Zone 2 - GA Plan - Level 00
- Dwg 180146-3DR-Z2-01-DR-20221_B-Zone 2 - GA Plan - Level 01
- Dwg 180146-3DR-Z2-03-DR-20223_B-Zone 2 - GA Plan - Level 03

Zone 4

- Dwg 190242-3DR-Z4-00-DR-A-20402-F-Zone 4 - GA Plan - Level 00
- Dwg 190242-3DR-Z4-01-DR-A-20403-E-Zone 4 - GA Plan - Level 01

Zone 5

- Dwg 190242-3DR-Z5-00-DR-A-20502-G-Zone 5 - GA Plan - Level 00
- Dwg 190239-3DR-Z6-01-DR-20601-F-Zone 6 - GA Plan - Level 01

Zone 6

- Dwg 190239-3DR-Z6-00-DR-20600-G-Zone 6 - GA Plan - Level 00
- Dwg 190239-3DR-Z6-00-DR-20600-G-Zone 6 - GA Plan - Level 01

Access

- 1.10 Pedestrian access to and around the building is primarily from the direction of Quay Street which creates a link through from Spinningfields. The M1 has level access from Studio Way which is to be implemented as part of the Manchester Goods Yard planning permission. A new accessible lift located adjacent to the Grape Street entrance which will provide access to the production suites located above the M1 Space and will facilitate ease of movement throughout the existing studio complex.

Studio Access

- 1.11 The studios are to be accessed from the existing M1 space. The main point of entry is located on the new Studio Way which runs along the western façade of OGS. It is assumed that the majority of visitors will arrive via public transport or by foot hence the entrance has been located at the termination of the key pedestrian routes that traverse the site. All deliveries for and loading in and out of the studios will take place from the designated pull in bays located along Studio Way which will be used solely for servicing.

Hotel Access

- 1.12 The primary entrance for visitors to the Hotel is located on Atherton Street, where the original entrance to the Granada studio office was situated, this entrance has been upgraded to include a platform lift to allow for wheel chair access. Hotel loading and unloading will take place from the pull in bays located along Studio Way. Goods can be moved from the unloading zone into the hotel back of house and housekeeping storage areas, a dedicated goods lift is provided for vertical movement. Direct access is provided to storage areas at Ground level.

Internal Circulation

- 1.13 Access to and around the hotel, M1 and Studio venue space has been designed so that each element can operate independently. Likewise access to the upper floors of the hotel and restaurants, bars and terrace will be managed. The M1 itself, whilst being designed as a permeable route will be a managed space allowing ingress and egress to be controlled. Each demise in the mixed-use building has its own dedicated and secure entrance. The workspace is accessed from the main 'interlinking' building on Atherton Street.

Condition 21

- 1.14 Condition 21 of the Planning Permission states the following:

21) Before first occupation of any part of the development, a Travel Plan together with details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy.

Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented.

Reason: In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy.

Scope of Report

- 1.15 This report sets out the Travel Plan Strategy for OGS. It builds on the Framework Travel Plan that supported the Planning Application and is available on request. This Travel Plan sets out sustainable targets for OGS Staff Travel as these form regular trips that the occupiers and site managers can influence. The visitor trips to the hotel, restaurants, retail, studio audiences and the Soho private members club of OGS are more difficult to affect so they will not have specific targets, but they will benefit from travel information to encourage access by modes other than the car. The travel plan strategy sets out the objectives of the Plan, the procedures and policies to be adopted on occupation and the monitoring and review mechanisms adopted and measures to inform MCC/TfGM.

2 ACCESSIBILITY

Introduction

- 2.1 OGS is located in a highly accessible location within the City Centre so that employees and visitors can access the site by modes other than the car. This document shows how accessible the site is by rail, bus, tram, on foot and by bicycle and in fact the location is one of the most highly accessible areas by public transport in the north west and is within walking distance of tens of thousands of residents.

Parking

- 2.2 On Site parking is limited to 32 spaces available in the Manchester Goods Yard Car Park.
- 2.3 The site benefits from on street pay and display parking in the vicinity, notably on Atherton Street (10 spaces) and Great John Street (15 spaces).
- 2.4 There are numerous other car parks located within a 10 minute walk providing over 4000 spaces.

External Cycle Parking Provision

- 2.5 Externally visitors will benefit from cycle parking across the St Johns core site. Local to OGS there are 82 cycle parking spaces proposed along the southern facade of Studio 2, see **(Figure 2.1)**.

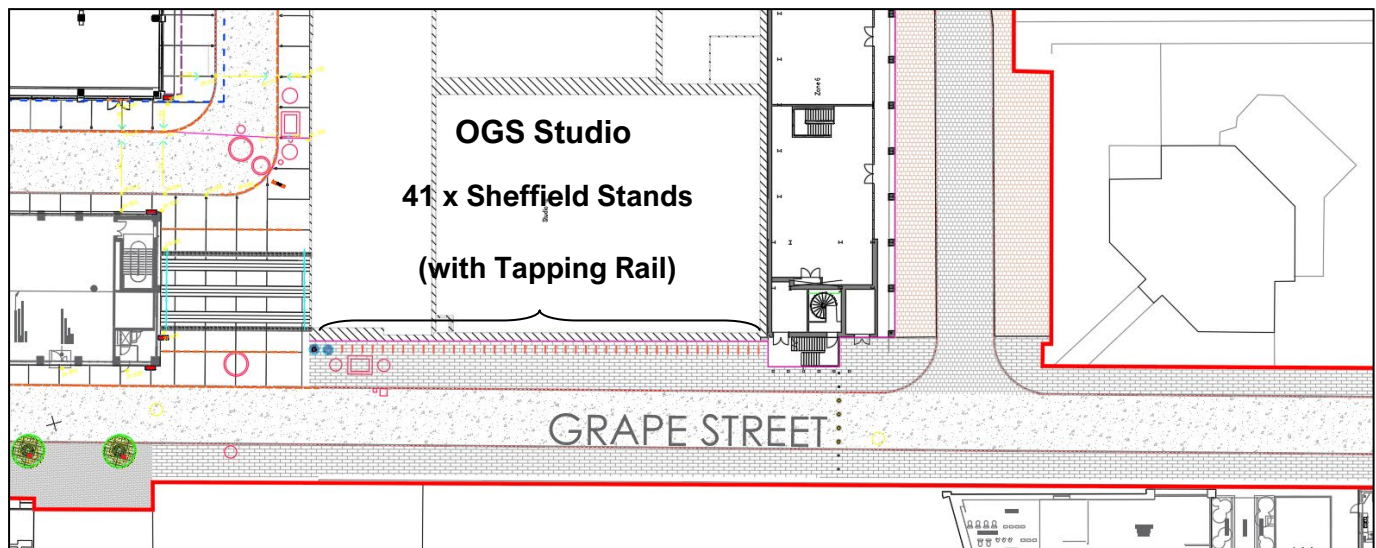


Figure 2.1 External Cycle Parking (41 Stands – 82 Cycles)

- 2.6 In addition there are 20 cycle spaces provided in St Johns Place located just to the west of the OGS.

3 TRAVEL PLAN OBJECTIVES

3.1 This Travel Plan will represent a long-term strategy for reducing the dependence of staff and visitors on travel by private car to the site.

3.2 The aims of the strategy are:

Informing staff and visitors of the sustainable transport options available;

To increase the awareness of the advantages and potential for travel by more environmentally friendly modes;

To introduce a package of management measures that will facilitate travel by modes of transport other than the private car;

To encourage staff and visitors to use alternatives to the private car.

To monitor and review travel patterns and inform MCC/TfGM.

3.3 The principal measures outlined in the Travel Plan are as follows;

New Employee Travel Information Brochure/Website;

Improving Travel Awareness;

Creation of a Travel Database;

Provide Travel Information in central staff areas;

Provision of Cycle Facilities;

Cycle User Groups;

The creation of a Car Share Club;

Promoting sustainable travel for visitors via the website, and in reception areas.

4 TRAVEL PLAN COORDINATOR

- 4.1 To date, Gareth Davis of Vectos has acted as the Travel Plan Coordinator (TPC) for the development. This has involved developing the Framework Travel Plan and Liaising with MCC during the planning application process. That contact is:

Name: Gareth Davis, Director Vectos

Email: gareth.davis@vectos.co.uk

Tel: 0161 228 1008

- 4.2 Once occupied, the TPC will transfer to the on site management staff. The new TPC will be the contact for the individual occupiers on site and will be the point of contact between OGS and MCC/TfGM and other outside organisations in all matters regarding travel.
- 4.3 He/she will maintain an up-to-date file containing all correspondence to and from staff relating to the Travel Plan. The contact details for the new TPC on occupation is:

Name: XXXXX

Email: XXXXX

Tel: XXXXX

- 4.4 The TPC will require the lead personnel of the occupying companies to engage with their staff to promote the travel plan, implement actions as well as distributing and collecting the Travel Surveys from staff.
- 4.5 Finally, the responsibility of the Travel Plan lies with the developer, Manchester Quays Limited. The Travel Plan will be in operation for the life of the development and any changes in ownership or contact details must be sent to the relevant bodies.

5 TRAVEL PLAN IMPLEMENTATION

5.1 **Table 5.1** shows the implementation actions and timescales for the Travel Plan.

Before the development is occupied	Appoint TPC and provide contact at least 1 month before occupation. TPC to organise a Travel Plan working group with TfGM/MCC. Update the website with Travel Webpage which includes links on travel information, Car Share, cycle and walking sites.
0 - 6 Months	Undertake travel surveys within 3 months of occupation. Review travel survey results and set targets. Establish modal user groups (such as car share clubs, bike user clubs, taxi share clubs) and; Snapshot surveys of car parking, cycle parking and car share take up completed. Formal Travel Plan documents for both developments to be submitted to and agreed with TfGM/MCC within 6 months of occupation.
6 - 12 Months	Continuous updating of car share database. Continuous updating of all public transport information. Undertake travel survey (for a 5 year period). Travel Plan Progress Report to be submitted annually to TfGM/MCC.
12 - 60 Months	Update and monitor travel survey on an annual basis for a 5-year period.

Table 5.1 – Travel Plan Actions & Timescales

Travel Plan Budget

- 5.2 Delivering a Travel Plan costs money and at this stage it is difficult to be precise to identify the extra over costs for delivering the Travel Plan. For example it involves additional staff time for the TPC, additional time for a designer to create a leaflet and a webpage, the costs for publication and to offer prizes to complete the survey. Finally, there are financial incentives, benefits and support available for sustainable travel initiatives and a good starting point is the website <https://tfgm.com/travel-choices>.
- 5.3 Given the scale of the OGS development it is proposed that a **Budget of £4000** is allocated for the Travel Plan during the first year of operation in addition to the time inputs. This budget can be reviewed annually.

6 TRAVEL PLAN TARGETS

- 6.1 The nature of the development is quite unique in terms of the land uses. However, as this aimed towards staff employed on site it is proposed that the initial Travel Plan target is to meet the pre-lockdown modal share for travel into Manchester City Centre. In summary this gives a percentage of 21% arriving by car and 79% arriving by other modes. This is considered robust as since lockdown the percentage arriving by car has increased (although the overall numbers have fallen). The full City Centre modal share is given in below in **Table 6.1** and these will form the initial travel targets for the OGS Travel Plan.

Car	Bus	Rail	Metrolink	Cycle	Walk
21%	21%	26%	16%	2%	13%

Table 6.1 2019 Modal Share for Manchester City Centre (HFAS report 2090)

- 6.2 These targets will be reviewed with the specific aim of meeting the following specific targets.

Reduce the number of single occupancy car journeys to and from the site by staff;

Increasing pedestrian and cycle trips by staff living within a 20 minute journey of the site;

Increasing car sharing between staff who either live in similar areas or those who reside on a similar route to work;

Increasing bus, rail, and tram usage of those staff that currently live within a short walk of existing and proposed public transport infrastructure; and

Provide information to visitors on how to access the site by sustainable modes of travel.

7 TRAVEL PLAN MEASURES

Travel Awareness

- 7.1 New occupiers and their members of staff will be made aware of the existence of the Travel Plan by the TPC. Information on the Travel Plan can be provided on Transport Display boards situated in staff rooms or other prominent positions, by newsletters or company intranet.

New Staff Travel Leaflet/Website

- 7.2 A Travel Plan Leaflet will welcome new staff and include details on the intentions of the Travel Plan and why the Travel Plan has been produced, as well as contact details for the Travel Plan Co-ordinator. The leaflet will include current information on sustainable modes of transport such as:
- Health and financial benefits associated with use of sustainable forms of transport;
 - Walking and cycling routes in the area;
 - Site-specific information on public transport (e.g. location of nearby bus stops / railway stations and which services are available from them;
 - Travel Plan Coordinator contact details, links to useful website with appropriate public transport information, car share schemes, etc.
- 7.3 An example of the content of a Travel Plan Leaflet, is given overleaf.
- 7.4 In addition, employees will be directed to personalised journey planners (via the TfGM website). As an on-going part of the monitoring process, the 'Travel Plan Leaflet' will be reviewed and updated annually, with any information regarding changes, such as a change in a public transport timetable, being passed on to all the appropriate staff via an appropriate form of communication. This will be the responsibility of the TPC.

Travel Information Boards

- 7.5 Travel Information Notice Boards/Screens will be provided in staff communal areas and would be available to staff in the reception area to provide up to date travel information using information from TfGM and other transport providers.
- 7.6 The TPC can use these boards to publicise relevant events such as 'Bike Week' and will encourage staff to participate wherever possible.

Walking Measures

- 7.7 Measures to encourage walking as part of a multi-modal journey might include:
- Review the needs of people with mobility issues to ensure they can access the site easily;
 - Provision of umbrellas in reception areas;
 - Provide details of amenities within walking distance within the staff Travel Plan Leaflet.



TRAVEL INFORMATION BROCHURE



WELCOME TO OUR FAMILY

This booklet provides information to help you get to and from work with greater ease and to reduce your dependence on driving a private car. This includes information on how to get around using public transport and other environmentally friendly methods of travel.

Your store is located adjacent to Mayman Lane and Cemetery Road in Batley, just outside Batley town centre. The location of the store provides a great opportunity to travel by non-car modes, so why not see what is available?

This booklet is one of many measures included in a Travel Plan produced for the store and agreed with Kirklees Council.

A Travel Plan is a document which sets out the strategies which aim to encourage you to use alternatives to the private car and to increase your awareness of the advantages and potential for travel by more environmentally friendly modes.

TABLE OF CONTENT

04	Walking
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10	Public Transport
12	Rail Services
14	Car Share
15	Scooter / Motorcycle



WALKING

Walking is a low impact activity which doesn't require any specialist equipment. It is also one of the easiest ways to get more active and become healthier. Try to increase the amount of walking you do every week and enjoy the health benefits. Even if you live some distance from the store you can make walking part of your journey to work by getting off your train or bus stop earlier and walking instead.

The whole of the Batley is within 2km walking distance of the store, which means that it would take you no more than around 25 minutes to walk to work from anywhere in town.

Take advantage of the pedestrian connections around the store. The footways on Mayman Lane, Stock Lane and Upper Commercial Street will all provide you with excellent safe connections to the amenities located in the centre of Batley as well as the surrounding residential areas and Batley Railway Station.

A plan showing amenities in Batley town centre with walking distance from the site, as well as the locations of pedestrian crossings, is included in this brochure.

Benefits of walking:

- Walking is a great form of exercise, which keeps you fit!
- A half an hour brisk walk per day can reduce the risk of heart disease by half
- Walking costs nothing and offers a wide range of benefits to you and the community
- Walking is an environmentally friendly activity. Every time you choose to walk instead of drive, you are reducing the air pollution caused by traffic. By regularly walking, you are making a positive impact on the environment.

Are you not sure how to get from your home to work on foot? Use the www.walkit.com website to find walking companions, or use the [walkit.com](http://www.walkit.com) website to plan your journey. [Walkit.com](http://www.walkit.com) provides you with details of alternative routes and the approximate travel times, the number of calories burnt, step count and carbon saving.



CYCLING

Batley is suitable for cycling as it is reasonable flat throughout and benefits from lightly trafficked roads with low vehicle speeds. Cycling to work can be a healthy and safe way to travel, quicker than walking and cheaper than driving a car! You can securely park your bicycle at one of ten cycle parking spaces located adjacent to your store entrance lobby. If you live further away, we are fortunate that National Cycle Route (NCR) 66 runs only 3.2km west of the store (14 mins cycle). You can connect to this route from Station Road.

NCR 66 provides a car free route, which runs through Heckmondwike, Liversedge and Cleckheaton and provides connection to Bradford to the north. If you are feeling ambitious the route runs as far as Old Trafford football stadium in Manchester and Spurn Head in the East Riding of Yorkshire!

Dewsbury is located only 4km to the south and can be accessed within 13 min cycle via Bradford Road, which benefits from on-street cycle lanes.

Benefits of Cycling:

- Cycling is 'green' – you can feel good about doing your bit for the environment
- Cycling is quick – for short journeys under 5 miles cycling is twice as fast as a car in traffic
- Cycling is cheap – no bus, train or season ticket is required

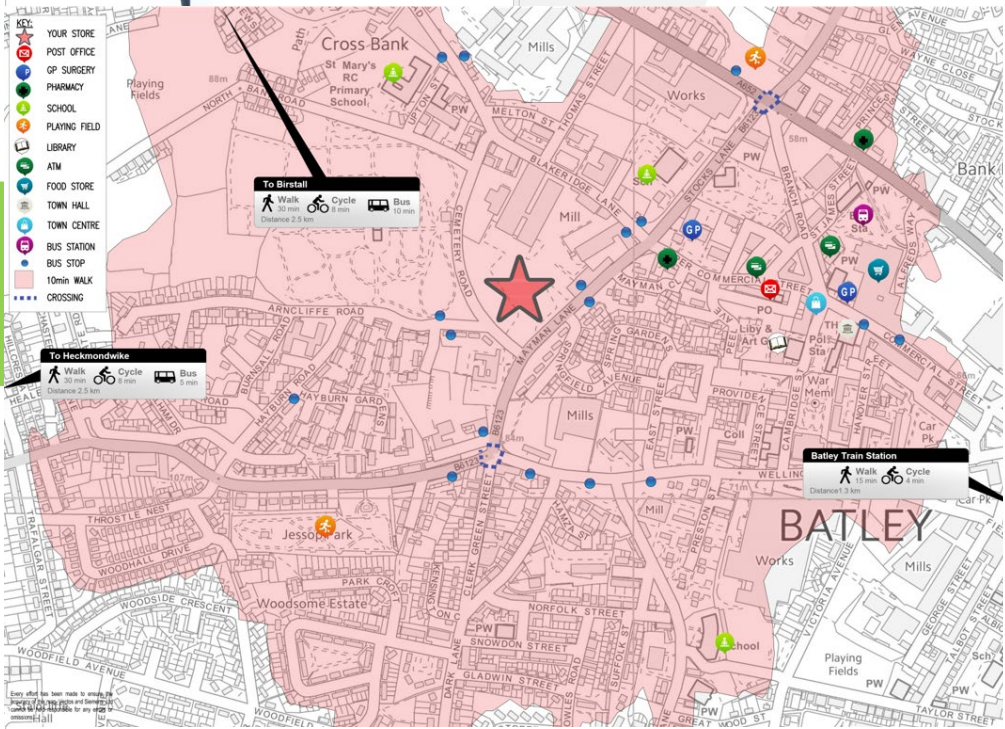
If you would like to find people cycling on similar routes, try using online journey matching database:

CycleBUDI www.bikebudi.lifshare.com
Activity Junkie www.activityjunkie.com/en/tag/4/cycling

WalkBUDI and CycleBUDI schemes are part of the National Lift Share Network and are simple and free to use. They match individuals with others walking or cycling the same way so they can do it together. The matches are displayed in both table and map format, allowing the users to easily find the most suitable match.

Did you know that ...people who cycle regularly enjoy fitness level equal to that of a person who is 10 years younger?

You can use www.sustrans.org.uk/ncn/map to find other on-road and trafficfree routes near you that are part of the National Cycle Network



PUBLIC TRANSPORT

The nearest bus stops are located opposite your store on Mayman Lane. Alternative bus stops are also available on Blakeridge Lane close to the junction with Upper Commercial Street and Arncliffe Road. These are all located within a 2-3 minute walk of your store. The buses that serve these stops are numbers 183, 212, 229, 221, 223, 281, 282, 283 and 213. These services will allow you to reach destinations further afield such as Bradford, Dewsbury, Halifax and Leeds.

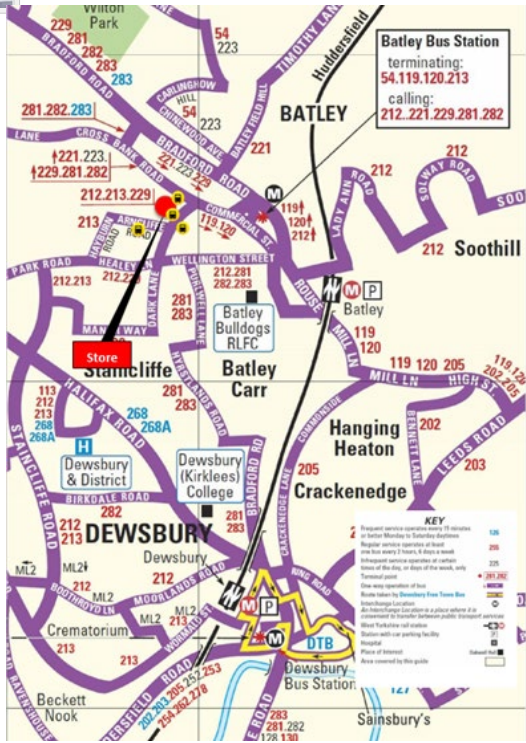
A bus shelter, seating and timetable information is provided at both the north and southbound bus stops on Mayman Lane.

The locations of these stops, together with local bus services operating in the vicinity of the site, are shown on map on the right.

Below is a summary of the frequency of bus services that operate along Mayman Lane, Blakeridge Lane and Arncliffe Road that are accessible from the store.

No	Route	Frequency (one-way)			
		Mon - Fri	Sat	Sun & PH	
Mayman Lane Bus Stops					
183	Thornhill Lees - Batley Girls High School	1 per day	-	-	
212	Dewsbury-Batley-Wakefield	60 mins	60 mins	60 mins	
229	Leeds - Huddersfield	30 mins	30 mins	60 mins	
Blakeridge Lane Bus Stops					
221	Leeds - Morley-Batley-Heckmondwick - Mirfield	30/60 min	60 min	-	
223	Leeds-Morley-Batley-Heckmondwick - Mirfield	5 per day	6 per day	60 mins	
281	Fieldhead Estate -Birstall-Thornhill Edge	30 mins	30 mins -	-	
282	Fieldhead Estate -Birstall-Thornhill Edge	30 mins	30 mins	60 mins	
283	Bradford - Thornhill Edge	30 mins	30 mins	60 mins	
Arncliffe Road Bus Stops					
213	Batley - Dewsbury	60 min	60 min -	-	

For more information on local public transport visit:
www.yorkshiretravel.net





RAIL SERVICES

Batley Railway Station is located 1.4 km to the south east of the store and can be accessed within 16-minute walk via Mayman Lane, Commercial Street, Hick Lane and Station Road. The journey along the same route by bicycle takes approximately 6 minutes. The station benefits from 4 bicycle lockers and CCTV cameras ensuring safety of your parked bicycle.

Batley Railway Station is situated on the London and North Western Railway's line between Leeds located just 13km to the north east of the station, Huddersfield located 15km to the south west, and Manchester located 54km to the south west. It is worth noting that Northern Rail allow up to two cycles to be carried on their services so you may be able to combine cycling with your rail journey.

There is a half-hourly service from Batley to Leeds Mondays to Saturdays, which takes approximately 17 minutes. Destinations such as Dewsbury and Huddersfield also can be accessed with a half-hourly service Mondays to Saturdays.

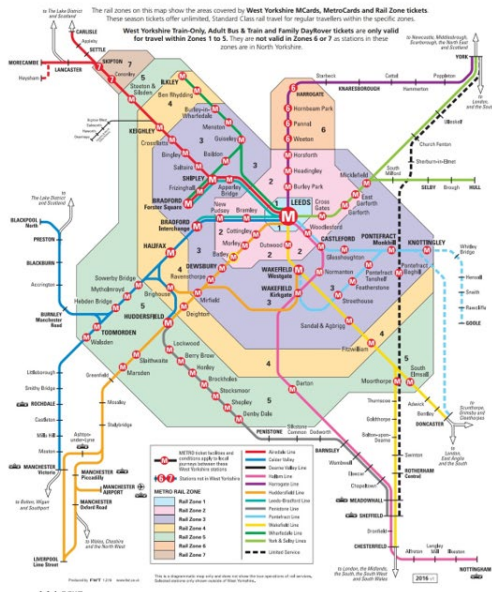
As can be seen on the West Yorkshire's Rail Network plan to the left, Batley is within zone 2 and is covered by West Yorkshire MCards, MetroCards and Rail Zones tickets.

You can get your MCard free at Batley Railway Station or by ordering it online at www.m-card.co.uk. Once you have a card, you simply top it up with weekly or monthly travel. Weekly and monthly MCards can be shared, as you don't need photo ID to use it.

For more information and rail enquires the following websites may be of help:
www.wymetro.com/TrainTravel
www.nationalrail.co.uk www.thetrainline.com

To help plan your journey visit:
www.wymetro.com/howtogetto/planajourney www.transportdirect.co.uk
www.yorkshiretravel.net

West Yorkshire's Rail Network



CAR SHARE

Car Share, also known as Liftshare or carpooling, is a scheme where two or more people arrange to share a car journey. Car sharing has many financial, social and environmental benefits.

Travelling with other people by car is an easy way to cut your CO₂ emissions and save money. By splitting costs with your fellow passengers you will save on fuel and parking fees. You can use your time as a passenger to read or catch up on work, and of course you won't have to find a parking space.

Why not give a car sharing a go? You can use a notice board located in staff area to find colleagues looking to share journeys to and from work. If you have got empty seats, then why not OFFER someone a lift and split the cost of the travel. By advertising on notice board, your work colleagues will be able to find your lift and pay you for it. You can also advertise, if you NEED a lift. The staff notice board is a great way to CONNECT with liftsharers!

Benefits of car sharing:

- Reduces travel costs as you will spend less on petrol and car insurance
- Reduces wear and tear on your own vehicle
- Helps reduce congestion. Do you know that there are an estimated 10 million empty seats on the UK roads every day during peak hours? Car sharing helps to fill those empty seats and as such reduce congestion and pollution.
- Reduces stress levels related to driving. Driving during peak hours can be nerve wracking, however as a passenger in a car you no longer have to stress about driving.

There are also internet based car sharing schemes available. Why not try one of the following websites:
www.liftshare.com
www.blaablar.com



SCOOTER / MOTORCYCLE

Travelling by a motorcycle is cheaper than by car and is also a more environmentally friendly option. Motorcycles also take up less road space so help to reduce congestion.

Your store provides 4 parking spaces for motorcycles. In addition within Batley there are 9 car parks that also allow motorcycle parking. The closest car parks to the store are as follows:

- Cross Street - off Wellington Road (20 spaces)
- Field Lane - off Field Lane (86 spaces)
- Henrietta Street - off Henrietta Street (35 spaces)
- Market Place - off Commercial Street (28 spaces)
- New Way - off New Way (46 spaces)

If you would like to learn to ride a motorcycle or a moped, you need to pass Compulsory Basic Training (CBT), which remains valid for 2 years upon completion.

The CBT is not a test, but rather a 5part modular training course run over the duration of one day.

You don't have to pass your motorcycle theory test before completing CBT.

After successful completion of the CBT you can ride a moped or a motorbike up to 125cc and with a power output of up to 11kW on the road.

You must use L plates until you pass your full motorcycle test.

Your closest motorbike store is Padgett's Ltd and is located at:
234 Bradford Road
Batley
WF17 6D
Tel: 01924 478491
Web: www.padgettsmotorcycles.com



Your Travel Plan Coordinator is available to provide you with guidance in relation to the way you travel and provide further information about sustainable transport methods available to you. Ask your employer who the Travel Plan Coordinator for your store is.

For information on walking visit:
www.kirklees.gov.uk/leisure/sportHealth/walking

For information on cycling visit:
www.sustrans.org.uk
www.wygoocycling.com
www.kirklees.gov.uk/leisure/sportHealth/cycling
www.ways2work.org.uk
www.ctc.org.uk

Your local bicycle store shop is Oakwell Cycles located 2.2km north west of the store:
46 Westgate
Batley
BD19 5EY

For public transport information visit:
www.wymetro.com/howtogetto/planajourney
www.transportdirect.co.uk
www.yorkshiretravel.net

For bus timetables visit:
www.arrivabus.co.uk
www.tictravelttd.co.uk
www.traveline.info

For rail enquiries visit:
www.nationalrail.co.uk
www.thetrainline.com

For information about car sharing visit:
www.liftshare.com
www.blaablar.com

Cycling

7.7 Cycling is promoted with secure cycle parking provided within the development. The site offers 18 cycle parking spaces within Zone 6 and 82 spaces along the Grape Street elevation. Further measures to encourage cycling will include:



- Promote the financial benefits of the Cycle to Work scheme (see below);
- Liaise with local cycle stores to facilitate the provision of vouchers or discounts for employees;
- Practical advice on cycle maintenance, safety information and local route information;
- Advertisement of a local bicycle user group to new employees;
- Special bike events promoted (e.g. Cycle to Work Day); and



Provide savings for employees while boosting your green credentials

As part of a Government initiative to promote green transport, Workplace Bikes offers attractive tax and National Insurance savings for both employers and employees.

How it works

Workplace Bikes encourages employees to cycle to work, with a salary sacrifice arrangement providing savings on the cost of a bike and accessories. Employees sign up for 12 or 18 months hire agreement, either during an enrolment window of your choice or as an any-time benefit.

It's fast, easy and free to set up a Workplace Bikes scheme. We offer full support at every stage, including expert salary sacrifice advice and ongoing account management.

Cycle-to-work schemes can contribute to workforce wellbeing, assist with congestion and parking issues and help minimise carbon footprint ... so there are plenty of reasons for making Workplace Bikes part of your benefits package.

Key benefits for employees:

- ✓ Basic-rate taxpayers save 32% in tax and National Insurance, with even higher savings for higher-rate taxpayers.
- ✓ We offer access to all of the UK's top bike brands, catering for entry-level cyclists and enthusiasts.
- ✓ Employees can also take advantage of seasonal promotions, exclusive discounts and a price match promise.
- ✓ Cycles can be selected online, through a Halfords store or from an extensive network of independent stores.
- ✓ Free 6-week service and safety check.

Why choose Workplace Bikes?

- ✓ Extensive range of free marketing to maximise take-up, including on-site roadshows and dual-branded literature.
- ✓ Easy online order approval and clear payroll information, provided in line with your needs.
- ✓ Standardised cycle pricing across the country, ensuring equality for employees.
- ✓ Hassle-free options for managing transfer of ownership at the end of the hire period.
- ✓ Built-in facilities to cater for low earners, casual staff and under-18s.
- ✓ Available as a stand-alone benefit or as an integrated part of a wider benefits package.



0800 612 7110



www.workplacebikes.com



Workplace Bikes is owned and administered by Wider Plan Ltd
11 - 16 Chestnut Court, Jill Lane, Sambourne, B96 6EW

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Part of the
WiderPlan

Public Transport Services

7.8 Measures to encourage bus, tram and train usage include:

- Up to date information provided on bus, tram and train services, including route information and service frequencies, available to employees through links such as:
<https://my.tfgm.com/#/planner/>
<http://www.nationalrail.co.uk/>
- The TPC to liaise with the Local Authority and the public transport operators to ensure that information remains valid;
- The Travel Plan Co-ordinator to bring to the bus, tram and rail operators' attention any issues raised to ensure that the potential for the use of these services to the site is maximised; and
- Promote Travel Discount offers and TravelCards such as 'Get me There'.

Taxis

7.9 A list of local taxi company's contact details will be available within the Travel Pack.



Car Sharing

7.10 Promote staff to car share using www.carsharegm.com.

7.11 It should be highlighted that by car sharing, employees will not be expected to make every trip by this method if it does not suit their work patterns or home commitments. Car sharing for just one or two trips a week is very beneficial and will be encouraged if this is more suitable.

7.12 The Travel Leaflet will guide staff to a website where the cost of owning and running a car can be calculated including some of the unseen costs, eg. <https://www.moneyhelper.org.uk/en/everyday-money/buying-and-running-a-car/car-costs-calculator>

Enterprise Car Club

7.13 Enterprise Car Club operates within Greater Manchester and offers a large number of car parking bays across the city. Enterprise Car Club is operated by Enterprise Car Rental with hourly and daily rates available. The closest car club location is on Duke Street around 400m to the south of OGS



7.14 The Travel Co-ordinator will highlight the availability of Enterprise Car Club to the new occupiers and facilitate demonstrations if required.

Off-Street Car Parking

- 7.15 The Travel Plan recognises that there may be demand for long stay, employee or visitor car parking associated with the site. Therefore, information relating to local car parking facilities will be provided to employees.

8 TRAVEL PLAN MONITORING & PROGRESS REPORT

- 8.1 The success of measures outlined in the Travel Plans will be monitored on a regular basis by the TPC. The monitoring measures outlined below incorporate both the collection of 'hard' analytical data and 'soft' data in the form of general feedback and correspondence following the opening of the respective developments. The monitoring actions are:

Monitor demand for cycle and motorcycle parking for staff;

Monitor demand for car parking;

Monitor the take-up of the staff car sharing scheme;

Record comments received from staff relating to the operation and implications of the Plans so that improvements/alterations can be made should this be deemed necessary;

Undertake the Travel Survey on an Annual Basis to record the Modal Share.

Travel Plan Survey & Progress Report

- 8.2 Each year, on the anniversary of the adoption of the Travel Plan, the Travel Co-ordinator for both developments will undertake a comprehensive review of the Plan. The objective of the review will be to assess the success of the Plan and to identify the potential for future refinement.
- 8.3 Information gathered through the monitoring process will be recorded and included in the Travel Plan Progress Report. The information will also be sent to the planning authority on an annual basis.
- 8.4 The Travel Survey is a key element of the annual monitoring. The proposed Survey questionnaire given in **Appendix C**. These can be distributed by hand with paper copies or electronically using an app such as Survey Monkey which also outputs the useful analysis of results.
- 8.5 The results of the travel survey once undertaken will be used to assist in identifying the package of measures most likely to prove successful in reducing overall car travel. The list of measures will be reviewed on an annual basis in order to mirror the findings of the travel survey when this is repeated.
- 8.6 The results of the first staff travel survey will be compiled into a travel database which will be used as a baseline to identify staff travel targets.
- 8.7 Other less direct objectives of the Plan will be to increase the awareness of staff about the environmental implications of travel mode choice. Awareness is less easy to monitor, although any comments received back through the Travel Survey will be added as an appendix to the Progress Report.
- 8.8 Thereafter in order to assess the travel habits of staff travel surveys will be completed on an annual basis for a 5-year period (or a period to be agreed with TfGM/MCC). The travel database will be updated following the compilation of the results of each survey.

- 8.9 The Travel Plan Progress Report will outline the results of the annual review & survey. The report will also incorporate the results of on-going monitoring throughout the preceding period. The TPS will review the targets with MCC/TfGM. These Actions need to conform to the **SMART** criteria so that they are **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime bound.
- 8.10 The Travel Plan Progress Report will be reviewed annually and submitted to TfGM/MCC. The Travel Plan will be assessed based on the performance of the plan against defined targets over the preceding year.

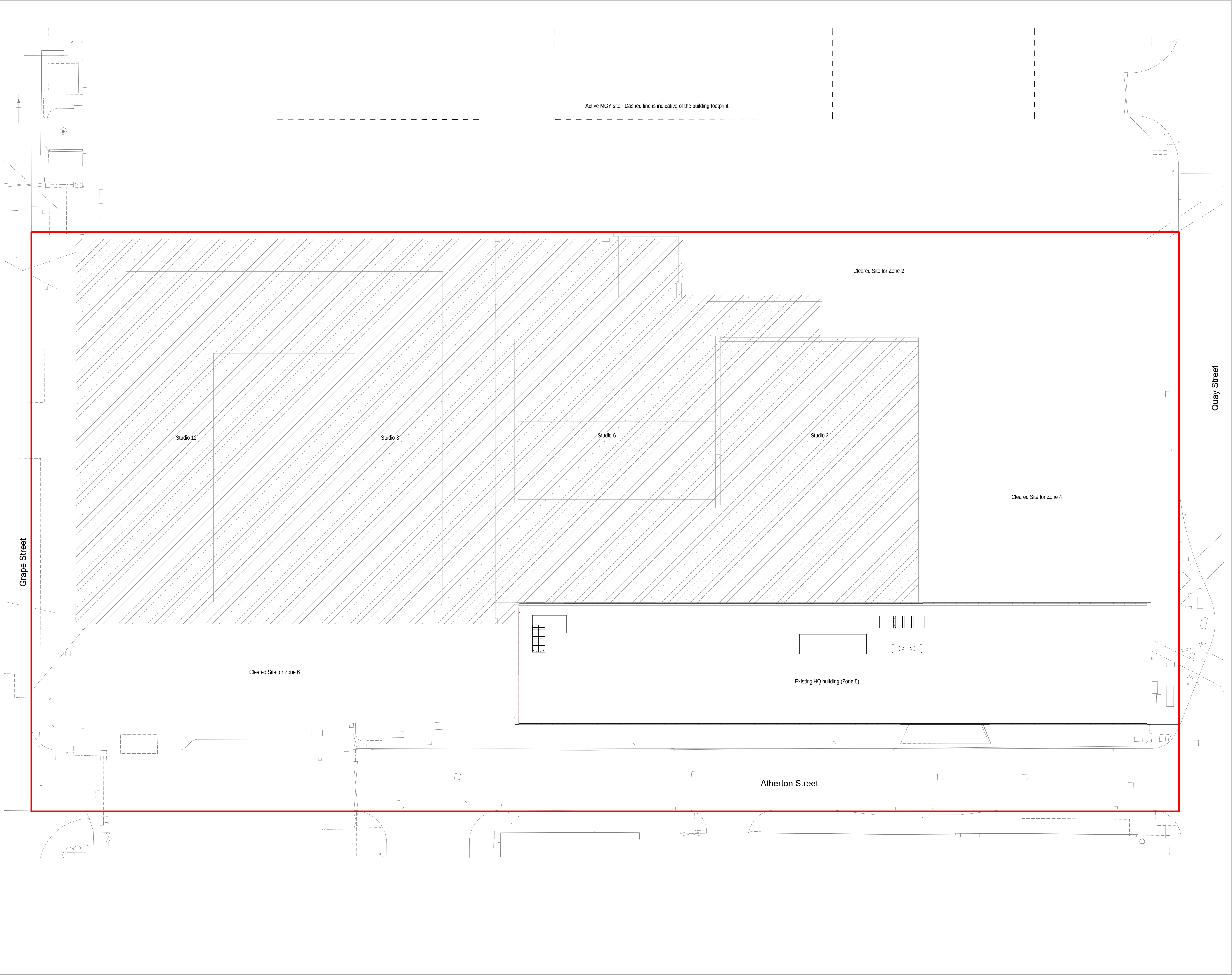
9 CONCLUSIONS

- 9.1 This document sets an updated Travel Plan for the Old Granada Studios (OGS) development at St Johns, Manchester.
- 9.2 This Travel Plan shows how the it will be funded, implemented and monitored for effectiveness and is submitted for approval by MCC as local planning authority. The strategy outlines the procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. It also sets out the monitoring procedures and review mechanisms that are to be put in place on occupation.

Conclusion

- 9.3 It is therefore concluded that this Travel Plan discharges Condition 21 of planning permission of application 127612/FO/2020.

Drawings



Notes

Do not scale from this drawing.

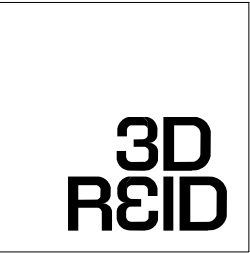
All dimensions are to be checked prior to construction and any discrepancies are to be identified to the Architect.

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KEY	
	Application boundary

A	14/02/20	First issue	GL	
Revisions				
Status				
Information				
Client				
Manchester Quays Ltd				
Project				
OGS St John's Manchester				
Title				
Existing Site Plan				
Scale	Size	Date	Drawn	Checked
1 : 200	A1	18/10/19	CLH	NS

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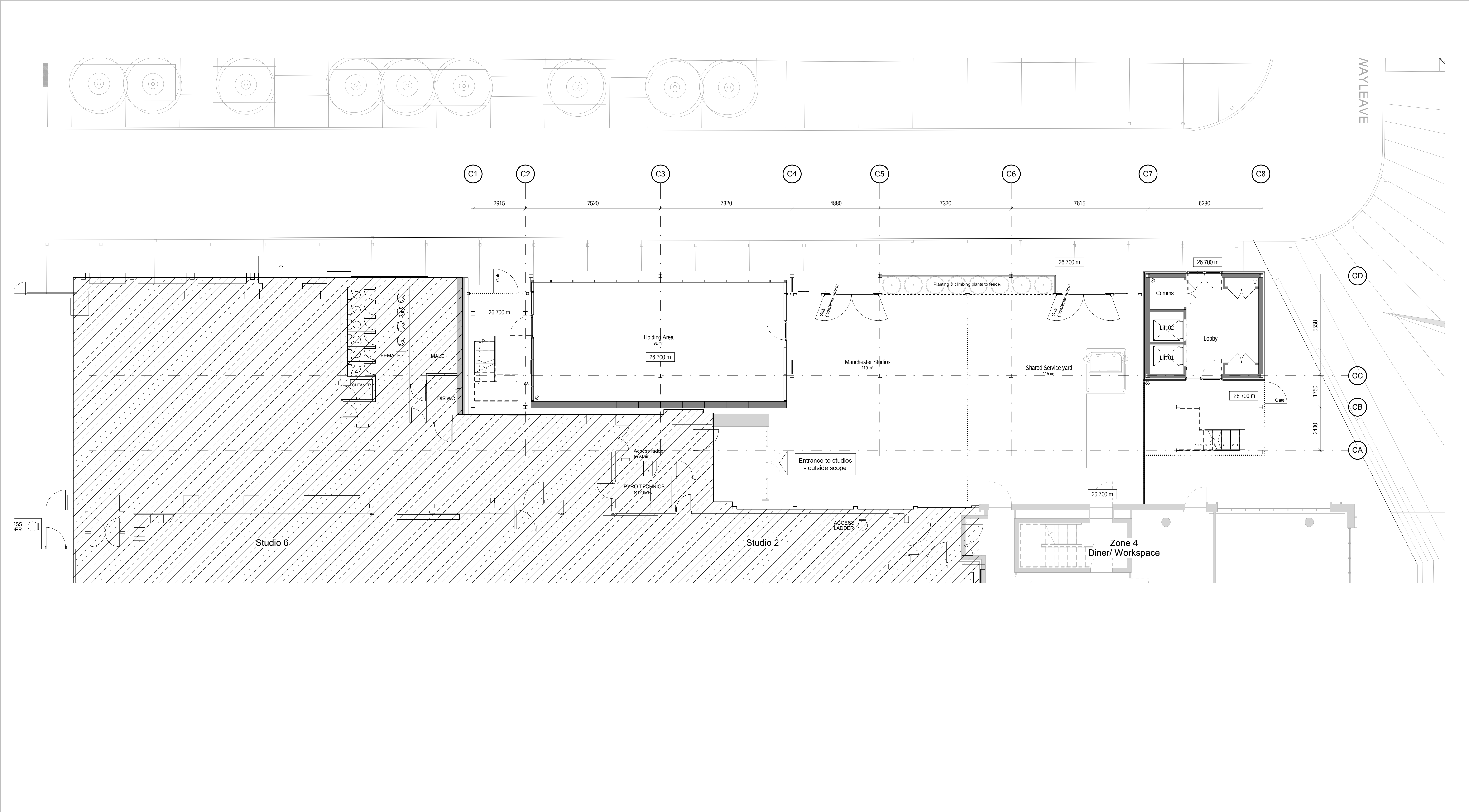
Drawing No.	Rev.
180146-3DR-Z0-XX-DR-D-002	A

Appendix A

OGS Key Servicing Floor Plans

Zone 2

- Dwg 180146-3DR-Z2-00-DR-20220_F-Zone 2 - GA Plan - Level 00
- Dwg 180146-3DR-Z2-01-DR-20221_B-Zone 2 - GA Plan - Level 01
- Dwg 180146-3DR-Z2-03-DR-20223_B-Zone 2 - GA Plan - Level 03

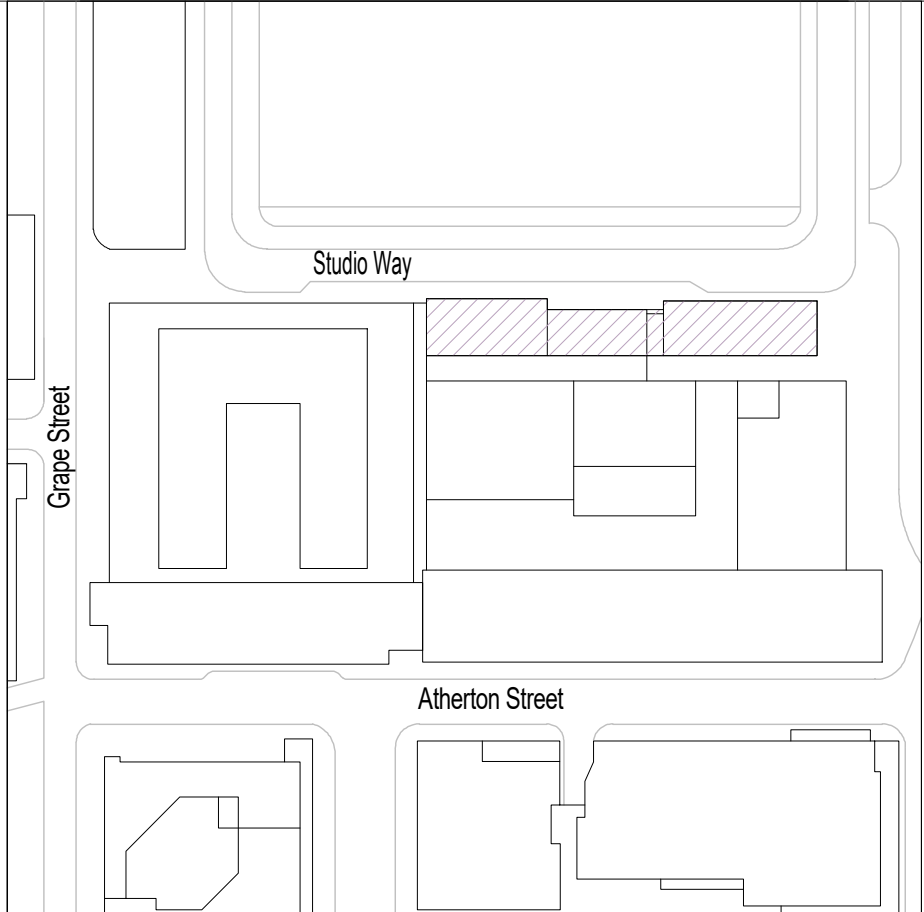
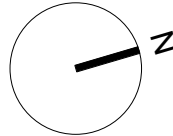


Notes

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Status INFORMATION

Client
Allied London

Project
OGS
Manchester

Title
Zone 2 - GA Plan - Level 00

F	25/03/21	Gates/Planting revised	HM
E	16/03/21	Sliding Gate shown	HM
D	25/02/21	Fence moved following pre-app discussion	HM
C	08/02/21	First issue of revised scheme	HM
B	03/09/19	Issue for information	JB
A	01/05/19	New option created following AL comments	HM

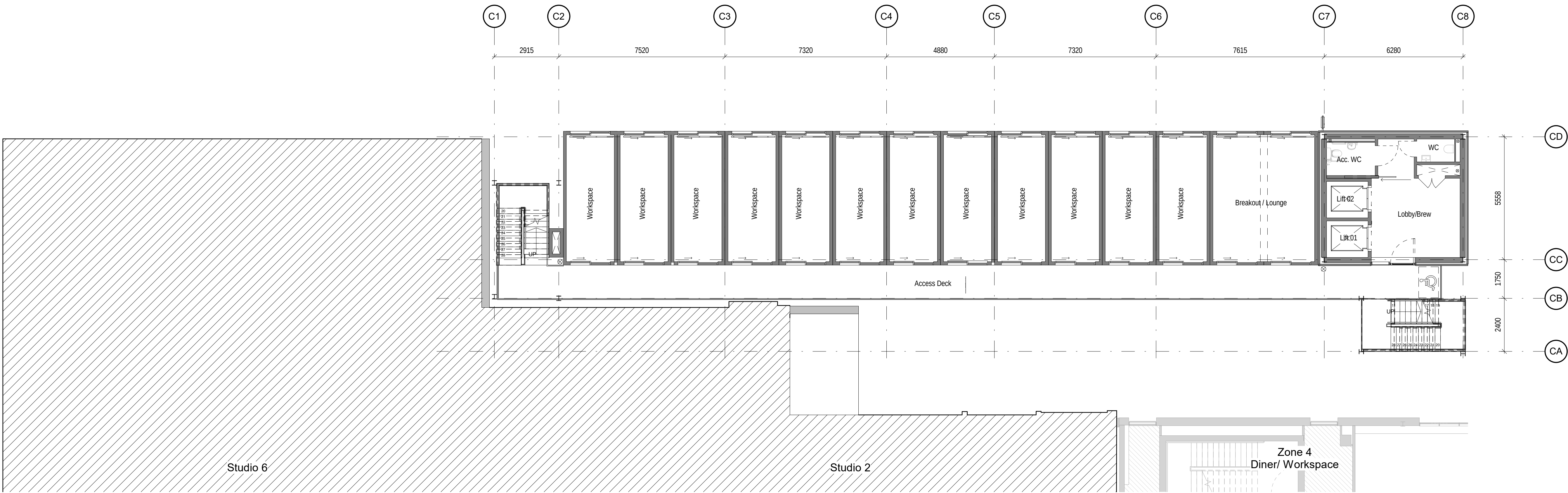
Revisions

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Scale	Size	Date	Drawn	Checked
1 : 100	A1	03/02/21	JB	CH

Drawing No. 180146-3DR-Z2-00-DR-20220 Rev. F

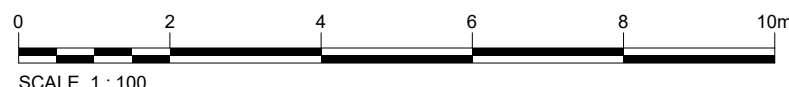
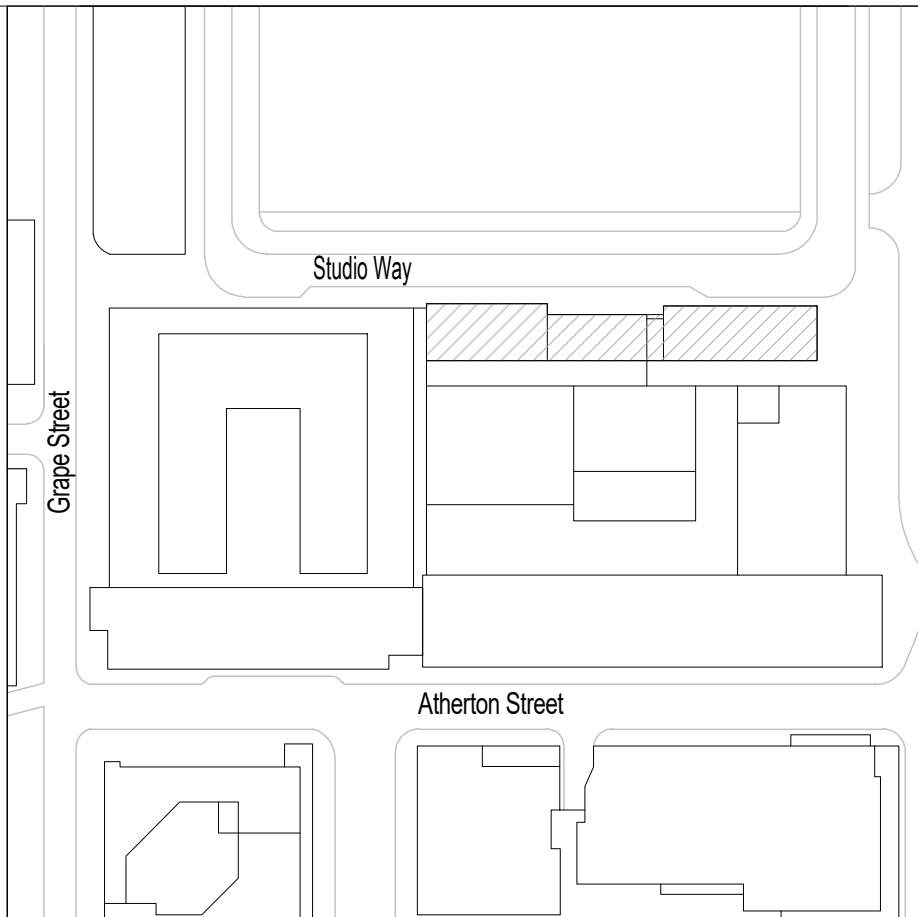


Notes

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B	25/03/21	Issue to SE
A	16/02/21	Issue to SE for co-ordination
Revisions		

HM
HM

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Information

Client
Allied London

Project
OGS
Manchester

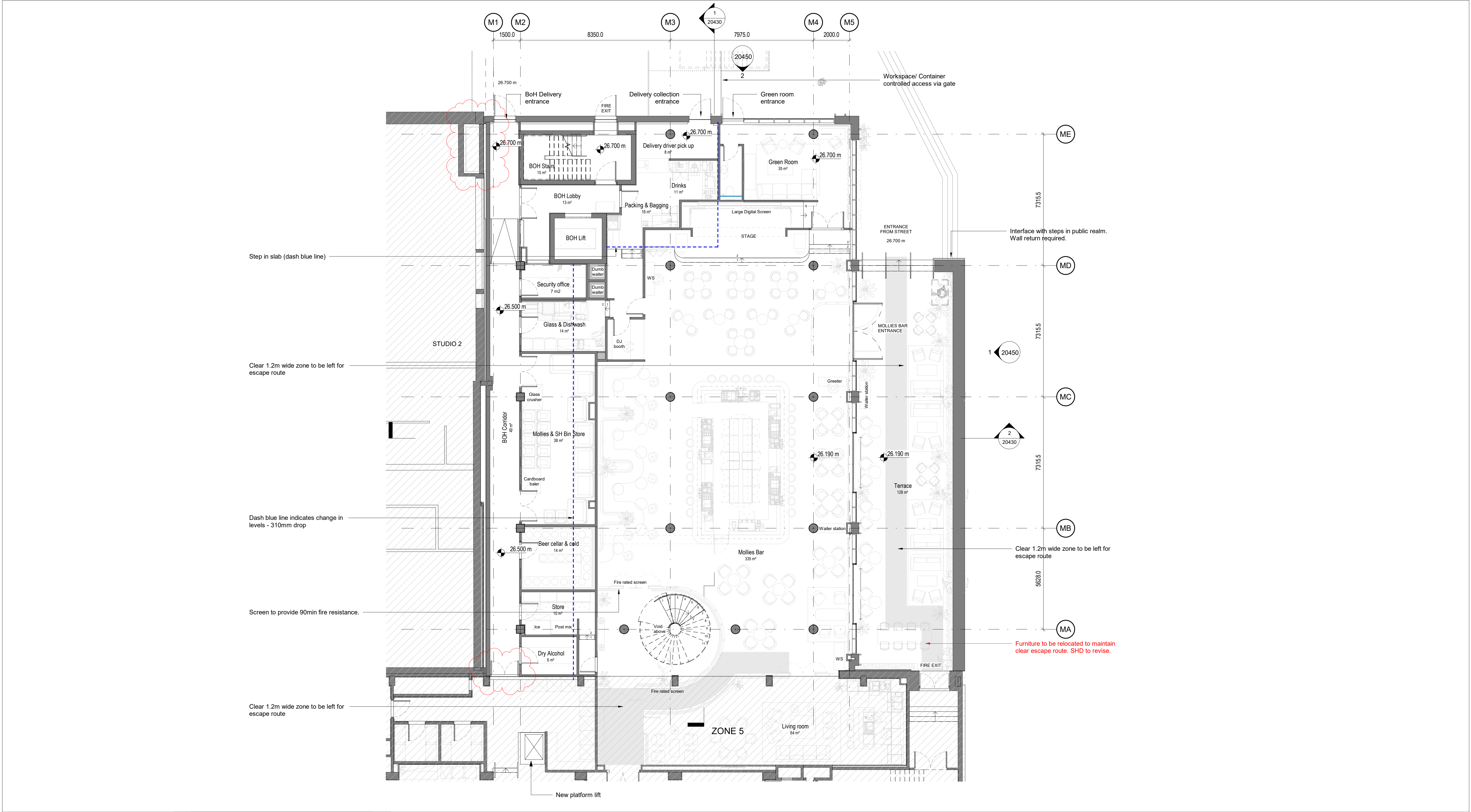
Title
Zone 2 - GA Plan - Level 01
Combined units

Scale	Size	Date	Drawn	Checked
1 : 100	A1	03/09/19	JB	NS

Drawing No. 180146-3DR-Z2-01-DR-20221
Rev. B

Zone 4

- Dwg 190242-3DR-Z4-00-DR-A-20402-F-Zone 4 - GA Plan - Level 00
- Dwg 190242-3DR-Z4-01-DR-A-20403-E-Zone 4 - GA Plan - Level 01



Notes

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NOTE:
Internal layout in line with SHD drawing: 002_SH_GA_-1 rev M

Status

INFORMATION

Client

ARJ

Project

OGS
Z4 & Z5

Title

Zone 4 - GA Plan - Level LG

Scale	Size	Date	Drawn	Checked
1 : 100	A1	05/08/20	JB	GL

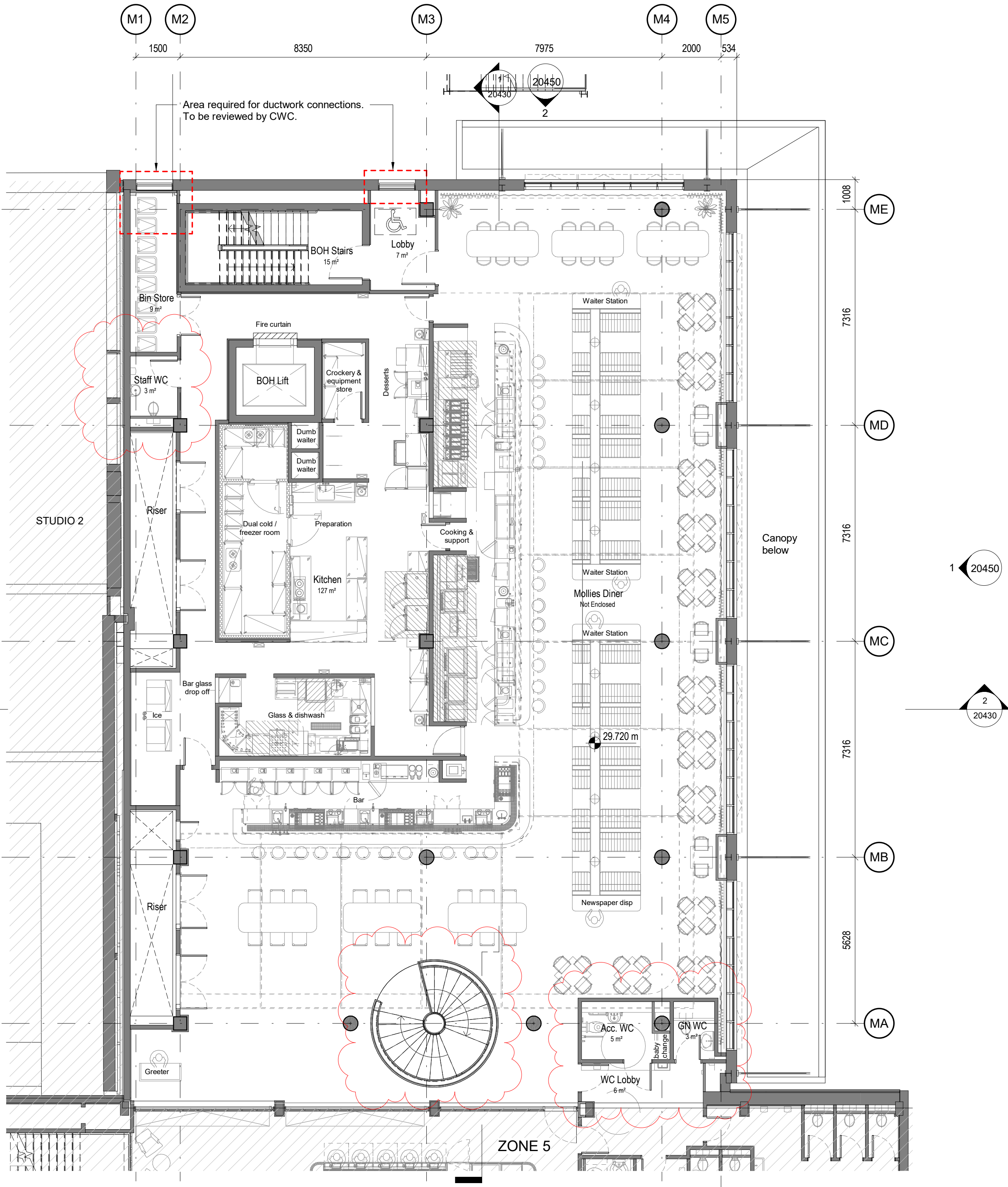
Drawing No. Rev.

190242-3DR-Z4-LG-DR-A-20401 G

Revisions
G 21/01/22 Corridor recess removed in line with client's advice. Corridor door added in line with updated fire strategy.
F 10/06/21 Layout updated in line with current SHD GA plan
E 18/11/20 Updated in line with current SHD layout - EAI 027
D 05/10/20 Issued for information
C 21/08/20 Issued for information
B 12/08/20 Missing areas and names added
A 05/08/20 Issue for information

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Notes

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NOTE:
Internal layout in line with SHD drawing: 002_SH_GA_00 rev M

Status

INFORMATION

Client

ARJ

Project

OGS
Z4 & Z5

Title

Zone 4 - GA Plan - Level 00

Scale	Size	Date	Drawn	Checked
1 : 100	A1	05/05/20	HM	NS

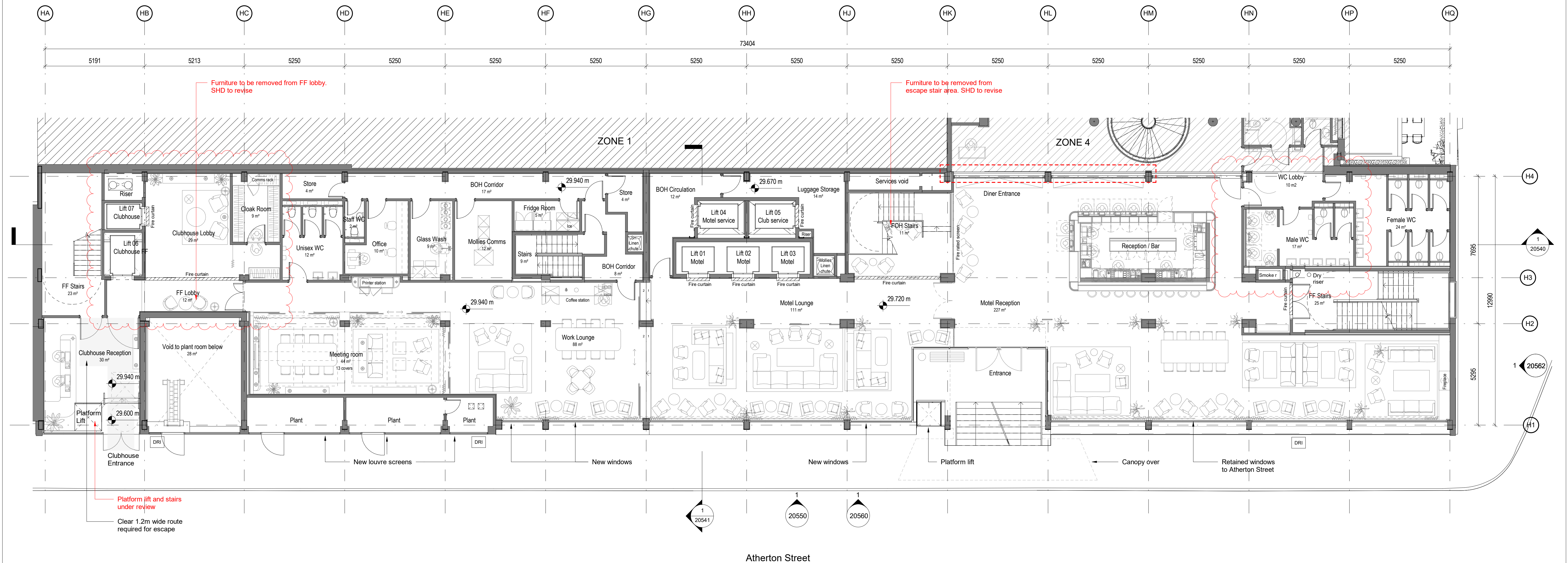
Drawing No. 190242-3DR-Z4-00-DR-A-20402 F

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Zone 5

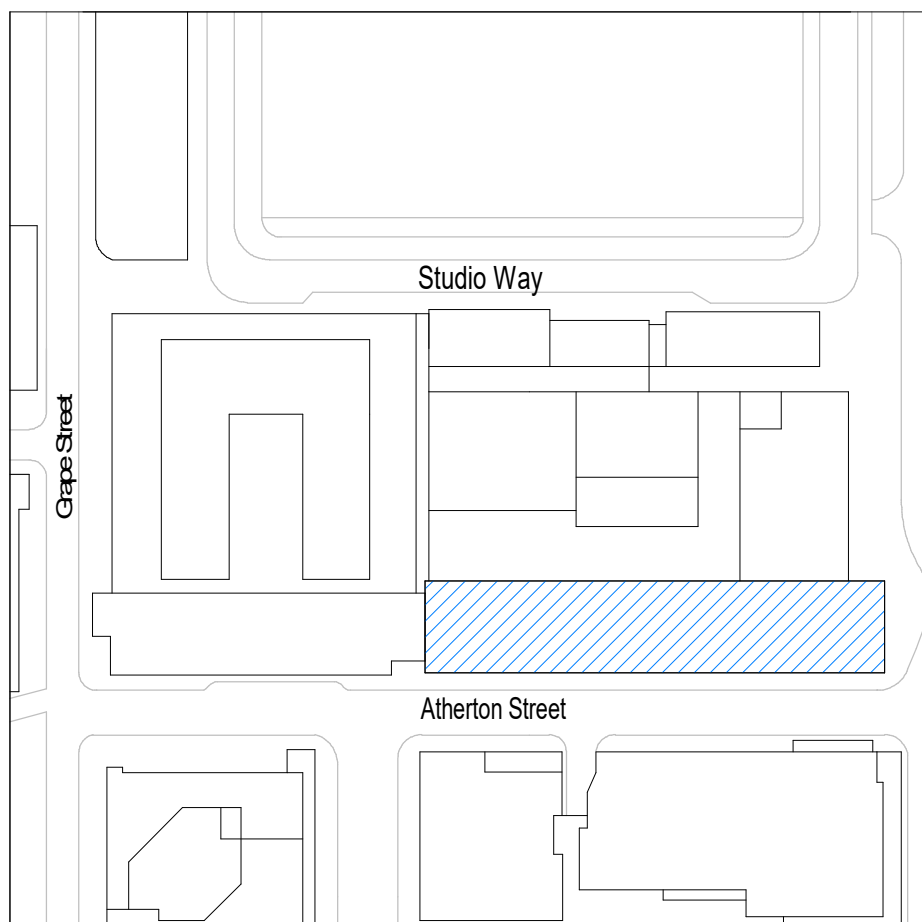
- Dwg 190242-3DR-Z5-00-DR-A-20502-G-Zone 5 - GA Plan - Level 00
- Dwg 190239-3DR-Z6-01-DR-20601-F-Zone 6 - GA Plan - Level 01



1 Zone 5 - GA Plan - Level 00 - Proposed
1:100

Notes

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RISER SCHEDULE															
	Riser A	Riser B	Riser C	Riser D	Riser E	Riser F	Riser G	Riser H1	Riser H2	Riser I	Riser J				
LG	x	x	Riser replaced with lift. Flues relocated to outside.	Omitted	x	x	x	x	x	x	x				
G	x	x			x	2no Ø150mm	x	x	x	x	x	x			
01-05	3700x1000	2100x1450			2600x250		x	x	x	x	x	x			
06		2100x1600					x	x	x	x					
07							2100x1600					x	x	x	x
08		2100x1450				x						3600x775	1300x700	x	1850x900
09		2100x1450				x	x	3890x775	1600x800	2100x900					
R		2100x1450				x	x								

NOTE:
Internal layout in line with SHD drawing: 002_SH_GA_00 rev M and 002_SH_GA_00-_CLUB rev A

G	10/06/21	Layout updated in line with current SHD GA plan.	GL
F	18/11/20	Updated in line with current SHD layout - EAI 027.	GL
E	28/10/20	Service lifts and linen chute location revised. Riser schedule updated.	JB
D	05/10/20	Issued for WS4	GL
C	21/08/20	Issued for information	GL
B	12/08/20	Missing areas and names added	JB
A	04/08/20	Issue for information	JB

Revisions

Information

Client
ARJ

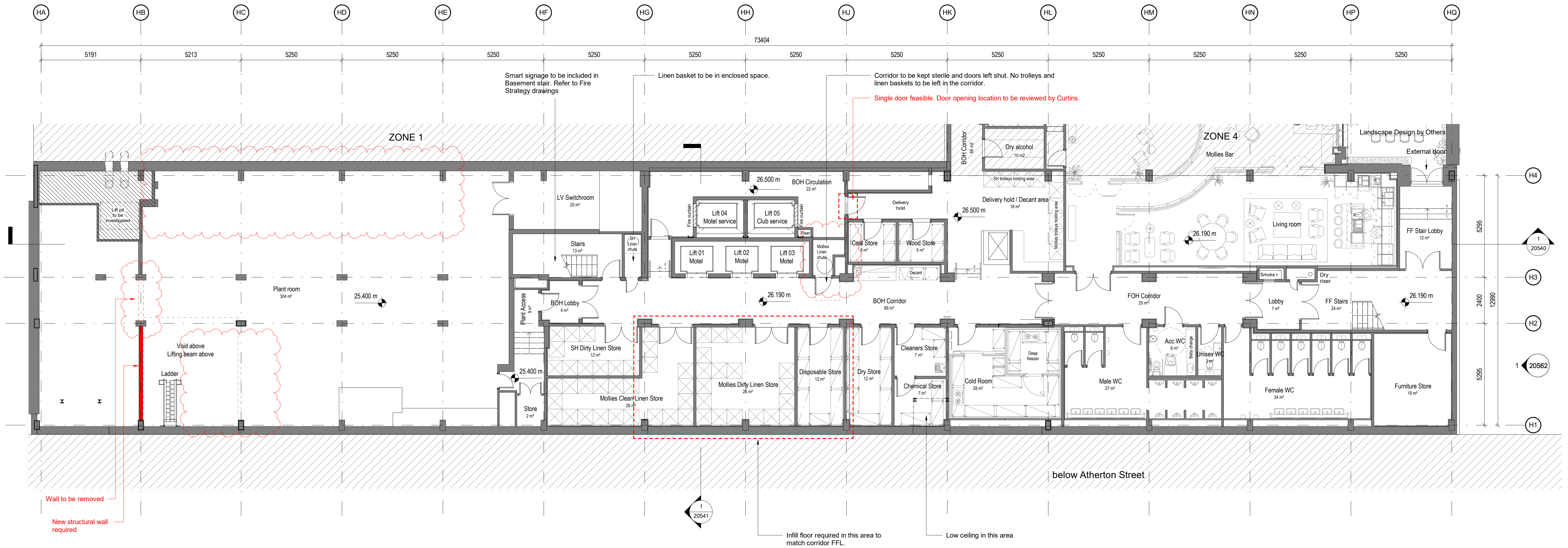
Project
OGS
Z4 & Z5

Title
Zone 5 - GA Plan - Level 00
Proposed

Scale	Size	Date	Drawn	Checked
As indicated	A1	03/08/20	JB	HM
Drawing No.		Rev.		
190242-3DR-Z5-00-DR-A-20502		G		

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1 Zone 5 - GA Plan - Level LG - Proposed
1 : 100

Notes

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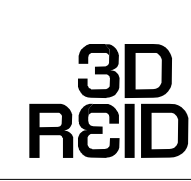
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RISER SCHEDULE															
	Riser A	Riser B	Riser C	Riser D	Riser E	Riser F	Riser G	Riser H1	Riser H2	Riser I	Riser J				
LG	x	x	Riser replaced with lift. Flues relocated to outside.	Omitted	x	x	x	x	x	x	x				
G	x	x			x	2no Ø150mm	x	x	x	x	x	x			
01-05	3700x1000	2100x1450			2600x250		x	x	x	x	x	x			
06		2100x1600					x	x	x	x					
07							2100x1450					x	x	x	x
08		2100x1450			x	x						3600x775	1300x700	x	1850x900
09					x	x	3890x775		1600x800		2100x900				
R					x	x									

NOTE:
Internal layout in line with SHD drawing: 002_SH_GA_-1 rev M

G	10/06/21	Layout updated in line with current SHD GA plan.	GL
F	18/11/20	Updated in line with current SHD layout - EAI 027.	GL
E	28/10/20	Service lifts and linen chute location revised.	JB
D	05/10/20	Riser schedule updated	JB
C	21/08/20	Issued for WS4	GL
B	12/08/20	Issued for information	JB
A	04/08/20	Missing areas and names added	JB
A	04/08/20	Issue for information	JB

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Status

Information

Client

ARJ

Project

OGS
Z4 & Z5

Title

Zone 5 - GA Plan - Level LG
Proposed

Scale

As indicated

Size

A1

Date

03/08/20

Drawn

JB

Checked

HM

Drawing No.

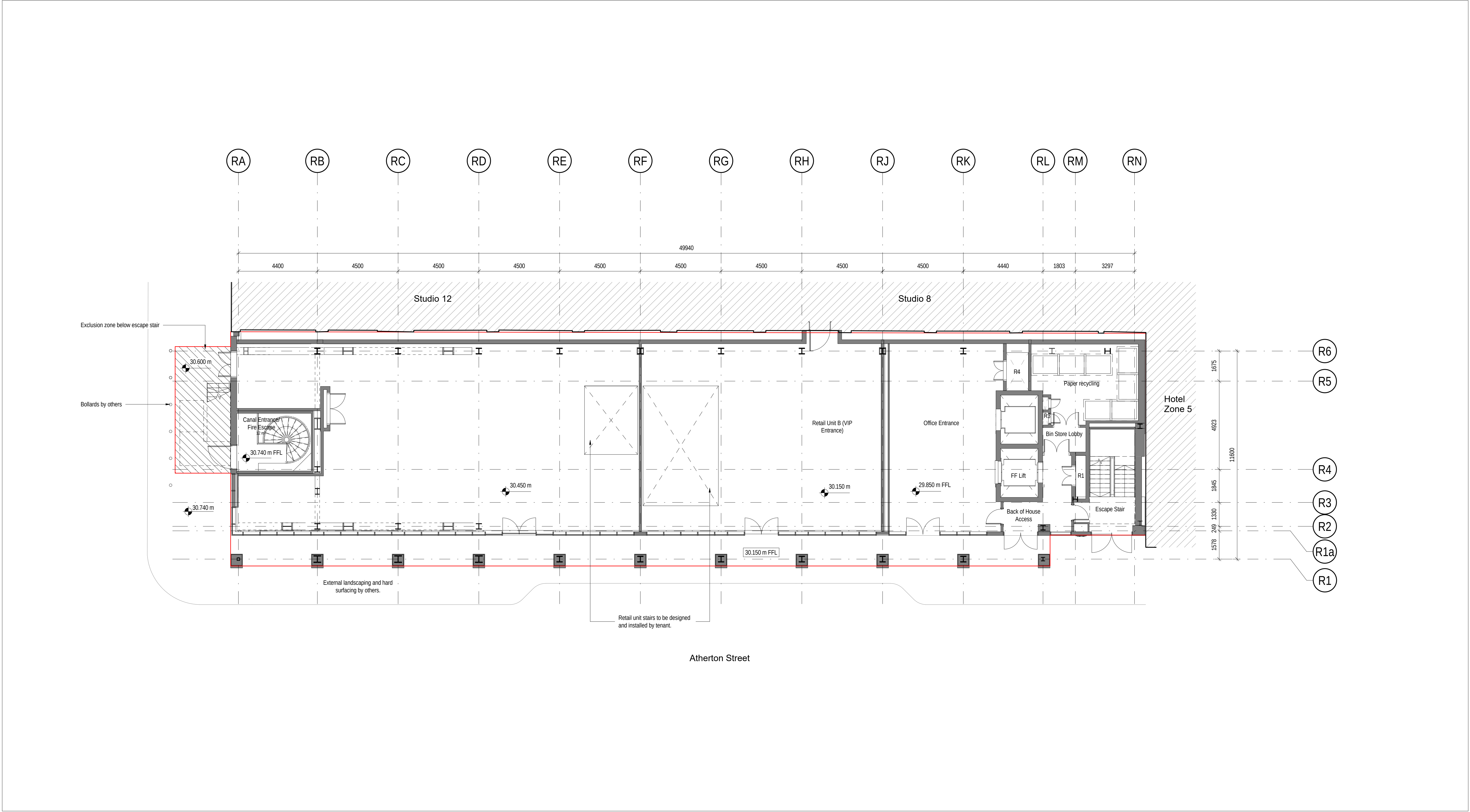
190242-3DR-Z5-LG-DR-A-20501

Rev.

G

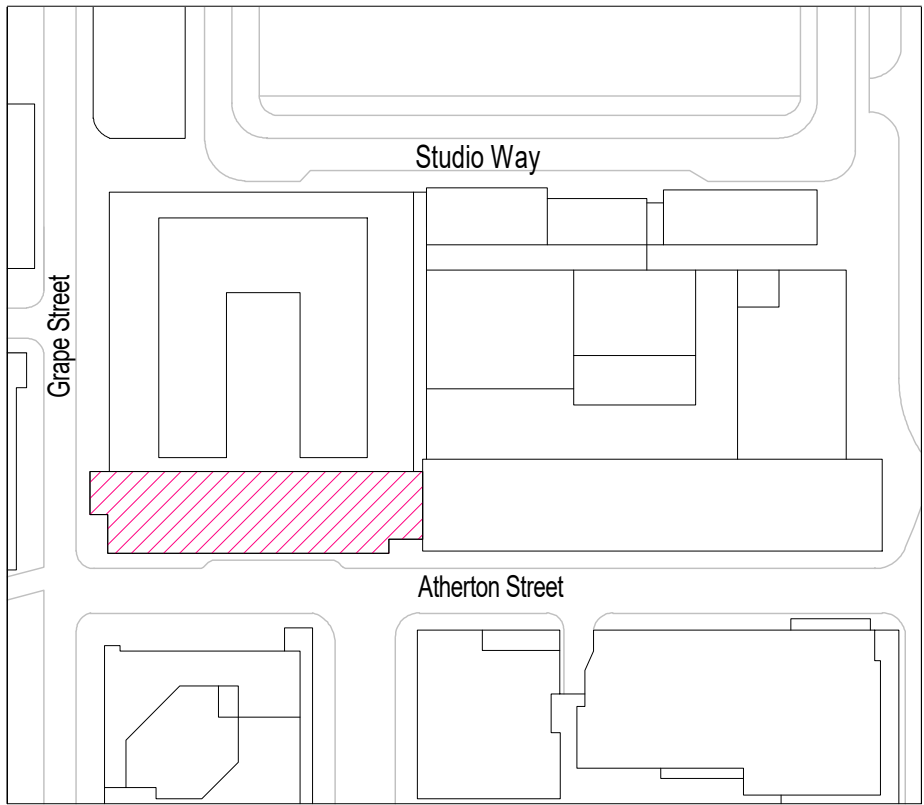
Zone 6

- Dwg 190239-3DR-Z6-00-DR-20600-G-Zone 6 - GA Plan - Level 00
- Dwg 190239-3DR-Z6-00-DR-20600-G-Zone 6 - GA Plan - Level 01



Notes

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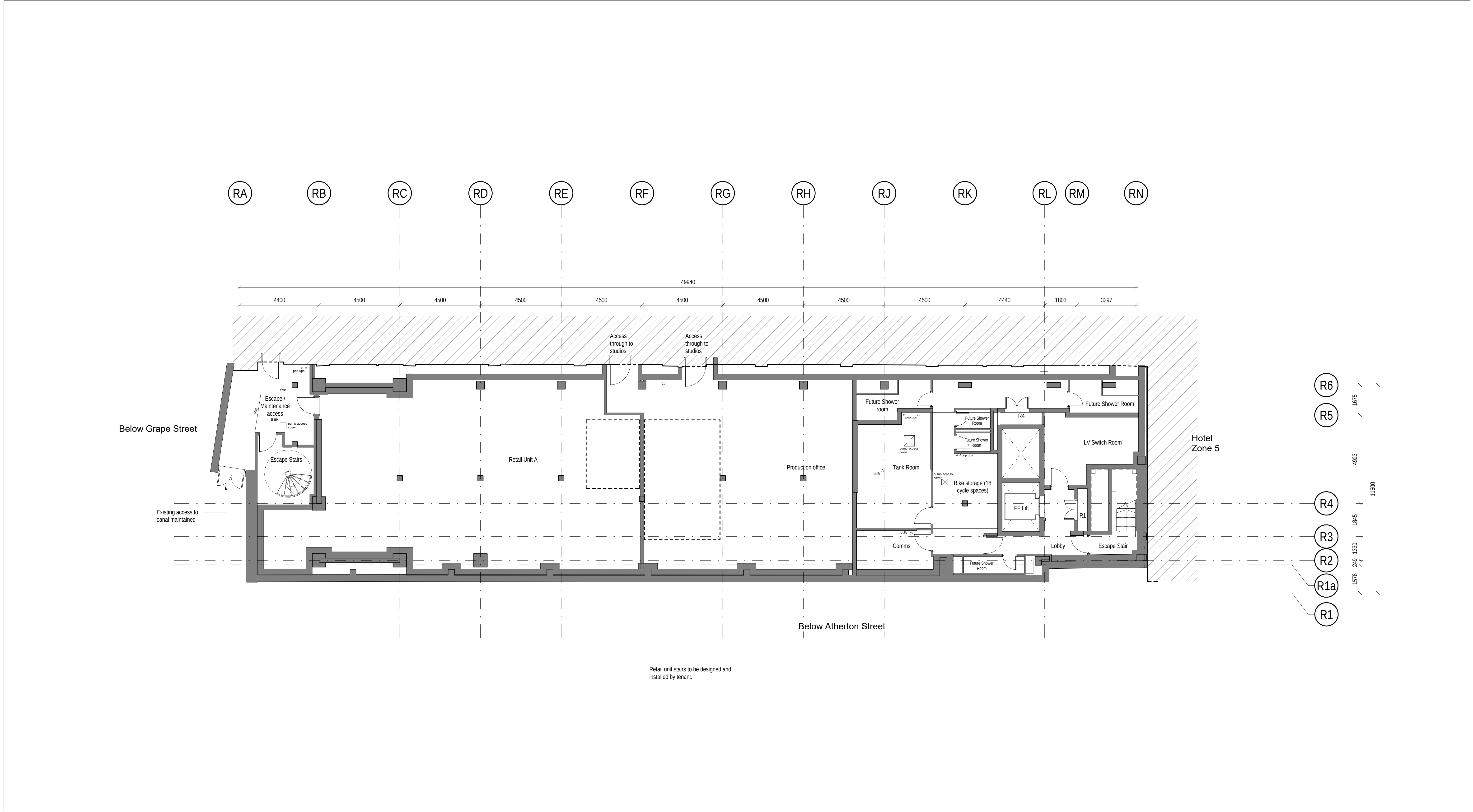
The following subcontractor drawings should be referred to for details of systems:	
Primary steel structure:	Evadix
Below ground waterproofing:	Pudlo
Roofing:	S1 Roofing
Metal deck floors:	Northern Steel
Facade cladding:	Keyclad
Louvered screens:	AL-13
Curtain walling:	Quest
Internal and external metal stairs:	Marshall stairs
Spiral Stair:	Spiral UK
Internal dry lining and partitions:	British Gypsum
Roof access & safety systems:	Rostek
Metal doors:	Rotec
Internal doors:	TMJ
Balustrading:	Smart Balustrades
Building Services:	Vaughan

G	12/11/21	Final design issue	MD
F	18/08/21	Layouts updated to incorporate new arrangements at ground and basement level	CLH
E	09/02/21	Wall added to Riser R3. Issued for Construction.	DW
D	15/07/20	Intermediate walls from risers removed, riser doors arrangement changed	JB
C	22/05/20	Structure moved onto GL R6. Bracing introduced. Dry riser inlet relocated. AOV added.	CH
B	30/04/20	All design changes incorporated	CLH
A	28/01/20	Initial Issue	CLH
Revisions			

Status	FINAL DESIGN		
Client	Bowmer + Kirkland		
Project	OGS Manchester		
Title	Zone 6 - GA Plan - Level 00		
Scale	Size	Date	Drawn
As indicated	A1	22/08/19	JB
Drawing No.	190239-3DR-Z6-00-DR-20600	Rev.	NS
			G

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Notes

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The following subcontractor drawings should be referred to for details of systems:	
Primary steel structure:	Evadix
Below ground waterproofing:	Pudlo
Roofing:	S1 Roofing
Metal deck floors:	Northern Steel
Facade cladding:	Keyclad
Louvered screens:	AL-13
Curtain walling:	Quest
Internal and external metal stairs:	Marshall stairs
Spiral Stair:	Spiral UK
Internal dry lining and partitions:	British Gypsum
Roof access & safety systems:	Rostek
Metal doors:	Rotec
Internal doors:	TMJ
Balustrading:	Smart Balustrades
Building Services:	Vaughan

H	05/11/21	Door to be mirrored	MD
G	18/08/21	Layouts updated to incorporate new arrangements at ground and basement level	CLH
F	09/02/21	Issued for Construction	DW
E	11/12/20	Cycle spaces added	DW
D	19/06/20	Plant room layout updated.	CLH
C	22/05/20	Structure relocated onto GL R6. Shear walls adjusted. Existing building position updated at junctions to new building.	CH
B	30/04/20	All design changes incorporated	CLH
A	28/01/20	Initial Issue	CLH
Revisions			

Status
FINAL DESIGN

Client
Bowmer + Kirkland

Project
OGS Manchester

Title
Zone 6 - GA Plan - Level B1

Scale	Size	Date	Drawn	Checked
As indicated	A1	22/08/19	JB	NS
Drawing No.				Rev.
190239-3DR-Z6-B1-DR-20612				H

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REID

Appendix B

Travel Survey

Staff Travel Survey

Please complete this Survey by _____

1 Name* _____
Providing your name is not essential but it does help us target measures in the right areas.

2 Home Postcode/Street name _____

3 Age
1 ☐ Under 25 4 ☐ 45-54
2 ☐ 25-34 5 ☐ 55 or Over
3 ☐ 35-44

4 Is your work?
1 ☐ Full Time 2 ☐ Part Time

5 What are your normal start/finish times?
Days _____ Start Time _____
Finish Time _____

If you have other variable working hours please specify

6 On your normal trip to work, which form of transport do you usually use?

- 1 ☐ Car (as driver on my own)
2 ☐ Car (shared with others)
3 ☐ Bus
4 ☐ Train
5 ☐ Tram
6 ☐ Motorbike
7 ☐ Bicycle
8 ☐ Walk
9 ☐ Other (specify)

10 ☐ If you travel by different modes on different days/times of the year please specify

7 How long does it normally take you to travel to work?

- 1 ☐ 0 to 15 minutes
2 ☐ 16 to 30 minutes
3 ☐ 31 to 60 minutes
4 ☐ 61 to 90 minutes
5 ☐ More than 90 minutes

8 Do you have a Disability that may affect your travel arrangements?
1 ☐ Yes 2 ☐ No

9 Do you require a Disabled Parking Space

1 ☐ Yes 2 ☐ No

10 If you have indicated 'Car driver' in Q8, what are the main reasons for doing so? (tick 3 most applicable)

- 1 ☐ Need for business travel during day
2 ☐ Giving a lift to others
3 ☐ Health reasons
4 ☐ Faster than other modes of transport
5 ☐ More convenient than alternative
6 ☐ Need to travel off site at lunchtime
7 ☐ No alternative available
8 ☐ Other (specify)

11 If you indicated car driver in Q8, would you consider car sharing?

- 1 ☐ Yes regularly
2 ☐ Yes occasionally
3 ☐ No

12 Which of the following changes would encourage you to use green transport. Please tick the 3 most applicable.

- 1 ☐ Financial help on the cost of tickets
2 ☐ Flexible working patterns
3 ☐ Personalised journey plan
4 ☐ Better Travel Information
5 ☐ More convenient bus service
6 ☐ Cycle to Work Scheme
(tax breaks on cycle purchases)
7 ☐ Other (specify)

13 If you indicated 'Car Driver' in Q8, what other mode of transport would you consider if you could not bring your car to work? (tick all that apply)

- 1 ☐ Bus
2 ☐ Train
3 ☐ Tram
4 ☐ Bicycle
5 ☐ Car passenger
6 ☐ Walk
7 ☐ Motorbike
8 ☐ None
9 ☐ Other (specify)

14 Your views and ideas are important, so please add any other comments about your journey to work

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