

TRANSPORT & INFRASTRUCTURE PLANNING

Wilson Bowden Developments
Plot J2, Kingsway Business Park
Rochdale, Greater Manchester
Framework Travel Plan

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1. INTRODUCTION

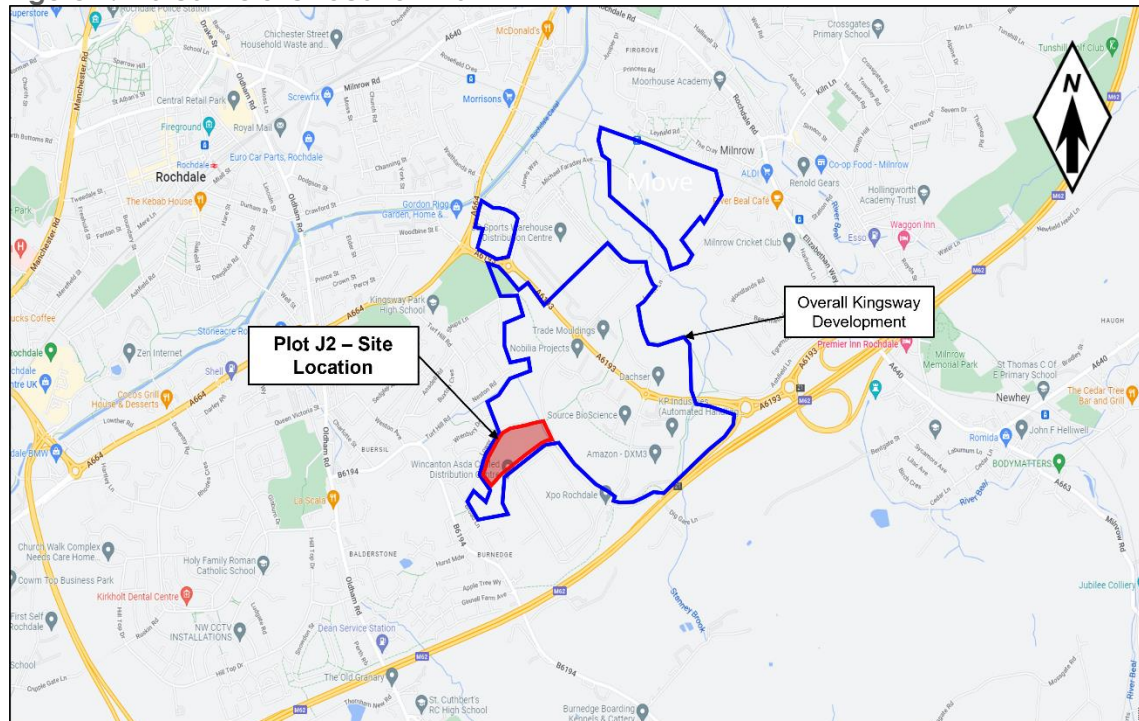
Instruction

1.1 BWB Consulting Ltd (BWB) has been appointed by Wilson Bowden Developments (The Applicant) to provide highways and transportation advice in support of a full planning application for 'The erection of two employment buildings (Classes E(g)(iii), B2 and B8) with ancillary office space, new access, car parking, servicing, boundary treatments, hard and soft landscaping and other associated works' located in Rochdale, Greater Manchester. It should be noted that outline planning permission exists for development on Plot J2 (application reference 14/00542/OUT) and the approved parameters allow for development across the site in accordance with the approved parameters plan shown at drawing number 2013-233/102 Revision A, a copy of which is included at **Appendix 1**. The only reason that a full planning application is being submitted is because the height of buildings J2-1 and J2-2 have been increased compared to the approved parameters. **Appendix 2** includes a copy of the proposed site masterplan, which shows that Plot J2 seeks permission for the following:

- Unit J2-1 – B2/B8 unit of 10,824sqm GFA.
- Unit J2-2 – B2/B8 unit of 8,083sqm GFA.

1.2 **Figure 1** shows the location of Plot J2 within the wider Kingsway Business Park.

Figure 1. Indicative Site Location Plan



Definition of a Travel Plan

1.3 The Department for Transport's (DfT) 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' (April 2009) states that a Travel Plan is:

“a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed”.

- 1.4 At present, there are no end users lined up to occupy any of the two units within Plot J2. Therefore, this document is a Framework Travel Plan which will be taken and built upon by the end occupiers. This document has also been prepared in accordance with BREEAM standards and hence the occupiers (once known) will be involved in the development of the Travel Plan as it moves forward. This Framework Travel Plan and any subsequent Detailed Travel Plans for each unit will be consistent with the already approved site wide Sustainable Travel Plan (November 2010), prepared to discharge Condition 40 of the outline application.
- 1.5 A Transport Statement has also been prepared to support the planning application which can be found under separate cover and should be read in conjunction with this Framework Travel Plan.

Report Structure

- 1.6 This Framework Travel Plan is structured as follows:
- **Section 2: Site Assessment** – provides details of the existing conditions at the site and its accessibility to sustainable modes of travel, including walking, cycling and public transport. It also calculates the BREEAM Accessibility Index;
 - **Section 3: Projected Modal Split** – sets out the initial modal split calculations;
 - **Section 4: Objectives and Targets** – details the objectives of the Travel Plan and the targets in terms of modal shift ambitions;
 - **Section 5: Measures and Incentives** – outlines various measures that could be implemented at the development in order to achieve the targets;
 - **Section 6: Implementation and Monitoring** – details the methodology for obtaining staff travel survey information in order to understand the success of the Travel Plan as well as monitor and review the results against the targets set; and
 - **Section 7: Action Plan** – outlines the tasks (and timescales) that should be implemented to achieve the targets of the Travel Plan.

2. SITE ASSESSMENT

Site Location

- 2.1 Plot J2 comprises an irregular shaped parcel of land with an area of 4.377 hectares and is bound by disused fields to the north which will accommodate future development at Kingsway Business Park, to the east by John Milne Avenue, to the south by James Kearns Avenue and the west by an existing residential area. Junction 21 of the M62 (M62 J21) is located approximately 1.1 kilometres to the east of the site and can be accessed via the A6193.

Local Highway Network

- 2.2 Access to the proposed development will be taken from the northern side of James Kearns Avenue which currently provides access to the large distribution unit to the south of the proposed development site. James Kearns Way measures 7.3 metres wide and provides street lighting along both sides of the carriageway. There is a 2 metres wide footway on the northern edge of the carriageway and a 3 metres wide shared footway/cycleway on the southern edge of the carriageway. At its eastern end a dropped kerb pedestrian crossing is provided, which includes a central refuge and tactile paving. There are currently double yellow lines on both sides of the carriageway throughout, which ensures HGVs and employees of Kingsway Business Park do not park on either side of the carriageway. At its eastern end James Kearns Avenue meets John Milne Avenue via a priority-controlled T-junction.
- 2.3 John Milne Avenue routes from the A6193 to the north, continuing southbound to meet Dig Gate Lane at a priority controlled roundabout junction where John Milne Avenue forms two of the arms, the carriageway continues north eastbound. In the vicinity of the site, John Milne Avenue measures 7.3 metres wide with double yellow lines on both sides of the carriageway. It is well lit and is subject to a 30mph speed limit. There is a shared footway/cycleway present on the eastern side of the carriageway which measures 4 metres wide. On the western side of the carriageway there is a footway which measures 2 metres wide. There are a number of dropped kerb pedestrian crossings with tactile paving along its length and the cycle facilities connect with those on James Kearns Avenue. At a distance of 90 metres to the north of the James Kearns Avenue/John Milne Avenue junction access is provided onto an off-road bridleway.

Development Details

- 2.4 A copy of the proposed site masterplan is included at **Appendix 2**. The proposed development seeks full planning permission for three industrial units located on Plot J2 of the wider Kingsway Business Park development. The two units would operate with flexible B2/B8 use and would have the following gross floor areas.
- Unit J2-1 – 10,824sqm GFA.
 - Unit J2-2 – 8,083sqm GFA.
- 2.5 Both units within Plot J2 would be served via new access points from the existing James Kearns Avenue which currently provides vehicular access to the large distribution unit

to the south of the site. Both of the units proposed provides one access point for HGVs to a servicing yard and one point of access to the staff car park. In total four points of access are to be taken from the northern edge of James Kearns Avenue.

- 2.6 The HGV access for unit J2-1 runs perpendicular to main carriageway, the access measures 8.7 metres wide and 16 metres kerb radius is provided on the eastern side of the access with a 1:20 taper. On the western side of the access the radius measures 10 metres. The HGV access for unit J2-2 has a slight curve upon entering the site and hence is wider than the access for unit J2-1, it measures approximately 13.0 metres wide immediately upon entering the site, the width then reduces over the next 28 metres to 8.7 metres. 16 metres kerb radius with 1:20 taper is provided on the eastern side of the access junction, whilst a 10 metres kerb radius is provided on the western side, which is based on the direction that traffic generated from the site would arrive/depart.
- 2.7 The car park access for unit J2-1 measures 6.0 metres wide with 6 metres kerb radii provided on both sides of the carriageway. The car park access for unit J2.2 is located at the western end of James Kearns Avenue and is provided by extending the existing carriageway to the west providing a 9.6 metres wide carriageway as it enters the site boundary which then reduces in width to 6.0 metres.
- 2.8 Pedestrian access to unit J2-1 is provided via the staff car park, where a pedestrian footway is provided along the outside edge of the unit. This footway would provide access for staff parked within the car park. However, there is another pedestrian footway provided which links the entrance of the unit with the existing facilities on James Kearns Avenue, this route is 2.0 metres wide and is provided on the eastern side of the car park access guiding pedestrian across the car park and to the unit. Cycles are guided from the western edge of the vehicle access, through a zig zag path which provides access to cycle parking before continuing across the car park to the unit. Similarly, there are two pedestrian access provisions within unit J2-2, one provided from the car park and the other which extends to the unit from James Kearns Avenue. The footway from James Kearns Avenue measures 2 metres wide and provides access for cyclists to the cycle parking area. The proposed site masterplan at **Appendix 2** shows the proposed pedestrian access for both units.
- 2.9 Cyclists would access the site using the existing shared footway/cycleway which routes along the southern edge of James Kearns Avenue and joins the segregated footway/cycleway on John Milne Avenue to the east.
- 2.10 To meet the requirements of the Disability Discrimination Act and provide convenient and safe access for disabled and visually impaired users, all junctions within the development would be provided with dropped kerbs and tactile paving. The infrastructure would extend into the site directly to the building entrances and all entrances would be provided with accessibility ramps for wheelchair users.

Sustainable Travel

Introduction

- 2.11 Planning guidance highlights the emphasis being placed on the integration of land uses and sustainable development. The site already has outline planning permission and therefore the principle of sustainability has already been established. However, the following section will set out the future opportunities for staff and visitors to walk, cycle and use public transport to travel to the site. However, employment developments such as Kingsway Business Park are typically located close to the Strategic Road Network (such as the M62 in this instance) where opportunities to access facilities on foot can be more limited.

Amenities

- 2.12 The site is a BREEAM 2018 scheme and as such details of the number and type of existing accessible amenities within 500 metres are required. Table 7.1 of the BREEAM UK New Construction Technical Manual (BRE Global Ltd, 2018) sets out a list of amenities that should be considered. These are shown in **Table 1**.

Table 1. Amenities in Proximity to the Site (copy of Table 7.1 BREEAM 2018)

Amenities
Appropriate food outlet
Access to cash
Access to an outdoor open space (public or private, suitably sized and accessible to building users)
Access to a recreation or leisure facility for fitness or sports
Public available postal facility
Community facility
Over the counter services associated with a pharmacy
Public sector GP surgery or general medical centre
Childcare facility or school

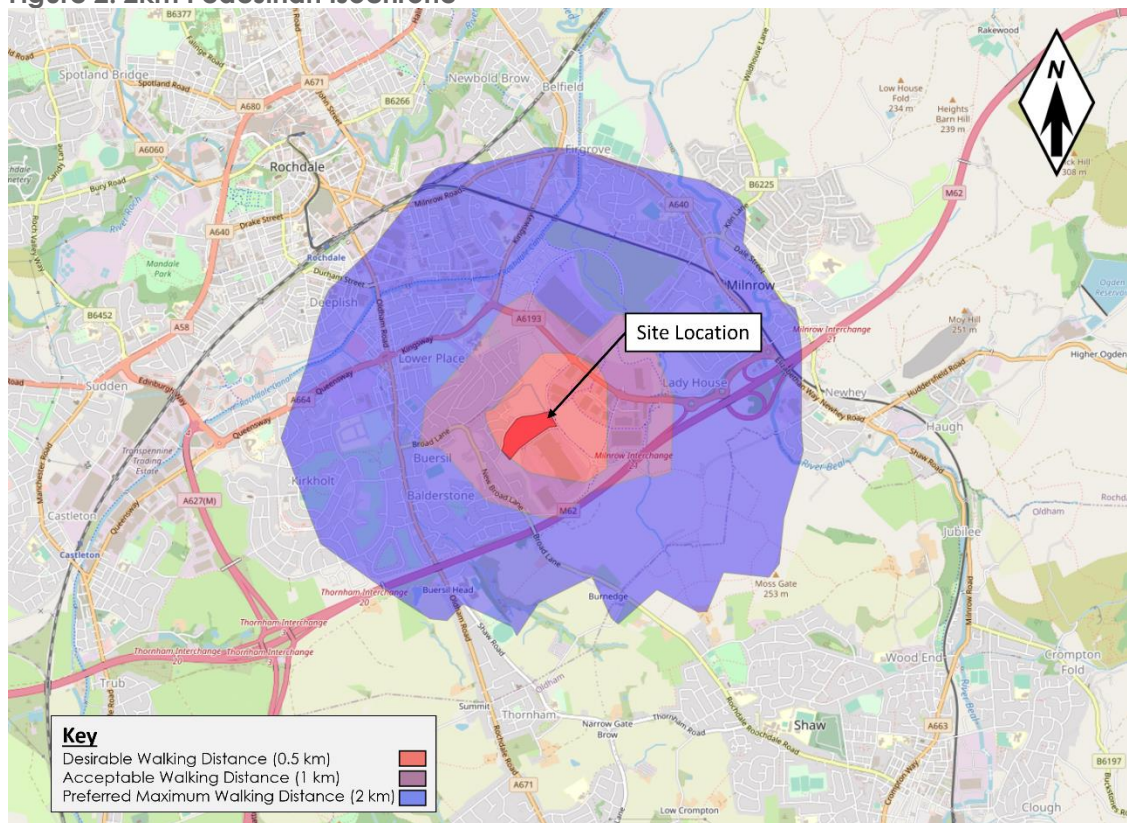
- 2.13 Of the amenity types listed in **Table 1**, there are none located within 500 metres walk of the development site. However, a number of the facilities listed would be accessible within 1000 metres of the development. These can be seen listed below;
- Best One Convenience Store – Turf Hill (900m)
 - Cash Machine (900m)

- Neston Road Play Area (950m)
- Kingway Park High School (1000m)
- Stanney Brook Park (1000m)

Pedestrian Travel

- 2.14 The Guidelines for Providing for Journeys on Foot (GPJF) document describes acceptable walking distances for pedestrians without mobility impairment. GPJF suggests that the maximum walking distance for town centres is approximately 800m, commuting/schools is approximately 2km and for other facilities is approximately 1.2km.
- 2.15 **Figure 2** identifies a 2 kilometres pedestrian isochrone centred on the site, which demonstrates that areas including parts of Rochdale, Milnrow, Balderstone, Kirkholt and Firgrove are within a convenient walking distance. These areas comprise a vast amount of residential development, which provides a convenient distance for future staff to commute from, as well as other amenities including schools, retail facilities, restaurants, take-aways, Public Houses, sports facilities and public transport stops (including bus and tram stops). Rochdale Train Station is located outside the desirable 2 kilometres walking distance at approximately 3.0 kilometres walk from the site.

Figure 2. 2km Pedestrian Isochrone



- 2.16 The location of the site in context of the wider Rochdale area means it is likely that the main pedestrian desire line would be to the north and west of the site towards Rochdale Town Centre. Staff would be able to walk to these areas via the existing public footpath

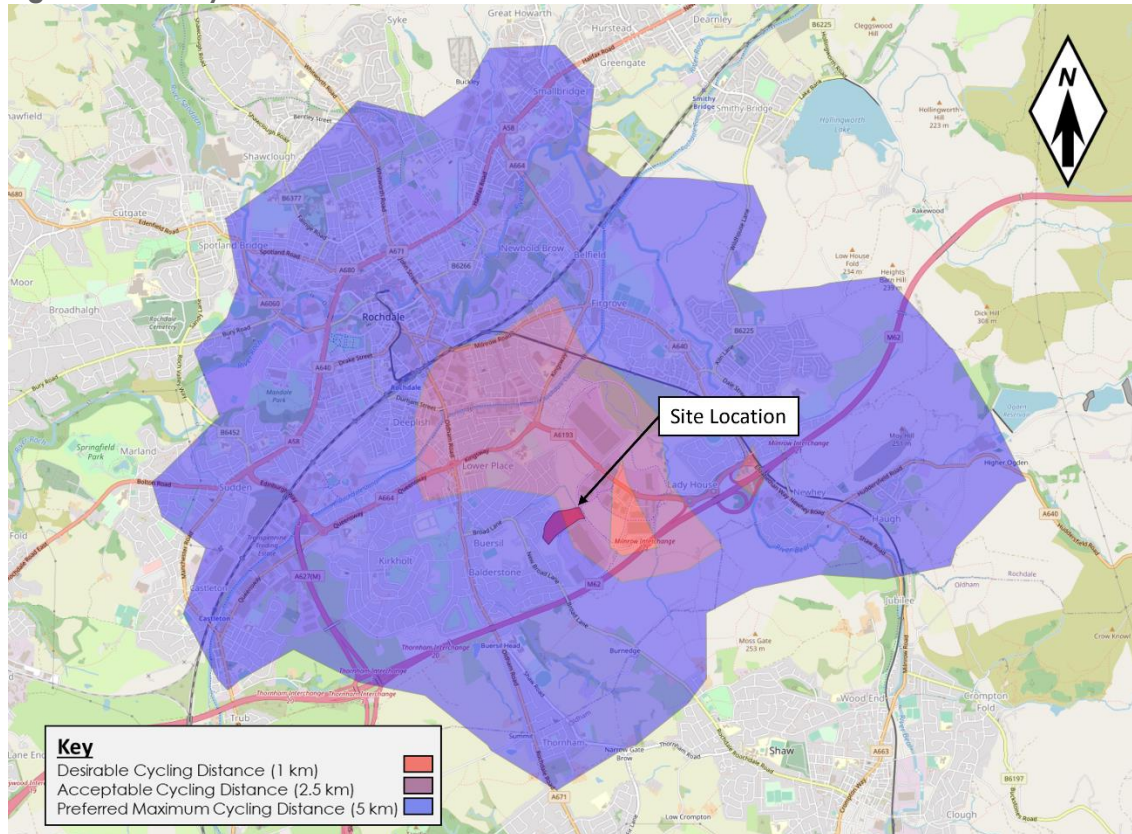
that routes along the northern boundary of the site (Lower Lane) and continues to the B6194 New Broad Lane to the west of the site. To access Turf Hill Road to travel northbound towards Rochdale, two traffic free alleyways can be used which are accessed from the north-western side of Lower Lane as it enters the residential area.

- 2.17 New Broad Lane routes north to south and can be used to access areas to the south of Rochdale Town Centre. There are 2 metres wide footways on both sides of the carriageway and a number of bus stops, the carriageway is traffic calmed with speed humps along its length. Access can be provided to surrounding off road cycle and pedestrian routes at its southern end. Turf Hill Road extends in a north to south direction on a curved trajectory between New Broad Lane to the west and Rochdale bypass to the north. There is good pedestrian infrastructure providing access to a number of bus stops. The carriageway is traffic calmed with speed humps due to its proximity to Kingsway Park High School. There are also controlled crossing points provided along Turf Hill Road.

Cycle Travel

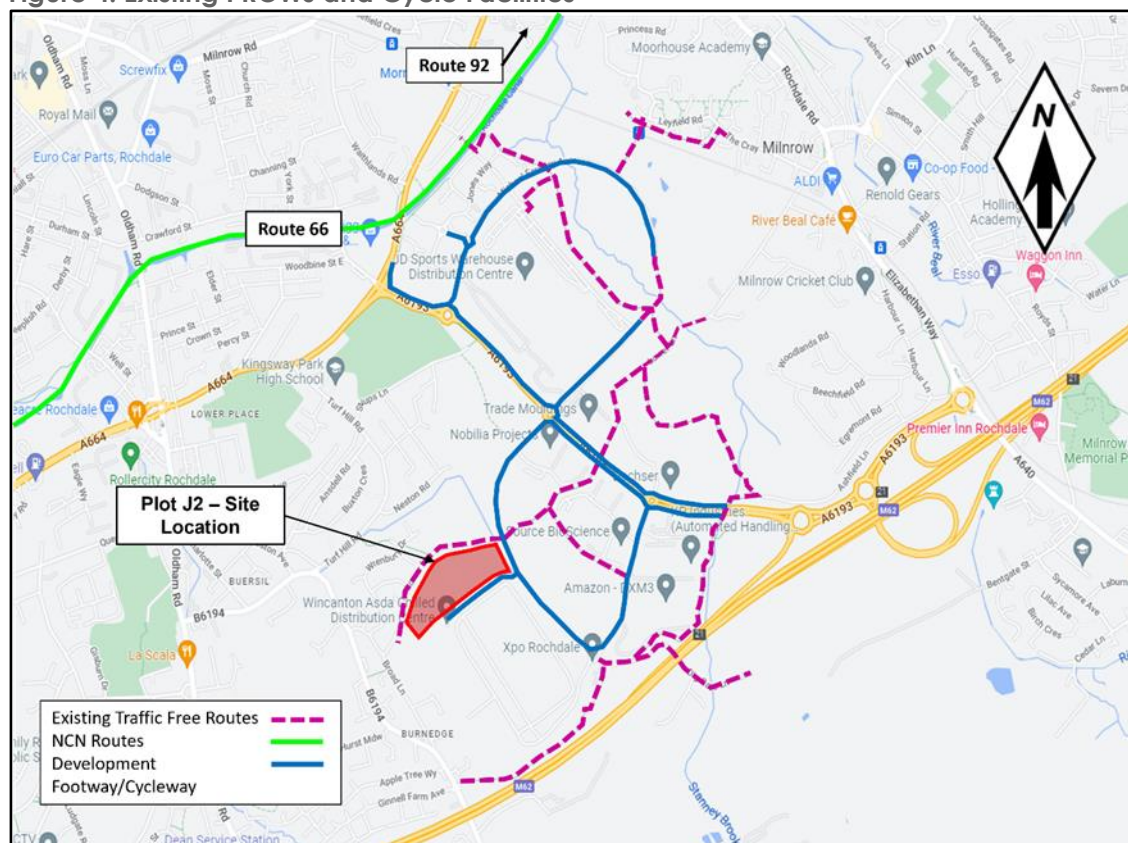
- 2.18 Local Transport Note (LTN) 1/04 states that there are limits to the distances generally considered acceptable for cycling. The mean average length for cycling is 4km (2.4 miles), although journeys of up to three times this distance are not uncommon for regular commuters. It is widely considered that cycling has the potential to substitute for short car trips, particularly those under 5km and form part of a longer multi modal journey by public transport. Cycling is therefore an important journey to work mode that has the potential to substitute for short car journeys.
- 2.19 **Figure 3** shows a 5 kilometres cycle isochrone centred on the site, which shows that all of Rochdale Town Centre, Firgrove, Milnrow, Newbold Brow, Small Bridge, Sudden, Castleton, Balderstone and Spotland Bridge are within a convenient cycling distance.

Figure 3. 5km Cycle Isochrone



- 2.20 The site does not currently provide any cycle facilities as it is undeveloped. However, there is a footway cycleway provided along the southern side James Kearns Avenue, which leads to the proposed the site accesses. The proposed site masterplan for Plot J2 shows cycle parking spaces at each of the proposed units which are sheltered and secure, in the form of Sheffield Stands.
- 2.21 In terms of offsite infrastructure, there are a number of pedestrian/cycle routes within the vicinity of the site that are easily accessible using the existing facilities. This includes National Cycle Network (NCN) Route 92 and Route 66. **Figure 4** below shows the existing Public Right of Ways (PROWs) and cycle routes which surround the site and could be used for future employees to access the development from local residential areas. The figure also shows the shared footway cycleways which are being provided within the development.

Figure 4. Existing PROWs and Cycle Facilities



Bus Services

- 2.22 The Guidelines for Planning for Public Transport in Developments, states that “generally walking distances to bus stops in urban areas should be a maximum of 400m and preferably no more than 300m”. However, the Buses in Urban Developments¹ guidance advises a more rigorous approach to catchment area planning as displayed in **Table 2**.

Table 2. Recommended Maximum Walking Distances to Bus Stops

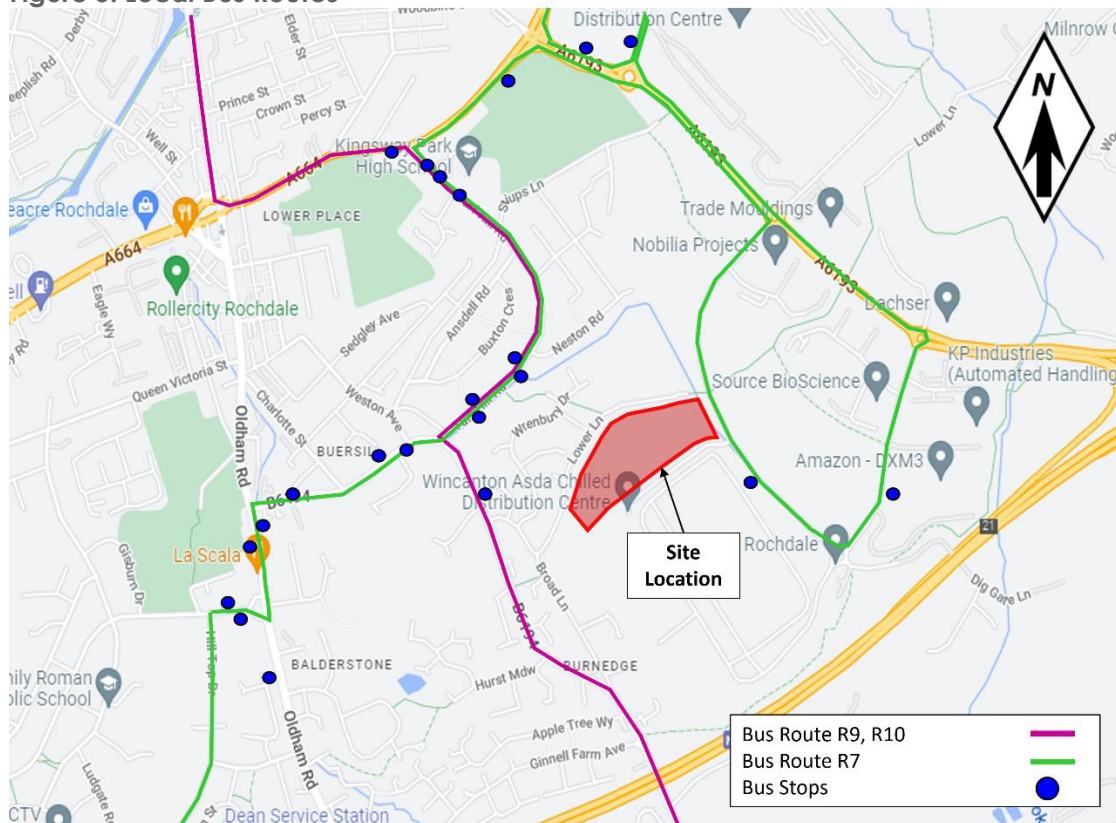
Situation	Maximum Walking Distance
Core bus corridors with two or more high-frequency services	500m
Single high-frequency routes (every 12 minutes or better)	400m
Less frequent routes	300m
Town/city centres	250m

- 2.23 **Figure 5** shows the locations of the nearest bus stops, which are located on John Milne Avenue 250 metres to the southeast from the centre of the site. The bus stops can be accessed using the existing pedestrian infrastructure along John Milne Avenue detailed above. Currently there are no bus stop indicators on the road however, this is likely to be completed as the development progresses. The stops are served by one public bus routes (R7 'Rochdale Runners'). The bus is a circular and hence only one direction of travel is attainable from these stops (northbound). There are further stops located on Turf

¹ Buses in Urban Developments, Chartered Institution of Highways and Transportation, 2018

Hill Road which is approximately 700 metres to the northwest of the site, where bus routes R9 and R10 can be accessed.

Figure 5. Local Bus Routes



2.24 **Table 3** and **Table 4** set out a summary of the weekday and weekend bus service frequencies at the local bus stops on John Milne Avenue and Turf Hill Road, whilst **Appendix 3** includes the current bus timetables.

Table 3. Summary of Weekday Bus Services

Service number and route	First Service		Last Service		Daytime Frequency
	'Northbound' Route	'Southbound' Route	'Northbound' Route	'Southbound' Route	
R7	0735	0704	1804	1821	60 mins
R9	0644	x	1914	x	60 mins
R10	x	0710	x	1910	60 mins

Note: Timetable information obtained (June 2022), First/ last service based on time service arrives/leaves the nearest bus stop to the development site.

Table 4. Summary of Saturday Bus Services

Service number and route	First Service		Last Service		Daytime Frequency
	'Northbound' Route	'Southbound' Route	'Northbound' Route	'Southbound' Route	
R7	0542	0614	2142	2231	60 mins
R9	0809	x	1914	x	60 mins
R10	x	0811	x	1911	60 mins

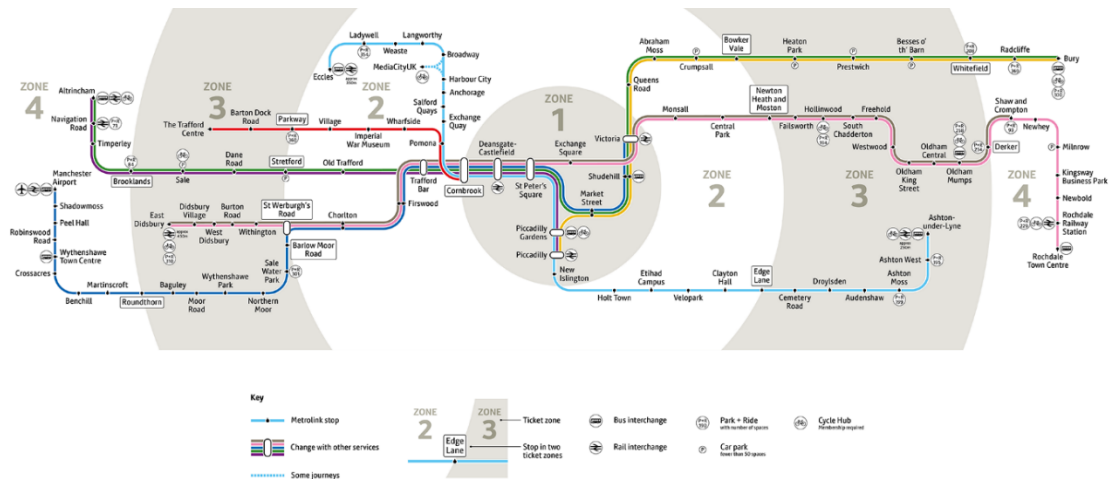
Note: Timetable information obtained (June 2022), First/ last service based on time service arrives/leaves the nearest bus stop to the development site.

- 2.25 **Table 3** and **Table 4** demonstrate that Route Numbers R7, R9 and R10 operate at a combined frequency of three services per hour between Monday and Saturday.

Tram Services

- 2.26 The 'Pink Line' tram service operated by Transport for Greater Manchester can be accessed via the Kingsway Business Park stop located approximately 1.3 kilometres northeast of the site via Michael Faraday Avenue. **Figure 6** includes a copy of the Greater Manchester Tram Network Map, which shows the settlements that are served by the Pink Line. This includes but is not limited to; Rochdale Town Centre, Newbold, Milnrow, Newhey, Shaw and Crompton and Oldham.

Figure 6. Greater Manchester Tram Network Map



- 2.27 The Pink Line operates at a frequency of one service every 12 minutes in both directions 7-days a week.
- 2.28 As the site is a BREEAM 2018 scheme, the public transport accessibility index is used to recognise and encourage development in proximity to good public transport network, thereby helping to reduce transport-related pollution and congestion.

BREEAM Accessibility Index

2.29 Below is what is needed to calculate the public transport accessibility index:

- Collate the following information to determine the public transport accessibility index (A1) of the assessed building:
 - a) Distance (m) from the main building entrance to each compliant transport node
 - b) Public transport types serving the compliant node, e.g. bus and rail
 - c) Average number of services stopping per hour at each compliant node during the operational hours of the building for a typical day

2.30 The site is located close to public transport connections to the south along Turf Hill Road which are within a 250 metres walking distance. There is one public bus services operating at a frequency of one service per hour between Monday and Saturday. There is a second bus stop located on Turf Hill Road which is located 750 metres from the development site and is served by two bus services at a frequency of one service per hour between Monday and Saturday. The Accessibility Index has been calculated following BREEAM 2018 methodology and a copy of the BREEAM calculator is included at **Appendix 4**. The calculation shows that the site has an Accessibility Index of 1.58.

3. PROJECTED MODAL SPLIT

- 3.1 At this stage, there are no end users lined up to occupy any of the two units being proposed at Plot J2. Therefore, to understand a likely modal split for staff commuting to the proposed development and set a benchmark for determining initial targets and objectives for the Travel Plan, 'Method of Travel to Work' data from the 2011 Census has been used (dataset WU03EW). The data provides information on the mode of travel used by all people travelling to the Rochdale 013 Middle Super Output Area (MSOA) for work. The modal split therefore reflects staff working within the wider Kingsway Business Park development and a copy of the output data is included at **Appendix 5. Table 5** shows the initial modal split and person trip generation calculations for the proposed development, which have been established using the peak hour vehicle trip generation calculations within the supporting Transport Statement.

Table 5. Modal Split and Person Trip Generation (staff)

Travel Mode	Mode Share	Person Trip Generation (morning peak hour)	Person Trip Generation (evening peak hour)
Underground, metro, light rail, tram	0%	0	0
Train	0%	0	0
Bus, minibus, coach	5%	8	7
Taxi	1%	2	1
Motorcycle, scooter, moped	1%	2	1
Driving a car or van	73%	112	105
Passenger in car or van	6%	9	9
Bicycle	1%	2	1
On foot	13%	20	19
Other	0%	0	0
Total	100%	230	204

- 3.2 The modal split in **Table 5** shows that car travel is forecast to have the highest mode share at 73%, with walking trips having the second highest mode share at 13%. Passenger car trips are estimated to have a mode share of 6%, whilst bus travel is forecast to comprise 5% of the mode share of staff commuting trips. The above modal split will be confirmed as part of baseline surveys undertaken of all staff once each unit is occupied, as the end user may have different working patterns/operational requirements that mean the modal split differs to the above. Nevertheless, it provides a useful starting point to work from.
- 3.3 The above modal split and person trip generation calculations will be used to identify initial targets for this Framework Travel Plan. The targets can then be refined as part of the Detailed Travel Plan once the site becomes occupied and baseline surveys have been carried out.

4. OBJECTIVES AND TARGETS

Introduction

- 4.1 Introducing targets provides a way of monitoring the success of the Travel Plan and to maximise its impact. Whilst the targets set out below are indicative and will be confirmed once baseline surveys have been carried out at each unit, this section identifies some indicative targets based on Census 'Method of Travel to Work' data.
- 4.2 The number one objective of this Travel Plan is to achieve a 10% reduction in single occupancy car journeys by displacing them into other modes. It will do this in a variety of ways, which include improving access to sustainable modes of transport and also through softer measures that encourage greater take up of non-car modes. The key objectives of this Travel Plan are summarised in **Table 6**.

Table 6. Travel Plan Objectives

Objective No.	Objective
Objective 1	Achieve a 10% reduction in single occupancy car journeys to/from the site by staff and visitors, by promotion of sustainable transport modes.
Objective 2	Improve access to sustainable modes of transport and encourage staff and visitors to make more considered transport journeys where possible.
Objective 3	Achieve a 5% reduction in the total mileage generated by supply/servicing vehicles.
Objective 4	Achieve a 100% Travel Plan awareness amongst staff at the development.

- 4.3 In order to achieve measurable outputs from the Travel Plan process, it is important to set targets from the outset against which progress can be measured. The following targets will be based upon the initial modal split calculations included at **Table 5**. The targets within this Framework Travel Plan are provisional and will be adjusted as a result of staff and visitor surveys once each unit becomes occupied/operational and confirmed as part of the Detailed Travel Plan(s).
- 4.4 The following targets will conform to SMART requirements, that is Specific, Measurable, Achievable, Realistic and Time-bound. This is important so that the targets maintain their validity and credibility during the course of the Travel Plan process.
- 4.5 The targets outlined below aim to deliver an improvement to the baseline position, which will be obtained through various travel surveys undertaken within three months of occupation of each unit. The details of the travel surveys are discussed further within **Section 5**. Targets are intended to cover five years from baseline surveys being carried out for each unit and aimed at generating a lower number of vehicular trips and percentage of car drivers than would be expected from a development without a Travel Plan (with a 10% reduction in single occupancy car trips being the initial target).

Targets – Staff

- 4.6 Initial modal split proportions for staff are shown in **Table 5**. The results identify a 73% modal share of single occupancy car journeys, however the site assessment details in **Section 2** confirm that there are good opportunities to walk and cycle and use public transport when travelling to/from the site.
- 4.7 Whilst details of the future staff travel behaviours are currently unknown, an initial target of achieving a 10% reduction in single occupancy car journeys has been set. This is considered realistic at this stage prior to baseline surveys being carried out based upon existing Census 2011 data but nevertheless can be updated as the Travel Plan progresses. **Table 7** shows how this target could be achieved by displacing a proportion of single occupancy car trips into other modes.

Table 7. Proposed Modal Split Targets

Travel Mode	Existing Mode Share	Proposed Mode Share (% increase)
Car Drivers	73%	65.67% (-7.3%)
Car Passengers	6%	8% (+2%)
Public Transport	5%	6.3% (+1.3%)
Pedestrians	13%	15% (+2%)
Cyclists	1%	3% (+2%)
Motorcycle, scooter, moped	1%	1%
Taxi	1%	1%
Total	100%	100%

Targets – Visitors/Suppliers

- 4.8 The proposed development has the potential to generate some movements by visitors and delivery vehicles. In general terms, there are no clear guidelines on achieving a reduction of single occupancy car journeys by visitors or suppliers and in most situations vehicles are required, for example for the delivery of raw materials or transporting finished products, although there may be scope to reduce the overall mileage made by these vehicles (with Objective 3 of this Travel Plan to reduce overall mileage by 5% - See **Table 6**). Overall, it will be useful to understand how these users are travelling to the site and the modes that they are using, in order to identify whether there are any measures that might encourage them to use more sustainable modes of travel, or to simply reduce the number of trips being generated. Therefore, travel surveys will be undertaken of these users to determine existing modes of travel and hence the potential for modal shift.

Secondary Targets (all modes)

- 4.9 Objective 4 of the Travel Plan (see **Table 6**) will be to achieve a 100% Travel Plan awareness across the development. Hence, every member of staff will be aware of the objectives of the Travel Plan, the opportunities that are available to travel to work and travel options for all types of journeys. This information will be provided to all staff prior to occupation.

- 4.10 By making staff and visitors aware of the Travel Plan, it is anticipated that all users within the development will gain a better understanding of how their travel choices impact society, what they can do to change their travel patterns and what benefits they could gain from using more sustainable modes of transport.

5. MEASURES AND INCENTIVES

Introduction

- 5.1 This section details the measures and incentives that will be implemented at the development in order to achieve the objective of reducing single occupancy car journeys by 10%. This will be achieved by promoting and increasing travel by walking, cycling, public transport and car sharing.
- 5.2 It is expected that the baseline and annual surveys undertaken by staff and visitors will provide a useful indication of travel patterns such that site specific measures and realistic initiatives can be developed across the site to gain the most success through the Travel Plan process. Measures can be fine-tuned to promote particular modes of sustainable travel for specific users. For example, if the surveys identify that the majority of staff travel in excess of 20 kilometres to the site, then walking and cycling measures may be removed and the focus could be on public transport and car sharing.

Travel Plan Coordinator

- 5.3 In 2007, Wilson Bowden Developments appointed a Travel Plan Coordinator (TPC) to implement the Travel Plan across the entire Kingsway Business Park. The role is undertaken by the Kingsway Management Company who have been the point of contact in liaising with business park occupants and their staff, helping businesses develop and monitor their own Travel Plan documents and implementing Travel Plan measures. The Kingsway Management Company would be retained as the TPC for the units at Plot J2.
- 5.4 The role and responsibilities of the TPC is as follows:
- Act as the principal point of contact for staff, visitors and suppliers for all Travel Plan matters.
 - Undertake and coordinate the data gathering exercises and monitoring reviews. This includes commissioning baseline surveys and compiling the results into annual Monitoring Reports (further details of which are provided in **Section 6**).
 - Develop and lead initiatives to promote sustainable travel awareness and sustainable modes of travel amongst staff, visitors and suppliers.
 - Research and promote the Travel Plan and introduce suitable, practical and affordable alternatives to single occupancy car-based travel.
 - Implement and promote the Travel Plan at site level across each of the three units.
 - Give advice and information on the Travel Plan to staff and visitors.

*The Developer/TPC will be responsible for updating RBC of any changes to the TPC's details over the course of the Travel Plan process.

Information Provision/Marketing Material

5.5 The TPC will be responsible for promoting the following measures and marketing material to staff and visitors.

- A Travel Plan Welcome Pack will be issued to all staff on the first day of work. This pack will comprise up-to-date sustainable travel information such as bus/train/tram service timetables, walking/cycling routes, as well as several incentives to influence travel habits - some of which are detailed below.
 - A map showing the location of local facilities such as food shops, cash points, post offices and transport interchanges.
 - Information on the financial incentives available to encourage staff to travel sustainably along with how employees can obtain these incentives. For example, staff who use sustainable modes of transport will be offered a free taxi in the event they require urgent car transport for an emergency, free use of pool cars for staff to be used at lunch times for shopping/leisure trips and also discounted vouchers to be used at local cycle shops.
- Travel information will be provided on the website of the future occupiers.
- Travel information will also be displayed on a noticeboard within the main entrance to each of the units. This will include similar information to the Welcome Pack but will be available continuously as a reminder. The TPC will be responsible for updating the noticeboards.
- Personalised journey planning will also be considered. This will confirm to staff whether they can viably access the site through more sustainable travel modes.
- Every six months, the TPC will liaise with RBC to ensure that the pedestrian, cycle and public transport information provided in the Welcome Packs is up to date.
- All results and progress will be publicised through emails/newsletter. This helps encourage staff to maintain/take up sustainable travel modes and illustrate how a difference is being made.

Parking Management

5.6 The TPC will prepare a Parking Management Plan to control parking at each of the units and help to minimise the disruption caused during shift changeover times. To do this, information/instructions will be provided to all staff that indicates where they should park and how to control movement around the site. Alternatively, parking spaces could be allocated to specific users, for example to those who car share, visitors and for those who fundamentally require a car to travel (i.e. those living in excess of 30 kilometres from the site). This should help to install some control over the car park whilst reducing the

number of vehicles travelling to the site. The TPC could help to manage the process by undertaking the following:

- Obtain details of all staff vehicle registration numbers so that these can be logged onto an internal system.
- Monitoring the car parking areas of Units J2-1 and J2-2 to ensure no vehicles are parked outside of designated parking bays.
- Monitoring the local roads to check whether staff vehicles are being parked off-site in undesignated areas.

- 5.7 The BREEAM requirements suggest that car parking at new developments be restricted or staff charged to use them. The TPC will liaise with the occupiers of each unit to see whether restricting or charging for the car park is a viable option and whether this could be implemented.

Electric Vehicle Charging

- 5.8 The provision of electric vehicle charging points will be secured as part of a Condition attached to any consent. This will ensure that each unit at Plot J2 provides the minimum amount of electric vehicle charging points. The TPC will monitor the amount of electric vehicle charging points at each unit to ensure it complies with the requirements. These facilities will allow staff to charge their vehicle whilst at work.

Walking Measures

- 5.9 Where practical to do so (i.e. 2 km walking radius), the TPC will encourage staff to walk to/from work or combine this as part of a longer journey by public transport. This could be encouraged by implementing the following:

- Promoting the health benefits of walking.
- Use of Google maps (www.maps.google.com) to plan routes and workout distances and journey times.
- Provide plans of walking routes, which would be made available through the Welcome Packs, noticeboards and via emails.
- Establish Walking User Groups.
- Promote the following websites:
 - Living Streets: www.livingstreets.org.uk
 - Walk it: <http://walkit.com/>
 - <http://www.rochdale.gov.uk/health-and-wellbeing/being-active/Pages/walking-for-health.aspx>

- Promote details of downloadable smartphone applications, such as:



Map My Walk (<http://www.mapmywalk.com/app/>), which is a GPS walking and step tracking application that can help identify a suitable route, including tracking duration, distance, pace and calories burned.



Walkmeter GPS Pedometer (<https://abvio.com/walkmeter/>) can be also used to help plan walking routes with maps, graphs, splits, zones and training plans.

- 5.10 The proposed pedestrian footways will be provided with street lighting columns to ensure that the conditions are suitable for night time hours. Details of a scheme of street lighting will be provided during the detailed design stages of the scheme.

Cycling Measures

- 5.11 The proposals include the provision of secure, covered cycle parking which is accessible via cycle on the shared footway/cycleway on the southern side of James Kearns Avenue which ties in with the existing shared footway/cycleways on John Milne Avenue and within the wider Kingsway Development. Suitable crossing points are also provided on Jon Milne Avenue, A664 and A6913 to connect cyclists to settlements in the local area. This infrastructure would provide direct connections to local settlements and amenities as well as public transport stops. There is already suitable signage to inform cyclists of the direction of travel to settlements and amenities and the proposed new infrastructure will tie into the wider facilities.
- 5.12 The TPC will also promote the following measures to encourage staff to cycle to/from work:
- Health benefits of cycling.
 - The availability of cycle parking at the site and in the surrounding area, noting that individual cycle storage areas are being proposed at Units J2-1 and J2-2. This would be monitored to determine whether additional cycle parking is required once the units become occupied.
 - Plans of cycling routes would be made available through the Welcome Packs, noticeboards and via emails.
 - Establish Cycling User Groups.
 - The occupier of each unit will sign up to the national 'Cycle2Work' scheme www.cycle2work.info. All staff would be entitled to purchase bicycles or related equipment tax free through monthly instalments.
 - Promote the following websites:

- <http://www.cyclestreets.net/> - to plan routes to/from the site and workout distances, best routes, on and off-road routes, health benefits and times for each journey using a bike.
- Cycle Map: www.sustrans.org.uk
- Promote smartphone applications, such as:



Cycle Streets (<http://www.cyclestreets.net/mobile/>) can be used to plan routes from A to B anywhere in the UK, including the option to select routing mode from beginner to regular commuters.



Map My Ride (<http://www.mapmyride.com/app/>) is similar to the Map My Walk application. It also tracks fitness activities, including distance ridden, route planning and duration.

- 5.13 The Kingsway Partnership encourages and supports the development of a Bicycle User Group across Kingsway Business Park, which would be extended to include the occupiers of Plot J2. Bicycle User Groups are groups of people who want to improve facilities for cyclists and encourage others to cycle and provide a means of socialising. Bicycle User Groups can encourage and organise routes for people who live in the same direction to cycle to and from work together. A Bicycle User Group can be supported by the provision of cycle repair kits, training through a partnership with a local cycle hire/sales business or an on-site mechanic.
- 5.14 Each unit at Plot J2 will be provided with a sufficient amount of cycle parking in line with the Councils adopted standards. The masterplan shows cycle parking in excess of the minimum requirement. In addition, shower and changing room facilities will be provided at each unit. These facilities should encourage staff to travel by bicycle however once the units are operating staff should be able to request additional facilities where required for consideration with the business owners and TPC.
- 5.15 The BREEAM requirements require consultation with the local authority on the state of the existing cycle network. However, as this development relates to the wider outline permission where infrastructure improvements were negotiated and agreed, further improvements should not be required at this stage and no further consultation should be required.

Car Sharing Measures

- 5.16 At this stage and prior to end occupiers being identified, it is unknown what hours the units would operate between and whether staff would work within set shift times. However, there is likely to be scope for staff to car share where they live near each other, or the journeys are on-route. The TPC will therefore identify which staff have the potential to car share through a simple postcode survey and encourage this by offering incentives such as allocated parking spaces or ensuring that staff are able to get a free taxi home in the event they require a car or are let down by the driver.
- 5.17 Transport for Greater Manchester has developed a car sharing database for use by businesses in Greater Manchester. The CarShareGM scheme is free to use and can be

used to either review car sharing opportunities within individual businesses or for wider journeys to a specific area. The CarShareGM scheme is promoted to businesses relocating to Kingsway.

- Benefits of car sharing, which include:
 - Financial savings on fuel and mileage.
 - Reduced carbon footprint, congestion and improved journey times.
 - A useful contribution towards reducing parking demand, particularly during shift changeover times.
 - Reduces the need for a private car.
- Promote the following websites:
 - Business Lift Share: <http://business.liftshare.com/>
 - Car Plus: www.carplus.org.uk/
 - Energy Saving Trust: www.energysavingtrust.org.uk/Travel
- Promote smartphone applications, such as:



The Liftshare application, which has to date over 400,000 Liftshare members (<http://blog.liftshare.com/app>)



BlaBlaCar – Trusted Ridesharing (<https://www.blablacar.co.uk/apps-mobile>)

Public Transport Measures

5.18 The site is located within convenient walking distances of regular bus and tram services as well as train services from Rochdale Train Station. Therefore, the TPC will encourage staff to travel using public transport by completing the following:

- Provide staff and visitors with information of public transport services, timetable and ticketing information. This will be included in the Welcome Packs, posted on noticeboards at the entrance to the unit and circulated via email.
- Offer interest free loans to allow employees to purchase bus/train tickets or the TPC can negotiate with local bus operators over the availability of offering staff with discounted tickets.
- The TPC will review the existing bus stops to ensure that the current facilities offer a pleasant waiting area for people catching the bus.
- Promote the following websites:
 - <https://www.thetrainline.com/>
 - <http://www.traveline.info/>
 - www.greenerjourneys.com
- Promote smartphone applications, such as:



The official Trainline application, which provide live train journey times, duration, offers, instant ticket purchase and many other services (<https://www.thetrainline.com/information/apps>).

- 5.19 In the longer term, there is an ambition to secure commercially operated public bus services through Kingsway Business Park. The business case for this will be strengthened as additional businesses relocate to Kingsway and staff travel demands justify the introduction of a new or amended service(s) to the business park. The TPC will then be able to negotiate with local bus operators to improve bus connectivity through the development.
- 5.20 With the future introduction of bus services through the business park, new stop and passenger waiting facilities will be required, including new shelters, seating, lighting and CCTV. The Kingsway Partnership and TP will therefore maintain discussions with bus service operators regarding the potential for new/re-routing of new public bus services to the business park.
- 5.21 In August 2017, Transport for Greater Manchester introduced smart ticketing across Greater Manchester. The 'Get Me There' smart card is used for tickets and travelcards and is currently available for use across bus local link and tram within Greater Manchester. Opportunities to provide discounted or preloaded 'Get Me There' cards will be discussed with businesses occupying the units at Plot J2 as part of their Travel Plan requirements.

Taxi

- 5.22 The car parks for each individual unit will provide space for taxis to collect and drop off staff. If taxis are required to wait on-site before collection, then they will be entitled to use one of the car parking bays or wait on the access road, which will not have parking restrictions. There are suitable turning facilities on the access road or within the car parks for taxis to manoeuvre safely.

Long Term Measures

- 5.23 To ensure the continuation of the Travel Plan in the long term, all of the immediate and short-term measures will be reviewed and updated as required. This will ensure effective measures are promoted, less effective measures are stopped or improved and new measures are implemented.
- 5.24 All staff will be encouraged to promote sustainable transport ideas and share any information or new ideas they may have to improve the Travel Plan with the TPC. By encouraging everyone to take an active role in the implementation of the Travel Plan, people are more likely to make changes to their travel habits and be conscious of the travel choices. This can be done through promotion material.
- 5.25 The TPC will contact RBC's Travel Plan Officer to ask for advice regarding travel measures, discuss any new measures that are being implemented and discuss any changes to the transport facilities in the vicinity of the development.

6. IMPLEMENTATION AND MONITORING

Monitoring

- 6.1 The Travel Plan is a 'live document' and a continuous process for improvement/refinement which requires regular monitoring, review and revision to ensure that it remains relevant to the site and those using it.
- 6.2 In line with national travel planning guidance, monitoring will take place over a 5-year cycle from baseline surveys being undertaken (which would commence within three months of initial occupation of each unit – subject to it being a neutral month). Annual surveys would then be undertaken thereafter, again during a neutral month. It will be the responsibility of the TPC to oversee the Travel Plan process and implement the measures and monitoring surveys, however these could be carried out by an independent third-party company/consultant.
- 6.3 The staff travel surveys will be agreed with RBC prior to being distributed. They will contain multiple choice questions asking staff for details on their home postcode, main mode of travel to the site, main reason for using that mode, and what would encourage them to use an alternative mode. **Appendix 6** includes an example template of a staff travel to work survey.
- 6.4 In addition to the travel surveys, other key indicators will be measured such as the success of the Parking Management Plan, uptake of measures such as the car sharing scheme and demand within the cycle parking facilities. Information will also be obtained from staff to monitor the rates of awareness to ensure that the 100% objective of being achieved.
- 6.5 The results of the surveys will be collated by the TPC and presented in a short report to RBC for discussion and agreement within one month of the surveys forms being collected. The surveys will identify whether the initial targets are likely to be met and whether any revised or new targets should be introduced. The setting of any new or altered targets will be first agreed with RBC prior to their inclusion in the Travel Plan.

Annual Monitoring Report

- 6.6 Monitoring Reports will be produced on an annual basis and issued to RBC's Travel Plan Officer. The reports will identify future initiatives/measures and targets that are specific to each unit and the current staff so that the measures and targets are specific and realistic for those particular users. RBC will provide comments on the report, which will be incorporated into the Travel Plan document. As mentioned, the annual monitoring will take place for a period of 5-years following baseline surveys of staff at each unit to tie in with the timescales of achieving the Travel Plan targets.
- 6.7 The Annual Monitoring Report will include the annual survey results, analysis of trends against previous years and brief details of any new measures undertaken throughout the past year. The document will also include any relevant information on changes of personnel and brief details of plans for the coming year. The TPC will be responsible for producing the Annual Monitoring Reports.

6.8 The Monitoring Report should comprise the following:

- 1) A survey of staff and visitor travel patterns, (main and preferred travel modes and home postcodes).
- 2) An analysis of the survey data.
- 3) Current travel issues.
- 4) An update of work carried out over the year to promote sustainable travel at the site.
- 5) Up to date information on the current opportunities for sustainable travel, including the latest public transport timetable details.
- 6) An action plan of what is to happen the following year, including a marketing plan of how the initiatives have been/are to be promoted e.g. Welcome Packs, noticeboards, posters, newsletters, emails etc. with examples.
- 7) Modal split targets to indicate how successful the plan has become.
- 8) Up to date contact details for the TPC.
- 9) Appendices to contain any meeting notes, letters to staff, memos, internet information etc.

6.9 The above surveys and monitoring practices will help identify what initiatives are 'working', any barriers to using any particular mode and identify whether any further action is required to encourage particular modes of travel. For example, the surveys may identify a need for more cycle parking due to higher demands, which can then be implemented the following year to further increase the rates of cycling.

Remedial Actions

6.10 It is important that the targets set within the Travel Plan are met. The TPC would liaise with RBC to outline additional actions should this not prove to be the case and determine what else may be required to ensure the success of the Travel Plan.

6.11 The need for any remedial measures will be established following the production of the Annual Monitoring Reports. If the targets are not met the TPC will review and identify which measures are contributing and which are not, to help achieve the overall target. Remedial actions could include one or a combination of the following:

- Monitoring period of the Travel Plan may be increased if targets are not reached.
- Further funding and resourcing could be allocated to support the TPC and promotional actions that are inclined towards the promotion of sustainable travel.
- Personal Journey Planning would be offered to all staff/visitors.
- Include those 'additional measures/areas for action as outlined in Section 6.

6.12 The requirements of any remedial measures will depend on how much effort has been made to ensure the success this Travel Plan. If, for reasons outside of the occupier's control, the Travel Plan targets have not been achieved, any additional measures proposed should not be overly onerous to implement.

7. ACTION PLAN

7.1 **Table 8** provides a timetabled Action Plan setting out when each element of the Travel Plan should be completed. This will give the Travel Plan the best chance of achieving its targets and to effectively manage/monitor the rates of car travel to and from the site. The Action Plan identifies how the measures set out in this document will be implemented at the timescales anticipated, to meet the targets set.

Table 8. Action Plan

Proposed Measures & Actions		Timetable for Implementation
Initiating the Travel Plan	Preparation of Travel Plan to outline measures to be taken forward	Completed
	Appointment of TPC – end occupier(s) to provide adequate funding to support role of the TPC, subsequent monitoring surveys and implementation of any measures for a minimum of five years	Prior to Occupation
Information Provision	Preparation of Travel Welcome Packs	Prior to Occupation
	Distribution of Travel Welcome Packs	On occupation and ongoing
	Prepare an information pack for the noticeboard at reception of each unit	On occupation and ongoing
	Update Transport Information	Ongoing
	Travel Plan update newsletter	Periodically/annually
	Offer staff with the possibility of obtaining discounted/free bus/tram tickets	Within Welcome Pack on occupation
General Promotion of Sustainable Travel	Provide location/contact details within Travel Welcome Packs of local amenities such as retail shops, public transport stops, restaurants/pubs/takeaways that are likely to be used by staff on a regular basis	On occupation
	TPC to promote and actively encourage participation in national events, such as national Walk to Work week (April); Bike Week (June); Green Transport Week (June/July); and Liftshare Week (October)	Ongoing
Promotion of Walking	Provide maps and information on walking routes, including key destinations and public transport links	On occupation
	Promote the health benefits of walking	On occupation
	Promote the concept of walking groups	On occupation
	Highlight facilities within 2km of the site	On occupation
Promotion of Cycling	Provide maps and information on local cycle routes	On occupation
	Offer staff with the option to sign up to the national cycle2work scheme	On occupation
Promotion of Public Transport	Provision of public transport information to staff with a summary of local bus services and bus stop locations	On occupation
	Provision of up-to-date timetable information to all staff	On occupation

Promotion of Car Sharing	Inclusion of car sharing information in Travel Welcome Packs	On occupation
	Promotion of the car share website	On occupation
Monitoring, Evaluation and Marketing	Baseline travel survey agreed with RBC and completed by TPC using industry-standard compliant survey methodology.	Within three months of initial occupation
	Detailed Travel Plan to be prepared which includes the results of travel surveys and finalises targets. To be submitted for approval by the planning authority	Within one month of receiving baseline survey results
	Undertake annual surveys for a period of 5 years of initial occupation of each unit following baseline surveys being undertaken to establish changes in travel patterns/modal split and quantify achievements	Within the same month for a period of 5-years
	Review modal split and identify measures/remedial actions to implement where appropriate	Annually
	Produce Monitoring Reports and distribute to RBC	Annually
	Publicise results and progress	Within one month of receiving annual surveys
	Review and update Action Plan	Following survey results

APPENDICES

APPENDIX 1: Approved Parameters Plan from Outline Application (14/00542/OUT)

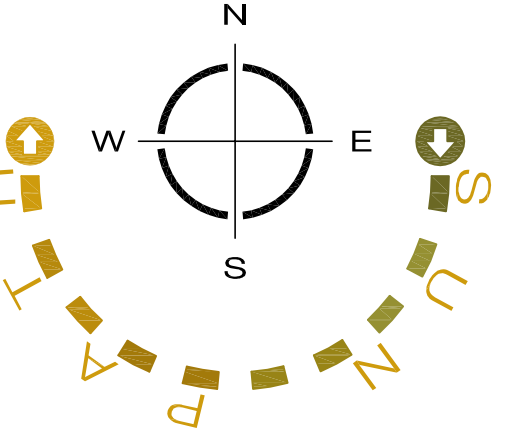
KEY TO LAND USES

BUSINESS USES

- B1(a) Office
- B1/ B2/ B8
- Car Showrooms

ANCILLARY USES

- Residential
- Leisure
- Hotel
- Mixed Development including Retail in Use Classes A1-A5, Leisure, Hotel, Residential & B1 Uses
- Local Services
- Small Scale Uses Appropriate to the Setting of the Listed Building
- New Buffer Landscaping



For Planning



DLA ARCHITECTURE

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www.dla-architecture.co.uk

PROJECT
KINGSWAY BUSINESS PARK
ROCHDALE

TITLE
MASTERPLAN
PARAMETERS PLAN

SCALE
1:2500 @ A0

DRAWN
SF

REVIEWED

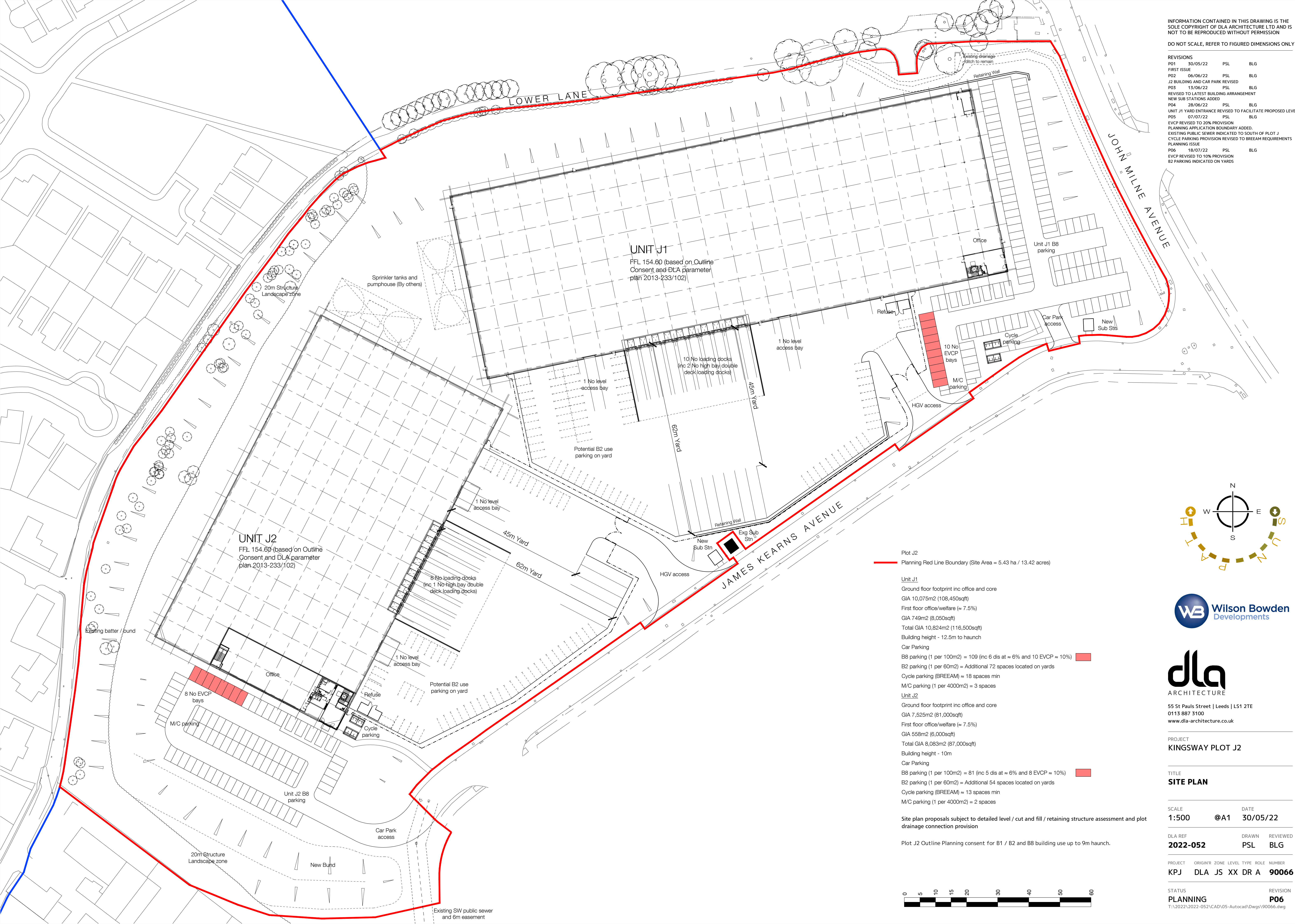
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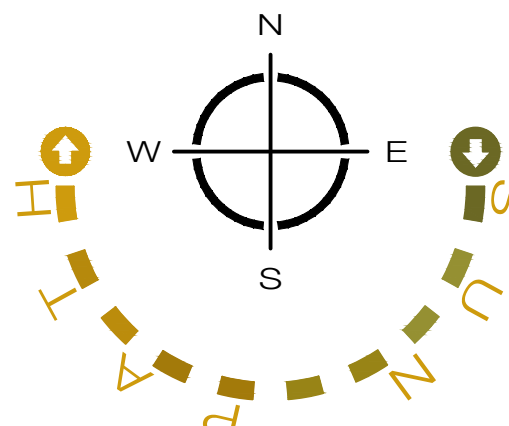
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PARAMETERS PLAN

APPENDIX 2: Proposed Site Masterplan



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DO NOT SCALE, REFER TO FIGURED DIMENSIONS ONLY			
REVISIONS			
P01	30/05/22	PSL	BLG
FIRST ISSUE			
P02	06/06/22	PSL	BLG
J2 BUILDING AND CAR PARK REVISED			
P03	13/06/22	PSL	BLG
REVISED TO LATEST BUILDING ARRANGEMENT			
NEW SUB STATIONS ADDED			
P04	28/06/22	PSL	BLG
UNIT J1 YARD ENTRANCE REVISED TO FACILITATE PROPOSED LEVELS			
P05	07/07/22	PSL	BLG
EVCP REVISED TO 20% PROVISION			
PLANNING APPLICATION BOUNDARY ADDED			
EXISTING PUBLIC SEWER INDICATED TO SOUTH OF PLOT J			
CYCLE PARKING PROVISION REVISED TO BREEAM REQUIREMENTS			
PLANNING ISSUE			
P06	18/07/22	PSL	BLG
EVCP REVISED TO 10% PROVISION			
B2 PARKING INDICATED ON YARDS			



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PROJECT
KINGSWAY PLOT J2

TITLE
SITE PLAN

SCALE
1:500

DATE
30/05/22

DLA REF
2022-052

DRAWN
PSL

REVIEWED
BLG

PROJECT
KPJ

ORIGIN/R
DLA

ZONE
JS

LEVEL
XX

TYPE
DR

ROLE
A

NUMBER
90066

STATUS
PLANNING

REVISION
P06

T:\2022\2022-052\CAD\05-Autocad\Drawings\90066.dwg

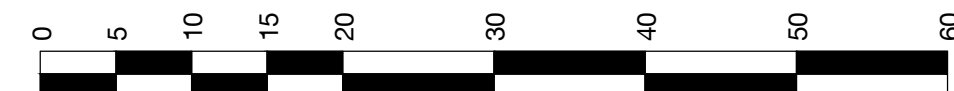
Plot J2
Planning Red Line Boundary (Site Area = 5.43 ha / 13.42 acres)

Unit J1
Ground floor footprint inc office and core
GIA 10,075m² (108,450sqft)
First floor office/welfare (≈ 7.5%)
GIA 749m² (8,050sqft)
Total GIA 10,824m² (116,500sqft)
Building height - 12.5m to haunch
Car Parking
B8 parking (1 per 100m²) = 109 (inc 6 dis at ≈ 6% and 10 EVCP ≈ 10%)
B2 parking (1 per 60m²) = Additional 72 spaces located on yards
Cycle parking (BREEAM) = 18 spaces min
M/C parking (1 per 4000m²) = 3 spaces

Unit J2
Ground floor footprint inc office and core
GIA 7,525m² (81,000sqft)
First floor office/welfare (≈ 7.5%)
GIA 558m² (6,000sqft)
Total GIA 8,083m² (87,000sqft)
Building height - 10m
Car Parking
B8 parking (1 per 100m²) = 81 (inc 5 dis at ≈ 6% and 8 EVCP ≈ 10%)
B2 parking (1 per 60m²) = Additional 54 spaces located on yards
Cycle parking (BREEAM) = 13 spaces min
M/C parking (1 per 4000m²) = 2 spaces

Site plan proposals subject to detailed level / cut and fill / retaining structure assessment and plot drainage connection provision

Plot J2 Outline Planning consent for B1 / B2 and B8 building use up to 9m haunch.



APPENDIX 3: Bus Timetables



From 24 April

R7

Route changed to run via Kingsway Business Park and extended to serve Stakehill Industrial Estate, Stanycliffe, Boarshaw and Middleton. Times are also changed with evening, Sunday and public holiday journeys introduced. All journeys are now run by Rosso

Kingsway Local Link

The Kingsway Local Link service is withdrawn after operation on 23 April 2022. It is replaced by new and improved bus routes R6 and R7, which include early morning, evening, Sunday and public holiday journeys. Please see separate timetable for details of bus R6

Bus

R7



Easy access on all buses

Middleton
Boarshaw
Stanycliffe
Stakehill Industrial Estate
Castleton
Kirkholt
Turf Hill
Kingsway Business Park
Firgrove
Belfield
Rochdale

From 24 April 2022

For public transport information
phone **0161 244 1000**

7am – 8pm Mon to Fri

8am – 8pm Sat, Sun & public holidays

This timetable is available online at
www.tfgm.com

Operated by
Rosso

Additional information

Alternative format

To ask for leaflets to be sent to you, or to request large print, Braille or recorded information phone 0161 244 1000 or visit www.tfgm.com

Easy access on buses



Journeys run with low floor buses have no steps at the entrance, making getting on and off easier. Where shown, low floor buses have a ramp for access and a dedicated space for wheelchairs and pushchairs inside the bus. The bus operator will always try to provide easy access services where these services are scheduled to run.

Using this timetable

Timetables show the direction of travel, bus numbers and the days of the week.

Main stops on the route are listed on the left. Where no time is shown against a particular stop, the bus does not stop there on that journey. Check any letters which are shown in the timetable against the key at the bottom of the page.

Where to find information about service changes

www.tfgm.com

Bus station posters

Leaflets from outlets.

Tickets and information

Bus companies offer a range of tickets for use on their own buses. For travel on any service in the County, use System One tickets, including DaySaver. Travelshops provide tickets, information and journey planning advice on buses, trains and trams for work and pleasure.

Using the 24 hour clock

Times are shown in four figures. The first two are the hour and the last two are the minutes.

0753 is 53 minutes past 7am

1953 is 53 minutes past 7pm



Operator details

Rosso

Queensgate Depot

Colne Road

Burnley

BB10 1HH

Telephone 01706 390 520

email getintouch@rossobus.com

Travelshops

Middleton Bus Station

Mon to Sat 8.30am to 1.15pm and 2pm to 4pm

Sunday* Closed

Rochdale Interchange

Mon to Fri 7am to 5.30pm

Saturday 8.30am to 1.15pm and 2pm to 4pm

Sunday* Closed

*Including public holidays

Middleton — Stakehill — Castleton — Kirkholt — Kingsway Business Park — Rochdale R7

Mondays to Fridays

Middleton, Bus Station	0510	0610	0710	0810	0910		1310	1410	1510	1610	1715	1815	1910	2110	2310
Boarshaw, Chelford Close	0514	0614	0714	0814	0914		1314	1414	1514	1614	1719	1819	1914	2114	2314
Stakehill Industrial Estate	0525	0625	0725	0825	0925		1325	1425	1525	1625	1730	1830	1925	2125	2325
Castleton, Chesham Avenue	0530	0630	0730	0830	0930		1330	1430	1530	1630	1735	1835	1930	2130	2330
Kirkholt, Shops	0536	0636	0736	0838	0937	and	1337	1437	1535	1636	1740	1840	1935	2135	
Turf Hill, Neston Road	0543	0643	0743	0846	0944	every	1344	1444	1542	1643	1747	1847	1942	2142	
Kingsway Business Park, Asda	0547	0647	0747	0851	0948	hour	1348	1448	1546	1647	1751	1851	1946	2146	
Kingsway Business Park, JD Sports	0551	0651	0751	0855	0952	until	1352	1451	1549	1650	1754	1854	1949	2149	
Firgrove, Morrisons	0553	0653	0753	0857	0954		1354	1453	1551	1652	1756	1856	1951	2151	
Firgrove, Milnrow Road	0555	0655	0755	0900	0957		1357	1457	1554	1654	1759	1859	1954	2154	
Belfield, Beswicke Royds Street	0558	0658	0758	0903	1000		1400	1500	1557	1659	1802	1902	1957	2157	
Rochdale, Interchange	0605	0705	0805	0910	1005		1405	1507	1602	1710	1807	1907	2002	2202	

Saturdays

Middleton, Bus Station	0510	0610	0710	0810		1710	1810	1910	2110	2310					
Boarshaw, Chelford Close	0514	0614	0714	0814		1714	1814	1914	2114	2314					
Stakehill Industrial Estate	0525	0625	0725	0825		1725	1825	1925	2125	2325					
Castleton, Chesham Avenue	0530	0630	0730	0830		1730	1830	1930	2130	2330					
Kirkholt, Shops	0535	0636	0736	0837	and	1737	1835	1935	2135						
Turf Hill, Neston Road	0542	0643	0743	0844	every	1744	1842	1942	2142						
Kingsway Business Park, Asda	0546	0647	0747	0848	hour	1748	1846	1946	2146						
Kingsway Business Park, JD Sports	0549	0651	0751	0852	until	1752	1849	1949	2149						
Firgrove, Morrisons	0551	0653	0753	0854		1754	1851	1951	2151						
Firgrove, Milnrow Road	0554	0655	0755	0857		1757	1854	1954	2154						
Belfield, Beswicke Royds Street	0557	0658	0758	0900		1800	1857	1957	2157						
Rochdale, Interchange	0602	0705	0805	0905		1805	1902	2002	2202						

Bus R7 is provided with the financial support of Transport for Greater Manchester

♿ – All bus R7 journeys are run using easy access buses. See inside front cover of this leaflet for details

Continues after route plan

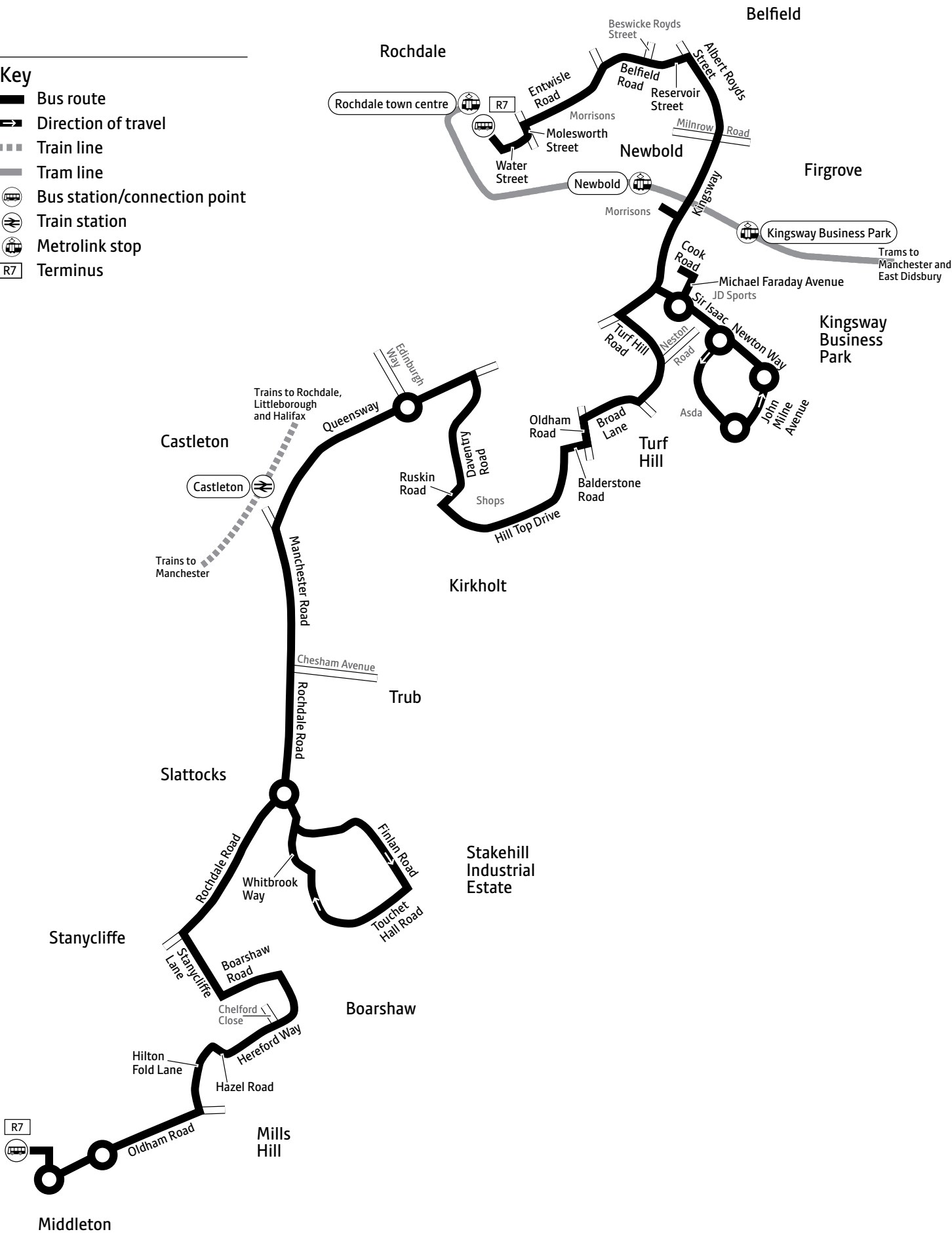
R7

Key

Bus route

Direction of travel

R7



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Middleton — Stakehill — Castleton — Kirkholt — Kingsway Business Park — Rochdale R7

Sundays and public holidays (except Christmas and New Year period)

Middleton, Bus Station	0510	0710	0910		1710	1910	2110	2310
Boarshaw, Chelford Close	0514	0714	0914		1714	1914	2114	2314
Stakehill Industrial Estate	0525	0725	0925		1725	1925	2125	2325
Castleton, Chesham Avenue	0530	0730	0930		1730	1930	2130	2330
Kirkholt, Shops	0535	0735	0935	and	1735	1935	2135	
Turf Hill, Neston Road	0542	0742	0942	every	1742	1942	2142	
Kingsway Business Park, Asda	0546	0746	0946	hour	1746	1946	2146	
Kingsway Business Park, JD Sports	0549	0749	0949	until	1749	1949	2149	
Firgrove, Morrisons	0551	0751	0951		1751	1951	2151	
Firgrove, Milnrow Road	0554	0754	0954		1754	1954	2154	
Belfield, Beswicke Royds Street	0557	0757	0957		1757	1957	2157	
Rochdale, Interchange	0602	0802	1002		1802	2002	2202	

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

Bus R7 is provided with the financial support of Transport for Greater Manchester

♿ – All bus R7 journeys are run using easy access buses. See inside front cover of this leaflet for details

Rochdale — Kingsway Business Park — Kirkholt — Castleton — Stakehill — Middleton R7

Mondays to Fridays

Rochdale, Interchange	0550	0700	0750	0905		1305	1405	1500	1605	1705	1810	2010	2210
Belfield, Beswicke Royds Street	0554	0704	0754	0909		1309	1410	1505	1610	1709	1814	2013	2213
Firgrove, Morrisons	0601	0711	0801	0915		1315	1416	1512	1617	1718	1820	2019	2219
Kingsway Business Park, JD Sports	0606	0716	0806	0920	and	1320	1421	1517	1622	1723	1825	2023	2223
Kingsway Business Park, Asda	0609	0719	0809	0923	every	1323	1424	1520	1625	1726	1828	2026	2226
Turf Hill, Neston Road	0614	0724	0814	0928	hour	1328	1429	1526	1631	1731	1833	2031	2231
Kirkholt, Shops	0622	0732	0822	0934	until	1334	1437	1532	1637	1739	1839	2037	2237
Castleton, Chesham Avenue	0630	0740	0830	0942		1342	1445	1540	1645	1745	1846	2044	2244
Stakehill Industrial Estate	0636	0746	0836	0948		1348	1451	1546	1651	1751	1852	2049	2249
Boarshaw, Chelford Close	0646	0756	0846	0958		1358	1501	1556	1701	1801	1902	2059	2259
Middleton, Bus Station	0652	0802	0852	1004		1404	1507	1602	1707	1807	1908	2105	2305

Saturdays

Rochdale, Interchange	0605		1705	1810	2010	2210
Belfield, Beswicke Royds Street	0609		1709	1813	2013	2213
Firgrove, Morrisons	0615		1715	1819	2019	2219
Kingsway Business Park, JD Sports	0620	and	1720	1823	2023	2223
Kingsway Business Park, Asda	0623	every	1723	1826	2026	2226
Turf Hill, Neston Road	0628	hour	1728	1831	2031	2231
Kirkholt, Shops	0634	until	1734	1837	2037	2237
Castleton, Chesham Avenue	0642		1742	1844	2044	2244
Stakehill Industrial Estate	0648		1748	1849	2049	2249
Boarshaw, Chelford Close	0658		1758	1859	2059	2259
Middleton, Bus Station	0704		1804	1905	2105	2305

Bus R7 is provided with the financial support of Transport for Greater Manchester

♿ – All bus R7 journeys are run using easy access buses. See inside front cover of this leaflet for details

Rochdale — Kingsway Business Park — Kirkholt — Castleton — Stakehill — Middleton R7

Sundays and public holidays (except Christmas and New Year period)

Rochdale, Interchange	0610	0810		1610	1710	1810	2010	2210
Belfield, Beswicke Royds Street	0613	0813		1613	1713	1813	2013	2213
Firgrove, Morrisons	0619	0819		1619	1719	1819	2019	2219
Kingsway Business Park, JD Sports	0623	0823	and	1623	1723	1823	2023	2223
Kingsway Business Park, Asda	0626	0826	every	1626	1726	1826	2026	2226
Turf Hill, Neston Road	0631	0831	hour	1631	1731	1831	2031	2231
Kirkholt, Shops	0637	0837	until	1637	1737	1837	2037	2237
Castleton, Chesham Avenue	0644	0844		1644	1744	1844	2044	2244
Stakehill Industrial Estate	0649	0849		1649		1849	2049	2249
Boarshaw, Chelford Close	0659	0859		1659		1859	2059	2259
Middleton, Bus Station	0705	0905		1705		1905	2105	2305

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

Bus R7 is provided with the financial support of Transport for Greater Manchester

♿ – All bus R7 journeys are run using easy access buses. See inside front cover of this leaflet for details



From 24 April

R9 and R10

New circular routes introduced between Rochdale, Milnrow, Newhey, Shaw, High Crompton, Turf Hill and back to Rochdale, partly replacing buses 408 and 435. Buses will run 7 days a week including evening, Sunday and public holiday journeys running between Rochdale, Milnrow, Newhey and Shaw

Buses

R9 R10



Easy access on all buses

Firgrove
Milnrow
Newhey
Buckstones
Shaw
High Crompton
Burnedge
Turf Hill
Lower Place
Rochdale

From 24 April 2022

For public transport information
phone **0161 244 1000**

7am – 8pm Mon to Fri

8am – 8pm Sat, Sun & public holidays

This timetable is available online at
www.tfgm.com

Operated by
Rosso

Additional information

Alternative format

To ask for leaflets to be sent to you, or to request large print, Braille or recorded information phone 0161 244 1000 or visit www.tfgm.com

Easy access on buses



Journeys run with low floor buses have no steps at the entrance, making getting on and off easier. Where shown, low floor buses have a ramp for access and a dedicated space for wheelchairs and pushchairs inside the bus. The bus operator will always try to provide easy access services where these services are scheduled to run.

Using this timetable

Timetables show the direction of travel, bus numbers and the days of the week. Main stops on the route are listed on the left. Where no time is shown against a particular stop, the bus does not stop there on that journey. Check any letters which are shown in the timetable against the key at the bottom of the page.

Where to find information about service changes

www.tfgm.com

Bus station posters

Leaflets from outlets.

Tickets and information

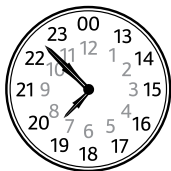
Bus companies offer a range of tickets for use on their own buses. For travel on any service in the County, use System One tickets, including DaySaver. Travelshops provide tickets, information and journey planning advice on buses, trains and trams for work and pleasure.

Using the 24 hour clock

Times are shown in four figures. The first two are the hour and the last two are the minutes.

0753 is 53 minutes past 7am

1953 is 53 minutes past 7pm



Operator details

Rosso

Queensgate Depot

Colne Road

Burnley

BB10 1HH

Telephone 01706 390 520

email getintouch@rossobus.com

Travelshops

Rochdale Interchange

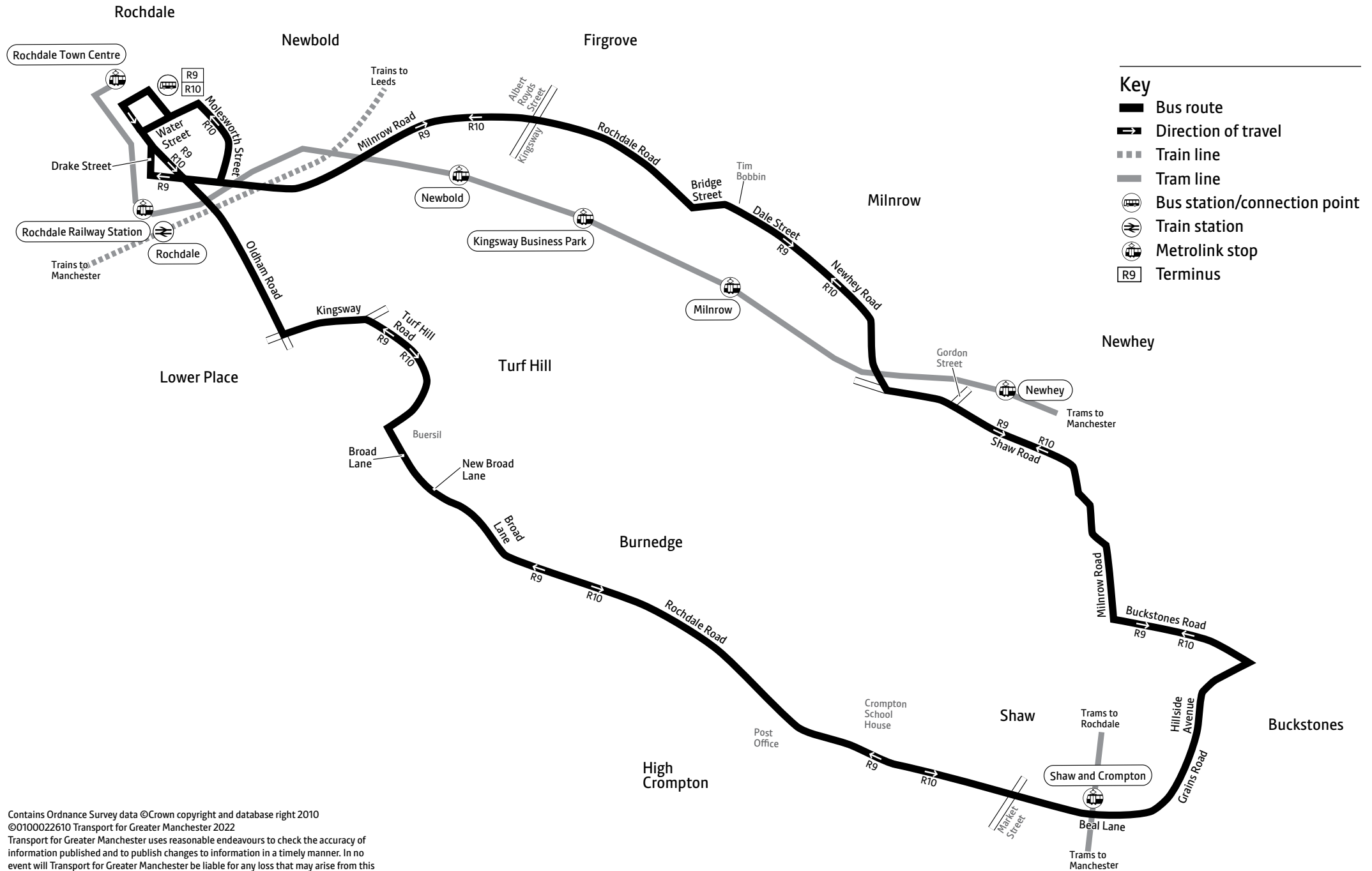
Mon to Fri 7am to 5.30pm

Saturday 8.30am to 1.15pm and 2pm to 4pm

Sunday* Closed

*Including public holidays

R9 R10



Mondays to Fridays

			SD	SH			SD	SH					L	L	L	L	
Rochdale, Interchange	0605	0705	0800	0830	0930		1330	1455	1500	1530	1635	1735	1835	1905	2005	2105	2205
Milnrow, Tim Bobbin	0615	0715	0810	0840	0940		1340	1505	1510	1540	1645	1745	1845	1913	2013	2113	2213
Newhey, Gordon Street	0619	0719	0814	0844	0944	and	1344	1509	1514	1544	1649	1749	1849	1917	2017	2117	2217
Buckstones, Hillside Avenue	0629	0729	0824	0854	0954	every	1354	1519	1524	1554	1659	1759	1859	1927	2027	2127	2227
Shaw and Crompton Metrolink Stop	0632	0732	0827	0857	0957	hour	1357	1522	1527	1557	1702	1802	1902	1931	2031	2131	2231
Crompton House School	0637	0737	0832	0902	1002	until	1402	1530	1532	1602	1707	1807	1907				
Turf Hill, Broad Lane	0644	0744	0839	0909	1009		1409	1537	1539	1609	1714	1814	1914				
Rochdale, Interchange	0654	0754	0849	0919	1019		1419	1547	1549	1619	1724	1824	1924				

Saturdays

						L	L	L	L	
Rochdale, Interchange	0730		1530	1635	1735	1835	1905	2005	2105	2205
Milnrow, Tim Bobbin	0740		1540	1645	1745	1845	1913	2013	2113	2213
Newhey, Gordon Street	0744	and	1544	1649	1749	1849	1917	2017	2117	2217
Buckstones, Hillside Avenue	0754	every	1554	1659	1759	1859	1927	2027	2127	2227
Shaw and Crompton Metrolink Stop	0757	hour	1557	1702	1802	1902	1931	2031	2131	2231
Crompton House School	0802	until	1602	1707	1807	1907				
Turf Hill, Broad Lane	0809		1609	1714	1814	1914				
Rochdale, Interchange	0819		1619	1724	1824	1924				

Sundays and public holidays (except Christmas and New Year period)

			L	L	L	L	
Rochdale, Interchange	0905	and	1805	1905	2005	2105	2205
Milnrow, Tim Bobbin	0913	every	1813	1913	2013	2113	2213
Newhey, Gordon Street	0917	hour	1817	1917	2017	2117	2217
Buckstones, Hillside Avenue	0927	until	1827	1927	2027	2127	2227
Shaw and Crompton Metrolink Stop	0931		1831	1931	2031	2131	2231

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

Bus R9 is provided with the financial support of Transport for Greater Manchester

L – These journeys have been temporarily replaced by a Local Link service. Passengers will need to book journeys in advance before travelling. Full details can be found at tfgm.com/public-transport/bus/local-link

SD – Schooldays only

SH – School holidays only

♿ – All bus R9 journeys are run using easy access buses. See inside front cover of this leaflet for details

Mondays to Fridays

			SH	SD					L	L	L	L
Rochdale, Interchange	0705		1405	1505	1515	1605	1705	1805	1905			
Turf Hill, Broad Lane	0711		1411	1511	1521	1611	1711	1811	1911			
Crompton House School	0720	and	1420	1520	1535	1620	1720	1820	1920			
Shaw and Crompton Metrolink Stop	0725	every	1425	1525	1540	1625	1725	1825	1925	1935	2035	2135
Buckstones, Hillside Avenue	0728	hour	1428	1528	1543	1628	1728	1828	1928	1938	2038	2138
Newhey, Gordon Street	0737	until	1437	1537	1552	1637	1737	1837	1937	1947	2047	2147
Milnrow, Tim Bobbin	0742		1442	1542	1557	1642	1742	1842	1942	1952	2052	2152
Rochdale, Interchange	0752		1452	1552	1607	1652	1752	1852	1952	2001	2101	2201

Saturdays

			L	L	L	L
Rochdale, Interchange	0805		1905			
Turf Hill, Broad Lane	0811		1911			
Crompton House School	0820	and	1920			
Shaw and Crompton Metrolink Stop	0825	every	1925	1935	2035	2135
Buckstones, Hillside Avenue	0828	hour	1928	1938	2038	2138
Newhey, Gordon Street	0837	until	1937	1947	2047	2147
Milnrow, Tim Bobbin	0842		1942	1952	2052	2152
Rochdale, Interchange	0852		1952	2001	2101	2201

Sundays and public holidays (except Christmas and New Year period)

			L	L	L	L
Shaw and Crompton Metrolink Stop	0935	and	1835	1935	2035	2135
Buckstones, Hillside Avenue	0938	every	1838	1938	2038	2138
Newhey, Gordon Street	0947	hour	1847	1947	2047	2147
Milnrow, Tim Bobbin	0952	until	1852	1952	2052	2152
Rochdale, Interchange	1001		1901	2001	2101	2201

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

Bus R10 is provided with the financial support of Transport for Greater Manchester

L – These journeys have been temporarily replaced by a Local Link service. Passengers will need to book journeys in advance before travelling. Full details can be found at tfgm.com/public-transport/bus/local-link

SD – Schooldays only

SH – School holidays only

♿ – All bus R10 journeys are run using easy access buses. See inside front cover of this leaflet for details

APPENDIX 4: BREEAM Calculator

Using the drop down boxes make the relevant selections and press the 'Select' button

Building typeOffices/Industrial

No. nodes required2

Dedicated bus service:No

Select

NODE 1

Public transport type	Bus									
Distance to node (m)	250									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	1									

NODE 2

Public transport type	Bus									
Distance to node (m)	750									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	1	1								

NODE 3

Public transport type	Bus									
Distance to node (m)										
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour										

NODE 4

Public transport type	Bus									
Distance to node (m)										
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour										

Accessibility Index	1.58
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APPENDIX 5: Modal Split Data

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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Population : All usual residents aged 16 and over in employment the week before the census

Units : Persons

Date : 2011

place of work : E02001144 : Rochdale 013 (2011 super output area - middle layer)

usual residence : 2011 super output area - middle layer)	All categories:										Other method of travel to work
	Method of travel to work (2011 specification)	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Passenger in a car	Driving a car or van	Bicycle	On foot	
E02002559 : Darlington 001		0	0	0	0	0	0	0	0	0	0
E02004343 : County Durham 062		1	0	0	0	0	0	1	0	0	0
E02001780 : South Tyneside 013		1	0	0	0	0	0	0	0	1	0
E02002616 : Blackburn with Darwen 002		1	0	0	0	0	0	1	0	0	0
E02002631 : Blackburn with Darwen 017		1	0	0	0	0	0	1	0	0	0
E02002632 : Blackburn with Darwen 018		2	0	0	0	0	0	2	0	0	0
E02003816 : Cheshire East 027		1	0	0	0	0	0	1	0	0	0
E02003817 : Cheshire East 028		1	0	0	0	0	0	1	0	0	0
E02003822 : Cheshire East 033		1	0	0	0	0	0	1	0	0	0
E02003855 : Cheshire East 003		1	0	0	0	0	0	1	0	0	0
E02003856 : Cheshire East 004		1	0	0	0	0	0	1	0	0	0
E02003857 : Cheshire East 005		1	0	0	0	0	0	1	0	0	0
E02003858 : Cheshire East 006		1	0	0	0	0	0	1	0	0	0
E02003863 : Cheshire East 010		1	0	0	0	0	0	1	0	0	0
E02003864 : Cheshire East 012		1	0	0	0	0	0	1	0	0	0
E02003872 : Cheshire East 020		1	0	0	0	0	0	1	0	0	0
E02003877 : Cheshire West and Chester 015		1	0	0	0	0	0	1	0	0	0
E02002590 : Warrington 001		1	0	0	0	0	0	1	0	0	0
E02002591 : Warrington 002		1	0	0	0	0	0	1	0	0	0
E02002593 : Warrington 004		1	0	0	0	0	0	1	0	0	0
E02002605 : Warrington 016		1	0	0	0	0	0	1	0	0	0
E02002608 : Warrington 019		2	0	0	0	0	0	2	0	0	0
E02002610 : Warrington 021		3	0	0	0	0	0	3	0	0	0
E02000984 : Bolton 001		1	0	0	0	0	0	1	0	0	0
E02000985 : Bolton 002		2	0	0	0	0	0	2	0	0	0
E02000986 : Bolton 003		1	0	0	0	0	0	1	0	0	0
E02000988 : Bolton 005		1	0	0	0	0	0	1	0	0	0
E02000990 : Bolton 007		1	0	0	0	0	0	0	1	0	0
E02000991 : Bolton 008		2	0	0	0	0	0	2	0	0	0
E02000992 : Bolton 009		1	0	0	0	0	0	1	0	0	0
E02000995 : Bolton 012		3	0	0	0	0	0	3	0	0	0
E02000998 : Bolton 015		1	0	0	0	0	0	1	0	0	0
E02001000 : Bolton 017		1	0	0	0	0	0	1	0	0	0
E02001003 : Bolton 020		4	0	0	0	0	0	3	0	1	0
E02001004 : Bolton 021		2	0	0	0	0	0	2	0	0	0
E02001007 : Bolton 024		4	0	0	0	0	0	4	0	0	0
E02001010 : Bolton 027		1	0	0	0	0	0	1	0	0	0
E02001012 : Bolton 029		3	0	0	0	0	0	3	0	0	0
E02001014 : Bolton 031		1	0	0	0	0	0	1	0	0	0
E02001015 : Bolton 032		4	0	0	0	0	0	4	0	0	0
E02001016 : Bolton 033		2	0	0	0	0	0	2	0	0	0
E02001017 : Bolton 034		2	0	0	0	0	0	2	0	0	0
E02001018 : Bolton 035		2	0	1	0	0	0	1	0	0	0
E02001019 : Bury 001		3	0	0	1	0	0	2	0	0	0
E02001020 : Bury 002		1	0	0	0	0	0	1	0	0	0
E02001021 : Bury 003		3	0	0	0	0	0	3	0	0	0
E02001022 : Bury 004		4	0	0	0	0	0	4	0	0	0
E02001023 : Bury 005		2	0	0	0	0	0	2	0	0	0
E02001024 : Bury 006		4	0	0	0	0	0	4	0	0	0
E02001026 : Bury 008		1	0	0	0	0	0	1	0	0	0
E02001027 : Bury 009		1	0	0	0	0	0	1	0	0	0
E02001028 : Bury 010		2	0	0	0	0	0	2	0	0	0
E02001029 : Bury 011		4	0	0	1	0	0	2	1	0	0
E02001030 : Bury 012		1	0	0	0	0	0	0	0	1	0
E02001031 : Bury 013		2	0	0	0	0	0	1	0	0	1
E02001033 : Bury 015		1	0	0	0	0	0	1	0	0	0
E02001034 : Bury 016		2	0	0	0	0	0	2	0	0	0
E02001035 : Bury 017		3	0	0	0	0	0	3	0	0	0
E02001036 : Bury 018		1	0	0	0	0	0	1	0	0	0
E02001037 : Bury 019		5	0	0	0	0	0	3	2	0	0
E02001039 : Bury 021		2	0	0	0	0	0	2	0	0	0
E02001040 : Bury 022		1	0	0	0	0	0	1	0	0	0
E02001041 : Bury 023		1	0	0	0	0	0	1	0	0	0
E02001043 : Bury 025		2	0	0	0	0	0	2	0	0	0
E02001044 : Bury 026		2	0	0	0	0	0	1	0	0	1
E02001045 : Manchester 001		1	0	0	0	0	0	1	0	0	0
E02001046 : Manchester 002		2	0	0	0	0	0	2	0	0	0

E02001047 : Manchester 003	3	0	0	0	0	0	3	0	0	0	0
E02001048 : Manchester 004	1	0	0	0	0	0	1	0	0	0	0
E02001049 : Manchester 005	7	0	0	0	0	0	6	0	1	0	0
E02001050 : Manchester 006	3	0	0	0	0	0	3	0	0	0	0
E02001051 : Manchester 007	1	0	0	0	0	0	1	0	0	0	0
E02001070 : Manchester 026	1	0	0	0	0	0	1	0	0	0	0
E02001073 : Manchester 029	1	0	0	0	0	0	1	0	0	0	0
E02001075 : Manchester 031	1	0	0	0	0	0	1	0	0	0	0
E02001078 : Manchester 034	1	0	0	0	0	0	1	0	0	0	0
E02001081 : Manchester 037	1	0	0	0	0	0	1	0	0	0	0
E02001084 : Manchester 040	1	0	0	1	0	0	0	0	0	0	0
E02001085 : Manchester 041	1	0	0	0	0	0	1	0	0	0	0
E02001090 : Manchester 046	1	0	0	0	0	0	1	0	0	0	0
E02001091 : Manchester 047	1	0	0	0	0	0	1	0	0	0	0
E02001092 : Manchester 048	1	0	0	0	0	0	1	0	0	0	0
E02001093 : Manchester 049	1	0	0	0	0	0	1	0	0	0	0
E02006902 : Manchester 054	1	0	0	0	0	0	1	0	0	0	0
E02006913 : Manchester 056	1	0	1	0	0	0	0	0	0	0	0
E02001098 : Oldham 001	25	0	0	2	0	0	18	2	1	2	0
E02001099 : Oldham 002	27	0	0	3	1	1	18	4	0	0	0
E02001100 : Oldham 003	15	0	0	0	0	0	10	3	0	2	0
E02001101 : Oldham 004	7	0	0	0	0	1	6	0	0	0	0
E02001102 : Oldham 005	13	0	0	1	0	0	11	0	1	0	0
E02001103 : Oldham 006	7	0	0	0	0	0	7	0	0	0	0
E02001104 : Oldham 007	11	0	0	1	0	1	8	1	0	0	0
E02001105 : Oldham 008	9	0	0	2	0	0	7	0	0	0	0
E02001106 : Oldham 009	15	0	0	2	0	0	13	0	0	0	0
E02001107 : Oldham 010	7	0	0	0	0	0	6	1	0	0	0
E02001108 : Oldham 011	8	0	0	2	0	0	6	0	0	0	0
E02001109 : Oldham 012	10	0	0	0	0	0	9	0	1	0	0
E02001110 : Oldham 013	15	0	0	1	0	0	13	1	0	0	0
E02001111 : Oldham 014	7	0	0	2	1	0	3	1	0	0	0
E02001112 : Oldham 015	5	1	0	0	0	0	3	1	0	0	0
E02001113 : Oldham 016	2	0	0	0	0	0	1	1	0	0	0
E02001114 : Oldham 017	6	1	0	0	0	0	5	0	0	0	0
E02001115 : Oldham 018	11	0	0	0	0	0	11	0	0	0	0
E02001116 : Oldham 019	3	0	0	0	0	0	3	0	0	0	0
E02001117 : Oldham 020	8	0	0	0	0	0	8	0	0	0	0
E02001118 : Oldham 021	7	0	0	0	0	0	6	1	0	0	0
E02001119 : Oldham 022	2	0	0	0	0	0	1	1	0	0	0
E02001121 : Oldham 024	2	0	0	0	0	0	2	0	0	0	0
E02001123 : Oldham 026	6	0	0	0	0	0	6	0	0	0	0
E02001124 : Oldham 027	3	0	0	1	0	0	2	0	0	0	0
E02001125 : Oldham 028	7	0	0	0	0	0	6	1	0	0	0
E02001126 : Oldham 029	6	0	0	1	0	0	5	0	0	0	0
E02001127 : Oldham 030	1	0	0	0	0	1	0	0	0	0	0
E02001128 : Oldham 031	6	0	0	2	0	0	4	0	0	0	0
E02001129 : Oldham 032	2	0	0	0	0	0	2	0	0	0	0
E02001130 : Oldham 033	3	0	0	0	1	0	2	0	0	0	0
E02001131 : Oldham 034	1	0	0	0	0	0	1	0	0	0	0
E02006860 : Oldham 035	6	0	0	0	0	0	4	1	1	0	0
E02001132 : Rochdale 001	44	0	0	1	0	0	37	5	1	0	0
E02001133 : Rochdale 002	49	0	0	0	0	2	40	4	1	2	0
E02001134 : Rochdale 003	55	0	0	0	2	1	47	4	0	1	0
E02001135 : Rochdale 004	27	0	0	3	1	0	20	1	0	2	0
E02001136 : Rochdale 005	31	0	0	3	0	0	24	2	0	2	0
E02001137 : Rochdale 006	24	0	0	1	0	0	19	3	1	0	0
E02001138 : Rochdale 007	27	0	0	3	0	0	21	1	1	1	0
E02001139 : Rochdale 008	27	0	0	2	1	0	17	4	0	3	0
E02001140 : Rochdale 009	29	0	0	2	0	0	24	3	0	0	0
E02001141 : Rochdale 010	27	0	1	2	0	0	16	2	0	6	0
E02001142 : Rochdale 011	16	0	0	0	0	0	12	3	0	1	0
E02001143 : Rochdale 012	61	0	0	6	6	0	29	4	2	14	0
E02001144 : Rochdale 013	186	0	3	9	3	0	85	4	4	78	0
E02001145 : Rochdale 014	216	0	1	7	1	0	106	12	0	88	1
E02001146 : Rochdale 015	9	0	0	2	1	0	4	2	0	0	0
E02001147 : Rochdale 016	29	0	0	3	0	0	21	1	2	2	0
E02001148 : Rochdale 017	32	0	0	1	0	2	23	5	1	0	0
E02001149 : Rochdale 018	16	0	0	3	0	0	13	0	0	0	0
E02001150 : Rochdale 019	5	0	0	0	0	0	5	0	0	0	0
E02001151 : Rochdale 020	16	0	0	1	0	0	14	0	1	0	0
E02001152 : Rochdale 021	6	0	0	1	0	0	5	0	0	0	0
E02001153 : Rochdale 022	8	0	0	1	0	0	6	1	0	0	0
E02001154 : Rochdale 023	12	0	0	0	0	0	10	0	0	2	0
E02001155 : Rochdale 024	7	0	0	1	0	0	5	1	0	0	0
E02001156 : Rochdale 025	14	0	0	0	0	0	12	2	0	0	0
E02001157 : Salford 001	1	0	0	0	0	0	1	0	0	0	0
E02001158 : Salford 002	2	0	0	0	0	0	2	0	0	0	0
E02001159 : Salford 003	1	0	0	0	0	0	1	0	0	0	0
E02001160 : Salford 004	3	0	0	0	0	0	2	1	0	0	0
E02001161 : Salford 005	3	0	0	0	0	0	3	0	0	0	0
E02001162 : Salford 006	1	0	0	0	0	0	1	0	0	0	0
E02001165 : Salford 009	1	0	0	0	0	0	1	0	0	0	0

E02001166 : Salford 010	2	0	0	0	0	0	2	0	0	0	0
E02001168 : Salford 012	3	0	0	0	0	0	3	0	0	0	0
E02001169 : Salford 013	2	0	0	0	0	0	2	0	0	0	0
E02001170 : Salford 014	1	0	0	0	0	0	1	0	0	0	0
E02001175 : Salford 019	2	0	0	0	0	0	2	0	0	0	0
E02001176 : Salford 020	2	0	0	1	0	0	1	0	0	0	0
E02001177 : Salford 021	1	0	0	0	0	0	1	0	0	0	0
E02001178 : Salford 022	1	0	0	0	0	0	1	0	0	0	0
E02001184 : Salford 028	1	0	0	0	0	0	1	0	0	0	0
E02001186 : Salford 030	1	0	0	0	0	0	1	0	0	0	0
E02001188 : Stockport 002	1	0	0	0	0	0	1	0	0	0	0
E02001189 : Stockport 003	1	0	0	0	0	0	1	0	0	0	0
E02001190 : Stockport 004	1	0	0	0	0	0	0	1	0	0	0
E02001193 : Stockport 007	1	0	0	0	0	0	1	0	0	0	0
E02001195 : Stockport 009	1	0	0	0	0	0	1	0	0	0	0
E02001197 : Stockport 011	1	0	0	0	0	0	1	0	0	0	0
E02001198 : Stockport 012	1	0	0	0	0	0	1	0	0	0	0
E02001199 : Stockport 013	2	0	0	0	0	0	2	0	0	0	0
E02001200 : Stockport 014	1	0	0	0	0	0	1	0	0	0	0
E02001202 : Stockport 016	2	0	0	0	0	0	2	0	0	0	0
E02001203 : Stockport 017	1	0	0	0	0	0	1	0	0	0	0
E02001204 : Stockport 018	1	0	0	0	0	0	1	0	0	0	0
E02001207 : Stockport 021	1	0	0	0	0	0	1	0	0	0	0
E02001213 : Stockport 027	2	0	0	0	0	0	2	0	0	0	0
E02001215 : Stockport 029	1	0	0	0	0	0	1	0	0	0	0
E02001216 : Stockport 030	1	0	0	0	0	0	1	0	0	0	0
E02001218 : Stockport 032	1	0	0	0	0	0	1	0	0	0	0
E02001226 : Stockport 040	2	0	0	0	0	0	2	0	0	0	0
E02001229 : Tameside 001	5	0	0	0	0	0	5	0	0	0	0
E02001230 : Tameside 002	1	0	0	0	0	0	1	0	0	0	0
E02001231 : Tameside 003	2	0	0	0	0	0	2	0	0	0	0
E02001232 : Tameside 004	1	0	0	0	0	0	1	0	0	0	0
E02001233 : Tameside 005	1	0	0	0	0	0	1	0	0	0	0
E02001235 : Tameside 007	1	0	0	0	0	0	1	0	0	0	0
E02001236 : Tameside 008	2	0	0	0	0	0	2	0	0	0	0
E02001237 : Tameside 009	2	0	0	0	0	0	2	0	0	0	0
E02001238 : Tameside 010	2	0	0	0	0	0	2	0	0	0	0
E02001239 : Tameside 011	1	0	0	0	0	0	0	1	0	0	0
E02001240 : Tameside 012	2	0	0	0	0	0	2	0	0	0	0
E02001241 : Tameside 013	1	0	0	0	0	0	1	0	0	0	0
E02001242 : Tameside 014	1	0	0	0	0	0	1	0	0	0	0
E02001244 : Tameside 016	2	0	0	0	0	0	2	0	0	0	0
E02001245 : Tameside 017	1	0	0	0	0	0	1	0	0	0	0
E02001246 : Tameside 018	1	0	0	0	0	0	1	0	0	0	0
E02001247 : Tameside 019	2	0	0	0	0	0	2	0	0	0	0
E02001251 : Tameside 023	2	0	0	0	0	0	1	0	0	1	0
E02001252 : Tameside 024	2	0	0	0	0	0	2	0	0	0	0
E02001253 : Tameside 025	1	0	0	0	0	0	1	0	0	0	0
E02001255 : Tameside 027	1	0	0	0	0	0	1	0	0	0	0
E02001257 : Tameside 029	1	0	0	0	0	0	1	0	0	0	0
E02001261 : Trafford 003	1	0	0	0	0	0	1	0	0	0	0
E02001262 : Trafford 004	1	0	0	0	0	0	1	0	0	0	0
E02001267 : Trafford 009	3	0	0	0	0	0	3	0	0	0	0
E02001277 : Trafford 019	1	0	0	0	0	0	1	0	0	0	0
E02001278 : Trafford 020	2	0	0	0	0	0	2	0	0	0	0
E02001279 : Trafford 021	2	0	0	0	0	0	2	0	0	0	0
E02001282 : Trafford 024	2	0	0	0	0	0	2	0	0	0	0
E02001283 : Trafford 025	1	0	0	0	0	0	1	0	0	0	0
E02001284 : Trafford 026	1	0	0	0	0	0	1	0	0	0	0
E02001285 : Trafford 027	1	0	0	0	0	0	1	0	0	0	0
E02001289 : Wigan 003	2	0	0	0	0	0	1	1	0	0	0
E02001291 : Wigan 005	1	0	0	0	0	0	0	1	0	0	0
E02001292 : Wigan 006	3	0	0	0	0	0	2	1	0	0	0
E02001293 : Wigan 007	1	0	0	0	0	0	0	1	0	0	0
E02001294 : Wigan 008	1	0	0	0	0	0	1	0	0	0	0
E02001304 : Wigan 018	1	0	0	0	0	0	1	0	0	0	0
E02001311 : Wigan 025	1	0	0	0	0	0	1	0	0	0	0
E02001313 : Wigan 027	2	0	0	0	0	0	2	0	0	0	0
E02001314 : Wigan 028	1	0	0	0	0	0	1	0	0	0	0
E02001316 : Wigan 030	1	0	0	0	0	0	1	0	0	0	0
E02001317 : Wigan 031	1	0	0	0	0	0	1	0	0	0	0
E02001319 : Wigan 033	1	0	0	0	0	0	0	0	1	0	0
E02001321 : Wigan 035	1	0	0	0	0	0	1	0	0	0	0
E02005179 : Burnley 004	1	0	0	0	0	0	1	0	0	0	0
E02005184 : Burnley 009	1	0	0	0	0	0	1	0	0	0	0
E02006881 : Burnley 014	1	0	0	0	0	0	1	0	0	0	0
E02005192 : Chorley 004	1	0	0	0	0	0	1	0	0	0	0
E02005193 : Chorley 005	1	0	0	0	0	0	1	0	0	0	0
E02005196 : Chorley 008	1	0	0	0	0	0	1	0	0	0	0
E02005203 : Fylde 001	2	0	0	0	0	0	2	0	0	0	0
E02005212 : Hyndburn 001	3	0	0	0	0	0	3	0	0	0	0
E02005218 : Hyndburn 007	1	0	0	0	0	0	1	0	0	0	0
E02005220 : Hyndburn 009	4	0	0	0	0	0	4	0	0	0	0

E02006871 : Lancaster 020	1	0	0	0	0	0	1	0	0	0	0
E02005245 : Pendle 006	1	0	0	0	0	0	1	0	0	0	0
E02005247 : Pendle 008	1	0	0	0	0	0	1	0	0	0	0
E02005248 : Pendle 009	1	0	0	0	0	0	0	0	0	1	0
E02005270 : Ribble Valley 001	1	0	0	0	0	0	1	0	0	0	0
E02005271 : Ribble Valley 002	1	0	0	0	0	0	1	0	0	0	0
E02005273 : Ribble Valley 004	1	0	0	0	0	0	0	1	0	0	0
E02005276 : Ribble Valley 007	1	0	0	0	0	0	1	0	0	0	0
E02005278 : Rossendale 001	1	0	0	0	0	0	1	0	0	0	0
E02005279 : Rossendale 002	1	0	0	0	0	0	1	0	0	0	0
E02005280 : Rossendale 003	10	0	0	1	0	0	7	2	0	0	0
E02005281 : Rossendale 004	4	0	0	0	0	0	4	0	0	0	0
E02005284 : Rossendale 007	1	0	0	0	0	0	1	0	0	0	0
E02005286 : Rossendale 009	28	0	0	1	0	0	25	2	0	0	0
E02006884 : Rossendale 010	3	0	0	0	0	0	2	1	0	0	0
E02005299 : South Ribble 013	1	0	0	0	0	0	1	0	0	0	0
E02005306 : West Lancashire 003	1	0	0	0	0	0	1	0	0	0	0
E02005307 : West Lancashire 004	2	0	0	0	0	0	2	0	0	0	0
E02005309 : West Lancashire 006	1	0	0	0	0	0	1	0	0	0	0
E02001347 : Liverpool 001	1	0	0	0	0	0	1	0	0	0	0
E02001353 : Liverpool 007	1	0	0	0	0	0	1	0	0	0	0
E02001404 : Liverpool 058	3	0	0	0	0	0	3	0	0	0	0
E02001430 : Sefton 002	1	0	0	0	0	0	1	0	0	0	0
E02001420 : St. Helens 015	1	0	0	0	0	0	1	0	0	0	0
E02001423 : St. Helens 018	1	0	0	0	0	0	1	0	0	0	0
E02001428 : St. Helens 023	1	0	0	0	0	0	1	0	0	0	0
E02001472 : Wirral 006	1	0	0	0	0	0	1	0	0	0	0
E02001494 : Wirral 028	1	0	0	0	0	0	1	0	0	0	0
E02002777 : York 006	1	0	0	0	0	0	1	0	0	0	0
E02002787 : York 016	1	0	0	0	0	0	1	0	0	0	0
E02002794 : York 023	1	0	0	0	0	0	0	1	0	0	0
E02001660 : Sheffield 050	1	0	0	0	0	0	1	0	0	0	0
E02002186 : Bradford 004	1	0	0	0	0	0	1	0	0	0	0
E02002191 : Bradford 009	1	0	0	0	0	0	1	0	0	0	0
E02002192 : Bradford 010	1	0	0	0	0	0	1	0	0	0	0
E02002197 : Bradford 015	2	0	0	0	0	0	2	0	0	0	0
E02002199 : Bradford 017	1	0	0	0	0	0	1	0	0	0	0
E02002200 : Bradford 018	2	0	0	0	0	0	2	0	0	0	0
E02002202 : Bradford 020	1	0	0	0	0	0	1	0	0	0	0
E02002209 : Bradford 027	3	0	0	0	0	0	3	0	0	0	0
E02002225 : Bradford 043	3	0	0	1	0	0	1	1	0	0	0
E02002234 : Bradford 052	1	0	0	0	0	0	1	0	0	0	0
E02002236 : Bradford 054	1	0	0	0	0	0	1	0	0	0	0
E02002238 : Bradford 056	1	0	0	0	0	0	1	0	0	0	0
E02002240 : Bradford 058	1	0	0	0	0	0	1	0	0	0	0
E02002246 : Calderdale 003	1	0	0	0	0	0	1	0	0	0	0
E02002250 : Calderdale 007	1	0	0	0	0	0	1	0	0	0	0
E02002252 : Calderdale 009	3	0	0	0	0	0	3	0	0	0	0
E02002253 : Calderdale 010	1	0	0	0	0	0	1	0	0	0	0
E02002256 : Calderdale 013	3	0	0	0	0	0	3	0	0	0	0
E02002258 : Calderdale 015	1	0	0	0	0	0	1	0	0	0	0
E02002262 : Calderdale 019	2	0	0	0	0	0	2	0	0	0	0
E02002263 : Calderdale 020	3	0	0	0	0	0	3	0	0	0	0
E02002264 : Calderdale 021	1	0	0	0	0	0	1	0	0	0	0
E02002265 : Calderdale 022	8	0	0	0	0	0	5	0	2	0	1
E02002269 : Calderdale 026	2	0	0	0	0	0	2	0	0	0	0
E02002270 : Calderdale 027	8	0	0	0	0	1	7	0	0	0	0
E02002271 : Kirklees 001	1	0	0	0	0	0	1	0	0	0	0
E02002272 : Kirklees 002	1	0	0	0	0	0	1	0	0	0	0
E02002275 : Kirklees 005	1	0	0	0	0	0	1	0	0	0	0
E02002276 : Kirklees 006	1	0	0	0	0	0	1	0	0	0	0
E02002290 : Kirklees 020	1	0	0	0	0	0	1	0	0	0	0
E02002292 : Kirklees 022	1	0	0	0	0	0	1	0	0	0	0
E02002293 : Kirklees 023	1	0	0	0	0	0	1	0	0	0	0
E02002295 : Kirklees 025	2	0	0	0	0	0	2	0	0	0	0
E02002296 : Kirklees 026	2	0	0	0	0	0	2	0	0	0	0
E02002297 : Kirklees 027	1	0	0	0	0	0	1	0	0	0	0
E02002298 : Kirklees 028	1	0	0	0	0	0	1	0	0	0	0
E02002301 : Kirklees 031	2	0	0	0	0	0	0	0	0	2	0
E02002302 : Kirklees 032	1	0	0	0	0	0	1	0	0	0	0
E02002303 : Kirklees 033	2	0	0	0	0	0	2	0	0	0	0
E02002306 : Kirklees 036	1	0	0	0	0	0	1	0	0	0	0
E02002307 : Kirklees 037	1	0	0	0	0	0	1	0	0	0	0
E02002308 : Kirklees 038	2	0	0	0	0	0	2	0	0	0	0
E02002309 : Kirklees 039	2	0	0	0	0	0	2	0	0	0	0
E02002310 : Kirklees 040	2	0	0	0	0	0	2	0	0	0	0
E02002312 : Kirklees 042	1	0	0	0	0	0	1	0	0	0	0
E02002314 : Kirklees 044	2	0	0	0	0	0	2	0	0	0	0
E02002317 : Kirklees 047	1	0	0	0	0	0	1	0	0	0	0
E02002325 : Kirklees 055	3	0	0	0	0	0	3	0	0	0	0
E02002326 : Kirklees 056	1	0	0	0	0	0	0	1	0	0	0
E02002327 : Kirklees 057	1	0	0	0	0	0	1	0	0	0	0
E02002336 : Leeds 007	1	0	0	0	0	0	1	0	0	0	0

E02002343 : Leeds 014	1	0	0	0	0	0	1	0	0	0	0
E02002345 : Leeds 016	1	0	0	0	0	0	1	0	0	0	0
E02002354 : Leeds 025	1	0	0	0	0	0	1	0	0	0	0
E02002371 : Leeds 042	1	0	0	0	0	0	1	0	0	0	0
E02006852 : Leeds 109	2	0	0	0	0	0	2	0	0	0	0
E02002439 : Wakefield 002	1	0	0	0	0	0	1	0	0	0	0
E02002456 : Wakefield 019	1	0	0	0	0	0	1	0	0	0	0
E02002458 : Wakefield 021	1	0	0	0	0	0	1	0	0	0	0
E02002903 : Nottingham 036	1	0	0	0	0	0	1	0	0	0	0
E02004096 : High Peak 004	1	0	0	0	0	0	1	0	0	0	0
E02004097 : High Peak 005	1	0	0	0	0	0	1	0	0	0	0
E02004121 : South Derbyshire 004	1	0	0	0	0	0	1	0	0	0	0
E02005405 : North West Leicestershire 009	1	0	0	0	0	0	1	0	0	0	0
E02005652 : Northampton 003	1	0	0	0	0	0	1	0	0	0	0
E02005838 : Bassetlaw 004	1	0	0	0	0	0	1	0	0	0	0
E02006016 : Shropshire 002	1	0	0	0	0	0	1	0	0	0	0
E02006707 : Bromsgrove 012	1	0	0	0	0	0	1	0	0	0	0
E02003606 : Central Bedfordshire 008	1	0	0	0	0	0	1	0	0	0	0
E02004412 : Wealden 010	1	0	0	0	0	0	1	0	0	0	0
E02003010 : Bath and North East Somerset 026	1	0	0	0	0	0	0	0	0	1	0
E02003102 : South Gloucestershire 013	1	0	0	0	0	0	1	0	0	0	0
E02006090 : South Somerset 016	1	0	0	0	0	0	1	0	0	0	0
E02006098 : South Somerset 024	1	0	0	0	0	0	1	0	0	0	0
W02000080 : Wrexham 003	1	0	0	0	0	0	1	0	0	0	0
W02000081 : Wrexham 004	1	0	0	0	0	0	1	0	0	0	0
W02000420 : Wrexham 020	1	0	0	0	0	0	1	0	0	0	0
	1705	2	7	79	18	10	1246	103	24	214	2
	100%	0%	0%	5%	1%	1%	73%	6%	1%	13%	0%

All
categories: Undergro
Method of und, Train Bus, Motorcycle, Driving a Passenge
travel to metro, light rail minibus Taxi scooter or car or r in a car Bicycle On foot Other
work (2001 specification or tram or coach moped van or van method
) of travel
to work

In order to protect against disclosure of personal information, records
have been swapped between different geographic areas. Some counts will
be affected, particularly small counts at the lowest geographies

APPENDIX 6: Staff Travel to Work Survey Template

Workplace Travel Survey

The purpose of this survey is to identify existing and future travel patterns, to allow identification of possible targets and measures to increase sustainable travel. All information you provide will be strictly confidential, and will be used to develop the Travel Plan.

The questionnaire will only take two to three minutes to fill out, and we would be grateful if you could answer the questions and return it to **XXXXX**. If you have any queries about this questionnaire or the proposed development please contact **XXX**.

1. How did you travel to work today?

- ☐ Bus
 - ☐ Train
 - ☐ Bicycle
 - ☐ On foot
 - ☐ Car (drive alone)
 - ☐ Car (drive with others)
 - ☐ Car passenger with friend/family
 - ☐ Car passenger with colleague
 - ☐ Motorbike/moped
 - ☐ Taxi
 - ☐ Other (please specify)
-

2. Which of the following would you occasionally use instead of your usual mode of travel?

- ☐ Bus
 - ☐ Train
 - ☐ Bicycle
 - ☐ On foot
 - ☐ Car (drive alone)
 - ☐ Car (drive with others)
 - ☐ Car passenger with friend/family
 - ☐ Car passenger with colleague
 - ☐ Motorbike/moped
 - ☐ Taxi
 - ☐ Other (please specify)
-

3. If you intend to use a car, what is the main reason for using a car to travel to work?

- ☐ Car essential to perform job e.g. travel to meetings/between sites
- ☐ Car is the cheapest means of travel
- ☐ Car is the fastest means of travel
- ☐ Need car for activities before and after work e.g. dropping off/collecting children
- ☐ I get a lift
- ☐ Health reasons
- ☐ Lack of an alternative
- ☐ Other (please specify)

4. What would make you shift to another method of travel to get to and from work?

- ☐ Worsening traffic conditions
- ☐ Discounts on bus travel cards
- ☐ Improvements to existing alternatives
- ☐ Lack of parking spaces
- ☐ Parking charges
- ☐ Other (please specify)

5. Would you be prepared to car share to travel to and from work provided that it is convenient to you to do so?

- ☐ Yes
- ☐ No

If your answer is no, please state why:

6. Which of the following would most encourage you to car share?

- ☐ Help in finding car share partners with similar work patterns
- ☐ Free taxi home if let down by car driver
- ☐ Reserved parking for car sharers
- ☐ Reduced car parking charges for car sharers
- ☐ Other (please specify)?.....
- ☐ None of these

7. For those of you who currently use a car to travel to work, do you think you could realistically use an alternative mode of transport to the retail park?

- ☐ Yes
- ☐ No

If **Yes** which mode could you use

- ☐ Car share
- ☐ Bus
- ☐ Train
- ☐ Bicycle
- ☐ On foot
- ☐ Car passenger with friend/family
- ☐ Car passenger with colleague
- ☐ Motorbike/moped
- ☐ Taxi
- ☐ Other (please specify) _____

If **No** please state why _____

8. Are you:

- ☐ Male
- ☐ Female

9. Your age?

- ☐ Under 25
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55 or over

10. What is your home postcode? (this information is used to determine walking/cycling distances to work and not to identify individuals)

Thank you for taking the time to fill in this questionnaire. If you have any further comments to add on your travel to work, please write them below.

