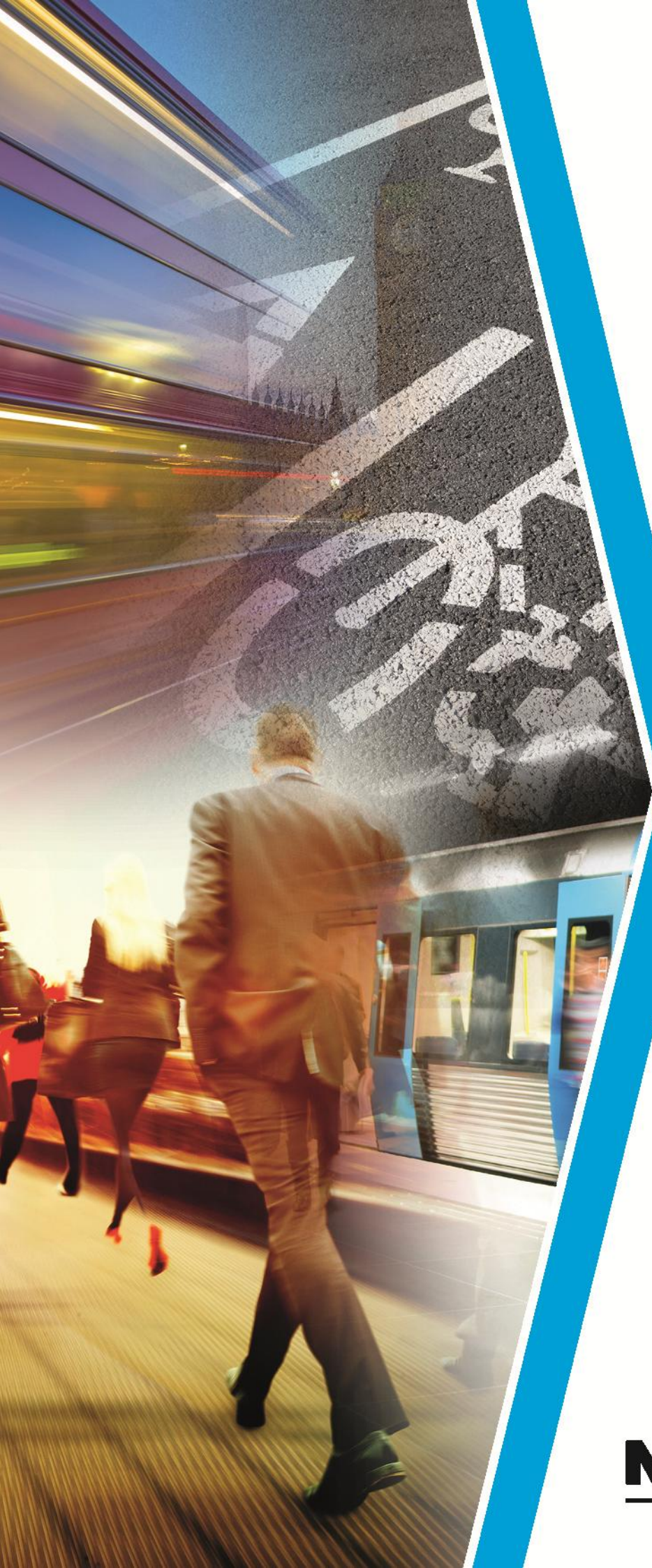




Plot 8
MIRA Technology Park

Travel Plan prepared on behalf
of ERI MTP Limited

February 2026

Plot 8, MIRA Technology Park

Project No: MTP Ref: 25-008

Document Reference No: 25008/Reports/Travel Plan

Document Title: Travel Plan

Date: February 2026

Client Name: ERI MTP Limited

Project Manager: Paul Koven

Author: David Bates

Produced By: **Milestone Transport Planning Limited**
7 Ancells Court, Rye Close, Fleet, Hampshire GU51 2UY - Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, Tyne & Wear, NE8 1AN - Tel: 0191 3387220
Edmund House, 12-22 Newhall Street, Birmingham, B3 3AS - Tel: 0121 661 9881

Email: mail@milestonetp.co.uk
Web: www.milestonetp.co.uk

Document history & status

Revision	Date	Description	Prepared By	Checked By	Authorised By
	26.02.26	First Issue	D. Bates		

CONTENTS

1.	Introduction	1
2.	Aims & Objectives	3
3.	Site Information	4
	Site Accommodation	4
	Access	4
	Parking Provision	5
	Current Travel Patterns	5
	Future Travel Patterns	6
	Accessibility	8
4.	Travel Plan Implementation	11
	Travel Plan Coordinator Responsibilities	11
	Communication	11
	Monitoring	12
	Travel Plan Review	12
5.	Travel Initiatives	14
	Car Use & Parking	14
	Encouragement of Non-Car Modes of Travel	15
	General Policies / Initiatives	18
6.	Travel Plan Targets	19
	Action Plan	19

Tables

Table 3.1	Schedule of Accommodation	4
Table 3.2	Schedule of Parking	5
Table 3.3	Baseline Mode Split (Based on 2011 Census O-D Data)	7
Table 3.4	Predicted Future Travel Patterns - Daily	7
Table 6.1	Travel Plan Implementation Timetable	19
Table 6.2	Action Plan	20

1. Introduction

- 1.1 A Travel Plan is a *“strategy for managing all travel and transport within an organisation. It contains both physical and behavioural measures aimed at increasing travel choices, through the use of sustainable modes of transport to a site or development.”* (BREEAM UK New Construction (2023) Technical Manual SD5079 - Version: 6.1)
- 1.2 This BREEAM compliant Travel Plan has been prepared in accordance with Condition 6 of the MIRA Technology Park permission (LPA Ref. 14/00661/CONDIT) and relates specifically to the proposed offices and workshops with external service yards and car parking at Plot 8 located within the wider MIRA site forming part of the overall MIRA Technology Park masterplan development.
- 1.3 Reference is made to the BREEAM UK New Construction (2023) Technical Manual in the preparation of this Travel Plan. Specifically, consideration is given to Section 7 of the BREEAM UK New Construction (2023) Technical Manual where credits are available under the headings Tra01 Transport Assessment and Travel Plans as well as Tra02 Sustainable Transport Measures.
- 1.4 The basis upon which this Travel Plan specific to Plot 8 MIRA Technology Park has been prepared is the useful and relevant information contained within the Transport Assessment (April 2011), Supplementary Transport Assessment (August 2011) and Framework Travel Plan (August 2011) prepared by Advance Transportation Consulting and that accompanied the original MIRA Technology Park planning application (LPA Ref. 14/00661/CONDIT).
- 1.5 MTP Dev Limited confirm that the Travel Plan will be implemented post construction and will be supported by each of the building's management once operational.
- 1.6 MIRA Technology Park is located to the north of the A5 between the village settlements of Fenny Drayton to the west, and Higham on the Hill to the east. Further west is the town of Atherstone and to the east is Hinckley, with Nuneaton located approximately 6km to the south of the site.
- 1.7 The location of Plot 8 in relation to the wider MIRA Technology Park is shown in Figure 1. The proposed Site Plan is shown in Figure 2.

Figure 1 Site Location



Figure 2 Site Plan



2. Aims & Objectives

- 2.1 In accordance with the BREEAM aim and policy objectives of the NPPF, the purpose of the Travel Plan is to affect a reduction in the reliance upon car borne travel for essential and non-essential journeys made primarily by employees (and to a lesser degree visitors) to and from Plot 8, MIRA Technology Park.
- 2.2 In addition, the purpose of the Travel Plan is to formalise a strategy that promotes access by public transport, walking and cycling, and facilitates considerate movement of HGVs.
- 2.3 In the context of BREEAM Tra01 / Tra02, the objectives of the Plot 8, MIRA Technology Park Travel Plan are therefore to:
- Promote the implementation of travel solutions relevant to the challenges and opportunities of the site.
 - Raise awareness, understanding and accessibility of the available travel options, and local amenities, allowing for affordable access to services, through the provision of relevant information to the occupiers.
 - Encourage more sustainable transport and movement of people and goods, to and around the site.
 - Provide appropriate infrastructure to account for the travel needs of the occupants of the site, based on an ongoing appraisal of travel patterns, to encourage greater use of travel modes, such as cycling and car sharing.
 - Achieve fewer private vehicle trips to and from the site than would otherwise have been the case.
 - Reduce congestion and improve safety on the site and on surrounding roads, addressing the effects of development-related traffic on emissions, noise, visual intrusion, and road traffic accidents.
 - Promote considerate HGV movements.
 - Develop a partnership approach with the Local Planning Authority (LPA) to influence the travel behaviour of employees.
 - Achieve a reduction in overall private vehicle mileage resulting in an associated reduction in environmental pollution.
- 2.4 To achieve these aims and objectives, each occupier will appoint a Travel Plan Coordinator (TPC). The TPC will take an active interest in ensuring the successful implementation and ongoing operation of the Travel Plan. The TPC will also be responsible for the implementation and monitoring of the schemes defined within the Travel Plan.

3. Site Information

Site Accommodation

- 3.1 Plot 8 comprises a total site area of 1.93 hectares (4.77 acres) of land located to the north-west of MIRA Technology Park and located north of Mira Drive that serves the MIRA Technology Institute ("MTI").
- 3.2 Plot 8 delivers two workshop / office units with a combined total floor area of 10,238m² GIA of floor area, 184 car parking spaces for employees and visitors (incl. 9 disabled parking spaces) and secure service yard areas to the rear. Table 3.1 provides a breakdown of the proposed floor area by use and the disposition of the proposed development in the form of a site plan is provided as Figure 2.

Table 3.1 **Schedule of Accommodation**

Unit 8a	Floor Area (sqm)	Floor Area (sqft)
Workshop	3,930	42,300
Office	1,189	12,800
Sub-Total	5,119	55,100

Unit 8b	Floor Area (sqm)	Floor Area (sqft)
Workshop	3,930	42,300
Office	1,189	12,800
Sub-Total	5,119	55,100

Combined Development	Floor Area (sqm)	Floor Area (sqft)
Workshop	7,860	84,600
Office	2,378	25,600
TOTAL	10,238	110,200

Access

- 3.3 Plot 8 will be served by two points of access.
- 3.4 The primary access for employees and visitors by all modes are located to the front of the workshop / office units and are located off an extension to the estate road connecting Mira Drive that serves MTI.
- 3.5 This primary access will also be for pedestrians, cyclists, motorcycles, and private cars wishing to access the car park. A dedicated, wide footway of at least 3.0m in width, adjacent to the primary access, will connect into the wider footway / cycleway network established along the northern side of estate road connecting Mira Drive and the wider MIRA Technology Park campus.
- 3.6 This footway / cycleway network then continues to connect with external infrastructure along the A5 corridor and Weddington Walk.

- 3.7 Pedestrians and cyclists will be able to access the offices and workshop facilities from the publicly accessible frontage of the building. Both workshop / office units within Plot 8 are provided with showers and changing facilities for cyclists, as with all new buildings within MIRA Technology Park.
- 3.8 In the context of Tra02 of the BREEAM Technical Manual, the internal walkways, and pedestrian entrances to buildings within Plot 8 are step-free and incorporate features to aid access for people with varying levels and types of disability, including visual impairment.
- 3.9 A single access point located between the primary accesses accommodates HGV servicing & deliveries via gated, secure compounds accessed off the estate road that runs adjacent to the northern boundary.
- 3.10 The secure yard and workshop areas will, on occasion, require servicing by both fixed-wheel rigid lorries as well as larger articulated lorries for the delivery of parts and/or vehicles to be processed through the workshop bays which will be able to arrive and depart the site in a forward gear.

Parking Provision

- 3.11 Plot 8 is provided with parking provided in accordance with the LPA's adopted standards contained within the Leicestershire Highway Design Guide (Part 3) in terms of provision for cars (incl. disabled and electric charging bays), cycles, motorcycles, and HGVs. Table 3.2 provides a summary of the parking provided with both units, cross referenced to the standards.

Table 3.2 **Schedule of Parking**

Unit 44a & 44b	No. Spaces	Adopted Standard
Total Car Parking	184	Max. standard: 1 per 30sqm (offices) & 1 per 55sqm (workshop)
EV Charging	Active - 2 Passive (cable routing) - 36	1 x active + 1 x passive for every 5 spaces
Disabled	9	1 per employee plus 2 bays or 5%
Cycles	26	1 per 400sqm
Motorcycles	18	1 + 1 every 10 car spaces
HGVs	20	1 per 500sqm

Current Travel Patterns

- 3.12 The site of Plot 8 is an agricultural field and therefore has no existing uses. In the context of Tra02 of the BREEAM Technical Manual, it is therefore not possible to establish travel patterns and attitudes towards cycling, walking and public transport amongst any existing users.

Future Travel Patterns

- 3.13 The proposed uses within Plot 8 reflect the same type of uses that already exist within the MIRA Technology Park. On this basis, and as has been agreed within the original MIRA Technology Park planning application (LPA Ref. 14/00661/CONDIT), the existing traffic recorded in surveys on the MIRA access and generated by the existing development, forms a suitable basis from which 'MIRA' vehicular trip rates (daily and peak) can be derived and then applied to the proposed new development in order to establish the likely levels of traffic generation.
- 3.14 The 'MIRA' trip rates equate to 1.999 arrivals/100m² and 1.971 departures/100m² over a daily period. When applied to the proposed total combined floor area of 10,238m², the level of trips generated correlates to daily flows of 205 vehicle arrivals and 202 vehicle departures.
- 3.15 In terms of peak periods, the 'MIRA' trip rates (that include visitors and deliveries as well as employees) are as follows:
- | | | |
|------------------|----------------------------------|------------------------------------|
| – AM (0800-0900) | 0.555 arrivals/100m ² | 0.046 departures/100m ² |
| – PM (1700-1800) | 0.030 arrivals/100m ² | 0.446 departures/100m ² |
- 3.16 When these trip rates are applied to the Plot 8 development, the following levels of additional development-related traffic are predicted:
- | | | |
|------------------|-------------|---------------|
| – AM (0800-0900) | 57 arrivals | 5 departures |
| – PM (1700-1800) | 3 arrivals | 46 departures |
- 3.17 In terms of the directional split of additional development-related traffic at the MIRA Drive / A5 junction, the same percentage split that was recorded in the existing surveys has been applied. This results in the following turning movements at the MIRA Drive / A5 junction:
- **AM Peak (0800-0900):**

– 67% to/from A5 (East):	38 arrivals	3 departure
– 33% to/from A5 (West):	19 arrivals	2 departures
 - **PM Peak (1700-1800)**

– 67% to/from A5 (East):	2 arrival	31 departures
– 33% to/from A5 (West):	1 arrivals	15 departures
- 3.18 The levels of vehicular movements generated by Plot 8 on the A5 access junction during the peak periods are minimal. On this basis, it is considered that the proposed development will have no noticeable impact on the operation of the surrounding highway and transport networks and any residual effects because of the proposals would be negligible.
- 3.19 Importantly, this impact is already taken account of within the traffic modelling undertaken as part of the Transport Assessment prepared by Advance Transportation Consulting that accompanied the original MIRA Technology Park planning application (LPA Ref. 14/00661/CONDIT), as referred to in Section 1 of the Travel Plan.
- 3.20 To assess the predicted travel patterns by all modes of travel for the Plot 8 development, reference is made to the 2011 Census O-D by method of travel to work data for the Middle Super Output Area (MSOA) Hinckley & Bosworth 008 within which the site is located.
- 3.21 Table 3.3 sets out the baseline predicted modal split of trips based on the 2011 Census O-D Data. This mode split does not take account of any modal shift that could be realised through

the implementation of the measures to encourage greater use of sustainable travel modes outlined in later sections of the Travel Plan.

Table 3.3 Baseline Mode Split (Based on 2011 Census O-D Data)

Mode of Travel	Percentage	Mode of Travel	Percentage
Car / Van Driver	77.4%	Public Transport	1.4%
Car / Van Passenger	6.4%	Motorcycle	1.0%
Bicycle	3.4%	Taxi	0.1%
On Foot	9.9%	Other	0.4%

- 3.22 In the context of Tra02 of the BREEAM Technical Manual, Table 3.4 summarises the predicted daily future travel patterns by mode of travel for Plot 8 based on the baseline mode split as outlined in Table 3.3 and in the knowledge that the site is predicted to generate a total of 407 vehicle movements (205 arrivals / 202 departures), as outlined in para. 3.14 of the Travel Plan.

Table 3.4 Predicted Future Travel Patterns - Daily

Mode of Travel	Total Trips	Mode of Travel	Total Trips
Car / Van Driver	407	Public Transport	7
Car / Van Passenger	34	Motorcycle	5
Bicycle	18	Taxi	0
On Foot	52	Other	2

Accessibility

- 3.23 MIRA Technology Park is located some distance from the nearest settlements but has, and continues to take, an active role in the promotion of accessibility by a choice of means of travel with the aim of achieving a higher utilisation of sustainable means to replace private car journeys made by future employees.
- 3.24 In the context of Tra02 of the BREEAM Technical Manual, there are limited existing accessible amenities within 500m of the site. The BREEAM assessor is providing a full response on this matter however there is an on-site restaurant and coffee shop within 500m walk distance of Plot 8.
- 3.25 Working alongside building types and users within the wider site as well as external partners, MIRA Technology Park is delivering a comprehensive site-wide sustainable transport system branded as “MIBike” - the bike scheme, “MIBus” - the shuttle bus scheme and “MIShare” - the car share scheme.

Pedestrians & Cyclists

- 3.26 In the context of Tra02 of the BREEAM Technical Manual, walking and cycling are clearly important modes to be considered when encouraging greater use of sustainable transport, especially for short journeys. Plot 8 is connected to the wider pedestrian and cycle infrastructure through the MIRA Drive junction with the A5.
- 3.27 The road works package associated with MIRA Technology Park has delivered substantial improvements to pedestrian and cycle infrastructure on the wider external network that has included widening the existing footway on the A5 to provide a footway/cycleway, in addition to enhancements to National Cycle Route 52 ‘Weddington Walk’ that runs along the route of the abandoned railway line to the east of the wider MIRA site.
- 3.28 A key criteria of the ongoing development of MIRA Technology Park is to provide a pedestrian and cycle friendly environment for all types of users regardless of the level of mobility or visual impairment. This has been, and will continue to be, realised through the provision of cycle lanes, safe crossing points, direct routes and connectivity between zones and buildings, appropriate tactile surfaces, lighting, and signage.
- 3.29 In the context of Tra02 of the BREEAM Technical Manual, an on-site bike scheme, MIBike, available to staff, tenants and visitors was launched in 2016 whereby 20 power assisted bikes and 20 manual bikes have been provided. These bikes are maintained by MIRA’s own on-site maintenance teams. Cycle shelters have been provided and branded to make it clear where cycles can be stored.

Public Transport Accessibility

- 3.30 Currently MIRA Technology Park is served by regular public transport services with bus stop infrastructure including covered waiting facilities and lay-by provision located on MIRA Drive to the east of Plot 8.
- 3.31 Route 6 is operated by Arriva and connects MIRA Technology Park to Nuneaton and Tamworth via Atherstone. Route 6 operates on an hourly frequency throughout the day, Monday to Saturday with journey times of 14mins. to Nuneaton, 15mins. to Atherstone and 73mins. to Tamworth.

Figure 3 Route 6 Timetable (Jan 26)

6/6A/65A Tamworth to Nuneaton																										
via Dunstall Park, Ventura Park, Polesworth, Dordon, Baddesley Ensor, Atherstone and Callander Farm - Valid from Saturday, January 3, 2026 to Sunday, May 17, 2026																										
Monday to Friday - Nuneaton Callendar Farm																										
	6	6	6	6	6 ¹	6 ²	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	
Ventura Park A&a Store	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
Dunstall Park (Tamworth) Austen Drive	--	--	--	0718	--	--	0755	--	0830	0915	--	1008	--	1108	--	1208	--	1308	--	1412	--	1512	--	1615	--	--
Ventura Park A&a Store	--	--	--	0724	--	--	0802	--	0837	0923	--	1016	--	1116	--	1216	--	1316	--	1420	--	1520	--	1623	--	--
Tamworth Town Centre Corporation St	0505	0545	0640	0730	0735	0735	0809	0829	0844	0929	0932	1022	1027	1122	1127	1222	1232	1322	1332	1426	1436	1526	1536	1629	1644	
Stonydelph Sandy Way	0513	0553	0651	--	0746	0746	--	0845	--	--	0945	--	1040	--	1140	--	1245	--	1345	--	1451	--	1551	--	1702	
Polesworth Shops	0521	0601	0701	--	0756	0756	--	0855	--	--	0954	--	1049	--	1149	--	1254	--	1354	--	1501	--	1601	--	1712	
Polesworth Byford Drive	--	0607	0707	--	0802	0802	--	0901	--	--	1000	--	1055	--	1155	--	1300	--	1400	--	1507	--	1607	--	1718	
Dordon Fairfields Hill	--	--	--	--	0805	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
Dordon Long Street	0531	0617	0717	--	0814	0814	--	0913	--	--	1012	--	1107	--	1207	--	1312	--	1412	--	1520	--	1620	--	1729	
Baddesley Ensor Social Club	0539	0625	0725	--	0822	0822	--	0921	--	--	1020	--	1115	--	1215	--	1320	--	1420	--	1528	--	1628	--	1737	
Grendon Spon Lane	0544	0631	0731	--	0828	0828	--	0927	--	--	1026	--	1121	--	1221	--	1326	--	1426	--	1534	--	1634	--	1743	
Atherstone Bus Station	0557	0644	0744	--	0841	0841	--	0940	--	--	1039	--	1136	--	1236	--	1341	--	1441	--	1552	--	1652	--	1801	
Higham-on-the-Hill MIRA	0609	0656	0756	--	0853	0853	--	0952	--	--	1051	--	1148	--	1248	--	1353	--	1453	--	1604	--	1704	--	1813	
Nuneaton Bus Station	0625	0714	0814	--	0911	0911	--	1009	--	--	1109	--	1208	--	1308	--	1418	--	1523	--	1632	--	1732	--	1836	
Nuneaton George Elliot Hospital Main Entrance	0633	0722	0822	--	0919	0919	--	1017	--	--	1117	--	1216	--	1316	--	1426	--	1531	--	1644	--	1744	--	1844	
Nuneaton Callendar Farm	--	0736	0836	--	0933	0933	--	1032	--	--	1132	--	1231	--	1331	--	1441	--	1546	--	1655	--	1755	--	1859	
	6	6	6	6	6	6	6	65A ³	65A ³																	
Ventura Park A&a Store	--	--	--	--	--	--	--	--	2020 2220																	
Dunstall Park (Tamworth) Austen Drive	1718	--	1820	--	1925	--	--	--	--																	
Ventura Park A&a Store	1725	--	1827	--	1932	--	--	--	--																	
Tamworth Town Centre Corporation St	1731	1743	1833	1840	1937	1940	2030	2230																		
Stonydelph Sandy Way	--	1759	--	1853	--	1950	--	--	--																	
Polesworth Shops	--	1808	--	1901	--	1958	--	--	--																	
Polesworth Byford Drive	--	1814	--	1907	--	2004	--	--	--																	
Dordon Fairfields Hill	--	--	--	--	--	--	--	--	--																	
Dordon Long Street	--	1825	--	1917	--	2014	--	--	--																	
Baddesley Ensor Social Club	--	1833	--	1925	--	2022	--	--	--																	
Grendon Spon Lane	--	1839	--	1930	--	2028	--	--	--																	
Atherstone Bus Station	--	1857	--	1944	--	2039	--	--	--																	
Higham-on-the-Hill MIRA	--	1909	--	1956	--	--	--	--	--																	
Nuneaton Bus Station	--	1937	--	2020	--	--	--	--	--																	
Nuneaton George Elliot Hospital Main Entrance	--	1945	--	2028	--	--	--	--	--																	
Nuneaton Callendar Farm	--	1957	--	2040	--	--	--	--	--																	
Monday to Friday - Stonydelph Sandy Way																										
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6 ¹	6 ²	6	6	6	6	6
Nuneaton Callendar Farm	--	--	--	0740	--	0840	--	0938	--	1035	--	1135	--	1235	--	1335	1335	--	1445	--	1550	--	1700	--	--	--
Nuneaton George Elliot Hospital Main Entrance	--	--	0635	0758	--	0858	--	0956	--	1053	--	1153	--	1253	--	1353	1353	--	1503	--	1608	--	1718	--	--	--
Nuneaton Bus Station	--	--	0646	0813	--	0913	--	1011	--	1108	--	1208	--	1308	--	1408	1408	--	1518	--	1623	--	1733	--	--	--
Higham-on-the-Hill MIRA	--	--	0658	0826	--	0925	--	1023	--	1120	--	1220	--	1320	--	1420	1420	--	1531	--	1636	--	1746	--	--	--
Atherstone Bus Station	0600	--	0712	0840	--	0939	--	1038	--	1136	--	1236	--	1336	--	1434	1437	--	1547	--	1652	--	1802	--	--	--
Grendon Working Mens Club	0613	--	0725	0854	--	0953	--	1052	--	1150	--	1250	--	1350	--	1448	1451	--	1601	--	1706	--	1816	--	--	--
Baddesley Ensor Social Club	0616	--	0728	0900	--	0999	--	1098	--	1196	--	1296	--	1396	--	1454	1457	--	1607	--	1712	--	1822	--	--	--
Dordon Ashlea	0625	--	0737	0910	--	1009	--	1108	--	1206	--	1306	--	1406	--	1504	1507	--	1617	--	1722	--	1832	--	--	--
Dordon Polesworth School	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1514	--	--	--	--	--	--	--	--	--	
Polesworth Byford Drive	0635	--	0747	0920	--	1020	--	1119	--	1217	--	1317	--	1417	--	1519	1519	--	1627	--	1732	--	1842	--	--	--
Dordon Long Street	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
Wood End Smith Street	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
Piccadilly Perryman Drive	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
Hurley Queens Way	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
Kingsbury White Swan	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
Dosthill Welford Road	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
Stonydelph Sandy Way	0650	--	0802	0935	--	1035	--	1134	--	1232	--	1332	--	1432	--	1534	1534	--	1642	--	1747	--	1857	--	--	
Tamworth Town Centre Corporation St	0703	0708	0815	0948	0953	1048	1053	1147	1152	1245	1250	1345	1355	1445	1455	1547	1547	1557	1655	1705	1800	1810	1910	1915		
Ventura Park A&a Store	--	0713	--	--	1000	--	1102	--	1202	--	1300	--	1405	--	1505	--	1607	--	1713	--	1816	--	1921	--	--	
Ventura Park Etchell Road	--	0715	--	--	1002	--	1105	--	1205	--	1303	--	1408	--	1508	--	1610	--	1715	--	1818	--	1923	--	--	
Dunstall Park (Tamworth) Austen Drive	--	0717	--	--	1004	--	1107	--	1207	--	1305	--	1410	--	1510	--	1612	--	1717	--	1820	--	1925	--	--	
Tamworth Town Centre Victoria Road Bus Interchange	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
Polesworth Shops	0641	--	0753	0926	--	1026	--	1125	--	1223	--	1323	--	1423	--	1525	1525	--	1633	--	1738	--	1848	--	--	
Stonydelph Sandy Way	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	

¹ Term Time Only ² Only During School Holidays ³ Runs Fridays only

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000
--	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------

¹ Term Time Only ² Only During School Holidays ³ Runs Fridays only

- | | |
|------|--|
| 3.32 | Nuneaton rail station is c. 4.5kms south of Plot 8. Nuneaton rail station is located on the West Coast Main Line (WCML) that extends north-west from London Euston towards Watford Junction, Milton Keynes Central, Coventry, Birmingham New Street, Wolverhampton, the North-West, and Scotland. |
| 3.33 | West Midlands Trains operate an hourly service on the WCML, southbound to London Euston via Rugby and Milton Keynes Central, and northbound to Crewe via Stafford. Avanti West Coast also offer services from London Euston to Crewe. |
| 3.34 | The station is also located on the Birmingham to Peterborough Line. CrossCountry operate two trains per hour, westbound to Birmingham New Street, and eastbound to Leicester, one of these continues to Stansted Airport via Peterborough and Cambridge. West Midlands Trains also provide an hourly service southbound to Leamington Spa via Coventry on the Coventry to Nuneaton Line. |
| 3.35 | Station facilities include a ticket office open daily (min. 12hrs) and step free access to platforms. There is secure storage for 46 bicycles and car parks to south-west of the station. |
| 3.36 | Taxi drop off and waiting facilities are provided at the main gatehouses to MIRA Technology Park. |
| 3.37 | In the context of Tra02 of the BREEAM Technical Manual, the BREEAM Assessor will be conducting a separate exercise to determine the existing Public Transport Accessibility Index (AI). |

4. Travel Plan Implementation

Travel Plan Coordinator Responsibilities

4.1 The Travel Plan Coordinator (TPC) will be responsible for the implementation and monitoring of the schemes defined within the Travel Plan for a minimum period of 5 years. The main responsibilities of the TPC are as follows:

- Raising awareness of the Travel Plan by designing and implementing effective marketing campaigns to promote the Travel Plan.
- To act as the point of contact for employees, visitors, and external organisations, i.e., council officers, transport operators etc.
- Coordination of any necessary surveys and other data collection exercises required to develop the Travel Plan.
- To monitor and review the progress of schemes implemented within the Travel Plan and identify realistic targets based upon site-specific knowledge for taking the Travel Plan forward.
- Budget control for the development of the Travel Plan to ensure its efficient and effective use.
- To work and consult with other TPC's within MIRA Technology Park.
- Promotion of the Travel Plan through effective communication at all levels.
- Ongoing management of the car share database (subject to a data protection act).

Communication

4.2 The success of the Travel Plan will rely on the support of employees at all levels. The TPC will need to ensure that the principles and initiatives within the Travel Plan are fully understood and will act as the first point of contact for any Travel Plan related issues or queries. Continual monitoring of the Travel Plan document will need to be a progressive and staged process.

4.3 Details of the scheme put in place through the Travel Plan, its objectives in enhancing the environment and the role of individuals in achieving its objectives will be fully explained in an initial briefing meeting. Thereafter, a briefing meeting will be held periodically prior to any review period.

4.4 Promotional material will also be used to highlight the Travel Plan initiatives. The promotional material will include advice on the appropriate channels for raising specific transport-related matters, encouraging employees to contact the nominated TPC who in turn will liaise with the appropriate authorities as well as encouraging employees to discuss matters relating to the Travel Plan with the TPC at any time during the intervening period between briefing meetings.

4.5 The success of the Travel Plan is dependent on the development and implementation of an effective strategy. To increase awareness of the Travel Plan, employees will be given information on the sustainable ways to travel to and from the site within the local area within their contacts together with appropriate information being made available on staff areas etc.

Monitoring

- 4.6 A programme of monitoring and review will be implemented to generate information by which the success of the Travel Plan can be evaluated. The monitoring and review of the Travel Plan to be undertaken in Year 1, 3 and 5 post occupation of the building will be conducted by the TPC.
- 4.7 The types of monitoring measures incorporate the collection of both 'hard' analytical data and 'soft' data in the form of general feedback and correspondence. Monitoring of the Travel Plan will include the reissue of a travel survey which will seek to identify current travel patterns and perceived barriers to using sustainable modes of transport.
- 4.8 The travel survey is structured to meet the needs of the site and, amongst other matters, takes into consideration the following:
- Existing travel patterns and opinions of site users towards cycling and walking so that constraints and opportunities can be identified.
 - Travel patterns and transport impact of future building users.
 - The current local environment for walkers and cyclists (accounting for visitors who may be accompanied by young children).
 - Disabled access (accounting for varying levels of disability and visual impairment).
 - Public transport links serving the site.
 - Current facilities for cyclists.
- 4.9 The modal split captured through the baseline survey will be used for monitoring purposes, whereby, the results of future travel surveys will be compared with the results of the initial survey. The TPC will provide a summary report from the travel surveys to the LPA within two months of the date of the survey.
- 4.10 The TPC will also:
- Monitor the take up of any employee car sharing initiatives put in place.
 - Monitor the car parking operations.
 - Monitor the level of usage of cycle spaces to establish demand and any requirement to increase provision.
 - Monitor demand for motorcycle parking and any requirement to increase provision.
 - Record any comments from the briefing meetings with employees and any external communications.
- 4.11 Information gathered through the monitoring process will be recorded for input to the review process.

Travel Plan Review

- 4.12 It is evident that the Travel Plan is a strategy that will evolve over time. Although the objectives of the Travel Plan to educate and to facilitate travel by sustainable modes will not change, it may be possible, over time, to define or redefine specific targets. The Travel Plan will therefore be the subject of a regular review process, undertaken by the TPC, to measure its success or otherwise and to identify the potential for improvements to the physical and management travel initiatives being offered.

- 4.13 A vital element of the review process will be the issue of a travel survey. Although the travel database will be regularly updated, the results from the travel questionnaires will offer the opportunity to gather current information about wider attitudes to travel. Analysis of the travel survey will also yield up to date information for comparison with data derived at the introduction of Travel Plan.
- 4.14 The TPC will compile a snapshot review report on a biannual basis outlining the results of the review process with a full review at the end of the 5-year period. The review report will incorporate the following:
- Details of any changes within the development over time that could affect travel patterns.
 - An outline of the monitoring processes undertaken, as well as analysis of the results from data collection exercises in terms of performance against targets set within preceding periods.
 - Feedback from the briefing meetings and external communications.
 - Identification of corrective actions, if required, and timetable for implementation.
 - Details of new or revised targets and Travel Plan related activities for the following period.
- 4.15 The Review Report will be made available to key stakeholders including the Council.

5. Travel Initiatives

- 5.1 This section outlines the type of physical and management initiatives / measures that are incorporated within the Travel Plan the aim of which is to maximise the potential for local public, private and active transport through the provision of sustainable transport measures appropriate to the site.
- 5.2 In accordance with Tra02 of the BREEAM Technical Manual, the Travel Plan initiatives / measures to be implemented at Plot 8 are tailored to:
- Encourage improvement of public transport provision.
 - Reduce carbon footprint and associated negative environmental impacts, improving local air quality, and reducing local congestion.
 - Encourage reliance on active travel and engagement with local authorities.
 - Promote provision of electric car recharging station and reduced reliance on cars.
- 5.3 Implementation of the listed management measures and awareness initiatives is at the core of the Travel Plan process. As far as possible, the travel initiatives outlined are designed to be suitable for review and monitoring. However, this list is not exhaustive and the TPC is free to investigate other potential initiatives.

Car Use & Parking

Car Sharing

- 5.4 The TPC will consult with the TPC's that operate at other buildings within MIRA Technology Park. In this way, they will be able to work together to promote a site-wide car share scheme for the use of all employees.
- 5.5 The car share scheme will promote the benefits of reduced travel costs and will seek to match employees who live near each other and who work similar hours and patterns. Staff will also be made aware of the benefits of membership of the county-wide car share schemes e.g., www.leicestershare.com and www.warwickshire.gov.uk/carshare.
- 5.6 A minimum of 5% of the total number of spaces will be allocated and clearly signed as priority car parking for car sharers. These spaces will be located close to the main entrances of buildings within Plot 8. The TPC will take responsibility for the management and enforcement of the use of such priority car parking spaces.

Guaranteed Lift Home

- 5.7 Company vehicles or funded journeys home by taxi will be provided for staff that, for reasons outside their control, are unable to travel home with a car share partner and would otherwise be without safe transport home.

Travel Efficient Work Scheduling

- 5.8 The TPC will consult with senior management to maximise the potential to coordinate working hours for employees living close to each other, where possible, to maximise the potential for take up of the car share scheme.
- 5.9 The TPC will also consult with senior management concerning the introduction of working practices that minimise the number of car journeys made by staff within the context of practicability and where it does not affect the core business of the occupiers of Plot 8.

- 5.10 This will include a review of the company policies in respect of company car leasing and associated allowances as well as opportunities for carpooling.

Scheduling of Internal / External Meetings

- 5.11 Where practical, employees will be encouraged to schedule meetings on and off-site such that the timing avoids the need to travel, or for visitors to travel during peak periods of vehicular activity on the wider highway network.

Car Park Management

- 5.12 The TPC will monitor and enforce the proper use of the on-site car parking including the priority car parking spaces, the aim of which will be to enforce any restrictions that may be put in place and maximise efficiency in each of the respective parking areas.

Encouragement of Non-Car Modes of Travel

Travel Information

- 5.13 Each employee will be provided with a Travel Information Pack. The Travel Information Pack will contain up to date details of public transport services, the location of bus stops, timetable information and the most practical routes to access these facilities. In addition, the Travel Information Pack will contain comprehensive details of safe pedestrian and cycle routes.
- 5.14 The Travel Information Pack will provide promotional material highlighting the health benefits of walking and cycling. In addition, they will provide details of relevant contact addresses, telephone numbers, websites including the local authorities, public transport operators, local cycle forums and taxi companies.
- 5.15 The Travel Information Pack will contain instructions on how to sign up / login to the MIRATechPark App which is available to all employees of the MIRA Technology Park community and contains valuable information on travel, health initiatives, facilities and events that promote sustainability and active lifestyles.

Figure 4 MIRATechPark App

MIRATechPark

Mira Technology Park Tech Park App

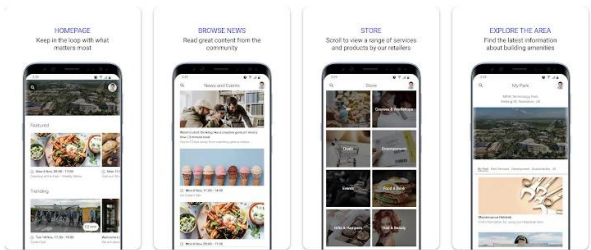
100+ Downloads

PEGI 3

Install

Share

Add to wishlist



App support

- 5.16 In addition, the Travel Information Pack will encourage employees and promote the use and benefits of Leicestershire County Council's Free BetterPoints App.

Figure 5 LCC BetterPoints App



- 5.17 Both the MIRATechPark App and LCC Free BetterPoints App promote and encourage employees to sign up to national events and initiatives such as 'Walking Month' which occurs in May every year, 'Cycle to Workday' that occurs in August, and 'Clean Air Day' which usually occurs in June.
- 5.18 Additionally, an accessible tablet with live / daily updated travel information will be provided by the tenants,' as per their lease agreement upon occupation.
- 5.19 Details contained within the Travel Information Pack will be replicated and posted on the main staff notice board within Plot 8. The TPC will also highlight to all employees that the travel information is made available of the MIRA Technology Park website.
- 5.20 The information within the Travel Information Pack will be monitored and reviewed to ensure that it is kept current. Regular updates will be circulated to employees when any significant changes are implemented.

Walking Incentives

- 5.21 Through the Travel Information Pack and the MIRATech Park App, employees can tap into the benefits of the strong landscape created within the campus to promote fitness, wellbeing, and mindfulness. These mediums promote the on-site facilities that include the private gym, outdoor recreational areas, biodiverse habitats, and scenic walking routes within the MIRA Technology Park that encourage a healthy and active lifestyle for all occupants.
- 5.22 The TPC will also consult with other TPCs within the MIRA Technology Park community to jointly promote the creation of walking groups and organisation-led walks both on and off-site, taking advantage of the local public rights of way network.

Cycle Incentives

- 5.23 Plot 8 provides dedicated and convenient cycle storage and changing and locker facilities as well as showers and drying spaces. In accordance with Tra02 of the BREEAM Technical Manual, the aim is to provide 1 secure, covered cycle space per 10 members of staff.

- 5.24 Based on an occupant density for the type of development proposed of 0.050, a minimum of 16 cycle storage spaces are required. As detailed in Section 3 of the Travel Plan, a total of 26 cycle storage spaces are to be provided, in excess of the minimum standard.
- 5.25 Cycle storage spaces are located close to the respective main entrances of each unit within Plot 8. The cycle parking is directly accessed from the dedicated, wide footway adjacent to the primary access that connects into the wider footway / cycleway network established around the MIRA Technology Park and onwards to the external infrastructure along the A5 corridor and Weddington Walk.
- 5.26 The secure, covered cycle parking spaces are available for staff and visitor use and will have direct access to both workshop / office facilities within Plot 8. The TPC will continuously monitor demand for cycle parking and review the need for alterations to the proposed level of provision on a biannual basis.
- 5.27 The TPC will consult with senior management to discuss implementing a cycle loan / hire scheme. This system encourages employers to purchase cycles outright then leases them to employees for a small weekly contribution. At the end of the scheme (at the employer's discretion) the loaned cycles can be sold to the employees at a reduced price.
- 5.28 Alternatively, the employer's will provide interest free loans to those employees who wish to purchase cycle / cycle equipment outright. Those employees who use their own bicycles for work purposes (excluding commutes to / from work) will be reminded that they can claim 20p per mile tax free.
- 5.29 The TPC will also consult with other TPCs within the MIRA Technology Park community to jointly promote site-wide cycle training on a regular basis and cycle repair / maintenance facilities that can be made available to all employees and booked through the MIRATechPark App.
- 5.30 Funded journeys home by taxi will be provided for staff that, for reasons outside their control, are unable to travel home by bicycle and would otherwise be without safe transport home.

Provision of On-Site Motorcycle Parking Facilities

- 5.31 As noted in Section 3 of the Travel Plan, a total of 18 motorcycle parking spaces will be provided for use by staff and visitors within Plot 8. The TPC will continuously monitor demand for motorcycle parking and review the need for alterations to the proposed level of provision on a biannual basis.

General Policies / Initiatives

Recruitment

- 5.32 The TPC will consult with senior management to encourage the promotion of recruitment / relocation policies aimed at ensuring that appropriately qualified employees are, where possible, living in the local area thereby maximising opportunities for future employees to travel to work by means other than the private car.

Travel Information for Visitors

- 5.33 The TPC will ensure that concise travel information is made available to visitors in advance of them travelling to the site for meetings etc. through the MIRA Technology Park website, promotional flyer, and/or email.
- 5.34 Similar details will also be made available on the accessible tablet in the main reception area of both units within Plot 8 that will provide live / daily updated travel information.

Local Amenities

- 5.35 In line with the tenants' lease agreement upon occupation, the tenants' will provide a fully stocked vending machine within both units at Plot 8.
- 5.36 In addition, the MIRA Technology Park onsite food hub / coffee shop, estate management services (including meeting room and workshop reservation facilities), logistics and central stores facilities will also be made available to all employees through the Travel Information Park and MIRATechPark App.

6. Travel Plan Targets

- 6.1 In accordance with the BREEAM aim to reduce reliance on forms of travel that have the highest environmental impact, the objective of this Travel Plan is to minimise single occupancy car trips. The monitoring and review programme put in place will enable the progress of the Travel Plan to be checked, yet the progress must be assessed in the context of specific targets. These targets can take the form of both short and long-term objectives.
- 6.2 To achieve the aims and objectives of the Travel Plan, a clear framework of targets for implementation is required against which the success of the Travel Plan can be judged. The targets defined herein are designed to be transparent, realistic, and justified in the context of current Government guidance. Table 6.1 provides a summary of the initial Travel Plan implementation timetable.

Table 6.1 Travel Plan Implementation Timetable

Action	Timescale
Recruit TPC	Upon first occupation of the building
Commence Travel Plan operations	Within 1 month of the TPC post being fulfilled
Initiate employees briefing meetings	Upon implementation and thereafter 1 month prior to review
Issue travel survey, review, and monitor uptake of initiatives and identify requirements (if any) for changes to the Travel Plan format	Within 11 months following implementation of the Travel Plan and prior to any review thereafter
Review results of data collection and update Travel Plan to reflect responses, formalise targets and set a detailed timetable for implementation of initiatives	Within 11 months following implementation of the Travel Plan and prior to any review thereafter
Prepare monitoring and review report and submit to LPA	Snapshot survey 12 month following full occupation of development and biannually thereafter for a period up to 5 years post commencement of the Travel Plan operations whereby a full review would be undertaken

Action Plan

- 6.3 The implementation of the Travel Plan will be structured in the form of an Action Plan that will define targets for the first 12 months of the plan. The Action Plan will be reviewed by the TPC prior to the review period to check performance and identify the need for any corrective actions that may need to be put in place for the following period.
- 6.4 A revised Action Plan will then be submitted as part of the monitoring and review report to the key stakeholders. Details of the preliminary Action Plan for Plot 8, MIRA Technology Park is outlined in Table 6.2.

Table 6.2 Action Plan

Action	Timescale
Ensure up to date Travel Information is available on MIRA Technology Park website	Prior to full implementation of Travel Plan - updated where necessary during the Travel Plan period to ensure information is current
Organise formal launch of Travel Plan - consider ways in which this can be high profile to maximise interest	Upon full implementation of Travel Plan
Send out invitations to employees for briefing meeting	Upon full implementation of Travel Plan
Hold briefing meeting to inform employees of Travel Plan processes	Within 2 months of full implementation of Travel Plan
Launch Car Share Scheme	Within 3 months of full implementation of Travel Plan
Reissue travel surveys, monitor and review uptake of travel indicatives and assess requirements for amendments to provision	Within 11 months of full implementation of Travel Plan
Monitor usage of cycle / motorcycle parking facilities and assess requirements for amendments to provision	Within 11 months of full implementation of Travel Plan
Prepare monitoring and review report	Within 12 months of full implementation of Travel Plan

6.5 The primary aim of the Travel Plan is to increase awareness of more sustainable travel options and to encourage their use, with the objective of reducing demand for private car-based travel. The predominant indicator of the success of a Travel Plan is considered to be the modal split of trips to and from the site, particularly the number of single occupancy vehicles (SOVs).

6.6 The monitoring and review programmes put in place will enable the progress of the Travel Plan to be checked, but the progress must be assessed in the context of specific targets. These targets will take the form of both short and long-term objectives.

- Target 1:

- Reduce the mode share associated with employees travelling in SOVs to less than 90% within 3 years of implementing the Travel Plan and less than 80% within 5 years.

- Target 2:

- Achieve a 5% rise in the workforce car sharing over a period of 3 years post the implementation of the Travel Plan and 10% within 5 years.

- Target 3:

- Increase the percentage of staff travelling to work by cycle and public transport to 5% over a period of 3 years post the implementation of the Travel Plan and 10% within 5 years.