GLADMAN

OUR BUSINESS IS DEVELOPING

'Plot B' - Tankersley
Wentworth Industrial Park
Wentworth Way, Tankersley

Interim Travel Plan



Contents

Contents 1
Sustainability and Transport To Work 2
Executive Summary 3
Chapter 1 – Introduction 4
Chapter 2 – Objectives & Targets 5
Chapter 3 – Public Transport 6
Chapter 4 – Car Use 8
Chapter 5 – Cycle & Walk 9
Walk 9
Cycle 10
Chapter 6 – Other Measures 11
Special Needs 11
Powered Two Wheel (PTW) 11
Chapter 7 – Monitoring & Review 11
Chapter 8 – Travel Plan Administration 13
Chapter 9 – Information & Marketing 14
Chapter 10 – Conclusions 16

Appendix A Bus Timetable & Stops
Appendix B National Rail Enquiries typical timetable
Appendix C Cycle Network & Walk Isochrones
Appendix D Company Profile & Staff "Travel to Work" Survey
Appendix E Gladman Business Park Lease
Appendix F Travel Plan Framework Summary

Sustainability and Transport To Work

Gladman are very aware of the importance of a more sustainable approach to travel to work journeys and reducing single occupier car journeys. Just as important, in the context of sustainable transport, is the issue of distance travelled to get from home to work.

In previous generations the location of most settlements was determined by the proximity of employment. Whether Mill Towns, Market Towns, Docks or Pit Towns, employment was in most cases the reason for the town's existence.

The major structural changes to the economy over the last 20 years or so have moved jobs from the manufacturing sector to service sector and more office based employment. Large numbers of towns whose workforce would previously walk, bike or bus a short distance to work in their home town now have to commute to another town or city to work, as employment opportunities are limited in their own locality.

To redress this imbalance and reduce such out commuting there needs to be new employment opportunities for the service and office sectors to be established in every town. The Gladman Business Parks provide just such opportunities to encourage local employment in these very sectors, by building a range of high quality, flexible office space, for sale or lease with high profile image and good accessibility for staff and customers alike.

Executive Summary

1. The proposed development at Wenworth Industrial Park, Wentworth Way, Tankersley development of 3 warehouses with ancillary office accommodation, parking, service yards and associated works. It will create a total of 32,641 sq meters gross floor space. The Travel Plan provides the mechanism to promote and achieve sustainable transport objectives. It is prepared in accordance with current DfT advice and guidance.

2. The Interim Travel Plan is prepared in advance of the occupants being identified, and provides the framework in which each new /different occupier will be advised of the Travel Plan and the Final travel Plan will be prepared. It will be administered by a Site Travel Plan Co-ordinator.

3. The Travel Plan includes physical and other measures to promote non-car journeys.

4. Complementary to this, single occupancy vehicle trips are to be discouraged, with behavioural incentives and other approaches being explored.

5. The Travel Plan provides the means to achieve, from the outset, a Gladman Business Park "culture" oriented to offering sustainable transport choices that are attractive to employees. The Travel Plan acknowledges and follows current best practice.

Chapter 1 – Introduction

1.1 The Travel Plan (TP) for 'Plot B' - Tankersley is implemented as part of the development and the TP formulation is ongoing and dynamic. It is important to recognise that 'Plot B' - Tankersley is a modest component of the overall Industrial Park. Thus, this development occurs in the context of an established employment location that has existing public transport provision and established travel patterns by existing occupants of the Park.

1.2 'Plot B' - Tankersley is speculative and multi-occupied. The DfT "Using the planning process to secure travel plans: Best practice guide" (August 2002) advises that "*where the future occupier is unknown or may change, or where several different occupiers (unknown and known) occupy the development*" a staged process is appropriate for the TP, involving:

- **Interim Travel Plan**
  "agreed before the planning application is determined, to specify measures to be implemented before development and occupation as far as possible, and includes a framework and timetable for the final travel plan"

- **Final Travel Plan**
  "prepared and implemented soon after occupation but in accordance with the framework, based on surveys of the operating development". (para 10.30).

1.3 The DfT "Best Practice Guide" further advises that the Interim TP "*sets out all travel plan commitments that are not dependent on a survey of the occupiers*" employees/visitors/deliveries and which can be implemented before development (e.g. infrastructure) and/or before occupation" (para 10.31)

1.4 As the "Best Practice Guide" advises, for a speculative and multi-occupied development an Interim TP provides an over-arching framework for preparation of a Final TP(s) that reflect information related to specific occupiers. It is not possible to undertake surveys of staff until the buildings are occupied.

1.5 As a new (speculative and multi-occupied) development, there are no established patterns of behaviour for employees travelling to work. It is important that, as far as possible, measures are in place to provide good active encouragement for sustainable transport choices, from the commencement of employees being based on 'Plot B' - Tankersley. Thus, emphasis is placed on achieving, from the outset a "culture" oriented to offering sustainable transport choices that are attractive to employees.

Chapter 2 – Objectives & Targets

2.1 The objectives of the TP are to:

- Contribute to traffic reduction and other sustainable transport objectives set out in national, regional and local policies.
- Promote accessibility to 'Plot B' - Tankersley by sustainable modes of transport and address traffic and parking issues.
- Ensure a choice of travel mode for all those travelling to/from 'Plot B' - Tankersley and promote sustainable travel choices.

2.2 This Interim TP is an 'umbrella' site TP that will be administered by a Site Co-ordinator (Refer Chapter 8). This provides the framework in which each new/different occupier is advised of the TP for this Plot.

2.3 The term "targets" is used in relation to travel plans to cover any measurable aim that will be monitored and is agreed with the local

authority to be an important indicator of the TP's effectiveness. The DfT "Best Practice Guide" acknowledges that:

> *"The science of setting targets is inexact and current practice has not yet been standardised in respect of key factors (e.g. timescales, indicators used) although technical guidance is available. The bulk of research and guidance is for setting targets and associated timescales in respect of single driver commuting, rather than for targets for increasing public transport use or other indicators."* (para 9.18)

The DfT suggest that "*employee car use per 100 employees*" may be the most useful indicator for setting targets.

2.4 Modal split is expressed as a percentage, and identifies the split of all trips between different transport modes (e.g. car driver, car passenger, public transport, cycling, walking). As this development is a speculative development, it is not possible to establish (by survey) the modal split of employees prior to occupation.

2.5 The approach adopted for the Interim TP must be to await the collection of employee travel data (refer Chapter 7). At that time, the approach to setting a target that is to be adopted for the TP will be reviewed.

Chapter 3 – Public Transport

3.1 A key objective of the TP is to ensure good opportunities for travel to 'Plot B' - Tankersley by public transport.

3.2 The transport assessment has established that there is minimal accessibility to Wentworth Industrial Estate by bus, although bus services run regularly from Barnsley Town Centre to Birdwell which is 20-25 minutes walk from the Industrial Estate. The Industrial Estate is served by Yorkshire Traction bus services 72A, 201 and 199, although these

services only operate hourly during the working day – see appendix A for timetables or contact South Yorkshire Passenger Transport Executive – 01709 515151. Commuters wishing to travel to neighbouring Towns or Counties can do so from Barnsley Interchange. Further information relating to bus services serving Wentworth Industrial Estate can be found in the enclosed Transport Assessment.

3.3 The use of public transport needs to be promoted and appendix A gives examples of bus timetables and routes that can be given as part of induction packages to employees. With the prospective increase in employment on the business park it may be that discussions with the bus operators could be held with a view to considering an extension to existing routes and/or the possibility of additional services to/from other villages to service the site if necessary.

3.4 Local bus information can be found on the Traveline website www.traveline.com, as well as information about bus routes in other parts of the country. Traveline can be contacted on 0870 608 2608,

3.5 The closest railway stations to the site are Chapeltown in Sheffield and Elsecar which are approximately 3.6 miles and 3.1 miles respectively. These stations are on the Hallam Line which connects Leeds, Castleford, Barnsley to Wakefield, Meadowhall and Sheffield. Appendix B gives details of the operator, Northern Rail, along with a typical timetable extract and network line map. Northern Rail can be contacted on 0845 000 0125 or www.northernrail.org.

3.6 Appendix B also gives an example journeys from Chapeltown rail station to the site by bus. A more detailed expanded version is also shown which has been taken from the Traveline website. Maps are given in Appendix B which show the location of Elsecar station to the site.

3.7 The information and marketing aspects of the opportunity to travel by public transport to the Park are very important, and are discussed in Chapter 9. One of the measures to be explored to promote bus travel is to give each employee vouchers for five days free bus travel to/from 'Plot B' - Tankersley as part of their induction package of travel information. This is aimed at creating, from the commencement of employment a bus "culture", highlighting the opportunity available and the commitment of the management to providing practical assistance to those wishing to travel by bus. This measure will be included in the Final Travel Plan should the survey results show it to be a viable option to encourage modal shift.

Chapter 4 – Car Use

4.1 Car journeys to this site will be undertaken. The objective of the TP is to provide a framework that, whilst recognising this, manages it in an effective and efficient manner that is compatible with the TP objective of contributing to traffic reduction. Further, the approach to car use must be complementary to other TP measures aimed at promoting and achieving sustainable travel patterns for 'Plot B' - Tankersley.

4.2 The car strategy for the TP is founded on the following principles:

- Car park spaces: restraint and management ("stick" measures), and
- Car share: promotion and encouragement ("carrot" measures).

4.3 The car park space measures include:

- Number of spaces in accordance with PPG13
- Designated disabled parking spaces: in the most convenient locations. (5% of total spaces are reserved for this purpose, weighting car park space availability strongly in favour of disabled).

- Consider designating spaces for multi-occupancy cars, being in favoured locations (after the disabled spaces), to promote shared car journeys.

4.4 The measures aimed at encouraging car sharing, and hence reducing single occupancy vehicle (SOV) trips include:

- Explore feasibility of car share database, to be set up and available for the whole of GBP coming within the aegis of the Travel Plan Co-ordinator (refer Chapter 8)
- Information provided to employees about financial benefits of car sharing, as well as environmental benefits (refer Chapter 9)

4.5 The measures to promote a car share culture at GBP and the relationship between such measures, will be appraised as part of the monitoring and review process (refer Chapter 7).

4.6 All of these issues were considered in determining the appropriate parking provision for the consented scheme (ref 2007/2148). Permission was granted for 306 spaces including disabled.

4.7 The proposed scheme represents a marginal increase in floor space. Accordingly, it is proposed to increase the parking provision to 315 spaces and 17 disabled.

Chapter 5 – Cycle & Walk

Walk

5.1 The Institution of Highways and Transportation (IHT) provides guidance about journeys made on foot. It does not provide a definitive view of distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips. A 400m distance corresponds to a walk time of 5

minutes, based upon typical normal walking speed. Appendix C contains a diagram of the 5, 10 and 25 walk time isochrones for the Site, (ie reflecting 400m, 800m and 2000m distances).

5.2 The walk isochrones (shown in appendix C) assist in identifying bus stops that are within a reasonable walk of the Site. There are 7 bus stops within a 10 minute walk of the development.

5.3 Appendix C also shows that the residential area of Pilley is within easy walking distance, and Birdwell can be reached on foot in approx. 25 minutes.

5.4 The needs of pedestrians and cyclists are a key parameter for design of the on-site layout. The Site layout addresses safety issues and is convenient and attractive for pedestrians and cyclists.

Cycle

5.5 Appendix C indicates the 10 and 20 minute cycle isochrones for the Site. This represents a substantial part of the residential area of Hoyland, Birdwell and Chapeltown and provides good opportunity for employees to travel to Plot B, DCUK by cycle. Appendix C presents the network of cycle routes in the vicinity of the Site.

5.6 The survey would determine whether, given the right incentives, cycling would be a choice of sustainable mode for employees. If this is the case, the occupiers may then conclude that the inclusion of showers in their offices may be the measure that would encourage a modal shift in their travel behaviour. To enable this choice, all offices are designed to allow the incorporation of showers as a tenant fit out.

5.7 Appendix C also presents useful website addresses.

5.8 It is proposed that cycle parking is introduced as part of the development. This is indicated on the submitted Site Layout Plan.

Chapter 6 – Other Measures

Special Needs

6.1 Due to the site's geographical location it would be difficult for ambulant disabled to access the Park in any manner other than by motorised transport. Awareness of accessibility requirement of those with special needs is an integral part of Gladman's proposals. For example, pedestrian routes within the Site will have suitable gradients for those in wheelchairs. All paths are at the same level as building floor level, therefore steps into offices are not necessary.

Powered Two Wheel (PTW)

6.2 PTW parking will be provided in accordance with the Council's standards, if required.

Chapter 7 – Monitoring & Review

7.1 Implementation of the TP must be monitored and reviewed if the intended and optimum benefits are to be secured. This is especially the case for a speculative multi-occupied phased development such as this site. It is important that flexibility is retained to amend the TP according to circumstances, and the monitoring and review process provides the mechanism for this. The key objective of the monitoring of this TP is to measure the effectiveness and to ensure that it remains relevant over time.

7.2 There is no established/past record of travel for this Plot because it is a new development, and thus initially there is no change to measure. Thus the first task for monitoring of the TP is to undertake a staff survey to establish the actual modal split. It is proposed that this is undertaken and reported within 12 months of first occupation. The reason for defining the 12 month timescale is to allow opportunity to achieve a survey sample size that is sufficiently large to provide a reasonable basis for reviewing the modal split target for the next stage of the TP. If the survey sample size is too small, then the representativeness of it is questionable for the purpose of forecasting realistic targets. It is important that effective results are achieved from resources expended on the TP, including monitoring and review, if employers and employees are to be convinced of the credibility and advantages of the TP. A GBP survey form is included at Appendix D.

7.3 The staff survey needs to establish key indicators that form a sound basis for the ongoing future monitoring and review of the TP. The importance of the design and specification of the staff survey cannot be over-emphasised. Whilst it is stating the obvious to say that the value of the results and conclusions arising from the staff survey are limited by the quality of the survey, this is too frequently overlooked and/or not recognised until it is too late, after the survey is completed. Forethought about the required information outcomes from the staff survey are fundamental and critical to ensuring that effective information is gathered. This again supports the proposed twelve month timescale for undertaking and reporting the first staff survey, as it will provide the first site-specific data, which will be used to inform the review of the Interim TP targets.

7.4 The staff surveys (first and subsequent) will be arranged/undertaken by GBP management, with the co-operation of the occupants.

7.5 Similarly, the GBP management will have overall responsibility for analysis of the staff survey and reporting of findings and recommendations/conclusions. This process will include discussion with representatives of the occupants.

7.6 A summary "Monitoring & Review" report will be prepared by the GBP management and submitted to the Local Authority.

7.7 The programme for "Monitoring & Review" survey and reporting is:

- Initially: 12 months after first occupation
- Follow-up: 3 and 5 years after first occupation, with the process being deemed complete at the end of 5 years after first occupation of the development

7.8 Attached to this document (at Appendix E) are the standard GBP Lease and "Travel Plan Requirements" Annexe to the Lease. This clearly demonstrates the responsibilities and forethought put into ensuring full co-operation from the eventual tenants to ensuring success from the whole TP process.

7.9 Also attached to Appendix D is a sample of our Company Profile Survey. Shortly before, or upon occupation of the new premises, the survey is forwarded to the new occupier. It is requested they complete and return this to us, as the information given provides the foundation on which we send the Staff Travel to Work Surveys. This will provided key information for example number of employees and the name of the company's representative who will work with the TP Co-ordinator.

7.10 Posters promoting the Staff Travel to Work surveys will be enclosed with the Company Profile Surveys. Occupiers will be requested to display the posters in prominent locations around their offices. The posters will have objectives to include:

- Raising awareness of the impending Staff Travel Surveys
- Promoting the benefits, including health, financial, environmental etc.

Chapter 8 – Travel Plan Administration

8.1 A Travel Plan Co-ordinator has been appointed as part of the GBP management, to maintain and operate the TP. The duties of the TP Co-ordinator will include:

- Working with the occupiers, providing guidance and information
- Liaising with the car share company in respect of setting up/maintaining/managing the car-share database
- Information and marketing initiatives (refer Chapter 9)
- Liaison with key stakeholders

8.2 The TP Co-ordinator will be responsible for preparing, and updating as necessary, the Employee Induction "Travel Pack" (refer para 9.3). The TP Co-ordinator will maintain an adequate stock of these for monitored issue to employers.

8.3 As part of the ongoing management of the TP a dialogue will be maintained with the Local Authority and emerging best practice information monitored, to provide the most efficient platform for maximising the effectiveness of the TP.

Chapter 9 – Information & Marketing

9.1 The information and marketing aspects of the TP are crucial to its success. It is of little use having TP initiatives if staff and visitors are not adequately informed of them and persuaded to try them.

9.2 The first step is to ensure that good quality information is readily available and well disseminated, and this will be administered by the TP

Co-ordinator. Information will be provided by a variety of means including:

- Notice boards
- Occasional promotional initiatives
- Employee Induction "Travel Pack" (available in various formats)
- Extranet

9.3 It will be the responsibility of each employer to provide every new employee on GBP with an Induction "Travel Pack" for the first day's employment. The Induction packs will initially be requested from the TP Co-ordinator who will provide the information in several formats. The induction pack will be available as a paper version, from which the company can reproduce and distribute when required. They will have the option to download the package from an extranet website, and lastly they will be given a CD from which they will be able to print the package from a PDF formatted document.

9.4 The objective of the Induction Pack is twofold: to inform and promote. The latter aspects of the Induction pack are aimed at promoting and achieving sustainable travel choices. This will include, for example:

- TP Objectives
- TP Co-ordinator: description of role and contact details
- Bus: Information about range of services; vouchers for 5 days free bus travel (to be used within time-limited period of commencement of employment and non-transferable)
- Rail: Information about range of services including timetables and maps
- Cycle: Information about secure parking, route maps
- Car share: Information about the financial benefits/incentives and, if it is to be offered as part of the final TP, details of the procedure for registering with the car share database

- Information sources/platforms: e.g Travel forum, etc.
- Details of the extranet website which will give information on the above mentioned points

9.5 The establishment of a TP forum will be explored, with representatives invited from key stakeholders. This will allow a mechanism for the TP Co-ordinator to receive feedback/suggestions for improvements/changes to the TP, and for these to be considered by interested parties. Occupiers are asked on the Company Profile Survey to indicate whether they would be interested in taking part in the GBP's Steering Group.

Chapter 10 – Conclusions

10.1 An effective and efficient TP is the mechanism for achieving the access strategy for this development. The Interim TP provides the framework for the first and subsequent occupations of the speculative multi-occupied phased development. It is prepared taking account of currently available best practice guidance and experience.

10.2 The GBP management will provide an over-arching role in co-ordinating the involvement of all occupants.

10.3 The table in Appendix F presents the TP Framework summary, which identifies the:

- Proposed measures
- Means of securing
- Responsibility for implementation
- Responsibility for cost
- Timetable

This illustrates the holistic approach adopted for the TP, with a range of measure to be implemented by first occupation, thereby creating

from the outset positive sustainable transport awareness and culture for GBP. The Framework Summary will be reviewed and amended as appropriate as part of the monitoring and review process.

10.4 The inclusion of bus, rail and cycling information are typical examples of information available. The "travelwise" organisation has been set up nationally to assist in the implementation of travel plans.

Appendix A

Bus Timetable & Stops

Bus Timetable and Stops

Bus timetables and general information can be obtained from the following website links:

www.travelsouthyorkshire.com	www.expedia.co.uk
www.transportdirect.info	www.buzzline.co.uk
www.traveline.com	www.easybus.com
www.arriva.com	www.go-ahead.co.uk
www.firstgroup.com.uk	www.greenline.com
www.stagecoach.com	www.nationalexpress.co.uk
www.compass-travel.com	www.megabus.co.uk

Extracts from bus timetables covering main peak times

Valid From 30th July 2007

199 ▸ Monday to Saturday — **Southey Green ▸ Manvers**

Southey Green, Galsworthy Road	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Parson Cross, Chaucer School	0705	0805	0905	1005	1105	1205	1305	1405	1505	1605	1705	1805	1905
Ecclesfield, High Street (The Ball)	0709	0809	0909	1009	1109	1209	1309	1409	1509	1609	1709	1809	1909
Chapeltown, Burncross Rd	0717	0817	0917	1017	1117	1217	1317	1417	1517	1617	1717	1817	1917
Burncross, Acorn Inn Hollowgate	0719	0819	0919	1019	1119	1219	1319	1419	1519	1619	1719	1819	1919
High Green, St Marys Catholic Church	0721	0821	0921	1021	1121	1221	1321	1421	1521	1621	1721	1821	1921
Wentworth Industrial Park	0726	0826	0926	1026	1126	1226	1326	1426	1526	1626	1726	1826	1926
Hoyland Common, Primary School	0730	0830	0930	1030	1130	1230	1330	1430	1530	1630	1730	1830	1930
Shortwood Business Park	0733	0833	0933	1033	1133	1233	1333	1433	1533	1633	1733	1833	1933
Platts Common Industrial Estate	0736	0836	0936	1036	1136	1236	1336	1436	1536	1636	1736	1836	1936
Brampton, Corton Wood (Morrisons)	0742	0842	0942	1042	1142	1242	1342	1442	1542	1642	1742	1842	1942
Manvers, Manvers Way (Ventura)	0750	0850	0950	1050	1150	1250	1350	1450	1550	1650	1750	1850	1950
Manvers, Golden Smithies Lane	0755	0855	0955	1055	1155	1255	1355	1455	1555	1655	1755	1855	1955

199 ▸ Monday to Saturday — **Manvers ▸ Southey Green**

Manvers, Golden Smithies Lane	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2005
Manvers, Manvers Way (Ventura)	0805	0905	1005	1105	1205	1305	1405	1505	1605	1705	1805	1905	2009
Brampton, Corton Wood (Morrisons)	0810	0910	1010	1110	1210	1310	1410	1510	1610	1710	1810	1910	2013
Platts Common Industrial Estate	0815	0915	1015	1115	1215	1315	1415	1515	1615	1715	1815	1915	2017
Shortwood Business Park	0818	0918	1018	1118	1218	1318	1418	1518	1618	1718	1818	1918	2019
Hoyland Common, Tankersley Lane	0823	0923	1023	1123	1223	1323	1423	1523	1623	1723	1823	1923	2023
Wentworth Industrial Park	0829	0929	1029	1129	1229	1329	1429	1529	1629	1729	1829	1929	2029
High Green, St Marys Catholic Church	0834	0934	1034	1134	1234	1334	1434	1534	1634	1734	1834	1934	2034
Burncross, Acorn Inn	0836	0936	1036	1136	1236	1336	1436	1536	1636	1736	1836	1936	2036
Chapeltown, Market Place	0838	0938	1038	1138	1238	1338	1438	1538	1638	1738	1838	1938	2038
Ecclesfield, High Street South	0846	0946	1046	1146	1246	1346	1446	1546	1646	1746	1846	1946	2046
Parson Cross, Chaucer School	0850	0950	1050	1150	1250	1350	1450	1550	1650	1750	1850	1950	2050
Southey Green, Galsworthy Road	0855	0955	1055	1155	1255	1355	1455	1555	1655	1755	1855	1955	2055

201 ▸ Monday to Friday

Sheffield ▸ Meadowhall

See notes:												SH	SD	
Sheffield, Interchange	–	–	–	0840	0940	1040	1140	1240	1340	1440	1540	1540	–	
Royal Hallamshire Hospital, Glossop Road	–	–	–	0850	0950	1050	1150	1250	1350	1450	1550	1552	–	
Crookes, Crookes Road/School Road	–	–	–	0855	0955	1055	1155	1255	1355	1455	1555	1602	–	
Langsett Estate, Langsett Cres/Greaves St	–	–	–	0905	1005	1105	1205	1305	1405	1505	1605	1615	–	
Hillsborough, Middlewood Rd/Taplin Rd	–	–	–	0908	1008	1108	1208	1308	1408	1508	1608	1618	–	
Worrall, Haggstones Road/Mowson Lane	–	–	–	0918	1018	1118	1218	1318	1418	1518	1618	1628	–	
Oughtibridge, Langsett Rd North/Church St	–	–	–	0923	1023	1123	1223	1323	1423	1523	1623	1633	–	
Oughtibridge, Crag View Crescent	–	–	–	0926	1026	1126	1226	1326	1426	1526	1626	1636	–	
Wharncliffe Side, The Blue Ball	–	–	–	0933	1033	1133	1233	1333	1433	1533	1633	1643	–	
Deepcar, Carr Road/Carr Fold	0635	0730	0835	0935	1035	1135	1235	1335	1435	1535	1635	1645	–	
Deepcar, Royd Lane/Pen Nook Drive	0637	0732	0837	0937	1037	1137	1237	1337	1437	1537	1637	1647	–	
Bolsterstone, Castle Inn	0640	0735	0840	0940	1040	1140	1240	1340	1440	1540	1640	1650	1820	
Stocksbridge, Leisure Centre	0646	0741	0846	0946	1046	1146	1246	1346	1446	1546	1646	1656	1826	
Stocksbridge, Cross Lane	0651	0746	0851	0951	1051	1151	1251	1351	1451	1551	1651	1701	–	
Stocksbridge, Co-op Supermarket	0656	0751	0856	0956	1056	1156	1256	1356	1456	1556	1656	1706	1828	
Stocksbridge, Lee Avenue/Knowles Avenue	0658	0753	0858	0958	1058	1158	1258	1358	1458	1558	1658	1708	1830	
Deepcar, Carr Road/Carr Fold	0701	0756	0901	1001	1101	1201	1301	1401	1501	1601	1701	1711	1833	
Wentworth Business Park, Maple Road	0711	0811	0911	1011	1111	1211	1311	1411	1511	1611	1711	1721	1843	
Thorncliffe Ind Est, Cart Road	0716	0816	0916	1016	1116	1216	1316	1416	1516	1616	1716	1726	1849	
Chapeltown (HSBC)	0720	0820	0920	1020	1120	1220	1320	1420	1520	1620	1720	1730	1853	
Smithy Wood Industrial Estate, Nether Ln	0723	0823	0923	1023	1123	1223	1323	1423	1523	1623	1723	1733	1856	
Ecclesfield, The Common Morrisons	0727	0827	0927	1026	1126	1226	1326	1426	1526	1626	1726	1736	1859	
Sheffield Lane Top, The Pheasant	0731	0831	0931	1030	1130	1230	1330	1430	1530	1630	1730	1740	1903	
Northern General Hospital, Herries Rd	0735	0835	0935	1034	1134	1234	1334	1434	1534	1634	1734	1744	1907	
Grimesthorpe, Upwell Street/Upwell Lane	0742	0842	0942	1039	1139	1239	1339	1439	1539	1639	1739	1749	1912	
Meadowhall, Interchange	0750	0850	0950	1047	1147	1247	1347	1447	1547	1647	1747	1757	1920	

201 ▸ Monday to Friday (continued)

Meadowhall ▸ Sheffield

Meadowhall, Interchange	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1810	
Grimesthorpe, Owler Lane/Upwell Lane	0809	0909	1009	1109	1209	1309	1409	1509	1609	1709	1819	
Northern General Hospital, Herries Road	0817	0917	1017	1117	1217	1317	1417	1517	1620	1720	1827	
Sheffield Lane Top, St Patricks Church	0821	0921	1021	1121	1221	1321	1421	1521	1625	1725	1831	
Ecclesfield, Morrisons	0825	0925	1025	1125	1225	1325	1425	1525	1630	1730	1835	
Smithy Wood Industrial Estate, Nether Ln	0827	0927	1027	1127	1227	1327	1427	1527	1632	1732	1837	
Chapeltown (Lloyds TSB)	0831	0931	1031	1131	1231	1331	1431	1531	1636	1736	1841	
Thorncliffe Ind Est, Cart Road	0834	0934	1034	1134	1234	1334	1434	1534	1639	1739	1844	
Wentworth Business Park, Maple Road	0839	0939	1039	1139	1239	1339	1439	1539	1644	1744	1849	
Deepcar, Carr Road/Carr Fold	0849	0949	1049	1149	1249	1349	1449	1549	1654	1754	1859	
Stocksbridge, Lee Avenue/Knowles Avenue	0852	0952	1052	1152	1252	1352	1452	1552	1657	1757	1902	
Stocksbridge, Co-op Supermarket	0855	0955	1055	1155	1255	1355	1455	1555	1700	1800	1905	
Stocksbridge, Cross Lane	0900	1000	1100	1200	1300	1400	1500	1600	1705	1805	–	
Stocksbridge, Moorland Dr (Leisure Centre)	0904	1004	1104	1204	1304	1404	1504	1604	1709	1809	1907	
Bolsterstone, Castle Inn	0911	1011	1111	1211	1311	1411	1511	1611	1716	1816	1914	
Deepcar, Royd Lane/Pen Nook Drive	0913	1013	1113	1213	1313	1413	1513	1613	1718	–	–	
Deepcar, Carr Road/Carr Fold	0915	1015	1115	1215	1315	1415	1515	1615	1720	–	–	
Wharncliffe Side, The Blue Ball	0920	1020	1120	1220	1320	1420	1520	1620	1725	–	–	
Oughtibridge, Crag View Crescent	0925	1025	1125	1225	1325	1425	1525	1625	1730	–	–	
Oughtibridge, Low Road/Station Lane	0930	1030	1130	1230	1330	1430	1530	1630	1735	–	–	
Worrall, Haggstones Road/Mowson Lane	0937	1037	1137	1237	1337	1437	1537	1637	1742	–	–	
Hillsborough, Interchange	0947	1047	1147	1247	1347	1447	1547	1647	1752	–	–	
Langsett Estate, Langsett Cres/Greaves St	0950	1050	1150	1250	1350	1450	1550	1650	1755	–	–	
Crookes, Crookes Road/School Road	1000	1100	1200	1300	1400	1500	1600	1700	1805	–	–	
Royal Hallamshire Hospital, Glossop Road	1006	1106	1206	1306	1406	1506	1606	1706	1811	–	–	
Sheffield, Interchange	1019	1119	1219	1319	1419	1519	1619	1719	1824	–	–	

Example journeys from Chapeltown and Elsecar train stations to nearest bus stops for Wentworth Business Park

From Chapeltown Rail Station
To WENTWORTH WAY,TANKERSLEY,BARNSLEY
Arrive by 18/12/2007, 09:00
Mode(s) Bus , Coach , Ferry , Metro , Rail

Mode(s)	Changes	Depart	Arrive	Duration of journey
Walk , Bus	0	08:13	08:28	15 mins
Walk , Bus	0	08:27	08:40	13 mins
Walk , Bus	0	09:00	09:26	26 mins

Map key

- Journey Origin
- Journey Destination
- Route stop
- Coach/Bus route
- Untravelled route
- Train/Metro route
- Walk route
- Journey Leg Start
- Journey Leg End

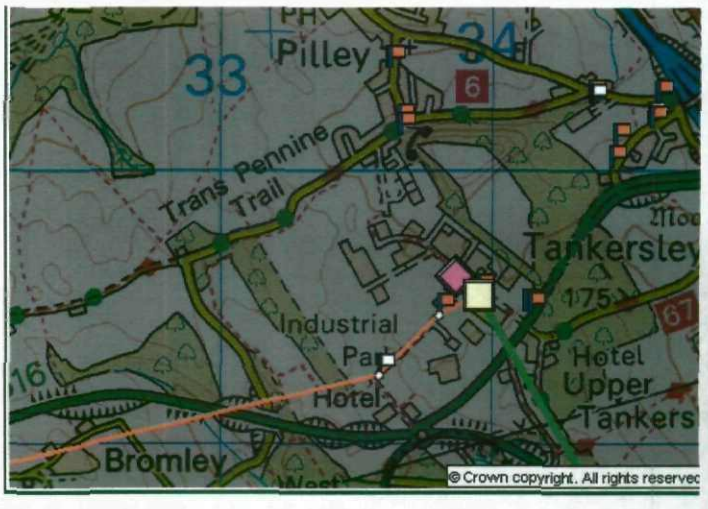
From Chapeltown Rail Station
To WENTWORTH WAY,TANKERSLEY,BARNSLEY
Departs at 18/12/2007, 08:13
Arrives at 18/12/2007, 08:28
Duration of journey 15 mins
Mode(s) Bus

Mode	Times	Detail	Provider
Walk (4m)	Leave 08:13	Chapeltown Rail Station	
	Arrive 08:17	Chapeltown, Burncross Road Methodist Church, Chapeltown (Sheffield)	
Bus (9m)	Leave 08:17	Chapeltown, Burncross Road Methodist Church, Chapeltown (Sheffield)	Service Number 199 Provider Sheffield Community Transport
	Arrive 08:26	Wentworth Industrial Park, Wentworth Way, Tankersley	
Walk (2m)	Leave 08:26	Wentworth Industrial Park, Wentworth Way, Tankersley	
	Arrive 08:28	WENTWORTH WAY,TANKERSLEY,BARNSLEY	

From Chapeltown Rail Station
To WENTWORTH WAY,TANKERSLEY,BARNSLEY
Departs at 18/12/2007, 08:27
Arrives at 18/12/2007, 08:40
Duration of journey 13 mins
Mode(s) Bus

Mode	Times	Detail	Provider
Walk (4m)	Leave 08:27	Chapeltown Rail Station	
	Arrive 08:31	Chapeltown, Lloyds Tsb, Chapeltown (Sheffield)	
Bus (7m)	Leave 08:31	Chapeltown, Lloyds Tsb, Chapeltown (Sheffield)	Service Number 201 Provider Stagecoach Sheffield
	Arrive 08:38	Wentworth Industrial Park, Wentworth Way, Tankersley	
Walk (2m)	Leave 08:38	Wentworth Industrial Park, Wentworth Way, Tankersley	
	Arrive 08:40	WENTWORTH WAY,TANKERSLEY,BARNSLEY	





Appendix B

National Rail Enquiries Typical Timetable

Train Timetables

Train timetables and general information can be obtained from the following website links:

www.nationalrail.co.uk www.northernrail.co.uk www.centraltrainslimited.com www.eurostarinternet.co.uk www.englishwelshandscottishrailways.co.uk www.firstcapitalconnect.co.uk www.firstgreatwestern.co.uk www.firstscotrail.co.uk www.onerailway.co.uk www.silverlinktrainservices.co.uk	www.firsttranspennineexpess.co.uk www.gatwickexpress.co.uk www.GNER.co.uk www.Heathrowconnect.co.uk www.heathrowexpress.co.uk www.hulltrains.co.uk www.merseyrail.co.uk www.midlandmainland.co.uk www.southwesttrains.co.uk www.virgintrains.co.uk



Metro Travel Information: 0113 245 7676

National Rail Enquiry Service: 08457 48 49 50 (24 hours)

Northern Rail Helpline: 0845 600 1159

Hallam Line

Leeds - Woodlesford - Castleford - Wakefield Kirkgate - Darton - Barnsley - Meadowhall - Sheffield

Summary of Services and Frequencies

Operator **Northern**	Monday to Saturday daytime	Late evening	Sundays
Leeds - Castleford	30 mins	30 mins	60 mins
Leeds - Castleford - Wakefield Kirkgate - Barnsley - Sheffield	60 mins	60 mins	120 mins
Leeds - Wakefield Kirkgate - Barnsley - Sheffield (Express service)	60 mins	no service	120 mins

The Hallam Line timetable also lists trains between Leeds and Castleford on the **Pontefract Line**.

Hill Street, Elsecar, Barnsley, South Yorkshire, S74 8BD

TEL:0845 00 00 125

ALTERNATIVE TEXTPHONE TEL:08456 045 608

EMAIL:customer.relations@northernrail.org

WEB: http://www.northernrail.org

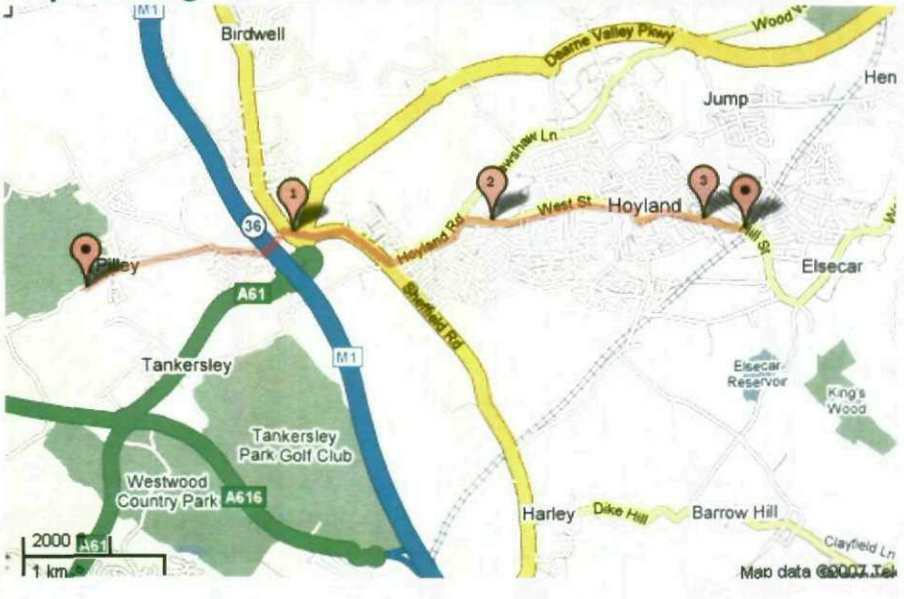
LIVE DEPARTURES & ARRIVALS:
12:25 ELSECAR TO LEEDS
Northern

As of: **Monday 17 December 2007 11:43:04**
Your page will not refresh automatically, **please click here for a version that will refresh**

Service times are drawn from an automated system. Whilst this is the most up to date information it is subject to some *potential* limitations. **Click here to check potential limitations.**

STATION	TIMETABLE	EXPECTED
Sheffield	Dep 12:08	No report
Meadowhall	Dep 12:14	No report
Chapeltown	Dep 12:20	No report
Elsecar *(Your station)*	Arr 12:25	No report
	Dep 12:25	No report
Wombwell	Arr 12:29	No report
Barnsley	Arr 12:34	No report
Darton	Arr 12:40	No report
Wakefield Kirkgate	Arr 12:51	No report
Normanton	Arr 12:56	No report
Castleford	Arr 13:02	No report
Woodlesford	Arr 13:13	No report
Leeds	Arr 13:27	No report

Map showing location of Elsecar Train station to the site



Example extract train timetables

Hallam Line

Mondays to Saturdays

		SX	SX		SX	SX	SO	SX	SO	SX	★
Sheffield	d	0550		0614	0649			0704	0708		0751
Meadowhall	d	0556		0620	0655			0710	0714		0757
Chapeltown	d			0626				0716	0720		
Elsecar	d			0631				0721	0725		
Wombwell	d			0635				0725	0729		
Barnsley	d	0611		0641	0710			0731	0735		0812
Darton	d			0646				0736	0740		
Wakefield Kirkgate	d	0629		0658	0729			0747	0751		0829
Normanton	d	0633		0702	0733			0752	0756		
Castleford	d		0641	0710		0738	0751	0800	0804	0806	
Woodlesford	d		0650	0719		0747	0800	0809	0813	0815	
Leeds	a	0650	0703	0733	0750	0801	0813	0823	0827	0827	0851

Sheffield	d		0808	0851		0908	0951		1008	1051	
Meadowhall	d		0814	0857		0914	0957		1014	1057	
Chapeltown	d		0820			0920			1020		
Elsecar	d		0825			0925			1025		
Wombwell	d		0829			0929			1029		
Barnsley	d		0835	0912		0935	1012		1035	1112	
Darton	d		0840			0940			1040		
Wakefield Kirkgate	d		0852	0929		0952	1029		1052	1129	
Normanton	d		0856			0956			1056		
Castleford	d	0834	0904		0934	1004		1034	1104		1134
Woodlesford	d	0843	0913		0943	1013		1043	1113		1143
Leeds	a	0900	0927	0950	0955	1027	1050	1055	1127	1150	1155

Hallam Line

Mondays to Saturdays

		SX	SX	SX				SX	SO		
Leeds	d	0546		0605	0638	0704	0716	0723	0723	0804	0816
Woodlesford	d	0554			0646	0712		0731	0731	0812	
Castleford	d	06a03			0659	07a23		0744	0744	08a21	
Normanton	d				0705			0750	0750		
Wakefield Kirkgate	d		0610	0622	0710		0732	0755	0755		0832
Darton	d		0621		0721			0806	0806		
Barnsley	a		0627	0644	0727		0748	0813	0816		0848
Wombwell	a		0632		0733			0819	0822		
Elsecar	a		0636		0736			0822	0825		
Chapeltown	a		0641		0742			0828	0831		
Meadowhall	a		0648	0703	0748		0803	0833	0836		0903
Sheffield	a		0657	0712	0759		0815	0845	0847		0915

Leeds	d	0834	0904	0916	0934	1004	1016	1034	1104	1116	1134
Woodlesford	d	0842	0912		0942	1012		1042	1112		1142
Castleford	d	0853	09a21		0953	10a21		1053	11a21		1153
Normanton	d	0858			0958			1058			1158
Wakefield Kirkgate	d	0903		0932	1003		1032	1103		1132	1205
Darton	d	0914			1014			1114			1216
Barnsley	a	0922		0948	1021		1048	1121		1148	1222
Wombwell	a	0931			1031			1131			1231
Elsecar	a	0934			1034			1134			1234
Chapeltown	a	0940			1040			1140			1240
Meadowhall	a	0948		1003	1048		1103	1148		1203	1248
Sheffield	a	0957		1015	1057		1115	1157		1215	1257

Appendix C

Cycle Network & Useful Websites

Cycle Routes

Information on Cycle Routes can be obtained from the following websites:

National Cycle Network on-road route
Other signed on-road cycle route
National Cycle Network traffic-free route
(including some forest tracks and paths alongside busy roads)
Other traffic-free cycle route
Proposed future National Cycle Network route
Access points

Warning: click for more details

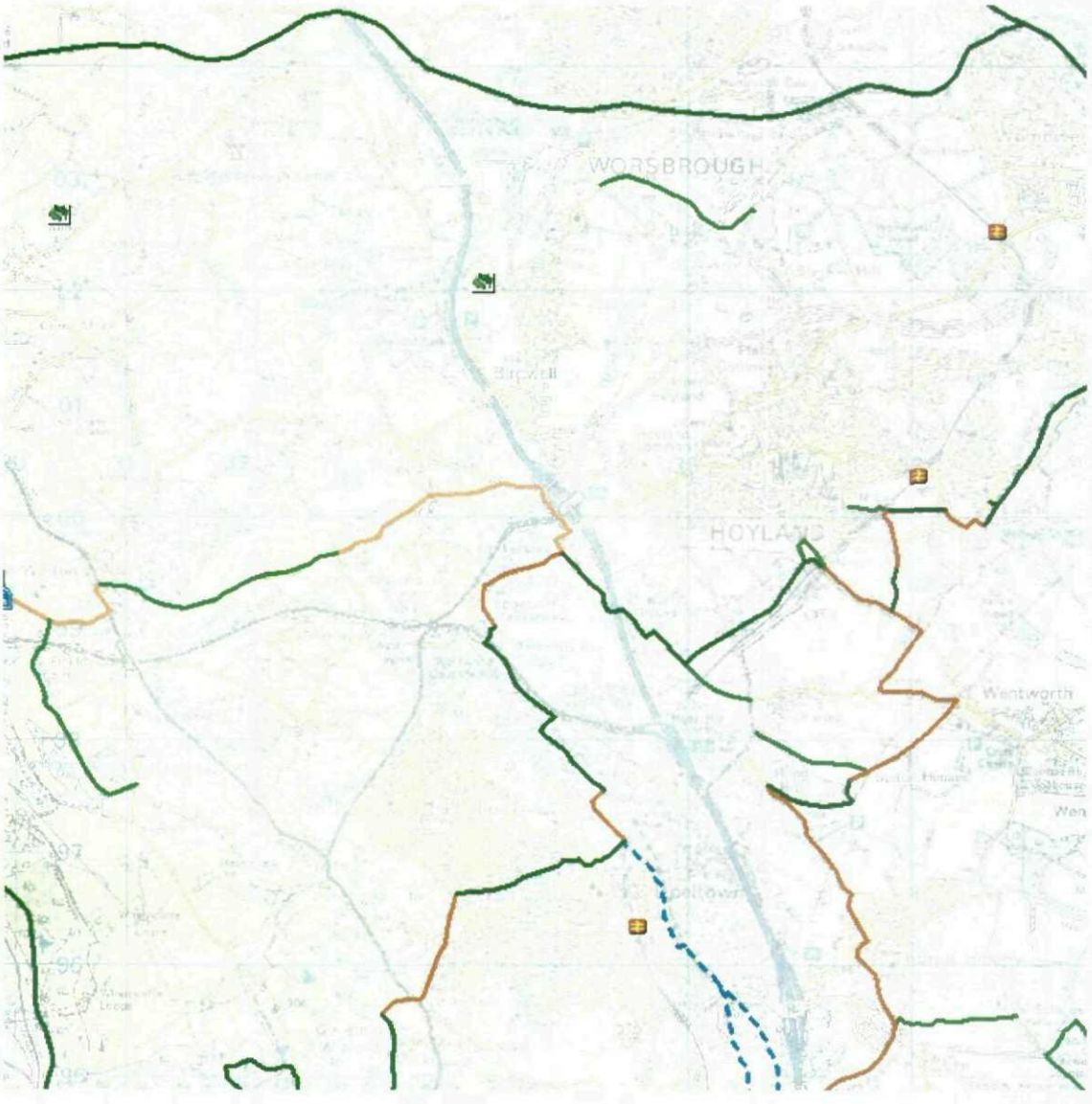
Other features (as shown at smaller scales)

Motorway
A-Road
B-Road
Waterway
National Rail Network

Cycle Routes

Information on Cycle Routes can be obtained from the following websites:

www.sustrans.org.uk
www.bikeforall.net
www.bigwalks.co.uk
www.jekoo.com
www.cobr.co.uk
www.icc.org.uk
www.cyclescheme.co.uk
www.tfl.gov.uk



Appendix D

Company Profile Survey & Staff "Travel to Work" Survey

Company Profile Questionnaire

Q1 **Name of Company:**

Q2 **Address:**

Q3 **Name of Company Contact:**

Telephone Number:

Fax Number:

Email address:

Q4 **Describe core activities undertaken by the company:**

Q5 **What is the size of the workforce?** Male: Female:

Q6 **Do you operate Flexible Hours?** (If NO please go to Q7)

Yes: No:

Q6a **Please state hourly band widths for flexible working hours:** (i.e 0700 hrs to 1800 hrs)

Between hrs and hrs

Q6b **Please state hourly band widths for shift working hours:** (i.e 0700 hrs to 1800 hrs)

Not applicable (please mark with an X) **OR**

Between hrs and hrs

Q7 **Days of the week worked:** (please mark with an X)

Mon - Fri Mon - Sat All week Other - please specify

Q7a If weekends worked please indicate the number of employees on site:

Q8 **How many car park spaces do you currently have/provide?**

Q8a How many of these are reserved for disabled users?

Q8b How many are reserved for visitors?

Q8c How many are reserved for directors/senior managers?

Q9 **Are employees issued with parking permits for your car park?** Yes: No:

Q10 **How many employees have company cars?**

Q11 **Does your company provide any of the following?**

Dedicated cycle parking?	Yes:	No:		No of spaces?	
Dedicated motorbike parking?	Yes:	No:		No of spaces?	
Showers/Changing facilities?	Yes:	No:			
Car Sharing scheme?	Yes:	No:			
Pool cars for business trips?	Yes:	No:		No of cars provided?	
Video conferencing?	Yes:	No:			
Home working policy?	Yes:	No:			
Hot desking policy?	Yes:	No:			

Q12 **On an average day please indicate:**

Q12a **How many staff may be off site for business travel?**

Q12b The number of visitors you may receive?

Q12c The number of deliveries made to your site?

Q13 **Do you have any expansion plans in the next five years?** Yes: No:

If yes, will this involve:

Increased number of staff? Yes: No:

Building work? Yes: No:

Additional car parking? Yes: No:

Q14 **Please indicate the key transport issues and concerns that impact your company's activities.**

Q15 **Please indicate whether you would be interested in being part of the sites' Steering Group which will be responsible for implementing and monitoring the sites' Green Travel Plan.**

Yes: No:

Thank you for completing this survey. Please return it either by email to mdavis@gladman.co.uk or by post to:
Michele Davis, Gladman Estate Management Ltd, Gladman House, Alexandria Way, Congleton, Cheshire CW12 3RQ

(More information can be obtained by emailing Michele Davis on mdavis@gladman.co.uk)

STAFF TRAVEL TO WORK SURVEY
CONFIDENTIAL

Please fill in the answers or tick where appropriate

A. **About yourself** (all information will be treated in the strictest of confidence)

The following information will help us to interpret the survey more usefully and target future initiatives

A1 Company Name .....

A2 Your Name .....

A3 Work Contact Telephone No. .....

A4 Name of your Home Town or Village .....

A5 Home Post Code (for survey use only) .....

B. Your Working Pattern

B1 What time do you normally arrive at work? *Please tick one answer*

Before 0700	☐	0700 - 0800	☐
0800 - 0900	☐	After 0900	☐

B2 What time do you normally leave work? *Please tick one answer*

Before 1600	☐	1600 – 1630	☐
1630 – 1700	☐	After 1700	☐

B3 Do you work Less than 16 hours ☐ Between 16 and 30 hours ☐ More than 30 hours ☐

B4 Do you work Flexitime?(i.e. hours not fixed) Yes ☐ No ☐

B5 Do you work from home in normal working hours? (08.30 – 17.30)

Never	☐	3-5 days per week	☐
1-2 days per week	☐	Occasionally	☐

C. Your Journey to Work

C1 How would you normally travel to work? Please tick each method of travel used regularly in an average week.

C2 Please enter the number of days that method is used in an average week.

C1 Tick relevant boxes C2 Number of days per week

Car (as single occupant)	☐	
Car (as driver with others)	☐	
Car (as passenger)	☐	
Motorbike	☐	
Scooter/Moped	☐	
Bus	☐	
Train	☐	
Bicycle	☐	
Walk	☐	
Other – please specify	☐	

(total to be no more than 7)

C3 How often do you experience traffic problems that add to your overall journey times?

Less than monthly	☐	2 – 3 times per week	☐
Less than weekly	☐	3 or more times per week	☐

D PLEASE COMPLETE SECTION D IF YOU TRAVEL TO WORK BY CAR
If you do NOT travel to work by car please go to Section E

D1 What are your main reasons for using a car to get to work? *Please tick all those that apply*

Time savings	☐	Public transport alternatives are not available/ unrealistic	☐
Cost savings	☐		
Need car for business trips	☐	Long distance from home to work	☐
Personal safety	☐	Share car as a passenger	☐
Health or disability reasons	☐	Other - please specify	☐
Personal responsibilities (e.g. school run)	☐	....	

D2 Do you require your own car for business use? (If No please go to section E)

Yes ☐ No ☐

D3 If yes how often do you make business trips?

Daily	☐	At least weekly	☐
3-4 days per week	☐	At least monthly	☐
1-2 days per week	☐	Less than monthly	☐

E Alternatives to the Car

E1 Would you be willing to consider using public transport if any of the following are introduced/improved?

Please tick one box on every line	Very likely	Likely	Unlikely	Very unlikely
Buses to service the Business park from your local area	☐	☐	☐	☐
More convenient bus stops/drop off points (including to/from Rail Station if appropriate)	☐	☐	☐	☐
Easy to use and accessible bus timetable information	☐	☐	☐	☐
Good quality bus waiting facilities	☐	☐	☐	☐
Shuttle bus service into town centre at lunchtimes	☐	☐	☐	☐
Travel discount tickets/passes available at work	☐	☐	☐	☐
Advice/help using train timetables/planning routes (where applicable)	☐	☐	☐	☐

If you are unlikely or very unlikely to consider using public transport if any or all of the above are introduced please state your reasons

.....

.....

E2 If you live less than 2 miles from the Business Park would you consider walking to work?

Yes ☐ No ☐ Not applicable ☐

If No please give reasons

.....

E3 If appropriate to your circumstances would you be interested in home working?

Yes ☐ No ☐ Not appropriate to my type of work ☐

E4 If a car share scheme were introduced you be willing to consider car sharing?

Already car share ☐ Yes ☐ No ☐

E5 Would you be willing to cycle to work?

Already cycle ☐ Yes ☐ No ☐

E6 Would any of the following encourage you to cycle to work (or if you already cycle what would you most like to see?) *Please tick no more than two*

Safer, better lit work/site cycle paths	☐	Improved cycle changing facilities & lockers	☐
Improved/more cycle paths on the journey to work	☐	Introduction to a Bikebudi to share the journey	☐
Arrangements to buy a bicycle at a discount	☐	Improved cycle parking at workplace	☐
Interest free loan to purchase a bicycle	☐	Other - Please specify	☐
None of the above	☐	.....	

F **Additional Comments:** Do you have any further comments about your travel to work patterns or suggestions on how the travel to work arrangements at the Business Park can be improved?.....

.....

Appendix E

Extract from Typical Gladman Business Park Lease / Contract for sale

Clauses section 36
Schedule 2

SECTION 36 OF CONTRACT

TRAVEL PLAN REQUIREMENTS

The Tenant shall comply with all reasonable requirements of the Landlord and the Management Company and requirements of the local planning authority or other public or corporate body in relation to any green travel initiative travel plan or policy in so far as it may affect or relate to the Property and/or the Estate in accordance with the Travel Plan Requirements.

SCHEDULE 2

TRAVEL PLAN REQUIREMENTS

For the purpose of this Schedule "Business Park" means [ ] Court [ ]

These requirements may include the following measures being taken by the Transferee:

1. Giving serious consideration to the implementation of a compressed working scheme for all appropriate posts, whereby staff work their allotted fortnightly hours in 9 days rather than 10 days

2. Providing information to a potential car-sharing register for the Business Park comprising all employees names, daytime telephone numbers and home postcodes (but detailed home addresses are not compulsory)

3. Providing tangible benefits or incentives (not financial) for employees who car-share/bus/walk/cycle to work

4. Allocating spaces closest to office front door for use by lift/car-share scheme members only

5. Sending information pack to all new employees when job offer letter is sent to them prior to starting work to include bus-route/time-table details, car-share Register.

6. Ensuring a 100% response from employees to the staff travel survey that will be conducted either when 25% occupation of the Business Park has been reached or after 6 months following occupation of the first offices of the Business Park. Thereafter, annually for the first three years, and bi-annually thereafter.

7. Distributing any information supplied by the local authority (including Business Park car-sharing register of staff details) to all employees

8. Providing a Notice Board in an appropriate staff rest or kitchenette area for travel and lift/car-share information

9. Organising a method of returning home for staff members in a lift/car-share arrangement in the event of sudden sickness or emergency (e.g. pool car, taxi-fare from petty cash) to demonstrate active encouragement by the Transferee of car-sharing culture

Participating in, so far as the same relate to or affect the Premises the Travel Plan Requirements in common with the Transferor and the occupiers within the Business Park.

Appendix F

Travel Plan Framework Summary

TP FRAMEWORK SUMMARY

Item	*Measure*	*Secured*	*Responsibility*		*Timetable*
			Implementing	*Cost*	
Promotion/Marketing	○ TP Co-ordinator	V	O	O	I
	○ Employee Induction "travel pack", e.g. includes free us vouchers	V	O	O	I
	○ Information/database availability	V	O	O	I
Physical Measures	○ Cycle Parking	S	D	D	I&all
	○ Powered Two Wheel (PTW) parking	S	D	D	I&all
	○ Priority parking: disabled	S	D	D	I&all
	car share	S	D	D	F
	○ Number of car park spaces	S	D	D	I&all
Behavioural Incentives	○ Priority parking: car share spaces most convenient location	S/V	D/O	D	F
	○ Car sharing "scheme"	V	D/O	O	F
Car parking Restraint	○ Number of car park spaces	S	D	D	I&all

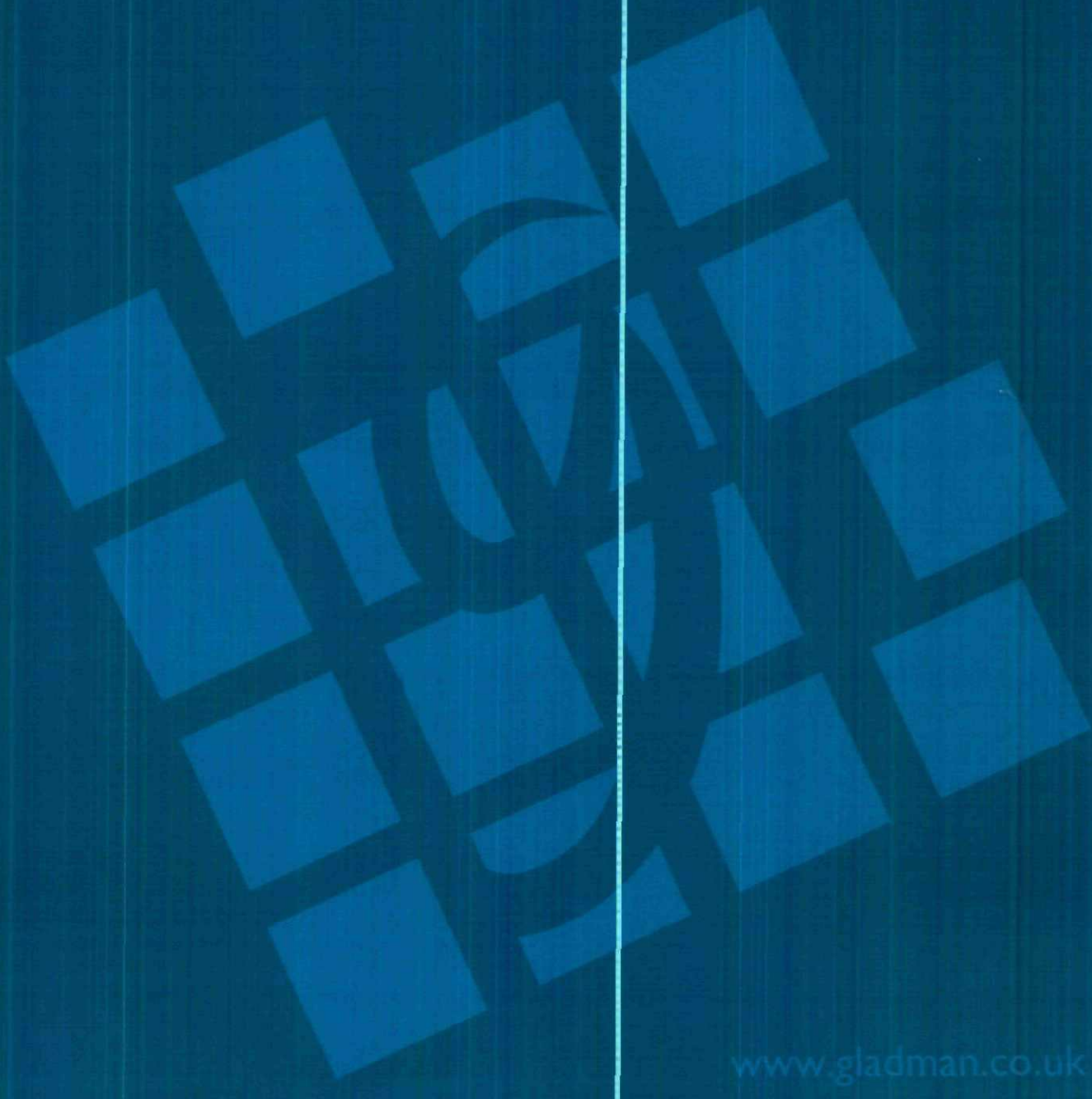
Key:

V	=	Voluntary, as part of Travel Plan
S	=	On-site layout design
D	=	Developer
O	=	Occupier (some costs recovered by developer through management charge)
F	=	Dependent on Final Travel Plan
I	=	Prior to/simultaneous with 1st occupation
all	=	With subsequent phased occupation of development

GLADMAN

Gladman House
Alexandria Way
Congleton Business Park
Congleton
Cheshire
CW12 1LB

01260 288 800



www.gladman.co.uk