



Effect of Travel Plans

TRICS/Standardised Assessment Methodology (SAM)
Technical Note

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Contents

EXECUTIVE SUMMARY.....	1
1 INTRODUCTION	3
Site Context	3
Structure of the Report	4
2 STANDARD ASSESSMENT METHODOLOGY.....	5
Data Collected	5
3 KEY FINDINGS	7
Summary of Results from Pilot Sites	14
4 SAM REVIEW.....	18
5 SUGGESTED REFINEMENTS TO SAM	20
6 CONCLUSION.....	23

Tables and Figures

Table 3.1 TRICS® Vehicular trip rates for County Hall, Maidstone (per 100m ² Gross Floor Area) .	8
Table 3.2 TRICS® Vehicular trip rates for County Hall, Maidstone (per employee).....	8
Table 3.3 TRICS® Vehicular trip rate for B & Q, Chandlers Ford (per 100m ² Gross floor Area) ...	10
Table 3.4 TRICS® Vehicular trip rate for GlaxoSmithKline, Weybridge (per 100m ² Gross floor Area).....	11
Table 3.5 TRICS® Vehicular trip rates for GlaxoSmithKline (per employee)	11
Table 3.6 TRICS® Vehicular trip rate for Bexhill College, Bexhill (per 100m ² Gross floor Area) ...	13
Table 3.7 TRICS® Vehicular trip rate for Bexhill College, Bexhill (per employee)	13
Table 3.8 TRICS® Vehicular trip rate for Bexhill College, Bexhill (per student)	13
Table 3.9 Modal shifts in Private Vehicle Trips at the Four Pilot Sites	14
Table 3.10 Shift in Pedestrian Levels at the Four Pilot Sites	15
Table 3.11 Shift in Public Transport at the Four Pilot Sites	15
Table 3.12 Shifts in Cycling Levels at the Four Pilot Sites.....	16
Table 3.13 Changes in Trip Rates (per 100m ² Gross Floor Area) at each of the Four Pilot Sites .	16
Table 3.14 Changes in Vehicular trip Rates (per employee) at each of the Four Pilot Sites.....	17
Table 5.1 SAM Data Collection Requirements	21
Figure 3.1 Modal Shift County Hall, Maidstone.....	7
Figure 3.2 Total Vehicles and Total People County Hall, Maidstone.....	8
Figure 3.3 Modal Shift B&Q, Chandlers Ford	9
Figure 3.4 Total Vehicles and Total People B&Q, Chandlers Ford	9
Figure 3.5 Modal Shift GlaxoSmithKline, Weybridge	10
Figure 3.6 Total Vehicles and Total People GlaxoSmithKline, Weybridge	11
Figure 3.7 Modal Shift Bexhill College, Bexhill.....	12
Figure 3.8 Total Vehicles and Total People, Bexhill College, Bexhill	13

Appendices

APPENDIX A 2005 and 2008 Datasets

Executive Summary

SAM has been developed by TRICS® with the purpose of collecting multi-modal transport and travel data in order to monitor a site's travel plan. SAM requires that travel data is collected before and after the implementation of a travel plan to monitor its impact on travel patterns.

The 2008 TRICS® User Questionnaire identified a need to establish evidence that demonstrates the effectiveness of travel plans in achieving modal shift and journey reduction. It is the aim of this technical note to report on data collected using SAM at four pilot sites in the South East of England. From these, key findings about each of the sites have been identified as well as for SAM in general.

Sites to be Assessed

The four pilot sites to be assessed are:

- County Hall, Maidstone;
- B&Q Headquarters, Chandlers Ford;
- Bexhill College, Bexhill; and
- GlaxoSmithKline, Weybridge.

These sites were originally surveyed in October 2005, and again in October 2008 using SAM.

Data Collection and Analysis

This section summarises the data that was collected for each site, the validation process that was undertaken the analysis of the results of the surveys. It also includes information on changes that have occurred at each of the sites.

The following analysis was undertaken:

- Modal shift for each site;
- Changes in trip rates for each site (both for trips per 100m² Gross Floor Area and per employee or per student);
- Changes in number of vehicles accessing the site; and
- Changes in number of people accessing the site.

Key Findings

Of the four pilot sites analysed in this project, three saw a reduction in private vehicle use. The fourth site, Bexhill College, saw private vehicle use rise by 1.2%. This rise could be attributed to the inclement weather on the day of the 2008 survey. These results can be found in the following table:

Modal shifts in Private Vehicle Trips at the Four Pilot Sites

Site	Shift in Vehicular Trips 2005-2008
County Hall, Maidstone	-2.7% ↓
B&Q, Chandlers Ford	-4.2% ↓
GlaxoSmithKline, Weybridge	-2.4% ↓
Bexhill College, Bexhill	1.2% ↑

All four of the pilot sites show a reduction in the vehicle trip rates per 100m² GFA. This is attributable to a reduction in the number of people accessing the pilot sites. The decrease may also be due to travel plan measures.

Changes in Trip Rates (per 100m² Gross Floor Area) at each of the Four Pilot Sites

Site	Changes in Vehicular Trip Rate 2005-2008
County Hall, Maidstone	-0.217 ↓
B&Q, Chandlers Ford	-0.825 ↓
GlaxoSmithKline, Weybridge	-1.151 ↓
Bexhill College, Bexhill	-0.782 ↓

SAM Review

This section reviews the methodology and data collected by SAM and considers the changes required to make the methodology comprehensive.

SAM currently collects excellent 'at gate' traffic and people movement data. It currently does not collect qualitative travel survey data via a staff, student, resident or visitor travel questionnaire. The collection of travel survey data is important to identify potential changes to the travel plan.

Suggested Refinements to SAM

This section outlines suggested improvements to SAM to ensure it collects appropriate monitoring data that can be used by the sites to improve their travel plans and meet their targets and by local authorities in their overall monitoring programme.

It is suggested that SAM is refined to include travel surveys as part of its methodology.

1 Introduction

- 1.1 The purpose of this technical note is to summarise the results of the SAM resurveys at four pilot sites, to identify the positive aspects of SAM and suggest refinements that can be made to ensure SAM is a holistic travel plan monitoring tool.
- 1.2 SAM surveys are undertaken by an approved TRICS® data collection contractor. This survey data is collected in a consistent manner using the established TRICS® multi-modal data collection methodology. The multi-modal count data is supplemented by detailed information on each development's local environment and surroundings, and on its operations and parking facilities. It also includes a unique data section detailing the various elements of a site's travel plan, including dates of implementation, costs and travel plan targets. This information enables monitoring of the travel plan initiatives and measures in a manner that will facilitate future statistical analysis of the relative effectiveness of travel plan measures.
- 1.3 The resulting data is input by the TRICS® development team, and is subject to the very highest standards of validation and testing. Only when we are fully convinced that all data input meets our standards will survey data be considered ready to be added to one of our quarterly TRICS® database updates.
- 1.4 To ensure consistency and reliability, SAM re-surveys should be carried out during a similar period of the year and on the same day of the week as the original survey. It is recommended that SAM surveys are undertaken in years 1, 3 and 5 of the life of a travel plan, preferably along with additional survey data collected before the travel plan was implemented.
- 1.5 Once SAM surveys have been validated, it is then possible to undertake a study of travel plan effectiveness over time. From this analysis, transfers between modes and any significant reductions in trip rate can be determined. The trip rates can be calculated and analysed according to the targets set per person, or per floor area, for example.
- 1.6 An independent summary report can be produced by TRICS® detailing the analysis of SAM surveys over time, and the degree to which the targets have been met. The use of an independent 3rd party helps to reduce disputes and obtain agreement in levels of performance more efficiently.
- 1.7 The four sites at which SAM surveys were undertaken in 2005 and then again in 2008 include:
 - County Hall, Maidstone;
 - B&Q Headquarters, Chandlers Ford;
 - Bexhill College, Bexhill; and
 - GlaxoSmithKline, Weybridge.

Site Context

County Hall, Maidstone

- 1.8 County Hall consists of two buildings, Invicta House and Sessions House, and is located on Sandling Road in Maidstone, Kent. The two buildings are a short distance to the north of the town centre and very close to the Maidstone East rail station. The GFA is 32,793m² and in 2008 contained 2,139 staff, both full and part-time.

- 1.9 There are two bus stops close to the site's southern edge, with four regular bus services. Further bus services are accessible just over 400m away in the high street area. There are two rail services operating from Maidstone East two and three times an hour, respectively.

B&Q Headquarters, Chandler's Ford

- 1.10 B & Q Headquarters is located on Templar's Way in the Hampshire Corporate Park, at the south-eastern edge of the town of Eastleigh in Hampshire. In 2008 1,300 staff worked at this site which has a GFA of 15,975m².
- 1.11 There are four bus stops nearby with a further two 'Park and Ride' stops at the site's central and eastern boundaries. One regular bus service operates three times per hour, in addition to which there are nineteen buses per day to Eastleigh bus station and two lunchtime buses to the town centre. The 'Park and Ride' buses run every fifteen minutes during the morning and evening peaks.

Bexhill College

- 1.12 Bexhill College is located on Penland Road in Bexhill on Sea, East Sussex. The college is in a suburban area close to the eastern edge of the town. In 2008 the college had 1,451 students and 239 staff. Its GFA is 10,125m² and it is mainly surrounded by residential development.
- 1.13 There are four bus stops near the site and there are two bus services which run two and three times per hour, respectively. The college also uses private/hire buses. The nearest railway station is 1.5 km/0.9 miles away.

GlaxoSmithKline, Weybridge

- 1.14 The site is located on St George's Avenue, south of the centre of Weybridge, Surrey and consists of two building units (which are made up of smaller connected buildings). It is in a suburban area, including some residential development. The GFA is 10,293m² and in 2008 there were 325 staff, both full and part-time.
- 1.15 There is one bus stop with an hourly service within 400m to the west of the site, as is a rail station with two trains which have two and four services per hour respectively.

Structure of the Report

- 1.16 The structure of the report is as follows:
- Section 1: Introduction
 - Section 2: Standard Assessment Methodology
 - Section 3: Key Findings
 - Section 4: SAM Review
 - Section 5: Suggested Refinements to SAM
 - Section 6: Conclusion

2 Standard Assessment Methodology

Data Collected

2.1 SAM collects the following data:

- Hourly directional traffic counts, split by car, motorcycle, taxi, light goods vehicles, public service vehicles and other goods vehicles;
- Hourly directional person movements, split by vehicle occupant, cyclists, pedestrian and public transport user;
- Site details: Information on the location of the site and its local environment and surroundings;
- Development details: Information on the operations and facilities at the site, as well as information on its size and operating hours;
- Parking details: both onsite and offsite parking availability and restrictions;
- Travel Plan details: Comprehensive information on the site's travel plan elements, the date of their implementation and their costs;
- If it is a workplace, the number of people employed at the site; and
- If it is an educational facility, the number of students registered at the site.

2.2 SAM then analyses the data to establish if any modal shift has occurred and undertakes two trip rate comparisons (per 100m² Gross Floor Area and by employee or student numbers). These separate trip rate comparisons further verify the impact the travel plan has had on trip rates on the sites.

2.3 Comparable data was collected in 2005 and in 2008 for each of the sites. From this, modal shift was established between 2005 and 2008, as were changes in trip rates.

2.4 A site visit was undertaken by the TRICS® development team, to assess the specific data collection requirements for each individual development. This took into account a wide variety of factors present at each site, which are as follows:

- Site boundary integrity;
- Site parking provision, both on-site and off-site;
- Local public transport accessibility;
- Total number of access points (vehicular and multi-modal);
- Potential for “through-trips”, parking by non-site users, and any other special conditions;
- The need for direct observations, interviews and head counts;
- Total number of enumerator locations required at any one time; and
- Survey requirements of each individual enumerator location.

2.5 Following each site visit, a comprehensive individual multi-modal survey specification was produced, detailing the exact requirements of the survey. The following data was collected:

- Vehicle trips (car, taxi, motorcycle, Light Goods Vehicles and Other Goods Vehicles);

- Person trips (vehicles occupant, pedestrian, cyclist, public transport user); and
- Vehicle occupancy split (number of occupants per vehicles).

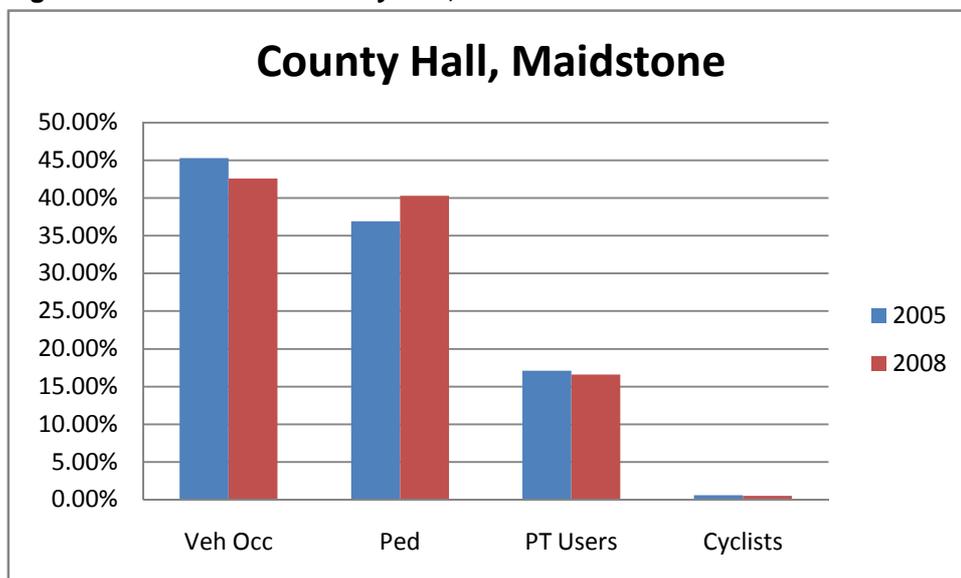
2.6 The resulting data was collected by a TRICS® approved data collection contractor (see Appendix A for 2005 and 2008 datasets) and inputted and validated by the TRICS® development team. Subsequently, an analysis of survey results was undertaken and the key findings identified (see Section 3).

3 Key Findings

County Hall, Maidstone

3.1 A comparison of the modal split data between 2005 and 2008 shows the following results:

Figure 3.1 Modal Shift County Hall, Maidstone

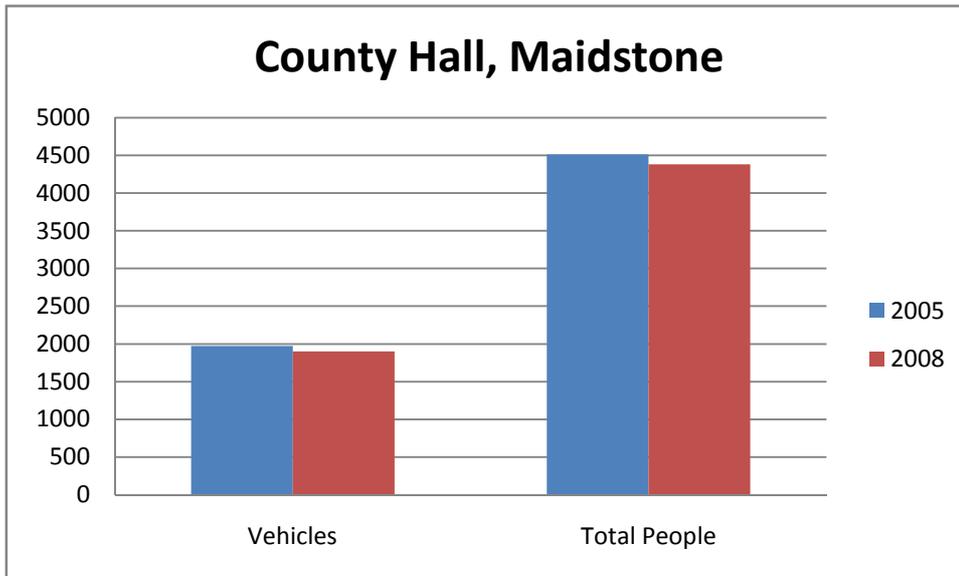


3.2 As can be seen in Figure 3.1 above, the number of vehicle occupants¹ accessing the site has fallen from 45.3% to 42.6% of total trips, whereas the pedestrian rates have increased from 36.9% to 40.3%. Both public transport user and cyclist figures have fallen slightly, by 0.5% and 0.1% respectively.

3.3 The total vehicles and total people figures indicate that there were decreases in both categories between 2005 and 2008. These can be seen in Figure 3.2 below.

¹ TRICS® definition: All occupants of cars, taxis, motorcycles, light goods vehicles and OGVs entering and exiting the site at any access point, or being dropped off by vehicle outside or near the site if appropriate. Excludes taxi drivers and drivers of other vehicles dropping off/picking up passengers inside or outside the site.

Figure 3.2 Total Vehicles and Total People County Hall, Maidstone



3.4 As can be seen in Tables 3.1 and 3.2 below, the vehicle trip rate calculated by TRICS® shows a decrease from 2005 to 2008.

Table 3.1 TRICS® Vehicular trip rates for County Hall, Maidstone (per 100m² Gross Floor Area)

Year	Trip Rate (Arrivals and Departures, 07:00-19:00)
2005	6.016
2008	5.799

Table 3.2 TRICS® Vehicular trip rates for County Hall, Maidstone (per employee)

Year	Trip Rate (Arrivals and Departures, 07:00-19:00)
2005	0.965
2008	0.886

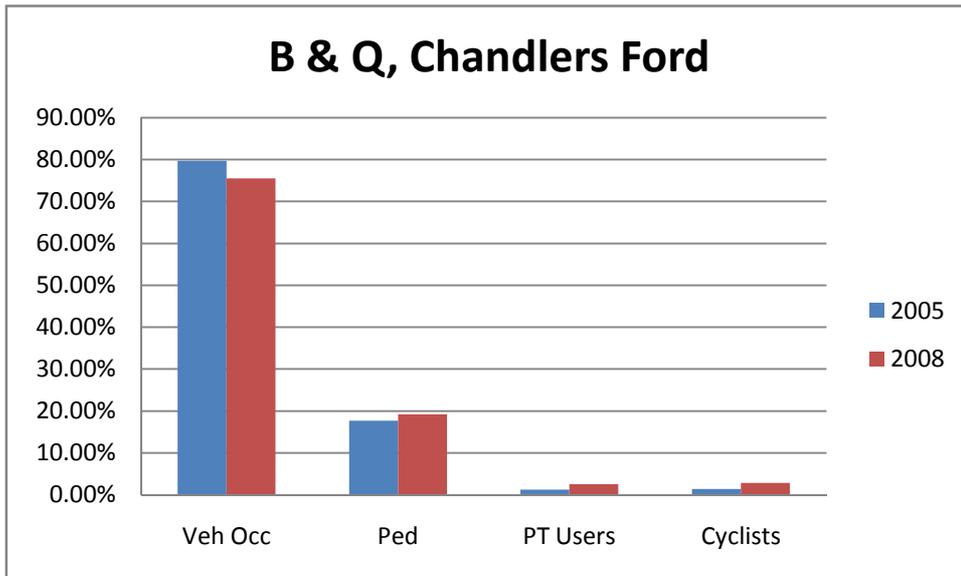
3.5 These results indicate that travel by vehicles to this site appears to have decreased marginally, as seen in the modal split and the trip rate comparisons. The number of trips per 100m² of GFA and per number of employees have both decreased.

3.6 There have been no large scale changes in the travel plan from the time of the 2005 survey.

B&Q Headquarters

3.7 The modal split data comparison between 2005 and 2008 for this site can be seen in Figure 3.3 below.

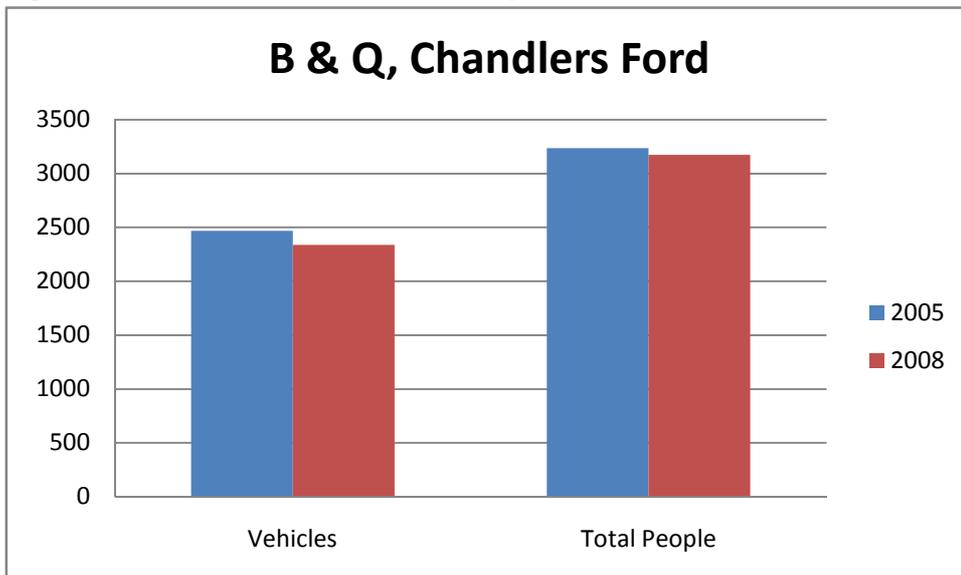
Figure 3.3 Modal Shift B&Q, Chandlers Ford



3.8 The figure illustrates that the percentage of total vehicular trips has fallen from 79.7% to 75.5%. All other modes have increased. The proportion of pedestrians rose from 17.7 to 19.2%, for public transport users from 1.2% to 2.5%, and for cyclists from 1.4% to 2.8%, effectively doubling the proportion for the last two categories.

3.9 The total vehicles and people figures indicate decreases, as can be seen in Figure 3.4 below.

Figure 3.4 Total Vehicles and Total People B&Q, Chandlers Ford



3.10 As can be seen in Table 3.3 below, the vehicle trip rate (per 100m² GFA) calculated by TRICS® shows a decrease from 2005 to 2008.

Table 3.3 TRICS® Vehicular trip rate for B & Q, Chandlers Ford (per 100m² Gross floor Area)

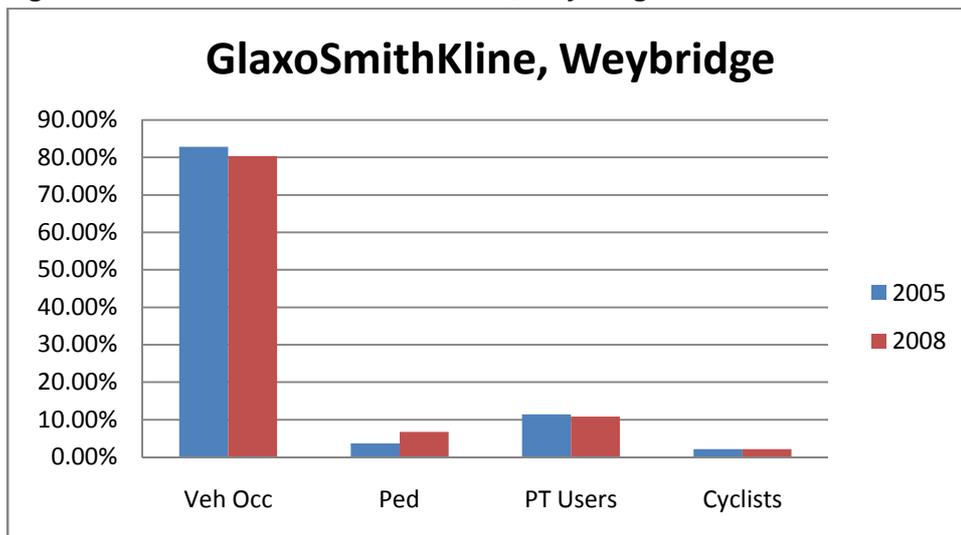
Year	Trip Rate (Arrivals and Departures, 07:00-19:00)
2005	15.460
2008	14.635

- 3.11 The results from the comparison indicate that vehicle travel is decreasing and alternative modes are increasing, which can be seen in the modal split as well as the trip rate calculations.
- 3.12 A breakdown of employee figures was not available for 2008 (i.e. there was no breakdown showing the number of part time staff and number of full time staff). Therefore the number of trips per employee for 2008 could not be accurately calculated.
- 3.13 The following changes have occurred since the first survey was undertaken in 2005:
- The Park & Ride facility had been replaced with a Park & Walk facility in the interim period between the two surveys with a single car park within walking distance of the site. However, before the re-survey, the situation had reverted back to Park & Ride, as the Park & Walk location was being redeveloped. Effectively, the situation was the same on the dates of both surveys.
 - Motorcycle sheds were installed in the period between the 2005 and 2008 surveys.
 - Whereas during 2005 the Travel Plan Co-ordinator was operating full time, in 2008 it was a part time responsibility. The original Travel Plan Co-ordinator had left, and the Travel Plan had been put “on hold” for some time during the interim period between the two surveys.

GlaxoSmithKline, Weybridge

- 3.14 The modal split comparison for this site between 2005 and 2008 can be seen in Figure 3.5 below.

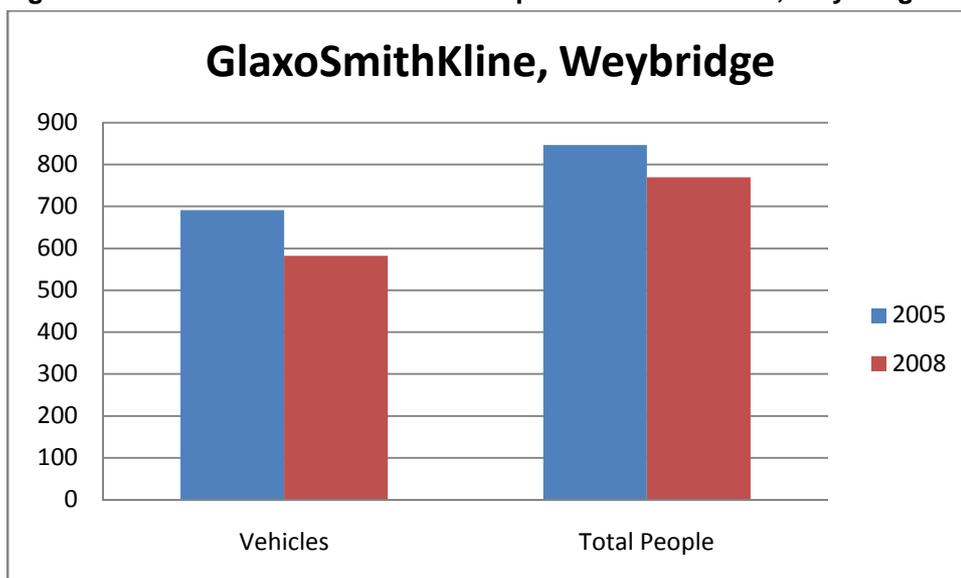
Figure 3.5 Modal Shift GlaxoSmithKline, Weybridge



- 3.15 The figure illustrates that the percentage of total vehicular trips decreased from 82.8% to 80.4%. The percentage of pedestrians rose by 3%, from 3.7% to 6.7%. Public transport users fell slightly from 11.4% to 10.8% and cyclists remained consistent at 2.1%.

3.16 In terms of total vehicles and people, these figures fell from 691 to 582 for vehicles and from 847 to 770 for people, as seen in Figure 3.6 over page.

Figure 3.6 Total Vehicles and Total People GlaxoSmithKline, Weybridge



3.17 As can be seen in Tables 3.4 and 3.5 below, the vehicle trip rate (per 100m² GFA and per employee) calculated by TRICS® shows a decrease from 2005 to 2008.

Table 3.4 TRICS® Vehicular trip rate for GlaxoSmithKline, Weybridge (per 100m² Gross floor Area)

Year	Trip Rate (Arrivals and Departures, 07:00-19:00)
2005	6.712
2008	5.561

Table 3.5 TRICS® Vehicular trip rates for GlaxoSmithKline (per employee)

Year	Trip Rate (Arrivals and Departures, 07:00-19:00)
2005	2.001
2008	1.790

3.18 The results of the comparison between the two surveys illustrate that vehicle travel has decreased, to be seen in both the proportion of vehicle occupants and the trip rates generated. The number of vehicular trips per 100m² of GFA and per number of employees have both decreased.

3.19 The following changes have occurred since the first survey was undertaken in 2005:

- The number of public bus services has more than halved since the 2005 survey. For the 0700-1900 period (weekdays), there are now a total of twenty two services, as opposed to the earlier total of forty eight. This is down to a particular service being discontinued. The survey data shows a decrease in public transport users.

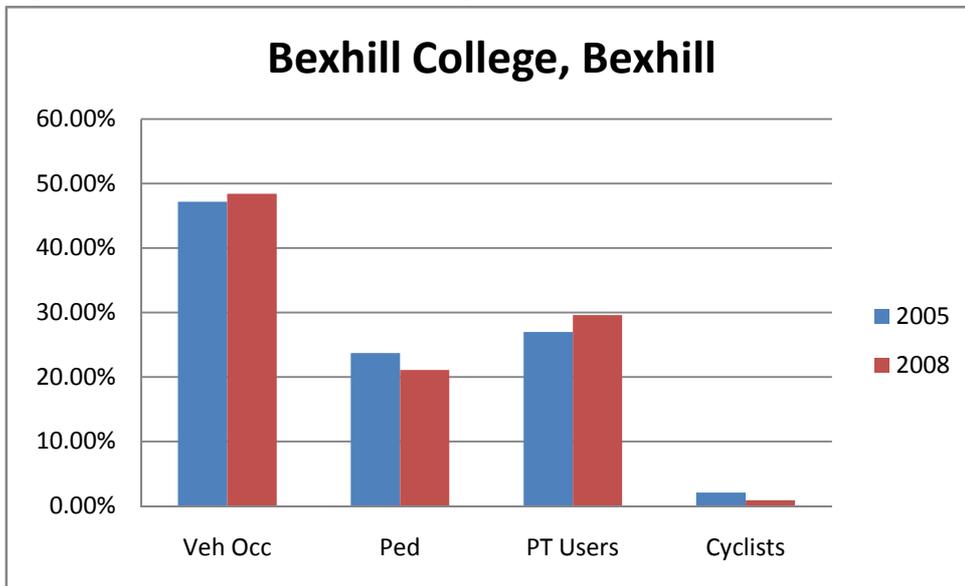
- At the time of the 2005 survey, there was off-site parking available for employees at the nearby Parkland College (spaces leased by GSK). These spaces are no longer in use, as the number of on-site spaces is considered to be adequate. However, the lease on the college spaces continues to be paid by GSK, in case of further company expansion. Note that the shuttle service between GSK and the off-site spaces has been discontinued because of this. Another consequence of this change is that the on-site number plate recognition system is now only used for security purposes, and not for spotting vehicles that should have been using the off-site parking and shuttle service.
- There has been an increase in the cost of staff season ticket loans since the 2005 survey.

Bexhill College, Bexhill

3.20 A note of advice must precede the analysis of this site’s modal split data. The day of the 2008 survey was marked by extreme rain conditions in the afternoon, which has most likely affected typical trip levels and modes.

3.21 A comparison of the modal split data for this site between 2005 and 2008 shows the following results.

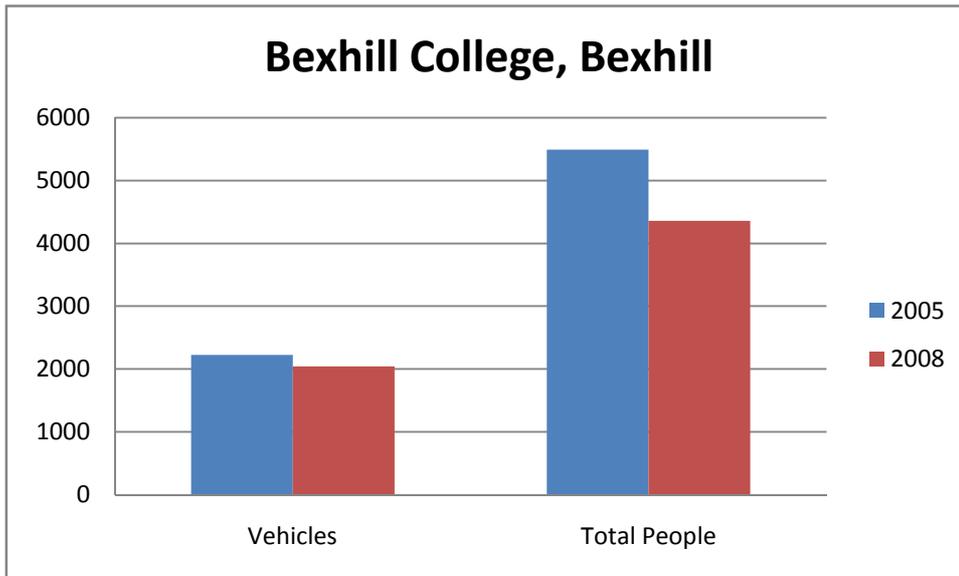
Figure 3.7 Modal Shift Bexhill College, Bexhill



3.22 The data shows that the percentage of total trips that are vehicular increased slightly, from 47.2% to 48.4%. Pedestrian levels fell slightly from 23.7% to 21.1%, public transport users increased slightly from 27% to 29.6% and cyclist levels fell from 2.1% to 0.9%.

3.23 The vehicles and total people figures show that total vehicles appear to have dropped from 2223 to 2043, and total people, rather substantially, from 5490 to 4357, as can be seen in Figure 3.8 over page.

Figure 3.8 Total Vehicles and Total People, Bexhill College, Bexhill



3.24 Table 3.6 below displays a comparison of the vehicle trip rates between the two surveys, showing a slight reduction.

Table 3.6 TRICS® Vehicular trip rate for Bexhill College, Bexhill (per 100m² Gross floor Area)

Year	Trip Rate (Arrivals and Departures, 07:00-22:00)
2005	21.957
2008	20.175

3.25 Table 3.7 below indicates that the vehicle trip rate (per employee) calculated with TRICS® shows a decrease from 10.687 trips per employee to 8.550 trips per employee.

Table 3.7 TRICS® Vehicular trip rate for Bexhill College, Bexhill (per employee)

Year	Trip Rate (Arrivals and Departures, 07:00-22:00)
2005	10.687
2008	8.550

3.26 Table 3.8 below indicates that the vehicle trip rate (per student) calculated by TRICS® shows a decrease from 1.587 trips per employee to 1.409 trips per student.

Table 3.8 TRICS® Vehicular trip rate for Bexhill College, Bexhill (per student)

Year	Trip Rate (Arrivals and Departures, 07:00-22:00)
2005	1.587
2008	1.409

3.27 The following points should be noted while comparing the two surveys:

- No substantial revisions have been made to the travel plan since the 2005 survey. The only point to consider is that there are plans by East Sussex County Council for improving cycle routes in the area, to which the college is contributing £10,000. At the moment this is still at the planning stage.
- The 2005 survey did not record any train passengers. This is probably because the 'final mode' rather than the 'main mode' was requested (although these coincide in most cases). The 2008 survey, however, included 29 arrivals and 19 departures.

3.28 Overall, due to the adverse weather conditions which affected the resurvey of this site, it is difficult to draw any substantial conclusions from this analysis.

Summary of Results from Pilot Sites

Private Vehicle Use

3.29 Of the four pilot sites analysed in this project, three saw a reduction in private vehicle use. The fourth site (Bexhill College) saw private vehicle use rise by 1.2%. This rise could be attributed to the inclement weather on the day of the 2008 survey.

3.30 Table 3.9 summarises the percentage shift from private vehicle use for the 4 sites.

Table 3.9 Modal shifts in Private Vehicle Trips at the Four Pilot Sites

Site	Shift in Vehicular Trips 2005-2008
County Hall, Maidstone	-2.7% ↓
B&Q, Chandlers Ford	-4.2% ↓
GlaxoSmithKline, Weybridge	-2.4% ↓
Bexhill College, Bexhill	1.2% ↑

Pedestrian Levels

3.31 Of the four pilot sites, three saw an increase in pedestrian levels. The fourth site (Bexhill College) saw the number of pedestrians decrease by 2.6%. This decrease could be attributed to the inclement weather on the day of the 2008 survey.

3.32 Table 3.10 summarises the shift in pedestrians accessing the site.

Table 3.10 Shift in Pedestrian Levels at the Four Pilot Sites

Site	Shift in Pedestrian Levels 2005-2008
County Hall, Maidstone	3.4% ↑
B&Q, Chandlers Ford	1.5% ↑
GlaxoSmithKline, Weybridge	2.4% ↑
Bexhill College, Bexhill	-2.6% ↓

Public Transport Levels

- 3.33 Of the four pilot sites, two saw an increase in public transport levels. Public transport levels fell marginally at County Hall, Maidstone and GlaxoSmithKline, Weybridge. The increase in public transport levels at Bexhill College could be attributed to the inclement weather on the day of the 2008 survey resulting in a shift away from walking and cycling.
- 3.34 Table 3.11 summarises the shift in public transport levels at the pilot sites.

Table 3.11 Shift in Public Transport at the Four Pilot Sites

Site	Shift in Public Transport Levels 2005-2008
County Hall, Maidstone	-0.5% ↓
B&Q, Chandlers Ford	1.3% ↑
GlaxoSmithKline, Weybridge	-0.6% ↓
Bexhill College, Bexhill	2.6% ↑

Cycling Levels

- 3.35 Of the four pilot sites, cycling increased at one site (B&Q, Chandlers Ford) and remained the same at another (GlaxoSmithKline). Cycling levels fell marginally at the County Hall, Maidstone site and by 1.2% at the Bexhill College site. The decrease in cycling levels at Bexhill College could be attributed to the inclement weather on the day of the 2008 survey.
- 3.36 Table 3.12 summarises the shift in cycling levels at the pilot sites.

Table 3.12 Shifts in Cycling Levels at the Four Pilot Sites

Site	Shift in Cycling Levels 2005-2008
County Hall, Maidstone	-0.1% ↓
B&Q, Chandlers Ford	1.4% ↑
GlaxoSmithKline, Weybridge	0%
Bexhill College, Bexhill	-1.2% ↓

Trip Rates

- 3.37 Vehicular trip rate comparisons (number of trips per 100m² Gross Floor Area and number of trips per employee or per student) were made for each of the sites.
- 3.38 All four of the pilot sites show a reduction in the vehicle trip rates per 100m² GFA. As none of the pilot sites increased in size between 2005 and 2008, it can be concluded that there has been a reduction in overall vehicle trips to and from all of the sites. This decrease in trip rates is attributable to a reduction in the number of people accessing all of the pilot sites. It may also be because of a reduction in vehicular trips made to and from the site as a result of travel plan measures.
- 3.39 Table 3.13 summarises the changes in trip rates per 100m² GFA at each of the sites. All trips calculated represent total arrivals and departures, covering the full survey period.

Table 3.13 Changes in Trip Rates (per 100m² Gross Floor Area) at each of the Four Pilot Sites

Site	Changes in Vehicular Trip Rate 2005-2008
County Hall, Maidstone	-0.217 ↓
B&Q, Chandlers Ford	-0.825 ↓
GlaxoSmithKline, Weybridge	-1.151 ↓
Bexhill College, Bexhill	-0.782 ↓

- 3.40 The breakdown in numbers of full time and part time staff working at the B&Q site, Chandlers Ford, was not known in 2008, so no accurate comparison between trip rates per number of employees was possible. The number of trips per staff member fell at both the County Hall, Maidstone and at GlaxoSmithKline, Weybridge. The advantage of calculating trip rates per employee or student is that it takes account of expanding or declining workforces and student numbers.
- 3.41 It can be concluded that the fall in vehicle trips at the County Hall, Maidstone and at GlaxoSmithKline, Weybridge is attributable to factors other than a reduction in the number of people accessing the site. Measures implemented by the travel plans at these sites may have contributed towards this reduction in trips.

Table 3.14 Changes in Vehicular trip Rates (per employee) at each of the Four Pilot Sites

Site	Change in Trip Rate 2005-2008
County Hall, Maidstone	-0.079 ↓
B&Q, Chandlers Ford	Not available
GlaxoSmithKline, Weybridge	-0.211 ↓
Bexhill College, Bexhill	-2.137 ↓

4 SAM Review

4.1 SAM was established in 2005 and has been used at 24 survey locations to date.

4.2 In addition to standard TRICS® site, development, parking and multi-modal count data, SAM collects the following site specific travel plan data:

- Date of travel plan implementation and accreditation;
- Details of travel plan coordinator role;
- Pre travel plan modal split;
- Travel plan modal split targets;
- Changes in site environment and circumstances;
- Specific cycling elements;
- Car sharing scheme;
- Car parking management;
- Financial incentives;
- Travel plan- specific public transport measures;
- Shuttle bus facilities;
- Journey purpose by total person movements (employment and residential sites).*

*This question is currently being developed.

4.3 SAM is an excellent monitoring tool for collecting 'at gate' multi-modal data and complementing this with a detailed analysis of a site's travel plan. This data is very reliable and allows an accurate comparison between surveys. Traffic count and people movement data is more statistically robust than travel survey data and is the most objective method of measuring the trips being made to and from a site with a travel plan. However, travel surveys gather qualitative data on where people travel from, how and why. Both types of collection methods provide complementary data for the analysis and development of a travel plan.

4.4 Hourly directional manual counts ensure that a complete picture of the travel habits of people accessing the site is established.

4.5 Adversely multi-modal counts also record trips made to and from the site by visitors who may be infrequent visitors to the site. It is more difficult for a travel plan to have any impact on these trips and other factors outside the remit of the travel plan may impact on these trips.

4.6 SAM also gathers detailed data on the changes that have occurred on site between surveys (e.g. installation of cycle parking), in the surrounding built environment (e.g. introduction of a new bus service) and to the actual travel plan itself (e.g. introduction of an interest free loan for season travel cards). By collecting this data it ensures that any modal shift that is recorded is justified by changes in either the environment or travel plan, which makes it possible to validate the data collected and ensure the methodology is statistically robust.

4.7 Currently, SAM does not collect qualitative data via travel surveys. Travel surveys at employment sites, schools and residential developments are vital tools for collecting data such as:

- Home postcodes (for employment sites and schools);

- Gender;
- Age;
- What, if any, other forms of transport they use to access the site;
- What measures would encourage people to change their mode of transport; and
- How far people are travelling to get to the site.

4.8 This type of data is important when reviewing a travel plan. It provides data on where people are coming from which allows measures to focus on certain modes (e.g. if a high percentage of people accessing the site live within a 1 mile radius of the site, then the travel plan may wish to focus on the promotion of walking).

4.9 Travel surveys also gather detailed data on business travel patterns and allow the travel plan to address this issue. 'At gate' surveys record these trips, but a staff travel survey will help to understand where staff are travelling to for business, how they are travelling and why they are travelling this way.

4.10 It also allows data to be collected on what changes people would like to see to the travel plan. Getting the opinion of people using the site is vital to improving the travel plan. If people using the site wish to change their mode of transport, but perceive there are barriers to them doing so, a travel survey can identify these barriers and the travel plan can attempt to remove them.

5 Suggested Refinements to SAM

- 5.1 SAM currently is an excellent monitoring tool for collecting 'at gate' multi-modal data, along with details of individual travel plan elements.
- 5.2 While travel surveys are less statistically robust than standard multi-modal surveys, they do provide information on the travel patterns of people who access the site regularly (i.e. they work on the site, they study at the site, or they live on the site). The travel plan is more likely to impact on the travel patterns of these people. Measures such as interest free loans to purchase season tickets, cycle purchase schemes, showers for cyclists and walkers etc which make up a large part of any travel plan will only impact on these regular site users. Undertaking a travel survey is important in gathering this information, which will allow a more focused review of the travel plan to be undertaken.
- 5.3 Currently SAM does not collect any travel survey data. The inclusion of this data collection would make SAM unique in the market place as the only travel plan monitoring tool that collects 'at gate' data and travel survey data.
- 5.4 Table 5.1 below summarises the data collection that is required to ensure that SAM comprehensively monitors travel plans and whether or not SAM currently collects it.

Table 5.1 SAM Data Collection Requirements

Data Collection Required	SAM Data Collection	
	Yes	No
Background Data		
Site name	√	
Site location	√	
Populations within given radii	√	
Public transport provision	√	
Accessibility and Census data	√	
Hours of site operations	√	
Size of site	√	
Information on employee levels	√	
Housing type breakdown for residential sites	√	
Parking available (on and off site)	√	
Survey date	√	
Day of the week	√	
Weather conditions	√	
Vehicles type percentage breakdown	√	
Site/travel plan audit	√	
Quantitative Data (traffic surveys)		
12 hour vehicle trips 'at gate' by car, taxi, motorcycle, LGV, PSV, OGV	√	
12 hour person movements 'at the gate' by vehicle, cycle, on foot and by public transport.	√	
Journey purpose by total person movements (employment and residential sites)	√	
Number of people per car	√	
Qualitative Data (travel surveys)		
Home postcode		√
Gender		√
Age		√
How people travel to the site		√
How far people travel to the site		√
Question asking what would encourage people to car share		√
Question asking what would encourage people to cycle		√
Question asking what would encourage people to walk		√
Question asking what would encourage people to public transport		√

5.5 Therefore SAM should be refined to include the following data collection in its methodology to ensure it is as comprehensive as possible:

- Qualitative Data (travel surveys):
 - Postcode data;
 - Gender;
 - Age;
 - How people travel to the site;
 - How far people travel to the site;
 - Question asking what would encourage people to car share;
 - Question asking what would encourage people to cycle;
 - Question asking what would encourage people to walk; and
 - Question asking what would encourage people to public transport.

6 Conclusion

- 6.1 It is concluded from this pilot project that SAM is an excellent monitoring tool for gathering 'at gate' multi-modal data, complemented by comprehensive detail on an individual site's travel plan structure. This data is vital for accurately monitoring the impact of a sites travel plan. It provides quantifiable, objective data that can be repeated each time a site is surveyed.
- 6.2 The modal shift and changes in vehicular trips rates at the SAM pilot sites indicate that the travel plans at these sites have had a positive impact on the travel behaviour of people accessing them.
- 6.3 It also successfully gathers data on changes that have occurred on the site, changes that have occurred in the surrounding built environment and changes that have occurred in the travel plan. This data is used to validate all survey results and insures SAM is statistically robust.
- 6.4 It also ensures that factors such as weather, changes to schedules (e.g. changes to university timetables) are taken into account in the validation process.
- 6.5 SAM does not currently undertake travel surveys. Travel surveys provide information on the travel patterns of people who access the site regularly (i.e. they work on the site, they study at the site, or they live on the site). The travel plan is more likely to impact on the travel patterns of these people. Measures such as interest free loans to purchase season tickets, cycle purchase schemes, showers for cyclists and walkers etc which make up a large part of any travel plan will only impact on these regular site users. Undertaking a travel survey is important in gathering this information, which will allow a more focused review of the travel plan to be undertaken.
- 6.6 It is suggested that SAM is refined to include travel surveys as part of the methodology. Gathering both traffic count data and travel survey data is vital to building up an overall picture of the impact of the travel plan and allows further data validation to occur.
- 6.7 Suggested refinements will allow SAM to develop into a unique monitoring tool in the marketplace. It is suggested that qualitative data is gathered through travel surveys undertaken at the sites. This will allow SAM to gather vital data for the progression of the travel plan. This data can be used to identify what measures people using the site wish to see as part of the travel plan. This data is vital if the travel plan is to be an active travel management tool.

Appendix A

2005 and 2008 Datasets

Site Reference: ES-04-C-03 Multi-Modal Site
 Latitude/Longitude: 50.8476007663347, 0.491642181759332
 Land Use Type: 04 - EDUCATION/C - COLLEGE/UNIVERSITY
 Region/Area: SOUTH EASTEAST SUSSEX

Description: COLLEGE, BEXHILL
 Street: PENLAND ROAD
 District:
 Town: BEXHILL-ON-SEA
 Post Code: TN40 2JG

Location: Suburban Area (PPS6 Out of Centre)
 Location Sub Category: No Sub Category
 Use Class: D1

Population within 500m: 2000
 Population within 1 Mile: 10,001 to 15,000
 Population within 5 Miles: 75,001 to 100,000
 Car ownership within 5 Miles: 1.1 to 1.5

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	121		121
Monday-Friday	0700-1000	34		34
Monday-Friday	1600-1900	36		36
Saturday	0700-1900	92		92
Sunday	0700-1900	14		14

Is site associated with a travel plan: Yes
 If not, are there any plans to implement a Travel Plan in the future?
 Is survey data available before the implementation of the Travel Plan? No
 Is the location of the site hilly or flat: Hilly
 Urban Regeneration: No

Next survey ES-04-C-04
 Gross floor area 10125 sqm
 Number of students 1400
 Total Employees 208

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This site is located in a suburban area close to the eastern edge of Bexhill, off the A2036 Hastings Road, which heads east towards the A259 Bexhill Road (and out of Bexhill along the coast), and north-west along the edge of Bexhill and then out of town. Other local roads head towards all parts of the town.

The site is surrounded by mainly residential development.

The site has 2 access points, both on Penland Road. The first is the main entrance (for pedestrians and delivery vehicles), and the second is to the south of the first (for pedestrians and general vehicles).

There are 4 bus stops near the site, one on either side of Penland Road (right next to the site), and one on either side of the A259 De La Warr Road (dual carriageway), to the south of the site where the A259 meets Penland Road.

Bus (or tram) site accessibility

1. Is there a site specific company bus service associated with the development?: Yes
2. If Yes to question 1, for how many years: 1
3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
4. If yes to question 3, where it is necessary to cross a road between the development and the stop,

is there a conveniently placed crossing facility? : Yes

5. If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
6. If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Hastings	2	25
Little Common	2	10

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

The nearest railway station is located 1.5 kilometres away.

A new bus service has been introduced that stops outside the college (more part of the college relocation than the actual travel plan at the site). The travel plan was implemented after the relocation.

There are a number of bus stops within 400 metres of the site (the individual services table represents the stops on Penland Road and De La Warr Road).

In addition to public services there are also private/hire buses used by the college.

Design features encouraging non-car modes

12. Pedestrians

There are signalised crossing points on relevant routes to the school.

CCTV is present at the site.

13. Pedal cycles

There are cycle racks, showers and locker facilities available for cyclists.

14. Public transport

The site is located on bus routes.

Bus waiting facilities, new/improved services, secure well-lit pedestrian routes to and from stops, public transport information provided on site, and publicity and awareness material, are all available at the site.

Accessibility & Census Information

Road Network Distance to Local Developments	
Year of Analysis	
Nearest Primary School	
Nearest Secondary School	
Nearest Local Shop/Corner Shop	
Nearest Main Supermarket	
Nearest Doctors Surgery	
Nearest Hospital with Minor Injuries/A & E	
Nearest Sports/Leisure Centre	

Census Data	
Year of Census	
Census Output Area/Data Zone	
Number of people employed within Census Output Area	
Number of households within Census Output Area	
Number of people living within Census Output Area	
Area of Census Output Area (hectares)	
Population density within Census Output Area (per hectare)	

SITE PHOTO



Site reference:	ES-04-C-03	Multi-Modal survey site
Trade name:	BEXHILL COLLEGE	
Site area (h/a):	4.25	
Gross floor area (sqm)	10125	
GFA not in use (sqm)	0	
Open since	2004	
Total Employees	208	
Full Time Employees	83	39%
Part Time Employees	125	61%
Approximate % of total employees working standard 9-5 hours or similar	62%	
Percentage Split of Employee Gender		
Male	20%	
Female	80%	
Approximate % of employees living within the following radii of the site		
3Km	47%	
5Km	60%	
>5Km	40%	
GFA per employee	48.678	
Number of students	1400	
Name of nearest site	PARK COL., EASTBOURNE	
Distance to nearest similar site	20 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	07:30	to	21:30
Friday	07:30	to	21:30
Saturday	00:00	to	00:00
Sunday	00:00	to	00:00

Comments

This site was relocated in September 2004 (moved closer to the town centre). The original college was opened in 1977, and was located within a kilometre of the new site.

Evening classes take place at this site on Monday and Thursday evenings, with a range of subjects such as life skills, languages, computing, music, etc. Of the 1,400 students, 200 are evening class students.

Facilities at the site include an all weather sports field used for 5-a-side football and hockey, which is available for public use from 1630-2130 on Mondays to Fridays, and up to 1400 on Saturdays (it is closed on Sundays). There is also an indoor sports hall available for public use from 1630 to 2200 on Mondays to Fridays, and all day on Saturdays and Sundays.

A college nursery provides daytime care from 0845 to 1645, either as all day sessions or morning/afternoon. There is also an after school club from 1530 to 1830 and a holiday club from 0830 to 1800 during most of the school holidays (this facility is not provided on-site).

Multi-Modal survey site

On-Site parking

Total no. of parking spaces	216
Spaces Per 100m2 GFA	2.133
Spaces Per student	0.154

Number of spaces

Employee	177
Disabled	6
Visitor/Customer	6
OGV parking bays	0
Cycle racks	29
OGV loading bays	0
Mother & Toddler	0
Motorcycle spaces	25

Parking charges No

Comments about the management of the site car park, along with enforcement measures

There are a further 2 designated minibus parking spaces, included in the total number of spaces shown.
 Staff and students are granted permits to park in the College car park. No enforcement was observed on the day.
 However, there is monitoring (and enforcement) by ground staff on occasion.
 The 500 off-site spaces are located within a nearby retail park, which some students use for college parking.

Site parking surface or non-surface (multi-storey/underground)

Surface

Off-Site parking details

Is there off-site parking available

Yes

Off-Site parking included in the counts

Yes

Free On-Street parking available nearby

Yes

If yes, considered easy to find a space

Yes

If prepared to pay, easy to find somewhere to park off-site all day

No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)

No

Off-Street parking

Off-Street parking available Yes, Public Off-Street Parking is Available

Approx. available spaces 500

Parking located within a control parking zone (CPZ)

No

Charges for this Off-Street parking

No

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site

No

Travel Plan History

Date of Travel Plan implementation September 2004
 Has the Travel Plan been accredited, or received an award in recognition of its quality, from either a national body such as ACT or a local authority? No

Travel Plan Target Group

Main target market(s) for the Travel Plan

Staff	Target group
Visitors	Not a target group
Customers	Not present
Students	Target group
Patients	Not present
All site users	Not a target group
Other	

Travel Plan Co-Ordinator

Is there a Travel Plan co-ordinator - a member of staff whose job it is to manage the implementation of the Travel Plan? Yes
 If YES to the above, do they work on the Travel Plan full time or part time? Part time

Pre-Travel Plan Mode Split

Was modal split data obtained before the introduction of the Travel Plan?

Travel Plan Modal Split Targets

Did the Travel Plan identify mode split targets?

Changes in site environment and circumstances

Since the travel plan was implemented, have any of the following changes occurred?

Has there been large scale changes in numbers of staff on site? No

Has there been a change in site function from, for example, call centre to head office; or from administrative to sales, etc? No

Have parking controls been implemented around a site where previously many staff parked at no charge? No

Has there been large scale changes in local public transport services? Yes
 There has been a new bus service introduced that stops outside the college. This was more part of the college relocation than the Travel Plan implementation.

Has the site been relocated to somewhere with different accessibility characteristics (e.g. from city centre to edge of town)? Yes
 The site was relocated in September 2004, and is now closer to the town centre than before. The Travel Plan was introduced after the relocation.

Factors that may have affected trip rates

Additional Travel Plan comments

Unknown capital/annual operating costs are shown as blank, or other explanations given.

Cycling Measures

Covered cycle racks close to building entrances Yes
 Date implemented September 2004
 Capital cost
 Annual operating cost

Good lighting in cycle parking areas Yes
 Date implemented September 2004
 Capital cost
 Annual operating cost

Lockers/Facilities for staff who cycle to store their clothing Yes
 Date implemented September 2004
 Capital cost
 Annual operating cost

Secure well-lit/covered cycle parking compound No
 Date implemented
 Capital cost
 Annual operating cost

CCTV coverage of cycle parking areas Yes
 Date implemented August 2005
 Capital cost
 Annual operating cost

Shower and changing facilities for staff who cycle and walk Yes
 Date implemented September 2004
 Capital cost
 Annual operating cost

Good network of cycle routes linking the site to main residential areas locally No
 Date implemented
 Capital cost
 Annual operating cost

Additional comments

There was a capital cost of £25,000 and an annual operating cost of £1,000 for CCTV at this site. However, these figures relate to the whole site and not just the cycle parking areas. the cost for coverage of these areas should be considered minimal when compared to the rest of the site.

The costs for covered cycle racks, lighting, lockers/facilities, and showers, were all included as part of the overall construction of the site, and are not split (therefore the figures are not available). Also, lighting, lockers/facilities and shower/changing are covered by an annual maintenance contract of all plant and services.

Car Sharing Measures

Car-share matching system where employer takes active role in setting up car-share teams (i.e. more than just a voluntary noticeboard) No
 Date implemented
 Capital cost
 Annual operating cost

Guaranteed free ride home available to all staff if they car-share and need to get home in an emergency No
 Date implemented
 Capital cost
 Annual operating cost

Priority parking spaces for car-sharers close to building entrances No
 Date implemented
 Capital cost
 Annual operating cost

Car Club available locally that could be used by occupants of the site No

Does the site operate its own Car Club, or subscribe to an independent Car Club organisation?

Additional comments

Car Parking Management

Limited availability of on-site parking spaces (on-site parking supply is set at less than demand for target group of Travel Plan) Yes

Parking permit eligibility restrictions (e.g. only staff without viable public transport alternative are issued with a permit) No
 Date implemented
 Capital cost
 Annual operating cost

Charging for parking for Travel Plan target group (e.g. staff, patients, visitors, etc.) No
 Date implemented
 Capital cost
 Annual operating cost
 Charge
 Period of Charge

Parking enforcement (e.g. barrier control, parking attendants, clamping, ticketing) on-site Yes
 Date implemented September 2005
 Capital cost 150
 Annual operating cost

Additional comments

A local parking survey is carried out annually to assess the impact of student/staff parking in streets surrounding the college.
 Occasional patrols of the parking areas are performed by members of ground staff - although none were observed on the day of the survey.
 Limited availability of on-site parking is evident at the site, with 180 spaces for approximately 1,500 potential users (not including visitors).

Financial Incentives

Daily payment of £2 or more to staff not to use the car (also known as cash-out) No
 Date implemented
 Capital cost
 Annual operating cost
 Daily payment value

Annual payment to give up entitlement to a parking permit No
 Date implemented
 Capital cost
 Annual operating cost
 Annual payment value

Site provides employees with season ticket/cycle loans No
 Date implemented
 Capital cost
 Annual operating cost
 Annual loans value

Additional comments

Public Transport Measures

Bus waiting facilities (clean, graffiti-free bus shelter and seats close to (e.g. within 400 metres) the site's main entrance Yes
 Date implemented September 2004
 Capital cost
 Annual operating cost

New/improved bus services close to the site Yes
 Date implemented September 2004
 Capital cost
 Annual operating cost

Secure well-lit pedestrian routes to bus/tram stops within 400 metres Yes
 Date implemented September 2004
 Capital cost
 Annual operating cost

Secure well-lit pedestrian routes to railway stations within 1000 metres No
 Date implemented
 Capital cost
 Annual operating cost

Public transport information provided on site on paper and/or computer Yes
 Date implemented September 2004
 Capital cost
 Annual operating cost

Publicity and awareness raising material about local public transport Yes
 Date implemented September 2004
 Capital cost
 Annual operating cost

Personalised journey planning/travel assistance (e.g. helpline, etc). No
 Date implemented
 Capital cost
 Annual operating cost

Additional comments

There are a number of bus stops within 400 metres of the school. Two of these have shelters, which would be considered to be of "good" quality.

Shuttle Bus

Shuttle bus(es) to main staff/customer residential areas

No

Date implemented

Capital cost

Annual operating cost

Shuttle bus(es) to railway and/or bus station(s)

No

Date implemented

Capital cost

Annual operating cost

Additional comments

There are bus services to the college (private hire for trips etc.), but these would not be considered to be "shuttle buses".

Site reference: ES-04-C-03 Survey date: 20/10/05 Day of week: Thursday
 Multi-Modal survey site
 Vehicles surveyed: Total vehicles
 Survey type: Manual Count
 AM weather: Mild and Clear
 PM weather: Mild and Clear
 Initial car park occupancy: 9 Final car park occupancy: 4
 BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Data proportions in %
 Motor cars 87 Motor cycles 5 Public service 3
 Light goods 3 OGV (1) 0 OGV (2) 0
 Taxis 2

Time	Arrivals 1109	Departures 1114	Totals	Parking Accum
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	13	4	17	18
08:00-09:00	267	118	385	167
09:00-10:00	106	49	155	224
10:00-11:00	45	38	83	231
11:00-12:00	61	54	115	238
12:00-13:00	35	42	77	231
13:00-14:00	51	71	122	211
14:00-15:00	45	59	104	197
15:00-16:00	76	140	216	133
16:00-17:00	85	154	239	64
17:00-18:00	100	73	173	91
18:00-19:00	146	84	230	153
19:00-20:00	55	66	121	142
20:00-21:00	12	51	63	103
21:00-22:00	12	111	123	4
22:00-23:00				
23:00-24:00				

Comments

OGV's visiting the site park in the general parking area, as there are no specific OGV parking spaces/loading bays available.
 The maximum vehicle parking accumulation exceeding the number of parking spaces available can be explained by the fact that off-site parking was also included in this survey.
 There are occasions when the number of vehicles exceeds the number of vehicle occupants. This can be explained by the fact that drivers of vehicles picking up/dropping off people at the site are excluded from the vehicle occupants count.
 The coach passengers shown represent passengers of site specific college buses. The PSV's shown are these vehicles. During 0900-1000, 51 students left by college bus for a trip to Kew Gardens (included as coach passengers). The 15 coach passengers arriving at 1700-1800 were returning students to the site (a group of 11 that left the site at 1030), as well as 4 students who returned from Kew Gardens and re-entered the site (the rest did not). The bus passengers recorded are passengers of public bus services.

Site reference: ES-04-C-03 Survey date: 20/10/05 Day of week: Thursday
 Multi-Modal survey site
 Vehicles surveyed: OGV

Data proportions in % OGV (1) 100 OGV (2) 0

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arrivals 3	Departures 3	Totals	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	1	1	2	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	1	1	2	(0)
13:00-14:00	1	1	2	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00	0	0	0	(0)
20:00-21:00	0	0	0	(0)
21:00-22:00	0	0	0	(0)
22:00-23:00				
23:00-24:00				

Site reference: ES-04-C-03 Survey date: 20/10/05 Day of week: Thursday
 Multi-Modal survey site
 Vehicles surveyed: PSV

Time	Arrivals 33	Departures 33	Totals	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	0	0	(0)
08:00-09:00	9	9	18	(0)
09:00-10:00	5	5	10	(0)
10:00-11:00	0	1	1	(-1)
11:00-12:00	1	0	1	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	1	0	1	(1)
14:00-15:00	2	3	5	(0)
15:00-16:00	4	4	8	(0)
16:00-17:00	9	10	19	(-1)
17:00-18:00	2	1	3	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00	0	0	0	(0)
20:00-21:00	0	0	0	(0)
21:00-22:00	0	0	0	(0)
22:00-23:00				
23:00-24:00				

Site reference: ES-04-C-03 Survey date: 20/10/05 Day of week: Thursday
 Multi-Modal survey site
 Vehicles surveyed: Taxis

Time	Arrivals 23	Departures 23	Totals	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	0	0	(0)
08:00-09:00	4	3	7	(1)
09:00-10:00	3	4	7	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	1	1	2	(0)
13:00-14:00	1	1	2	(0)
14:00-15:00	4	4	8	(0)
15:00-16:00	4	4	8	(0)
16:00-17:00	1	1	2	(0)
17:00-18:00	2	2	4	(0)
18:00-19:00	1	1	2	(0)
19:00-20:00	0	0	0	(0)
20:00-21:00	1	1	2	(0)
21:00-22:00	1	1	2	(0)
22:00-23:00				
23:00-24:00				

Site reference: ES-04-C-03 Survey date: 20/10/05 Day of week: Thursday
 Multi-Modal survey site
 Vehicles surveyed: Cycles

Time	Arrivals 58	Departures 58	Totals	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	3	0	3	(3)
08:00-09:00	17	0	17	(20)
09:00-10:00	4	0	4	(24)
10:00-11:00	5	0	5	(29)
11:00-12:00	9	9	18	(29)
12:00-13:00	1	7	8	(23)
13:00-14:00	2	2	4	(23)
14:00-15:00	9	2	11	(30)
15:00-16:00	2	11	13	(21)
16:00-17:00	2	17	19	(6)
17:00-18:00	2	3	5	(5)
18:00-19:00	1	5	6	(1)
19:00-20:00	0	1	1	(0)
20:00-21:00	1	0	1	(1)
21:00-22:00	0	1	1	(0)
22:00-23:00				
23:00-24:00				

Site reference: ES-04-C-03 Survey date: 20/10/05 Day of week: Thursday
 Multi-Modal survey site
 People Surveyed: Car/LGV/Motorcycle occupants

This count consists of car occupants, light goods vehicle occupants, motorcycle riders and OGV occupants
 Taxi drivers and drivers of private vehicles picking up/dropping off passengers at the site are excluded from the count

Time	Arrivals 1311	Departures 1278	Totals	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	13	4	17	(9)
08:00-09:00	331	20	351	(320)
09:00-10:00	141	24	165	(437)
10:00-11:00	50	34	84	(453)
11:00-12:00	73	61	134	(465)
12:00-13:00	42	56	98	(451)
13:00-14:00	53	87	140	(417)
14:00-15:00	47	67	114	(397)
15:00-16:00	57	160	217	(294)
16:00-17:00	77	184	261	(187)
17:00-18:00	162	93	255	(256)
18:00-19:00	175	149	324	(282)
19:00-20:00	71	106	177	(247)
20:00-21:00	15	76	91	(186)
21:00-22:00	4	157	161	(33)
22:00-23:00				
23:00-24:00				

Site reference: ES-04-C-03 Survey date: 20/10/05 Day of week: Thursday
 Multi-Modal survey site
 People Surveyed: Pedestrians

Time	Arrivals 660	Departures 641	Totals	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	1	1	(-1)
08:00-09:00	107	5	112	(101)
09:00-10:00	55	13	68	(143)
10:00-11:00	26	68	94	(101)
11:00-12:00	122	121	243	(102)
12:00-13:00	85	55	140	(132)
13:00-14:00	57	93	150	(96)
14:00-15:00	127	67	194	(156)
15:00-16:00	34	79	113	(111)
16:00-17:00	19	97	116	(33)
17:00-18:00	20	26	46	(27)
18:00-19:00	8	7	15	(28)
19:00-20:00	0	4	4	(24)
20:00-21:00	0	0	0	(24)
21:00-22:00	0	5	5	(19)
22:00-23:00				
23:00-24:00				

Site reference: ES-04-C-03 Survey date: 20/10/05 Day of week: Thursday
 Multi-Modal survey site
 People Surveyed: Public transport Users

Time	Arrivals 718	Departures 766	Totals	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	2	2	4	(0)
08:00-09:00	404	15	419	(389)
09:00-10:00	120	63	183	(446)
10:00-11:00	72	25	97	(493)
11:00-12:00	29	22	51	(500)
12:00-13:00	16	20	36	(496)
13:00-14:00	13	57	70	(452)
14:00-15:00	22	46	68	(428)
15:00-16:00	13	116	129	(325)
16:00-17:00	7	385	392	(-53)
17:00-18:00	18	14	32	(-49)
18:00-19:00	2	0	2	(-47)
19:00-20:00	0	0	0	(-47)
20:00-21:00	0	0	0	(-47)
21:00-22:00	0	1	1	(-48)
22:00-23:00				
23:00-24:00				

Site reference: ES-04-C-03 Survey date: 20/10/05 Day of week: Thursday
 Multi-Modal survey site
 People Surveyed: Bus/Tram Passengers

Time	Arrivals 286	Departures 345	Totals	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	2	2	4	(0)
08:00-09:00	92	6	98	(86)
09:00-10:00	55	8	63	(133)
10:00-11:00	69	14	83	(188)
11:00-12:00	23	22	45	(189)
12:00-13:00	11	17	28	(183)
13:00-14:00	4	56	60	(131)
14:00-15:00	9	26	35	(114)
15:00-16:00	9	72	81	(51)
16:00-17:00	7	107	114	(-49)
17:00-18:00	3	14	17	(-60)
18:00-19:00	2	0	2	(-58)
19:00-20:00	0	0	0	(-58)
20:00-21:00	0	0	0	(-58)
21:00-22:00	0	1	1	(-59)
22:00-23:00				
23:00-24:00				

Site reference: ES-04-C-03 Survey date: 20/10/05 Day of week: Thursday
 Multi-Modal survey site
 People Surveyed: Coach Passengers

Time	Arrivals 408	Departures 405	Totals	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	0	0	(0)
08:00-09:00	302	9	311	(293)
09:00-10:00	64	55	119	(302)
10:00-11:00	0	11	11	(291)
11:00-12:00	1	0	1	(292)
12:00-13:00	0	0	0	(292)
13:00-14:00	9	0	9	(301)
14:00-15:00	13	13	26	(301)
15:00-16:00	4	41	45	(264)
16:00-17:00	0	276	276	(-12)
17:00-18:00	15	0	15	(3)
18:00-19:00	0	0	0	(3)
19:00-20:00	0	0	0	(3)
20:00-21:00	0	0	0	(3)
21:00-22:00	0	0	0	(3)
22:00-23:00				
23:00-24:00				

Site reference: ES-04-C-03

Survey date: 20/10/05

Day of week: Thursday

Multi-Modal survey site

People Surveyed: Total people

Time	Arrivals 2747	Departures 2743	Totals	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	18	7	25	20
08:00-09:00	859	40	899	839
09:00-10:00	320	100	420	1059
10:00-11:00	153	127	280	1085
11:00-12:00	233	213	446	1105
12:00-13:00	144	138	282	1111
13:00-14:00	125	239	364	997
14:00-15:00	205	182	387	1020
15:00-16:00	106	366	472	760
16:00-17:00	105	683	788	182
17:00-18:00	202	136	338	248
18:00-19:00	186	161	347	273
19:00-20:00	71	111	182	233
20:00-21:00	16	76	92	173
21:00-22:00	4	164	168	13
22:00-23:00				
23:00-24:00				

Site Reference: SC-02-A-13 Multi-Modal Site
 Created: Version: 2009(a)v6.3.1 05/11/08
 Latitude/Longitude: 51.36215, -0.4525
 Land Use Type: 02 - EMPLOYMENT/A - OFFICE
 Region/Area: SOUTH EASTSURREY
 Version/Creation Date: 2009(a)v6.3.1 05/11/08

Description: PHARMACEUTICALS, WEYBRIDGE
 Street: ST GEORGE'S AVENUE
 District: THE HEATH
 Town: WEYBRIDGE
 Post Code: KT13 0DE

Location: Suburban Area (PPS6 Out of Centre)
 Location Sub Category: Residential Zone
 Use Class: B1

Population within 500m: 500
 Population within 1 Mile: 10,001 to 15,000
 Population within 5 Miles: 250,001 to 500,000
 Car ownership within 5 Miles: 1.1 to 1.5

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	22	144	166
Monday-Friday	0700-1000	4	36	40
Monday-Friday	1600-1900	6	36	42
Saturday	0700-1900	22	144	166
Sunday	0700-1900		52	52

Is site associated with a travel plan: Yes
 If not, are there any plans to implement a Travel Plan in the future?
 Is survey data available before the implementation of the Travel Plan?
 Is the location of the site hilly or flat: Flat
 Urban Regeneration: No

Previous survey: SC-02-A-12
 Gross floor area: 10293 sqm
 Total Full Time Employees: 305
 Total Part Time Employees: 20

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This site is located south of the centre of Weybridge. Local routes include the B372 St George's Avenue, heading north-east via the A317, the B374, which heads south towards the A245, and Heath Road, which heads north-west towards the A317.

Various development surrounds the site, including some residential.

The site has two access points. The first is the "main reception" at the south-western edge of the site, which is off Firfields. The second access is off St George's Avenue at the north-eastern edge of the site. Both access points are for all modes of transport.

The local railway station is located to the west of the site, as are the nearest bus stops.

Bus (or tram) site accessibility

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
4. If yes to question 3, where it is necessary to cross a road between the development and the stop,

is there a conveniently placed crossing facility? : Yes

Rail accessibility

- 7. Is there at least one railway station within 1 kilometre radius of the site?: Yes
- 8. If yes to question 7, is pedestrian access to the station satisfactory?: Yes
- 9. If yes to question 7, are there at least 2 stopping trains per hour (per direction between 0700 and 1900) with routes serving stations within a 10 kilometre radius (Mon-Sat)?: Yes
- 10. If yes to question 9, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Woking	4	10
Virginia Water	2	12

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

There are hourly bus services available which run between Staines and Kingston. Journey times from the site are 35 minutes to Chertsey, 30 minutes to West Molesey, and 10 minutes to Byfleet. Since the original 2005 survey the number of available services has decreased.

Design features encouraging non-car modes

12. Pedestrians

There are footpaths in the local area also providing a link to the train station.

13. Pedal cycles

There are secure cycle facilities and shower facilities at the site.

14. Public transport

This site is within proximity to a railway station and bus routes.

Accessibility & Census Information

Road Network Distance to Local Developments	
Year of Analysis	2008
Nearest Primary School	1.5 kilometres
Nearest Secondary School	4.5 kilometres
Nearest Local Shop/Corner Shop	0.4 kilometres
Nearest Main Supermarket	1.5 kilometres
Nearest Doctors Surgery	10.0 kilometres
Nearest Hospital with Minor Injuries/A & E	5.0 kilometres
Nearest Sports/Leisure Centre	8.0 kilometres

Census Data	
Year of Census	2001
Census Output Area/Data Zone	
Number of people employed within Census Output Area	153
Number of households within Census Output Area	131
Number of people living within Census Output Area	313
Area of Census Output Area (hectares)	23.00
Population density within Census Output Area (per hectare)	13.44

Site reference:	SC-02-A-13	Multi-Modal survey site
Trade name:	GLAXO SMITHKLINE	
Site area (h/a):	2.60	
Gross floor area (sqm)	10293	
GFA not in use (sqm)	0	
Open since	1982	
Total Employees	325	
Full Time Employees	305	93%
Part Time Employees	20	7%
Approximate % of total employees working standard 9-5 hours or similar	94%	
Percentage Split of Employee Gender		
Male	50%	
Female	50%	
Approximate % of employees living within the following radii of the site		
3Km	8%	
5Km	22%	
>5Km	78%	
GFA per employee	31.671	
Number of units	2	
Name of nearest site	PROCTOR & GAMBLE	
Distance to nearest similar site	10 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	08:00	to	18:00
Friday	08:00	to	18:00
Saturday	00:00	to	00:00
Sunday	00:00	to	00:00

Comments

This site is a research and development site for Glaxo Smithkline Consumer Healthcare, developing new products such as toothpaste variants. It is composed of a mix of offices and laboratories, with the predominance being offices (the majority of people at the site work in an office environment). There are 6 buildings at the site, connected by walkways in a way that means that the site effectively has two building "units". Shiftwork is not undertaken at this site, except for 24 hour security staff. However, the site is accessible to staff outside normal working hours. Although the site does not officially open until 0800, staff arrive from 0700 onwards. There is an additional 190m2 of flats within the site, but this has been excluded from the survey.

Multi-Modal survey site

On-Site parking

Total no. of parking spaces 249
 Spaces Per 100m2 GFA 2.419

Number of spaces

Employee 213
 Disabled 2
 Visitor/Customer 19
 OGV parking bays 0
 Cycle racks 20
 OGV loading bays 1
 Mother & Toddler 0
 Motorcycle spaces 10

Parking charges No

Comments about the management of the site car park, along with enforcement measures

Since the survey conducted in 2005 the off-site parking hired by Glaxo at Parkland College is not currently used, although this is still leased. The shuttle bus service has also been suspended. There are an additional 4 contractor spaces, included in the total figure shown. As part of the general security at the site, access is controlled by a key card. Motorcycle parking also takes place within the cycle shed. Barrier control includes a number plate recognition system. This is used for the physical security of the site. At the time of the original survey it was also used to deny access to staff that should be using the Park & Ride facility, but it is not used for this purpose now as the shuttle service has been discontinued. Parking spaces are not differentiated within the site.

Site parking surface or non-surface (multi-storey/underground)

Surface

Off-Site parking details

Is there off-site parking available

Yes

Off-Site parking included in the counts

Yes

Free On-Street parking available nearby

Yes

If yes, considered easy to find a space

Yes

If prepared to pay, easy to find somewhere to park off-site all day

Yes

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)

No

Off-Street parking

Off-Street parking available Yes, Public Off-Street Parking is Available

Approx. available spaces 250

Parking located within a control parking zone (CPZ)

No

Charges for this Off-Street parking

Yes, All Day

Charge amount 500

Charge period Day

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site

No

Travel Plan History

Date of Travel Plan implementation March 2000
 Has the Travel Plan been accredited, or received an award in recognition of its quality, from either a national body such as ACT or a local authority? Yes

Travel Plan Target Group

Main target market(s) for the Travel Plan

Staff Target group
 Visitors Target group
 Customers Not present
 Students Not present
 Patients Not present
 All site users Target group
 Other

Travel Plan Co-Ordinator

Is there a Travel Plan co-ordinator - a member of staff whose job it is to manage the implementation of the Travel Plan? Yes
 If YES to the above, do they work on the Travel Plan full time or part time? Part time

Pre-Travel Plan Mode Split

Was modal split data obtained before the introduction of the Travel Plan?

Travel Plan Modal Split Targets

Did the Travel Plan identify mode split targets? Yes
 If YES, when? March 2005
 Public transport users %

Changes in site environment and circumstances

Since the travel plan was implemented, have any of the following changes occurred?

Has there been large scale changes in numbers of staff on site? Yes

Has there been a change in site function from, for example, call centre to head office; or from administrative to sales, etc? No

Have parking controls been implemented around a site where previously many staff parked at no charge? No

Has there been large scale changes in local public transport services? No

Has the site been relocated to somewhere with different accessibility characteristics (e.g. from city centre to edge of town)? No

Factors that may have affected trip rates

In November 2004 a car parking rota with associated off-site parking and a staff "shuttle car" service was introduced to coincide with the increase in staff.

Additional Travel Plan comments

The travel plan mode split targets aim to reduce the number of people travelling to work alone by car by 10%.

Cycling Measures

Covered cycle racks close to building entrances Yes
 Date implemented August 2005
 Capital cost 15000
 Annual operating cost

Good lighting in cycle parking areas Yes
 Date implemented April 2005
 Capital cost 5000
 Annual operating cost

Lockers/Facilities for staff who cycle to store their clothing Yes
 Date implemented
 Capital cost
 Annual operating cost

Secure well-lit/covered cycle parking compound Yes
 Date implemented
 Capital cost
 Annual operating cost

CCTV coverage of cycle parking areas Yes
 Date implemented
 Capital cost
 Annual operating cost

Shower and changing facilities for staff who cycle and walk Yes
 Date implemented March 2004
 Capital cost 6000
 Annual operating cost

Good network of cycle routes linking the site to main residential areas locally Yes
 Date implemented
 Capital cost
 Annual operating cost

Additional comments

Where capital/annual operating costs are blank, these are not known, or explanations have been given.
 Staff that cycle to work receive a redeemable £1 token.

Car Sharing Measures

Car-share matching system where employer takes active role in setting up car-share teams (i.e. more than just a voluntary noticeboard) Yes
 Date implemented January 2001
 Capital cost 0
 Annual operating cost 0

Guaranteed free ride home available to all staff if they car-share and need to get home in an emergency Yes
 Date implemented January 2001
 Capital cost 0
 Annual operating cost 200

Priority parking spaces for car-sharers close to building entrances Yes
 Date implemented January 2001
 Capital cost
 Annual operating cost

Car Club available locally that could be used by occupants of the site No

Does the site operate its own Car Club, or subscribe to an independent Car Club organisation?

Additional comments

There have been no changes since the survey conducted in 2005.

Car Parking Management

Limited availability of on-site parking spaces (on-site parking supply is set at less than demand for target group of Travel Plan) Yes

Parking permit eligibility restrictions (e.g. only staff without viable public transport alternative are issued with a permit) No
 Date implemented
 Capital cost
 Annual operating cost

Charging for parking for Travel Plan target group (e.g. staff, patients, visitors, etc.) No
 Date implemented
 Capital cost
 Annual operating cost
 Charge
 Period of Charge

Parking enforcement (e.g. barrier control, parking attendants, clamping, ticketing) on-site Yes
 Date implemented
 Capital cost
 Annual operating cost

Additional comments

The parking barrier control includes a swipe card entry and number plate recognition system, used for physical security of the site.

When the original survey was conducted in 2005, there was an off-site parking area at Parkland College (accessed by shuttle) which is no longer in use. However, the annual cost for leasing the 35 off-site spaces remains £30,000.

Financial Incentives

Daily payment of £2 or more to staff not to use the car (also known as cash-out) No
 Date implemented
 Capital cost
 Annual operating cost
 Daily payment value

Annual payment to give up entitlement to a parking permit	No
Date implemented	
Capital cost	
Annual operating cost	
Annual payment value	
Site provides employees with season ticket/cycle loans	Yes
Date implemented	January 2002
Capital cost	0
Annual operating cost	
Annual loans value	26972

Additional comments

There has been an increase in the cost of season tickets since the 2005 survey. Staff that cycle to work receive a redeemable £1 token.

Public Transport Measures

Bus waiting facilities (clean, graffiti-free bus shelter and seats close to (e.g. within 400 metres) the site's main entrance)	No
Date implemented	
Capital cost	
Annual operating cost	

New/improved bus services close to the site	No
Date implemented	
Capital cost	
Annual operating cost	

Secure well-lit pedestrian routes to bus/tram stops within 400 metres	No
Date implemented	
Capital cost	
Annual operating cost	

Secure well-lit pedestrian routes to railway stations within 1000 metres	No
Date implemented	
Capital cost	
Annual operating cost	

Public transport information provided on site on paper and/or computer	Yes
Date implemented	
Capital cost	0
Annual operating cost	0

Publicity and awareness raising material about local public transport	No
Date implemented	
Capital cost	
Annual operating cost	

Personalised journey planning/travel assistance (e.g. helpline, etc).	No
Date implemented	
Capital cost	
Annual operating cost	

Additional comments

Access to the railway station is through a forested area. There is lighting, but it would not be classed as secure or well-lit.

Shuttle Bus

Shuttle bus(es) to main staff/customer

residential areas

No

Date implemented

Capital cost

Annual operating cost

Shuttle bus(es) to railway and/or bus station(s)

No

Date implemented

Capital cost

Annual operating cost

Additional comments

Since the original survey in 2005, the shuttle bus has been discontinued. It is the opinion of Glaxo Smithkline that sufficient parking spaces are now available on-site. However, the organisation has decided to maintain the lease on the off-site parking area as an insurance for future expansion (if required).

Site reference: SC-02-A-13 Survey date: 21/10/08 Day of week: Tuesday
 Multi-Modal survey site
 Vehicles surveyed: Total vehicles
 Survey type: Manual Count
 AM weather: Mild and Clear
 PM weather: Mild and Clear
 Initial car park occupancy: 22 Final car park occupancy: 16
 BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Data proportions in %
 Motor cars 85 Motor cycles 2 Public service 0
 Light goods 11 OGV (1) 1 OGV (2) 0
 Taxis 1

Time	Arrivals 288	Departures 294	Totals	Parking Accum
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	9	0	9	31
07:30-08:00	43	0	43	74
08:00-08:30	36	5	41	105
08:30-09:00	39	2	41	142
09:00-09:30	43	3	46	182
09:30-10:00	37	2	39	217
10:00-10:30	8	6	14	219
10:30-11:00	7	7	14	219
11:00-11:30	3	5	8	217
11:30-12:00	6	7	13	216
12:00-12:30	9	16	25	209
12:30-13:00	13	8	21	214
13:00-13:30	10	6	16	218
13:30-14:00	14	7	21	225
14:00-14:30	1	4	5	222
14:30-15:00	2	14	16	210
15:00-15:30	2	7	9	205
15:30-16:00	0	12	12	193
16:00-16:30	3	35	38	161
16:30-17:00	1	23	24	139
17:00-17:30	2	51	53	90
17:30-18:00	0	39	39	51
18:00-18:30	0	29	29	22
18:30-19:00	0	6	6	16
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Comments

No PSV's entered or exited the site during this survey.
 No bus passengers visited the site during this survey.

Site reference: SC-02-A-13 Survey date: 21/10/08 Day of week: Tuesday
 Multi-Modal survey site
 Vehicles surveyed: OGV

Data proportions in % OGV (1) 100 OGV (2) 0

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arrivals 4	Departures 4	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	0	0	0	(0)
07:30-08:00	0	0	0	(0)
08:00-08:30	1	1	2	(0)
08:30-09:00	0	0	0	(0)
09:00-09:30	0	0	0	(0)
09:30-10:00	1	0	1	(1)
10:00-10:30	1	1	2	(1)
10:30-11:00	0	1	1	(0)
11:00-11:30	0	0	0	(0)
11:30-12:00	0	0	0	(0)
12:00-12:30	1	1	2	(0)
12:30-13:00	0	0	0	(0)
13:00-13:30	0	0	0	(0)
13:30-14:00	0	0	0	(0)
14:00-14:30	0	0	0	(0)
14:30-15:00	0	0	0	(0)
15:00-15:30	0	0	0	(0)
15:30-16:00	0	0	0	(0)
16:00-16:30	0	0	0	(0)
16:30-17:00	0	0	0	(0)
17:00-17:30	0	0	0	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: SC-02-A-13 Survey date: 21/10/08 Day of week: Tuesday
 Multi-Modal survey site
 Vehicles surveyed: Taxis

Time	Arrivals 4	Departures 4	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	0	0	0	(0)
07:30-08:00	0	0	0	(0)
08:00-08:30	1	1	2	(0)
08:30-09:00	1	1	2	(0)
09:00-09:30	0	0	0	(0)
09:30-10:00	0	0	0	(0)
10:00-10:30	0	0	0	(0)
10:30-11:00	0	0	0	(0)
11:00-11:30	0	0	0	(0)
11:30-12:00	0	0	0	(0)
12:00-12:30	0	0	0	(0)
12:30-13:00	0	0	0	(0)
13:00-13:30	0	0	0	(0)
13:30-14:00	1	1	2	(0)
14:00-14:30	0	0	0	(0)
14:30-15:00	0	0	0	(0)
15:00-15:30	0	0	0	(0)
15:30-16:00	0	0	0	(0)
16:00-16:30	0	0	0	(0)
16:30-17:00	0	0	0	(0)
17:00-17:30	1	1	2	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: SC-02-A-13 Survey date: 21/10/08 Day of week: Tuesday
 Multi-Modal survey site
 Vehicles surveyed: Cycles

Time	Arrivals 8	Departures 8	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	0	0	0	(0)
07:30-08:00	2	0	2	(2)
08:00-08:30	2	0	2	(4)
08:30-09:00	2	0	2	(6)
09:00-09:30	2	0	2	(8)
09:30-10:00	0	0	0	(8)
10:00-10:30	0	0	0	(8)
10:30-11:00	0	0	0	(8)
11:00-11:30	0	0	0	(8)
11:30-12:00	0	0	0	(8)
12:00-12:30	0	0	0	(8)
12:30-13:00	0	0	0	(8)
13:00-13:30	0	0	0	(8)
13:30-14:00	0	0	0	(8)
14:00-14:30	0	0	0	(8)
14:30-15:00	0	0	0	(8)
15:00-15:30	0	0	0	(8)
15:30-16:00	0	0	0	(8)
16:00-16:30	0	2	2	(6)
16:30-17:00	0	0	0	(6)
17:00-17:30	0	1	1	(5)
17:30-18:00	0	5	5	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: SC-02-A-13 Survey date: 21/10/08 Day of week: Tuesday
 Multi-Modal survey site
 People Surveyed: Pedestrians

Time	Arrivals 26	Departures 29	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	0	0	0	(0)
07:30-08:00	5	0	5	(5)
08:00-08:30	2	0	2	(7)
08:30-09:00	5	0	5	(12)
09:00-09:30	3	0	3	(15)
09:30-10:00	0	0	0	(15)
10:00-10:30	0	0	0	(15)
10:30-11:00	0	0	0	(15)
11:00-11:30	0	1	1	(14)
11:30-12:00	0	1	1	(13)
12:00-12:30	0	3	3	(10)
12:30-13:00	4	2	6	(12)
13:00-13:30	5	0	5	(17)
13:30-14:00	2	0	2	(19)
14:00-14:30	0	3	3	(16)
14:30-15:00	0	1	1	(15)
15:00-15:30	0	0	0	(15)
15:30-16:00	0	1	1	(14)
16:00-16:30	0	2	2	(12)
16:30-17:00	0	6	6	(6)
17:00-17:30	0	2	2	(4)
17:30-18:00	0	1	1	(3)
18:00-18:30	0	3	3	(0)
18:30-19:00	0	3	3	(-3)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: SC-02-A-13 Survey date: 21/10/08 Day of week: Tuesday
 Multi-Modal survey site
 People Surveyed: Public transport Users

Time	Arrivals 42	Departures 33	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	0	0	0	(0)
07:30-08:00	7	0	7	(7)
08:00-08:30	3	0	3	(10)
08:30-09:00	14	0	14	(24)
09:00-09:30	6	0	6	(30)
09:30-10:00	6	0	6	(36)
10:00-10:30	1	0	1	(37)
10:30-11:00	0	0	0	(37)
11:00-11:30	0	0	0	(37)
11:30-12:00	2	0	2	(39)
12:00-12:30	0	0	0	(39)
12:30-13:00	1	0	1	(40)
13:00-13:30	0	1	1	(39)
13:30-14:00	0	0	0	(39)
14:00-14:30	0	0	0	(39)
14:30-15:00	0	1	1	(38)
15:00-15:30	0	1	1	(37)
15:30-16:00	0	0	0	(37)
16:00-16:30	0	1	1	(36)
16:30-17:00	0	5	5	(31)
17:00-17:30	0	14	14	(17)
17:30-18:00	2	7	9	(12)
18:00-18:30	0	2	2	(10)
18:30-19:00	0	1	1	(9)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: SC-02-A-13 Survey date: 21/10/08 Day of week: Tuesday
 Multi-Modal survey site
 People Surveyed: Train Passengers

Time	Arrivals 42	Departures 33	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	0	0	0	(0)
07:30-08:00	7	0	7	(7)
08:00-08:30	3	0	3	(10)
08:30-09:00	14	0	14	(24)
09:00-09:30	6	0	6	(30)
09:30-10:00	6	0	6	(36)
10:00-10:30	1	0	1	(37)
10:30-11:00	0	0	0	(37)
11:00-11:30	0	0	0	(37)
11:30-12:00	2	0	2	(39)
12:00-12:30	0	0	0	(39)
12:30-13:00	1	0	1	(40)
13:00-13:30	0	1	1	(39)
13:30-14:00	0	0	0	(39)
14:00-14:30	0	0	0	(39)
14:30-15:00	0	1	1	(38)
15:00-15:30	0	1	1	(37)
15:30-16:00	0	0	0	(37)
16:00-16:30	0	1	1	(36)
16:30-17:00	0	5	5	(31)
17:00-17:30	0	14	14	(17)
17:30-18:00	2	7	9	(12)
18:00-18:30	0	2	2	(10)
18:30-19:00	0	1	1	(9)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: SC-02-A-13

Survey date: 21/10/08

Day of week: Tuesday

Multi-Modal survey site

People Surveyed: Total people

Time	Arrivals 388	Departures 382	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	9	0	9	31
07:30-08:00	66	0	66	97
08:00-08:30	47	3	50	141
08:30-09:00	64	1	65	204
09:00-09:30	56	3	59	257
09:30-10:00	43	1	44	299
10:00-10:30	9	6	15	302
10:30-11:00	8	7	15	303
11:00-11:30	3	7	10	299
11:30-12:00	8	8	16	299
12:00-12:30	11	23	34	287
12:30-13:00	17	10	27	294
13:00-13:30	17	8	25	303
13:30-14:00	19	7	26	315
14:00-14:30	1	7	8	309
14:30-15:00	2	16	18	295
15:00-15:30	2	8	10	289
15:30-16:00	0	13	13	276
16:00-16:30	2	47	49	231
16:30-17:00	1	35	36	197
17:00-17:30	1	72	73	126
17:30-18:00	2	55	57	73
18:00-18:30	0	34	34	39
18:30-19:00	0	11	11	28
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Licence No: 195506

Time	INBOUND						OUTBOUND						Totals
	Home to Work 26	Personal Trip 30	Business Trip 6	Visitor 6	Delivery/ Servicing 23	Total People 388	Work to Home 26	Personal Trip 33	Business Trip 9	Visitor 4	Delivery/ Servicing 23	Total People 382	
19:30-20:00													
20:00-20:30													
20:30-21:00													
21:00-21:30													
21:30-22:00													
22:00-22:30													
22:30-23:00													
23:00-23:30													
23:30-24:00													

Site Reference: SC-02-A-12 Multi-Modal Site
 Latitude/Longitude: 51.3621481376322, -0.453028912922847
 Land Use Type: 02 - EMPLOYMENT/A - OFFICE
 Region/Area: SOUTH EASTSURREY

Description: PHARMACEUTICALS, WEYBRIDGE
 Street: ST GEORGE'S AVENUE
 District: THE HEATH
 Town: WEYBRIDGE
 Post Code: KT13 0DE

Location: Suburban Area (PPS6 Out of Centre)
 Location Sub Category: Residential Zone
 Use Class: B1

Population within 500m: 500
 Population within 1 Mile: 10,001 to 15,000
 Population within 5 Miles: 250,001 to 500,000
 Car ownership within 5 Miles: 1.1 to 1.5

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	48	144	192
Monday-Friday	0700-1000	8	36	44
Monday-Friday	1600-1900	12	36	48
Saturday	0700-1900	22	144	166
Sunday	0700-1900		52	52

Is site associated with a travel plan: Yes
 If not, are there any plans to implement a Travel Plan in the future?
 Is survey data available before the implementation of the Travel Plan?
 Is the location of the site hilly or flat: Flat
 Urban Regeneration:

Next survey: SC-02-A-13
 Gross floor area: 10293 sqm
 Total Full Time Employees: 320
 Total Part Time Employees: 25

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This site is located south of the centre of Weybridge. Local routes include the B372 St George's Avenue, heading north-east via the A317, the B374, which heads south towards the A245, and Heath Road, which heads north-west towards the A317.

Various development surrounds the site, including some residential.

The site has two access points. The first is the "main reception" at the south-western edge of the site, which is off Firfields. The second access is off St George's Avenue at the north-eastern edge of the site. Both access points are for all modes of transport.

The local railway station is located to the west of the site, as are the nearest bus stops.

Bus (or tram) site accessibility

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
4. If yes to question 3, where it is necessary to cross a road between the development and the stop, is there a conveniently placed crossing facility? : Yes

Rail accessibility

7. Is there at least one railway station within 1 kilometre radius of the site?: Yes
8. If yes to question 7, is pedestrian access to the station satisfactory?: Yes
9. If yes to question 7, are there at least 2 stopping trains per hour (per direction between 0700 and 1900) with routes serving stations within a 10 kilometre radius (Mon-Sat)?: Yes
10. If yes to question 9, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Woking	4	10
Virginia Water	2	12

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

There are hourly bus services available to West Molesey (30 minutes journey time) and Cobham (25 minutes journey time).

Both rail services shown are run by South West Trains, serving London Waterloo and Weybridge/Basingstoke.

There is a dedicated "park and ride" car shuttle service available, linking the site with its off-site parking area. One week in eight, staff are required to park off-site and use the park and ride service.

Design features encouraging non-car modes

12. Pedestrians

There is a footpath to the site from the local railway station.

The site has CCTV present.

13. Pedal cycles

There are secure cycle facilities and showers available.

14. Public transport

The local railway station is nearby.

Accessibility & Census Information

Road Network Distance to Local Developments	
Year of Analysis	
Nearest Primary School	
Nearest Secondary School	
Nearest Local Shop/Corner Shop	
Nearest Main Supermarket	
Nearest Doctors Surgery	
Nearest Hospital with Minor Injuries/A & E	
Nearest Sports/Leisure Centre	

Census Data	
Year of Census	
Census Output Area/Data Zone	
Number of people employed within Census Output Area	
Number of households within Census Output Area	
Number of people living within Census Output Area	
Area of Census Output Area (hectares)	
Population density within Census Output Area (per hectare)	

SITE PHOTO



Site reference:	SC-02-A-12	Multi-Modal survey site
Trade name:	GLAXO SMITHKLINE	
Site area (h/a):	2.60	
Gross floor area (sqm)	10293	
GFA not in use (sqm)	0	
Open since	1982	
Total Employees	345	
Full Time Employees	320	92%
Part Time Employees	25	8%
Approximate % of total employees working standard 9-5 hours or similar	100%	
Percentage Split of Employee Gender		
Male	51%	
Female	49%	
Approximate % of employees living within the following radii of the site		
3Km	8%	
5Km	22%	
>5Km	78%	
GFA per employee	29.835	
Number of units	2	
Name of nearest site	PROCTOR & GAMBLE	
Distance to nearest similar site	10 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	08:00	to	18:00
Friday	08:00	to	18:00
Saturday	00:00	to	00:00
Sunday	00:00	to	00:00

Comments

This site is a research and development site for GlaxoSmithKline Consumer Healthcare, developing new products such as toothpaste variants. It is composed of a mix of offices and laboratories, with the predominance being offices (the majority of people at the site work in an office environment). There are 6 buildings at the site, connected by walkways in a way that means that the site effectively has two building "units".

Shiftwork is not undertaken at this site, except for 24 hour security staff. However, the site is accessible to staff outside normal working hours.

Although the site does not officially open until 0800, staff arrive from 0700 onwards

There is an additional 190m2 of flats within the site, but this has been excluded from the survey.

Multi-Modal survey site

On-Site parking

Total no. of parking spaces 243
 Spaces Per 100m2 GFA 2.361

Number of spaces

Employee 210
 Disabled 1
 Visitor/Customer 19
 OGV parking bays 0
 Cycle racks 15
 OGV loading bays 1
 Mother & Toddler 0
 Motorcycle spaces 5

Parking charges No

Comments about the management of the site car park, along with enforcement measures

There are also 7 spaces for contractors, included in the total number of spaces figure shown.
 As part of the general site security, access is controlled by key card.
 Motorcycle parking also takes place within the cycle shed.
 One week in eight, staff are required to park off-site and use the "park and ride" shuttle cars.
 Barrier control includes a number plate recognition system. This is mainly used for the physical security of the site, but it is also used to deny access to staff who should be using the park and ride shuttle cars.
 Parking spaces are not differentiated within the site. However, car sharers are always able to park within the site (rather than them having to use the Park & Ride shuttle car service).
 The £180,000 annual operating cost of "parking permit eligibility" includes the leasing of 40 parking spaces and the park and ride car shuttle service.
 In addition to the off-site parking provided by the employer, there are also 250 public spaces available in the local area (although these would not have been relevant to this site at the time of this survey).

Site parking surface or non-surface (multi-storey/underground)
 Surface

Off-Site parking details

Is there off-site parking available Yes
 Off-Site parking included in the counts Yes
 Free On-Street parking available nearby Yes
 If yes, considered easy to find a space Yes
 If prepared to pay, easy to find somewhere to park off-site all day Yes

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)
 No

Off-Street parking

Off-Street parking available Yes, Additional Off-Site Parking is Provided by the Employer
 Approx. available spaces 35
 Parking located within a control parking zone (CPZ)
 No
 Charges for this Off-Street parking
 No

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site
 Yes
 Approximate journey time from the facility to the site
 8

Travel Plan History

Date of Travel Plan implementation

Has the Travel Plan been accredited, or received an award in recognition of its quality, from either a national body such as ACT or a local authority?

Travel Plan Target Group

Main target market(s) for the Travel Plan

Staff

Visitors

Customers

Students

Patients

All site users

Other

Travel Plan Co-Ordinator

Is there a Travel Plan co-ordinator - a member of staff whose job it is to manage the implementation of the Travel Plan?

If YES to the above, do they work on the Travel Plan full time or part time?

Pre-Travel Plan Mode Split

Was modal split data obtained before the introduction of the Travel Plan?

Travel Plan Modal Split Targets

Did the Travel Plan identify mode split targets?

Changes in site environment and circumstances

Since the travel plan was implemented, have any of the following changes occurred?

Has there been large scale changes in numbers of staff on site?

Has there been a change in site function from, for example, call centre to head office; or from administrative to sales, etc?

Have parking controls been implemented around a site where previously many staff parked at no charge?

Has there been large scale changes in local public transport services?

Has the site been relocated to somewhere with different accessibility characteristics (e.g. from city centre to edge of town)?

Factors that may have affected trip rates

Additional Travel Plan comments

Cycling Measures

Covered cycle racks close to building entrances Yes
 Date implemented August 2005
 Capital cost 15000
 Annual operating cost

Good lighting in cycle parking areas Yes
 Date implemented April 2005
 Capital cost 5000
 Annual operating cost

Lockers/Facilities for staff who cycle to store their clothing Yes
 Date implemented
 Capital cost
 Annual operating cost

Secure well-lit/covered cycle parking compound Yes
 Date implemented
 Capital cost
 Annual operating cost

CCTV coverage of cycle parking areas Yes
 Date implemented
 Capital cost
 Annual operating cost

Shower and changing facilities for staff who cycle and walk Yes
 Date implemented March 2004
 Capital cost 6000
 Annual operating cost

Good network of cycle routes linking the site to main residential areas locally No
 Date implemented
 Capital cost
 Annual operating cost

Additional comments

Two additional cycle racks were installed at the site in 2005, with other cycle racks existing prior to the implementation of the Travel Plan. Lighting in the cycle parking area was also upgraded in 2005. The cycle sheds do not have any specific security. however, the site itself is secure, so this extra security is not necessary. CCTV coverage of the cycle parking area is part of this general site security. The lockers/facilities for cycling staff were implemented as part of a shower area refurbishment. Existing showers were refurbished and new showers were added, together with a drying room, in 2004.

Car Sharing Measures

Car-share matching system where employer takes active role in setting up car-share teams (i.e. more than just a voluntary noticeboard) Yes
 Date implemented January 2001
 Capital cost 0
 Annual operating cost 0

Guaranteed free ride home available to all staff if they car-share and need to get home in an emergency Yes
 Date implemented January 2001
 Capital cost 0
 Annual operating cost 200

Priority parking spaces for car-sharers close to building entrances Yes
 Date implemented January 2001
 Capital cost
 Annual operating cost

Car Club available locally that could be used by occupants of the site No

Does the site operate its own Car Club, or subscribe to an independent Car Club organisation?

Additional comments

Priority parking spaces for car-sharers are not differentiated within the site. However, car-sharers are always able to park within the site (rather than them having to use the park and ride).

Car Parking Management

Limited availability of on-site parking spaces (on-site parking supply is set at less than demand for target group of Travel Plan) Yes

Parking permit eligibility restrictions (e.g. only staff without viable public transport alternative are issued with a permit) Yes
 Date implemented November 2004
 Capital cost
 Annual operating cost

Charging for parking for Travel Plan target group (e.g. staff, patients, visitors, etc.) No
 Date implemented
 Capital cost
 Annual operating cost
 Charge
 Period of Charge

Parking enforcement (e.g. barrier control, parking attendants, clamping, ticketing) on-site Yes
 Date implemented
 Capital cost
 Annual operating cost

Additional comments

One week in eight, staff are required to park off-site and use the park and ride shuttle. The parking barrier control includes a swipe card entry and number plate recognition system. This is mainly used for the physical security of the site. However, it is also used to deny parking access to staff who should be using the park and ride shuttle.

Financial Incentives

Daily payment of £2 or more to staff not to use the car (also known as cash-out) No
 Date implemented
 Capital cost
 Annual operating cost
 Daily payment value

Annual payment to give up entitlement to a parking permit No
 Date implemented
 Capital cost
 Annual operating cost
 Annual payment value

Site provides employees with season ticket/cycle loans Yes
 Date implemented January 2002
 Capital cost 0
 Annual operating cost 0
 Annual loans value 18500

Additional comments

There is a scheme in place whereby people who cycle into work get a £1 voucher per day. The costs of this are estimated at less than £5,000 per year.

Public Transport Measures

Bus waiting facilities (clean, graffiti-free bus shelter and seats close to (e.g. within 400 metres) the site's main entrance No
 Date implemented
 Capital cost
 Annual operating cost

New/improved bus services close to the site No
 Date implemented
 Capital cost
 Annual operating cost

Secure well-lit pedestrian routes to bus/tram stops within 400 metres No
 Date implemented
 Capital cost
 Annual operating cost

Secure well-lit pedestrian routes to railway stations within 1000 metres No
 Date implemented
 Capital cost
 Annual operating cost

Public transport information provided on site on paper and/or computer Yes
 Date implemented
 Capital cost 0
 Annual operating cost 0

Publicity and awareness raising material about local public transport No
 Date implemented
 Capital cost
 Annual operating cost

Personalised journey planning/travel assistance (e.g. helpline, etc). No
 Date implemented
 Capital cost
 Annual operating cost

Additional comments

Access to the railway station is through a forested area. There is lighting, but it would not be classed as secure or well-lit. Staff have access to a travel community web site, which has been available since the 1990's.

Shuttle Bus

Shuttle bus(es) to main staff/customer residential areas No
Date implemented
Capital cost
Annual operating cost

Shuttle bus(es) to railway and/or bus station(s) No
Date implemented
Capital cost
Annual operating cost 180000

Additional comments

The annual cost shown is for the park and ride shuttle service plus the leasing of the off-site parking area.

Site reference: SC-02-A-12 Survey date: 18/10/05 Day of week: Tuesday
 Multi-Modal survey site
 Vehicles surveyed: Total vehicles
 Survey type: Manual Count
 AM weather: Mild and Cloudy
 PM weather: Mild and Cloudy
 Initial car park occupancy: 15 Final car park occupancy: 22
 BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Data proportions in %
 Motor cars 83 Motor cycles 2 Public service 0
 Light goods 9 OGV (1) 3 OGV (2) 0
 Taxis 3

Time	Arrivals 349	Departures 342	Totals	Parking Accum
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	24	1	25	38
07:30-08:00	47	4	51	81
08:00-08:30	51	5	56	127
08:30-09:00	51	7	58	171
09:00-09:30	40	0	40	211
09:30-10:00	24	6	30	229
10:00-10:30	11	5	16	235
10:30-11:00	11	5	16	241
11:00-11:30	3	3	6	241
11:30-12:00	6	7	13	240
12:00-12:30	5	25	30	220
12:30-13:00	16	11	27	225
13:00-13:30	16	7	23	234
13:30-14:00	6	2	8	238
14:00-14:30	4	7	11	235
14:30-15:00	3	5	8	233
15:00-15:30	6	13	19	226
15:30-16:00	6	12	18	220
16:00-16:30	4	27	31	197
16:30-17:00	4	38	42	163
17:00-17:30	4	55	59	112
17:30-18:00	5	51	56	66
18:00-18:30	0	32	32	34
18:30-19:00	2	14	16	22
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Comments

No PSV's entered or exited the site during this survey.

No bus passengers visited the site during this survey.

43 "shuttle" cars arrived at and departed from the site during this survey (included as cars). A total of 26 passengers arrived at the site, and 21 departed (included as vehicle occupants). All of these trips were to and from the off-site parking area.

There was a demonstration by animal rights campaigners on the day of the survey between 1555 and 1735. Access was reduced to/from the site during this time, and shuttle car services were affected. Police were in attendance.

There are occasions when the number of vehicles exceeds the number of vehicle occupants. This can be explained by the fact that drivers of vehicles picking up/dropping off people at the site are excluded from the vehicle occupants count.

Site reference: SC-02-A-12 Survey date: 18/10/05 Day of week: Tuesday
 Multi-Modal survey site
 Vehicles surveyed: OGV

Data proportions in % OGV (1) 100 OGV (2) 0

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arrivals 9	Departures 9	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	1	0	1	(1)
07:30-08:00	0	1	1	(0)
08:00-08:30	1	1	2	(0)
08:30-09:00	0	0	0	(0)
09:00-09:30	1	0	1	(1)
09:30-10:00	1	2	3	(0)
10:00-10:30	1	0	1	(1)
10:30-11:00	0	1	1	(0)
11:00-11:30	0	0	0	(0)
11:30-12:00	1	1	2	(0)
12:00-12:30	0	0	0	(0)
12:30-13:00	2	1	3	(1)
13:00-13:30	0	1	1	(0)
13:30-14:00	0	0	0	(0)
14:00-14:30	0	0	0	(0)
14:30-15:00	0	0	0	(0)
15:00-15:30	0	0	0	(0)
15:30-16:00	0	0	0	(0)
16:00-16:30	0	0	0	(0)
16:30-17:00	1	1	2	(0)
17:00-17:30	0	0	0	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: SC-02-A-12 Survey date: 18/10/05 Day of week: Tuesday
 Multi-Modal survey site
 Vehicles surveyed: Taxis

Time	Arrivals 10	Departures 10	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	0	0	0	(0)
07:30-08:00	0	0	0	(0)
08:00-08:30	3	3	6	(0)
08:30-09:00	4	4	8	(0)
09:00-09:30	0	0	0	(0)
09:30-10:00	0	0	0	(0)
10:00-10:30	0	0	0	(0)
10:30-11:00	1	1	2	(0)
11:00-11:30	0	0	0	(0)
11:30-12:00	0	0	0	(0)
12:00-12:30	0	0	0	(0)
12:30-13:00	0	0	0	(0)
13:00-13:30	0	0	0	(0)
13:30-14:00	0	0	0	(0)
14:00-14:30	0	0	0	(0)
14:30-15:00	1	1	2	(0)
15:00-15:30	1	1	2	(0)
15:30-16:00	0	0	0	(0)
16:00-16:30	0	0	0	(0)
16:30-17:00	0	0	0	(0)
17:00-17:30	0	0	0	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: SC-02-A-12 Survey date: 18/10/05 Day of week: Tuesday
 Multi-Modal survey site
 Vehicles surveyed: Cycles

Time	Arrivals 9	Departures 9	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	0	0	0	(0)
07:30-08:00	3	0	3	(3)
08:00-08:30	1	0	1	(4)
08:30-09:00	4	0	4	(8)
09:00-09:30	0	0	0	(8)
09:30-10:00	1	0	1	(9)
10:00-10:30	0	0	0	(9)
10:30-11:00	0	0	0	(9)
11:00-11:30	0	0	0	(9)
11:30-12:00	0	0	0	(9)
12:00-12:30	0	0	0	(9)
12:30-13:00	0	0	0	(9)
13:00-13:30	0	0	0	(9)
13:30-14:00	0	0	0	(9)
14:00-14:30	0	0	0	(9)
14:30-15:00	0	0	0	(9)
15:00-15:30	0	0	0	(9)
15:30-16:00	0	0	0	(9)
16:00-16:30	0	2	2	(7)
16:30-17:00	0	1	1	(6)
17:00-17:30	0	3	3	(3)
17:30-18:00	0	0	0	(3)
18:00-18:30	0	3	3	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: SC-02-A-12 Survey date: 18/10/05 Day of week: Tuesday
 Multi-Modal survey site
 People Surveyed: Car/LGV/Motorcycle occupants

This count consists of car occupants, light goods vehicle occupants, motorcycle riders and OGV occupants
 Taxi drivers and drivers of private vehicles picking up/dropping off passengers at the site are excluded from the count

Time	Arrivals 356	Departures 361	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	26	0	26	(26)
07:30-08:00	47	3	50	(70)
08:00-08:30	52	2	54	(120)
08:30-09:00	53	2	55	(171)
09:00-09:30	41	0	41	(212)
09:30-10:00	24	5	29	(231)
10:00-10:30	12	5	17	(238)
10:30-11:00	11	6	17	(243)
11:00-11:30	4	3	7	(244)
11:30-12:00	6	7	13	(243)
12:00-12:30	5	27	32	(221)
12:30-13:00	18	13	31	(226)
13:00-13:30	16	7	23	(235)
13:30-14:00	6	2	8	(239)
14:00-14:30	4	7	11	(236)
14:30-15:00	2	5	7	(233)
15:00-15:30	4	13	17	(224)
15:30-16:00	6	12	18	(218)
16:00-16:30	4	31	35	(191)
16:30-17:00	5	41	46	(155)
17:00-17:30	5	65	70	(95)
17:30-18:00	3	56	59	(42)
18:00-18:30	0	33	33	(9)
18:30-19:00	2	16	18	(-5)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: SC-02-A-12 Survey date: 18/10/05 Day of week: Tuesday
 Multi-Modal survey site
 People Surveyed: Pedestrians

Time	Arrivals 16	Departures 22	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	2	1	3	(1)
07:30-08:00	1	0	1	(2)
08:00-08:30	1	0	1	(3)
08:30-09:00	0	0	0	(3)
09:00-09:30	0	0	0	(3)
09:30-10:00	0	0	0	(3)
10:00-10:30	1	0	1	(4)
10:30-11:00	0	0	0	(4)
11:00-11:30	0	0	0	(4)
11:30-12:00	0	1	1	(3)
12:00-12:30	0	6	6	(-3)
12:30-13:00	7	5	12	(-1)
13:00-13:30	3	0	3	(2)
13:30-14:00	0	0	0	(2)
14:00-14:30	0	2	2	(0)
14:30-15:00	1	0	1	(1)
15:00-15:30	0	2	2	(-1)
15:30-16:00	0	0	0	(-1)
16:00-16:30	0	3	3	(-4)
16:30-17:00	0	0	0	(-4)
17:00-17:30	0	2	2	(-6)
17:30-18:00	0	0	0	(-6)
18:00-18:30	0	0	0	(-6)
18:30-19:00	0	0	0	(-6)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: SC-02-A-12 Survey date: 18/10/05 Day of week: Tuesday
 Multi-Modal survey site
 People Surveyed: Public transport Users

Time	Arrivals 49	Departures 25	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	4	0	4	(4)
07:30-08:00	11	0	11	(15)
08:00-08:30	13	0	13	(28)
08:30-09:00	9	0	9	(37)
09:00-09:30	7	0	7	(44)
09:30-10:00	0	0	0	(44)
10:00-10:30	1	0	1	(45)
10:30-11:00	0	0	0	(45)
11:00-11:30	0	2	2	(43)
11:30-12:00	0	0	0	(43)
12:00-12:30	1	0	1	(44)
12:30-13:00	0	2	2	(42)
13:00-13:30	0	0	0	(42)
13:30-14:00	0	0	0	(42)
14:00-14:30	0	0	0	(42)
14:30-15:00	0	1	1	(41)
15:00-15:30	0	0	0	(41)
15:30-16:00	0	1	1	(40)
16:00-16:30	1	2	3	(39)
16:30-17:00	0	3	3	(36)
17:00-17:30	0	9	9	(27)
17:30-18:00	2	3	5	(26)
18:00-18:30	0	2	2	(24)
18:30-19:00	0	0	0	(24)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: SC-02-A-12 Survey date: 18/10/05 Day of week: Tuesday
 Multi-Modal survey site
 People Surveyed: Train Passengers

Time	Arrivals 49	Departures 25	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	4	0	4	(4)
07:30-08:00	11	0	11	(15)
08:00-08:30	13	0	13	(28)
08:30-09:00	9	0	9	(37)
09:00-09:30	7	0	7	(44)
09:30-10:00	0	0	0	(44)
10:00-10:30	1	0	1	(45)
10:30-11:00	0	0	0	(45)
11:00-11:30	0	2	2	(43)
11:30-12:00	0	0	0	(43)
12:00-12:30	1	0	1	(44)
12:30-13:00	0	2	2	(42)
13:00-13:30	0	0	0	(42)
13:30-14:00	0	0	0	(42)
14:00-14:30	0	0	0	(42)
14:30-15:00	0	1	1	(41)
15:00-15:30	0	0	0	(41)
15:30-16:00	0	1	1	(40)
16:00-16:30	1	2	3	(39)
16:30-17:00	0	3	3	(36)
17:00-17:30	0	9	9	(27)
17:30-18:00	2	3	5	(26)
18:00-18:30	0	2	2	(24)
18:30-19:00	0	0	0	(24)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: SC-02-A-12

Survey date: 18/10/05

Day of week: Tuesday

Multi-Modal survey site

People Surveyed: Total people

Time	Arrivals 430	Departures 417	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	32	1	33	46
07:30-08:00	62	3	65	105
08:00-08:30	67	2	69	170
08:30-09:00	66	2	68	234
09:00-09:30	48	0	48	282
09:30-10:00	25	5	30	302
10:00-10:30	14	5	19	311
10:30-11:00	11	6	17	316
11:00-11:30	4	5	9	315
11:30-12:00	6	8	14	313
12:00-12:30	6	33	39	286
12:30-13:00	25	20	45	291
13:00-13:30	19	7	26	303
13:30-14:00	6	2	8	307
14:00-14:30	4	9	13	302
14:30-15:00	3	6	9	299
15:00-15:30	4	15	19	288
15:30-16:00	6	13	19	281
16:00-16:30	5	38	43	248
16:30-17:00	5	45	50	208
17:00-17:30	5	79	84	134
17:30-18:00	5	59	64	80
18:00-18:30	0	38	38	42
18:30-19:00	2	16	18	28
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site Reference: HC-02-A-10 Multi-Modal Site
 Created: Version: 2009(a)v6.3.1 04/11/08
 Latitude/Longitude: 50.9693, -1.3949
 Land Use Type: 02 - EMPLOYMENT/A - OFFICE
 Region/Area: SOUTH EASTHAMPSHIRE
 Version/Creation Date: 2009(a)v6.3.1 04/11/08

Description: DIY CO. HQ, CHANDLER'S FORD
 Street: TEMPLAR'S WAY
 District: HAMPSHIRE CORP. PARK
 Town: CHANDLER'S FORD
 Post Code: SO53 3YX

Location: Edge of Town
 Location Sub Category: Commercial Zone
 Use Class: B1

Population within 500m: 600
 Population within 1 Mile: 10,001 to 15,000
 Population within 5 Miles: 250,001 to 500,000
 Car ownership within 5 Miles: 1.1 to 1.5

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	220		220
Monday-Friday	0700-1000	54		54
Monday-Friday	1600-1900	52		52
Saturday	0700-1900	118		118
Sunday	0700-1900	56		56

Is site associated with a travel plan: Yes
 If not, are there any plans to implement a Travel Plan in the future?
 Is survey data available before the implementation of the Travel Plan? No
 Is the location of the site hilly or flat: Hilly
 Urban Regeneration: No

Previous survey: HC-02-A-08
 Gross floor area: 15975 sqm
 Total Full Time Employees: 1177
 Total Part Time Employees: 145

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This site is located at the south-western edge of Eastleigh, close to junctions 13 and 14 of the M3 motorway. The site is accessed off Templar's Way and Winchester Road, in what is called Hampshire Corporate Park. Local roads head towards all parts of Eastleigh and out of town.

There is a food superstore near the site, which is often used by staff at lunchtimes, with open land to the west, woodlands to the south and south-west, various commercial/industrial development to the east, and residential development to the north.

The site consists of two vehicle access points off Templar's Way, and two pedestrian accesses (1 off Templar's Way to the site's main reception, and the other at the eastern edge of the site, serving one of the other site buildings (there are 3 in all)).

There are 4 bus stops near the site (2 on Templar's Way and 2 on Winchester Road), with a further 2 B&Q "Park & Ride" stops at the site's central and eastern boundaries. Following the original survey in 2005, a "Park & Walk" facility replaced the "Park & Ride" facility, with a single car park within walking distance of the site. However, since the "Park & Walk" car park is now being built on, the original "Park & Ride" facility has resumed.

Bus (or tram) site accessibility

1. Is there a site specific company bus service associated with the development?: Yes
2. If Yes to question 1, for how many years: 5
3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
5. If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
6. If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Southampton	3	20

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

In addition to the bus services shown there are 19 buses per day to Eastleigh bus station (with the journey taking 50 minutes), and 2 lunchtime buses a day to the town centre (with a journey time of 15 minutes).
 There are site specific "Park & Ride" services as follows: 0645-0930 buses every 15 minutes, 0950-1530 taxi service every 20 minutes, 1600-1830 bus service every 15 minutes and after 1800 a taxi service on request.
 All of these services are summarised in the public services summary table.

Design features encouraging non-car modes

12. Pedestrians

There are footpaths to the neighbouring areas.

13. Pedal cycles

The site has secure cycle parking and showering facilities.

14. Public transport

Service information is provided for staff through the Travel Plan activities. There are lunchtime buses to Eastleigh town centre and private Park & Ride services from the off-site parking area. There are also regular local bus services within close proximity to the site.

Accessibility & Census Information

Road Network Distance to Local Developments	
Year of Analysis	2008
Nearest Primary School	1.5 kilometres
Nearest Secondary School	3.0 kilometres
Nearest Local Shop/Corner Shop	0.8 kilometres
Nearest Main Supermarket	0.0 kilometres
Nearest Doctors Surgery	3.0 kilometres
Nearest Hospital with Minor Injuries/A & E	6.0 kilometres
Nearest Sports/Leisure Centre	3.0 kilometres

Census Data	
Year of Census	2001
Census Output Area/Data Zone	
Number of people employed within Census Output Area	210
Number of households within Census Output Area	128
Number of people living within Census Output Area	352
Area of Census Output Area (hectares)	22.00
Population density within Census Output Area (per hectare)	15.96

Site reference:	HC-02-A-10	Multi-Modal survey site
Trade name:	B&Q HEADQUARTERS	
Site area (h/a):	4.00	
Gross floor area (sqm)	15975	
GFA not in use (sqm)	0	
Open since	1987	
Total Employees	1322	
Full Time Employees	1177	89%
Part Time Employees	145	11%
Approximate % of total employees working standard 9-5 hours or similar	100%	
Percentage Split of Employee Gender		
Male	60%	
Female	40%	
Approximate % of employees living within the following radii of the site		
3Km	13%	
5Km	18%	
>5Km	82%	
GFA per employee	12.084	
Number of units	3	
Name of nearest site	NORWICH UNION	
Distance to nearest similar site	0 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	07:00	to	19:00
Friday	07:00	to	19:00
Saturday	00:00	to	00:00
Sunday	00:00	to	00:00

Comments

The site is divided into three buildings: Portswood House (9,075m²), CanDo House (1,500m²) and Hutwood Court (5,400m²).

There is 24-hour on-site security at this site.

The site area shown includes the off-site parking area, which has an area of 0.9 hectares.

It should be noted that "internal" trips between the separate buildings have been excluded from this survey. Only trips to and from the site as a whole have been recorded, to avoid over-counting.

The only shiftwork undertaken at this site is by computer room staff (involving a team of 15 people). The employees data shown is as for the original survey in 2005. The site operator was unable to provide updated employee information for this re-survey, but it is believed that the true figures are very similar to the original data.

The nearest similar site is located next door to the development.

Multi-Modal survey site

On-Site parking

Total no. of parking spaces 746
 Spaces Per 100m2 GFA 4.670

Number of spaces

Employee 628
 Disabled 20
 Visitor/Customer 77
 OGV parking bays 4
 Cycle racks 68
 OGV loading bays 2
 Mother & Toddler 0
 Motorcycle spaces 15

Parking charges No

Comments about the management of the site car park, along with enforcement measures

There is both surface and non-surface car parking at this site. In addition to the parking types shown there are 11 spaces reserved for Directors (included in the total figure shown).

Off-Site parking details

Is there off-site parking available Yes
 Off-Site parking included in the counts Yes
 Free On-Street parking available nearby Yes
 If yes, considered easy to find a space No
 If prepared to pay, easy to find somewhere to park off-site all day No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ) No

Off-Street parking

Off-Street parking available Yes, Additional Off-Site Parking is Provided by the Employer
 Approx. available spaces 250
 Parking located within a control parking zone (CPZ) No
 Charges for this Off-Street parking No

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site Yes
 Approximate journey time from the facility to the site 10

Travel Plan History

Date of Travel Plan implementation July 2004

Has the Travel Plan been accredited, or received an award in recognition of its quality, from either a national body such as ACT or a local authority? Yes

Travel Plan Target Group

Main target market(s) for the Travel Plan

Staff	Target group
Visitors	Not a target group
Customers	Not present
Students	Not present
Patients	Not present
All site users	Not present
Other	

Travel Plan Co-Ordinator

Is there a Travel Plan co-ordinator - a member of staff whose job it is to manage the implementation of the Travel Plan? Yes

If YES to the above, do they work on the Travel Plan full time or part time? Part time

Pre-Travel Plan Mode Split

Was modal split data obtained before the introduction of the Travel Plan?

Travel Plan Modal Split Targets

Did the Travel Plan identify mode split targets?

Changes in site environment and circumstances

Since the travel plan was implemented, have any of the following changes occurred?

Has there been large scale changes in numbers of staff on site? No

Has there been a change in site function from, for example, call centre to head office; or from administrative to sales, etc? No

Have parking controls been implemented around a site where previously many staff parked at no charge? No

Has there been large scale changes in local public transport services? No

Has the site been relocated to somewhere with different accessibility characteristics (e.g. from city centre to edge of town)? No

Factors that may have affected trip rates

Additional Travel Plan comments

Since the 2005 survey the Park & Ride scheme was stopped (March 2006) and then reinstated (September 2008).
 Motorcycle sheds have been installed since the 2005 survey (in June/July 2007).
 The Travel Plan Co-Ordinator works on the Travel Plan part time.

Cycling Measures

Covered cycle racks close to building entrances	Yes
Date implemented	January 2004
Capital cost	40000
Annual operating cost	

Good lighting in cycle parking areas	Yes
Date implemented	
Capital cost	
Annual operating cost	

Lockers/Facilities for staff who cycle to store their clothing	Yes
Date implemented	
Capital cost	
Annual operating cost	

Secure well-lit/covered cycle parking compound	Yes
Date implemented	
Capital cost	
Annual operating cost	

CCTV coverage of cycle parking areas	Yes
Date implemented	
Capital cost	
Annual operating cost	

Shower and changing facilities for staff who cycle and walk	Yes
Date implemented	
Capital cost	
Annual operating cost	

Good network of cycle routes linking the site to main residential areas locally	Yes
Date implemented	
Capital cost	
Annual operating cost	

Additional comments

The lighting for the cycle area is considered to be part of the overall site lighting, and as such there are no separate installation dates or costs for this element.

The changing room and locker facilities are provided for general staff use. There is no memory of when they were installed, so it should be assumed that they were part of the initial site development. Costs for maintenance of this area are included with general site costs.

The CCTV coverage of the cycle area is considered to be part of the overall site security, and as such there are no separate installation dates or costs for this element.

The only Travel Plan specific development was the provision of the covered bike racks by the buildings, which were expensive at £40,000. This included new tarmac and perspex roofing.

It should be noted that B&Q do not have responsibility for the local network of cycle routes, and therefore there are no travel plan costs associated with this.

Pool bikes exist for staff to use as inter-office travel.

Car Sharing Measures

Car-share matching system where employer takes active role in setting up car-share teams (i.e. more than just a voluntary noticeboard) Yes
 Date implemented October 2002
 Capital cost 13000
 Annual operating cost

Guaranteed free ride home available to all staff if they car-share and need to get home in an emergency Yes
 Date implemented January 2003
 Capital cost
 Annual operating cost

Priority parking spaces for car-sharers close to building entrances Yes
 Date implemented January 2003
 Capital cost
 Annual operating cost

Car Club available locally that could be used by occupants of the site No

Does the site operate its own Car Club, or subscribe to an independent Car Club organisation?

Additional comments

Car Parking Management

Limited availability of on-site parking spaces (on-site parking supply is set at less than demand for target group of Travel Plan) Yes

Parking permit eligibility restrictions (e.g. only staff without viable public transport alternative are issued with a permit) Yes
 Date implemented September 2003
 Capital cost
 Annual operating cost

Charging for parking for Travel Plan target group (e.g. staff, patients, visitors, etc.) No
 Date implemented
 Capital cost
 Annual operating cost
 Charge
 Period of Charge

Parking enforcement (e.g. barrier control, parking attendants, clamping, ticketing) on-site Yes
 Date implemented September 2003
 Capital cost 30000
 Annual operating cost 100000

Additional comments

Financial Incentives

Daily payment of £2 or more to staff not to use the car (also known as cash-out) No

Date implemented
 Capital cost
 Annual operating cost
 Daily payment value

Annual payment to give up entitlement to a parking permit No

Date implemented
 Capital cost
 Annual operating cost
 Annual payment value

Site provides employees with season ticket/cycle loans No

Date implemented
 Capital cost
 Annual operating cost
 Annual loans value

Additional comments

Public Transport Measures

Bus waiting facilities (clean, graffiti-free bus shelter and seats close to (e.g. within 400 metres) the site's main entrance) Yes
 Date implemented January 2005

Capital cost
 Annual operating cost

New/improved bus services close to the site No

Date implemented
 Capital cost
 Annual operating cost

Secure well-lit pedestrian routes to bus/tram stops within 400 metres Yes

Date implemented
 Capital cost
 Annual operating cost

Secure well-lit pedestrian routes to railway stations within 1000 metres No

Date implemented
 Capital cost
 Annual operating cost

Public transport information provided on site on paper and/or computer Yes
 Date implemented May 2003

Capital cost
 Annual operating cost

Publicity and awareness raising material about local public transport Yes
 Date implemented May 2003

Capital cost
 Annual operating cost

Personalised journey planning/travel assistance (e.g. helpline, etc). No
Date implemented
Capital cost
Annual operating cost

Additional comments

Shuttle Bus

Shuttle bus(es) to main staff/customer residential areas No
Date implemented
Capital cost
Annual operating cost

Shuttle bus(es) to railway and/or bus station(s) No
Date implemented November 2003
Capital cost 0
Annual operating cost 130000

Additional comments

Although the shuttle service does not go to bus/rail stations, it does go to Eastleigh town centre.

Site reference: HC-02-A-10 Survey date: 20/10/08 Day of week: Monday
 Multi-Modal survey site
 Vehicles surveyed: Total vehicles
 Survey type: Manual Count
 AM weather: Cold and Heavy Rain
 PM weather: Cold and Heavy Rain
 Initial car park occupancy: 45 Final car park occupancy: 87
 BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Data proportions in %
 Motor cars 92 Motor cycles 1 Public service 0
 Light goods 4 OGV (1) 1 OGV (2) 0
 Taxis 2

Time	Arrivals 1190	Departures 1148	Totals	Parking Accum
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	65	6	71	104
07:30-08:00	173	16	189	261
08:00-08:30	281	17	298	525
08:30-09:00	196	28	224	693
09:00-09:30	76	12	88	757
09:30-10:00	39	12	51	784
10:00-10:30	25	13	38	796
10:30-11:00	24	9	33	811
11:00-11:30	10	10	20	811
11:30-12:00	15	19	34	807
12:00-12:30	14	23	37	798
12:30-13:00	26	41	67	783
13:00-13:30	27	14	41	796
13:30-14:00	39	19	58	816
14:00-14:30	30	24	54	822
14:30-15:00	16	26	42	812
15:00-15:30	18	45	63	785
15:30-16:00	32	44	76	773
16:00-16:30	15	75	90	713
16:30-17:00	21	95	116	639
17:00-17:30	28	246	274	421
17:30-18:00	8	201	209	228
18:00-18:30	9	110	119	127
18:30-19:00	3	43	46	87
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Comments

In addition to the PSV's shown, which are lunchtime buses serving Eastleigh, 24 "Park & Ride" buses arrived at and left from the site to shuttle people to and from the off-site parking area. Note that such passengers were recorded as vehicle occupants and not bus passengers. Also, there were 18 "shuttle taxi" arrivals and the same number of departures (excluded from the taxi count shown), operating the same service as the buses. In total, 151 people arrived at the site using this service, and 155 people departed.

There are often more vehicles shown than vehicle occupants. This can be explained by the fact that drivers of vehicles picking up/dropping off people at the site are excluded from the vehicle occupants count.

Site reference: HC-02-A-10 Survey date: 20/10/08 Day of week: Monday
 Multi-Modal survey site
 Vehicles surveyed: OGV

Data proportions in % OGV (1) 86 OGV (2) 14

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arrivals 7	Departures 7	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	1	0	1	(1)
07:30-08:00	1	1	2	(1)
08:00-08:30	0	0	0	(1)
08:30-09:00	0	0	0	(1)
09:00-09:30	0	0	0	(1)
09:30-10:00	1	0	1	(2)
10:00-10:30	0	1	1	(1)
10:30-11:00	0	0	0	(1)
11:00-11:30	0	0	0	(1)
11:30-12:00	2	3	5	(0)
12:00-12:30	1	0	1	(1)
12:30-13:00	0	1	1	(0)
13:00-13:30	0	0	0	(0)
13:30-14:00	1	1	2	(0)
14:00-14:30	0	0	0	(0)
14:30-15:00	0	0	0	(0)
15:00-15:30	0	0	0	(0)
15:30-16:00	0	0	0	(0)
16:00-16:30	0	0	0	(0)
16:30-17:00	0	0	0	(0)
17:00-17:30	0	0	0	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HC-02-A-10 Survey date: 20/10/08 Day of week: Monday
 Multi-Modal survey site
 Vehicles surveyed: PSV

Time	Arrivals 3	Departures 3	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	0	0	0	(0)
07:30-08:00	0	0	0	(0)
08:00-08:30	0	0	0	(0)
08:30-09:00	0	0	0	(0)
09:00-09:30	0	0	0	(0)
09:30-10:00	0	0	0	(0)
10:00-10:30	0	0	0	(0)
10:30-11:00	0	0	0	(0)
11:00-11:30	0	0	0	(0)
11:30-12:00	0	0	0	(0)
12:00-12:30	1	1	2	(0)
12:30-13:00	1	1	2	(0)
13:00-13:30	0	0	0	(0)
13:30-14:00	1	1	2	(0)
14:00-14:30	0	0	0	(0)
14:30-15:00	0	0	0	(0)
15:00-15:30	0	0	0	(0)
15:30-16:00	0	0	0	(0)
16:00-16:30	0	0	0	(0)
16:30-17:00	0	0	0	(0)
17:00-17:30	0	0	0	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HC-02-A-10 Survey date: 20/10/08 Day of week: Monday
 Multi-Modal survey site
 Vehicles surveyed: Taxis

Time	Arrivals 19	Departures 19	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	1	1	2	(0)
07:30-08:00	0	0	0	(0)
08:00-08:30	0	0	0	(0)
08:30-09:00	2	2	4	(0)
09:00-09:30	3	3	6	(0)
09:30-10:00	1	1	2	(0)
10:00-10:30	1	1	2	(0)
10:30-11:00	0	0	0	(0)
11:00-11:30	0	0	0	(0)
11:30-12:00	2	2	4	(0)
12:00-12:30	0	0	0	(0)
12:30-13:00	0	0	0	(0)
13:00-13:30	0	0	0	(0)
13:30-14:00	0	0	0	(0)
14:00-14:30	1	1	2	(0)
14:30-15:00	1	1	2	(0)
15:00-15:30	2	2	4	(0)
15:30-16:00	1	1	2	(0)
16:00-16:30	1	1	2	(0)
16:30-17:00	1	1	2	(0)
17:00-17:30	1	1	2	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	1	1	2	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HC-02-A-10 Survey date: 20/10/08 Day of week: Monday
 Multi-Modal survey site
 Vehicles surveyed: Cycles

Time	Arrivals 45	Departures 39	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	2	1	3	(1)
07:30-08:00	10	2	12	(9)
08:00-08:30	16	0	16	(25)
08:30-09:00	12	0	12	(37)
09:00-09:30	1	0	1	(38)
09:30-10:00	2	0	2	(40)
10:00-10:30	0	0	0	(40)
10:30-11:00	0	0	0	(40)
11:00-11:30	0	0	0	(40)
11:30-12:00	0	0	0	(40)
12:00-12:30	0	0	0	(40)
12:30-13:00	0	1	1	(39)
13:00-13:30	1	0	1	(40)
13:30-14:00	1	0	1	(41)
14:00-14:30	0	1	1	(40)
14:30-15:00	0	0	0	(40)
15:00-15:30	0	3	3	(37)
15:30-16:00	0	0	0	(37)
16:00-16:30	0	2	2	(35)
16:30-17:00	0	1	1	(34)
17:00-17:30	0	11	11	(23)
17:30-18:00	0	11	11	(12)
18:00-18:30	0	5	5	(7)
18:30-19:00	0	1	1	(6)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HC-02-A-10 Survey date: 20/10/08 Day of week: Monday
 Multi-Modal survey site
 People Surveyed: Pedestrians

Time	Arrivals 310	Departures 285	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	1	0	1	(1)
07:30-08:00	10	1	11	(10)
08:00-08:30	19	0	19	(29)
08:30-09:00	11	0	11	(40)
09:00-09:30	2	0	2	(42)
09:30-10:00	2	1	3	(43)
10:00-10:30	3	8	11	(38)
10:30-11:00	7	9	16	(36)
11:00-11:30	9	9	18	(36)
11:30-12:00	5	21	26	(20)
12:00-12:30	18	43	61	(-5)
12:30-13:00	71	70	141	(-4)
13:00-13:30	41	26	67	(11)
13:30-14:00	45	27	72	(29)
14:00-14:30	28	9	37	(48)
14:30-15:00	14	10	24	(52)
15:00-15:30	9	11	20	(50)
15:30-16:00	9	3	12	(56)
16:00-16:30	1	12	13	(45)
16:30-17:00	0	6	6	(39)
17:00-17:30	2	15	17	(26)
17:30-18:00	0	4	4	(22)
18:00-18:30	1	0	1	(23)
18:30-19:00	2	0	2	(25)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HC-02-A-10 Survey date: 20/10/08 Day of week: Monday
 Multi-Modal survey site
 People Surveyed: Public transport Users

Time	Arrivals 41	Departures 44	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	2	0	2	(2)
07:30-08:00	1	0	1	(3)
08:00-08:30	12	0	12	(15)
08:30-09:00	15	0	15	(30)
09:00-09:30	5	0	5	(35)
09:30-10:00	0	0	0	(35)
10:00-10:30	0	0	0	(35)
10:30-11:00	1	0	1	(36)
11:00-11:30	0	0	0	(36)
11:30-12:00	0	0	0	(36)
12:00-12:30	0	4	4	(32)
12:30-13:00	3	1	4	(34)
13:00-13:30	0	0	0	(34)
13:30-14:00	2	2	4	(34)
14:00-14:30	0	0	0	(34)
14:30-15:00	0	0	0	(34)
15:00-15:30	0	0	0	(34)
15:30-16:00	0	0	0	(34)
16:00-16:30	0	1	1	(33)
16:30-17:00	0	2	2	(31)
17:00-17:30	0	20	20	(11)
17:30-18:00	0	13	13	(-2)
18:00-18:30	0	1	1	(-3)
18:30-19:00	0	0	0	(-3)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HC-02-A-10 Survey date: 20/10/08 Day of week: Monday
 Multi-Modal survey site
 People Surveyed: Bus/Tram Passengers

Time	Arrivals 35	Departures 37	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	2	0	2	(2)
07:30-08:00	1	0	1	(3)
08:00-08:30	12	0	12	(15)
08:30-09:00	15	0	15	(30)
09:00-09:30	4	0	4	(34)
09:30-10:00	0	0	0	(34)
10:00-10:30	0	0	0	(34)
10:30-11:00	1	0	1	(35)
11:00-11:30	0	0	0	(35)
11:30-12:00	0	0	0	(35)
12:00-12:30	0	0	0	(35)
12:30-13:00	0	1	1	(34)
13:00-13:30	0	0	0	(34)
13:30-14:00	0	0	0	(34)
14:00-14:30	0	0	0	(34)
14:30-15:00	0	0	0	(34)
15:00-15:30	0	0	0	(34)
15:30-16:00	0	0	0	(34)
16:00-16:30	0	0	0	(34)
16:30-17:00	0	2	2	(32)
17:00-17:30	0	20	20	(12)
17:30-18:00	0	13	13	(-1)
18:00-18:30	0	1	1	(-2)
18:30-19:00	0	0	0	(-2)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HC-02-A-10 Survey date: 20/10/08 Day of week: Monday
 Multi-Modal survey site
 People Surveyed: Coach Passengers

Time	Arrivals 5	Departures 6	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	0	0	0	(0)
07:30-08:00	0	0	0	(0)
08:00-08:30	0	0	0	(0)
08:30-09:00	0	0	0	(0)
09:00-09:30	0	0	0	(0)
09:30-10:00	0	0	0	(0)
10:00-10:30	0	0	0	(0)
10:30-11:00	0	0	0	(0)
11:00-11:30	0	0	0	(0)
11:30-12:00	0	0	0	(0)
12:00-12:30	0	4	4	(-4)
12:30-13:00	3	0	3	(-1)
13:00-13:30	0	0	0	(-1)
13:30-14:00	2	2	4	(-1)
14:00-14:30	0	0	0	(-1)
14:30-15:00	0	0	0	(-1)
15:00-15:30	0	0	0	(-1)
15:30-16:00	0	0	0	(-1)
16:00-16:30	0	0	0	(-1)
16:30-17:00	0	0	0	(-1)
17:00-17:30	0	0	0	(-1)
17:30-18:00	0	0	0	(-1)
18:00-18:30	0	0	0	(-1)
18:30-19:00	0	0	0	(-1)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HC-02-A-10 Survey date: 20/10/08 Day of week: Monday
 Multi-Modal survey site
 People Surveyed: Train Passengers

Time	Arrivals 1	Departures 1	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	0	0	0	(0)
07:30-08:00	0	0	0	(0)
08:00-08:30	0	0	0	(0)
08:30-09:00	0	0	0	(0)
09:00-09:30	1	0	1	(1)
09:30-10:00	0	0	0	(1)
10:00-10:30	0	0	0	(1)
10:30-11:00	0	0	0	(1)
11:00-11:30	0	0	0	(1)
11:30-12:00	0	0	0	(1)
12:00-12:30	0	0	0	(1)
12:30-13:00	0	0	0	(1)
13:00-13:30	0	0	0	(1)
13:30-14:00	0	0	0	(1)
14:00-14:30	0	0	0	(1)
14:30-15:00	0	0	0	(1)
15:00-15:30	0	0	0	(1)
15:30-16:00	0	0	0	(1)
16:00-16:30	0	1	1	(0)
16:30-17:00	0	0	0	(0)
17:00-17:30	0	0	0	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HC-02-A-10

Survey date: 20/10/08

Day of week: Monday

Multi-Modal survey site

People Surveyed: Total people

Time	Arrivals 1615	Departures 1559	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	76	2	78	119
07:30-08:00	216	13	229	322
08:00-08:30	350	4	354	668
08:30-09:00	242	13	255	897
09:00-09:30	85	11	96	971
09:30-10:00	45	11	56	1005
10:00-10:30	31	21	52	1015
10:30-11:00	34	18	52	1031
11:00-11:30	19	20	39	1030
11:30-12:00	20	38	58	1012
12:00-12:30	29	72	101	969
12:30-13:00	100	115	215	954
13:00-13:30	75	41	116	988
13:30-14:00	88	47	135	1029
14:00-14:30	60	36	96	1053
14:30-15:00	31	36	67	1048
15:00-15:30	24	63	87	1009
15:30-16:00	37	48	85	998
16:00-16:30	12	90	102	920
16:30-17:00	17	107	124	830
17:00-17:30	12	322	334	520
17:30-18:00	3	255	258	268
18:00-18:30	6	130	136	144
18:30-19:00	3	46	49	101
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Licence No: 195506

Time	INBOUND						OUTBOUND						Totals
	Home to Work 10	Personal Trip 422	Business Trip 94	Visitor 4	Delivery/ Servicing 52	Total People 1615	Work to Home 10	Personal Trip 377	Business Trip 77	Visitor 3	Delivery/ Servicing 50	Total People 1559	
19:30-20:00													
20:00-20:30													
20:30-21:00													
21:00-21:30													
21:30-22:00													
22:00-22:30													
22:30-23:00													
23:00-23:30													
23:30-24:00													

Site Reference: HC-02-A-08 Multi-Modal Site
 Latitude/Longitude: 50.9697487650769, -1.39468246444661
 Land Use Type: 02 - EMPLOYMENT/A - OFFICE
 Region/Area: SOUTH EASTHAMPSHIRE

Description: DIY CO. HQ, CHANDLER'S FORD
 Street: TEMPLAR'S WAY
 District: HAMPSHIRE CORP. PARK
 Town: CHANDLER'S FORD
 Post Code: SO53 3YX

Location: Edge of Town
 Location Sub Category: Commercial Zone
 Use Class: B1

Population within 500m: 600
 Population within 1 Mile: 10,001 to 15,000
 Population within 5 Miles: 250,001 to 500,000
 Car ownership within 5 Miles: 1.1 to 1.5

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	192		192
Monday-Friday	0700-1000	56		56
Monday-Friday	1600-1900	54		54
Saturday	0700-1900	114		114
Sunday	0700-1900	40		40

Is site associated with a travel plan: Yes
 If not, are there any plans to implement a Travel Plan in the future?
 Is survey data available before the implementation of the Travel Plan? No
 Is the location of the site hilly or flat: Hilly
 Urban Regeneration:

Next survey: HC-02-A-10
 Gross floor area: 15975 sqm
 Total Full Time Employees: 1177
 Total Part Time Employees: 145

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This site is located at the south-eastern edge of Eastleigh, close to junctions 13 and 14 of the M3 motorway. The site is accessed off Templar's Way and Winchester Road, in what is called Hampshire Corporate Park. Local roads head towards all parts of Eastleigh and out of town.

There is a food superstore near the site, which is often used by staff at lunchtimes, with open land to the west, woodlands to the south and south-west, various commercial/industrial development to the east, and residential development to the north.

The site consists of two vehicle access points off Templar's Way, and two pedestrian accesses (1 off Templar's way to the site's main reception, and the other at the eastern edge of the site, serving one of the other site buildings (there are 3 in all)).

There are 4 bus stops near the site (2 on Templar's Way and 2 on Winchester Road), with a further 2 B&Q "park and ride" stops at the site's central and eastern boundaries. The current "park and ride" service is soon to be changed to "park and walk", with the opening of a single car park within walking distance of the site.

Bus (or tram) site accessibility

1. Is there a site specific company bus service associated with the development?: Yes
2. If Yes to question 1, for how many years: 2
3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
5. If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
6. If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Southampton	4	20

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

In addition to the bus services shown there are 10 buses per day to Eastleigh Bus Station (the journey time taking 50 minutes), and 2 per day (lunchtime service) to the town centre (journey time 15 minutes).
 Site specific B&Q "park and ride" services are as follows: 0700-0930: bus service every 10 minutes, 0930-1430: taxi service every 20 minutes, 1430-1620: bus service every 20 minutes, 1620-1830: bus service every 10 minutes, 1830-2100: on request taxi service (all in PT summary table).

Design features encouraging non-car modes

12. Pedestrians

There are footpaths to neighbouring areas, and there are internal crossings of vehicle paths.

13. Pedal cycles

There are secure cycle parking and shower facilities available at the site, and pool bikes exist for staff to use as inter-office travel as well as on offer to take home at night and return next day. New changing room cubicles and lockers were being provided in October 2005, as a general improvement to the site.

14. Public transport

Service information is provided for staff through the travel plan. There is a regular local service plus a private "park and ride" service to and from off-site parking for employees. There are also special lunchtime buses to and from the town centre.

Accessibility & Census Information

Road Network Distance to Local Developments	
Year of Analysis	
Nearest Primary School	
Nearest Secondary School	
Nearest Local Shop/Corner Shop	
Nearest Main Supermarket	
Nearest Doctors Surgery	
Nearest Hospital with Minor Injuries/A & E	
Nearest Sports/Leisure Centre	

Census Data	
Year of Census	
Census Output Area/Data Zone	
Number of people employed within Census Output Area	
Number of households within Census Output Area	
Number of people living within Census Output Area	
Area of Census Output Area (hectares)	
Population density within Census Output Area (per hectare)	

SITE PHOTO



Site reference:	HC-02-A-08	Multi-Modal survey site
Trade name:	B&Q	
Site area (h/a):	4.00	
Gross floor area (sqm)	15975	
GFA not in use (sqm)	0	
Open since	1987	
Total Employees	1322	
Full Time Employees	1177	89%
Part Time Employees	145	11%
Approximate % of total employees working standard 9-5 hours or similar	100%	
Percentage Split of Employee Gender		
Male	60%	
Female	40%	
Approximate % of employees living within the following radii of the site		
3Km	%	
5Km	%	
>5Km	%	
GFA per employee	12.084	
Number of units	3	
Name of nearest site	NORWICH UNION	
Distance to nearest similar site	0 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	07:00	to	19:00
Friday	07:00	to	19:00
Saturday	00:00	to	00:00
Sunday	00:00	to	00:00

Comments

This site consists of three separate buildings, as follows:

- Portswood House (9,075m2 GFA, 750 full time employees)
- Hutwood House (5,400m2 GFA, 422 full time employees)
- Cando House (1,500m2 GFA, 150 full time employees)

The site area shown includes the off-site parking area, which has an area of 0.9 hectares.

It should be noted that "internal" trips between the separate buildings have been excluded from this survey. Only trips to and from the site as a whole have been recorded, to avoid over-counting.

The only shiftwork undertaken at this site is by computer room staff (involving a team of 15 people).

The nearest similar site is located next door to the development.

Multi-Modal survey site

On-Site parking

Total no. of parking spaces 757
 Spaces Per 100m2 GFA 4.739

Number of spaces

Employee 628
 Disabled 20
 Visitor/Customer 77
 OGV parking bays 4
 Cycle racks 64
 OGV loading bays 2
 Mother & Toddler 0
 Motorcycle spaces 15

Parking charges No

Comments about the management of the site car park, along with enforcement measures

There is both surface and non-surface car parking at this site. In addition to the parking types shown there are 11 spaces reserved for Directors (included in the total figure shown).
 Access to staff parking areas is controlled by a barrier. The barrier was in use from the start of the survey until approximately 1500.
 Spaces are given to car-sharers, but there is no visibility of car share parking spaces.
 Capital and annual operating costs for parking permit eligibility restrictions are included in the costs for car parking enforcement (barriers and security staff). It should be noted that these costs apply to security at the site as a whole, and not just as part of the Travel Plan.

Off-Site parking details

Is there off-site parking available Yes
 Off-Site parking included in the counts Yes
 Free On-Street parking available nearby Yes
 If yes, considered easy to find a space Yes
 If prepared to pay, easy to find somewhere to park off-site all day No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ) No

Off-Street parking

Off-Street parking available Yes, Additional Off-Site Parking is Provided by the Employer
 Approx. available spaces 250
 Parking located within a control parking zone (CPZ) No
 Charges for this Off-Street parking No

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site Yes
 Approximate journey time from the facility to the site 10

Travel Plan History

Date of Travel Plan implementation July 2004
 Has the Travel Plan been accredited, or received an award in recognition of its quality, from either a national body such as ACT or a local authority? Yes

Travel Plan Target Group

Main target market(s) for the Travel Plan

Staff	Target group
Visitors	Not a target group
Customers	Not present
Students	Not present
Patients	Not present
All site users	
Other	

Travel Plan Co-Ordinator

Is there a Travel Plan co-ordinator - a member of staff whose job it is to manage the implementation of the Travel Plan? Yes
 If YES to the above, do they work on the Travel Plan full time or part time? Full time

Pre-Travel Plan Mode Split

Was modal split data obtained before the introduction of the Travel Plan?

Travel Plan Modal Split Targets

Did the Travel Plan identify mode split targets?

Changes in site environment and circumstances

Since the travel plan was implemented, have any of the following changes occurred?

Has there been large scale changes in numbers of staff on site? Yes
 There has been a reduction in staff numbers of about 400 in September 2005.

Has there been a change in site function from, for example, call centre to head office; or from administrative to sales, etc? Yes
 Since the survey the name of Head Office is now known as Store Support Office.

Have parking controls been implemented around a site where previously many staff parked at no charge? Yes
 Parking is free to staff who park on site, but an off site park and ride is used. This requires all staff from Grade 8 down to use the p&r on a rota system - full time staff use it for 2 days, with part timers using it on a pro-rata basis.

Has there been large scale changes in local public transport services? No
 Changes to bus timetables have occurred, but this has had little impact on commuter use. There are ongoing discussions with the PT operators and local authority to make further improvements to links with the stations.

Has the site been relocated to somewhere with different accessibility characteristics (e.g. from city centre to edge of town)? No

Factors that may have affected trip rates

There is an off site park and ride that uses buses (in peak times) and taxis (in off peak times) to get staff to the site.

Additional Travel Plan comments

A staff survey was conducted in June 2004, with a new survey planned for October 2005.

A BUG club exists at the site, and there is an Mystery Walker Campaign monthly.

Any unknown capital/annual operating costs are shown as blank, or explanations given.

Cycling Measures

Covered cycle racks close to building entrances	Yes
Date implemented	January 2004
Capital cost	40000
Annual operating cost	0

Good lighting in cycle parking areas	Yes
Date implemented	
Capital cost	
Annual operating cost	

Lockers/Facilities for staff who cycle to store their clothing	Yes
Date implemented	
Capital cost	
Annual operating cost	

Secure well-lit/covered cycle parking compound	Yes
Date implemented	
Capital cost	
Annual operating cost	

CCTV coverage of cycle parking areas	Yes
Date implemented	
Capital cost	
Annual operating cost	

Shower and changing facilities for staff who cycle and walk	Yes
Date implemented	
Capital cost	
Annual operating cost	

Good network of cycle routes linking the site to main residential areas locally	Yes
Date implemented	
Capital cost	
Annual operating cost	

Additional comments

The lighting for the cycle area is considered to be part of the overall site lighting, and as such there are no separate installation dates or costs for this element.

The changing room and locker facilities are provided for general staff use. There is no memory of when they were installed, so it should be assumed that they were part of the initial site development. Costs for maintenance of this area are included with general site costs.

The CCTV coverage of the cycle area is considered to be part of the overall site security, and as such there are no separate installation dates or costs for this element.

The only Travel Plan specific development was the provision for the covered bike racks by the buildings, which were expensive at £40,000. This included new tarmac and perspex roofing.

It should be noted that B&Q do not have responsibility for the local network of cycle routes, and therefore there are no travel plan costs associated with this.

Pool bikes exist for staff to use as inter-office travel.

Car Sharing Measures

Car-share matching system where employer takes active role in setting up car-share teams (i.e. more than just a voluntary noticeboard) Yes
 Date implemented October 2002
 Capital cost 13000
 Annual operating cost

Guaranteed free ride home available to all staff if they car-share and need to get home in an emergency Yes
 Date implemented January 2003
 Capital cost 0
 Annual operating cost

Priority parking spaces for car-sharers close to building entrances Yes
 Date implemented January 2003
 Capital cost
 Annual operating cost 0

Car Club available locally that could be used by occupants of the site No

Does the site operate its own Car Club, or subscribe to an independent Car Club organisation?

Additional comments

There are around 180 people enrolled into approximately 80 "groups" for car-sharing. the annual operating costs for this are minimal, covering only software maintenance.
 Parking spaces are given to car-sharers, but there is no visibility of car-share parking spaces at the site.
 There are charity events to recognise Car Free day at the site.

Car Parking Management

Limited availability of on-site parking spaces (on-site parking supply is set at less than demand for target group of Travel Plan) Yes

Parking permit eligibility restrictions (e.g. only staff without viable public transport alternative are issued with a permit) Yes
 Date implemented September 2003
 Capital cost 0
 Annual operating cost 0

Charging for parking for Travel Plan target group (e.g. staff, patients, visitors, etc.) No
 Date implemented
 Capital cost
 Annual operating cost
 Charge
 Period of Charge

Parking enforcement (e.g. barrier control, parking attendants, clamping, ticketing) on-site Yes
 Date implemented September 2003
 Capital cost 30000
 Annual operating cost 100000

Additional comments

It should be noted that the costs of parking enforcement shown relate to barriers and security, which relate to physical security of the site in addition to specific Travel Plan arrangements.

Financial Incentives

Daily payment of £2 or more to staff not to use the car (also known as cash-out) No

Date implemented

Capital cost

Annual operating cost

Daily payment value

Annual payment to give up entitlement to a parking permit No

Date implemented

Capital cost

Annual operating cost

Annual payment value

Site provides employees with season ticket/cycle loans No

Date implemented

Capital cost

Annual operating cost

Annual loans value

Additional comments

Public Transport Measures

Bus waiting facilities (clean, graffiti-free bus shelter and seats close to (e.g. within 400 metres) the site's main entrance) Yes
 Date implemented January 2005

Capital cost

Annual operating cost

New/improved bus services close to the site No
 Date implemented

Capital cost

Annual operating cost

Secure well-lit pedestrian routes to bus/tram stops within 400 metres No
 Date implemented

Capital cost

Annual operating cost

Secure well-lit pedestrian routes to railway stations within 1000 metres No
 Date implemented

Capital cost

Annual operating cost

Public transport information provided on site on paper and/or computer Yes
 Date implemented May 2003

Capital cost

Annual operating cost

Publicity and awareness raising material about local public transport	Yes
Date implemented	May 2003
Capital cost	
Annual operating cost	

Personalised journey planning/travel assistance (e.g. helpline, etc).	No
Date implemented	
Capital cost	
Annual operating cost	

Additional comments

Bus waiting facilities are not a B&Q expense. Public transport service information and awareness-raising public transport material can be accessed by staff via computer. This method is used across the B&Q organisation (not just this site), so only a small percentage of total costs relating to this are relevant to this particular site. The total cost across all B&Q sites is around £25,000. Enquiries were made into providing a link from Southampton Airport Parkway and Eastleigh railway stations to the site. However, the cost (approximately £90,000) has meant that this has not been pursued.

Shuttle Bus

Shuttle bus(es) to main staff/customer residential areas	No
Date implemented	
Capital cost	
Annual operating cost	

Shuttle bus(es) to railway and/or bus station(s)	No
Date implemented	November 2003
Capital cost	0
Annual operating cost	130000

Additional comments

Although the shuttle service does not go to bus/rail stations, it does go to Eastleigh town centre.

Site reference: HC-02-A-08 Survey date: 10/10/05 Day of week: Monday
 Multi-Modal survey site
 Vehicles surveyed: Total vehicles
 Survey type: Manual Count
 AM weather: Mild and Clear
 PM weather: Mild and Clear
 Initial car park occupancy: 86 Final car park occupancy: 110
 BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Data proportions in %
 Motor cars 88 Motor cycles 2 Public service 0
 Light goods 6 OGV (1) 0 OGV (2) 0
 Taxis 4

Time	Arrivals 1247	Departures 1223	Totals	Parking Accum
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	67	5	72	148
07:30-08:00	157	16	173	289
08:00-08:30	241	18	259	512
08:30-09:00	202	20	222	694
09:00-09:30	78	29	107	743
09:30-10:00	31	22	53	752
10:00-10:30	27	11	38	768
10:30-11:00	30	23	53	775
11:00-11:30	21	22	43	774
11:30-12:00	17	17	34	774
12:00-12:30	37	67	104	744
12:30-13:00	42	40	82	746
13:00-13:30	48	32	80	762
13:30-14:00	38	29	67	771
14:00-14:30	35	31	66	775
14:30-15:00	27	23	50	779
15:00-15:30	29	36	65	772
15:30-16:00	18	50	68	740
16:00-16:30	21	74	95	687
16:30-17:00	13	97	110	603
17:00-17:30	32	258	290	377
17:30-18:00	16	140	156	253
18:00-18:30	14	111	125	156
18:30-19:00	6	52	58	110
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Comments

In addition to the PSV's shown, which are the lunchtime buses serving Eastleigh, 33 "Park and Ride" buses arrived at and left from the site to shuttle people to and from the off-site parking area. Note that such passengers were recorded as vehicle occupants and not bus passengers. Also, there were 16 "shuttle taxi" arrivals and the same number of departures (excluded from the taxi count shown), operating the same service as the buses. In total, 160 people arrived at the site using this service, and 145 people departed.

There are often more vehicles shown than vehicle occupants. This can be explained by the fact that drivers of vehicles picking up/dropping off people at the site are excluded from the vehicle occupants count.

Site reference: HC-02-A-08 Survey date: 10/10/05 Day of week: Monday
 Multi-Modal survey site
 Vehicles surveyed: OGV

Data proportions in % OGV (1) 100 OGV (2) 0

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arrivals 6	Departures 6	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	2	1	3	(1)
07:30-08:00	0	0	0	(1)
08:00-08:30	1	1	2	(1)
08:30-09:00	1	0	1	(2)
09:00-09:30	0	1	1	(1)
09:30-10:00	1	2	3	(0)
10:00-10:30	0	0	0	(0)
10:30-11:00	0	0	0	(0)
11:00-11:30	1	1	2	(0)
11:30-12:00	0	0	0	(0)
12:00-12:30	0	0	0	(0)
12:30-13:00	0	0	0	(0)
13:00-13:30	0	0	0	(0)
13:30-14:00	0	0	0	(0)
14:00-14:30	0	0	0	(0)
14:30-15:00	0	0	0	(0)
15:00-15:30	0	0	0	(0)
15:30-16:00	0	0	0	(0)
16:00-16:30	0	0	0	(0)
16:30-17:00	0	0	0	(0)
17:00-17:30	0	0	0	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HC-02-A-08 Survey date: 10/10/05 Day of week: Monday
 Multi-Modal survey site
 Vehicles surveyed: PSV

Time	Arrivals 3	Departures 3	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	0	0	0	(0)
07:30-08:00	0	0	0	(0)
08:00-08:30	0	0	0	(0)
08:30-09:00	0	0	0	(0)
09:00-09:30	0	0	0	(0)
09:30-10:00	0	0	0	(0)
10:00-10:30	0	0	0	(0)
10:30-11:00	0	0	0	(0)
11:00-11:30	0	0	0	(0)
11:30-12:00	0	0	0	(0)
12:00-12:30	1	1	2	(0)
12:30-13:00	0	0	0	(0)
13:00-13:30	1	1	2	(0)
13:30-14:00	1	1	2	(0)
14:00-14:30	0	0	0	(0)
14:30-15:00	0	0	0	(0)
15:00-15:30	0	0	0	(0)
15:30-16:00	0	0	0	(0)
16:00-16:30	0	0	0	(0)
16:30-17:00	0	0	0	(0)
17:00-17:30	0	0	0	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HC-02-A-08 Survey date: 10/10/05 Day of week: Monday
 Multi-Modal survey site
 Vehicles surveyed: Taxis

Time	Arrivals 48	Departures 48	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	0	0	0	(0)
07:30-08:00	1	1	2	(0)
08:00-08:30	2	2	4	(0)
08:30-09:00	2	2	4	(0)
09:00-09:30	5	5	10	(0)
09:30-10:00	6	6	12	(0)
10:00-10:30	1	1	2	(0)
10:30-11:00	3	2	5	(1)
11:00-11:30	3	4	7	(0)
11:30-12:00	1	1	2	(0)
12:00-12:30	4	4	8	(0)
12:30-13:00	1	1	2	(0)
13:00-13:30	3	3	6	(0)
13:30-14:00	2	2	4	(0)
14:00-14:30	2	2	4	(0)
14:30-15:00	0	0	0	(0)
15:00-15:30	0	0	0	(0)
15:30-16:00	0	0	0	(0)
16:00-16:30	2	2	4	(0)
16:30-17:00	1	1	2	(0)
17:00-17:30	2	2	4	(0)
17:30-18:00	1	1	2	(0)
18:00-18:30	5	5	10	(0)
18:30-19:00	1	1	2	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HC-02-A-08 Survey date: 10/10/05 Day of week: Monday
 Multi-Modal survey site
 Vehicles surveyed: Cycles

Time	Arrivals 23	Departures 28	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	0	1	1	(-1)
07:30-08:00	3	0	3	(2)
08:00-08:30	7	1	8	(8)
08:30-09:00	3	0	3	(11)
09:00-09:30	0	1	1	(10)
09:30-10:00	1	2	3	(9)
10:00-10:30	1	0	1	(10)
10:30-11:00	0	0	0	(10)
11:00-11:30	0	1	1	(9)
11:30-12:00	0	0	0	(9)
12:00-12:30	0	1	1	(8)
12:30-13:00	2	1	3	(9)
13:00-13:30	1	1	2	(9)
13:30-14:00	2	2	4	(9)
14:00-14:30	0	0	0	(9)
14:30-15:00	0	0	0	(9)
15:00-15:30	0	0	0	(9)
15:30-16:00	1	1	2	(9)
16:00-16:30	0	0	0	(9)
16:30-17:00	0	1	1	(8)
17:00-17:30	1	9	10	(0)
17:30-18:00	1	2	3	(-1)
18:00-18:30	0	2	2	(-3)
18:30-19:00	0	2	2	(-5)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HC-02-A-08 Survey date: 10/10/05 Day of week: Monday
 Multi-Modal survey site
 People Surveyed: Car/LGV/Motorcycle occupants

This count consists of car occupants, light goods vehicle occupants, motorcycle riders and OGV occupants
 Taxi drivers and drivers of private vehicles picking up/dropping off passengers at the site are excluded from the count

Time	Arrivals 1305	Departures 1264	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	73	3	76	(70)
07:30-08:00	171	11	182	(230)
08:00-08:30	274	9	283	(495)
08:30-09:00	226	10	236	(711)
09:00-09:30	83	15	98	(779)
09:30-10:00	33	16	49	(796)
10:00-10:30	34	10	44	(820)
10:30-11:00	31	22	53	(829)
11:00-11:30	23	16	39	(836)
11:30-12:00	19	18	37	(837)
12:00-12:30	32	77	109	(792)
12:30-13:00	40	43	83	(789)
13:00-13:30	54	31	85	(812)
13:30-14:00	43	25	68	(830)
14:00-14:30	40	31	71	(839)
14:30-15:00	28	23	51	(844)
15:00-15:30	33	45	78	(832)
15:30-16:00	17	58	75	(791)
16:00-16:30	19	78	97	(732)
16:30-17:00	7	104	111	(635)
17:00-17:30	13	280	293	(368)
17:30-18:00	4	153	157	(219)
18:00-18:30	5	128	133	(96)
18:30-19:00	3	58	61	(41)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HC-02-A-08 Survey date: 10/10/05 Day of week: Monday
 Multi-Modal survey site
 People Surveyed: Pedestrians

Time	Arrivals 289	Departures 287	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	0	0	0	(0)
07:30-08:00	3	0	3	(3)
08:00-08:30	14	0	14	(17)
08:30-09:00	10	1	11	(26)
09:00-09:30	5	3	8	(28)
09:30-10:00	2	0	2	(30)
10:00-10:30	1	1	2	(30)
10:30-11:00	1	0	1	(31)
11:00-11:30	0	3	3	(28)
11:30-12:00	0	7	7	(21)
12:00-12:30	35	89	124	(-33)
12:30-13:00	76	45	121	(-2)
13:00-13:30	60	40	100	(18)
13:30-14:00	52	20	72	(50)
14:00-14:30	11	7	18	(54)
14:30-15:00	6	5	11	(55)
15:00-15:30	1	5	6	(51)
15:30-16:00	1	4	5	(48)
16:00-16:30	2	8	10	(42)
16:30-17:00	2	10	12	(34)
17:00-17:30	3	22	25	(15)
17:30-18:00	2	13	15	(4)
18:00-18:30	1	2	3	(3)
18:30-19:00	1	2	3	(2)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HC-02-A-08 Survey date: 10/10/05 Day of week: Monday
 Multi-Modal survey site
 People Surveyed: Public transport Users

Time	Arrivals 20	Departures 20	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	1	0	1	(1)
07:30-08:00	1	0	1	(2)
08:00-08:30	2	0	2	(4)
08:30-09:00	2	0	2	(6)
09:00-09:30	0	0	0	(6)
09:30-10:00	0	0	0	(6)
10:00-10:30	0	0	0	(6)
10:30-11:00	0	0	0	(6)
11:00-11:30	0	0	0	(6)
11:30-12:00	0	0	0	(6)
12:00-12:30	2	6	8	(2)
12:30-13:00	0	0	0	(2)
13:00-13:30	6	8	14	(0)
13:30-14:00	6	0	6	(6)
14:00-14:30	0	0	0	(6)
14:30-15:00	0	0	0	(6)
15:00-15:30	0	0	0	(6)
15:30-16:00	0	0	0	(6)
16:00-16:30	0	0	0	(6)
16:30-17:00	0	1	1	(5)
17:00-17:30	0	3	3	(2)
17:30-18:00	0	1	1	(1)
18:00-18:30	0	1	1	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HC-02-A-08 Survey date: 10/10/05 Day of week: Monday
 Multi-Modal survey site
 People Surveyed: Bus/Tram Passengers

Time	Arrivals 6	Departures 6	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	1	0	1	(1)
07:30-08:00	1	0	1	(2)
08:00-08:30	2	0	2	(4)
08:30-09:00	2	0	2	(6)
09:00-09:30	0	0	0	(6)
09:30-10:00	0	0	0	(6)
10:00-10:30	0	0	0	(6)
10:30-11:00	0	0	0	(6)
11:00-11:30	0	0	0	(6)
11:30-12:00	0	0	0	(6)
12:00-12:30	0	0	0	(6)
12:30-13:00	0	0	0	(6)
13:00-13:30	0	0	0	(6)
13:30-14:00	0	0	0	(6)
14:00-14:30	0	0	0	(6)
14:30-15:00	0	0	0	(6)
15:00-15:30	0	0	0	(6)
15:30-16:00	0	0	0	(6)
16:00-16:30	0	0	0	(6)
16:30-17:00	0	1	1	(5)
17:00-17:30	0	3	3	(2)
17:30-18:00	0	1	1	(1)
18:00-18:30	0	1	1	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HC-02-A-08 Survey date: 10/10/05 Day of week: Monday
 Multi-Modal survey site
 People Surveyed: Coach Passengers

Time	Arrivals 14	Departures 14	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	0	0	0	(0)
07:30-08:00	0	0	0	(0)
08:00-08:30	0	0	0	(0)
08:30-09:00	0	0	0	(0)
09:00-09:30	0	0	0	(0)
09:30-10:00	0	0	0	(0)
10:00-10:30	0	0	0	(0)
10:30-11:00	0	0	0	(0)
11:00-11:30	0	0	0	(0)
11:30-12:00	0	0	0	(0)
12:00-12:30	2	6	8	(-4)
12:30-13:00	0	0	0	(-4)
13:00-13:30	6	8	14	(-6)
13:30-14:00	6	0	6	(0)
14:00-14:30	0	0	0	(0)
14:30-15:00	0	0	0	(0)
15:00-15:30	0	0	0	(0)
15:30-16:00	0	0	0	(0)
16:00-16:30	0	0	0	(0)
16:30-17:00	0	0	0	(0)
17:00-17:30	0	0	0	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HC-02-A-08

Survey date: 10/10/05

Day of week: Monday

Multi-Modal survey site

People Surveyed: Total people

Time	Arrivals 1637	Departures 1599	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	74	4	78	156
07:30-08:00	178	11	189	323
08:00-08:30	297	10	307	610
08:30-09:00	241	11	252	840
09:00-09:30	88	19	107	909
09:30-10:00	36	18	54	927
10:00-10:30	36	11	47	952
10:30-11:00	32	22	54	962
11:00-11:30	23	20	43	965
11:30-12:00	19	25	44	959
12:00-12:30	69	173	242	855
12:30-13:00	118	89	207	884
13:00-13:30	121	80	201	925
13:30-14:00	103	47	150	981
14:00-14:30	51	38	89	994
14:30-15:00	34	28	62	1000
15:00-15:30	34	50	84	984
15:30-16:00	19	63	82	940
16:00-16:30	21	86	107	875
16:30-17:00	9	116	125	768
17:00-17:30	17	314	331	471
17:30-18:00	7	169	176	309
18:00-18:30	6	133	139	182
18:30-19:00	4	62	66	124
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site Reference: KC-02-A-02 Multi-Modal Site
 Created: Version: 2009(a)v6.3.1 06/11/08
 Latitude/Longitude: 51.2786, 0.5212
 Land Use Type: 02 - EMPLOYMENT/A - OFFICE
 Region/Area: SOUTH EASTKENT
 Version/Creation Date: 2009(a)v6.3.1 06/11/08

Description: COUNTY HALL, MAIDSTONE
 Street: SANDLING ROAD
 District:
 Town: MAIDSTONE
 Post Code: ME14 1XQ

Location: Edge of Town Centre
 Location Sub Category: Built-Up Zone
 Use Class: B1

Population within 500m: 2900
 Population within 1 Mile: 25,001 to 50,000
 Population within 5 Miles: 125,001 to 250,000
 Car ownership within 5 Miles: 1.1 to 1.5

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	308	112	420
Monday-Friday	0700-1000	72	26	98
Monday-Friday	1600-1900	72	26	98
Saturday	0700-1900	138	112	250
Sunday	0700-1900	20	46	66

Is site associated with a travel plan: Yes
 If not, are there any plans to implement a Travel Plan in the future?
 Is survey data available before the implementation of the Travel Plan? No
 Is the location of the site hilly or flat: Hilly
 Urban Regeneration: No

Previous survey: KC-02-A-01
 Gross floor area: 32793 sqm
 Total Full Time Employees: 1569
 Total Part Time Employees: 570

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This site is located a short distance to the north of Maidstone town centre, and very close to Maidstone East railway station. It is just to the east of the A229 Fairmeadow, which runs north through the suburbs towards the M20 motorway, and south into the town centre. Other local roads head towards all parts of the town. The site is adjacent to HM Prison Maidstone (at its eastern boundary), the railway station to the south-west, residential development to the south-east, a sorting office at the western boundary, and further residential development to the north. The site is in a busy, built-up area. The site consists of two buildings with a total of 5 pedestrian access points (2 at Invicta House and 3 at Sessions House). There are 2 bus stops close to the site, at the site's southern edge (one stop on either side of Sandling Road).

Bus (or tram) site accessibility

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
5. If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes

serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes

6. If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Sittingbourne Road	4	12
Chatham	4	20
Peneden Heath	2	10
Ringlestone	2	5

Rail accessibility

7. Is there at least one railway station within 1 kilometre radius of the site?: Yes

8. If yes to question 7, is pedestrian access to the station satisfactory?: Yes

9. If yes to question 7, are there at least 2 stopping trains per hour (per direction between 0700 and 1900) with routes serving stations within a 10 kilometre radius (Mon-Sat)?: Yes

10. If yes to question 9, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
West Malling	3	7
Snodland	2	12

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

There are slight changes to the bus and rail services since the last survey however these are minimal changes in service times.

There are various other local bus services that run with less that one service an hour. These are included in the summary table. The Sittingbourne bus service is a circular service to a Park & Ride stop.

The site is also within 1 km of Maidstone West station.

Many other bus services are just over 400m away, in the High Street area (these are not included in the tables).

Design features encouraging non-car modes

12. Pedestrians

There are pedestrian areas in front of the buildings that links with the town centre.

13. Pedal cycles

There is secure parking available at the site.

14. Public transport

The site is located near the town centre, with bus services and a train station nearby.

There are a number of Park & Ride sites around Maidstone.

An ad-hoc personalised journey planning service is available via the council's intranet.

Accessibility & Census Information

Road Network Distance to Local Developments	
Year of Analysis	2008
Nearest Primary School	1.0 kilometres
Nearest Secondary School	2.4 kilometres
Nearest Local Shop/Corner Shop	1.6 kilometres
Nearest Main Supermarket	1.4 kilometres
Nearest Doctors Surgery	0.3 kilometres
Nearest Hospital with Minor Injuries/A & E	2.4 kilometres
Nearest Sports/Leisure Centre	3.0 kilometres

Census Data	
Year of Census	2001
Number of people employed within Census Output Area	137
Number of households within Census Output Area	118
Number of people living within Census Output Area	184
Area of Census Output Area (hectares)	6
Population density within Census Output Area (per hectare)	33.03

Site reference: KC-02-A-02 Multi-Modal survey site
 Trade name: COUNTY HALL (KENT COUNTY COUNCIL)

Site area (h/a): 1.80
 Gross floor area (sqm) 32793
 GFA not in use (sqm) 0

Open since 1889
 Total Employees 2139
 Full Time Employees 1569 73%
 Part Time Employees 570 27%

Approximate % of total employees working
 standard 9-5 hours or similar 73%

Percentage Split of Employee Gender
 Male 33%
 Female 67%

Approximate % of employees living within the following radii of the site
 3Km 14%
 5Km 20%
 >5Km 80%

GFA per employee 15.331
 Number of units 2
 Name of nearest site MEDWAY COUNCIL
 Distance to nearest similar site 15 Km

OPENING TIMES (24 Hour format)

Mon to Thurs 08:00 to 18:00
 Friday 08:00 to 18:00
 Saturday 00:00 to 00:00
 Sunday 00:00 to 00:00

Comments

This site consists of two buildings; a hexagonal-shaped modern building called Invicta House, and the 19-th century Sessions House building. There are a total of 4 buildings that serve Kent County Council in central Maidstone. Only Invicta House and Sessions House are included in this survey, the other two buildings are located at another site. Council meetings may operate outside the standard hours shown. Staff work flexible hours between 0700 and 1900, apart from those at the Contact Centre (which operates 24 hours per day).

Multi-Modal survey site

On-Site parking

Total no. of parking spaces 369
 Spaces Per 100m2 GFA 1.125

Number of spaces

Employee 369
 Disabled 0
 Visitor/Customer 0
 OGV parking bays 0
 Cycle racks 8
 OGV loading bays 0
 Mother & Toddler 0
 Motorcycle spaces 0

Parking charges No

Comments about the management of the site car park, along with enforcement measures

Entry to Invicta House car park (multi-storey) was controlled by a barrier with access via a swipe card, although the barrier was not in operation on the day of the survey. Car parks at the front and rear of Sessions House (surface) had no access control and no enforcement was observed. Entry to car parks across from Sessions House were controlled by barriers with access via swipe card or (remotely) by security.

To obtain a parking permit, a member of staff must drive over 2,000 miles for business per year, go out at least twice a week, and be an essential user (unless mobility impaired). Permits are probably updated every 6 months or so, depending on business need.

Off-Site parking details

Off-Site parking included in the counts Yes
 Free On-Street parking available nearby Yes
 If yes, considered easy to find a space No
 If prepared to pay, easy to find somewhere to park off-site all day Yes

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ) Yes, Most of the Area
 Permitted on-street parking for non-residents available within this CPZ Yes, All Day
 If yes, time limited for non-residents Yes
 Charges for non-residents parking if permitted Yes, All Day
 Average charge per hour 80
 Maximum parking duration 2

Off-Street parking

Off-Street parking available Yes, Public Off-Street Parking is Available
 Approx. available spaces 5600
 Parking located within a control parking zone (CPZ) Yes
 Charges for this Off-Street parking Yes, All Day
 Charge amount 70
 Charge period Hour

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site Yes
 Approximate journey time from the facility to the site 10

Travel Plan History

Date of Travel Plan implementation September 1999
 Has the Travel Plan been accredited, or received an award in recognition of its quality, from either a national body such as ACT or a local authority? Yes

Travel Plan Target Group

Main target market(s) for the Travel Plan

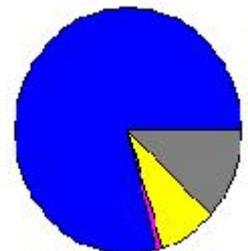
Staff	Target group
Visitors	Not a target group
Customers	Not present
Students	Not present
Patients	Not present
All site users	Not a target group
Other	

Travel Plan Co-Ordinator

Is there a Travel Plan co-ordinator - a member of staff whose job it is to manage the implementation of the Travel Plan? Yes
 If YES to the above, do they work on the Travel Plan full time or part time? Part time

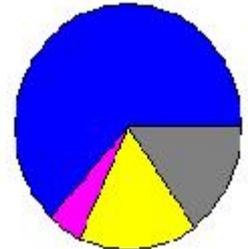
Pre-Travel Plan Mode Split

Was modal split data obtained before the introduction of the Travel Plan? Yes
 If YES, when? June 1999
 Vehicle Occupants 79%
 Cyclists 1%
 Public Transport Users 8%
 Pedestrians 12%



Travel Plan Modal Split Targets

Did the Travel Plan identify mode split targets? Yes
 If YES, when? June 1999
 Vehicle Occupants 63%
 Cyclists 5%
 Public Transport Users 17%
 Pedestrians 15%



Changes in site environment and circumstances

Since the travel plan was implemented, have any of the following changes occurred?

Has there been large scale changes in numbers of staff on site? No
 There have been no large scale changes since the survey conducted in 2005.

Has there been a change in site function from, for example, call centre to head office; or from administrative to sales, etc? No

Have parking controls been implemented around a site where previously many staff parked at no charge? No

Has there been large scale changes in local public transport services? No

Has the site been relocated to somewhere with different accessibility characteristics (e.g. from city centre to edge of town)? No

Factors that may have affected trip rates

Additional Travel Plan comments

The travel plan identified mode split targets however the overall aim was to manage the sustainable expansion of the site and also retain car parking within the existing capacity.

Cycling Measures

Covered cycle racks close to building entrances Yes
 Date implemented
 Capital cost
 Annual operating cost

Good lighting in cycle parking areas No
 Date implemented
 Capital cost
 Annual operating cost

Lockers/Facilities for staff who cycle to store their clothing Yes
 Date implemented
 Capital cost
 Annual operating cost

Secure well-lit/covered cycle parking compound Yes
 Date implemented
 Capital cost
 Annual operating cost

CCTV coverage of cycle parking areas Yes
 Date implemented
 Capital cost
 Annual operating cost

Shower and changing facilities for staff who cycle and walk Yes
 Date implemented
 Capital cost
 Annual operating cost

Good network of cycle routes linking the site to main residential areas locally No
 Date implemented
 Capital cost
 Annual operating cost

Additional comments

The dates of implementation and costs are unknown.

Car Sharing Measures

Car-share matching system where employer takes active role in setting up car-share teams (i.e. more than just a voluntary noticeboard)

Date implemented 2002
 Capital cost 10000
 Annual operating cost 3500

Guaranteed free ride home available to all staff if they car-share and need to get home in an emergency

Date implemented September 2005
 Capital cost
 Annual operating cost

Priority parking spaces for car-sharers close to building entrances

Date implemented No
 Capital cost
 Annual operating cost

Car Club available locally that could be used by occupants of the site

Yes

Additional comments

The operating costs for the guaranteed free ride home service is minimal. Details of the car club available locally can be found at www.streetcar.co.uk.

Car Parking Management

Limited availability of on-site parking spaces (on-site parking supply is set at less than demand for target group of Travel Plan)

Yes

Parking permit eligibility restrictions (e.g. only staff without viable public transport alternative are issued with a permit)

Yes

Date implemented
 Capital cost
 Annual operating cost

Charging for parking for Travel Plan target group (e.g. staff, patients, visitors, etc.)

No

Date implemented
 Capital cost
 Annual operating cost
 Charge
 Period of Charge

Parking enforcement (e.g. barrier control, parking attendants, clamping, ticketing) on-site

Yes

Date implemented
 Capital cost
 Annual operating cost

Additional comments

Dates of implementation and costs are not known for the elements listed.

To park on site, a member of staff must drive over 2,000 miles for business per year, go out at least twice a week, and be an essential user (unless you are mobility impaired). The permits are probably updated every 6 months or so depending on business need.

There has always been a swipe exit, but the entrance barrier was only installed around 4 years before the survey. However, on the day of the survey the barrier was not in operation.

Financial Incentives

Daily payment of £2 or more to staff not to use the car (also known as cash-out) No
 Date implemented
 Capital cost
 Annual operating cost
 Daily payment value

Annual payment to give up entitlement to a parking permit No
 Date implemented
 Capital cost
 Annual operating cost
 Annual payment value

Site provides employees with season ticket/cycle loans No
 Date implemented
 Capital cost
 Annual operating cost
 Annual loans value

Additional comments

Public Transport Measures

Bus waiting facilities (Clean, graffiti-free bus shelter and seats close to (e.g. within 400 metres) the site's main entrance) Yes
 Date implemented
 Capital cost
 Annual operating cost

New/improved bus services close to the site No
 Date implemented
 Capital cost
 Annual operating cost

Secure well-lit pedestrian routes to bus/tram stops within 400 metres Yes
 Date implemented
 Capital cost
 Annual operating cost

Secure well-lit pedestrian routes to railway stations within 1000 metres Yes
 Date implemented
 Capital cost
 Annual operating cost

Public transport information provided on site on paper and/or computer Yes
 Date implemented January 1999
 Capital cost
 Annual operating cost

Publicity and awareness raising material about local public transport	Yes
Date implemented	January 1999
Capital cost	
Annual operating cost	

Personalised journey planning/travel assistance (e.g. helpline, etc).	No
Date implemented	
Capital cost	
Annual operating cost	

Additional comments

Dates and costs of the travel plan elements in this section are unknown.

The personalised journey planning/travel assistance facility present at the time of the 2005 survey has been superseded by the use of journey planning websites such as www.traveline.info and www.transportdirect.info etc.

Kent County Council no longer offer interest free public transport loans (as they did following the original 2005 survey).

However, Kent County Council is hoping to introduce a Salary Sacrifice scheme in respect of bus season tickets in Spring 2009.

Shuttle Bus

Shuttle bus(es) to main staff/customer residential areas	No
Date implemented	
Capital cost	
Annual operating cost	

Shuttle bus(es) to railway and/or bus station(s)	No
Date implemented	
Capital cost	
Annual operating cost	

Additional comments

A shuttle bus was about to be launched, but has not commenced at the time of this survey. The bus will operate between County Hall and the Kent County Council Highways depot/Aylesford Railway Station.

Site reference: KC-02-A-02 Survey date: 16/10/08 Day of week: Thursday
 Multi-Modal survey site
 Vehicles surveyed: Total vehicles
 Survey type: Manual Count
 AM weather: Mild and Clear
 PM weather: Mild and Clear
 Initial car park occupancy: 8 Final car park occupancy: 63
 BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Data proportions in %
 Motor cars 95 Motor cycles 0 Public service 0
 Light goods 5 OGV (1) 0 OGV (2) 0
 Taxis 0

Time	Arrivals 978	Departures 923	Totals	Parking Accum
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	29	9	38	28
07:30-08:00	90	22	112	96
08:00-08:30	128	16	144	208
08:30-09:00	199	39	238	368
09:00-09:30	120	25	145	463
09:30-10:00	63	7	70	519
10:00-10:30	33	18	51	534
10:30-11:00	13	9	22	538
11:00-11:30	14	10	24	542
11:30-12:00	16	11	27	547
12:00-12:30	11	12	23	546
12:30-13:00	16	15	31	547
13:00-13:30	22	19	41	550
13:30-14:00	31	17	48	564
14:00-14:30	31	26	57	569
14:30-15:00	22	12	34	579
15:00-15:30	13	22	35	570
15:30-16:00	18	24	42	564
16:00-16:30	21	105	126	480
16:30-17:00	33	132	165	381
17:00-17:30	29	196	225	214
17:30-18:00	14	106	120	122
18:00-18:30	10	54	64	78
18:30-19:00	2	17	19	63
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Comments

No PSVs entered or exited the site during this survey.

The taxi count is not known for this survey.

OGV's visiting the site park near the north-west and south west accesses to Sessions House, as there are no specific OGV parking spaces/loading bays available.

The maximum vehicle parking accumulation exceeding the number of spaces available can be explained by the fact that off-site parking was also included in this survey.

There are occasions when the number of vehicles exceeds the number of vehicle occupants. This can be explained by the fact that vehicles picking up/dropping off people at the site are included as both vehicle arrivals and departures, but drivers of such vehicles are excluded from the vehicle occupants count.

All coach passengers shown represent Park and Ride passengers.

Site reference: KC-02-A-02 Survey date: 16/10/08 Day of week: Thursday
 Multi-Modal survey site
 Vehicles surveyed: Cycles

Time	Arrivals 11	Departures 9	Totals
00:00-00:30			
00:30-01:00			
01:00-01:30			
01:30-02:00			
02:00-02:30			
02:30-03:00			
03:00-03:30			
03:30-04:00			
04:00-04:30			
04:30-05:00			
05:00-05:30			
05:30-06:00			
06:00-06:30			
06:30-07:00			
07:00-07:30	2	0	2
07:30-08:00	1	0	1
08:00-08:30	2	0	2
08:30-09:00	3	0	3
09:00-09:30	1	0	1
09:30-10:00	0	0	0
10:00-10:30	0	0	0
10:30-11:00	0	0	0
11:00-11:30	1	0	1
11:30-12:00	0	0	0
12:00-12:30	0	0	0
12:30-13:00	0	1	1
13:00-13:30	0	0	0
13:30-14:00	0	0	0
14:00-14:30	0	0	0
14:30-15:00	1	0	1
15:00-15:30	0	0	0
15:30-16:00	0	0	0
16:00-16:30	0	1	1
16:30-17:00	0	1	1
17:00-17:30	0	4	4
17:30-18:00	0	2	2
18:00-18:30	0	0	0
18:30-19:00	0	0	0
19:00-19:30			
19:30-20:00			
20:00-20:30			
20:30-21:00			
21:00-21:30			
21:30-22:00			
22:00-22:30			
22:30-23:00			
23:00-23:30			
23:30-24:00			

Site reference: KC-02-A-02 Survey date: 16/10/08 Day of week: Thursday
 Multi-Modal survey site
 Vehicles surveyed: OGV

Data proportions in % OGV (1) 50 OGV (2) 50

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arrivals 2	Departures 2	Totals
00:00-00:30			
00:30-01:00			
01:00-01:30			
01:30-02:00			
02:00-02:30			
02:30-03:00			
03:00-03:30			
03:30-04:00			
04:00-04:30			
04:30-05:00			
05:00-05:30			
05:30-06:00			
06:00-06:30			
06:30-07:00			
07:00-07:30	0	0	0
07:30-08:00	0	0	0
08:00-08:30	0	0	0
08:30-09:00	0	0	0
09:00-09:30	0	0	0
09:30-10:00	0	0	0
10:00-10:30	0	0	0
10:30-11:00	0	0	0
11:00-11:30	0	0	0
11:30-12:00	0	0	0
12:00-12:30	0	0	0
12:30-13:00	1	1	2
13:00-13:30	1	1	2
13:30-14:00	0	0	0
14:00-14:30	0	0	0
14:30-15:00	0	0	0
15:00-15:30	0	0	0
15:30-16:00	0	0	0
16:00-16:30	0	0	0
16:30-17:00	0	0	0
17:00-17:30	0	0	0
17:30-18:00	0	0	0
18:00-18:30	0	0	0
18:30-19:00	0	0	0
19:00-19:30			
19:30-20:00			
20:00-20:30			
20:30-21:00			
21:00-21:30			
21:30-22:00			
22:00-22:30			
22:30-23:00			
23:00-23:30			
23:30-24:00			

Site reference: KC-02-A-02 Survey date: 16/10/08 Day of week: Thursday
 Multi-Modal survey site
 People Surveyed: Pedestrians

Time	Arrivals 897	Departures 902	Totals
00:00-00:30			
00:30-01:00			
01:00-01:30			
01:30-02:00			
02:00-02:30			
02:30-03:00			
03:00-03:30			
03:30-04:00			
04:00-04:30			
04:30-05:00			
05:00-05:30			
05:30-06:00			
06:00-06:30			
06:30-07:00			
07:00-07:30	1	0	1
07:30-08:00	9	0	9
08:00-08:30	35	4	39
08:30-09:00	64	3	67
09:00-09:30	35	3	38
09:30-10:00	9	1	10
10:00-10:30	7	7	14
10:30-11:00	4	2	6
11:00-11:30	7	12	19
11:30-12:00	13	19	32
12:00-12:30	97	194	291
12:30-13:00	115	195	310
13:00-13:30	151	141	292
13:30-14:00	166	76	242
14:00-14:30	136	57	193
14:30-15:00	19	22	41
15:00-15:30	11	18	29
15:30-16:00	0	5	5
16:00-16:30	11	20	31
16:30-17:00	2	22	24
17:00-17:30	4	58	62
17:30-18:00	1	18	19
18:00-18:30	0	18	18
18:30-19:00	0	7	7
19:00-19:30			
19:30-20:00			
20:00-20:30			
20:30-21:00			
21:00-21:30			
21:30-22:00			
22:00-22:30			
22:30-23:00			
23:00-23:30			
23:30-24:00			

Site reference: KC-02-A-02 Survey date: 16/10/08 Day of week: Thursday
 Multi-Modal survey site
 People Surveyed: Public transport Users

Time	Arrivals 370	Departures 344	Totals
00:00-00:30			
00:30-01:00			
01:00-01:30			
01:30-02:00			
02:00-02:30			
02:30-03:00			
03:00-03:30			
03:30-04:00			
04:00-04:30			
04:30-05:00			
05:00-05:30			
05:30-06:00			
06:00-06:30			
06:30-07:00			
07:00-07:30	18	1	19
07:30-08:00	39	0	39
08:00-08:30	76	1	77
08:30-09:00	101	1	102
09:00-09:30	43	4	47
09:30-10:00	24	2	26
10:00-10:30	20	0	20
10:30-11:00	5	0	5
11:00-11:30	7	1	8
11:30-12:00	22	5	27
12:00-12:30	2	5	7
12:30-13:00	3	5	8
13:00-13:30	1	7	8
13:30-14:00	1	6	7
14:00-14:30	0	7	7
14:30-15:00	2	7	9
15:00-15:30	2	8	10
15:30-16:00	0	11	11
16:00-16:30	1	56	57
16:30-17:00	1	72	73
17:00-17:30	1	92	93
17:30-18:00	1	39	40
18:00-18:30	0	10	10
18:30-19:00	0	4	4
19:00-19:30			
19:30-20:00			
20:00-20:30			
20:30-21:00			
21:00-21:30			
21:30-22:00			
22:00-22:30			
22:30-23:00			
23:00-23:30			
23:30-24:00			

Site reference: KC-02-A-02 Survey date: 16/10/08 Day of week: Thursday
 Multi-Modal survey site
 People Surveyed: Bus/Tram Passengers

Time	Arrivals 85	Departures 92	Totals
00:00-00:30			
00:30-01:00			
01:00-01:30			
01:30-02:00			
02:00-02:30			
02:30-03:00			
03:00-03:30			
03:30-04:00			
04:00-04:30			
04:30-05:00			
05:00-05:30			
05:30-06:00			
06:00-06:30			
06:30-07:00			
07:00-07:30	7	0	7
07:30-08:00	10	0	10
08:00-08:30	17	0	17
08:30-09:00	18	1	19
09:00-09:30	7	3	10
09:30-10:00	9	0	9
10:00-10:30	5	0	5
10:30-11:00	2	0	2
11:00-11:30	2	0	2
11:30-12:00	4	0	4
12:00-12:30	2	1	3
12:30-13:00	0	4	4
13:00-13:30	0	3	3
13:30-14:00	0	2	2
14:00-14:30	0	1	1
14:30-15:00	0	2	2
15:00-15:30	2	1	3
15:30-16:00	0	4	4
16:00-16:30	0	15	15
16:30-17:00	0	20	20
17:00-17:30	0	21	21
17:30-18:00	0	11	11
18:00-18:30	0	1	1
18:30-19:00	0	2	2
19:00-19:30			
19:30-20:00			
20:00-20:30			
20:30-21:00			
21:00-21:30			
21:30-22:00			
22:00-22:30			
22:30-23:00			
23:00-23:30			
23:30-24:00			

Site reference: KC-02-A-02

Survey date: 16/10/08

Day of week: Thursday

Multi-Modal survey site

People Surveyed: Train Passengers

Time	Arrivals 118	Departures 100	Totals
00:00-00:30			
00:30-01:00			
01:00-01:30			
01:30-02:00			
02:00-02:30			
02:30-03:00			
03:00-03:30			
03:30-04:00			
04:00-04:30			
04:30-05:00			
05:00-05:30			
05:30-06:00			
06:00-06:30			
06:30-07:00			
07:00-07:30	3	0	3
07:30-08:00	9	0	9
08:00-08:30	23	1	24
08:30-09:00	32	0	32
09:00-09:30	8	0	8
09:30-10:00	8	2	10
10:00-10:30	9	0	9
10:30-11:00	3	0	3
11:00-11:30	4	1	5
11:30-12:00	12	0	12
12:00-12:30	0	1	1
12:30-13:00	2	0	2
13:00-13:30	0	3	3
13:30-14:00	1	2	3
14:00-14:30	0	4	4
14:30-15:00	2	1	3
15:00-15:30	0	4	4
15:30-16:00	0	2	2
16:00-16:30	0	20	20
16:30-17:00	1	16	17
17:00-17:30	0	26	26
17:30-18:00	1	11	12
18:00-18:30	0	5	5
18:30-19:00	0	1	1
19:00-19:30			
19:30-20:00			
20:00-20:30			
20:30-21:00			
21:00-21:30			
21:30-22:00			
22:00-22:30			
22:30-23:00			
23:00-23:30			
23:30-24:00			

Site reference: KC-02-A-02 Survey date: 16/10/08 Day of week: Thursday
 Multi-Modal survey site
 People Surveyed: Coach Passengers

Time	Arrivals 167	Departures 152	Totals
00:00-00:30			
00:30-01:00			
01:00-01:30			
01:30-02:00			
02:00-02:30			
02:30-03:00			
03:00-03:30			
03:30-04:00			
04:00-04:30			
04:30-05:00			
05:00-05:30			
05:30-06:00			
06:00-06:30			
06:30-07:00			
07:00-07:30	8	1	9
07:30-08:00	20	0	20
08:00-08:30	36	0	36
08:30-09:00	51	0	51
09:00-09:30	28	1	29
09:30-10:00	7	0	7
10:00-10:30	6	0	6
10:30-11:00	0	0	0
11:00-11:30	1	0	1
11:30-12:00	6	5	11
12:00-12:30	0	3	3
12:30-13:00	1	1	2
13:00-13:30	1	1	2
13:30-14:00	0	2	2
14:00-14:30	0	2	2
14:30-15:00	0	4	4
15:00-15:30	0	3	3
15:30-16:00	0	5	5
16:00-16:30	1	21	22
16:30-17:00	0	36	36
17:00-17:30	1	45	46
17:30-18:00	0	17	17
18:00-18:30	0	4	4
18:30-19:00	0	1	1
19:00-19:30			
19:30-20:00			
20:00-20:30			
20:30-21:00			
21:00-21:30			
21:30-22:00			
22:00-22:30			
22:30-23:00			
23:00-23:30			
23:30-24:00			

Site reference: KC-02-A-02

Survey date: 16/10/08

Day of week: Thursday

Multi-Modal survey site

People Surveyed: Total people

Time	Arrivals 2228	Departures 2153	Totals	Parking Accum
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	50	1	51	(49)
07:30-08:00	145	6	151	(188)
08:00-08:30	245	12	257	(421)
08:30-09:00	371	12	383	(780)
09:00-09:30	205	21	226	(964)
09:30-10:00	98	8	106	(1054)
10:00-10:30	61	23	84	(1092)
10:30-11:00	23	9	32	(1106)
11:00-11:30	29	22	51	(1113)
11:30-12:00	53	43	96	(1123)
12:00-12:30	109	213	322	(1019)
12:30-13:00	137	219	356	(937)
13:00-13:30	177	171	348	(943)
13:30-14:00	202	101	303	(1044)
14:00-14:30	177	92	269	(1129)
14:30-15:00	50	44	94	(1135)
15:00-15:30	25	51	76	(1109)
15:30-16:00	15	39	54	(1085)
16:00-16:30	22	189	211	(918)
16:30-17:00	16	231	247	(703)
17:00-17:30	12	365	377	(350)
17:30-18:00	3	169	172	(184)
18:00-18:30	0	83	83	(101)
18:30-19:00	3	29	32	(75)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site Reference: KC-02-A-01 Multi-Modal Site
 Latitude/Longitude: 51.2786570818635, 0.522071781569787
 Land Use Type: 02 - EMPLOYMENT/A - OFFICE
 Region/Area: SOUTH EASTKENT

Description: COUNTY HALL, MAIDSTONE
 Street: SANDLING ROAD
 District:
 Town: MAIDSTONE
 Post Code: ME14 1XQ

Location: Edge of Town Centre
 Location Sub Category: Built-Up Zone
 Use Class: B1

Population within 500m: 2900
 Population within 1 Mile: 25,001 to 50,000
 Population within 5 Miles: 125,001 to 250,000
 Car ownership within 5 Miles: 1.1 to 1.5

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	288	120	408
Monday-Friday	0700-1000	68	24	92
Monday-Friday	1600-1900	60	26	86
Saturday	0700-1900	196	112	308
Sunday	0700-1900	20	46	66

Is site associated with a travel plan: Yes
 If not, are there any plans to implement a Travel Plan in the future?
 Is survey data available before the implementation of the Travel Plan? No
 Is the location of the site hilly or flat: Hilly
 Urban Regeneration:

Next survey: KC-02-A-05
 Gross floor area: 32793 sqm
 Total Full Time Employees: 1418
 Total Part Time Employees: 632

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This site is located a short distance to the north of Maidstone town centre, and very close to Maidstone East railway station. It is just to the east of the A229 Fairmeadow, which runs north through the suburbs towards the M20 motorway, and south into the town centre. Other local roads head towards all parts of the town. The site is adjacent to HM Prison Maidstone (at its eastern boundary), the railway station to the south-west, residential development to the south-east, a sorting office at the western boundary, and further residential development to the north. The site is in a busy, built-up area. The site consists of two buildings with a total of 5 pedestrian access points (2 at Invicta House and 3 at Sessions House). There are 2 bus stops close to the site, at the site's southern edge (one stop on either side of Sandling Road).

Bus (or tram) site accessibility

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
4. If yes to question 3, where it is necessary to cross a road between the development and the stop, is there a conveniently placed crossing facility? : Yes
5. If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes

serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes

6. If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Sittingbourne Road	5	12
Chatham	3	20
Peneden Heath	2	10
Ringlestone	2	5

Rail accessibility

7. Is there at least one railway station within 1 kilometre radius of the site?: Yes

8. If yes to question 7, is pedestrian access to the station satisfactory?: Yes

9. If yes to question 7, are there at least 2 stopping trains per hour (per direction between 0700 and 1900) with routes serving stations within a 10 kilometre radius (Mon-Sat)?: Yes

10. If yes to question 9, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
West Malling	3	7
Snodland	2	12

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

The Sittingbourne Road bus service shown is a circular service to a Park and Ride stop.
 Both train services shown are run by South Eastern Trains. The site is also within 1 kilometre of Maidstone West station.
 Many other bus services are just over 400 metres away in the High Street (not included in the tables).

Design features encouraging non-car modes

12. Pedestrians

There is a pedestrian area in front of the site buildings that links with the town centre.

13. Pedal cycles

Secure cycle parking is available.

14. Public transport

The site is located near the town centre, with bus services and a train station nearby.
 There are a number of Park and Ride sites around Maidstone.
 An ad-hoc personalised journey planning is available via the council's intranet service.

Accessibility & Census Information

Road Network Distance to Local Developments	
Year of Analysis	
Nearest Primary School	
Nearest Secondary School	
Nearest Local Shop/Corner Shop	
Nearest Main Supermarket	
Nearest Doctors Surgery	
Nearest Hospital with Minor Injuries/A & E	
Nearest Sports/Leisure Centre	

Census Data	
Year of Census	
Census Output Area/Data Zone	
Number of people employed within Census Output Area	
Number of households within Census Output Area	
Number of people living within Census Output Area	
Area of Census Output Area (hectares)	
Population density within Census Output Area (per hectare)	

SITE PHOTO



Site reference: KC-02-A-01 Multi-Modal survey site
 Trade name: COUNTY HALL (KENT COUNTY COUNCIL)

Site area (h/a): 1.80
 Gross floor area (sqm) 32793
 GFA not in use (sqm) 0

Open since 1889
 Total Employees 2050
 Full Time Employees 1418 69%
 Part Time Employees 632 31%

Approximate % of total employees working standard 9-5 hours or similar 100%

Percentage Split of Employee Gender
 Male 34%
 Female 66%

Approximate % of employees living within the following radii of the site
 3Km 14%
 5Km 20%
 >5Km 80%

GFA per employee 15.997
 Number of units 2
 Name of nearest site MEDWAY C, ROCHESTER
 Distance to nearest similar site 15 Km

OPENING TIMES (24 Hour format)

Mon to Thurs 07:00 to 19:00
 Friday 07:00 to 19:00
 Saturday 00:00 to 00:00
 Sunday 00:00 to 00:00

Comments

This site consists of two buildings; a hexagonal-shaped modern building called Invicta House, and the 19-th century Sessions House building. There are actually 4 buildings that serve Kent County Council in central Maidstone. The other two are located at another site.
 Council meetings may operate outside the standard hours shown.
 Staff work flexible hours between 0700 and 1900, apart from those at the Contact Centre (which operates 24 hours per day).

Multi-Modal survey site

On-Site parking

Total no. of parking spaces 369
 Spaces Per 100m2 GFA 1.125

Number of spaces

Employee 369
 Disabled 0
 Visitor/Customer 0
 OGV parking bays 0
 Cycle racks 8
 OGV loading bays 0
 Mother & Toddler 0
 Motorcycle spaces 0

Parking charges No

Comments about the management of the site car park, along with enforcement measures

Entry to Invicta House car park (multi-storey) was controlled by a barrier with access via a swipe card. Car parks at the front and rear of Sessions House (surface) had no access control and no enforcement was observed. Entry to car parks across from Sessions House were controlled by barriers with access via swipe card or (remotely) by security. To obtain a parking permit, a member of staff must drive over 2,000 miles for business per year, go out at least twice a week, and be an essential user (unless mobility impaired). Permits are probably updated every 6 months or so, depending on business need.

Off-Site parking details

Is there off-site parking available Yes
 Off-Site parking included in the counts Yes
 Free On-Street parking available nearby Yes
 If yes, considered easy to find a space No
 If prepared to pay, easy to find somewhere to park off-site all day Yes

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ) Yes, Most of the Area
 Permitted on-street parking for non-residents available within this CPZ Yes, All Day
 If yes, time limited for non-residents Yes
 Charges for non-residents parking if permitted Yes, All Day
 Average charge per hour 80
 Maximum parking duration 120

Off-Street parking

Off-Street parking available Yes, Public Off-Street Parking is Available
 Approx. available spaces 5600
 Parking located within a control parking zone (CPZ) Yes
 Charges for this Off-Street parking Yes, All Day
 Charge amount 70
 Charge period Hour

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site Yes
 Approximate journey time from the facility to the site 10

Travel Plan History

Date of Travel Plan implementation September 1999
 Has the Travel Plan been accredited, or received an award in recognition of its quality, from either a national body such as ACT or a local authority? Yes

Travel Plan Target Group

Main target market(s) for the Travel Plan

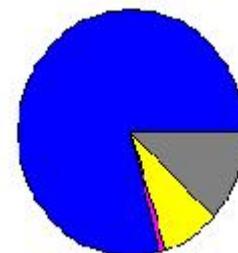
Staff	Target group
Visitors	Not a target group
Customers	Not present
Students	Not present
Patients	Not present
All site users	
Other	

Travel Plan Co-Ordinator

Is there a Travel Plan co-ordinator - a member of staff whose job it is to manage the implementation of the Travel Plan? Yes
 If YES to the above, do they work on the Travel Plan full time or part time? Part time

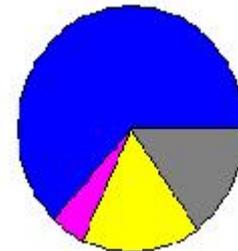
Pre-Travel Plan Mode Split

Was modal split data obtained before the introduction of the Travel Plan? Yes
 If YES, when? June 1999
 Vehicle Occupants 79%
 Cyclists 1%
 Public Transport Users 8%
 Pedestrians 12%



Travel Plan Modal Split Targets

Did the Travel Plan identify mode split targets? Yes
 If YES, when? June 1999
 Vehicle Occupants 63%
 Cyclists 5%
 Public Transport Users 17%
 Pedestrians 15%



Changes in site environment and circumstances

Since the travel plan was implemented, have any of the following changes occurred?

Has there been large scale changes in numbers of staff on site? Yes
 The number of staff at the site has grown by approximately 25% due to the restructuring of Strategic Planning and the development of the Contact Centre, all since the implementation of the Travel Plan.

Has there been a change in site function from, for example, call centre to head office; or from administrative to sales, etc? No

Have parking controls been implemented around a site where previously many staff parked at no charge? No

Has there been large scale changes in local public transport services? No

Has the site been relocated to somewhere with different accessibility characteristics (e.g. from city centre to edge of town)? No

Factors that may have affected trip rates

Additional Travel Plan comments

Unknown capital/annual operating costs are shown as blank.

Cycling Measures

Covered cycle racks close to building entrances Yes
 Date implemented January 2002
 Capital cost
 Annual operating cost

Good lighting in cycle parking areas No
 Date implemented
 Capital cost
 Annual operating cost

Lockers/Facilities for staff who cycle to store their clothing Yes
 Date implemented
 Capital cost
 Annual operating cost

Secure well-lit/covered cycle parking compound Yes
 Date implemented January 2002
 Capital cost
 Annual operating cost

CCTV coverage of cycle parking areas Yes
 Date implemented
 Capital cost
 Annual operating cost

Shower and changing facilities for staff who cycle and walk Yes
 Date implemented
 Capital cost
 Annual operating cost

Good network of cycle routes linking the site to main residential areas locally No
 Date implemented
 Capital cost
 Annual operating cost

Additional comments

The month within 2002 in which the cycle racks/compound were installed is not known. The showing of January for this is by default.

The dates of implementation, and the costs, of the site's lockers/cycling facilities, lighting of cycle compound, CCTV coverage of cycles, and shower/changing facilities for cyclists, are unknown.

Car Sharing Measures

Car-share matching system where employer takes active role in setting up car-share teams (i.e. more than just a voluntary noticeboard) Yes
 Date implemented January 2002
 Capital cost 10000
 Annual operating cost

Guaranteed free ride home available to all staff if they car-share and need to get home in an emergency Yes
 Date implemented September 2005
 Capital cost
 Annual operating cost

Priority parking spaces for car-sharers close to building entrances No
 Date implemented
 Capital cost
 Annual operating cost

Car Club available locally that could be used by occupants of the site No

Does the site operate its own Car Club, or subscribe to an independent Car Club organisation?

Additional comments

There are plans to introduce a car club within the next year.

Car Parking Management

Limited availability of on-site parking spaces (on-site parking supply is set at less than demand for target group of Travel Plan) Yes

Parking permit eligibility restrictions (e.g. only staff without viable public transport alternative are issued with a permit) Yes
 Date implemented
 Capital cost
 Annual operating cost

Charging for parking for Travel Plan target group (e.g. staff, patients, visitors, etc.) No
 Date implemented
 Capital cost
 Annual operating cost
 Charge
 Period of Charge

Parking enforcement (e.g. barrier control, parking attendants, clamping, ticketing) on-site Yes
 Date implemented
 Capital cost
 Annual operating cost

Additional comments

Dates of implementation and costs are not known for the elements listed.
 To park on site, a member of staff must drive over 2,000 miles for business per year, go out at least twice a week, and be an essential user (unless you are mobility impaired). The permits are probably updated every 6 months or so depending on business need.
 There has always been a swipe exit, but the entrance barrier was only installed around 1 year before the survey.

Financial Incentives

Daily payment of £2 or more to staff not to use the car (also known as cash-out) No

Date implemented
 Capital cost
 Annual operating cost
 Daily payment value

Annual payment to give up entitlement to a parking permit No

Date implemented
 Capital cost
 Annual operating cost
 Annual payment value

Site provides employees with season ticket/cycle loans No

Date implemented
 Capital cost
 Annual operating cost
 Annual loans value

Additional comments

Public Transport Measures

Bus waiting facilities (clean, graffiti-free bus shelter and seats close to (e.g. within 400 metres) the site's main entrance) Yes

Date implemented
 Capital cost
 Annual operating cost

New/improved bus services close to the site No

Date implemented
 Capital cost
 Annual operating cost

Secure well-lit pedestrian routes to bus/tram stops within 400 metres Yes

Date implemented
 Capital cost
 Annual operating cost

Secure well-lit pedestrian routes to railway stations within 1000 metres Yes

Date implemented
 Capital cost
 Annual operating cost

Public transport information provided on site on paper and/or computer Yes

Date implemented January 1999
 Capital cost
 Annual operating cost

Publicity and awareness raising material about local public transport Yes

Date implemented January 1999
 Capital cost
 Annual operating cost

Personalised journey planning/travel assistance (e.g. helpline, etc).	Yes
Date implemented	June 2002
Capital cost	
Annual operating cost	

Additional comments

Dates and costs of the travel plan elements in this section are unknown.

The personalised journey planning/travel assistance facility is available to staff via the Council Intranet. A form is completed providing details, and then a member of staff will produce the best "sustainable" journey. It is an ad-hoc service at present.

The costs of providing public transport information on site, publicity and awareness of public transport for staff, and personalised journey planning/travel assistance (all available at the site), are unknown.

there are plans to introduce an interest-free public transport season ticket loan within the next year.

Shuttle Bus

Shuttle bus(es) to main staff/customer residential areas	No
Date implemented	
Capital cost	
Annual operating cost	

Shuttle bus(es) to railway and/or bus station(s)	No
Date implemented	
Capital cost	
Annual operating cost	

Additional comments

Site reference: KC-02-A-01 Survey date: 13/10/05 Day of week: Thursday
 Multi-Modal survey site
 Vehicles surveyed: Total vehicles
 Survey type: Manual Count
 AM weather: Cold and Light Rain
 PM weather: Cold and Light Rain
 Initial car park occupancy: Final car park occupancy:
 BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Data proportions in %
 Motor cars 92 Motor cycles 1 Public service 0
 Light goods 6 OGV (1) 1 OGV (2) 0
 Taxis 0

Time	Arrivals 1022	Departures 952	Totals	Parking Accum
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	38	2	40	(36)
07:30-08:00	83	15	98	(104)
08:00-08:30	116	31	147	(189)
08:30-09:00	144	26	170	(307)
09:00-09:30	148	22	170	(433)
09:30-10:00	83	10	93	(506)
10:00-10:30	48	14	62	(540)
10:30-11:00	27	22	49	(545)
11:00-11:30	28	28	56	(545)
11:30-12:00	34	25	59	(554)
12:00-12:30	20	45	65	(529)
12:30-13:00	40	35	75	(534)
13:00-13:30	19	24	43	(529)
13:30-14:00	26	21	47	(534)
14:00-14:30	41	20	61	(555)
14:30-15:00	18	21	39	(552)
15:00-15:30	25	40	65	(537)
15:30-16:00	10	27	37	(520)
16:00-16:30	14	111	125	(423)
16:30-17:00	27	108	135	(342)
17:00-17:30	15	143	158	(214)
17:30-18:00	15	79	94	(150)
18:00-18:30	2	55	57	(97)
18:30-19:00	1	28	29	(70)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Comments

No PSV's entered or exited the site during this survey.

The taxi count is not known for this survey.

OGV's visiting the site park near the north-west and south west accesses to Sessions House, as there are no specific OGV parking spaces/loading bays available.

The maximum vehicle parking accumulation exceeding the number of spaces available can be explained by the fact that off-site parking was also included in this survey.

There are occasions when the number of vehicles exceeds the number of vehicle occupants. This can be explained by the fact that vehicles picking up/dropping off people at the site are included as both vehicle arrivals and departures, but drivers of such vehicles are excluded from the vehicle occupants count.

All coach passengers shown represent Park and Ride passengers.

Site reference: KC-02-A-01 Survey date: 13/10/05 Day of week: Thursday
 Multi-Modal survey site
 Vehicles surveyed: OGV

Data proportions in % OGV (1) 100 OGV (2) 0

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arrivals 6	Departures 6	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	1	0	1	(1)
07:30-08:00	0	1	1	(0)
08:00-08:30	1	1	2	(0)
08:30-09:00	1	1	2	(0)
09:00-09:30	0	0	0	(0)
09:30-10:00	0	0	0	(0)
10:00-10:30	0	0	0	(0)
10:30-11:00	0	0	0	(0)
11:00-11:30	1	1	2	(0)
11:30-12:00	1	0	1	(1)
12:00-12:30	0	1	1	(0)
12:30-13:00	0	0	0	(0)
13:00-13:30	0	0	0	(0)
13:30-14:00	0	0	0	(0)
14:00-14:30	1	1	2	(0)
14:30-15:00	0	0	0	(0)
15:00-15:30	0	0	0	(0)
15:30-16:00	0	0	0	(0)
16:00-16:30	0	0	0	(0)
16:30-17:00	0	0	0	(0)
17:00-17:30	0	0	0	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: KC-02-A-01 Survey date: 13/10/05 Day of week: Thursday
 Multi-Modal survey site
 Vehicles surveyed: Cycles

Time	Arrivals 14	Departures 12	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	0	0	0	(0)
07:30-08:00	2	0	2	(2)
08:00-08:30	4	0	4	(6)
08:30-09:00	3	0	3	(9)
09:00-09:30	1	0	1	(10)
09:30-10:00	1	0	1	(11)
10:00-10:30	1	0	1	(12)
10:30-11:00	0	0	0	(12)
11:00-11:30	0	0	0	(12)
11:30-12:00	0	0	0	(12)
12:00-12:30	0	0	0	(12)
12:30-13:00	0	0	0	(12)
13:00-13:30	0	0	0	(12)
13:30-14:00	0	0	0	(12)
14:00-14:30	2	0	2	(14)
14:30-15:00	0	0	0	(14)
15:00-15:30	0	1	1	(13)
15:30-16:00	0	2	2	(11)
16:00-16:30	0	2	2	(9)
16:30-17:00	0	2	2	(7)
17:00-17:30	0	0	0	(7)
17:30-18:00	0	5	5	(2)
18:00-18:30	0	0	0	(2)
18:30-19:00	0	0	0	(2)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: KC-02-A-01 Survey date: 13/10/05 Day of week: Thursday
 Multi-Modal survey site
 People Surveyed: Car/LGV/Motorcycle occupants

This count consists of car occupants, light goods vehicle occupants, motorcycle riders and OGV occupants
 Taxi drivers and drivers of private vehicles picking up/dropping off passengers at the site are excluded from the count

Time	Arrivals 1042	Departures 949	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	39	1	40	(38)
07:30-08:00	87	4	91	(121)
08:00-08:30	121	15	136	(227)
08:30-09:00	157	8	165	(376)
09:00-09:30	164	10	174	(530)
09:30-10:00	85	7	92	(608)
10:00-10:30	49	14	63	(643)
10:30-11:00	28	20	48	(651)
11:00-11:30	27	29	56	(649)
11:30-12:00	34	24	58	(659)
12:00-12:30	20	54	74	(625)
12:30-13:00	41	43	84	(623)
13:00-13:30	20	28	48	(615)
13:30-14:00	27	21	48	(621)
14:00-14:30	42	20	62	(643)
14:30-15:00	24	21	45	(646)
15:00-15:30	26	42	68	(630)
15:30-16:00	9	28	37	(611)
16:00-16:30	11	120	131	(502)
16:30-17:00	16	116	132	(402)
17:00-17:30	5	155	160	(252)
17:30-18:00	9	82	91	(179)
18:00-18:30	0	58	58	(121)
18:30-19:00	1	29	30	(93)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: KC-02-A-01 Survey date: 13/10/05 Day of week: Thursday
 Multi-Modal survey site
 People Surveyed: Pedestrians

Time	Arrivals 849	Departures 863	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	0	3	3	(-3)
07:30-08:00	12	0	12	(9)
08:00-08:30	15	1	16	(23)
08:30-09:00	41	0	41	(64)
09:00-09:30	33	3	36	(94)
09:30-10:00	17	12	29	(99)
10:00-10:30	14	2	16	(111)
10:30-11:00	11	13	24	(109)
11:00-11:30	7	6	13	(110)
11:30-12:00	15	28	43	(97)
12:00-12:30	33	126	159	(4)
12:30-13:00	150	184	334	(-30)
13:00-13:30	136	155	291	(-49)
13:30-14:00	170	86	256	(35)
14:00-14:30	107	38	145	(104)
14:30-15:00	48	18	66	(134)
15:00-15:30	19	20	39	(133)
15:30-16:00	5	21	26	(117)
16:00-16:30	8	38	46	(87)
16:30-17:00	2	33	35	(56)
17:00-17:30	5	44	49	(17)
17:30-18:00	1	24	25	(-6)
18:00-18:30	0	8	8	(-14)
18:30-19:00	0	0	0	(-14)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: KC-02-A-01 Survey date: 13/10/05 Day of week: Thursday
 Multi-Modal survey site
 People Surveyed: Public transport Users

Time	Arrivals 393	Departures 390	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	7	2	9	(5)
07:30-08:00	42	1	43	(46)
08:00-08:30	74	0	74	(120)
08:30-09:00	85	7	92	(198)
09:00-09:30	88	4	92	(282)
09:30-10:00	29	0	29	(311)
10:00-10:30	16	3	19	(324)
10:30-11:00	12	7	19	(329)
11:00-11:30	8	7	15	(330)
11:30-12:00	8	3	11	(335)
12:00-12:30	5	11	16	(329)
12:30-13:00	1	8	9	(322)
13:00-13:30	2	7	9	(317)
13:30-14:00	0	3	3	(314)
14:00-14:30	1	8	9	(307)
14:30-15:00	7	9	16	(305)
15:00-15:30	1	12	13	(294)
15:30-16:00	1	19	20	(276)
16:00-16:30	1	70	71	(207)
16:30-17:00	3	67	70	(143)
17:00-17:30	0	98	98	(45)
17:30-18:00	2	20	22	(27)
18:00-18:30	0	19	19	(8)
18:30-19:00	0	5	5	(3)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: KC-02-A-01 Survey date: 13/10/05 Day of week: Thursday
 Multi-Modal survey site
 People Surveyed: Bus/Tram Passengers

Time	Arrivals 122	Departures 114	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	3	2	5	(1)
07:30-08:00	15	0	15	(16)
08:00-08:30	18	0	18	(34)
08:30-09:00	29	1	30	(62)
09:00-09:30	22	3	25	(81)
09:30-10:00	10	0	10	(91)
10:00-10:30	7	2	9	(96)
10:30-11:00	4	3	7	(97)
11:00-11:30	4	4	8	(97)
11:30-12:00	2	2	4	(97)
12:00-12:30	3	5	8	(95)
12:30-13:00	0	4	4	(91)
13:00-13:30	0	4	4	(87)
13:30-14:00	0	0	0	(87)
14:00-14:30	0	1	1	(86)
14:30-15:00	1	2	3	(85)
15:00-15:30	0	3	3	(82)
15:30-16:00	0	7	7	(75)
16:00-16:30	1	25	26	(51)
16:30-17:00	3	18	21	(36)
17:00-17:30	0	20	20	(16)
17:30-18:00	0	6	6	(10)
18:00-18:30	0	2	2	(8)
18:30-19:00	0	0	0	(8)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: KC-02-A-01 Survey date: 13/10/05 Day of week: Thursday
 Multi-Modal survey site
 People Surveyed: Coach Passengers

Time	Arrivals 167	Departures 165	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	3	0	3	(3)
07:30-08:00	17	0	17	(20)
08:00-08:30	38	0	38	(58)
08:30-09:00	24	4	28	(78)
09:00-09:30	55	0	55	(133)
09:30-10:00	10	0	10	(143)
10:00-10:30	4	0	4	(147)
10:30-11:00	3	4	7	(146)
11:00-11:30	1	0	1	(147)
11:30-12:00	3	0	3	(150)
12:00-12:30	2	2	4	(150)
12:30-13:00	1	2	3	(149)
13:00-13:30	0	2	2	(147)
13:30-14:00	0	1	1	(146)
14:00-14:30	1	1	2	(146)
14:30-15:00	4	6	10	(144)
15:00-15:30	1	6	7	(139)
15:30-16:00	0	5	5	(134)
16:00-16:30	0	28	28	(106)
16:30-17:00	0	31	31	(75)
17:00-17:30	0	50	50	(25)
17:30-18:00	0	7	7	(18)
18:00-18:30	0	12	12	(6)
18:30-19:00	0	4	4	(2)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: KC-02-A-01 Survey date: 13/10/05 Day of week: Thursday
 Multi-Modal survey site
 People Surveyed: Train Passengers

Time	Arrivals 104	Departures 111	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	1	0	1	(1)
07:30-08:00	10	1	11	(10)
08:00-08:30	18	0	18	(28)
08:30-09:00	32	2	34	(58)
09:00-09:30	11	1	12	(68)
09:30-10:00	9	0	9	(77)
10:00-10:30	5	1	6	(81)
10:30-11:00	5	0	5	(86)
11:00-11:30	3	3	6	(86)
11:30-12:00	3	1	4	(88)
12:00-12:30	0	4	4	(84)
12:30-13:00	0	2	2	(82)
13:00-13:30	2	1	3	(83)
13:30-14:00	0	2	2	(81)
14:00-14:30	0	6	6	(75)
14:30-15:00	2	1	3	(76)
15:00-15:30	0	3	3	(73)
15:30-16:00	1	7	8	(67)
16:00-16:30	0	17	17	(50)
16:30-17:00	0	18	18	(32)
17:00-17:30	0	28	28	(4)
17:30-18:00	2	7	9	(-1)
18:00-18:30	0	5	5	(-6)
18:30-19:00	0	1	1	(-7)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: KC-02-A-01

Survey date: 13/10/05

Day of week: Thursday

Multi-Modal survey site

People Surveyed: Total people

Time	Arrivals 2298	Departures 2214	Totals	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	46	6	52	(40)
07:30-08:00	143	5	148	(178)
08:00-08:30	214	16	230	(376)
08:30-09:00	286	15	301	(647)
09:00-09:30	286	17	303	(916)
09:30-10:00	132	19	151	(1029)
10:00-10:30	80	19	99	(1090)
10:30-11:00	51	40	91	(1101)
11:00-11:30	42	42	84	(1101)
11:30-12:00	57	55	112	(1103)
12:00-12:30	58	191	249	(970)
12:30-13:00	192	235	427	(927)
13:00-13:30	158	190	348	(895)
13:30-14:00	197	110	307	(982)
14:00-14:30	152	66	218	(1068)
14:30-15:00	79	48	127	(1099)
15:00-15:30	46	75	121	(1070)
15:30-16:00	15	70	85	(1015)
16:00-16:30	20	230	250	(805)
16:30-17:00	21	218	239	(608)
17:00-17:30	10	297	307	(321)
17:30-18:00	12	131	143	(202)
18:00-18:30	0	85	85	(117)
18:30-19:00	1	34	35	(84)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site Reference: ES-04-C-04 Multi-Modal Site
 Created: Version: 2009(a)v6.3.1 02/12/08
 Latitude/Longitude: 50.8485, 0.4909
 Land Use Type: 04 - EDUCATION/C - COLLEGE/UNIVERSITY
 Region/Area: SOUTH EASTEAST SUSSEX
 Version/Creation Date: 2009(a)v6.3.1 02/12/08

Description: COLLEGE, BEXHILL
 Street: PENLAND ROAD
 District:
 Town: BEXHILL ON SEA
 Post Code: TN40 2JG

Location: Suburban Area (PPS6 Out of Centre)
 Location Sub Category: Residential Zone
 Use Class: D1

Population within 500m: 2000
 Population within 1 Mile: 10,001 to 15,000
 Population within 5 Miles: 100,001 to 125,000
 Car ownership within 5 Miles: 1.1 to 1.5

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	126		126
Monday-Friday	0700-1000	28		28
Monday-Friday	1600-1900	35		35
Saturday	0700-1900	112		112
Sunday	0700-1900	20		20

Is site associated with a travel plan: Yes
 If not, are there any plans to implement a Travel Plan in the future?
 Is survey data available before the implementation of the Travel Plan? No
 Is the location of the site hilly or flat: Hilly
 Urban Regeneration: No

Previous survey: ES-04-C-03
 Gross floor area: 10125 sqm
 Number of students: 1451
 Total Employees: 239

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This site is located in a suburban area close to the eastern edge of Bexhill, off the A2036 Hastings Road, which heads east towards the A259 Bexhill Road (and out of Bexhill along the coast), and north-west along the edge of Bexhill and then out of town. Other local roads head towards all parts of the town.

The site is surrounded by mainly residential development.

The site has 2 access points, both on Penland Road. The first is the main entrance (for pedestrians and delivery vehicles), and the second is to the south of the first (for pedestrians and general vehicles).

There are 4 bus stops near the site, one on either side of Penland Road (right next to the site), and one on either side of the A259 De La Warr Road (dual carriageway), to the south of the site where the A259 meets Penland Road.

Bus (or tram) site accessibility

1. Is there a site specific company bus service associated with the development?: Yes
2. If Yes to question 1, for how many years: 4

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
4. If yes to question 3, where it is necessary to cross a road between the development and the stop, is there a conveniently placed crossing facility? : Yes
5. If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
6. If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Hastings	2	25
Little Common	3	10

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

The nearest railway station is located 1.5 kilometres away.
 A bus service was introduced prior to the original 2005 survey, that stops outside the college (more part of the college relocation than the actual travel plan at the site). The travel plan was implemented after the relocation. There are a number of bus stops within 400 metres of the site (the individual services table represents the stops on Penland Road and De La Warr Road.
 The college also uses private/hire buses.

Design features encouraging non-car modes

12. Pedestrians

There are signalised crossing points on relevant routes to the college. CCTV is present at the site.

13. Pedal cycles

There is cycle parking at this site. Facilities include cycle racks, showers and lockers.

14. Public transport

The site is located on a number of bus routes. Bus waiting facilities, new/improved services, secure well-lit pedestrian routes to and from stops, public transport information provided on site, and publicity and awareness material, are all available at the site.

Accessibility & Census Information

Road Network Distance to Local Developments	
Year of Analysis	2008
Nearest Primary School	2.0 kilometres
Nearest Secondary School	2.0 kilometres
Nearest Local Shop/Corner Shop	1.5 kilometres
Nearest Main Supermarket	0.8 kilometres
Nearest Doctors Surgery	0.8 kilometres
Nearest Hospital with Minor Injuries/A & E	25.0 kilometres
Nearest Sports/Leisure Centre	1.5 kilometres

Census Data	
Year of Census	2001
Census Output Area/Data Zone	
Number of people employed within Census Output Area	105
Number of households within Census Output Area	117
Number of people living within Census Output Area	287
Area of Census Output Area (hectares)	12.00
Population density within Census Output Area (per hectare)	23.26

Site reference:	ES-04-C-04	Multi-Modal survey site
Trade name:	BEXHILL COLLEGE	
Site area (h/a):	4.25	
Gross floor area (sqm)	10125	
GFA not in use (sqm)	0	
Open since	2004	
Total Employees	239	
Full Time Employees	169	70%
Part Time Employees	70	30%
Approximate % of total employees working standard 9-5 hours or similar	70%	
Percentage Split of Employee Gender		
Male	34%	
Female	66%	
Approximate % of employees living within the following radii of the site		
3Km	%	
5Km	%	
>5Km	%	
GFA per employee	42.364	
Number of students	1451	
Name of nearest site	PARK COL., EASTBOURNE	
Distance to nearest similar site	20 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	07:00	to	21:30
Friday	07:00	to	21:30
Saturday	00:00	to	00:00
Sunday	00:00	to	00:00

Comments

This site was relocated in September 2004 (moved closer to the town centre). The original college was opened in 1977, and was located within a kilometre of the new site.

The opening times given above are for the school, with other facilities are available outside of these times. Opening times can also vary if there are evening and weekend events being held. Evening classes take place at this site on Mondays only, with a range of subjects such as life skills, languages, computing, music, etc.

The College allows students to take AS and A2 subjects, International Baccalaureate, BTEC and various GCSE subjects.

Facilities at the site include an all weather sports field used for 5-a-side football and hockey, which is available for public use from 1630-2130 on Mondays to Fridays, and up to 1400 on Saturdays (it is closed on Sundays). There is also an indoor sports hall available for public use from 1630 to 2130 on Mondays to Fridays, and all day on Saturdays and Sundays.

A college nursery provides daytime care from 0845 to 1645, either as all day sessions or morning/afternoon. There is also an after school club from 1530 to 1830 and a holiday club from 0830 to 1800 during most of the school holidays (this facility is not provided on-site).

Multi-Modal survey site

On-Site parking

Total no. of parking spaces	218
Spaces Per 100m2 GFA	2.153
Spaces Per student	0.150

Number of spaces

Employee	180
Disabled	5
Visitor/Customer	6
OGV parking bays	0
Cycle racks	29
OGV loading bays	0
Mother & Toddler	0
Motorcycle spaces	25

Parking charges No

Comments about the management of the site car park, along with enforcement measures

There are a further 2 designated minibus parking spaces, included in the total number of spaces shown.
 Staff and students are granted permits to park in the college car park. No enforcement was observed on the day.
 However, there is monitoring (and enforcement) by ground staff on occasion.
 The 500 off-site spaces are located within a nearby retail park, which some students use for college parking.

Site parking surface or non-surface (multi-storey/underground)

Surface

Off-Site parking details

Is there off-site parking available

Yes

Off-Site parking included in the counts

Yes

Free On-Street parking available nearby

Yes

If yes, considered easy to find a space

Yes

If prepared to pay, easy to find somewhere to park off-site all day

No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)

No

Off-Street parking

Off-Street parking available Yes, Public Off-Street Parking is Available

Approx. available spaces 500

Parking located within a control parking zone (CPZ)

No

Charges for this Off-Street parking

No

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site

No

Travel Plan History

Date of Travel Plan implementation September 2004

Has the Travel Plan been accredited, or received an award in recognition of its quality, from either a national body such as ACT or a local authority? No

Travel Plan Target Group

Main target market(s) for the Travel Plan

Staff	Target group
Visitors	Not a target group
Customers	Not present
Students	Target group
Patients	Not present
All site users	Not a target group
Other	

Travel Plan Co-Ordinator

Is there a Travel Plan co-ordinator - a member of staff whose job it is to manage the implementation of the Travel Plan? Yes

If YES to the above, do they work on the Travel Plan full time or part time? Part time

Pre-Travel Plan Mode Split

Was modal split data obtained before the introduction of the Travel Plan? No

Travel Plan Modal Split Targets

Did the Travel Plan identify mode split targets?

Changes in site environment and circumstances

Since the travel plan was implemented, have any of the following changes occurred?

Has there been large scale changes in numbers of staff on site? No

Has there been a change in site function from, for example, call centre to head office; or from administrative to sales, etc? No

Have parking controls been implemented around a site where previously many staff parked at no charge? No

Has there been large scale changes in local public transport services? Yes
 There has been a new bus service introduced that stops outside the college. This was more part of the college relocation than the Travel Plan implementation. This service was also available at the time of the original survey in 2005.

Has the site been relocated to somewhere with different accessibility characteristics (e.g. from city centre to edge of town)? Yes
 The site was relocated in September 2004, and is now closer to the town centre than before. The Travel Plan was introduced after the relocation. This all happened before the original survey in 2005.

Factors that may have affected trip rates

Additional Travel Plan comments

There have been no substantive revisions to the Travel Plan since the original survey was undertaken in 2005. The only major point to consider is that there are plans for improving cycle routes in the area, although this is only at the planning stage.

Cycling Measures

Covered cycle racks close to building entrances Yes
 Date implemented September 2004
 Capital cost
 Annual operating cost

Good lighting in cycle parking areas Yes
 Date implemented September 2004
 Capital cost
 Annual operating cost

Lockers/Facilities for staff who cycle to store their clothing Yes
 Date implemented September 2004
 Capital cost
 Annual operating cost

Secure well-lit/covered cycle parking compound No
 Date implemented
 Capital cost
 Annual operating cost

CCTV coverage of cycle parking areas Yes
 Date implemented September 2005
 Capital cost
 Annual operating cost

Shower and changing facilities for staff who cycle and walk Yes
 Date implemented September 2004
 Capital cost
 Annual operating cost

Good network of cycle routes linking the site to main residential areas locally No
 Date implemented
 Capital cost
 Annual operating cost

Additional comments

There was a capital cost of £25,000 and an annual operating cost of £1,000 for CCTV at this site. However, these figures relate to the whole site and not just the cycle parking areas. The cost for coverage of these areas should be considered minimal when compared to the rest of the site.

The costs for covered cycle racks, lighting, lockers/facilities, and showers, were all included as part of the overall construction of the site, and are not split (therefore the figures are not available). Also, lighting, lockers/facilities and shower/changing are covered by an annual maintenance contract of all plant and services. Cycle racks are well utilised at this site.

Several cycle routes are planned by East Sussex County Council, and the college have contributed £10,000 towards the cost of these.

Car Sharing Measures

Car-share matching system where employer takes active role in setting up car-share teams (i.e. more than just a voluntary noticeboard) No
 Date implemented
 Capital cost
 Annual operating cost

Guaranteed free ride home available to all staff if they car-share and need to get home in an emergency No
 Date implemented
 Capital cost
 Annual operating cost

Priority parking spaces for car-sharers close to building entrances No
 Date implemented
 Capital cost
 Annual operating cost

Car Club available locally that could be used by occupants of the site No

Does the site operate its own Car Club, or subscribe to an independent Car Club organisation?

Additional comments

Car Parking Management

Limited availability of on-site parking spaces (on-site parking supply is set at less than demand for target group of Travel Plan) Yes

Parking permit eligibility restrictions (e.g. only staff without viable public transport alternative are issued with a permit) No
 Date implemented
 Capital cost
 Annual operating cost

Charging for parking for Travel Plan target group (e.g. staff, patients, visitors, etc.) No
 Date implemented
 Capital cost
 Annual operating cost
 Charge
 Period of Charge

Parking enforcement (e.g. barrier control, parking attendants, clamping, ticketing) on-site Yes
 Date implemented September 2005
 Capital cost 150
 Annual operating cost

Additional comments

A local parking survey is carried out annually to assess the impact of student/staff parking in streets surrounding the college.

Limited availability of on-site parking is evident at the site, with 180 spaces for approximately 1,500 potential users (not including visitors).

Financial Incentives

Daily payment of £2 or more to staff not to use the car (also known as cash-out) No

Date implemented

Capital cost

Annual operating cost

Daily payment value

Annual payment to give up entitlement to a parking permit No

Date implemented

Capital cost

Annual operating cost

Annual payment value

Site provides employees with season ticket/cycle loans No

Date implemented

Capital cost

Annual operating cost

Annual loans value

Additional comments

Public Transport Measures

Bus waiting facilities (clean, graffiti-free bus shelter and seats close to (e.g. within 400 metres) the site's main entrance) Yes
 Date implemented September 2004

Capital cost

Annual operating cost

New/improved bus services close to the site Yes
 Date implemented September 2004

Capital cost

Annual operating cost

Secure well-lit pedestrian routes to bus/tram stops within 400 metres Yes
 Date implemented September 2004

Capital cost

Annual operating cost

Secure well-lit pedestrian routes to railway stations within 1000 metres No

Date implemented

Capital cost

Annual operating cost

Public transport information provided on site on paper and/or computer Yes
 Date implemented September 2004

Capital cost

Annual operating cost

Publicity and awareness raising material about local public transport Yes
 Date implemented September 2004

Capital cost

Annual operating cost

Personalised journey planning/travel assistance (e.g. helpline, etc). No
Date implemented
Capital cost
Annual operating cost

Additional comments

There are a number of bus stops within 400 metres of the college. Two of these have shelters, which would be considered to be of "fair" quality.

Shuttle Bus

Shuttle bus(es) to main staff/customer residential areas No
Date implemented
Capital cost
Annual operating cost

Shuttle bus(es) to railway and/or bus station(s) No
Date implemented
Capital cost
Annual operating cost

Additional comments

There are bus services to the college (private hire for trips etc.), but these would not be considered "shuttle buses".

Site reference: ES-04-C-04 Survey date: 10/11/08 Day of week: Monday
 Multi-Modal survey site
 Vehicles surveyed: Total vehicles
 Survey type: Manual Count
 AM weather: Cold and Heavy Rain
 PM weather: Extreme Conditions
 Initial car park occupancy: 10 Final car park occupancy: 5
 BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Data proportions in %
 Motor cars 90 Motor cycles 4 Public service 2
 Light goods 1 OGV (1) 0 OGV (2) 0
 Taxis 3

Time	Arrivals 1018	Departures 1025	Totals	Parking Accum
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	10	3	13	17
08:00-09:00	227	101	328	143
09:00-10:00	71	45	116	169
10:00-11:00	53	41	94	181
11:00-12:00	78	79	157	180
12:00-13:00	59	77	136	162
13:00-14:00	120	69	189	213
14:00-15:00	69	73	142	209
15:00-16:00	46	80	126	175
16:00-17:00	70	137	207	108
17:00-18:00	64	73	137	99
18:00-19:00	118	67	185	150
19:00-20:00	30	30	60	150
20:00-21:00	3	17	20	136
21:00-22:00	0	133	133	3
22:00-23:00				
23:00-24:00				

Comments

The weather was particularly bad, especially during the evening peak period.
 OGV's visiting the site park in the general parking area, as there are no specific OGV parking spaces/loading bays available.
 The number of vehicles often exceeds the number of vehicle occupants. This can be explained by the fact that drivers of vehicles picking up/dropping off people at the site were excluded from the vehicle occupants count. It should also be noted that the extreme weather may have affected this count, as well as more spread out peak activity times when compared to the 2005 survey.
 The coach passengers shown represent passengers of site specific college buses. The PSV's shown are these vehicles. The bus passengers shown represent passengers of public buses.

Site reference: ES-04-C-04 Survey date: 10/11/08 Day of week: Monday
 Multi-Modal survey site
 Vehicles surveyed: OGV

Data proportions in % OGV (1) 100 OGV (2) 0

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arrivals 1	Departures 1	Totals	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	0	0	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	1	1	2	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00	0	0	0	(0)
20:00-21:00	0	0	0	(0)
21:00-22:00	0	0	0	(0)
22:00-23:00				
23:00-24:00				

Site reference: ES-04-C-04 Survey date: 10/11/08 Day of week: Monday
 Multi-Modal survey site
 Vehicles surveyed: PSV

Time	Arrivals 24	Departures 25	Totals	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	0	0	(0)
08:00-09:00	6	5	11	(1)
09:00-10:00	4	6	10	(-1)
10:00-11:00	0	0	0	(-1)
11:00-12:00	0	0	0	(-1)
12:00-13:00	1	1	2	(-1)
13:00-14:00	0	0	0	(-1)
14:00-15:00	2	0	2	(1)
15:00-16:00	3	5	8	(-1)
16:00-17:00	6	6	12	(-1)
17:00-18:00	0	0	0	(-1)
18:00-19:00	0	0	0	(-1)
19:00-20:00	1	1	2	(-1)
20:00-21:00	1	0	1	(0)
21:00-22:00	0	1	1	(-1)
22:00-23:00				
23:00-24:00				

Site reference: ES-04-C-04

Survey date: 10/11/08

Day of week: Monday

Multi-Modal survey site

Vehicles surveyed: Taxis

Time	Arrivals 26	Departures 26	Totals	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	0	0	(0)
08:00-09:00	3	3	6	(0)
09:00-10:00	2	2	4	(0)
10:00-11:00	2	2	4	(0)
11:00-12:00	2	2	4	(0)
12:00-13:00	2	2	4	(0)
13:00-14:00	5	5	10	(0)
14:00-15:00	3	3	6	(0)
15:00-16:00	1	1	2	(0)
16:00-17:00	4	4	8	(0)
17:00-18:00	2	2	4	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00	0	0	0	(0)
20:00-21:00	0	0	0	(0)
21:00-22:00	0	0	0	(0)
22:00-23:00				
23:00-24:00				

Site reference: ES-04-C-04 Survey date: 10/11/08 Day of week: Monday
 Multi-Modal survey site
 Vehicles surveyed: Cycles

Time	Arrivals 20	Departures 20	Totals	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	0	0	(0)
08:00-09:00	10	0	10	(10)
09:00-10:00	1	0	1	(11)
10:00-11:00	0	0	0	(11)
11:00-12:00	3	1	4	(13)
12:00-13:00	2	1	3	(14)
13:00-14:00	0	0	0	(14)
14:00-15:00	1	1	2	(14)
15:00-16:00	1	1	2	(14)
16:00-17:00	0	10	10	(4)
17:00-18:00	1	1	2	(4)
18:00-19:00	0	0	0	(4)
19:00-20:00	0	4	4	(0)
20:00-21:00	1	1	2	(0)
21:00-22:00	0	0	0	(0)
22:00-23:00				
23:00-24:00				

Site reference: ES-04-C-04 Survey date: 10/11/08 Day of week: Monday
 Multi-Modal survey site
 People Surveyed: Pedestrians

Time	Arrivals 445	Departures 473	Totals	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	0	0	(0)
08:00-09:00	114	0	114	(114)
09:00-10:00	51	0	51	(165)
10:00-11:00	23	12	35	(176)
11:00-12:00	43	36	79	(183)
12:00-13:00	64	100	164	(147)
13:00-14:00	64	51	115	(160)
14:00-15:00	56	100	156	(116)
15:00-16:00	17	48	65	(85)
16:00-17:00	3	106	109	(-18)
17:00-18:00	2	3	5	(-19)
18:00-19:00	8	1	9	(-12)
19:00-20:00	0	4	4	(-16)
20:00-21:00	0	1	1	(-17)
21:00-22:00	0	11	11	(-28)
22:00-23:00				
23:00-24:00				

Site reference: ES-04-C-04 Survey date: 10/11/08 Day of week: Monday
 Multi-Modal survey site
 People Surveyed: Public transport Users

Time	Arrivals 587	Departures 704	Totals	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	0	0	(0)
08:00-09:00	266	0	266	(266)
09:00-10:00	96	12	108	(350)
10:00-11:00	27	2	29	(375)
11:00-12:00	99	7	106	(467)
12:00-13:00	28	37	65	(458)
13:00-14:00	37	24	61	(471)
14:00-15:00	32	114	146	(389)
15:00-16:00	0	81	81	(308)
16:00-17:00	0	421	421	(-113)
17:00-18:00	0	3	3	(-116)
18:00-19:00	0	0	0	(-116)
19:00-20:00	1	1	2	(-116)
20:00-21:00	1	0	1	(-115)
21:00-22:00	0	2	2	(-117)
22:00-23:00				
23:00-24:00				

Site reference: ES-04-C-04 Survey date: 10/11/08 Day of week: Monday
 Multi-Modal survey site
 People Surveyed: Bus/Tram Passengers

Time	Arrivals 278	Departures 404	Totals	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	0	0	(0)
08:00-09:00	68	0	68	(68)
09:00-10:00	44	0	44	(112)
10:00-11:00	24	2	26	(134)
11:00-12:00	83	7	90	(210)
12:00-13:00	18	35	53	(193)
13:00-14:00	37	19	56	(211)
14:00-15:00	4	97	101	(118)
15:00-16:00	0	64	64	(54)
16:00-17:00	0	177	177	(-123)
17:00-18:00	0	3	3	(-126)
18:00-19:00	0	0	0	(-126)
19:00-20:00	0	0	0	(-126)
20:00-21:00	0	0	0	(-126)
21:00-22:00	0	0	0	(-126)
22:00-23:00				
23:00-24:00				

Site reference: ES-04-C-04 Survey date: 10/11/08 Day of week: Monday
 Multi-Modal survey site
 People Surveyed: Coach Passengers

Time	Arrivals 277	Departures 274	Totals	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	0	0	(0)
08:00-09:00	190	0	190	(190)
09:00-10:00	47	12	59	(225)
10:00-11:00	0	0	0	(225)
11:00-12:00	0	0	0	(225)
12:00-13:00	10	1	11	(234)
13:00-14:00	0	0	0	(234)
14:00-15:00	28	0	28	(262)
15:00-16:00	0	15	15	(247)
16:00-17:00	0	243	243	(4)
17:00-18:00	0	0	0	(4)
18:00-19:00	0	0	0	(4)
19:00-20:00	1	1	2	(4)
20:00-21:00	1	0	1	(5)
21:00-22:00	0	2	2	(3)
22:00-23:00				
23:00-24:00				

Site reference: ES-04-C-04 Survey date: 10/11/08 Day of week: Monday
 Multi-Modal survey site
 People Surveyed: Train Passengers

Time	Arrivals 32	Departures 26	Totals	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	0	0	(0)
08:00-09:00	8	0	8	(8)
09:00-10:00	5	0	5	(13)
10:00-11:00	3	0	3	(16)
11:00-12:00	16	0	16	(32)
12:00-13:00	0	1	1	(31)
13:00-14:00	0	5	5	(26)
14:00-15:00	0	17	17	(9)
15:00-16:00	0	2	2	(7)
16:00-17:00	0	1	1	(6)
17:00-18:00	0	0	0	(6)
18:00-19:00	0	0	0	(6)
19:00-20:00	0	0	0	(6)
20:00-21:00	0	0	0	(6)
21:00-22:00	0	0	0	(6)
22:00-23:00				
23:00-24:00				

Site reference: ES-04-C-04 Survey date: 10/11/08 Day of week: Monday
 Multi-Modal survey site
 People Surveyed: Total people

Time	Arrivals 2145	Departures 2212	Totals	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	12	1	13	21
08:00-09:00	640	17	657	644
09:00-10:00	232	38	270	838
10:00-11:00	117	38	155	917
11:00-12:00	243	108	351	1052
12:00-13:00	170	235	405	987
13:00-14:00	232	127	359	1092
14:00-15:00	148	300	448	940
15:00-16:00	43	219	262	764
16:00-17:00	45	706	751	103
17:00-18:00	89	97	186	95
18:00-19:00	140	83	223	152
19:00-20:00	30	48	78	134
20:00-21:00	4	24	28	114
21:00-22:00	0	171	171	-57
22:00-23:00				
23:00-24:00				