



**Accrue (Forum) 1 LLP**

**GREAT STONE ROAD, STRETFORD**

**Framework Travel Plan**

**VN201565**

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## REPORT CONTROL

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## PLANS

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Plan 2	Site Location (Local Context)
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Plan 4	Cycling Catchment

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VN70912-D100	General Arrangement Access Drawing
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## APPENDICES

Appendix A	Example Welcome Pack
Appendix B	Example Travel Survey

## **1 INTRODUCTION**

### **1.1 Introduction**

1.1.1 Vectos have been commissioned by Accrue (Forum) 1 LLP to appraise the transport implications of a revised proposal for residential development at the site of the former B&Q store off Great Stone Road, Stretford. The scheme proposes a development of 333 apartments, along with ancillary commercial accommodation.

### **1.2 Site Location and Existing Situation**

1.2.1 The site is located to the north-east of Great Stone Road in Stretford and was previously the site of a B&Q store. It is bound to the north and east by Old Trafford Cricket Ground and associated facilities, whilst to the south lies the Manchester – Altrincham tram line. Great Stone Road forms the south-western boundary to the site.

1.2.2 The site lies circa 1.5km to the north-east of Stretford town centre within the Old Trafford / Stretford urban area, and 3.5km to the south-west of Manchester city centre and occupies a broadly rectangular parcel of land. The site is currently cleared but has previously accommodated a B&Q store that closed down in 2016. A total of 103 car parking spaces were also provided on the site to serve the B&Q store.

1.2.3 The site location in the wider context is shown in **Plan 1** and the location of the site in a local context is presented in **Plan 2**.

1.2.4 **Figure 1.1** shows the aerial view of the site location and the red line boundary of the proposed development site. It can also be seen that Old Trafford Metrolink station is a short distance from the site.



**Figure 1.1. Aerial View of the Site**

### 1.3 Framework Travel Plan

1.3.1 This report presents the framework for the Travel Plan Strategy. It will identify various possible measures and initiatives to promote sustainable travel and will steer the content of the Full Travel Plan which will be produced once the development is occupied.

1.3.2 In the following sections the report presents the following:

- The Development Proposals
- Assessment of Access over the wider area
- Travel Plan Policy Guidance and Aims
- Travel Plan Measures
- Travel Surveys
- Target Setting
- Travel Plan Implementation Administration and Monitoring

## 2 DEVELOPMENT PROPOSALS

### 2.1 Overview

2.1.1 The revised planning application proposes the development of three separate buildings with a maximum building height of 8 storeys (ground floor plus eight storeys). The buildings would provide a total of 333 dwellings with a mix of studio, one-bedroom, and two-bedroom apartments. The building will also include further ancillary spaces, bicycle storage, associated plant room and substation. The site will also accommodate a 98 space undercroft car park.

### 2.2 Access Strategy

2.2.1 There will be segregated access points off Great Stone Road for pedestrians and vehicles, with vehicular access achieved via a new access road at the north-western end of the site, and a new pedestrian access linking directly to the new building at podium level above the car park, central to the site. The aim is to remove conflicts between vehicles and pedestrians, giving priority to people accessing the building on foot or by bicycle.

2.2.2 In addition, the development will facilitate connections to a new pedestrian link between the site and Old Trafford Metrolink Stop.

### 2.3 Vehicular Access Arrangements

2.3.1 Vehicular access to the site will be achieved via a new priority-controlled access junction with Great Stone Road. This will be in a similar location to, and will replace, the existing site access. A general arrangement access drawing is provided as **DWG VN201565-D100**. This demonstrates that the requisite 2.4m x 43m visibility splay can be achieved in both directions from the site access. The expected levels of traffic using the site access are below the thresholds that would require the provision of a ghost island right turn facility on Great Stone Road.

2.3.2 The access road will lead to the car park and provide access to the refuse stores and cycle stores. The access road will be 5m in width, allowing comfortable two-way movement for cars, and sufficient room for a refuse vehicle and a car to pass. There is sufficient space within the site for a refuse vehicle to turn around, to enable it to leave the site in forward gear. A swept path analysis for a large refuse vehicle accessing the site is shown in **DWG VN201565-TR100 Rev A**.

## **2.4 Car Parking**

2.4.1 A total of 98 car parking spaces are proposed within the site. This represents a car parking ratio of 0.30 spaces per apartment. This level of car parking provision is considered to be appropriate for this development and to accord with Trafford's car parking standards.

## **2.5 Cycle Parking**

2.5.1 A total of 420 cycle parking spaces will be provided within the site. These will be located within secure, covered cycle stores at ground floor level (244 spaces) and basement level (176 spaces).

## **2.6 Pedestrian Access**

2.6.1 The pedestrian access will be from Great Stone Road to the podium level of the building, above the car park. This will ensure convenient access for pedestrians, away from the vehicle access. The pedestrian access will join directly onto the footway along Great Stone Road.



### 3 ACCESSIBILITY AUDIT

#### 3.1 Site Accessibility – Walking

3.1.1 The Chartered Institute of Highways and Transportation (CIHT) document entitled ‘Providing for Journeys on Foot’ provides guidance on what are considered to be acceptable walking distances. Table 3.2 of the document provides acceptable maximum walking distances for different journey purposes. For commuting and school trips, this is 2 kilometres. The acceptable walking distance to a local bus stop is defined as 400 metres, whilst a preferred maximum walk distance to other facilities is set at 1.2km, with a preferred distance of 800m.

3.1.2 With this in mind, **Plan 3** shows the 400m, 800m, 1.2km and 2km catchments from the site. It can be seen from this plan that a wide range of employment destinations, facilities and amenities are located within a reasonable walk catchment of the site. **Table 3.1** lists some of these along with the calculated walk distance from the centre of the site.

Destination Type	Destination	Walk Distance from the Centre of the Site
<b>Education</b>	Trafford College	330m
	Stretford High School	330m
	St Teresa’s RC Primary School	650m
	Gorse Hill Primary School	850m
	King’s Road Primary School	800m
<b>Transport</b>	Talbot Road Bus Stops	300m
	Great Stone Road Bus Stop	350m
	Old Trafford Metrolink Tram Stop	500m
	National Cycle Route 55	600m
<b>Retail</b>	Quadrant Convenience store & Post Office	380m
	Go Local Convenience Store	270m
	Tesco Extra	700m

	White City Retail Park	1.2km
<b>Sport / Leisure</b>	Old Trafford Cricket Ground	400m
	Stretford Sports Village	260m
	Gorse Hill Park	450m
	Manchester Disc Golf	870m
	Longford Park / Trafford Athletic Club	900m
	Gorse Hill Community Allotments	750m
	Old Trafford Football Ground	1.1km
<b>Medical</b>	Pharmacy	370m
	Gorse Hill Medical Centre	710m
	North Trafford Group Practice	730m

**Table 3.1. Selected Local Amenities and Walk Distance from the Site**

- 3.1.3 It is clear from **Table 3.1** that the site is well located in relation to a wide range of existing everyday amenities and facilities, along with a wealth of employment destinations such as Trafford College, Trafford Town Hall, Lancashire County Cricket Club, Oakland House, Alexander House, Centrica, The Lancastrian Office Centre and the potential UA92 site. This will ensure that residents of the site will be able to access key everyday facilities without the need to use a car.
- 3.1.4 The site is well connected to the existing footway network, with footways leading into the site from both directions, and continuous footway provision along both sides of Great Stone Road. A push button pedestrian crossing facility with a pedestrian refuge is provided across the Talbot Road western arm of the Great Stone Road / Talbot Road junction. Dropped kerbs and tactile paving is provided across all arms at this junction. A pedestrian refuge is also provided across the Talbot Road eastern arm of the junction.

3.1.5 A review of the footways in the vicinity of the site has been conducted. Following this review, it is considered that the footways along Great Stone Road are in good condition and provide uninterrupted footway connections to the bus stops located south of the site near the Quadrant roundabout. These footways also provide continuous connections to Talbot Road to the north of the site. There are no obvious signs of defects with the footway which would result in an adverse impact on pedestrian safety/comfort.

3.1.6 The footways along Talbot Road are in a good condition and provide connections to the bus stops located to the east of the junction with Great Stone Road. There are no obvious signs of defects with the footway which would result in an adverse impact on pedestrian safety/comfort.

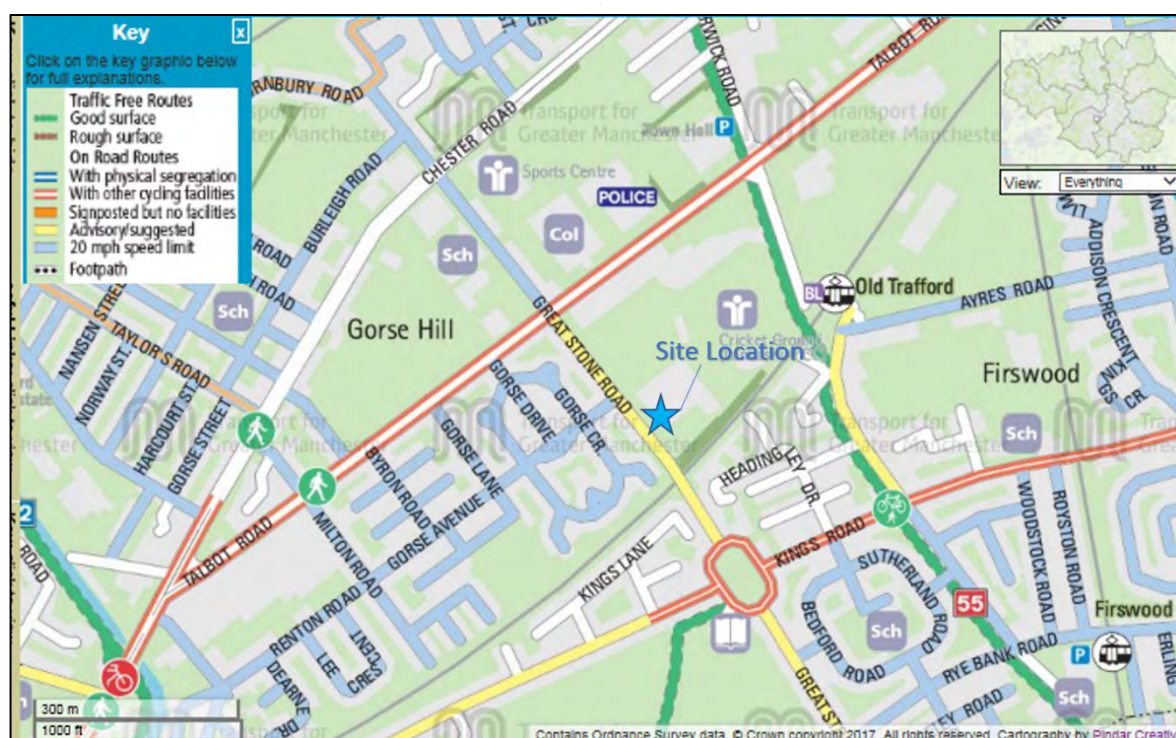
3.1.7 Footways in the area are street-lit, and of a sufficient width to accommodate two-way pedestrian movement.

## 3.2 Site Accessibility – Cycling

3.2.1 Cycling is becoming an increasingly popular mode of transport and is an effective mode for short trips. Guidance suggests that many utility cycle journeys are under 3 miles (5 kilometres) although for commuters a trip distance of over 5 miles (8 kilometres) is not uncommon.

3.2.2 **Plan 4** shows the 5km cycle catchment for the site, illustrating that Manchester city centre is within a realistic cycle commuting distance, along with much of the wider Manchester conurbation including The Trafford Centre, Trafford Park, Media City and Salford Quays. The site also benefits from proximity to a number of existing cycle routes and cycle infrastructure.

3.2.3 **Figure 3.1** shows an extract of the Greater Manchester cycle map and illustrates that Great Stone Road is designated as an advisory/suggested cycle route, and that there are cycling facilities along Talbot Road and King's Road. Furthermore, National Cycle Route 55 passes to the east of the site running north-south adjacent to Warwick Road and Brian Statham Way, and is a national route linking Preston to the north and Ironbridge to the south.



**Figure 3.1. Cycle Facilities in the Vicinity of the Site**

- 3.2.4 Along Talbot Road, mandatory cycle lanes are provided in both directions and there are advanced cycle stop lines on all approaches to the Great Stone Road / Talbot Road signalised junction. National Cycle Route 55 provides a traffic free route with a good surface.
- 3.2.5 A review of the cycle facilities along Talbot Road and King Street and at the Talbot Road/Great Stone Road junction has been conducted. The review revealed that cycle facilities along Talbot Road have been recently upgraded as part of the Stretford Cycleway, with new cycle lane delineators installed to provide safe segregated space for cyclists on both west and east bound lanes. Advanced cycle stop lines are also provided on all arms of the Talbot Road/Great Stone Road junction. Cycle facilities are therefore of a high standard along this key route close to the site.
- 3.2.6 Whilst there are no specific cycle lanes provided along Kings Road, this road is in good condition and of sufficient width for cyclists to be able to share the road with other road users. There are no obvious signs of defects in the road surface which would result in an adverse impact on cyclist safety/comfort.
- 3.2.7 Therefore, there are good cycle links in the vicinity of the site, providing connections to Manchester city centre and to the wider Manchester conurbation.

### 3.3 Site Accessibility – Bus

3.3.1 CIHT guidance indicates that for commuting purposes bus stops should be within a 400-metre walk of residential development. **Plan 1** indicates that there are five bus stops located within a 400-metre walk from the edge of the site. These are the stops along Talbot Road and Great Stone Road / King's Road. A summary of the services available from these stops is provided in **Table 3.2**.

Service Number	Route	Approximate Frequency (per hour)			
		Mon – Fri		Sat	Sun
		Day	Evening		
<b>Great Stone Road / King's Road</b>					
<b>15</b>	Manchester - Flixton	3	2	3	1
<b>Talbot Road</b>					
<b>253</b>	Partington - Manchester	2 Services AM peak	-	-	-
<b>278</b>	Reddish – Wythenshawe Interchange – Manchester	1	1	-	-

**Table 3.2: Summary of Bus Frequencies**

3.3.4 A review of the existing bus stop infrastructure has been conducted. This review highlights the following information;

- Trafford College Stop (A) provides a flag post which indicates the bus stop location and is served by Bus Routes 253 and 278.
- Trafford College Stop (B) provides a flag post which indicates the bus stop location and is served by Bus Routes 253 and 278;
- Great Stone Road Stop (A) provides a flag post and tactile paving which indicates the bus stop location and is served by Bus Route 15;
- Great Stone Road Stop (B) provides a flag post and a bus shelter which provides seating and timetable information and is served by Bus Route 15; and
- The Quadrant Stop provides a flag post and a bus shelter which provides seating and timetable information and is served by Bus Route 15.

3.3.5 **Figure 3.2** overleaf provides an extract of the bus stop plan and provides labels for each bus stop.

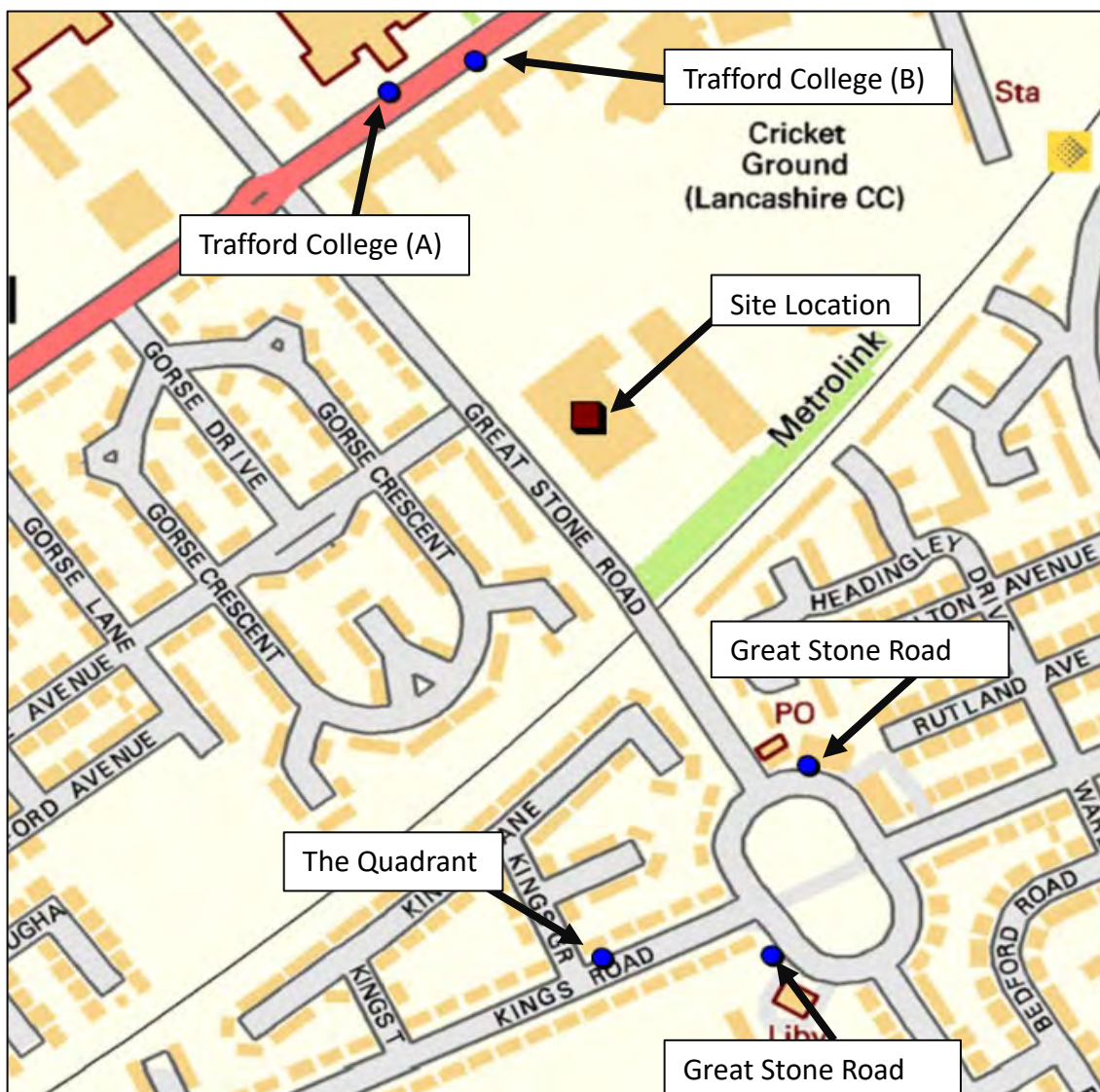


Figure 3.2: Bus Stop Location Plan

3.3.6 In addition to the regular services identified in **Table 3.2**, there are school services that operate at stops on Great Stone Road close to the site access. The site is therefore well located for encouraging trips by bus, with the number 15 service in particular providing a frequent service into Manchester city centre.

### 3.4 Site Accessibility – Metrolink

3.4.1 The site lies circa. 500m walk distance from the Old Trafford Metrolink tram stop, approximate to a 6-minute walk. This stop lies on the Altrincham to Manchester line and is served by frequent Metrolink services throughout the day. The journey time from Old Trafford to the city centre is around 10 minutes. Stretford town centre can be reached in four minutes by tram.

3.4.2 Old Trafford is within Zone 2 of the Metrolink network. The following services operate from the Old Trafford tram stop:

- Altrincham – Piccadilly; 12-minute frequency, Monday to Thursday 06:00 – 23:30, Friday and Saturday 06:00 – 00:30 and Sundays 07:00 – 22:30; and,
- Altrincham – Bury; 12-minute frequency, Monday to Friday 07:15 – 19:30 and Saturday 09:30 – 18:00.

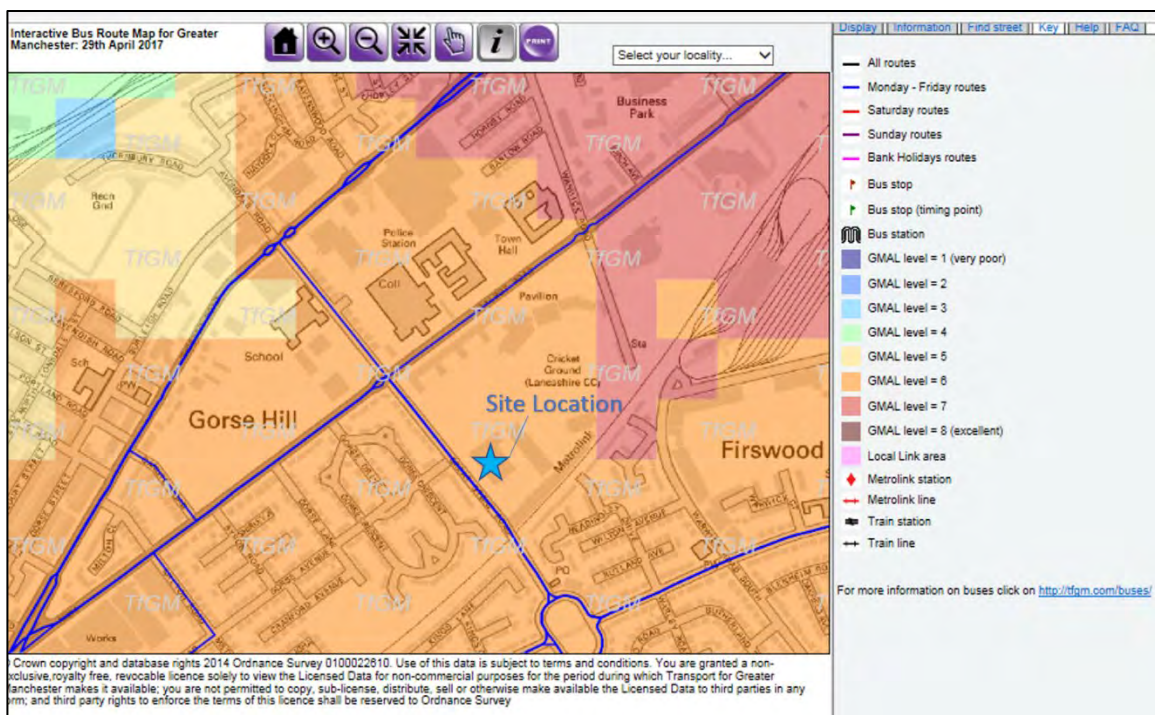
3.4.3 Interchanges can be made at Trafford Bar for services towards Chorlton, East Didsbury and Manchester Airport and Cornbrook for services on the Eccles via Media City UK to Ashton-Under Lyne service. The tram services summarised above also provide connections to Deansgate, Manchester Victoria and Manchester Piccadilly National Rail Stations.

3.4.4 The high frequency of services available from Old Trafford are suitable for a variety of trip purposes. Travel by Metrolink will therefore be a viable and attractive option for many residents of the proposed development.

### 3.5 Greater Manchester Accessibility Level

3.5.1 The Greater Manchester Accessibility Level (GMAL) is a measure of the accessibility of a location by all types of public transport. It is a measure that considers both the proximity of the bus stops, tram stops and train stations, and the frequency of services using the stops / stations. GMAL ranges from 1 (very poor) to 8 (excellent). The GMAL score for the site is 6, which indicates a good accessibility level and corroborates the findings of this accessibility review. The GMAL extract is shown in **Figure 3.3** overleaf.

3.5.2 In summary, the site is very well located to encourage the use of sustainable transport modes. It is well connected to an established network of pedestrian and cycle infrastructure, benefits from proximity to bus stops providing frequent services to Manchester city centre and is close to the Metrolink tram network via the Old Trafford tram stop. These characteristics of the site will ensure that a high proportion of everyday trips generated by the proposed development can be made by sustainable transport modes.



**Figure 3.3. GMAL Analysis (source: GMTU Interactive Bus Map)**

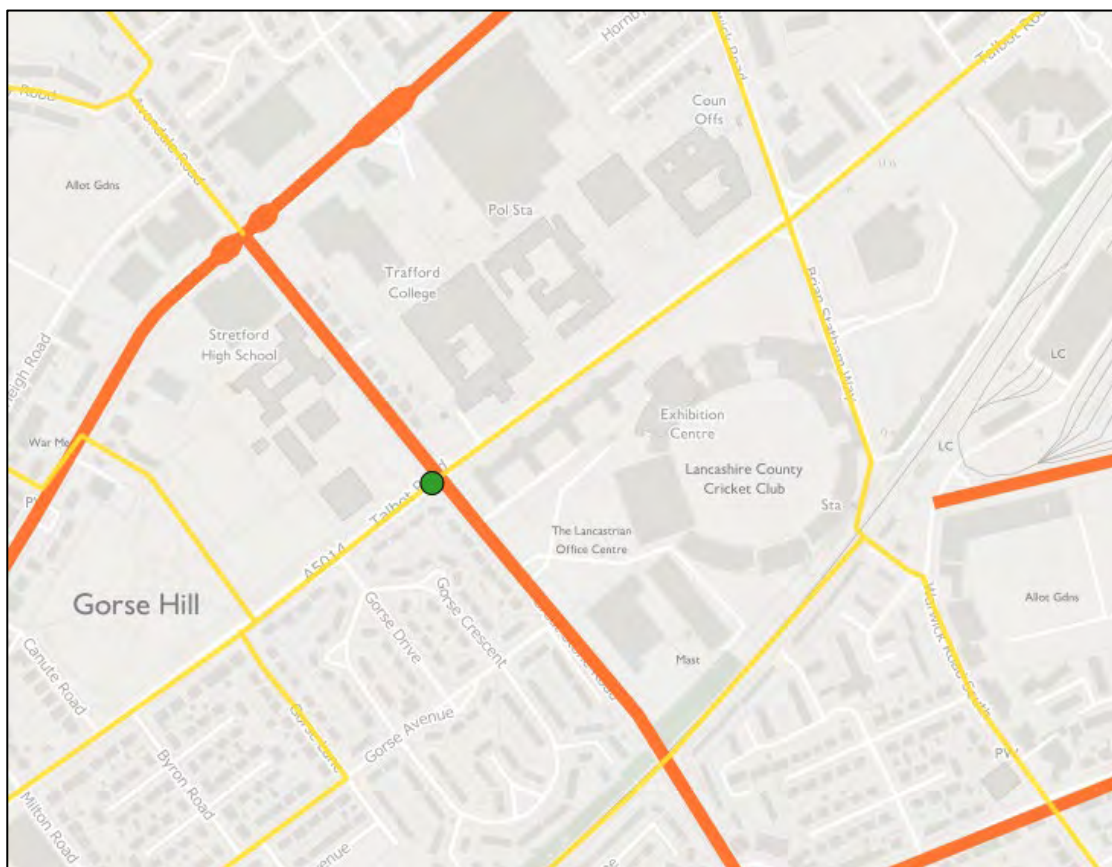
### 3.6 Improvements to the Pedestrian, Cycle and Public Transport Environment

- 3.6.1 As part of the Civic Quarter SPD, outlined in Section 2, and wider sustainable transport strategies within Greater Manchester there are proposals to enhance the pedestrian, cycling and public transport network within the local area.
- 3.6.2 As outlined in the Civic Quarter SPD, Trafford Council have the intension to downgrade Talbot Road, Brian Satham Way and Warwick Road. Talbot Road would be downgraded to better accommodate pedestrians and cyclists and would include initiatives such as reducing vehicle speeds, narrowing the carriageway, removing turning lanes and using the space to improve the public realm.
- 3.6.3 The Council's intention to downgrade Warwick Road would also include providing a better environment for pedestrians and cyclists. Brian Satham Way would be pedestrianised to allow access to certain vehicles only. Similar to the Talbot Road scheme, the downgrading process would include initiatives which would reduce vehicle speeds, narrow carriageway widths and remove turning lanes to provide an enhanced public realm.



### Manchester Bee Network

- 3.6.4 The Manchester Bee Network project is a Greater Manchester wide scheme aimed at improving the walking and cycling network in Manchester. Bee Network is a vision for Greater Manchester to become the very first city region in the U.K to have a fully joined up cycling and walking network.
- 3.6.5 As shown in **Figure 3.4** Great Stone is recognised as a Busy Beeway indicating it is a popular route for cyclists. Talbot Road and several streets within the local area are identified as being part of the Beeway network. Therefore, these routes will be protected or enhanced as part of the Beelines project.
- 3.6.6 **Figure 3.4** also highlights that confirmed infrastructure improvements will go ahead at the Talbot Road/Great Stone Road junction as part of the Bee Network proposals. These improvements will include providing improved crossing facilities for pedestrians and cyclists.



**Figure 3.4: Manchester Bee Network (source: TFGM, Beelines Map)**

- 3.6.7 These proposals indicate an improving environment for pedestrian and cyclists within the local area. The development proposals will link into the existing and proposed sustainable transport infrastructure.

## 4 THE TRAVEL PLAN GUIDANCE AND AIMS

4.1.1 A Travel Plan is effectively a combination of information, proposals and incentives designed to use most effectively the different means of travel available to residents on site.

4.1.2 The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments. The National Planning Policy Framework (NPPF) document (February 2019) highlights the role that Travel Plans can play in facilitating sustainable travel, stating that:

*'All developments which generate significant amounts of movements should be required to provide a Travel Plan'.*

4.1.3 The Department for Transport (DfT) have produced guidance on the preparation of Travel Plans. The document, entitled 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' was published in April 2009.

4.1.4 The guidance explains how *"we often need to meet the demands of population and economic growth whilst simultaneously reducing our impact on the environment"* and identifies that *"The benefits of increases in sustainable travel, in particular cycling and walking, can extend beyond reduction in CO<sub>2</sub> emissions and climate impacts, and include tackling congestion, tackling obesity and health issues, reducing social exclusion and improving quality of life"*.

4.1.5 The document sets out an overview of the process and delivery of Travel Plans and 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."*

4.1.6 The Guidance states that *"Travel Plans should involve the development of agreed explicit outcomes linked to an appropriate package of measures aimed at encouraging more sustainable travel, with an emphasis on reducing single occupancy car use..."* and;

*"a Travel Plan should seek to establish clear outcomes to be achieved in relation to access and set out all the measures to be implemented in detail, including an action plan, timescales, targets and responsibilities for implementation, monitoring and review"*.

4.1.7 It is made clear in the document that Travel Plans should focus on achieving the lowest practical level of single occupancy vehicle trips to or from a site and widening the use of other travel modes and assist in

the wider aims of encouraging sustainable travel, improving health, reducing congestion, energy consumption and pollution. For a Travel Plan it advises *“needs to address all the journeys that may be made to and from a site”*.

4.1.8 The guidance also specifies that *“It is important to note that Travel Planning should be developed as one of the means of delivering an area’s sustainable transport strategy. Travel Planning should feature in the policy framework and implementation programmes of Regional Spatial Strategies and Local Development Frameworks”*.

## **4.2 Travel Plan Aims**

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

4.2.2 The aims of the strategy are:

- Informing residents of the options available;
- To increase the awareness of the advantages and potential for travel by more environmentally friendly modes;
- To introduce a package of management measures that will facilitate travel by modes of transport other than the private car;
- To encourage residents to use alternatives to the private car.



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

- New Resident Welcome Packs;
- Improving travel awareness;
- Creation of a travel database;
- Ensuring the availability of travel information;
- Public Transport Display Areas;
- Provision of Cycle Facilities;
- Cycle User Groups;
- Walking Measures;
- The creation of car share clubs;
- Promoting sustainable travel by visitors.

4.2.4 As the development is not yet built and operational this document will be a Framework Travel Plan which provides an outline for the preparation of a Full Travel Plan.

### 4.3 Plan Administration

4.3.1 The administration of the Travel Plan will be the responsibility of the developers, Accrue (Forum) 1 LLP, who will be required to designate a Travel Plan Co-ordinator for the development. This appointment must occur at least 1 month prior to development occupation and upon appointment the Travel Plan Co-ordinator must provide their contact details to Trafford Council/TfGM.

4.3.2 The Travel Plan Co-ordinator will be the first point of contact with outside organisations in all matters regarding travel. He/she will maintain an up-to-date file containing all correspondence to and from residents relating to the Travel Plan.

4.3.3 The Travel Plan Co-ordinator will ultimately be appointed by the developer. However, at this stage of the planning process, Vectos will act as the interim Travel Plan Co-ordinator for the development.

4.3.4 Administration of the Travel Plan is discussed in greater detail in **Section 8**.

## 5 TRAVEL PLAN MEASURES

### 5.1 Introduction

5.1.1 This section of the Travel Plan Framework outlines the specific physical and management measures to be undertaken as part of the Plan. The implementation of the listed measures, which include awareness initiatives and infrastructure provision is the core of the Plan.

5.1.2 As far as possible, the measures outlined below are designed to be suitable for review and monitoring. The list, however, is not exhaustive and the Travel Plan Co-ordinator should investigate other potential initiatives which could be beneficial based on circumstances at the time.

### 5.2 New Resident 'Welcome Pack'

5.2.1 As the development is occupied, a 'Welcome Pack' will be provided to all residents on site. The pack will include information on sustainable transport facilities as contained in the Accessibility Section of this Framework Travel Plan. An example of a bespoke 'Welcome Pack' is attached as **Appendix A** to this report and this would be amended to offer advice to residents.

5.2.2 The 'Welcome Pack' will include details on the intentions of the Travel Plan and why the Travel Plan has been produced, as well as contact details for the Travel Plan Co-ordinator. The packs will include current information on walking and cycling routes in the area and information on public transport (e.g. timetables, destinations and offers).

5.2.3 In addition, residents will be offered personalised journey planners. As an on-going part of the monitoring process, the 'Welcome Pack' will be reviewed and updated annually, with any information regarding changes, such as a change in a public transport timetable, being passed on via an appropriate form of communication. This will be the responsibility of the Travel Plan Co-ordinator.

### 5.3 Travel Awareness

5.3.1 The Travel Plan Co-ordinator will be responsible to ensure that residents are aware of the Travel Plan. Information on the Travel Plan can be provided on notice boards within the site, by newsletters or via email.

5.3.2 Residents will be kept informed of updates in public transport information or promotions etc by a suitable form of media. It is assumed that email would be the most effective tool.

#### **5.4 Travel Surveys/Database**

5.4.1 In order to establish the travel patterns of residents at the development, a travel survey will be carried out within 3 months of occupation which will form the basis of the Full Travel Plan. These Travel Plans will be submitted to Trafford Council/TfGM within 6 months of occupation of the development.

5.4.2 The results of this survey will be compiled into a travel database for each development and will assist in more accurately defining travel requirements and the specific measures to be implemented to maximise the success of the Travel Plan.

5.4.3 The management and updating of the travel database for the site will be undertaken by the site wide Travel Plan Co-ordinator.

#### **5.5 Cycle Facilities**

5.5.1 The Welcome Pack will promote the cycle facilities available within the development itself as well as in the surrounding area.

5.5.2 Residents will be informed of the health benefits associated with cycling and will be made aware of the financial incentives through the Cycle to Work Scheme.

5.5.3 Information on cycling in Trafford and Manchester is available through the links below and would be made available through the website:

- <http://www.trafford.gov.uk/residents/leisure-and-lifestyle/sport-and-leisure/cycling/cycling.aspx>
- <http://cycling.tfgm.com/>
- <http://www.ctc.org.uk/>
- <http://www.sustrans.org.uk/>

#### **5.6 Cycle User Group**

5.6.1 The travel survey will identify the potential for cycling to be taken up amongst the residents on site and the Travel Plan Co-ordinator will produce information relating to suitable cycling routes in the area within the 'Welcome Pack'.

5.6.2 The Travel Plan Co-ordinator will establish contact with the cycling officers of Trafford Council/TfGM to establish a relationship to ensure contact about future improvements to the cycling network and cycling maps.

5.6.3 Residents interested in cycling to the site will be provided with information on the BikeBUDI scheme (or similar) through information contained within the 'Welcome Packs' and on notice boards. This matches individuals with others cycling the same journey so they can ride together.

5.6.4 Trafford Council/TfGM also offer free cycle training to adults wishing to learn how to cycle on road.

## 5.7 Walking Measures

5.7.1 The 'Welcome Pack' will include information on suggested walking routes from the surrounding areas, including local public transport services.

5.7.2 The health benefits of walking will be particularly promoted to residents. Information on walking in Manchester is available through the links below and would be made available through the websites:

- <http://www.trafford.gov.uk/residents/leisure-and-lifestyle/sport-and-leisure/walking/walking.aspx>
- <https://www.tfgm.com/walking>
- [www.walkit.com](http://www.walkit.com)

5.7.3 The Walkit.com is a website enables pedestrians to plan their walking routes in and around Manchester. The Travel Plan Co-ordinators will promote these websites and the benefits of walking to residents and staff.

## 5.8 Car Sharing Scheme

5.8.1 The Travel Plan Co-ordinator will promote the use of car sharing schemes to residents. They will be encouraged to join the Greater Manchester Car Share Scheme <http://www.carsharegm.com>. In addition, the applicant recognises the benefits of car clubs and is committed to the development of a car club scheme within the site.





5.8.2 Prominent display areas will be provided in convenient locations on site to allow potential car sharers to register an interest. As part of the travel database the Travel Plan Co-ordinator will be required to maintain a list of residents who register an interest in car sharing and will be required to facilitate the success of the scheme.

## **5.9 Initiatives by Others**

5.9.1 TfGM offer a range of initiatives which would support the Travel Plan principally through the Travel Choices programme. These include advice to Travel Coordinators, personalised travel planning, grants for sustainable transport measures and Bike Loans to businesses that have developed a Travel Plan.

5.9.2 There are also local and national events that promote sustainable travel including Bike Week, Walk to Work week or National Liftshare Week. It would be the responsibility of the Travel Plan Coordinators to provide residents with information on these events using displays on notice boards and via emails.



## 6 TRAVEL SURVEYS

- 6.1.1 To enable the success of the Travel Plan to be established, the Travel Plan Co-ordinator will be responsible for ensuring that on-going monitoring and regular resident travel surveys are undertaken. The first travel survey will be undertaken within 3 months of occupation. An example of a Residents Travel Questionnaire is provided at **Appendix B**.
- 6.1.2 The results of the travel survey once undertaken will be used to assist in identifying the package of measures most likely to prove successful in reducing overall car travel. The list of measures will be reviewed on an annual basis in order to mirror the findings of the travel survey when this is repeated.
- 6.1.3 The results of the first residents and staff travel survey will be compiled into a travel database which will be used as a baseline to identify travel targets.
- 6.1.4 Thereafter in order to assess the travel habits of residents and staff, travel surveys will be completed on an annual basis for a 5-year period (or a period to be agreed with Trafford Council/TfGM). The travel database will be updated following the compilation of the results of each survey.
- 6.1.5 The Travel Plans for the development, including targets, will be reviewed annually with a Travel Plan Progress Report then submitted to Trafford Council/TfGM. The Travel Plan will be assessed based on the performance of the plan against defined targets over the preceding year.



## 7 TARGET SETTING

### 7.1 Travel Targets

- 7.1.1 For the Travel Plan to be effective it should set targets specifying the aims of the plan to reduce vehicular traffic and more specifically, single occupancy vehicle trips.
- 7.1.2 To keep the Travel Plan process simple and straight forward the Plan is a simple list of Actions to be undertaken. These Actions need to conform to the **SMART** criteria so that they are **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime bound.
- 7.1.3 It is considered that for realistic, but challenging, targets to be set they should be based upon existing travel patterns.
- 7.1.4 If the Travel Plan targets are to be maintained at an achievable level, it may be that they need to be reviewed in the light of the travel surveys.
- 7.1.5 For the purposes of this Framework Travel Plan the specific target areas and specific aims can be summarised as follows:
- Reduce the number of single occupancy journeys to and from the site by residents;
  - Increasing pedestrian and cycle trips by residents working within an agreed distance of the site;
  - Increasing car sharing between residents who commute along similar routes;
  - Increasing bus, rail, and tram usage of residents that work within a short walk of existing and proposed public transport infrastructure;
- 7.1.6 Final targets will be established based upon the results of the first staff travel surveys conducted for the development and will then be amended if required based upon the results of subsequent surveys. Final targets for the site will be determined in consultation with Trafford Council/TfGM and will be detailed in final Travel Plan document.
- 7.1.7 The above objectives can be monitored by completing a survey update on an annual basis. This will highlight areas where the targets are being achieved as well as allowing revision to parts of the plan which can be improved further, i.e. if a new bus service becomes available.



- 7.1.8 The final Travel Plan documents will be submitted within 6 months of the occupation of the development. If for any extraordinary reason it is agreed between the occupier and Trafford Council/TfGM that it would not be representative to undertake the first travel survey in line with this timescale, first year travel targets should be established from census data or information from Travel Plans of other organisations in the area that are available.



## **8 TRAVEL PLAN IMPLEMENTATION, ADMINISTRATION AND MONITORING**

### **8.1 Introduction**

8.1.1 A programme of monitoring and review has been designed to generate information by which the success of each Travel Plan can be evaluated. Monitoring and review will be the responsibility of the Travel Co-ordinator.

### **8.2 Plan Administration**

8.2.1 The administration of the Travel Plan will be the responsibility of the developers, Accrue (Forum) 1 LLP who will be required to designate a Travel Plan Co-ordinator for the development. This appointment must occur at least 1 month prior to development occupation and upon appointment the Travel Plan Co-ordinator must provide their contact details to Trafford Council/TfGM.

8.2.2 The final Travel Plans prepared in accordance with the approved Travel Plan Framework will be submitted to Trafford Council/TfGM for approval within 6 months of occupation. The Travel Plans will be in operation for the life of the development and any changes in ownership or contact details must be sent to the relevant bodies.

8.2.3 The Travel Plan Co-ordinator will be the first point of contact for residents and other outside organisations in all matters regarding travel. He/she will maintain an up-to-date file containing all correspondence to and from staff relating to the Travel Plans.

### **8.3 Travel Plan Implementation**

8.3.1 **Table 8.1** below provides a framework and guidance as to timescales for the Travel Plan for the development.

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

**Table 8.1 – Travel Plan Framework Timescales**

## 8.4 Monitoring

8.4.1 The success of measures outlined in the Travel Plan will be monitored on a regular basis by the Travel Plan Co-ordinator.

8.4.2 The monitoring measures outlined below incorporate both the collection of ‘hard’ analytical data and ‘soft’ data in the form of general feedback and correspondence following the opening of the development. Suggested monitoring actions are:

- Monitor demand for additional cycle and motorcycle parking for residents;
- Monitor the participation in car sharing schemes;



- Record comments received from residents relating to the operation and implications of the Plan so that improvements/alterations can be made should this be deemed necessary.

8.4.3 Information gathered through the monitoring process will be recorded and included in the Travel Plan Progress Report. The information will also be sent to the planning authority on an annual basis.

8.4.4 Other less direct objectives of the Plans will be to increase the awareness of residents about the environmental implications of travel mode choice. Awareness is less easy to monitor, although one indicator will be the general response to the introduction of the Plan, measured by the volume and type of feedback, both at the outset and as the strategy evolves.

## **8.5 Travel Plan Progress Report**

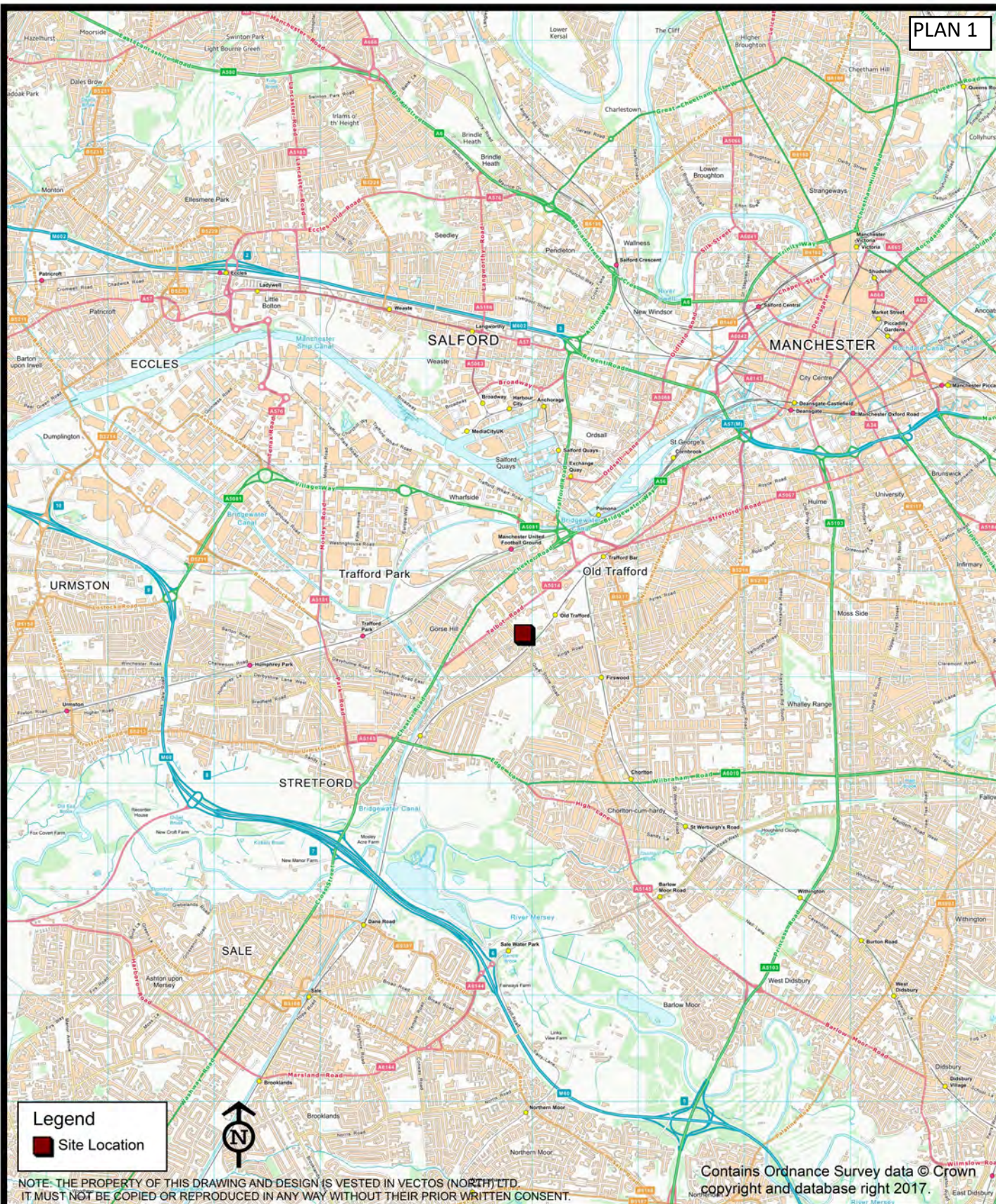
8.5.1 Each year, on the anniversary of the adoption of the Travel Plan, the Travel Co-ordinator for the development will undertake a comprehensive review of the Plan. The objective of the review will be to assess the success of the Plan and to identify the potential for future refinement.

8.5.2 The major element of the review will involve the re-issue of the Travel Survey. The re-issue of the questionnaire offers the opportunity to gather new information about wider attitudes to travel. Analysis of the questionnaires will also yield up-dated mode-split information for comparison with previously collected data, free of seasonal bias.

8.5.3 The Travel Co-ordinator will compile a Travel Plan Progress Report outlining the results of the annual review. The report will also incorporate the results of on-going monitoring throughout the preceding period. The report will be filed for record, with copies sent to Trafford Council/TfGM.



# PLANS



CLIENT:  
**Accrue Forum 1 LLP**

PROJECT TITLE:  
**Great Stone Road, Revised Scheme**

DRAWING TITLE:  
**Site Location (Wider Context)**



Oxford Place, 61 Oxford Street, Manchester M1 6EQ  
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWN: TO	CHECKED: TA	DATE 12.02.20
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SCALE: 1:50,000 at A4
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DRAWING NO: VN201565-G101
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REVISION: .
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CLIENT:  
**Accrue Forum 1 LLP**

PROJECT TITLE:  
**Great Stone Road, Revised Scheme**

DRAWING TITLE:  
**Site Location (Local Context)**

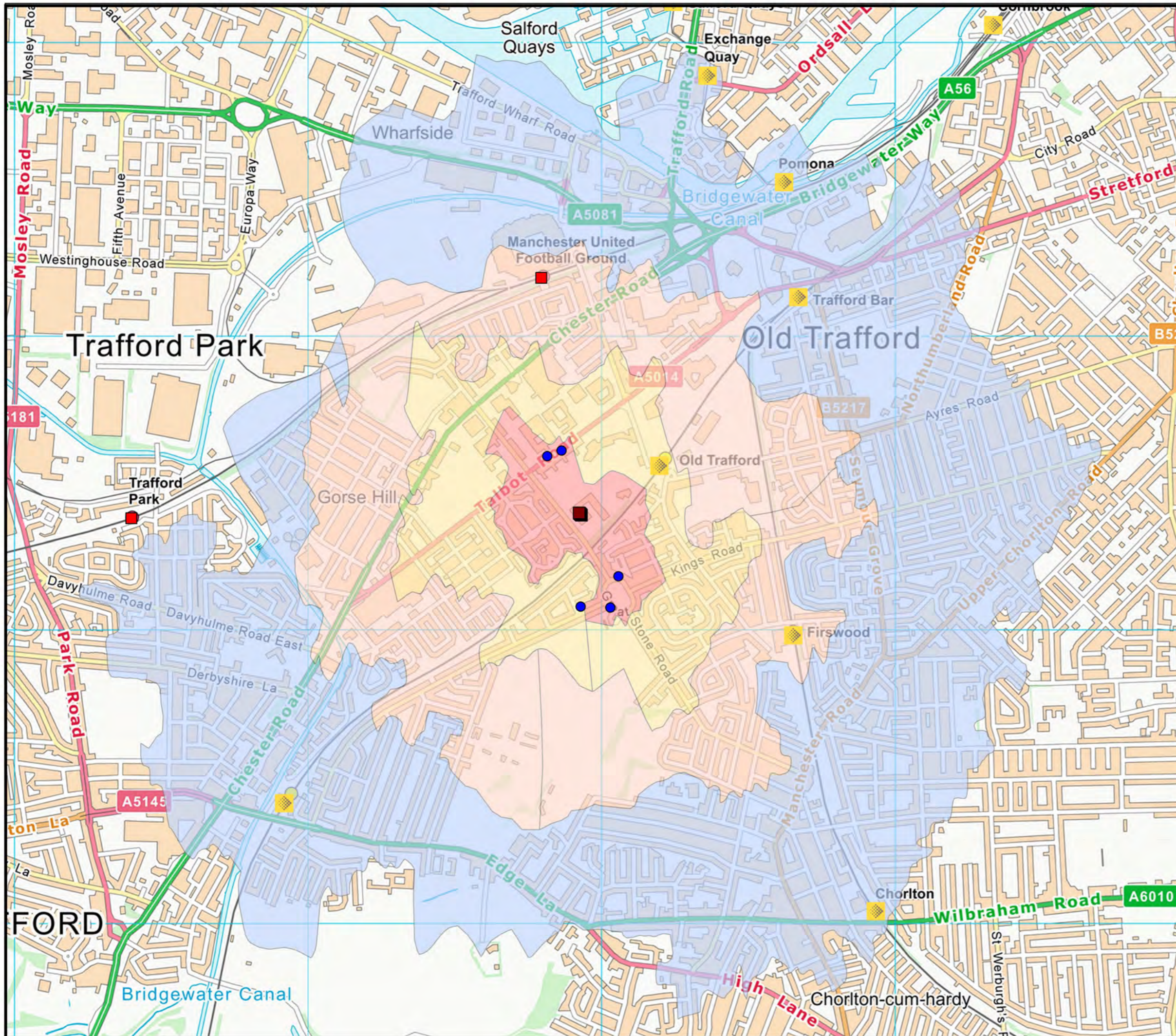


Oxford Place, 61 Oxford Street, Manchester M1 6EQ  
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWN: TO	CHECKED: TA	DATE 12.02.20
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SCALE: 1:5,000 at A4
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DRAWING NO: VN201565-G100	REVISION: .
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Legend

- Site Location
- Public Transport**
- Metrolink
- Bus Stop
- Pedestrian Catchment**
- 0 - 400m
- 400m - 800m
- 800m - 1.2km
- 1.2km - 2km

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CLIENT:

Accrue Forum 1 LLP

PROJECT TITLE:

Great Stone Road, Revised Scheme

DRAWING TITLE:

Pedestrian Walking Catchment

SCALE:

N.T.S

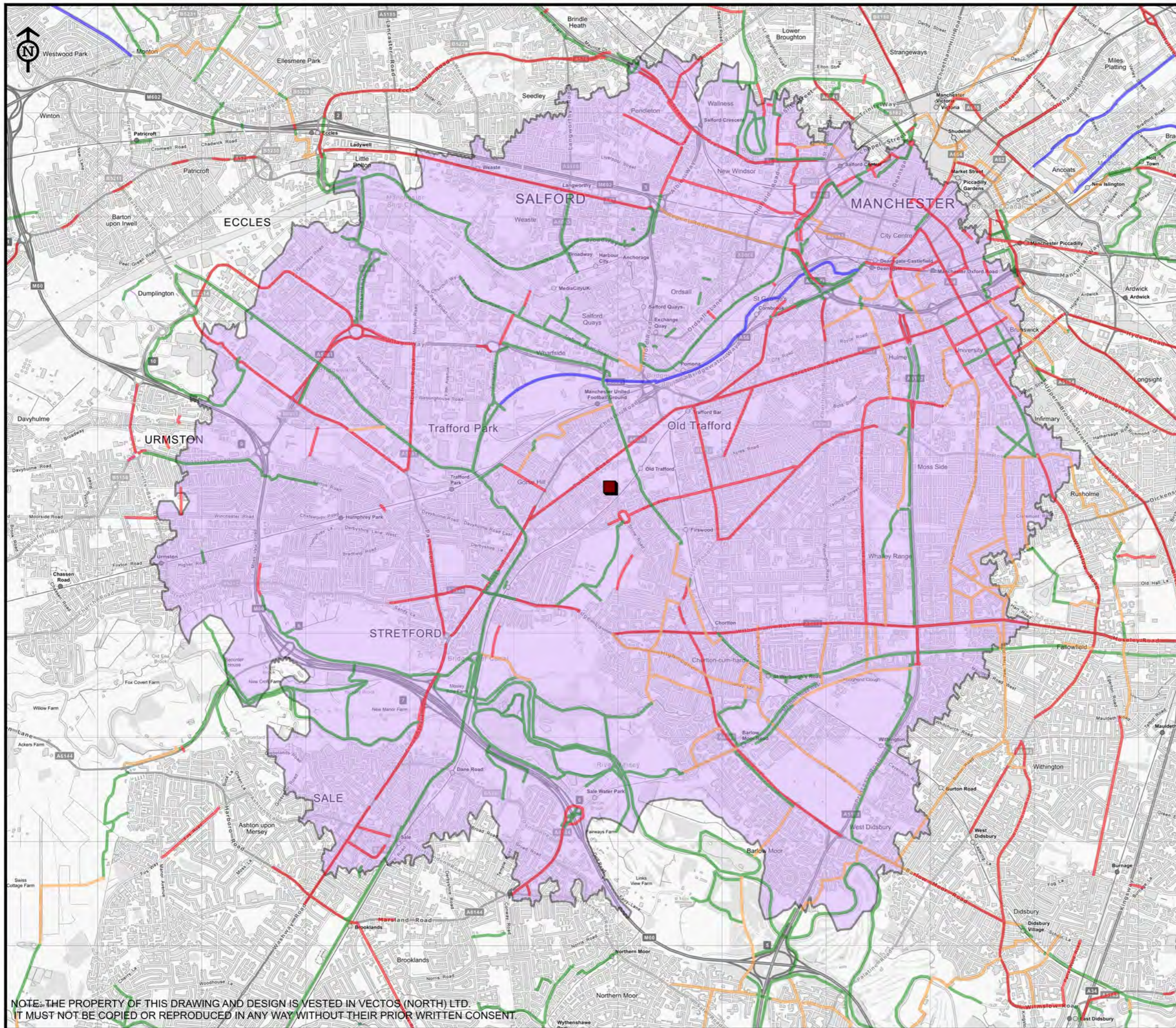
DRAWN: TO	CHECKED: TA	DATE: Feb 2020
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Oxford Place, 61 Oxford Street, Manchester M1 6EQ  
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWING NO: VN201565-G102

REVISION:



Legend

■ Site Location

Cycle Catchment

■ 0 - 5km

Cycle Routes

- Signed Route
- On Road with Cycle Lane
- Off Road Cycle Route
- Canal Tow Path

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CLIENT:

Accrue Forum 1 LLP

PROJECT TITLE:

Great Stone Road, Revised Scheme

DRAWING TITLE:

Cycle Catchment with Local Provision

SCALE:

N.T.S

DRAWN:

TO

CHECKED:

TA

DATE:

Feb 2020



Oxford Place, 61 Oxford Street, Manchester M1 6EQ  
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWING NO:

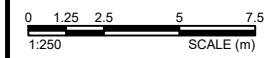
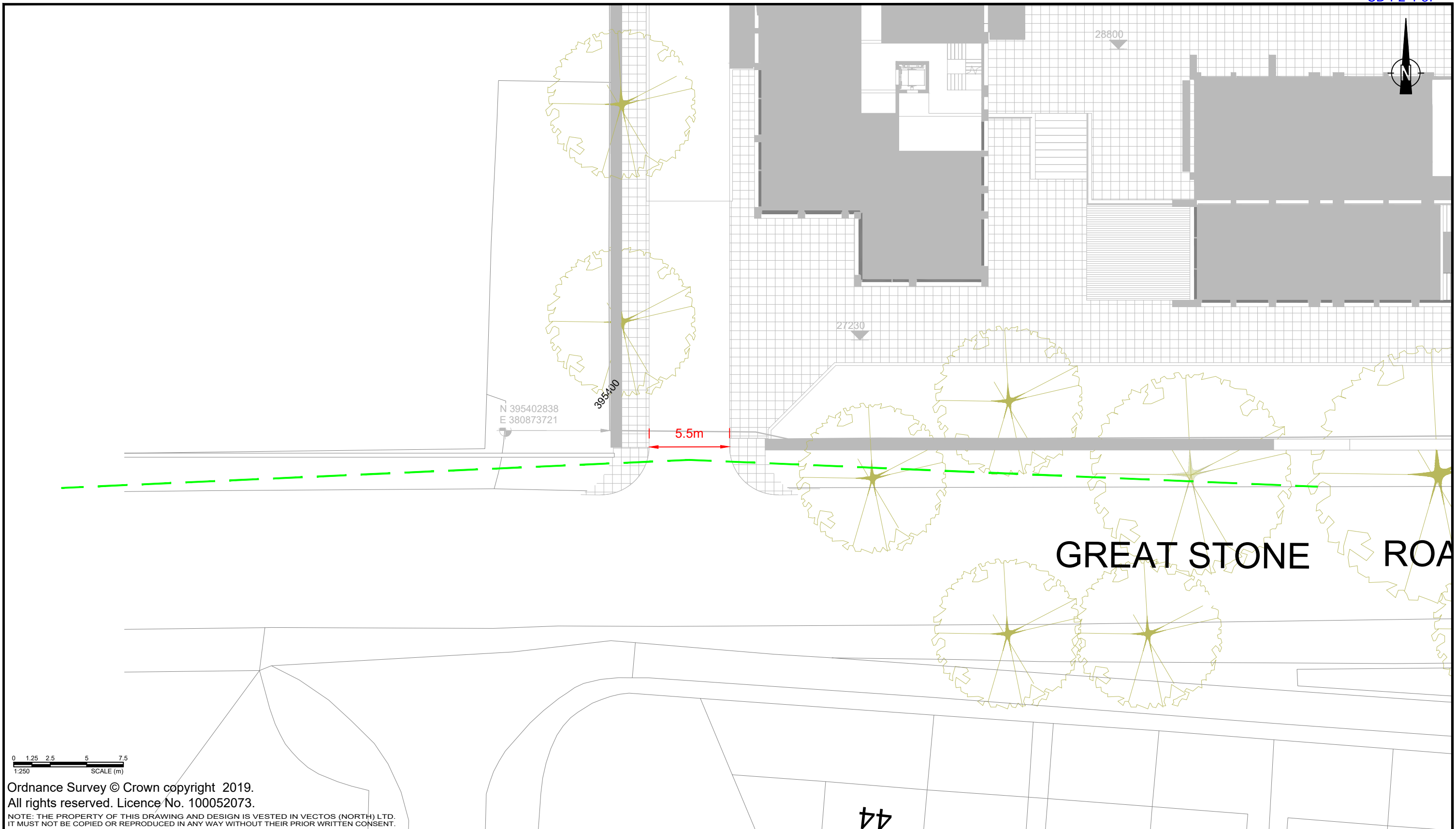
VN201565-G103

REVISION:

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REV.	DETAILS	DRAWN	CHECKED	DATE

**Notes:**

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

— Visibility splay - 2.4m x 43m

**Great Stone Road, Revised Scheme**

**Proposed Site Access - Visibility Review**

DRAWN: TO	CHECKED: TR	DATE: 13.02.20	SCALES: 1:250 at A3
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**Accrue Forum 1 LLP**

4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ  
0161 228 1008  
e: manchester@vectos.co.uk

DRAWING NUMBER: VN201565-D100	REVISION: .
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## **APPENDICES**



## **Appendix A**

### **Example Welcome Pack**

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# TRAVEL INFORMATION BROCHURE

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Your guide to getting around Batley. In this brochure you will find information relating to sustainable transport such as walking, cycling, public transport and car sharing.





# WELCOME TO OUR FAMILY

---

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

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

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

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

# TABLE OF CONTENT

<b>04</b>	Walking
<b>06</b>	Cycling
<b>08</b>	Walking & Cycling Map
<b>10</b>	Public Transport
<b>12</b>	Rail Services
<b>14</b>	Car Share
<b>15</b>	Scooter / Motorcycle





# WALKING

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

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

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

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

## Benefits of walking:

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

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





# CYCLING

Batley is suitable for cycling as it is reasonable flat throughout and benefits from lightly trafficked roads with low vehicle speeds. Cycling to work can be a healthy and safe way to travel, quicker than walking and cheaper than driving a car! You can securely park your bicycle at one of ten cycle parking spaces located adjacent to your store entrance lobby.

If you live further away, we are fortunate that National Cycle Route (NCR) 66 runs only 3.2km west of the store (14 mins cycle). You can connect to this route from Station Road.

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

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

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

CycleBUDI [www.bikebudi.liftshare.com](http://www.bikebudi.liftshare.com)  
 Activity Junkie [www.activityjunkie.com/en/tag/4/cycling](http://www.activityjunkie.com/en/tag/4/cycling)

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

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

You can use [www.sustrans.org.uk/ncn/map](http://www.sustrans.org.uk/ncn/map) to find other on-road and traffic-free routes near you that are part of the National Cycle Network

## Benefits of Cycling:

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

- KEY:**
-  YOUR STORE
  -  POST OFFICE
  -  GP SURGERY
  -  PHARMACY
  -  SCHOOL
  -  PLAYING FIELD
  -  LIBRARY
  -  ATM
  -  FOOD STORE
  -  TOWN HALL
  -  TOWN CENTRE
  -  BUS STATION
  -  BUS STOP
  -  10min WALK
  -  CROSSING

**To Birstall**

 Walk	 Cycle	 Bus
30 min	8 min	10 min



Distance 2.5 km

**To Heckmondwike**

 Walk	 Cycle	 Bus
30 min	8 min	5 min

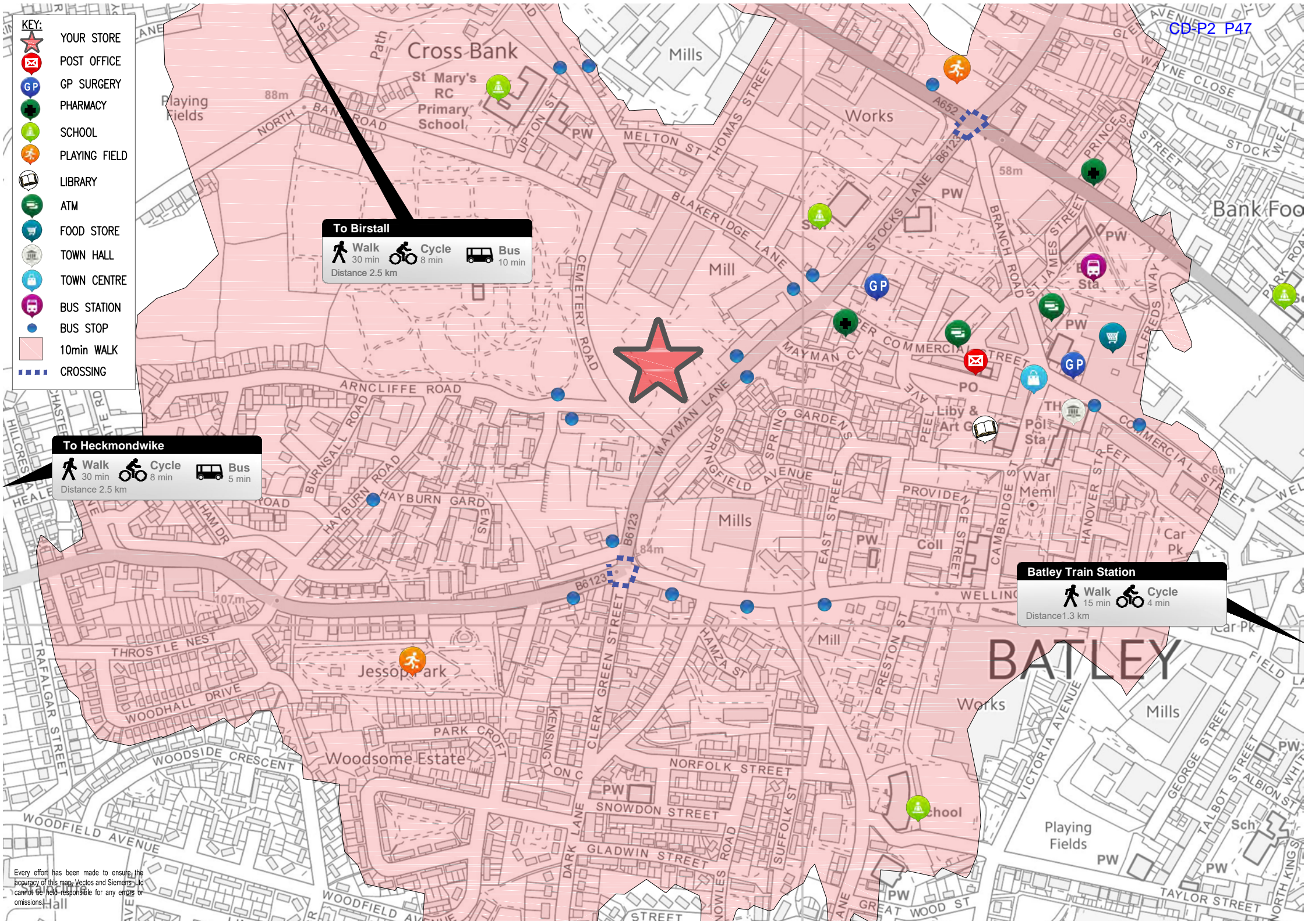
Distance 2.5 km

**Batley Train Station**

 Walk	 Cycle
15 min	4 min

Distance 1.3 km

Every effort has been made to ensure the accuracy of this map. Vectris and Siemens Ltd cannot be held responsible for any errors or omissions.





# PUBLIC TRANSPORT

The nearest bus stops are located opposite your store on Mayman Lane. Alternative bus stops are also available on Blakeridge Lane close to the junction with Upper Commercial Street and Arncliffe Road. These are all located within a 2-3 minute walk of your store.

The buses that serve these stops are numbers 183, 212, 229, 221, 223, 281, 282, 283 and 213. These services will allow you to reach destinations further afield such as Bradford, Dewsbury, Halifax and Leeds.

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

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

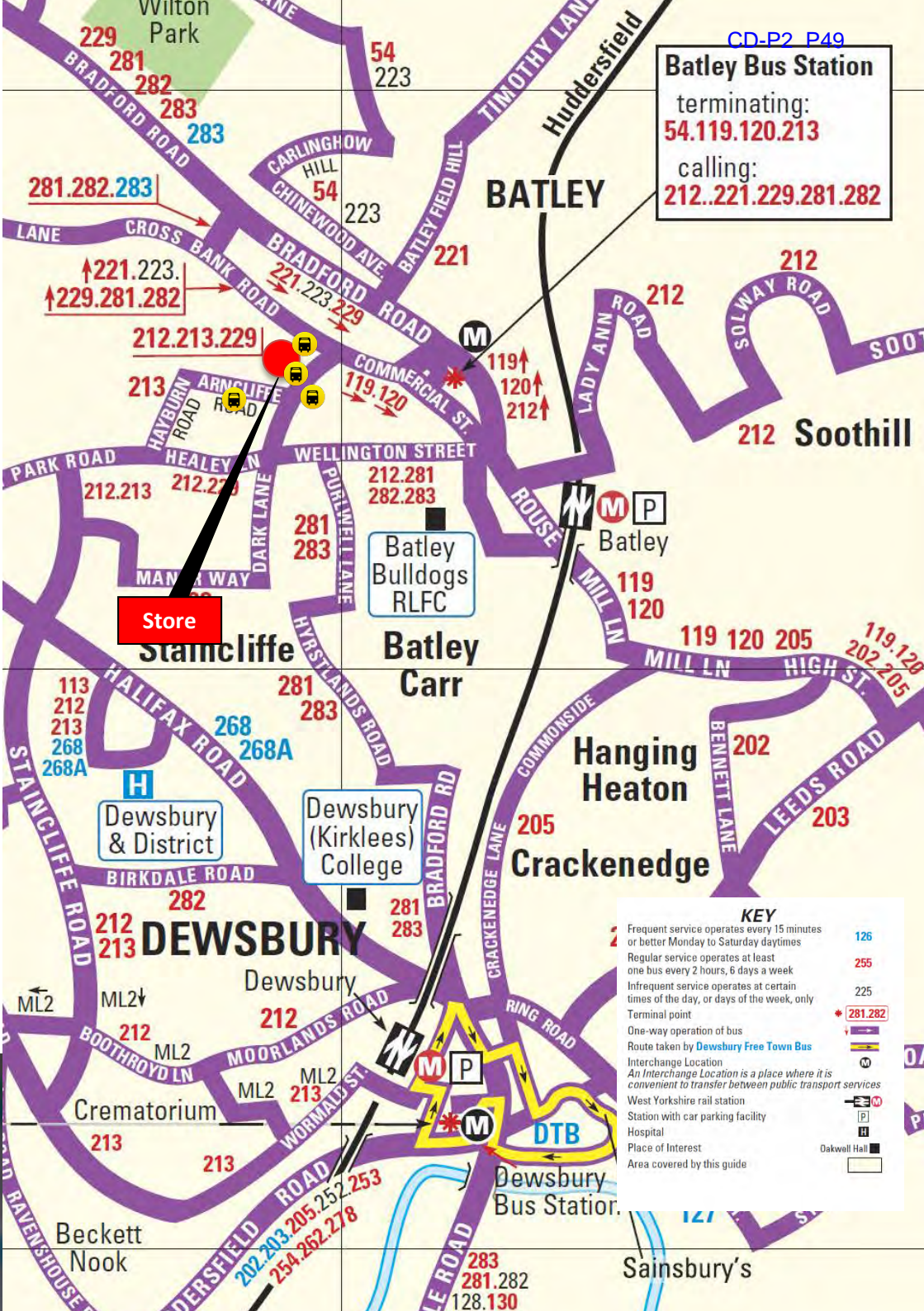
Below is a summary of the frequency of bus services that operate along Mayman Lane, Blakeridge Lane and Arncliffe Road that are accessible from the store.

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

For more information on local **public transport** visit:  
[www.yorkshiretravel.net](http://www.yorkshiretravel.net)



**Batley Bus Station**  
 terminating:  
**54.119.120.213**  
 calling:  
**212..221.229.281.282**



**Store**

**Dewsbury & District**

**Dewsbury (Kirklees) College**

**Batley Bulldogs RLFC**

**KEY**

- Frequent service operates every 15 minutes or better Monday to Saturday daytime
- Regular service operates at least one bus every 2 hours, 6 days a week
- Infrequent service operates at certain times of the day, or days of the week, only
- Terminal point
- One-way operation of bus
- Route taken by Dewsbury Free Town Bus
- Interchange Location
- An Interchange Location is a place where it is convenient to transfer between public transport services
- West Yorkshire rail station
- Station with car parking facility
- Hospital
- Place of Interest
- Area covered by this guide



## RAIL SERVICES

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

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

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

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

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

For more information and **rail enquires** the following websites may be of help:

[www.wymetro.com/TrainTravel](http://www.wymetro.com/TrainTravel)

[www.nationalrail.co.uk](http://www.nationalrail.co.uk)

[www.thetrainline.com](http://www.thetrainline.com)

To help **plan your journey** visit:

[www.wymetro.com/howtogetto/planajourney](http://www.wymetro.com/howtogetto/planajourney)

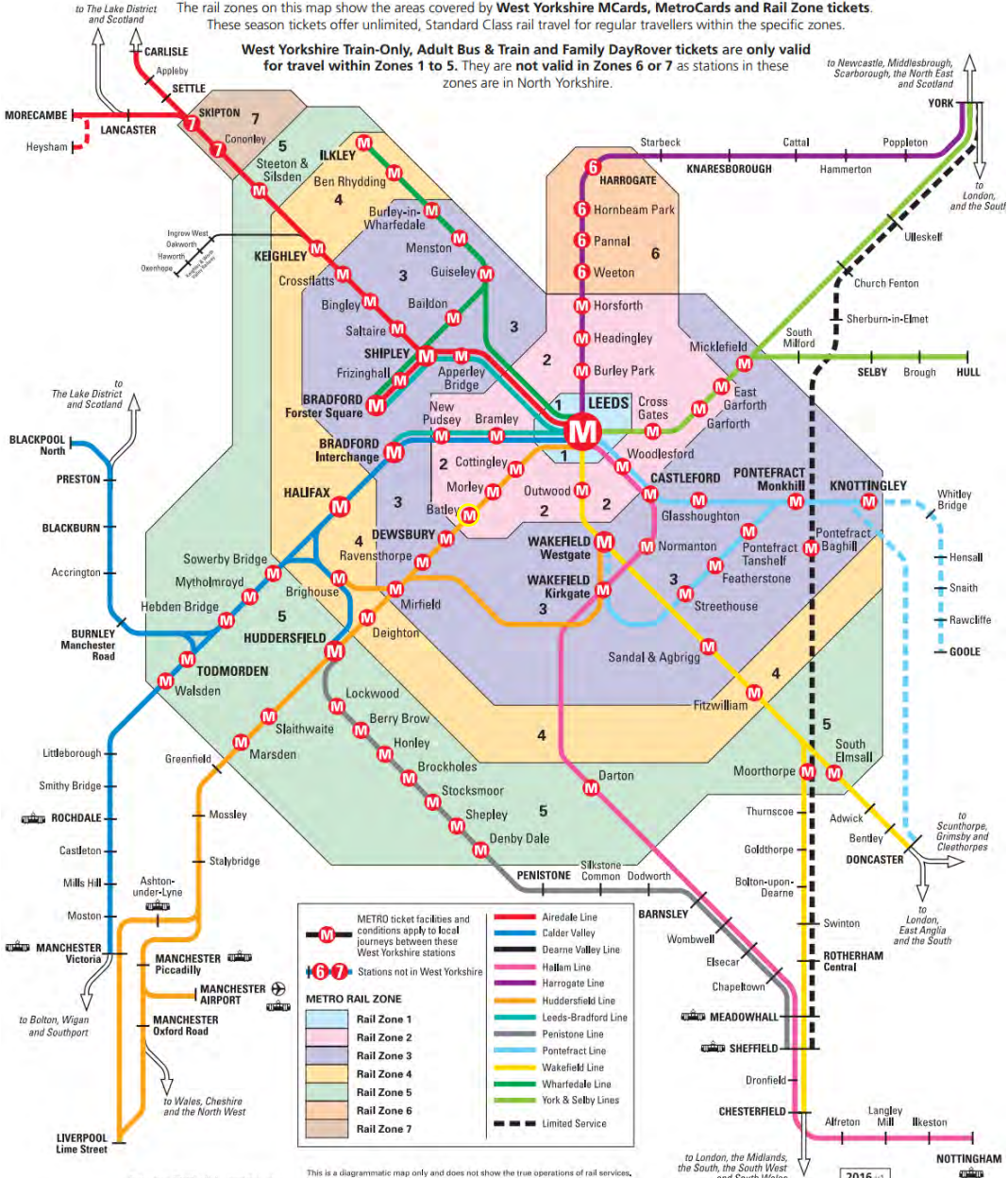
[www.transportdirect.co.uk](http://www.transportdirect.co.uk)

[www.yorkshiretravel.net](http://www.yorkshiretravel.net)

# West Yorkshire's Rail Network

The rail zones on this map show the areas covered by **West Yorkshire MCards**, **MetroCards** and **Rail Zone tickets**. These season tickets offer unlimited, Standard Class rail travel for regular travellers within the specific zones.

**West Yorkshire Train-Only, Adult Bus & Train and Family DayRover tickets are only valid for travel within Zones 1 to 5.** They are not valid in Zones 6 or 7 as stations in these zones are in North Yorkshire.





# CAR SHARE

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

Travelling with other people by car is an easy way to cut your CO<sub>2</sub> emissions and save money. By splitting costs with your fellow passengers you will save on fuel and parking fees. You can use your time as a passenger to read or catch up on work, and of course you won't have to find a parking space.

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

## Benefits of car sharing:

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

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

- [www.liftshare.com](http://www.liftshare.com)
- [www.blablacar.com](http://www.blablacar.com)



# SCOOTER / MOTORCYCLE

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

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

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

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

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

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

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

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

Your closest motorbike store is Padgetts Ltd and is located at:

234 Bradford Road

Batley

WF17 6JD

Tel: 01924 478491

Web:[www.padgettsmotorcycles.com](http://www.padgettsmotorcycles.com)



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

For information on **walking** visit:

[www.kirklees.gov.uk/leisure/sportHealth/walking](http://www.kirklees.gov.uk/leisure/sportHealth/walking)

For information on **cycling** visit:

[www.sustrans.org.uk](http://www.sustrans.org.uk)

[www.wygo-cycling.com](http://www.wygo-cycling.com)

[www.kirklees.gov.uk/leisure/sportHealth/cycling](http://www.kirklees.gov.uk/leisure/sportHealth/cycling)

[www.ways2work.org.uk](http://www.ways2work.org.uk)

[www.ctc.org.uk](http://www.ctc.org.uk)

Your local **bicycle store shop** is Oakwell Cycles located 2.2km north west of the store:

46 Westgate

Batley

BD19 5EY

For **public transport** information visit:

[www.wymetro.com/howtogetto/planajourney](http://www.wymetro.com/howtogetto/planajourney)

[www.transportdirect.co.uk](http://www.transportdirect.co.uk)

[www.yorkshiretravel.net](http://www.yorkshiretravel.net)

For **bus timetables** visit:

[www.arrivabus.co.uk](http://www.arrivabus.co.uk)

[www.tlctravel ltd.co.uk](http://www.tlctravel ltd.co.uk)

[www.traveline.info](http://www.traveline.info)

For **rail enquiries** visit:

[www.nationalrail.co.uk](http://www.nationalrail.co.uk)

[www.thetrainline.com](http://www.thetrainline.com)

For information about **car sharing** visit:

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

[www.blablacar.com](http://www.blablacar.com)



## **Appendix B**

### **Example Travel Survey**





**Section C – Increasing Choice**

11. Are you aware of the Site Travel Plan? Yes/No

12. Do you have any comments on how the Travel Plan could be improved?

13. Can you readily find a Cycle Parking space? Yes/No

14. Do you feel confident riding a bicycle ? Yes/No

15. Are you aware of the Cycle Training programme? Yes/No

16. Do you have any other comments?