

JLL Design and Build

Caterpillar UK LTD

Framework Travel Plan

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Job number

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1. Introduction

1.1 Framework Travel Plan objectives

This Framework Travel Plan seeks to ensure good travel patterns are established and set in place a long-term strategy for encouraging environmentally considerate modes of travel. The overarching objectives of the FTP are to:

- Raise travel awareness and minimising the number of car trips generated by the development; and
- Link the proposed development to the surrounding area by the strong promotion of cycling.

1.2 Transport vision

The vision for the proposed development includes the following objectives:

- Fulfil the strategic priorities and contribute to the objectives set out within Leicestershire Local Transport Plan and Hinckley and Bosworth Local Plan.
- Support public transport services in the future, where feasible.
- Provide a reasonable level of car parking and enable an accelerated uptake of EVs by providing actively connected spaces with passively connected spaces ready for the future as demand increases.
- Support car sharing in areas where walking, cycling and public transport are less viable to minimise the number of car trips generated by the proposed development.

The FTP sets out this vision for the development and describe how it can be achieved.

2. Existing Transport Networks

This section provides an overview of current transport provisions at the Caterpillar site near Desford. The location of the site is shown in Figure 1.

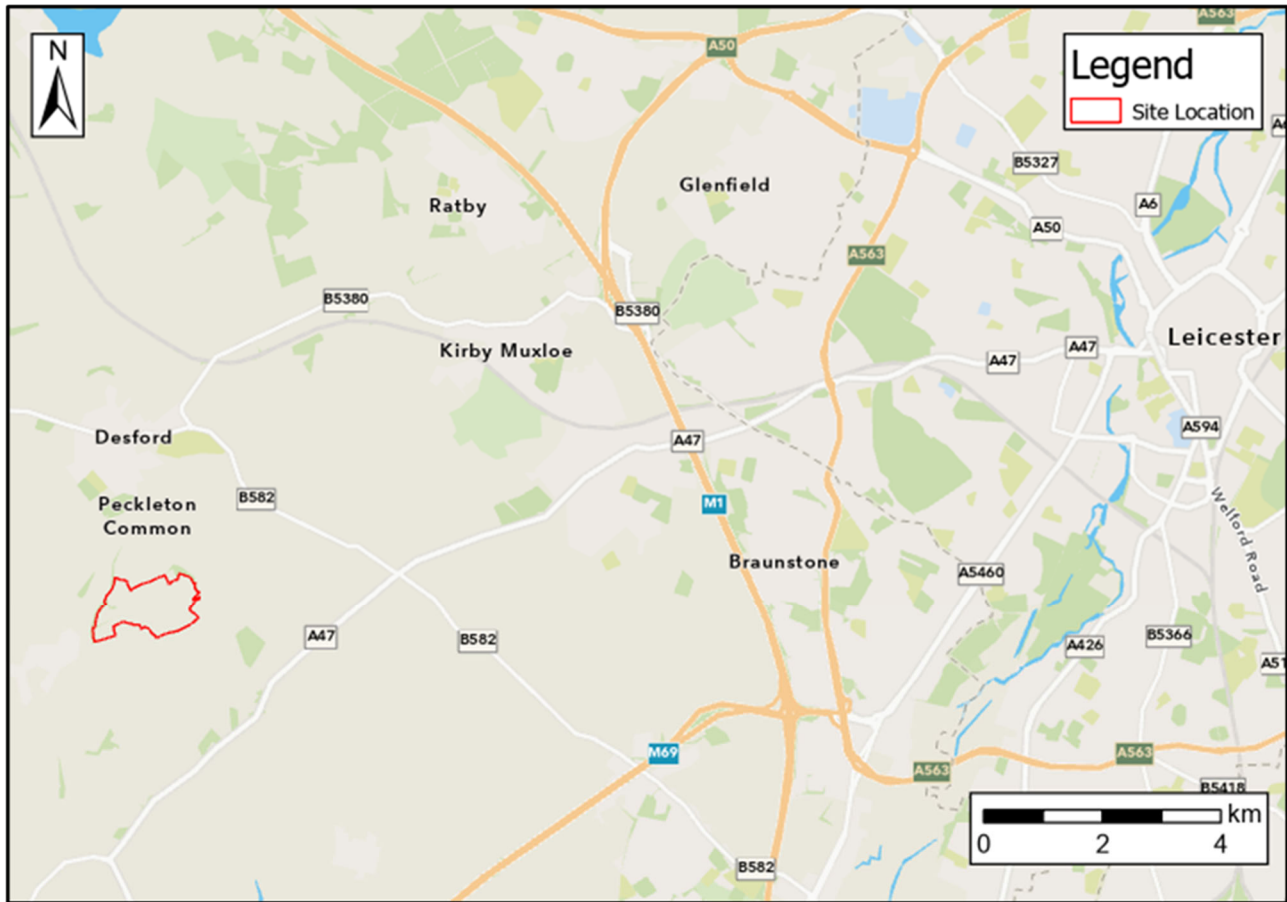


Figure 1: Site location

The surrounding area is dominated by other industrial uses including a logistics depot and greenfield land. The main site access is from an established point of access along the eastern boundary. The main access into the Caterpillar site is via road from Peckleton Lane which provides access to the main car park.



Figure 2: Caterpillar UK Ltd Desford car park site access point

2.1 Walking routes

Due to the rural setting of the factory, there is limited footway provision on connecting highways. There are no pavements or pedestrian crossing points along the boundary of the site, making pedestrian access difficult. A footpath from the site to the A47 was installed in Autumn in 2013 in collaboration with Leicestershire County Council.

The implementation of a footpath from the site to Desford village has been discussed with the highway authority, however implementation dates have not been set yet. These footpaths would improve the connectivity to bus routes, as well as the safety of the pedestrians.

The closest pavements to the factory are found 330m north along Peckleton Lane. Footways are shown in blue in Figure 3.

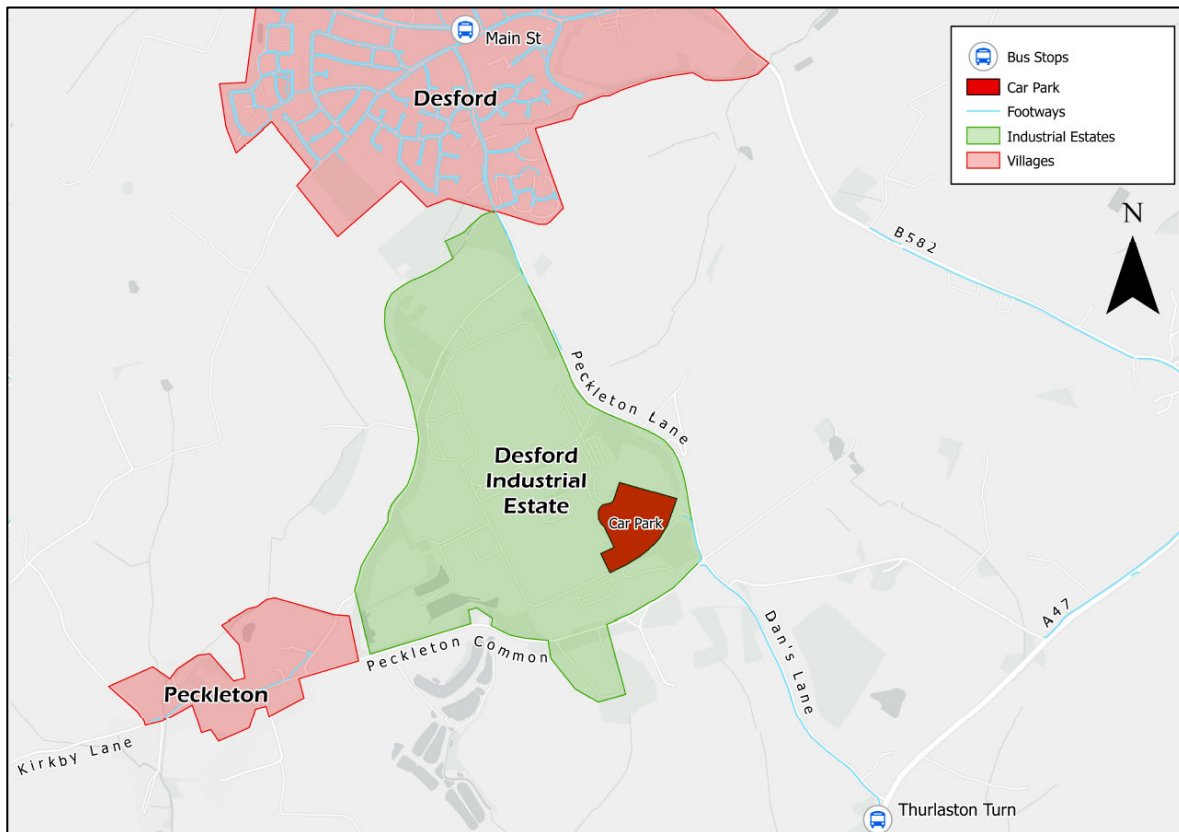


Figure 3: Surrounding footways

2.2 Cycling

There are no dedicated cycle routes in the vicinity of the factory, however there is cycle parking at the site and cycle paths to the northeast of Desford. The rural roads may be attractive to people with cycles as a combined leisure/commuting trip.

The site has a large catchment area within a 30-minute cycle which extends to Bagworth (north), Glenfield (east), Huncote (south) and Barlestone (west). The cycle catchment extends to many rural villages via country roads. Overall, the cycling isochrones presented in Figure 4 appear to be reasonable and generally align well with route times given using Google Maps.

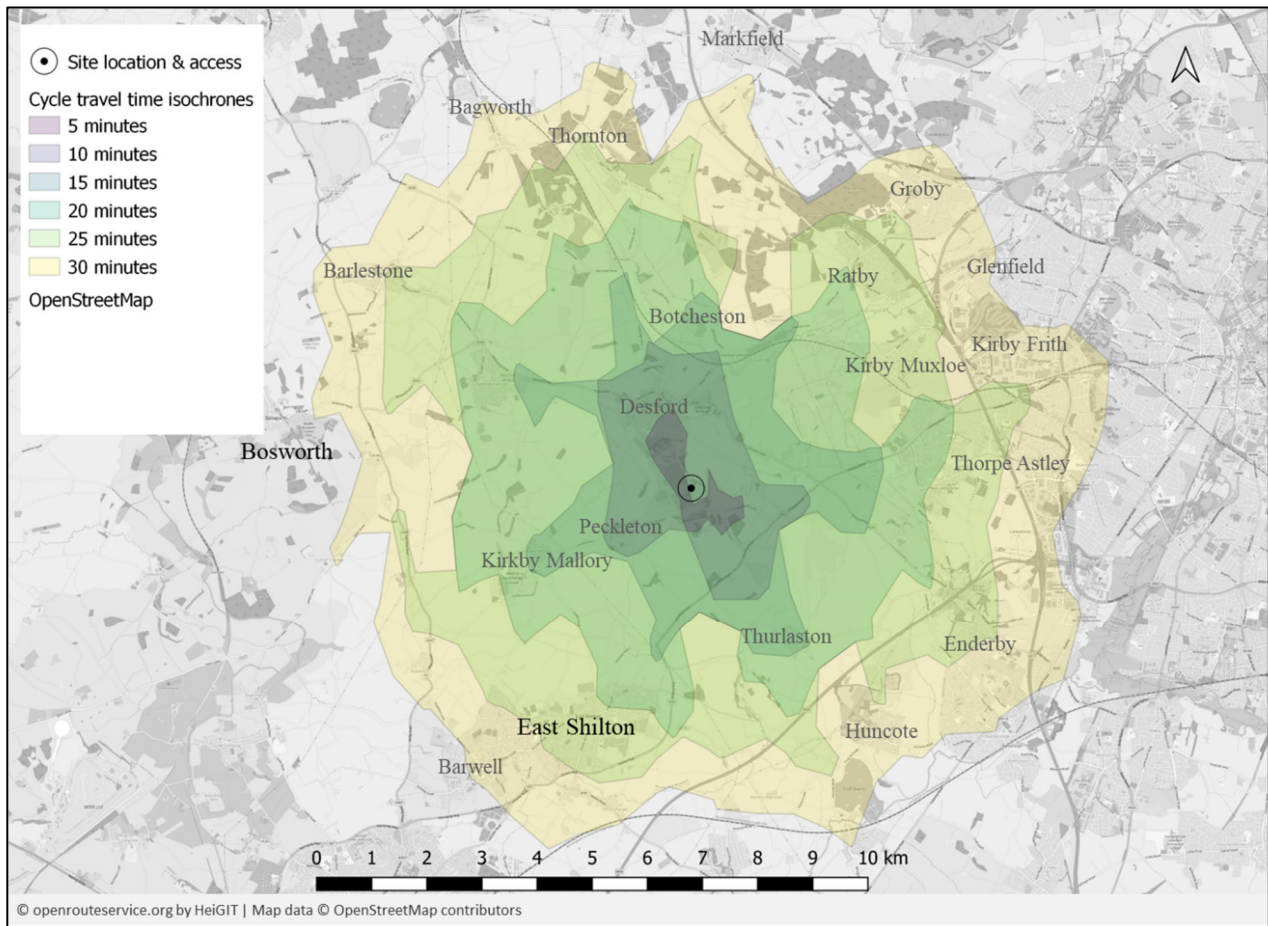


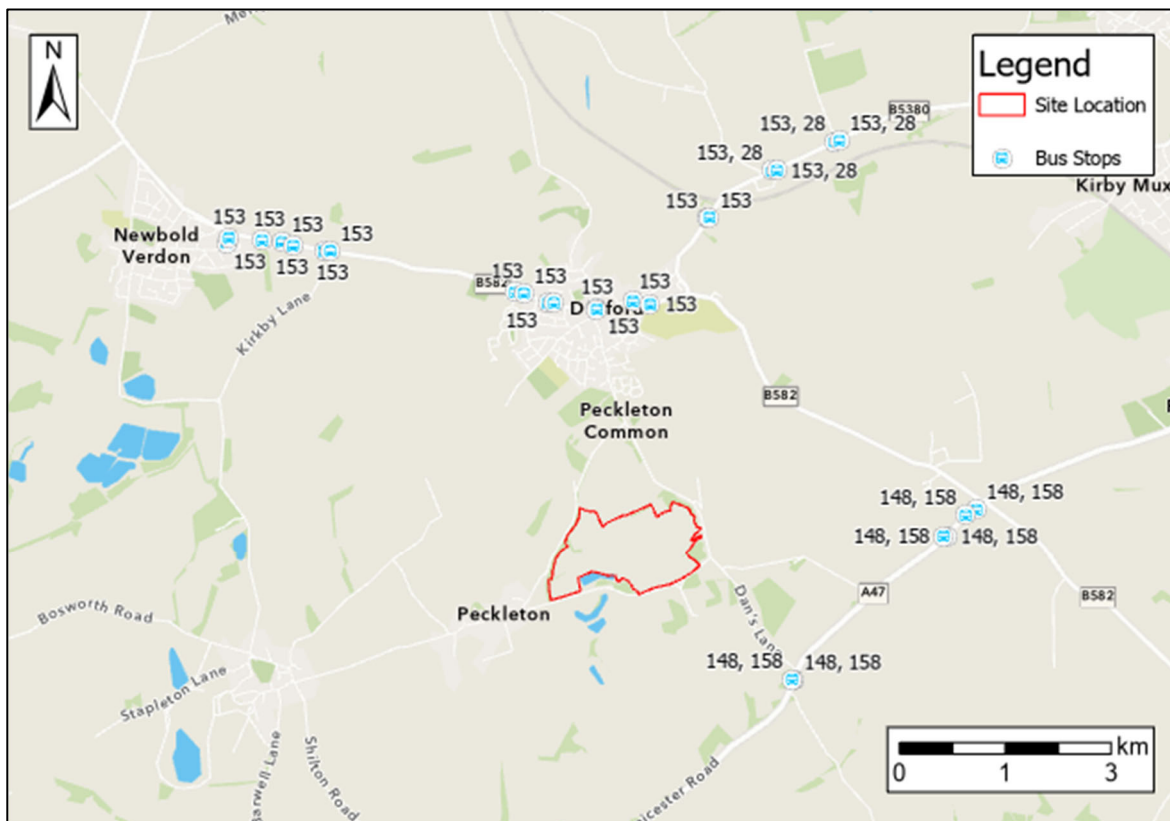
Figure 4: Cycling travel time isochrones

2.3 Bus

There are three main bus routes around the site, including the 153 bus to the North of the site travels from St Margret's Bus Station, Leicester to Newbold Verdon every 40 minutes. To the East of the site, there are two bus routes: the 158 and 148 connecting the site to Leicester city centre from Hinckley every 30-60 minutes and Nuneaton every 15 minutes respectively.

Historically there was a works bus service and discussions have taken place regarding the diversion of Arriva public bus routes to the factory, however, these options have been discounted as they are unviable due to minimal uptake/interest from employees.

The locations of the closest bus stops are shown in Figure 5.



Access to bus services is currently limited, with no bus services coming to the factory. The nearest bus stop is approximately 1.7km southeast of the site, there is a gap in footway provision between the factory and Dan's Lane.

2.4 Rail

The closest rail station to the site is Narborough which is 11.6km southeast of the site. Hinckley and Narborough Stations provide national services, connecting to Birmingham New Street and Leicester Station. Leicester Station, which is ~18km East of the site, runs direct trains to Birmingham New Street and London St Pancras International in just under and just over an hour respectively. The rail station locations are shown in Figure 6.

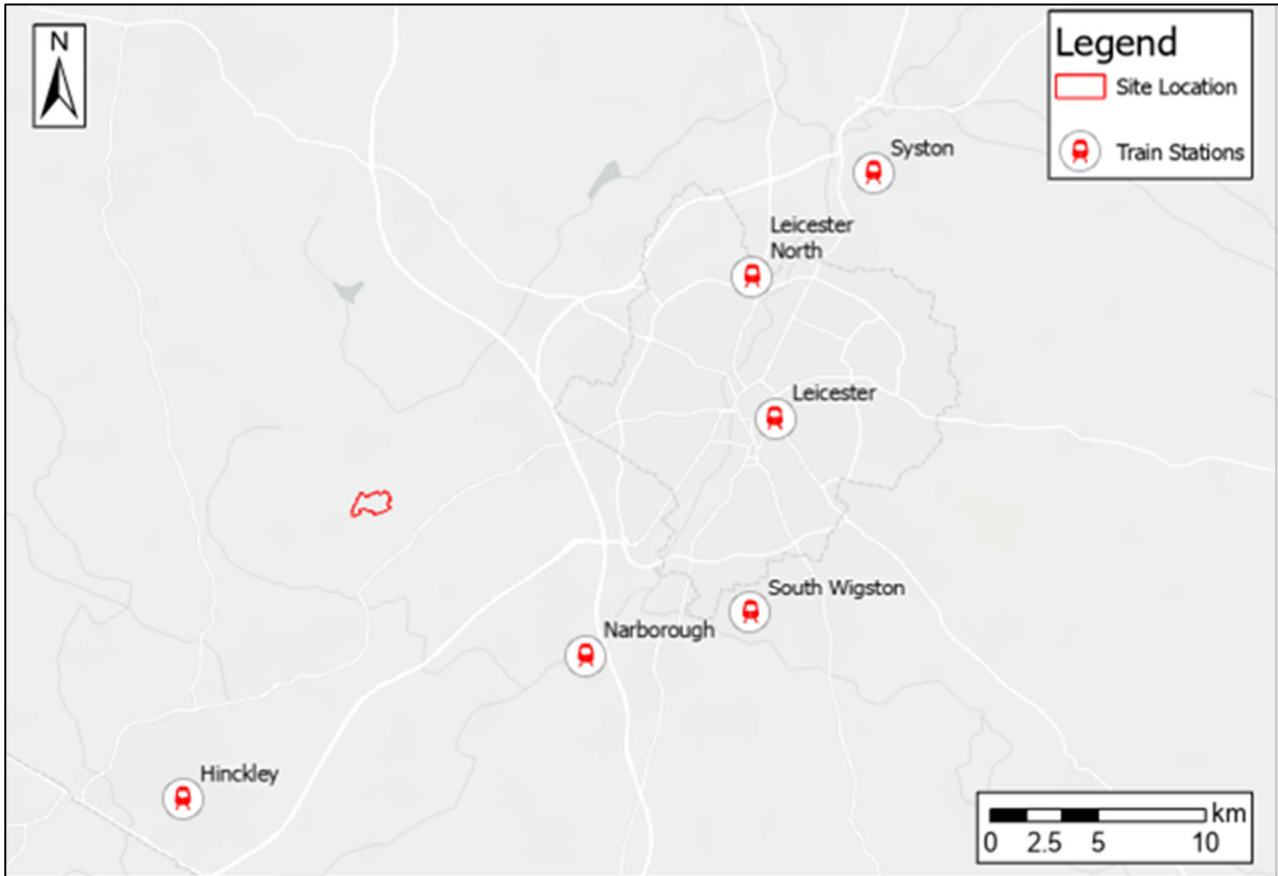


Figure 6: Train station locations

2.5 Vehicle access and car parking

Due to the rural location of the site and the low level of local public transport infrastructure, the majority of employees preferred mode of travel to and from work is by private car. The main access into the site is via the South Access Road from Peckleton Lane which provides access into the main car park. The site has two points of access onto the highway network on Peckleton Lane.

The factory is highly accessible to key road networks including the A147 4km to the South of the site, the M1 around 4km to the East and the A447 approximately 3.5km to the West.

2.6 Summary

There are gaps in footway connectivity surrounding the factory and limited access to public transport. However, there are opportunities for cycling due to its rural location, with rural roads connecting to surrounding towns and villages.

Overall, due to the rural setting of the site and shift patterns, suggests travel by car to the factory is preferred.

3. Travel Characteristics and Targets

3.1 Baseline mode share

A travel survey was undertaken by Caterpillar in 2011, this indicated that the predominant mode of travel to site is by car. Whilst the results in 2024 may be slightly different, the broad activity/feedback aligns with current activity. The mode share results are shared in Table 1.

Mode	Mode Share (%)	Number of employee responses (2011)
Car	93%	912
Cycle	3%	27
Motorcycle	2%	24
Walk	1%	9
Bus	1%	6
Total	100%	978

Table 1: Employee Mode of Travel

To support cycle trips to the factory a new high quality parking facility will be provided. The site also incorporates changing facilities, lockers and showers for all staff to make cycling an attractive mode choice.

3.2 Mode share targets

To support monitoring and success of the TP, targets are designed to be Specific, Measurable, Achievable, Realistic and Time-bound (SMART). The targets outlined in Table 2 are preliminary FTP targets that will be reviewed and confirmed following baseline travel surveys to be undertaken within the first year of the expansion of the car park.

Objective	Base Mode Share	Year 1 Target	Year 3 Target	Year 5 Target
Encourage cycling trips	3%	Update the baseline cycle trips.	Increase the number of cycle trips by 1%.	Increase the number of cycle trips by a further 1%.

Table 2: Initial Travel Plan objectives, indicators, and targets

It is proposed that travel surveys will also be undertaken on years 3 and 5 after the implementation of the car park to review the effectiveness of the measures in achieving the future targets, and to provide updates to targets and measures if/as required.

4. Initiatives and Measures

This chapter summarises a range of measures that will be considered. These will be reviewed and refined following implementation of the proposed works.

4.1 Facilitating walking and cycling

Walking and cycling are the most sustainable modes of transport and have many benefits not only to the environment but to the individual, including improving physical and psychological health.

Additional measures to promote walking and cycling may include the following:

- Support the highway authority to improve footway connections;
- Encouraging the establishment of a Bicycle User Group and encourage staff members to champion these initiatives;
- Holding events and distributing promotional material to raise awareness of the health benefits of cycling; and
- Providing a “Bicycle first-aid kit” on-site including bike pump, puncture repair kit, spare lights, batteries, tools etc.

4.2 Facilitating public transport use

Measures to facilitate public transport use may include:

- Consulting staff to ascertain the willingness to travel by bus; and
- Where there is use, exploring opportunities to offer discounted fares, reward schemes or season ticket loans to staff members.

4.3 Reducing car dependency

Reducing dependency on single-occupancy car trips is important to encourage more sustainable travel options and reduce congestion and pollution.

Measures to facilitate the reduction of car dependency may include the following:

- Displaying and promoting car share services such as liftshare.com on staff intranet;
- Creating priority parking areas for car-share or low emission vehicles on site, and increasing the percentage of spaces allocated to these uses incrementally; and
- Offering incentives for those who commit to more sustainable transport methods.

4.4 Other measures

Additional measures that could help achieve the mode share targets to be set in the full TP may include the following:

- Promoting national travel awareness days including Walk to Work week, World Environment Day, Liftshare Week and Commute Smart Week, with rewards for staff members who commit to travel changes during these events.

5. Management and marketing

5.1 Management

A coordinator will be appointed prior to the car park works being completed to oversee the implementation and monitoring of the plan with overall responsibility for:

- Overseeing implementation of the plan initiatives and measures to seek that objectives and targets are met in a timely manner;
- Development and distribution of appropriate materials and information;
- Monitoring and reviewing progress of the plan and identifying and amending future targets; and
- Ensuring the work of the plan is coordinated with other operations and activities.

6. Monitoring and review

Ongoing monitoring and review is a core aspect of any Travel Plan to help gauge progress and allow it to be refined and adapted to improve.

6.1 Monitoring programme

Travel patterns will be monitored for the five years of completion of car park works. The coordinator will be responsible for monitoring the TP and will review:

Travel patterns (via a travel survey in years 1, 3 and 5) – travel surveys will be undertaken with a commitment to, and ownership of the TP.

6.2 Action Plan

A preliminary action plan has been developed with outlines the proposed actions and responsibilities. These will be reviewed and updated following receipt of the baseline surveys to develop the full TP which will be provided following the expansion of the car park.

Aim	Action	Responsibility	Timescale
Management of the Travel Plan	Appoint a Travel Plan Coordinator	Caterpillar	Pre-occupation
Monitoring and review	Undertake travel surveys	Coordinator	Year 1 / year 3 / year 5
	Site Audit	Coordinator	Year 1 / year 3 / year 5
	Cycle and car parking counts	Coordinator	Year 1 / year 3 / year 5
Marketing and promotion	Provide travel information on notice boards / websites / promotional material	Coordinator	Pre-occupation / ongoing
	Participate in local and national campaigns	Coordinator	Ongoing
	Raise awareness of health benefits through promotional material / events	Coordinator	Pre-occupation / ongoing
Managing car use	Provide information on car sharing and explore links with other local businesses to see if there are joint car sharing opportunities	Coordinator	Pre-occupation / ongoing
	Consider creating priority car parking spaces for car sharers	Caterpillar	Pre-occupation / ongoing