

Transport Statement

ELR- Buckley Wells Development Proposals Bury

East Lancashire Light Railway Co. Ltd

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CONTENTS

1.0 INTRODUCTION 1

2.0 EXISTING CONDITIONS2

3.0 PROPOSED DEVELOPMENT8

4.0 PLANNING POLICY CONTEXT10

5.0 ACCESSIBILITY APPRAISAL.....15

6.0 TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT23

7.0 SUMMARY & CONCLUSIONS25

APPENDICES

1 Existing site layout

2 Adopted Highway Boundary

3 Proposed site layout

4 Visibility Splays from site access

5 Swept Path- Low loader access and egress

6 Swept Path- Refuse vehicle

7 Swept Path- Fuel delivery

8 Staff & Volunteer Travel Surveys- January 2020

1.0 INTRODUCTION

- 1.1 This report has been prepared on behalf of East Lancashire Railway to inform the Local Planning & Highway Authority, Bury Council (BC), of the anticipated transport and highways implications of the extension of the existing ELR Buckley Wells Locomotive Depot site in Bury.
- 1.2 This Transport Statement (TS) has been prepared to support the planning application and has been developed in accordance with the now superseded Department for Transport's (DfT's) March 2007 "Guidance on Transport Assessment" document and gives due regard to the National Planning Practice Guidance (NPPG) and the National Planning Policy Framework (NPPF).
- 1.3 This report concludes that the proposed extension of this site can be accommodated without detriment to the operational capacity or safety of the local highway network and that it can be readily accessed on foot, by bicycle and by local public transport services including the Metrolink Network.

Structure of Report

- 1.4 The structure of the TS is set out as follows:-
- Chapter 2 - describes in detail the site location, existing use of the site, surrounding area, local highway network, and road safety record;
 - Chapter 3 – defines the development proposals including the proposed access, servicing and car parking arrangements;
 - Chapter 4 – summarises the national, regional and local transport policies and describes how the proposed development accords with these;
 - Chapter 5 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
 - Chapter 6 – estimates the number of trips generated by the development;
 - Chapter 7 – sets out Travel Plan measures; and
 - Chapter 8- provides a summary and conclusions to this TS derived from the analysis presented in the above chapters.

2.0 EXISTING CONDITIONS

Overview

- 2.1 This chapter provides a detailed description of the location of the site and composition, local highway network, existing traffic conditions and road safety record.
- 2.2 The site is currently occupied by the East Lancashire Railway and comprises a mixture of locomotion restoration and maintenance facilities, workshops, locomotion storage sheds, railway lines and associated car parking. The East Lancs Railway runs alongside the site between Heywood and Rawtenstall on a 12.5 mile track. The nearest ELR station to the site is Bury Bolton Street, located 500m to the north. The existing site layout is shown in [Appendix 1](#).

Site Location and Composition

- 2.3 This site is located approximately 800m to the south-west of the centre of Bury. The site is bound by the railway line to the east and St Gabriel's RC High School beyond, residential development to the east and Metrolink to the south-east. The site itself is bisected by Baron Street, which runs between Manchester Old Road to the east and St Gabriel's High School and Bridge Road to the west.
- 2.4 The location of the site in relation to the wider highway network is shown in [Figure 2.1](#) below, whilst [Figure 2.2](#) shows the site in a more local context.

Figure 2.1 – Site Location Plan: Wider Site Context

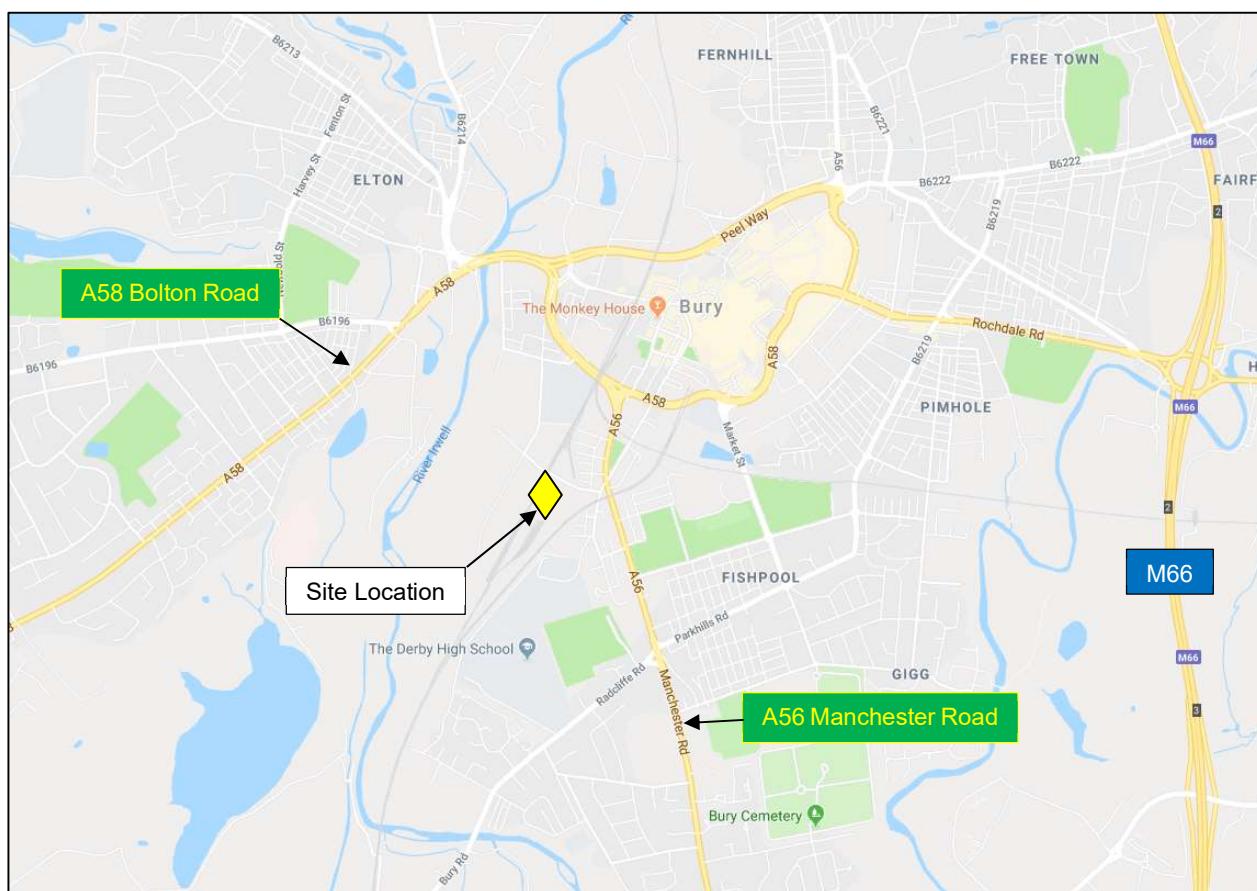
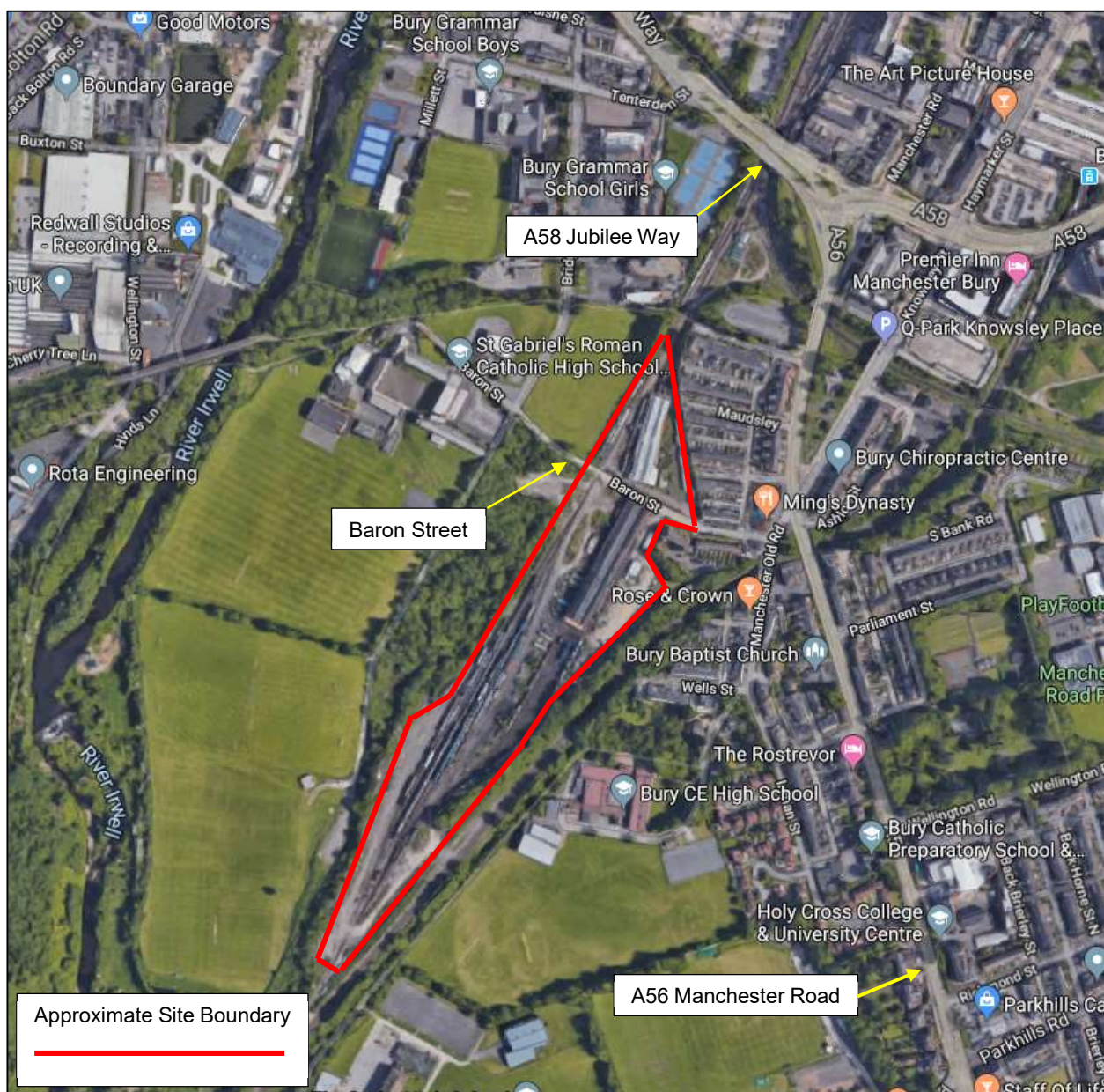


Figure 2.2 – Site Location Plan: Local Site Context



- 2.5 The site is split into two parcels by Baron Street. The northern section has one vehicle access located near the eastern boundary of the site and a small car park for staff and volunteers. The southern side has a main access which provides access to a larger car park located opposite the access to the northern site. At the far end of the southern site, there is a large gated access onto Baron Street. This is currently used to accommodate low-loaders which bring locomotives in by road. These existing movements are usually by a 30m long vehicle with a 6 wheel cab and 8 wheel trailer.

Local Highway Network

Baron Street

- 2.6 Baron Street is classified as a Byway Open to All Traffic (BOAT) and is adopted either end. **Appendix 1** illustrates the adopted sections of road near to the site. The eastern end of Baron Street, from Buckley Grange Apartments is part of the adopted highway. There are parking restrictions and parking bays present on this section of carriageway.
- 2.7 The road is approximately 5.7m wide and is subject to a 20mph speed limit. The road surface is a combination of tarmac and cobbles and is in a state of disrepair in the vicinity of the site.
- 2.8 There are 2m wide footways present approximately 65m east of the site access on both sides of the carriageway and dropped kerbs at junctions, towards Manchester Old Road.
- 2.9 At the opposite end of Baron Street, it meets Bridge Road which currently serves three separate schools, St Gabriel's RC High School and both Bury Girls and Boys Grammar Schools. Baron Street is often used as a rat-run to reach the schools whilst avoiding the A58 Jubilee Way in the Town Centre.

Manchester Old Road

- 2.10 Manchester Old Road is located to the east of Baron Street and the site. Baron Street meets Manchester Old Road at a simple priority junction and connects Baron Street to the A56 Manchester Road to the north and residential areas to the south.
- 2.11 Manchester Old Road is approximately 10m wide and is also subject to a 20mph speed limit. On-street parking is designated for residents permit holders only on both sides of the carriageway which is in operation Monday to Saturday 9am to 6pm.
- 2.12 There are 2m wide footways featured on both sides of the carriageway and dropped kerbs at junctions.

A56 Manchester Road

- 2.13 The A56 Manchester Road is also located to the east of the site and connects to the A58 Jubilee Way to the north and the M60 Manchester Outer Ring Road and areas including Blackford Bridge and Sunny Bank to the south.
- 2.14 The carriageway is approximately 10m wide and is subject to a 30mph speed limit. This widens to 11m near to the junction with Manchester Old Road to include ghost-island right-turn lanes.

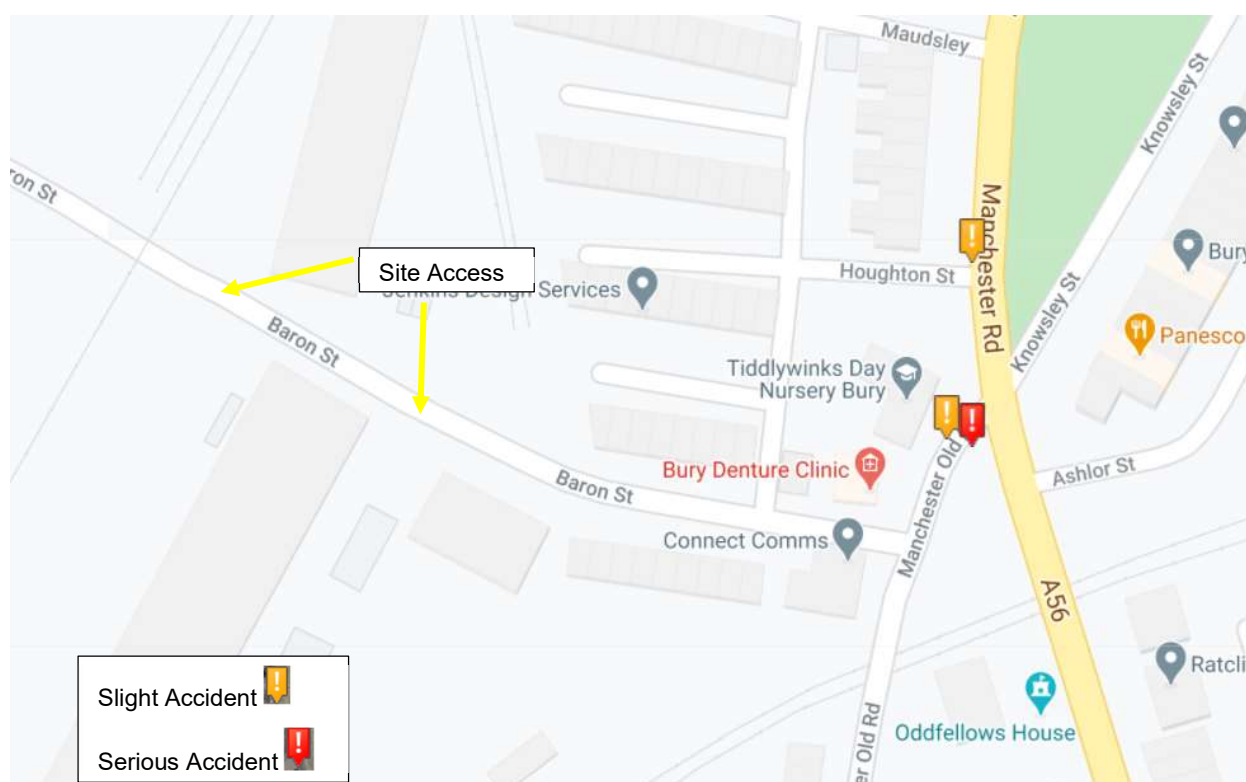
There are designated cycle lanes featured on both sides of the carriageway and 2.5m wide footways on both sides of the carriageway.

- 2.15 Manchester Road forms a crossroads junction with Manchester Old Road and Knowsley Street. There are ghost island right-turn lanes into both side roads.

Accident Data

- 2.16 In order to establish the accident record of the local highway network, data has been obtained from the DfT for the most recently available five year period between 1st January 2015 and 31st December 2019. A plan showing the location of the accidents is shown in **Figure 2.3**.

Figure 2.3 – Accident Locations



- 2.17 **Figure 2.3** demonstrates that there have been three accidents to the east of the site in the past 5 years. The first accident was classified as serious and occurred at the junction of Manchester Old Road and the A56 Manchester Road on the 8th January 2016. This accident involved one vehicle and resulted in one injury. The accident record identifies that this was a car turning right in the dark who collided with a pedestrian crossing Manchester Road. The second accident also occurred near the junction of Manchester Old Road and Manchester Road, in December 2018. This involved two vehicles and resulted in one slight injury.

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- 2.18 The third was classified as slight and occurred on the A56 Manchester Road, at the junction with Houghton Road, immediately north of the junction with Manchester Old Road on the 14th October 2016.
- 2.19 Two accidents at one junction over a five year period is not considered to be an unusual frequency, and as the accidents do not have a common causal factor or occurred on the site frontage, the road safety record at this junction does not present a material concern in the context of the proposed development.

3.0 PROPOSED DEVELOPMENT

- 3.1 The proposed development is for the extension of the East Lancashire Railway Locomotive Depot to include new sheds for catering, locomotion restoration, storage works and training facilities. The proposals are a natural extension to the current site uses which include locomotion restoration and maintenance, warehousing/storage and restoration. The proposed site layout is included in [Appendix 3](#).
- 3.2 The site is intended to be used for staff, volunteers and apprentices on a day to day basis.

Site Access

- 3.3 The two existing priority junction site accesses on Baron Street will be retained and improved. The site access to the east will be retained to serve the main car park. The access to the west will be retained and improved. The internal roadway will also be improved and extended to create new unloading and service roads on either side of the site. This will include a new coal store.
- 3.4 The proposed eastern site access will have visibility splays of 2.4m x 25m to the east and 2.4m x 15m to the west. The western site access will have a visibility splay of 2.4m x 25m to the east, through palisade fencing and 2.4m x 7m to the east. The visibility to the east would be better than this with the gates fully widened for larger vehicles to exit. Speeds along Baron Street are very low to due the surfacing and width constraints and forward visibility for vehicles travelling along Baron Street is good. Larger vehicles will always be accompanied by a banksman for manoeuvres in and out of the site. this can be seen in drawing number SCP/18638/F01 in [Appendix 4](#).
- 3.5 Pedestrian and cycle access will be from the same point as the main vehicular access onto Baron Street.

Servicing Arrangements

- 3.6 Due to the nature of the site, swept path analysis has been undertaken for a low-loader lorry which is required to bring specialist heritage locomotives on site. This manoeuvre already takes place, however various options were investigated to accommodate the extension of the buildings on site. To allow for the extensions to the sheds, an area on the northern side has been set aside as turning facilities and there will be new boundary fences to accommodate this manoeuvre.
- 3.7 The swept path analysis demonstrates that a low-loader can enter the site by turning into the northern site and reversing across Baron Street and into the site. To egress, the low-loader can use the land on the northern side of Baron Street to accommodate the large turning circle required to facilitate the movement out. [Appendix 5](#) contains drawing SCP/18368/ATR09.

- 3.8 Swept path analysis has been undertaken of the site which demonstrates that the movements of a refuse vehicle can enter the car park, turn and leave the site in forward facing gear. The swept path analysis is shown on drawing number SCP/18638/ATR10 in [Appendix 6](#).
- 3.9 Swept paths of fuel deliveries and ash collection have also been investigated and are shown in SCP/18368/ATR07 and SCP/18638/ATR11 [Appendix 7](#).
- 3.10 Further vehicle requirements are outlined in [Chapter 6](#).

Car Parking

- 3.11 The proposals include the capacity for up to 80 parking spaces within the main car park and 40 spaces adjacent to the carriage shed and restoration workshop in unmarked bays. There will be 8 spaces for disabled users and 2 will be electric vehicle charging points.
- 3.12 On a day to day basis, the site will operate with approximately 20 staff and 14 volunteers. Special events would require a further 8 staff on site. On occasions where there are special events such as meet Santa/ Thomas the Tank weekends, the Buckley Wells site is currently parking for the extra staff and volunteers across the whole of the ELR.
- 3.13 The northern site will include the capacity for up to 30 parking spaces.
- 3.14 The level of car parking on site strikes a balance between the demand of staff and volunteers on a day to day basis and the need for overspill parking for larger events across the whole of the ELR.

Cycle parking

- 3.15 There are numerous storage locations within the carriage sheds where staff and volunteers can safely store bikes.

4.0 PLANNING POLICY CONTEXT

Introduction

- 4.1 This chapter provides a summary of relevant national, regional, and local transport policies and provides a brief analysis of how the proposed development will contribute towards their aims and objectives.

National Planning Policy Framework (NPPF)

- 4.2 The National Planning Policy Framework (NPPF) was revised in February 2019 and sets out the Government's planning policies for England and how these are expected to be applied.
- 4.3 At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development which for decision-taking means:

- *“approving development proposals that accord with an up-to-date development plan without delay; or*
- *where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
 - *the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
 - *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”*

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

- 4.4 Importantly, NPPF states that:

‘development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe’.

‘Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

All developments that will generate significant amounts of movement should be required to provide a Travel Plan and the application should be supported by a transport statement or assessment so that the likely impacts of the proposal can be assessed. PPG Travel Plans, Transport Assessments and Statements set out the requirements for these documents.

Adopted Bury Unitary Development Plan

- 4.5 The current UDP was adopted in 1997. The strategy to be pursued through the UDP was previously published in the document "Bury 2001 - The Strategy for the Plan" (July 1991). This Strategy is now set out as part of the UDP to provide essential background to the policies and proposals which follow later in the Plan.
- 4.6 Primarily, the Strategy is a response to the changes which have taken place in the local economy over recent years and the growing concern for the environmental quality of the area. Such matters can also be seen to be at the heart of the emerging interest in the concept of "sustainability" where it is recognised that, if development is to be sustainable, its impact should not result in the irreversible or unacceptable deterioration of the environment.
- 4.7 One of the identified key issues which the UDP will address is 'Traffic Movement and the Transportation Network':

‘Continuing trends of growing car ownership and usage, together with high levels of commuter travel in the Borough will place increasing demands on the highway and transportation network. New road construction and improvements will not provide all the answers and other solutions

must be examined. The concentration of employment, services and shopping in central locations will facilitate access by public transport but measures are needed to encourage its use and make centres more "user friendly" for pedestrians, cyclists, and other vulnerable transport users.'

4.8 In defining its own Strategy for the Plan the Council has in turn identified the need for the Plan to provide for:

- the effective and efficient operation of public transport and the maximisation of the benefits to be derived from Metrolink;
- the promotion of the safety, convenience and mobility of vulnerable road users;
- the optimisation of the transport infrastructure in the location and density of new development;
- the promotion of measures to alleviate the detrimental effects of heavy trafficking on the Borough's roads; and
- the promotion of measures to minimise the environmental impact of traffic.

4.9 To achieve the aims of the Highway and Transport Strategy, the following objectives have been identified:

- To promote a balanced transportation strategy;
- To encourage the use of public transport;
- To ensure that the highway network and car parking provision is appropriate to the objectives of a balanced transportation strategy;
- To reduce environmental impact and pollution caused by traffic;
- To ensure that all movement can be made safely and conveniently;
- To reduce road traffic accidents; and
- To ensure that the needs of pedestrians, cyclists, the mobility impaired and those with special needs are properly catered for.

Greater Manchester Spatial Framework

4.10 The GMSF is a joint plan of all ten local authorities in Greater Manchester, providing a spatial interpretation of the Greater Manchester Strategy which will set out how Greater Manchester should develop over the next two decades up to the year 2037. It will;

- Identify the amount of new development that will come forward across the 10 districts, in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused;
- Ensure we have an appropriate supply of land to meet this need;

- Protect the important environmental assets across the conurbation;
- Allocate sites for employment and housing outside of the urban area;
- Support the delivery of key infrastructure, such as transport and utilities; and
- Define a new Green Belt boundary for Greater Manchester.

4.11 The GMSF Transport Study defined the following future transport vision to support the new GMSF:

- A radical transformation of the Regional Centre's public transport and walking and cycling facilities;
- Creating sustainable new communities and employment locations, and building on the strengths of existing urban centres and public transport connections;
- Reducing the reliance on the car for movements across the wider city-region, including orbital connections between town centres;
- Ensuring that pan-Northern transport interventions for city-to-city journeys are fully integrated with regional and local networks;
- Investing in local neighbourhoods to make walking and cycling the natural choice for short journeys, and to stimulate town centre and neighbourhood renewal;
- Maximising the efficiency and reliability of Greater Manchester's existing transport networks.
- Strengthening the role of Manchester Airport as the international gateway to the North of England;
- Exploiting new opportunities for the sustainable movement of freight; and
- Being prepared for future innovations in technology and travel behaviour, while recognising ongoing uncertainty.

Greater Manchester Transport Strategy 2040

4.12 Greater Manchester's 2040 Vision for Transport sets out the ambitions for a radical new approach to planning the transport system in support of long-term needs and aspirations. The Transport Strategy builds on that Vision, highlighting the priority interventions needed to achieve it. The strategy is, in turn, supported by a five-year Delivery Plan, which sets out the short-term delivery priorities.

4.13 The vision for Greater Manchester is to have:

'World class connections that support long-term, sustainable economic growth and access to opportunity for all'.

4.14 The Transport Vision comprises four key elements, which represent the goals of the strategy. They are:

- Supporting sustainable economic growth;
- Protecting our environment;
- Developing an innovative city-region; and
- Improving quality of life for all.

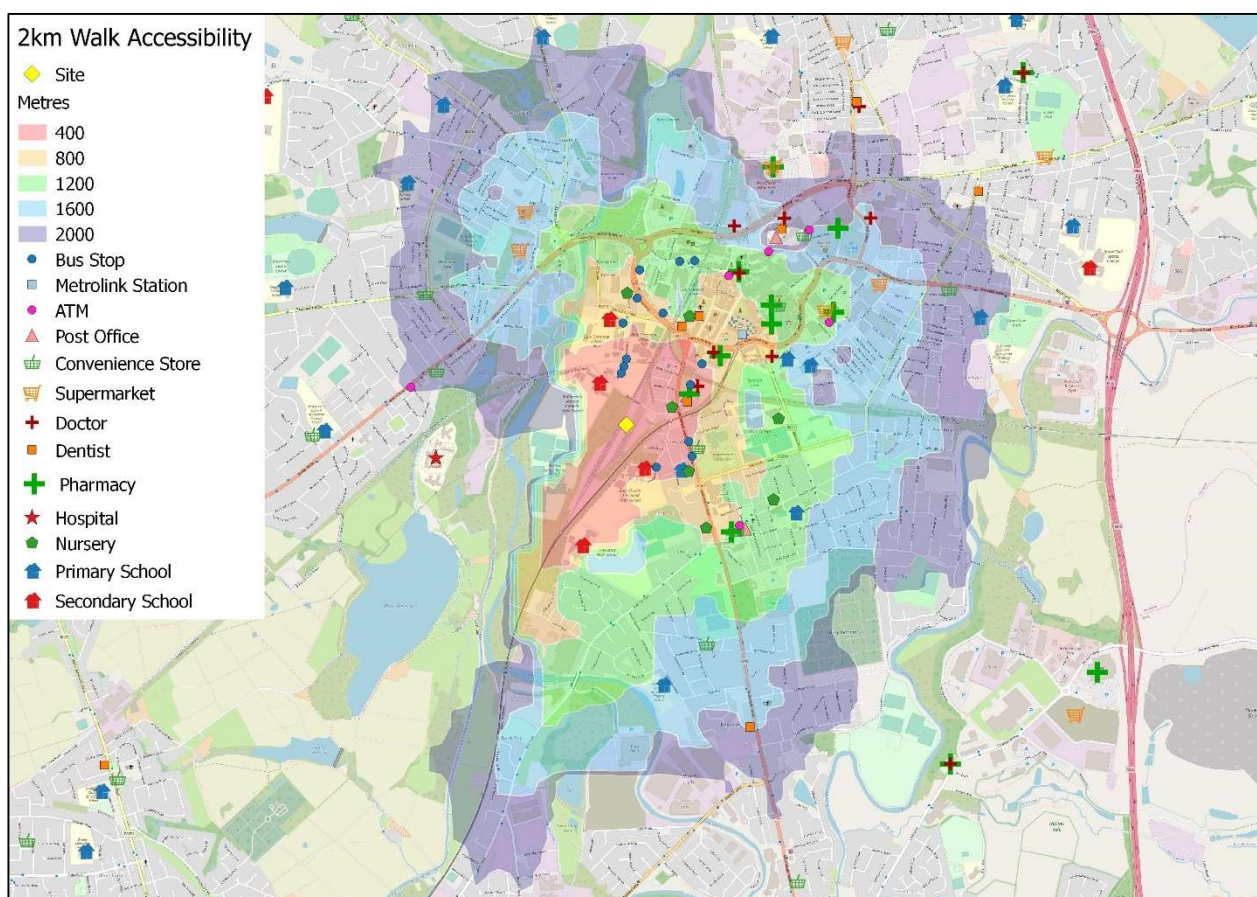
5.0 ACCESSIBILITY APPRAISAL

- 5.1 The accessibility of the application site by non-car modes is a key consideration in the planning process. The requirement to ensure that sites are accessible by non-car modes of transport is set out in both local and national planning policy (National Planning Policy Framework).

Walking

- 5.2 Walking is the most important mode of travel at local level and offers the greatest potential to replace short car trips, particularly those under 2km.
- 5.3 The site is located approximately 800m south-west of Bury town centre when there are numerous facilities located there including retail, tourism, and transport, for visitors and staff of the site.
- 5.4 **Figure 5.1** shows the 2km catchment area of the site.

Figure 5.1 – 2km Walk Accessibility



- 5.5 **Figure 5.1** shows that employees and visitors can reach the entirety of Bury Town Centre and residential areas including Fishpool, Elton, Higher Woodhill, Free Town, Pimhole, and Gigg within a 2km walking distance of the site.

- 5.6 The surrounding area benefits from a good level of pedestrian infrastructure. Footways are featured to the east of the site access on both sides of the carriageway on Baron Street.
- 5.7 Manchester Old Road also features footways on both sides of the carriageway as well as regular street lighting and dropped kerbs at junctions. A signalised pedestrian and cycle crossing is present immediately north of the junction between Manchester Road and Knowsley Street.
- 5.8 **Table 5.1** summarises those facilities which staff and visitors of the site can access within a 2km walk distance.

Table 5.1 – Facilities Summary

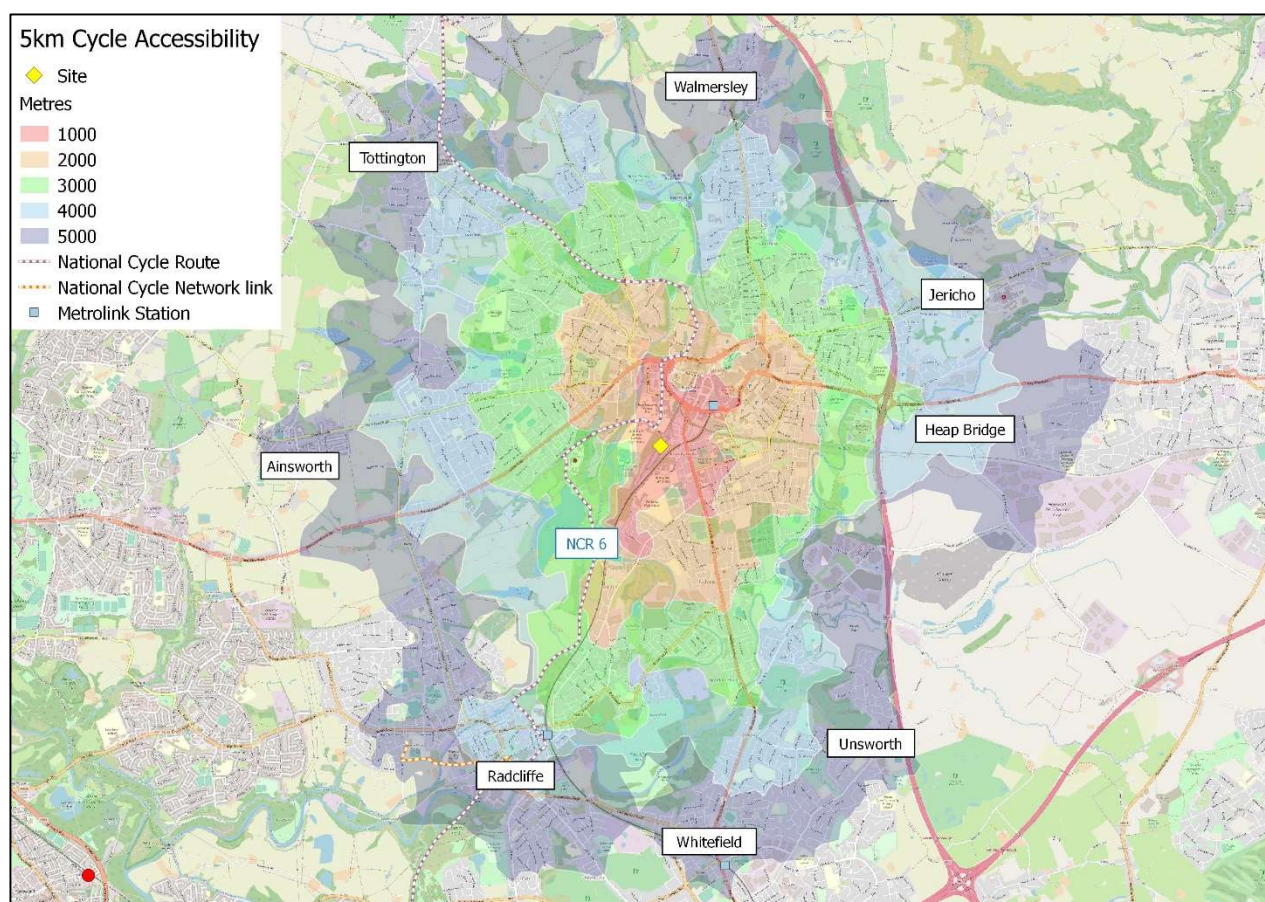
Facility	Detail	Distance from Site (metres)
Pharmacy	Medical Specialists NHS Pharmacy	160m
Bus Stop	Manchester Road / Knowsley Street	300m
Convenience Store	Kwik Stop Northwest	350m
Doctor	Townside Surgery	450m
Primary School/Nursery	Bury Catholic Preparatory School & Nursery	500m
Tram Station	Bury Metrolink	600m
Dentist	mydentist, St. Mary's Place	650m
ATM/Bank	Handelsbanken Bury	750m
Supermarket	Asda	1300m

- 5.9 **Table 5.1** demonstrates that the site is within acceptable walking distance of nearby local facilities including retail, health and transport as well as being within walking distance of surrounding residential areas.
- 5.10 Overall, the above represent a range of facilities within a short walk, suitable for staff members during lunchtimes/breaks and visitors.

Cycling

- 5.11 Cycling is a cheap, efficient and healthy way to travel. Cycling also provides a predictable arrival time, which is often quicker than driving or using public transport and is subject to fewer traffic and congestion delays.
- 5.12 Transport Policy identifies that cycling represents a realistic and healthy alternative to the use of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 5.13 GIS software has been used to model a 5km cycle catchment from the site and is shown on **Figure 5.2**.

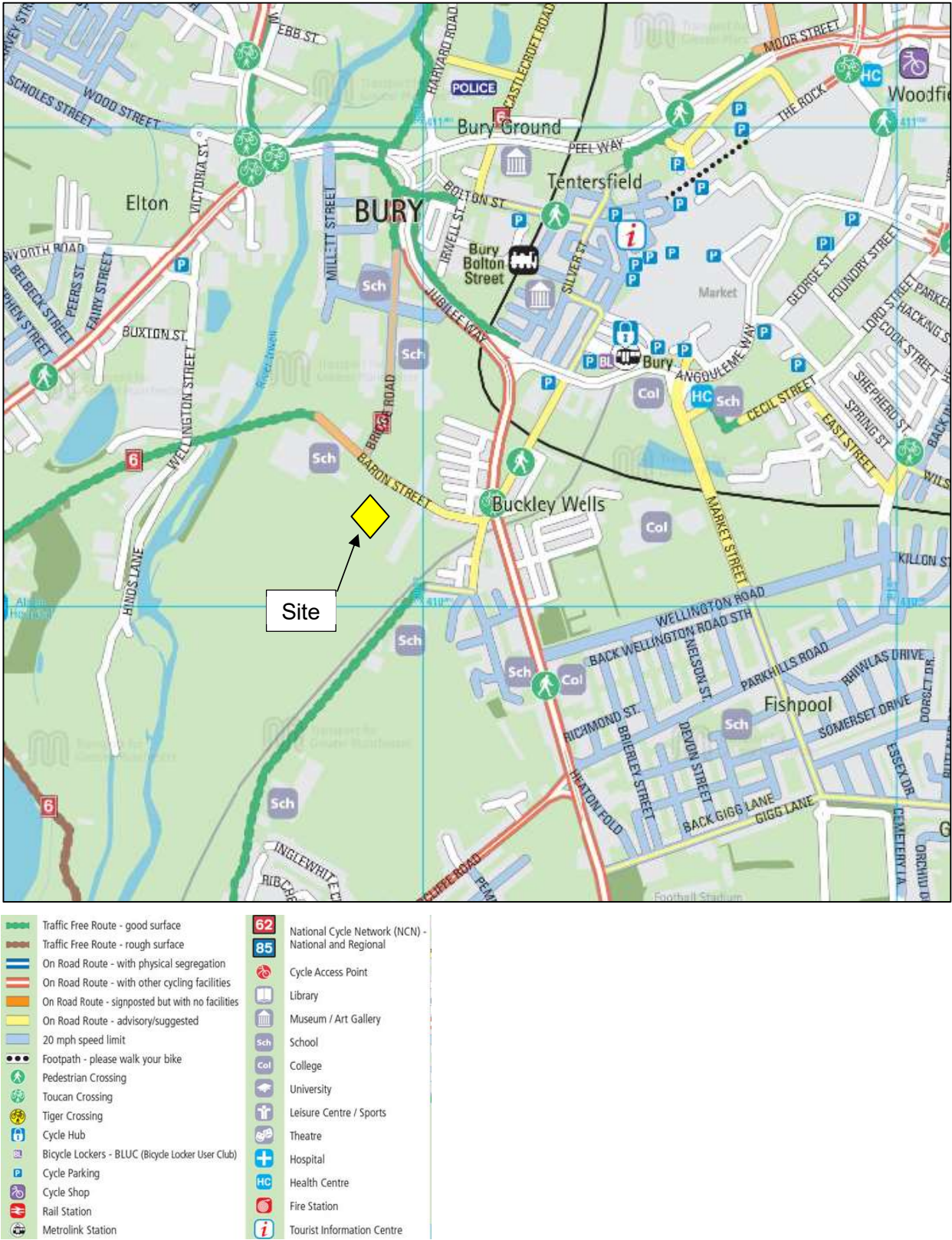
Figure 5.2 – 5km Cycle Accessibility



- 5.14 **Figure 5.2** demonstrates that a number of areas can be accessed within a 5km cycle distance of the site, including the entirety of Bury, Tottington, Walmersley, Jericho, Heap Bridge, Unsworth, Whitefield, Radcliffe and Ainsworth.

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- 5.15 Cycling within the surrounding area is good for staff who live locally. The A56 Manchester Road and A58 Jubilee Way feature cycle lanes on both sides of the carriageway, and there are signalised pedestrian and cycle crossings at the junction between Manchester Road, Jubilee Way and Angouleme Way.
- 5.16 The site benefits from being situated immediately east of National Cycle Route (NCR) 6 which can be accessed on Baron Street. NCR 6 is comprised of both traffic free and on-road cycle routes which link the site to Bury, Tottington, Hazlehurst and Ramsbottom to the north, and Radcliffe and Prestwich to the south.
- 5.17 In addition, Transport for Greater Manchester have provided a map of advisory local cycle routes in the vicinity of the site, shown in **Figure 5.3**.

Figure 5.3 – Advisory Cycle Routes



Public Transport

- 5.18 Guidance published by the IHT 'Planning for Public Transport in Development' (1999), recommends that the maximum walking distance to a bus stop should be 400 metres, equating approximately to a five minute walk.
- 5.19 As previously discussed, there are bus stops within 300m of the site access on Manchester Road, and Knowlsey Street, equating approximately to a 4 minute walk.
- 5.20 **Table 5.2** outlines the bus services in the vicinity of the site.

Table 5.2 – Bus Service Summary

Service Number	Route	Bus Stop Location	Operator	Average Service Headway (mins) each Direction of Travel			Start and End Times		
				Mon-Fri	Sat	Sun	Mon-Fri	Sat	Sun
92/95	Bury – Pilsworth – Hollins - Unsworth – Whitefield – Hillock – Besses o' th' Barn – Prestwich – Carr Clough – Kersal – Pendleton – Lower Broughton – Manchester	Manchester Road / Knowlsey Street	Diamond Go North West	15	13-17	30	05:26 – 00:13	06:29 – 00:13	07:13 – 00:13
135	Bury – Whitefield – Besses o' th' Barn - Heaton Park – Cheetham Hill – Cheetham – Manchester	Manchester Road / Knowlsey Street	Go North West	10	10	10	04:25 – 00:56	04:55 – 00:56	06:05 – 00:36
512	Royal Bolton Hospital – Farnworth – Radcliffe - Bury	Manchester Road / Knowlsey Street	Tyrers	60	60	-	06:40 – 19:16	07:54 – 18:31	-
513	Farnworth – Whitefield – Radcliffe – Bury	Manchester Road /	Tyrers	60	60	-	05:55 – 19:01	08:12 – 19:01	-

		Knowsley Street							
524	Bury – Radcliffe – Little Lever – Moses Gate - Bolton	Manchester Road / Knowsley Street	First Manchester	10	10	30	04:45 – 00:06	05:30 – 00:06	07:30 – 00:06

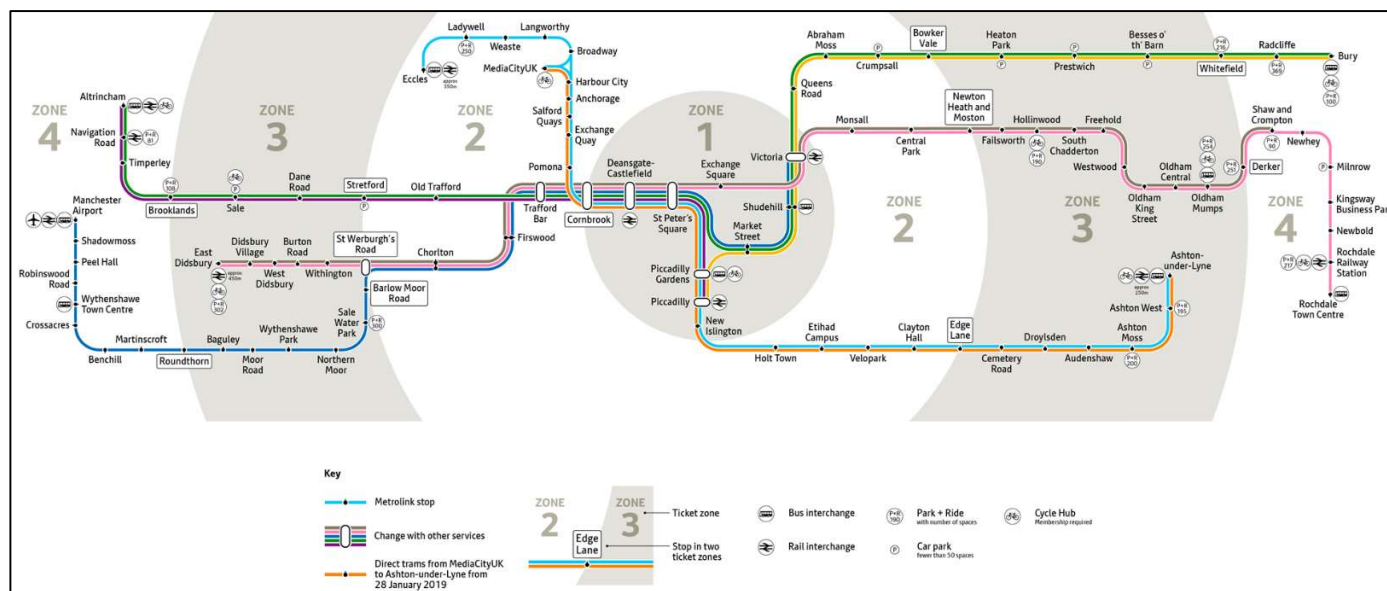
5.21 **Table 5.2** shows that the site is accessible by bus to/from a range of destinations including Bury town centre, Bolton, Farnworth, Radcliffe, Whitefield and Manchester.

Public Transport – Tram

5.22 Bury Metrolink Station is located approximately 600m north of the site access. Metrolink services run up to every 6 minutes from this station to Altrincham and Manchester Piccadilly Station along the Green and Yellow lines. To access other destinations including Manchester Airport, East Didsbury, Shaw and Crompton and Rochdale it is possible to change tram lines at Manchester Victoria Station, or to reach Ashton-under-Lyne, Eccles, Media City UK and Altrincham change lines at Piccadilly Gardens.

5.23 A map of the Metrolink network is shown in **Figure 5.4**.

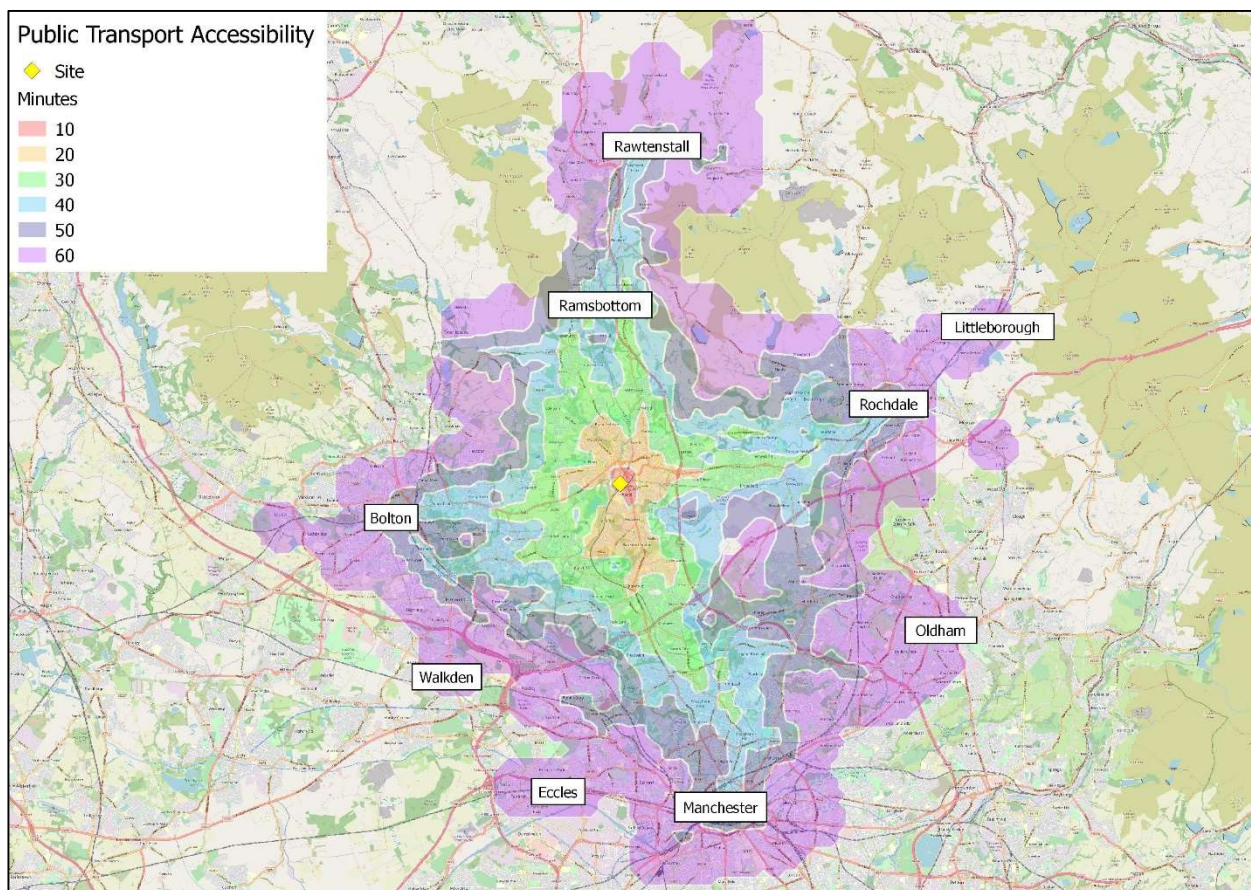
Figure 5.4 – Metrolink Network



5.24 TRACC software has been used to map a 60 minute journey time using public transport, including the walk and cycle to the nearby bus stops and railway station, and is presented in **Figure 5.5**.

The analysis demonstrates that it is possible to reach areas including Manchester, Eccles, Oldham, Rochdale, Walkden, Bolton, Ramsbottom and Rawtenstall within an acceptable 60 minute journey time on public transport.

Figure 5.5 – 60 minute Public Transport Accessibility



Summary

- 5.25 Future employees and visitors of the site will have excellent access to a range of facilities within an easy walk of the site in Bury town centre, including transport, retail and health facilities. The site can be easily reached on foot from a densely populated area. The flat topography is conducive to cycling which will encourage staff to cycle to work. For those travelling further afield, there are frequent bus and tram services within an easy walk distance of the site to a range of destinations. Combined, this ensures that staff and visitors are not reliant on the use of the private car to reach the site.

6.0 TRIP GENERATION

Introduction

- 6.1 This chapter provides an estimate of the trips generated by the proposed use of the site.
- 6.2 Potential vehicle movements have been provided by the operator based on an average day to day site operation. The current staffing levels include 20 staff members and 14 volunteers on a normal working day.
- 6.3 The staff travel surveys, as set out in the following chapter, reveal that currently 89% of staff and volunteers travel to the site by car. Not all staff and volunteers will arrive and leave during typical commuter hours, volunteers in particular will be able to come and go throughout the day.
- 6.4 There are a total of 80 staff and volunteers which visit the site, but clearly these are not all on site every day or even every week. There is a large pool of staff and volunteers who have the potential to co-ordinate their visits to site and car share. Where possible, staff and visitors will be encouraged to car share and use public transport to reduce car trips to the site. Further details on this are set out in the following chapter.
- 6.5 The expected larger vehicle movements once the site is developed are included in **Table 6.1**.

Table 6.1 – Proposed Vehicle Movements

Vehicle Type	Reason	Access	Frequency
Low loader lorry with 16-wheel trailer and 100-tonne capacity	Deliver/remove the locomotives	Reverse into site through site access to west	10-15 times per year
44-tonne capacity artic coal wagon	Service the 100-tonne capacity coal bunker	Site access to west	Every 2 weeks
38/44-tonne capacity artic fuel tanker	Delivering diesel to the 66'000-litre bunded fuel tank	Site access to west	4-6 times per year
Skip wagon	To service existing buildings and proposed carriage shed	Site access to east	Twice a month
General waste refuse wagon	To service existing buildings and	Site access to east	Every two weeks

	proposed carriage shed		
Transit type van	Service proposed carriage shed building	Site access to east	5 times per week
7.5-tonne lorry	Service proposed carriage shed building	Site access to east	5 times per week

- 6.6 The additional staff and visitor numbers will not have a material impact upon the highway network. The majority of the larger vehicle movements set out above are already visiting the site and there will only be a small increase in larger vehicles as a result of the extension. These additional larger vehicles will be imperceptible on the local network. Any manoeuvres by large vehicles will be accompanied by a banksman.

7.0 TRAVEL PLAN MEASURES

- 7.1 In order to minimise the amount of car trips to and from the site, the operator will implement a number of travel measures for staff, volunteers and visitors. This Chapter sets out the measures, marketing, targets and monitoring to ensure that the Travel Plan is successful.
- 7.2 A travel plan is an important tool for delivering sustainable access to a development. Travel plans focus on a single destination and aim to provide a long-term strategy to positively influence travel patterns to that location in favour of sustainable modes.
- 7.1 A travel plan provides benefits to all parties, including the developer, the site occupants and the local authority, which can help in gaining widespread commitment to its implementation and continuing operation.
- 7.2 This travel plan has been prepared to achieve the following objectives:
- Reducing reliance upon the private car and improving awareness and usage of alternative modes of transport; and,
 - Promoting walking, cycling, public transport and car sharing.

Staff Findings

- 7.3 A total of 22 responses were received from the staff and volunteer travels surveys which were carried out in January 2020. The findings are set out below and the responses included in **Appendix 8**.

Demographics

- 7.4 The majority of staff and volunteers who responded were over the age of 50 (57%, 12 people), 19% (4) were aged 26-50, and 24% (5) were aged 20-25.

Work Patterns

- 7.5 Of the respondents, 52% (11) were full-time, 10% (2) part time and 38% (8) were volunteers.
- 7.6 Start times vary from 6am to 10am and finish times vary between 2.30pm and 8pm, showing a wide spread of trip distribution. Volunteers are most likely to have a variation in the time and days which they attend site.
- 7.7 Of the respondents, 33% stated that they use a car as part of their job.

Modal Choice

- 7.8 The surveys showed that 89% (17) of respondents travel to work by private car, 11% (2) by metrolink, 5% (1) by bus and 5% (1) as a passenger. No staff travelled on foot or by cycle.
- 7.9 When asked the reasons for travelling via their main mode of travel to work respondents cited the main reason as 'quickest/most convenient' (67%), 29% said 'car essential for job', 43% (9) stated 'on site car parking' and 38% (8) stated 'cheaper than the alternatives'. Only 5 (24%) stated there was 'no suitable public transport'.
- 7.10 Staff were asked what their alternative mode of transport would be if the car was unavailable. 27% (7) said they would use the tram, and a further 23% (6) would travel by bus. 15% (4) said would be unable to travel to work by any other way other than the car.
- 7.11 Staff were asked what three things would encourage them to cycle. Over half (57%) stated that nothing would encourage them to cycle to the site. 14% (3) cited cycle more cycle lanes to encourage them to cycle to work. Three respondents stated that it was too far/hilly for them to travel by bike.
- 7.12 Staff were asked what three things would encourage them to use public transport. 17% (6) stated discounts on public transport and a further 17% (3) each said better waiting facilities, improved public transport information, increased frequency and shifts that fit better with public transport. A total of 9 (50%) of responses said that nothing would encourage them to use public transport. The reasons given for not using public transport include; journey times too long, cost prohibitive, timings not convenient, distance too great and not practical from their home.
- 7.13 Staff were asked what would encourage them to car share. 29% (5) said help finding a partner, 12% (2) said emergency lift home and 6% (1) said priority parking for car sharers. A total of 53% (9) said nothing would encourage them to car share. and 50 % (2) said a dedicated parking space. Two of the respondent stated that they already do and one doesn't live near enough to anyone to carshare.
- 7.14 The above measures have been considered in the development of the action plan for the site.

Annual Surveys

- 7.15 A member of staff at the site will take on the role of Travel Plan Co-ordinator. The TPC will be responsible for surveys and will undertake a staff survey annually to identify progress towards delivery of measures and achievement of targets. The review will summarise the data collected and propose revised initiatives and measures where targets have not been met.

Modal Share Targets

- 7.16 The modal share target are based upon the survey data recently collected. Table 7.1 highlights the 5-year targets for modal shift at the site.

Table 7.1 – 5 Year Targets for staff/volunteers

Mode	Current Modal Split	5-year target
Single Occupancy Car	89%	60%
Non-car modes	11%	40%

Marketing

- 7.17 Staff and volunteers will be made aware of the Travel Plan measures via communication in the form of email and notices in communal spaces such as break-out areas.
- 7.18 The following information will be provided on the staff noticeboards in each building:
- A map showing the location of the development in relation to the local area, highlighting the nearby bus stops;
 - Bus timetables of existing local services from nearby bus stops;
 - Train timetables relating to services which stop at the nearest metrolink station, this being Bury;
 - A map showing local cycle routes, which would also indicate the locations of cycle parking and cycle shops in the area;
 - A car cost calculator, providing information on the full cost of car use (i.e. financial, environmental, health, etc.); and
 - Information relating to traffic-related environmental concerns, congestion problems and car sharing to raise awareness.
- 7.19 Visitors will be made aware of Travel Plan measures when they book tickets for events. It is likely that school trips will already arrive by mini-bus or coach. However all visitors will be informed of travel options for reaching the site including bus, tram and train services. The website will include up to date information on travel options.

Walking

7.20 The TPC will encourage walking by implementing the following initiatives which will be promoted through the welcome travel information as well as via noticeboards and newsletters:

- Provision and promotion of lockers for staff who have walked to the site; and,
- Get involved in Walk to Work Week challenges, and European Mobility Week (September annually), and promote local and national walking events to staff.
- Raise awareness of the health benefits of walking through promotional material;
- Provide a map showing walking routes, indicating distances and times at appropriate intervals to the site;
- Ensure that footpaths on site are well maintained and lit with any defects reported to the Highway Authority.

7.21 Other walking initiatives that will be considered as the TP progresses will include:

- Introduce a policy against parking provision for staff who live within walking distance of the site.

Cycling

7.22 The TPC will encourage cycling by implementing the following initiatives, which will be promoted through the welcome information as well as via noticeboards:

- Provide secure cycle parking for staff as well as short term parking for visitors. Shower facilities along with lockers and changing facilities will be provided in each of the buildings;
- Establish contact with the senior cycling officer of the Local Planning Authority to ensure that up-to-date information is available regarding cycle routes and other facilities for cyclists in the vicinity of the site;
- Obtain any available cycling maps and posters for display in the buildings;
- Promote the availability of cycling information, including route maps and useful tips and guidance on the TfGM (www.tfgm.com/cycling) website;
- Provide information on any local cycle proficiency or maintenance courses; and
- Get involved in Cycle to Work Week challenges, and European Mobility Week (September annually) and promote local and national cycling events to staff.

7.23 Other cycling initiatives that will be considered as the TP progresses will include:

- Investigate 'cycle to work schemes' for bike purchase direct from salaries with tax breaks.

Public Transport Information

7.24 The TPC will actively promote public transport with the following specific measures to be implemented, which will be promoted through the welcome information as well as via noticeboards and newsletters:

- Provide up-to-date public transport information, including route maps and timetables, with welcome packs and on staff notice-boards;
- Provide details of local taxi companies;
- Liaise regularly with local public transport operators to ensure that information remains valid;
- Provide details of the websites and telephone advice services to enable staff to obtain details on their individual journey requirements, including the Traveline website (www.traveline.info/);
- Provide details of routes and destinations served by trams from Bury Metrolink stations;
- Details of any local public transport promotions will be provided to those accessing the site by public transport; and
- Promote European mobility Week (September annually) to staff.

Car Parking Management

7.25 The management of car parking associated with the development will be considered alongside other initiatives to make efficient use of the site. This will ensure sufficient space is available for visitors and deliveries.

Monitoring

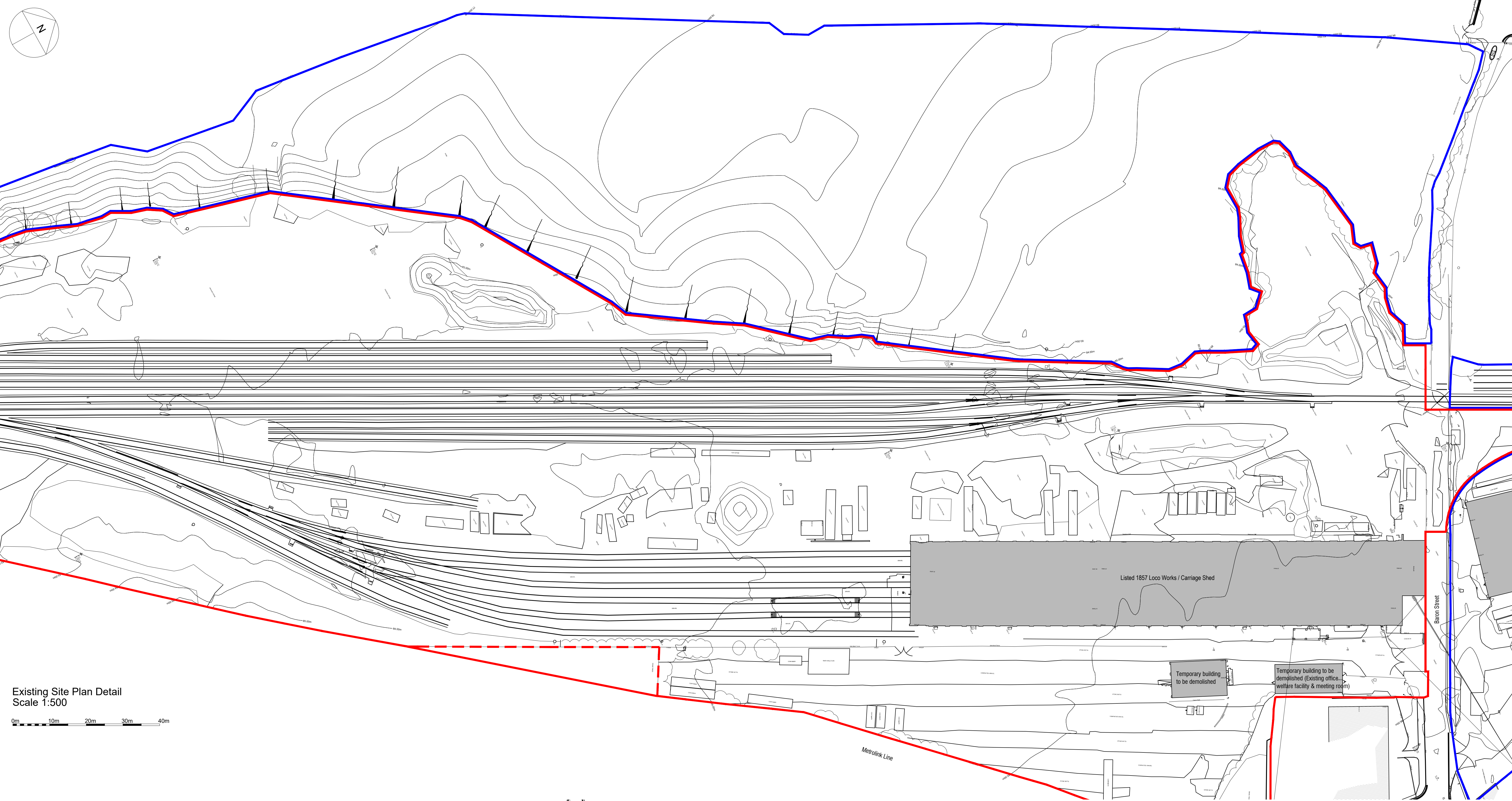
7.26 The TPC will be responsible for ensuring that all information provided is up to date and relevant. Surveys of staff will take place on an annual basis to determine any shift in modal split and targets and measures will be adjusted accordingly.

8.0 SUMMARY & CONCLUSIONS

- 8.1 East Lancs Light Railway Co. Ltd seek planning permission for an extension to their existing facilities at the Buckley Wells Depot. The additional facilities include new sheds for catering, locomotion restoration and storage works as well as training facilities.
- 8.2 The most recently available five-year road safety record of the local area around the site has been examined and does not represent a material concern in the context of the development.
- 8.3 Existing vehicular access points will be retained and improved from Baron Street. A turning area will be created to allow low-loaders to turn and reverse into the site.
- 8.4 The accessibility of the site has been assessed by foot, cycle, bus and tram modes. Overall, the site is considered to be very well located in terms of its accessibility by all these major non-car modes of transport. This ensures that future staff, volunteers and visitors will have alternatives to the private car to reach the site.
- 8.5 To minimise the number of car trips to the site, a number of Travel Plan measures will be implemented for staff, volunteers and visitors.
- 8.6 The car park has capacity for up to 80 car and includes 6 disabled spaces adjacent to the existing listed building and capacity for a further 40 spaces next to the carriage shed with 2 disabled spaces. Two electric charging points will be located near to the existing listed carriage shed. There will also be space provided for secure cycle storage within storage rooms in each of the buildings. Space for up to 30 cars will be retained on the site to north. There is sufficient parking to accommodate those staff and visitors who chose to use the car to reach the site. There will also be sufficient space for overspill parking for events across the whole of the ELR.
- 8.7 Given the results of the existing visitor and staff travel survey, it is clear that vehicle movements in and out of the site take place over a spread of a couple of hours rather than in one peak hour. This is reflective of the large proportion of volunteers who chose their own hours on site. This will continue on a day to day basis. Larger events are likely to take place at weekends, avoiding the peak hours on the local highway network.
- 8.8 Having regard to the information presented within this TS, it is considered that there should be no highway related reason to withhold planning permission and the scheme is therefore commended to Bury Council for approval.

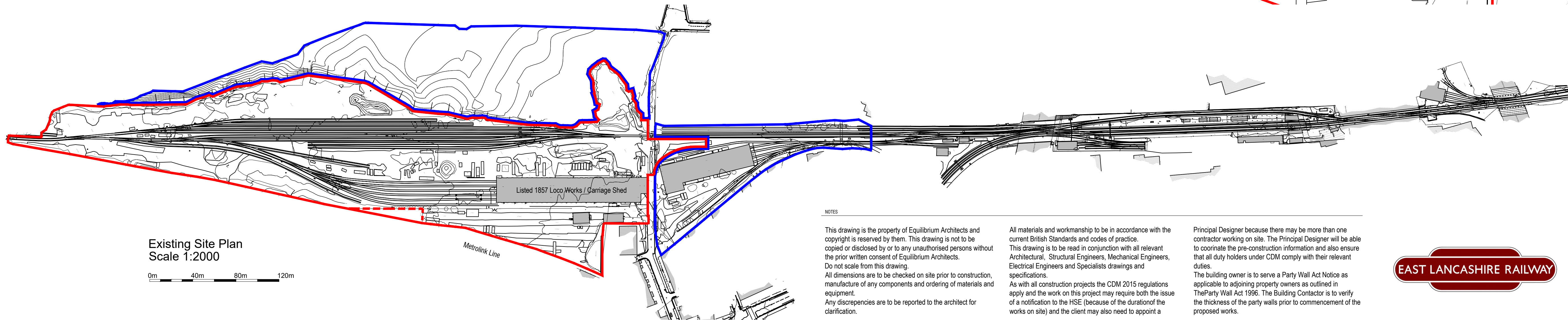
S|C|P

APPENDIX 1



Existing Site Plan Detail
Scale 1:500

0m 10m 20m 30m 40m



Existing Site Plan
Scale 1:2000

0m 40m 80m 120m

NOTES

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Any discrepancies are to be reported to the architect for clarification.

All materials and workmanship to be in accordance with the current British Standards and codes of practice.

This drawing is to be read in conjunction with all relevant Architectural, Structural Engineers, Mechanical Engineers, Electrical Engineers and Specialists drawings and specifications.

As with all construction projects the CDM 2015 regulations apply and the work on this project may require both the issue of a notification to the HSE (because of the duration of the works on site) and the client may also need to appoint a

Principal Designer because there may be more than one contractor working on site. The Principal Designer will be able to coordinate the pre-construction information and also ensure that all duty holders under CDM comply with their relevant duties.

The building owner is to serve a Party Wall Act Notice as applicable to adjoining property owners as outlined in The Party Wall Act 1996. The Building Contactor is to verify the thickness of the party walls prior to commencement of the proposed works.

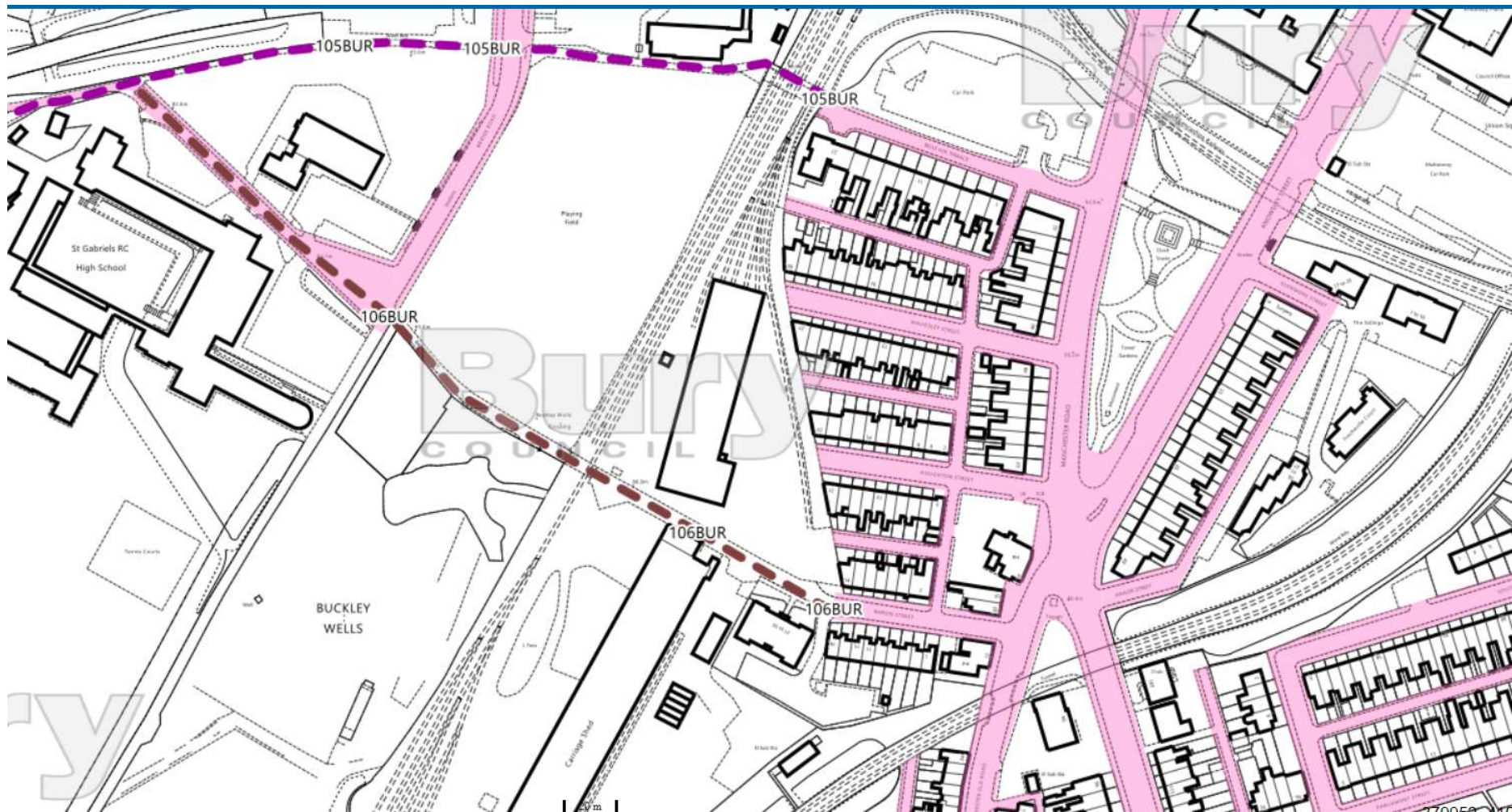
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CLIENT			
East Lancs Railway			
PROJECT			
ELR Buckley Wells Masterplan			
DRAWING			
Existing Site Layout			
SCALE	DATE	DRAWN	CHECKED
1:500@A1	Sept' 2018	PB	
DRAWING NO.	CAD REFERENCE NO.	REVISION	
C-0340-01			



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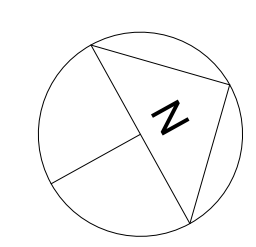
APPENDIX 2

Adopted Highway and Byway Open to All Traffic (BOAT)

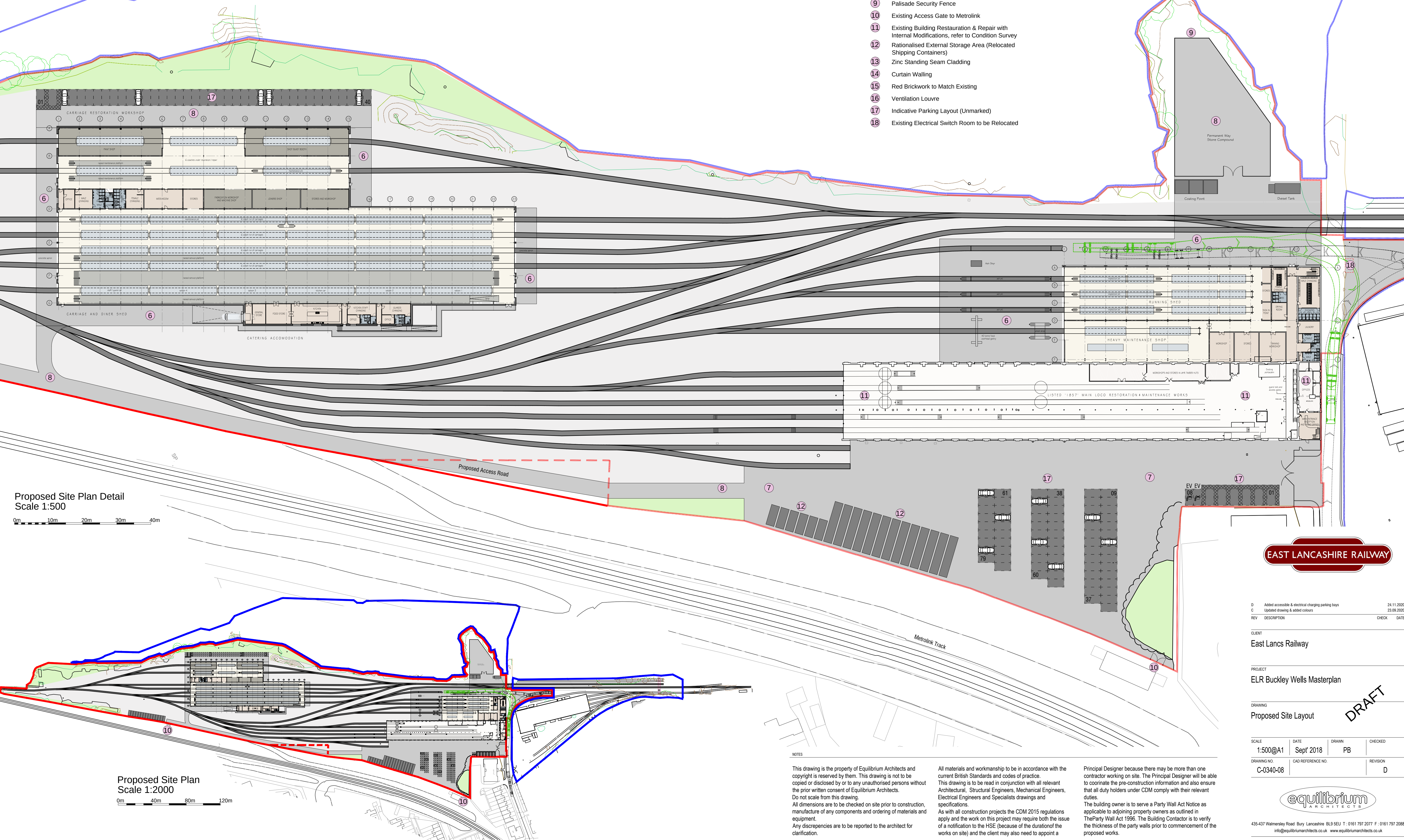


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APPENDIX 3



- Legend:
- 1 Red Engineering Brickwork
 - 2 Steel Build-up cladding system, colour TBC
 - 3 New Steel Door
 - 4 Polycarbonate Trapezoidal Translucent Rooflight
 - 5 Solar Panels
 - 6 Concrete Hardstanding
 - 7 Existing Ground Finish: Gravel & stone Setts
 - 8 New Ground Finish: Gravel
 - 9 Palisade Security Fence
 - 10 Existing Access Gate to Metrolink
 - 11 Existing Building Restoration & Repair with Internal Modifications, refer to Condition Survey
 - 12 Rationalised External Storage Area (Relocated Shipping Containers)
 - 13 Zinc Standing Seam Cladding
 - 14 Curtain Walling
 - 15 Red Brickwork to Match Existing
 - 16 Ventilation Louvre
 - 17 Indicative Parking Layout (Unmarked)
 - 18 Existing Electrical Switch Room to be Relocated



Proposed Site Plan Detail
Scale 1:500

Proposed Site Plan
Scale 1:2000

EAST LANCASHIRE RAILWAY

D	Added accessible & electrical charging parking bays	24.11.2020
C	Updated drawing & added colours	23.09.2020
REV	DESCRIPTION	CHECK DATE

CLIENT
East Lancs Railway

PROJECT
ELR Buckley Wells Masterplan

DRAWING
Proposed Site Layout

SCALE	DATE	DRAWN	CHECKED
1:500@A1	Sept' 2018	PB	
DRAWING NO.	CAD REFERENCE NO.	REVISION	
C-0340-08		D	



435-437 Walmsley Road Bury Lancashire BL9 5EU T: 0161 797 2077 F: 0161 797 2088
info@equilibriumarchitects.co.uk www.equilibriumarchitects.co.uk

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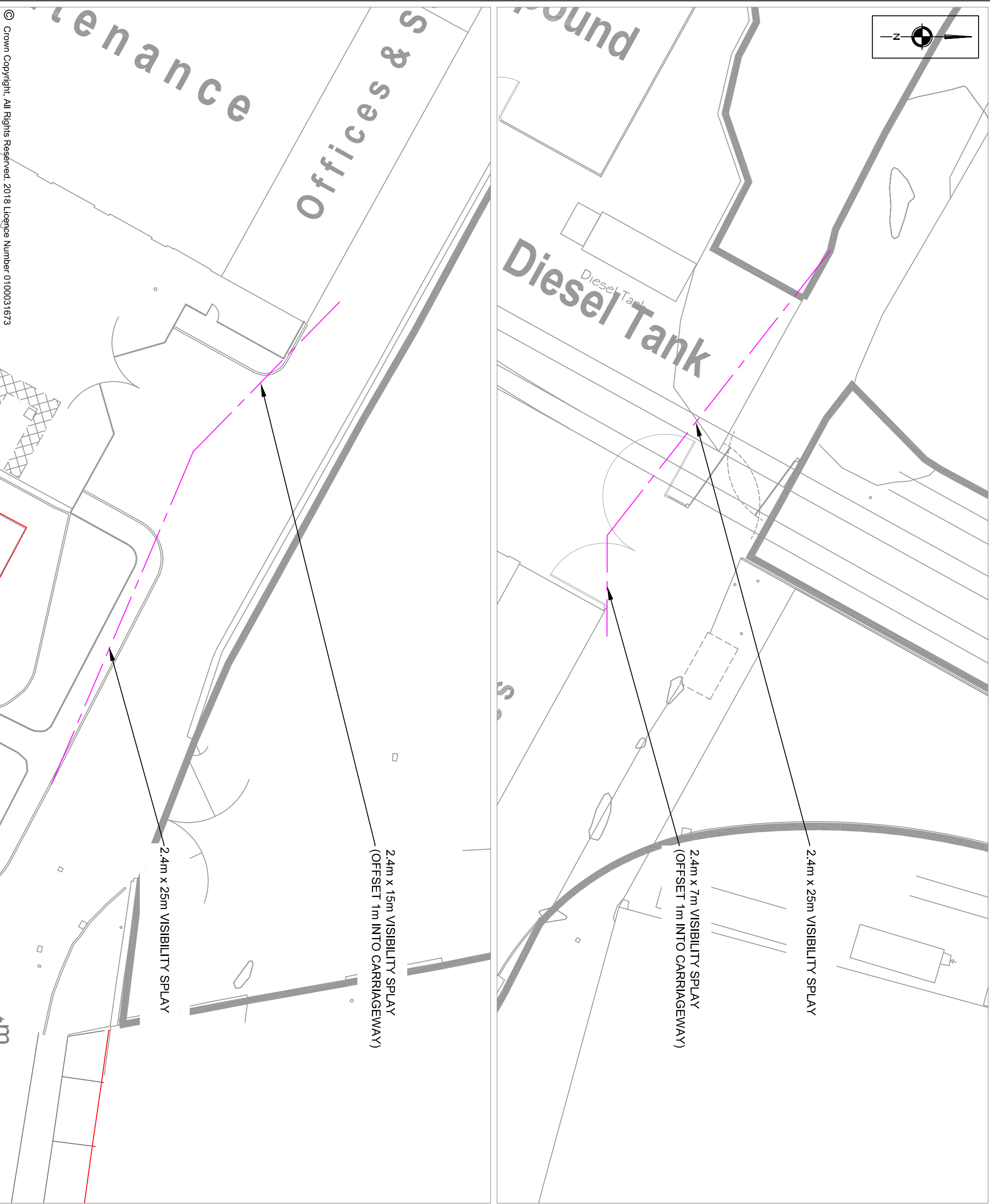
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Principal Designer because there may be more than one contractor working on site. The Principal Designer will be able to coordinate the pre-construction information and also ensure that all duty holders under CDM comply with their relevant duties.
The building owner is to serve a Party Wall Act Notice as applicable to adjoining property owners as outlined in TheParty Wall Act 1996. The Building Contractor is to verify the thickness of the party walls prior to commencement of the proposed works.

DRAFT

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APPENDIX 4

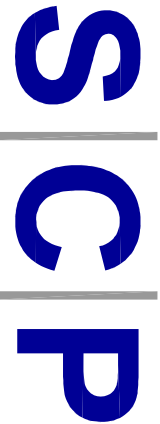


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NOTES

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Transportation Planning : Infrastructure Design

Cedwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

EAST LANCASHIRE LIGHT RAILWAY CO.LTD

Project Title:

EAST LANC RAILWAY, BURY

Drawing Title:

VISIBILITY SPLAYS

Drawn By:

BH

Date: 08.12.2020

Checked:

GW

Scale: 1:500 @ A3

Status:

PLANNING

Approved/Unapproved:

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Drawing No.

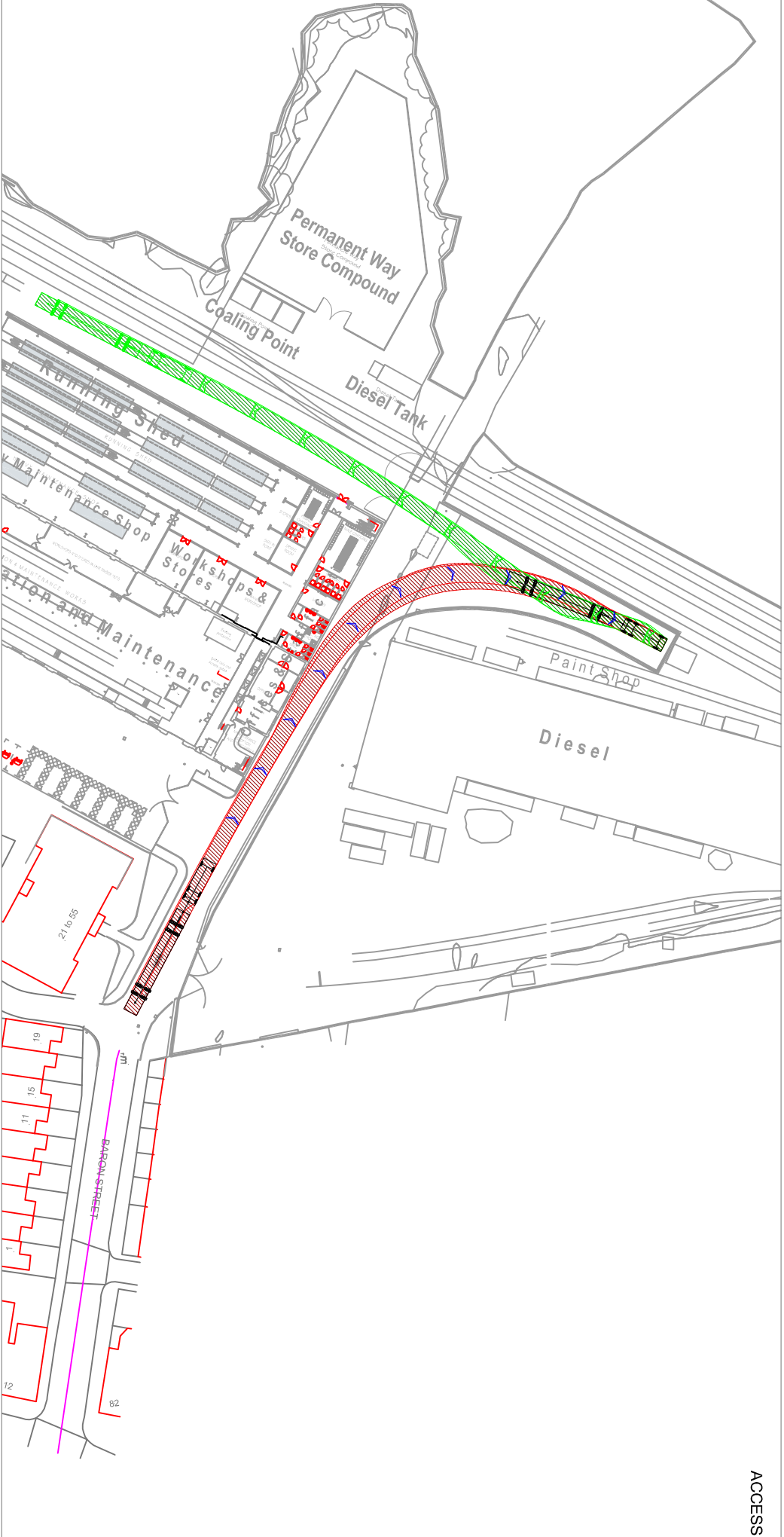
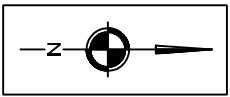
SCP/18638/F01

Rev.

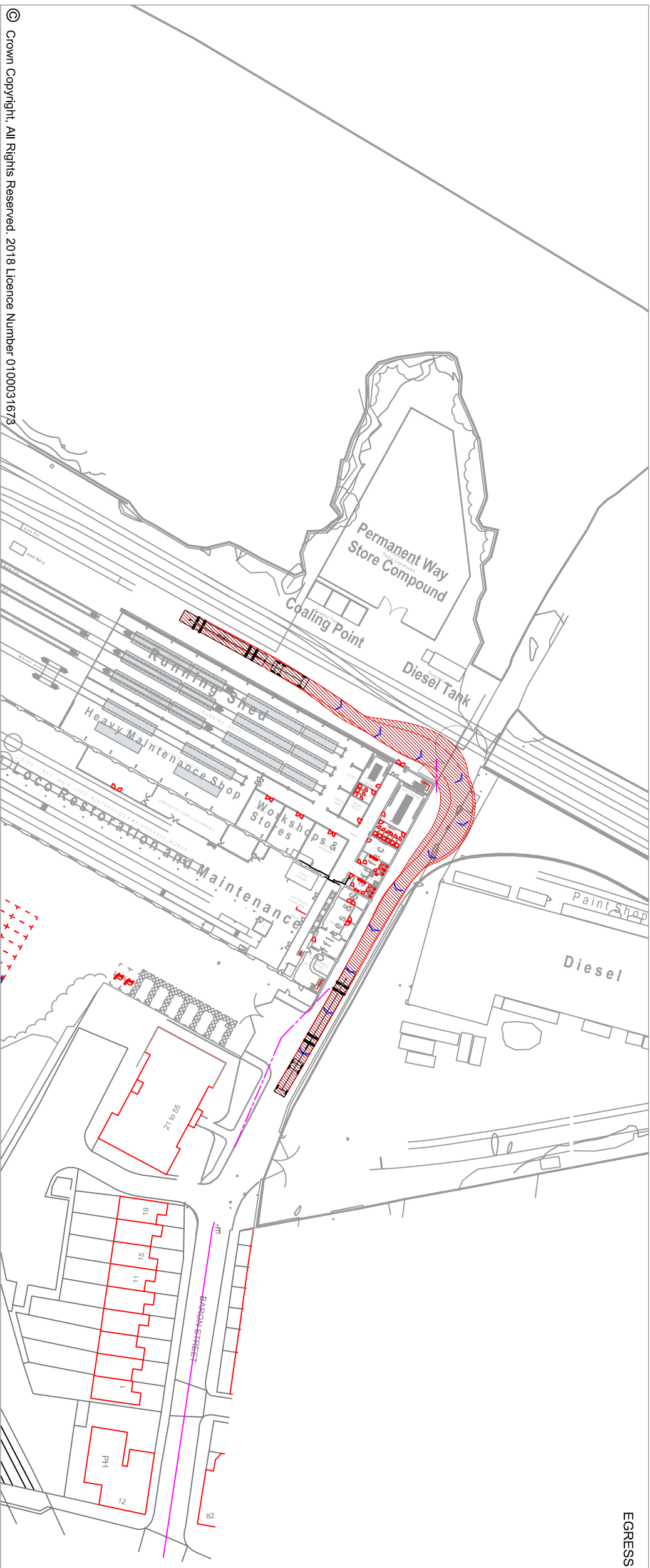
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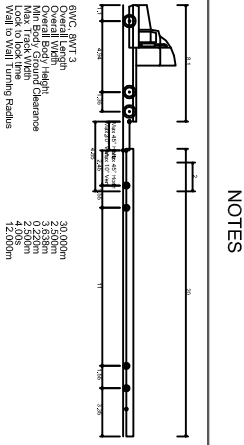
APPENDIX 5



ACCESS



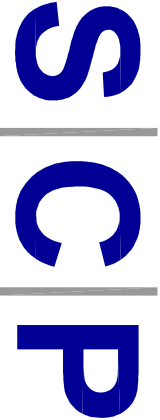
EGRESS



NOTES

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Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

EAST LANCASHIRE LIGHT
RAILWAY CO.LTD

Project Title:

EAST LANC RAILWAY, BURY

Drawing Title:

SWEPT PATH ANALYSIS
- 30m LOW LOADER

Drawn By:

BH

Date: 08.12.2020

Checked:

GW

Scale: 1:500 @ A3

Status:

PLANNING

Approved/Unapproved:

Drawing No.

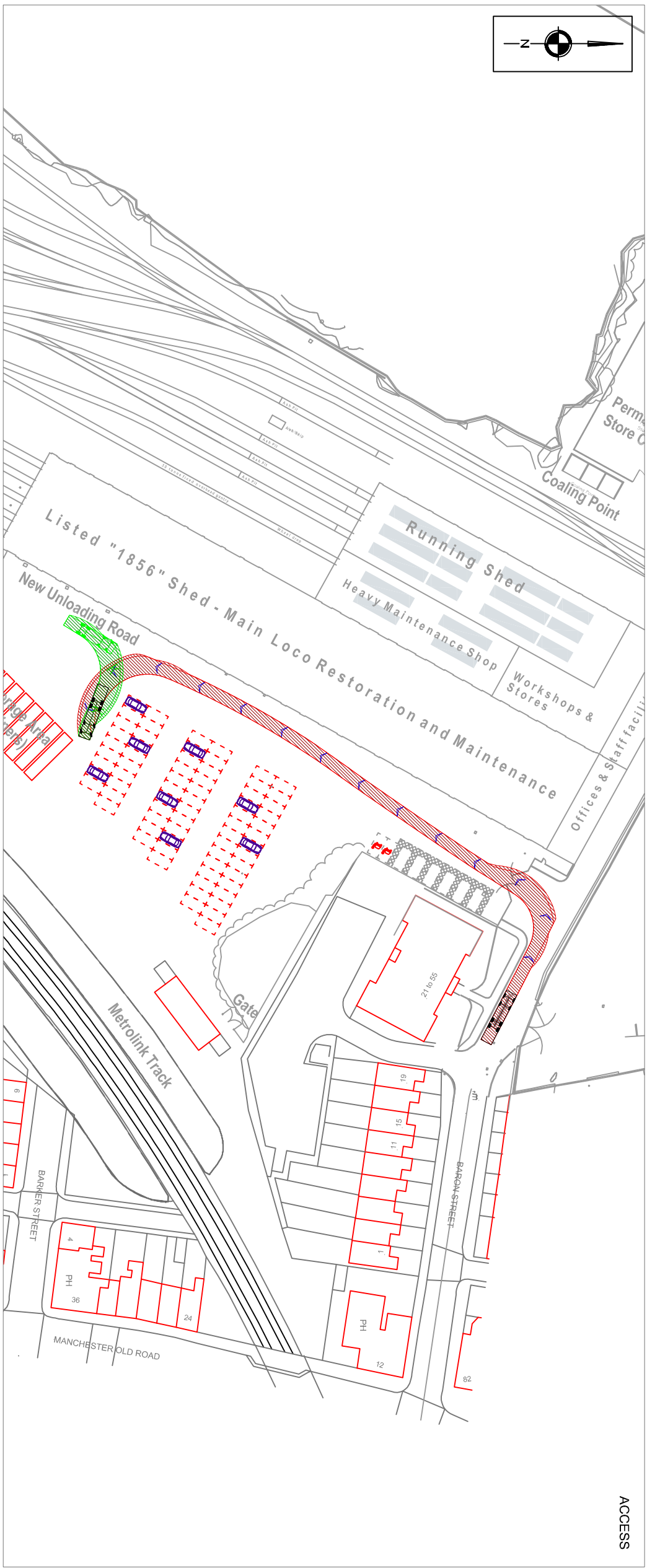
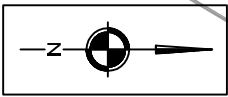
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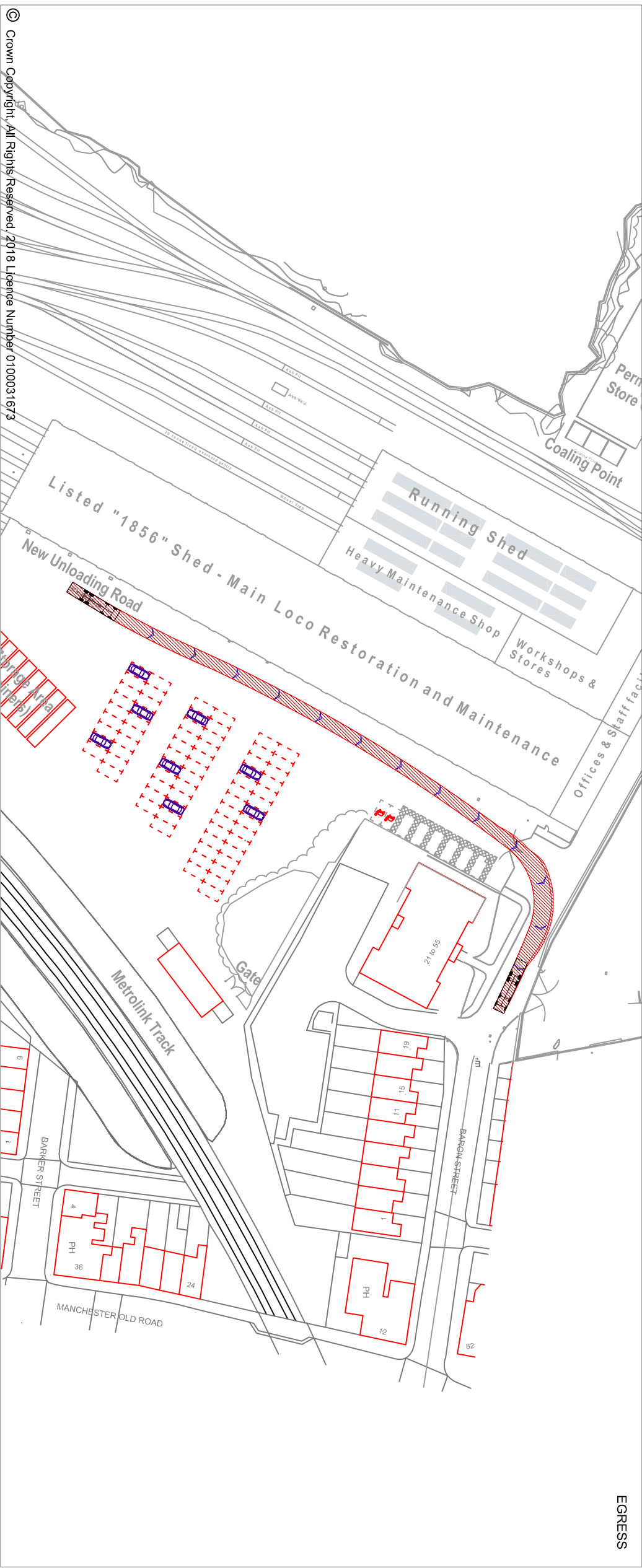
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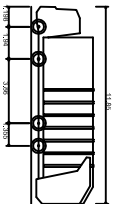
APPENDIX 6



ACCESS



EGRESS

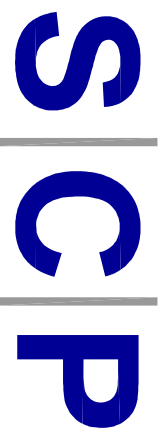


11,000mm RCV - Based on Valtra 3025(N) (with Scania P40GB 8x4 M8300 chassis)
Overall Width 2,500mm
Overall Height 2,500mm
Track Width 2,500mm
Clearance 2,500mm
Keel to Keel Turning Radius 11,000mm

NOTES

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REV	DESCRIPTION	DATE	BY
-	-	-	-



Transportation Planning : Infrastructure Design

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www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

EAST LANCASHIRE LIGHT
RAILWAY CO.LTD

Project Title:

EAST LANC RAILWAY, BURY

Drawing Title:

SWEPT PATH ANALYSIS
- REFUSE VEHICLE

Drawn By:

BH Date: 08.12.2020

Checked:

GW Scale: 1:500 @ A3

Status:

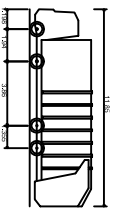
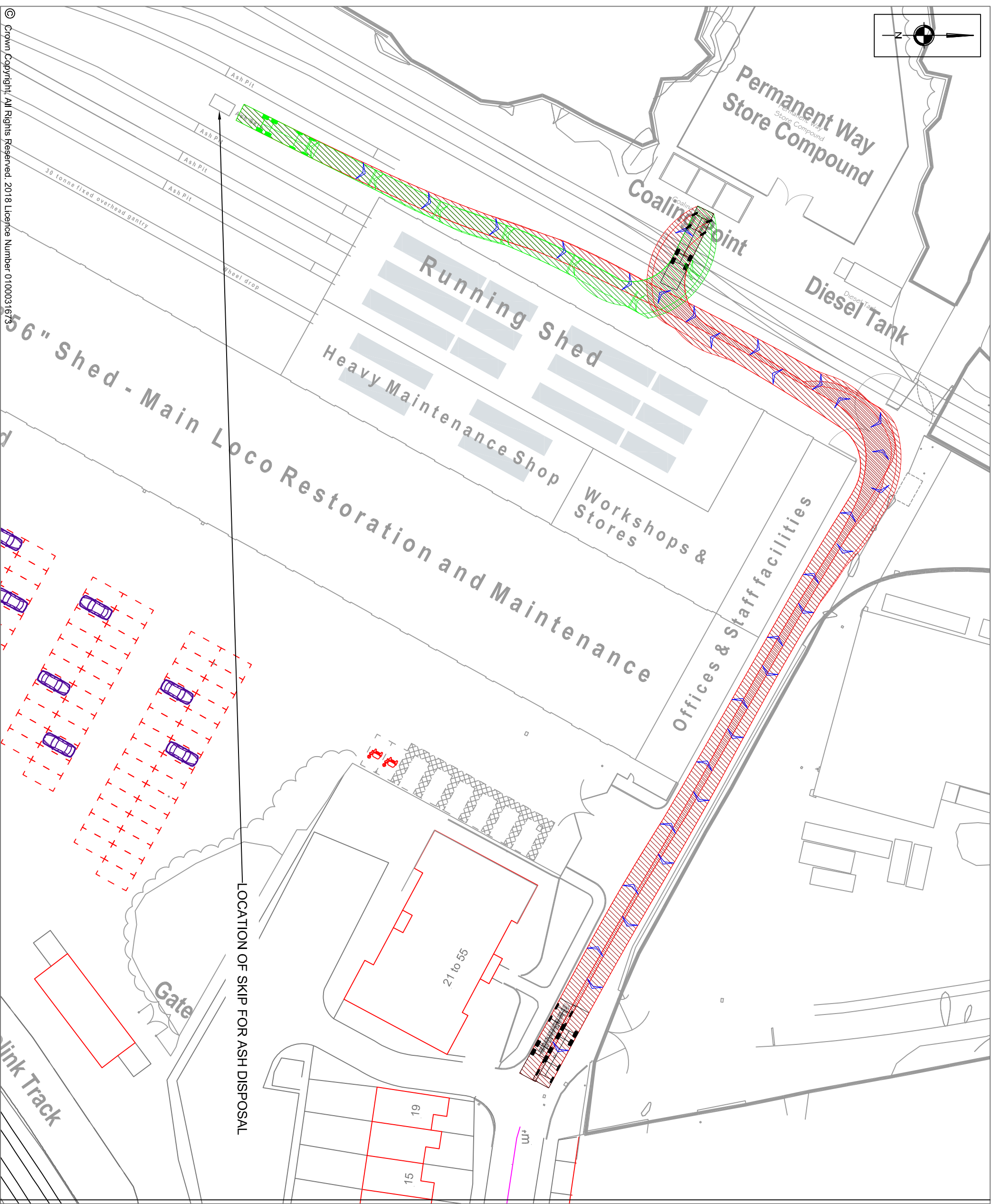
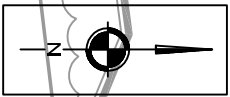
PLANNING Approved/Unapproved:

Drawing No.

SCP/18638/ATR10

Rev.

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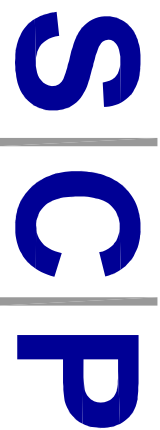


11.8m RCV - Based on Volume 3025(N) (with Searle P&G 8x4 NB300 chassis)
Overall Length 11.800m
Overall Width 3.745m
Overall Body Height 2.490m
Track Width 2.490m
Load to lock time 4.000m
Lock to lock turning Radius 11.000m

NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
A	-NEW SITE LAYOUT UNDERLID	08.12.20	BH



Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

EAST LANCASHIRE LIGHT
RAILWAY CO.LTD

Project Title:

EAST LANC RAILWAY, BURY

Drawing Title:

SWEPT PATH ANALYSIS
- ACCESS TO ASH DISPOSAL SKIP

Drawn By:

BH

Date: 08.12.2020

Checked:

GW

Scale: 1:500 @ A3

Status:

PLANNING

Approved/Unapproved:

Drawing No.

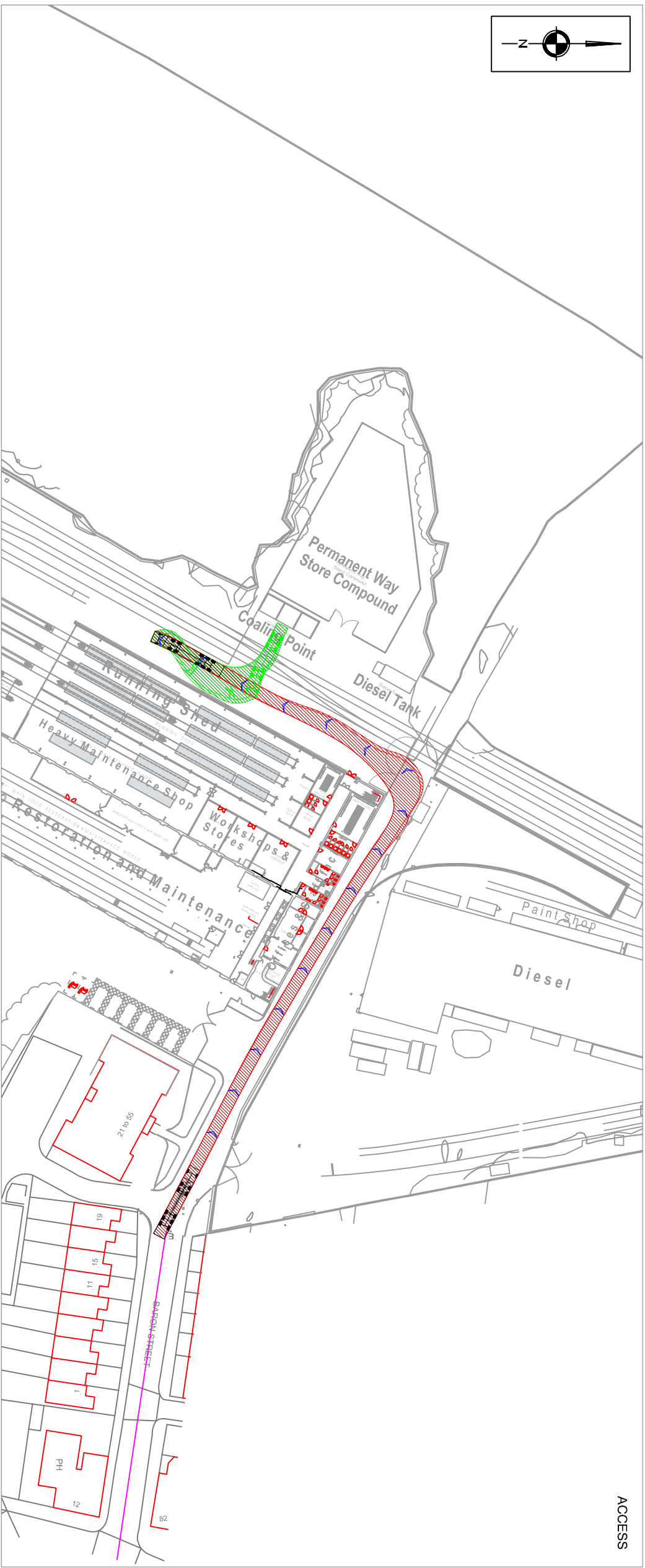
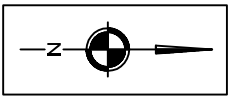
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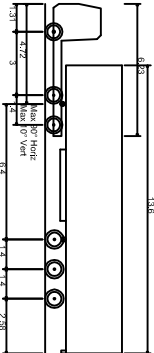
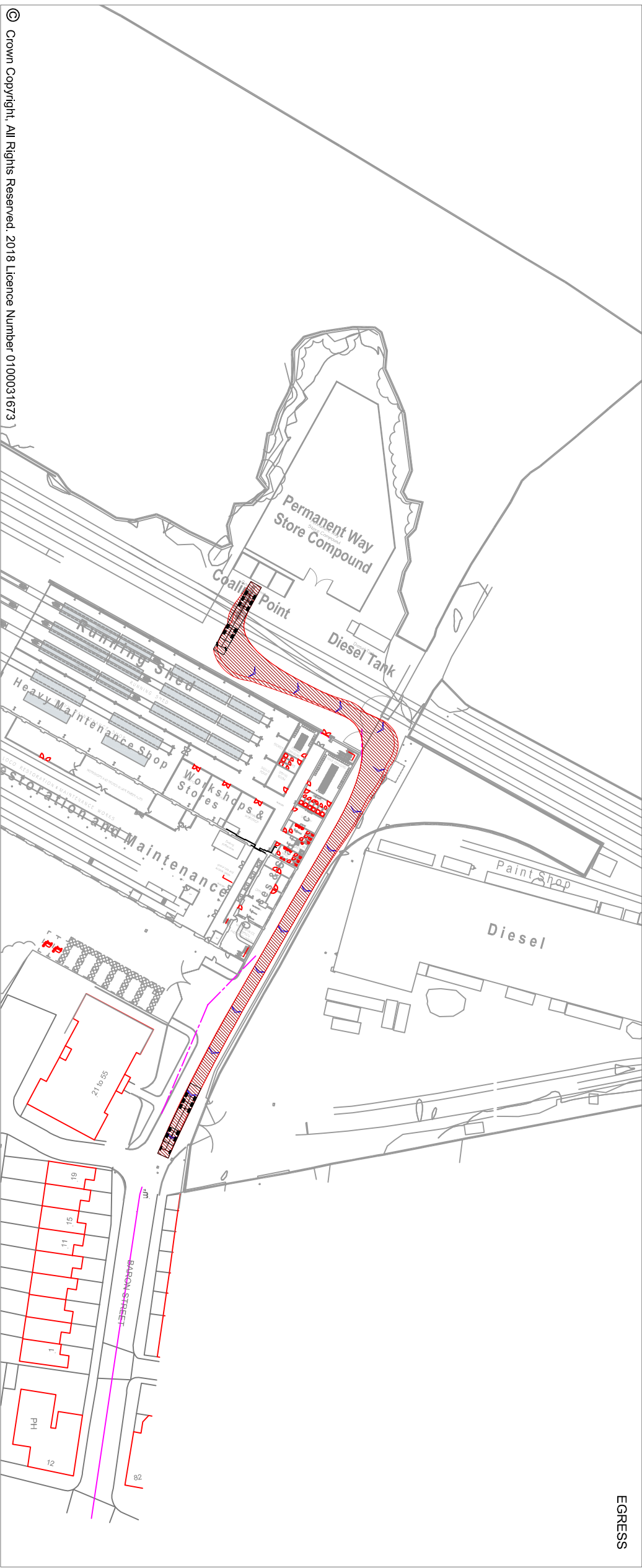
S|C|P

APPENDIX 7



ACCESS

EGRESS



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.630m
Overall Height 2.390m
Min Body Ground Clearance 0.390m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.670m

NOTES

REVISIONS		
REV	DESCRIPTION	DATE BY
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REV	DESCRIPTION	DATE	BY
-	-	-	-

SCP

Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

EAST LANCASHIRE LIGHT
RAILWAY CO.LTD

Project Title:

EAST LANC RAILWAY, BURY

Drawing Title:

SWEPT PATH ANALYSIS
- REFUSE VEHICLE

Drawn By:

BH

Date:

08.12.2020

Checked:

GW

Scale:

1:500 @ A3

Status:

PLANNING

Approved/Unapproved:

-

Drawing No.

SCP/18638/ATR11

Rev.

-

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APPENDIX 8

		2. Do you work?			3. Age bracket you fall in?				
		Full-Time	Part-Time	Volunteer	Below 20	20-35	36-50	Over 50	
	1. Home Postcode								4. Working pattern?
1	M25 2QQ			1				1	Varies
2	DE3 0RX			1				1	Days
3	L31 0BH	1						1	Varies
4	OL7 9PA		1					1	Days
5	BL1 4AZ	1						1	Varies
6	FK9 5EE			1				1	Varies
7	L36 6LS		1				1		Days
8	OL8 3PA	1				1			Weekends
9	BB1 9DL			1				1	Varies
10	BL7 0QD			1			1		Day part-time
11	BL0 9PT	1						1	Day
12	BL0 9JT	1				1			Day
13	BL0 9LF			1				1	Day
14	OL5 0NH	1						1	Day shift
15	HD9 6EE	1				1			Dayshift
16	BL8 3HT			1				1	Days part-time
17	M26 1BX			1			1		Days full-time
18	BL2 4BT	1				1			Day/morning
19	M45 6DS	1						1	Day shift
20	M26 2PG	1				1			Day shift
21	BD2 1LJ	1					1		Morning Shift

5. How long to you spend on site?	6. How do you normally travel to site?							
	Car (alone)	Car (with others)	Taxi	Train	Tram	Bus	Cycle	Walk
0700-1545	1							
1000-1800		1						
0600-1730	1							
0800-1700	1							
0900-1800	1							
0800-1800	1							
0800-2000	1							
0900-1700	1							
0800-1830	1							
1000-1700	1							
0800-1630	1							
0800-1630						1		
1000-1800	1							
0800-1630	1							
0700-1530	1							
0730-1600	1							
0800-1630					1			
0600-1630	1							
0600-1430	1							
0800-1630					1			
0600-1430	1							

7. Why do you travel in this way?

Car essential for job	Quicker/ easier/ more convenient	Cheaper than alternatives	Personal safety	I give a lift/take a lift	No suitable public transport services	Family demands	car parking on site	Health Reasons	Other
	1				1		1		
	1			1			1		
					1				
1		1					1		
1					1		1		
	1								
					1				
1	1						1		
	1				1				
1	1								Carry tools
	1	1						1	
	1								
	1						1		
		1					1		
	1	1							
	1								
		1							
	1	1		1			1		
1	1	1							
	1	1							
1							1	1	

10. What would encourage you to cycle to site?

[illegible]

Other
Distance too great
To far/hilly
Living closer to work
Electric bike
Car is more convenient

11. What would encourage you to travel by public transport?

Better public transport information?	Improved waiting environment	Increased frequency of PT services	Shifts that fit better with PT	Discounts on public transport passes.tickets	Help planning my journey	Nothing would encourage me to use PT	Other
1			1	1			
						1	distance too great
						1	
				1			
		1	1				
				1			
						1	
		1	1				
						1	
						1	Not practical from home
1	1	1					
							Fine as they are
						1	
							Journeytime too long
				1			
	1						
1				1			
						1	
						1	
	1			1			
						1	

12. What would encourage you to car share on future journeys?					13. Comments/suggestions
Help finding a partner	Car Share Parking	Free taxi home if carshare failed	Nothing	Other	
	1				I start as early as 0430 sometimes so Public transport is out of the question
				Already do	
1					
			1		
1					
			1		
				Do ocaisonally	Timings no good for PT also bring equipment in the car
			1		
			1		
			1		
				No one near to carshare	
			1		
		1			
1					4 x more expensive to get to work via PT, not significantly longer but is less reliable
1					
			1		
			1		
1		1			
			1		Live 40 miles from site