



Proposed Residential Development, Alpine Street, Clayton

Travel Plan

A108411
Issue 2

Prepared on behalf of
One Manchester
March 2019





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Contents

1.0	Introduction	1
1.1	Background.....	1
1.2	Proposed Development	1
2.0	Travel Plan Context.....	2
2.1	Background to Travel Plans	2
2.2	Objectives and Benefits of the Plan.....	3
3.0	Aims, Objectives and Targets.....	5
3.1	Aims and Objectives	5
3.2	Targets.....	5
4.0	Accessibility.....	7
4.1	Preamble	7
4.2	Accessibility on Foot	7
4.3	Accessibility by Cycle	8
4.4	Accessibility by Public Transport	9
4.5	Accessibility Summary.....	10
5.0	Proposed Travel Plan Measures	11
5.1	Introduction	11
5.2	Travel Plan Co-ordinator	11
5.3	Encourage and Promote Sustainable Travel.....	11
5.4	Resident Travel Information Packs.....	12
5.5	Travel Survey.....	12
6.0	Plan Monitoring Review and Timetable.....	14
6.1	Background.....	14
6.2	Travel Plan Targets and Timetable.....	14
6.3	Plan Monitoring and Assessment	14



Plans

Plan 1: Site Location

Plan 2: Local Highway Network

Plan 3: Walking Catchments

Plan 4: Cycle Catchment

Appendices

Appendix A – Proposed Site Layout

Appendix B – Draft Travel Questionnaire



1.0 Introduction

1.1 Background

- 1.1.1 WYG has been appointed by One Manchester to prepare a Travel Plan (TP) to provide transport and highways advice in relation to an outline planning application for up to 66 residential units on land at Alpine Street, Clayton. The proposed site layout is attached in **Appendix A**.
- 1.1.2 The site, which is currently undeveloped, is located approximately 3.7km west of Manchester City Centre on land north of Tartan Street and is situated between a nursery, a school and a coach depot. The location of the site is shown on **Plan 1** while the site's location in relation to the immediate local highway network is shown on **Plan 2**.
- 1.1.3 The unitary Local Planning Authority (LPA) and Local Highway Authority (LHA) for the site is Manchester City Council (MCC).

1.2 Proposed Development

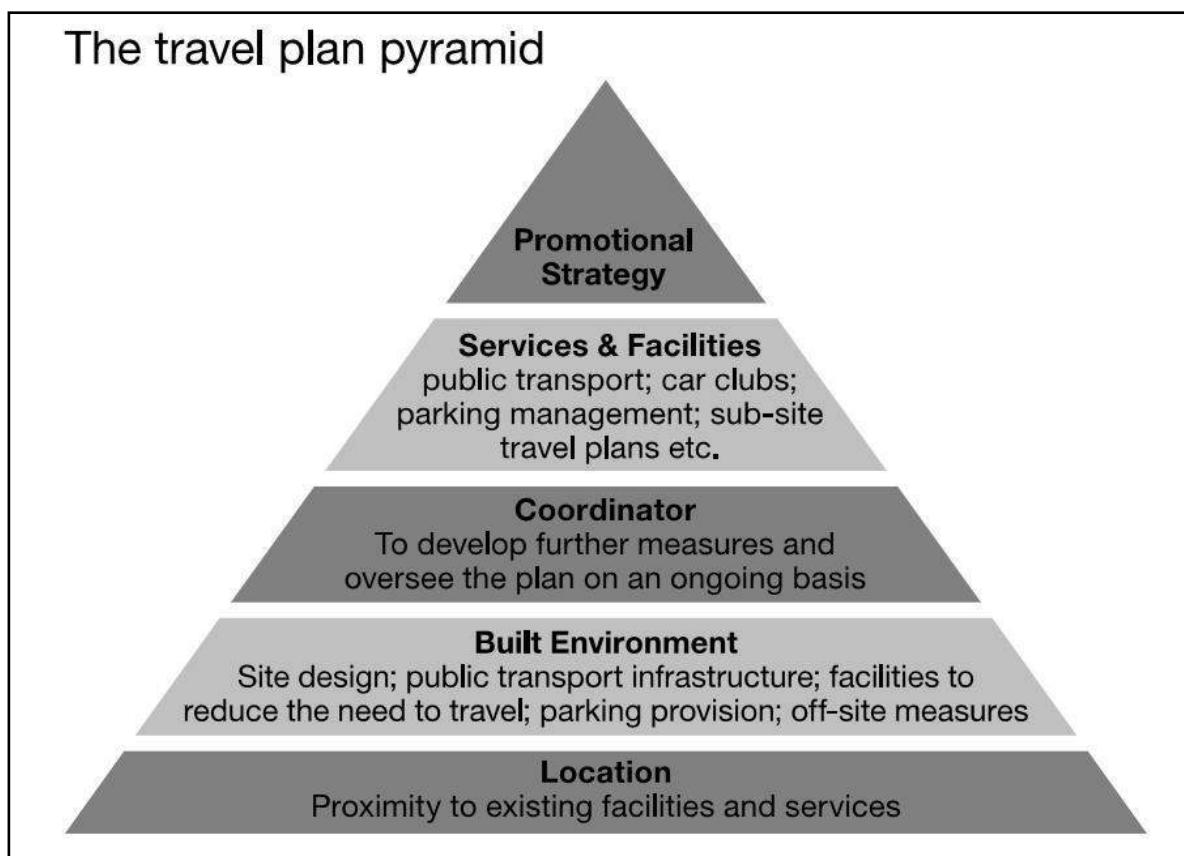
- 1.2.1 The proposed development comprises up to 66 dwellings. Access is proposed via junctions on Alpine Street and Bank Bridge Road.

2.0 Travel Plan Context

2.1 Background to Travel Plans

- 2.1.1 A Travel Plan (TP) is a package of practical measures aimed at reducing the transport and traffic impact of a development. The main objective of a TP is therefore to reduce single occupancy car use and encourage travel via more sustainable modes.
- 2.1.2 The DfT's 'Making Residential Travel Plans Work' (June 2007) introduces the concept of a 'Travel Plan Pyramid'. This helps demonstrate how successful plans are built on the firm foundations of a good location and site design. The pyramid is presented in **Figure 2.1**.

Figure 2.1: Travel Plan Pyramid from DfT's 'Making Travel Plans Work'



- 2.1.3 The use of a pyramid structure to illustrate the five-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 the key to making TPs work is the actual location of the development and its proximity to local facilities and services essential to everyday life.
- 2.1.5 In terms of location, the site is located within acceptable walking distance of a number of amenities and facilities. A wide range of leisure, employment and retail facilities, can be reached within a 2km walk of the site when using public footpaths/rights of way.
- 2.1.6 The second layer of the pyramid refers to how the layout of the site can assist in reducing the need to travel, which in this instance is linked to how the development layout can assist in increasing travel using sustainable modes of travel. In this respect, the development will be designed to include footways throughout the site and these will link into the wider footway network. The internal road network will be designed to encourage low vehicle speeds and to encourage cyclists. The proximity of the site to regular bus services will also encourage future residents to use sustainable transport facilities.
- 2.1.7 As indicated in Level 3 of the pyramid, a Travel Plan Co-ordinator (TPC) can develop further measures to maximise sustainable travel at the site. A TPC will be appointed and it is likely that a representative of the site developers will undertake the TPC role initially.
- 2.1.8 Level 4 of the pyramid looks at how parking management and public transport can influence travel choice. Car parking provision at the site will be provided in accordance with current parking standards while the site is located close to existing bus services.
- 2.1.9 The top layer of the pyramid relates to how the TP will be marketed and how the measures within it are to be promoted. Future residents at the site will be made aware of the aims of the TP and will be provided with a Travel Pack which will set out the travel choices available to future residents and alternatives to car travel available.

2.2 Objectives and Benefits of the Plan

- 2.2.1 The key objectives of this TP are to:
- 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, affordable alternatives to private car.
- Highlight the health and environmental benefits of using sustainable travel modes.
- Enable people to make more informed and therefore better travel choices.

2.2.2 A large number of benefits will be derived from the successful implementation of the TP, for future residents of the site, as well as the wider community. They are:

- 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.
- A better environment within the site and its immediate environs as vehicular movements are minimised.

3.0 Aims, Objectives and Targets

3.1 Aims and Objectives

- 3.1.1 The headline aim of the TP is to promote sustainable travel and to widen travel choices for residents. The TP will 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 factors that would help achieve the overall aim for the site, this includes:
- Avoid creating congestion on the local highway network.
 - Promote and raise awareness of the benefits of healthier and more environmentally-friendly travel.
 - Ensure residents are aware of the TP and its purpose.
 - Maximise sustainable travel.

3.2 Targets

- 3.2.1 Targets are the measurable goals by which the progress of the TP will 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** - these are non-quantifiable actions that are aimed at being achieved by a certain time.
 - **'Aim' type targets** - these are quantifiable and generally relate to the degree of modal shift the TP is seeking to achieve.
- 3.2.3 Action targets include activities such as employing a TPC, and launching the TP.
- 3.2.4 The 'aim' targets focus on 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 In order to set targets, a survey of travel habits and characteristics will be undertaken once the development has reached 50% occupancy.

- 3.2.6 The survey will be undertaken by the TPC, who will initially be appointed by the developer, although it is expected that a resident will ultimately fulfil this role.
- 3.2.7 2011 Census 'Journey to Work' data has been used to establish the existing modal split for the area where the site is situated and is shown in **Table 3.1** below.

Table 3.1: Residential modal split

Mode	Census Modal Share
Underground, metro, light rail, tram	1.1%
Train	1.6%
Bus, minibus or coach	32%
Taxi	0.7%
Motorcycle, scooter or moped	0.5%
Driving a car or van	42.7%
Passenger in a car or van	4.9%
Bicycle	3%
On foot	13.6%
Total	100%

- 3.2.8 The table shows that over 42% of people within this area drive in a car when travelling to and from work. The table also shows that over 13% walk and 32% catch a bus but only 3% cycle.
- 3.2.9 The percentages shown in **Table 3.1** will help to inform the targets to be implemented at the site to encourage the use of sustainable transport modes.

4.0 Accessibility

4.1 Preamble

- 4.1.1 Paragraph 29 of the National Planning Policy Framework states that:
- 4.1.2 “the transport system needs to be balanced in favour of sustainable transport modes, giving people real choice about how they travel”.
- 4.1.3 This section considers the accessibility of the site with respect to sustainable transport modes i.e. on foot, by cycle, by bus, by train and by Metrolink.

4.2 Accessibility on Foot

- 4.2.1 The site is located on the edge of an existing built-up area, which is predominantly residential in character near the site.
- 4.2.2 It is generally accepted that walking is the most important mode of travel at a local level and offers the greatest potential to reduce short car trips, particularly those under 2km. The implication of this is that 2km is a distance that some people are typically prepared to walk to access an amenity/facility. 2km is also the Institution for Highways and Transportation (IHT) guidance preferred maximum suggested walking distance to schools and for commuting.
- 4.2.3 In respect of this, **Plan 3** has been prepared which shows 1km and 2km walking catchments from the centre of the site using established footways, assuming a walking speed of 1.4m/s, this equates to 12 minute and 24-minute walking catchments respectively.
- 4.2.4 Within the 1km catchment there is, a primary school, a nursery, sports facilities, a supermarket, three takeaways, two pharmacies, a medical practice, a church, a hairdresser, a convenience store, allotments, a playground, a recreation ground, a petrol station, a pub/restaurant and a number of employment premises.
- 4.2.5 There is a large number of additional local facilities within the 2km catchment. These include sports facilities, supermarkets, primary schools, a secondary school, a sixth form college, pubs, takeaways, a private hospital, garages, a police station, a car dealership, a church, a recreation ground, a playground, a trampoline park and a range of employment opportunities.
- 4.2.6 The roads in the vicinity of the development site which connect the site with the existing built-up areas, have good pedestrian facilities and benefit from street lighting and footways.

- 4.2.7 The proposed development is well located in terms of local employment, educational facilities and amenities which are all accessible by the most sustainable transport mode – on foot. It is therefore considered that the site is accessible by foot in line with the NPPF and local policy.

4.3 Accessibility by Cycle

- 4.3.1 It is generally accepted that cycling has the greatest potential to substitute for short car trips, particularly those less than 5km and to form part of a longer journey by public transport.
- 4.3.2 A 5km catchment of the site has been prepared and is shown in **Plan 4**.
- 4.3.3 Further retail and employment opportunities are available within the eastern half of Manchester city centre in this catchment. Neighbouring residential areas are also accessible by cycle such as Droylsden, Failsworth, Longsight and Gorton.
- 4.3.4 **Plan 4** also identifies the existing cycle routes in the area and includes both on-road and traffic free routes. National Route 60 is located approximately 780m west of the proposed development, this provides a route that extends through north and east Manchester. National Route 66 intersects with National Route 60 at a point 990m north east from the site at the Rochdale Canal Towpath. This route extends from central Manchester to Spurn via Leeds, York and Kingston upon Hull. These routes contain a mixture of on-road and off-road sections. Regional Route 86 abuts the sites northern boundary and provides a traffic free route between Ardwick and Clayton Vale.
- 4.3.5 Transport for Greater Manchester have created six new cycleways in Greater Manchester that give cyclists more space on traffic free paths. One of these, the Ashton Canal Cycleway, is approximately 680m from the centre of the site and extends between Manchester City Centre and Ashton-under-Lyne. The full route of the Ashton Canal Cycleway can be seen in **Plan 5**.
- 4.3.6 In summary, there are a range of employment, amenity and leisure destinations which are accessible within a 5km cycle from the site, including those in Manchester City Centre. Therefore, it is considered that cycling for work, local facilities and leisure would be a realistic choice of travel for residents of the proposed development.

4.4 Accessibility by Public Transport

Accessibility by Bus

- 4.4.1 A 400m walk distance is generally considered to be a reasonable walk distance between a development and bus stops. This distance is quoted in the Institution for Highways and Transportation's 'Guidelines for Planning for Public Transport in Development'.
- 4.4.2 The locations of local bus stops are shown on **Plans 2**, which shows that there are two bus stops on Tartan Street and two on Bank Street, all within 250m (3-minutes walk) from the centre of the site.
- 4.4.3 More services are available from bus stops on the A662 Ashton New Road, approximately 650m (8-minute walk) from the centre of the site.
- 4.4.4 The local bus services are summarised below in **Table 4.1**, three different services are available within the vicinity of the site and provide services between Monday and Friday. The 217 is the only service to run on a Saturday, and the 216 and 217 run on Sundays. The combined frequency of these services ensure that the site is accessible by bus.

Table 4.1: Summary of Bus Services Accessible from the Site

Service No	Route	One Way Frequency Per Hour					
		Weekday				Sat	Sun
		AM Peak	Inter-Peak	PM Peak	Evening		
217	Ashton – Droylsden – Clayton – Manchester	1	1	1	1	1	1
216	Manchester – Droylsden	8	6	6	4	-	3
231	Manchester – Clayton – Littlemoor – Ashton	3	4	5	1-2	-	-
Total		12	11	12	6-7	1	4

Accessibility by Metrolink

- 4.4.5 The Clayton Hall Metrolink Stop is located within the 1km (12-minute walk) catchment of the site. Services from here arrive approximately every 12 minutes in both directions and run

between Ashton-under-Lyne and Eccles via Manchester City Centre. Passengers can change at St Peters Square, Deansgate-Castlefield or Cornbrook for trams to all other destinations on the Metrolink network, providing access to many locations across Greater Manchester and Salford.

- 4.4.6 In light of the above, the site is considered to be highly accessible by public transport, with multiple modes of travel providing access to Ashton and Manchester City Centre where public transport can be used to travel further.

4.5 **Accessibility Summary**

- 4.5.1 The site is well located in the context of surrounding land uses and has various employment, educational and community facilities all within a reasonable walking distance.
- 4.5.2 A range of employment and amenity destinations including Manchester City Centre are accessible within a 5km cycle journey from the site. In addition, the site is also accessible by several regional and national cycle routes.
- 4.5.3 Regular bus and tram services are accessible from the site which provide connections across Manchester and provide the opportunity to travel to further afield destinations.
- 4.5.4 The selection of travel modes available to future residents at the development as well as the sites proximity to various land uses accords with the guidance set out in the NPPF and will promote sustainable transport by giving residents a real choice about how they travel.
- 4.5.5 In conclusion, the site is well located in terms of a range of local employment, schools and amenities which are all accessible by sustainable travel modes.

5.0 Proposed Travel Plan Measures

5.1 Introduction

5.1.1 A TP should contain the following level of commitments:

- Appoint a Travel Plan Co-ordinator (TPC).
- Encourage and Promote Sustainable Travel.
- Provide Resident Travel Information Packs.
- Undertake a Resident Travel Survey.

5.2 Travel Plan Co-ordinator

5.2.1 The TPC will be appointed one month prior to initial occupation and will act as a liaison point for any issues relating to the TP.

5.2.2 Contact details of the TPC will be provided to each household on occupation.

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

- Administer/manage the TP and provide a liaison in implementing the plan with the local authority.
- Ensure travel awareness amongst future residents.
- Provide a point of contact and travel information.
- Coordinate the travel surveys upon 50% occupation.
- Promote and encourage the use of travel modes other than the car, where appropriate.
- Ensure the availability of the most up to date travel information.
- Ensure that all residents receive a Resident Travel Information Pack which contains details of public transport services i.e. timetables and route information as well as advice on walking and cycle routes to the site.

5.3 Encourage and Promote Sustainable Travel

5.3.1 All residents will 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. The TPC will therefore prepare Travel Packs which will contain suitable information concerning local walking and cycling routes and up-to-date public transport information including timetables, fares and bus stop information. The Travel Packs will be regularly updated with the newest information available and will be made available for new site residents.

5.4 Resident Travel Information Packs

- 5.4.1 Resident Travel Information Packs will be prepared and issued upon first occupation. The Travel Pack will include:
- Site specific public transport information. This will explain what buses can be taken to specific key destinations for shopping, education, employment etc.
 - Information about the TP and its benefits, as described previously.
 - Summary of local services that support sustainable travel, such as the availability of delivery services and local taxi services etc.
 - Walking and cycling maps showing local walking and cycling routes in relationship to local facilities including sports centres, cinemas, pubs, health centres and shopping.
- 5.4.2 Resident Travel Information Packs will be made available as part of the handover/homeowner's pack.

5.5 Travel Survey

- 5.5.1 A travel survey will be conducted once 50% of the proposed dwellings have been occupied to establish how site users make journeys to and from the site.
- 5.5.2 The survey will be performed in order to ascertain existing travel patterns. The travel survey will be used to show how people travel to the site and what potential there is for change. The following information can be obtained:
- How site users usually travel to and from the site (walking, cycling, using public transport, arriving by car or car sharing with others),
 - Where site users are generally travelling to/from.
 - Which places are considered to be dangerous for walking or cycling, and why.



- Any problems there are with bus services.
- How residents would like to travel if they had the choice and whether they own a bicycle or have a bus pass.

5.5.3 The results of the surveys will provide a valuable 'baseline' against which the success of the TP in reducing car journeys and increasing journeys by walking, cycling and public transport can be measured.

5.5.4 A typical TP questionnaire is shown in **Appendix B**.

6.0 Plan Monitoring Review and Timetable

6.1 Background

- 6.1.1 The monitoring and review programme will be designed to generate information by which the TP can be evaluated, revised, developed and improved, over a period of 3 years.
- 6.1.2 The major objective of the plan is to maximise sustainable travel by residents. In the first instance, the plan will seek to determine resident's travel movements by way of a travel survey.
- 6.1.3 On completion of the first travel survey, it will be appropriate to set targets. Notwithstanding this, a number of preliminary action targets are set out in the following section.

6.2 Travel Plan Targets and Timetable

- 6.2.1 The preliminary action targets for the proposed development are set out in **Table 6.1**.

Table 6.1: Preliminary Action Targets and Timetable

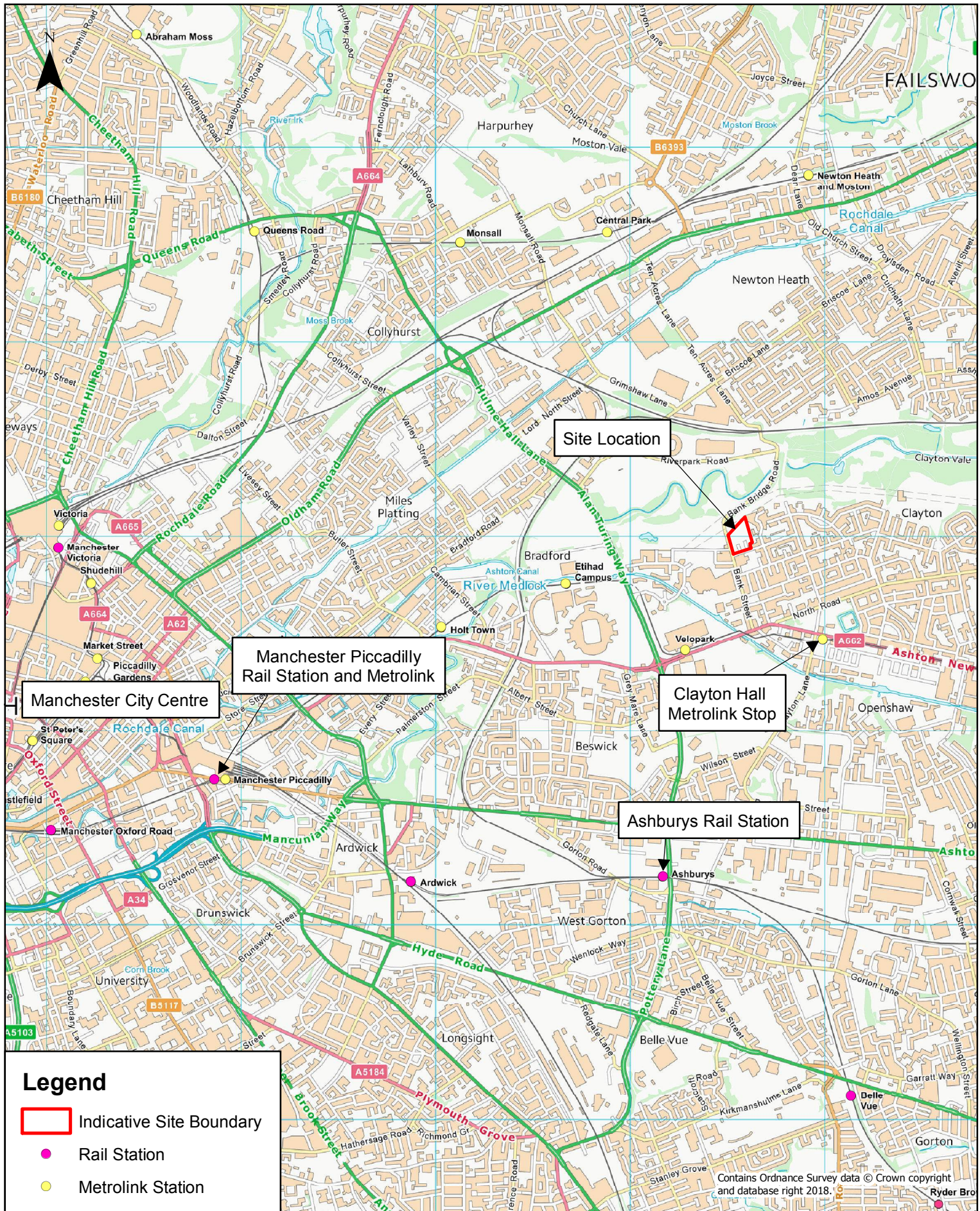
Action	Target Date
Appoint a TPC and inform the Local Planning/Highway Authority	1 month prior to occupation
Provide all residents with Travel Packs	Issued upon first occupation
Undertake travel survey and report results to the Local Planning/Highway Authority	Upon 50% occupation
Set preliminary resident modal split targets	Within 3 months of the initial travel survey

6.3 Plan Monitoring and Assessment

- 6.3.1 Travel surveys will be undertaken yearly after 50% occupation, for a period of 3 years. This will allow for the success of the TP to be monitored and an annual progress report detailing the results of the travel surveys will be submitted to the local authority.



Plans



Alpine Street, Clayton

Plan 1: Site Location

Scale @ A4 1:25,000

Project No: A108411

QUAY WEST AT MEDIACITY UK
TRAFFORD WHARF ROAD
TRAFFORD PARK
MANCHESTER
M17 1HH

TEL: +44 (0)161 872 3223
FAX: +44 (0)161 872 3193
e-mail: manchester@wyg.com



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Alpine Street, Clayton

Plan 2: Local Highway Network

Scale @ A4 NTS

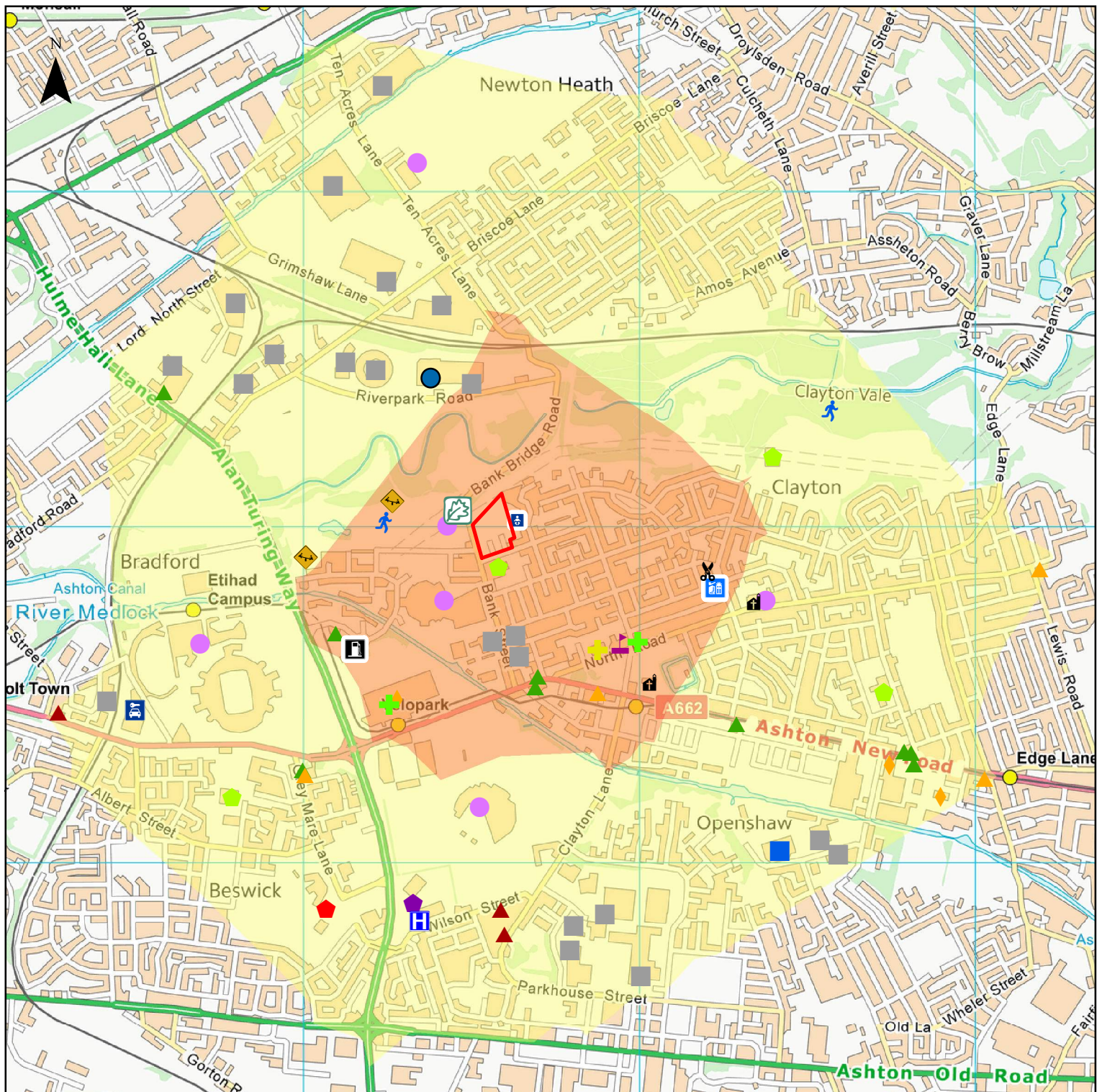
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QUAY WEST AT MEDIACITY UK
TRAFFORD WHARF ROAD
TRAFFORD PARK
MANCHESTER
M17 1HH

TEL: +44 (0)161 872 3223
FAX: +44 (0)161 872 3193
e-mail: manchester@wyg.com



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Legend

	Indicative Site Boundary		Hairdressers		Pub/Restaurant		Police Station		Primary School
	1km Catchment		Convenience Store		Takeaway		Roofing Supplier		Secondary School
	2km Catchment		Petrol Station		Place of Worship		Trampoline Park		Sixth Form
	Playground		Car Dealership		Employment		Sports Facilities		Nursery
	Recreation Ground		Medical Practice		Garage		Supermarket		
	Pre-School		Pharmacy						

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Alpine Street, Clayton

Plan 3: 1km and 2km Walking Catchments

Scale @ A4 NTS

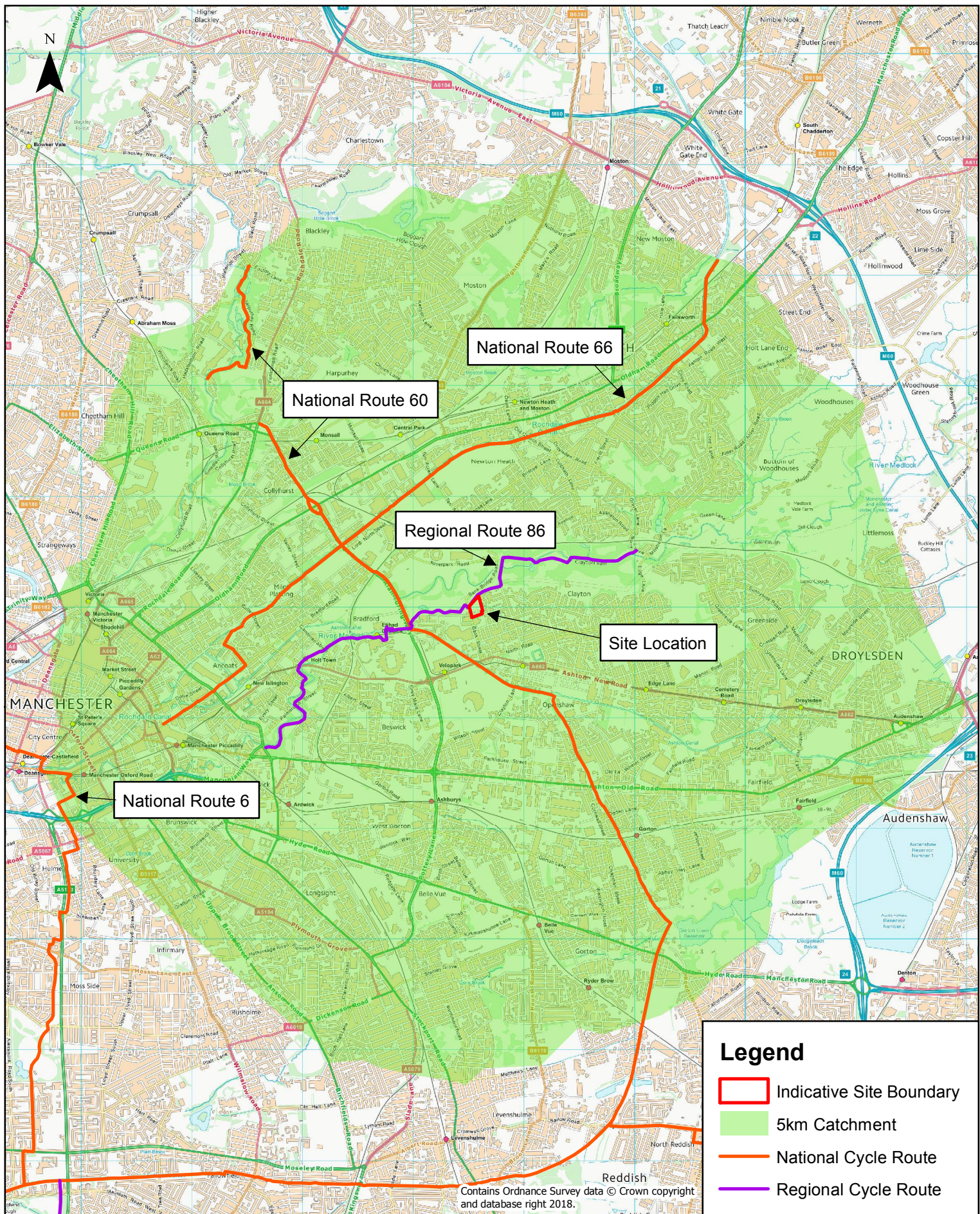
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QUAY WEST AT MEDIACITY UK
TRAFFORD WHARF ROAD
TRAFFORD PARK
MANCHESTER
M17 1HH

TEL: +44 (0)161 872 3223
FAX: +44 (0)161 872 3193
e-mail: manchester@wyg.com



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Alpine Street, Clayton

Plan 4: 5km Cycle Catchment

Scale @ A4 NTS

Project No: A108411

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TRAFFORD WHARF ROAD
TRAFFORD PARK
MANCHESTER
M17 1HH

TEL: +44 (0)161 872 3223
FAX: +44 (0)161 872 3193
e-mail: manchester@wyg.com



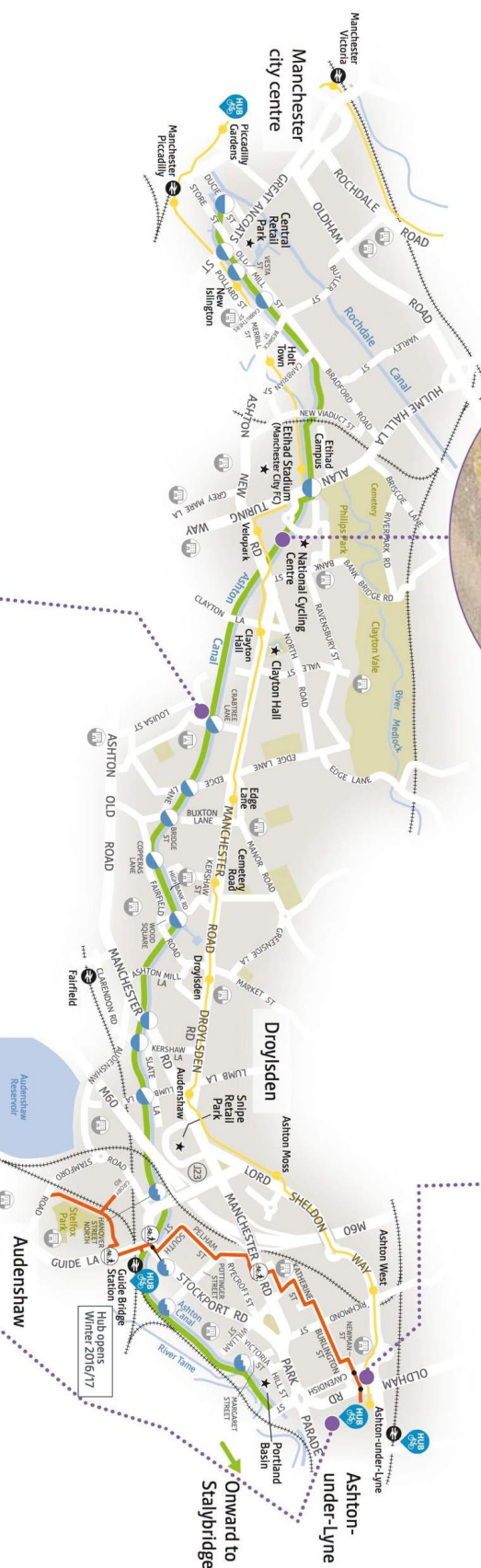
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Links to the
National Cycling Centre



New traffic
signals specifically
for cyclists



6km of LED solar-powered
lighting along the canal towpath



Secure bike parking

- Ashton Canal Cycleway
- New signed cycle link between Ashton-under-Lyne and Audenshaw
- Cycle Hub
- Pedestrian and cyclist crossing
- Access to canal (level)
- Access to canal (ramp)
- Access to canal (steps)
- Metrolink line and stop
- Railway and station
- Point of interest
- School
- River/canal

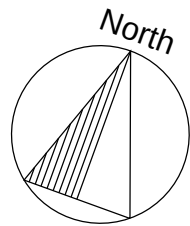




Appendices



Appendix A – Proposed Site Layout



Accommodation Schedule

Type	Beds/Pers	Approx. Area		Storeys	Units
		m ²	ft ²		
A1	2B3P	71.0	764.2	2	23
B1	3B4P	88.3	950.1	2	27
B2x	3B4P	92.7	997.7	2	8
D2	4B5P	100.2	1078.6	2	8
				Total	66

Car Parking

Type	Beds/Pers	Approx. Area	Number of Properties	Number of Spaces
A1	2B3P	1No. space per property	23	23
B1	3B4P	1No. space per property	27	27
B2x	3B4P	1No. space per property	8	8
D2	4B5P	2No. spaces per property	8	16
V=Visitor space		2 No. spaces		2
			Total	66
				76

Key

Private driveway/parking bay – tarmac	
Turf	
Paving flags	
Space for external bin storage	
Space for cycle storage box	
New trees	
Low maintenance dense shrubbery	

P4	27/02/19	House type B1 updated and turning head revised to suit comments.	CS	PC
P2	22/02/19	Turning head in front of plot 50 revised. Raised table turning head added.	CS	PC
P2	05/02/19	Railing layout in front garden updated and trees moved out of adopted area to suit comments.	CS	PC
P1	21/12/18	Initial Issue	CS	PC
REV	DATE	DESCRIPTION	DRN	CHK

CLIENT

One Manchester

PROJECT TITLE

Ilk Street & Alpine Street, Clayton

DRAWING TITLE

Proposed Site Layout

DRAWING PURPOSE

FOR INFORMATION

DRAWN / CHECKED

CS/PC

DATE

Dec 2018

SCALE

1:500 @ A2

JOB No

10M1

DRAWING No

MHA-XX-XX-DR-A-1-002

STATUS

S4

REVISION

P4

51 Barton Arcade

T +44 (0)161 834 1018

Deansgate

F +44 (0)161 834 4798

Manchester

E contact@mhaarchitects.com

M3 2BJ

W www.mhaarchitects.com

mha

ARCHITECTS



Appendix B – Draft Travel Questionnaire

Draft Travel Plan Questionnaire

Date _____

- 1 Postcode** _____
- 2 Gender**
1 ☐ Male
2 ☐ Female
- 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 and finish time**
Start Time _____
Finish Time _____
- 6 Do you have a disability that may affect your travel arrangements?**
1 ☐ Yes
2 ☐ No
- 7 How far do you travel to work?**
1 ☐ Less than 1 mile
2 ☐ Between 1 and 2 miles
3 ☐ Between 2 and 5 miles
4 ☐ Between 5 and 10 miles
5 ☐ Between 10 and 20 miles
6 ☐ Over 20 miles
- 8 On your normal trip to work which form of transport did you use? (tick all that apply)**
1 ☐ Car (as driver on my own)
2 ☐ Car (as passenger with other people as driver or passenger)
3 ☐ Bus
4 ☐ Train
5 ☐ Motorbike
6 ☐ Bicycle
7 ☐ Walk
- 9 How long did it 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
- 10 If you have indicated 'Car driver' in Q8, what are the main reasons for doing so?**
1 ☐ Car essential to job
2 ☐ Dropping/collecting others off
3 ☐ Give a lift to others in the area
4 ☐ Health reasons
5 ☐ More convenient than alternative
6 ☐ Other (please specify) _____
- 11 If you indicated car driver in Q8, would you consider car sharing?**
1 ☐ Yes regularly
2 ☐ Yes occasionally
3 ☐ No
- 12 If you answered 'No' to Q11, can you explain the reasons for not car sharing?**

- 13 Which of the following changes would most encourage you to use public transport for your journey to work? If you already travel to work by public transport, which would you most like to see? Please tick the 3 most applicable.**
☐ Interest free loans for travel tickets/passes sold
☐ Flexible working patterns
☐ More convenient bus drop off points
☐ Public transport information at work site
☐ More direct bus routes
☐ Personalised journey plan
☐ None
☐ Other (specify) _____
- 14 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 ☐ Bicycle
4 ☐ Car passenger
5 ☐ Walk
6 ☐ Motorbike
7 ☐ Other (specify) _____
- 15 Do you currently have the opportunity to walk or cycle to work (or both), but chose not to do so?**
1 ☐ No
2 ☐ Yes, walk
3 ☐ Yes, cycle
- 16 If you answered 'Yes' to Q15 please indicate your reasons for not walking or cycling (or both)**

- 17 Your views and ideas are important, so please add any other comments about your journey**

Thank you for your co-operation