



FRAMEWORK TRAVEL PLAN

PROPOSED MIXED-USE DEVELOPMENT,
STATION ROAD, MARKET BOSWORTH, LEICESTERSHIRE

DOCUMENT CONTROL

project number: ADC3326 report reference: ADC3326-RP-E				
version	date	author	reviewer	comments
1		Keith Gamblen		internal draft
2	24/05/2024	Keith Gamblen	Matt Tatler	first issue to the client team
3	17/07/2024	Keith Gamblen		updated layout

EXECUTIVE SUMMARY

This Travel Plan has been prepared on behalf of Miller Homes in support of their hybrid planning application for a mixed-use development comprising 138 residential dwellings and 20,731sqft (1,926sqm) of light industrial/commercial use on land to the south of Station Road in Market Bosworth, Leicestershire.

This Travel Plan has been produced for the employment element of the development. A Travel Plan has also been produced for the residential development.

This Framework Travel Plan builds upon information contained in the Transport Assessment and that has been prepared to support the planning application. This Travel Plan sets out a framework for individual occupiers to develop their own Travel Plans in accordance with the aims and targets set out within this Travel Plan.

A Travel Plan is a living document that sets out ways in which an organisation can reduce the number of vehicle trips to their site by promoting more sustainable travel options. It is site and occupier specific and considers the unique needs and interests of employees and visitors in the context of the local environment and transport network. A Travel Plan involves the development of agreed targets and outcomes which are linked to an appropriate package of measures aimed at reducing the need to travel, encouraging more sustainable travel, and reducing single occupancy car use, for all trips to and from a development. The Travel Plan process also includes continuous monitoring, review, and refinement over time, as travel survey data is collected to determine trends in travel patterns.

This Framework Travel Plan includes the above and has been prepared to address travel by staff and visitors. The following Travel Plan targets are proposed:

1. The development will have a 100% Travel Plan awareness target amongst staff. Every member of staff is to be made aware of the Travel Plan, and how to contact their Travel Plan Co-ordinator. This target will be achieved within three months of occupation of each unit, and will be monitored via the staff travel surveys.
2. Achieve a target of a 10% reduction in the proportion of staff travelling in the peak hours as a single occupancy vehicle driver, within five years of first occupation of the new development. This will be monitored via the staff travel surveys.

The occupiers are not known at this stage. However, this Travel Plan sets out ways in which the prospective occupiers at the site can reduce the number of single occupancy car use trips to the site by promoting more sustainable travel options and through the development of their own individual Travel Plans.

CONTENTS

EXECUTIVE SUMMARY	3
1.0 INTRODUCTION	5
2.0 TRAVEL OPPORTUNITIES	6
Site location and existing use	6
Development and parking	6
Local highway network	7
Opportunities for pedestrian travel.....	7
Opportunities for cycle travel	8
Opportunities for travel by public transport.....	10
Development and parking	11
Occupiers and operation of units	11
Measures incorporated within the development to encourage sustainable travel	11
3.0 TRIP GENERATION.....	13
Traffic generation.....	13
Modal split and person trip generation	13
4.0 TRAVEL SURVEY	14
5.0 PROPOSED TARGETS	15
6.0 MEASURES	16
7.0 IMPLEMENTATION, MONITORING AND REVIEW	18
Implementation.....	18
Monitoring	18

APPENDICES

Appendix A	Development masterplan
Appendix B	Workplace travel survey example

1.0 INTRODUCTION

- 1.1 This Travel Plan has been prepared on behalf of Bellway Homes Ltd in support of their planning application for a mixed-use development comprising 138 residential dwellings and 20,731sqft (1,926sqm) of light industrial/commercial use on land to the south of Station Road in Market Bosworth, Leicestershire. The development masterplan is in **Appendix A**.
- 1.2 This Framework Travel Plan is for the employment element of the development and a separate Travel Plan has been produced for the proposed residential use. A general site location is shown in **Figure 1**.
- 1.3 According to the National Planning Practice Guidance:

“Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets.

Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation.”

- 1.4 A Travel Plan is therefore a living document that sets out ways in which an organisation can reduce the number of vehicle trips to their site by promoting more sustainable travel options. It is site specific and considers the unique needs and interests of employees, visitors, and deliveries in the context of the local environment and transport network.
- 1.5 A Travel Plan involves the setting of agreed targets and outcomes which are linked to an appropriate package of measures aimed at reducing the need to travel, encouraging more sustainable travel, and reducing single occupancy car use, for all trips to and from the development. The Travel Plan process also includes continuous monitoring, review, and refinement over time, as travel survey data is collected to determine trends in travel patterns. This Travel Plan therefore sets out ways in which the occupiers can reduce the number of single occupancy car use trips to the site by promoting more sustainable travel options and through the development of their own individual Travel Plans.

2.0 TRAVEL OPPORTUNITIES

Site location and existing use

- 2.1 The development is to the south of Station Road, on the western edge of Market Bosworth. The northern part of the site is made up of small industrial units accessed from Station Road whilst there are two residential dwellings along the site frontage. The remainder of the site is made up of agricultural land. As part of the development proposals, it is intended to demolish the residential dwellings fronting Station Road and the industrial units immediately south of the dwellings to accommodate a vehicular access into the site.

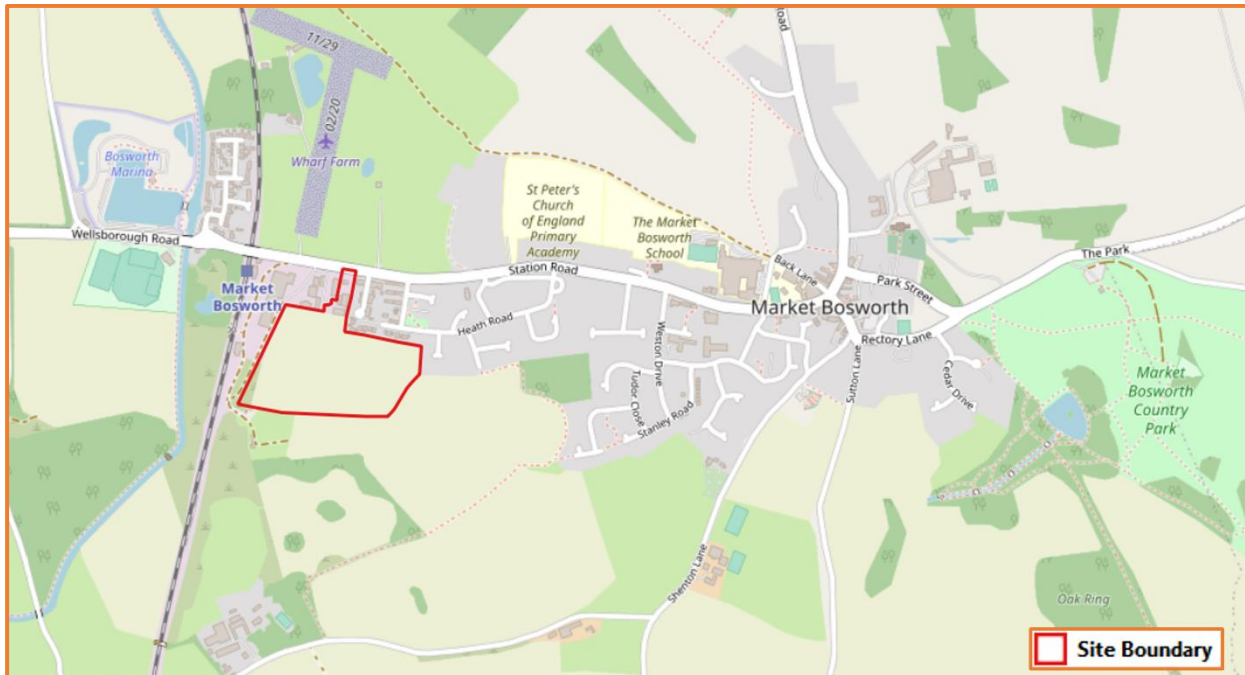


Figure 1: general site location

Development and parking

- 2.2 The development proposals comprise 138 residential dwellings and 20,731sqft (1,926sqm) of light industrial use. A hybrid planning application will be submitted which will seek full planning permission for the residential element and outline approval for the employment use.
- 2.3 The development would be accessed via a new priority-controlled simple T-junction arrangement. A 7.3m wide carriageway would be provided at the site access as well as 10m kerb radii and 2m wide footways either side of the site access carriageway.
- 2.4 Within the site, the main residential spine road would reduce to 6.75m after the employment access. The employment road would maintain the 7.3m wide carriageway.
- 2.5 In terms of the parking provision for the employment element, given outline consent is sought, car parking would be provided in line with the relevant car parking standards within the Hinckley and Bosworth parking standards review, to minimise on-street parking both within the site and on the local highway network.

Local highway network

- 2.6 Station Road is a single carriageway road subject to a 30mph speed limit and measures approximately 6m wide. To the west, Station Road becomes Wellsborough Road and then Bosworth Road before meeting the A444 Burton Road at a priority-controlled simple T-junction. The A444 enables access to the M42 at Junction 11 to the north as well as the A5 to the south.
- 2.7 To the east of the site, Station Road provides connectivity to the centre of Market Bosworth. As shown in **Figure 2**, there is a one-way system in the centre of Market Bosworth with Park Street allowing traffic to route out of the town to the east whilst Rectory Lane allows for journeys into Market Bosworth from the east. Both Rectory Lane and Park Street meet with The Park at a priority-controlled junction. The Park becomes Bosworth Road to the east which meets the A447 and B585 Bosworth Lane at a priority-controlled staggered ghost island junction.
- 2.8 The A447 extends to Ibstock and Coalville to the north and provides a route to the M1 at Junction 23A via the A511 Ashby Road and the A42. It also provides access to Hinckley to the south. The B585 Bosworth Lane routes east and meets with the B585 Barlestone Road and B582 Barlestone Road at a signal-controlled T-junction. The B585 provides connectivity to Bardon Hill and the M1 Junction 22 via the A511 Shaw Lane whilst the B582 Barlestone Road extends east towards Desford and Enderby with links to Leicester via the A47 Hinckley Road.

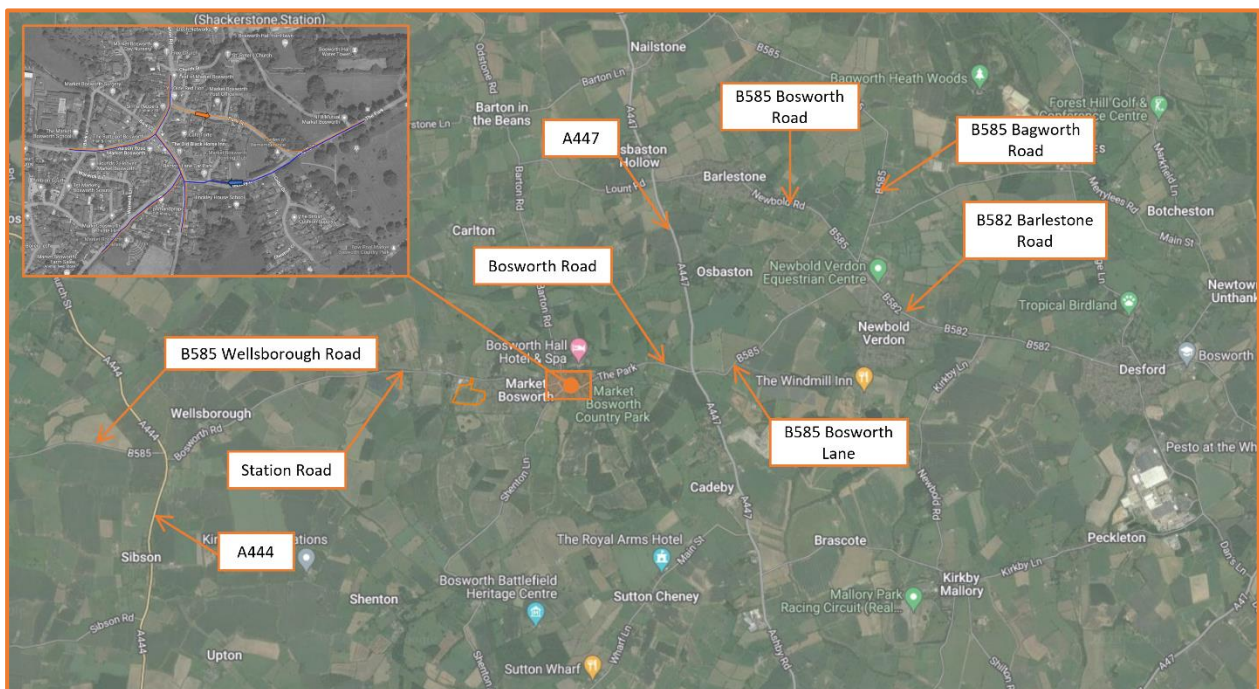


Figure 2: local highway network

Opportunities for pedestrian travel

- 2.9 Pedestrians are typically prepared to walk up to 2km for non-leisure journeys such as travelling to work or school¹. As shown in **Figure 3**, the pedestrian catchment covers all of Market Bosworth and its associated facilities which includes St Peter's CE Primary Academy, The Market Bosworth School, The Dixie Grammar School, Co-Op supermarket and a Post Office. With regards to pedestrian infrastructure, there is a continuous footway on the northern side of Station Road which extends to the centre of Market Bosworth.

¹ Guidelines for Providing for Journeys on Foot, Institution of Highways and Transportation, 2000



Figure 3: 2km pedestrian catchment

- 2.10 With regards to pedestrian infrastructure, there is a footway to the east of the proposed access junction on the southern side of Station Road. The footway extends for approximately 50m from the proposed site access before terminating at the junction that serves 255-269 Station Road. There is a continuous footway on the northern side of Station Road which extends to the centre of Market Bosworth.
- 2.11 As part of development proposals, 2m wide footways would be provided either side of the site access carriageway which would connect with the existing footway on the southern side of Station Road.
- 2.12 To facilitate connectivity to the footway on the northern side of Station Road, an uncontrolled pedestrian crossing point with tactile paving and dropped kerb would be provided. An internal pedestrian connection would also be provided within the site to Heath Road which would facilitate connectivity to the main desire lines to the east of the site

Opportunities for cycle travel

- 2.13 Guidance suggests that cyclists are typically prepared to cycle up to 5km for non-leisure journeys, such as those to work. **Figure 4** therefore shows a 5km cycle catchment from the centre of the site. The 5km cycle catchment area includes Market Bosworth, Osbaston, Congerstone and Sutton Cheney.

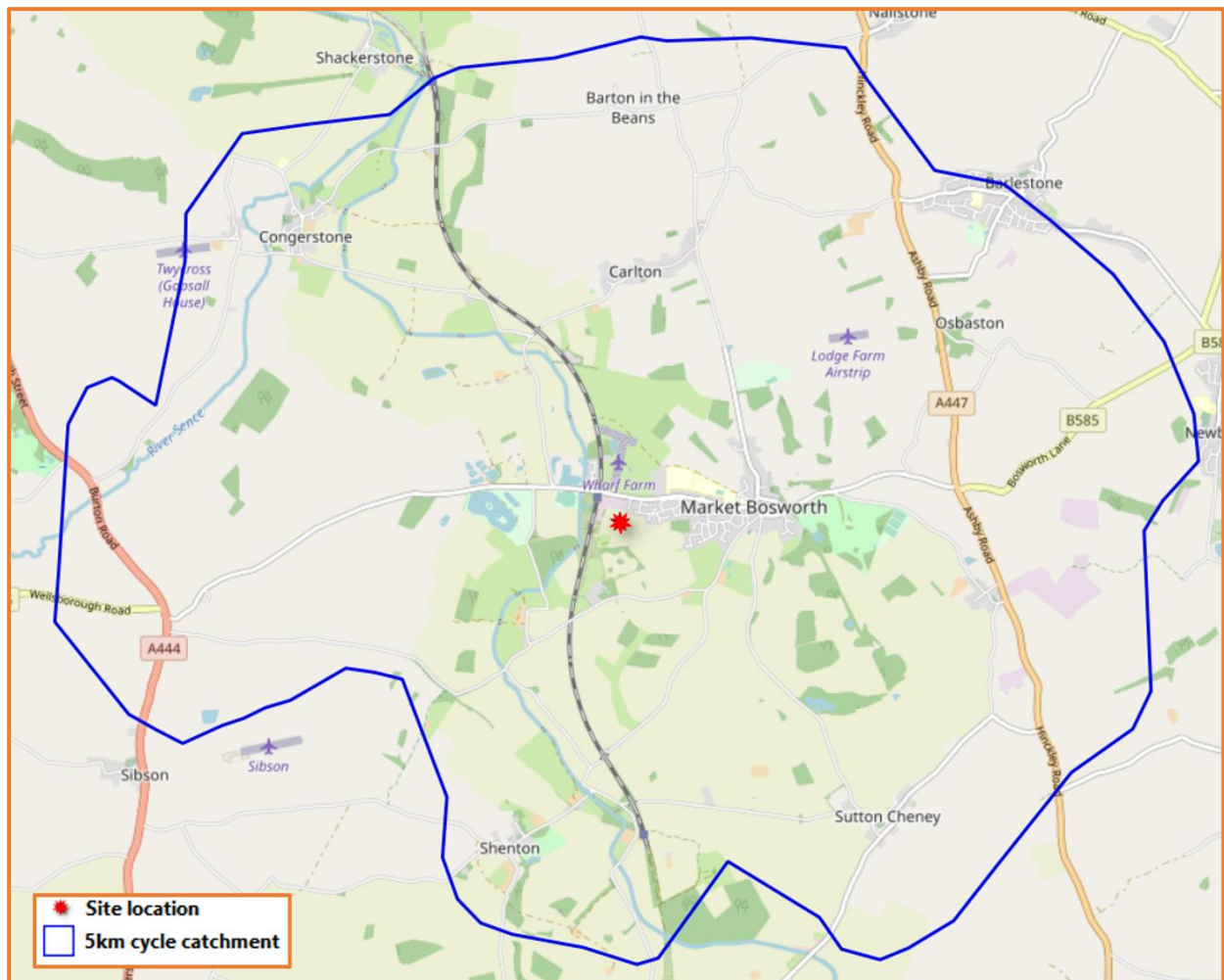


Figure 5: 5km cycling catchment

- 2.14 As shown in **Figure 6**, Station Road is classified as an on-road leisure route² and runs through the heart of Market Bosworth providing access to Barton Road and Sutton Lane to the east which are also categorised on-road leisure routes and enable cycle connectivity to Barton in the Beans and Congerstone to the north and Hinckley to the south. To the west of the site, Station Road connects with National Cycle Network (NCN) route 52 which extends to destinations such as Nuneaton and Coalville.

² [Borough-of-Hinckley-and-Bosworth-scaled.jpg \(2560×1789\) \(choosehowyoumove.co.uk\)](#)



Figure 6: extract from LCC cycle map

Opportunities for travel by public transport

- 2.15 The nearest bus stop is located on Market Place in the centre of Market Bosworth, approximately 1.1km walking distance from the site. The bus stop consists of a shelter and serves the number 7 and 153 routes. The 153 provides connectivity to Leicester every hour however the number 7 provides a less frequent service between Measham and Witherley.
- 2.16 To encourage bus travel, ADC has made contact with Arriva bus to enquire about extending the 153 service and provide a stop closer to the site. Arriva responded in an email dated Wednesday 10 January 2024 and stated, “happy to confirm our interest in this proposal, with the suggestion that the route would extend to Carlton Road which was the historic terminus of this service. Any such extension would require the deployment of an additional vehicle at a cost circa £170k/yr for a period of 5 years”.
- 2.17 As a follow up, ADC enquired whether Arriva would also be interested diverting the route into the site in a loop should the wider site be developed in future. Arriva responded in an email dated Friday 12 January 2024 stating, “We could certainly loop through the site should Phase 2 come to fruition, assuming the internal road layout would include somewhere that buses could safely wait time as this would essentially become the terminus of the route. For Phase 1, or should Phase 2 not include bringing the bus onto the site, the Carlton Road bus stop would provide somewhere buses can safely wait time – so the only S278 works we’d advocate in relocating the existing (out of use) bus stops away from the new access would be Kassel kerbing and a bus shelter on the opposite, Leicester-bound side of the highway”. This will therefore be discussed with LCC during the consultation period for the application.

Development and parking

- 2.18 The development proposals comprise 138 residential dwellings and 20,731sqft (1,926sqm) of light industrial use. A hybrid planning application will be submitted which will seek full planning permission for the residential element and outline approval for the employment use.
- 2.19 The development would be accessed via a new priority-controlled simple T-junction arrangement. A 7.3m wide carriageway would be provided at the site access as well as 10m kerb radii and 2m wide footways either side of the site access carriageway.
- 2.20 Within the site, the main residential spine road would reduce to 6.75m after the employment access. The employment road would maintain the 7.3m wide carriageway.
- 2.21 In terms of the parking provision for the employment element, given outline consent is sought, parking would be provided in line with the relevant car parking standards within the Hinckley and Bosworth parking standards review, to minimise on-street parking both within the site and on the local highway network.
- 2.22 Disabled car parking would be provided close to the offices and entrance to the units. These spaces will be accessible to users with varying levels and types of disability, including visual impairment.
- 2.23 Consideration will be given to the provision of electric vehicle charging points with the demand monitored as part of the staff travel surveys undertaken for each unit.
- 2.24 Cycle parking would be provided in the form of Sheffield Stands. The location of the cycle parking would close to the entrances to the units.

Occupiers and operation of units

- 2.25 This is a Framework Travel Plan and, therefore, the occupiers are not known at this stage. However, this Travel Plan provides a framework for individual occupiers to prepare and manage their own Travel Plans.

Measures incorporated within the development to encourage sustainable travel

- 2.26 As part of development proposals, 2m wide footways would be provided either side of the site access carriageway which would connect with the existing footway on the southern side of Station Road.
- 2.27 To facilitate connectivity to the footway on the northern side of Station Road, an uncontrolled pedestrian crossing point with tactile paving and dropped kerb would be provided. An internal pedestrian connection would also be provided within the site to Heath Road which would facilitate connectivity to the main desire lines to the east of the site.
- 2.28 Regarding bus travel, all employees will be offered six-month bus passes.
- 2.29 The nearest bus stop from the site is 1.1km from the site access which notably serves the 153 bus to Leicester. Contact has been made with Arriva bus to enquire about extending the 153 service and provide a stop closer to the site and potentially routing the service within the site should future development come forward to the south of the site. Arriva have confirmed interest in both

options, and this would therefore be discussed with LCC as part of the consultation period of the application.

2.30 Each unit will provide a disabled W/C with shower.

3.0 TRIP GENERATION

Traffic generation

The trip rates and resultant traffic generation of the employment use of the development has been extracted from the Transport Assessment prepared to support the planning application and are shown in the tables below.

Light industrial vehicle trip rates									
	AM Peak			PM Peak			Daily		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Light	0.501	0.186	0.687	0.250	0.633	0.883	3.321	2.941	6.262
HGV	0.019	0.014	0.033	0.014	0.000	0.014	0.270	0.270	0.540
Total	0.520	0.200	0.720	0.264	0.633	0.897	3.591	3.211	6.802

Light industrial vehicle trip generation (1,926sqm)									
	AM Peak			PM Peak			Daily		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Light	10	4	14	5	12	17	64	57	121
HGV	0	0	0	0	0	0	5	5	5
Total	10	4	14	5	12	17	69	62	131

- 3.1 The actual number of vehicle trips generated by the occupiers will be determined via staff travel surveys once the units are occupied. Hence, the trip generation will be updated for each unit once the first surveys have been completed and analysed.

Modal split and person trip generation

- 3.2 The Transport Assessment forecasts the following modal split and person trip generation, based on the travel patterns of existing employees in the area (from 2011 Census data) and the light vehicles trips in the table above.

	on foot	bicycle	bus	train	m/cycle	car driver	passenger	taxi
modal split	8.8%	1.8%	2.3%	0.2%	1.2%	77.0%	8.6%	0.1%
Daily	68	14	18	2	9	600	67	1

- 3.3 The actual number of person trips generated by the occupier will be determined via staff travel surveys once the units are occupied. Hence, the person trips will be updated once the first travel survey have been completed and analysed.

4.0 TRAVEL SURVEY

- 4.1 Travel surveys will be undertaken by all staff of the respective units under the leadership of their respective Travel Plan Co-ordinators, within three months after occupation of a unit/occupier.
- 4.2 A copy of an example travel questionnaire is included in **Appendix B**. The survey will identify how people currently travel to the site and how people would prefer to travel to the site. Survey distribution methods will be determined through discussion with the occupiers, either in electronic format or paper surveys.
- 4.3 Once the results have been collected, these will be analysed and the individual Travel Plans prepared to include the results and analysis.

5.0 PROPOSED TARGETS

- 5.1 Having established the above baseline modal split, i.e. the modal split that would occur if there was no Travel Plan in place, the next step is to establish how the Travel Plan could reduce single occupancy car use and therefore car mileage.
- 5.2 Travel Plans, and the promotion of sustainable travel modes (see Section 6 and 7), have an impact on the modal split of a development and the proportion of car trips. Therefore, this Travel Plan adopts the following targets:
- **Target One** - The development will have a 100% Travel Plan awareness target amongst staff. Every member of staff is to be made aware of the Travel Plan, and how to contact their Travel Plan Co-ordinator. This target will be achieved within three months of occupation of each unit and will be monitored via the staff travel surveys.
 - **Target Two** - Achieve a target of a 10% reduction in the proportion of staff travelling in the peak hours as a single occupancy vehicle driver, within five years of first occupation of the new development. This will be monitored via the staff travel surveys.

6.0 MEASURES

- 6.1 The following measures will be implemented at the development to promote walking, cycling, bus travel, and car sharing amongst employees and visitors. The responsibility for providing the necessary physical infrastructure falls to the Developer. All other measures are the responsibility of the end occupier/Travel Plan Co-ordinator (TPC) within each unit. The role of the Travel Plan Coordinator is described in Section 7.

	Measure	Responsibility	Timescale
Administration	appointment of the Travel Plan Coordinator (TPC) within each unit	Occupier	on occupation
	production of individual Travel Plans for each employment unit in accordance with this Framework Travel Plan	TPC	3 months following occupation of each employment unit
Walking	provision of on-site footway	Developer	during construction
	dissemination pedestrian route map, detailing routes, distances and journey times	TPC	on occupation
	promotion of Walk to Work month	TPC	annually
	promotion of area-wide walking events	TPC	ongoing
Cycling	provision of cycle parking spaces for each employment unit	Developer	during construction/prior to occupation
	provision of showers in the accessible WCs on the ground floor of each unit	Developer	during construction/prior to occupation
	creation of a Bike User Group (BUG)	TPC	on occupation/ongoing
	promotion of the Cycle2Work Scheme	TPC	on occupation
	dissemination of local cycle maps	TPC	on occupation/ongoing
	promotion of area wide cycling events / challenges	TPC	ongoing
Public Transport	active dissemination of public transport information by the Travel Plan Co-ordinator notably promoting the Choose How You Move website which enables access to a route planner as well as bus timetables.	TPC	on occupation and ongoing
	promotion of area wide bus events / challenges	TPC	ongoing
	6 month bus passes to be provided to employees who request one	TPC	on occupation and ongoing
	Promotion of the BetterPoints app which would allow employees to earn rewards in the form of high street vouchers in return for travelling by sustainable modes.	TPC	on occupation and ongoing
Car sharing	raise awareness of the sharing scheme with marketing and communication materials	TPC	ongoing
	promotion of Leicestershire Liftshare database and site wide car sharing initiatives	TPC	on occupation and ongoing
	promote car share spaces through the provision of priority spaces closet to the entrance of the units	TPC	on occupation and ongoing
Marketing	establish a website for the development, providing information on 'how to find us' by each mode of travel	TPC	prior to occupation and ongoing maintenance

	involvement in national travel related events (e.g. promotion of national lift share week, bike week)	TPC	prior to occupation and ongoing maintenance
Monitoring	annual monitoring surveys and report.	TPC	see section 7

7.0 IMPLEMENTATION, MONITORING AND REVIEW

Implementation

- 7.1 In order to co-ordinate the implementation, monitoring and review of the Travel Plan, a Travel Plan Co-ordinator will be appointed for each unit by the respective occupiers. This role will require part time involvement and will be mandatory for the occupiers.
- 7.2 The role of the Travel Plan Co-ordinator will be to:
- Oversee the development, promotion, and implementation of the Travel Plan measures for the unit.
 - Implement continuous effective marketing and awareness raising strategies to promote sustainable travel.
 - Act as a point of contact for all staff, visitors, and/or suppliers at their unit who require information.
 - Co-ordinate the necessary data collection exercise and monitoring procedures within their individual unit, which are required to develop their individual Travel Plan.
 - Build upon this Travel Plan to update the report. This includes the analysis of the travel questionnaires, including trends against previous years, and determining what further measures, if any, could be promoted.
 - To secure a sufficient budget for the Travel Plan and then ensure its efficient and effective use within their unit.

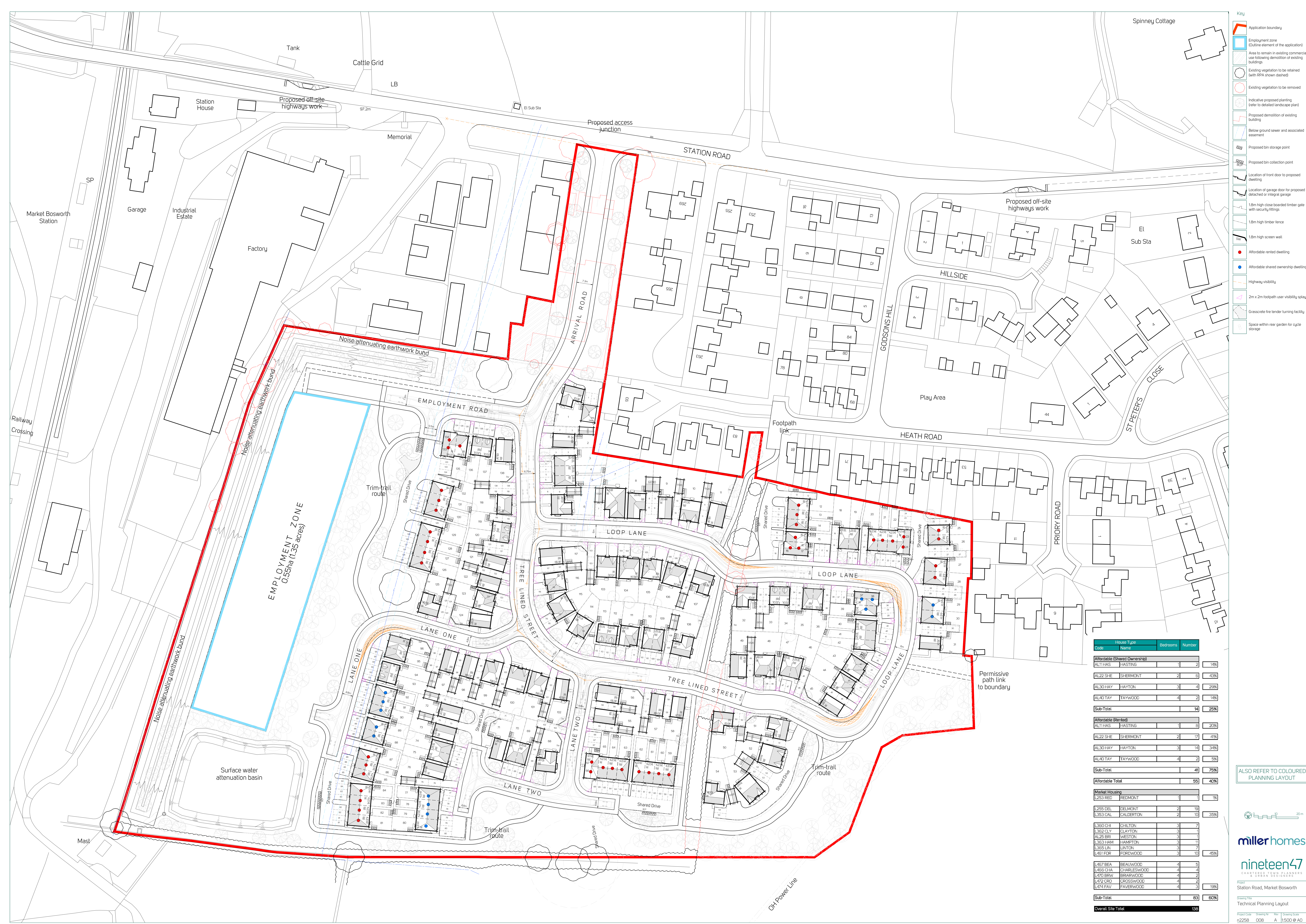
Monitoring

- 7.3 The Travel Plan will be monitored for a period of five years following first occupation of the development. This approach will be used to allow appropriate monitoring of Target One (Travel Plan awareness), and Target Two (reduction in single occupancy staff trips).
- 7.4 The Travel Plan Co-ordinator at each unit/occupier will be responsible for monitoring the Travel Plan awareness and travel patterns of all staff and visitors within their unit. The Travel Plan Co-ordinator should consider signing up for Modeshift Stars <https://modeshiftstars.org>.
- 7.5 The monitoring program will comprise the following:
- Baseline informal monitoring surveys to occur three months from the occupation of the unit, to feed into the production of the individual Travel Plan and ensure that the targets are meaningful.
 - Monitoring in the first, third and fifth year of the Travel Plan.
- 7.6 The Travel Plan Co-ordinator will use the analysis and results of this initial monitoring process to inform and develop their own Travel Plan for their business, within three months of occupying the respective units.
- 7.7 The full Travel Plan will include the following sections:
- Introduction
 - A description of the site, including the size and type of development, the site address, and a description of the existing transport links and infrastructure to support sustainable travel.
 - A description of the organisation, including the type of work undertaken, the number of staff, hours of operation, shift changeover times, number of visitors etc.

- Details on existing travel patterns, including the modal split of staff and visitors (information gathered in the travel surveys), and existing transport facilities (such as the number of car and cycle parking spaces, lockers etc).
 - Potential to achieve modal transfer – details any opportunities for employees/visitors to switch their travel mode to a more sustainable mode.
 - Travel Plan targets.
 - Measures to be implemented in order to encourage modal transfer – with possible incentives identified in the travel surveys.
 - Plan administration – method for implementing the Travel Plan. This will be similar to the methods detailed above, with surveys and data collection.
 - Monitoring and review – method for monitoring and reviewing the success of the travel plan.
- 7.8 The monitoring will determine: the level of Travel Plan awareness; the baseline modal split and travel patterns, the uptake of any measures and incentives proposed, and help identify any further measures that need to be investigated and proposed.
- 7.9 The Travel Plan Co-ordinator will be responsible for monitoring the Travel Plan awareness and travel patterns of all staff and visitors within their unit. The monitoring program will also include the following ‘hard’ data recorded at 12 monthly intervals:
- demand for car parking and car share parking spaces (number of spaces occupied)
 - the level of inquiry and use of the car share scheme
 - informal comments made by employees and visitors regarding the operation of the Travel Plan.
- 7.10 The results of the monitoring will be presented in a report form to LCC for discussion and agreement. The reports will determine the progress of the targets and would be made available to employees and visitors within the development. This could be either as hard copies or as a digital copy uploaded to the company’s website for everyone to view.

APPENDIX A

DEVELOPMENT MASTERPLAN



- Key
- Application boundary
 - Employment zone (Outline element of the application)
 - Area to remain in existing commercial use following demolition of existing buildings
 - Existing vegetation to be retained (with RPA shown dashed)
 - Existing vegetation to be removed
 - Indicative proposed planting (refer to detailed landscape plan)
 - Proposed demolition of existing building
 - Below ground sewer and associated easement
 - Proposed bin storage point
 - Proposed bin collection point
 - Location of front door to proposed dwelling
 - Location of garage door for proposed detached or integral garage
 - 1.8m high close boarded timber gate with security fittings
 - 1.8m high timber fence
 - 1.8m high screen wall
 - Affordable rented dwelling
 - Affordable shared ownership dwelling
 - Highway visibility
 - 2m x 2m footpath user visibility splay
 - Grasscrete fire tender turning facility
 - Space within rear garden for cycle storage

House Type		Bedrooms	Number	
Code	Name			
Affordable (Shared Ownership)				
AL11 HAS	HASTING	1	2	14%
AL22 SHE	SHERMONT	2	6	43%
AL30 HAY	HAYTON	3	4	25%
AL40 TAY	TAYWOOD	4	2	14%
Sub-Total			14	25%
Affordable (Rented)				
AL11 HAS	HASTING	1	8	20%
AL22 SHE	SHERMONT	2	17	41%
AL30 HAY	HAYTON	3	14	34%
AL40 TAY	TAYWOOD	4	2	5%
Sub-Total			41	75%
Affordable Total			55	40%
Market Housing				
L253 RED	REDMONT	1	1	3%
L255 DEL	DELMONT	2	19	
L353 CAL	CALDETON	2	10	35%
L360 CHI	CHILTON	3	7	
L362 CLY	CLAYTON	3	1	
AL25 BRI	WESTON	3	11	
L353 HAM	HAMPTON	3	11	
L355 LIN	LINTON	3	7	
L451 FOR	FORDWOOD	3	10	45%
L457 BEA	BEAUWOOD	4	5	
L458 CHA	CHARLESWOOD	4	4	
L470 BRW	BRIARWOOD	4	2	
L472 GRO	CROSSWOOD	4	2	
L474 FAV	FAVERWOOD	4	3	19%
Sub-Total			83	60%
Overall Site Total			138	

ALSO REFER TO COLOURED PLANNING LAYOUT

APPENDIX B

WORKPLACE TRAVEL SURVEY EXAMPLE

STAFF TRAVEL SURVEY



As part of the planning obligations for the development, we need to produce a Travel Plan report, which must then be approved by Milton Keynes City Council. This report simply details how our staff currently travel to and from work, and includes measures and incentives to facilitate safe and convenient commuting trips.

ADC Infrastructure Ltd are producing the report on your behalf so that the Travel Plan can be updated to include the results and analysis. Please could you therefore complete **all** of the following questions. Please be assured that your responses will be anonymous.

If you have any queries about the travel survey, or the Travel Plan report, please contact the Travel Plan Co-Ordinator.

1. Please give your home postcode
2. Please underline your gender:
 1. Male
 2. Female
3. Please underline your age:
 1. Under 25
 2. 25-34
 3. 35-44
 4. 45-54
 5. 55 or over
4. Please underline your usual working days:
 1. Monday
 2. Tuesday
 3. Wednesday
 4. Thursday
 5. Friday
 6. Saturday
 7. Sunday
5. Please underline your usual working hours:
 1. Out of hours e.g. nights
 2. Normal working day
e.g. 7am-3.30pm, 1pm-9.30pm, 9am-5pm
 3. Other
6. Please underline how you usually travel to work:

1. Walk	2. Run
3. Cycle	4. Bus
5. Car driver (alone)	6. Car driver (with a colleague)
7. Car passenger (with friend/family)	8. Car passenger (with a colleague)
9. Motorbike	10. Train
11. Other (please state)	

STAFF TRAVEL SURVEY

7. What is your main reason for travelling to work this way, please underline the reason why:
1. Car essential to perform job
 2. Dropping/collecting children
 3. Get a lift
 4. Health reasons
 5. Lack of an alternative
 6. Mobility reasons
 7. Cheaper than the alternative
 8. Personal safety
 9. Convenience
 10. I don't use public transport
 11. Available parking
 12. Other (please state)
8. If your usual mode of travel is unavailable, please underline how would you travel to work?
- | | |
|---------------------------------------|-------------------------------------|
| 1. Walk | 2. Run |
| 3. Cycle | 4. Bus |
| 5. Car driver (alone) | 6. Car driver (with a colleague) |
| 7. Car passenger (with friend/family) | 8. Car passenger (with a colleague) |
| 9. Motorbike | 10. Train |
| 11. Other (please state) | |
9. If you live close to work, are there any incentives that would encourage you to walk?
.....
10. Are there any incentives that would encourage you to cycle, please underline:
1. Free secure, covered cycle parking at work
 2. Provision of free cycle locks
 3. Financial help to buy a new bicycle (such as Decathlon cycle to work scheme)
 4. Changing facilities and lockers at work
 5. Free adult cycle training
 6. Other (please state).....
11. Are there any incentives that would encourage you to use the bus, please underline:
1. Flexible start/finish times to coincide with bus timetables
 2. Provision of free bus passes
 3. Discount tickets/passes available at work
 4. Public transport information
 5. Other (please state)
12. Where do you usually park, please underline:
1. At worksite
 2. Free parking in nearby street
 3. Paid parking
 4. Other (please state)
13. Would you be prepared to car share, please underline:
1. Yes
 2. No

STAFF TRAVEL SURVEY



14. Are there any incentives that would encourage you to car share with a colleague, please underline:
- 1. Help finding a colleague that lives close to you/on your route to and from work
 - 2. Reserved car parking spaces at work for car sharers
 - 3. Free taxi home if let down by car driver
 - 4. Other (please state)