

# Framework Travel Plan

Comprehensive Retail-led Regeneration of Former  
Rayware Site, Speke Boulevard, Liverpool, L24 9HZ

Iceni Projects Limited on behalf of TJ  
Morris Ltd

April 2016

ICENI PROJECTS LIMITED  
ON BEHALF OF TJ MORRIS  
LTD

**CONTENTS**

1. INTRODUCTION ..... 3

2. AIMS AND APPROACH..... 6

3. SUSTAINABLE TRAVEL MODES ..... 7

4. THE TRAVEL PLAN MANAGEMENT SCHEME ..... 11

5. CONCLUSION ..... 17

APPENDICES

- A1. SITE LOCATION PLAN
- A2. CYCLE ROUTE PLAN
- A3. BUS ROUTE PLAN
- A4. EXAMPLE STAFF QUESTIONNAIRE

# 1. INTRODUCTION

- 1.1 Icen Projects Ltd has been appointed by TJ Morris Ltd to provide this Framework Travel Plan (FTP) in support of the proposed redevelopment of the former Rayware Site, Speke Boulevard, Liverpool. The proposal seeks to redevelop the former employment site to provide a mixed use development comprising retail and employment uses and this Framework Travel Plan has been prepared in support of a hybrid planning application for the site. A Site Location Plan is attached at Appendix A1.
- 1.2 As part of the planning application submission, details regarding bus, cycle and pedestrian requirements for the site have also been provided.
- 1.3 This FTP identifies a range of outline initiatives which will be supplemented by targets and details other matters to be discussed and agreed for inclusion in the final document.

## **What is a Travel Plan?**

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- 1.4 Every development has potential implications for local transport systems to a lesser or greater degree. The way that these implications are managed is fundamental to the scale of transport effects associated with the development.
- 1.5 TPs are an important element of the Government's integrated transport strategy and are a means of managing the transport generated by a development or site and implementing measures to reduce identified adverse effects of such transportation.
- 1.6 A TP is essentially a series of initiatives that are introduced by an organisation to provide staff and patients with an enhanced range of sustainable transport opportunities. The overriding objectives of TPs are to reduce the level of single occupancy car use for all journeys and to maximise the use of other sustainable forms of travel such as walking, cycling, and public transport.

## **Benefits of a Travel Plan**

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- 1.7 The most easily identifiable benefits of a TP are those that are directly related to reductions in vehicle use; namely proportionally less congestion, noise, air pollution and accidents.
- 1.8 There is however, also a broader range of more intangible benefits that can accrue from the implementation of TP initiatives. Depending on the characteristics of each development, such benefits can include:

- Healthier staff
- Energy savings – through reduced fossil fuel use
- Improved use of public transport – through TP initiatives
- An improved environment for pedestrians and cyclists
- Cost savings – to staff as travel becomes more efficient
- Improved quality of life – through time savings achieved as a result of less congestion and reduced stress

### Why do we have a Travel Plan?

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- 1.9 While there are a wide range of benefits that can result from the operation of a TP, their implementation is increasingly being required within the planning system as a condition, or requirement, associated with development.
- 1.10 At a national level, the National Planning Policy Framework (NPPF) places an emphasis on the need for all developments to encourage the use of sustainable transport, stating that:

*“Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:*

- *accommodate the efficient delivery of goods and supplies;*
- *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- *consider the needs of people with disabilities by all modes of transport.*

*A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.”*

- 1.11 The five stated objectives of this TP are:

- Foster a partnership approach with employer and staff to influence travel behaviour;
- Generate fewer staff single-occupancy car trips than would otherwise be the case by encouraging a modal shift in travel to the site;
- Encourage safe and viable alternatives for accessing the site for staff and patients;

- To reduce the environmental impact associated with development traffic by raising travel awareness amongst staff and patients encouraging the use of alternative modes to private cars; and
- Reduction in overall vehicle mileage

## **2. AIMS AND APPROACH**

- 2.1 The aim of the FTP for the site is to help to reduce the number of single-occupancy car trips and is intended to achieve the objectives, listed previously. Given the difficulty in influencing customers' and visitors travel habits, the FTP is primarily aimed at influencing staff travel, however, many of the measures will also benefit other users of the site.
- 2.2 This FTP is focussed on setting out principles and objectives to provide future occupiers/developers of the site with a starting point for preparing their own TPs to be agreed with the local authority prior to occupation.

### **Surveys**

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- 2.3 As part of the TP proposal the occupiers will commit to undertaking surveys which would assess the travel and transport issues and influences of staff.
- 2.4 The surveys, monitoring and review would be undertaken so as to achieve the joint aims of promoting sustainable transport and education as regards to reducing reliance on private car use.
- 2.5 One of the main objectives of the TP is to provide encouragement, information and initiatives to the staff to use public transport and other more sustainable methods of transport instead of placing sole reliance on privately owned motor vehicles or undertaking single purpose trips.
- 2.6 Where applicable, targets can be included in a TP to help achieve the objectives and there are two main types that are applicable to travel plans. The most easily demonstrated are the commitments to deliver the package of measures set out in the plan. Such measures are detailed within section 5.

### 3. SUSTAINABLE TRAVEL MODES

#### Site Location

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- 3.1 The application site is located on the former Rayware Factory site at Speke Boulevard, Liverpool. The site is bounded to the north, east and west by employment uses and to the south by Speke Boulevard.
- 3.2 The site, which was formerly a Rayware factory, is currently occupied by a private car park operator on a short term lease agreement.
- 3.3 Access to the site is taken via two priority junctions in Speke Boulevard to the south east and south west of the site. Direct pedestrian and cycle access can also be gained at these locations.

#### Existing Highway Network

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- 3.4 Speke Boulevard is a 40mph two lane dual carriageway with shared footway/cycleway on both sides segregated from the carriageway by a grass verge for much of its length only narrowing on the approach to junctions. The footway and cycleway are both circa 1.5m wide (3m in total) in the vicinity of the site, however, to the west of the site there are some sections up to 6m wide.
- 3.5 At each signalised junction to the east and west of the site, full pedestrian crossing movements are provided across most arms. A signalised pedestrian crossing is provided across Speke Boulevard adjacent to the eastern end of the site.
- 3.6 Both site accesses are priority junctions and a gap is provided in the middle of the carriageway enabling vehicles to cross Speke Boulevard and perform u-turns. There is a short diverge lane on the westbound approach to the gap in the carriageway, however, no such facility is provided eastbound.
- 3.7 The site access road is set back from the main carriageway on Speke Boulevard providing a safer route for pedestrians and cyclists away from the main carriageway.
- 3.8 To the west of the site, Speke Boulevard widens to 5 lanes on the approach to the stop line in both directions at the junction with Woodend Avenue and Western Avenue including 1 segregated left turn lane and 1 segregated right turn lane.

- 3.9 There are 3 lanes on the exit arm in both directions with the westbound arm reducing to 2 lanes after some 100m. The eastbound nearside lane serves as a left turn lane for Renaissance Lane some 350m east of the junction.
- 3.10 At its junction with Evans Road, Speke Boulevard widens to 4 lanes on the western approach to the stop line including 1 segregated left turn lane and 3 lanes on the eastern approach to the stop line also including a segregated left turn lane.
- 3.11 Evans Road is a 30mph single carriageway with 1 lane in each direction throughout. A 2m wide footway is provided on the eastern/southern side and a 3m wide shared footway/cycleway is located on the western/northern side.
- 3.12 Woodend Avenue is a 30mph single carriageway road with 1 lane in each direction widening to 4 lanes on the approach to its junction with Speke Boulevard, including a segregated left turn lane. A 2m wide footway is provided on the eastern side and a 3m wide shared footway/cycleway is located on the western side. An additional signalised crossing is located some 45m north of the junction's stop line. Up to this point the road is effectively a dual carriageway and the crossing requires two movements.
- 3.13 This site is conveniently located to enable existing and future staff and patients to arrive by various transport alternatives to the private car as it is in close proximity to both bus and cycle routes. There are good quality, well lit footways between the site and bus stops providing safe and easy access for pedestrians.
- 3.14 Statistics published in 'Transport Trends' (DETR 1999), found that that 84% of walk trips were up to 1.6km (1 mile), whilst 90% of cycle trips were up to 8 km (5 miles). The Institute of Highways and transportation (IHT) publication in 2000, "Guidelines for Providing Journeys on Foot" accepted that walking distance of up to 800m (½ mile) is the 'preferred maximum' with regard to shopping trips. It is recognised, however, that some patients will be unable to walk due to health reasons associated with their visit.

### **Walking**

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- 3.15 A segregated shared footway/cycleway runs along both sides of Speke Boulevard and runs along the site's access route providing safe access for pedestrians. A signalised pedestrian crossing across Speke Boulevard is provided adjacent to the main site access and signalised crossings are provided across all arms of the signalised junctions to the east and west of the site providing safe routes for all people walking to the site, including those travelling primarily by bus.



- 3.16 The crossings provide access to the predominantly residential area to the south of Speke Boulevard providing an opportunity for people living in this area to walk to the site.

### Cycling

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- 3.1 A traffic free cycle route runs along both sides of Speke Boulevard providing excellent access to the site by cycle. The route runs along the site's access road. This route links directly to other traffic free and suggested cycle routes in the area, providing a safe link to the site for a large area of Speke and south eastern Liverpool in particular.

### Bus Services

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- 3.2 The nearest bus stops to the site are located adjacent to the site on Speke Boulevard. These stops are served by 11 regular services. The 11 services provide approximately 25 buses per hour during the day. As such, the site is well located for access to many bus services across Liverpool. Table 3.1 below details the routes that can be accessed from these stops.

**Table 3.1** Bus Services

Bus	Route	First Bus	Last Bus	Frequency
80	Liverpool – Speke	0553	1928	3 per hour
80E	Liverpool – Speke Boulevard	1942	2002	2 per day
81	Speke – Bootle	0539	2347	3 per hour
81A	Liverpool John Lennon Airport – Bootle	0556	2020	3 per hour
82	Liverpool – Speke	0453	0030	10 per hour
82A	Halton Hospital – Otterspool – Liverpool	0556	2355	2 per hour
82D	Liverpool – Speke	0643	0812	1 per hour
201	Royal Liverpool Hospital – Speke	1327	2041	3 per day
800	Speke – Liverpool Freeport, Seaforth	0700	-	1 per day
883	Liverpool John Lennon Airport – Huyton Industrial Estate	0444	2317	1 per hour
X1	Windmill Hill – Runcorn – Liverpool	0634	2024	2 per hour

### Train Services

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- 3.3 Hunts Cross rail station is situated 1 mile from the site and is served by two rail operators. The Northern Rail service, which runs between Kirkby/Southport and Manchester operates at a frequency of two trains per hour during peak periods and one per hour throughout the day. The

Merseyrail service runs from Hunts Cross to Southport/Ormskirk at a frequency of four trains per hours. Although retail customers are unlikely to travel to the site by train, it is a viable mode for staff as part of a linked trip with bus or cycle, with routes for both modes running between the site and the railway station.

### **Summary**

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- 3.4 It has been shown that the redevelopment site is located in a sustainable location with good footway and cycle links, and is adjacent to frequent bus services, which supply good area coverage. Although rail services are unlikely to be used by customers, employees may use them as part of a multi modal trip combining train travel with bus or cycle.
- 3.5 In conclusion, the proposed development provides opportunities to use modes other than the car and will provide all users of the site with a good level of access to all alternative modes of travel.

## 4. THE TRAVEL PLAN MANAGEMENT SCHEME

### Site Details

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4.1 The application seeks full planning permission for a redevelopment of part of the site to provide a mix of uses comprising:

- a 2,413m<sup>2</sup> flagship Home Bargains store;
- a 2,322m<sup>2</sup> non-food retail space split into three units; and
- a 344m<sup>2</sup> D2/A3 2 Storey unit for leisure/restaurant/coffee use

### Travel plan initiatives

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4.2 The final version of the TP will operate as an organic document. The applicant will aim to ensure that the TP responds to both internal and external influences as well as possible in terms of promoting and delivering sustainable travel and transport use within the development.

4.3 In order to ensure that the opportunities for modal shift can be realised there are a number of measures that can be undertaken or encouraged by the development proposal. Broadly these measures can be categorised as follows:

- Direct measures to reduce car usage
- Measures to promote alternative travel modes
- Monitoring and management.

4.4 As part of the proposed development there are a series of measures which will be introduced that will ensure the site is accessible to all main modes of road transport and pedestrians. In particular, those who travel by modes other than the private car will be encouraged. These measures are detailed below.

### Travel Information Packs

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4.5 Each staff member will receive a Travel Information Pack. This Pack will include Cycle Route Maps, Public Transport Information and Contact Information. These will also be made available at reception and within the waiting area(s) for any patients.

4.6 The Travel Information Packs will be produced at the Applicant's expense and shall be reviewed and updated as necessary, again at the Applicant's expense for the duration of the TP. These

packs will be available for existing staff and students and the intention is to also provide this pack to each new member of staff.

### **Measures to promote alternatives (Hard Measures)**

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#### **Car parking**

- 4.7 With regard to journeys to the site by car, parking restraint is a widely recognised 'hard' measure to limit car use and, as a consequence, encourage sustainable travel behaviour.
- 4.8 The maximum car parking provision permissible for the retail development is 231 spaces. This part of the site has 204 spaces, including 15 disabled spaces and 3 parent & child spaces, which represents 88% of the maximum that could be provided.
- 4.9 Staff will be discouraged from driving to the site due to the lower provision of designated on-site parking provision. Based on the high frequency and number of services accessible within a reasonable walking distance, all of the relevant operators, i.e. bus services, would have sufficient spare capacity to accommodate the trips that could be generated by the proposed development.

#### **Car share**

- 4.10 Car sharing is a good means of reducing single-occupancy car use. The practicalities of car sharing within this development may be limited due to the size and nature of staff shift patterns. However, the TPC will endeavour to promote a car sharing scheme for staff to encourage those driving to work to offer to share the journey with a colleague(s).
- 4.11 In addition to the above, car clubs such as CarShare.com (<https://carshare.liftshare.com/>) will be promoted by the TPC to employees to search for other subscribers that have the same travel characteristics and can ultimately share journeys.
- 4.12 Information regarding car clubs will be included in the travel packs and information will be displayed on notice boards.

#### **Cycling**

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- 4.13 Access to the site by bike is good with many off-road routes and cycle friendly roads provided linking with surrounding residential areas and public transport facilities. A copy of the Speke cycle map and Liverpool cycle map are included at Appendix A2.
- 4.14 Secure, covered cycle parking will be provided for 38 bikes, which meets the minimum requirement of 38 spaces for the site. As such, staff and customers will be encouraged to travel to the site by this mode in the knowledge that there is ample parking available and that their bike will be kept safe and dry.

- 4.15 In addition to this, showering and changing facilities will be available for all staff cycling to work, providing further encouragement for staff to cycle to work.
- 4.16 Cycle usage will be monitored and if the demand for cycle parking is consistently higher than the provision, leading to bikes being parked in other locations within the site consideration will be given to providing additional spaces. An indication of the cycle parking usage will be provided within the annual monitoring report.
- 4.17 The TPC will initiate a cycle buddy scheme, which will seek to match people interested in cycling, but who do not feel confident cycling on their own. Interested staff can register their interest with the TPC who will try and match them to other people living near to them/en route to the health centre.
- 4.18 Discounts will be negotiated/sought at local cycle stores for staff. The TPC will investigate opportunities to secure discounts which will encourage staff to purchase a bike and promote a more sustainable mode of travel. The nearest cycle shop, to the site are as follows:

**Hunts Cross Cycles**

Capital House Hunts Cross Shopping Park,  
Speke Hall Rd, Liverpool L24 9GB  
Tel: 0151 486 2326

**Halfords**

Unit 2A, New Mersey Retail Park Speke Rd,  
Speke, Liverpool, Merseyside L24 8QB  
New Mersey Retail Park  
Tel: 0151 427 0504  
Email: <http://www.halfords.com/>

- 4.19 In addition to this, regularly updated information will be made available to staff about pedal cycle routes and other helpful contact details and local cycling events including details of free cycle training and maintenance sessions provided by Liverpool City Council and BikeRight, will be provided via the notice boards and within the travel packs.

**Walking**

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- 4.20 Measures aimed at increasing the viability of accessing the site on foot will be based around provision of the following facilities and benefits prior to full occupation of the site:

- Information on the 'off highway' pedestrian network routes to staff and include this information on maps made available through the notice boards at the site, and within travel packs.
  - The showering changing facilities will also be available to those walking/running to the health centre.
  - The TPC will initiate a walking buddy scheme, which will seek to match people interested in walking, but who do not feel comfortable walking on their own. Interested staff can register their interest with the TPC who will try and match them to other people living near to them/en route to the health centre.
- 4.21 Existing pedestrian routes and crossing facilities are very good providing safe links to public transport facilities and surrounding residential areas via the existing network.

### **Public Transport**

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- 4.22 Increased accessibility to, and use of, public transport is considered to be a key element of any travel plan. The site already benefits from very good public transport accessibility with bus stops located immediately adjacent to the site on Speke Boulevard. Hunts Cross rail station is situated 1.9km away and as such could be used as part of a multi-modal journey by train and bus, foot or cycle. The following measures to encourage public transport use will be incorporated into the final plan:
- Staff will be encouraged to combine bus and rail services with walking and cycling as appropriate, for journeys to and from work.
  - Provide up-to-date public transport information including timetables and bus company contact information on transport notice-boards, and/or within travel packs.
- 4.23 A copy of the Liverpool area Public Transport map and guide is included at Appendix A3.

### **General Scheme Promotion**

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- 4.24 All initiatives and activities within the Travel Plan will be effectively communicated to staff. Team meetings will be used for generating support for the Travel Plan and the use of sustainable modes of transport for staff and all new staff members will be provided with a travel pack at the time of confirmation of employment.
- 4.25 Staff will be advised during the induction process on the range of sustainable travel options for travel to and from the site other than the private car and encourage them to travel by these modes.
- 4.26 All reference material such as public transport timetables and contact information will be made available to staff in a central location. This material will be regularly reviewed and refreshed. The same information will be available at reception to pass on to patients as required.

## **Monitoring and management**

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- 4.27 The TP will be managed by the TPC, who will work in conjunction with the Local Planning Authority, the local community and other interested parties for the continuing progression of the TP.
- 4.28 Their role will be as follows:
- To promote and encourage the use of travel modes other than the car, including publicity.
  - To ensure that all relevant information is provided to all staff and students and that up to date information is clearly displayed on the travel plan notice boards or within travel packs.
  - To arrange for travel surveys to be undertaken, should they be required and the results sent as a report to the LCC Travel Plan Team.

## **Funding**

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- 4.29 Separate budgets will be set aside for each element of Travel Plan delivery including:
- TPC post;
  - Measures (including marketing costs etc); and
  - Monitoring programme.
- 4.30 At present precise budgets have not been set, however, TJ Morris Ltd will ensure that appropriate funding is available for implementing the measures and monitoring the TP. The TPC role will be undertaken by the administration manager who will incorporate this into their daily work and as such no additional funding will be required for this. On this basis, funding for the TPC is already secured.

## **Travel Plan Targets**

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- 4.31 Travel Plans are evolving documents that need to remain adaptable to changing working practices and local conditions and, therefore, the plan will be reviewed following completion at a further survey where specific targets can be set. This Travel Plan has been prepared as a “first step” as a means of ensuring Travel Plan measures are in place from day one as far as possible so that travel by non-car modes is encouraged from the start.
- 4.32 However, it is important to note that targets must be set in relation to existing patterns of travel behaviour, local public transport and the availability of parking. The targets should most easily demonstrate the commitment to deliver the package of measures set out in the Plan.

## Staff Travel Patterns

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- 4.33 In order to establish the existing travel patterns of staff at the time of introducing the Plan, a comprehensive staff questionnaire survey will be carried out 6 months after opening. A sample questionnaire sheet has been attached as Appendix A4 to this report.
- 4.34 In the interim, an aspirational target could be to reduce single occupancy car trips by 10% over 5 years, which, given the proportion of staff driving to the site, is considered a reasonable target. On this basis, an indicative target for each mode has been shown in Table 4.1 on the assumption that the proportion of car drivers will reduce by 20% within 5 years. The remaining mode shares have been apportioned based on the surveyed proportions and the potential to increase the proportion travelling by each mode.

**Table 4.1 Existing Modal Splits for Staff**

Mode of Travel	Target %
Car driver	-20%
Walk	+5%
Bus	+5%
Cycle	+5%
Other	+5%

Notes: 'Other' includes train, motorcycle and car sharing

- 4.35 The targets in Table 4.1 are provided as a guide to the possible targets that will be set, however, this survey will be repeated within 6 months of occupation of the new development to set targets appropriate for all staff working at the site. Full analysis of the questionnaires will be undertaken by the Travel Plan Co-ordinator after the survey has been completed and the results will be submitted to LCC. This data will represent the base data for the Travel Plan upon which the future targets will be assessed. The targets, to be met within 5 years of the first occupancy of the development, will be set in agreement with LCC.



## 5. CONCLUSION

- 5.1 The measures and initiatives recommended within this TP are considered to be sufficient to encourage staff of the proposed development to travel in a sustainable manner by promoting and securing initiatives and incentives which would minimise the need to travel by private car given the proposed development will have reduced staff car parking and a high amount of bus services from stops within close proximity to the site.
- 5.2 The monitoring and review process will ensure the Plan remains a live document and will sustain the necessary efforts for it to reach its objectives.
- 5.3 This framework identifies that the site has excellent opportunities for potential staff to use existing modes of transport other than the car. The TPC will undertake the following to ensure the Travel Plan meets its objectives:
- To provide regularly updated bus and train timetable information and a cycle route information.
  - To ensure the management company is responsible for delivering a final Travel Plan.
  - Secure cycle parking will be provided.
  - Showering/changing facilities and lockers will be provided for staff walking and cycling to work.
  - Travel information and initiatives will be provided to all staff via a travel pack as well as being posted on a communal notice board in reception and waiting areas.
- 5.4 Taking all of the above into account, it is considered that this proposed development not only has good access to the existing walking, cycling and public transport networks, but will also ensure that with the additional measures incorporated as part of the development, staff will be encouraged to use modes of transport other than the car.

**Table 5.1 Summary of Measures Proposed in the TP**

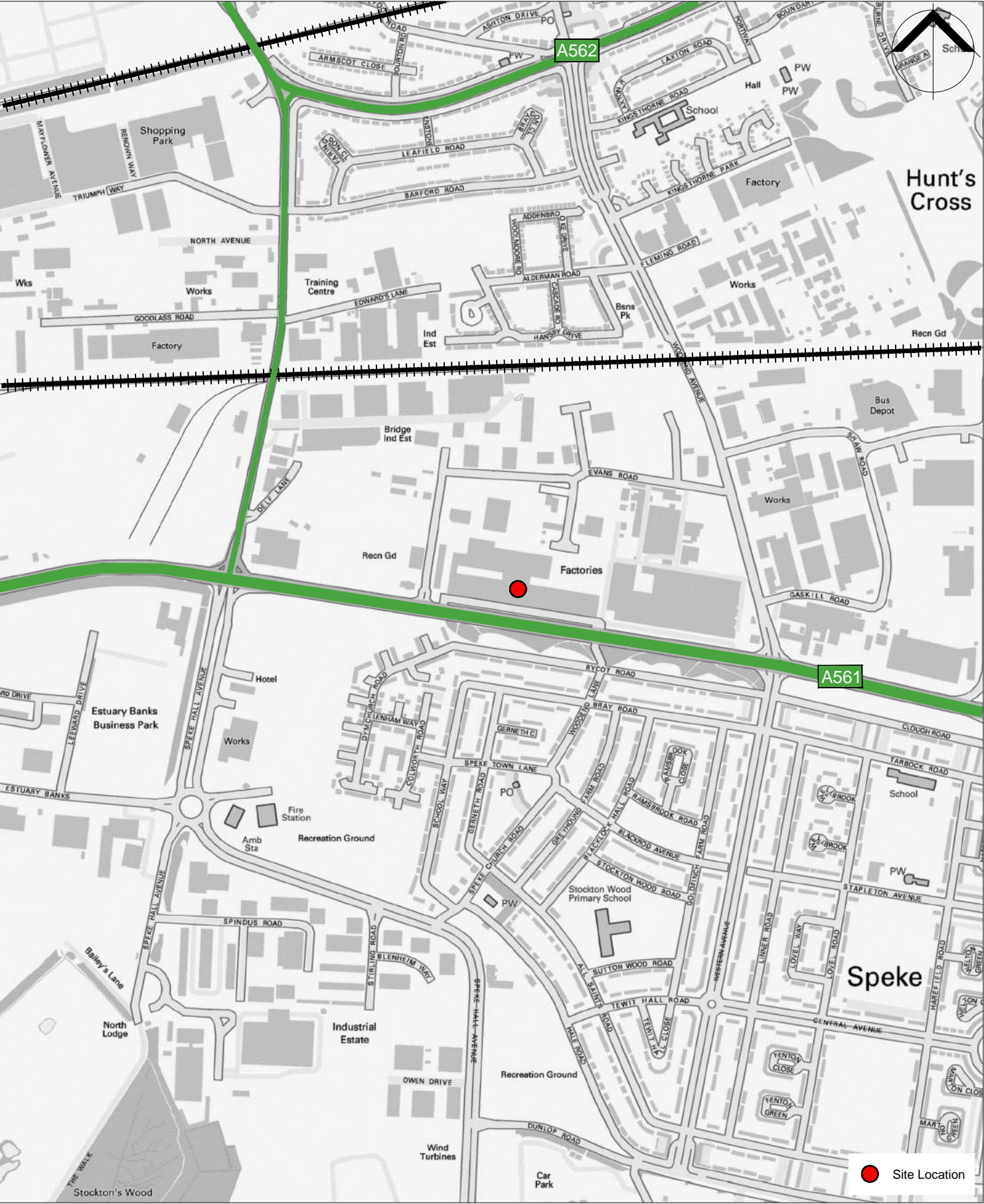
Issue		Measures Proposed	Timescale
Measures to reduce car use		Appointment of a Travel Plan Coordinator to be approved in writing by the Liverpool City Council and such approval shall not be unreasonably withheld.	Prior to occupation
		Provide information and encourage the use of sustainable alternative modes of transport	On occupation
		A copy of the Travel Plan made available to staff	On occupation
		Establish a car share database	On occupation
		Restrained parking will be provided on site	Prior to occupation
Measures to promote alternatives	General	Information via notice boards to include bus and train route plans and timetables, along with contact numbers of relevance (e.g. taxi firms)	On occupation
	Public Transport	Provide detailed public transport information on site	On occupation
	Walking/Cycling	Cycle and pedestrian route information and plans to be provided on notice boards and available at reception for staff and customers.	On occupation
		Staff changing and locker facilities to be provided	Prior to occupation
		Walking and cycling buddy schemes will be established	On occupation
		Details of free cycle training and bike maintenance sessions to be provided	On occupation
	Monitoring and Management	General monitoring to be undertaken by TPC surveys	On occupation surveys after 6 months


Notes: TPC – Travel Plan Co-ordinator

## A1. SITE LOCATION PLAN



Iceni Projects accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions are to be worked to.



Client	TJ Morris Ltd.	Project No.	12-T088	Drawing No.	03	<div>Iceni Projects Limited Flitcroft House 114-116 Charing Cross Road London, WC2H 0JR  T +44 (0)20 3640 8508 F +44 (0)20 3435 4228 mail@iceniprojects.com</div> <div></div>
Project	Redevelopment of Former Rayware Site, Speke Boulevard, Liverpool	Scale @ A4	1:10,000	Date	03/06/13	
Title	Site Location Plan	Drawn By	SS	Checked By	RJ	
				Approved By	SP	
				08/04/2016	08/04/2016	

## A2. CYCLE ROUTE PLAN

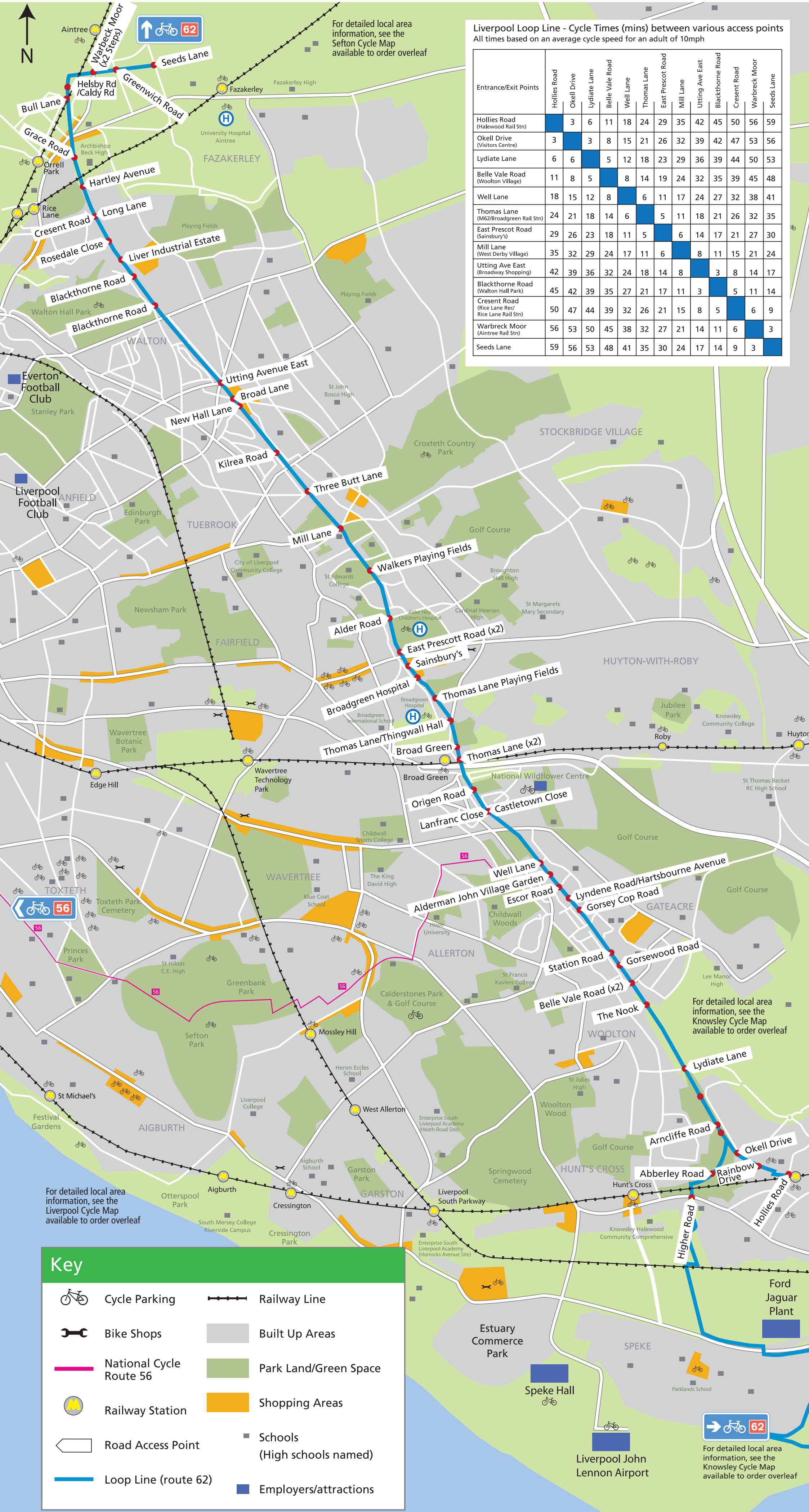






Loop Line Cycle Route Access Points



























For more detailed information on the surrounding area you can order free copies of our maps covering Knowsley, Liverpool and Sefton (see overleaf)



### **A3. BUS ROUTE PLAN**





Route	Serving	Operator	Frequency In Minutes					
			Peak	Mo Day	Fri Eves	Saturday Eves	Sun	
<b>86.6&amp;A</b>  <b>86C.86D</b>	These services are part of the <b>Quality Bus Network</b>							
	<b>City Centre – Penny Lane</b>		ARR	3	3	7/8	3/4	7/8
	<b>Childwall (Hope University)</b>		SC	12	12	—	12	—
	<b>Liverpool South Parkway – Garston</b>			6 ph	10 ph	7/8	10 ph	7/8
	<b>Liverpool John Lennon Airport</b>			6	6	15	6	15
<b>89.89A</b>	<b>Liverpool John Lennon Airport – Speke – Hunts Cross – Halewood (89A) – Woolton – Belle Vale – Hayton – Prescot – Whiston Hospital – St. Helens (89A runs in opposite direction and extends to Liverpool South Parkway)</b>		ARR	20	20	30	20	30
	<b>Prescot – Eccleston Park – Grange Park – St. Helens</b>		HA	—	—	60	—	—
<b>97</b>	<b>Prescot – Eccleston Park – Grange Park – St. Helens</b>	HA	—	—	—	60	—	
<b>99</b>	<b>Whiston Station – Cumber Lane – Whiston – Whiston Hospital – Prescot – Prescot (South Avenue)</b>	HT	60 (pm)	60	—	60	—	
<b>101</b>	<b>Princes Parade – Vauxhall – City Centre – Everton – Breck Road – Royal Liverpool Hospital</b>		30	30	—	30	—	
<b>102</b>	<b>Aintree University Hospital – Croxteth – Croxteth Park – Alder Hey – Broadgreen Hospital/Page Moss</b>		60	60	60	60	60	
<b>103</b>	<b>Alburgh Vale – Dingle Mount – Albert Dock – City Centre – Derby Road – Waterloo – Waterloo</b>		30 am/pm	—	—	—	—	
<b>121</b>	<b>Walton Park – Orrell Park – Black Bull – Fazakerley Hospital – Croxteth (Park) – Broadway – Walton Park</b>		—	60	—	60	—	
<b>121</b>	<b>Aintree Station – Black Bull – Fazakerley Hospital – Croxteth (Park) – Broadway</b>		—	—	30 ▼	—	30 ▼	
<b>122</b>	<b>Aintree University Hospital – Black Bull – Netherthorpe – Crosby</b>	AB	30	30	—	—	—	
<b>133</b>	<b>Waterloo – Crosby – Lunt – Maghull – Kirby – Kirby Admin</b>	CF	60	60	—	60	—	
<b>135.235</b>	<b>Aintree Station – Black Bull – Bootle Cemetery – Bootle Kirkby</b>	AB 	30	30	30	30	30	
<b>137.138</b>	<b>St. Helens – Eccleston – Prescot – Whiston Hospital – Rainhill Stoops – Lea Green – Marshalls Cross – St. Helens (138 runs in opposite direction)</b>			60	60	60	—	
	<b>City Centre – Edge Hill – Wavertree Tech Park – Old Swan – Broadgreen Hospital – Page Moss – Dinas Lane – Hayton – Whiston – Whiston Hospital – Prescot – Rainhill – Nutgrove – Thatto Heath – St. Helens</b>		CF	30	30	—	30	—
<b>144</b>	<b>Bootle – Seaforth – Litherland</b>	AB 	60	60	—	60	—	
<b>146</b>	<b>Hayton – Hurst Park Drive – Longview – Hayton</b>		60 (pm)	60	—	60	—	
<b>157.158</b>	<b>Bootle – Seaforth – Litherland – Netherthorpe – Old Swan – Aintree University Hospital – Bootle (158 runs in app direction)</b>		—	—	—	60	60	
<b>159</b>	<b>Walton Park – Walton – Kirkdale – Bootle – Seaforth – Old Swan Station – Aintree – Fazakerley Hospital</b>	HTL	30	30	—	30	—	
<b>163.263</b>	<b>Belle Vale – Amcliffe Road – Hunts Cross – Halewood Shopping Centre – Hunts Cross – Amcliffe Road – Belle Vale (263 runs in opposite direction)</b>			—	60	—	60	—
	<b>Belle Vale – Chebeck Avenue – Belle Vale – Lea Park – Netherthorpe – Belle Vale (runs in this direction only)</b>			30	30	—	30	—
<b>166.266</b>	<b>Belle Vale – Netherley – Halewood Shopping Centre – Walton</b>	HTL	30	30	60	30	30	
<b>189.288</b>	<b>Liverpool South Parkway – Garston – Belle Vale (189.288 operates on these routes in opposite direction) These services also operate as circular services over the same combined routes with start/finish at Liverpool South Parkway</b>			30	30	60 circular (166) (158)	30 circular (166) (158)	60 circular (166) (158)
	<b>Garston – Window Lane – Grassendale – Garston</b>			—	40	—	40	—
<b>173</b>	<b>Belle Vale – Woolton – Childwall Park Avenue – Penny Lane – Mossley Hill – Greenbank Lane (Sefton Park) – City Centre</b>		30	30	—	30	—	
<b>174</b>	<b>Belle Vale – Lea Park – Grange Lane – Childwall Five Ways – Penny Lane / Allerton Library</b>		30	30	30O	30	30O	
<b>192</b>	<b>Kirkby Station/Kirkby Civic Centre – Knowsley Village – Page Moss – Hayton – Belle Vale – Halewood Shopping Centre</b>		2 jlys	—	30	3 jlys	30	
<b>193</b>	<b>Hayton – Belle Vale – Halewood Shopping Centre</b>	CF	30	30	—	30	—	
<b>194.195</b>	<b>St. Helens – Eccleston – Prescot – Whiston Hospital – Rainhill Stoops – Sutton Manor – Marshalls Cross – St. Helens (195 runs in opposite direction)</b>		—	—	60	—	60	
<b>196</b>	<b>Prescot (Thomas Drive) – Prescot – Grange Park – Thatto Heath – Peasley Cross – St. Helens</b>		—	—	60	—	60	
<b>197</b>	<b>Kirkby – Southdene – Norwood – Kirby Admin – Kirby</b>	SC	30	30	—	30	—	
<b>198</b>	<b>Kirkby – Norwood – Kirby Admin – Southdene – Kirby</b>	SC	30	30	—	30	—	
<b>201</b>	<b>Speke – Garston – Liverpool South Parkway – Penny Lane – Womens / Royal Liverpool Hospitals</b>		—	3 jlys	—	3 jlys	3 jlys	
<b>202.204</b>	<b>Dingle Mount – Womens Hospital – Wavertree – Mill Lane – Broadgreen Hospital – Alder Hey Hospital (Journneys to Dingle are numbered 204)</b>	AB	30	30	30 ▼	30 ▼	30 ▼	
<b>206</b>	<b>Hightown – Crosby – Bundleslands – Crosby – Hightown</b>		—	60	—	60	—	
<b>211</b>	<b>Speke Circular via Morrisons</b>		30	30	—	30	—	
<b>215</b>	<b>Walton Park – Orrell Park – Black Bull – Fazakerley Hospital – Croxteth (Park) – Norris Green – Broadway – Walton Park</b>		30	60	—	60	—	
<b>217.227</b>	<b>Hayton – Page Moss – Knowsley Village – Kirby Admin – Kirby Civic Centre extending to Kirkby Station</b>	SC 	15	15	—	30	30	
<b>231</b>	<b>Maghull Station – Deyes Lane – Westway – Southport Road – Lydiate (returns via Lambear Lane)</b>		15	30	30 ▼	30	30	
<b>232.233</b>	<b>Maghull Station – Northway – Liverpool Road – Westway – Dudds Lane – Highfield Park – Fox House Lane – Maghull Station (233 runs in opposite direction)</b>			—	60	—	60	—
	<b>Maghull Station – Deyes Lane – Dudds Lane (Circular) (Peak journey only)</b>			15	—	15	—	—
<b>236</b>	<b>Aintree University Hospital – Walldir – Melling – Maghull</b>		—	75	—	75	—	
<b>245</b>	<b>Hayton Circular (Blubell Lane, Sadler Drive)</b>		60 (pm)	60	—	60	—	
<b>246</b>	<b>Hayton – Mosscroft – Longview – Hayton</b>		60 (pm)	60	—	60	—	
<b>247</b>	<b>Hayton – Acacia Avenue – The Park – Hayton</b>		60 (pm)	60	—	60	—	
<b>248</b>	<b>Hayton – Manor Farm Road – Whiston – Cumber Lane – Whiston Hospital – Kingsway – Prescot</b>		3 jlys	—	60	3 jlys	60	
<b>258</b>	<b>Stockbridge Village – Page Moss – Hayton</b>	HTL	—	30	—	30	—	
<b>265</b>	<b>Halewood – Tarbock Green – Whiston Hospital – Rainhill – Clock Face – Bold Heath</b>		—	90	—	90	—	
<b>289</b>	<b>Prescot – Rainhill</b>		45	45	—	—	—	
<b>290</b>	<b>Kirkby – Kirby Admin – Knowsley Village – Prescot – Rainhill Station</b>		—	—	—	45	—	
<b>297</b>	<b>Kirkby – Knowsley Village – Prescot – St. Helens</b>	HA	60	60	—	—	—	
<b>300</b>	<b>City Centre – Scotland Road – Bootle – Black Bull – Old Swan – Maghull – Lydiate – Haskayne – Kew – Southport</b>	ARR	30	30	—	30	60 ▼	
<b>310</b>	<b>City Centre – Walton Hospital – Aintree Station – Walton Station – Maghull – Aughton – Ormskirk – Skelmersdale</b>	ARR	30	30	—	30	60 ▼	
<b>345</b>	<b>City Centre – Great Hornet Street – Walton – Black Bull – Old Swan – Waddicar</b>	ARR	30	30	—	30	60 ▼	
<b>356</b>	<b>Bootle – Black Bull – Fazakerley – Kirby</b>		2 (m jys)	—	—	—	—	

		Frequency In Minutes						
Route	Serving	Operator	Mon To Fri		Saturday		Sun	
			Peak	Day	Even	Even		
407	City Centre – Queensway Tunnel – Birkenhead Bus Station – Laird Street – Moreton Cross – <b>Town Meadow</b>	ARR	20	20	—	20	—	
423	City Centre – Queensway Tunnel – Birkenhead Bus Station – Arrowe Park – Moreton – Sandbrook – Leasowe – Wallasey Village – Liscard – Seacombe Ferry – Wirral Met College (Tower Road) – <b>Birkenhead Bus Station</b>	ARR	—	—	30	—	30 ■	
432	City Centre – Kingsway Tunnel – Torrington Road – Liscard – Seaview Road – <b>New Brighton</b>	ARR	20	20	20	20	30/20	
433	City Centre – Kingsway Tunnel – Poulton Road – Seacombe – Liscard – Rake Lane – <b>New Brighton</b>	ARR	20	20	—	20	30 ▼	
437	City Centre – Queensway Tunnel – Birkenhead Bus Station – Cloughton – Upton – <b>Greasby – West Kirby</b>	ARR	10	10	20	10	20	
441.442	<b>Barriston (473) – Arrowe Park (473) – Woodchurch – Barriston (473) – Boole (441.472)* – Litherland (441) – Diggle (442.473) – Alder Hey Hospital (473)</b> <i>Operates only morning and evening peak only</i> <i>*472 to City Centre starts from Netherlee</i>	AB	5-6 jyrs	—	5-6 jyrs	5-6 jyrs	5-6 jyrs (442)	
464	City Centre – Queensway Tunnel – Birkenhead Bus Station – Transerra Rivers FC – <b>New Ferry</b>	ARR	30	30	—	30	—	
471.472	<b>These services are part of the Quality Bus Network</b> City Centre – Queensway Tunnel – Birkenhead Bus Station – Arrowe Park – Pensley (471) – <b>lity (472) – Heswall</b>	◆ ARR SC	10	10	10	10	30	
487	City Centre – Queensway Tunnel – Birkenhead – Bebington – Clatterbridge Hospital – <b>Ness Gardens/ Parkgate</b> <i>*Evenings and Sundays only</i>	ARR	30	30	60	30	60	
500	<b>Liverpool ONE Bus Station</b> – Alburgh Vale – Estuary Business Park – <b>Liverpool John Lennon Airport</b> <i>Limited stop service</i>	ARR	30	30	—	30	30 ▼	
699	<b>City Centre</b> – <b>University of Liverpool Halls of Residence – University of Liverpool – Derby Halls – Carnatic Halls</b> <i>* Evenings only</i> <i>Operates University term time only</i>	ARR	10	10	20-30	20-30	20-30	
786	<b>Halewood Academy</b> – Halewood Shopping Centre – Jaguar Facility – Spile – <b>Liverpool John Lennon Airport</b> – Estuary Business Park – <b>Liverpool South Parkway (Schools only)</b>	●	1 rtn jy	—	—	—	—	
787	<b>Liverpool South Parkway</b> – Marlboro Avenue (Saint Francis Xavier's College) – <b>Hopa University</b> <i>Operates Hopa University term times and SFX term times including half terms but not Easter Holidays</i>	●	1 rtn jy	—	—	—	—	
800	<b>Speke</b> – Garston – Alburgh – <b>Liverpool Freeport</b>	●	1 am jy	—	—	—	—	
821	<b>Longview</b> – Walton – Everton – <b>City Centre</b>	●	1 am jy	—	—	—	—	
827	<b>Old Swan</b> – Page Moss – <b>Kirkby Admin</b>	●	1 am jy	—	—	—	—	
835	<b>Northwood</b> – Black Bull – <b>Liverpool Freeport</b>	●	1 am jy	—	—	—	—	
838	<b>Hunts Cross</b> – Childwall – <b>City Centre – Liverpool Freeport</b>	●	1 am jy	—	—	—	—	
839	<b>Longview</b> – Page Moss – Everton – <b>Liverpool Freeport</b>	●	1 am jy	—	—	—	—	
870	<b>Old Swan</b> – Page Moss – <b>Heyton Industrial Estate</b>	●	2 am jy	—	—	—	—	
883	<b>Liverpool John Lennon Airport</b> – Estuary Park – Jaguar Factory – Hunts Cross – Halewood Shopping Centre – Netherley – Belle Vale – <b>Heyton</b>	●	60	60	60	—	—	
892	<b>Liverpool ONE/Boole</b> – Walton – Fazakerley – <b>Kirkby</b>	●	2 am jy	—	—	—	—	
897	<b>Heyton</b> – Longview – Knowsley Lane – <b>Kirkby Admin</b>	●	60	60	60	60	60	
898	<b>Page Moss</b> – Croxteth – Kirkby Admin – Knowsley – Croxteth <b>Page Moss</b> (runs in this direction only)	●	60	60	60	60	60	
899	<b>Page Moss</b> – Croxteth – Knowsley – Kirkby Admin – Kirkby Ind Estate – Kirkby Admin – Croxteth – <b>Page Moss</b>	●	60	60	—	—	—	
917	<b>Civic Centre</b> (St John's Lane) non-stop to <b>Liverpool Football Club</b>	SC	Operates on Liverpool Football Club matchdays only Operates 3 hours (Sat/Sun) or 40 mins (Mid-week) before kick-off, approx 10 mins after final whistle					
919	<b>Civic Centre</b> (St John's Lane) non-stop to <b>Everton Football Club</b>	SC	Operates on Everton Football Club matchdays only Operates 2 hours before kick-off, approx 10 mins after final whistle					
990	<b>Kirkby Civic Centre</b> – Northwood – <b>Kirkby Civic Centre</b> <i>(runs in this direction only)</i>	●	60	60	60	—	—	
991	<b>Kirkby Civic Centre</b> – Southdene – <b>Kirkby Civic Centre</b> <i>(runs in this direction only)</i>	●	60	60	60	—	—	
992	<b>Kirkby Civic Centre</b> – Kirkby Station – Kirkby Park – <b>Tower Hill</b>	●	60	60	60	—	—	
993	<b>Kirkby Civic Centre</b> – Melling Mount – <b>Kirkby Civic Centre</b>	●	60	60	60	—	—	
C4.C5	<b>Diggle Mount</b> – Brunswick Station – Kings Parade – Liverpool ONE – Queen Square – Royal Hospital – Women's Hospital – Toxteth – <b>Diggle Mount</b> <i>City Centre circular (C5 runs in opposite direction)</i>	●	15-30	30	20+	30	30 ▼	
Taxi One	<b>City Centre</b> (St John's Lane) non-stop to <b>Liverpool Football Club</b> – (No return service back to Liverpool city centre)	A&J Taxis	Operates on Liverpool Football Club matchdays only To begin 3 hours before kick-off of each home game					
Taxi 1A	<b>City Centre</b> – Alburgh Vale – Garston – Liverpool South Parkway – <b>John Lennon Airport</b>	A&J Taxis	—	3 rtn jyrs	—	3 rtn jyrs	3 rtn jyrs	
X1	<b>City Centre</b> – Alburgh Vale – Garston – Speke – Runcom – Halton Lea – Mordislaw – <b>Windmill Hill</b> <i>Limited stop service</i>	ARR	30	30	—	30	—	
X2	<b>City Centre</b> – Boote – Crosby – Formby – Ansdale – Birkdale – Southport – Crossens – Preston	SC	30	30	60 ▼	30	60 ▼	
X3	<b>City Centre</b> – Everton Valley – Walton Hall Avenue – Fazakerley – Antree University Hospital – <b>Kirkby Civic Centre</b>	SC	30	30	—	30	—	
X8	<b>City Centre</b> – Bromborough – Easemere Port – Cheshire Oaks – <b>Chester</b> <i>Limited stop service</i>	SC	30	30	—	30	60 ▼	
X22	<b>Windsford</b> – Moulton – Northwich – Weaverham – Speke – <b>City Centre</b> (I am journey from Windsford returns early pm)	CCC	—	—	1 rtn	—	—	

Evening Buses leaving Liverpool City Centre via Victoria Street

After 9pm (2000) each evening, bus services leaving Liverpool city centre via Victoria Street will be re-routed. As a result of the route diversion, the following services will not pick up passengers at the usual bus stops on James Street, Lord Street or Victoria Street.

Route to	Route to	Route to
10/10A St Helens	18 Croxteth Park	52A Netherton
10B Heyton	19 Croxteth/Kirkby Civic Centre	56 Netherton
12/13 Stockbridge Village	20 Tower Hill (Kirkby)	79 Netherley
14/14A Croxteth/Tower Hill	21 Northwood (Kirkby)	79C Runcom/Murdishaw
15 Heyton	26 Shell Road Circular	

For full details pick up a leaflet from your local Travel Centre, visit our website: [www.merseytravel.gov.uk](http://www.merseytravel.gov.uk) or call **Traveline 0151 236 7676**

General Notes

■ Cross river services

◆ Merseytravel bus service

◆ These services are part of the Quality Bus Network

⚡ These services operate to a reduced weekday frequency during the summer months

CCC Contracted services for Cheshire West & Chester Council

o To Allerton Library

▼ Daytime and early evening

◆ Early evening service only

◆ Evening every 15 minutes

■ Afternoon and evening only

◆ Evenings only

⌂ Between 1300 and 2100 only

■ Between 0930 and 1730 only

(am) Morning peak hours only

(pm) Evening peak hours only

**A&J** A and J Taxis

**AB** Avon Buses

**ARR** Arriva

**CF** Cumblybus

**HA** Hattons

**HT** Hattol Transport

**HTL** HTL Buses

**PB** Peoplesbus

**SC** Stagecoach

General Notes		Operator Codes
<ul style="list-style-type: none"> <li>Cross river services</li> </ul>	<ul style="list-style-type: none"> <li>Daytime and early evening</li> </ul>	<b>A&amp;J</b> A and J Taxis
<ul style="list-style-type: none"> <li>Merseytravel bus service</li> </ul>	<ul style="list-style-type: none"> <li>Early evening service only</li> </ul>	<b>AB</b> Avon Buses
<ul style="list-style-type: none"> <li>These services are part of the Quality Bus Network</li> </ul>	<ul style="list-style-type: none"> <li>Evening every 15 minutes</li> </ul>	<b>ARR</b> Arriva
	<ul style="list-style-type: none"> <li>Afternoon and evening only</li> </ul>	<b>CF</b> Cumfybus
<ul style="list-style-type: none"> <li>These services operate to a reduced weekday frequency during the summer months</li> </ul>	<ul style="list-style-type: none"> <li>Evenings only</li> </ul>	<b>HA</b> Hattons
	<ul style="list-style-type: none"> <li>Between 1300 and 2100 only</li> </ul>	<b>HT</b> Halton Transport
	<ul style="list-style-type: none"> <li>Between 0930 and 1730 only</li> </ul>	<b>HTL</b> HTL Buses
<b>CCC</b> Contracted service for Cheshire West & Chester Council	<ul style="list-style-type: none"> <li>Morning peak hours only (am)</li> </ul>	<b>PC</b> Peoplesbus
<ul style="list-style-type: none"> <li>To Allerton Library</li> </ul>	<ul style="list-style-type: none"> <li>Evening peak hours only (pm)</li> </ul>	<b>SB</b> Stagecoach



# Liverpool Area

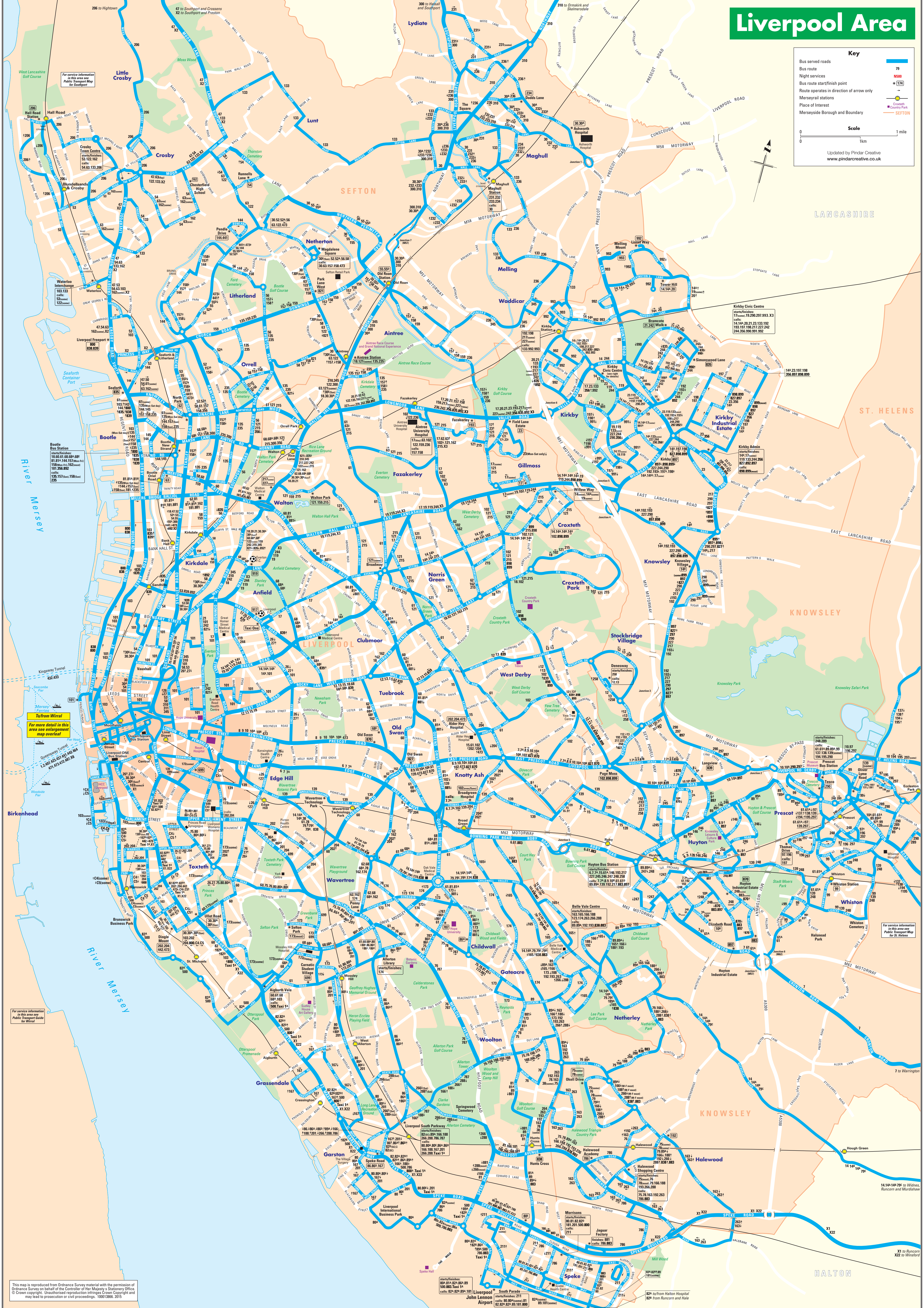
**Key**

- Bus served roads
- Bus route
- Night services
- Bus route start/finish point
- Route operates in direction of arrow only
- Merseyrail stations
- Place of Interest
- Merseyside Borough and Boundary

**Scale**

0 1km 1 mile

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www.pindarcreative.co.uk



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#### **A4. EXAMPLE STAFF QUESTIONNAIRE**

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## Staff Travel Questionnaire

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We are undertaking this survey in order to understand the travel behaviour to and from the site. We would be grateful if you could complete the following questionnaire in order that we can ascertain how people travel to the site. Your answers will be treated in confidence and will not be disclosed to third parties. The purpose of this survey is to assist in future planning and as such, your answers are very important to us.

1. Your home postcode.....
2. Your Employer/Company name.....
3. Do you work full or part time? ☐ Full-time ☐ Part-time
4. Which days do you travel to your place of employment? (Tick all that apply)  
☐ Monday ☐ Tuesday ☐ Wednesday ☐ Thursday  
☐ Friday ☐ Saturday ☐ Sunday
5. Do you have access to a car? ☐ Yes ☐ No
6. Do you have a full driving licence? ☐ Yes ☐ No
7. Do you have a disability that affects your choice of travel? ☐ Yes ☐ No
8. How do you normally travel to the site? (Tick one box only)  
☐ Car driver (where do you park?.....)  
☐ Car passenger (where do they park?.....)  
☐ Dropped off by car driver ☐ Bus (which route(s).....)  
☐ Walk ☐ Bicycle  
☐ Train ☐ Underground  
☐ Motorcycle ☐ Other (.....)
9. Do you use different modes on different days?  
☐ Yes ☐ No
10. Do you work from home/have the opportunity to work from home?  
☐ Yes ☐ No

---

The questions continue on the other side of this page

**If you do not drive to the site, please ignore the remaining questions.**

11. If you currently drive to the site, could you in theory use any of the following options instead? (Tick all that apply)

- |                                                                                                     |                                    |                              |
|-----------------------------------------------------------------------------------------------------|------------------------------------|------------------------------|
| <input type="checkbox"/> Walk                                                                       | <input type="checkbox"/> Cycle     | <input type="checkbox"/> Bus |
| <input type="checkbox"/> Train                                                                      | <input type="checkbox"/> Car-share |                              |
| <input type="checkbox"/> None <b>(if this is the case, please do not answer any more questions)</b> |                                    |                              |

12. Would you be prepared to travel using any of the options that are potentially available?

- |                                                 |                                                                         |
|-------------------------------------------------|-------------------------------------------------------------------------|
| <input type="checkbox"/> Yes                    | <input type="checkbox"/> No (Please give reasons - tick all that apply) |
| <input type="checkbox"/> Distance from the site | <input type="checkbox"/> Cost <input type="checkbox"/> Inconvenience    |
| <input type="checkbox"/> Personal security      | <input type="checkbox"/> Lack of pedestrian routes                      |
| <input type="checkbox"/> Lack of cycle routes   | <input type="checkbox"/> Frequency of public transport                  |
| <input type="checkbox"/> Medical                | <input type="checkbox"/> Other .....                                    |

13. What would encourage you to use other modes of transport to get to the site? (Tick all appropriate)

- |                                                 |                                                                            |
|-------------------------------------------------|----------------------------------------------------------------------------|
| <input type="checkbox"/> Improved cycle routes  | <input type="checkbox"/> Improvements to bus services                      |
| <input type="checkbox"/> Improved cycle storage | <input type="checkbox"/> Improved pedestrian routes                        |
| <input type="checkbox"/> Walking buddy scheme   | <input type="checkbox"/> Improved facilities at the site (showers/lockers) |
| <input type="checkbox"/> Other .....            |                                                                            |

**Thank you for completing this questionnaire.**

**Please return the completed form to [insert name of relevant person]**

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Please note: Icen Projects Limited take no responsibility for any actions arising from the use, or implementation, of this travel questionnaire