



Sunrise Senior Living

SUNRISE BRAMHALL

Travel Plan

August 2009



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1 INTRODUCTION

Background

1.1 This Travel Plan builds on the previous Interim Travel Plan that was submitted by Broadway Malyan on behalf of Sunrise Senior Living Ltd as part of the planning application for the Sunrise of Bramhall on Dairyground Road, Bramhall, Sheffield.

1.2 Stockport Metropolitan Borough Council (SMBC) requested that a Travel Plan is prepared and submitted prior to occupation of the Community. Condition 12 of the Planning Decision Notice (DC024273) states that:

The residential care home hereby permitted shall not be occupied until:

(a) A suitably qualified person or organisation has been appointed to act as a Travel Plan Coordinator in accordance with a Brief of Appointment which has been approved and in writing by the Local Planning Authority. The positions of travel plan co-ordinator shall be maintained for a period of 5 years from the occupation of the building.

(b) The role of the Travel Plan Co-ordinator shall include:

(i) the encouragement and promotion of non-car (and car share) travel journeys to and from work undertaken by employees occupying the building;

(ii) the preparation and submission for the approval in writing of the Local Planning Authority of an annual Green Travel Plan;

(iii) implementation of the Green Travel Plan which shall be revised on an annual basis and any revisions should be agreed in writing with the Local Planning Authority.

1.3 The reason provided for this was to promote sustainable travel modes and thereby minimise car travel and maintain the safety and efficiency of the surrounding highway network.

1.4 This Travel Plan takes into consideration the travel and Travel Plan related policies adopted by Sunrise Senior Living at support office level. It also provides an update on how the Travel Plan has been progressed since the Community has become operational.



- 1.5 Sunrise Senior Living Ltd is committed to promoting sustainable transport. As a result of this commitment, Sunrise implement Travel Plans at all Sunrise Communities across the UK regardless of whether one has been requested as part of a planning condition or not.
- 1.6 This Travel Plan has been developed in conjunction with the DfT's guidance – *Using the Planning Process to Secure Travel Plans* and *Essential Travel Plan Guidance*.

Aim of Travel Plans

- 1.7 A Travel Plan is a general term for a package of measures tailored to the needs of an individual site and occupier aimed at promoting more environmentally friendly and sustainable travel choices and reducing overall reliance on the private car, particularly for single occupancy journeys.
- 1.8 A Travel Plan is a dynamic process that develops over a period of time in accordance with the operation of the site and the surrounding environment. Once implemented, regular monitoring over the period of occupancy of the development will determine the trend in travel mode split. Annual reviews are required to assess changes in modal split and potential improvements to encourage alternative means of transport to the car.
- 1.9 This Travel Plan has been designed to encourage staff and visitors to use more environmentally friendly modes of transport. It contains a mix of incentives and disincentives in implementing the Government's aspirations for sustainable development, including walking, cycling, the use of public transport and car sharing, and discouraging the use of the private car.
- 1.10 A travel plan can bring a number of benefits to an organisation, staff and the local community and environment. These benefits can include:
- reduced congestion and journey times;
 - improved health and reduced stress;
 - potential time and cost savings;
 - improved public transport services;
 - reduced demand for car parking; and
 - reduced impact of national and global environmental problems such as global warming.



- 1.11 Of particular importance to the Bramhall Sunrise site is ensuring that staff parking is not impacting negatively with neighbouring residents and the local community in general.

Sunrise Senior Living Travel Plans

- 1.12 Sunrise Senior Living is committed to promoting sustainable transport and minimising the impact of each of the Communities on neighbouring residents and the local community as a whole. As a result of this commitment, Sunrise implement Travel Plans at all Sunrise Communities across the UK regardless of whether one has been requested as part of a planning condition or not.
- 1.13 Across the company each Community has appointed a Travel Plan Coordinator to implement the Travel Plan. In addition to measures identified specifically for each Community, a number of incentive measures have been introduced by support office management. These are detailed below in Section 5.
- 1.14 This Travel Plan also sets out the company commitment to developing the sustainable transport choices available at Sunrise of Bramhall. Senior Management at support office level will support the Executive Director, Mary Kelly, and Travel Champion, **Andy Priest**, both financially and in supply of the required resources. With this support the Travel Plan will progress.

Sunrise of Bramhall Overview

- 1.15 There is a total of 66 permanent (43 full-time and 23 part-time) and 22 bank staff employed at the Community, although the maximum on site at any one time would be about 30. Staff includes receptionists, carers, managers, waiting staff and chefs as well as maintenance staff.
- 1.16 The majority of staff work on a full-time basis. A significant portion of these are care managers working shifts. General shift patterns for staff are as follows:
- 07:30 – 16:00
16:00 – 22:00
22:00 – 08:00
- 1.17 Administration, maintenance and core management staff generally work Monday to Friday 09:00 – 17:00.



- 1.18 It is proposed that at Sunrise Bramhall an Assisted Living Home for approximately 115 residents would be provided occupying some 86 rooms. No independent living units would be provided at this Community. Currently there are 37 residents.

Parking Demand

- 1.19 No current residents own a car but new residents have the facility to bring a car onto the site. Some 31 parking spaces are available within the site grounds.
- 1.20 Visitors are permitted to visit residents at any time during the day. Trips to the care home are therefore likely to be shared with other trips such as for shopping or journeys from work or school; however there is no regular pattern to the visits. The vast majority of visitors arrive by car.
- 1.21 Approximately 1-2 deliveries to the site occur each day.

Travel Plan Scope

- 1.22 This Travel Plan has been designed to encourage staff and visitors to use non-car modes of transport for the journey to the Community. It contains a mix of incentives and disincentives to encourage use of modes of transport other than the car and thereby be successful in implementing the Government's aspirations for sustainable development.
- 1.23 At this stage the proposed measures are primarily for staff at Sunrise of Bramhall, however a number of the initiatives will also affect visitor travel behaviour.

This Document

- 1.24 The document is structured as follows:
- Section 2 - outlines the Travel Plan strategy including how it will be managed, and marketing consultation strategies;
 - Section 3 - summarises the existing staff travel patterns;
 - Section 4 - sets out the objectives and targets of the Travel Plan;



- Section 5 - sets out the accessibility of the site, Community characteristics and measures that will be implemented to help achieve the objectives and targets of the Travel Plan;
- Section 6 - outlines how the monitoring and review programme works, ensuring the Travel Plan continues to develop;
- Section 7 - summarises the actions that need to be undertaken to ensure successful implementation of the Travel Plan; and
- Section 8 - contains contact details and useful information sources.



2 TRAVEL PLAN STRATEGY

Management and Travel Plan Co-ordinator

- 2.1 The appointed Travel Champion for Sunrise of Bramhall is **Andy Priest**. As the Travel Champion, Andy has the responsibility of promoting the travel plan at all levels within Sunrise of Bramhall.
- 2.2 On a more specific basis the Champion will liaise with the local bus companies to attempt to negotiate discounted fares and with a local bicycle dealer to negotiate discounted cycle and equipment purchase for staff. The car sharing scheme would also be implemented, promoted and administered by the Champion.
- 2.3 The Champion would be required to promote the Travel Plan at all levels within the Community, and will liaise with other Travel Champions from other Communities.
- 2.4 The general duties of the Champion would be to ensure full provision of the agreed measures, organise travel surveys when required and liaise with the relevant officers at Stockport Metropolitan Borough Council when required. Development of strategies for achieving the targets set within the Travel Plan would also be undertaken.

Additional Support

- 2.5 Jeremy Baker and Andrew Worsley based at Sunrise Senior Living Support Office will oversee the general implementation of the proposed Travel Plan. Head Office will support Sunrise of Bramhall financially allowing the travel plan measures and targets to be achieved.
- 2.6 Savell Bird & Axon (SBA) will be available to advise the Champion on the implementation of Travel Plan and provide assistance with monitoring and review of the Travel Plan. Contact details for SBA can be found in Section 8.

Marketing and Consultation

- 2.7 Sunrise Bramhall staff were introduced to the Travel Plan prior to the staff travel survey being completed in May 2009. Follow up meetings will be held between SBA, the ED and Travel Champion to discuss the results and how best to proceed with the implementation.



- 2.8 Further information will be conveyed to staff at the Community via the staff notice board, future newsletters and team meetings. Awareness of the Travel Plan will also be promoted during staff induction training.
- 2.9 Sunrise Senior Living holds annual workshops for all Travel Plan Coordinators to discuss the following:
- The importance of and need for the Travel Plan
 - The results of the latest survey
 - The importance of the TPC
 - Which measures have been implemented and their success
 - What further measures could be implemented
- 2.10 The workshops also give the TPC's the opportunity to discuss their own individual Travel Plans with others and in turn get ideas for additional measures and solutions to problems that may have arisen.
- 2.11 Top performing TPC's also receive a reward and recognition for their hard work.



3 STAFF TRAVEL PATTERNS

Existing Staff Travel Patterns

- 3.1 A Staff Travel Survey was undertaken in May 2009 to obtain a clear understanding of how staff travel to Sunrise Bramhall. Because this was the first travel survey to be undertaken for the Travel Plan, a full questionnaire was used. The results from this survey are discussed below. A copy of the questionnaire used can be found at **Appendix A**.

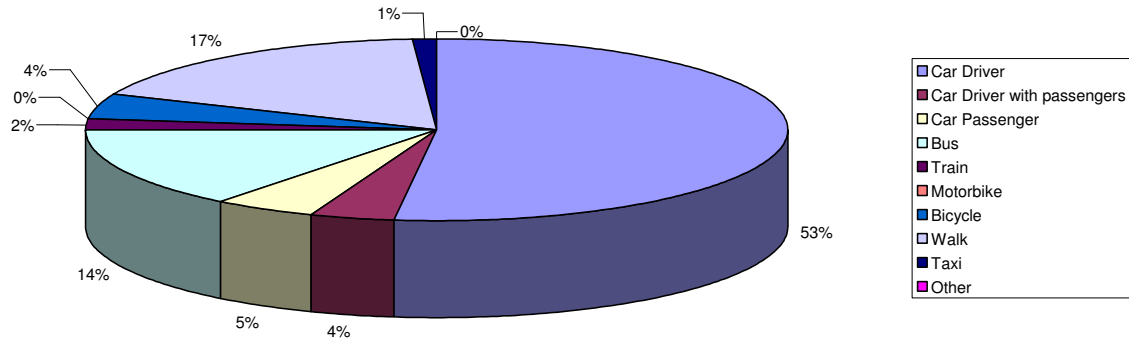
Response Rates

- 3.2 A proportion of the staff employed by Sunrise Bramhall do not regularly work on-site (i.e. Bank staff), therefore the response rate was calculated using the number of staff that are regularly employed at the Community. This allows a more accurate representation of the response rate and also the travel profile of the staff that are regularly accessing the site. The April 2009 survey achieved a response rate of 93% (64 respondents from 69 permanent staff).

Modal Split

- 3.3 The 2009 modal split is based on the total number of trips made to Sunrise Bramhall during a normal working week during the month of May. Graph 1 below shows that of all staff 53% travelled by single occupancy vehicles.

Modal Split



3.4 **Appendix B** at the rear of this document demonstrates the relationship between where staff live and their mode of transport. The modal split shown in this figure will differ to that of Graph 1. Each staff member was assigned an overall mode based on the mode they used most frequently for the main part of their journeys to the site during the survey period. It should be noted that there are 4 staff who are using a car for travel to work who residence is in the immediate environment of the Community.

3.5 Responses to the question regarding barriers to use of public transport, cycling and walking gave the following majority reasons respectively; no direct bus services, distance and non-ownership of a bicycle and distance.



4 OBJECTIVES AND TARGETS

Objectives

- 4.1 As an organisation Sunrise Senior Living is committed to promoting sustainable transport. The Travel Plan would bring a number of benefits to Sunrise Bramhall as an organisation, to staff and also to the local community and environment. These benefits include:
- reduced congestion and journey times;
 - improved health, resulting in reduced stress for individuals and reduced absence through sickness for company;
 - journey time and cost savings;
 - improved transport services;
 - improved pedestrian and cycle facilities;
 - reduced demand for car parking; and
 - improvements to the local environment through a reduction in noise and air pollution.
- 4.2 Development of the Travel Plan is designed to encourage staff and visitors travelling to Sunrise at Bramhall to use more environmentally friendly modes of transport. The Travel Plan contains a mix of incentives and disincentives in order to be successful in implementing the Governments aspirations for sustainable development, including encouraging walking, cycling, the use of public transport and car sharing, and discouraging the use of the private car.
- 4.3 This Travel Plan document will be used to inform staff and visitors of the Travel Plan proposals and measures. The preparation of this Travel Plan has been undertaken in liaison between Savell Bird & Axon and Sunrise Senior Living.
- 4.4 The objectives of the Travel Plan are:
- to minimise the environmental impact of all travel associated with Sunrise at Bramhall;
 - to increase awareness and the attractiveness of walking, cycling and public transport journeys as alternatives to the car;
 - reduced impact of national and global environmental problems such as global warming;
 - to reduce the number of single occupancy car trips; and
 - to improve recruitment and retention of staff through reduced congestion on site, and through the benefits of cost savings and time savings for staff journeys.

Targets

- 4.5 The Greater Manchester Local Transport Plan indicates targets for travel modes including use of public transport. These are shown in Table 4.1 below.

Table 4.1. Greater Manchester Local Transport Plan Targets			
Transport Mode	Target	2 Year Period	5 Year Period.
Walking	Increase use by	2%	5%
Cycling	Increase use by	4.4%	11%
Public Transport	Increase use by	2%	5%
Private Vehicle	Reduce proportion of trips by	2%	5%

- 4.6 Based on these targets and previous Travel Plans prepared for Sunrise developments the following specific areas that will be targeted by the Travel Plan are:

- a reduction in single occupancy commuter car journeys;
- an increase in public transport use for appropriate journeys;
- an increase in cycling for appropriate journeys of under 5kms; and
- an increase in walking for appropriate journeys of under 2kms.

- 4.7 Examination of the results of the April 2009 baseline travel survey showed that 53% of staff drove by single-occupancy vehicles. The survey responses lead to car sharing having the greatest potential to reduce the level of unnecessary car use. There is also the opportunity to reduce SOVs trips for the staff who live in the close proximity of the Community.

- 4.8 Therefore, the Bramhall Sunrise Travel Plan aims to achieve the following primary target:

- **To reduce single-occupancy car travel to the site over the first five years of the life of the Travel Plan by 10%.**

- 4.9 This is a very realistic target and could potentially be achieved by Year 2. The primary aim of the Travel Plan is to reduce SOV use; therefore it is not entirely necessary to specify targets for increasing the use of sustainable modes.

- 4.10 The travel plan measures in place will discourage the use of single occupancy vehicles and aim to increase the number of staff travelling to and from work by alternative modes of travel.



5 MEASURES TO BE PROVIDED

- 5.1 The following details outline the measures that will be provided prior to occupancy of the building. These include those items relevant to each travel mode and those detailed as part of the development application.

Walking

- 5.2 Walking can play a significant role in reducing unnecessary car trips. Journeys on foot improve health, cost nothing and are suggested as an alternative for journeys by car of up to 2 km, PPG13 March 2001. People are discouraged from walking by:

- indirect routes;
- routes adjacent to heavy/fast traffic;
- routes that are not overlooked;
- poorly lit routes;
- poorly maintained surfaces; and
- perceived security issues.

- 5.3 Travel Plans offer the opportunity to improve facilities to provide safer and better maintained routes for pedestrians.

- 5.4 The area around the site is mainly residential in use which would make it possible for staff living locally to walk to work.

- 5.5 Changing and washing facilities, along with lockers, are provided for pedestrians and cyclists.

- 5.6 Detailed information for pedestrians, such as safer route advice, would be provided on the Travel Plan information boards, as set out at 2.8.

Cycling

- 5.7 Cycling is an economical and healthy means of transport. Journeys by cycle are suggested as an alternative for journeys by car of up to 5 km, PPG13 March 2001. People are discouraged from cycling by:

- lack of changing and washing facilities at work;
- lack of secure, dry and lit parking spaces;



- inclement weather;
- personal security and fear of accidents; and
- not owning a bicycle in the first place (costs).

- 5.8 This Travel Plan offers the opportunity to encourage trips by cycle by removing these obstacles and overcoming the concerns.
- 5.9 Stockport Council cycle parking guidance requires a minimum of one space per 40 beds for residential care homes, with a minimum of two stands in place.
- 5.10 Spaces have been provided for 7 cycles. All spaces are in a secure cycle compound to the side of the building.
- 5.11 Changing facilities, showers and lockers for the safe storage of cycle equipment when not in use is provided for staff. These facilities are also available for use by walkers if required.
- 5.12 Detailed cycling information, including issues on safety, security and promotions such as National Cycling Week, would be provided on the Travel Plan information boards, as set out at

Public Transport

- 5.13 Public transport provides a practical alternative to the private car. However, people are discouraged from using buses because of:
- lack of knowledge of local services;
 - slow, infrequent and unreliable services;
 - fear for safety when travelling outside daylight hours; and
 - high fares.
- 5.14 This Travel Plan can overcome some of the issues of travelling by public transport by informing staff and visitors of available services and timetables.
- 5.15 Bus stops on Bramhall Lane South are located some 130m north of the site and to the south of the site near the railway station.
- 5.16 Bus services 307/308 on Dairyground Road have an hourly frequency between Stockport and Bramhall. These services operate a circular clockwise/anticlockwise route.



- 5.17 Bus service 378 operates along Bramhall Lane South. This service is half hourly from Stockport to Wilmslow via Bramhall. Service 377 also operates along Bramhall Lane South. This service operates in the morning and evening peak hours Monday to Friday from Woodford to Stockport via Bramhall.
- 5.18 Up-to-date bus service information is available on the information boards.
- 5.19 Bramhall rail station is some 300m south of the site. Hourly services operate to Manchester, via Stockport to the north and Macclesfield to the south. During peak travel times these services have an increased frequency every 20-30 minutes. From the three major Manchester rail stations the national rail network can be accessed.

Car Sharing

- 5.20 Where other modes of transport become inconvenient, car sharing can be a useful means of reducing the number of private vehicles travelling to a site. Car sharing not only potentially saves money but also helps ease congestion, enabling better usage of road space and reducing the impact of road traffic on the environment.
- 5.21 People are discouraged from car sharing by:
- inconvenience of relying on other people;
 - inconvenience of persons being dependent on the driver; and
 - inconvenience of having to detour to pick up other people.
- 5.22 A Travel Plan can overcome these issues by organising and structuring a system to which users are encouraged to adhere and which could overcome a common concern about being stranded should a lift not be available.
- 5.23 Car sharing involves commuter and business related trips where two or more persons share a vehicle rather than drive separately.
- 5.24 A car sharing scheme will be implemented to promote car sharing amongst staff and visitors. A database of staff willing to car share, and their details, will be established and maintained on site and used to match similar journeys. The Information Board could be used to display contact and journey details of staff looking for or offering a lift.



- 5.25 Preferential parking spaces could be allocated to employees who car share. The number of spaces to allocate would be established following the results from the first staff travel survey and discussions with the local authority.
- 5.26 A 'guaranteed lift home' scheme could also be implemented for car sharers to overcome a common concern about being stranded should their lift home not be available. Should a lift home become unavailable an alternative lift from the car sharer database could be organised, an appropriate route using public transport suggested, if possible, or a ride home organised using the Sunrise minibus.

Use of Minibus

- 5.27 A minibus is based on site for transporting residents to and from off-site activities and medical centres as required. Residents organise trips out as part of the monthly 'town meeting' set up at the home.

Car Parking

- 5.28 Some 31 car parking spaces are available for staff and visitors. Of which two are disabled parking spaces conveniently located adjacent to the building entrance. A dedicated bay is provided for the mini-bus.

Travel Plan Information Boards

- 5.29 Information boards are provided in communal areas such as staff rooms, and the reception area for visitors. These boards would display the following information:

Public Transport

- - bus maps and timetable information;
- - location of bus stops;
- - information regarding tickets;
- - information regarding mini bus hire for business events; and
- - information on local taxi firms.

Walking

- - details of safe and convenient pedestrian routes to areas within 2kms; and



- - information regarding general pedestrian safety.

Cycling

- - details of designated cycle routes in the area;
- - information regarding local cycle shops;
- - general safety information on cycling; and
- - notice of promotions such as National Cycling Week.

5.30 The information boards provide a point of reference for all staff members in all respects of the Travel Plan, identifying the organisation's commitment to the Travel Plan, and information on the designated member of staff to contact for more information. The board would be used for displaying travel information, correspondence between the Co-ordinator and staff members, and relevant promotion and advertising.

5.31 This information could also be provided in the form of a travel information pack to all residents for distribution to relatives, friends and other regular visitors. The pack would contain public transport information and timetables, details of local cycle and walking routes.

Visitor Information

5.32 Visitors will be encouraged to arrive at the site by means other than the car. Sunrise will provide visitors with information on public transport facilities prior to their visit. The Travel Champion will be responsible for the promotion of this information.

Financial Sustainable Travel Incentives

5.33 A financial incentive of £10 per month is available to all staff who travel to work by alternative means of travel to single occupancy private car. The Travel Plan Champion would be responsible for monitoring this scheme, ensuring only staff using sustainable travel modes receive the incentive.

5.34 Staff would be required to travel by sustainable modes for more than 80% of their journeys to and from the Community to be entitled to receive the £10 each month.



6 TRAVEL PLAN MONITORING

- 6.1 The Travel Champion will be responsible for regularly monitoring the progress of the Travel Plan throughout the period of occupancy. This involves monitoring the uptake of each initiative and discount scheme amongst staff members. This will be undertaken in-house on an annual basis during the month of September.
- 6.2 Follow-up staff surveys and review reports would be required on an annual basis to identify the success of the procedures implemented in achieving the targets agreed with Stockport Metropolitan Borough Council. This review would be undertaken whilst considering the feasibility of changing travel habits, taking into account the operation and the home locations of staff.
- 6.3 The Travel Coordinator will be expected to present the findings from the monitoring survey and report at an annual Travel Plan meeting with Sunrise Management and Travel Coordinators from other Communities.
- 6.4 The action programme in Section 6 below shows in detail the timings for the monitoring and review programme.
- 6.5 If the annual reports identified that the agreed targets had not been met additional measures to reduce car usage would be suggested and discussed with the Council for future implementation.



7 ACTION PLAN

Action Type	Action	Responsibility	Timeframe	Notes
Management	Appointment of Travel Plan Champion (TPC)	Sunrise Bramhall Executive Director	Completed	The Travel Plan Champion for Sunrise Bramhall is Andy Priest.
Baseline Travel Patterns	Baseline travel survey	Savell Bird & Axon (SBA)	Undertaken in May 2009	The baseline survey represents the Travel Plans Year 0 start point, i.e. the point that implementation occurs.
Travel Plan Document Progression	Finalisation of measures to be implemented	TPC, Planning Authority officers, and SBA	Completed August 2009(with on-going modification)	The measures set out in this Travel Plan will be modified over time.
	Target setting	TPC, Planning Authority officers, and SBA	Completed August 2009 (with on-going modification)	Targets have been based on modal split information.
	Travel Plan document completion	SBA	Completed August 2009 (with on-going modification)	
Monitoring, Review & Reporting	Monitoring of measures and initiative take-up	TPC	On-going	This will involve regular monitoring of cycle and motorcycle parking use, car share scheme use, and uptake of other measures implemented.
	First snapshot/monitoring survey	TPC	At Year 1 (September 2010)	Sunrise Senior Living carry out annual travel surveys at all 27 of their UK properties. Due to other corporate staff surveys that are carried out annually in April it has been decided to move the travel surveys away from this date to be carried out annually in September. This will be completed in-house.



Action Type	Action	Responsibility	Timeframe	Notes
	Second snapshot/monitoring survey	TPC	At Year 2 (September 2011)	This will be completed in-house.
	Third snapshot/monitoring survey	TPC	At Year 3 (September 2012)	This will be completed in-house.
	Fourth snapshot/monitoring survey	TPC	At Year 4 (September 2013)	This will be completed in-house.
	Fifth snapshot/monitoring survey	TPC	At Year 5 (September 2014)	This will be completed in-house.
Implementation	Travel Plan Launch	Management and SBA/PEP	April 2009	Formal launch of the Travel Plan.



8 CONTACTS AND INFORMATION SOURCES

General

The Essential Guide to Travel Plans – Department for Transport (available on-line, see below)

Department for Transport (DfT) – www.dft.gov.uk (search for Sustainable Transport or Travel Plans)

Stockport Metropolitan Borough Council – www.stockport.gov.uk

Savell Bird & Axon (SBA) – Amy Waites, Email: awaites@sbax.co.uk

Telephone: 0117 3116 287 or Mike Axon, Email: maxon@sbax.co.uk

Peter Evans Partnership (PEP) – Helen Stephens,
Email: hstephens@pep-bristol.co.uk

Public Transport

National Rail – www.nationalrail.co.uk

Traveline Bus Information – www.traveline.org.uk, Telephone: 08712002233

Stockport Metropolitan Borough Council – www.stockport.gov.uk (See Transport and Streets home page, Green Travel then Public Transport for information regarding Public Transport)

Cycling

Cycle to Work Scheme Implementation Guidance - Department for Transport (available online)

Stockport Metropolitan Borough Council – www.stockport.gov.uk (See Transport and Streets home page, Green Travel, then Cycling for information regarding cycling including route maps).

Cycling Greater Manchester - www.cyclegm.org

Sustrans – www.sustrans.org.uk for cycle information and networks across the UK.

Cycle Discounts – Evans Cycles – offer a Privilege Card Scheme for employers – www.evanscycles.com or benhart@evanscycles.com (Marketing Coordinator)

Walking

Walking Advice – www.pedestrians.org.uk



Car Share and Car Parking

Liftshare.com – www.liftshare.com

APPENDIX A

SURVEY QUESTIONNAIRE

Sunrise Bramhall Staff Travel Survey May 09

Thank you in advance for taking the time to complete this questionnaire. Unless otherwise requested, please circle ONE response.

1 Job Title:

2 What is your home postcode?

3a What time did you arrive at work today?
(Please use 24 hour clock, e.g. 08.25).

3b What time will you leave work today?
(Please use 24 hour clock, e.g. 17.31).

4 Are you...

Full Time 01
Part Time 02

5 Please estimate how far you normally travel to reach work.

Up to 1 mile 01
1 – 2 miles 02
2 – 4 miles 03
4 – 10 miles 04
10 – 20 miles 05
20 – 30 miles 06
Over 30 miles 07

6 Using the grid below please tell us how you travelled to Sunrise Bramhall by ticking the travel mode you used on each day of last week. Please tick both the mode you used for the MAIN part of your journey, i.e. the longest part of your journey, as well as the mode you used for the FINAL part of your journey, i.e. the mode you used to arrive at Sunrise Bramhall, even if they are the same. If you did not travel to Sunrise Bramhall on a particular day please tick 'I did not travel to the site.'

Please complete for last week (Monday to Sunday).

	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday	
	Main	Final	Main	Final	Main	Final	Main	Final	Main	Final	Main	Final	Main	Final
Car Driver														
Car Driver (with passengers)														
Car Passenger														
Bus														
Tube														
Train														
Motorbike/ Powered Bike														
Bicycle														
Walk														
Taxi														
Other (specify below)														
I did not travel to the site														

Other: Please state the 'other' mode(s) used and on which day(s) _____

7 Do you have a disability that affects your travel arrangements?

Yes 01
No 02

If you are normally the **DRIVER OF A CAR** for the journey to work please complete Questions 8-12.

If you are normally the **PASSENGER IN A CAR** for the journey to work please complete Question 12.

If you **DO NOT USUALLY ARRIVE BY CAR** please go to Question 13.

8 What are your main reasons for driving to work? (Circle as many as relevant)

Car essential for job 01
School Run 02
Give lifts to others 03
Health reasons 04
Lack of an alternative 05
Comfort 06
Safety 07
Cheap 08
Reliable 09
Convenient 10
Other (please specify) 11

9 Where do you usually park your car?

On-street, no charge, located at: 01
On-street, Pay & Display, located at: 02
In a public open or multi-storey car park, located at: 03
On-site in the car park. 04
At a Park & Ride facility, located at: 05
Other 06

10 Could you reasonably walk, cycle or use public transport for the MAIN part of your journey to work? Please circle a response for each mode.

Public Transport	Yes	No
Walk	Yes	No
Cycle	Yes	No

11 Are there any problems or issues that prevent you from cycling, walking or using public transport for the journey to work? Please be specific and respond for each mode in the appropriate area below.

Public Transport:

Cycling:

Walking:

12 Please complete the following regarding the number of people you were travelling with.

I did not travel with others to work (please go to Question 13). 01

I travelled with _____ other people in the vehicle. 02

Of those in the car _____ people worked at Sunrise. 03

Of the people in the vehicle _____ people worked elsewhere. 04

13 During your normal working hours do you need to leave the site on company business?

Yes 01
No 02

14 Gender (optional)

Male 01
Female 02

15 Age (optional)

Under 18 01
18 – 29 02
30 – 49 03
50 – 64 04
65 or over 05

APPENDIX B

POSTCODE & MODE MAPS

