



PARAGON HIGHWAYS

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**PROPOSED HOSPITAL FOR THE PROVISION OF CHILDREN AND
ADOLESCENTS MENTAL HEALTH SERVICES
AT SHORTWOOD BUSINESS PARK
BARNLEY**

TRAVEL PLAN

162D / June 2016

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1 INTRODUCTION

1.1 Introduction

- 1.1.1 Paragon Highway Consultants has been appointed by Townsend Planning Consultants to advice on Travel Plan issues in relation to the proposed development of a proposed hospital for the provision of children and adolescent's mental health services at Shortwood Business Park, Barnsley.
- 1.1.2 Central Government and Local Authorities are placing emphasis on the need to reduce the number and length of motorised journeys and in doing so encourage greater use of alternative means of travel which have less environmental impact than the car.
- 1.1.3 The principle aim of the Travel Plan for the proposed development is to help reduce car usage (particularly single occupancy journeys) and increase the use of public transport (where this is available), walking and cycling.
- 1.1.4 The Travel Plan is based around two main phases; firstly, to take into consideration the existing transport conditions relevant to the proposed development and the surrounding environment, and secondly, to propose a number of measures to effectively manage and reduce the level of single-occupancy car use by staff and visitors.

2 BACKGROUND TO TRAVEL PLANS

2.1 Introduction to Travel Plans

- 2.1.1 A TP is a package of initiatives to tackle different aspects of transport, including commuter journeys, business travel and fleet management. The elements of a TP can vary depending on the nature of the development and local geography and circumstances.
- 2.1.2 A TP is typically a package of practical measures to encourage staff and visitors to choose an alternative to single-occupancy car-use, and to reduce the need to travel by private car in connection with their work.
- 2.1.3 The TP should be tailored to a particular site and include a range of measures which will make a positive impact at that site, e.g. setting up a car sharing scheme; providing cycle facilities; restraining car parking or possibly setting up video conferencing facilities to cut business travel. The purpose is to make the more sustainable transport modes safe and practical and therefore attractive to visitors and staff.
- 2.1.4 The key aspect of a TP is that it integrates the various ways an organisation uses transport to ensure that they complement each other.

2.2 The Benefits of a Travel Plan

- 2.2.1 The effects of travel choices on our environment, our health and our quality of life are well documented. Sources describe how increases in road traffic have produced unsustainable levels of congestion and pollution. The effects can be felt at a local level through poor air quality, noise and busier roads and at a global level through climate change. Journeys by road are becoming slower and more unreliable causing problems for business and stress to drivers.
- 2.2.2 There has been a significant increase in the proportion of individuals travelling to work by car. Over 80% of car journeys to work are driver only. Even a small modal shift in home-work-home journeys away from the car would have a considerable reduction in traffic congestion at peak times.

- 2.2.3 It is necessary to look at the way staff and visitors currently travel and consider ways of reducing the impact on the surrounding highway network of that travel. This means using more sustainable alternatives such as walking, cycling, shared car use or train / cycle use in preference to single occupancy car use. The TP should cause staff and visitors to reconsider how they make regular journeys.
- 2.2.4 If every car commuter used an alternative to the car on just one day a week, car usage levels for commuting would be reduced by as much as 20% immediately, with commuter parking requirements also reduced by up to 20%.
- 2.2.5 An effective TP can benefit the site, the local community and the overall environment. It can significantly reduce the costs of car park provision and maintenance, or staff / employee business mileage.
- 2.2.6 Table 2.1, below, summarises some of the benefits of implementing a TP at the new development and indicates who will benefit.

Benefit	Staff	Visitors	Community/ Environment
Cost Savings	√	√	
Healthier workforce and reduced absenteeism	√		
Improved site access	√	√	√
Reduced Congestion	√	√	√
Reduced accidents	√	√	√
Improved staff morale	√	√	
Time savings	√	√	√
Improved quality of life	√	√	√
Reduced stress	√	√	
Improved local air quality	√		√
Reduced noise			√

Table 2.1: Who will benefit from the Travel Plan

- 2.2.7 TPs can produce indirect but significant benefits, such as improving the punctuality of employees. Staff who cycle or walk to work will be fitter. By having a TP, organisations demonstrate a more responsible and caring attitude to staff and visitors, and the local community.

2.3 Commercial, National and International Policy on Travel Plans

- 2.3.1 Increasingly organisations are incorporating TPs into their environmental strategy. It is an important way of demonstrating their commitment to improving the environment.
- 2.3.2 In addition, a TP is a good foundation for future business operations. Transport sustainability and costs are issues that will become ever more important.
- 2.3.3 The problems of traffic growth have been recognised from a global perspective, to a national level and down to local level. TPs are seen to be a key factor in tackling the ever-increasing problems caused by the over reliance upon the motor car and the reluctance to use public transport or walk.

2.4 Components of the Travel Plan

- 2.4.1 There are a number of key components required within a TP, as it should address the issues that are unique to the development. Thus it can ensure that an effective and successful strategy is implemented. The key components include:
- **Background Information** – the existing travel habits of staff and visitors must be identified and the reasons for them understood, before any attempt can be made to influence transport choices.
 - **Objectives** – once the existing conditions are known, realistic, attainable, time-bound measures and objectives can be developed, in the light of operational and budgetary constraints.
 - **Measures** – having set the objectives the appropriate measures required to attain them should be identified. This process will be an evolutionary one and the measures adopted may vary over time as new partners are found and the effectiveness of measures are evaluated. This is of prime importance with bringing a bus service operator into the equation. Therefore, both long and short term policies and initiatives need to be developed.
 - **Awareness Raising and Marketing** – it is essential, if the plan is to succeed, for the staff to “take ownership” of the plan. A wave of awareness and involvement must be created and the strategy to achieve this must be flexible, but an outline approach is required to be set out within the plan.

- **Monitoring and Target Review** – the level of success achieved and the need to adopt new tactics or target new sub-groups can only be recognised if attitudes to transport and the measures adopted are monitored from the beginning. It is therefore necessary for the TP to define its aims and set out how and when progress is to be measured.

2.4.2 It should be noted that the TP is a document that will evolve over time as additional information becomes available and the travel habits of staff and visitors change i.e. in this case public transport provision be improved. To consider any document to be the definitive TP development will lead to an ineffective, and ultimately, obsolete initiative. The plan needs to set out the policy objectives and initiatives, but allow them to develop and evolve over time.

2.4.3 All of the above issues are discussed in greater detail in the following sections.

2.4.4 It should be noted; that Travel Plans are usually geared towards staff, however, as much emphasis where possible is also placed on visitors to the site where practically possible.

3 EXISTING AND PROPOSED DEVELOPMENT

3.1 Introduction

- 3.1.1 This section of the Travel Plan provides an overview of the existing and potential transportation environment in the vicinity of the proposed development, thereby providing a baseline to the Travel Plan.

3.2 Surrounding Highway Network

- 3.2.1 The main access route to the site is the Dearne Valley Parkway (A6195) which is a two-way, dual carriageway road which runs in a predominantly east to west direction. It links Junction 36 of the M1 motorway to the west with the A655 to the north east and is a busy route particularly at peak times. It is derestricted and lit generally to main road standards. Access to the Shortwood Business Park is via the northern leg of a 3 leg roundabout approximately 1800m from its junction with the M1 Motorway.
- 3.2.2 Access off the A6195 is along Shortwood Way a traditional industrial estate road layout with a 7.3m wide carriageway with 1.8m wide footways over part of its length. Shortwood Way is subject to a 30mph speed limit and lit to industrial road standards. Just to the south of the site Stockwith Lane forms a priority junction with the Shortwood Way. There are no Traffic Regulation Orders on the immediate site frontage restricting on street parking / waiting.
- 3.2.3 Shortwood Way also forms a vehicular route to a small settlement of approximately 11 houses known as Shortwood Villas just to the north of the site and an access on foot to the local public rights of way system. Shortwood Way is also the means of access to Shortwood Court which serves several starter type units plus Millbrook Industries Ltd and other larger units. Shortwood Way also forms a route to Shortwood business park located on the eastern side of the main spine road.

- 3.2.4 The full construction of Shortwood Way, both carriageway and footways, has been terminated some distance short of the suggested access point to the proposed New Specialist Hospital. The remaining track is in poor state of repair and varies in width and surfacing material and is without the benefit of street lighting or surface water drainage facilities. As part of the development proposals this section of highway is to be brought up to a adoptable standard acceptable to the Local Planning and Highway Authority.

Public Transport

- 3.2.5 A bus service did operate along the Dearne Valley Parkway and on Shortwood Business Park with a passenger shelter having been erected on Shortwood Court less than 200 metres from the site. However, this service has recently been disbanded and the passenger shelter removed. The bus service provider has stated that all local services are constantly under review however, no confirmation can be given at the present time as to whether this or a similar service will be reinstated.

Pedestrians and Cyclists

- 3.2.6 The site benefits from a footway on Shortwood Way which will be extended along the site frontage as part of the development scheme. There are two key cycle / pedestrian routes that link the site with Hoyland and Birdwell, however, it is recognised that both routes need some physical improvements to encourage additional usage.
- 3.2.7 With regards to cycling, the former guidance within PPG 13: Transport is still useful and this states that "Cycling also has the potential to substitute for short car trips, particularly those under 5 km, and to form part of a longer journey by public transport".
- 3.2.8 The site is accessible by way of cycling with the residential areas of Birdwell and Hoyland being within the 5km catchment. Wombwell and Elsecar rail stations are also located within the cycle catchment area providing the opportunity for multi modal journeys. This, in conjunction with the proposed cycle parking within the site would allow some local staff to travel by bicycle.
- 3.2.9 From the above it is clear that the site is in a location that is relatively accessible by cycle and on to some local settlements on foot.

3.3 Proposed Development

3.3.1 The proposed development consists of a 112 bed Independent Specialist Hospital to serve on a potentially national basis. The proposals are for a highly specialised National Centre of Excellence – (Planning use Class C2).

3.3.2 The Barnsley MBC parking guidelines are for hospitals in general and not specifically for Private Hospitals of the type applied for. The current guidance adopted in March 2012 for hospitals in general, which are maximum standards are as set out below:

1 parking space per 2 staff

1 parking space per 3 daily visitors

1 cycle parking space per 50 beds

1 cycle space per 40 non-residential staff

The parking allocation for the New Hospital would obviously not include for any outpatient facility, as the Hospital will be very specialised the normal car parking requirements are considered unnecessary in this case. The likely number of visitors will be very low, the client estimates no more than 10 - 15 per day, the parking provision will, therefore, be generally for staff. The parking allocation for the overall development will be 15 for visitors and 75 allocated spaces for staff inclusive of 10no. disabled parking spaces. The proposed number of staff and visitor parking spaces will accommodate the likely staff numbers per shift (132 no.) and the overall predicted visitor numbers, especially so given the hospitals responsibility towards encouraging no single occupancy journeys.

- 3.3.4 Access to the car parking area will be via a priority junction onto the section of Shortwood Way that will be upgraded as part of the development proposals. The extension of the estate road will be constructed to adoptable standards and to the specification of the Local Highway Authority. Access for maintenance vehicles will be via a one way “loop system” around the perimeter of the hospital. Access for the service and delivery vehicles will be via the same junction off Shortwood Way through a barrier control system and then into the service and delivery bays adjacent to the main entrance arrangement. The delivery vehicles will not have to negotiate the “loop system”, however, it will be available for the emergency services if required.
- 3.3.5 Visiting hours will be on an evening, so as not to encroach on the therapeutic day, and at weekends when the bulk of visiting will take place.
- 3.3.6 Also it is proposed that cycle spaces are provided within the curtilage of the car park close to the main pedestrian entrance to the hospital which should be in an acceptable location to the Local Planning and Highway Authority.
- 3.3.7 The maintenance of the access drives / internal footpaths etc will be undertaken via the Hospital Management Committee and they will be laid out, constructed and drained to a standard to be agreed with the Local Planning and Highway Authority.

4 OBJECTIVES AND TARGETS

4.1 The Focus of the Travel Plan

4.1.1 The Travel Plan is primarily focussed on the proposed hospital staff and therefore the majority of measures proposed within the plan are intended to encourage staff to vary, or change, from their reliance on private car travel. Emphasis is also placed on visitors to the site in order to provide them with a choice of transport modes.

4.1.2 It is proposed that as part of the Travel Plan process, a survey will be carried out three months before the official opening, to ascertain modal travel patterns of all employees. These results will be integral in the development of the Travel Plan. A sample questionnaire is provided in Appendix A.

4.2 Objectives

4.2.1 There are a number of objectives, both at national and local level, that the implementation of the Travel Plan is intended to help fulfil:

- (i) To influence travel behaviour of staff and visitors;
- (ii) Generate if practical no single-occupancy car trips than would otherwise be the case by encouraging shared transport use.
- (iii) To reduce the need for unnecessary journeys by employees and visitor vehicles;
- (iv) Reduction in overall mileage;
- (v) To help improve the health of staff and visitors; and
- (vi) Accommodating those journeys that need to be made by car.

5 TRAVEL PLAN INITIATIVES

5.1.1 In order to ensure that the opportunities for staff / visitor modal shift can be realised there are a number of measures that could be implemented and encouraged by the development. The following provides a general guide to Travel Plan initiatives which could be provided, however, Section 6 outlines more specific physical and management measures which could be undertaken as part of the Travel Plan together with projected timescales for implementation. These are grouped broadly under 'alternative mode of transport' headings.

5.2 Measures to Reduce Car Use

Provision of Travel Information

5.2.1 Information relating to potential means of car-alternative access to the development proposals will be publicised on a notice board. This board will be placed in both the reception and staff notice board areas to increase awareness of the travel options available. The board will hold information about the Travel Plan, and the reasons for it, information about the health and financial benefits of not driving would also be provided on the information boards.

5.2.2 A copy of the Travel Plan will be made available on the staff notice board and a letter will be circulated to staff via the first wage-packet following the commencement of the plan. This letter will announce the launch of the Travel Plan, location of the notice board and name of the Travel Plan Co-ordinator(s).

5.2.3 It is encouraged that promotional material for the development, whether in terms of leaflets, internet websites, and travel information by non-car modes is promoted for the site.

5.2.4 Single occupancy journeys by staff will be discouraged and all possible means to encourage car sharing such as dedicated spaces, additional travelling time to / from work etc. will be offered as an incentive.

- 5.2.5 Mini buses are to be purchased for multipurpose use including getting staff into work in adverse weather conditions. The mini buses will also be utilised to pick up / drop off staff at agreed points to again reduce the car parking demand and reduce the number of single occupancy journeys.

Measures to Promote and Facilitate Cycling

- 5.2.6 The development will provide the following facilities to encourage use of cycling to and from the site:
- a) Changing facilities provided for staff;
 - b) Secure cycle parking; and
 - c) Circulations of information on the local cycle network routes to employees and visitors, and also include this information on maps to be produced and made available through the Travel Plan notice boards.
 - d) An assisted bicycle purchase scheme operated through a healthy lifestyle initiative will be set up.
 - e) Provide a cycle “spares kit” i.e. puncture outfit etc at the Hospital site.

Car Sharing

- 5.2.7 Car sharing is a good means of reducing single-occupancy car use especially for staff. It represents a relatively convenient alternative form of travel and significant potential exist to reduce the total private mileage of employees by implementing and publicising a formal ‘scheme’.
- 5.2.8 The site management will endeavour to promote a car sharing scheme for its staff and dedicate parking spaces purely for car sharers plus additional travel time to work will be offered as an incentive.

5.3 The Travel Plan Co-ordinator(s) and Associated Support

5.3.1 The Travel Plan should be implemented for the both the office and nursing staff under the control of Travel Plan Co-ordinator(s) (TPC(s), who will work in conjunction with the Council, the local community and other interested parties for the continuing progression of the Travel Plan. The Travel Plan coordinator in this case will be the Senior Hospital coordinator.

5.3.2 The Travel plan Co-ordinator(s) should be provided with an adequate budget to fund the provision of travel information, marketing and promotional activities etc. The role of the Travel Plan Co-ordinator(s) should be as follows:

- To promote and encourage the use of travel modes other than the car, including publicity;
- To provide a point of contact and travel information;
- To ensure that all relevant information is provided to all staff and visitors and that up-to-date information is clearly displayed on the Travel Plan notice boards;
- To ensure that relevant information is made available to and updated as necessary; and
- To arrange for travel surveys to be undertaken as and when agreed with the Councils Travel Plan Officers.

5.3.3 In addition to the duties listed, the Travel Plan Co-ordinator(s) should develop targets for increasing the use of sustainable modes. The targets should be developed based on the results of the travel to work surveys and should form a break down of the targets identified. These targets should then be monitored annually and with the assistance of the Local Authority Travel Plan Officers.

5.3.4 The Travel Co-ordinator(s) will seek to ensure a “reduction in single occupancy private car travel”. A suitable reduction would be 10% over the initial 5-year period.

5.4 Monitoring and Review Mechanisms

Provision of Travel Information

- 5.4.1 An objective of Travel Plan's is that there will be an on-going improvement process including periodic monitoring, where necessary. The whole Travel Plan will then be reviewed in consultation with the Local Authority.
- 5.4.2 The TPC will form a contact point for communication with the Local Authority. Findings from authority discussions and reviews will be communicated to staff via the notice board and communication sessions.

Travel Surveys

- 5.4.3 Repeat surveys of the staff and visitors will be undertaken as part of the review process. These will be of a more basic nature, seeking to determine any change in the modal split and uptake of Travel Plan initiatives. The initial survey will need to be undertaken prior to the Hospital being operative (say 3 months before opening), when the development is fully operational and then 1 and 3 years (to be agreed with the Council) thereafter after the Travel Plan launch.
- 5.4.4 Snap shot surveys may be done each year to enable the Travel Plan Co-ordinator(s) to effectively monitor the targets. The results of the monitoring should be fed back to the Council's Travel Plan Co-ordinator(s). The Council's Travel Plan Co-ordinator(s) will then work with each company to identify any necessary changes to the Travel Plan.

5.5 Marketing and Communication

- 5.5.1 In addition to the initiatives outlined with the Travel Plan, there should be an ongoing marketing and communication of information following on from the launch.

Dissemination and Feedback

- 5.5.2 Information on the Travel Plan, for example new initiatives, will need to be disseminated to staff and visitors, and feedback obtained.

5.6 New Staff

- 5.6.1 In order to be able to determine the potential effect of new staff for each element of the development, personnel should be asked to complete the staff travel questionnaire as part of their induction. In this way, the travel patterns of new staff can be considered in the same light as those for existing staff.

5.7 Ongoing Marketing

- 5.7.1 The Travel Plan will need be launched as soon as possible after the opening and will be continually marketed through the provision and updating of travel information, leaflets, provide an internet web site and communication sessions.
- 5.7.2 As part of the communication campaign, the Travel Plan Co-ordinator(s) will arrange activities to coincide with national events such as Bike Week, TravelWise Week, National Lift Share Day, In Town without My Car, World Health Day, etc.

6 TRAVEL PLAN MEASURES

6.1 Preamble

6.1.1 This section outlines the specific physical and management measures which could be undertaken as part of the Travel Plan together with projected timescales for implementation. Implementation of the listed measures, which include awareness initiatives and infrastructure provision, is at the core of the Travel Plan proposals. Measures are grouped together broadly under 'alternative mode of transport' headings.

6.1.2 These measures are geared towards staff; however, some of the elements can be transcribed to the effect of visitors to the site.

6.1.3 As far as possible, the obligations outlined below are designed to be suitable for review and monitoring.

Public Transport

6.1.4 An objective of the Travel Plan is to seek to maximise use of public transport services by employees. However, in this instance the local bus services have been withdrawn. Notwithstanding this the following measures are proposed:

- a) Prior to the Hospital opening the TPC shall enter dialogue with the local bus service providers to try and negotiate the reintroduction of the local bus service even if this is only for the peak shift change times.
- b) Assuming that a new service can be provided then within 1 month of opening, employees will also be made aware of the on-line web sites administered by the public transport operators; and
- c) Every 12 months after the implementation of the Travel Plan, the Travel Co-ordinator(s) will provide to the bus operators via the planning authority relevant information arising from the Travel Questionnaire and details of points raised periodically by employees on the level of service provided.

- d) The TPC will confirm the number of staff that have the potential to travel by train to the nearest station at each main shift change and should sufficient numbers be interested then to arrange a mini bus to collect and return staff to the station at before the start and after completion of their shifts.

Walking

6.1.5 Specific Travel Plan measures designed to encourage more walking trips to and from work, by those living within an acceptable distance, are:

- a) Every 12 months after the implementation of the Travel Plan, the Travel Co-ordinator(s) will liaise with the planning and highway authority to ensure that pedestrian routes in the vicinity of the site are appropriately maintained; and
- b) Within 2 months of opening, provision of information and advice concerning safe pedestrian routes.

Cycling

6.1.6 To encourage employees to consider cycling as a viable mode of travel to work, the following measures would be included in the Plan:

- a) Upon opening, secure cycle parking would be provided, close to the main entrance of the building;
- b) Every 12 months after the implementation of the Travel Plan, the Travel Co-ordinator(s) will liaise with the planning and highway authority to ensure that cycle routes in the vicinity of the site are appropriately maintained;
- c) Within 6 months of opening, employees will be provided with information and advice concerning safe cycle routes; and
- d) The Travel Co-ordinator(s) will also launch poster campaigns on a regular basis to advertise cycling as a viable mode of travel to work.
- e) A bike discount purchase scheme will be offered to all employees.
- f) Provide a cycle spares kit permanently at the Hospital administrative office.

Car Sharing

- 6.1.7 Car sharing represents a relatively convenient alternative form of travel and significant potential exists to reduce the total private mileage of employees by implementing and publicising a formal 'scheme'.
- 6.1.8 The Travel Co-ordinator(s) will establish from the Questionnaire Survey the potential for car sharing and will arrange for employees to be made aware of that potential and staff shall be offered incentives such as travel time being taken account of during the working day, to ensure the take up of the car sharing scheme is of a high number.
- 6.1.9 A dedicated car parking space will be maintained close to the entrance to the main site building for all car sharing employees.

7 CONCLUSIONS

- 7.1.1 The Travel Plan measures promote the use of sustainable transport modes. Travel Plan coordinator(s) will be appointed for both nursing and office staff to act as the main point of contact regarding travelling to the development and to promote sustainable modes of transport.
- 7.1.2 The development has committed to providing a travel questionnaire that will assess whether or not that the Travel Plan measures are effective. The results of this survey will be compared to set targets and the Travel Plan will be reviewed and amended as requested.
- 7.1.3 This Travel Plan concludes that the site constraints, transport provision and Travel Plan measures will effectively encourage staff and visitors to travel by more sustainable modes of transport.

APPENDIX A

Sample staff questionnaire.

Staff Travel Questionnaire

COMPANY NAME is developing a Travel Plan to improve the travel options available to staff. We want to make sure that we understand staff travel patterns and your perceptions of different ways of getting to work.

I would be grateful if you would spare a few minutes to complete this questionnaire. This has been sent to all staff that will be employed by **COMPANY NAME**. All the information you have provided will be treated in the strictest confidence. Please tick the boxes that correspond to your answers or write in the spaces provided as appropriate. When you have completed your form please return to **TRAVEL PLAN CO-ORDINATOR**.

If you have any questions please contact **TRAVEL PLAN CO-ORDINATOR**.

Section A: Your Journey to Work

1. Please circle your days of work.						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday

2. How often would you use the following means of transport to travel to work? Place a tick in the appropriate box in each row								
	6 days per week	5 days per week	4 days per week	3 days per week	2 days per week	Once a week	Occasionally	Never
Walk								
Cycle								
Bus								
Agency Minibus								
Train								
Motorcycle								

Car Driver (Alone)								
Car Driver (with others from <u>COMPANY NAME</u>)								
Car Driver (with others NOT from <u>COMPANY NAME</u>)								
Car Passenger								
Other (Specify)								

If you will ever use the car to travel to work continue to section B. Otherwise go to section C.

Section B: If you will ever travel to work by car

3. What are your main reasons for using a car to get to work? <i>Tick up to three boxes</i>	
Time savings	
Cost savings	
Convenience / flexibility	
Personal safety	
Dropping Off / collecting children	
Dropping off / collecting partner / friend	
Public transport alternatives not available / unrealistic	
Health reasons	
I need the car during the day for work	
Trips at lunchtime	
Other purposes on the way to / from work	
No alternative	
Other (please specify)	

4. On your car trip to work will you be the: <i>(please circle as appropriate)</i>	
Driver	Passenger

5. Including yourself, how many other employees of <u>COMPANY NAME</u> will typically be in your car on the way to and from work? <i>(please circle as appropriate)</i>					
0	1	2	3	Other (please specify):	

6a. Will you typically visit any other destinations (other than work or home) on your car journey to or from work? <i>(please circle as appropriate)</i>											
Yes					No						
6b. If yes, please specify											
6c. How many days per week will you visit this destination? <i>(please circle as appropriate)</i>					1	2	3	4	5	6	7

Section C: If you will NOT ever travel to work by car

7. What are your main reasons for <u>not</u> using a car to get to work? Tick up to three boxes	
No car available	
Cheaper to travel by alternative means	
To avoid traffic congestion	
Time saving	
Health / fitness reasons	
Shift patterns	
Other (please specify)	

Section D: The potential for using alternative means of travel – to be completed by all

Buses

8. Does a bus service run between a bus stop convenient to your home and the site?			
Yes, a direct service		No	
Yes, with a change		Don't Know	

9. Which of the following would encourage you to use the BUS for your journey to / from work (if you already travel by bus, which would you most like to see)? Tick up to four	
A direct service from home to the site	
More frequent bus services	
Faster bus services on designated bus lanes	
Improved security on buses	
Better quality waiting areas	
Better quality buses	
Subsidised / cheaper fares	
Ticket and timetable information available at work	
Other (please specify)	
None of the above	

Cycling

10. Which of the following would encourage you to CYCLE to / from the site (if you already cycle which would you like to see)? Tick up to four boxes	
Provision of safer cycle routes to work	
Secure cycle parking at work	
Showers and changing facilities at work	
Lockers and storage facilities at work	
Better information on cycle routes and location of cycle facilities	
Discounts / loans towards purchase of cycle / cycle equipment	
Other (please specify)	
None of the above	

Walking

11. Which of the following would encourage you to WALK to / from the site (if you already walk, which would you most like to see)? Tick up to two boxes	
Provision of safer crossing facilities on route	
Lighting and security on route to work	
Changing facilities at work	
Lockers and storage facilities at work	
Other (please specify)	
None of the above	

Car Sharing

12. Which of the following would encourage you to CAR SHARE to/from the site (if you already car share, which would you most like to see)? Tick up to two boxes	
Better information about drivers passing my house to get to the site	
Financial benefit from carrying passengers to / from the site	
Being able to organise car sharing a few days in advance	
Other (please specify)	
None	

Section E: About you – to be completed by all

13. Name (please PRINT)

14. About your working hours – Please circle the relevant response

(a) Do you work	Full time	Part time
(b) How are you employed?	Permanent Employee	Contract Staff

15. Please specify the times between which you will be working

Start time		Finish time	
------------	--	-------------	--

16. Are you:	Male		Female	
---------------------	------	--	--------	--

17. Which of the following age groups are you in? (please circle as appropriate)

Under 20	20 - 29	30 - 39	40 - 49	50 - 59	Over 60
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18. What is your home postcode?

Thank you for taking the time to complete this questionnaire, your views are very important to us.

Please return your completed questionnaire to the collection box in _____.